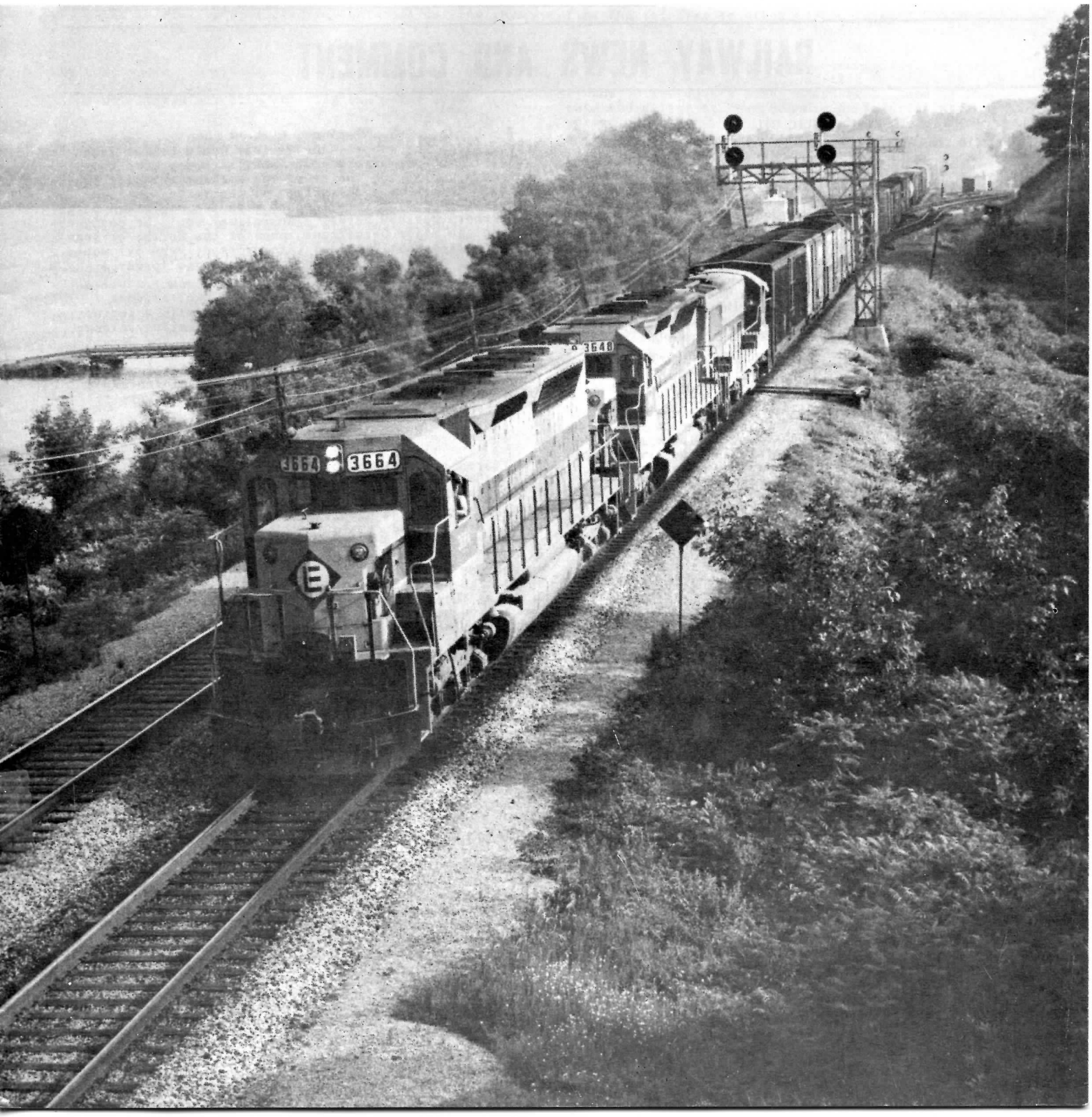
newsletter

Upper Canada Railway Society

August 1972 • 90c



newsletter

Number 319, August 1972.

Upper Canada Railway Society

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RAILWAY NEWS AND COMMENT

RAILWAY PROPOSED TO MOVE ARCTIC OIL

A 1240-mile railway line down the Mackenzie Valley has been recommended to provide an ecologically safe and perhaps cheaper alternative to pipelines for transport-in oil south from the vast Prudhoe Bay oil finds in Alaska. This alternative was unveiled by the Canadian Institute of Guided Ground Transport in a research report that termed the railway "technically and operationally feasible and financially attractive."

Spokesmen for the institute said the proposal has practical merit, despite the recent decision by U.S. Secretary of State Rogers Morton to give the go-ahead to the Trans-Alaska Pipeline System, which would transport oil from Prudhoe Bay to Valdez in Alaska, where it would be shipped by tanker to the west coast of the United States.

By contrast, the proposed railway would haul the oil by tank car from the well head to Trout River, just north of the 60th parallel, where the scheme's planners envisage a link with the already existing pipeline systems, delivering the oil either to the west coast or to Chicago. The institute estimated the capital cost of the railway--which would have a carrying capacity of between 2-million and 6-million barrels of oil daily--at $2.4-billion, with an annual operating cost of $194-million. The researchers estimated that, coupled with use of exist-pipeline systems, oil could be transported to Chicago by their system for $1.07 per barrel, ant to Seattle for 97¢ a barrel. The study does not inlcude detailed comparisons with the costs of shipping oil by pipeline--either by the TAPS route or the Mackenzie Valley route preferred by the Canadian Government--but advances as a preliminary impression the belief that the rail proposal has a "considerable cost advantage." As a rough estimate, the report predicts that pipeline transportation of oil down the Mackenzie Valley to Seattle would cost 90¢ a barrel; the TAPS tanker system would cost 85¢. The report warned that these figures might be gross underestimates.

The rail system proposed by the institute envisages 1240 miles of double-track line, travelled by 11,000 tank cars to bring the railway's capacity to two million barrels daily--the equivalent of a 48" diameter pipeline. It is estimated that it would take five years to build the railway, create 50,000 Canadian jobs during construction, and provide permanent work during the operation of the line for about 4500 people. As a secondary benefit, the railway would cut the cost of a proposed gas pipeline down the Mackenzie Valley by "many millions of dollars."

C. E. Law, a Queen's University ecologist, stressed during a press conference that one of the main areas of concern about a hot-oil pipeline was damage it might do to the delicate northern environment. "We feel the railway has more than environmental advantages, but there is no doubt they are substantial."

According to the report, the railway would do far less damage to the permafrost zones that extend across the Arctic; as well, the choice of the Mackenzie Valley route was made to minimize the effect of the system on local wildlife, including interference with the migration paths of northern caribou herds. The railway would be designed to span the major permafrost zones of the North; as soon as the most sensitive areas were crossed, "the oil would proceed by pipeline, since permafrost is no longer a problem."

Mr. Law said the report, which concludes with a series of recommendations bringing the proposed railway closer to the design stage, is now in the hands of the Department of Transport, which provided much of the funding for the 13-month project. The institute itself was largely funded by Canadian National and Canadian Pacific, Procor Ltd., and the Carnegie-Mellon University of Pittsburgh, Pennsylvania.

FLOOD DAMAGE ON THE ALBERTA RESOURCES RAILWAY

Termed as the worst natural railway disaster in Canada in 25 years, flood damage to the Alberta Resources Railway has been estimated in the millions of dollars. 37 miles of trackage north of Grande Cache, Alberta were washed out in June floods. Another 23 miles were damaged. The bulk of the destruction was caused by high water at the confluence of the Smoky River and Sheep Creek five miles north of Grande Cache. The track parallels the Smoky River most of the way north of Grande Cache to Grande Prairie. The river crested at a level of 15 feet above normal. One-mile stretches of track were washed out and also embankments up to 50 feet high in places.

The flood damage has complicated discussions being held between the Alberta Government and Canadian National on renegotiation of a 20-year lease on the line. Under the lease, CN operates the provincially-built line and assists in repaying the $95-million cost through rental on goods handled. The ARR has never been self-supporting, and a report by provincial financial consultants last February said it is unlikely CN would exercise its option to purchase the line unless an improvement was made in operating expenses.

Rentals from tonnage hauled over the ARR in 1971 paid for about $700,000 of the $6-million in annual interest charges in the lease. The ARR, the Crown agency that owns the line, had a $2-million deficit last year. A rider in the ARR-CN lease allows for termination of the agreement if deficits occur in three consecutive years of the first five years of operation. If a deficit is shown again this year, it would be the third consecutive year.

Two trains a week, one each way, travel the 110-mile stretch between Grande Prairie and Grande Cache, the southbound carrying grain from the Peace River area. The line is 234 miles in length.

CP RAIL WESTON PAINT SHOP IN OPERATION

CP Rail's $725,000 paint shop, the most modern railway car painting facility in North America, is now in operation at Weston Shops in Winnipeg.

Housed in a steel frame and masonry building, measuring 48' by 330' with a floor area of 12,800 sq.ft., the semi-automated shop is run by a crew of six. A car that is pulled into the shop makes four separate stops and emerges completely repainted and ready for service in four hours. After preliminary grooming--cleaning and painting of hard-to-get-at areas around door frames and corners--a console-controlled mechanical rabbit (a track level traction device) advances the freight cars to meet the "big guns". These are ten electrostatic spray guns, four on each side, and two which paint the ends of the cars. The sophisticated system paints a car in fifteen minutes, using only five to six gallons of paint. The paint is sprayed on at a temperature of 140° and with an electrostatic charge of 90,000 volts. The charged paint is readily attracted to the metal car and thus will actually paint around corners such as the back of ladders. This characteristic gives a uniform coverage of paint with a minimal amount of overspray. A delicately balanced air system with air vestibules at each end prevents overspray from going into the shop and stops unfiltered air from entering the paint spray section.

"When we are working at full capacity one completed car leaves the shop every hour which means we are able to paint 24 cars a day," said L.M. Maines, works manager of the shops.

The potential for the swift-moving operation is more than 5500 newly painted cars a year. This requires some 27,500 gallons of paint for the principal colour. The specially formulated paint was developed and is being supplied by Winnipeg paint manufacturers. Boxcars, gondolas, flat cars and hopper cars are "Action Red" while freight cars for other purposes have different colour combinations.

Construction of the paint shop began in May 1971 and is part of a $5.6-million development underway at Weston Shops. Work is also progressing on an addition to a shop that manufactures switch components and on an automated wheel and axle shop.

REVISIONS TO WINDSOR STATION PROJECT

Canadian Pacific will develop plans for a substantially larger office tower located in a more dominant position on the site of the Windsor Station redevelopment project, in an announcement made June 20. The decision was reached after consultations with architectural advisors. The start of construction on the project has been rescheduled to 1973 so that a detailed design of the new location and size of the CP office tower and related facilities can be developed.

In the original plan, the CP building was to have been a 34-storey structure located south of Lagauchetiere St. between Mountain and Drummond Sts. in downtown Montreal. In the new plans, the office tower will be enlarged and relocated to a more central position on the site closer to Peel St. Preparatory work on the site will continue. Trackage leading into Windsor Station has been relocated, and demolition work is continuing on the train sheds and on the western wing of the station on Lagauchetiere St.

The total Windsor Station redevelopment project covers a 15-acre area bounded by Dorchester Blvd. on the north, Peel St. on the east, St. Antoine St. on the south, and Mountain St. on the west.

PRODUCTIVITY KEY ISSUE IN RAILWAY TALKS

Canadian National is willing to trade fringe benefits with labour unions for higher productivity, according to George Lach, vice-president, personnel and labour relations. CN is "very interested" in discussing substantial fringe benefit improvements in return for increased productivity. He said new ground may be broken in fringe benefits when negotiators from the railway and seventeen unions representing a majority of its 110,000 employees meet in November. A two-year contract expires at the end of this year. "The unions might be surprised at how far we might be prepared to go in some areas if we can see or be shown ways of meeting the costs," Mr. Lach said.

ACCIDENTS AND DERAILMENTS

* A fully-loaded 15,000-ton iron ore train on the Quebec Cartier Railway was derailed in the early morning hours of May 30, 1972, killing two men and injuring one. The derailment occurred at milepost 62.8 and 134 of the 135 cars were derailed, and the four lead diesel units (an MLW M636 and three GP9's) as well. The units apparently overturned on a 7° curve in a rock cut and fell 200 feet and were destroyed. Damage is estimated at over $2-million. Investigations are underway to determine the cause of the derailment.

* Nine cars of a 51 car CP Rail freight were derailed at Laval, Quebec on June 13, blocking traffic between Montreal and Quebec City for most of the afternoon of the 13th. There were no injuries.

* CP Rail's main line through the Rockies near Ashcroft, British Columbia was blocked on June 25 when 21 cars of an eastbound 80-car freight were derailed. There were no injuries, but a tank car containing gasoline caught fire and set fire to other cars. Between 500 and 1000 feet of track were torn up. Traffic was rerouted over CN.

* Fourteen cars of a British Columbia Railway train were derailed near Porteau, British Columbia on July 2, and rolled down a steep embankment, some of them into the waters of Howe Sound. No injuries were reported.

* Seven passengers were injured and one truck driver killed when his cement truck collided with the lead RDC car of the two-car CP Rail Dayliner train 381 from Toronto to Havelock at mile 116.25 of the Havelock sub at the Eleventh Line, east of Peterborough, Ontario on the morning of June 17th. The impact of the crash derailed both cars, so seriously damaged the lead unit (9052) that its frame and body were of necessity cut in half during later cleanup operations. The second unit was 9067 and it was not as seriously damaged.

* Eight cars of a 57-car CP Rail freight jumped the tracks on the line through Waterdown, Ontario on July 2nd. There were no injuries; cause of the accident is not known.

* A 48-year-old woman and her 13-year-old son were killed by a runaway Penn Central boxcar at the intersection of King St. E. and Ritson Road in Oshawa, Ontario on the morning of July 21st. The boxcar had escaped from a Canadian National switching crew near the GM north plant in Oshawa and began its two-mile trip through Oshawa, ending in the CN yard south of Bloor St.

* Four diesel units and seventeen cars of a CP Rail freight were derailed early July 30th five miles southeast of Lang, Saskatchewan. Two trainmen were injured as the locomotives and derailed cars, most of them carrying potash, ended up in a pile of wreckage 300 feet long. A tank car loaded with liquid butane exploded shortly after the crash and set fire to the derailed equipment, causing heavy damage to the diesel units. Surrounding wheat fields were scorched. 500 feet of track had been ripped up. Police believe the accident occurred when the train clipped a bulldozer which may have been partly on the tracks.

CP Rail crane 414501 and a hired crane attempt to lift the 9052 out of the trackside ditch at noon on June 18, following the RDC-cement truck collision near Peterborough on the morning of June 17. (Robbin Rekiel)

MORE ON STEAM IN BRITAIN

New additional information is now available on the status of steam operations in Great Britain on British Rail this autumn. (See July NL, page 102.)

It now appears that British Rail's original limit of five steam excursions only in 1972 has been lifted as there are now six tours arranged and advertised for the autumn as follows (the provisional trips proposed for September 16 and October 7 have not materialized):

September 16: (Provisional) Newton Abbot, Teignmouth, Dawlish, Exeter, Taunton, Bridgwater and Bristol to Newport (via the Severn Tunnel) - diesel, Newport to Shrewsbury and back with 6000 King George V. Return to Newton Abbot via the same route. Details from David & Charles Ltd., South Devon House, Newton Abbot, Devon, England.

September 16: 12 coach train York to Scarborough and back hauled by 60019 Bittern plus a visit to the North Yorkshire Moors Railway. This tour is being jointly promoted by the Railway Correspondence & Travel Society and the York Department of Tourism. Fare £ 3.75, children £ 2.60, details from the York Department of Tourism, De Grey House, York Y012HB, England.

September 23: Two return steam trips (one about midday and the other mid-afternoon) from Carnforth to Barrow-in-Furness. Motive power--class 5 4-6-0. Sponsored by Steamtown Carnforth. Fare £ 2.50, and details from Steamtown, Warton Road, Carnforth, Lancashire.

October 1: Great Western Society charter for Standard Gauge Steam Trust and BR 'open day' at Tyseley. Paddington-Didcot-Tyseley and return. 6998 Burton Agnes Hall (modified Hall 4-6-0) or 523 Blue Peter will haul the train from Didcot to Tyseley and return. It is hoped that 6998 will be chosen chosen as it will be her first run after restoration. Details from Steam Trip, 17 Florence Ave., Maidenhead, Berkshire SL68SJ, England.

October 14: Dinting Railway Centre: Manchester, Stockport, Wilmslow, Crewe (connection from Liverpool), Shrewsbury, Hereford, Newport, Central Wales line (Llanelli to Craven Arms) or Birmingham-Manchester. Steam haulage: 5596 Bahamas Shrewsbury to Hereford, 6000 King George V Hereford to Newport. Details from Bahamas Locomotive Society, 3 Emery Lane, Heaton Moor, Stockport, Cheshire, England.

October 14: Locomotive Club of Great Britain. Paddington, Newport, Hereford, Shrewsbury, Birmingham, Oxford and Paddington. Steam haulage: 6000 King George V Newport to Hereford and 5596 Bahamas Hereford to Shrewsbury. Details: D.F. Rollins, 108 Bennetts Castle Lane, Dagenham, Essex RM83XS England.

Ex-GWR King class 4-6-0 6000 King George V approaches High Wycombe on an excursion on BR, October 4, 1971. (Western Region, British Rail)

Additional information is also available on some of the steam locomotives listed in the July NL. Engine 5322 is located at the South Wales Switchgear Railway Society, Caerphilly, Glamorgan in South Wales. The location of 4498 is the National Coal Board, Philadelphia Colliery, County Durham. This engine is owned by the A4 Locomotive Society. Details of the three tank engines based at Didcot are as follows:

6106 2-6-2T Swindon 1931 ex-GWR 6100 class
6697 0-6-2T Sir W.G. Armstrong, Whitworth & Co. (985) 1928 ex-GWR 5600 class
1466 0-4-2T Swindon 1936 ex-GWR 1400 class

4079 Pendennis Castle was moved recently from Didcot to a site on a former line in the Midlands. There is some doubt as to whether this locomotive will run on BR again. 532 (ex-60532) Blue Peter was also moved recently from Leeds to Didcot.

EQUIPMENT NOTES...

This unusual-looking diesel is MLW-Worthington's newest model--the M420TR. The 2000 hp. B-B unit is one of two such units now in use on the Roberval & Saguenay. This model makes use of Dofasco's new two-axle high-adhesion truck. (MLW Industries)

WHEAT BOARD HOPPER CAR ORDERS PLACED

* The Federal Government has placed its order for 2000 100-ton covered hopper cars for the Canadian Wheat Board with three railway car builders. National Steel Car Corp. has a contract to build 800 of the cars; Hawker Siddeley Canada Ltd. will build 700 cars at its Trenton, Nova Scotia plant; Marine Industries Ltd. of Montreal has the order for the remaining 500 cars.

Value of the three orders is $42-million. The first cars are expected by early autumn with all deliveries completed by March 1973. The new cars are expected to help the movement of grain to tidewater. The Wheat Board is aiming for sales of 900-million bushels next year.

ONTARIO NORTHLAND MOTIVE POWER NOTES

* Ontario Northland will soon become the fifth Canadian railway to sample second-generation high horsepower SD40 freight units. ONR has placed an order with Diesel Division, General Motors of Canada, for five SD40-2 road units. Delivery of the order is expected in March 1973, and the units will be numbered 1730-1734.

* Ontario Northland diesel retirements:

Road Number	Retirement Date
1300	Jan. 19/70
1301	Jan. 19/70
1302	Oct. 5/65
1303	Oct. 5/65
1304	Oct. 5/65
1307	Dec. 1971
1311	Jan. 12/71
1506	Oct. 5/65
1516	Oct. 5/65

Brand-new CP Rail SD40-2 5620 models the Multimark paint scheme quite well. She and 39 other sisters are used in fast road-freight service between Montreal, Toronto and Calgary. (Diesel Division, General Motors of Canada Ltd.)

CP RAIL MOTIVE POWER NOTES

* DRF-30g SD40-2 delivery dates from Diesel Division, General Motors of Canada:

Road Number	Builder's Number	Delivery Date
5589	A2635	May 5/72
5590	A2636	May 5/72
5591	A2637	May 8/72
5592	A2638	May 8/72
5593	A2639	May 12/72
5594	A2640	May 12/72
5595	A2641	May 15/72
5596	A2642	May 15/72
5597	A2643	May 19/72
5598	A2644	May 19/72
5599	A2645	May 25/72
5600	A2646	May 25/72
5601	A2647	May 26/72
5602	A2648	May 26/72
5603	A2649	May 30/72
5604	A2650	May 30/72
5605	A2651	May 31/72
5606	A2652	May 31/72
5607	A2653	June 6/72
5608	A2654	June 6/72
5609	A2655	June 9/72
5610	A2656	June 9/72
5611	A2657	June 15/72
5612	A2658	July 13/72
5613	A2659	June 15/72
5614	A2660	June 20/72
5615	A2661	June 20/72
5616	A2662	June 23/72
5617	A2663	June 23/72
5618	A2664	June 27/72
5619	A2665	June 27/72
5620	A2666	June 29/72
5621	A2667	June 29/72
5622	A2668	June 30/72
5623	A2669	June 30/72
5624	A2670	July 13/72
5625	A2671	July 10/72
5626	A2672	July 10/72
5627	A2673	July 20/72
5628	A2674	July 20/72

* DRF-24b units 4212-4226 have been transferred to Agincourt Yard, Toronto from St. Luc Yard, Montreal.

* CP Rail has disconnected the dynamic braking feature on older MLW 244-engined road units. The units affected by this are as follows: 4015/4016/4019/4025/4042/4047/4049/4050/4082-4093/4404-4410/4416/4463-4070/8407/8426-8454/8456-8460/8462-8468/8470-8472/8480-8482/8574-8600/4094-4097/8475-8479/8558-8573.

* Two new Robot cars have been released from Angus Shops, 1009 on June 23, and 1011 on June 30.

* Leased motive power notes:

-- All leased Boston & Maine power has been returned to its owners. Units 1508/1515/1513/1515/1517/1518/1519/1536/4265B/4266A were returned as of July 17.

-- PNC units 969/970/971/3419/3445/3634 have been returned, the first three units on May 26, the last three July 17. [See CN Motive Power Notes this issue.]

-- Leased Bessemer & Lake Erie F7A and F7B units have been returned to their owner. This includes the following units: 718A/719A/722A/725A/727A/728A/712B/716B/719B/721B.

-- B&O/C&O units returned: 4586 (May 26); 4503/4575/4576/4589/5420/5447/5498/5529/7039/8009 (July 31).

-- Bellequip to PNC reletterings continue--the following units being done: 108/113/121/123/135-150/162.

* RDC 9108 has been returned to Montreal from Toronto.

* The Speno rail-grinding train made an appearance in Southern Ontario during the month of July, working into Toronto and westerly as far as London, where work was completed on July 29th. Power for this unusual train consisted of CLC-FM H16-44 units 8715-8716, far from their usual haunts out west in the mountains of British Columbia. Other cars in the train included CGTX 6010-19, SRGX308/306/304/302/309, power car 100, UTLX 45149 and UTLX 22786.

BRIEFLY.....

* Currently on lease to Quebec Cartier Railway are four B&LE Alco DL600B units--881/882/885/886.

Quebec, North Shore & Labrador SD40-2 238 is one of 20 such units delivered to the railway by Diesel Division during April and May. These units will be great for spotters, what with the options visible: brake handwheel on Stanchion at left rear deck, extra capacity fuel tanks, pusher pads at the four corners and flashing orange beacon atop cab.
(Diesel Division, General Motors of Canada Ltd.)

Complete with snowplow pilot and attired in green and yellow paint, Quebec Cartier Railway M636 72 was delivered by MLW Industries to the railway on February 17.
(MLW Industries)

CANADIAN NATIONAL MOTIVE POWER NOTES

* Canadian National has placed a $10-million order with MLW-Worthington for thirty 2000 hp. M420 diesel electric locomotives. Delivery of the units will commence next April and be complete by June 1973.

This order is noteworthy for two reasons. It is the first large order to be placed for the new MLW 2000 hp. M420 unit. Secondly, the new locomotives will incorporate a new engine cab designed by CN to improve and make safer the crew's working environment. The new cabs will provide better visibility, heating, ventilation, seating, and display of gauges and instruments. They will include amenities such as refirgerators and hot plates as well as new safety features. Improved arrangement of larger windows will provide the crew with a better view of the track ahead. The windows will also contain a fine wire mesh laminated in the glass to permit electric heat defrosting and defogging. Instruments and gauges in the new cabs will be larger and more readable than those in existing equipment. The speedometer will be mounted so that it can easily be seen and read from any place in the cabs. Instruments on the control stand will be arranged in a pattern which is to become uniform in all future CN engine cabs. (At present, the positioning of controls and gauges in engine cabs varies from model to model.) Heavier posts will be built into the corners of the cabs to strengthen the structure and provide the crews with extra protection should the locomotive be involved in an accident. The locomotive sand box will be positioned ahead of the cab where it could absorb and cushion some of the force of a collision. The cabs are also being made larger than those now in use--and quieter. Sound-absorbing materials will be used to reduce noise to a level lower than the 90 decibel limit specified by national standards for engine cabs. Vibration from the prime mover is to be reduced as well.

The units will also make use of the new Dofasco two-axle high-adhesion truck. These new trucks provide greater adhesion by making full use of the weight of the locomotive, resulting in more economical locomotive performance.

* Canadian National has increased the number of GP38-2 units on order from Diesel Division, General Motors of Canada. [See Equipment Notes, October 1971 NL, page 169.] Now to be delivered between November and February of next year are 61 units (road numbers 5500-5560, class GR-20b), an increase from the sixteen originally ordered. The order for twenty SD40-2 units originally placed at the same time as the order for the GP38-2's appears to have been cancelled.

* CN is undertaking an upgrading program on fourteen of its remaining F7 cab units. The units are being rebuilt at Transcona Shops and upgraded, horsepower being increased to 1750 from 1500, giving the units an added life expectancy of 20 years. The units will be assigned to passenger and freight service on CN's Winnipeg-Churchill line. As they emerge from the shops at the rate of one every three weeks, they receive new numbers. The first unit of the series--9150 (nee 9084)--was put into service on May 5, 1972.

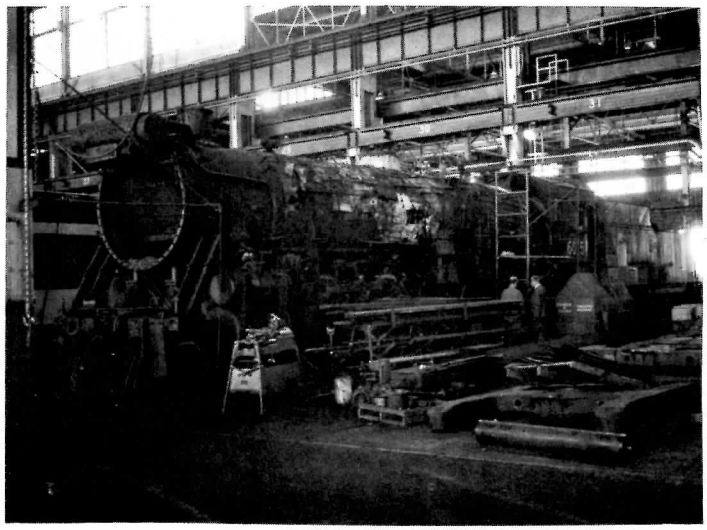
* MLW M630 units 2000-2043 have been reclassified to MF-30 from MR-30. Reclassification takes place as rear footboards are removed.

* Leased units returned:
-- four SD9 units back to DM&IR, 171, 177 on Apr. 12/72, 183, 185 on Apr. 13/72.
-- GP9's 5919, 5924, 6164 to C&O May 17/72; replaced by 6030. 6033, 6198 May 19/72.

* CN has leased six additional units from Precision National Corp. GP7 units 969, 970, 971 and GP9 units 3419, 3445, 3634 (all formerly on lease to CP Rail) were turned over to CN in Montreal mid-July.

* CN diesel units on lease:
--- to Roberval & Saguenay:
3692 -- on lease March 23/72; returned Apr. 21/72
--- to Northern Alberta Railway:
4349 -- on lease Apr. 28/72
4342 -- on lease May 10/72
4150 -- on lease May 20/72

* Transfers:
4314-4324 St. Lawrence (Senneterre) to Mountain (Calder) Apr. 4/72
8472 St. Lawrence (Montreal) to Atlantic (Moncton) Apr. 28/72
8618 St. Lawrence (Montreal) to Atlantic (Moncton) Apr. 29/72
4427, 4436, 4438, 4440 [GTW] Great Lakes (Spadina) to Prairie (Symington) May 14/72



U-1-f 4-8-2 6060 has arrived in Montreal for restoration to active status, arriving at Pte. St. Charles on August 10th. Her place in Jasper has been taken by another Mountain locomotive--U-1-a 6015, having arrived in Jasper on July 27th. Here are two views of 6015 undergoing restoration for outside display, (ABOVE) in Pte. St. Charles where she was stripped down. Rusted boiler jacketing was replaced and wood blocks used in place of lagging in hopes of preventing water behind the jacket [Ed Jordan]. In the bottom view, 6015 stands at Montreal Yard diesel shop ready for shipment out west. [Bill Linley]

CANADIAN NATIONAL EQUIPMENT NOTES

* National Steel Car Corp. Ltd. has an order from Canadian National for 600 box cars for lumber service. The cars will be 52' 8" long and will be used to carry sawn lumber, plywood and wood pulp products. 300 cars will be of the 100-ton class, the remainder 70-tons. Deliveries are to begin in November at the rate of 16 cars daily, and finishing at the end of December or early January 1973.

Marine Industries Ltd. has an order for 115 100-ton container flat cars. The cars will be 84' in length, and capable of carrying four 20-foot or two 40-foot containers. Deliveries will be made during the month of October at the rate of eight cars daily.

Value of these orders is $13.9-million.

* Currently being delivered are fifteen new 36' cabooses for service on CN's American subsidiary, Central Vermont. The cars are built by International Car Co., weigh 50 tons, and have electric lights. Number series is 4040-4054.

...OPERATION RESCUE

Although she was named for a lady, she did not act like one. More like a witch, she came in off the Atlantic, first a hurricane, then a tropical storm, and sat around and sulked, pouring torrential rains down over the American Middle Atlantic states, with floods and havoc the result. Yes, Agnes, as she was called, will be remembered by the residents of these states for a long time as the killer hurricane of 1972.

Agnes blew in off the Atlantic Ocean on June 22nd and became stalled by a weather system. Thus the rains poured down on the states of Virginia, Maryland, central Pennsylvania, lower upstate New York. The topography of this area is that of the eastern end of the Appalachian chain, hilly and mountainous, laced with river valleys that join up into great rivers which either race east to the Atlantic, or flow west and south to eventually deposit their watery loads into the Mississippi. In these valleys run railway lines, and for the companies which owned and operated them, the devastation wreaked by Agnes would be the straw that broke the camel's back.

All carriers were to some extent affected by the hurricane and resulting floods--some worse than others. The damage to certain lines physical plant necessitated traffic detours over railway lines not affected by the storm. This is where our story begins, as some of this traffic would be seen enroute through Southern Ontario.

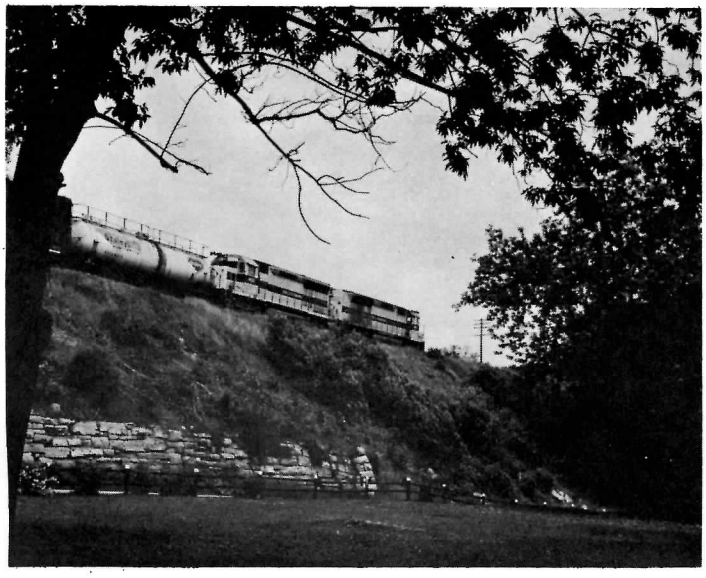
The major carriers hardest hit by the devastation were Penn Central, Erie-Lackawanna, Lehigh Valley, and Reading. For Penn Central, the total bill for damage was over $12-million--something the financially hard-pressed road could ill afford. PC's line through central Pennsylvania between Lancaster and Harrisburg was out; its bridge over the Chemung River near Northumberland was swept away by rising waters; the Susquehanna River bridge collapsed under the weight of a train, and other bridges were severely damaged. Traffic was detoured over the former NYC water-level route through Rochester and Buffalo.

For the Lehigh Valley, facilities at Sayre, Wilkes-Barre and Coxton were under water, and its bridge at Athens, Pa., over the Chemung River was out (a sunken pier).

On the Erie-Lackawanna, damage was concentrated and severe. Its main line through lower upstate New York between Binghampton and Salamanca was washed out at numerous spots, with major destruction between Elmira and Hornell. One particularly difficult spot near Elmira would close E-L's main line for three weeks.

Erie-Lackawanna officials hurriedly completed arrangements to begin the rerouting of their trains, using Penn Central, Delaware and Hudson, Norfolk & Western, Toronto, Hamilton & Buffalo, CP Rail, and Canadian National trackage in the process.

Thus for three weeks, diesel fans in Southern Ontario would never have it so good. Erie-Lackawanna, Delaware and Hudson (these two have perhaps the prettiest paint schemes on their power of any road in the eastern U.S.), Lehigh Valley, and even Norfolk & Western power would appear on freight trains, giving train spotters a field day. Strange diesels would appear to eyes long accustomed to the likes of GMD and MLW power--EMD SD and SDP45's, GP35's, GE U25B, U30C and U33C units, Alco C424, C425, and C628 diesels, and the odd E-L F cab and booster.



EMD SDP45 3647 leads SD45 3622 and the 91 cars of E-L freight NE74 east on Canadian National past this park-like trackside scene in Napanee, Ontario, on June 27. (Bill Linley)

The Cover

ERIE-LACKAWANNA time freight PN 98 is about to pass under the Spring Gardens bridge at Bayview East on CN's main line outside of Hamilton, Ontario. SD45's 3664, 3648, and U25B 2520 provide the motive power for this eastbound freight. Photograph was taken on the early evening of June 27, 1972. (J. Bryce Lee)

On Sunday, June 25th, in the wee morning hours, E-L train ATC 4 with EMD SDP45's 3653, 3638 and GE U25B 2506, 85 loads and 16 empties, rolled onto Canadian National rails at Fort Erie, having come from Bison Yard in Buffalo via Penn Central. CN road crews took the train from Fort Erie, and it was routed via Hamilton, bypassing Toronto via the York sub, east to Belleville, Brockville, Coteau and Cantic in Quebec, then back into the United States and a connection with the D&H at Rouses Point, Vermont. Westbound trains for CN were similarly routed. Up to fifty CN men were called in to handle the extra traffic. They were paid by the railway, and CN collecting payment from the U.S. lines for the use of their rails.

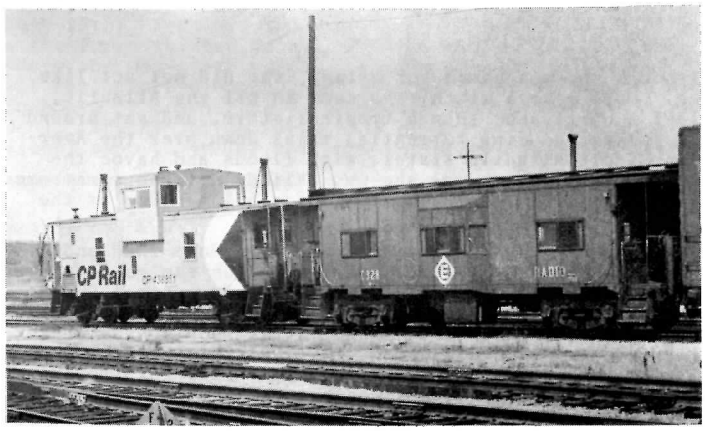
CP Rail and TH&B also figured in handling detoured trains. Detoured freights were handed over to the TH&B at Welland Jct. (from the N&W) or Welland (PC) and routed into Kinnear Yard in Hamilton. From there they became the responsibility of CP Rail and were routed over Canadian National from Hamilton Jct. to the Canpa sub in Etobicoke, Toronto's western suburb, and then onto CP Rail's own rails. It was then CP Rail all the way, through Agincourt, easterly via Trenton, Smiths Falls, to Montreal, and a connection with the D&H.

The Hurricane Agnes floods were the last straw for the hard-pressed Erie-Lackawanna. On June 27th, the company filed for reorganization in bankruptcy in the U.S. District Court in Cleveland, Ohio. The bankruptcy petition followed a Board of Directors meeting in New York City which approved a resolution to undergo corporate reorganization. The storm caused three situations which prompted the action: Heavy damage that would require "immediate outlays of large dimensions to correct"; large losses of revenue because of the slowing and diversion of its trains; shippers in the railroad's territory also suffered severely, causing a slowing of business activity. "These facts made it clear that immediate relief must be sought in order to permit the debtor to continue to meet its payroll and to continue to render transportation service, which is necessary in the public interest."

E-L listed cash assets of $2.37-million and said debts would total $8.19-million by the end of August. The railway was ordered by the District Court judge to continue in operation pending the outcome of a hearing.

Erie-Lackawanna is the twelfth largest railroad in the United States, with income of $720-million a year and assets of more than $719-million. Formed by the marriage of the Erie Railroad and the Delaware, Lackawanna & Western Railroad in 1960, E-L reported losses of $1.4-million in 1971.

Three strange diesels pose for their portrait at CP Rail Agincourt Yard--E-L GE U25B 2514, and D&H GE U30C 707 and Alco C628 612. Shortly afterword, these units left Agincourt with perhaps the longest consist of all the detour freights--130 cars. (Robbin Rekiel)



CP Rail added one of their own cabooses to every Erie-Lackawanna freight detoured over their lines, as it was found that the E-L cabooses were in decrepit condition. Witness CP Rail 438851 coupled to E-L C328 at Agincourt. CN likewise used their own cabooses on E-L freights routed over their lines. The E-L cabooses used were out of storage and not the regular ones used. (Robbin Rekiel)

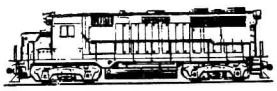
An impressive lineup of power at Agincourt Yard. From left to right: CP Rail GMD SW9 7405, E-L EMD SD45's 3628 and 3603, (in behind the SD45's) a PNC GP9, and finally CP Rail MLW RS18 8742. Photograph date: July 9, 1972. (John D. Thompson)

SUMMARY OF FOREIGN TRAINS DETOURED THROUGH SOUTHERN ONTARIO, JUNE 25 - JULY 11, 1972

DATE	ROUTING	DIRECTION	TRAIN	POWER (ASSIST)	CONSIST (LOADS/EMPTIES)
June					
25	via CP	eastward	DH 100	EL 3614/3624/2573	84/12
25	via CN	eastward	ATC 4	EL 3653/3638/2506	85/16
25	via CN	eastward	Cannon Ball 100	EL 2414/3308/3655	79/6
25	via CN	eastward	#	LV 313/311/312	88/12
26	via CN	eastward	BX 74	EL 2577/2558/2574	99/5
26	via CN	eastward	Cannon Ball 100	EL 3607/2456/2582	41/6
26	via CN	eastward	TCS 4	EL 3632/3309	81/29
26	via CN	eastward	NY 100	EL 6361/6332/7062/7094	53/1
26	via CN	westward	Scranton 99	DH 601/618/611	40/61
26	via CN	westward	#	EL 3659 DH 761	21/94
26	via CP	westward	TC 3	EL 3657/3658/7082	16/99
26	via CP	eastward	NY 100	EL 3665/2517/3628	85/10
26	via CP	eastward	NE 74	EL 3631/5518/3636	101/3
26	via CP	eastward	DH 100	EL 2555/2566 DH 604	75/20
26	via CP	eastward	EN 98	EL 3661/3652	86/20
26	via CN	eastward	COJ 32	LV 412/405/414 (CN 1396/1324)	70/44
27	via CN	eastward	SS 100	EL 2583/2406 DH 760	101/2
27	via CN	eastward	NE 74	EL 3622/3647	90/1
27	via CN	eastward	ATC 4	DH 611/601/618	64/20
27	via CN	eastward	TC 100	EL 2501/2505/2412	63/24
27	via CN	westward	TBX 1	DH 706/705	30/74
27	via CN	westward	HF 97	EL 3610/3612	53/52
27	via CP	eastward	TC 100	EL 2560/3621/2578 (CP 4219/4247)	95/29
27	via CP	eastward	PN 98	EL 3664/3648/2520	110/8
27	via CP	westward	PBX 1	EL 3310/3313/2409	24/110
28	via CN	eastward	NE 74	EL 3645/3666	92/5
28	via CN	eastward	TC 4	EL 2409/2407/2514 (C&O 6143)	97/1
28	via CN	eastward	TC 2	EL 2512/2454/2519	76/12
28	via CN	westward	TO 97	EL 3655/3308	34/56
28	via CP	eastward	SFE 100	EL 3307/3314	90/9
28	via CP	eastward	TCS 4	EL 3620/3634	73/32
28	via CP	westward	PSX 3	EL 2519/2454/2412	9/117
28	via CP	westward	TC 1	DH 612/707	12/103
29	via CN	eastward	PN 98	EL 3659/3629	94/2
29	via CN	eastward	DH 100	EL 2453/2413/2458	75/23
29	via CN	eastward	NE 74	EL 803/2563	62/2
29	via CN	westward	ATC 4	EL 3617 (C&O 6143)	11/90
29	via CP	eastward	NE 74	EL 3668/3639/3630	120/1
29	via CP	westward	PO 97	EL 3607/3582/2456	17/62
30	via CN	eastward	PO 98	EL 2570/2563/2579	88/11
30	via CN	westward	EP 1	EL 3636/3631	14/63
30	via CP	eastward	SFE 100	EL 3623/3602/2552	70/21
30	via CP	westward	AP 1	EL 2524/2562/2567	1/72
July					
1	via CN	eastward	DH 100	EL 3643/2561/2572	62/16
1	via CN	westward	PO 97	EL 2571/2460/2583	9/99
1	via CP	westward	PO 97	EL 3652 DH 603	23/90
1	via CP	westward	NE 97	EL 3624/2413/2505/2501	41/65
2	via CN	eastward	PX 74	DH 701 EL 3653 (CN 4526)	90/1
2	via CN	westward	PO 97	EL 3657/3645	32/91
2	via CN	westward	TC 3	EL 3656/3633	23/84
2	via CP	eastward	#	EL 2514 DH 707/612	118/11
2	via CP	westward	#	EL 2519/2454/2512	25/87
2	via CP	westward	#	EL 3639/3622 (TH&B 71)	13/69
3	via CN	eastward	SF 100	EL 3654/3617	85/9
3	via CN	eastward	NE 74	EL 3633/3656	77/4
3	via CN	westward	TC 3	EL 3636/3631	19/85
3	via CP	eastward	TC 100	EL 2554/2402 DH 616/613	82/32
3	via CP	westward	NE 97	EL 2510/2412/2409/2407	21/99
4	via CP	eastward	SFE	N&W 1314/1301 EL 2501	80/5
5	via CN	eastward	PO 98	EL 2584/3610	65/4
5	via CP	eastward	PC 4	EL 3659/3629/2562	105/4
5	via CP	westward	AP1	EL 803/2570/7102/2563	13/50
6	via CP	eastward	NE 74	EL 3663/3624/2585/2415	111/3
7	via CN	eastward	TC 100	EL 3611/2565	48/24
7	via CN	westward	AT 1	EL 3654/3661/2503	23/65
8	via CP	westward	TC 3	EL 2562/3610/2584	16/89
9	via CN	eastward	PO 98	EL 3617/3720	74/27
9	via CN	eastward	TC 100	EL 2578/3630/3622	85/17
9	via CN	westward	TC 3	EL 3602/3624/2451/2515/2415	8/93
9	via CP	eastward	#	EL 3603/3628	81/8
10	via CN	eastward	TC 4	EL 3652/3607	80/3
10	via CN	westward	NE 97	EL 3632/3634/2556 N&W 1518 EL 2585	18/76
10	via CP	eastward	PO 98	EL 3658/3642	85/17
10	via CP	westward	TC 1	EL 3612/2558/2577/2564/2523	6/99
11	via CN	westward	TC 3	EL 3648/3647	16/101

Information compiled by George W. Horner.

.....BAYVIEW/HAMILTON JCT. WAS PERHAPS THE BEST SPOT IN SOUTHERN ONTARIO TO WATCH "OPERATION RESCUE".....



E-L SDP45 3661 leads another SDP45 (3652) off CP Rail trackage onto CN at Hamilton Jct. (the bridge in the background is the High-Level). The date is June 26 and the train is EN 98 eastbound. (John B. Ross)

Three Delaware & Hudson Alco C628's (611, 618 and 601) make up the power for eastbound freight ATC 4 routed over CN at Bayview on June 27. (John B. Ross)

E-L SD45 3614 leads SD45 3624 and GP35 2573 (out of the picture) and the 96 cars of eastbound freight DH 100 on CN trackage at Bayview. This was the first train to be routed over CP Rail, on June 25. (NEWSLETTER/Bob McMann)

Erie-Lackawanna road freight units are equipped with dual controls, so that they may run with equal facility long hood or short hood forward. Witness GE U33C 3309 leading SD45 3632, both running long hood forward, with eastbound TCS 4 detouring over CN, leaving Hamilton Jct. on June 26. (John B. Ross)

CN GP9 4577 leads RS18 3102 past standing D&H TBX 1 with GE U30C units 705/706 in the yards at Belleville, Ontario, June 27. (Bill Linley)

Later that same day, the two GE U-boats lead the symbol freight past the CN station at Cobourg, Ontario, westbound to Toronto. (Bill Linley)

A meet between two detoured freights takes place in front of the CN Belleville station, at eastbound E-L SDP45 3647 and SD-45 3622 on freight NE 74 meet D&H U30C's 705/706. The date: June 27. (Bill Linley)

An impressive lineup of modern-day Erie-Lackawanna diesel freight power (C424 2415, SD45 3602, U25B 2515, C425 2451, SD45 3624) heads westbound freight TC 3 with 101 cars around a sweeping curve on the CN York subdivision July 9th. (John D. Thompson)

WORTH NOTING...

* On May 1, CN discontinued freight trains 492/493 from Winnipeg to Hudson Bay, Sask., via Dauphin and Swan River (subdivisions included are Gladstone, Cowan and Erwood). They were rerouted via Dauphin, Kamsack, Sask., and Canora, Sask. (subdivisions included are Gladstone, Togo, Margo, and Assitoine). Coincident with the changes was the replacement of GR17 GP9 motive power on these trains with GF30 class SD40's which now run through. GP9's had been assigned to these trains for over ten years. The SD40's are the biggest units to run in Northern Manitoba.

* A CN train becomes a movie set. Canadian National cooperated with Warner Brothers by providing a passenger train for use in location shooting for the new movie "The Summer of '44". FP9a 6525 and a steam generator car were decked out in the orange, black and white colours of New Haven (the left sides of the units were so treated) using water based paints and wall paper. A baggage car and three coaches were also decked out in black New Haven colours with white lettering, on one side only! Location shooting was done northeast of Toronto between Unionville and Uxbridge on three days during the first week of August.

* Canadian Pacific has applied to the National Harbours Board for a long-term lease on the five-acre Brown Basin site at Quebec City, adjacent to its 17.5-acre container ship terminal at Wolfe's Cove. The site, fronting on the St. Lawrence River and served by CP Rail, would be used by Incan Marine Ltd. (a company set up by CP and Inchcape & Co. to examine intermodal systems, including possible practical combinations of rail, water, highway and air transport). The Brown Basin site is expected to be adapted as a means for CP to tap traffic to and from potential customers on the river that are not served by CP Rail. A rail-water exchange terminal is expected to be built to transfer mainly bulk materials between rail and barge.

* CP Rail moved a record 247,203 carloads of grain in the crop year ended July 31, 1972, up 10% from the previous record of 220,310 carloads in 1966-67. The export grain moved by CP Rail included 152,326 carloads to Thunder Bay and 81,054 to Vancouver and represented about 54% of all export grain carried by Canadian railways.

* Canadian National set a record for loading grain cars on its Prairie Region during the week ending June 10. In that one-week period, a total of 5229 cars were loaded and shipped to export positions. Of that number, 4420 carloads were unloaded in the terminal elevators at Thunder Bay. The previous CN Prairie Region weekly record was established in June 1971 when a total of 4246 cars were unloaded at Thunder Bay.

* CP Rail has asked the Canadian Transport Commission for a rehearing of the application by Burlington Northern Inc. and Kootenay & Elk Railway Co. to move British Columbia coal by rail into the United States.

* Algoma Central Railway has purchased all of the shares of Thibodeau Express Ltd., a road transport firm based in Windsor, Ont., for an undisclosed price in cash. The purchase of this trucking company, with trucking terminals in Southern Ontario, is in line with Algoma Central's diversification program, and represents a logical extension into another branch of the transport industry.

* Canadian National recently called tenders for construction of a new steel and concrete bridge to replace an existing timber trestle south of Dauphin, Manitoba. The new bridge will span the Edwards Creek diversion, a provincial government drainage channel. It will carry CN's single track on a precast concrete deck, for a length of 261', at a height of 12'. During construction CN trains are to move on slow orders through the construction area. Work is to be finished this autumn.

* CN has announced that its investment in its Atlantic Region this year for renewal of equipment and facilities and introductions of operations improvements amounts to $17.7-million. This money is in addition to regular operating commitments such as payroll and supplies. The improvement and modernization includes $3.5-million to be spent on 88 miles of heavier rail in the district: This will affect lines between Moncton and Sackville, N.B.; Mont Joli and Riviere du Loup, Que.; the Corner Brook area in Nfld. and other locations in the Atlantic Region. Also included is a heavy ballasting program on the mainland and in Newfoundland; replacement of 210,000 track ties and the extension of three mainland passing track as well as two in Newfoundland.

* Canadian National has inaugurated a special weekly freight train movement for freight shipments requiring special handling because of above-normal dimensions or heavy weight. The freights carry through traffic only between Toronto and Winnipeg and depart each Sunday, completing the 1300-mile trip in two and one half days moving at restricted speed.

* CN appointments: Former Ottawa journalist T. Ainslie Kerr has been appointed to head CN's Department of Public Relations, with responsibility for all the internal and external information programs of the CN system, in Canada and abroad, in support of transportation, telecommunications and hotel operations. Louis M. Poitevin has been appointed Assistant Vice President, St. Lawrence Region. Yvon H. Masse is the new general manager passenger sales and services for the CN system.

* William W. Stinson has been appointed as general manager, operation and maintenance for CP Rail's Eastern Region.

* Federal Transport Minister Don Jamieson has promised a new formula to help cities relocate railways away from downtown sections. Jamieson said that railways have "grandmother rights or whatever the hell you call them," so some kind of tradeoff is needed lest the railways be left holding "very valuable real estate without having made any real contribution toward the relocation."

* A heavy track maintenance program, including installation of continuous welded rail, ballasting, bank widening and tie replacement, has been underway this summer on Canadian National's Prairie Region lines. Some 92 miles of continuous welded rail is being laid on the Sprague and Fort Frances subdivisions between Winnipeg and Thunder Bay, while 30 miles of rail will be replaced on the Sherridon subdivision north of The Pas. Tie replacement and ballasting are being carried out on more than 190 miles of right-of-way. The major portion of this work is being done between Rainy River, Ont., and Marchand, Man., and between Sherridon and Lynn Lake in Northern Manitoba. A 250-mile bank widening program includes 80 miles between Sherridon and Lynn Lake, 50 miles between Sturgis and Bertwell and 42 miles between Humboldt and Quill Lake in Saskatchewan; as well as 26 miles between Neebing and Conmee and 39 miles between Superior Junction and Valora in Northwestern Ontario. In addition, short sections of bank widening have been completed near Carberry and Pleasant Point, Man.

* Canadian National officially opened its $4-million express and intermodal service centre in Winnipeg on July 5. The installation on a 100-acre site, is said to be the most modern in North America. It replaces facilities in a redevelopment area of downtown Winnipeg.

* Canadian National has introduced a tracing and communications system that will allow customers to locate their freight, whether in freight cars, containers or piggyback chassis, by plugging into CN's central computer. The computer will respond instantly to a Telex inquiry returning a status report on the shipment.

* A report released June 30th, calls for the relocation of railway trackage through Winnipeg's downtown core to make way for redevelopment. The 480-page report, commissioned by both railways, and the federal, provincial and municipal governments, says the CP Rail main line should be relocated in Winnipeg's northwest fringes and be combined with a joint railway-highway corridor. The CN main line would be relocated in the southwest end of the city. The report's recommendations also included removal of CP Rail marshalling facilities from the city centre. The total plan would cost an estimated $75-million. Land made available by the relocation could be used for commercial development, housing and parks.

* Penn Central Transportation Co. has applied to abandon 1933 miles of railway track in 11 U.S. states and Ontario and Quebec. The company said 39 of the segments proposed for abandonment no longer originate or receive revenue traffic, and that continued operation of the remaining cannot be justified by sound business practice or by public necessity.

* Currently underway are negotiations between Volkswagen and Canadian National and CP Rail on shipping cars and completed parts from a single port to all parts of the country, rather than having shipments landed at various ports. A decision is expected soon on whether St. John or Halifax is chosen as the port, depending on whether CN or CP Rail is selected as the carrier. The use of one port and a single rail line will permit Volkswagen to control shipments and speed delivery of specially ordered vehicles.

PASSENGER TRAIN NEWS

* From May 30 to June 1, the Federal Standing Committee on Transportation and Communications held public meetings at London, Chatham, Stratford and Walkerton, to discuss southwestern Ontario passenger services which have proven to be extremely inadequate following the cancellation in 1970 of RDC services to Goderich, Kincardine, Southampton and Owen Sound.

Many interested citizen groups, local and county councillors, MPP's and MP's attended each meeting. The meeting at Walkerton was the most lively and best attended.

At London on May 30, the Ontario Ministry of Transportation and Communications called for the immediate restoration of all RDC services in the Bruce Peninsula. The Province said that "no passenger train services should have been discontinued until a comprehensive coordinated analysis of the inter-relationship among the various modes had been undertaken." The Province said it believes the passenger transport system cannot be developed on an ad hoc basis. Their position was "that the future requirements for passenger transportation demand a coordinated approach to the supply of these facilities and that until the requirements for a minimum passenger network have been determined, as a result of a joint federal/provincial study, it is illogical to hear any applications for discontinuance."

On June 1 at Walkerton, the GO NORTH Committee recommended the inauguration of an integrated RDC and bus system. RDC services would operate on the Owen Sound and Southampton Subdivisions to Palmerston. From Palmerston one RDC would operate directly to Guelph and Toronto, and the second RDC would operate directly to Stratford and London. Small feeder buses would connect the rest of the region to rail points (examples Meaford to Owen Sound, Kincardine to Walkerton and Wingham and Listowel to Palmerston). As well, the buses could also carry students and workers between these points. GO NORTH recommended that this coordinated bus and rail service be implemented as a Demonstration Project under the aegis of the three levels of government--the Federal Ministry of Transport (Transport Development Agency), the Provincial Ministry of Transportation and Communications, and the Southwestern Ontario Regional Development Council.

On June 20 the Transport and Communications Committee recommended to the House of Commons that all railway passenger service to southwestern Ontario, that was halted in November, 1970, be resumed immediately. Furthermore, the report recommended further multi-modal studies be made of transportation services in the area, with representations from federal,provincial and municipal officials as well as railway employees.

* The Federal Government will contribute $100,000 towards the establishment of an experimental commuter train service from Toronto to Newmarket. The service will begin limited operations this autumn (two trains each way for two to three months) from Toronto north to Richmond Hill, Wesley Corners, Aurora and Newmarket. If the service loses money, Canadian National can recover its losses from the $100,000 fund set up by the Ministry of Transport.

A spokesman said that the service would be well-used, but there would be no commitment in any way for a permanent service. Whether the Federal Government would become involved in a sommuter service for the first time would have to be decided at a later date after consultations with the Province and municipal departments.

* A CN track maintenance program between Winnipeg and Fort Frances, Ont. (see Worth Noting column this issue) has meant the curtailment of Railiner service between Winnipeg and Fort Francesfrom June 19 to September 30. CN has chartered buses to replace the triweekly service and the buses make stops at all stations on the run, using regular train tickets. RDC service between Fort Frances and Thunder Bay was delayed two hours from June 19 to July 28 because of track construction. Passengers travelling west to Winnipeg were able to make connections using the westbound Super Continental.

* Long distance travellers travellers are now offered a new alternate mode of travel accommodation on Canadian National's daily Super Continental trains between Montreal and Vancouver with the introduction of "dayniter" coach service on July 1. Designed primarily for passengers travelling overnight as well as during the day, the dayniter cars incorporate a number of features to provide greater comfort and convenience in an attractive and relaxing atmosphere.

"It's more than a standard coach, but it is not a sleeping car", said Alexander Olynyk, CN passenger sales and services general manager. He said the new concept represented the latest phase of the railway's passenger rationalization program, designed to provide the travelling public with an efficient and attractive service.

While the cars themselves are refurbished standard equipment, CN designers have successfully blended the latest trends in fabrics, colours and lighting to produce a striking and unique interior decor. Featured are fully carpeted floors, decorative fabric wall covers for added acoustic sound-proofing window curtains and blinds, indirect ceiling and floor lighting and individual reading lamps mounted in the large padded overhead luggage racks. The cars' 52 individually reclining chair seats, all equipped with padded leg rests and retractable meal trays, provide passengers with maximum comfort for both day and overnight travel. Another innovation is the installation of chemical toilets, under study by CN for their possible adaptability to other long distance trains.

Passengers using the dayniter service pay a small premium in addition to the regular Red, White or Blue fare, as applicable. The premium is $4.00 for travel between Montreal and Winnipeg, $2.00 between Winnipeg and Edmonton and $2.00 between Edmonton and Vancouver.

Long distance passengers, in particular, now benefit from the deluxe coach accommodations provided by CN's new dayniter service. The 52 reclining seats provide maximum comfort for both day and overnight travel.
(Canadian National)

Automobiles are loaded and unloaded quickly from the six-unit transporter cars used in Canadian National's new Toronto-Edmonton "Auto With You" service. Graphics on each side of the transporter show what the car carries. The cars are attached to the back of the Super Continental between the two cities. (Canadian National)

* June 11, 1972, brought a number of changes to AMTRAK services throughout the United States. The most noticeable change evident to patrons was in fares. Fares were reduced by 10% to 25% on ten short-haul and long-distance routes in the East, Midwest and on the West Coast, and increased by 5% to 10% on four long-distance routes in the West and South. Fares were increased on the Metroliner services between New York and Washington, but on the same route fares were reduced on 14 conventional trains by 13-1/2%. The other routes receiving a fare reduction (20% coach, 10% first class) are New York-Chicago, Washington-Chicago, New York-St. Louis-Kansas City, Chicago-Detroit, Seattle-Oakland. Travellers on the New York-Buffalo and Washington-Parkersburg routes received a 10% fare cut. Coach fares were cut 25% and first class fares 10% on the Washington-Norfolk-Cincinnati-Chicago route. Fares were increased on eight trains between Chicago-Los Angeles, Chicago-Seattle, Chicago-San Francisco/Oakland, Washington-Florida.

On the same date AMTRAK established a direct coast-to-coast sleeping car service from New York to Los Angeles via St. Louis and Kansas City and the Santa Fe route. Taking three nights for the journey, this service is 24 hours faster than the only other existing through service via New Orleans and Houston.

* AMTRAK has begun to implement the restoration of some of the international passenger services to Canada and Mexico that were dropped when AMTRAK began operation of most American rail passenger services on May 1, 1971.

On June 8th and 9th AMTRAK ran two inspection trips out of New York to Montreal over two different routes in an investigation of each route to assess track conditions. On the 8th the train left Montreal for Springfield, Mass. and on the 9th a train ran from Albany to Montreal.

On July 28th AMTRAK restored the international connection from Seattle to Vancouver. The Seattle-Vancouver service operates daily over Burlington Northern from Seattle's King St. station to the CN station in Vancouver. These trains connect with AMTRAK's Coast Starlight-Daylight trains, operate tri-weekly between Seattle and San Francisco, and the Empire Builder and North Coast Hiawatha trains to Chicago.

* Liquor sales on AMTRAK trains running through Kansas and Oklahoma were halted July 19th by AMTRAK officials after authorities in both states stopped two Santa Fe Chiefs, arrested five of the trains' crews and confiscated liquor. The surprise raids occurred within 175 miles of each other.

Ed Edell, vice president of AMTRAK public relations, said: "The service on these trains in Oklahoma and the 'dry' counties of Kansas will be temporarily suspended until the rights of the rail passengers are vindicated in court." He did not know that all of the Kansas' counties are 'dry'. Both states had warned AMTRAK about selling liquor within their boundaries.

The five members of the train crew were arraigned on charges of operating an open saloon, evading payment of duties on alcoholic liquor, sale of alcohol, allowing consumption of alcohol and possession of alcohol without a Kansas stamp. They were released on $500 bond each pending trial.

TRACTION TOPICS

Edited by Michael W. Roschlau.

* On Thursday, June 29th, the T. Eaton Co. hired the entire TTC system for two hours. From 9:00 to 11:00 a.m. one could ride anywhere on the TTC system free of charge, the first time since the TTC was formed 51 years ago that something like this has happened.

The response was overwhelming, ridership being up 20% on the ST. CLAIR carline and up 40 to 60% on the subway lines, as people took advantage of the free transit to ride downtown to Eaton's. At the end Eaton's said that it will ask the TTC if it would like to run the experiment again because "the response was really thrilling."

* At 11:00 p.m. on Friday, June 23rd, the operator of a westbound CARLTON streetcar was shocked to discover that the track in front of him had sunk some 18" on College St. just west of St. George. He very gingerly moved his car across the depression--the last CARLTON car to traverse that section of track for the next three weeks.

College St. between McCaul and Huron was immediately closed to all traffic, and TTC officials instituted diversions for the CARLTON service. Westbound cars operated via McCaul, Queen, and Spadina to route; eastbound cars went via Spadina, Dundas, Bay, Louisa, James, Albert, Bay, to College and route. The depression was caused by a sewer cave-in.

These service diversions lasted until June 29th, as the travelling public was confused by the reroutings of the CARLTON trolleys, and the TTC was hard pressed to keep the route on schedule. TTC Plant Department forces laid temporary shoofly trackage around the break from just west of McCaul to Huron St. The eastbound track was laid right up against the sidewalk, so that people sitting in L'Omelette Cafe could have their eggs and watch CARLTON cars go by just outside. The westbound track was placed over top of the regular eastbound track. The trackage was sand ballasted and asphalt placed to allow traffic access at the St. George St. intersection.

While CARLTON cars used this shoofly, the westbound track where the break occurred was removed, and contractors excavated the site and repaired the sewer. The excavation was backfilled and TTC crews laid new ties and girder rail over the break. The shoofly trackage was taken out of service in two stages and by July 21st the CARLTON service was restored to its normal trackage along College St.

* Metropolitan Toronto Council named Karl Mallette, a Scarborough controller, a TTC Commissioner, replacing the seat held by Ralph Day, former TTC Chairman, on June 27th. A vote was taken by the TTC commissioners to select a new chairman on July 5th, and Franklin I. Young was selected as the new chairman by a vote of 3-2. Mr. Young, 62, is a former bush pilot and Air Canada executive who has spent most of his life working in the transportation field.

* The TTC has decided to look into proposals for art decoration for certain subway stations. The Ontario College of Art, the Royal Ontario Museum, and the Art Gallery of Ontario will present ideas to the TTC for consideration. Inset display cases are being considered along the walls for some stations.

In May, three York University students applied for a $4000 Opportunities for Youth grant to make an art decoration for one of the subway stations, but they were turned down by the TTC.

This change of mind was brought about by the problem of repairing badly cracked tiles in two stations on the University Subway--St. Andrew and Osgoode. It would cost some $300,000 to replace the tiles in these stations, so the commission is considering the use of art decorations in replacement and upgrading the appearance of these stations and other stations on the University line.

TTC air-electric PCC 4199 passes all-electric 4368 on the temporary College St. shoofly trackage just west of St. George on July 12th. The sewer cavein was just to the rear of the 4199. (John D. Thompson)

* It has been predicted many times that when the North Yonge Subway Extension opens to Finch Ave. in 1974 there will be colossal jam-ups and that the subway will be so congested that people would be discouraged from using it. Suggestions have been made that Toronto's population adopt staggered work hours so that the subway is not always jammed at one time of the day.

To add to this problem, the TTC has now realized that they have a shortage of subway cars for the opening of the North Yonge Extension to Finch. Thirty more cars will be needed which TTC officials recommended three years ago during deliberations on ordering the subway cars for the subway extension. The commission turned down the recommendation and ordered only 76 cars.

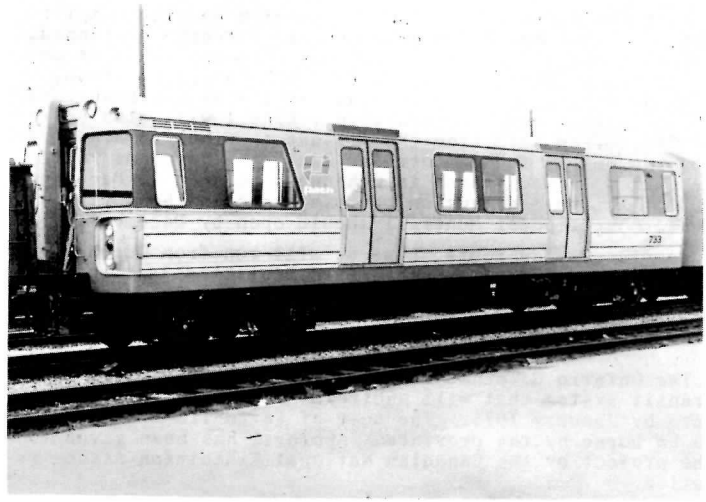
The TTC has enough rolling stock now to maintain adequate service on the first part of the extension to York Mills, scheduled to open March 30, 1973. In the event that 30 additional cars are not delivered by April 1974, the scheduled opening date for the extension to Finch, the TTC will have to seek solutions to the problem. To provide enough rolling stock for the new extension, it has been suggested that service on the Bloor-Danforth Subway might have to be pruned slightly.

The schedule as suggested for the North Yonge Extension to York Mills by TTC officials calls for service every 2' 15" on the Yonge-University line between St. George and Eglinton in rush periods, with every second train going north to York Mills. At other times, all trains would operate St. George-York Mills. There will be extensive changes to surface bus routes in North York and North Toronto when the extension opens. Details on these changes will be given when information is available.

* A TTC staff report submitted to the Commissioners on July 29th has called for the discontinuance of streetcar service on three midtown routes--ST. CLAIR, EARLSCOURT, and ROGERS RD.--even though operating costs for the replacement trolley coaches and buses would be higher. The report said that it would cost $1.125-million to rebuild trackage on the three routes if trolleys were to be retained for another 10 to 15 years. It would cost $2.335-million to convert to buses and trolley coaches--with $975,000 going to convert overhead to trolley coach operation, $560,000 for 13 new buses and $800,000 for paving over the streetcar tracks. The 39 trolley coaches needed would become available when the North Yonge Subway Extension opens to Finch in April 1974.

On August 1st, the Commission approved the replacement of ST. CLAIR streetcar service east of the Yonge Subway up Mt. Pleasant Road with trolley coaches after the opening of the North Yonge Subway Extension March 30, 1973. At the same time, approval was given for the conversion of the ROGERS RD. route to bus operation after the subway extension opening. Action on the conversion of the balance of the ST. CLAIR and EARLSCOURT services was deferred.

Here are two new commuter car bodies on their way from the Canadian Vickers plant in Montreal to the GE Works in Erie, Pa., where installation of trucks, electrical gear and finishing work will be done. The bodies are part of the consist of the Starlight, shown passing Agincourt Yard, June 18. The commuter cars will operate in the New York City area and are part of an order for 144 cars being built by GE and Canadian Vickers for the New York Metropolitan Transit Authority and the Connecticut Transportation Authority. (Robbin Rekiel)



Canadian-built by Hawker-Siddeley, PA-3 rapid transit car 733 rolls on its own wheels enroute to its owners, Port of New York Authority (PATH). This car is one of 46 cars being built for PATH service and is shown in CP Rail Agincourt Yard on June 26th. (Robbin Rekiel)

* It has been recommended to the TTC that the $14-million "Y" interchange between the Bloor-Danforth and the University subway lines be tested out before the North Yonge Extension is opened to York Mills, so that the TTC can decide what will be done to relieve congestion when the extension is opened.

Apparently this would cost an extra $1.8-million per full year of operation. The "Y" was tested for six months in 1966 after the opening of the Bloor-Danforth Subway but was then closed because of operational difficulties.

* On the North Yonge Subway Extension, planks have been placed over the intersection of Yonge and Finch to allow surface traffic to cross while subway construction goes on underneath. Decking is being removed on Yonge St. adjacent to Lawrence Station, and the street being backfilled and restored to normal appearance.

Tenders have been called for the supply and installation of illuminated subway insignia signs for the subway extension.

* Earlier this year we described the chopper control equipment which will be fitted to six of the new H2 class subway cars by the TTC. Good progress has been made with the installation work at Greenwood Shops, and as of mid-August it appears fairly certain that the first pair of cars will be ready for trials around the end of September. This would be coordinated with the arrival of the engineers from Hitachi, manufacturer of the chopper controls.

The first pair of cars--5504-05--are almost completely equipped with the various boxes which house the equipment. Interconnecting wiring is now being installed. The second and third pair of cars (5500-03) have been stripped of conventional traction motor control equipment in readiness for the installation of the chopper control. Cars 5500-01 have had their trucks removed and are in the shop, and cars 5502-03 are in the yard, ready to be moved in on their own trucks. The first four sets of trucks have had their wiring strengthened. This is necessary because traction current for both cars of each pair is picked up from the live rail by the collector shoes on the A-car only, whilst the traction current is returned to the negative running rail via the wheels on the B-car only. The B-car is equipped with collector shoes, but these pick up power for car auxiliaries only, and not for traction.

All six cars have been run-in for many thousands of miles in revenue service, to ensure that they are in perfect condition for the conversion. The appearance of the interior of the cars will be little changed. The rear wall of the cabs will be used for some extra low-voltage switches and indication lights. Immediately behind the cab of the A-car, the narrow seat will be replaced with a special compartment to house the instruments for the various test programs which the TTC is planning. These will be described in a subsequent NL article.

A correction is necessary to information present on the H2 cars in the April NEWSLETTER. In the article, the chopper control is referred to as having dynamic braking capability. This is incorrect; the chopper control has regenerative braking.

* With the North Yonge Subway Extension nearing completion, Montreal has a number of subway extensions planned, of which one is already under construction. This is an extension of Line 1 going east from Frontenac Station, through the 1976 Olympic grounds as far as Rue Beaugrand which should open in March 1976. Line 1 will also be extended to the west from the present terminus at Atwater Station out as far as Cote St. Paul (the terminus will be called Briand) which is scheduled to open in December 1976. A Line 2 extension to Bois Franc in the northwestern section of Montreal should open by December 1977.

A completely new route, Line 5, will run from Queen Mary Rd. (near Hampstead) northeast to meet Line 2 at the intersection of Berri St. and Rue Jean Talon. It then continues northwest to a terminus at Leger in Montreal Nord. December 1978 is the projected opening date for Line 5.

* The Ontario Government will construct an elevated rapid transit system that will encircle Exhibition Park in Toronto by January 1975. The cost of $8 to $10-million is to be borne by the province. Approval has been given to the project by the Canadian National Exhibition Association.

After two years' study, the province has asked three manufacturers to prepare detailed proposals of their respective transit systems. The three selected are Krauss-Maffei who are offering a vehicle operated by magnetic suspension, Hawker Siddeley Canada Ltd who are offering a rubber tired automated vehicle, and the Ford Motor Co. who is a rubber tired vehicle operated by electric motors on a steel or concrete elevated track. One of the three will be picked by next February.

The line will have four stations. From Ontario Place it will run east to a station at the Princes' Gate, then west beside the Gardiner Expressway to a station at the GO Transit Exhibition station, west again and south to a station in a new parking area near the Dufferin Gates and then back to the Ontario Place station. Construction on the line is scheduled to be completed by December 1974, with testing without passengers scheduled until April 1975, The system is to be ready to carry passengers for the opening of Ontario Place in May 1975. If the elevated system is successful, it could be extended east to Metro Centre and Union Station and west along the lakefront. If it is a failure, it could be adapted as a ride or demolished.

* On July 25th, TTC employees of local 113 of the Amalgamated Transit Union began voting on acceptance of a wage offer of 14% or a strike to being two days before the opening of the Canadian National Exhibition. The results of the vote showed that 92% voted in favour of a strike commencing August 13th unless their contract dispute with the TTC was resolved. Negotiations have followed, but at the time of writing of this column, no settlement had been reached. On August 9th, it was reported that a settlement would still be far away, but the new TTC Chairman, Frank Young, believed that there would be no strike. TTC operators now earn $4.20 per hour in a 40-hour week.

'SHORT TURN....the TTC has decided to spend $18,660 to install water-filled bumpers on thirty streetcars this year....the TTC has won the American Transit Association's top safety award for the fifth year in a row.... All trolley coach operation in Thunder Bay, Ontario ceased on July 16th....Metro Toronto has appointed Dr. Richard Soberman, former director of the Centre for Urban and Community Studies at the University of Toronto, to formulate long range transporation plans for the Toronto area....TTC to study plans for the expansion of the Union Station subway station to become a terminal point for the Yonge Subway and the Bloor-Danforth Subway lines. Expansion would involve the creation of four tracks and two platforms....the City of New York and the Metropolitan Transit Authority have applied for a U.S. Federal grant to purchase 750 new air-conditioned subway cars, 75' long as compared to the 60' cars now in use. Of the 7500 cars the MTA uses now, 600 are air-conditioned ....Members of the Lake-Porter Regional Transportation and Planning Commission of Indiana have said that the purchase of 21 new commuter cars for the Chicago, South Shore & South Bend Railroad is threatened because the railroad has apparently not indicated that it will pay its share of the cost....as more Highliner cars arrive and are put into service, Illinois Central is withdrawing the old commuter cars and trailers and sending them to scrap. On April 11, cars 1183/1316/1147/1318/1115/1399/1151/1346/1110/1302 were the vanguard of the scrapping program, being shipped to Jefferson Iron & Metal Co. of Birmingham, Alabama, who have sales authority 79-72 to scrap 50 cars (25 motors and 25 trailers).

THE GEORGIA PEACH

The Scotian Railway Society of Halifax, Nova Scotia is attempting to bring a steam locomotive to Halifax and place it on display in the Scotian Railway Museum. The locomotive is affectionately known as the "Georgia Peach". She is a Baldwin 0-6-0 (36768, 8/1911), and was one of the last steamers to operate in the province, last owned by the Drummond Coal Co. of Westville. She started out life on the Jacksonville Terminal Railway in Florida as their #4.

The SRS has made arrangements to purchase this engine, and more than 60% of the purchase price has been raised. However $2000 is still needed to complete the purchase price, to bring her to Halifax and make her presentable. If you are interested in seeing this locomotive preserved, and can feel you can make a contribution, you may contact the Scotian Railway Society at Box 798, Armdale Station, Halifax, Nova Scotia. Contributions are tax deductible and will be acknowledged with an official receipt and a declaration display at the museum.

Contributors:

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Coming Events

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

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.

Oct. 14 (Sat.): Collingwood Colorfest diesel excursion. Departs Toronto Union Station 0830. Fares adults $8.50, children $4.00, infants $1.00. Tickets available from Excursion Committee, UCRS, Box 242, Station M, Toronto , Ontario.

Oct. 15 (Sun.): Six-hour Mystery Trolley Tour of Toronto, departing Church & King intersection in downtown Toronto at 1030 EDT. Lunch stop included. Fare $4.50, 2/$8.00. Tickets available from Excursion Committee at above address.

Oct. 20 (Fri.): Regular meeting. To be announced.

Readers' Exchange

WANTED: Any photographs of CLC 626 6-1904 two truck Hieser of Johnston Asbestos (Thetford Mines) for a research project on Hiesers. Jeremy Lambert, 4498 #4 Road, R.R.#2, Sardis, British Columbia.

WANTED: To purchase the following magazines. Trains 1940 special preview issue issued prior to Vol. 1, #1; Traction & Models 1965--Mar., Apr., May, June, July, Aug., Sept., Oct., Nov., Dec.; 1966--Jan., Feb., Mar., July, Aug., Sept., Dec.; 1967--Mar., Aug; Newsletter--#1-#48, #50-#63, #65, #67, #85-#95, #120-#128, #132-#139. T.G.J. Gascoigne, P. O. Box 565, Oshawa, Ontario.