J. Buck

newsletter

Upper Canada Railway Society

October 1972 • 90c

newsletter

Number 321, October 1972.

Upper Canada Railway Society

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NEWSLETTER is published monthly by the Upper Canada Railway Society Inc., Box 122, Terminal A, Toronto 116, Ontario.

Contributions to the NEWSLETTER are solicited. No responsibility can be assumed for loss or non-return of material, although every care will be exercised when return is requested. Please address all contributions to the Editor at 80 Bannockburn Avenue, Toronto 380, Ontario.

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RAILWAY NEWS AND COMMENT

ALTERNATIVES SUGGESTED TO CUT RAILWAY COST OF MOVING GRAIN

Two alternatives designed to cut rail costs of moving grain have been suggested in a report prepared on the rationalization of the Prairie grain handling system. The two alternatives are part of five proposals for rationalization in a report prepared by Harold Horner, executive adviser to Saskatchewan's Grain Handling and Railway Rationalization Committee. The report shows that either a system of 80 inland terminals or an abandonment of railway track coupled with a reduction in grain elevator numbers would cost less than the present system.

The report was prepared for the Grains Group, a Federal Government policy organization that reports to Otto Lang, minister responsible for the Canadian Wheat Board. The three Prairie governments have retained the services of Acres Western Ltd. to review the Grains Group reports and advise on further studies.

The report states that the cost at 1969 rates of moving grain from farms to terminals in Vancouver or Thunder Bay averages 46.6¢ a bushel. If 5525 miles of light traffic density railway trackage are abandoned and 1386 elevators are removed, the cost would be 40.4¢ a bushel. With a system of 80 inland terminals, the cost would be 41.3¢ a bushel. If costs are extrapolated to 1980, under the present system the cost would be 75.8¢ a bushel. If the 5525 miles of track are abandoned and the number of elevators reduced to 2300, the cost would be 61.8¢ a bushel. With a system of 80 inland terminals receiving grain directly from farmers, the cost would be 62.1¢ a bushel.

The report concludes that there appears to be little cost advantage between either of the approaches to rationalization but the 80-terminal concept, which includes unit trains from the Prairies to the coast, would transfer substantial costs from the railways to the farmer.

The data appear to indicate that there would be a major savings from severe rationalization of the system--about 6¢ a bushel in terms of 1969 costs to 14¢ a bushel by 1980.

While the greatest savings are to the railways, there are significant savings to the farm communities as well. 300 of the 540 communities which would be affected by rationalization are so small that their disappearance would be fairly rapid anyway. Also, because of the few jobs involved and the fact that farmers do not necessarily shop where they deliver grain, the effect of removing elevators and rail lines would be minimal on viable communities.

Mr. Horner expresses concern that rationalization to 3600 elevators would involve the abandonment of 2960 miles out of 8420 miles of rail line in Saskatchewan and 790 of 2667 elevators. He suggests that the major effects of rationalization would be in rural communities of 150 to 300 population, on farm trucking costs and on road and highway costs. His committee has recommended that Acres Western carry out the second phase of its study. This would involve the completion of a computer program that would enable the firm to compile a table to show how many farmers would be affected and how much grain would have to be hauled longer distances under the various proposals for rationalization.

CANADIAN NATIONAL POSTS NEW GRAIN HANDLING RECORD

An all-time grain handling record was established by Canadian National in the 1971-72 crop year, which ended at the close of business on July 31. In releasing the information, A. R. Williams, vice-president of CN's Prairie Region, said that CN loaded for terminal elevators at Thunder Bay, Churchill, Vancouver and Prince Rupert a total of 226,239 carloads, which contained more than 490-million bushels of grain. He added that, of the CN carloads, 162,117 were transported from country elevator points in Manitoba and Saskatchewan, and 64,122 from Alberta points.

In achieving this record, Mr. Williams praised the tremendous job done by CN train and yard crews, country elevator agents and terminal elevator employees. "Without their full cooperation, this excellent performance could not have been possible," he said.

The CN vice-president also pointed out that the huge tonnages involved in moving more than 490-million bushels, approximately 48% of the total, could not have been accompolished without leasing additional motive power and car equipment. This action, coupled with the use of 2359 CN hopper cars in grain service, enabled CN to increase its western grain loadings by 18.3% over the 1970-71 crop year without disrupting the steady flow of all other traffic.

Mr. Williams also said that the Federal Government's recent order to purchase 2000 new railway hopper cars for use in the grain trade would go a long way in maintaining the momentum generated within the last crop year.

CHETWYND COAL DEVELOPMENT TO BENEFIT BRITISH COLUMBIA RAILWAY

British Columbia Premier W. A. C. Bennett said recently that plans for development of a new coal deposit in the Chetwynd area of the province will bring $250-million to the British Columbia Railway over a 20-year period.

BCR recently completed negotiations for the signing of a 20-year contract with Coalition Mining, a joint venture including Brascan Ltd. and Brameda Resources Ltd. Implementation of the contract would be subject to Brascan exercising its option to develop Brameda's Sukunka deposit 35 miles south of Chetwynd.

BCR will proceed immediately with the construction of a 37-mile spur from Chetwynd to the mine site. Should Brascan not exercise its option, the railway would be reimbursed for expenditures.

If the development proceeds, British Columbia Railway will spend $9-million on construction and $15-million to purchase 300 coal cars and 17 locomotives.

About $1.3-million has been spent on the mining project and further development and exploration work is planned. If development proceeds, total investment would be expected to be in the range of $50-million.

SPENDING BY AMERICAN RAILWAYS UP BY $118-MILLION

American railroads spent nearly $118-million more on equipment, roadway and structures in the first quarter of this year than in the comparable period of last year, according to the Association of American Railroads. Outlays for equipment in the first quarter were $113-million more than in the corresponding period a year ago, an increase of 67.9%. Spending for structures and roadway totalled $4.8-million, an increase of 7.7%.

R. R. Manion, association vice-president of operations and maintenance, reports estimates filed by individual lines with the Interstate Commerce Commission indicate an overall upward trend will continue through 1972. According to these estimates, outlays for roadways and structures will increase from $314-million in 1971 to $475-million this year. A slight drop is expected in spending for equipment--from $864-million last year to $850-million this year. Total expenditures would still range about $147-million or 12% above 1971.

Mr. Manion says: "While these levels of capital investment are not regarded as anywhere near adequate in the light of recognized needs, it may be noted that the increases cited are being achieved despite continued financial problems, including low net earnings, depleted working capital and high interest rates on borrowed funds."

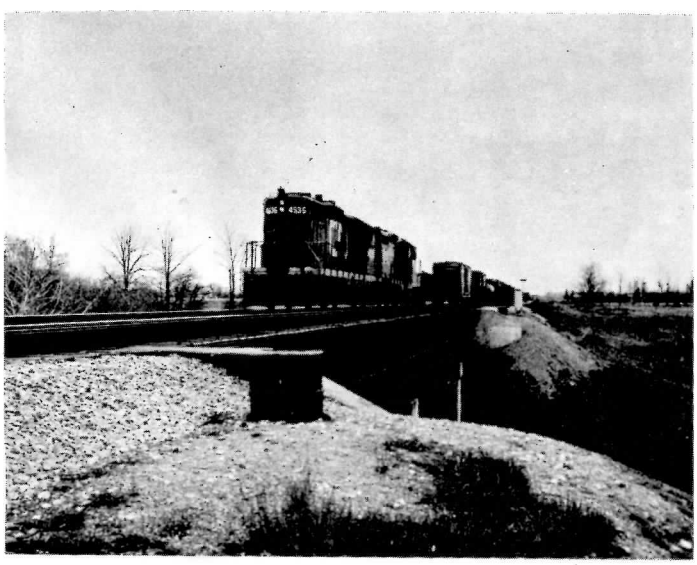
CN PROPOSES TO HAUL AWAY METRO TORONTO GARBAGE

Canadian National has made an offer to Metropolitan Toronto to haul away a quarter of Metro's refuse--some 400,000 tons a year--to a site outside Toronto, for $8.85 a ton. This proposal was made in response to an invitation from the Metro Toronto Executive Committee to CN and CP Rail to submit proposals for hauling 400,000 tons of refuse annualy to sites outside Metro. Both railways submitted proposals to the Executive Committee during the first week of September and referred them without discussion to works commissioner Ross Clark for a report.

Under CN's proposal, the refuse would be shredded and compressed by the railway for shipment to the dumping site near Acton, Ontario. The refuse would be processed at two plants to be built adjacent to CN railway lines. One plant would be located at Horner and Kipling Aves., in Mimico and the other would be at Keele and St. Clair. In the plants the solid waste would be fed by conveyor belts into a shredding machine and from there into a compacting-baling machine. The bales would weigh 3000 lb. each and would be loaded by trucks into specially-designed, covered rail cars for shipment to the Acton site. Advantages of the shredding-baling system are that it involves no burning and can deal with such bulky non-perishables as old cars, refrigerators, and furniture.

CN would charge Metro $8.85 a ton for hauling the refuse if the railway builds and operates the processing plants. The charge would drop to $4.50 a ton if Metro builds and operates the processing plants.

Details on the CP Rail proposal to Metro Toronto are not yet available.



Canadian National GP9 4535 leads an unidentified Chesapeake & Ohio GP9 on lease to CN, westbound on the York Subdivision approaching Dufferin St. in Vaughan Township north of Metro Toronto's northern boundary. (John D. Thompson)

Most of the derailed equipment has been removed and the track once again opened at the scene of the CP Rail derailment at Walkerville, Ontario. Some ten cars still remained to be picked up, one week after as this picture was taken. (Robbin Rekiel)

ACCIDENTS AND DERAILMENTS

* Three people were killed and 26 were injured in the collision of a truck and CP Rail Dayliner 9066 at a level crossing near Calumet, Quebec on August 11th. Two of the people killed were passengers on the RDC car; the third person was a passenger in the truck.

At an inquiry held into the cause of the accident held in Lachute, Quebec, on August 30th, conflicting reports were heard into the possible causes of the collision. Testimony was given by witnesses to the effect that the grade crossing signal lights and bells were not functioning at the time of the collision. A decision on the cause of the accident is expected from the inquiry by the end of October.

* Ten cars of a 100-car northbound grain train were derailed on CN's Winnipeg-Churchill line about 80 miles south of Churchill on August 16. The wreckage tore up about one-quarter mile of track and blocked regular passenger and freight traffic. The northbound passenger train for Churchill was stopped at Gillam on the 17th and the passengers taken to Churchill by air. 66 of the cars not involved in the wreck were removed to Churchill.

* Some 30 cars of a 100-car CP Rail freight derailed near Walkerville, Ontario on August 22nd, strewing cargoes of autos, lumber, newsprint, tractors and flour 1000 yards along the track and into adjacent fields about 100 feet on each side. Hydro utility lines were brought down along the track at the site of the wreck. There were no injuries. Cause of the accident is not known.

* Fifteen persons were charged with theft or possession of stolen property following the derailment of a CP Rail freight train near Canmore, Alberta on September 1st. Goods from piggy-back trailers were stolen after 33 cars of the 69-car freight went off the tracks. The looting occurred over the Labour Day weekend. The line was reopened to traffic on September 3rd.

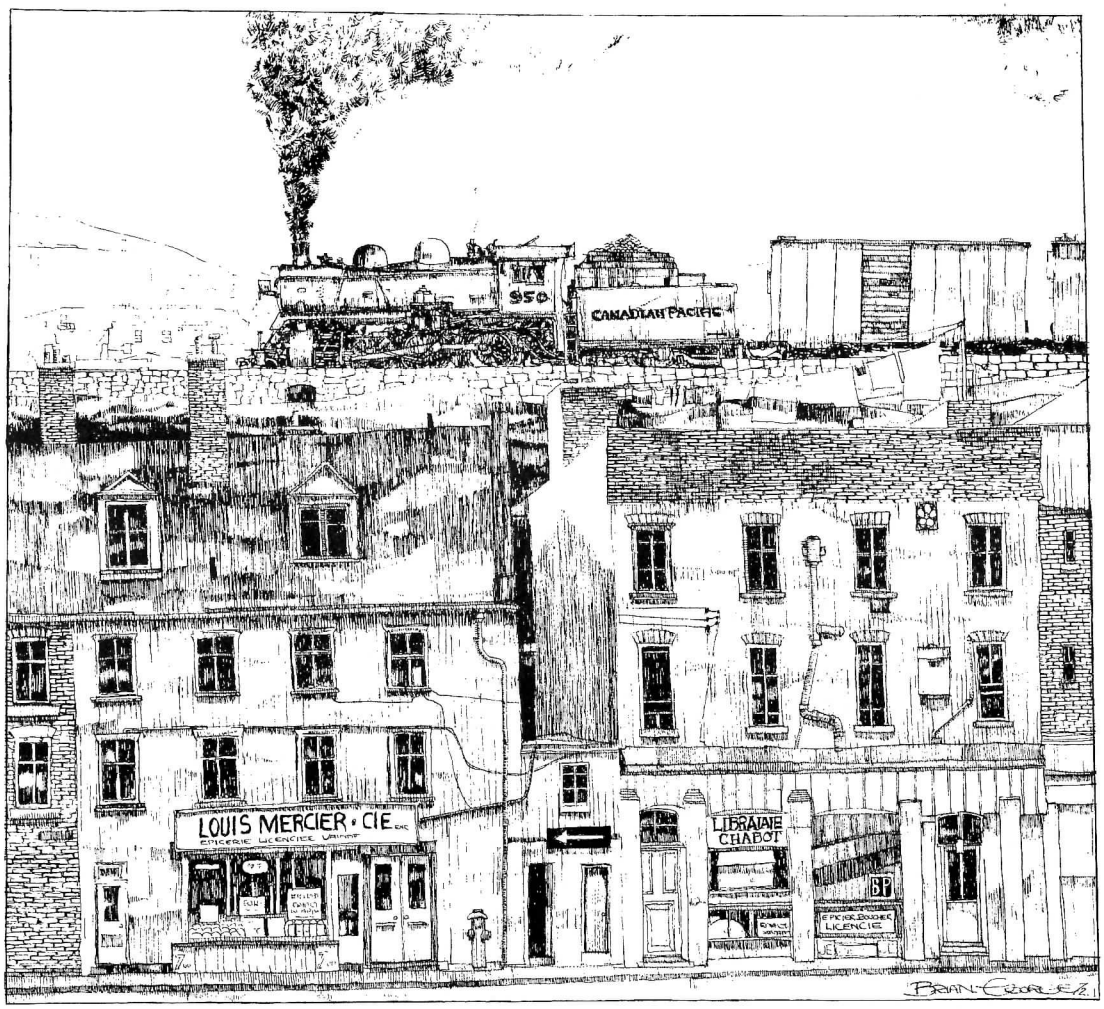
* Two diesel units and 33 cars of a CP Rail freight were derailed in the Kicking Horse Canyon in southeastern British Columbia on September 17th. There were no injuries. Cause of the derailment is not known.

The Cover

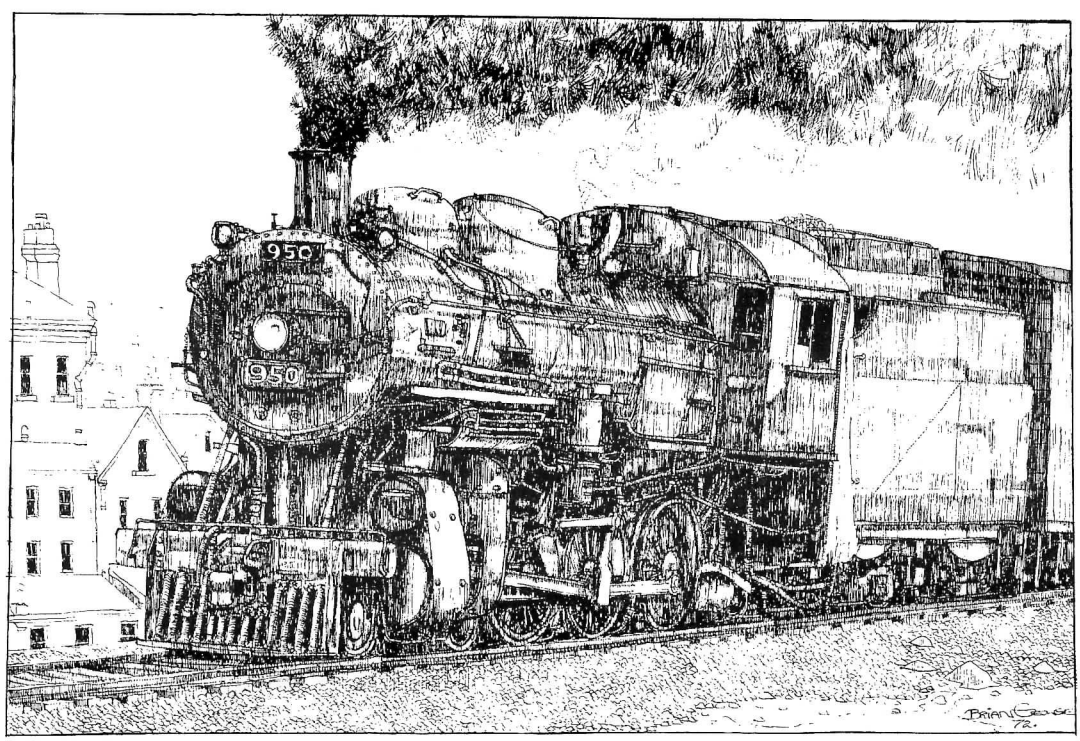
Canadian National SD40 5235 is assisted by C&O GP9 6026 in moving a freight train over the Niagara Escarpment at Dundas, Ontario. (John B. Ross)

THE ART OF STEAM

By Brian George.



CANADIAN PACIFIC
RAILWAY
D-10 CLASS 4-6-0



METRO CENTRE RULING BY OMB

The Ontario Municipal Board on June 24th ordered Toronto City Council to change its planning guidelines on the Metro Centre Project development in downtown Toronto. Approval for the project was withheld until the city changed its guidelines to meet new conditions. Another hearing would be required before approval would be given.

The OMB now requires that the city is to ensure a minimum of 30 acres of public parks in the residential half of the development and 6 acres in the commercial sector. The floor-space density of the apartment development in the project must be trimmed and more family apartments and fewer bachelor units provided. At least 35% must have two bedrooms, 10% three bedrooms, and 5% four bedrooms.

Metro Toronto now must prepare an official land-use plan for the project. The development has a tremendous impact on public costs and transportation facilities, and it is to be Metro that must deal with transportation planning. The OMB approved of demolition of all of Union Station except the Great Hall, which the city must decide to keep or abandon within two years of final Metro Centre approval. The decision also authorizes a new rail transportation terminal farther south, because the rail corridor itself must be moved to enable roads to be built over it.

The OMB criticized city council for rejecting the advice of its planners and relying instead on conferences with the railways to draw up guidelines. Council was told to hire independent consultants for planning advice if it did not trust its own planners.

A ceiling of 12 million square feet was placed on the density of buildings in the commercial area of the project.

On July 15th Metro Centre Developments asked the OMB to back down from some of the above safeguards. Metro Centre asked for the right to more commercial floor-space, more apartment floor-space, less stringent requirements for parkland, and the right to start building a huge communications tower in the area before plans for the project are finally approved. Also requested was the deletion of three sections of land in the site, which Metro Centre cannot own, be excluded from the land area on which density calculations for the project are made. This would leave less land for buildings, increasing their density. Parkland is requested to be geared to population (1.4 acres per 1000 people), and that Metro Centre lease the land to the city.

On September 14 the slightly revised plans were approved by Toronto City Council. The revisions go back to the OMB, and if it is satisfied, the Metro Centre plans would be approved and construction could start early in 1973.

WORTH NOTING...

* Retarders in the hump at Canadian National's Symington Yard in Winnipeg are being replaced by a more powerful type which will be able to control the heavier freight loads now passing through the yard. A retarder is a track-mounted, computer-controlled brake system which controls the speed of freight cars as they roll free down the hump to any one of 62 classification tracks in the yard. Made up of 26 sections, each weighing 25 tons, the retarders are being replaced by CN work forces using a heavy duty crane.

* Track removal has commenced at the old Prescott yard of CP Rail. Little remains of the old terminal now except for the abandoned Prescott-Ogdensburg rail car ferry dock. This dock was closed after a fire destroyed the Penn Central dock at Ogdensburg. The only remaining CP Rail facilities at Prescott are a spur line from Prescott Junction to the National Harbours Board grain elevator at Johnstown. At one time, Prescott was the terminus for the St. Lawrence & Ottawa Railroad, which was Ottawa's first rail link with the St. Lawrence River. Over the years, it witnessed loads of lumber, coal, and before the truck and auto, considerable amounts of oil traffic. During World War II, considerable wartime materiel was handled through the terminal via car ferry from the United States. Prescott was also the terminal for the famous Canadian Pacific silk trains from Vancouver.

* CTC extension on CN's Kingston Subdivision became effective as of August 30th. CTC operation began between Wesco (mileage 69.4) and Bergin (mileage 74.0). Bergin station was created at mileage 74.0 on the Kingston Sub. New yard limits extend westward on both tracks between mileage 74.0 and 76.0. Yard limits at mileages 69.4 and 71.0 were abolished.

* CN head-end crew changes are still being made at Brockville, Ontario. Conductors and rear brakemen on fast freights are now running through Belleville, Ontario, effective August 13th.

* Six solid trainloads of 32-inch diameter steel pipe in 80-foot lengths was recently moved over CN lines from Camrose, Alberta, to various points in Northwestern Ontario. Each train was made up of 80 flat cars to handle those long lengths of steel pipe. Each load required two 52-foot flat cars with three idlers, spacing it out in a five car series. The pipe was for Trans-Canada Pipelines, which requires 370,000 feet of pipe to loop its gas transmission line in Saskatchewan, Manitoba, and Ontario.

* CN appointments: W. H. Cyr is the new chief of motive power and car equipment for the system, succeeding R. M. Veemis who has been appointed assistant vice-president of CN's Mountain Region.

* Northwestern Ontario's newest resource development, Matabi Mines, served by a recently completed 13.3-mile CN branch line, was officially opened September 18, 1972. In the presence of 150 guests, Ontario's minister of natural resources threw a switch to activate a conveyor system which began loading a string of CN ore cars, bound for Quebec City.

* Prime Minister Trudeau has appointed Defence Minister E. J. Benson President of the Canadian Transport Commission. The appointment was announced September 1st. Mr. Benson succeeds J. W. Pickersgill, who will retire from the CTC October 31st.

* Recent Ontario Northland Transportation Commission appointments: James Jessiman (MPP, Fort William) is the new ONT commission chairman. Gaston Demers has been appointed vice-chairman. Allister Johnson has been appointed a commissioner and also industrial commissioner.

* Governor General Roland Michener will present honours of the Order of St. John to three CN officials at an investiture in Ottawa Government House early in November. Canadian National chairman and president N. J. MacMillan will receive the promotion Knight of Grace. A. H. Cunningham, regional supervisor of first aid, CN Toronto will receive the grade Commander Brother; G. J. Doucet, regional supervisor of first aid, CN Moncton, will be promoted to Officer Brother. Great Lakes Region vice-president W. D. Piggott and labour relations vice-president G. H. Bloomfield had been admitted as Serving Brothers.

* CP Rail plans to erect three miles of catenary for test purposes near Revelstoke, British Columbia this autumn. The purpose of the test is to see how the wirework fares in the tough winter conditions found in the mountains of British Columbia. If the installation is successful, and CP Rail decides to proceed with electrification, it is possible that work could start by 1974.

* Canadian National plans a 60-hour shutdown of its main line between Vancouver and Kamloops in November so that engineers can renew twelve bridges. Wooden spans will be replaced with concrete structures at a cost of $1.5-million. CN traffic will be diverted over CP Rail lines during the shutdown.

* The CN station at Pointe Claire, Quebec, may be turned into an art centre. A suburban councillor has shown keen interest in the station and its preservation. CN has shown no adversion to the preservation of the station if no expense is incurred by the railway. Passenger service to the 12-year-old building ended over two years ago when CN's Lakeshore suburban service was discontinued.

They're back again, this time rebuilt

Story and photos by Gord Toms

GFA-17a 9151 is the second of fourteen F7a diesel locomotives which has been completely rebuilt at CN's Transcona Shops.

To economically expand CN's fleet of smaller locomotives, mechanics and supervisors in the motive power shops at Transcona, Manitoba, are rebuilding 14 diesel locomotives, using the engines, underframes and bodies of the 9000-series road freight locomotives, the first to go into service following World War II.

The first unit, designated No. 9084 in its first twenty years of life, went into service early in May as No. 9150 assigned to passenger service on the Winnipeg-Churchill run.

The production schedule calls for the remaining thirteen units to be completed at the rate of one every three weeks. The program is providing sufficient work for 50 men for a full year.

Although strongly resembling their predecessors on the outside, the rebuilt locomotives are as modern as the newest units arriving from the manufacturer, and have the same life expectancy of twenty years. They carry many innovations designed by the men in the shops to provide better service and easier maintenance.

IMPROVEMENTS

The high voltage electrical cabinet is completely new, designed by the erecting shop electrical staff and built in the shop to the latest standards. At strategic locations throughout the locomotive, quick-release electrical connections greatly simplify maintenance work. Dual sealed beams have been installed in the headlights. A trap door in the cab floor improves access to the equipment located below.

Slight modifications to the engine have raised the maximum revolutions per minute from 800 to 835 and the horsepower from 1500 to 1750 (to F9 rating).

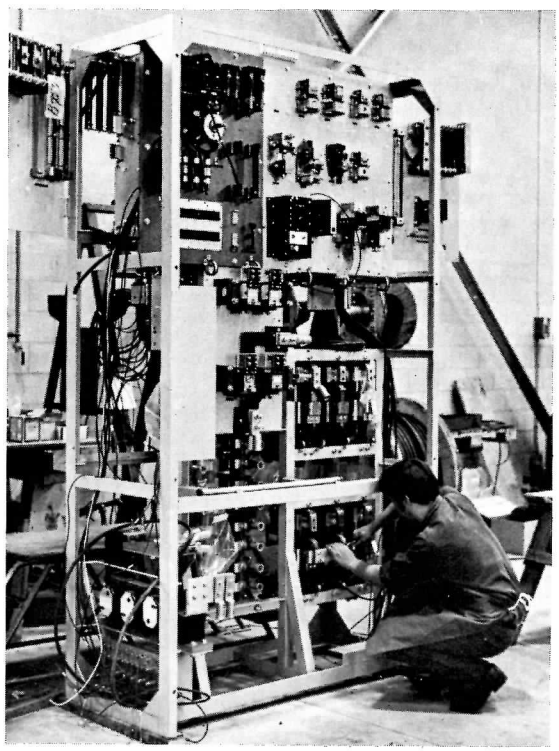
BETTER COMFORT

Much thought and expense has gone into increasing the comfort and convenience of the engine crew. More and better insulation has been installed around the cab. The hot air outlets have adjustable louvres, and the defrosters have two speeds. The noise level in the cab has been reduced by applying sprayed-on sound deadener. Trouble warning lights, installed in the cab instead of the engine compartment, make it possible for the engineer to detect instantly what the problem is when the alarm bell sounds. Easier to read gauges on the engineer's control panel are 4-1/2" in diameter instead of 3". Reflections on the windshield have been reduced by using flat black paint in its vicinity.

For the first time, engine crew members can prepare coffee and hot food on a recessed electric plate. Crew seats are the latest design. An electric toilet has been installed in a separate compartment at the rear of the engine, complete with electric heating and fan forced ventilation.

With additional insulation, the rebuilt units are well suited to service in the north where extra protection from the elements is required. Also, because they are not as heavy as the larger units now being supplied by manufacturers, they can be used on secondary main lines where weight limitations are in effect.

A CN electrician assembles components into one of the high-voltage cabinets for one of the rebuilt units.

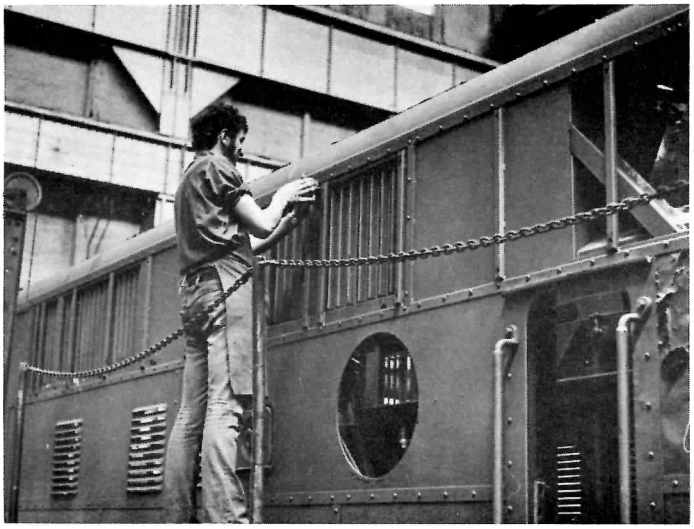


The men at Transcona motive power shops are proud of their handiwork and feel confident that the rebuilt locomotives will provide solid evidence of their skills and imagination.

[Reprinted from the July-August 1972 issue of CN KEEPING TRACK.]

GFA-17a rebuilt diesel units outshopped from Transcona:

New Road Number	Old Road Number	Date
9150	9084	May 5/72
9151	9094	June 4/72
9152	9034	June 21/72
9153	9070	July 10/72



This sheet metal apprentice adjusts the shutters on the body of one of the rebuilt units.

New, larger cab gauges are one of the features of the rebuilt diesels. Here a CN machinist performs installation work.

NOTES ON THE ENGLEWOOD LOGGING DIVISION OPERATIONS OF

Canadian Forest Products

By Keith Anderson.

One of the more interesting current-day logging railway operations in Canada is that of Canadian Forest Products in the Nimpkish River Valley on Vancouver Island. Situated near the northern end of the island, the railway operations consist of 90 miles of lines point to point, from Beaver Cove on Queen Charlotte Strait to the Nimpkish Tree Farm in the interior. Three specially-modified GMD-built SW1200 switchers provide most of the motive power, assisted on occasion by a pretty 2-8-2, #113. The steamer usually is fired up at least once a year, for the annual Woss Lake Loggers Sports Day. The engine is then used to haul excursion trains from Woss Camp to Woss Lake as part of the festivities. When the diesels are out of service for any reason, #113 substitutes. [See Equipment Notes this issue.]

The railway is operated on two ten-hour shifts daily, except weekends. Some 360 rail cars are the bearers of the cut timber, of which 21-million cu.ft. are logged annually.

The railway is operated on two ten-hour shifts daily, except weekends. Some 360 rail cars are used to haul the cut timber, of which 21-million cu. ft. are logged annually. The operation includes truck logging by Canadian Forest Products and contract loggers from the logging sites to one of the seven reload points on the line, at which point the load is transferred from the truck to a railroad skeleton car using a large A-frame. The logs are then carried by rail to tidewater at Beaver Cove. Canadian Forest Products has by far the largest logging railroad in Canada, and likely the largest in the world. The next largest line nearby is Rayonier's on the Olympic Penninsula.

Logging is done by CFP on a 450,000 acre tree farm on the north end of Vancouver Island, using the sustained yield method. Under this system, one area is logged out, then the loggers move onto a second area, then the next, and so on. By the time the loggers get back to the first area, the area is ready for logging again. The theoretical cycle time to provide a second growth of marketable timber in this area is 90 years. They have operated 25 years so far, so it is not known how the 90 year cycle will work, but it likely will. Hence the permanence of the rail line is well advised, because of its inherent economies over truck transport (however flexible) of logs.

A typical trainload of logs is about 32 cars carrying about 200,000 board feet of logs weighing 800 tons, with diesels 301 to 303. The steam engine 113 typically pulls 150,000 board feet on 24 cars. The skeleton cars owned are covered with plywood over the frame, to allow loggers with caulk boots to walk on them.

Operations on the CFP are divided into two shifts. Day operations begin at 7:00 a.m. when engine 302 leaves Woss for Beaver Cove, picking up a train of logs lower cut-off of approximately 45 loads and setting out extra tonnage at Siding 3. 38 loads is the average tonnage hauled per train between Siding 3 and Beaver Cove Account Grade. On arrival at Beaver Cove, 302 takes over log dumping operations from engine 303. 302 returns to Woss when dumping is completed, at approximately 5:00 p.m. with 40-45 empties.

Engine 303 at Beaver Cove starts dumping at 7:00 a.m. and continues until the 302 arrives. 303 then leaves Beaver Cove at about 12:30 p.m. for Camp A with a consist of about 40 empties. There the empties are turned over to unit 301, and 301's train of logs and Camp A loads is picked up. 303 returns to Beaver Cove at approximately 3:30 p.m. and commences dumping until 5:00 p.m.

Engine 301 leaves Woss with empties at 7:00 a.m. and sets out empties at Duncan and McQuille reloads. At approximately 10:30 a.m. 301 leaves McQuille with loads, picking up at the Crane and Duncan and continues on to Camp A where he meets engine 303--and returns to McQuille setting out at reloads where required. There he picks up loads at McQuille, Crane, Duncan and returns to Woss at approximately 5:00 p.m.

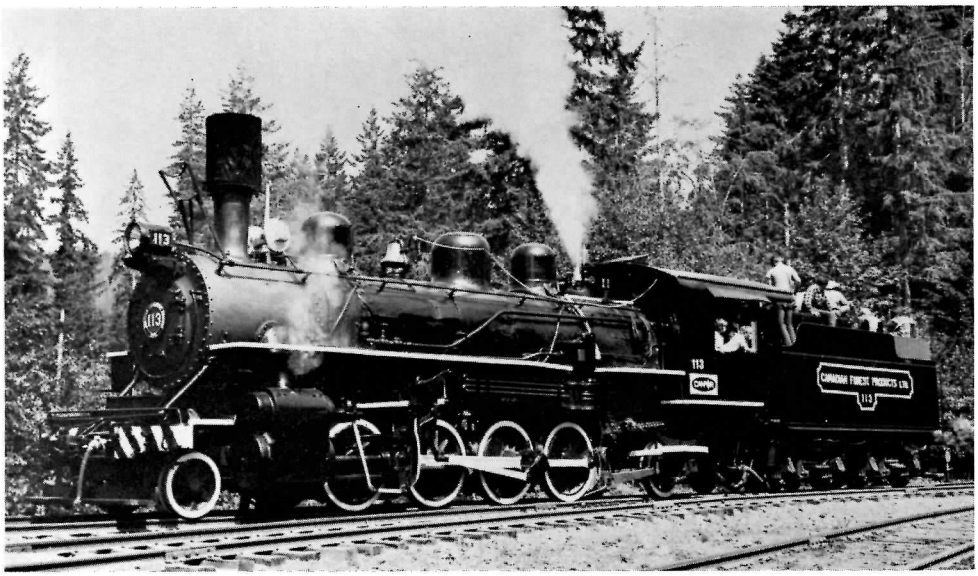
Speeder 129 leaves Woss at 7:00 a.m. with mail, crews, freight, passengers, picking up at Nimpkish on his way to Beaver Cove, arriving at 10:00 a.m. 129 switches the dock, leaving Beaver Cove at 12:00 a.m. with mail, freight and passengers. He picks up at Nimpkish and arrives at Woss at approximately 3:00 p.m. He then returns for section crews.

Speeder 123 leaves Woss at 7:10 a.m. with section crews, fallers, and supplying said crews with material. General bullcooking is done at Vernon, Sutton, Woss, or where required.

Night operations begin at 6:00 p.m. when engine 302 leaves Woss with empties and other equipment, setting out cars where required on the way to Sutton. At Sutton he spots empties and picks up loads, returning to Woss at approximately 4:00 a.m.

Engine 301 leaves Woss at 6:00 p.m. with a train of logs for Beaver Cove. He sets out any overloads at Camp A. On arrival at Beaver Cove he sets out loads, picks up empties and spots up Camp A with empties on his return to Woss, arriving at 4:00 a.m.

Unit 303 starts 6:00 p.m. at Beaver Cove and finishes dumping, if any. He then picks up empties at Beaver Cove for Duncan reload. He spots up Duncan, picks up loads at Duncan, Camp A, and Siding 3, and returns to Beaver Cove at 4:00 a.m.



Alco-built Canadian Forest Products steam locomotive 113 is fired up and ready to go for the Woss Lake Loggers Sports Day, held this year on June 3rd, as Woss Lake, British Columbia.

Three photographs --- Keith Anderson.

A rare bird indeed is a Climax--but a diesel-powered Climax? This is Canadian Forest Products 252 at Nimpkish Camp. She was repowered by Tyee Machinery in 1951.

Workhorses of the Canadian Forest Products Englewood Logging Division operations are three GMD-built SW1200m roadswitchers. 301 was built in 1956, and is specially modified for logging service with dynamic braking, and Flexicoil road trucks.

CANADIAN FOREST PRODUCTS -- ENGLEWOOD LOGGING DIVISION -- PRESENT-DAY ROSTER

ROAD NUMBER	DESCRIPTION	NOTES
2	B-B diesel, Atlas #2244, 1956	switches mill at Port Mellon, B.C.
112	2-6-2T, BLW #56323, 3/23	Weight 70 tons. Ex-Snoqualmie Falls #5. Out of service since early 1960's. Held in storage at Nimpkish for possible display in new museum.
113	2-8-2, Alco #61859, 1920	Weight 140 tons. Originally Portland, Astoria & Northern; then H. R. MacMillan Export #1055 (Chemainus, B.C); then CFP #55 (early '50's), then renumbered to #113.
250	gasoline 0-4-0	Out of service.
251	Two-truck Shay, Lima #3163, 2/21; now diesel powered, Tyee Machinery, Vancouver, 1951	Used for switching and railway maintenance at Nimpkish. Built by Lima as Pacific Mills #3 (Dean Channel, B.C); then to Mayo Lumber Co. (Paldi, B.C. equipment dealer); to Export Lumber Co.; to Bloedal, Stewart & Welch (Great Central, B.C.) as their #3, renumbered to #8; to Deep Bay Logging Co. (Deep Bay, B.C) as #2; then to CFP as #98, converted to diesel power 1951
252	Two-truck Climax, Climax #1505, 8/20; now diesel powered, Tyee Machinery, Vancouver, 1951	Used for switching and railway maintenance. Originally Beaver Cove Lumber & Pulp #1; then to CFP as 1st #7, converted to diesel, renumbered to #252.
301	B-B diesel electric, SW1200m, GMD A830, 3/56	In service.
302	B-B diesel electric, SW1200m, GMD A831, 3/56	In service.
303	B-B diesel electric, SW1200m, GMD A1715, 4/59	In service.

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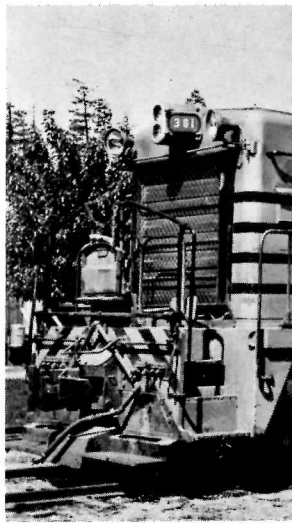

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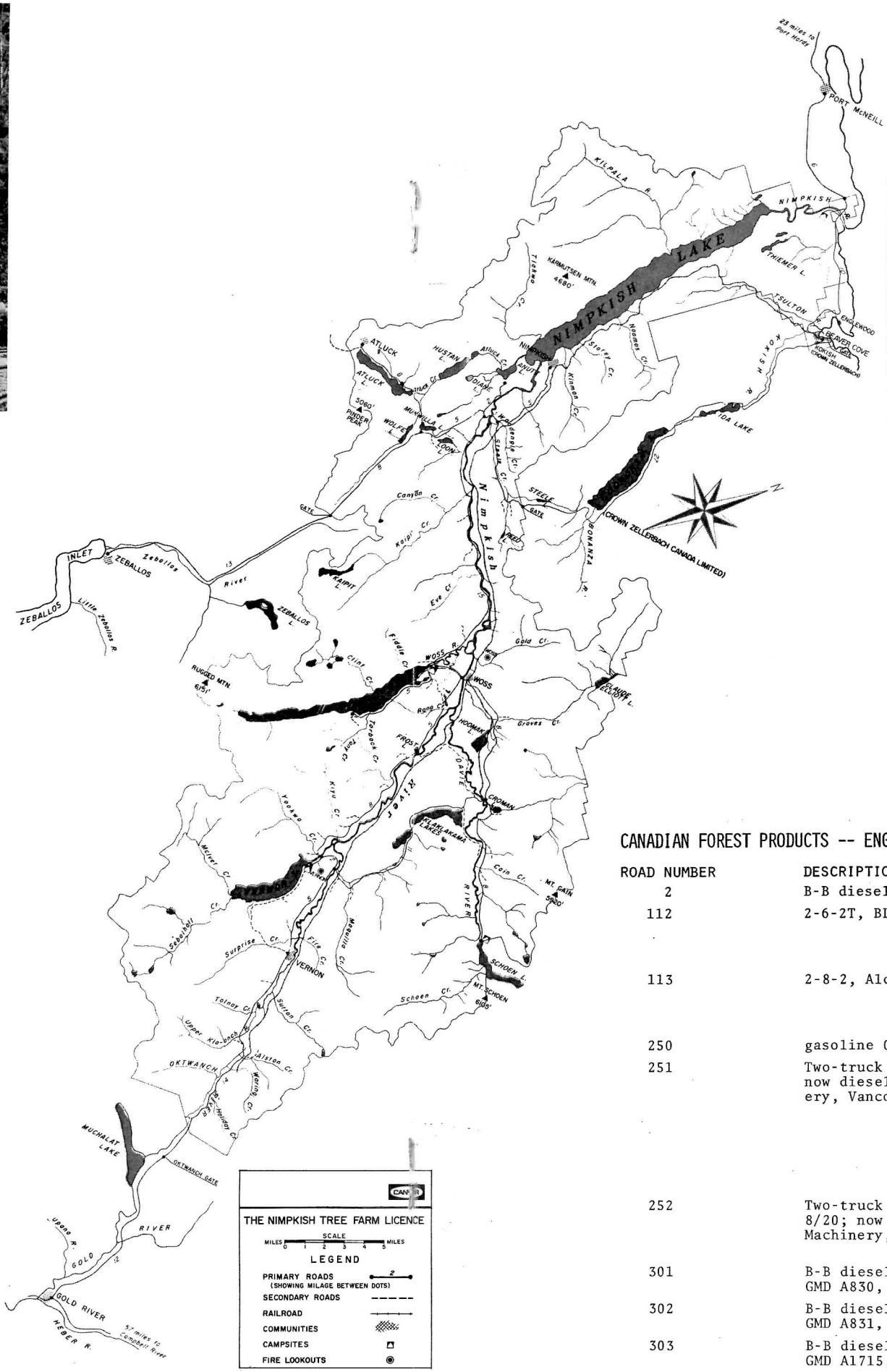


CANADIAN FOREST PRODUCTS -- ENGLEWOOD LOGGING DIVISION

ROAD NUMBER	DESCRIPTION
2	B-B diesel, Atlas #2244, 1956
112	2-6-2T, BLW #56323, 3/23
113	2-8-2, Alco #61859, 1920
250	gasoline 0-4-0
251	Two-truck Shay, Lima #3163, 2/21; now diesel powered, Tyee Machinery, Vancouver, 1951
252	Two-truck Climax, Climax #1505, 8/20; now diesel powered, Tyee Machinery, Vancouver, 1951
301	B-B diesel electric, SW1200m, GMD A830, 3/56
302	B-B diesel electric, SW1200m, GMD A831, 3/56
303	B-B diesel electric, SW1200m, GMD A1715, 4/59

EQUIPMENT NOTES...

CANADIAN NATIONAL MOTIVE POWER NOTES

* Diesel locomotive retirements:
8091 -- MS-10a -- Apr. 6/72
8144 -- MS-10b -- May 3/72
6500 -- GPA-17a -- May 25/72 Wreck, Clearwater Sub, Mar. 29/72
4591 -- GR-17r -- June 8/72 Accident, Sunstrom, Ont., Redditt Sub, Apr. 20/72
8143 -- MS-10b -- June 9/72 Accident, Toronto Yard Diesel Shop, May 10/72

* Transfers:
4427, 4436, 4438, 4440 [GTW] Prairie (Symington) to Great Lakes (Spadina) June 20/72
1392-95 Great Lakes (Toronto) to Prairie (Symington) June 25/72
4137, 4430, 4702, 4707, 4707, 4900, 4902 GTW (Battle Creek to Great Lakes (Spadina) July 4/72

* C&O GP9 diesel units currently on lease to CN:
-- Assigned to St. Lawrence Region, Montreal Yard
6038 (June 9), 6247/6160/6162/6203/5973 (June 11), 6035/6008/6177/6202 (June 13), 6026 (June 14), 6158 (June 15), 6140 (June 15), 5954 (June 17), 6147 (June 20), 6053 (June 21), 6060 (July 1), 6154 (July 3)
-- Assigned to Prairie Region, Symington
6143/6156/6208 (June 25), 6077/6070 (June 26), 6178 (June 30).
-- Assigned to Mountain Region, Calder
6170 (July 2--reassigned from Prairie), 6193 (July 3)

* C&O units returned to owner:
6004--July 10/72 St. Lawrence, Montreal
6202--July 12/72 St. Lawrence, Montreal
6203--July 12/72 St. Lawrence, Montreal
5952--July 16/72 St. Lawrence, Montreal
6042--July 16/72 St. Lawrence, Montreal
6184--July 18/72 St. Lawrence, Montreal
6166--July 19/72 St. Lawrence, Montreal
6208--July 19/72 St. Lawrence, Montreal
6168--July 21/72 Mountain, Calder

* Exchange units: C&O leased units 6030/6033/6198 accepted in exchange for units 5919/5924/6164 (these returned May 17). 6198 returned for the 6164 on June 29.

* Precision National Corp. units on lease to CN (all assigned to Prairie Region, Symington Yard): 138 (June 16), 171 (June 19), 177 (June 27), 170 (June 29), 120 (June 30), 132 (July 4) [these preceding ex-QNS&L] 969/971 (July 14 & 21), 3419 (July 25), 3445 (July 26), 3634 (July 27)

* Bangor & Aroostook units on lease to CN (assigned to Prairie Region, Symington Yard): 62/63 (June 23)

* CN units on lease:
-- to Northern Alberta Railway:
4349 -- on lease Apr. 28/72
4342 -- on lease May 10/72
4150 -- on lease May 10/72
4353 -- on lease July 31/72

Blue-painted GTW GP18 4702 is one of a number of GTW GP18's assigned to CN. 4702 is based at Spadina. (Robbin Rekiel)

Still wearing the colours of its former owner QNS&L, PNC GP9 138 stands in the line of motive power at CN Toronto Yard, on lease to the railway. (Robbin Rekiel)

Leased motive power outnumbers CN power in this scene at Montreal Yard. From left to right: PNC 3445, 3634, 969, CN 4587, C&O 6037 and an unidentified CN MLW unit. Date: July 15. (W. R. Linley)

CANADIAN NATIONAL EQUIPMENT NOTES

* Currently under test on CN is a special six-container flatcar that has 50% more carrying capacity than the maximum size now in use, which carries four. The test unit carries four 20-foot boxes or two 40-footers in a depressed centre section, and one 20-foot container at each end on the higher deck above the wheels. The unit has been operating in various parts of the country checking clearances and durability. One drawback to the car is that heavier trucks are required to carry the greater loads possible, which increases the cost. CN is considering whether to order additional copies of the car.

* If you spot an Austin Mini running on CN tracks in Manitoba, you haven't had one too many. CN is testing one of these British autos as a roadmaster's track motor car out of Brandon, Manitoba. Using CN specifications, a front-wheel drive Austin Mini was converted to rail operation. The steering mechanism and road wheels were removed and the front-end suspension modified to restrain its movement. The wheel bearings were changed to a tapered type to withstand the additional side thrust of running on rails with flanged wheels. A jacking mechanism and turntable were installed (to permit the car to be removed from the track) and the car balanced. A 30-watt radio transmitter has also been installed.

Initial results with the car indicate that the vehicle is noticeably quieter and more comfortable than the standard track motor car. Tests to date have been satisfactory.

* Newfoundland narrow-gauge steam generator cars 2950/2951/2953 were retired on July 18/72.

BRITISH COLUMBIA RAILWAY MOTIVE POWER NOTES

* Former Lake Superior & Ishpeming Alco RS3's 1605 and 1606 have been renumbered to 558 and 559 respectively. Renumbering took place in June.

* Former Columbia & Cowlitz FM H10-44 switcher D-1 was renumber to BCR 1004 in June.

* Lehigh & Hudson River Alco C420 diesels 25 and 26 were acquired by BCR in July and are now numbered 631 and 632.

* Units currently on lease on BCR: LS&I GE U23C's 2301-2304; BAR GP7 and GP9 units 64/66/67/72/73/75.

BRIEFLY.....

* Algoma Central has placed an order with Diesel Division, General Motors of Canada Ltd., for six SD40-2 diesel locomotives. The units (road numbers 183-188) will be delivered in the middle of 1973.

* Essex Terminal Railway of Windsor, Ontario, has purchased Lehigh & Hudson River Alco C420 unit 22. The diesel has been renumbered to ET 106.

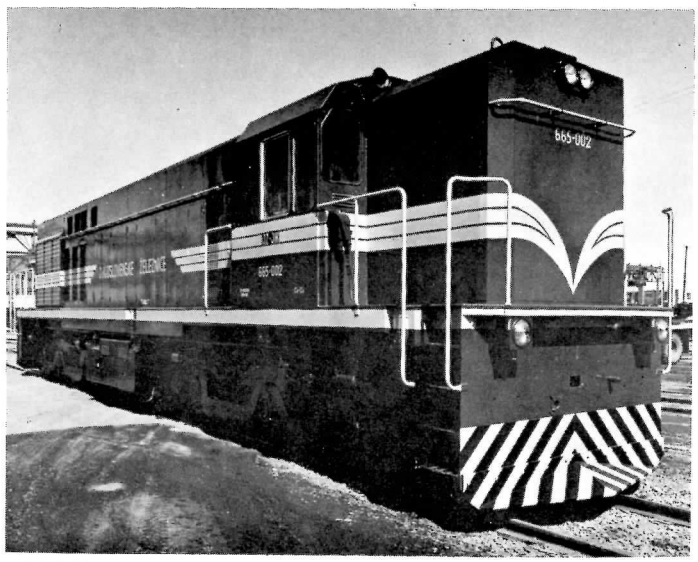
* Canadian Forest Products has purchased former Georgia-Pacific EMD SW1200 1203. The unit is now CFP 4804 and will be the spare unit on CFP's operation on Vancouver Island.

* Quebec, North Shore & Labrador diesel dispositions:

Road Number	Shipping Date#
116	May 23/72
117	May 30/72
120	June 22/72
131*	April 25/72
132	June 22/72
136	May 30/72
137	May 22/72
138	June 22/72
140	April 25/72
141	April 25/72
143	June 22/72
144	May 30/72
145	May 17/72
154	April 25/72
161	April 25/72
164	May 8/72
170	June 22/72
171	June 22/72
172	May 30/72
177	June 22/72

Date shown is the date the units left Sept Iles shop.

The units shown above were sold to White Star Steam Ship. Some units were serviced by CN in Montreal. Others were sent to Precision National Corp., Mount Vernon, Illinois, for heavy repairs. (* Former QNS&L 131 is now Illinois Central Gulf 8279.)



ZTP 665-002 poses for its official portrait at the MLW plant in East Montreal. This 2600 hp. MX626 C-C export unit is one of twenty outshopped by MLW Industries for the Yugoslavian State Railways in May and June of this year. (MLW Industries)

MLW DIESELS FOR YUGOSLAVIA

* MLW Industries Ltd. recently completed an order for 20 2600 hp. export diesel units for Yugoslav State Railways at Belgrade. The order specifics follow:

Road Number	Builder's Number	Date Shipped
665-001	M6057-01	May 3/72
665-002	M6057-02	May 3/72
665-003	M6057-03	May 3/72
665-004	M6057-04	May 3/72
665-005	M6057-05	May 3/72
665-006	M6057-06	May 3/72
665-007	M6057-07	May 3/72
665-008	M6057-08	May 3/72
665-009	M6057-09	May 8/72
665-010	M6057-10	May 8/72
665-011	M6057-11	June 10/72
665-012	M6057-12	June 10/72
665-013	M6057-13	June 14/72
665-014	M6057-14	June 14/72
665-015	M6057-15	June 14/72
665-016	M6057-16	June 13/72
665-017	M6057-17	June 13/72
665-018	M6057-18	June 10/72
665-019	M6057-19	June 10/72
665-020	M6057-20	June 13/72

BD 1720 is one of 54 MX615 units being built by MLW Industries for Nigerian Railways. The unusual 1+C-C+1 wheel arrangement is ideally suited for light narrow-gauge track. (MLW Industries)

Rare visitors to Southern Ontario during the month of July were CP Rail CLC/FM H16-44 units 8715-8716--far from their haunts in the mountains of British Columbia. The two units were the motive power for the Speno rail-grinding train. (Above) 8716 idles at Agincourt Yard.
(Robbin Rekiel)

Sister unit 8715 heads the Speno railgrinding train westwards to London, Ontario. Strung out behind the locomotive are the cars of the train, consist of which was given in the August NL. The man on the front of the locomotive waters down any smouldering ties, grade crossings, and all the ties as the train proceeds. The grinding flats have sprinkler systems as well.
(Robbin Rekiel)

CP RAIL MOTIVE POWER NOTES

* CP Rail has placed in storage some of its leased power. The units stored serviceable and their location are listed below:

At Winnipeg: B&LE 712B/716B/718A/722A/721B/725A/727A/728A
LS&I 2300/2301 (2302-04 are on lease to BCR)
At Alyth: BAR 68/70/71/74/77/79/80
At St. Luc: PECO 900/901

The B&LE units were removed from service July 29; the LS&I units July 15; the BAR units Aug. 15; the two PECO units Aug. 13.

* All remaining B&O/C&O F7 units have been returned to their owner. Units were returned to their owner on the dates shown below:

8009--July 31	4646--Aug. 5
5447--Aug. 1	4587--Aug. 7
4576--Aug. 1	4472--Aug. 7
5420--Aug. 2	4502--Aug. 8
5498--Aug. 2	7054--Aug. 8
4503--Aug. 2	4487--Aug. 8
4575--Aug. 2	4577--Aug. 9
5529--Aug. 2	8011--Aug. 9
7039--Aug. 3	4589--Aug. 10
4622--Aug. 4	4517--Aug. 10

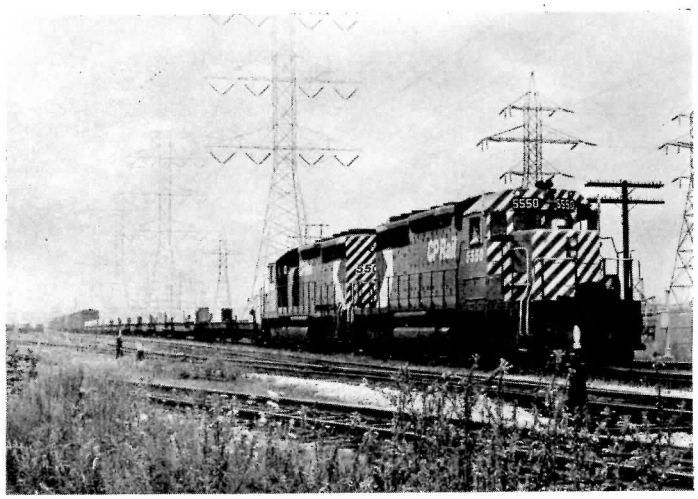
The dates shown are the dates the units passed through Toronto. Add at least one full day for their return to owner via Windsor.

* B&LE units 719A and 719B passed through Toronto on July 27 and July 24 respectively, enroute to owner via Buffalo.

* CP Rail will take delivery of its 40 SD40-2 diesel freight units from Diesel Division, General Motors in November-December of this year (30), and the remaining units in May of next year. The units are to be assigned for maintenance as follows: 5629-5638 -- Toronto; 5639-5648 -- Alyth temporarily, to be transferred to Toronto when the last ten of the order are delivered; 5649-5658 -- Toronto; 5659-5668 (delivery May 1973) -- Alyth.

* Current motive power requirements for passenger trains 1 and 2 and 11 and 12 are as follows (to December):

No. 1 and No. 2 between Montreal and Sudbury:
7 cars or less -- 1 unit
8 to 16 cars -- 2 units
over 16 cars -- 3 units
between Sudbury and Winnipeg:
8 cars or less -- 1 unit
9 to 16 cars -- 2 units
over 16 cars -- 3 units
No. 11 and No. 12 between Sudbury and Toronto:
9 cars or less -- 1 unit
10 to 18 cars -- 2 units
over 18 cars -- 3 units



GMD-built CP Rail SD40's 5550-5509 on the Starlite await clearance to advance onto CN trackage at Obico (Canpa Sub), August 14, 1972. Older CP Rail SD40's are appearing more often in Southern Ontario with the arrival of new SD40-2 units at Alyth (Calgary)--the older units being sent east to Montreal.
(Robbin Rekiel)

DIESEL DIVISION GENERAL MOTORS PLANS PLANT EXPANSION

Substantial back orders at Diesel Division, General Motors of Canada Ltd. in London, Ontario, have prompted the division to expand its plant facilities. Work has begun on a 9500-sq.ft. expansion to increase capacity for the production of diesel locomotives. For the production of buses, the company has leased a 120,000-sq.ft. plant, an area 'substantially larger' than the current bus production area.

"Increased sales and the prospect of future sales in the locomotive and coach operations have made it necessary for us to embark on such a large scale expansion program. Both these production lines are scheduled with orders now which will keep us busy well into 1973. By expanding at this time, we will provide the capability of increasing our daily production and thus speed up deliveries of locomotives and coaches," said F. W. Walker Jr., Diesel Division general manager and vice-president of General Motors of Canada Ltd.

Locomotive orders will result in operations at full capacity to the end of 1973 and the backlog of bus orders is the greatest it has ever been at one time. Diesel Division is currently working on the first half of the 110-unit export order for Yugoslavia, to be followed by 40 more SD40-2's for CP Rail.

PASSENGER TRAIN NEWS

* A five-week trial commuter service from Toronto to Barrie will commence operation November 1st. There will be one train each way in the morning and afternoon on weekdays. In the morning the train will leave Barrie at 0630, with intermediate stops at Newmarket, Aurora, and Maple, with arrival at Toronto Union Station at 0810. In the afternoon the train will depart Union Station at 1715 and arrive in Barrie at 1855. Single fares are as follows--one way only: from Barrie $2.50; from Newmarket $1.30; from Aurora $1.15. Children under 12 will travel at half-fare. Commuters will be allowed a ten-ticket strip at a 10% discount.

The service announcement was made by John Roberts, MP for York-Simcoe and running for re-election in the October 30 federal election. Mr. Roberts said the federal Government has granted $100,000 for eight CN coaches on the one-train-a-day basis. He expects 450 to 500 commuters to use the service. No decision will be made on the establishment of a permanent commuter service to Barrie until a study is completed on the results of this trial.

* One of the longest CN passenger trains in years to leave Union Station departed September 4th on charter to the Ontario Government for its Northern Ontario tour. The train's route took it from Toronto to Sudbury, Sault Ste. Marie, North Bay, Moosonee, and return to Toronto on September 12th. The consist of the train is presented below:

Motive power 6779 MPA-18b MLW FPA4 cab
6620 GPB-17c GMD F9B booster
6869 MPB-18b MLW FPB4 booster
6761 MPA-18a MLW FPA4 cab
Generator cars 15204
15205 (both ex-baggage cars)
24 duplex rmte Inherman
24 duplex rmte Irondale (for crew and government employees)
7 cpt-buffet-lounge-obs Bedford (observation platform facing ahead)
10 rmte-6 DBR Grande Riviere
10 rmte-6 DBR Moose River
10 rmte-6 DBR Riviere St. Francois
10 rmte-6 DBR Belle River
lounge Reverie
lounge Vogue
streamlined diner 1370
streamlined diner 1377
5 cpt-3 DR Mount Resplendent
5 cpt-3 DR Mount Tekarra
5 cpt-3 DR Mount Robson
5 cpt-3 DR Mount Albreda
5 cpt-3 DR Mount Edith Cavell
7 cpt-buffet-lounge-obs Burrard (observation platform facing rear)

The train was handled by CP Rail from Sudbury Jct. to Sault Ste. Marie and return to North Bay, then ONR to Timmins/Cochrane/Moosonee and return to North Bay, thence CN back to Toronto.

* British Rail Western Region is receiving help from a group of commuters in a bid to keep open a loss-making Thames Valley branch line. A hundred volunteer commuters--a Marlow, Bucks., and Bourne End and Cookham, Berks.--distributed 15,000 brochures produced by Western Region to people living in the area served by the Maidenhead-to Marlow branch line. The line currently receives a grant of £183,000 to cover losses and keep the line open.

The brochure--"we think you're going to have strong views about all this"--is laid out as a picture post card strip with six views of the beautiful Thames Valley .....all of them taken through the window of a Marlow to Maidenhead train. Also included are full details of train times, season tickets and cut price fare bargains. There is also a message warning: "But it could be closed. Unless you use it. So why risk losing it when you can show how much you value it, simply by using it? That's the surest way of helping to keep something that's too precious for your community to lose."

The Marlow/Maidenhead Railway Passenger Association is the group cooperating with British Rail Western Region in this project.

* GO Transit rail services between Pickering and Oakville were disrupted September 13th due to a fault in a signal system relay at Oakville. The failure caused the termination of three westbound hourly trains at Port Credit, starting at 1000. Service was restored by 1145 except between Port Credit and Clarkson and this was back to normal at 1220. Service was back on schedule by 1300.

* The great American passenger train experiment isn't exactly a highballing success. But the men in charge remain hopeful that Americans are at last going to ride the rails more frequently. AMTRAK, the intercity operator, lost nearly $9.35 on every passenger it carried during its first year of operation, a hitherto confidential report discloses.

AMTRAK's profits and losses are detailed from the time it took over most of the American rail passenger network May 1, 1971, until last April. It shows the system lost $146,444,024 while carrying 15,689,243 passengers.

The report also shows Chicago may be in danger of losing its traditional status as the rail passenger hub of the country because the long-distance passenger trains running out of Chicago are among AMTRAK's biggest losers. The "corridors" from Chicago to St. Louis, Milwaukee, Carbondale, Ill., and Detroit have not developed as quickly as AMTRAK had hoped. Among losses compiled by long-haul trains serving Chicago during AMTRAK's first year were $6,595,663 by the Super Chief-El Capitan from Chicago to Los Angeles; $6,164,301 by the Texas Chief from Chicago to Houston; and $4,057,248 by the Broadway Limited between Chicago and New York.

AMTRAK president Roger Lewis says "the figures show that we are on our program and on our budget. And, more important, they show that ridership is up. My own judgement is that was absolutely essential that AMTRAK, in its first years, halt the decline in passenger traffic and turn the trend up."

Lewis said he is confident that the "corridors" radiating from Chicago--which so far have had no ultramodern passenger trains and no price-cuts to stimulate traffic --can be developed.

Other AMTRAK officials point out that the railroads are always the busiest during the summer, and that AMTRAK lost a good deal of business during its first summer because of the chaos caused by trying to consolidate the passenger operations of many railroads into one network. Figures not in the report show that ridership this summer is very high on a number of AMTRAK routes and that, in some cases, it is up substantially over last summer. The government-backed network took over the passenger runs when the privately-owned railroads decided they couldn't cope with rising red ink.

* In a bid to highlight local passenger train services subsidized by government grants, British Rail are promoting a 'great' Western photographic competition on Western Region 'grant-aided' lines during the months of August, September and October. These services are kept in operation for social benefit reasons, and without additional financial support, many would have to close.

The competition is being staged in the hopes of attracting increased public awareness of the role local rail services in the life of the community and their contribution in preserving the environment. If a grant-aided line becomes less used--and is seen by the British Government no longer to be serving a useful purpose--there is a danger that the grant may be withdrawn and the service discontinued.

The competition is being staged with the cooperation of Boots Ltd. and is open to all passengers using selected routes in some of the most picturesque and interesting parts of Britain--the West of England, South and West Wales and the western Home Counties. Prizes worth £275 are being offered to winners and runners-up in three competition classes covering colour shots of trains, station activity, and scenes portraying the atmosphere of the area chosen.

The lines included in the competition are listed: West Ealing-Greenford; Slough-Windsor; Maidenhead-Marlow; Twyford-Henley; Worcester-Hereford; Bristol-Severn Beach; Bath-Westbury; Castle Cary-Dorchester; Maiden Newton-Bridport; Salisbury-Exeter; Exeter-Exmouth; Exeter-Barnstaple; Devonport-Gunnislake; Liskeard-Looe; Par-Newquay; Truro-Falmouth; St. Erth-St. Ives; Craven Arms-Newport; Craven Arms-Llanelli; Cardiff-Barry/Penarth/CorytonRhymney/Treherbert/Merthyr; Swansea-Milford Haven; Whitland-Pembroke Dock.

TRACTION TOPICS

Edited by Michael W. Roschlau.

* With the opening of the North Yonge Subway Extension to York Mills less than six months away, the Toronto Transit Commission is becoming increasingly worried about overcrowding on the Yonge-University subway line.

In an interview, Toronto Transit Commissioner Gordon Hurlburt said that "honorable pushers" may have to be hired to cram the patrons into subway cars, just as they do in Tokyo, if the congestion gets much worse.

[In Tokyo, 2500 "oshiya-san"--which translates as honorable pushers--earn their living shoehorning 350 people into subway cars designed for 100, then help the sardines reemerge when they get to their destinations. Four million commuters use the Tokyo subway system every day and the pushers ensure that the trains keep to their two minute schedules.]

The scheduling for the Yonge-University line when the extension to Finch opens in March 1974 is what is worrying the TTC. J. H. Kearns, general manager of operations told the commissioners September 15 that the TTC would be 88 cars short of the 164 more it needs when the extension opens, and that even if the cars were available, there would not be enough yard space to store them. Because the commission would not have enough rolling stock on hand when the extension to York Mills opens next March 31, service on the Bloor-Danforth Subway might have to be cut back until new rolling stock could be delivered. By rearrangement of staff and work programs and speeding up regular car maintenance, an additional 24 cars that would normally be held for repair or reserve could be put into service. This will permit 384 cars to be used in service.

Commissioner Hurlburt said that the TTC would give immediate consideration to reopening the "Y" interchange between the University and Bloor-Danforth lines. Otherwise the TTC might have to adopt platform control measures--including pushers--at the Bloor-Yonge station which is now taxed to capacity in rush-hours.

On September 19, the TTC took some steps to relieve the situation. Approval was given for the improvement of subway service during rush-hours by the addition of more trains--one to the Yonge-University line and two to the Bloor-Danforth line. These service improvements are to take effect November 26. Headways in rush-hours on the Yonge-University line will be reduced by 6" to 2'13" in the morning and by 7" to 2'19" in the afternoon. On the Bloor-Danforth line there will be a train every 3'7" in the morning and one every 3" in the evening rush period. The additional service will be provided by 24 H-2 cars still to be put into service. As of this writing, only 46 H-2 cars have been placed in service.

The TTC subway system experienced a 5% to 6% increase in patronage this year. Overcrowding, especially in rush periods, has made travel by subway chaotic at times. Recent studies have shown that the Bloor-Danforth line is more overcrowded at rush hours than the Yonge-University line.

To ease the long-run congestion problems, the TTC commissioners decided the following:

-- Place an immediate order for 88 additional subway cars valued at $17-million and discuss the possibility of placing a further order for 100 subway cars to take care of future needs. (The TTC will undertake negotiations with Hawker-Siddeley Canada Ltd. to have these 88 cars built as an extension of the H-2 car order, of which 24 of the 76 cars delivered have not yet been finally accepted by the TTC.)

-- Ask for a report on the possible phasing out of the Gloucester-built subway cars, the oldest units on the roster, which have only about ten years left in their 30 year life expectancy. TTC vice-chairman David Lacey suggested that the commission study ways in which to take the heaver and slower Gloucester cars off the Yonge-University line. He suggested that the Spadina line, the routing for which was approved by Metro Council September 9, might be the best route on which to operate the Gloucester cars. If the cars were operated on the Spadina line, which is to connect with the Yonge-University line at St. George Station, a turnback facility would be needed at Union Station to keep the cars off Yonge. Such expansion of the Union Station subway station with turnback facilities is scheduled in conjunction with Metro Centre, but the TTC asked its officials to bring in a report as soon as possible indicating whether the station might not be expanded sooner.

-- Ask for a report on the feasibility of extending the Bloor-Danforth line to Kipling Avenue, west of the Islington terminal in Etobicoke, to help ease traffic congestion at Islington and to provide additional subway yard facilities. (Twenty acres of land at the Six Points interchange at the intersection of Bloor, Kipling, and Dundas have been reserved for future use as a TTC subway yard. The connecting trackage to the proposed yard from Islington terminal would affect properties to the north and west of Bloor St. and the CP Rail line, passing through lands owned by Meridian Developments, the Oblate Fathers of Assumption, and Michael Powers High School. It has been recommended that the erection of any structures be made so as not to interfere with the future expansion of this line.)

The commission agreed to discuss with Metro Council officials the subway car order, which Metro Toronto will have to finance. Agreement was reached on the arrangement of a meeting with Ontario Premier William Davis and Transportation & Communications Minister Gordon Carton to discuss long-range rolling stock needs for the TTC subway system. It is estimated that there will be expenditures of between $40 and $50-million in rolling stock over the next few years.

* Spadina Notes: On August 8, 1972, Metro Toronto Transportation Committee approved scheme 8C for a Spadina subway line that would run directly under Bathurst St. from Bloor to the Cedarvale Ravine. (See May NL, page 76.) Metro Executive Committee refused to go along with this routing, being in favour of the original Spadina alignment. This was approved by a 4-3 vote.

In late August, to achieve a solution to the battle of the routes for the Spadina line, a new alignment was chosen. This new routing would run north from Bloor St. directly beneath Bathurst St. (in tunnel and cut and cover) as far north as Lawrence Ave., then curve west along Lawrence to the expressway right-of-way up to Wilson Ave. Such an alignment would eliminate the disruption of the ravines, but its construction with some very sharp curves, and station location problems, would be very costly and time consuming.

Then, on September 9, Metro Council decided the battle of the routes that has been going on for the past seven months. By a 18-8 vote, it chose the original Spadina alignment as the routing to be followed. In the same meeting a decision was reached to pave four lanes of the unfinished expressway alignment from Lawrence to Eglinton as an arterial road.

These two decisions reached by Metro Council stirred up a new storm of protest. The next stage for the subway line is approval of financing for the project from the Ontario Municipal Board--a stage that could take a very long time because of challenges to the routing.

* Toronto citizens faced the threat of a public transportation stoppage in early August, as TTC employees favoured strike action if a new agreement was not reached with the Toronto Transit Commission before August 13.

On the day before the deadline, a tentative agreement was reached between the TTC and the Amalgamated Transit Union. The offer that was accepted included a 19.25% increase over two years, and also the hiring of 25 part-time operators for extra summer services. This latter point was the thing that the union members disliked. As a result, another vote was taken, the outcome of which would decide whether the TTC operators would strike the system on the opening day of the Canadian National Exhibition, or would accept the offer.

Results of the ballot were as follows: 2585 in favour of accepting the new contract, 1960 against. A strike was averted, and transportation services in the Metro area were not shut down. Wage rates for TTC operators and drivers went from $4.20 to $4.45 per hour with the new agreement, and will rise to $5.00 per hour by November 1,1973.

The possibility of a fare increase on the TTC system was raised with the settlement. A cash fare of 35¢ or seven tickets for $2.00 has been suggested as the new fare. When a fare increase will take place is not known.

* In order to try relieving congestion on the subway system at rush hours, the TTC will try to persuade rush hour patrons to vary their travel patterns by a few minutes. The TTC Public Relations Department has been authorized to work out a method of informing passengers of the peak periods during rush hours at congested subway stations. The main rush of passengers occurs within a 15 minute period during the rush hours.

* TTC's streetcar refurbishing program is now at the halfway point. Following the 20 A6 class cars on the line are 20 A7 cars and finally ten A8 cars. As of September 8, 22 cars have been finished, after a long hiatus during July and August due to vacations. The present pace is one car per four working days and this means that the program for this year should be completed by Christmas.

The following is a listing of the A7 cars being refurbished in the program, showing dates into Hillcrest and dates released from Hillcrest, where possible:

4485--Apr. 21/Aug. 28	4451--June 5
4458--Apr. 26/Sept. 6	4474--June 12
4481--Oct. 10'71	4482--June 13
4456--May 5	4495--Aug. 14
4438--May 8	4455--Aug. 21
4473--May 12	4477--Aug. 22
4469--May 17	4448--Sept. 1
4487--May 23	4465--Sept. 5
4442--May 26	
4460--May 30	

* To facilitate the widening of the Queen Elizabeth Way to an eight-lane controlled-access road between Royal York Road and the Humber River, the streetcar trackage for the LONG BRANCH route through the underpass and bridges from Humber Loop will have to be realigned. Presently the cars pass under two highway bridges that carry east- and westbound traffic on the QEW. It is proposed that the northerly bridge (now the westbound roadway) be retained, and the older southerly bridge be demolished and a new wider bridge erected. This will have the effect of enclosing the streetcar tracks in one continuous tunnel. It would require that the tracks on Lakeshore Road be extended easterly for approximately 240 feet, with a new curve into the tunnel.

Work on this project is scheduled to begin after Thanksgiving this October and take two years to complete. During this time, streetcar operation will be maintained through the provision of single track with turnouts and signals for approximately 600 feet through the construction zone. In addition pedestrian access to and from the Humber Loop can be maintained for residents on Lakeshore Road. Estimated cost of the trackwork is $40,000 to $50,000 which can be charged against the highway project and paid for by the Ministry of Transportation and Communications for the province.

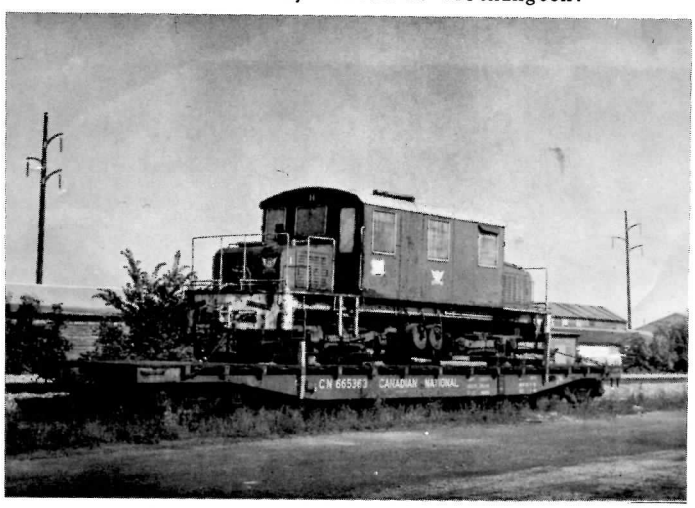
SHORT TURN: The new entrance-exit facility at King Subway Station serving the Toronto Dominion Centre and the Commerce Court complex should be completed by early January 1973.....Additional fencing has been erected around Bicknell streetcar loop where a four-year-old boy was killed last April 3.....The $5-million trolley coach rebuilding program was completed on August 16, as the last coach rolled off the line (9299). A total of 151 units were rebuilt, beginning November 10, 1970..... The future of some of the TTC's subway and surface work equipment will be known when the TTC studies reports outlining needed repairs and cost estimates for the out-of-service units. Currently out of service are crane C-2, flatcars W-4 and W-8, subway maintenance cars RT-1, RT-2, RT-4 and RT-7.....Tenders for the new subway wall-washing train RT-16/RT-17 received August 2. These units will be pulled by the locomotive RT-12.....Work is progressing on the installation of chopper equipment on H-2 cars 5500-05. 5504-05 are to be ready for yard testing in mid-October, followed by 5500-01 in December and 5502-03 in January. Hitachi technicians will be on hand for the initial tests. Full running tests with the six cars will begin next February.....Massachusetts Bay Transportation Authority has purchased some surplus and scrap parts from the TTC for their fleet of air-electric PCC cars. The price for the parts was $2450 and includes eight reconditioned and 13 unreconditioned WABCO PC2 air compressors and other surplus stock items.....MBTA cars repainted in the new green and white paint scheme: 3017/3089/3096/3122/3126/3145/3151/3159/3164/3171/3174/3179/3184/3186/3187/3225/3228/3232/3233/3234/3236/3242/3250/3253/3255/3256/3258/3263/3266/3274/3278/3280/3282/3286/3289/3292/3294/3300/3309/3314.....Pullman-Standard has a $210.5-million contract to build up to 752 subway cars for the New York City transit system. UMTA to pay two-thirds of the cost.

Toronto PCC cars are now appearing on the streets with water bumpers. Refurbished A6 PCC car 4380, shown here on the LONG BRANCH route at Lakeshore Rd. and Hillside Ave., is one of the first of 30 non-mu cars to get the bumpers. (John F. Bromley)

* The TTC has decided to review various complaints made by Toronto residents concerning various inequities in the zone-fare boundary system. The inequities are being examined with the hope of solving the problems. However, whenever a change is made solving the problem for one group of people, it makes it worse for another. The only solution would be a "Buffer Zone", allowing passengers to go a few stops past the zone boundary in each direction at some places.

Some of the problem locations are Bingham streetcar loop, Main St. subway station, Don Mills and Eglinton intersection, and locations in the Borough of East York.

* It appears that many of the locomotives and cars of the Cornwall Street Railway Light & Power Co. will escape the scrapper's torch and find honourable retirement in museums. To date, a total of ten units have been preserved. Freight motor 17 and maintenance car 4 have been retained by the City of Cornwall and will be displayed near the Ontario Hydro power dam near the City. The Museum of Science and Technology has received freight motor 16, sweeper B-1 and line car 5--a gift of Canadian National. Freight motor 14 has been acquired by the Illinois Railway Museum of Union, Illinois. Plow 3152 and motor 12 have gone to the Branford Electric Railway at East Haven, Connecticut, and sweeper B-2 has gone to Maine and the Seashore Trolley Museum. Freight motor 11 has gone to Ohio and the Ohio Railway Museum at Worthington.



Former CSRL&P freight motor 11 sits on a CN flatcar in a siding off the Norfolk & Western Railroad at the Ohio Railway Museum in Worthington, Ohio. The locomotive was run by ORM since this photo was taken, and one bad motor was discovered. (Richard F. Glaze)

Do You Remember?

"We saw this huge black cloud rolling over. It opened suddenly and a big tongue of flame leaped out. We started to run and by the time we reached the end of our street our house was on fire. We lost everything we had. My mother's cousin, who had come over from Ireland for the wedding, must have thought he had landed right in the middle of Hell."

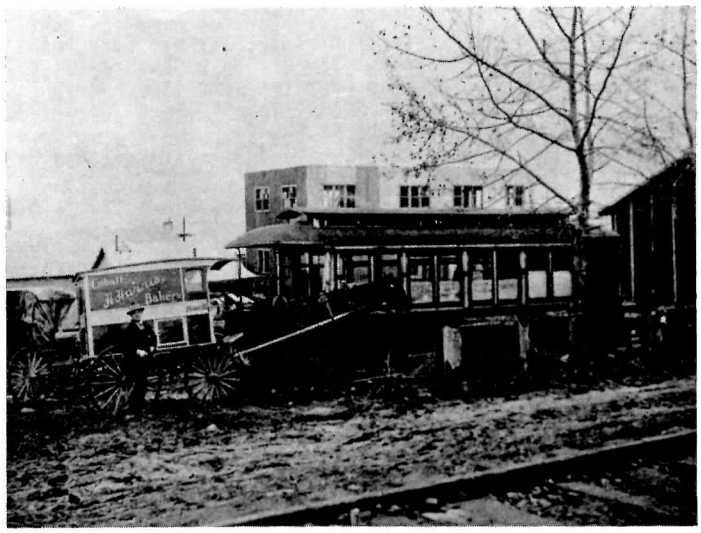
A woman survivor narrates vividly her memories of the Great Haileybury Fire of 1922--a blaze of such disastrous proportions that it killed 43 people, left 6000 people homeless, destroyed 2000 buildings and other property worth $6-million in eighteen townships surrounding the town of Haileybury in Northern Ontario.

The autumn of 1922 was warm and dry, and this resulted in a number of forest fires starting in the Timiskaming District. These fires burned over scrub bush and no one was greatly concerned about them. Then on October 4, 1922, the winds increased and the many fires combined and grew in intensity, resulting in the fireball which devastated Haileybury and the surrounding area with such intensity.

Once the extent of the disaster was known, relief was on its way at once. Relief trains were sent into the town over the T&NO with food and clothing.

Snow fell the day after the fire, and shelter became a prime consideration of the townsfolk. The Toronto Transportation Commission had been busily removing old Toronto Railway Co. rolling stock from service in Toronto and replacing it with new Peter Witt cars. On the west side of Coxwell Ave. in east-end Toronto sat some 85 old TRC cars and trailers, awaiting scrapping. Seeing the need for shelter in Haileybury, the TTC quickly donated these 85 old cars to the relief effort. The cars were taken off their trucks, loaded on railway flat cars, and were soon on their way north.

By the end of October, the main street of Haileybury consisted of the following: three general stores housed in tents, a bank, telegraph office, restaurant and butcher, all housed in old TRC car bodies. Other TRC cars were put into use as houses. In time as more permanent dwellings were built, the car bodies were turned into sheds, garages and chicken coops. With the passage of time the bodies disappeared, so that today none remain.



A month after the great fire of October 4, 1922, this old ex-Toronto Railway Company trailer car body sits on the main street of Haileybury, Ontario, pressed into use as a restaurant. (Toronto Transit Commission)

On October 4, 1972, a plaque commemmorating the Haileybury Fire of 1922 was unveiled by the Archeological and Historic Sites Board, Archives of Ontario, mounted on a cairn erected by the Ministry of Natural Resources, at Thornloe, on Highway 11 two miles south of the Earlton Underpass.

Thus did many old Toronto Railway Co. cars and trailers, their service days in Toronto ended, provide shelter to the victims of a disastrous fire in Haileybury.

Readers' Exchange

TRADE: U.S. rail postcards for Canadian non-rail postcards. Write first. Will also trade CB&Q public timetable Nov. '63 for PGE employee timetable Apr. or Oct. '67. J. S. Reid, 4584 Brentlawn Drive, North Burnaby 2, British Columbia.

WANTED: Close photographs and/or plans of the tail end sign frame (drumhead frame) from the "Tremblant Park" class car of CP Rail's The Canadian, so that a full scale replica can be made. Also wanted are close photographs and/or plans of cars of The Canadian so that scale models can be made. William M. Farnham, 13 Charles St., Ithaca, New York, 14850, U.S.A.

Contributors:

Keith Anderson
John F. Bromley
Clayton Chaloner
Bruce Chapman
Ray Corley
Carl Ehrke
Brian George
Dick Glaze
John Hayward
John Hussey
Philip Jago
J. Bryce Lee
Bill Linley
Pierre Patenaude
Robbin Rekiel
John Ross
Gord Thoms
Bill Weighill
Ted Wickson

WANTED: Photographs of Canadian National Pacifics 5033 and 5041. Engines were assigned to Allandale and operated regularly on the Meaford and Beeton Subdivisions. Peter F. Oehm, 358 Glenlake Ave., Toronto 9, Ont.

WANTED: Information and photographs of various logging railways in Ontario and Quebec. Will be glad to buy pictures and credit will be given to the photographer for any pictures used in a forthcoming book on logging railroads. Especially needed are photographs of the Thurso & Nation Valley, Abitibi Power & Paper Co. and the Spruce Falls Pulp & Paper Co. William L. Reddy, 1540 Billington Road, East Aurora, New York, 14052.

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.

Nov. 17: (Fri.)	Regular meeting. To be announced.
Nov. 24: (Fri.)	Hamilton Chapter meeting, 8:00 p.m. in the CN James Street Station, James Street North.
Dec. 1: (Fri.)	UCRS Private Car #13 Open House. Entertainment and refreshments. 8:00 p.m.; car is located on the Pintsch Gas siding track, rear of CN Spadina Roundhouse.
Dec. 15: (Fri.)	Regular meeting. To be announced.