

newsletter

Upper Canada Railway Society



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newsletter

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Upper Canada Railway Society



EDITOR -- Robert D. McMann
CONTRIBUTING EDITORS -- Charles O. Begg
John D. Thompson
Michael W. Roschlaw

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RAILWAY NEWS AND COMMENT

CP RAIL INAUGURATES TRAIN TO WAYSIDE RADIO SYSTEM ON ITS REVELSTOKE DIVISION

A new "point-to-train" radio system--the first development of its kind for CP Rail--has been put into operation on the railway's Revelstoke Division between Kamloops and Field, British Columbia. The recently completed radio network gives dispatchers at Revelstoke direct voice contact for the first time with trains on the move anywhere on the 254-mile division, as well as with maintenance gangs along the right of way and the railway's motor vehicles on adjacent highways.

Designed to supplement existing signalling and communications systems, the point-to-train radio system is expected to improve control of train movements and upgrade service through the tough mountain region.

A land line connection links the dispatching centre with new VHF radio base transmitting stations at Pritchard, Carlin, Sicamous and Three Valley to the west and Albert Canyon, Glacier, Rogers, Golden and Field to the east. Plans are now underway to replace the land line between base stations with radio which will increase reliability of contact during adverse weather conditions.

"This new ability to communicate by radio directly with the enginemen and maintenance of way crews enables our operating personnel to minimize train delays and will help to keep traffic through the heavy winter snowfalls. Thus, it's also going to improve service to our customers," said J. D. Bromley, general manager, operations and maintenance, Pacific Region, CP Rail.

The new system is expected to eventually eliminate the need for trackside telephones at points along the line. It can also be used to supplement the centralized traffic control system which arranges train meets by remote control of signals and power-operated track switches.

Aboard trains the system utilizes the same mobile radios with which CP Rail locomotives have been equipped since the mid-60s, mainly for end-to-end communications between enginemen and conductors.

Each of the nine new base stations has a 100-foot aerial and an equipment building housing two transmitter receivers, one of which serves as a backup.

"Base stations were located to give the dispatcher immediate radio access to virtually every point on the line--as well as nearby highways--regardless of terrain," explained T. E. Munford, manager of communications, CP Rail.

To call a train, maintenance crew or a supervisor in his automobile, the dispatcher merely selects the nearest base station by pushing a button, and requests the called party to answer. To speak to the dispatcher, the radio operator on the line transmits a signal to the nearest base station which signals the dispatcher that he is being called.

ALL ABOUT THOSE CP RAIL TELEVISION COMMERCIALS

Those minute-long CP Rail television commercials that leave CFL referees standing dumb, looking at the hash marks, while the Canadian Pacific corporate image is fed to the Canadian television audience, made their appearance this autumn on regular Canadian Football League telecasts, including the Gray Cup.

While the actual network running time was scarcely sufficient to allow armchair quarterbacks to nip to the fridge for a cold pint, it took months of hard work to produce them.

Of nearly 40 ideas submitted late last autumn (1971) as possible themes, only four wound up "in the can."

The wackiest of the four stars was a magic briefcase, which when rubbed, after the fashion of Aladdin's lamp, went "POOF" and sent a fellow hurtling through the Canadian countryside and landed him atop a flatcar in a highballing freight.

Even Aladdin would have blanched a little at that kind of magic. And it would be a rare railwayman that would fancy a high-speed ride on a flat car.

But, wait a minute! The flat car ride was only part of it. Another rub landed the fellow smack in a room in the Royal York Hotel in Toronto.

And if he was not big on hotel rooms, or Toronto for that matter, another tiny rub and "ZAP", he was basking in the breezes of Wolfe's Cove at Quebec aboard CP Ships CP Ambassador.

Now, if the bounding main was not his cup of tea he could give the old briefcase yet another stroke and "WHAMO" he was on the roof of a CP Transport van poking through the Rouge Valley near Toronto.

And so the magic of the briefcase went; "BLAM", a ride in a studio mockup of a CP Air jetliner and, "ZONK", the pesky briefcase spewed out reams of computer data.

Now you may be thinking that a "rub" is a "rub". Or that a "rub" by any other name goes as "POOF".

Not so. In the TV-land of the magic briefcase there is the rub, which is like no other, and which would make the lamp-famous Aladdin green with envy. That rub flopped you down on a sandy beach where a bevy of girl-beauties flounced about making thoughts of the world's largest, integrated, intermodal transportation company fade away.

The other three commercials had as their themes less magical things--like a giant pin, a shopping trip featuring a giant supermarket shopping cart beside a freight train and CP's blending of youth and experience.

Behind all this madness was a very firm marketing notion. The audience was made aware of the variety of services available at CP Customer Service Centres. The only briefcase promise a CSC could not guarantee is the bevy of beauties on the sun-bathed beach.

OPPOSITE PAGE: This giant shopping cart, mounted on two section handcars, was used in a CP Rail television commercial. Filming of the segment in which this cart was used was done at Agincourt Yard. (Blair Kingsland)

CANADIAN NATIONAL A VERSATILE TRANSPORTATION SYSTEM

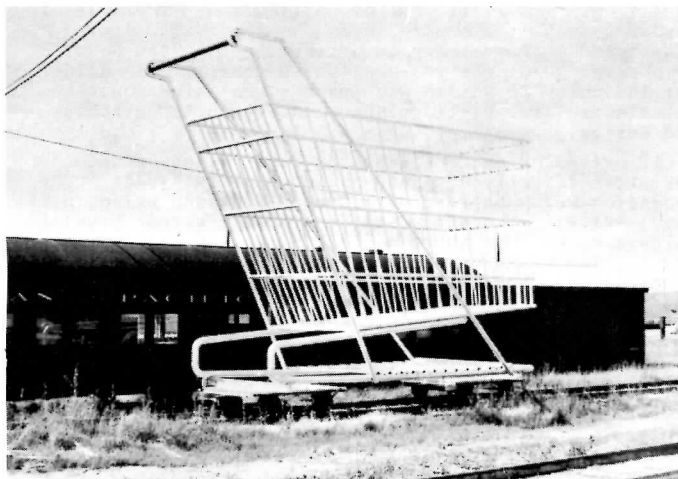
A transportation system that can combine the versatility of several modes and is capable of providing economical service is essential for the life of this country and for its future. This point was made by Jean H. Richer, executive vice-president of Canadian National, in a speech to the Montreal and District Chamber of Commerce November 21. He described this approach as the basic objective of CN's whole transportation system.

"The transportation industry, with its direct involvement in all commercial activities in Canada, is generally considered as a barometer of the level of the country's industrialization," said Mr. Richer. "Its growth is closely linked with the gross national product in which transportation accounts for \$15-billion, or approximately 16%."

Mr. Richer corrected some myths, still accepted as fact by part of the Canadian public, about CN's past, present and future. In the past fifty years of its operation, said Mr. Richer, CN deserves recognition for having built the most important rail and intermodal distribution system in Canada and one of the biggest in the world.

Canadian National paid \$71-million in taxes last year with nearly half of the amount going to provinces, municipalities and school boards, he said. The company was not granted special favours or treatment because it is owned by the people of Canada. "It drew subsidies similar to those paid private companies and in equal proportions, according to the law, for services retained in the public interest," he said. "In the last 25 years, CN has produced an operating profit in 22 years and reduced the deficit incurred by payment of long-term debts from \$67.3-million in 1961 to \$24.2-million in 1971."

According to Mr. Richer, the present trends in the evolution of the modes of transportation point towards conditions that definitely favour the consumer. "The advent of the container, the building of ports of entry and distribution centres, the improvement of handling methods of machinery, the increased speed and capacity of transport vehicles are among the many factors that are speeding up the intermodal integration process and that influences the reductions in tariffs to the benefit of both the shipper and consumer. CN has taken enormous strides forward in this field over the last few years by playing a pioneering role in the opening of new markets for the transportation of import-export containers. The international container traffic will increase considerably within the next few years, but this increase will be less than the needs of the domestic market."



TWO MAJOR CANADIAN RAILWAYS ACCLAIMED BY AAR

Canada's two national railways, and the Canadian Pacific in particular, are being held up by railway management in the United States as examples of what can be achieved when railways are allowed to manage their affairs with minimum government interference.

The Association of American Railroads stated that a survey it conducted showed that the only profitable operations in a survey of railways in seven countries were among the privately-owned companies--those in the United States on an industry-wide basis, and the Canadian Pacific.

Canadian Transportation and Distribution Management notes that the U.S. survey overlooks the fact that Canadian National's deficit was caused by payments on the railway's nationalization debt of \$1.8-billion in 1929, involving more than 200 bankrupt companies, and not losses incurred on operations. The year of the survey, CN's profit on operations was more than \$41-million.

The publication notes that there was an operating profit by CN of \$46-million in 1970, but after payment of interest charges, the deficit was more than \$24-million. The magazine was told by CN that the railway had a good year in 1971 and that the profit picture was better than for 1970.

Canadian Transportation and Distribution Management states that from the standpoint of an intermodal transportation company Canadian Pacific is a world leader, if not the world's leader.

Here is what the publication says about Canadian Pacific:

The CP multimark can be seen on locomotives and rolling stock, on aircraft, on trucks, on ships, on container handling installations, and on containers themselves which are frequently handled by several modes during one movement.

Canadian Pacific are, of course, also into telecommunications, hotels, and have some \$70-million invested in oil, gas and solids pipeline activities. They have the largest single stockholding in Trans-Canada Pipelines, ownership in Cascade Pipe Line Co., a slurry plan for moving B.C. coal to tidewater by remote control; the trains, hauled by 11 3000 h.p. locomotives, cover the 700-mile all-Canadian run in 72-hour round trip cycles. The CP Rail-Kaiser agreement calls for the movement of 51 million tons of coal in 15 years.

In March this year, CP Rail announced another coal unit train agreement, this time with Fording Coal Ltd., also in southeastern British Columbia. The contract calls for the movement of 45 million tons during the next 15 years, full capacity being reached next year with a 104-car train leaving the Fording mine every day. The unit train represents a \$30-million investment by CP Rail.

"With the freedom in rate-making granted under the National Transportation Act, we can make rates to encourage shippers to take advantage of today's bigger, more varied and more specialized freight cars," explains Sam Gossage, vice-president, CP Rail, now retired.

Fred Burbidge, vice-president, Canadian Pacific Ltd., said in 1968 that the national transportation policy is a remarkable enunciation of policy.

"The freight rate changes wrought by the National Transportation Act have to be the most enlightened and far-reaching of all the amendments..."

"The railways were relieved of the regulatory burdens left over from the monopoly era and permitted to price as any normal commercial concern..."

"There are exceptions--rates into and within the Maritimes, Crowsnest Pass rates, and rates on grain and flour from the Bay ports and the Lakehead east for export. They are not insignificant."

"The implications of the changes in rate-making rules are extremely important to the railways and their shippers. With the exception of the statutory rates, railway pricing can now be used in the interests of shipper and carrier to match the conditions of movement with the economics of railroading..."

"At long last railway pricing has become maleable and not rigid. It can be molded by shipper and carrier to fit the particular situation..."

"The Act represents the legislative secularization of transportation..."

-- BRAC Railway Clerk Interchange.

ACCIDENTS AND DERAILMENTS

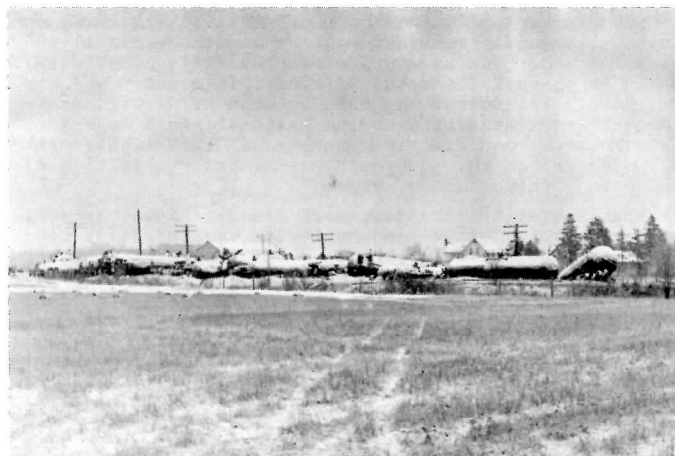
* Three people were shaken up and taken to hospital when the lead units and first eight cars of the west-bound CN Ocean Limited were derailed near Belledune, New Brunswick on November 2. The two diesels (6758/6620) and a baggage car were toppled and seven other cars were derailed but remained upright.

Services over the line were restored on November 3.

* Four diesel units and as many cars were derailed as two CP Rail freights collided with each other 20 miles east of Calgary, Alberta on November 14. The conductor of the first stopped 78-car freight was trapped in his caboose for more than three hours after the collision. The first freight had stopped to pick up additional cars when it was hit by the 32-car Toronto-to-Buffalo freight. The accident is under investigation.

* Twenty-five tank cars of a unit sulphuric acid tank car train were derailed on the Toronto, Hamilton & Buffalo Railway at Pelham, Ontario on December 1. Six of the cars were ripped open and spilled 1000 tons of concentrated 98% H₂SO₄ into ditches and surrounding farm land. Ten families living near the scene of the derailment were evacuated until cleanup operations could neutralize the spilled acid.

The Canadian Transport Commission launched an inquiry into the cause of the derailment. In the first hearing of the inquiry, held at Welland on December 20, it was revealed by CTC car equipment officer Thomas Mays that six of the derailed cars had ripped open at the bottom valves on the cars, spilling the acid. The bottom valve placement on tank cars has not yet been approved by the Association of American Railroads. The chief engineer for the TH&B told the inquiry that the railway line had been checked and no faults found. The inquiry continues.



Awaiting CTC investigators, the derailed acid tank cars lie on the ground at the scene of the acid unit train derailment on the TH&B Welland Subdivision at Pelham, Ontario, December 1. (Robbin Rekiel)

* Two crewmen were killed and four injured as the result of a head-on collision between two Canadian National freight trains at mile 102.8 on the Drummondville subdivision near St. Germain de Grantham on the evening of December 9. Damage estimates to equipment involved in the collision are reckoned at over \$1-million.

Exact cause of the accident is not known. The collision occurred at approximately 2130 between eastbound train 342 (105 cars, motive power 2307/2011) and westbound train 345 (85 cars, motive power 2319/3642/4451/C&O 6038). Of the six diesel units involved in the collision, five of them were derailed. M636 2307 was the most heavily damaged, having its cab and low hood smashed by unit 2319 which overrode it. The other units received slight damage.

WORTH NOTING...

* The Canadian Transport Commission has given CP Rail permission to remove 20 agents and two caretakers from stations in the Winnipeg area and three agents in the Thunder Bay area. Approval was given on condition that CP Rail continue to supply customer service to the areas involved. Other conditions to be fulfilled include seven-day 24 hour toll-free telephone information service for customers; appointment of seven mobile supervisors to ensure responsible contract representation at necessary locations; assurance that adequate freight and storage facilities are available; suitable shelter for customer service be provided at stations where agents are to be removed and passenger service provided; the family of any agent or caretaker, involved in the re-organization not be required to vacate the premises prior to July 31, 1973.

Locations involved are Dryden, Molson, Dominion City, Gimli, Teulon, Vermillion Bay, Lac du Bonnet, Carey, Riverton, Arborg; Kenora, Beausejour, Niverville, Stony Mountain, Winnipeg, Whitemouth, Emerson, Selkirk, Stonewall, Paddington, Wabigoon, Eagle River; Raith, Ignace, Thunder Bay.

A spokesman for the railway said, at the most, four persons are expected to lose jobs. Employees involved will have the opportunity to bid on other jobs.

* Tenders recently called by Canadian National:
-- construction of a reinforced concrete bridge at Parklawn Road, Mile 5.8, Oakville Subdivision;
-- construction of a steel trestle bridge over the Welland Canal and Welland River, mileage 5.43 and 5.49 in the canal relocation project, Welland and Thorold, Ontario.

* Canadian National delivered more grain to Churchill during the current shipping season than in any year since the Manitoba port was opened in 1931. Since July, 13,066 carloads containing 26-million bushels of wheat and barley were unloaded into the terminal elevator there.

* Canadian National has placed a \$4-million order with TRW Communications for computer equipment, to be installed over the next year. The new equipment will be used throughout the CN network, primarily to handle its waybill information system.

* CP Rail has completed conversion of the former ferry Princess of Nanaimo into a car carrier, and the vessel, renamed the Henry Osborne (after the first governor of Newfoundland), has been placed in service carrying cars from Saint John to St. John's. CP Rail did most of the work itself, gutting the former saloon deck to increase capacity to 225 cars from 130. The vessel joins two others in the weekly service, transporting both domestic and imported cars.

* Canadian Pacific corporate commercials have won two Certificates of Recognition in the International Section of "Clio Awards" in television competition in New York. The "Clio Awards" is a major annual international competition in the TV industry and this year over 3200 entries were received from the U.S., Canada, Europe and Japan. One certificate was received for sections of the campaign covering CP Ships, CP Rail and CP Telecommunications commercials. The other award was for a single commercial of CP Telecommunications.

* CP Rail's new employee newspaper CP Rail News has won an award in its first year of publication. The award was presented at the Association of Railroad Editors' Conference in Pittsburgh on October 5, for "the best news coverage of the year." Thus a tradition is being carried on by CP Rail News; Spanner won three consecutive awards for distinguished achievement in graphics and design.

* CTC extension on CN's Kingston Subdivision became operative effective at 1000 on November 29, 1972. CTC operation began at Bergin (mileage 74.0) and Galop (mileage 102.9). Three new stations were created: Cryslers mileage 83.4, Morrisburg mileage 92.2, and Galop mileage 102.9. Two stations were abolished: Morrisburg mileage 92.6, and Iroquois mileage 100.2. New yard limits extend westward from mileage 103.8 to mileage 105.1. Present yard limits 74.0 to 76.0 were abolished.

* The last train to operate over the rails of Canadian National's 16.8-mile St. Stanislas Subdivision was the St. Lawrence Valley Railway Society's excursion out of Montreal on December 2. 343 passengers rode behind units 2005/2023 over the line from St. Prosper to Garneau. The line was closed on December 4.

EQUIPMENT NOTES...

CP RAIL MOTIVE POWER NOTES

* DRF-30j SD40-2 diesel deliveries from Diesel Division, General Motors of Canada Ltd., London (units built by EMD, La Grange, Illinois):

Road Number	Builder's Number	Delivery Date#
5629	72657-1	Dec. 17/72
5630	72657-2	Dec. 12/72
5631	72657-3	Dec. 6/72
5632	72657-4	Dec. 6/72
5633	72657-5	Dec. 3/72
5634	72657-6	Dec. 7/72
5635	72657-7	Dec. 5/72
5636	72657-8	Dec. 8/72
5637	72657-9	Dec. 5/72
5638	72657-10	Dec. 3/72
5639	72657-11	Dec. 7/72
5640	72657-12	Dec. 20/72
5641	72657-13	Dec. 9/72
5642	72657-14	Dec. 8/72
5643	72657-15	Dec. 12/72
5644	72657-16	Dec. 13/72
5645	72657-17	Dec. 13/72
5646	72657-18	Dec. 17/72
5647	72657-19	Dec. 17/72
5648	72657-20	Dec. 17/72
5649	72657-21	Dec. 19/72
5650	72657-22	Dec. 17/72
5651	72657-23	Dec. 19/72
5652	72657-24	Dec. 19/72
5653	72657-25	Dec. 23/72
5654	72657-26	Dec. 22/72
5655	72657-27	Dec. 22/72
5656	72657-28	Dec. 22/72
5657	72657-29	Dec. 22/72
5658	72657-30	Dec. 23/72

Dates shown are the dates the units were received at Agincourt Yard. Allow one day less for actual arrival in London.

Units listed above are to be based at Alyth for maintenance. The remaining ten units on order will be delivered in May 1973.

* The following DRF-30 (M630) units have been transferred from Alyth to Toronto: 4501/4504/4505/4506/4507/4508/4509/4510/4511/4512.

* CP Rail has sold CLC-built diesel-hydraulic switcher HS19 to Penvidic Contracting Ltd. of Burlington, Ontario.



CLC-built diesel-hydraulic switcher 19, shown standing at Agincourt Yard on December 4, has been sold by CP Rail to Penvidic Contracting Ltd. of Burlington, Ontario. The side rods on the unit were taken off for shipment. (Robbin Rekiel)

A long way from home. M630 unit 4504 is in unfamiliar territory in Southern Ontario, as she and nine sister units have been transferred to Toronto from Calgary. These units saw service on unit trains through the mountains out west. (Robbin Rekiel)



More SD40-2's for CP Rail. The first two of the EMD-built units delivered, 5638 and 5633, are helped by MLW C420 4226 in moving a grain train eastward, crossing Neilson Road in Scarborough Borough on December 3, 1972. (Randy Stavenow)



This ownership plate was affixed to the units while being brought into the country through Windsor. The plate was removed before delivery to CP Rail.



This is the EMD builder's plate for unit 5629. B/N is 72657-1.

(Robbin Rekiel)

Left-side view of 5636 at Agincourt Yard. The EMD-built SD40-2's are identical with the 64 similar units built by Diesel Division for CP Rail and delivered this year.

(Robbin Rekiel)



NEW POLYESTER AIR FILTER FOR DIESEL LOCOMOTIVES

A large number of Canadian railway diesel engines and maritime ferry boats have been equipped with disposable air filters. The polyester filter, developed by Union Carbide Canada Ltd., was designed initially for Canadian National diesel locomotives when the railway sought ways of reducing the cost of washing and reconditioning standard metal filters.

The disposable filters, engineered from synthetic fibres and binding agents, was developed at Union Carbide's Brampton, Ontario plant and was tested by the Ontario Research Foundation, CN and CP Rail before it was adopted by both railways. During testing, the ULOK filter was exposed to temperatures ranging from -60°F. to 200°F. The filter was first installed in CN diesels a few months ago, followed by CP Rail and several steel and mining companies using railway transportation in Ontario, Quebec and Labrador.

British Columbia Railway is testing the filter and if it is accepted, the British Columbia ferry system will likely use them as well.

The manufacturer says the advantages of the new filter, apart from the obvious one of disposability, are its non-allergenic qualities; its resiliency, which allows air to pass through freely, even in winter; its lightness, for easy storage; and simplicity, for quick installation. ULOK filters the air circulating in the diesel engine compartment and cabin, keeping dirt from getting in or out.

Diesel locomotives fitted with the new filter generally use about 22 of them, although some yard switchers use eight or 10 filters.

CN ATLANTIC REGION IMPROVEMENTS

Canadian National invested \$17.7-million in the Atlantic Region this year to renew equipment and facilities and to introduce major improvements in operations.

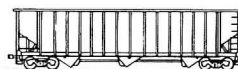
Almost \$3.5-million of this amount went to 88 miles of heavier rail in the region between Moncton and Sackville, Mont Joli and Riviere du Loup, in the Corner Brook, Newfoundland area and other locations in the region.

A heavy ballasting program was undertaken with 155,000 cubic yards earmarked for the mainland and 70,000 cubic yards in Newfoundland.

Three more mainland passing tracks were extended to handle trains up to 140 cars and two more in Newfoundland lengthened to accommodate 85-car trains.

CN's train to wayside radio system was expanded into Prince Edward Island, throughout the Maritimes and into the Gaspé peninsula.

At CN's main shops for the region in Moncton, almost \$600,000 was allotted toward a new ventilating system for the car shop, machinery items, and a new oil-fired boiler system to modernize heating of the shops.



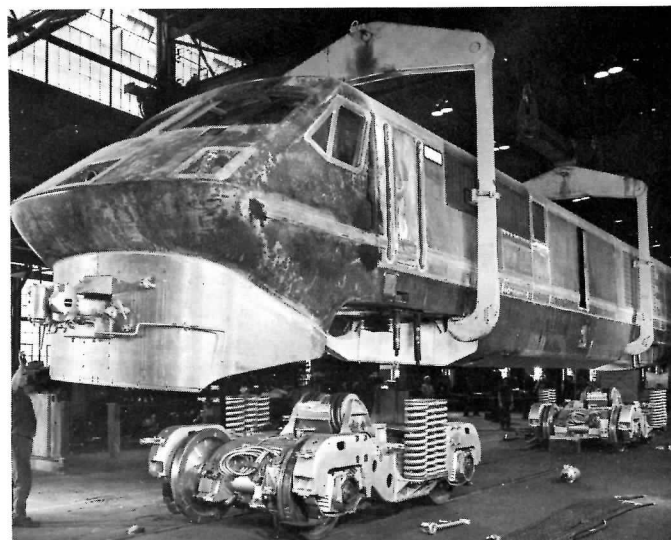
LRC LOCOMOTIVE UNVEILED

The prototype locomotive for the advanced LRC passenger train was recently completed by MLW Industries and shown to the press. The sleek, low-slung unit is currently undergoing stationary testing in LMW's Montreal East plant and will start road testing early in 1973. MLW hopes to subject the unit to extreme snow conditions during testing. As well, the locomotive will be mated with the prototype coach and the two will be tested jointly.

The low-slung LRC cowl locomotive, developed by MLW Industries as part of the LRC project, might be termed a "fourth-generation locomotive". It is the latest of a long run of MLW-built locomotives since the first commercially produced Canadian-built diesel came on the railway scene twenty-seven years ago. Up to the middle of 1972 more than 2200 diesels have been delivered by MLW. Over 600 units have been built for overseas customers.

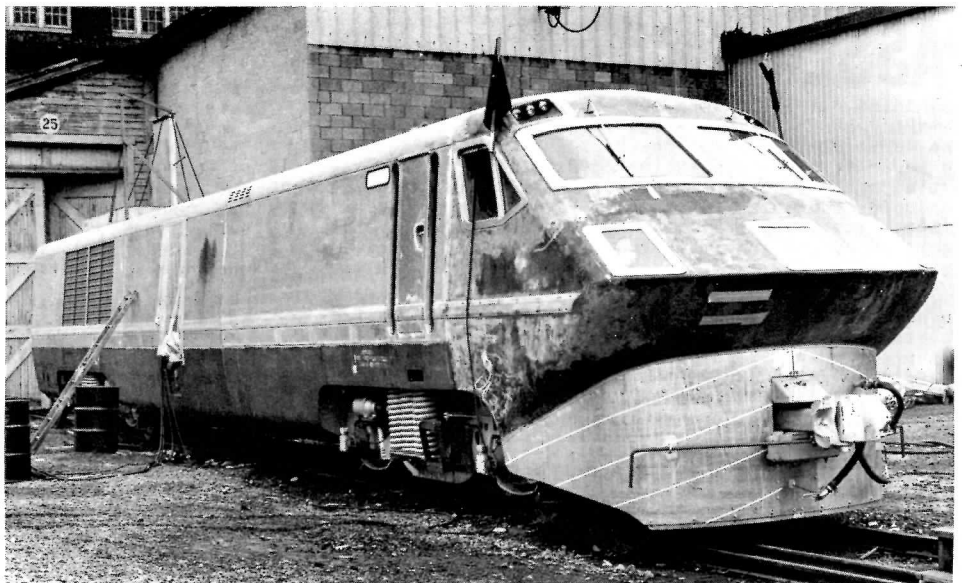
The LRC coach and locomotive were inspected by a party of 35 transportation experts from ten European countries in late September. The group was on a North American tour looking at aluminum cars for rapid transit. The tour was organized by Aluminum-Zentrale and represented in the group were the national railways of West Germany, Finland, Austria, Norway, Spain, plus rolling stock manufacturers from those countries, plus Italy, Switzerland, the United Kingdom, and Australia.

The LRC coach was demonstrated to officials of the Department of Transportation for the State of Illinois in late October. Being contemplated by Illinois is a high speed corridor service between Chicago and Carbondale on the Illinois Central Gulf. The LRC train may stand a good chance of being purchased for this service. A total of up to three five-car sets might be used.

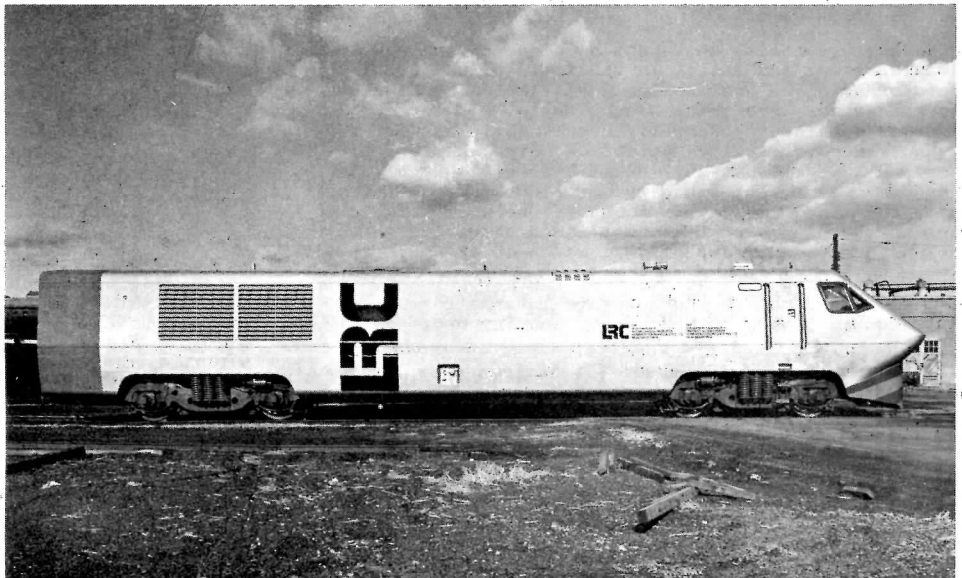


The nearly completed LRC locomotive is lowered onto its special Dofasco trucks for the first time in MLW's Montreal East plant. The special Dofasco trucks provide a high level of ride comfort for a diesel locomotive. The large coil springs on either side of the truck are the secondary springing; primary springing is provided by rubber chevrons similar to those used on the coach. The unit does not have the complicated banking system of the LRC coach. Instead the trucks for the locomotive have been equipped with servo-controlled air springs which control the lateral motion of the unit when operating around curves at high speed.

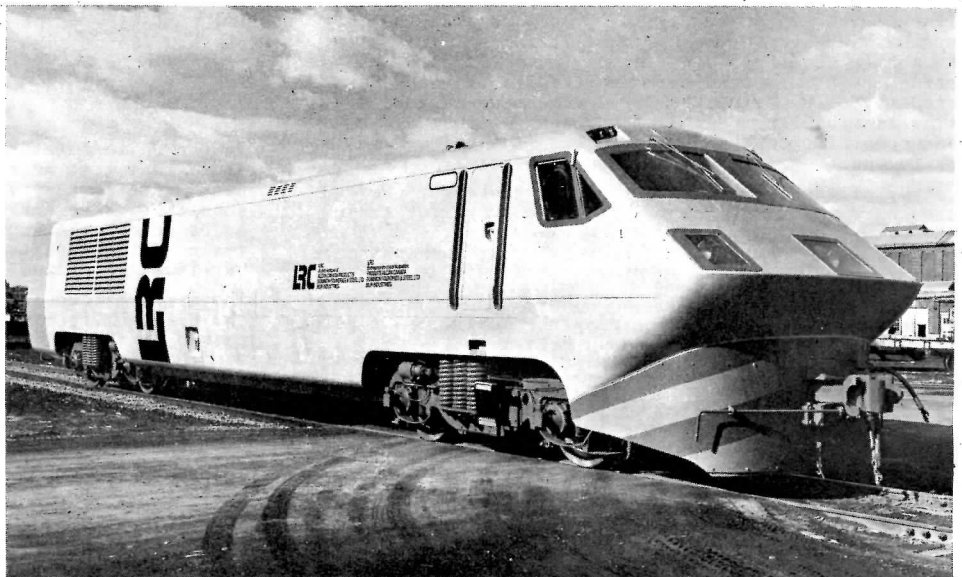
The LRC locomotive is rolled out of the MLW plant on its own wheels for the first time. The unit is ready for painting in this view. Details of construction are evident that will later be covered by paint. Note the fibreglass nose, steel frame with integral fuel tanks, and aluminum sheeting covering the prime mover and other components. This unit may be called a "cowl" locomotive from the methods of its construction.



This is the official broadside portrait of the completed LRC locomotive. The unit is finished in white, with a broad red band at the rear of the unit. Lettering is in black.



Official right-front builder's view of the completed cowl unit. The pilot is striped in gray and red. The trucks are painted gray. Quite evident is the sleek, low-slung appearance of the locomotive. It stands only 11' 9" from top of rail.



(Photographs -- Alcan Canada Products Ltd./MLW Industries)

PASSENGER TRAIN NEWS

* Canadian National has a new system in the works that is making its Passenger Sales Department personnel look like veritable wizards. The wizardry is worked through the magic of a new sophisticated passenger revenue reporting system, called PARRS for short. PARRS is really made up of two parts. First, there is a newly designed railway ticket which will be collected from rail passengers to be fed into the second part of the system—a piece of modern electronic scanning equipment stored in Winnipeg.

The new system will enable the railway's Passenger Sales Department to report things like—the exact number of passengers who ride on the Toronto to Montreal Bonaventure for any given day of the year. It will also tell how many passengers disembarked at stops along the way; how many meals were purchased, and even the amount of club car drinking.

Ticket and machine go together to allow CN to produce rapid statistical and revenue data on all aspects of passenger train travel, including number of passengers carried, load factors, sleeping berths occupied, "everything we need to know to provide better passenger service," a spokesman said.

The PARRS system, which went into effect on November 1, and covers all CN passenger trains, will become fully operational by January 1. Most of the old-style tickets will disappear from circulation, to be replaced by the new PARRS tickets.

A CN Passenger Sales spokesman said one of the obvious advantages for PARRS lies in the field of marketing. "Before PARRS, we could only 'guesstimate' how our passenger services were being used. Whatever data we did have was obtained by manually counting tickets for a given train over a given period—a very laborious process. PARRS will not only eliminate this sort of time consuming labor, but speed up our flow of data tremendously to make it really up to date. We will be able to look at the data, and if we noticed a sharp increase in business for one of our trains, we could add more cars."

The PARRS system will be used for another purpose. It will provide complete and accurate information needed for Canadian Transport Commission subsidy hearings.

* The Canadian Transport Commission has approved \$10.5-million in subsidies to cover 80% of losses on railway passenger services in the Windsor-Toronto-Ottawa-Montreal-Quebec City corridor. The payments cover losses incurred in 1970 and the railways which will receive the payments are Canadian National; CP Rail; Toronto, Hamilton & Buffalo; Penn Central.

These railways had applied to discontinue virtually all rail passenger services in the abovementioned corridor. These applications are necessary to obtain subsidies. In the decision handed down November 20, the CTC directed the railways to maintain the services, with a federal subsidy of 80% of approved losses. The commission said the railways had made many attempts to make the services profitable, but the volume of traffic was not high enough. On an average day, 9900 people used the services involved. The CTC said it intends to invite the public to submit opinions on the services and suggestions on how to make them profitable. It also commented that because of the large potential market, operating flexibility and travel patterns of the Quebec City London corridor, "the corridor area is highly suitable for further passenger train experimentation."

A study of the average loss for each passenger carried on each of the routes showed that the overnight train between Ottawa and Toronto via Napanee, is the most uneconomic. CN lost \$18.08 during 1970 for each passenger on that run. The CTC's subsidy will be 80% of losses, or \$14.46 per passenger.

The uneconomic services receiving the subsidies, together with their 1970 losses are shown below:
CN: Montreal-Toronto-Brockville (\$3.4-million); Toronto-Windsor (\$724,932); Toronto-London-Sarnia (\$1.6-million); Montreal-Ottawa (\$1.1-million); Montreal-Quebec (\$1.2-million); Toronto-Niagara Falls (\$686,921); Ottawa-Brockville (\$838,879); Montreal-Sherbrooke-Coaticook (\$283,238); Toronto-Stratford (\$270,602); Toronto-Kingston (\$277,820); Ottawa-Toronto via Napanee (\$504,348).
CP Rail: Montreal-Quebec (\$1.5-million); Montreal-Ottawa via North Shore (\$333,937); Toronto-Hamilton (\$222,229).

TH&B: Hamilton-Welland (\$108,223). Penn Central: Welland-Fort Erie (\$17,894).

* How do people in Canada and the United States feel about improved rail passenger service? Two surveys recently conducted provide some revealing answers.

Improved rail and air passenger services placed well down in transportation priorities in a survey of 2148 Canadians conducted by Contemporary Research Centre Ltd. last June. The poll was conducted for a number of Canadian companies, including Canadian National. The questions asked covered a variety of subjects, but each was of particular interest to one of the participating firms. CN was interested in public attitudes toward transportation services, and one of the survey's questions was designed to uncover this.

Respondents were given a card with the question: "We hear a lot about the need for more efficient transportation services. Which ONE of the following do you think should be given highest priority in Canada?" The choices were better highways, better air service, more and cheaper downtown parking, faster and more modern passenger trains, no opinion.

In response to the question, less than one Canadian in five put trains ahead of the automobile. 45% of those surveyed called for better highways; 26% cited more and cheaper downtown parking; 18% felt priority should go to faster and more modern passenger trains; 6% called for better air service; 5% had no opinion.

The poll profiled the audience by age, language, residence, income, education and occupation. This produced some interesting results. The younger the respondent, the greater the emphasis on improved road transportation. As the age of those surveyed advanced, so did the stress on rail and air transport. City dwellers were less concerned with better highways (38%) than those in rural areas (55%) but led in calling for better downtown parking facilities.

Geographically, the Atlantic provinces led the nation in calling for better highways (58%), while only 14% felt a need for improved rail passenger service. The Prairies and British Columbia placed more priority on road building than on improved passenger services—48% to 12% on the Prairies, 48% to 21% in British Columbia. The situation in Quebec was almost identical to that on the Prairies—45% wanted highest priority placed on better highways compared to 12% who thought it should go to train travel. Those surveyed in Ontario placed both road and rail transport as fairly high priorities with 39% called for better highways and 26% selecting faster and more modern trains.

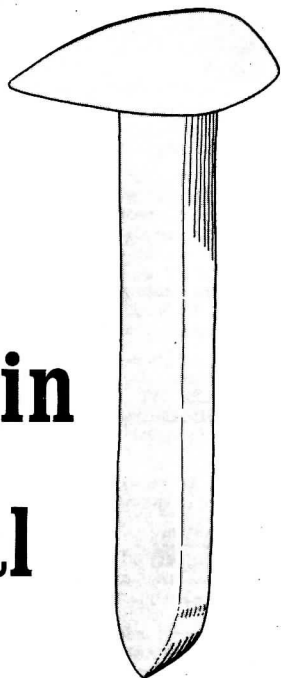
The survey showed that 22% of those families with annual income of less than \$5000 wanted faster and more modern passenger trains. They were followed at 19% by families whose annual income was \$10,000 or more. Families in the \$7000 to \$10,000 income bracket placed more emphasis on better road than on better trains—53% to 13%.

Occupationally, the poll revealed that 50% of blue collar workers wanted Canada to place highest priority on highways and only 15% wanted better passenger trains. The results were identical for white collar workers—46% to 16%. Trains got the biggest boost from housewives. 25% of them wanted the priority assigned to trains while 34% felt it should go to highways.

In the United States, a survey conducted for Amtrak shows that most Americans favour continuing intercity passenger train services, even if it means federal subsidies. The survey conducted covered 3000 households across the country, plus oversamples of 1000 train and 500 bus travellers. It was done by Louis Harris & Associates.

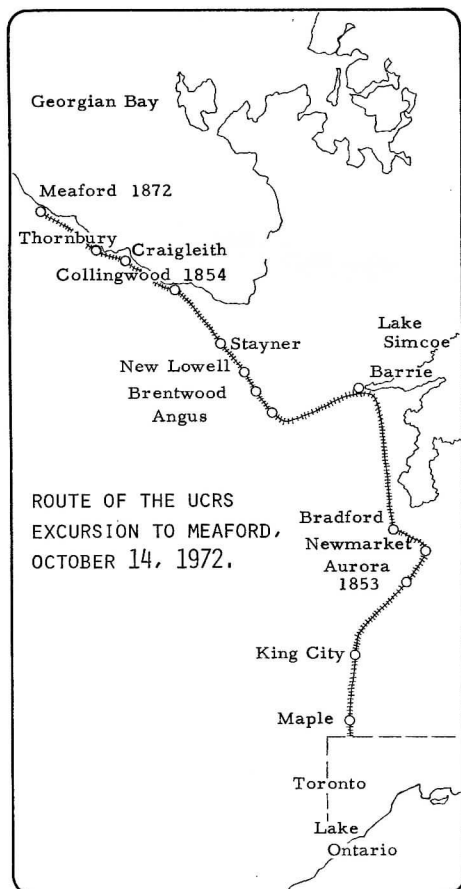
The survey showed that by a large majority (82%-10%) the U.S. public feels it must have the option of rail passenger travel; that trains are vital for the country (90%-4%); and long distance passenger travel is essential in a national emergency (75%-15%). While the survey indicated that most people in the U.S. favour continuation of passenger trains, few people ride them. 4% of the total population 18 years of age and over travelled by train 100 miles or more in the past year. Among people in the U.S. east, 7% have gone by train on such trips; among city residents, 6% have travelled by train; among the under 30 age group, 6% have taken the train; among the college educated, 7% have chosen to travel by rail, and among the \$15,000 and over group, 6% have decided to take rail trips.

The Blue Mountain Special



BY LE OLA EYRES, ART EYRES, PETER OEHM.

Have you seen the Blue Mountain area of Ontario, painted by Autumn? Do you know how a rural Ontario town really celebrates a Centennial Year? Have you ever experienced the hospitality of a Georgian Bay town during a "Colour-fest"? Have you gazed over Georgian Bay from the top of Collingwood Mountain? Did you know that Meaford is marking the 100th anniversary of their first train in 1972?



If not you should have joined over seven hundred members of the railfan fraternity and the general public from Southern Ontario and the northern United States, when they were privileged to experience a unique railway excursion. Anniversaries of significant events in rail-roading history are often the impetus for running a fan trip. On Saturday, October 14, 1972, the Upper Canada Railway Society operated a diesel excursion to destinations North, the Society's only rail trip in the past eighteen months.

Our schedule offered the passengers several options:
--spend a day in Stayner and help them celebrate their Centennial;
--join the good folk in Collingwood at their street festival, pottery fair, enjoy band competitions or visit a beer garden;
--leave the train at Craigeleith Provincial Park for a stroll along the waterfront, and enjoy a leisurely dinner at "The Depot", the former CN Craigeleith Station, where beef is the special and the decor Canadiana;
--travel to Meaford for a brief ceremony commemorating the arrival of their first train one hundred years ago, and see the apple orchards of the Beaver Valley enroute.

The fourteen-coach train, plus UCRS Private Car 13, and baggage car 9166, was powered by three diesel locomotives. FPA4 6774, which was on the head end northbound, was built in 1959 by Montreal Locomotive Works. 6774 is rated at 1800 horsepower, weighs 258,000 lb. and is geared for a top speed of 92 mph. The middle unit, F9B 6623, was built in 1957 by General Motors Diesel. 6623 is rated at 1750 horsepower, weighs 256,000 lb. and has a top speed of 89 mph. The trailing unit, FP9A 6540, was built in 1958 by GMD, develops 1750 horsepower, weighs 257,000 lb. and has a top speed of 89 mph.

With this consist, the UCRS Excursion departed Toronto Union Station at 0845, having made connection with CN's Niagara Falls Railiner 635 for members of the Buffalo Chapter of the NRHS. We travelled as a through train on the Newmarket Subdivision to Barrie, and following a short operational stop there, the day's activities really got underway along the Meaford Subdivision.

Out trip operated over a very significant piece of trackage. The line from Toronto to Aurora, opened on May 16, 1853, was the first railway in Canada West. The Ontario, Simcoe and Huron Union Railway, named for the three lakes it was to connect, reached Bradford in June of that year, and Allandale (Barrie) in October 1854. Further extension took the line to Collingwood in December 1854, and to Meaford in November 1872. It was renamed the Northern Railway.

The early railways were all designed to secure for Canadian routes and Canadian ports a share of the through traffic of the West. The railways were a necessity without which Canadian nationhood would have been much slower in coming. In three instances, one of the stipulations for a province "joining" was the construction, or completion, of a railway, which lack of funds had prevented or stopped. Ontario's first railway, the Northern, running from Lake Ontario at Toronto to Georgian Bay at Collingwood, was a magnified portage road, shortening by hundreds of miles the distance from Chicago and the Upper Lakes to the St. Lawrence ports.

Many years of planning and negotiation took place, and at least four Acts of the Canadian Legislature, 1836, 1845, 1851, and 1869, before any company actually started construction of a railway. As in all controversial matters, many of those persons called on to bear the additional taxes objected so strenuously that five townships, namely St. Vincent, Collingwood, Euphrasia, Artemesia, and Osprey, withdrew from Simcoe County and became part of Grey County. So also the lots in the "Old Survey of West Guilimbury", on the south side of the Holland River, seceded and became part of York County.

The Cover

The bridge over the Nottawasaga River at Mile 9.7 of the Canadian National's Meaford Subdivision reverberates to the sound of three diesel units and fourteen cars as the UCRS Blue Mountain Special, headed by FPA4 6774, moves across at the first runpast location of the excursion.

(Cover photograph and photographs this article-- NEWS-LETTER/Robert McMann)



Dressed in period costumes, members of the Stayner Centennial Committee (left to right, Stayner Reeve N. A. Oehm, Mr. and Mrs. Darlington McArthur) posed for their portraits in the solarium lounge section of UCRS Private Car 13.

Finally on October 15, 1851, Lady Elgin, wife of the Governor used a specially made silver spade and lifted the first sod into a miniature oaken wheelbarrow. The ceremony took place on the south side of Front Street, between Simcoe and John Streets, in mid-afternoon, in the presence of a crowd estimated at twenty thousand. The festivities included a dinner for 400 guests, and a Grand Ball in the evening.

Within a year, tons of iron rails had been imported and fourteen miles of track laid through Parkdale and Davenport and up to the village of Concord. Of course it was necessary also to import an engine, and so "The Lady Elgin", built by the Patterson Company in Portland, Maine, crossed from Oswego to Toronto on a schooner, and was assembled on the track at Queen's Wharf. The cost of the engine was \$9000, and the duty over \$1000. With her had come William Hockett to take charge of matters of locomotion until other men could be trained.

By April 1853, "The Toronto", the first complete locomotive built in Canada, was removed from Good's Foundry at Yonge and Queen Streets and was dragged to the waterfront and placed on display to the public for three days. Then the first regular railway in Canada West opened for passenger and freight traffic on May 16 to Aurora, a distance of thirty miles. This event is commemorated by a bronze plaque on a column at the entrance to Union Station, and a Provincial Historical plaque at the CN station in Aurora.

The Stayner Pipe Band played some lively airs for the train patrons and participants in ceremonies at the Stayner station which was the site of the second run-past of the day.



The first train consisted of two box cars (numbers 1 and 2), one combination baggage and passenger car, and one passenger coach, drawn by "The Toronto". Apparently the fare to Aurora (Machell's Corners) was one dollar, and the first ticket was sold to a shoemaker by the name of Maher, who lived on Queen Street East. The first consignment of freight received by the company was from Toronto to Bradford. It consisted of a chest of tea, a dozen brooms, and a barrel of salt.

By June 1853, the line extended to Bradford, and by October of the same year the railway had reached Allandale, 63 miles distant from Toronto. A difference of opinion has always existed on why the railway did not go into Barrie proper; some say it was because the council refused a grant to the railway during the construction; other insist that engineering difficulties presented by the hills around the town made it more desirable to follow the flat land westward from the head of Kempenfeldt Bay.

With this segment of the portage railway in operation, the company proceeded with the planning of the extension to connect Lake Huron into the transportation pattern. Again there was controversy over the destination to be arrived at, and five separate surveys were done before the decision was made to use the "Hen and Chickens Harbour" (now Collingwood) as the terminus of this next section of track, rather than Penetanguishene. When service was opened to Collingwood on January 1, 1855, the railway then had a continuous line of 94 miles.

By January 1859 the OS&H was in dire financial circumstances and the Government introduced and passed an Act taking the road into its own hands, and everything related to its management was regulated by order of the Government. Mr. Frederick W. Cumberland was appointed General Manager and the name was changed to Northern Railway. Contracts were let to maintain the road and the line was to be fenced throughout. By June 1860 receipts had increased, freight tariff reduced, and passenger fares were three cents per mile. Half fares for clergymen or ministers of the gospel were now abolished. The reduced fare had been originated as a bargain for safe conduct for the train.

After more controversy, including an attempt by Barrie to annex Allandale, the extension into Barrie was opened on June 21, 1865. The last spike for the railway from Collingwood to Meaford was driven November 14, 1872. By 1877 the Hamilton and Northwestern Railroad had been built as far as Barrie and this moved the Northern to provide better accommodation for the public. The North Simcoe Railway from Barrie to Penetanguishene was opened in February 1879, making a total of 150 miles of railway within Simcoe County. Shortly after that date amalgamation took place to form the Northern & North Western Railway Company. By 1881 the old Northern line had to change gauge from broad (5'6") to standard to remove the existing barrier to commerce created by the two gauges.

The first recorded train accident seems to have been on Sunday, July 17, 1853, when a train hit a cow, and one coach rolled down an embankment near Concord. Although one man was discovered to have been in the car, he was no a fare-paying passenger, and therefore the company insisted for thirty-five years that they had an excellent safety record and no passenger had sustained injury.

CN's Meaford Subdivision crosses CP Rail's Mactier Subdivision at mileage 7.5. All CN movements must stop before passing the signal and opening the knife switch as the traffic on the Meaford Sub is too light to dependably activate the interlocking signal system.

Runpast number one at Angus (near Base Borden) was our first feature on the Meaford Sub. Between the green-horn trip directors and the CN crew the runpast did not run past. The site was quite attractive with the coloured maple trees brightening the scene along the river and near the Nottawasaga bridge.

Two sets of special guests had boarded the train in Barrie. Collingwood's Keystone Cops were to arrest and transport as many captives as possible to their "Colourfest". Members of Stayner's Centennial Committee went through the coaches to distribute souvenir matches and Centennial wooden nickels, and acquaint our passengers with the fact that were were approaching "the Town of Friendly People".

Runpast number two was staged at Stayner's station to honour the Centennial of the incorporation of the town, and to emphasize the fact that the first settlement of the town coincided with the arrival of the Ontario, Simcoe and Huron Railway in 1854.

Lights, roll 'em, action! With its horns blaring, the UCRS special rolls past the Stayner station, while train patrons and townspeople look on.



With the railway for transportation, Stayner quickly became a centre for the growing timber trade as well as the focal point for local agriculture. Cattle fairs were frequently held in the village. The first school was established about 1860; the first church in 1859, and in the next decade was followed by three other denominations. Stayner boasted four hotels by 1880. Early industries included a foundry, a woollen factory, and flour mills. Further evidence of the growth of the community was the founding of the weekly newspaper The Sun in 1877, which is still being published.

Stayner of today is the core of the summer and winter playground around Georgian Bay. With rail passenger service gone, Highway 26 has become its access route. While the old "Bell Tower" remains as a landmark, the balance of the town is modern with shopping facilities, library, schools, churches, recreational facilities, and public parks the equal of any place. Well-kept homes on tree-lined streets reflect a community pride which has long existed. While progressive thinking is very evident in Stayner of today, the old-fashioned friendliness still prevails.

On June 26, 1872, Stayner was incorporated as a village, and sixteen years later was incorporated as a town, with a population of 1500. In June of this year the Archaeological and Historic Sites Board of Ontario unveiled a commemorative plaque at the site of the town's new Centennial Fountain.

A number of special activities were held during this Centennial Year, beginning with a homecoming week in June and running to the annual Fall Fair in mid-September. Mayor Elmer Dority, Miss Jean Henderson, the Centennial Queen, the Legion Pipe Band, and approximately 1000 town and area folk greeted our arrival at the station and the enthusiasm and entertainment made everyone realize we were indeed among friendly people.

The magnificent Blue Mountains on Georgian Bay form the backdrop for the third runpast of the day at Camperdown.



Near noon we reached the Town of Collingwood where the Colourfest activities were in full swing. Once again, bands and a special legion colour party were on the platform of the old station, now the town Museum. At this point, about 200 passengers detrained for our side trip package. They were then the guests of the Blue Mountain Resort for a motor coach trip to the Ski Lodge for lunch, and a chairlift trip through a tunnel of coloured leaves to the top of the mountain to enjoy the panoramic view of beautiful Georgian Bay and environs. As our train departed from Collingwood we were delighted to hear the strains of bag pipes emanating from the coaches. The Meaford Pipe Band were entertaining us on our historic journey toward Meaford.

At the site of the former CN Craigleith Station, the re-enactment of an historic event took place. The present owner of the Depot Restaurant presented a set of 1880 train orders and waybills for transport to the Meaford Museum. A hoop from the Canadiana collection at the Depot was used to put these documents aboard in the traditional manner. It is also interesting to note that the day's tickets were made more authentic by the use of the actual station stamps from the Craigleith Station, which are also part of the Depot collection.

Those interested in searching for fossils or hiking through the leaves chose the Craigleith Provincial Park stop. Just off shore from the park lies the wreck of the Mary Ward where she ran aground on November 24, 1872. One of the first trains on this part of the line was an emergency train carrying some of the party who rescued nine of the passengers of the Mary Ward. On July 30 of this year the Archaeological and Historic Sites Board of Ontario dedicated a plaque in this park to the memory of those men lost in the sinking of the Mary Ward.

Camperdown was the site of the third runpast. The location, bordered on one side by Georgian Bay, and on the other side by the magnificent Blue Mountains, provided our fans in one of the most scenic backgrounds ever selected on any UCRS trip. The long green slopes, eagerly awaiting the first snows of winter, and the attractive ski chalets nestled at the base of the mountain added interest to the photography.

Camperdown is one of the little villages that seems to have disappeared over the years. However it is of interest to railfans to point out that it was the custom to hoop mail at this flag station in the early days of the railway.

The train could not enter Meaford because of the acute switching problems encountered by the length of the consist. As a result the town had to go out to Stonehouse Orchards to await its arrival. On hand to meet the train were members of the Meaford Council, St. Vincent Township Council, Meaford Chamber of Commerce, the Grey County Historical Society, and other interested bodies.

The scene for the golden spike ceremony was adjacent to a stone house erected in 1800 overlooking Workman's Creek. The house with its 26" thick solid stone walls, was recognized in 1967 as one of the twelve oldest houses in the Counties of Grey and Bruce.

The golden spike was driven in by the various dignities present. This spike and replicas of it were presented to Meaford, Grey County, Collingwood and Simcoe County. Reeve John Hrabi did the honours for Meaford representing Mayor Don Ferguson; Warden Dave McNichol for Grey County; Mayor Bob Rutherford for Owen Sound; and the Hon. Eric Winkler for the Province.

While the Meaford Legion Pipe Band entertained the spectators, the students from St. Vincent-Euphrasia Elementary School clambered aboard the train to treat all the passengers to a glass of fresh cider from the Meaford district, courtesy of the Meaford Chamber of Commerce.

Bonnie Grin, representing Miss Meaford, Joan Shouldice, Grey County's Dairy Princess and Sue Pearson representing the Chamber of Commerce handed out information kits from the Grey and Bruce Tourist Association.

At 1415 with three blasts on the horn, we began to back slowly toward Thornbury, to commence our return journey. Thornbury was the location where the diesels ran around the train and FP9A 6540 became the lead unit.

Thornbury's main claim to fame is apple growing, processing and shipping. Apples from the Georgian Bay area were exported as early as 1890. Since this was before the era of climate controlled cars, a man had to travel with each car and keep a fire going in a stove to keep the fruit from freezing. At that time most of the apples were shipped to England via Portland, Maine.

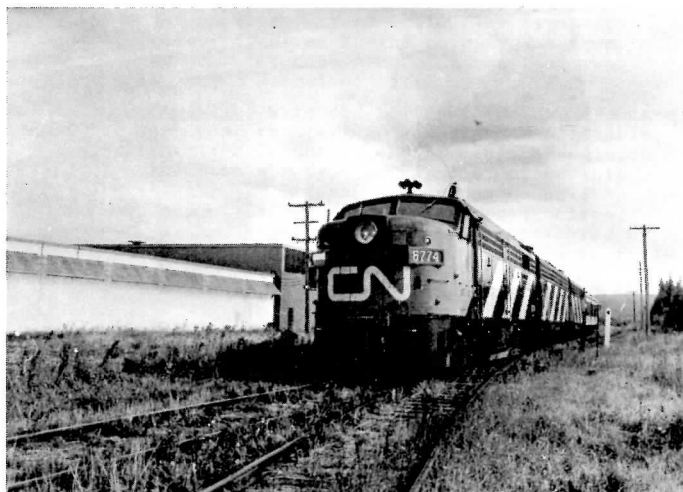
A fair crowd was assembled at the old Thornbury station site to greet the passengers. Members of the Chamber of commerce including Thornbury Mayor George Michael, Dorothy Cryslar and John McGavin hand out shiny red MacIntosh, Snow and Melba apples to those on board. It was noted that one passenger requested enough apples to bake a pie for the Mayor, emphasizing the popularity and the quality of the good Georgian Bay apples.

Our next stop southbound was Craigleith Provincial Park. In 1855, a Scotsman, Mr. Andrew Fleming built an elaborate house on the foot hills of the mountain, down the gravel road from Look-Out Point, and called the settlement the Scottish name Craigleith. Sir Sanford Fleming was a son of this home and his grandson, George Fleming, was on board for the day.

In the 1931 History of Grey County, under a section on Home Industries, we find the following statistics concerning the Craigleith Oil Works. It had long been observed that wherever rock was exposed, it would burn, or when fires were lighted along the creek they would continue to burn, proving the existence of oil. A company was formed and a gas works and a boarding house were constructed, but within two years the buildings were burned. The company rebuilt using what was known as 'open-top re-torts', which let the gas escape and reduced the danger of fire. When this enterprise was started oil was not being produced anywhere else in Canada, and the prospects were bright, and over 100 were employed; but oil was discovered in southwestern Ontario and the rock oil could not compete in price with this new source of oil from the wells.

TURN AROUND AT THORNBURY

As the train was too long to be switched for turn around Meaford, it was backed to Thornbury where the switching moves were accomplished.



Using the road diesels as the switching power, the train crew has positioned the baggage car from the rear to what is now the front of the train.



Three cab units are needed to move UCRS Private Car 13. The short one coach train moves through a sea of weeds down the passing siding at Thornbury. The rest of the train was parked on the main behind the photographer.

Here Car 13 is parked on the siding, while the diesel units move back onto the main, to back up and couple up to the baggage car and the rest of the train. When this was accomplished, the train was moved down clear of the switch, and backed into the siding where Car 13 was coupled onto the rear.





Train hostess Karen Eyres holds the plush cushion on which is displayed the golden spike which was driven at the golden spike ceremony at Stonehouse Orchards near Meaford.

Now the town museum, the restored Collingwood Station serves as the backdrop for GMD-built FP9A 6540 and her UCRS special train.

At the Craigleith Depot Restaurant once again, the proprietor hooped the train with historical documents for deposit in the Collingwood Museum.

On the western edge of Collingwood we passed the former Lake Junction. In the 1870's the construction of the Hamilton & Northwestern Railway got underway, with the usual attendant financial problems. This line was also built in sections, the first from Hamilton to Barrie, and then that part from Beeton to just west of Collingwood. Where the line connected with the extension of the Northern into Grey County, the area became known as "the Lake Junction". With the amalgamation of the two railways and the change of gauge the distinction of the junction was gone.

It has been told that in moving troops west during the Riel Rebellion, there were as many as sixteen trains per day through this area. They would come north to Barrie, west to Collingwood, and out to the Lake Junction, then south through Alliston and Georgetown and return to Toronto.

Collingwood is an industrial centre in the northwestern corner of the Township of Nottawasaga, almost on the border of Simcoe and Grey Counties. The first name of the place was "the Hen and Chickens Harbour" from the group of islands just off shore. It was a dark and tangled tamarack and cedar swamp when the engineers of the Ontario, Simcoe & Huron Railway chose this point for the terminus of the railway.. In 1853, besides a fisherman named Watts, and a few employees, there were only four families resident--namely Underwood, saw miller; Loomis, railway construction agent; Crosgrave, boardinghouse keeper; and Collins, tavern keeper.

When the railway reached Collingwood at the end of 1854, regular boat service had already been established to Owen Sound, and in the following season Read's Steamers established a link with Erie, Pennsylvania, and another company a route to the Sault.

Collingwood's future destiny was a foregone conclusion. It was never incorporated as a village; instead it was incorporated as a town within five years of its reclamation from the frogs and mud turtles. On January 1, 1858 the village became 'Collingwood' by act of the Legislature of the Canadas. Admiral Collingwood, a notable naval officer, was the inspiration for the name. It was he who had carried the Battle of Trafalgar to victory after Lord Nelson was stricken.



THE MONTREAL AND DOMINION TELEGRAPH COMPANY LINES
 OPERATED BY THE GREAT NORTH WESTERN TELEGRAPH COMPANY, OF CANADA. 46

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:
 It is agreed between the sender of the following message and this Company that said Company shall not be liable for damages arising from failure to transmit or from any error in the transmission or delivery of an unregistered telegram, whether by neglect or otherwise, or for delays from interruption in the working of its lines, for errors in cipher or obscure messages, or for errors in illegible writing, beyond the amount received for sending the same. To guard against errors, the Company will repeat back any telegram for an extra payment of one-half the regular rate, and in that case it shall not be liable for damages beyond fifty times the amount received for sending and repeating. Correctness in the transmission of messages can be insured by contract in writing, stating agreed upon rate, and payment of premium thereon at the following rates, in addition to the usual charges for registered messages, viz. — One per cent. for any distance not exceeding 100 miles, and two per cent. for any greater distance. This Company shall not be liable for the loss or omission of any other Company, but will endeavor to forward the telegram by any other Telegraph Company, necessary to reaching its destination. Not only as the agent of the sender and with no liability thereon. This Company shall not be responsible for messages until the same are received and accepted at one of its transmitting offices; if a message is sent to such office by one of the Company's messengers he acts for that purpose as the sender's agent; if by telephone, the person receiving the message acts therein as agent of the sender, being authorized to accept to these conditions for the sender. This Company shall not be liable in any case for damages, unless the same be claimed, in writing, within sixty days after receipt of the telegram for transmission. No employee of the Company shall vary the foregoing.

H. P. DWIGHT, General Manager. ERASTUS WIMAN, President.

SENT NO.	SENT BY	REC'D BY	TIME SENT	TIME FILED	CHECK
					21/10/88

Send the following message, subject to the above terms, which are hereby agreed to:

To: *D. Gardiner* Station: *Edmonton Nov 26 1888*

London to my place
Can you come at once man
shot in side. shot lodged in
lower third thigh Eschmarch and
gauge
D. H. J.

Replicas of the first telegram sent from the Collingwood Station on November 26, 1888, and a Grand Trunk Railway freight bill dated April, 1898. The originals were donated to the Collingwood Museum by Kinn Knapman, proprietor of the Depot Restaurant at Craigleith, on the occasion of the Centenary of the Collingwood-Meaford railway line, 1872-1972.

GRAND TRUNK RAILWAY, Everett Station.

ABSTRACT OF MERCHANDISE TRAFFIC RECEIVED, Month of *April* 189*8*, from *Berlin* Station.

WAY-BILL		CAR.		WEIGHT.		NET FREIGHT.	PAID ON.	PREPAID.	TO PAY.	Foreign Roads, Proportion of Prepaid.	Customs Duties.	REMARKS.
Date.	No.	Owner.	Number	Lbs.	\$	c.	\$	c.	\$	c.	\$	c.
<i>Apr 15/89</i>				<i>100</i>	<i>35</i>				<i>35</i>			
<i>545</i>		<i>Madoc Jet</i>	<i>to Nottawa</i>									<i>Everett</i>
<i>" 27/89</i>				<i>225</i>	<i>90</i>				<i>90</i>			<i>Perini (Ottawa)</i>
<i>" 28/95</i>				<i>600</i>	<i>78</i>				<i>78</i>			
				<i>825</i>	<i>168</i>				<i>168</i>			
<i>625</i>		<i>Madoc Jet</i>	<i>to Nottawa</i>									<i>Everett</i>
<i>" 1 1/2</i>				<i>180</i>	<i>35</i>	<i>35</i>			<i>70</i>			<i>Cardwell</i>
<i>652</i>		<i>Madoc Jet</i>	<i>to Nottawa</i>									<i>Everett</i>
<i>" 1 1/8</i>		<i>at lot</i>		<i>30</i>	<i>05</i>				<i>05</i>			<i>Collingwood</i>
<i>" 22 3/323</i>				<i>60</i>	<i>35</i>				<i>35</i>			
<i>" 29 3/484</i>				<i>1180</i>	<i>161</i>				<i>161</i>			
				<i>1270</i>	<i>201</i>				<i>201</i>			
<i>688</i>		<i>Madoc Jet</i>	<i>to Nottawa</i>									<i>Everett</i>
<i>" 27/90</i>				<i>20000</i>	<i>1200</i>				<i>1200</i>			<i>Greenore</i>

Total No. of Sheets...

NOTE.—The totals are NOT to be carried forward, but transferred to last sheet, where a Summary of Totals for each sheet is to be made.

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One of the most notable visitors to Collingwood was Albert Edward, Prince of Wales, son of Queen Victoria. Most of the arrangements for the royal visit were made by Frederic Cumberland, the Government-appointed General Manager of the Northern Railway. The trip from Toronto to Collingwood was made on September 10, 1860 in a special train pulled by two locomotives (#16 Morrison, #17 Cumberland). Although most stations enroute were decorated, Collingwood outshone all with twelve arches and a welcoming throng of 10,000.

Collingwood Ship Yards is perhaps the main industry in the town and was established in the year of the town's incorporation. The oldest recorded vessel was the schooner The Brothers. The largest ship built at the yard was to have gone down the ways on September 6, 1870, but it stuck fast and it was several days later when it was floated free. The first steel vessel launched was the S.S. Huronic, passenger accommodations for 200 in staterooms, and considerable steerage capacity, launched in September 1901. The shipyards produce many marine items, as well as building ships, and does much ship repair and conversion work, especially during the winter layup months. At present the work force at the yards is around 1000.

Another building readily noticeable on the Collingwood waterfront is the grain elevator--owned by Collingwood Terminals Ltd., with a storage capacity of 2-million bushels. The original elevators were built close to the location of the present elevators. These first elevators were of wood with a storage capacity of only 300,000 bushels of grain. The present elevators were constructed in 1928. They have unloaded nearly one-million bushels from one ship, but the average cargo is around the half-million mark.

Stayner Centennial Queen Miss Jean Henderson gives the ceremonial golden spike a few taps with an ex-Canadian Northern spike maul at the spike-driving ceremony at the restored Collingwood railway station. Various dignitaries look on from the background while the event is recorded for posterity by a television news cameraman.



The old Collingwood CN station, built 107 years ago, has been turned into a museum, with railway artifacts as the main display, but also including many models of lake vessels of yesteryear, and common items of the homes of the district one hundred years ago. The station was the location where Mayor Harry Bell of Collingwood and Lloyd Pridham, Warden of Simcoe County, drove a golden spike into a railway tie. Also taking part in this historical event were Mayor Don Ferguson of Meaford, Mayor Elmer Dority of Stayner, Dave McNichol, Warden of Grey County, Deputy Reeve Richard McQueen of Nottawasaga Township, Rev. A. W. Downer, MPP for Dufferin-Simcoe, and Miss Jean Henderson, Stayner Centennial Queen. The ceremony was conducted by Mayor Bell, and Peter Oehm, representing the UCRS. At the conclusion of the ceremony, the UCRS made formal presentation of the spike to the Collingwood Museum where it was placed on display before the train left town.

After a brief stop in Stayner, we made a direct run to Barrie where our fans photographed CN's northbound Super Continental. This completed passenger participation in the day's varied program, and after a rapid run, the Blue Mountain Special arrived in Toronto Union Station on time.

To organize and keep this trip on the rails required the assistance of many UCRS members. The Society President this year is Fred Tones, and like many another public figure these days found that he had a conflict of interest and was unable to accompany us on our diesel excursion. Fred and Madeline were married at our Lady of Fatima Church in Scarborough at 1400 on the day of the trip. George Meek, who has one of the longest records of club membership, collected a great number of signatures on a message of congratulations which was forwarded to the bride and groom. Later in the day George was busy collecting the comment cards.

The responsibility for all the arrangements for the day was turned over to Peter Oehm, who made several personal trips into the area visited to make the necessary arrangements and coordinate the Centennial and Colourfest programs into our schedule. Art Eyres assisted with all the details and the mechanics of the arrangements in an endeavour to be sure that all plans went smoothly and that nothing was overlooked. Art and Peter spared no effort to make this a day everyone would enjoy and remember.

The customary safety personnel, under the direction of Rex Dundle, were aboard. David Stalford, very knowledgeable about the history of the type of car and its special equipment was in charge of Private Car 13. The publications sales committee, under the supervision of Wayne MacNaughton, had their booth in the private car, with a fine assortment of books, records and pictures, and reported that they sold a goodly number of Four Whistles to Wood Up.

In case of an emergency we were accompanied for the day by two efficient members of the St. John's Ambulance Corps, and were glad to close the adventure without their services being required.

Our attractive hostesses on the trip were Karen Eyres, Linda Shaw, Barbara Fukusaka and Clare Johnson. The two young ladies who entertained us with music and song were Jane Murray and Jane Loewen. The voice on the P.A. system for the day was Le Ola Eyres.

Subsequent to the trip, the Trip Committee presented engraved golden spikes to the local officials who participated in our historical excursion as follows:

- the Town of Stayner Public Library, to honour the town's Centennial;
- the Town of Meaford Museum, to commemorate the 100th anniversary of the first train between Collingwood and Meaford;
- The Grey County Historical Society's museum in Owen Sound. David McNichol, Warden of Grey County officially presented the spike that was driven at Meaford to the curator during the Ontario Museum Society's annual meeting in Owen Sound on October 21;
- the County of Simcoe. Official presentation took place at Midhurst on October 26, during the sod-turning ceremonies for the new \$2-million County of Simcoe Buildings. Lloyd Pridham, County Warden, formally presented the spike to the museum curator;
- the Craigleith Depot Restaurant, to form part of their historical collection.

In conclusion the Trip Committee was very pleased with the large turnout of railfans and excursionists, and reports indicate it to have been one of the better diesel outings offered recently in this area.

TTC STARTS SEARCH FOR STREETCAR BUILDER

With the recent decision by the Toronto Transit Commission not to abandon streetcar service on certain selected routes in Toronto (November NL, page 174), except ROGERS ROAD, planning has now started towards the acquisition of a new generation streetcar vehicle for service in this city.

The TTC commissioners at the same meeting which saw the decision to continue streetcar operation (November 7, 1972) also approved the commencement of a survey of the market for the replacement of streetcars and determine from Canadian builders the possibility of obtaining such vehicles.

Late in 1971, TTC management established a set of parameters for a new streetcar vehicle if the replacement of all or part of the present fleet was to be considered. These were discussed with Hawker Siddeley Canada Ltd. who advised that they could build the vehicles, and posted cost estimates. The cost for one car was \$173,000, and of this \$82,000 was set for the cost of trucks and electrical equipment. This latter figure was above the cost for similar equipment for subway cars (\$60,000). The TTC felt that some cost reduction could be obtained with the use of simplified control equipment for the new vehicle. What the TTC and Hawker Siddeley came up with in design for a new vehicle was described in the January NL on page 14.

TTC management felt that the only way to establish "real" prices for a new streetcar vehicle would be to ask for quotations from Canadian, American and European rolling stock builders who are already building or who have indicated interest in building streetcars.

What other cities in North America are interested in the acquisition of new streetcars? There are three specifically interested: Boston, San Francisco and Philadelphia. The first two had already announced proposals for the acquisition of new streetcar vehicles suited for the needs of their particular systems. However, after the high bids submitted for the design of the articulated vehicle for San Francisco, things have changed somewhat. MBTA and the San Francisco Municipal Railway have, with the cooperation of the U.S. Department of Transportation, developed plans for an articulated streetcar vehicle suitable for their systems (with appropriate modifications) which appears likely to cost in the neighbourhood of \$400,000 a unit. SEPTA dropped out of the planning, instead favouring a non-articulated vehicle similar to the vehicle contemplated for use by the TTC.

The TTC's need for a new streetcar fleet is readily apparent. The commission currently has a fleet of 396 PCC cars, of which 350 are used for service and spares. The fleet is between 20 and 26 years old and in poor condition. The TTC has started a program of rehabilitation of a portion of the fleet, of which 46 have been completed this year with 75 earmarked for completion during 1973. The rehabilitation itself is geared to keep the vehicles operating for a further maximum life of ten years because heavy structural deterioration is taking place which is only being temporarily restrained.

GREAT HOG BAY TRESTLE

The Simcoe County Historical Association is organizing support in an attempt to save the famed Great Hog Bay Trestle at Port McNicoll, Ontario, from imminent demolition. This is one of the longest trestles in Canada and its owners, CP Rail, have earmarked it for removal.

Persons interested in saving the Great Hog Bay Trestle are urged to write to Mr. R. Noel Bates, Wessenger & Bates, Box 544, 99 Bayfield St., Barrie, Ont. to show their support.

Contributors:

Clayton Chaloner
Bruce Chapman
Ray Corley
Le Ola Eyres
Art Eyres
George Horner
Blair Kingsland
J. Bryce Lee
Peter Oehm
Pierre Patenaude
Robbin Rekiel
Randy Stavenow
Bill Weighill
Ted Wickson

Currently long-range transportation planning for the Metropolitan Toronto area is in a state of flux. It might be assumed that at least two major downtown streetcar lines, KING and QUEEN, will only be replaced by a rapid transit line. The TTC has stated that the first subway priority following completion of the Spadina line should be in the corridor along Queen St. But because long-range transit priorities are in a flux, it is possible that a subway route along Queen will not receive top priority in planning. It therefore could be assumed that both the KING and QUEEN routes will stay as surface routes operated with streetcar vehicles for another fifteen to twenty years.

These two routes use 175-200 cars between them. If 200 new vehicles were obtained as soon as possible to meet these service requirements, and the rehabilitation program continued up to a limit of 150 PCC cars, then the streetcar fleet would be restored to satisfactory condition and service could be continued on all existing routes for approximately ten years, and for a longer period on the heavy downtown routes, without abnormally high maintenance and repair costs.

SEPTA's position in Philadelphia is analogous to that of the TTC's. Vehicle requirements are estimated at around 140. The TTC's position with respect to financing new vehicles is better than that of SEPTA. The Province of Ontario will now pay up to 75% of the cost of new vehicles. SEPTA may not be eligible for U.S. federal funding, having disassociated itself from the DOT project.

What North American rolling stock builders could build new streetcar vehicles for both the TTC and SEPTA? A listing follows: General Electric, Pullman-Standard, Rohr Corp., Hawker-Siddeley Canada Ltd., MLW Industries, Canadian Vickers Ltd.

What happens now? The TTC and SEPTA will now cooperate in drawing up specifications for a new non-articulated streetcar vehicle suitable for their systems. Bids will be asked from rolling stock builders interested in the construction of up to 350 new vehicles--200 of which will be for Toronto. If this design is successful, other North American systems would possibly be interested in the new vehicle for their use. The future promises to be exciting in the field of electrically-powered duorail vehicles.

* * *

STATION SKETCHES

The historical projects branch of Canadian National, under the supervision of historical projects officer J. Norman Lowe, has commissioned a series of pen and ink sketches of early railway stations of Canadian National predecessor companies. The sketches are done by Toronto artist Richard Brown.

The stations depicted in the sketches are Goobies, Newfoundland; Orangedale, Nova Scotia; Kensington, Prince Edward Island; Saint John, New Brunswick; Charny, Quebec; Meaford, Ontario; Oakburn, Manitoba; Kipling, Saskatchewan; Eckville, Alberta; and Rainbow, British Columbia.

The station sketches appear on fine quality note paper, and a package of ten costs \$2.75. They may be ordered from Historical Projects Branch, Canadian National Railways, P.O. Box 8100, Montreal 101, Quebec, or purchased in person from the CN Antique Depot in Central Station. Cheques or money orders should be made payable to Canadian National.

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.

Feb. 16: Annual Meeting of the Society. Reports of the Executive for 1972. Election of Directors for 1973.

Feb. 23: Hamilton Chapter meeting, 8:00 p.m. in the CN (Fri.) James Street Station, James Street North.