newsletter

Upper Canada Railway Society

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Upper Canada Railway Society

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RAILWAY NEWS AND COMMENT

SUPREME COURT REVERSES KOOTENAY & ELK CTC RULING

In a precedent-making decision, the Supreme Court of Canada has ruled that the Canadian Transport Commission erred in a significant point of law in rejecting an application that would have allowed the Kootenay & Elk Railway to build an 80-mile railway line from Lime Creek, British Columbia to Rooseville West on the U.S. border.

In the decision, handed down on May 1st, the court was split 5-4 that the CTC was wrong on a single point of law. The commission was upheld on other legal matters at a Supreme Court hearing last October. The legal point questioned by the Supreme Court was the basis of the CTC decision rejecting the Kootenay & Elk application. The Supreme Court said the commission concluded that it would have granted the application if it were not for this single legal hitch. The K&E would have connected with Burlington Northern Inc., at the U.S. border, creating competition for CP Rail in transporting coal from coalfields in southern British Columbia. The CTC said the Railway Act prevents a common carrier, such as BN, from interchanging traffic with a company that is not a common carrier, such as the K&E. The BN is called a common carrier because it accepts all sorts of goods while the K&E was to carry coal exclusively.

Mr. Justice Ronald Martland, writing the majority court view on this point, said the commission took the wrong approach to this section of the Railway Act. The section mentioned by the commission is intended as one avenue allowing common carriers to interchange traffic. It was not intended to prohibit traffic between a common carrier and a non-common carrier.

In dissenting, Mr. Justice Emmett Hall said the Kootenay & Elk is not a railway company even on paper. He said there is no legal undertaking that the coal will be taken to the Roberts Bank superport near Vancouver. "I see nothing in the record to prevent Burlington Northern from using or creating another port in the State of Washington for the loading of this Canadian product destined for Japan." The CTC should have ruled on this policy aspect of the question. "The whole scheme would appear to me to be the classic case of a foreign conglomerate in concert with related Canadian companies so manipulating the enterprise that the export of Canadian jobs would be the result. That surely was a proper matter for the commission to consider and weigh."

The court decision has given the Kootenay & Elk "the green light" to build its line, according to Jack Alley, counsel for the railway. He said the CTC must now reissue the order, granting the K&E application. Because of a number of "loose ends" which must be cleaned up, before work could begin on the line, it would be feasible to have the job completed in a year.

The CTC is studying the court ruling to see whether the K&E application should be heard again.

CANADIAN PACIFIC 1971 REPORT

Canadian Pacific attributes 1971 profit gains to improvement in both general business conditions and its own ability to create and use opportunities in a wide range of activities. The company's annual report notes that railway profits were the highest since 1966.

"CP Rail was able to take advantage of an upswing in the economy in the last half of the year to overcome the disappointing first half, which was marked by unusually severe winter weather, work stoppages and a strike threat."

Company profit--including its share of profits retained by subsidiaries--rose to $75,540,000 or $1.01 a share in the year ended December 31st from $65,677,000 or 87¢ a share a year earlier. Railway profit rose to $45,756,000 from $38,392,000. After taking into account other fixed charges and income, income from railway and miscellaneous sources was $38,579,000 or 49¢ a share, compared with $28,738,000 or 35¢ a share.

CP Air reported profits of $2,140,000 on operating revenues of $157,945,000, compared with $1,003,000 on $149,583,000. CP Investments Ltd. had profit of $35,778,000 or 62¢ a share, compared with $39,302,000 or 69¢ a share. CP (Bermuda) Ltd. reported profits of $11-million.

The Canadian Pacific annual statement takes note of the work begun last year on preparation of the site for redevelopment of the Windsor Station area in downtown Montreal. Trackage was relocated to permit work to start on the first phase of the project. Construction of a new office tower and railway station is scheduled to begin in the middle of this year. Canadian Pacific will occupy about half the space in the office tower.

Railway freight revenues were higher by $50.6-million or 9% than those of 1970, with increases practically throughout the range of commodities carried.

CP Rail moved 23% more grain between July and December than a year earlier; total grain handled during the year amounted to 224,000 cars, less than 3% below the 1966 record. "The block-shipping system of moving grain, which was introduced in 1970, has improved the efficiency of the grain-gathering system and has contributed to better utilization of railway cars and locomotives." It is noted that further changes in the system are needed to increase capacity and provide for greater flexibility.

The volume of coal from the mine of Kaiser Resources Ltd. of Sparwood, British Columbia, has been substantially less than forecast. This has resulted in under-utilization of rail equipment purchased for this service. Coal shipments from the mine of Coleman Collieries Ltd. of Coleman, Alberta, reached the target figure in the final quarter of 1971.

Both CP Rail and CP Ships increased their container activities and container-handling plant during 1971.

1971 BEST YEAR FOR CN SINCE 1966

Canadian National Railways set operating records in 1971 and showed the best overall record since 1966. In spite of the improved picture, the railway still had an overall deficit of $24.3-million, which was the lowest deficit since 1956.

CN's annual report, tabled in the House of Commons on May 11th, said railway operating revenues totalled $1,140,800,000 while railway operating expenses amounted to $1,119,500,000--both records. Operating profit was $21.3-million, highest since 1966.

With other operations added, the company's total profit was $44.2-million, down $1.6-million from 1970. CN is involved in road and water communications, telecommunications, hotels, real estate and international consulting, in addition to railways. The financial deficit of $24.3-million came after payment of $68.5-million interest on long-term debt.

N. J. MacMillan, chairman and president, said company operations had a slow start in 1971 but general economic improvement in the second half of the year improved financial results. Economic sluggishness, a $56.7-mill-increase in wages and bad winter weather hurt railway revenues in the first half of 1971.

Passenger rail revenue fell by 1% as the number of passengers using the railway declined by 100,000 to 13.3-million.

Carload freight income increased 12%; express revenues were up by 9.8%; hotel revenues increased by 12.4%; telecommunications income increased by 6%. Employment was down by 1% to 81,744 over the entire CN system.

"Looking forward into 1972, the indications are that the general Canadian economy will remain healthy and that the rate of economic growth experienced in 1971 will be matched if not bettered," Mr. MacMillan said. He said he expects the company will continue to improve its performance.

ARDA DISTINGUISHED SERVICE AWARD TO N. J. MACMILLAN

The American Railway Development Association has honoured N. J. MacMillan, chairman and president of Canadian National, for his outstanding achievement in the advancement and progress of the railway industry in the fields of land and real estate developments. Mr. MacMillan was presented with the "Distinguished Service Award" of the Association at a banquet marking the group's 63rd annual meeting held at the Queen Elizabeth Hotel in Montreal from May 21st to 24th.

The citation presented to Mr. MacMillan says that "he has been the guiding spirit behind the many developments and innovations that have added to the reputation of CN .....Among these have been dieselization, centralized traffic control, electronic car classification yards, new specialized rolling stock and other equipment, customer-oriented marketing policies, computer-based traffic reporting and control systems, port facilities to handle the growing volume of container cargo, new methods and equipment in telecommunications, and since the Second World War, about 1600 miles of new rail lines mainly to serve new resource developments and the communities resulting from them. This new trackage is the largest amount built by any railway in the Western World during that period."

The presentation of the "man of the year" award was made by the recipient of last year's award, Edward Stoll, vice-president, Real Estate, Economic and Resource Development Milwaukee Road. In his remarks, Mr. Stoll added that Mr. MacMillan "has been concerned with his Company's extensive real estate undertakings which contribute in a spectacular manner to the revitalization of urban downtown areas --such as Place Ville Marie and Place Bonaventure in Montreal, Midtown Plaza in Saskatoon and many others. The current real estate interests of his Company include the great Metro Centre development projects being planned for downtown Toronto." Mr. Stoll also stressed Mr. MacMillan's contribution in the fields of pipelines, international consulting and his interest in and concern for the welfare of all the men and women who contribute to the success of the great public enterprise that is Canadian National.

The president of the Association, Paul Blanchet, assistant vice-president, Research and Development, and general manager, Real Estate, at Canadian National, voiced CN's pride that a Canadian had been so recognized on a North American basis for his contributions to the industry.

N. R. CRUMP RETIRES; EXECUTIVE CHANGES AT CANADIAN PACIFIC

At the Annual Meeting of Canadian Pacific Limited, in Montreal on May 3rd, Norris Roy Crump, chairman of the company, stepped down and announced that he was retiring. With Canadian Pacific for 52 years and 11 months, Mr. Crump has moved to Calgary, Alberta to begin a very active retirement as an amateur historian and archeologist.

Mr. Crump joined Canadian Pacific in 1920 as an apprentic machinist. In 1955 he became president and in 1961 chairman. Earlier this year Mr. Crump received the order of the Companion of the Order of Canada from the Governor-General, for outstanding merit of the highest degree.

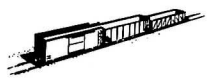
Succeeding Mr. Crump as chairman and chief executive officer of Canadian Pacific is Ian D. Sinclair. Mr. Sinclair was formerly Canadian Pacific president.

Fred S. Burbidge succeeds Mr. Sinclair as CP president. Mr. Burbidge was formerly vice-president of Canadian Pacific and senior executive officer of CP Rail.

Keith Campbell has become vice-president of Canadian Pacific and chief executive officer of CP Rail.

R. T. Riley assumes duties as vice-president transport and telecommunications with responsibilities for Canadian Pacific's trucking and telecommunications operations. He was formerly director of corporate planning.

W. J. Stenason is now vice-president administration. Formerly vice-president transport and ships, Mr. Stenason retains jurisdiction over Canadian Pacific's ocean shipping operations.



N. J. MacMillan, chairman and president of Canadian National, left, accepts "Distinguished Service Award" of the American Railway Development Association from last year's recipient, Ed Stoll, vice-president, Real Estate, Economic and Resource Development, Milwaukee Road, right, while Paul Blanchet, assistant vice-president, Research and Development and general manager, Real Estate, at Canadian National, and outgoing president of ARDA, looks on. (Canadian National)

The Cover

CANADA'S ONE AND ONLY RSD17. CP Rail 8921, the only diesel locomotive of its type, currently sees employment in freight transfer service in the Toronto area. 8921 is the subject of this month's Itinerant Railfan feature which begins on page 103. In the cover photo, 8921 was caught pulling out of Agincourt Yard with a transfer run on a Saturday morning early in May.
(NEWSLETTER/Robert D. McMann)

GREATER COOPERATION BETWEEN TRUCKERS AND RAILWAYS URGED

The railway and trucking industries must learn to "cooperate and consult with one another more extensively than they do now" if they expect to satisfy Canada's future intermodal transport needs, according to Dr. Robert A. Bandeen of Canadian National, speaking to the annual meeting of the Operations Council of the Automotive Transport Association of Ontario in Toronto April 18th. Dr. Bandeen said that without more cooperation between railways and trucking lines "neither of us will realize our full potential as intermodal carriers."

Dr. Bandeen said that CN had been able to play a major role in satisfying the need for international container services in Canada because it had been willing to cooperate with other carriers to handle the traffic. He felt similar cooperation would be required on the part of many carriers if the domestic container market were to be developed to its full potential. He thought the potential of the domestic container market exceeded the potential of the international market.

"I would be very much surprised, if at some future time it did not become desirable for the railways to establish extensive programs for moving by rail domestic continer traffic developed by the trucking industry."

Dr. Bandeen also suggested trucking consortiums in time might erect their own container transfer terminals beside rail spurs so as to gain the benefit of operating their own container handling terminals and even "edge themselves into the railway business by leasing the flat cars needed to move the containers."

Dr. Bandeen felt domestic container movements did not constitute the only area in which the trucking and railway industries would find it useful to cooperate in the future. "The potential for joint undertakings exist wherever it is of mutual benefit for the railways to provide a wholesale or long-haul transportation service and the truckers a retail, or short-haul service." He cited as a recent example of a cooperative venture the new automobile compound CN had opened at Toronto Yard. The company has engaged a private trucking firm to administer the facility and to provide a local highway delivery service for any automobile sales companies which might require it.

The key element in encouraging "different carriers to work together in harmony" was the rate at which the demand for intermodal transport services was growing. By 1985, 50% of all goods moved in Canada would be moved by intermodal systems. Dr. Bandeen felt that if we were "going to fully realize in Canada the inherent potential of intermodal transportation systems with attendant benefits for all, then the railways and the private truckers are going to have to forge themselves extensive patterns of cooperative intermodal behaviour." He could not see any other way in which the needs of the future would be adequately served.

* * *

CONTAINER STUDY BY CP RAIL

Within ten years, the movement of high-class goods domestically for long distances probably will be taken over by containers. This prediction was made by A. E. Jenner, general manager, piggyback services, of CP Rail. he said that his group has just completed a study on switching of these goods from truck and boxcar to container, avoiding the delays associated with main freight yards. It is cheaper to move goods in four 20-foot boxes by rail than in truck trailers that have an increased tare for their chassis.

A start would he made using existing Toronto and Montreal terminals with construction of additional terminals first at Windsor, Winnipeg and Vancouver. One drawback of inland container terminals is their cost, compared with truck terminals. They require top-lifters or other transfer equipment. In order to accommodate forklifts driving into the containers with standard 48-inch pallets, Mr. Jenner is considering use of a special-size container for domestic use, 28 feet long, 8 feet 6 inches high by 9 feet wide.

RAIL SAFETY COMMITTEE FORMED BY CTC

The Canadian Transport Commission has announced that an advisory committee on railway safety has been formed with representatives from Canadian National, CP Rail, and the Canadian Railway Labour Association. The announcement was contained in the CTC's first report on railway safety resulting from the inquiry into the subject which lasted 46 days, spread over one year. The 27-page report is the first of several which will be issued over a period on specific areas of railway safety.

Discussing certain accidents, the commission said that railway employees could not be blamed for derailments at Cobourg on July 30, 1970, and Port Hope on August 6, 1970. The CTC is not necessarily satisfied with CP Rail and CN efforts to detect overheated wheel bearings, which caused the accidents at Port Hope and Cobourg. This would be discussed in greater detail in future reports. There were no injuries in either accident.

One man on track patrol near Brockville, was killed on August 7, 1970, when the track speeder was struck by the CN Rapido. The CTC said the men on track patrol had been warned of the impending arrival of the Rapido but evidently thought they could complete their job before the train arrived. Methods of operating track motor cars and safety procedures for these vehicles "leave much to be desired." This is also to be examined more completely in later reports.

On the CN derailment near Dunrobin on December 29, 1971, the CTC said 39 passengers on the Super Continental received minor injuries. There was a lack of communication between two CN area headquarters which was "vital in situations such as major derailments." The CTC said it is satisfied that CN has introduced changes which will prevent delays in providing relief to derailed trains. The commission was sharply critical last year about delays in ordering ambulances for injured passengers in the Dunrobin accident.

On a CN derailment that killed three railway employees in the Fraser Canyon at Boothroyd, British Columbia, on February 15, 1971, the commission said it is uncertain whether the slide that derailed the train fell on the track at the time the train arrived or occurred earlier. But a slide detector fence that activates signals warning trains of slides was not functioning that night. The commission said: "In these circumstances, the committee can only conclude that the derailment might have been prevented by the detector fence and the warning signal. Responsibility must rest upon all of those whose duty it was to keep them in operation."

MORE ON THE WEST VAN TUNNEL PROJECT

Work has started on the British Columbia Railway's long tunnel in West Vancouver. Mike Wakely, Chief Engineer for BCR, calculates that the 4650-foot long tunnel will reduce the rail route by almost 6000 feet. It will also eliminate four existing curves and a timber trestle (310 feet long and 54 feet high) over Nelson Creek. When completed, the tunnel will be 16 feet wide and 22 feet 6 inches above base of the rail.

The present Creek trestle will be replaced with a concrete arch culvert. Excavation from the tunnel will be used to construct the railway grade from the tunnel portal across the Nelson Creek valley, over the culvert to connect with the existing railway grade at the south end of the Nelson Creek Bridge. To protect a water line serving residents of West Vancouver, it will be encased in an 18-inch diameter steel pipe.

Rock formation in the tunnel area indicates that no steel supporting arches or concrete lining will be necessary. However, specifications now being drawn allow for handling any unsound areas which may be encountered.

Mr. Wakely estimates that 70,000 cubic yards of material will be excavated from the tunnel of which 50,000 will be used to contruct railway embankment rising over and each side of the culvert. The embankment, which will rise to a height of 54 feet, will be 20 feet wide at the top broadening to 120 feet at the base. The remaining 20,000 cubic yards will be crushed to produce ballast for track construction after the tunnel has been completed.

It is estimated that construction will be completed by the end of January 1973.

TWO DERAILMENTS

* Seventeen freight and piggyback cars were derailed on the Canadian National Newmarket Subdivision near Maple, Ontario, on May 10th. The line was blocked between Toronto and North Bay. There were no injuries. Cause of the accident was not ascertained. Debris was spread out over a mile.

* Thirteen members of a CN track gang were injured (one seriously) when the train they were riding was derailed 80 miles northwest of Thunder Bay, on May 11th. CN officials said they have not figured out why 23 cars in the middle of the 110-car freight jumped the tracks, throwing the repair gang out of their work car.

JOB SECURITY TO BE MAIN ISSUE

A national wage policy conference of delegates representing about 19,000 members of the Canadian Brotherhood of Railway, Transport and General Workers has singled out wages and job security as top priorities for the 1972 round of bargaining with the railways. The recommendations were drafted at a three-day conference held recently in Toronto and will be placed before a general conference of railway unions that will bargain jointly with the Canadian railways for new agreements to replace those expiring December 31st.

Donald Secord, present of the 35,000-member CBRT, which spreads into fields other than railways, said there is growing pressure from the membership for job security guarantees in light of impending operational changes that could cut 1000 CBRT members from the payroll over the next year. The CBRT is one of seven unions (non-operating) with a total of about 45,000 railway members that have bargained jointly with the railways.

The proposed contract revisions submitted by all the unions will be considered and refined by the general conference committee when it meets in September. Mr. Secord is hopeful that the CBRT proposals would receive a favourable reception.

The CBRT conference did not spell out a specific wage demand. It accepted a recommendation by union executive officers to leave the wage issue open so it could be considered in light of economic conditions later in the year.

Key items on the proposed bargaining agenda include improvements in the pension plan and the introduction of a sick leave plan, with a maximum of 18 days a year. The current agreement provides for a weekly indemnity plan and this has been integrated with the unemployment insurance scheme.

Mr. Secord said the unions feel the railways can adjust to technological change through attrition of staff rather than by cutbacks. He conceded that there have been few layoffs of members of his union since the last two-year agreement. "But look what's coming." New centralized office systemsand equipment with Canadian National are being expanded and new automatic equipment is being introduced, which could mean the loss of 100 jobs. The conference staked out a claim to existing jobs within the bargaining unit by opposing erosion of the unit through an increase in the number of excepted positions.

Here are two views of the Canadian National derailment at Maple, Ontario, on May 10, 1972. In the bottom view, GP9 4100 eases itself around an overturned piggyback flatcar. (Robbin Rekiel)

WORTH NOTING...

* Canadian Pacific appointments: R. G. Hunkin is the new general manager of CanPac Leasing Ltd. D. C. Coleman is the new assistant manager of freight sales, for the Eastern Region of CP Rail.

* The CP Rail station at Oxbow, Saskatchewan is to become a memorial to a newspaper editor. The station has been purchased for $200 and will be made into the Ralph Allen Memorial Museum. Allen was managing editor of The Toronto Star up to his death in 1966. The station is to be moved from its present site two and one-half blocks to a new site. A citizens' group is presently raising money to be used for foundation, footings and display cases. It is hoped that the station will be opened for display later this summer.

* Frank H. Hall, who welded 17 railway unions into a powerful bargaining force and led them in their first national strike in 1950, died at the age of 78 in Toronto on May 20th. A major figure on the Canadian labour scene, and in the inner councils of the old Trades and Labour Congress of Canada and later in the Canadian Labour Congress, Mr. Hall will be remembered for bringing together the railway unions into one bargaining group known as the non-operating railway unions.

* The doors of the big Eddystone plant of Baldwin-Lima-Hamilton Corp. closed for the last time May 1st in Chester, Pennsylvania, bringing to an end a history of the building of railway locomotives and other equipment that goes back 140 years. Armour & Co., owners of B-L-H, announced that a recession in the heavy capital goods industry and the loss of major segments to foreign competitors compelled it to begin phasing out of the old Baldwin company.

* Canadian National appointments: R.T. Vaughan has been appointed Vice-President and Assistant to the President of CN. Mr. Vaughan is also Vice-President and Assistant to the Chairman of Air Canada. At CN he will be concerned mainly with inter-corporate affairs.

Maurice Archer is to head a new corporate office for the railway in Toronto, which will be an extension of CN's head office and will have responsibility for all aspects or corporate activity in Ontario. A senior vice-president of the railway, Mr. Archer is a director of the Metro Centre Development project, and will act as a resident director of the development and will continue to have responsibility for CN's real estate department.

* The directors of Norfolk Southern Railway Co. and the Carolina & Northwestern Railway Co., and its parent, the Southern Railway Co., have approved the merger of the Norfolk Southern into the Carolina and Northwestern. The merger is subject to approval of shareholders of the two merging railways, acceptance by the Interstate Commerce Commission and a favorable tax ruling.

* MLW-Worthington Ltd. profit for the first quarter of 1972 is $141,000 or 18¢ a share, on sales of $10,656,000.

STEAM RETURNS TO BRITISH RAIL

British Rail has agreed to allow the operation of up to five special excursion trains during 1972 using steam power on part of the routes. Steam will be allowed over the following routes: Birmingham [Moor St.]--Didcot (77 miles); York--Scarborough (42 miles); Newcastle--Carlisle (60 miles); Shrewsbury--Newport (94 miles); Carnforth--Barrow-In-Furness (28 miles). These routes have been selected because they are as near as possible to existing steam centres, eg., Standard Gauge Steam Trust at Tyseley, "Steamtown" at Carnforth, and Great Western Society Ltd. at Didcot. These routes also have turning facilities for the locomotives and will create a minimum of inconvenience from the operating point of view for the BR movements department. Steam locomotives will be chartered by BR from their owners at a nominal one pound fee, and the engines must be in fit mechanical condition. The owners will take the responsibility for fire lighting, steam raising, coaling, watering, fire dropping, etc. BR will provide an operating crew consisting of an engineer, fireman and locomotive inspector.

Chartered trains from off-line points will be encouraged but steam will only be allowed over the above approved routes. The organizers of the trips will be responsible for the promotion and advertising of the trains. They will also have to provide an indemnity to British Rail of some 750,000 pounds, covered by insurance. The premium payable would be a matter for negotiation with the insurance companies. The charge by British Rail must cover all costs including extra staff, the opening of signal boxes, etc., plus an element for profit.

Twenty-three steam locomotives have been listed for consideration in the 1972 program as follows:

Based at Tyseley:
7029 Clun Castle 4-6-0 built Swindon 1950 (Castle Class) ex-BR
5593 Kolhapur 4-6-0 North British Loco 24151, 1934 (LMS Jubilee class)
5428 Eric Treacy 4-6-0 Sir W.G. Armstrong, Whitworth & Co., 1483, 1937, ex-LMS (class 5)
7752 and 7760, ex-GWR Pannier tank engines

Based at Carnforth:
4871 4-6-0 Crewe 1945, ex-LMS (class 5)
4932 4-6-0 Horwich 1945, ex-LMS (class 5)
5231 4-6-0 Sir W.G. Armstrong, Whitworth & Co. 1286, 1936 ex-LMS (class 5)
5407, 4-6-0, as 5231 but 1463, 1937

Based at Didcot:
4079 Pendennis Castle 4-6-0 Swindon 1924 ex-GWR (Castle Class)
6998 Burton Agnes Hall 4-6-0 Swindon 1949 ex-BR (Hall Class)
3 tank engines ex-GWR

Caerphilly-South Wales (Switchgear Railway Society):
5322 2-6-0 Swindon 1917 ex-GWR (4300 class)

Hereford (H. P. Bulmer Ltd.):
6000 King George V 4-6-0 Swindon 1927 ex-GWR (King Class)

Eastleigh:
92203 Black Prince 2-10-0 Swindon 1958 ex-BR (class 9F)
75029 The Green Knight 4-6-0 Swindon 1957 ex-BR (class 4)

Ashford, Kent (South Eastern Steam Centre):
35028 Clan Line 4-6-2 Eastleigh 1948 ex-BR (Merchant Navy Class) rebuilt Eastleigh 10/59

Durham (Philadelphia Colliery Ltd. (NCB)):
4498 Sir Nigel Gresley 4-6-2 Doncaster 1863, 1937 ex-LNER A4 Class)

Based at Leeds:
60532 Blue Peter 4-6-2 Doncaster 2017, 1947 ex-LNER (A2 Class)
60019 Bittern 4-6-2 Doncaster 1866, 1937 ex-LNER (A4 Class)

Dinting Railway Centre:
5596 Bahamas 4-6-0 North British Loco Co. 24154, 1935 ex-LMS (Jubilee Class).
Condition of this locomotive to be checked by BR.

Several trips have been, or are being arranged as follows:

Saturday, June 10: Birmingham (Moor St.) to Didcot with Clun Castle or another engine from Tyseley. Didcot to Hereford via Newport diesel hauled. At Hereford King George V will haul the train into Bulmer's Sidings and later back out onto the main line where the train will return to Birmingham via Shrewsbury using a diesel.

Sunday, June 11: Paddington to Didcot diesel hauled. Didcot to Tyesley using Clun Castle (or another engine from Tyseley). There will be an "open day" at Tyseley. The train will return to London diesel hauled.

Saturday, June 17: Two special trains from London (St. Pancras). First will leave about 0745 and run via York to Newcastle diesel hauled. From Newcastle to Carlisle the train will be hauled by the ex-LNER streamlined locomotive A4 Pacific Sir Nigel Gresley. The train will return to London, possibily via the former Midland Railway route behind a diesel. The second train will run in the reverse direction with 4498 hauling the train between Carlisle and Newcastle.

Saturday, September 16: A trip using one of the engines from Carnforth. A visit to Keighley has been mentioned but full details are not known.

Saturday, October 7: A similar trip from London as on June 11, but using one of the engines kept at Didcot.

The maximum fare for these trips is not expected to exceed 5.5 pounds. There will be no special trains during July and August.

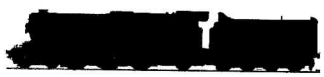
In a press release BR announced that the KGV special trains run last October sponsored by Bulmer Ltd. made "a small profit over direct costs. But the margin did not cover the due imposition of indirect costs." In answer to the question of whether steam locomotives be allowed to move in steam from a depot over a main line route to a 'steam' route, the answer was that "each case will be examined on its merits. Such movements--as light engine--could take place, but the cost of working a locomotive to and from the route would be charged for. Route restrictions will prohibit certain engines over some routes."

Answering the question as to why BR would not allow steam trains to run on main lines, BR stated its reasons: 1] Line capacity; 2] Risk of conflict with other services; 3] risk of interference in the event of a breakdown.

BR has stated that steam trips in 1973 will depend upon "the results of the 1972 experiments" which "will determine whether the board will continue with steam runs at all, expand them, or discontinue them."

If you plan to be in Europe when any of these trips are running, why not take one of them in.

[The above information was kindly supplied by member J. K. Hayward of Burgess Hill, Sussex, England.]



ALGOMA CENTRAL OPERATIONS OUTLOOK FOR 1971

While growth in revenues experienced in 1971 cannot be expected to continue at the same rate in 1972, Algoma Central Railway looks forward to reasonable gains in both revenue and profit for this year, says president Leonard Savoie in the annual report for the company. Some freight rates have been at depressed levels, have not changed for some time, and increases can accordingly expected.

Grain movements in 1972 are expected to be at least equal to 1971 and the company anticipates some further gains in this area.

Capital expenditures for 1972 will be about $8.5-million and the major item will be the payment toward a new $9-million self-unloading vessel scheduled for delivery in September. About $2.4-million was spent for construction of the vessel in 1971. Capital outlay in 1971 was $11,766,285, most of which was spent on construction of vessels.

The Ontario Municipal Board held hearings on Algoma Central's plans for development of its waterfront property in Sault Ste. Marie. The first phase will include a mall shopping centre, a motor hotel with convention facilities, an office building and apartments. The shopping centre and hotel will be built first. The office building and apartments will be built when warrented.

Algoma Central had operating profit of $2,839,258 or 87¢ a share for 1971, compared with $2,628,258 or 81¢ a share a year earlier. Including extraordinary credits final 1971 profit was $3,589,445 or $1.09 a share.

THE ITINERANT RAILFAN

a day in the life of 8921

BY RON W. LIPSETT

In major North American cities railroads still may be considered as one of the major arteries of commerce. This being the case, then freight cars are the blood corpuscles of those arteries, bringing the many things needed by a city and its population every day.

The movement of freight from one part of the city to another, from one freight yard to another, quite often involves the use of a special type of locomotive. The engines employed in this transfer service, as it is called, are sometimes of a special breed and must be quite durable to take the hard and exhausting work.

In Toronto, the locomotive assigned by CP Rail to the job of moving transfer freight from Agincourt Yard to various parts of the city is certainly a unique and special engine. The engine assigned to this service is 8921--a one-of-a-kind locomotive. Built by Montreal Locomotive Works in 1957 as a demonstrator unit (RSD15m), this unit operated on three railroads and under four numbers before finding a permanent home on CP Rail. 8921 demonstrated her 2400 horses first on CP as 7007, on PGE as 624 and Canadian National as 3899. Alas, as a demonstrator the unit did not live up to what had been hoped by MLW. The unit was finally purchased by CP in 1959 and upgraded by MLW to an RSD17--still the only engine of its type in Canada. The engine was assigned road number 8921.

8921 (affectionately called the "Beast" by CP Rail employees) makes three complete circuits of Toronto in a 24 hour period, moving transfer freight. Come along with us now as we roll out for a journey.

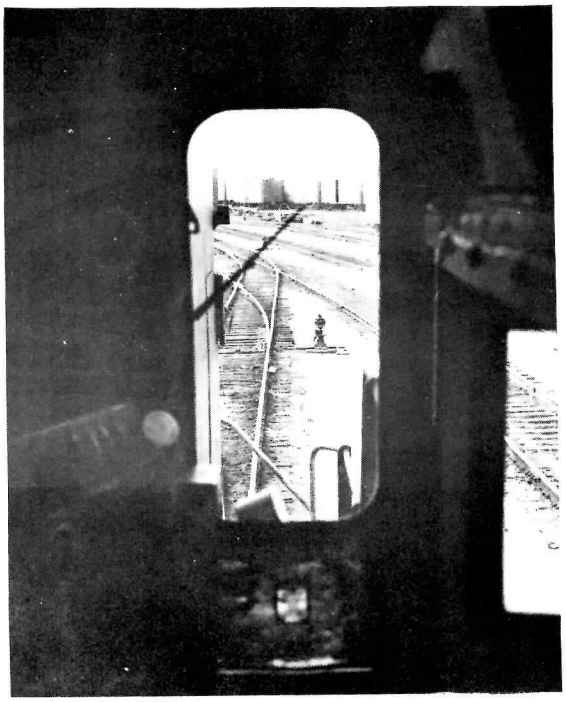
The "Beast"--a massive unit and still in the old CP block lettering--stood waiting for us at Agincourt Yard. This is the day run of 8921 and with 76 cars to move, it should be quite a challenge.

Slowly pulling out of Agincourt and picking up speed, 8921 lays down a trail of dark smoke from her exhaust, reminding one of the way the D&H PA's would churn out smoke from their exhausts.

The next part of our journey called for our train to take the switch as the west end of the station at Leaside and proceed down the Don Valley line (passed the lanes of autos on Bayview and the Parkway) onto Toronto Terminal Railway trackage. Moving onto the east end trackage near Cherry Street interlocking tower, we have a good view of the skyline of downtown Toronto. Our train negotiates the maze of switches on the approaches to Union Station and bypasses the station complex to the south, passing the CP John Street coach yard and roundhouse facilities (soon to be demolished for the Metro Centre Development). We move slowly through the maze of yard trackage, moving past Canadian National Spadina engine terminal where CN diesel units lay idling awaiting their next assignments, the Spadina bridge and the CN coach yard to Bathurst Street.

Destination is downtown Toronto as 8921 heads southwest from Agincourt Yard with a transfer move.

(PHOTOGRAPHY --- RON W. LIPSETT)



A view looking out of the cab of 8921 from the engineer's side.

(ABOVE) two MLW diesels built 13 years apart. 8921 and 4736 pose at Lambton.

Next stop after Bathurst Street is Parkdale. We slowly growl along and crawl into the CP yards there. Yard switches bat freight cars about the yard and 8921 blows back a plume of smoke and cuts out ten to fifteen cars of various types and roads from her train. A few more switches are thrown and about twenty bright orange reefers become part of the train.
As we pull out of Parkdale and past the station, the engineer tells of his feelings for the "Beast': "She's a powerful job," he yells out, "but she doesn't have the weight on the drivers needed for this job." When there is too much for 8921 to move on her own, assistance is given in the form of another roadswitcher.

West Toronto Station hoves into view next. Our train takes the curve west under the Weston Road bridge and moves into Lambton Yard. Here we take a lunch break and afterwards, 8921 shuffles her train around, dropping off cars and adding others to be taken back to Agincourt.

It is early afternoon at 8921 hits the diamonds again at West Toronto and moves east across the North Toronto Subdivision which splits the city in two. Shortly we pass Yonge Street and the old North Toronto Station, now a LCBO store. The train now encounters a grade, the start of the long but steady climb to Agincourt, passing through Rosedale, crossing the Don River by Mount Pleasant Road, through Moore Park and into Leaside.

8921 works hard, putting out a long trail of black smoke as we cross Eglinton Avenue and pass the Inn on the Park hotel. Through Don Mills and onwards eastward crossing Victoria Park, Kennedy Road until finally the environs of Agincourt are in sight once more. We pass Agincourt Station and slowly 8921 moves her long train into the yard where the train will be taken apart and the cars scattered to various parts of the yard to be sent out in other trains.

At this point we bid farewell to 8921 and the friendly engine crew. 8921--the "Beast"--is certainly an interesting and unique locomotive. Keep these points in mind when you next see her on one of her journeys around Toronto.

8921 QUICK FACTS

Railway Classification --- DRS-24e

Builder --- Montreal Locomotive Works

Model --- RSD15m (or DL600B); modified to RSD17

Builder's Number --- 81603

Date Built --- May 1957; purchased by Canadian Pacific September 1959

Engine --- 2400 hp. turbocharged 251 V-16 diesel

Total Weight --- 339,000 lb.

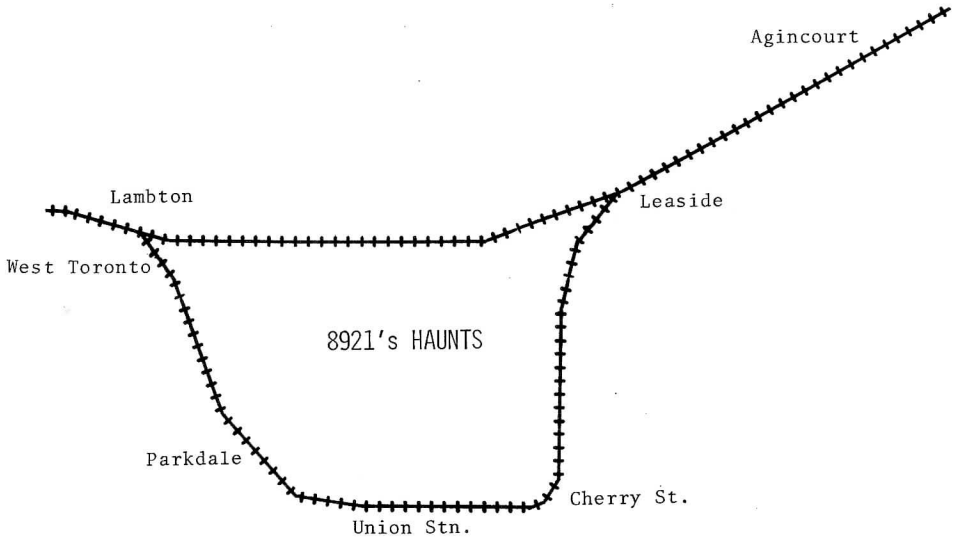
Fuel Capacity --- 1350 gal.

8921 passes the station at Leaside on a eastbound trip to Agincourt Yard.

Past warehouses and factory buildings, 8921 heads a very long string of cars across Strachan Avenue.

8921 waits on the southwest curve at West Toronto Junction for Budd 9020 (under the Old Weston Road bridge) to depart Lambton Yard on an eastbound run to Agincourt.

The Budd having left, 8921 gets the highball to proceed into Lambton Yard.



8921 performs some flat switching within Lambton Yard.

On days when there is too much transfer freight to be handled by 8921 alone, assistance is given in the form of another road unit. On this day 8921 has the company of MLW RS18 unit 8738.

"REEFER SHOP" FOR CN TORONTO YARD

A new $600,000 shop designed to simplify the fueling, cleaning and maintenance of mechanical refrigerator equipment and substantially increase car productivity has gone into operation at Canadian National's Toronto marshalling yard in Vaughan Township. The "reefer shop" is a completely self-contained facility, 170 feet long and 66 feet wide. It contains an underfloor exhaust system, overhead crane, steam room for cleaning diesel engines of cars, store room, lunch and locker room and office. Its fueling plant has a 10,000 gallon underground storage tank, drip trays to avoid pollution, and fuel dispensers to permit simultaneous fueling on both tracks. A covered cleaning platform with an electrically heated floor is located 800 feet south of the reefer shop. After being cleaned and fueled, cars move directly into the shop onto one of two sets of tracks for either pre-trip inspection or periodic maintenance.

Canadian National has more than 2200 temperature controlled cars in service and is continuing to enlarge its fleet. Of these, 917 are mechanical refrigerator cars, the majority of which will at one time or another be serviced at the Toronto "reefer shop".

CANADIAN NATIONAL GOES INTO THE RAIL MEMORABILIA FIELD

Relics from Canada's railway history will go on sale this summer as Canadian National opens its memorabilia to the general public. Speaking to the Canadian Railway Club in Montreal April 10th, J. Norman Lowe (recently appointed) Historical Projects Officer for CN, said that the company's antique sales program will offer silver, china, glassware and even cuspidors from the early days of the CNR and the older railways which were merged to form it in 1923.

"Thousands of items that have been tucked away over the years have gathered not only historical value but age as well," Mr. Lowe said. "They have, in fact, become antiques."

CN's antique sales program is similar to efforts by other railways--CP Rail, Penn Central, Long Island Rail Road. A retail sales outlet will be set up in Montreal and a catalogue is being prepared. Persons interested in the antique sales program may obtain a copy of the catalogue by writing CN Public Relations Department, Box 8100, Montreal 101, Quebec.

PUSH FOR NORTH-SOUTH ONTARIO RAIL LINK

A special six-man "action group" has been formed to press the Ontario government for improved transportation and lower freight rates in northeastern Ontario. Mayor Rene Piche of Kapuskasing was named to lead the group at a meeting held in Timmins May 26th of a group of about 65 representatives from government, business and the Ontario Northland Transportation Commission. Other members of the group will be appointed shortly.

The mayor said the group's main goals would be to lobby for the formation of a north-south development railway operated by the Ontario Government. "This would mean that portions of the trackage now owned by the Canadian National Railway....from Toronto to North Bay and from Cochrane to Hearst, would have to be integrated into the present Ontario Northland Railway system," he explained. He said the Ontario government as the only operator of the development railway could deal with the problem of high freight rates 'in a direct manner.' "If a development railway were to rejuvenate the economy of this region the monetary investment would returned many times over in high tax revenues and lower welfare costs."

The provincial government is studying transportation and freight rates in Northern Ontario. K. W. Foley, director of economics planning for the Ontario Department of Transportation and Communications who is in charge of the report, said it likely will be completed in about four months.

LAST CALL TO DINNER

BY JOHN D. THOMPSON

Commensurate with the inauguration of the summer timetable on April 30, 1972, Canadian National Railways replaced dining and dinette cars on local trains 50 and 51, 54 and 55, the Lakeshore and Bonaventure respectively, which operate between Toronto and Montreal. Food service on these trains is now provided by coach snack bar cars and club galley cars, the latter being for club car patrons only. The express train, the afternoon Rapido, still carries a conventional diner, but this situation is likely to change in the near future.

The withdrawal of the meal service cars came as no particular surprise, inasmuch as CN had announced in the press its intention to eliminate all dining car operations by 1973. It remains to be seen whether or not this target date will be met.

The basic reasons for this action are economic. Railway dining cars, because of their short serving hours, employee-customer ratio, and high initial cost, have traditionally been chronic money losers for the carriers. In the halycon days of passenger travel, management was willing to accept these losses as a necessary evil of providing the service.

In recent years wages have soared far ahead of meal price increases, sending the deficit ever higher. Another factor is that patronage on Canadian National trains is not what it once was, due to airline and highway competition. The policy of withdrawing railway dining cars became confirmed when the Canadian Transport Commission announced in early 1971 that it had no intention of subsidizing such operations with taxpayers' dollars.

Apart from economics, CN has observed a shift in eating habits of present-day rail travellers, with a preference for less elaborate meals. From now on, coach passengers aboard the Lakeshore and Bonaventure will be purchasing food such as cold and reheated sandwiches from a stand-up snack bar located at the end of one of the coaches. Club car passengers receive a complimentary airline-style dinner (similar to a TV dinner) which is served at their seats and eaten from a fold-down tray. The single entree offered each day consists of something such as a veal cutlet, complete with vegetable and potato, beverage and dessert. These meals are partially cooked in advance, at the Toronto International Airport kitchens of CARA Operations, the organization which provides meals for Air Canada patrons. After cooking, the meals are placed in metal shipping containers and trucked to the Customer Catering Services Centre, located in the basement of Union Station.

They are then placed on a wagon and transported by elevator to the waiting train, about an hour before departure time. The food is loaded aboard the club-galley car and stored in a cupboard until serving time. The cooking process is then completed in a microwave oven, and the dinners served to the club car passengers.

It may be deduced from the foregoing that much costly handling of food by highly-paid railway employees is eliminated. Since a mere two-man crew is required for a club-galley car versus eight in a diner, considerable savings are achieved. We can therefore expect this type of service, together with the snack-bar coach, to become the principal means of serving food to CN patrons in the near future. It is to be hoped that some way will be found for making the meals available to coach passengers as well at a later date.

In any event, it had been decided by five UCRS members (Charlie Bridges, Brian George, George Meek, George Roe and the author) to ride as far as Belleville on the eastbound Bonaventure on the last day of dining service, April 29, 1972. This was in the fine railfan tradition of bidding farewell to the established order, an experience with which we have become all too familiar over the years.

Promptly at 1650, on a brilliantly clear Saturday afternoon, Train No. 54 eased out of Toronto Union Station, accelerating rapidly past Cherry Street Tower, up the long grade and past former Danforth Station, and on to Guildwood, where a brief stop was made to entrain passengers. By this time the railfans were comfortably seated at a table in modernized dining car 1343. Our dinner orders were promptly taken by a most congenial waiter, a gentleman whose service with the railway dated back almost thirty years. At this point one realized that this is part of the enjoyment of train travel for the railway enthusiast--the meeting with railroaders who approach their jobs with a high degree of professionalism and who are delighted to encounter people who study the industry for its own sake.

Presently the main course arrived, and we enjoyed an excellent steak dinner as the miles clicked away. Truly it was a memorable experience, to sit in a comfortable chair watching the sun sink behind the rolling hills east of Bowmanville as the Bonaventure sped eastward over the superb roadbed. There was ample time to linger over cups of coffee before No. 54 eased to a stop at the well-kept stone block Belleville station.

Our group lost no time in getting off and walking up to the head end to photograph the train in the last light of the April evening. Following a brief halt to change engine crews and water the diesels, the Bonaventure was once again on the move, gliding eastward down the straightaway towards its ultimate destination, Montreal's Central Station. The wait for No. 55 was enlivened by the passage of a 100-car westbound freight train, powered by two Century 636's 2312 and 2302. We also enjoyed a pleasant conversation about railroading with the friendly station agent and baggageman.

Belleville, besides being a division point, is headquarters for the Rideau Region of CN, and junction point for the line north to Marmora. It is from Marmora that heavy ore trains operate, carrying iron ore from the open pit mine to waiting lake freighters at Picton. The town of Belleville achieved lasting fame among railfans for being the centre for the last runs of 6218 to Anson Jct. last July. For two hectic days this quiet Ontario community was host to railfans converging from all points of the compass.

(RIGHT) A CN steward sets out packets of sugar in the dinette car of the westbound Bonaventure.

(BELOW) UCRS members (clockwise around the table) George Roe, John D. Thompson, Charlie Bridges, and Brian George sit at a table in the dining car of the eastbound Bonaventure, examining the culinary delights to be found in the CN menu. The dining car was on its last run on the Bonaventure on April 30th.

Two photographs -- Brian George.

In due course the headlight of the westbound Bonaventure was seen far down the track. After swinging aboard we immediately headed for the brightly-lit dinette car, to partake of a late snack. These particular meal service cars are a unique vehicle, product of the postwar buying spree which saw CN placing ever larger orders with the builders. The cars feature a counter running the length of the serving area, with a galley at one end. There are no tables; comfortable, upholstered swivel chairs with backs are located in front of the counter. The walls are adorned with framed prints of CN steam locomotives. On other carriers, this type of car has been referred to as a lunch counter car.

Full meals as well as sandwiches are served in the dinette car, the food being freshly prepared in the galley. However, the menu is less elaborate than in the diner; the emphasis is on speedy, informal service. The dinette cars assigned to the Bonaventure ran between Toronto and Montreal, while the diner was cut out at Brockville for the Ottawa section.

After leaving the dinette car, two members of our party engaged in conversation with the conductor and trainman, both of whom had some interesting anecdotes to recount from the days when steam ruled the Lakeshore service. We were surprised to learn from the trainman that our old friend, Northern-type 6218, had been observed being hauled through Brockville in the consist of an eastbound freight train that morning, en route to the Canadian Railway Museum at Delson, Quebec (see Equipment Notes this issue). The trainman had already heard about the upcoming revival of steam on Canadian National, in the form of Mountain-type 6060, and was looking forward to it.

We always find it heartening to observe the nostalgia which most railroaders have for steam, despite the easier working conditions enjoyed with diesels. Without doubt, there are many CN engineers vying for the opportunity of operating the 6060, of once again having under their control a locomotive whose gauges read of steam pressure per square inch rather than amperes.

All too soon the eastern suburbs of Toronto were reached, and, before we knew it, Union Station. After arrival our group split up for home, well satisfied with an afternoon spent watching a segment of the railway drame draw to a close.

In summary, we can only urge all railfans who can possibly do so to ride the CN system now, while the passenger network is still basically intact. One would not care to hazard a guess as to what the railway passenger service of the future will be like, but it will certainly be far different from what we are used to. All too soon the sleeping and dining cars of Canadian National will have gone the way of the steam locomotives which once hauled them. For most railfans, and many other people as well, it could be a significant loss.

PASSENGER TRAIN NEWS

* Canadian National has announced an experimental plan which will allow passengers to transport their automobiles on the same train on which they travel. It is an extension of CN's Car-Go-Rail service which carries autos in specially-designed cars on fast freight trains.

Initially the new plan, known as "Auto with You", will operate only on a through basis from Toronto to Edmonton and Edmonton to Toronto, via CN's Super Continental. It is to be introduced June 23rd when the summer schedules go into effect.

Advantages of the new plan, compared with the conventional car-go-rail system, are delivery of the automobile to the railway on the day of departure and availability of the vehicle on arrival at destination. Travellers using the plan will be required to make advance reservations.

Automobiles will be shipped in specially-equipped enclosed auto transporters. Capable of carrying six cars, the transporters feature a paint scheme compatible with the exterior design of the Super Continental.

The "Auto with You" plan one-way charge is a combination of $188 for transportation of the car and a minimum of two regular adult rail fares (Red $47, White $51, or Blue $57, as applicable). Round-trip rate is twice the one-way fare. Trailers will not be handled.

Loading and unloading points in Toronto are track K-105 in the CN express loading area on Front St. (just west of Union Station). In Edmonton the 109th St. ramp will be used at 109th St. and 104th Ave. In Edmonton free taxi service between station and ramp will be provided to arriving and departing "Auto with You" passengers.

The Auto Train operation between Lorton, Virginia and Sanford, Florida has been quite a success. Advance bookings for the train have been made well into 1973.

* It was announced May 30th by Transportation & Communications Minister Gordon Carton in the Ontario Legislature that GO Transit rail service from Toronto to Georgetown will start in the summer of 1973. The service will be operated for the Ontario Government by Canadian National, using the CN Weston and Halton Subdivisions. Stations will be established at Georgetown, Brampton, Bramalea, Malton, and Weston (under active consideration is a station at Bloor St. W. to connect with the TTC Bloor-Danforth Subway at Dundas West Station.

Additional rolling stock has been ordered (see Equipment Notes this issue).

Initially service that will be offered on the new line will be three trains inbound in the morning rush hour, and three outbound in the afternoon rush hour, weekdays only. There will be a half hour headway between trains. Consideration is being given to off-peak and weekend services, as well as feeder bus services from beyond Georgetown. Existing CN trains 986 and 987 (Toronto-Guelph) will probably be withdrawn when the new service commences.

$11.5-million is the capital cost estimated for the new GO service. Of this $7.5-million will be for new rolling stock and locomotives, and $4-million for fixed plant (trackwork, signalling, stations and parking lots, and other plant improvements). Federal Government will be sought to defray these costs.

* The Federal Government rejected an Opportunities for Youth grant proposal by nine Aurora high school students to operate an experimental daily commuter train service from Toronto to Barrie this summer (see Passenger Train News, page 53, March NL). Donald McCallum, coordinator for the application, said the plan was summarily rejected by the Federal Government, even though "the project was supported by representatives from all levels of government."

* Canadian National is seeking an average fare increase of 30% on the buses that replaced its passenger train service in Newfoundland in 1969. The Newfoundland Government, which is opposing the CN application in hearings before the Newfoundland Public Utilities Board, says that CN is making its case entirely on economics without regard for the quality of service. It also is attacking the financial evidence presented by the railway in support of the application.

* Sunday, April 30, 1972 was the day that Canada switched from Standard to Daylight Saving Time for the summer, and with the change in time, new system timetable were put into effect on both major transcontinental railways. Here are some of the changes noted in the new timetables, compiled by Mike Roschlau.

Canadian National changes:
-- The westbound Scotian and Ocean now leave Halifax some twenty minutes earlier and arrive in Montreal five minutes later.
-- Train 603 now operates twenty minutes earlier to coincide with the Scotian and Ocean.
-- Times for trains 611 and 613 (Moncton-St. John) have been changed slightly.
-- Train 612 now runs thirty minutes earlier.
-- Mixed trains M275 and M276 (Quebec-Riviere A Pierre, on the line to Chicoutimi) have been discontinued.
-- Rapidos 20 and 25 now make an extra stop at Drummondville. There are no local passengers allowed between Montreal and Drummondville.
-- Rapidos 50 and 51 have renumbered 60 and 61 consecutively. Coincident with the change, the Lakeshores 60 and 61 have renumbered 50 and 51. Also, Montreal-Windsor through service has been discontinued.
-- The westbound Bonaventure now leaves Montreal twenty minutes earlier and ten minutes earlier at Ottawa. It also arrives in Toronto ten minutes earlier.
-- Trains 50 and 51 (west of Toronto) have been renamed Tempos 142 and 141.
-- Trains 639-640 and 641-642 (Toronto-Niagara Falls) run ten minutes earlier.
-- Mixed trains M269 and M270 (Hornepayne-Manitouwadge) now run one hour earlier.
-- The southbound Northland has a new summer schedule, leaving Kapuskasing at 2005 hours and arriving in Toronto at 1000 hours the next morning.
-- Train M278 (Sioux Lookout-Thunder Bay) now runs one hour later.
-- The westbound Super Continental from Montreal runs thirty minutes later, and eastbound it runs one hour and ten minutes earlier.
-- The Toronto Super Continentals have also been shifted around. The new summer schedule is very similar to the old regular schedule. The new schedule leaves Toronto at 1705 and the eastbound arrives at 1605.
-- Trains M294 and M295 run one hour later.
-- Train 93-95 (Winnipeg-Churchill) arrives in Churchill 55 minutes later and train 92-94 leaves Churchill 50 minutes earlier.
-- Train 688 (Saskatoon-The Pas) now leaves Saskatoon 40 minutes later and train 689 runs one hour later all the way.
-- Train M290 (The Pas-Lynn Lake) runs one hour earlier and train M291 runs one hour later.
-- Train M293 (Hudson Bay-Prince Albert) arrives in Prince Albert one hour earlier.
-- Trains M284 and M285 (Dauphin-Winnipegosis) run one hour later.
-- Trains M280 and M281 (Flin Flon-Osborne Lake) now take seven hours to complete their run compared to the former five one way and six and one-half the other way. M281 now leaves Flin Flon at 0101 and arrives in Osborne Lake at 0800. M280 leaves Osborne Lake at 1000 and arrives in Flin Flon at 1700.
-- Train 681 (Regina-Saskatoon) now runs twenty minutes earlier and train 682 runs one hour and 35 minutes earlier.
-- Train 680 (Saskatoon-Prince Albert) now runs thirty minutes earlier and train 683 runs one hour and 35 minutes earlier.
-- Train 694 (Edmonton-Drumheller) run twenty minutes earlier.
-- Train 690 (Edmonton-North Battleford) runs twenty minutes earlier.
-- Train 9 (Jasper-Prince Rupert) now arrives at Prince Rupert one hour and twenty minutes earlier and train 10 leaves Prince Rupert one hour and twenty minutes later.
-- Mixed train M297 (McBride-Prince George) now arrives in Prince George one hour earlier and train M298 leaves Prince George thirty minutes later.

CP Rail changes:
-- The eastbound Canadian now arrives in Toronto ten minutes later.
-- Train 418 (White River-Sudbury) now leaves White River one hour and forty minutes later and arrives in Sudbury one hour and 35 minutes later.
-- CP Rail/TH&B/PC train 321-376 (Toronto-Buffalo) now operates 45 minutes earlier and train 371-322 now leaves Buffalo one hour later and arrives in Toronto fifty minutes later.
-- The eastbound Atlantic Limited (train 42) now runs one hour and 35 minutes earlier, giving better boat connections at St. John.

EQUIPMENT NOTES...

CP RAIL MOTIVE POWER NOTES

* CP Rail has placed a $19-million order with Diesel Division, General Motors of Canada Ltd., for forty SD40-2 3000 hp. diesel electric locomotives. Delivery of the units (road numbers 5629-5668) is to commence in December of this year, with the units seeing service between Montreal, Toronto, Calgary and Vancouver.

CP Rail is currently taking delivery of forty SD40-2 units ordered from Diesel Division last autumn. The first unit--5589--was delivered to the railway on May 5th.

* All seven remaining leased DM&IR SD9 units (112, 117, 121, 175, 186, 188, 189) were returned to their owner by CP Rail as of April 12/72.

* Bellequip 130 is the latest ex-QNS&L unit to be relettered to PNC.

* Former Canadian Pacific Royal Hudson 2839 was shipped from John Street roundhouse in Toronto to its new home in Bethlehem, Pennsylvania on May 25/72. For more details on 2839, see page 72, Equipment Notes, May NL.

MLW DIESEL DOINGS

* Recent domestic diesel locomotive deliveries by MLW:

Railway	Road Number	Builder's Number	Delivery Date
Quebec Cartier (M636's)	71	M6058-01	Jan. 27/72
	72	M6058-02	Feb. 17/72
	73	M6058-03	Feb. 17/72
Roberval and Saguenay (M420TR's)	26	M6051-01	Apr. 14/72
	27	M6051-02	Apr. 27/72

* MLW-Worthington has been awarded a contract worth $7.6-million for 20 diesel electric locomotives for the state railway system of Greece. Final contract details are still being negotiated.

* MLW-Worthington also has a $9.3-million contract for 22 diesel locomotives for Tunisia. The order also includes spare parts and workshop tools. Six of the units will be standard-gauge, the balance meter-gauge, and they are to be delivered in early 1973.

Financing for the locomotive order was made possible by the granting of an interest-free loan to the Tunisian government by the Canadian International Development Agency.

6218 TO DELSON

* Famed Canadian National excursion locomotive 6218 has found a new home at the Canadian Railway Museum at Delson, Quebec. The engine was secured by the Canadian Railroad Historical Association from CN to fill a vacancy at the museum caused by the moving of CN Mountain type 6015 to Jasper, Alberta to replace 6060 which is being restored by the railway for operation.

CANADIAN NATIONAL EQUIPMENT NOTES

* CN caboose 76566 was turned over to Dick Taylor, president of the Maple, Ontario Lions Club in a ceremony on April 29th. The body of the caboose will be mounted on rubber tires and it will see use in parades and conventions. 76566 was built in Amherst, Nova Scotia in 1901 for the Canadian Government Railways and became Canadian National property in May, 1922.

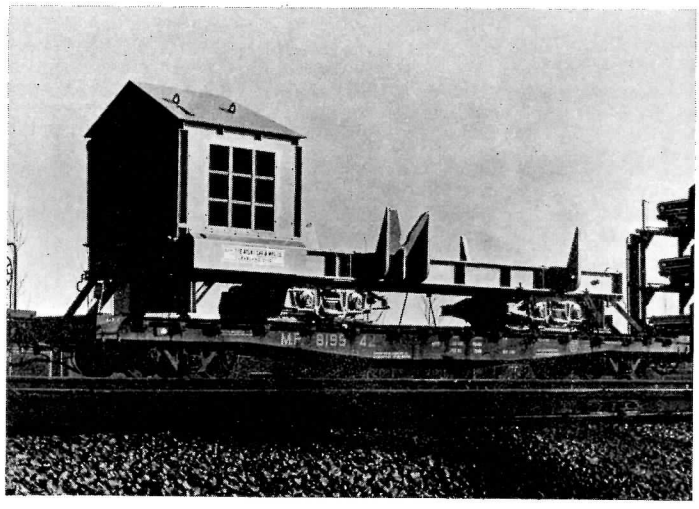
LARGE HOPPER CAR ORDER BY CANADIAN WHEAT BOARD

* The Canadian Wheat Board has placed a $42-million order for 2000 covered hopper cars with three car builders to move grain from the Prairies to salt-water and lakehead ports. This announcement was made by Prime Minister Pierre Elliott Trudeau at a Liberal fund raising dinner in Winnipeg on May 26th.

The actual order for the cars has not yet been placed with any of the three builders in the country capable of producing them. The Wheat Board will purchase the cars with the Federal Government providing interim financing. There will be further discussions with the railways on final financing arrangements.

The first of the cars is expected by late summer with deliveries completed by the end of the year.

Brand-new CP Rail SD40-2 5590 leads elderly FB1 booster 4416 on eastbound train 74 down the hill from Campbellville, Ontario, on May 11, 1972. (Robbin Rekiel)



Spotted at Agincourt on April 27, 1972 was this air-dump car chassis on a flatcar, destination Sudbury. (Robbin Rekiel)

NEW CARS FOR GO TRANSIT

* Ontario Transportation & Communications Minister Gordon Carton announced in the provincial Legislature May 30th that thirty new coaches will be purchased for expansion of GO Transit rail services. Twenty of the cars will be used on the new GO Transit rail service from Toronto to Georgetown (see Passenger Train News this issue), and ten in the Lakeshore Oakville-Pickering service, providing increased rush-hour capacity. The CanCar Division of Hawker Siddeley Canada Ltd. has the contract to build the cars. Deliveries of the cars from Thunder Bay will commence in the spring of next year with completion in time to commence the new service. The cars will be similar to existing GO Transit coaching stock.

Value of the order is $6-million.

Each car will have a capacity for 94 seated riders and provision for 36 standing riders. The interior will be a combination of relaxing wall colours, full-length milk-white translucent plastic ceiling panellins illuminated by concealed fluorescent lighting, and seats will be of bucket seat design. The cars will have large scenic-view windows, capable of reducing glare and heat penetration and an air-conditioned and electric heating system that will maintain interior temperatures at 70°F.

It is expected that an order will also be placed by GO Transit for four additional diesel locomotives for use in the new service.

CANADIAN DIESEL LOCOMOTIVES FOR CHINA????

* Canadian-built diesel locomotives may one day be running on railways in the People's Republic of China, if enough interest is shown by Chinese officials in a trade show exhibit being sponsored by Diesel Division, General Motors of Canada, at the Canadian Trade Exposition in Peking, August 21 to September 2.

Diesel Division has taken space for two displays in the show and will show earth-moving equipment, models of the export line of diesel locomotives, as well as pictures, slides, films and other materials and product specification sheets in English and Chinese. Technicial representatives will be on hand to make technicial presentations on each of the product lines.

Recent studies have shown that China is making impressive advances in industry and agriculture and is undergoing a modernization of the country's transportation industry. This program has resulted in large purchases of vehicles of all kinds, including locomotives, ships and aircraft.

Here's Canadian-built diesel electric Jugoslovenske Zeleznice 661-317 in the yards at Banja Luka, Jugoslavia, on May 17, 1972. 661-317 was built by Diesel Division, General Motors of Canada as part of a large order for JZ in 1970. Inspection of the builder's plate reveals a building date of 8-70. (Ted Wickson)

CTC BANS CERTAIN TYPE OF TANK CAR

* In a precedent-making decision announced April 30th, the Canadian Transport Commission has ordered Canadian railways to stop using a type of pressurized tank car built by the Union Tank Car Co. of Chicago. The commision said that the car does not meet requirements for public safety.

Loaded tank cars now in transit were to be delivered to their destinations as soon as possible, then returned empty to Union Tank. 296 such cars are on lease to oil and chemical firms in the U.S. and Canada, with about 10% on Canadian lines. The cars are used to move liquefied gases, including propane, under pressure. In January, one such car cracked and leaked propane in the CN yards in Winnipeg, causing an emergency.

A CTC spokesman said that it is the first time in the history of Canadian railway regulation (dating back to 1881) that a piece of equipment has been barred from the railways.

BRIEFLY.....

* Spotted in transit on CP Rail during the third week of April was St. Johnsbury & Lamoille County Railroad diesel unit 51. The unit was being shipped on its own wheels from St. Johnsbury, Vermont to the Frankfort & Cincinnati Railroad at Frankfort, Kentucky, and was routed through Canada at Windsor via CP Rail.

* The National Railroad Passenger Corporation (AMTRAK) plans to spend $100-million this year to acquire new locomotives and cars.

* British Columbia Railway has leased four GP9 road-switchers from Bangor & Aroostook to help relieve a motive power shortage. Units 64, 66, 72 and 75 worked their way west on CP Rail from Brownville Jct., Maine on May 5th to Vancouver via Sudbury.

MODIFIED CATTLE CAR TESTED

* A modified railway cattle car recently made a series of experimental test trips from Saskatchewan to Toronto loaded with cattle to test a new feed-in-transit system that would reduce the time required to transport livestock.

The car, modified by Richard Cox of Webb, Saskatchewan, and operated by CP Rail, was used on three test trips, with approximately 90 cattle carried on each trip. Modifications to the car included the installation of gravity-feed hoppers for pelletized food and a watering system filling from rooftop tanks. Two 400-gallon tanks supply four self-filling watering bowls, one at each end of the car and on each level. The water is heated during the winter months to prevent freezing. The four feed hoppers, also located at the ends of the car, contain about 2000 lb. of food pellets which pour into troughs as the animals feed. The feeding and watering equipment requires very little space inside the car, replacing only about two average-sized animals.

During the tests, the car made each trip in less than three days with no rest and feeding stops. Federal laws stipulate that animals must be unloaded every 36 hours for watering, feeding and rest. This stipulation is waived if there is sufficient space inside the cars for the animals to rest and if the cars are equipped with feeding and watering facilities. Without such facilities a trip would take five days.

CP Rail is studying the economics and potential benefits of a large-scale conversion of stock cars equipped with feed-in-transit facilities. Such a system could increase the productivity of rail facilities by allowing a stock car to make four trips instead of the usual three. The transit times would be cut from five to three days, increasing the availability of cars during peak periods of livestock movements and enquring faster deliveries.

[illegible]tem would serve only to hold transportation costs [illegible] shipper as costs have been rising considerably. There would be less of a weight loss in the cattle while in shipment while in transit with the new system.

TRAINING CENTRE FOR LOCOMOTIVE ENGINEERS

Canadian National will establish a training centre for locomotive engineers, the first of its kind in Canada. It will be located at the former Canadian Forces Base at Gimli, Manitoba, 60 miles north of Winnipeg. The Manitoba government, which assumed control of the former military property in 1971, will lease the necessary training, living and recreational quarters to the railway.

S. T. Cooke, assistant chief of transportation for CN, said the engine service training centre will provide the railway with a continuous supply of full qualified locomotive engineers. He said a steadily increasing demand for additional enginemen, particularly in Western Canada, has resulted from increased levels of freight traffic and normal staff attrition.

CN studies a number of potential sites before making the decision to locate the training centre in Manitoba. Modern accommodation, services, and excellent recreational facilities were cited by CN officials as factors influencing their decision to locate at Gimli.

Trainees, who will be selected from employees already having considerable train and yard operation experience, will spend from seven to twelve weeks at the centre. Those who successfully pass their classroom tests will be assigned to tours of duty in road and yard service under supervision. The first training class arrived at the centre June 4th.

In preparation for the 1973 term, CN is studying the possibility of purchasing a locomotive simulator. It would be the first of its kind in Canada. Already used by several American railroads, the simulator provides full in-the-cab training under controlled conditions. The custom-built unit allows actual road and yard conditions to be created in the classroom.

TRACTION TOPICS

Edited by Michael W. Roschlau.

* Up to now it was considered unfeasible for a city with a population of under one million to build a rapid transit system. However, Robert Clark of Foundation Engineering Co. of Hamilton, Ontario, claims it is not only feasible to serve medium-sized cities, but it is already being done and it is being done using the technology that has been at our disposal for the past twenty years.

At a recent press conference sponsored by Clean Hamilton of Pollution, Mr. Clark unveiled a 32-mile light rail rapid transit system that could be built to serve Hamilton, Burlington, Ancaster, Dundas, Stoney Creek and Grimsby for a mere $125-million.

This system was originated in Germany over twenty years ago, when cities such as Bonn, Cologne and Dusseldorf started to place streetcar lines on private rights-of-way. This enabled the streetcars to operate at their own pace and did not subject the efficiency of the transit system to daily traffic congestion. The system in use in Germany has been modified somewhat since it was first introduced, and modifications of the systems there have also been adopted for use in San Francisco and Boston (!) where the light rail transit is used to complement other rapid transit facilities.

The transit system proposed for Hamilton involves the designation and purchase of a right-of-way, the laying of track and the purchase of rolling stock which would be a cross between the subway cars in use in Toronto and the streetcar. The difference would be that the cars could be coupled up into trains of varying lengths, and yet operate on the same principle as the streetcar, presumably eliminating the costly construction of stations. The rolling stock also could be designed in such a way that Toronto and Montreal could use the light rail system to complement the subway systems, and cars could be switched onto the same trackage that the subway system uses and transported to the same maintenance facilities and storage yards.

It is estimated that the light rail system could be built immediately using technology available now.

* On April 25, 1972, J. H. Kearns, general manager of operations for the Toronto Transit Commission, suggested that a separate surface transit system could be operated by the TTC to transport physically-handicapped people in Metro Toronto. He said that it did not seem economically justifiable to spend large sums of money to modify an entire transit system to handle a relatively small group. A separate surface system for the handicapped would probably be the most sensible solution.

Mr. Kearns said, "If a surface system composed of specially designed rubber-tired vehicles was planned and provided there is no reason why the TTC could not operate it."

In a report submitted to the commission, Mr. Kearns outlined the cost of installing elevators in all 45 subway stations and escalators in five downtown stations to help the handicapped. Installation of elevators in all stations would cost $15-million and $200,000 a year to maintain. It would cost between $750,000 and $800,000 to install escalators in five key downtown stations--Wellesley, Osgoode, St. Patrick, Museum, and Queen's Park.

* The Metro Toronto Executive Committee recommended on May 1st that the TTC make student fares valid all year round and at any hour of the day or night. Students are now required to buy blocks of 14 tickets for $2. They can be purchased only at subway stations, are valid only until 4:30 p.m. on school days and can only be used until the student is 18 years of age.

The new motion would also gear children's fares to age 12 and not height. Student fares would be 20¢ cash, three tickets for 50¢ or seven for $1 and would be valid until a person has reached the end of his secondary school education.

* The TTC's 5320 transit workers have made known their wage increase wanted in their next working contract with the Commission. Negotiations held at the King Edward Sheraton on April 23rd showed that the workers decided to demand a 20% increase from the TTC. The current two-year contract expires on June 30.

* Spadina notes: Public support for a northwest subway line has narrowed to a Spadina ravine route or a line directly under Bathurst Street, based on evidence received by the Metro Toronto Transportation Committee. Spokesmen in favour of the Spadina ravine route, mainly from borough ratepayer groups, showed that they hoped by selecting a ravine route that Metro will encourage the province to drop its opposition to the Spadina Expressway. Those for the Bathurst Street route claimed that this route would attract more riders.

A proposal for the development of the Spadina corridor and the future alignment of the Spadina rapid transit line along Bathurst south to King and then east to the Yonge Subway was made by a group of fourth-year students at the Ryerson Polytechnical Institute on April 14th. They said that without the King Street loop in the Spadina transit line, the University and Yonge lines would become overloaded. Another purpose of the King loop is to offer a better transit service to the western part of the downtown core and the proposed Metro Centre.

May 15, 1972 was the deadline date set by the Metro Transportation Committee for public submissions on the Spadina subway route.

If the Spadina rapid transit line is built into St. Georg station, any future hope of operating the $14-million "Y" interchange operation might have to be abandoned. This operation enables trains from the east and west to continue downtown by way of the University Subway and relieves the Bloor-Yonge interchange of enormous pressure. The "Y" was given a six-month trial in 1966 but its use was discontinued because of the difficulty train operators had in meeting the split-second timing required. The only way to allow the "Y" to be used again is by running the Spadina line directly down Bathurst and east on Queen or King.

On May 2nd the TTC approved the spending of $1-million immediately on the Spadina line. The money will be used to begin detailed design work on the Wilson yard near the line's northern terminal.

* In a move reminiscent of Ontario Premier William Davis' cancellation of the Spadina Expressway in June 1971, the Edmonton City Council has ordered a two-year postponement of all further work on the Jasper Freeway. It had been suggested that the money that would have gone into the freeway project be used for the northeast-northwest leg of the proposed Edmonton rapid transit system.

* The Montreal subway collision and fire last December 9 (see March NL page 47 and January NL page 13) in which one driver was killed was said to have been caused by his own negligence. It was discovered that the fire was caused by the friction of an axle of one of the trains against a guide bar and sparks resulting from an electric current bar coming into contact with other metallic pieces.

* TTC A-2 class PCC streetcar 4177 is still alive and well (despite having been vandalized) in a scrapyard in Oshawa, waiting for another and possibly the final move. The car was brought to the yard last year and soon after, the yard was bought by the City of Oshawa in an attempt to clean it up and make an industrial park area more attractive. There is no indication where 4177 will go when its time comes.

Sporting the new smaller number decals, freshly re[illegible]ished TTC A-6 class PCC 4371 rolls down Broadview Avenue south of Danforth. (NEWSTTER/Robert McMann)

* The Ontario Government announced April 17th that the TTC will receive a $6-million public transit subsidy this year.

According to TTC chairman Ralph Day, this means that there will be no fare increase this year. However, the subsidy will not allow the adoption of a single fare system during 1972.

This year's subsidy is $4.25-million higher than last year's $1.75-million and it gives Metro Toronto half of the $12-million budgeted this year for public transit subsidies all across the province. Both years' payout average out to roughly the same--50% of the TTC's deficit, which was $3.3-million in 1971, and is budgeted this year at $11-million. The reason for the increase in the subsidy is that the loss incurred by half fares for senior citizens was not calculated as part of the TTC's operating deficit until this year.

* At the end of April, Metropolitan Toronto Council voted 14-10 in favour of asking the TTC to introduce a single fare by October 1, 1972. The request was forced through by borough representatives anxious to have a record of achievement for the suburbs by the December municipal elections.

Metro Council members are gambling that the province will pay half of the $8-million estimated annual cost of a single fare although the province indicated earlier that it will not subsidize a single fare this year.

The TTC has the right to ignore the Metro Council request and refuse to start a single fare system by October 1st. Ralph Day described the decision as "a pretty serious piece of business."

There are two ways that the single fare could be financed. The TTC could raise its basic fare or it could run a deficit and count on Metro Council to pay it from general revenues.

As a result, the TTC has asked for a detailed report from its officials on how much operating revenue it will lose if it meets Metro Council's request.

* Since January 18, 1972, twelve refurbished PCC cars have been in service in Mexico City. They are painted orange red with grey trim and a white roof. Inside, the cars have new orange fibreglass seats; all painted surfaces are light brown and the flooring is pink.

Refurbished cars include the following: 2206, 2221, 2222, 2238, 2246, 2248, 2254, 2265, 2275, 2276, 2278, and 2279.

The fare on these cars is now 50 centavos instead of the regular 35 centavos.

* The TTC's own refurbishing program on fifty of its PCC cars is coming along well. The following is a listing of the cars which have been finished to date or are in the Hillcrest line undergoing renovation. Dates that some of the cars were released from Hillcrest are indicated in bracket beside their number: 4362 (Jan 7/72), 4369 (Mar. 10/72), 4399 (Apr. 18/72), 4378 (Apr. 19/72), 4317 (Apr. 25/72), 4318 (Apr. 27/72), 4380 (cars to be finished after this one bear new subway-style decals for fleet numbers), 4372, 4394, 4371, 4377, 4364, 4319, 4326, 4386, 4350, 4370, 4352, 4379, 4327, 4366, 4485, 4458.

* The Illinois Central Railroad has received permission to increase its commuter fares by 7%. But, the Illinois Commerce Commission also requires the railroad to maintain its 1926-vintage commuter cars in safe condition until all of the 130 new commuter cars are in service, prevent delays, and assure reasonable comfort, convenience and safety for commuters.

* Hawker Siddeley Canada Ltd. was notified by the United States Bureau of Customs early in May "that the Treasury Department has determined that railroad passenger vehicles from Canada are not being, nor likely to be, sold (in the U.S.) at less than fair value within the meaning of the Antidumping Act, 1921, as amended."

The decision ends an investigation which arose from a complaint made to the Bureau of Customs in September 1970 after Hawker Siddeley Canada Ltd. had been awarded an $8,404,568 contract by the Port of New York Authority tp built 46 air-conditioned rapid transit cars for the Port Authority Trans-Hudson (PATH). Pullman-Standard, the lower of three unsuccessful U.S. bidders for the contract, alleged that Hawker Siddeley Canada Ltd. may have submitted a price not only below fair value but also below cost.

SHORT TURN: The TTC has recommended that the 44-year-old passenger shelter at Long Branch Loop be replaced at a cost of $20,000. This includes demolition..... John Edward Harris, one of the chief designers of the Yonge Street subway system died on April 9th. He was the supervising architect on the line from Union to Eglinton.....Metropolitan Transportation Committee agreed May 15th that St. Clair Ave. W. should run over the north end of a land-filled portion of Nordheimer Ravine east of Bathurst St. The 59-year-old bridge that takes St. Clair Ave. across the ravine will be taken out next year. A diversion for the St. Clair streetcars when this happens???...Tenders have been called for the construction of part of the MUCTC's subway line 1 between Pie IX Blvd. and Viau St. in Montreal.

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.

Aug. 18: (Fri.) 16 mm Movie Night. Refreshments.

Sept. 15: (Fri.) Regular meeting. To be announced.

Sept. 22: (Fri.) Hamilton Chapter meeting, 8:00 p.m. in the CN James Street Station, James Street North.

Contributors:

John F. Bromley
Clayton Chaloner
Bruce Chapman
Ray Corley
Harlan Creighton
Brian George
J. K. Hayward
Capt. John Leonard
Ron Lipsett
Robbin Rekiel
Bill Robb
Bob Sandusky
Don Thurgarland
Wilf Thurgarland
Steve Scalzo
Bill Weighill
Ted Wickson

Production: J. Bryce Lee

Distribution: Roy Barker
Greg Gormick
John Robertson
Mike Roschlau
John Thompson

Readers' Exchange

WANTED: Kodachrome originals or duplicates of the following diesels. Canadian National FP9's 6517-22, 6538; FPA4 6766; RS18's 3641-94; GP9's 4481, 4570, 4562 (preceding in old colours if possible); C424 3221-38; SD40's 5011-5140. CP Rail 1401, 1415, 1417, 4028, 4040, 5009, 4000, 4001. Algoma Central SD40's 180-82. Pierre Patenaude, 1644 Francheville, Montreal 359, Quebec.

FOR SALE: Railroadiana collection accumulated over the past 15 years. Large selection of steam negatives, publications, books, slides, some hardware and other items. Reasonably priced. Many old and rare items. Doug Cummings, 829 Ballantrae Court, Port Moody, British Columbia.

WANTED: Photographs of Canadian National Z-4a electric locomotives, especially recently retired units 6718-21. Wally Young, P. O. Box 34292, Station D, Vancouver 9, British Columbia.

1972 SPORTSMENS SHOW STAFF

The chairman of the Entertainment Committee expresses his thanks to the following people who provided services at the UCRS display at the 1972 Sportsmens Show. Without their help, the display would not have been the success that it was.

Wayne MacNaughton (publications sales), Mrs. Millie Sandusky, Gord McOuat, Godfrey Mallion, Frank Cockburn (transportation), George Roe, Dave Smith, Ralph Percy, Charles Owen, John Walker, Bob Cockburn, Charles Bridges, Lee Hootnick, Brian George (drawing).