

newsletter

Upper Canada Railway Society



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newsletter

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Upper Canada Railway Society



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RAILWAY NEWS AND COMMENT

FEDERAL ASSISTANCE TO HELP CITIES REMOVE RAILWAY LINES FROM DOWNTOWN CORES

Federal assistance is being prepared to move railways out of cities and let people in. In a press conference in Ottawa October 10, Transport Minister Don Jamieson and Urban Affairs Minister Ron Basford announced that Parliament will be asked to approve legislation that will permit the Federal Government to help get rail lines out of core urban areas. Such relocation would have to take place in the context of specific provincial and city plans for urban improvement and rebirth.

Proposed federal amendments to the Railway Act would also more than double current Federal financial aid toward making railway-highway grade crossings throughout the country safer, the ministers said. Provision for doubling of federal grants under the Railway Grade Crossing fund--and for special grants on extra-large projects--would also contribute significantly to improved urban transportation conditions and urban environment, the ministers said.

The legislation to be put before Parliament contains two broad, complementary streams. One stream is totally new, permitting the government for the first time to fund and support railway relocation in a major way. The other stream is the expansion of the Railway Grade Crossing Fund, which has helped change the face of urban and rural areas for more than sixty years.

The new legislation would provide a sequence of steps to be taken by a city, or province, or both. First would come their application to the Canadian Transport Commission for permission to relocate railway lines or reroute traffic as part of a city redevelopment plan. If the CTC were satisfied that a justifiable case existed for such relocation or rerouting, the next stage would be a comprehensive transportation and urban planning study of the benefits and costs of alternative solutions. The Ministry of Transport and the Ministry of State for Urban Affairs would financially assist the provincial government, the city and the railways involved in this balanced review of the opportunities for urban development that would precede any detailed proposal. The detailed proposal would then be submitted to the CTC. The CTC would have the power to order the railway companies to relocate, under arrangements by which the railways would neither profit nor suffer from the change.

The legislation would permit the Federal Government to take possession of railway properties. The Federal Government has lacked the authority to spur railway relocation even when cities and provinces demanded it because it had no power to undertake the possession of railway land. The proposed legislation would correct that.

Once the project was approved, the Federal Government, through a special financial assistance program, would help in moving the railways. The financial assistance program will be proposed to Parliament on the concept that the Federal Government would make payments equal to the savings expected to accrue on the Railway Grade Crossing Fund as a result of relocation compared with costs of building a series of bridges or tunnels if railways stayed where they are.

The Railway Grade Crossing Fund would be continued under the proposed legislation and the federal grants available through it more than doubled. They now run about \$20-million a year. The Federal Government contribution for the construction of bridges or tunnels to separate railways and highways would be raised from \$500,000 to \$1-million (or 80% of the cost, whichever was the lesser) for new structures. For reconstruction of existing facilities, the federal contribution would be raised from a maximum \$250,000 to a new top of \$625,000 (or 50%, whichever was the lesser).

The proposed legislation would also make allowance for special cases. It would provide for grants to certain grade separation projects that did not qualify for assistance under existing regulations. It would recognize that some very expensive projects might merit higher federal financial assistance than was provided for by the planned new ceilings. The CTC would be empowered to recommend special appropriations in such circumstances.

OPERATION BRIDGES

"Operation Bridges", one of the most elaborate bridge replacement programs ever undertaken in Canada, got underway at 1300 hours on November 4, on a fourteen-mile stretch of Canadian National track in the Fraser Valley between Vancouver and Chilliwack, British Columbia. CN crews and private contractors undertook the replacement of twelve bridges ranging in length from 110 to 150 feet, all within a deadline of 60 hours.

The massive project had been planned and was carried out with the minute precision of a military exercise, so that traffic disruptions were kept to a strict minimum and freight operations could continue to normal schedules. In the past, bridge replacement programs have taken place between normal train movements and had to be stretched over longer periods of time. On this occasion, CN allowed a period of 60 hours for completion of the work, and there were no reasons to believe why the deadline could not be met.

In order to carry out the work, CN trains were detoured over the CP Rail main line during the 60 hours, while CP Rail, which uses a portion of the CN line to get coal trains to Roberts Bank, had to make sure that enough coal was stockpiled at the port so that normal ship operations could be maintained during the line closures.

The new bridge components were stockpiled at each site so that the changeouts could be accomplished quickly and efficiently. All of the structures to be replaced were of timber construction. Prestressed concrete beams were used in the building while some of the timber structures were replaced by land fill and culverts. The preliminary work of pile-driving and dock assembly was done over the few weeks prior to the operation by private contractors.

BRITISH COLUMBIA RAILWAY CHANGES

With the recent change in government in British Columbia from Social Credit to New Democratic Party, some changes were made in the Directors of the provincially-owned British Columbia Railway. By Order-in-Council October 12, a number of changes were announced. New B.C. Premier David Barrett is the new President and Chairman. Labour Minister William King (himself a railwayman with CP Rail at Revelstoke) is the new Vice-President and a Director. Other new Directors are E. F. Rowland and Robert Swanson. Mr. Swanson is the retired chief engineer of the B.C. Department of Commercial Transport and the owner of Railway Appliance Research Ltd. Continuing on as a Director is J. S. Broadbent.

Work is moving ahead on the BCR's Dease Lake extension. Currently crews from four contractors on the project--Keen Industries, M.E.L. Paving, Greenlees Piledriving, Dillingham--have 298 men working while the railway has 260 men working. Track laying crews have laid rail to Leo Creek, 80 miles north of Fort St. James. Track is being ballasted behind the rail laying crews. Two contractors, Catre Industries Ltd., and Keen Industries are executing contracts on 100 miles of grade between Leo Creek and Bear Lake. Track is scheduled to be completed to Bear Lake, 180 miles north of Fort St. James, by March, 1973. Keen has two more contracts to build the 186 miles of railway grade to the Stikine River from Bear Lake, with completion scheduled for March, 1974. M.E.L. Paving has the contract for the remaining 49 miles from Stikine River to Dease Lake.

On the Leo Creek-Bear Lake section, there will be some 14 timber trestles built by the railway and Greenlees Piledriving. From Bear Lake to Dease Lake, 20 more bridges are to be built, 18 of which are to be of timber, and two steel and concrete. The two non-timber bridges are the Sustut River crossing, 500 feet in length, near Bear Lake, and the 825-foot Stikine River bridge, to be completed in May and March, 1973, respectively.

ALBERTA RESOURCES RAILWAY FACES LOSSES

Alberta's dream of opening up its rich north with its own railway has bogged down in administrative and financial problems. A report was tabled by Industry Minister Fred Peacock in the Alberta Legislature on the future of the Alberta Resources Railway. The report said that the ARR can expect an annual deficit of \$4-million to \$5-million until the mid-1970s.

The administrative problem arises from a dispute with Canadian National, which leases and operates the 282-mile ARR for the province. The financial problem is that \$126-million was spent on building the railway, which was completed in January 1970, and the annual debt service charge is about \$7-million. Earned revenue, mainly from grain and coal shipments, was \$690,000 in 1971 and is expected to be around \$800,000 for this year.

37-miles of roadbed were washed out by the flooding Smoky River last June (see August NL, page 114), and the Alberta Government and CN are still arguing about who will pay a repair bill estimated at as much as \$20-million. The Government's stand is that CN is liable for the repairs, but "the CNR's position is exactly contrary." Mr. Peacock tabled letters between CN president N. J. MacMillan and Anders Aalborg, provincial treasurer in the Social Credit government toppled by the Progressive Conservatives in an election fourteen months ago. Mr. Aalborg, in a letter dated February 22, 1971, said the railway was CN's idea. "Canadian National did not build the line for the Province of Alberta; rather, the Province of Alberta financed the capital cost of the line for Canadian National." He said Alberta had advanced nearly \$97-million toward capital construction costs, but CN payments barely covered the interest charges.

Mr. MacMillan replied on March 19, 1971, that CN had not sought financial support from Alberta to build the railway, but had "agreed to act in the capacity of an agent to construct a railway for the province."

Mr. Peacock said the main question now is whether the ARR can be kept alive. The Government has appointed a board of directors for the ARR, which has held talks with CN. Further talks are planned and he will table a report "on the outcome, if any."

RAILWAY WORKERS SEEK WAGE INCREASES

A 28% wage increase over two years, guaranteed employment and higher pensions are the goals of eight railway non-operating unions, adopted by a general conference committee representing the unions in Montreal on October 17. Current railway agreements expire on December 31 and the first bargaining sessions are underway at the moment.

Current average rates for members of the non-operating unions are \$3.66/hour, or \$146.60 for a 40-hour week. The agreement currently in effect provided a 15% wage increase over two years. For the first time in seven years, the unions are after a combination of a percentage wage increase and a cents per hour increase. The succession of percentage increases in recent years has widened the gap between the lower- and higher-paid employees. The proposed split is designed to give the lower-paid groups a little more money than a straight percentage increase would bring.

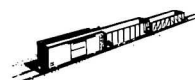
The issue of job security stands high on the unions' list of proposals. In addition to asking for improvements in the present plans which provides for retraining, mobility and overtime pay, the unions want a guarantee against dismissal of any employees with two or more years' service. Staff reductions, as the unions envisage it, would be through attrition.

Pensions are one of the more complex issues. The current plans are not part of the collective agreements and pension matters have been dealt with by pension committees crossing union lines on each of the railways. There has been growing agitation among the rank and file railway workers for improved pensions and to make pensions a bargaining issue. Both employees and the railway companies contribute to the pension plan. Rather than seek to have the present plan scrapped in favour of a negotiated plan, the general conference committee decided to ask the railways to put up additional money to enable the joint railway-union pension committee to improve pensions. The operating trades unions and the crafts unions, which each bargain separately, are attempting to develop a common approach to tackling the pension issue.

The non-operating unions are attempting to win a plan of accumulated sick leave, based on 1-1/2 days' credit a month. The present sick pay scheme provides \$90 a week after the third day of illness, and the unions also want to improve on that.

Other proposals include an 11th general holiday, improved vacations, freedom from company penalties for respecting picket lines of other unions, and premium pay for night workers. The unions also want higher premiums for drivers of railway-operated trucking lines. The current premium is 50¢ in Vancouver and 25¢ in Toronto and Montreal. There has been considerable pressure for more money in light of the higher rates for truck drivers under contracts with the International Brotherhood of Teamsters.

The non-operating unions involved are the Brotherhood of Maintenance of Way Employees; the Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees; the Canadian Brotherhood of Railway, Transport and General Workers; the International Brotherhood of Firemen and Oilers; the United Telegraph Workers; the Brotherhood of Railway Signalmen; the Transportation and Communications Division of BRAC; the Brotherhood of Sleeping Car Porters.



The Cover

CANADIAN PACIFIC 4-4-4 #3000 speeds train 629 through Cooksville, Ontario on a cold winter day back in 1949.
(Al Paterson)

CN 50TH ANNIVERSARY DISPLAY AT NATIONAL ARCHIVES

Canada's development would not have been possible without the foresight and determination of early railway builders, said J. W. G. MacDougall, Canadian National executive vice-president, at ceremonies marking the official opening by the of a special historical exhibition commemorating CN's 50th anniversary. The ceremonies were held in Ottawa on October 6.

Mr. MacDougall said the Champlain & St. Lawrence Railroad, which began operating in 1836, was, despite its short 14-1/2 mile route, the pioneer railway in Canada. It marked the beginning of a transportation revolution in this country.

Reviewing the events leading up to the 1922 amalgamation of scores of individual lines to form the Canadian National System, he commended early Canadian railway builders for recognizing the opportunities before them and having the vision to extend Canadian transportation beyond ocean and river shipping. "To do this," he said, "they were required to overcome enormous obstacles of topography, distance and climate to weld this country together. Early railway construction was not only a business proposition but also a means of creating a Young nation and protecting its development. They have made a very real contribution towards the building of Canada itself."

The exhibition called "Towards CN: From Portage Railway to a National System", contains historical documents, photographs, maps, plans and other artifacts selected from the archives, permanent collection of CN historical material and which occupy nearly a mile of shelves in the public archives building. The display is open to the public daily to mid-February 1973.

CN GETS AAR CONTRACT TO RESEARCH ADVANCED BRAKING SYSTEMS

The first research contract ever undertaken by Canadian National for the U.S. based Association of American Railroads, is expected to result in advanced braking systems for today's longer and heavier freight trains. The study, which is of particular value to the entire North American railroad industry, is being carried out at CN's technical research centre in Montreal and will utilize advanced computer techniques.

Improved braking systems are becoming necessary as railroads increasingly operate trains carrying more cars and heavier tonnage. The program is being carried out in three, year-long phases covering the period between 1972 and 1974. Performance data on existing braking systems is being obtained during the first phase which is expected to be completed by the end of this year, with results available early in 1973. During the second phase, methods will be devised to incorporate advanced concepts in the existing system. The final phase is expected to see the recommendations applied to actual operating conditions.

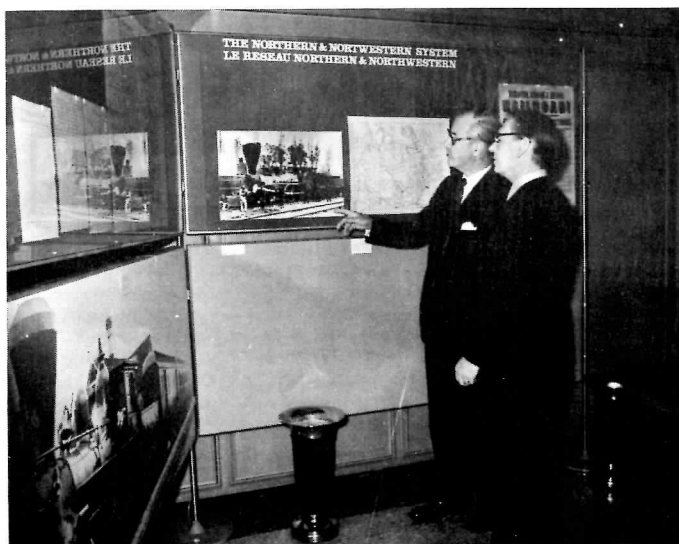
The mechanical and scientific information provided by the research program will be made available to the entire railway industry.

CN IMPLEMENTS SOLIDS PIPELINE STUDY

The possibility of moving bulk commodities such as coal, iron ore and sulphur through the use of solids pipelines is being studied by Canadian National. In cooperation with the Department of Energy, Mines and Resources and the Saskatchewan Research Council, the railway is currently participating in an experimental program which will provide valuable information with respect to these movements through slurry pipelines.

Forty tones of Alberta coal from the Luscar and MacIntyre Porcupine mines were moved to Edmonton where CN had them ground to meet pipelines specifications. The grinding was carried out at the Western Regional Laboratory of the Department of Energy, Mines and Resources. From Edmonton, the coal was moved to the facilities of the Saskatchewan Research Council at Saskatoon where it is being hydraulically tested in a plant which has been described as the largest and most versatile one in the world dedicated to slurry pipeline research. From the current series of tests, pipeline pressure losses and pipeline maximum and minimum velocities will be determined, providing the engineering answers required to meet the problems involved in the movement of coking coal by pipeline.

The CN project is one of several being developed at the Saskatoon Centre where the Canadian Transport Commission, the Transportation Development Agency, the University of Saskatchewan and the Saskatchewan Research Council are cooperating in pipeline studies.



Canadian National executive vice-president J.W.G. MacDougall and Dr. W.I. Smith, dominion archivist, Public Archives of Canada, view a part of the Archives display in Ottawa marking the 50th anniversary of the incorporation of Canadian National. Construction of the Northern & Northwestern system started in 1851 as the Toronto, Simcoe & Lake Huron Union Railroad. More than 700 separate companies were part of the evolution towards establishment of the CN system.

The Public Archives Building is located at 395 Wellington Street, Ottawa. It is open daily from 9 a.m. to 5 p.m. and on weekends and holidays from 9 a.m. to 9 p.m. Admission is free. The "Towards CN" display will run until mid-February. (Canadian National)

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CANADIAN NATIONAL PIONEER IN USE OF MINI-COMPUTERS

Canadian National is at least a year ahead of the railway industry in North America with its use of mini-computers to solve specific information problems in transportation. Now the work of CN's research and development department is leading implementation of digital computers, the size of portable television sets, to complement the information generated by large and more costly computers on the movement of freight cars.

R. P. Rennie, chief of CN technical research, said more useful information and reduced costs have already been direct results of the new technology. Information on the movement of traffic is accurate; cars without proper documentation for movement are being cleared shortly after train arrival; switch lists are ready sooner and outbound consist errors are virtually eliminated. "The dollars savings represent up to 40% payback on our investment in both the mini-computers and the original automatic car identification scanners," said Mr. Rennie.

The system is in operation at CN's Calder Yard in Edmonton and at Toronto Yard. It is now being installed at Montreal and Moncton Yards. With completion of installation at the Symington Yard in Winnipeg next year, all electronic classification and marshalling hump yards for freight traffic operated by CN in Canada will be covered.

The concept of using mini-computers for specific information work in CN was originated by Dr. Robert Cass, senior research engineer for the company. He directed the project from an idea through initial design steps into practical operation.

CP RAIL MAY HAUL METRO TORONTO GARBAGE

On November 14, 1972, Metropolitan Toronto Council accepted an offer from CP Rail to haul away one quarter of Metro's garbage in an untreated state to an undisclosed location outside the Metro limits for the sum of \$6.40 a ton. The cost to the Metropolitan Corporation for the moving of 40,000 tons of garbage under the CP Rail plan will be \$2.5-million a year.

Works Commissioner Ross Clark was authorized by the council to begin negotiations on the first stage of a 15-year agreement with CP Rail on the garbage haulage. The terms of the contract will be announced to the new Metro Council in January. When the details are announced, it is expected that the railway will name the dumping locations.

The CP Rail offer was accepted over that of Canadian National. Details of CN's offer were outlined in the October NL on page 147.

Under the CP Rail proposal, the garbage to be removed by the railway would be assembled for transfer at depots on Dundas St. W. near Jane St. and on Bathurst St. near Lake Shore Blvd. This latter site might conflict with plans recently announced by the Federal Government for a waterfront park for the western harbour area of Toronto. At these transfer sites, the garbage would be loaded aboard covered hopper cars which Metro Toronto would lease from CanPac Leasing Ltd.

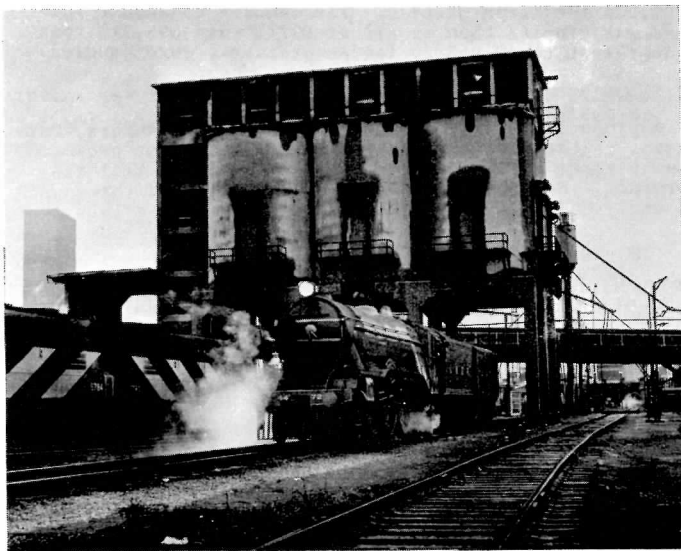
If the new Metro Council approves details of the CP Rail contract next January, and if the Ontario Municipal Board gives its blessing, the rail haul scheme could be operational within eighteen months. Metropolitan Toronto would be the first municipality in North America to send its garbage out of town by rail.

FLYING SCOTSMAN'S OWNER IN BANKRUPTCY

Alan Pegler's love for an old steam locomotive has cost him his fortune. Pegler has filed for bankruptcy in England after touring North America with his beloved Flying Scotsman. He said that he lost some \$1.8-million on the tour because he could not sell exhibition space on the train.

"My love for that engine has ruined me financially. The Americans were tremendously impressed, but our (British) exporters and the British tourist authorities failed to realize the potential and I did not get the backing I anticipated. I filed my petition in bankruptcy because it seemed sensible and logical. Some people (creditors) have been waiting two or three years for their money and I cannot keep them on a string forever." Pegler refused to disclose the total extent of his debts, which came up for hearing in London on October 31.

Pegler still owns the Flying Scotsman which is currently in storage at an army base in California. He remains confident that the old train will one day restore his fortune. "I'm sure my problems will be solved and I shall run the Flying Scotsman again," he said.



Flying Scotsman backs under the old coaling tower at Canadian National's Spadina engine terminal, October 31, 1970. 4472 is now in storage in Southern California. (NEWSLETTER/Robert McMann)

RAILWAY ACCIDENTS AND DERAILMENTS

* Under investigation is a head-on collision between a Central Vermont freight and a Boston & Maine freight in train order territory at Belchertown, Massachusetts, on October 2, 1972. The engineer and headbrakeman of the CV train and the fireman of the B&M train were killed. Diesel units involved in the mishap were CV 4929 and B&M 1125.

(Belchertown is located on the CV Southern Division freight route between Brattleboro, Vermont and New London, Connecticut.)

Both units were spilled off the tracks by the crash and one car telescoped into one of the engines. The B&M fireman was trapped in the wreckage. A half dozen freight cars were dumped into ditches alongside the tracks.

* Canadian National passenger services to the west into and out of Montreal were rerouted on October 9 on account of a freight derailment at Dorval, Quebec which blocked both tracks. The diesel units of a west-bound freight were cut off at Dorval to return to Montreal Yard to correct a mechanical problem in one of the units, leaving the freight standing on grade. The train rolled off, striking its own units at the Dorval crossover, derailing one of the five units (4584) and damaging it, as well as derailing seven freight cars. Both tracks were blocked as well as the CP Rail interchange track.

Three eastbound passenger trains (#2, #58, #130) and three westbound passenger trains (#61, #51, #133) and six freight trains were detoured over the Valleyfield Sub between Coteau and Ayrness, the Massena Sub between Ayrness and Brossard, the Rouses Point Sub between Brossard and Cannon Jct., and the St. Hyacinthe Sub between Cannon Jct. and Bridge St.

* 44 people were killed and 317 injured when two Illinois Central Gulf commuter trains collided in the morning rush hour in Chicago on October 30. The collision occurred at the 27th Street station when a four-car Highliner train (cars 1578/1547/1506/1509) overshot the station on Chicago's South Side and was preparing to back up. It was rammed by a second commuter train of older equipment (1417/1169/1396/1141/1340/1105) which was operating as an express. The lead car of the second train (1417) telescoped into the rear car of the first train (1509), killing riders almost instantly.

When the first train overshot the station it tripped a signal two miles south of the station and changed it from red to yellow. The engineer of the second train slowed to 30 mph and was preparing to stop at 27th Street. However the second train did not have the necessary distance because of the first train backing up. The backing movement was being covered by a conductor.

The U.S. National Transportation Safety Board immediately launched an investigation, headed by Secretary of Transportation John Volpe, who visited the scene of the crash immediately. President Richard Nixon expressed his sorrow and concern over the tragic accident.

All equipment and crewmen involved in the accident were removed from service pending results of the investigation. All equipment was removed to Woodcrest Shops of the ICG for storage under wraps and under guard.

RAILWAYS INVOLVED IN QUEBEC JAMES BAY HYDRO PROJECT?

The Ontario Northland Transportation Commission is negotiating with the Quebec Government for an agreement to haul materials and equipment to the James Bay Hydro site in northern Quebec. The announcement was made by James Jessiman on November 5. He stated that such an agreement would be worth "millions" of dollars in terms of development in northern Ontario because of improvements that would be necessary to railway facilities.

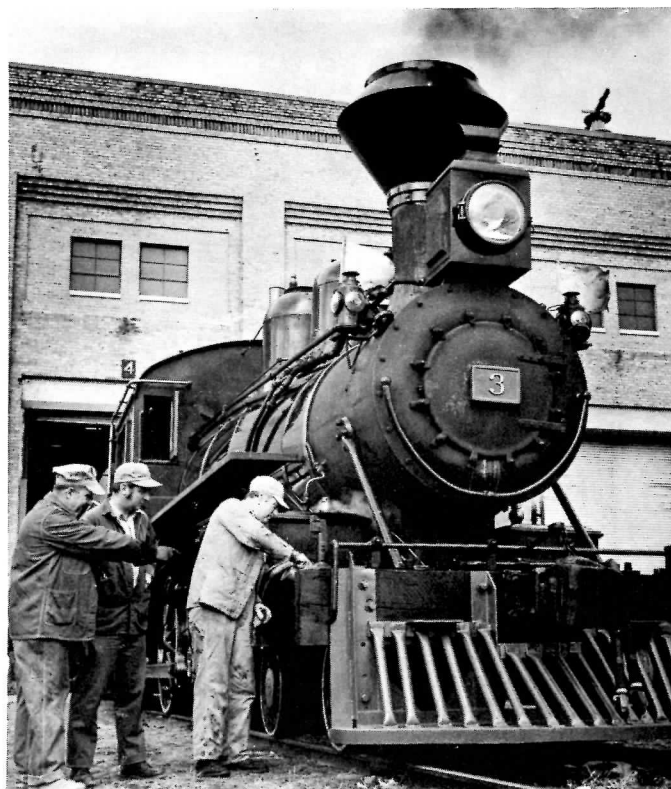
Canadian National, too, is quite interested in the haulage of materials and equipment to the James Bay site. In a bilingual prospectus entitled "Power Play", CN lists the advantages to shippers of using its rail head at Matagami for shipments north to the site. Facilities that are available at Matagami are listed and what expansion could be undertaken, as well as information on the project and the stages of construction. A map is presented showing the location of the James Bay project and a possible permanent road and rail connection from Matagami to the site.

WORTH NOTING...

* Consolidated net income of MLW-Worthington Ltd. and subsidiaries for the nine months ended Sept. 30, 1972 was \$853,000 or \$1.07 a common share, compared with \$486,000 or 61¢ a share for the same period in 1971. Net billings to customers for the first nine months were \$45,138,000, an increase of \$10.2-million from the \$34,945,000 billed in 1971. Consolidated net income for the quarter ended Sept. 30 was \$352,000 equal to 44¢ a share compared with \$195,000 or 25¢ a share in 1971. New order bookings secured in the third quarter of 1972 were \$22,642,000 compared with \$16,600,000 in 1971. This resulted in a \$68,173,000 backlog of unfilled orders at the end of September 1972, \$6.3-million higher than at the same time last year, and shows MLW's substantial and increasing penetration in the strong worldwide diesel locomotive market.

* A backlog of freight cars in Canadian National switching yards in Nova Scotia, said to total more than 500, compared with only 200 during September, resulted in an unexpected 20% increase in freight arriving for Newfoundland, compared with 1971. CN said its ferry capacity was not adequate to handle the surge. CN operates six vessels in Newfoundland ferry service.

* Container business to be originated in a new Japan-Eastern Canada service by three Japanese shipping lines will be split between Halifax and St. John, because the two main participants were unable to agree on a main port. Both major railways played a major role in bidding for the service. CN has an interest in the container terminal in Halifax, and CP Rail, an interest in the one in St. John.



This steam locomotive is a movie star! Prairie Dog Central's 4-4-0 #3 has a part in the film "Alien Thunder", being made to mark the centennial of the Royal Canadian Mounted Police. Filming has been underway at Duck Lake, Saskatchewan, and #3 moved from Winnipeg under her own steam and was trucked into the Duck Lake site, there to run back and forth on 200 yards of track specially built. The film has an all Canadian cast, and includes members of the RCMP Musical Ride. The film, directed by Claude Fournier, is to be released in both English and French next May.

#3 is shown at CN Transcona Shops in Winnipeg last May, having undergone annual inspection and receiving a new diamond stack and square headlight.

(Winnipeg Free Press/Jack Ablett)

* Halterm Ltd. of Halifax has placed orders for a third container crane with Western Bridge Division of Canron Ltd. The \$1.5-million unit will be installed by next August, to help handle Halterm's burgeoning container business. Container traffic moving through Halifax increased 85% in the first eight months of this year to 707,074 tons from 381,470. The January-to-August volume was greater than in all of 1971, when 695,712 tons, equivalent to 69,963 20-foot containers, were handled.

* A proposed railway museum for the town of Aurora, Ontario, is back in the news. The idea was first proposed in 1967 but the Aurora town council voted to kill the project. Now the idea has come up again, and the town council only has given lukewarm support to the idea.

* Vandals and scavengers have prevented the restoration of CN's Pointe Claire station. Interior walls and furnishings have been stripped and the windows used for target practice by neighbourhood youngsters. Wilf Eagle, a councillor for the municipality who had shown keen interest in the historical landmark, tentatively agreed to purchase the structure with plans to preserve and restore it to its former beauty. "The old station could have been a beautifully nostalgic art centre restaurant filled with authentic railroad memorabilia," he said. The building was to have been moved to Pointe Claire's old village.

Because of the condition of the building, CN had no choice but to call tenders for its demolition. The old station was removed from its lot, cut up in little pieces and hauled away by a farmer who plans to attempt to put it back together in some form or other on his farm.



Most rail lines have closed many of their stations, while tracks and main terminals have remained intact. But how about the other way around? The 40-mile CN line from Brockville to Westport, alias the Brockville & Westport, alias the Brockville, Westport & Sault Ste. Marie, ran its last train from Westport to Brockville on August 30, 1952, with track removal soon afterwards. However, on this August afternoon twenty years later, the Westport station is very much a going concern for CN, as the daily express truck from Belleville loads at the rear. On the front or track side of the station, the weeds grow shoulder high.

(Paul R. Sheppard)

ROUNDHOUSE FIRE AT ENGLEHART; STEAM LOCOMOTIVE 137 HEAVILY DAMAGED

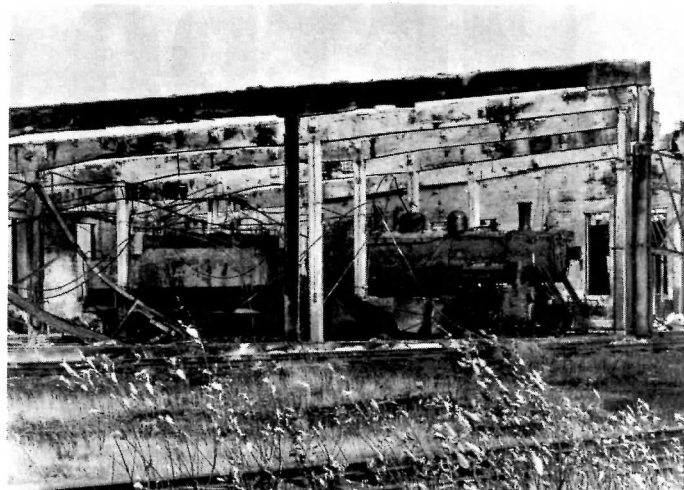
\$300,000 is the estimate of loss placed on a disastrous fire which gutted the Ontario Northland Railway's roundhouse and stores building at Englehart, Ontario in the early morning hours of October 24, 1972. Cause of the fire is under investigation.

Lost in the blaze were materials used for the day-to-day maintenance of the railway, spare signals and communications equipment, all housed in the stores building. Some 40 employees were affected by the blaze, mainly those in the railway's mechanical department, including carmen, machinists and mechanics. They were working out of the Englehart station and other locations in the town.

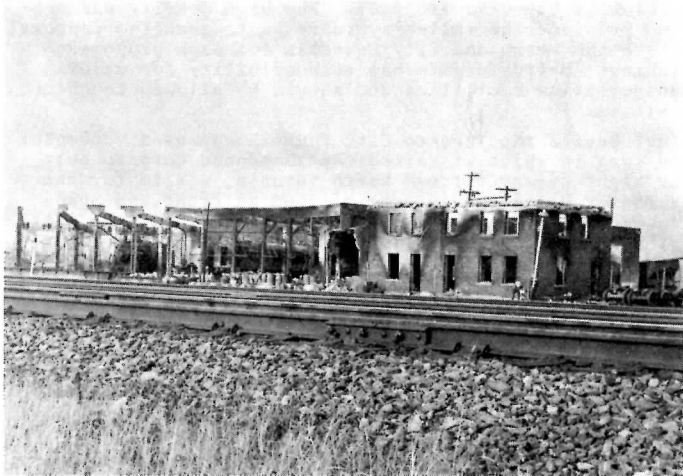
The major loss in the fire was the restored railway train and steam locomotive 137, used for special excursions. ONR General Manager E. A. Frith said that the fire damage to the steam locomotive and the two boarding cars was so extensive that there was not much hope of them being restored. Following the fire, 137 was removed to North Bay and placed in storage. 137's last rail jaunt was for the Michigan Railroad Club on September 30, 1972.

Also destroyed were other pieces of railway rolling stock, including two crew cars and a load of coal. Diesel unit RS3 1310 was removed from inside the roundhouse just before the flames reached it.

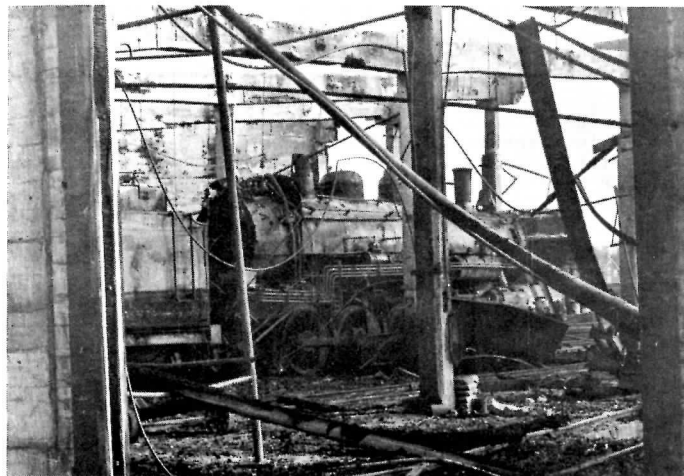
The roundhouse complex had been constructed in the early days of the Ontario Northland. With the changeover from steam to diesel the facility had been used primarily for storage. The shops office building adjacent to the stores building was also damaged in the fire.



Steam locomotive 137 sits in her stall in the gutted remains of the roundhouse building. The tender of the locomotive escaped heavy damage; it still contained oil and water after the fire was put out. (Robbin Rekiel)



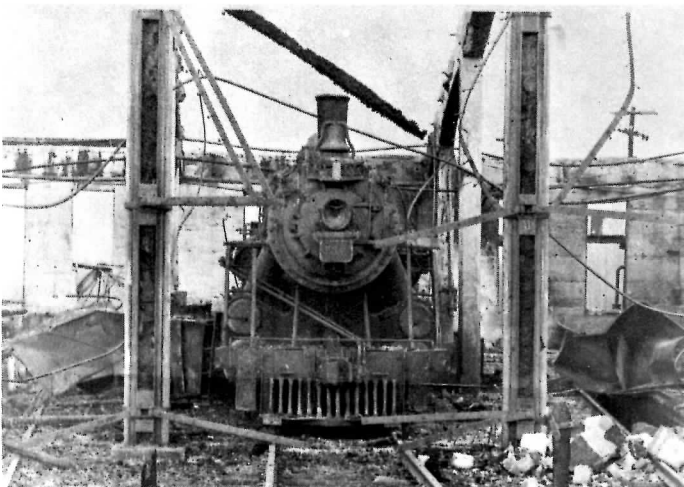
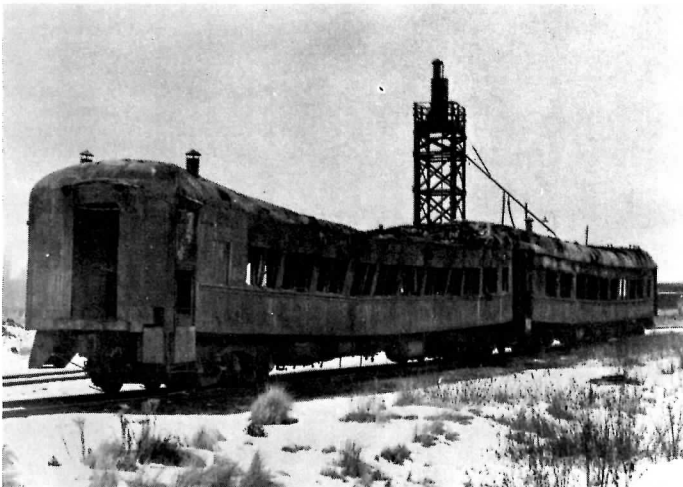
This is an overall view of the Ontario Northland roundhouse and stores building at Englehart, Ontario on the day after the fire, showing the extent of damage to the facilities. (Robbin Rekiel)



The wooden running boards and cab of the locomotive were totally burned away in the fire. The extent of the damage to the rest of the locomotive is unknown as to estimate of cost. (Robbin Rekiel)

Maintenance-of-way cars 1627 and 1619 were casualties of the fire. (Robbin Rekiel)

A front view of 137, sitting in her stall. 137 is formerly Canadian National 2164, purchased by the Ontario Government in 1963, and restored to operating condition by the Ontario Northland as a Centennial project in 1967, as T&NO 137. (Robbin Rekiel)



METRO CENTRE IS APPROVED

October 27, 1972 will be remembered by Torontonians as the day of the Metro Centre Decision. On this day the long-awaited decision on the future of the Metro Centre Project was handed down by the Ontario Municipal Board. The OMB decision was one of the last made by its retiring chairman J. A. Kennedy.

The OMB approved the planning guidelines for the \$1-billion project. This approval means that construction on the first phase of the project can commence in the summer of 1973. Still to be worked out are a score of agreements and enabling bylaws with the City of Toronto, but there are no financial obstacles facing the developers CN and CP.

The first building scheduled for construction will be a fourth Union Station for Toronto. It will be a combined transportation terminal to be erected on the present site of the CP Rail John Street coachyard and engine terminal. Completion of the new station is scheduled for three years after the commencement of construction. A new convention centre west of the new station, apartments north of the Fred Gardiner Expressway between Simcoe and John Sts., a new Massey Hall concert building are also scheduled in the first phase.

In later stages, a new English language production centre for the Canadian Broadcasting Corporation will be built north of Front Street between Simcoe and John. In time offices for 50,000 people and housing for another 22,000 will cover the marshalling yards from Yonge west to Bathurst.

The present Union Station is to be demolished to make way for office towers, but the Great Hall of the station may be retained as a showpiece. The City of Toronto has two years to make up its mind whether to retain the Great Hall of the building. Estimated maintenance costs for the structure if it was retained would be around \$100,000

a year. A suggestion has been put forth by Toronto Development Commissioner Graham Emslie that the Great Hall become a foyer for the office towers in the proposed complex, and that it also be used as a library branch.

The OMB stipulated a ceiling of 12-million square feet on the amount of commercial building space and told the city to produce independent planning evidence if it wants the ceiling raised. The city originally asked for a ceiling of 15,380,000 square feet. The high density was approved provided the railways undertake to seek the approval of both the Metro and City Councils for each proposed building. Metro Toronto has responsibility for major transportation facilities and should be allowed to check densities.

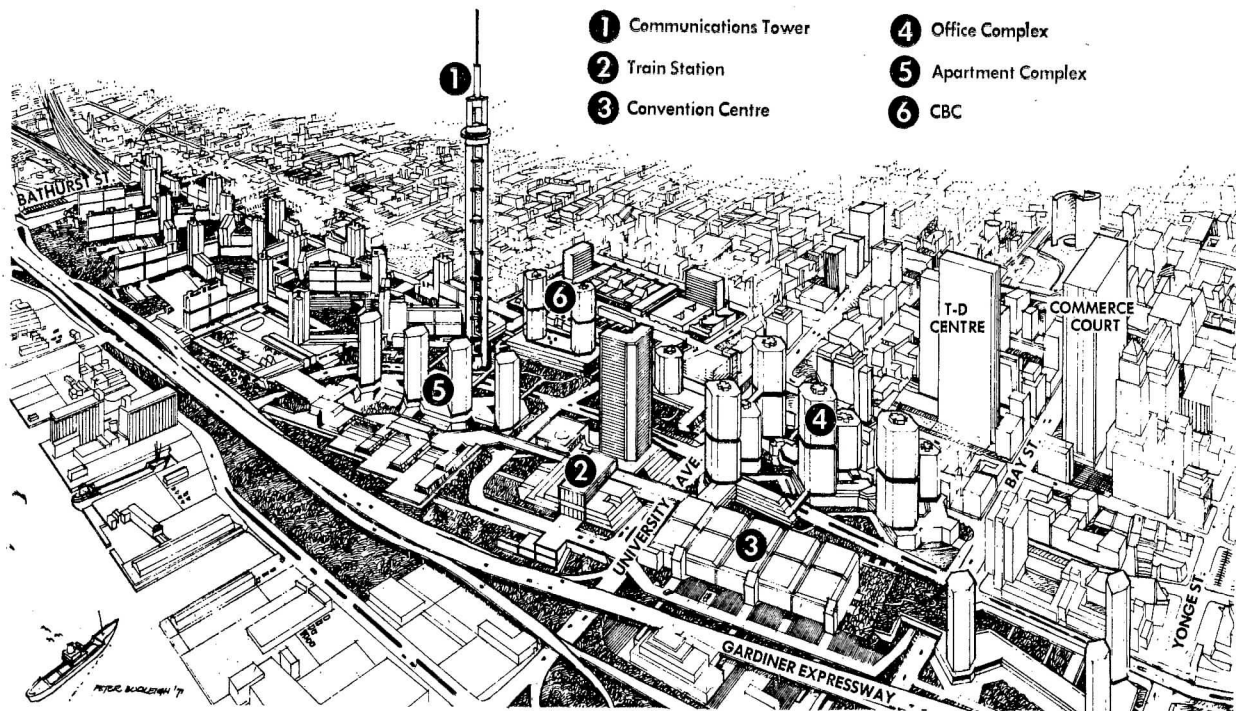
On October 12 the Toronto City Council approved a complex land-swap in which it gained the abandoned Toronto Belt Line right-of-way through North Toronto, a site for the new Massey Hall, and an acre of land at Front and Spadina. In exchange the developers gained most of the site of the present Union Station, the land occupied by Simcoe, Station and Rees Streets within the Metro Centre development, and a three-acre parking lot at Yonge and Lake Shore Blvd.

As construction on the 20-year Metro Centre Project proceeds, to where will the railways move their facilities? It is possible that Canadian National will establish a new coach yard and passenger engine terminal on the former freight yard land at Mimico, adjacent to the GO Transit Willowbrook facilities. What CP Rail will do for servicing facilities has not been ascertained at present.



CP Rail's John Street locomotive servicing facilities and coach yard will be the first railway buildings to be demolished in the first phase of construction of the Metro Centre Project. A new railway station and transportation terminal will rise in their place. Demolition work is expected to start next summer, and the railway station to be completed in three years.

(NEWSLETTER/Robert McMann)



Canadian National's sprawling Spadina engine terminal and coach yard will be among the last of the railway buildings to go under the wrecker's hammer as the Metro Centre Project gets underway. This part of the project will see high-rise apartments and housing for 22,000 people, and office space. The coach yard will probably be moved west to a new location at Mimico. (NEWSLETTER/Robert McMann)



EQUIPMENT NOTES...

CANADIAN NATIONAL MOTIVE POWER NOTES

* Canadian National has placed a \$17-million order with Diesel Division, General Motors of Canada Ltd. for fifty 2000 hp. GP38-2 diesel locomotives. The units (road numbers 5561-5610) will be delivered in the last half of 1973.

This order is noteworthy in that the units will incorporate CN's new locomotive cab design.

* The first of the 61 GP38-2 units ordered by CN for delivery starting the last quarter of 1972 are expected shortly. Details on these units are as follows: The order is being built under Diesel Division order number C-350. Units 5500-5535 will carry builder's numbers A2678-A2708; units 5536-5560 will carry builder's numbers A2819-A2843. Units are classed as GR-20b.

* The thirty M420 units on order from MLW will carry road numbers 2500-2529 and will be classed as MR-20a. Delivery on this order is expected in the second quarter of 1973.

* GFA-17a rebuilt diesel units outshopped from Transcona:

| New Road Number | Old Road Number | Date |
|-----------------|-----------------|-------------|
| 9154 | 9096 | Aug 17/72 |
| 9155 | 9040 | Sept. 6/72 |
| 9156 | 9060 | Sept. 20/72 |

* Diesel locomotive retirements:

850 -- GR-9a -- Aug. 14/72
853 -- GR-9a -- Aug. 14/72
8161 -- MS-10b -- Aug. 14/72
8116 -- MS-10a -- Aug. 20/72
8157 -- MS-10b -- Aug. 20/72
9013 -- GFA-15a -- Aug. 4/72
7900 -- GS-10a -- Aug. 4/72

* Transfers:

8472, 8224, 8225 Atlantic (Moncton) to Great Lakes (Spadina) Aug. 20/72.

* CN units on lease:

-- to Northern Alberta Railway:

4349 -- on lease Apr. 28/72; returned Aug 26/72
4342 -- on lease May 10/72; returned Sept. 24/72
4150 -- on lease May 10/72; returned July 31/72
4353 -- on lease July 31/72; returned Aug. 4/72
4344 -- on lease Aug. 5/72

-- to Burlington Northern (Winnipeg):

4300 -- on lease Sept. 27/72

* Leased C&O units returned to owner:

5954 -- Aug. 7/72 St. Lawrence Region
6183 -- Aug. 7/72 St. Lawrence Region
6027 -- Aug. 7/72 St. Lawrence Region
6155 -- Aug. 7/72 St. Lawrence Region
6037 -- Aug. 7/72 St. Lawrence Region
6147 -- Aug. 7/72 St. Lawrence Region
6194 -- Aug. 8/72 Mountain Region
6197 -- Aug. 8/72 Mountain Region
6045 -- Aug. 8/72 Mountain Region
6163 -- Aug. 8/72 Mountain Region
6172 -- Aug. 8/72 Mountain Region
5934 -- Aug. 8/72 Mountain Region
6150 -- Aug. 8/72 St. Lawrence Region
6026 -- Aug. 10/72 St. Lawrence Region
6030 -- Aug. 11/72 St. Lawrence Region
6158 -- Aug. 11/72 St. Lawrence Region
6192 -- Aug. 14/72 St. Lawrence Region
6033 -- Aug. 14/72 St. Lawrence Region
6050 -- Aug. 14/72 St. Lawrence Region
6189 -- Aug. 15/72 St. Lawrence Region
5922 -- Aug. 15/72 St. Lawrence Region
6025 -- Aug. 16/72 Mountain Region
6177 -- Aug. 16/72 St. Lawrence Region
6140 -- Aug. 16/72 St. Lawrence Region
6156 -- Aug. 16/72 St. Lawrence Region
6160 -- Aug. 16/72 St. Lawrence Region
6247 -- Aug. 21/72 St. Lawrence Region
6095 -- Aug. 21/72 Mountain Region
6193 -- Aug. 21/72 Mountain Region
5955 -- Aug. 23/72 St. Lawrence Region
6051 -- Aug. 23/72 St. Lawrence Region

* CN has leased eight C&O GP9 units and has assigned them to Calder Yard, Edmonton. The units were on lease from Sept. 30 and are the following: 6027/6033/6050/6140/6150/6158/6166/6189.

* CN has leased fifteen DM&IR SD9 units and they have been assigned to Winnipeg. Units 190/192/193 arrived Oct. 3, units 111/124/139/162/171 on Oct. 10. Seven more are expected.

CANADIAN NATIONAL EQUIPMENT NOTES

* CN has placed a \$2.7-million order with National Steel Car Corp. for 140 70-ton, 18-foot-door boxcars. Delivery of these cars will commence in January. This order is in addition to an earlier order for 300 similar cars placed with National Steel Car.

* Currently being delivered to CN's American subsidiaries are some new 50-ton 36' cabooses with electric lighting. The cars are being built by International Car Co. Central Vermont is getting 10 cabooses (CV 4040-4049) and Grand Trunk Western is getting five (GTW 75960-75964).

* Recently delivered to CN for use in Newfoundland was a 70-ton locomotive crane. The unit was built by American Hoist & Derrick Co. Road number is 3356.

* CN has placed an \$800,000 order with Atco (Quebec) Ltee for 122 mobile housing units to accommodate railway gangs working in remote areas. Delivery is to commence in the first quarter of next year. The 10'x34' units, which replace old freight and passenger equipment used for crew accommodation, can be mounted on flat cars for rail transport, on wheels for highway travel or on foundations.

* Canadian National has sold business car 93 to the T. Eaton Co., which following some restoration work, donate the car for display at a Canadiana museum in Calgary.

The car was turned over to John Craig Eaton by CN vice president Keith Hunt in a ceremony in Toronto on September 16. The car was built in 1916 by Pullman for Sir John C. Eaton and named Eatonia. The car was used by the Eaton family for travel and carried relief supplies to Halifax in 1917 following the famous munitions ship explosion which devastated the city. In 1930 the car was sold to CN and numbered 96. In 1955 the car was renumbered to 101 and assigned to the Federal Government for VIP service. It received its present number in 1958.

* CN has leased some passenger equipment to the U.S. National Railroad Passenger Corp. (Amtrak). The following equipment was inspected by Amtrak officials in Toronto and Montreal on November 7 and 8 respectively: Toronto: Mount Edith Cavell/Mount Tekarra/Mount Resplendent/Battle River/Moose River/Dauphin River/Torch River/Churchill Falls/Burrard/diners 1345/1339/1350/1343/club lounges Vogue/Gaiete/Bon Soir/Harmonie/and Thunder Bay/Chaleur Bay. Montreal: sleepers Mount Robson/Mount Albreda/Mount Fitzwilliam/Terra Nove River/Warpath River/Grande Riviere/Riviere Cloche/ Naiscoot River/Riviere St. Francois/Belle River/Deep River/Petawawa River/Chilcotin River/Clearwater River/Nechako River/Glace Bay/ Sissiboo Falls/Topsails Falls.

Following the inspections, the cars based in Toronto were moved to Buffalo in the early morning hours of November 8 and were turned over to Penn Central at Suspension Bridge. The Montreal-based equipment was deadheaded to Toronto November 8 and 9 and moved to Buffalo on November 10. Total number of cars on lease: 37.



Four leased C&O GP9's (6045/6197/6037/6194) are led down the Niagara Escarpment at Dundas, Ontario by two CN SD40's (5009/5039). (John B. Ross)

CP RAIL MOTIVE POWER NOTES

* CP Rail has leased twenty F7 mixed A and B units from C&O/B&O of the following 21 units listed:

F7A units: 4472/4487/4502/4503/4517/4577/4580/4587/4622/4630/4646/4648

F7B units: 5420/5424/5429/5447/5448/5495/5498/5515/5529

Units are maintained at Winnipeg.

* CP Rail has leased three additional Precision National units. Units 117, 137, 145 have been assigned to St. Luc for maintenance.

* The leased power stored serviceable by CP Rail at various depots across the country has been returned to service.

* LS&I U23C units leased by CP Rail out on temporary lease to British Columbia Railway include the following: 2301/2302/2304.

* Builder's numbers for the new SD40-2 units 5629-5668 are as follows:

Units 5629-5658 -- EMD 72657-01 to 72657-30

Units 5659-5668 -- DD A2872 to A2881

See Equipment Notes, page 156, October NL for maintenance assignments for these units.

* RDC 9200 has been transferred from Montreal to Toronto for service on trains 321/322.



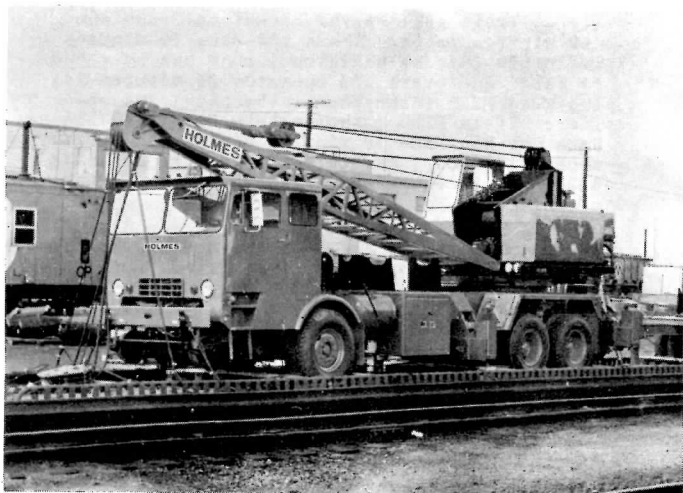
CP Rail has leased twenty assorted F7 units from C&O/B&O to ease its motive power situation over the winter months. Here some of these units stand around at the diesel shops at Agincourt Yard awaiting assignments. (Robbin Rekiel)



One of the new Canadian Wheat Board covered hopper cars goes down the hump at Agincourt Yard. CPWX 600702 is one of some 1700 hopper cars out of 2000 being built assigned to CP Rail. (Robbin Rekiel)



Penn Central 7430 leads three B&O F7's (4517/4503/5448) on the Starlite westward past Agincourt Station. (Robbin Rekiel)



This Holmes mobile truck crane is one of CP Rail's newest pieces of maintenance of way equipment. The 50-ton crane achieves mobility on road or rail. For rail use, four axle-flanged wheel sets are lowered. Two of these may be seen under the cab. (Robbin Rekiel)



Two leased units ease a train into the "A" receiving yard at Agincourt. The units are PNC GP7 116 and B&O F7B 5498. (Robbin Rekiel)

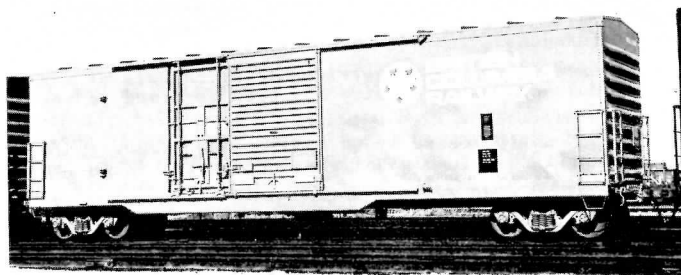


Still lettered for its former owner (L&HR), Essex Terminal's recent motive power acquisition, Alco C420 #22, switches the CP Rail interchange in Windsor, Ontario. (Norman Herbert)

BRIEFLY.....

* Quebec Cartier Railway has placed an order for three additional specially modified low speed drag M636 units for ore train service with MLW Industries. Road numbers will be 74/75/76.

* MLW Industries has a repeat order from Ferrocarril del Pacifico S.A. of Mexico for eight more M636 units. Road numbers for these units will be 659-666.



A new 50' lumber products boxcar built by National Steel Car shows off the new logo for British Columbia Railway. The car is light green with white lettering. Similar cars built for international service are dark green with BCIT as reporting marks. These are numbered 40400. (David M. More)

* British Columbia Railway has increased its motive power order with MLW Industries to the following: 14 M630 units and 8 M420 units.

* Builder's numbers for the B.C. Hydro EMD-built SD38-2 units 382-383 will be 71606-01 and 71606-02.

In Ontario, train M278 (Sioux Lookout-Thunder Bay) runs one hour earlier. Train 686 (Winnipeg-Thunder Bay) now runs one hour earlier and train 687 runs 20 minutes later. RDC runs 641/642 (Toronto-Niagara Falls) now arrives in Niagara Falls 14 minutes later. Trains M272/M273 (Hearst-Nakina) operate one hour earlier.

The westbound Super Continental now leaves Montreal one hour and 25 minutes earlier, and from Toronto 50 minutes earlier. It arrives in Vancouver 55 minutes later. The eastbound Super Continental leaves Vancouver one hour and ten minutes earlier. It arrives in Toronto one hour and ten minutes later and in Montreal two hours and five minutes later.

In the west, trains 91 and 93 (Winnipeg-The Pas) leave Winnipeg 15 minutes later. Mixed trains M294 and M295 (Wabowden-Churchill) run one hour earlier. Train M293 (Hudson Bay-Prince Albert) runs one hour earlier. Train 688 (Saskatoon-The Pas) leaves Saskatoon one hour and 35 minutes later and arrives in The Pas 35 minutes later. Train 689 runs one hour later. Train M290 (Lynn Lake-The Pas) runs two hours later and train M291 runs one hour earlier. Train 681 (Regina-Saskatoon) runs one hour and 40 minutes later. Train 682 runs 20 minutes later. Train 680 (Regina-Saskatoon) runs one hour and 45 minutes later and train 683 operates 25 minutes later. Trains M284/M285 (Winnipegosis-Dauphin) run one hour earlier. Train M280 (Osborne Lake-Flin Flon) leaves Osborne Lake one hour and 30 minutes earlier and arrives in Flin Flon 2-1/2 hours earlier. Train M281 leaves Flin Flon 30 minutes later and arrives in Osborne Lake 30 minutes earlier.

In British Columbia train 91 (Jasper-Prince Rupert) leaves Jasper 40 minutes later and arrives in Prince Rupert two hours and 20 minutes later. Train 92 leaves Prince Rupert two hours and 25 minutes earlier and arrives in Jasper 45 minutes earlier.

There were few CP Rail changes. Train 418 (White River-Sudbury) now leaves White River one hour and 50 minutes earlier and arrives in Sudbury one hour and 45 minutes earlier. The eastbound Atlantic Limited now runs one hour and 45 minutes later. Trains 301/304, formerly operating from Calgary to Edmonton, now only run as far as South Edmonton.

* Canadian National introduced Dayniter coaches on the overnight Toronto-Montreal trains effective with the time change October 29. The deluxe coach accommodation is offered passengers at a premium of \$2 in addition to the regular coach fare. An additional fifteen coaches are to be converted to Dayniter coaches by CN for introduction on other long-distance trains next year.

PASSENGER TRAIN NEWS

* Two hours late! The first Amtrak Washington-Montreal train arrived at Central Station in Montreal late on its very first run September 30 because thousands of New Englanders jammed stations enroute to greet it and even toast it with champagne. Officials in Springfield, Mass., served champagne to people who greeted it in the pouring rain at 1:30 a.m. At White River Junction, Vt., 300 citizens cheered the Montrealer at 6:00 a.m. after staying up all night to paint the old station. 700 people were on hand at St. Albans, Vt., and crowds up to 500 at nine other stations kept delaying the train with welcoming ceremonies.

The train arrived at Central Station track 13 at 11:30 a.m. The consist of the train was as follows: Amtrak E8 diesels 4036/4316/4038 in the new colours-Amtrak cars 7001/7003/3952/5611/5613/7000/8300/2633/2619/2616/8301/2608/2606/3212.

One amusing incident occurred when one man who got aboard in Washington just for a look at the train would up in Montreal. "It was a spur-of-the-moment thing," he said. "I didn't know I was going to go all the way."

* Sunday, October 29, 1972 was once again the day for timetable changes on both of Canada's two major railways. Here are some of the changes shown in the new timetables.

Canadian National changes were numerous. Starting in the Atlantic provinces, the eastbound Ocean now runs 40 minutes later, with the westbound run departing Halifax 25 minutes later. Train 119 (Matapedia-Gaspe) now leaves Matapedia 25 minutes later and arrives in Gaspe 20 minutes later. Train 118 leaves Gaspe 30 minutes later and arrives in Matapedia 25 minutes later. Train 619 (Moncton-Edmunston) runs 20 minutes later. Train 617 (Edmunston-Quebec) runs 20 minutes earlier. Trains 611, 612 and 613 (Moncton-St. John) run 30 minutes later. Train 614 runs 20 minutes earlier.

In Quebec, train 176 (Quebec-Chicoutimi) now runs only on Mondays. The Tuesday, Wednesday and Friday service is now only provided between Quebec and Riviere-a-Pierre by train M276. Train 177, which used to run Tuesdays and Thursdays only, now runs Saturdays only. A train 199 used to provide the Saturday service and train M275 now runs between Riviere-a-Pierre and Quebec on Tuesdays and Thursdays. Train 74 (Cochrane-Quebec) leaves Cochrane 20 minutes later and train 75 arrives in Cochrane 30 minutes later.

* Canadian National has announced that the Turbotrains will be returned to service by March, 1973. CN president N. J. MacMillan said that he expects "satisfactory service" from the trains. The three trainsets that will be used in the Toronto-Montreal have received more than 100 modifications that have cost several million dollars.

* Metropolitan Toronto may soon have commuter rail services on two railway lines not now seeing regular commuter train services for the public. Dr. Richard Soberman, director of the Metropolitan Toronto Transportation Plan Review, told a transportation seminar at York University October 24 that "very serious consideration and study" is being given to planning the operation of commuter rail services on the CP Rail line between Streetsville on the west and Malvern on the east, and the CN Newmarket Sub to Richmond Hill. Dr. Soberman said he believed it unlikely that there would be any more conventional subway lines built in the Metro area. He expected serious limitations on the use of autos in downtown Toronto to be one outcome of the two-year study of Metro transportation facilities which is being completed by his team.

* GO Transit placed in service on October 30 an eight-car train of ONR Polar Bear Express coaches (purchased last year from the Norfolk & Western). The consist of this train, as observed by Steve Danko on November 1 westbound at Scarborough, was as follows: CN GP40 4016/, CN steam generator car/ON835/842/840/833/834/831/836/832/CN GP40 4017.

This push-pull train of conventional equipment operates rush-hours only. It arrives in Toronto at 0737 from Pickering and 0907 from Oakville and operates in the afternoon on trains leaving Union Station at 1613 and 1913 for Pickering and 1743 for Oakville. The coaches are lettered "Polar Bear Express" in large white letters flanked by two white polar bears on the sides of the coach beneath the windows. The Ontario crest and GO crest appear beside either vestibule. The two leased GP40's provide the power to match the acceleration, braking and top speed of conventional GO equipment. The GO commuter stock displaced from this train has been distributed around to provide extra capacity on other trains.

* 1000 GO Transit commuters were temporarily delayed in arriving for work on November 14 when power failed on an inbound train from Hamilton to Toronto Union Station. With the power failure, traced to the auxiliary diesel engine on the GP40TC diesel unit, the doors would not open. It took ten minutes for workmen to open the train doors from the outside. An investigation was started to determine the cause of the power and door failure.

* November 1, 1972 saw the start of the trail commuter service from Barrie to Toronto on CN's Newmarket Sub-division. 113 first-day passengers arrived at Union Station aboard the eight-coach train, and they were given complimentary white carnations and souvenir tickets by CN hostesses. The trial service from Barrie to Toronto continues operations to December 22.

* In these days of declining rail passenger statistics, there is one passenger train whose patronage keeps on growing. This is the Toronto-Stouffville commuter service (trains 990/993) which was launched on June 28, 1971 with a single RDC unit giving a capacity of 89 persons. Within six months, a second RDC unit had to be provided, and now, CN has decided to operate three RDCs for a total capacity of 190.

* Happy Train patrons of CP Rail's Montreal-Vaudreuil commuter service have a new way of passing the time on the way from work to home in the afternoons. CP Rail has introduced a new bar car service on the 1719 afternoon train to Vaudreuil--one with an automatic drink dispenser capable of turning out 240 straight or mixed drinks an hour.

The bar car itself is a converted Budd stainless-steel parlour car--6622. It has been named the Alouette Room in memory of the former restaurant lounge in Windsor Station which was a favourite haunt of commuters. The car has 34 comfortable chairs and a six-foot bar presided over by a bartender who operates the electronic drink dispenser. Drink tickets are \$1.50 for any combination or straight shot on the list. There are 10 straight drinks or 17 cocktails.

CP Rail is giving the automatic bar car a three month trial. It may be introduced to other trains, depending on what the reception is on the commuter run. The bar car began its runs November 3.

"I see you have a new commuter car!"

(Montreal Star)



"The streetcar is alive

and well

and running in Toronto."

"Have you sampled that new form of transportation yet at the Exhibition? Imagine, a brand-new type of public transit, which is smooth, quiet and pollution-free! This new form is quite novel--the vehicle people ride is supported by steel wheels running on two steel rails, propelled along by an invisible force which is collected by a little wheel running against an overhead supported wire. This force used to move the car--it also gives light and heat. I heard its name down at the Exhibition run --Electricity! What will they think of next?"

Such may have been some of the thoughts and comments of visitors to the Toronto Industrial Exhibition as they rode the demonstration electric railway line of Charles J. Van Depoele into the fairgrounds from Strachan Avenue. This little line pointed the way to successful operation of electric-powered railway vehicles in city streets and across country 88 years ago. The electric railway industry rose to prominence in North America within the space of a generation, only to succumb to the inroads of internal combustion-powered vehicles, again within the space of scarcely two generations. Now the electric powered street railway vehicle is a rare bird and a curiosity. There are only nine cities in English-speaking North America which still operate the electric streetcar, and Toronto is the only city in Canada still operating them.

It now appears that the streetcar is alive and well and running in Toronto and will continue to do so for many years to come. The streetcar's place in Toronto's transportation sun has been assured.

On November 7, 1972, the five-man Toronto Transit Commission decided to retain streetcar operation on all Metro Toronto routes so presently served--with the exception of one route--ROGERS ROAD. The commission had accepted in principle a long range plan to phase out streetcars on a number of routes by 1976. The routes involved were ST. CLAIR, EARLSCOURT, ROGERS ROAD, DUNDAS, CARLTON. The first three routes named were to have been removed in stages in conjunction with the North Yonge Subway Extension openings to York Mills Station in March 1973 and to Finch Station in April 1974. On August 1, the TTC had approved in principle the abandonment of the ST. CLAIR route east of the Yonge Subway (Mount Pleasant Road trackage) and ROGERS ROAD. [See August NL, page 127.]

What happened between August 1 and November 7 to cause the Toronto Transit Commission to change its mind? Part of the answer may be explained by two words: "people power". In the past few years in Toronto, citizen groups have been instrumental in the decision-making processes of government. Such groups played a major role in the decision by Premier William Davis to cancel the Spadina Expressway, and in the recent Metro Centre Project deliberations by the Toronto City Council and then the Ontario Municipal Board.

An action group was formed of concerned people interested in keeping streetcars, under the sponsorship of Toronto Ward 10 Alderman Paul Pickett. An initial meeting was held in Toronto City Hall on October 4, when the aims and the name of the group were announced. The group is called "Streetcars for Toronto" and their aims are: (1) to promote the continued use and upgrading of "popular, efficient, pollution-free" streetcars; (2) to promote the development of new streetcar equipment and service, including cars and use of reserved rights-of-way; (3) to promote the recognition of the unique cultural and historical value of Toronto's trolleys as an asset for residents and visitors.

A chairman for the group was selected (Dr. Andrew Bie-miller of the University of Toronto) at the first meeting. A second meeting was held on October 17 at which time an outline of a formal brief was presented. This brief went into detail on why streetcars should be saved. The main points made were as follows:

* The TTC was reviewing their decision on the proposed abandonment of trolley service on five routes.

* Toronto's mixed mode of transit operations has continued to attract riders while systems elsewhere have experienced declines in ridership. The net result is that Toronto has the second highest number of annual riders of any system in North America, despite the fact that many other metropolitan areas are larger.

* Operationally, trolley cars outperform buses in respect to passenger capacity per unit, capacity per route, loading speed, and average operating speed.

* The proposed substitution of trolleycoaches and buses for streetcars on the ST. CLAIR, EARLSCOURT and ROGERS ROAD routes reflects these disadvantages insofar as passenger capacity west of Yonge Street would be reduced 17% while the number of transit vehicles on the streets would increase by 24%. No operational advantages were to be achieved by the substitution of trolleycoaches for streetcars on the ST. CLAIR route east of Yonge.

* Financially, the substitution of trolleycoaches and buses for streetcars would cost approximately \$6.5-million over 15 years, compared to a little over \$2-million of refurbish streetcars were used or \$4.5-million if a mixed fleet of new and refurbished equipment were used.

* The substitution of buses for streetcars means asking the public to pay more for a less popular and more crowded form of transit.

The brief was presented to the Public Works Committee of the Toronto City Council and to the Toronto City Council for endorsement. It received endorsement handily, being approved by the latter body on October 25.

The brief was presented formally to a meeting of the five TTC commissioners on November 7. Surveying the public response in favour of streetcar retention, and the carefully-researched information presented in the brief, the five-man commission decided the streetcar's future.

The key motion of the day was made by Commissioner Gordon Hurlburt who proposed "that the ST. CLAIR streetcar line east and west of Yonge Street, including Mount Pleasant, be retained as is, on the understanding that there is at the moment no definite plan for the removal of any other streetcar line with the exception of ROGERS ROAD." This was seconded by TTC vice-chairman David Lacey, who said, "we have now decided to abandon the streetcar abandonment program." The motion passed unanimously. The commissioners asked for a staff report on the feasibility of the conversion of the BAY diesel bus route to trolleycoach operation, using some of the 39 coaches to become surplus with the opening of the North Yonge Extension to York Mills. The commissioners also approved a motion instructing the TTC management to begin a survey of potential manufacturers of new streetcar vehicles.

In commenting on the Commission's decision, TTC Chairman Franklin I. Young said, "it is a re-affirmation of the Commission's confidence in the streetcar as one of the most efficient public transportation vehicles in service, and the Commission's action insures the future of streetcars in our city for a long time."

"We were considering the abandonment of streetcars on only two specific routes, but, in fact the issue was much broader. The real decision was whether or not to continue the gradual phaseout of streetcars that began with the replacement of streetcar routes made redundant by Toronto's subway system. The Commission's decision brings the phase-out program to a stop, at least until future rapid transit lines are built along present streetcar routes."

"While economic factors alone may have pointed to streetcar abandonment as the solution, the Commission also considered environmental questions and the support for streetcars expressed by elected representatives, responsible organizations and the public. There's no question about the popularity of streetcars in Toronto. Management put all the alternatives before us, and I'm confident the decision was the right one for our community."

Thus the trolley car's future in this town seems assured. There will still be electric streetcars around in Toronto on August 15, 1992 when the 100th anniversary of electric traction in this city will be celebrated.

TRACTION TOPICS

Edited by Michael W. Roschlau.

* Ontario Premier William Davis has recommended that the TTC test out a new rapid transit concept which would carry passengers in trains supported on a magnetic cushion, propelled by electric linear induction motors.

Krauss-Maffei A.G. of Munich, West Germany, demonstrated a prototype employing these ideas to Premier Davis during his European visit last August. This system is designed with two magnetic rails on the underside of a concrete track with arms extending around and underneath. Magnets installed on the end of each of the arms lie directly under the magnetic tracks. When powered, the magnets are attracted to, but do not quite touch the rails, causing the vehicle to lift 0.4 to one inch off the track and "float".

It would cost taxpayers of Metro Toronto millions of dollars to replace conventional duorail subway vehicles for the proposed Spadina rapid transit line with these new magnetic trains.

* The possibility of building a rapid transit line into the northeast portion of Scarborough is one topic that was discussed when Ontario Premier William Davis met with Franklin I. Young, Toronto Transit Commission chairman, on November 22. This would involve an extension from the Warden Ave. terminal of the Bloor-Danforth Subway to the proposed Pickering Airport. TTC commissioner Gordon G. Hurlburt estimated that it might cost approximately \$15-million per mile--an overall cost of \$225-million to reach the airport. He said that it would probably take ten years for the completion of the Malvern housing development, the \$400-million Scarborough Town Centre, the new Metro Toronto Zoo, and Cedarvale development in Pickering.

One of several possible routes would be along an unused railway right-of-way from Warden Ave. straight through residential sections of Scarborough, and towards Pickering, the route is through open land.

* The Toronto Transit Commission has approved the purchase of a \$345,000 wall-washing train for the subway system. It will be comprised of two vehicles, RT16 and RT17, which will be built partly by Nippon Sharyo Kaisha of Japan and Dominion Foundries & Steel Ltd. of Hamilton. Final assembly will be done by TTC forces. The two-car train will be pulled by the TTC locomotive RT12.

* Spadina notes: The Toronto City Council has decided to fight Metro Toronto's decision to build the proposed Spadina rapid transit line through ravines instead of under Bathurst St. (See October NL, page 158.) Metro has already received approval to spend \$1.8-million in design work for the first section of the line south from Wilson Ave. to Eglinton Ave. W.

Thirty-four years of air-electric PCC car operation in Toronto came to an end on September 28, 1972, when the last of its breed, CCF/St. Louis built car 4199 was retired by the TTC. During its lifetime, 4199 travelled a total of 1,130,964 miles on the streets of Toronto.

(RIGHT) Just before rolling her last mile and leaving the streets of the city forever, 4199 was caught for posterity, standing on Wychwood Avenue, on the evening of her last day of operation on September 28, 1972. 4199 lies in dead storage at St. Clair Division.

(NEWSLETTER/Robert McMann)



* It has been suggested that the BATHURST streetcar line be rerouted to provide a direct service from Bathurst subway station to the downtown business district. Karl Mallette, former TTC commissioner, said that the BATHURST car provides service for few people south of King St. except during the Canadian National Exhibition. It would be more useful to have the BATHURST cars turn east on King St. and provide a direct link with the high-rise office area downtown.

* An unprecedented boom in passengers has resulted in the TTC postponing a fare increase for an indefinite period of time. The present rate will remain in effect for at least another year. During the first nine months of this year, passengers riding the TTC had increased by 10.6-million. Another daily record was achieved on Friday, November 10 when the system collected 1,325,000 fares.

About 80 out of 325 companies in the downtown core are willing to consider staggered work hours to relieve transit congestion. Three of these firms, all insurance companies, report that the new system of employees coming to work at staggered hours is working well.

* Etobicoke Controller David Lacey and Scarborough Controller Karl Mallette resigned from the TTC on November 7 because of a possible conflict that might disqualify them from running in the December 4 municipal elections. This means that the commission is reduced from five to three members.

* In Montreal, with Metro planners hard at work establishing a critical path for the MUUCT Metro's southwestern extension of Line 1 through Verdun to the terminal point near Angrignon Park in Cote St. Paul (see August NL, page 128), the engineers are faced with unusual topographical challenges. The tunnels must accommodate the change in surface levels, the rise from Lower Westmount in particular. Also involved is the construction of an underground "garage" for subway cars.

* On the morning of Monday, October 2, 1972, a train of the Bay Area Rapid Transit (BART) System in Oakland, California, approached the Fremont terminal normally at 1015. It slowed almost imperceptibly, then suddenly picked up speed and zoomed forward. The lead car smashed through a sandbox-like barrier at the end of the rails, ripped into a wire mesh fence and dropped nose-first down a 20-foot embankment at the edge of the station parking lot where it came to rest at a 45° angle. As the first car raked over the asphalt lot, the underside was torn away, scattering electronic components and gears over a wide radius. It dug a two-foot hole in the pavement.

There were 15 people aboard the two-car train of which four passengers and the train attendant were injured. According to an inquiry, the train lunged forward into Fremont Station at an estimated 60 mph rather than the regulation 27 mph. The train attendant tried repeatedly to stop the train by manual means, even as going as far as to remove the key that activates the control panel.

Personnel of BART, Westinghouse, creator of the automatic train control system, and the Rohr Corporation, builder of the cars, were immediately put to work investigating the malfunction.

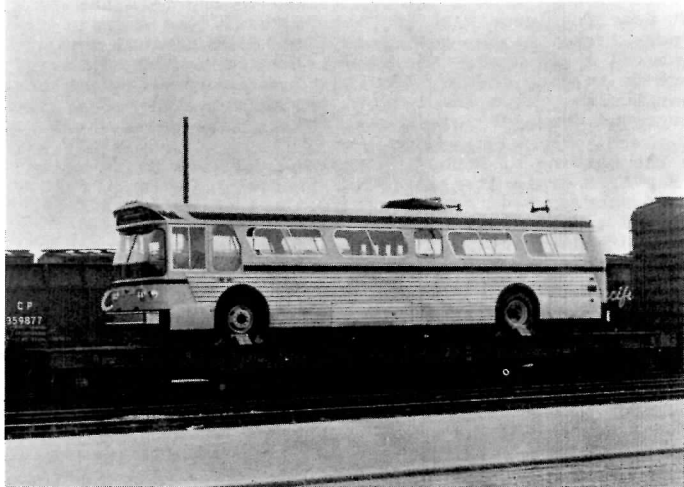




TTC railgrinder W28 occupies the tail track on Rogers Road at Bicknell Loop, while PCC 4535 leaves the loop for an inbound trip to St. Clair and Oakwood.

(Two photographs -- Robbin Rekiel)

One of Hamilton Street Railway's new trolleycoaches is sitting on a flatcar at CP Rail Agincourt Yard, enroute from builder Western Flyer Industries of Winnipeg.



NEW POSTAL ZONE CODE

Sharp-eyed readers will have noted a slight change in the masthead of this issue. What has been changed is the addition of numbers and digits following the addresses in the masthead to denote the new postal zone codes. The Canada Post Office introduced its new postal code system in the Metropolitan Toronto area during November. Society members living in areas of Canada where this new postal code is in effect are requested to show their new zone numbers on their 1973 renewal forms and use their code and the Society's code (MSW 1A2) on any correspondence to the Society.

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Ted Wickson
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* The Kitchener Town Council recently approved the scrapping of the King St. trolleycoach line linking Kitchener and Waterloo which has been operating since January 1947. The final run is unknown but January 1973 may be the proven fate for the last electric line in Waterloo County, as King St. will be torn up for the replacement of water, sewer and gas lines. So the trolleycoaches will sit in Kitchener Junction the same way as their predecessors--the streetcars--never again to run along King St.

A subway system has been ruled out for the Kitchener-Waterloo-Galt area at least for the next 20 years. A different kind of rapid transit on its own right-of-way is urged, however. It would probably run parallel to the existing King St. - Highway 8 corridor.

* The St. Louis Car Company, manufacturers of 130 Highliner electric rail commuter cars for the Illinois Central Gulf Railway Company in Chicago, reportedly lost \$8-million recently on this and one other rolling stock order. Car company officials are either going to close the plant or enter other fields of endeavour. They will not therefore bid on a second project proposal to build fifteen additional Highliners for the ICG.

SHORT TURN: The TTC has been urged to help cut down the number of drinking drivers on New Year's Eve by providing free transit from 8:00 p.m. on December 31 to 4:00 a.m. on January 1....It has been suggested that the TTC enclose Warden Terminal enough to protect the passengers from cold winds in the winter....Construction of a \$50,000 elevated walkway from Teesdale Place to the Victoria Park Station has been approved by the TTC....The TTC is spending \$800 on escalator traffic signs in an attempt to speed up pedestrian movement in 28 subway stations. The signs encourage people who want to walk up the escalators to keep to the left....Funeral services were held October 25 for John L. Vardon, 41, director of transportation planning for the Metro Toronto Planning Board, who died in Sunnybrook Hospital on October 22 after the second of two heart attacks....Scrapping has been authorized by the TTC for the following PCC cars--4199/4275/4703/4735/4745....TTC operators will take part in two medical experiments in December of this year--one involving the lead level in their blood caused by motive vehicle exhausts and the other on the effectiveness of Vitamin C in reducing illness....The first of the order for new trolleycoaches for Hamilton Street Railway have been seen outside Canadian General Electric's Islington Ave. plant. They are painted in yellow with black stripes, contrary to the dark red and cream colour scheme of the older buses. Trolley poles, fleet numbers and HSR decals will be affixed in Hamilton.... More cars of the Massachusetts Bay Transportation Authority have been repainted in the new green and white colour scheme: 3081/3084/3089/3093/3271.

Readers' Exchange

WANTED: Slides, prints and builder's plans of Canadian National CLC-built locomotives CPA-16-5 6700-6705 and CPB-16-5 6800-6805. J. K. Burbidge, 930 Sadler Crescent, Ottawa, Ontario K2B 5H7.

WANTED: UCRS Bulletins Nos. 21, 22, 34, 43, 50, 52, 54; Railway & Locomotive Historical Society Bulletins Nos. 23, 39, 51; and any information concerning the Durham (Ont.) Switching Line Company. D. E. Stoltz, 7 Woodlawn Ave., Ottawa, Ontario K1S 2S8.

WANTED: Modern Tramway Nos. 1-82, 98, 103; Tramway Review Nos. 1-3, 6, 14. Charles McLeod, 2A Mattice Road, Islington, Ontario.

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.

Jan. 26: Regular meeting. To be announced.
(Fri.) [NOTE CHANGE OF DATE FOR THIS MEETING ONLY.]

Hamilton Chapter meeting, 8:00 p.m. in the CN James Street Station, James Street North.