

newsletter

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TTC's Newest Cars



Upper Canada Railway Society



newsletter

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contact the Membership Secretary.

Members are asked to give the Society at
least five weeks notice of address changes.

The Cover

The first two cars of the 164-car, \$16-
million order for Toronto's Bloor-Danforth
subway have recently been delivered and are
now undergoing acceptance tests. Cars 5336
and 5337 are shown here at Davisville sta-
tion. The new cars are being constructed
by Hawker Siddeley Canada Ltd., at Fort
William, Ontario.

/Toronto Transit Commission

Contributors to this Issue

Keith Anderson, Bob Baker, Roger Boisvert,
John Bromley, Doug Brown, Bob Bush, Bruce
Chapman, Ray Corley, John Freyseng, Harold
Glover, Tom Henry, Bill Linley, George Meek,
Bob McMann, Frank McNairn, Alf Nanders,
Doug Page, John Rushton, David Stalford,
Dave Thompson, Bill Wilson, Bob Sandusky.

Production: Laurie Hole, Peter Meldrum.

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* * *

You might like to add two more stores to
those mentioned last month, who are now
handling the NEWSLETTER for us:

Wellington's, 1500 Royal York Road,
Toronto.

Riley Hobby Service, 755 King St., East,
Hamilton.

This month, we are pleased to present an
article by Canadian National's vice presi-
dent, Passenger Sales and Services, Pierre
Delagrave, outlining in some detail his ex-
pectations for the passenger business. Some
may say that we are stressing this subject
too heavily; perhaps, but is it not re-
freshing to hear a voice of optimism speak-
ing with confidence about the future of the
passenger train? Certainly Mr. Delagrave's
record speaks for itself, and his article
does have some interesting implications.

* * *

Would you like to join the world of Beebe
and Clegg for a day? It's possible, and in
the July NEWSLETTER, we'll tell you how!

/JAB

UCRS News

We were sorry to receive, recently, the
following letter from John Maclean:

I have been forced, regretfully, to ten-
der my resignation from the Presidency
and Directorate of the Society, as a re-
sult of a serious family situation which
arose suddenly a short time ago. I find
myself so completely tied down that I
will be entirely unable to attend meet-
ings, and since I cannot foresee any im-
provement in this situation in the near
future, I feel that the only proper
thing to do is to vacate my present po-
sition, making it possible for the Di-
rectors to replace me with someone who
can attend to the duties of the office.

I would like to express my appreciation
of the fine cooperation I have received
from all the other Officers and Direct-
ors, and from the members at large, dur-
ing my all too brief term of office.
Please rest assured that I am still very
much interested in the Society's affairs,
and that I am looking forward to the
time when I will again be able to take
part in them, although I am unable at
present to say when that time will come.

We hope that your situation improves very
soon, John, and will be looking forward to
having you back with us.

At a recent meeting of the Directors, John
Freyseng was appointed a Director of the
Society, while Stuart I. Westland was ap-
pointed President, succeeding Mr. Maclean.
Other Offices remain unchanged.

Coming Events

- June 4th; Observation night at CNR Port Credit Station. Early evening.
- June 5th; Steam excursion to Kingston; Departs Toronto 8.30 a.m., EDT. Fare: Adults;\$9, Children;\$5.
- June 18th; Regular UCRS meeting featuring a railway photo contest. Rules may be found in the May NEWSLETTER. Room 64, Royal Ontario Museum,Queens Park at Bloor St., Toronto. 8.15 p.m.
- June 25th; UCRS Hamilton Chapter regular meeting. Board Room, CNR James Street Station, Hamilton. 8.00 p.m.
- July 16th; This summer meeting features a trolley tour, free to UCRS members. Trip will feature (for the last time) Peter Witt car 2766, and will include night photo stops. Trip departs from York & Wellington Sts. at 8.00 p.m., EDT, and returns to Bay & Wellington at about 11.00 p.m.

15 Years Ago

The June, 1950 NEWSLETTER carries a fascinating account by George Horner of the helper and pusher services in and around Toronto, from which we take this excerpt:

"The CPR has to maintain an even greater fleet of helper engines than the CNR, as it requires helper engines in all three directions out of Toronto, on all freight trains and most of the passenger trains. On the eastbound main line a passenger train with a 3100 class Northern type engine handles 11 cars up the hill alone; with 12 or more cars, a helper is required from Don to Leaside, although the helper is usually coupled on at Union Station.....

"For all these services (in the Toronto area) the CPR uses 3600 and 3700 class Consolidation type engines, and when these are all in service and more helper engines are required, any type will be sent out. The most unusual helper engine that has been seen was 4-4-4 type No. 3000. Also, TH&B engine 502 has been used as a helper to Agincourt when it has been in Toronto for an all-night layover."

BELOW: In later years, 2200 class engines were common sights in helper service west of Toronto. Here is 2203 assisting 51A7 westbound near Campbellville in 1957.

/Bob Sandusky



Railway News and Comment

ONTARIO ANNOUNCES NEW COMMUTER SERVICE

Ontario Premier John Robarts announced May 19th that a government-subsidized 52-mile commuter system along Canadian National lines from Burlington to Dunbarton will begin operations in late 1966 or early 1967. The province will spend \$7.5-million for 10 diesel units, 48 commuter cars and improvements to stations and physical plant. In addition, it will pay an estimated \$3.5 million annually to Canadian National to operate the service, but will recoup from \$1.5- to \$2 million in fares.

As presently planned, the service will be capable of carrying 6000 persons per hour. By increasing train length or service frequency, 12,000 riders could be accommodated hourly.

West of Toronto, some existing commuter stops will be eliminated, among them Sunnyside, Dixie Road, Lakeview and Lorne Park. On the other hand, new stations will be established east of the city at Eglinton, Guildwood and Dunbarton; the present stations at Danforth and Port Union will be retained for commuter service. A total of 14 stations will be used, and all but Union Station in Toronto will have parking facilities and feeder bus service.

Travel time for an end-to-end run on the commuter line will be 97 minutes, allowing for station stops. It will take 57 minutes to travel from Burlington to Toronto -- 40 minutes from Oakville -- and 40 minutes from Toronto to Dunbarton, the eastern terminus. Heavy freight traffic east of Dunbarton and west of Burlington preclude ex-

tension of the commuter system to Oshawa and Hamilton, at least for the present.

The service will operate between 6.45 a.m. and midnight Monday to Friday with trains every 20 minutes during rush hours. At weekday off-peak periods and on Saturdays, service will be hourly, and on Sundays every 90 minutes. Trains may reach speeds of 60 m.p.h.

The exact fare structure has not yet been determined. It is possible that rates will be higher than those presently charged by CNR for its Toronto-Hamilton service.

As this service will be a pilot project which, if successful, could lead to further commuter lines, no radically unconventional equipment or innovations are contemplated. Motive power and rolling stock will be new but of basically conventional design. Station platforms will be, for the time being, low level.

Specifications for the equipment are now being prepared and tenders are expected to be called shortly. The locomotives are expected to be of the conventional high-horse-power road-switcher type, possibly GP-35's. The coaches will be lightweight units with a seating capacity of 125; interior seating will be of the conventional 3-2 commuter arrangement. (Double-deck or gallery cars are ruled out since they are considerably more expensive to build and offer only the advantage of greater capacity (160) in essentially the same length; platform length is not critical on this system as planned.) It is likely that all power and lighting requirements for these cars will be derived from either the locomotive or from a power car especially built for the purpose.

Mr. Robarts said the commuter service is designed as a two- or three-year experiment. However, the government looks to it "with high hope for success so that it might be adopted more extensively in the region and, possibly, other parts of the province."

RIGHT: This map shows the extent of the new provincial commuter system. Stations are represented by circles along the route.
/Globe and Mail



ALGOMA CENTRAL TONNAGE UP

The annual report of the Algoma Central and Hudson Bay Railway (now officially changed to Algoma Central Railway) says that total railway tonnage increased to 4,638,000 in 1964 from 4,385,000 in 1963; passenger service, however, operated at a sizeable loss.

The railway will spend \$6 million on new equipment in 1965, including \$4.1 million on ships.

FRENCH LOCOMOTIVE JOINS CRHA MUSEUM

An elderly SNCF 0-6-0 arrived in Montreal May 11th destined for the museum project of the Canadian Railroad Historical Association at Delson, Quebec. As recently as 1959, the French National Railways had 22 of the locomotives in service.

CNR TORONTO YARD OFFICIALLY OPENED

With fireworks and diesel horns blaring in the background, Transport Minister J. W. Pickersgill officially opened Canadian National's \$75 million Toronto Yard on May 17th.

Municipal and federal officials, business personalities and railway executives were given a first-hand tour of the yard's ultra modern facilities in a special train which probed even the recesses of the diesel shop and car maintenance building.

The opening ceremonies took place on a dais atop the embankment at the main hump. As Mr. Pickersgill pushed the button, two identical trains made up of the latest in modern freight equipment were humped, car by car, on the two hump tracks on either side of the dignitaries.

The highly automated centre, which can classify 6000 cars daily, replaces five smaller yards in the Toronto area which will open up large tracts of land for development.

"CANADIAN" MAY GO SOON

The Canadian Pacific has indicated to the government that it intends to get out of transcontinental passenger train operations.

A letter from CPR President R. A. Emerson, tabled in the Commons May 18th, reported that the privately-owned railway lost about \$24 million on passenger services last year and added, "It is significant that over three-quarters of this deficit is attributable to transcontinental train operations. Some adjustments have been effected...and undoubtedly further revisions will be required as costs rise and the use of alternative modes of travel increases."

Mr. Emerson noted that the MacPherson Royal Commission on Transportation had recommended that railways be allowed to drop passenger trains that lose money, as long as alternative highway routes are available.

TORONTO YARD PROJECT DIRECTOR HAS NEW JOB

John L. Cann, until recently Project Director of Canadian National's Toronto Terminal Project, has been appointed Managing Director of the Ontario Northland Transportation Commission. As Managing Director of the ONTC, Mr. Cann will be responsible for the total operation of the Ontario Northland Railway and its subsidiary trucking line, Star Transfer.

NEWFOUNDLAND TRIES OUT STANDARD GAUGE CARS

P. J. Lewis, Chairman of the Newfoundland Royal Commission on Transportation said April 5th that experiments have been under way for several months to determine the feasibility of fitting standard gauge freight cars to narrow gauge (3'-6") trucks for use on Newfoundland lines of Canadian National.

At present, rail cars must be unloaded in Nova Scotia, their contents shipped to Port aux Basques, Nfld., and reloaded in narrow-gauge cars for their trip across the island province.

Immediate plans call for the use of about 65 standard gauge cars in the Newfoundland service; 26 cars are already in service.

E. K. House, Newfoundland Area Manager of CN noted that the 65 standard gauge cars have a carrying capacity equal to that of 130 narrow-gauge cars.

(This experiment recalls the practice of the East Broad Top Railroad in Pennsylvania which, when it was in the coal hauling business, transferred standard gauge hopper cars to its own trucks for travel over the narrow-gauge EBT lines.)

CNR CABOT SUB. ABANDONMENT APPROVED

The Board of Transport Commissioners authorized the abandonment of 30.24 miles of Canadian National's Cabot Subdivision on April 21st. The line will be taken up from Cabot, Man., to East Tower, on the eastern outskirts of Portage la Prairie.

The right-of-way on which the line runs will be used by the provincial government in a Trans-Canada Highway road widening scheme.

The CTC equipped Rivers Subdivision parallels the Cabot Sub a mile or so to the south and carries all of CN's main line traffic.

BRITISH RAILWAYS HAS NEW CHAIRMAN

Stanley Raymond, a 51-year-old civil servant who made his way up from an orphanage, became chairman of British Railways on June 1st. He succeeds the much-criticized Dr. Richard Beeching who has returned to private industry. Prior to his new appointment, Mr. Raymond was vice chairman of the railways board.

MORE ABOUT ALBERTA'S NEW RAILWAY

As proposed in the throne speech of February 18th (March NEWSLETTER, page 38), a bill was introduced in the Alberta Legislature on March 19th to establish the Alberta Resources Railway Corporation for the purpose of constructing a rail link from the resource areas of north western Alberta to the Canadian National main line. The legislation does not restrict the Crown Corporation to construction of this one line, however; the government may designate any area of the province as a "resource area...not adequately served by railway facilities" and authorize the construction of a new line.

The line currently under construction starts at Solomon, Alta., on the Canadian National main line 170 miles west of Edmonton, and will run northward almost 200 miles via a circuitous route to the Grande Prairie area where it will release as yet untapped resources of coal, timber, pulpwood and gypsum. Eventually, a connection is planned with the Great Slave Lake Railway; this link will cut 400 miles from the route via Edmonton which resources from north western Alberta must travel to reach the Pacific coast. Preliminary construction and surveying began in mid-spring near Hinton, Alta., on the first stage which will be built to vast coking coal deposits 130 miles south of Grande Prairie.

The \$40 million cost of the project will be borne by the Alberta government, although Canadian National will build and operate it under an agreement that will give it the option to purchase in the future.

West of Jasper, at Red Pass Jct., B.C., the Canadian National main line diverges in two directions -- one south-westerly to Vancouver and the other north-westerly to Prince Rupert. It is the latter route that is expected to receive the greater benefit from the new railway. Japan is reportedly most interested in iron ore, pulp and coal deposits in northern Alberta, and it is said that the ocean voyage to Japan by freighter is almost two days shorter from Prince Rupert than from Vancouver. This, together with the shorter new rail routing will be of great benefit to both importers and exporters, as considerable savings in time and money will result.

Consequently, Prince Rupert foresees huge expansion to its port facilities to accommodate this new traffic to Japan. Vancouver's harbour facilities are already taxed almost to capacity; indeed, the expanded facilities at Prince Rupert may become more important to British Columbia than those at Vancouver.

Canadian National owns about 90% of the Prince Rupert waterfront property.

CNR ANNOUNCES \$27 MILLION VANCOUVER PROJECT

A \$27 million expansion to handle an expected increase in rail traffic in the next five years was announced April 29th by G. R. Graham, vice president, CNR Mountain Region.

Canadian National's plan is to improve its operating efficiency in the greater Vancouver area and the Fraser River Delta and also to handle anticipated increases in rail tonnage over the next five years by constructing a new route to North Vancouver which will bypass the existing, circuitous route via Burnaby, Terminal Ave., and the downtown waterfront.

A tunnel will be constructed commencing in the vicinity of Boundary Road and extending two miles to join a new bridge to be built across the Second Narrows immediately east of the existing railway bridge. The tunnel will be connected to CN tracks in Burnaby.

The tunnel will cost \$10 million and the new bridge \$8.5 million. The rest of the \$27 million will be spent on tripling the facilities of CNR's Port Mann yards, which will become the main CN rail yard serving Vancouver and the Fraser Valley.

The new bridge over the Second Narrows will be a lift span of the same type as the present bridge but will be much wider and higher than the present span to facilitate the movement of shipping. The old bridge will be dismantled.

An integral part of the plan is to build a support yard on the north shore for prompt distribution of traffic to industries and docks. Congestion of rail traffic existing on the south shore of Burrard Inlet will be considerably reduced as a result of the new route to the north shore.

FARES REFUNDED IF JNR TRAINS LATE

The Japan National Railway system takes so much pride in the punctuality of its new high speed trains between Tokyo and Osaka that it gives refunds to passengers if the trains are delayed. Since October 1st when the 150-m.p.h. expresses began their runs, JNR has refunded some \$154,000 to 51,000 passengers for delays of up to an hour. The total of passengers hauled has exceeded one million.

CNR TO ABANDON TWO SOUTHERN ONTARIO LINES

Canadian National has been granted permission to abandon two branch lines in southern Ontario. To be closed after June 30th are the Hickson Subdivision (6.9 miles) between Woodstock and Hickson, and the Alvinston Subdivision (10.7 miles) between Glencoe and Alvinston. There has been no regular service on either branch for some time although carload service was available as required. Both branches have interlocked crossings with the Canadian Pacific.

RIGHT: This aerial view suggests the extent of the damage to the locomotives involved in the recent C&O derailment near Chatham, Ont.
/Canadian Press



FIVE DIESELS WRECKED IN \$3 MILLION PILEUP

One man was killed and three railwaymen injured when a westbound Chesapeake and Ohio freight train struck a loaded gravel truck at a level crossing near South Buxton, 12 miles southwest of Chatham, Ont., May 19th. The accident occurred on C&O's Blenheim - Windsor line. Damage to railway property alone was estimated at more than \$2 million.

The collision demolished the truck, killing the driver, and derailed the locomotives and 21 of the train's 53 cars. The five locomotives, two GP-30's and three almost-new GP-35's, were very heavily damaged and may be written off. They were valued at \$300,000 each.

A number of loaded piggyback cars were derailed, and in spite of the tremendous stresses developed, several of the trailers remained attached to their flatcars.

During cleanup operations, trains were re-routed over C&O lines between Blenheim and Sarnia. The locomotives were removed to Detroit and the damaged line returned to service by May 22nd.

CNR PLANS REDEVELOPMENT IN PETERBOROUGH

Canadian National has advertised for developers for its Peterborough, Ont. station property. Nearly four acres are available in the downtown area bounded by Aylmer, Charlotte, Sherbrooke and Bethune Streets. The land is at present given over to the local yard, freight sheds and station.

No information is available as to the type of redevelopment that might be expected; because of the key location of the property in the downtown area, it is likely to have considerable affect on other proposals for the area.

"DUNROBIN" COMING TO CANADA

The Duke of Sutherland's celebrated 0-4-4 tank locomotive, "Dunrobin", and four-wheeled private saloon coach have been sold to Mr. Harold Foster, of Victoria, B.C., for an undisclosed sum and now await shipment to this country.

The Duke maintained a private railway between Golspie and Dunrobin Castle in Scotland, and it was here that the 1895-built locomotive lived out its career. In 1950, it was sold to Captain J. E. P. Howey of the Romney, Hythe and Dymchurch Railway for display at Romney, where it has been fired up periodically.

BELOW: The Duke of Sutherland's famous 0-4-4 tank locomotive, "Dunrobin", soon to be shipped to Canada.



MIDWESTERN U.S. ROADS HARD HIT BY FLOODS

Railroads crossing or running parallel to the upper Mississippi River were severely hit by rampaging floods in late April.

Entire yards, stations, shops and offices disappeared beneath the surface as the river's crest of better than 26 feet swept by. Sustaining the heaviest damage were the Milwaukee Road, CB&Q and IC.

In a concerted effort to maintain service, Illinois Central laid a succession of prefabricated track panels atop an existing line through the Dubuque, Iowa yard. By the time water finally covered this track, IC had raised it over four feet, and had maintained service five days longer than would have otherwise been possible.

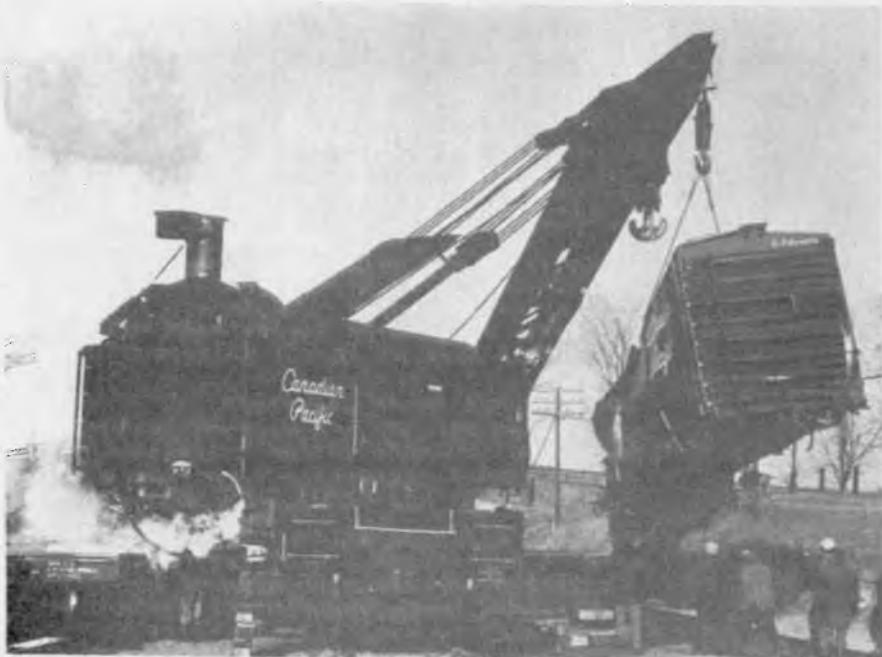
RIGHT: Canadian Pacific's "Dominion" is a long way from home rails as it pauses at Brent, Ont., on CN lines, detouring a derailment near North Bay.
/Bruce Chapman

OPPOSITE: Frisco's "Osage River" is shown en route to Montreal for shopping before entering CN service. The car, to be renamed "Pine Falls", has 14 roomette, 4 double bedroom accommodation.
/Jim Brown

LIVESTOCK KILLED IN FREIGHT DERAILMENT

About 66 head of livestock were killed when 38 cars of Canadian Pacific's eastbound No. 974 were derailed near Bonfield, 20 miles east of North Bay, Ont., on April 27th. Two large tank cars carrying sulphuric acid were ruptured and about 8500 gallons of the acid drained into a nearby swamp. Fire broke out in part of the wreckage.

Canadian Pacific trains were diverted to CNR lines between North Bay and Pembroke during the 36 hours the line was out of service. Half a mile of track was torn up and damage estimates were in the hundreds of thousands of dollars.



LEFT: Still in steam in this era of dieselization is Canadian Pacific's Toronto-based "big hook". It is shown here clearing a minor spill at Neilsens, at the east end of CP's Toronto Yard, in February.

/Bill Wilson



Equipment Notes

NEW CNR CAR NAMES ANNOUNCED

Received too late for inclusion in last month's issue are the names assigned to the sleeping cars recently purchased by CNR from the New York Central and Frisco. For the former names of these cars, refer to May NEWSLETTER, page 82.

NYC No.	CNR No.	CNR Name
10141	2075	Exploits River
10144	2076	Margaree River
10152	2077	Mabou River
10157	2078	Sable River
10161	2079	Restigouche River
10162	2080	Petitcodiac River
10165	2081	Riviere du Loup
10167	2082	Riviere au Renard
10174	2083	Riviere Rouge
10188	2084	Riviere Raquette
10197	2085	Nipigon River
10199	2086	Pembina River
10213	2087	Saskatchewan River
10215	2088	Prairie River
10216	2089	Peace River
10218	2090	Smoky River
10222	2091	Skeena River
10223	2092	Hay River
10230	2093	Yukon River
10233	2094	Rideau River
Frisco No.	CNR No.	CNR Name
1450	2095	Churchill Falls
1451	2096	Topsail Falls
1454	2097	Sisiboo Falls
1457	2098	Reversing Falls
1458	2099	Pine Falls
1459	2100	Horseshoe Falls
1460	2101	Kakabeka Falls
1461	2102	Pyramid Falls
1462	2103	Teckawa Falls
1465	2104	Ocean Falls
1466	2105	Rainbow Falls
1464	2106	Alexandra Falls

CANADIAN PACIFIC MOTIVE POWER NOTES

Canadian Pacific turned over units 8405 and 4009 to Montreal Locomotive Works on May 12th, for rebuilding. Sent to General Motors Diesel Ltd., London, were units 8425 and 4426 (see July, 1963 NEWSLETTER, page 118).

Engines 4207 and 4208 (MLW) and 5014 and 5015 (GMD) were delivered the week of May 3rd.

"Trainmaster" 8917 is the only remaining engine of its class in the Toronto area. The other 8900's that had been in the area were returned to western Canada at the end of April.

CP's leased locomotives from the Delaware & Hudson and Lake Superior and Ishpeming were sent home on delivery of the first of the new Century 424's, No. 4201, in late March.

CN PASSENGER EQUIPMENT GOES ON DISPLAY

In recent months, thousands of Canadians have visited Canadian National exhibits of new and renovated passenger equipment in western Canada. Display trains at Winnipeg and Saskatoon and other points attracted unprecedented numbers of potential passengers, in spite of inclement weather.

Closer to home, a train of display equipment toured the Rideau Area in May, stopping at such places as Cobourg, Belleville and Kingston. The following equipment was included in the train:

Business Car	60
Express Car	9068
Steam Generator Unit	15473
Battery Charging Car	15202
Coach	3245
4-8-4 Sleeper	Edmonton
Bar-Lounge	Elegance
Coach-Lounge	3032
Skyview Observation	Baddeck

TWO CANADIAN NATIONAL SLEEPERS SOLD

Canadian National recently sold two 1930-vintage sleeping cars to Spruce Falls Power and Paper Company at Kapuskasing, Ont. The cars involved are:

2152	Port Credit
	6 sec., 4 D.B.R., 1 D.R.
2163	Port Mann
	6 sec., 3 Comp., 1 D.B.R., 1 D.R.

CANADIAN NATIONAL'S LEASED POWER RETURNED

The remaining road switchers on lease by Canadian National and DW&P from the Duluth, Missabe and Iron Range Railway were returned to their owner in early April.



A few weeks ago I read an article which can be quoted, paraphrased and summarized as follows:

"In 1958, Howard Hasmer, an Interstate Commerce Commission official at Washington, D.C. made this prediction: 'If railroad passenger miles (other than commutation) continue at the average rate of reduction between 1947 and 1957, the parlor and sleeping car service will have disappeared by 1965 and the coach service by 1970.' The 'if' was disregarded and in many quarters there was commenced the drafting of a plan for the burial of the passenger train. Competing modes understandingly took advantage of these conditions and used technology, improved services, imaginative marketing, etc., to lower the morale of the forthcoming passing giant and ease its death."

That was only one of the many occasions over the last 25 years when some respected economists and transportation experts have been inclined towards the theory that the railway passenger business is a retrogressive or, to use a plainer word, a dying business. They tend to believe that today's needs and conditions are such that passenger service based on rail transport cannot be made efficient or attractive enough to compete on a fair commercial basis with the automobile, the airline, the bus or with even newer modes of transportation that may come into being. They see the railway passenger business shrinking to the point where, if it survives at all, it will be as a relatively unimportant service provided on a subsidized basis in areas where no alternative form of transportation is available. CN does not agree with this conclusion which appears to ignore that the advance of science and technology is constant.

Contrary to what is oftentimes considered common belief, CN is not the only railroad which is ready and eager to continue fine passenger services wherever there is a good potential market. The Santa Fe, the Burlington, the Great Northern, the Illinois Central, the Atlantic Coast Line are among distinguished profitable railways which intend to remain in the passenger business and make it pay, which introduce innovations and improvements regularly and which follow aggressive sales programmes.

CN is neither blind nor unbusinesslike and its approach is very realistic. Careful study of the long-term social, economic and technological developments affecting the transportation industry in North America has convinced us that the need for railway passenger service by Canadian National will increase rather than decrease in the decades ahead. And equally careful marketing studies have indicated that if rail travel in certain areas is sensibly priced, well serviced and intelligently promoted, large numbers of Canadians will buy that mode of travel in preference to travel by automobile or bus or airline.

Undoubtedly in the years ahead there will be changes in the kind of passenger service demanded of CN and of other transportation companies. Undoubtedly also there are areas where rail service is not justified by economics nor by social need and where other modes of transportation will have to take over. But our studies have persuaded us that the overall demand for passenger transportation is growing and will continue to grow in Canada. We believe therefore that we have a responsibility to remain in the passenger business. Furthermore, we believe that we have a very good chance of making that business contribute enough to our general revenue to justify itself on purely economic grounds.

CN must concurrently reach several separate objectives before it attains its final goal of operating a large and profitable passenger business. Some of these objectives are opposites in that they involve on one hand the discontinuance of some services as well as, on the other hand, the build-up of other services and the introduction of new ones justified by appropriate travel patterns promising profitability.

The MacPherson Royal Commission Report makes clear the need for overhaul of Canadian transportation policy. Amongst many things, it recommends enabling railroads, over a five-year period, to discontinue those unprofitable passenger services which serve areas where the size of the potential market is insufficient to return a revenue commensurate to the cost of operating the trains. Some CN passenger services come within this classification and, at an appropriate time, CN will seek to discontinue them unless there is no alternate highway and CN is compensated for the loss incurred.

The article quoted earlier suggested that technical advances will soon show to one and all that the flange wheel on a rail shouldn't be headed for the fate of the old canal boat although so far national transportation policy in many countries appears to have tilted the scales against rail transportation in favour of the highway and air modes.

The myth that railroads are outmoded is being dispelled by Japanese National Railways, Societe Nationale des Chemins de fer Francais, Trans Europe Express, by several U.S. A. Railroads and by CN. President Johnson's recent recommendation of a \$20 million grant to plan a 200-mile-an-hour train service between Boston and Washington gives much hope for a change in the attitude and atmosphere which have prevailed.

There must be wholesale changes in all phases of the rail passenger business. The attractiveness of train travel to the very large market in the main cities cannot continue to be handicapped by the rail carrier's "unwritten obligation" to make available the same type of service to travellers to and from smaller communities located between these main cities.

At present with only one or two exceptions inter-city train service is made unattractive to inter-city travellers by stops at intermediate points. This lengthens schedules, causes delays and dissatisfaction, in addition to discomfort. I picture a train service which will gear the best service to the major markets, that is, non-stop fast, comfortable and attractive passenger trains between metropolitan areas. Service afforded to travellers to and from intermediate points will be by other trains operated for the purpose provided the size of the market is sufficient for a profitable operation.

The Champlain--a pool service by a train purchased, redesigned, rebuilt and operated by CN, the finest day train on this continent--provides for Quebecers visiting Montreal the type of inter-city service in which there is every reason to expect growth. I am convinced that if the Champlain made intermediate stops between Quebec and Montreal, the resultant lengthened schedule would decrease its appeal to through passengers and would hinder, probably prevent, its opportunity for profit. Substantial profit is possible providing, as I am confident, that technology or other means enable decreases in some of the costs involved.

In recognition that trains are not effective economic carriers for distances of approximately 75 miles or less, I foresee increased bus travel within this mileage block. In fact, I foresee and look forward to the advent of large scale arrangements between CN and privately or publicly owned bus companies, with through tickets, enabling transfer from one mode to another at given points so as to give the traveller the best combination both can offer.

Since the recent four years--slowly but gradually--several Canadian and U.S. manufacturers possessing technological genius and engineering "savvy" have at long last realized that there is an increasingly improving opportunity for rail passenger transportation. I have seen and have in my files several drawings, plans and specifications of trains of various concepts which, outside of using present facilities, have little else in common with to-day's cumbersome, heavy weight and expensive locomotive and rolling stock. The average weight per car for a train made up of two "power dome cars" and seven other cars, with a total capacity for possibly 500 comfortable, satisfied and pleased passengers, is approximately 65,000 pounds in comparison to the present 134,000 pounds and more.

Utilization of technology, especially aerospace, has just brought about an evolution and development which can give a new life and a profitable existence to the passenger train. It enables placing at the disposal of the travelling public an attractive, fast, comfortable and safe service. The new train concept would reduce considerably the present level of recurring and non-recurring expenditures for purchase, maintenance, operation, etc. Elimination of marshalling, switching and turnarounds, lower fuel consumption, different meal service, functional cleaning and servicing would combine with increased utilization and preventive maintenance in decreasing substantially the level of present operating and maintenance costs.

As these engines and cars would lend themselves to preventive maintenance, they could be in use for 15 hours every day and each train set would be capable of averaging 1,000 train miles per day, day after day, even in inter-city service. These lighter trains with a suspension system compensating for "steel against steel" could, with present track and signal facilities available to CN provide approximately a 4½-hour service between the heart of Montreal and the centre of Toronto. Between the heart of Quebec City and Central Station at Montreal, and between Ottawa and Montreal, the automobile on the forthcoming expensive autoroutes and travel which is a combination of bus or private motor car with airplane could not compete with respect to the time required, let alone the convenience and other advantages in favour of rail travel.

Transformation of the present CN main line in the heavily populated and highly travelled areas, such as Quebec City to Windsor, would enable the operation of super trains capable of even vastly higher speeds, providing the last word in comfort and amenities. These trains could be expected to bring about a ten-fold increase in steady, regular passenger business.

While the development of these revolutionary Canadian trains has been underway on drafting boards and in laboratories, CN has been making the best use of its present equipment and its marketing knowledge to determine whether train travel can again be made popular. At the same time, it is endeavouring to maximize net returns from its large investment in passenger rolling stock and related facilities. Also, it is making the tests and innovations which appear required and arranged as a result of its research and studies.

The present CN fare levels, represented by the Red, White and Blue plan, are compensatory at high regular train occupancy rates. They are market oriented and realistic, having regard to the potential of the transportation sector of the travel market. I consider rail passenger facilities constitute a means of mass transportation; it naturally follows that successful financial results appear much more likely with high volume at low market oriented prices than with high fares which, on the basis of past experience, would attract a low volume.

What would be the present position of the passenger business of the CN if it had stood still during the last five years? How could it ever be in a position to determine that the purchase of new equipment—which involves operating commitments for a 20-year period—is a good and sound calculated risk or, conversely to convince the public, its shareholders, and employees that trains for passengers have become similar to the horse and buggy. Would the

Canadian manufacturers have devoted some of their best brains to the development of new rolling stock and the adaption of the turbine to the passenger train if their interest had not been sparked by the passenger programme followed by CN over the last few years? It was when CN's faith in the future of rail passenger transportation became evident that these manufacturers realized the possibility before them and reacted to developments in Continental Europe and Japan.

I have endeavoured to give you a summary of the grounds which warrant the policy of CN to remain in the passenger business and make it profitable by featuring (a) fast convenient schedules, (b) good attractive functional equipment, (c) competent and courteous treatment of passengers on the trains, in stations and in sales offices, (d) interesting pastimes on trains and (e) market oriented levels of fares and to back these up, an aggressive merchandising and marketing programme designed to gain for the CN passenger train its rightful place in the transportation of people and to obtain the largest possible profitable share of the mass travel market.

I believe CN's aim in the passenger business can be achieved with a fraction of the initial and continually recurring capital and maintenance costs required for present super highways, with realistic work rules, elimination of duplication of services and equality in the competitive opportunity afforded to any and all modes, whether they are privately or publicly owned.

Train travel can become a real pleasure; it is worry-free. In the inter-city transportation, I see the prospects of trains combining the speed advantage of air travel with the Ocean liner's appeal of "Half the fun is getting there."

Speed, heart-of-the-city to centre-of-the-city advantage, frequency and reliability of service would constitute as great an advantage over other modes as the low fares which are possible due to the train's unique capacity for mass transportation, especially in distances from 80 to 1,000 miles.

In closing, may I repeat that I consider there is an opportunity for CN to make economic sense of its passenger business over a period of a few years through a combination of conditions which can be expected to develop from improved services and more managerial freedom from regulations. More revenues, lesser costs, elimination of unnecessary services, technology and greater productivity are all involved.

(The foregoing is the complete text of a recent address by Mr. Delagrave to the Richelieu Club, Montreal, Quebec.)

TTC's Newest Cars

The first of 164 lightweight subway cars under construction by the Canadian Car (Fort William) Division of Hawker Siddeley Canada Ltd. for the Toronto Transit Commission arrived in Toronto on May 4th, 1965.

The car was to be delivered to Davisville Shops for inspection by the TTC Commissioners during the morning of May 4th, but failed to appear on time. It was finally located on the CPR near Parkdale, delivery being delayed until permission could be obtained to use the CNR Belt Line into Davisville Shops. The new car, No. 5336, finally arrived at the Yard at 2.00 p.m., behind CPR road-switcher 8917.

No. 5336 was closely followed by car 5337 on May 5th. Deliveries are expected at the rate of five cars per week. Upon completion of this order, the TTC will have a total of 334 subway cars on the roster.

TRAIN CONFIGURATION

The cars are designed for operation in semi-permanently coupled two-car units in train lengths of one, two or three units. In each unit, one car (designated as an "A" car) carries the low-voltage battery and the 400 cycle, 525 volt power supply. The other unit (designated as a "B" car) carries the air compressor. An enclosed cab is provided at the outer end of each car in a unit and is positioned so that the motorman is always on the right side of the driving end of the train.

CARBODY DETAILS

Underframing, side and end framing and roof are built up of steel structural members, aluminum extrusions and sheeting. The outer edges of the external roof sheathing are fitted with louvred panels to permit the passage of air to and from the car ventilating system, at the same time providing drainage for rainwater through tubes in the corner posts running beneath the car.

Each of the four side door openings is equipped with two aluminum-alloy sliding doors operated by a 36.7 volt d.c. electric door engine. Door operation, safety devices and hardware are similar to M-1 class (MLW) subway cars now in service.



The unpainted exterior of the cars has a brushed aluminum finish. The roof is painted black and a black undercoating is used on exterior structure and components located below the carbody.

With the exception of sliding sash units provided as side windows in and opposite to the motorman's cab, all passenger area windows are stationary. The motorman's front window is angled to reduce glare and reflection to a minimum. The slanted windows together with the distinctive upper front "streamlining" make identification of the new cars quite simple from a distance.

INTERIOR DETAILS

Within the cars, extensive use is made of coloured plastic panels to reduce painting requirements. Floor tiles are of a gray "Grain" pattern, vinyl asbestos to resist scuffing and wear.

The lighting technique is perhaps the most notable interior feature of the new cars. Glare-free, indirect illumination is provided by two rows of fluorescent light fixtures running the length of the car. Light is diffused through translucent lenses on which transparent or conventional advertising cards can be displayed. Light is also diffused above the fixtures to the ceiling and below to the walls and floor. Emergency lamps above each train door and in the lighting panels above each side door automatically provide illumination in the event of failure of the fluorescent lighting.

The seating arrangement is similar to that of existing subway cars, with gray and blue cushions and stitching giving the illusion of an individual seat for each passenger.

HEATING AND VENTILATION

Car heating and cooling is generally similar to the 5300-series MLW cars. Interior air is drawn through ductwork and heated by traction resistors and, if necessary, auxiliary heaters before being reintroduced to the car through grilles under the car seats. Heating is thermostatically controlled.

Each car is ventilated by five overhead fans having a total capacity of 15,000 cubic feet of air per minute. The fans and dampers are thermostatically controlled and begin operation when the interior temperature reaches 70°F. As interior temperature increases, fan speed automatically increases in three stages.

TRUCKS

Each truck consists of a one-piece nickel steel frame composed of two truss-type box section wheel pieces cast integrally with two connecting box section transoms. The bolster is cast nickel steel. The roller bearings are located inboard of the wheels.

On each truck, a coil spring located inside an air spring carries the tare load, while the passenger load is supported by the variable-rate air spring. This system, controlled by a levelling valve, maintains the car at a nearly-constant platform height. Bolster (hence body) movements are dampened by hydraulic shock absorbers.

MOTIVE POWER

Four 125 h.p., 600 volt d.c. traction motors per car supply motive power. Two motors are mounted on each truck frame, driving transmission gear boxes supported by the axles. Each truck has a top-running third rail collector shoe and fuse mounted on both sides.

The traction system provides electro-dynamic braking of the cars down to a minimum speed of about 7 m.p.h. Both acceleration and braking forces are proportional to the car weight as sensed from the air spring system on the trucks.

CONTROLS

A single-handle controller in each cab controls both acceleration and braking, clockwise rotation from a centre position providing acceleration and counter-clockwise rotation providing braking. "Deadman" and traction control safety interlocks are similar to those used on earlier TTC subway cars.

The controller handle is activated in the cab being used by insertion and operation of the "Forward-Reverse" key in the controller stand. All other controller handles in the train are inoperative. Operation of the key also activates the correct marker, run and destination sign lights.

Door control is achieved by push button stations in the cab and on a panel on the car window sill opposite to the cab, in a manner similar to the 5300-series MLW cars.

A signal light panel in each cab indicates correct door and traction control operation, failure of battery-charging systems and correct functioning of power supply to the electro-pneumatic brake system.

DIMENSIONS

TTC SUBWAY CARS 5336-5499

Length overall	74'-9 1/8"
Overall width	10'-3 7/16"
Overall height	11'-11 1/2"
Interior height	7'-2"
Floor height above rail	3'-7 1/2"
Truck centres	54'-0"
Truck wheelbase	6'-10"
Wheel diameter	28"
Side door openings	3'-9"
Train door openings	2'-4"
Weight (empty)	under 60,000 lbs.
Weight (loaded)	under 105,000 lbs
Seating capacity	83
Total cap'y, incl. standees	300
Traction motors (4)	125 h.p. each
Couplers	"Tomlinson" type

BRAKING SYSTEMS

The brake system includes an electro-dynamic brake, an electro-pneumatic brake, a pneumatic service brake and a pneumatic emergency brake.

The electro-pneumatic brake system monitors the dynamic brake system; when the dynamic brake fades, or if it fails, the electro-pneumatic brake applies automatically and takes over completion of the stop without noticeable change in braking rate. The pneumatic service brake immediately and automatically comes into action in case of failure of the electro-pneumatic brake.

Emergency brakes may be applied through the motorman's control, the guard's and passenger's emergency valves and a trip cock, as well as by unintentional parting of the train.

Brakes are held on or applied if any side door is incompletely closed or inadvertently opened. Compressed air for the braking system is provided by an electrically driven compressor mounted beneath the "B" car.

COUPLERS

The cab end of each car has an automatic coupler remotely controlled from the cab, which simultaneously provides mechanical, pneumatic and electrical connections between coupled cars. This coupler can be manually operated from track level as well. The other end of each car has a manually-operated coupler which is operated from track level only.

All automatic couplers are designed to operate with those of the 36 cars now in service which were built by Montreal Locomotive Works in 1962. In addition, emergency coupling sets are being delivered to enable the cars to be coupled to the earlier cars built by Gloucester Railway Carriage and Wagon Company between 1953 and 1958.

COMMUNICATION SYSTEM

The communication system provides speech communication between train and wayside points, and between motorman and guard. The latter system also provides a separate buzzer and bell to be used as a call and signal system. The passengers may be addressed either by the motorman or from wayside through five speakers mounted in the ceiling of each car.

The carrier signal for speech communication with wayside is transmitted to the cars through a special high voltage d.c. coupler unit connected to the third rail.

LIGHTING SUPPLY

A 600 volt d.c. motor-alternator-rectifier unit mounted beneath each "A" car provides 36.7 volt d.c. and 400 cycle a.c. power for lighting and control circuits. In addition a 36-volt nickel-cadmium storage battery of 65 ampere-hour capacity is provided, enabling the cars to operate normally in service for at least one hour without the charging supply.

CONTRACT COST

Contract price of the new cars (including spare parts) was \$16,222,885, or about \$99,000 per car. Other bidders on the cars were Montreal Locomotive Works Ltd., Marubeni-Iida Co., (Japan) and Deutsche Wagon und Maschinenfabriken (Germany).

Generally similar in design to the 1962 MLW cars, they can and will train with this series on both BLOOR and YONGE-UNIVERSITY lines. More cars will be needed for the Bloor-Danforth subway extensions due to open in 1967.



PARTIAL LIST OF SUPPLIERS

TTC SUBWAY CARS 5336-5499

Aluminum Alloy
Aluminum Company of Canada Ltd.
Kaiser Aluminum Company
Reynolds Aluminum Co. of Canada Ltd.

Steel
Russelsteel Ltd.,
Steel Company of Canada Ltd.

Traction Equipment
Canadian Westinghouse Co., Ltd.

Motor Blowers
Sheldon Engineering Ltd.

Alternators
Sangamo, Wagner Leland Div.

Communications
Associated Elect. Ind., (Canada) Ltd.

Lighting
Luminator Inc.

Trucks
Dominion Foundries & Steel Co. Ltd.

Bearings
Canadian Timken Ltd.

Wheels
Canadian Steel Wheel Ltd.

Axles
Dominion Steel & Coal Corp. Ltd.

Pneumatic Brakes
Westinghouse Brake & Signal Co. Ltd.

Door controls, Heat and Ventilation
Vapor Heating Ltd.

Compressors
Canadian Ingersoll-Rand Co. Ltd.

Automatic Couplers
Canadian Ohio Brass Ltd.
Canadian Waugh Equipment Co. Ltd.

Seating
Heywood Wakefield Co. of Canada

Glass
Faucher et Fils Ltd.

Doors
Robert Mitchell Co. Ltd.

Data Supplied By;
Hawker Siddeley Canada Ltd.,
Toronto Transit Commission.

Edited By John F. Bromley and
James A. Brown.

* During the early morning hours of May 15th, while UCRS member Alf Nanders was passing St. Clair Division, he discovered what could have been a disastrous fire. The location? Peter Witt car 2766!

Alf immediately advised the Division night crew, who quickly extinguished the fire. The car was moderately damaged opposite the centre doors, with part of the wooden side panelling blackened, several seats destroyed and a few windows broken. The car was moved inside on track #10 for the weekend.

On the following Monday morning, the car was moved to Hillcrest Shops for repairs. Car 2766 was to be used on three fantrips on the weekend of May 29-30, as well as a trip to be operated by the Branford Electric Railway Association in June and the annual UCRS night trip July 16th.

Considering the fact that the Witt is to be retired after the end of July, all trolley enthusiasts can be thankful that the TTC did not retire the car on the spot. After the UCRS night charter, the car is to be relegated to operation within the confines of the shops. The apparent reason is the lack of spare parts for continued maintenance.

* On May 4th, the Metropolitan Toronto Council returned the much talked about Queen Street Subway line to the rapid transit priority sweepstakes. The line would operate south on Greenwood from Danforth and head west on Queen to University Avenue and beyond. Other lines under consideration are the Yonge Street Extension from Eglinton to Sheppard (or Steeles), the Spadina Expressway line and a route following the railway right-of-way from Downtown to Weston. The Metropolitan Toronto Planning Board is expected to report in September on its choice for the next Subway construction project, in order that plans can be complete when the Bloor-Danforth Extensions are completed in 1967.

* After 10.00 p.m. on the evenings of May 10th-12th, temporary wooden decking on Bathurst St. north of Bloor was replaced with asphalt paving. Coincident with this work was the placement of a facing switch for the new connection with the subway loop at this point. During the work period, BATHURST streetcars were replaced with buses over the entire route; this practice differed from 1964, when several 4500-class PCC's operated FORT service to Queen Street from Roncesvalles Division. During the period May 8th-12th, Crane Car C-1 was reportedly operated from Roncesvalles Division.

* During the week of May 10th, Lansdowne PCC 4303 was operated from St. Clair Division on various routes.

/JFB, BM, GAM, AN, DT

BELOW: Some distance from its regular haunts, Lansdowne-based PCC 4302 loads passengers at Queen and Bay Sts.
/John Bromley



Readers' Exchange

WANTED: Railroad switch keys from any Canadian railway. Will trade old railroad stocks, etc. Contact Jon A. Heim, 551½ East Alcott St., Philadelphia, Pa., 19120.

DOES ANYONE HAVE original or good duplicate colour slides of TTC PCC cars 4179 and 4227 (both scrapped '62)? Contact Robert McMann, 80 Bannockburn Ave., Toronto 12, Ont.

FOR IMMEDIATE SALE: Prints (postcard size and larger), negatives and colour slides -- railroad and electric railway subjects. Send self-addressed envelope (U.S.A. 10¢ coin) for index to lists available. R. F. Corley, 490 Albertus Ave., Peterborough, Ont.

CAN ANYONE SUPPLY photos of ex-Buffalo cars 52 and 53 of the Oshawa Railway? Please contact S. C. Mickler, Box 411, Tampa, Florida, 33601, U.S.A.

STILL AVAILABLE are 14 x 17 colour lithographs by Doug Wright of CNR 4-8-2 No. 6065. For yours, send \$1.00 to J. A. Brown, 36 Thorncliffe Park Drive, Apt 301, Toronto 17.

Bull Session



George Brown, of London, Ont., tells us of a line of railroad mementos he is turning out to fill the need for a suitable gift for retiring or transferred railway employees, or for other similar situations. He offers a set of bookends weighing 15 lbs., made from 100 lb. rail mounted on marble bases and plated in 24 ct. gold, silver or polished copper. Any number of other items made from spikes, rail sections, etc., can be produced in the same manner. While these items are not the type of thing that would be sold by the hundreds, it seems to us that they'd be ideal as a special event gift or presentation to a railroader or railfan. If you'd like more details, write to George at Canray Products, 522 Hamilton Road, London, Ont.

A Vancouver native, John Rushton recently graduated from theological college in that city and a few weeks ago was ordained as a Deacon of the Anglican church. He is now living in Kelowna, B.C. Our congratulations and best wishes, John!

Apropos of the Master Plan for Branch Line Abandonments which appeared in the November 1964 NEWSLETTER, John notes that the 7.5 miles of CP's Rossland Subdivision from Rossland to Warfield which are up for abandonment can be covered by road in three miles. The track winds up and around the hills at a steady grade better than 2%. On another portion of the line, to be left in existence, is a switchback, located between Tadanac and Annable. So surprisingly enough, switchbacks are still a part of the Canadian railway scene.

Art Weber is at it again, this time with another of his highly successful steam excursions from Windsor to St. Thomas with CN 6218. This trip is slated for Saturday, June 26th. Also, Windsor-Detroit folks might like to take advantage of Art's one-day tours to Toronto on July 6th, 13th and 20th. For all the details, write Roundhouse Records, Box 326, Royal Oak, Michigan, 48068, U.S.A.

Had a call the other day from Mr. Walters of the Ontario Department of Highways. He was wondering if any of our readers could fill him in on some of the details of a special demonstration train chartered by the Eastern Ontario Good Roads Association around the turn of the century.

This train evidently operated on the Canadian Pacific through eastern Ontario, stopping at communities along its route to offer a demonstration of the latest techniques in road building. The train carried the necessary equipment, and in these demonstrations, short sections of road were actually built.

If anyone can offer any further facts about this odd train, Mr. Walters would certainly appreciate hearing from him. (For that matter, so would we!) Data should be sent to:

Mr. A. A. Walters,
Historical Research Officer,
Department of Highways,
Downsview, Ontario.

Stored at Canadian Pacific's Weston Shops at Winnipeg are the following locomotives, observed by Robert Baker in February:

4-6-0	972	2-8-0	3611
	975		3650
4-6-2	*1278		*3716
	1297	2-8-2	5105
	2314		5408
	*2317		5441
	2344		5446
	*2634		
	2706	2-10-0	5760
4-6-4	2851		5762
4-8-4	*3100	0-8-0	6905
	*3101		6906
			6965

Bob also notes that Canadian National 4-8-2 No. 6077 and 4-6-2 No. 5114 are stored at CNR's Transcona Shops.

To complete our Canadian Pacific listing, Roger Boisvert fills in the numbers of the locomotives stored at Montreal's Angus Shop:

4-6-0	424	4-6-4	2827
	490		*2858
	*1095		
4-6-2	*1201	2-8-2	5405
	2454		

A partial answer to last month's question about the Grand Trunk wreck comes from Bill Linley who tells us that GT 231 later became Canadian National 5567. Thanks, Bill.

Bill also reports having seen new CP GP-35 5015 at Smiths Falls on May 11th. He notes that, like the 4200-series engines, the newer CPR GM units have only a single rear headlight and no rear number boards. Of course, Nos. 5002-5013 have conventional rear ends, lacking only footboards.

* * *

Bruce Chapman had an interesting experience last month. He left Ottawa one evening on CP's "Dominion", fell into a sound sleep and awoke in the morning to see a pair of Canadian National units outside the window. Investigation revealed that instead of being at North Bay as he surmised, the "Dominion" was standing at Brent, on the CNR! The train had been detoured as a result of a mishap at Bonfield, on CP's main line.

* * *

New York Central has given a Hamilton scrap dealer the task of cutting up and removing about 25 of the cars wrecked in its mid-February pileup at Canfield Jct. (page 38, March NEWSLETTER) This work commenced in mid-May with the burning of the wrecked cars to remove the wooden siding. The job is to be completed by the end of the month. /DP

* * *

Doug Brown has come up with an interesting footnote to our news item in the April issue on unit trains. Each month, the Ottawa Silica Company of Ottawa, Illinois forwards a solid trainload of silica sand of various grades for the glass and carborundum industries and foundries of the Montreal area. The first train left Ottawa, Ill., on Sept. 30th, 1963 via CRI&P-GTW-CN and arrived in Montreal Yard on October 2nd. It consisted of 57 cars with a net weight of 4251 tons. Since then, over 20 such trains have been operated.

Perhaps technically, a unit train is composed of sets of equipment which shuttle endlessly in a fixed cycle with all switching, even engine changes, eliminated. However, since Doug's trains operate on a regular basis and are blocked through in toto from point to point, surely they would qualify for the title, too.

* * *

If you get the chance, drop in to see "The Train", a feature film now showing in theatres across the country. The French National Railways play a starring role in the film, which deals with the efforts of the French Resistance in preventing a certain train from leaving the country in the dying days of World War II. The railroad photography and special effects are superb.

* * *



ABOVE: A few months ago, we asked for photos of Canadian National's GP-9a class engines to illustrate their size. In this photo, compare the engine height with the caboose behind. /Keith Anderson

BELOW: Dignitaries at the opening ceremonies of CN's Toronto Yard toured the facilities by special train, shown here on the turning loop at the diesel shop. /Jim Brown

