

newsletter

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Upper Canada Railway Society



newsletter

Number 241

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Membership in UCRS includes NEWSLETTER subscription. For complete details, please contact the Membership Secretary.

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

The Cover

Just a shade over seven years ago, on December 29th, 1958, this was the scene at Stratford, Ont., as Canadian National 4-6-2 No. 5600 prepares to depart for Palmerston with train 168. /J. A. Brown

Inset: See page 28!

Contributors to this Issue

Jack Beatty, Roger Boisvert, John Bromley, Gerry Burridge, Bruce Chapman, Rav Corley, John Freyseng, Tom Henry, Bill Hood, Bob McMann, Dave Stalford, R. D. Tennant, Jr., Dave Thompson, Bill Whetstone.

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Sharp-eyed readers will have noticed that the issue number and date were inadvertently omitted from last month's masthead. The issue number, of course, was 240.

* * *

Several people have commented on our Rule-book reproduction that is currently appearing as a supplement to the NEWSLETTER, and have asked whether or not there will be an opportunity to pose questions on matters which may not be completely clear. To this the answer is an emphatic "yes". Once the series is completed, your questions on the meaning or interpretation of the rules will be invited, and an authoritative clarification given by a rules instructor from one of the major railroads. /JAB

* * *

UCRS News

At the Society's Annual Meeting, held on January 21st, 1966, the following persons were elected Directors of the Society for the year 1966:

J. F. Bromley	J. F. Mellow
E. J. Freyseng	R. Rundle
R. S. Hoover	W. T. Sharp
R. D. McMann	B. E. West
W. F. McNairn	S. I. Westland
G. A. Meek	W. G. Whetstone

At a combined meeting of the 1965 and 1966 Directors, held on January 25th, 1966, the following Officers and Committee Chairmen were appointed:

OFFICERS:

President: B. E. West
Vice-president: S. I. Westland
Recording Secretary: W. G. Whetstone
Corresponding Secretary: R. D. McMann
Membership Secretary: R. S. Hoover
Treasurer: R. Rundle

COMMITTEE CHAIRMEN:

Curator: R. S. Hoover
Trip Committee: E. J. Freyseng, J. A. Brown
Publication Committee: J. F. Bromley
House Committee: D. Spaulding
Preservation Committee: W. F. McNairn
Entertainment Committee: G. A. Meek
Distribution Committee: J. D. Thompson

Attorney: S. I. Westland
Key Master: E. J. Freyseng
Liasons: W. T. Sharp
R. D. McMann
G. A. Meek
Address list: R. S. Hoover

The Annual Reports of the 1965 UCRS Executive, presented at the Annual Meeting, will be distributed with next month's issue.

* * *

Wouldn't you know the Trip Committee would pick the worst snowfall in 21 years as the time for the Annual Winter Steam Excursion! January 23rd's trip was a barrel of fun, in spite of it all, and a complete account is scheduled for an early NEWSLETTER issue.

* * *



Regular meetings of the Society are held on the third Friday of each month (except July and August) at 8.00 p.m., in Room 64, Royal Ontario Museum, Queens Park at Bloor St., Toronto, Ont.

- Feb 18th; Regular meeting. An illustrated talk on "Developments in Rapid Transit in North America since World War II" will be given by Bob McMann.
- Feb 25th; UCRS Hamilton Chapter regular meeting. Board Room, CNR James Street Station, Hamilton, Ont. 8.00 p.m.
- Mar 4th; Outdoor meeting at CNR Parkdale Station, Queen and Dufferin Sts. 8.00 p.m.
- Mar 11-19; UCRS Display at the Canadian National Sportsmen's Show. For further details, see above.
- Mar 18th; Regular meeting. The Annual UCRS Auction. Start now to gather up your surplus railroadiana to sell, to make way for the railroadiana you will buy at the auction.
- Mar 25th; UCRS Hamilton Chapter regular meeting. Board Room, CNR James Street Station, Hamilton, Ont. 8.00 p.m.
- Apr 1st; A Transit Rally is planned for our April Fool's Day meeting. Forewarned is forearmed!

UCRS is planning a display at the Canadian National Sportsmen's Show, to be held at the Canadian National Exhibition March 11th to 19th. Members and friends are invited to visit the booth, which will be located in the area near the Ontario Government wildlife display on the second floor of the east wing of the Coliseum Building.

Members who are free to assist in the setting up and manning of the booth are asked to contact George Meek (532-5617), Ralph Percy (924-4372) or Bob McMann (783-9232). Particularly required are those who can be at the booth from 12 noon to about 6 p.m. This is an excellent opportunity to promote your Society and make its aims and objectives more widely known. We need your help!

* * *

Readers' Exchange

FOR SALE: Original negatives of British Columbia Electric Streetcars, interurbans, electric locomotives, Birneys, PCC's, work equipment, etc. Peter Cox, 2936 West 28th Avenue, Vancouver 8, B.C.

WANTED TO BUY: Grand Trunk switchman's lantern; also GTR data. Chuck Doubrough, 96 Barons Avenue South, Hamilton, Ont.

FOR SALE: B&W, colour slides, prints, enlargements (8x10: 80¢) of U.S., Canadian lines, including pre-Nationalization. Free list. Will exchange for negatives of QCR, C>, and especially QRL&P Citadel Division; also annual passes, pre-1940. Gerry Burrige, 65 Cremazie West, Quebec 6, Quebec.

WANTED: Photographs of CN stations at Tara, Hanover and Chesley, Ont., with steam locomotive. Bob Buck, 229 Nile St., Stratford, Ontario.

DISPOSING OF extensive Hornby O-gauge 20-volt model train layout. List available, or can be inspected. Purchaser will be required to dismantle and remove the material. R. F. Corley, 490 Albertus Ave., Peterboro, Ont. (Phone 705-743-3247)

WANTED TO BUY: Good price paid for old employees' timetables in good condition from any Canadian railway, or will trade generously from informal list now available. Write for free list of items for sale including miscellaneous railroadiana and employees' and public timetables of varying vintage from Canadian lines. Some old UCRS NEWSLETTERS available in trade for old timetables. John Cooshek, 455 West 26th Ave., Vancouver 10, B.C.

Railway News and Comment

ALGOMA CENTRAL INCREASES PROFITS

The Algoma Central Railway had a net profit of \$2,073,400 in 1965, as compared with \$1,846,000 in 1964. In the company's preliminary report to shareholders, president L. C. Waugh said the outlook for continued strong economic growth makes likely a continuing improvement in the AC's revenues and profits.

CN'S NEW EDMONTON STATION OPENS SOON

Canadian National's new station in Edmonton, located on the lower ground floor of the new 26-storey CN Tower, will be opened soon. The station is designed to allow vehicles to load and unload passengers inside the terminal. An automatic carousel will dispatch and deliver luggage, while a 206-foot escalator-equipped tunnel will connect the terminal with the tracks and trains.

The tower itself contains an impressive 75-foot by 75-foot main lobby surrounded by a mezzanine with shops; above the main floor are three floors for interior parking, a cafeteria, restaurant and lounge, and 20 floors of office space. Cost of the complex is about \$10.5 million.

FREIGHT BOYCOTT IN HURON COUNTY?

Huron County officials propose to boycott Canadian National freight service in the area unless the railway drops its plans to curtail Stratford-Goderich passenger service. They fear that curtailment of passenger service "would threaten Huron County's entire economy".

In a statement which seems to be typical of the "arguments" presented by so-called "discriminated against" communities, Clinton's mayor Symons said, "We are paying into this business which is government-owned and operated. There must be other lines that aren't as profitable. Why are they (CNR) discriminating against this area?"

Mr. Symons might be asked in return why the citizens of Huron County discriminate against the railway to the extent that the "essential" passenger service occasionally makes the trip with a passenger load that could be counted on the fingers of one hand.

RAILWAY LEGISLATION SCHEDULED FOR PARLIAMENT

Canada's 27th Parliament will make a fresh bid this year to streamline federal railway legislation. Action has been pending since the 1961 report of the MacPherson Royal Commission on Transportation which recommended that railways be freed from excessive controls and subsidies so as to make their own way in the competitive transportation market.

A draft bill was introduced last year, but made little progress; this year, there will be a new version, "modified in the light of consideration in the last Parliament and public discussion in the intervening period."

Last summer, a federal-provincial conference resolved some of the problems involved in the old bill's provision for abandonment of many railway branch lines. Still a thorny problem is the issue of maximum rate control, which involves a complicated formula for setting maximum rates on the so-called "captive" shipper who has no alternative to railway transport.

Also forecast for this session is a bill to recapitalize CNR's debt, taking the pressure of heavy interest charges off current operations of the publicly-owned railway. This debt burden dates back to the original formation of Canadian National, and in no way reflects the tenor of present operations.

CANADIAN PACIFIC SELLS ROYAL ALEX

The 60-year old, 450-room Royal Alexandra Hotel which adjoins CPR's Winnipeg, Man., station has been sold to a Winnipeg realtor by the railway. Ownership will change officially on May 31st; the purchase price was not disclosed. CPR is reported to be actively considering sites in downtown Winnipeg for future hotel property. The Royal Alex, on Higgins Avenue at Main St., is on the fringe of the downtown business sector in a neighbourhood which has seen better days.

TORONTO COMMUTER SERVICE SET FOR 1967

Reference was made in the recent Throne Speech to the Ontario Legislature to the effect that Toronto's Lakeshore commuter service would begin operations early in 1967, dashing hopes that the trains might be running late in 1966. The speech made no reference to a proposal to extend the 52-mile Dunbarton-Burlington service to the city of Hamilton. Hamilton City Council has been urging the government to include the city in the system, although additional equipment, signalling, etc., would almost certainly be required for such a move.

THE NEW SHAPE OF TORONTO-OTTAWA SERVICE

Received too late for inclusion in last month's issue was the report that Canadian Pacific was bowing out completely from the Toronto-Montreal and Toronto-Ottawa passenger business. This plan, originally rejected by CP, provided for CN to establish an overnight Toronto-Ottawa service, and in addition, operate two day trains from Ottawa to Brockville to connect with existing Toronto-Montreal service at that point.

January 23rd marked the last runs of CP's short-lived "Royal York"- "Chateau Champlain" -- surely what must go down in records as the shortest-lived 'name' trains ever! Also a casualty of the service switch was the Toronto-Ottawa Dayliner, Nos. 33 and 34. In a single weekend, all passenger service disappeared from CP's Agincourt-Vaudreuil line (via Trenton), and from its Havelock-Glen Tay route (via Tweed) as well.

Daytime service is now provided by CN trains 35-34 between Ottawa and Brockville, connecting with Nos. 5 and 14, the "Lakeshore", at Brockville. An across-the-platform transfer is required at Brockville

Afternoon service, featuring through Ottawa-Toronto parlor cars and snack-counter coach, is provided by trains 37-36 between Ottawa and Brockville. These new trains made their first runs on Monday, January 24th; they use Canadian National trackage from Ottawa to Smiths Falls, and CP lines from that point to Brockville. Trackage rights for these trains will be free for a five-year period.

The new overnight service, commencing on February 14th, will not involve a change of train. Nos. 106 and 105 will operate between Toronto and Ottawa using the Smiths Falls Subdivision of CN between Napanee and Federal (near Ottawa), the route followed by the UCRS Weekend Steam excursion in 1963. These trains will carry passengers to and from Ottawa only, and will not handle traffic between points on the Toronto-Montreal main line.

With the withdrawal of trains 33-34 per se, Canadian Pacific reinstated trains "380" and "383" between Toronto and Peterborough, which had been taken off at the October 31st timetable change. In actual fact, the trains continue to be operated on the timetable authority of trains 33 and 34, with appropriate "run-late" orders issued to allow for the schedule discrepancies. No. 34 now runs to Peterborough only, leaving Toronto at 9.50 a.m., arriving Peterborough at 11.10 a.m.; the return trip, as No. 33, leaves Peterborough at 1.10 p.m., arriving Toronto at 2.30 p.m.

Toronto-Ottawa passengers now have the benefit of CN's Red, White and Blue fares, a cut of about \$1.50 over the old CP one-way fare. CN's Toronto-Ottawa one way fares are now \$5.90 (Red), \$7.00 (White) and \$8.00 (Blue). Competing Colonial Coach Lines has slashed its weekday fares to \$5.00 one way and \$9.75 return for the 260-mile trip.

OTTAWA - TORONTO

105 Ex. Sat. * Sat.	37 Daily "C"	35 Daily "D"			106 Ex. Sat. * Sat.	34 Daily "D"	36 Daily "C"
11.00 pm	4.55 pm	9.40 am	Lv. Ottawa	Ar	**6.15 am	3.55 pm	10.15 pm
	6.00	10.45	Lv. Smiths Falls	Lv		2.50	9.10
	6.40 pm	11.25 am	Ar. Brockville	Lv		2.10 pm	8.30 pm
	<u>No. 15</u>	<u>No. 5</u>				<u>No. 14</u>	<u>No. 6</u>
	7.05 pm	11.43 am	Lv. Brockville	Ar		2.00 pm	8.08 pm
	7.49	12.30 pm	Lv. Kingston	Lv		1.07	7.27
A2.55 am	8.35	1.25	Ar. Belleville	Lv	B 1.50	12.18	6.40
A3.30	8.37	1.28	Lv. Belleville	Ar	B 1.40	12.15 pm	6.38
A4.30		2.15	Lv. Cobourg	Lv	B 1.01	11.36 am	
	9.22		Lv. Port Hope	Lv			5.55
A5.15	9.56	3.00	Lv. Oshawa	Lv	B12.25 am	11.01	5.26
A6.00	10.28	3.32	Lv. Danforth	Lv	B11.51 pm	10.28	
**6.15 am	10.40 pm	3.45 pm	Ar. Toronto	Lv	11.40 pm	10.15 am	4.50 pm

Notes: A - Detrains from Ottawa only

B - Entrains for Ottawa only

* - First trip February 14th - No passenger stops between Ottawa and Belleville

C - Platform transfer at Brockville to and from Nos. 5 and 14

D - Through connection at Brockville with trains 15 and 6

No checked baggage handled on trains 34-35-36-37

Through Ottawa-Toronto baggage only checked on trains 105-106

** - Sleepers parked at Ottawa and Toronto until 7.30 am.

REACTION TO "DOMINION" REMOVAL

Now that CP's transcontinental "Dominion" is no longer operating (January NL, page 6), protests over the move are mounting from on-line communities and labour organizations.

Appeals against the BTC decision to permit withdrawal of the train have been filed with Prime Minister Pearson by the Canadian Railway Labour Executives Association, virtually all major on-line communities, and the province of Saskatchewan. Western Canada's Conservative MP's have given notice that they intend to protest the decision in parliament.

Editorial comment deplored the lack of representation from so-called interested parties when the Board of Transport Commissioners was holding hearings on the matter last fall (November, 1965 NL, page 184).

Establishment of the "Winnipeg, Portage la Prairie, Brandon, Regina, Moose Jaw, Swift Current, Medicine Hat and Calgary Railway" (or WPPBRMJSCMH&CR) was proposed by Medicine Hat's mayor Harry Veiner, suggesting that the eight Prairie cities affected by the decision buy RDC's and operate their own daily passenger service. Reaction to this proposal was mixed.

Other proposals would have CN take over the passenger service on Canadian Pacific's lines between Winnipeg and Calgary. The city of Moose Jaw suggests that CN reinstate service from Moose Jaw to Regina and Melville over its own lines, connecting with transcontinental CN trains at Melville.

Meanwhile, Prime Minister Pearson has agreed to consider a suggestion that a parliamentary committee investigate the case of the "Dominion" withdrawal in light of the mounting opposition to the action.

The Toronto STAR's Ron Haggart takes the opposite view, urging those who are lambasting the CPR for dropping the "Dominion" to call off the hounds. "It isn't worth saving," he says.

Mr. Haggart points out that the real danger for future rail passenger business lies not in the discontinuance of "useless trains like the 'Dominion'", but in the concept put forth by the MacPherson Royal Commission on Railway Transportation which proposed diminishing passenger subsidies over a five-year period while the railways dropped their non-profitable runs, after which no subsidy at all would be paid. It is generally agreed that certain rail passenger service is essential to the public good, and if a no-subsidy policy is eventually adopted, it will become virtually impossible to force railways to maintain this service.

Supporting his argument for passenger subsidies, Mr. Haggart cites the \$9 billion spent on public roads in Canada from 1950 to 1962, a figure not nearly approached by revenue from auto, license and gas taxes, and the \$1 billion airline facilities put in in the same period, again not nearly paid for by their users. Says he, "We subsidize other forms of transportation.....why not this one?"

Mr. Haggart sees the winter-season "Dominion" as "a few lumbering coaches, running for 2800 of its 3100 miles alongside the Trans-Canada Highway and duplicating better service offered by the 'Canadian'"; better to abandon it and concentrate effort on the subsidized preservation of more useful and necessary trains.

BATTLING SNOW FOR 60 HOURS, CN GETS THROUGH!

One of the longest snow journeys of the year was probably that recorded by a Canadian National freight on Vancouver Island in early January. Sixty hours were required to make the fifty-mile round trip from Deerholme to Youbou, B.C.!

At Skutz Falls, a few miles west of Deerholme, the crew encountered eight-foot drifts across the track, and a bulldozer had to be commandeered to clear the line. The second night out was spent at Lake Cowichan, some 15 miles west of the original starting point.

You think you have snow troubles!

PGE RESUMES SERVICE TO PRINCE GEORGE

The Pacific Great Eastern's passenger service to Prince George, B.C., discontinued early in December because of a labour dispute (see January issue, page 8), was resumed January 19th. In the intervening period, PGE's RDC's had operated only between North Vancouver and Lillooet.

The restored service operates thrice-weekly in each direction, leaving North Vancouver Mondays, Wednesdays and Fridays, and making the southbound trip from Prince George on Tuesdays, Thursdays and Saturdays.

FUEL SPILLED IN NORTHERN ONTARIO DERAILMENT

A broken axle was blamed for a spectacular 35-car derailment on Canadian National's Alderdale Subdivision at Desaulniers, 36 miles west of North Bay on January 19th. The 76-car train included a number of tank cars containing gasoline and diesel fuel, which spilled out over the area. Local residents swarmed over the scene with pails to salvage some of the fuel. There was no injury or damage to locomotives in the mishap, which blocked CN's Montreal-Vancouver line for a day.

RAILWAYS URGE HIGHER DEMURRAGE RATES

The Board of Transport Commissioners held a two-day public hearing in January on a railway proposal for sharp increases in demurrage rates -- the penalties shippers must pay for keeping freight cars out of service beyond the two-day free period. The railways contended that their efforts to achieve better utilization of freight cars are being frustrated by shippers who delay the unloading of cars, often deliberately in order to get cheap storage space.

Last year, the railways lost an estimated 900,000 car days because of shipper delays in releasing equipment. The value of new car purchases (which in the 1960-1965 period reached \$93 million on the CNR alone) is being eroded by these delays, particularly since the newer, more specialized equipment is in such great demand.

Demurrage rates are now \$4 per car for each of the first four days of delay beyond the two-day allowance; for the fifth and subsequent days the rate is \$8. The railways are proposing new rates of \$5 for each of the first four days, \$10 for the next four, and \$15 per day after that. Similar rates were introduced in the U.S. last summer. The new charges were scheduled to start in Canada last October 1st, but were suspended by a board order after shippers complained.

Shippers' representatives maintained that the railways themselves were partly to blame, but conceded that some increases would be advisable. They objected to increases in short-term delays since minor holdups are unavoidable. Some suggested that more reliable rail service would help to reduce delays.

The board deferred its decision.

CP POLICE HAVE BIG IDEAS

This item recently appeared in the Montreal STAR:

"Thieves thinking about stealing from the railways had better stay away from the CPR. The company is recruiting constables, and its ad in the help wanted section yesterday stipulated they must be 'eight feet, ten inches, or over.'"

ANOTHER CN SPUR IN THE MARITIMES

Canadian National has called tenders for preliminary work on a two-mile rail spur and support yard to serve a planned multi-million dollar mining, smelting and chemical complex at Belledune Point, N.B. The spur will join CN's main line at a point 23 miles west of Bathurst, and the support yard will be built there.

CPR SEEKS TO DROP OTTAWA-MONTREAL RDC'S

Despite earlier objections (November, 1965 NL, page 184), Canadian Pacific now appears determined to withdraw all passenger service between Ottawa and Montreal along the Quebec side of the Ottawa River. A BTC hearing on the proposal to drop trains 137-138, 132-133 and 131-134 was held at Lachute, Quebec on February 1st. No decision has yet been made.

FOR LAST-MINUTE STOP-THE-PRESS ITEMS,
TURN TO PAGE 38.



LEFT: CNR Rotary Flow 55361 is shown here at Toronto's Spadina shop, en route to the Canadian Railway Museum, at Delson, Que. Only one rotary, No. 55184, remains on the CN roster.

/J. A. Brown

Equipment Notes...

CANADIAN PACIFIC MOTIVE POWER NOTES

During January, Century 424's 4238-4242 were delivered to CPR by Montreal Locomotive Works. In the same period, units 4412, 4414 and 4004 (the latter being the last original Alco "A" unit owned by CP) were turned over to MLW for rebuilding.

The final two GP-35's ordered by CP from GMD in London, Nos. 5024 and 5025, were received from the builders on January 29th. These engines were rebuilt from the wrecked 1401 and 1906, which were involved in the derailment of the "Canadian" at Terrace Bay, Ont., on April 17th last.

With the demise of Toronto-Montreal trains 21 and 22, Canadian Pacific has renumbered and regeared four additional passenger units for freight service, as follows;

Present No.,	Class:	New No.,	Class:
1419	DPA-15b	4061	DFA-15e
1420	"	4062	"
1909	DPB-15a	4435	DFB-15c
1911	"	4437	"

Complete details of the renumbering and re-gearing programme may be found in the October 1965 NEWSLETTER, page 174.

CPR 8575, badly damaged in a wreck at Port Credit, Ont., on November 11th (December NL, page 211), was released from Angus Shops on January 14th, apparently none the worse for wear, and sporting CP's script lettering on its flank. The other units involved in this mishap, 8426 and 8445, returned to service in December.

It is reported that representatives of the Rock Island Railroad have recently inspected Canadian Pacific's leased Bessemer and Lake Erie units, with a view to the possible purchase of the F7 locomotives.

ANOTHER 550 CARS ORDERED BY CN

Canadian National has ordered 400 cylindrical-type steel hopper cars and 150 general service flat cars at a total cost of \$8.5 million.

Marine Industries Ltd., Sorel, Que., will build the 100-ton capacity hopper cars, with deliveries slated to start in September at the rate of 12 cars per day.

The 70-ton capacity flat cars will be built by International Equipment Co., at its Napanee, Ont. plant. Delivery will commence in May at the rate of three cars daily.

CN SHIFTS DIESEL ASSIGNMENTS

In a move intended to concentrate the maintenance of a particular class of locomotive at a single point, Canadian National recently reassigned a number of passenger and freight units between Montreal and Moncton maintenance shops.

Transferred from Moncton to Pt. St. Charles were;

6750, 6752-6754, 6758-6766
6850, 6852-6854, 6858-6866

Transferred from Montreal Yard to Moncton were;

1656, 1658, 1659, 3037, 3085,
3087, 3088, 3091, 3800-3822

In the offing is a move to reassign the 26 CR-12 1600-series road switchers now at Campbellton to Moncton. The units involved are;

1600-1602, 1604-1613, 1618-1620,
1622, 1625-1627, 1629, 1636, 1648,
1649, 1651, 1653.

LEASED LOCOMOTIVES -- MORE CHANGES

Canadian Pacific recently returned engines 112, 114, 117, 119 and 123 to the Duluth, Missabe and Iron Range, receiving in return units 159, 161, 162, 164 and 165. These locomotives, in company with DM&IR 113, 121, 124, 131 and 135, are now working in CP service out of Winnipeg.

CPR's records show an additional two LS&I locomotives under lease. Apparently Nos. 1603 and 1805 are operating in the Winnipeg area.

Boston and Maine RS-3's have descended on CP's Eastern Region power pool in great numbers. The following units are now operating in Canada;

1511, 1535, 1536, 1540, 1556, 1559
1561, 1573, 1574, 1575, 1576, 1577

The six Boston and Maine Alco switchers erroneously reported in the December NL as being leased to CP, were in fact received by Canadian National around November 1st, for service in Montreal Terminals. The units involved are 1178, 1179, 1181, 1263, 1268 and 1270.

In November and December, DM&IR SD-18's 133, 144, 151, 152, 153 and 156 operated on CN's subsidiary Duluth, Winnipeg and Pacific. Recently, some of these units, notably 133, 151 and 152, have been reassigned to Montreal Yard, for service northeast of Montreal. A complete list of CN DM&IR leased units appears in the January issue, page 9.

RIGHT: Normally lodged on the Prairie Region, CPR's leased Chicago Great Western 156 was discovered recently at Smiths Falls, Ont., by John Freyseng.



MORE ON CN RAILINER ASSIGNMENTS

Canadian National's RDC-4 cars were assigned to the following stations as of February 1st:

D-401;	Point St. Charles
D-450;	Moncton
D-451;	Saskatoon
D-452;	Saskatoon
D-453;	Prince George
D-475;	Saskatoon

It should be pointed out that the assignments summarized in last month's issue for all CN Railiners other than RDC-4's were projected operating assignments, and in all probability certain cars are not yet located according to the summary. A case in point are cars D-110, D-117 and D-506; it is proposed that these cars will be used to re-equip trains 81-82 on the Toronto-Sarnia run -- at the moment, however, D-110 is assigned to Saskatoon while D-117 operates out of Halifax.

GTW ORDERS GIANT BOXCARS

The Grand Trunk Western Railroad has ordered 103 "high-cube" 70-ton boxcars from Thrall Car Manufacturing Co., Chicago Heights, Ill. The cars have an inside length of 86½ feet and an exterior height of 17 feet; capacity is 10,000 cubic feet. Delivery of the cars will not begin until September.

RIGHT: B&M 1511 departs Ottawa Union Station after assisting the disabled RDC's (at right) from Plaisance, Que. The B&M unit is leased to CP.
/Bruce Chapman

NUMBERS ASSIGNED TO CN'S NEW UNITS

Canadian National's 20 new Century 424's will be numbered 3202-3221, class MR-24b, and will carry "serial numbers" M3443-1 to -4 (rebuilt units) and M3444-1 to -16 (new units). Candidates for trade-in on the initial four units are not known at present. Delivery is expected to begin in mid-spring.

The ten GP-40's on order by CN will carry the numbers 4002-4011, class GR-30a. The inference here is that no further purchases of 2500 h.p. GP-35's are likely, since the GP-35 numbering sequence has been neatly sealed off at 4001.

When deliveries of these 30 units are complete, all 4000-series GMD units will be assigned to Toronto Yard, while the 3200-series MLW locomotives will be based at Montreal Yard for maintenance purposes.





A NEW LOOK For the NORTHLAND

January 3rd, 1966 marked the official introduction of a new symbol and livery for the Ontario Northland system.

ONR's new corporate symbol, or logo, consists of a large stylized "N" which surrounds a smaller "O". Subtly combining the two letters, this logo is believed to be most applicable to an organization with regional operations such as Ontario Northland.

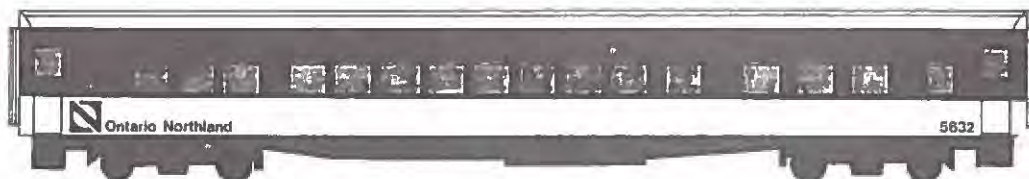
The new colour scheme features a rich forest green as the dominant colour, with secondary colours of black and white providing visual impact. Although only a single locomotive, a few items of rolling stock and a communications truck are now painted in the new livery, the application of the redesign programme will ultimately extend to all freight and passenger equipment, motor vehicles, stationery, printed material, etc., unifying all operations of the Ontario Northland.

Mr. Ian Saunders, the designer, is now in his final year as a student of industrial design at the University of Toronto. Mr. Saunders, who has been working for the last several summers with ONR's Engineering Department, became aware of the multiplicity of emblems and colours that the various departments of the railway used on their respective equipment. He began experimenting with symbols which could logically represent all facets of Ontario Northland operations. Meanwhile, the railway itself was also interested in standardizing its appearance, and in July, 1965 decided that a definite programme had to be developed.

Mr. Saunders' private work so impressed ONR officers that he was engaged to develop a coordinated programme of visual redesign, embodying a unique symbol, a complimentary lettering style, and an appropriate colour scheme. Mr. Saunders has consulted with leading Canadian industrial designers during the establishment of the programme. A fellow student in industrial design, Michel Frappier, assisted Mr. Saunders in the detailed planning.



Simplicity is the keynote in ONR's application of its new symbol to various equipment.



RIGHT, BELOW: ONR's new locomotive dress leaves no doubt as to whose locomotive you're looking at. The striking green-and-white scheme blends with trailing passenger equipment to provide bands of colour running the length of the train. To date, Nos. 1502 and 1517 have received the new paint.

/J. A. Brown

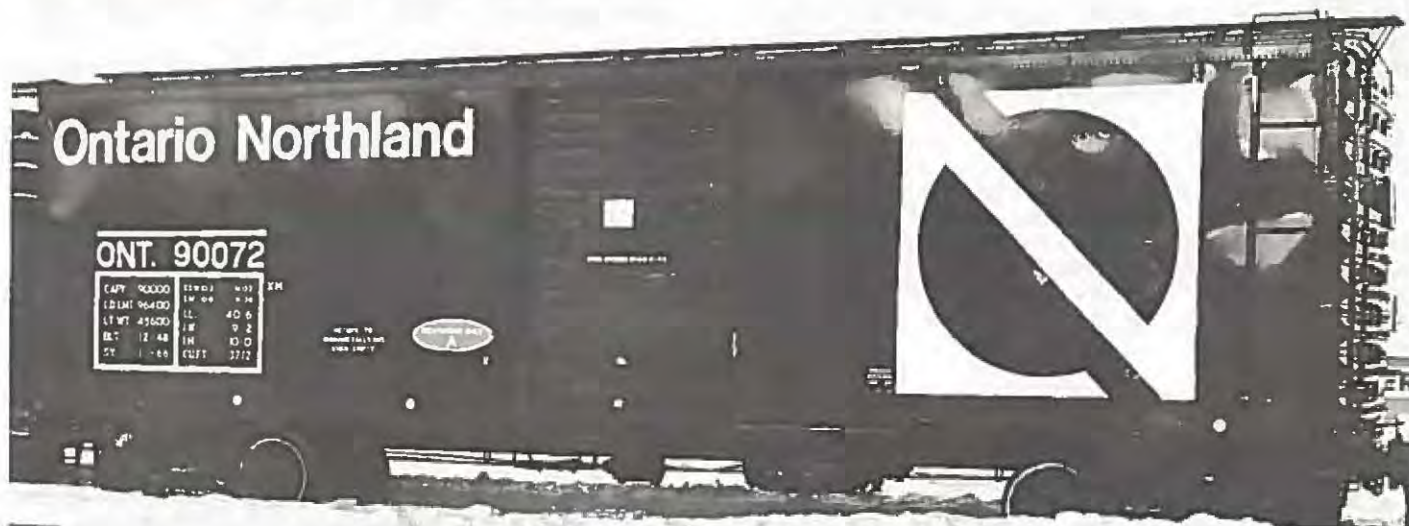
BOTTOM: Repainted ONR boxcars are slipping into interchange duty already, witness 90072 standing axle-deep in snow at Brampton, on the CPR. /Tom Henry



The repainting of railway equipment will continue throughout the year as the equipment is shopped. Most of the work will be carried out at North Bay Shops.

The author wishes to extend his thanks to Mr. Saunders and Ontario Northland's Mr. Len Parker for their invitation and hospitality at the luncheon inaugurating the "new look" for Ontario Northland.

/R. D. Tennant, Jr.



Toronto's Rapid Transit Proposals

-- 1 9 4 2 and 1 9 4 6

With the BLOOR/DANFORTH Subway opening a few short weeks away, how many persons can recall the grand Rapid Transit schemes proposed for Toronto during and just after the Second World War? It would be interesting to speculate on the appearance of streetcar routes in Toronto on February 26 had either of the proposals outlined below become reality. True, part of the 1946 proposal did become fact on March 30, 1954, however the BLOOR/DANFORTH line would not have been considered, at least in its present form. Here, then, with my thanks to Stu Westland for his assistance in providing much of the material, are the recommendations made for Rapid Transit in 1942 and in 1946.

THE 1 9 4 2 PROPOSALS

Early in 1940, the Toronto Transportation Commission recommended the provision of two north-south arteries for streetcars and other traffic. One was to operate from Davenport Road and Dupont Street through a widened underpass to Poplar Plains Road, then via the ravine to a point near Wells Hill and St. Clair Ave., while the second would begin at St. Clair Avenue and Mount Pleasant Road over the proposed extension of the latter to Jarvis Street, with a further extension to Church Street. Construction of such roads would have allowed removal of streetcar tracks from Avenue Road, and given direct downtown streetcar service to the Moore Park and Mount Pleasant districts. The question was submitted to the ratepayers on January 1, 1941, and was defeated by a majority of just 3,962, with approximately 22,000 voters in favour.

Heartened by the fact that the need for traffic relief on north-south arteries was apparent to a large percentage of those voting, the TTC, having made careful studies, compiled a Rapid Transit Proposal which was unveiled to City Council on January 22, 1942. The plan considered not only the problem to the north, but also the east-west situation.

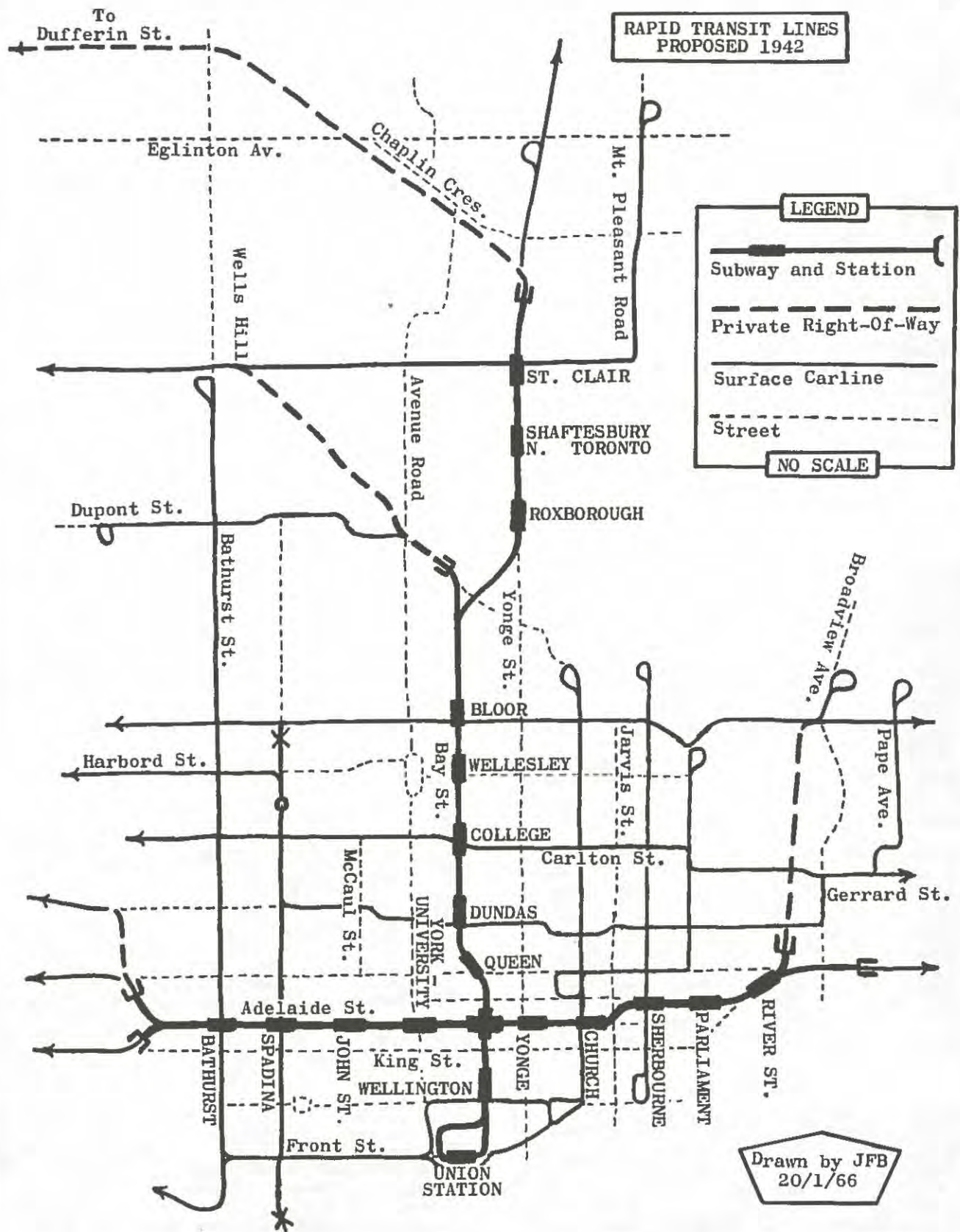
The first line to be built would begin at Union Station, travelling under Bay Street to a point near Ramsden Park, swinging over to Yonge Street and north to a point between Heath Street and Mount Pleasant Ceme-

tary. From the cemetery, the line was to traverse the right-of-way of the old Belt Line tracks to Dufferin Street, just below Roselawn Avenue. A short branch of subway would leave the main line at Ramsden Park, becoming grade-separated right-of-way in the ravine to St. Clair Avenue and Wells Hill. The lines were to be built over a period of several years. It was proposed that the Yonge Street section from Ramsden Park to beyond Heath Street be constructed first, this being one of the worst areas of congestion in the entire city.

Eventually, routes using the subway would have been YONGE, BAY, DUPONT, MT. PLEASANT and "WEST TORONTO". Direct downtown express service on NORTH YONGE from Richmond Hill would have been possible and might well have saved the last Radial line past 1948.

East-west traffic in 1942 had not deteriorated to the same extent as the Yonge Street and Avenue Road bottlenecks, but the few crossings of the Don River, on Bloor, Gerrard, Dundas and Queen Streets would become traffic problems in ten years if relief was not given. Indeed, the backup of streetcars at Broadview and Queen in rush hours was a sight to behold, with KING, QUEEN, KINGSTON ROAD and BEACH TRIPPER cars, all operating on very close headways, with the exception of the latter. This situation indicated that, should a Queen Street Subway be constructed, the east portal must be located on the east side of Broadview Avenue. Similarly, congestion in the west end between downtown and Bathurst Street worsened each year, thus dictating the location of the west portal in the vicinity of Niagara St.

With the above conditions in mind, a cross-town subway was proposed between Logan Ave. and Trinity Bellwoods Park at Strachan Ave. The line was to jog southwest at Queen and River Streets, then westerly under Duchess Street to a point near Church Street. Again jogging southwesterly, the line would then operate under Adelaide Street to Strachan Avenue, splitting into two branches to portals at King and Crawford, and Queen and Crawford. A further branch would operate on private right-of-way through Trinity Bellwoods Park to Dundas Street near Ossington Avenue. A branch was also contemplated on the east bank of the Don River, on the site of what is now the Don Valley Parkway, to Danforth and Broadview. Streetcar tracks would eventually have been removed from Queen, Adelaide, King and Shaw Streets, and



Broadview and Ossington (below Dundas) Avenues. Subway loops for service cutting back in the downtown area were to be located in the vicinity of Simcoe Street for east end cars, and Church Street for west end cars. Streetcar lines using the crosstown subway would have included QUEEN, KING, DUNDAS, DANFORTH, KINGSTON ROAD, BLOOR WEST, DOVERCOURT and the BEACH TRIPPER.

As in the case of the proposed Bay-Yonge Subway, the crosstown line was to be built in stages over a period of years. Construction would have started on both lines after the end of World War II, thus helping to provide jobs for discharged members of the Armed Forces. The proposals made no mention of cost or the method of financing.

As all are well aware, neither of the proposed subways outlined above were approved by City Council, as such. However, the TTC was to make further and more detailed studies for Rapid Transit. These plans were submitted to City Council in 1946.

THE 1946 PROPOSALS

In their statement of policy in 1945 to the City Council, the Toronto Transportation Commission members pointed out that, with the expected "boom" in building that would follow the end of the Second World War, the TTC "must have a substantial number of patrons who use its services from choice, not from necessity. It can secure such patronage only by a definite improvement in the speed and comfort of the ride furnished and this cannot be given upon thoroughfares crowded with other traffic". The method chosen by the Commissioners to provide such service was, of course, Rapid Transit.

After the 1942 Proposals were submitted the TTC retained, besides its own engineers, Mr. Norman D. Wilson, Consulting Engineer of the City of Toronto, and the firm of De Leuw, Cather and Company, of Chicago, Illinois, traffic and transportation consultants, who were also the designers of the newly-opened State Street Subway of the Chicago Rapid Transit Company. With the assistance of the above experts, sweeping revisions were made to the 1942 Rapid Transit Proposals.

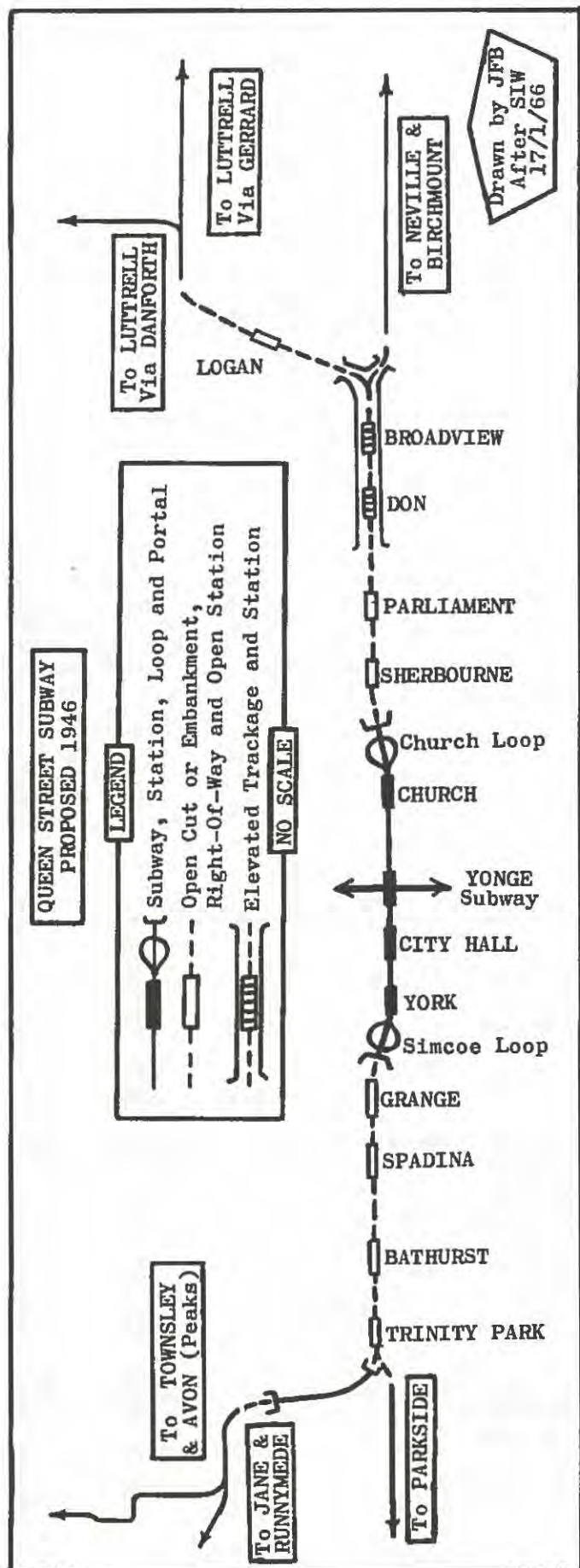
Subways were proposed under and parallel to both Yonge and Queen Streets; the former as a "heavy" Rapid Transit line, using a new, lightweight version of standard Rapid Transit equipment, the latter as a "light" Rapid Transit line utilizing conventional PCC streetcars, both singly and in two-car trains. Generally, the YONGE line of

today is virtually identical, in routing if not in design, to the line proposed in 1946. Major differences in the original plan for the line included open cut between Wellesley and Bloor Streets, and much smaller transfer facilities at St. Clair and Eglinton Stations. It should also be pointed out that the original estimated cost, including rolling stock, was \$28 million, as against the actual cost of \$55 million, due to post-war inflation. In view of the similarity between the proposed and actual YONGE line, no more will be written here.

The QUEEN line was considerably changed from the route first proposed in 1942. The line was to begin in the vicinity of Dundas and Crawford Streets, curving south through Trinity Bellwoods Park by means of a combination of subway and private right-of-way to a point just north of Queen St., where the line would be joined by the QUEEN route by means of a ramp. From Gore Vale Avenue, the line was to proceed east in open cut parallel to and north of Queen Street to McCaul Street. At this point, the route was to jog south-east and proceed directly beneath Queen Street, passing under the YONGE line, jogging again, this time in a northeasterly direction and emerge through a portal on the east side of Mutual Street. Proceeding once more in open cut, the line was to parallel Queen Street to a point opposite St. Paul Street, where it was to become an elevated route, crossing both the Don River and Broadview Avenue. At the CNR Oshawa Subdivision, a ramp would return cars using Queen St. to street level and trackage on Queen at McGee Street. The main line itself was to follow the CNR tracks to the intersection of Gerrard St. and Carlaw Avenue.

Stations would be located at Trinity Park, Bathurst, Spadina, Grange (John St.), York, City Hall (Bay St.), Yonge, Church, Sherbourne, Parliament, Broadview, Logan (at Dickens St.) and Gerrard. A further stop at the Don Station of the CNR-CPR was planned at a later date. Broadview, of course, would be a full elevated station. Loops for turning back east and west end cars were to be located in the subway, at Simcoe Street and at Church Street. Routes using the subway would have included BLOOR WEST, DUNDAS-DOWNTOWN, DOVERCOURT, KINGSTON ROAD, GERRARD, DANFORTH-DOWNTOWN and QUEEN. Unlike the earlier plan, the KING and BEACH TRIPPER services were left on the street to battle their way through rush hour traffic.

Total cost of the 4.5 mile route, excluding equipment, was estimated at \$19.3 million. Clearance was to be provided on the line for future conversion to standard Rapid Transit trains, should the need for such arise. A signal system of the type now in use in Toronto subways was to have been provided.



Also proposed was the widening of Pape Avenue between Gerrard Street and Riverdale Avenue, including the construction of an underpass beneath the CNR Oshawa Subdivision, eliminating the necessity of using Carlaw and Riverdale Avenues for streetcar services.

Riders of the Queen Subway would save considerable travel time from outlying points to Yonge Street. A few examples follow:

Queen & Roncesvalles	- 21 to 16 minutes
Bloor & Dundas	- 28 to 20 minutes
Coxwell & Danforth	- 27 to 21 minutes
Coxwell & Queen	- 21 to 16 minutes

The Commission felt that the City should, under normal circumstances, be responsible for construction costs of subway structures and rights-of-way. However, the Federal Government, at the end of World War II, through its Reconstruction Committee, would consider a timing grant of 20% of the cost. The TTC, which enjoyed a very favourable financial position at the time, proposed to assume the remaining 80% of the cost, and without an increase in fares!

EPILOGUE

As is well known, the Queen Street Subway has, since its original proposal, become a political football. As of February, 1966, only the shell of the Yonge Station has been built. This was done in connection with the construction of the Queen Station on the YONGE line. Every few years, Metro Council considers the Queen Street Subway, in one form and length or another, then restores it to its comfortable bed of mothballs. Recently, the T. Eaton Company proposed a multi-million dollar redevelopment of the Yonge-Queen-Bay-Dundas area, which, if constructed, as seems likely, would employ upwards of 100,000 persons daily, together with the new City Hall, a redeveloped south side of Queen Street between Bay and York Streets, and the Simpson's Tower.

With this in mind, once again the Queen St. Subway is under consideration, although over a different and extended route. Latest plans contemplate a line from Roncesvalles Avenue to Greenwood Avenue, turning north near Greenwood and running to O'Connor Drive in East York. Standard subway trains of the YONGE-BLOOR type would be used. Also under consideration, and standing a better chance of being built, is a short streetcar subway between Spadina and Sherbourne Sts. Only time will tell whether a subway in any form will assist in relieving traffic congestion on Queen Street through the downtown area.

Traction Topics

Edited by John F. Bromley



* Certain items of great interest regarding the TTC came to light as the deadline for this NEWSLETTER approached. It has been learned from a very authoritative source that a "buyer" has an option to purchase a total of 200 of the PCC cars made surplus by the various changes in connection with the opening of the BLOOR-DANFORTH subway. The "buyer" has been given a list of 225 PCC cars from which to make a selection. The balance of 85 PCC cars, plus the 25 remaining after the selection, will be placed in a "Rotation Pool", with a maximum of 30 cars serviceable at all times for operation on routes based at Russell Carhouse. Cars will be rotated at a rate of eight cars per week. Those cars not in service are to be stored at Danforth Division, inside for as long as possible. Cars that are rotated into service will receive a class "A" inspection and cleaning, and replace eight cars in service which will be moved into Danforth Division. The reason for the rotation is given as the possible use of the cars on the proposed SPADINA EXPRESSWAY and SCARBOROUGH lines. Following is the list of "option" and "rotation" cars.

"OPTION" CARS - Total of 225

Class A1	- 4000 to 4051 inclusive, 4053 to 4062 inclusive, 4064 to 4113 inclusive, 4115 to 4122 inclusive, 4124 to 4139 inclusive.	136
Class A2	- 4150 to 4178 inclusive, 4180 to 4198 inclusive.	48
Class A3	- 4204, 4206, 4207, 4208, 4209, 4214, 4215, 4217, 4219, 4233, 4240, 4243, 4244, 4248, 4256, 4259.	16
Class A4	- 4260, 4262, 4263, 4264, 4265, 4266, 4269, 4271, 4272, 4273.	10
Class A5	- 4276, 4281, 4282, 4283, 4284, 4285, 4286, 4287, 4288, 4289, 4292, 4295, 4296, 4297, 4298.	15

PCC Cars Previously Scrapped - 7

Class A1	- 4052, 4063, 4123.	3
Class A2	- 4179.	1
Class A3	- 4216, 4227.	2
Class A13	- 4743.	1

PCC Cars To Other Transit Companies - 1

Class A1	- 4114, Vera Cruz, Mexico.	1
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"ROTATION" CARS - Total of 110

Class A2	- 4199.	1
Class A3	- 4200, 4201, 4202, 4203, 4205, 4210, 4211, 4212, 4213, 4218, 4220, 4221, 4222, 4223, 4224, 4225, 4226, 4228, 4229, 4230, 4231, 4232, 4234, 4235, 4236, 4237, 4238, 4239, 4241, 4242, 4245, 4246, 4247, 4249, 4250, 4251, 4252, 4253, 4254, 4255, 4257, 4258.	42
Class A4	- 4261, 4267, 4268, 4270, 4274.	5
Class A5	- 4275, 4277, 4278, 4279, 4280, 4290, 4291, 4293, 4294, 4299.	10
Class A10	- 4575 to 4601 inclusive.	27
"Option" Cars, numbers unknown.		25
		/JFB

* Due to the lack of proper destination signs on many cars, certain routes will have specific cars assigned. The BLOOR line will use cars 4460-4489, while DANFORTH will see only 4650-4674. The aforementioned are the multiple-unit cars referred to elsewhere in this column as having had new destinations placed on their linens. DUNDAS and KING may use any of these cars, as well as the 4300 and 4700 class cars. Following is a list, by Division, of routes indicating the maximum number of cars assigned by each Division.

RONCESVALLES DIVISION	A.M.	P.M.
BLOOR SHUTTLE	19	19
DUNDAS	31	31
KINGSTON ROAD TRIPPER	18	18
QUEEN	39	40
CARLTON	27	27
KING	17	17
LONG BRANCH	18	22
Total	169	174

RUSSELL DIVISION	A.M.	P.M.
CARLTON	26	28
DUNDAS	12	12
KINGSTON ROAD (McCaul)	30	30
QUEEN	36	37
DANFORTH SHUTTLE	14	14
KING	16	16
KINGSTON ROAD TRIPPER	18	18
Total	152	153

ST. CLAIR DIVISION	A.M.	P.M.
BATHURST	35	35
EARLSCOURT	15	15
ROGERS	15	16
ST. CLAIR	18	19
Total	83	85

It is interesting to compare the above list with present service on many lines. KING, for example, is cut from about 85 cars to a new maximum of 33 cars, while the KINGSTON ROAD TRIPPER is increased from 22 a.m. cars and 25 p.m. cars to a new total of 36. At the same time, service on KINGSTON ROAD to McCaul Street is cut from 39 to 30 cars. A few cars have been dropped from QUEEN and CARLTON, although little difference in service will be readily apparent. It would also appear that LONG BRANCH service has been considerably reduced, while the total of 35 cars for the revised BATHURST service must be considered phenomenal when one remembers that the revised service has a total length of about 2.8 miles, one way.

At first glance, the reduction in KING service must appear very drastic, however, one must consider that many of those persons now riding KING will use the BLOOR-DANFORTH subway, while more will use the extended DUNDAS route. Service on King Street itself will remain at almost its present level due to the improved service to be provided by the KINGSTON ROAD TRIPPER. Service on Kingston Road will also remain at approximately its present frequency for the same reason. It would appear that only those persons boarding KING cars on Roncesvalles Avenue will wait longer for their streetcar. /JFB

* Contrary to the report on page 202 of the November NEWSLETTER, the new destination signs of "Broadview Station" and "Dundas West Station" are now being installed in all classes of multiple-unit streetcars. The T.T.C. earlier indicated to this editor that such would not be the case. Further checks will be made on other classes of equipment. Also being added to destination signs are second sets of "Luttrell" and "Jane", numbers 11 and 55 respectively. The additions are necessary in order that operators will not be required to crank the full length of each line every seven minutes. Other destination signs to be used on the "subway shuttles" are "Woodbine" and "Keele", numbers 7 and 52 respectively. /BH

* Hawker-Siddeley subway cars 5496-5497-5498-5499 were delivered to Greenwood Shops on January 3rd, 1966, thus completing the order of 164 cars. As of January 8th, all H1 class cars were operational.

It should also be noted that M1 class cars 5318 and 5319 have been at Greenwood since early December.

Instruction of subway operators on the new line began January 10th. Generally, a total of six trains of six cars each operate on a nine minute headway, a round trip requiring some 54 minutes. Our readers are reminded that it will be possible to photograph subway trains and BLOOR streetcars together on the Prince Edward Viaduct until February 26th. /JFB, BH

* The new assignments of surface and subway equipment, effective February 26th, have now been determined. Following is the complete list as advised by the TTC. /JFB

Russell Division - 174 Cars

Class A2	- 4199.	1
Class A3	- 4200, 4201, 4202, 4203, 4205, 4210, 4211, 4212, 4213, 4218, 4223, 4230, 4232, 4234, 4235, 4237, 4239, 4241, 4246, 4251, 4252, 4258.	22
Class A4	- 4267, 4268, 4270, 4274.	4
Class A5	- 4275, 4277, 4299.	3
Class A6	- 4300 to 4358 inclusive.	59
Class A7	- 4490 to 4499 inclusive.	10
Class A11	- 4625 to 4674 inclusive.	50
Class A12	- 4675 to 4699 inclusive.	25

Roncesvalles Division - 185 Cars

Class A6	- 4359 to 4399 inclusive.	41
Class A7	- 4400 to 4489 inclusive.	90
Class A9	- 4567 to 4574 inclusive.	8
Class A13	- 4701 to 4742 inclusive, 4744 to 4747 inclusive.	46

St. Clair Division - 97 Cars

Class A8	- 4500 to 4549 inclusive.	50
Class A9	- 4550 to 4566 inclusive.	17
Class A14	- 4750 to 4779 inclusive.	30

Hillcrest Shop - 2 Cars

Class A13	- 4700.	1
Class P	- 2766.	1

Davisville Division - 134 Cars

Class G1	- 5000 to 5003 inclusive, 5006 to 5057 inclusive, 5060 to 5099 inclusive.	96
Class G2	- 5100 to 5105 inclusive.	6
Class G3	- 5200 to 5203 inclusive, 5206 to 5227 inclusive.	26
Class G4	- 5110 to 5115 inclusive.	6

Greenwood Division - 200 Cars

Class H1	- 5336 to 5499 inclusive.	164
Class M1	- 5300 to 5335 inclusive.	36

Lansdowne Division - 100 Coaches

Class T1	- 9000 to 9048 inclusive.	49
Class T4	- 9102 to 9124 inclusive.	23
Class T5	- 9125 to 9139 inclusive.	15
Class T6	- 9140 to 9144 inclusive.	5
Class T7	- 9145 to 9152 inclusive.	8

Eglinton Division - 53 Coaches

Class T1	- 9049.	1
Class T2	- 9050 to 9074 inclusive.	25
Class T3	- 9075 to 9084 inclusive.	10
Class T4	- 9085 to 9101 inclusive.	17

* The month of December and early January saw a large flurry of operator training under way. 4302 was at St. Clair Division from November 27th to December 8th. Both 4302 and 4306 were at Roncesvalles for a few days as of December 15th. To relieve a car shortage at Lansdowne Division, cars 4382 and 4386 were loaned from St. Clair Division between November 27th and December 15th. Cars 4300, 4302, 4303 and 4305 were once again at Roncesvalles from December 30th to January 7th, while 4397 and 4399 were transferred from St. Clair to Danforth Division for the same period. Car 4373 was loaned to St. Clair from Danforth while the Training Cars were at the latter Division. Also, cars 4001, 4002, 4137, 4139 and 4601 were at Danforth Division from Russell and Roncesvalles for training between December 22nd and January 9th. 4601 had previously been on loan to Roncesvalles since December 17th. Car 4601 appeared quite odd indeed while in service on the DUNDAS and CARLTON routes. Perhaps the oddest assignment of all was the transfer of car 4779 from St. Clair to Danforth. As is well known, 4779 has a special destination/route linen that is equipped only with signs for the EARLSCOURT and ST. CLAIR routes. This did not, however, prevent the use of the car on both the KING and CARLTON routes on January 8th. All trips carrying passengers made use of the "blank" sign, thus requiring operators to verbally announce their destination to inquiring passengers.

With the return of Sweeper S-32 to Russell Division on December 26th, S-37 was returned to St. Clair Division. /JFB, RM

* Contrary to an article in the November issue of MODERN TRAMWAY, no low-level platforms are being constructed on the proposed Spadina Expressway rapid transit line. Inspection of the future Lawrence Station in late December revealed that the portion of the platform constructed under the overhead roadway had been built with standard rapid transit trains in mind. With the YONGE extension recently approved, service on the Spadina Expressway is not expected for many years to come, except perhaps with buses on the rapid transit right-of-way. /RM, JFB

* Despite a 4.9% increase in fares over the first 11 months of 1965, a slight decrease in net profit has been announced by the T.T.C. Increases in taxes, depreciation and other expenses reduced net profit to \$3,690,915, a decline of \$54,463 from the first 11 months of 1964.

Between January 1st and November 30th, the T.T.C. collected 262,765,960 regular fares, as against 250,485,345 for the same period in 1964.

* PCC 4013 suffered front end damage in a collision with a truck on the QUEEN route December 18th. The car was moved to St. Clair Division on the 21st for repairs and is now back in service. Other cars out of service in January included 4004, 4138, 4389, 4513, 4568 and 4674, all with varying degrees of collision damage. PCC 4389 was rear-ended on Rogers Road at Kane Avenue in early January. All cars, except 4004 and 4138 were being repaired in January. Also out of service on December 31st was 4246, with numbers 3 and 4 motors burned out. This car is among 30 air-electric PCC cars scheduled to be retained for service after February 26th. A close check will be kept on this car. PCCs 4295 and 4776, out of service for some time while awaiting re-wiring, are now back in service. It is also interesting to note that cars of the 4750 class are no longer in use on weekends. This is a temporary measure, due to the frequency of shop orders on these cars, together with a shortage of manpower at St. Clair Division. /JFB

* As all are aware, the evening of February 25th and the early morning of the 26th will see the end of streetcar service on many of Toronto's routes.

Disappearing after the evening rush hour on the 25th will be the BATHURST/DOWNTOWN, BLOOR WEST TRIPPER, COXWELL, DANFORTH TRIPPER, EARLSCOURT (east of the Subway), FORT, and the ST. CLAIR/Northland TRIPPERS. These are to be joined around midnight by the PARLIAMENT route, and between 1:00 a.m. and 2:30 a.m. by the BATHURST (Exhibition-St. Clair), BLOOR CROSSTOWN, HARBORD and KINGSTON ROAD/COXWELL routes. First night buses will take over on BLOOR, BATHURST and COXWELL (Bingham Loop Extension).

As well as the opening of the new subway to regular passengers on the morning of the 26th, several new streetcar services will be making their debut. These will be the BLOOR WEST, DANFORTH, DUNDAS/Broadview and QUEEN (Humber/Sunnyside to Bingham Loop).

It is not known at the time of writing just when the major reassignment of streetcars will take place. It is not unlikely that a great portion of carhouse reassignments will be made during the seven-day period prior to the 26th, with the balance on the 26th and 27th. All local readers are kindly requested to make notes of any such reassignments personally seen, and to forward such information direct to the Traction Editor at 32 North Drive, Scarborough, Ontario, in order that full details may be recorded in the NEWSLETTER. Information may also be reported by telephone at 691 - 3383 between the hours of 7:00 and 9:00 p.m. on weekdays only. All such information is required prior to this Editor's deadline of March 12th, in order that all facts may be reported in the April issue. /JFB

* A report from Pittsburgh indicates the possibility that most streetcar lines of the Port Authority of Allegheny County are to be replaced by buses during 1966. One premature abandonment was that part of route 6/13 between Avalon and Emsworth due to a weakened trestle.

Tentatively, May 1st, 1966 will see the end of routes 6/14, 21 (FINEVIEW), 39, 44, 48, 50, 53, 64, 66, 67, 76, 85 and 87, with Craft Avenue Carhouse to be closed. The remaining Craft Avenue routes would be transferred to Tunnel Carhouse.

On September 4th, routes 40 (the spectacular MT. WASHINGTON route), 47, 71, 73, 75, 82 and 88 would receive motor buses. Route 47, presently a weekday-only rush hour line would become a regular service route, replacing route 53 between May 1st and September 4th. The abandonments would, naturally, be dependant on the availability of new buses to replace the streetcars.

If the abandonments take place on schedule, only routes 35, 36 and 42/38 would remain as daily service lines, with tripper service on routes 37, 38A and 42, with perhaps one or two trips on route 43. All of the above lines use the mile-long South Hills Tunnel, and all but one mile of trackage on all lines is on private right-of-way or central reservation. As the PAT management is extremely bus-minded, it is doubtful that the few remaining routes would last any great length of time. What was once one of the greatest streetcar systems in the world will become virtually extinct. /DT

* Effective February 11th, the TTC will begin the massive shift of PCC cars to their new Divisions. As of this date, cars of the A6 class were scheduled to be moved, a few at a time, to be followed by cars of other classes. All cars not moved by February 26th will take part in a massive equipment shift planned for that day. Cars moved before the 26th will be replaced by an equal number of air-electric PCCs. Cars listed in the "Rotation" Pool are not to be sent to either Lansdowne or St. Clair Divisions, while any air car may be sent to Danforth. Thus, during the last few weeks of operation prior to the subway opening, a varied selection of air cars will be in operation in many strange places. /JFB

* Tenders were called by the TTC in January for Contract EC3, BLOOR-DANFORTH-UNIVERSITY Subway Extension. The work consists of the building of 2,300 lineal feet of structure from Warden Avenue to St. Clair Avenue in Scarborough, including three bridges, two underpasses, Warden Station and finishing of the station. The tenders are scheduled to be opened by the Commissioners February 22nd. /JFB

* This editor was recently accused of being "brainwashed" during a one year residence in San Francisco a few years ago. I regret that I have been guilty of using the term "Owl" to describe service provided during the small hours of the morning, rather than the proper term "Night". I should be tied to a bus tire and placed in service on the EGLINTON EAST EXPRESS for this foul deed. /JFB

RIGHT: And all this time you thought CN was operating those steam trains! 6218 shows off her new fluorescent green herald (hope it'll come off!) during a breather at Beeton, Ont., on February 7th. See next page for the whole story. /J. A. Brown



FLASH NEWS

EMD DEMONSTRATORS ARRIVE -- FINALLY

Electro-Motive's SD-40 demonstrator units are now under test on CP lines, having left London, Ont., for Toronto and Montreal on the afternoon of February 7th. During their stay on CP, the 3000 h.p. units will cover the following route:

London-Toronto-Montreal-Toronto-Calgary-Montreal-Calgary-Toronto-Montreal-Toronto-London.

More details will be available in next month's issue. At the conclusion of the CPR test period (about February 24th), the locomotives will be turned over to Canadian National for further testing.



LEFT: The "Brighton Express" thunders past Beeton station with the camera-equipped helicopter in hot pursuit. This procedure was repeated many times in the course of two days' shooting.

/J. A. Brown

MADISON AVENUE -- AND THE CN

Just what the connection is, no one seems to know, but on February 7th and 8th, CN's 6218 was chartered by a New York advertising firm for a sequence to be used in a forthcoming commercial for Brighton cigarettes. The 4-8-4 shuttled back and forth while cameramen on the ground and in a helicopter ground out their footage.

Perhaps the most interesting aspect of the whole matter was the locale chosen for the filming -- CN's Beeton Subdivision, in the Tottenham-Beeton-Alliston area. This first operation of a 4-8-4 on this line establishes a very interesting (heh, heh) precedent. And everything stayed on the rails! Faithful excursion goers will be familiar with the line as a result of our diesel excursion last October.

6218's train consisted of baggage car 9166, and three walkover-type coaches, empty save for a few crewmen and those involved with the filming.

SPECIAL PRE-ABANDONMENT TROLLEY TOUR!

We have just received authority to operate a six-hour TTC trolley tour over lines to be abandoned with the new subway opening. The trip will set out from Bedford Loop, Bloor at Bedford Rd., at 10.00 a.m., Sunday Feb. 20th. Of course there'll be plenty of photo opportunities. The fare, payable on our A1 class car, has not yet been determined, but will be in line with previous trips.

Pages 5 and 6 of our reproduction of Canada's railway rulebook, the Uniform Code of Operating Rules, appear on the next two pages. These sheets are numbered in such a way that they may be removed from your issue without disturbing NEWSLETTER's normal numbering sequence. This series, to be continued in the coming months, will ultimately include the entire contents of the Uniform Code.

TRAIN SIGNALS

17. The headlight must be displayed to the front of every train by day and by night. It must be extinguished when a train turns out to meet another and has stopped clear of the main track, or is standing to meet trains at the end of two or more tracks, or at junctions with switches properly lined for the approaching train. It should be left extinguished until rear of the expected train has passed.

17A. On engines so equipped, the headlight will be dimmed:

When standing on yard tracks;

When standing on the main track at meeting points after the switch has been lined for the siding;

Approaching stations where trains are receiving or discharging passengers;

Approaching stations where train orders or clearances are to be picked up;

Approaching meeting and passing points, junctions, end of two or more tracks where trains or engines are clear, to assist in train identification by train and engine crews;

On two or more tracks when approaching trains and when trains are approaching in the opposite direction;

Except that the full power of the headlight must be used approaching all public crossings at grade and until such crossings are reached regardless of their location.

17B. Engines used in road service which are regularly required to run backward for any portion of the trip, except to pick up a detached portion of a train or in making terminal movements, shall have a headlight on the rear.

Under other conditions requiring an engine to run backward at night a white light must be displayed on the leading end.

17C. Should the headlight fail while train is en route at night, repairs must be made as quickly as possible. If repairs cannot be made, such lights as are available will be displayed and train may then proceed to the first point where repairs can be made, passing over all public crossings at grade not specially protected by watchman, gates or automatic crossing signal with care and at a speed not exceeding twenty miles per hour.

Train dispatcher must be advised from first open train order office when a train is running with defective headlight and he will, when possible, notify other trains concerned.

17D. On engines so equipped, oscillating white headlight must be displayed to the front by day and by night. It must be extinguished when the headlight is dimmed or extinguished.

Oscillating white headlight should be used in a stationary position as a substitute headlight in case of failure of the headlight.

18. Yard engines will display a headlight to the front and rear by night.

Under conditions not requiring display of markers, other engines without cars will display a white light to the front and rear by night.

NOTE: Headlight on end coupled to cars may be extinguished subject to requirements of last paragraph of Rule 17A.

19. **MARKERS**—The following signals will be displayed to the rear of every train to indicate the rear of the train:

(1) By day, markers not lighted.

(2) By night:

On single track and when running with the current of traffic on two tracks, markers lighted displaying red to the rear.

On two tracks, when standing or running against the current of traffic, markers lighted displaying red to the rear on the outside and green to the rear between tracks.

On more than two tracks, when running with the current of traffic, or when standing or running against the current of traffic, markers lighted displaying red to the rear unless otherwise directed by special instructions.

When a train is clear of the main track to be passed by another train, lighted markers will display green to the rear.

When the rear of a train is equipped with built-in markers they must be lighted by day and by night.

When a train is equipped to display a single flashing type marker it will be unlighted by day; by night it will display flashing red to the rear, except when clear of the main track to be passed by another train it will display flashing green to the rear.

EXCEPTION: The requirement that markers display green to the rear when clear of main track does not apply in CTC.

19A. A train not equipped to display markers as prescribed by Rule 19 will display a red flag by day and a red light by night to indicate the rear. The red light will be replaced by a white light when train is clear of main track.

EXCEPTION: The red light will not be replaced by a white light in CTC.

20. All sections except the last will display two green flags and two green lights by day and by night in the places provided for that purpose on the leading end of the engine.

21. Extra trains will display two white flags and two white lights by day and by night in the places provided for that purpose on the leading end of the engine, except that white flags and white lights need not be displayed in CTC.

22. When two or more engines are coupled, over all or a portion of a subdivision, each engine will display signals as prescribed by Rules 20 and 21.

23. One marker, flag or light displayed where in Rules 19, 20 and 21 two are prescribed will indicate the same as two; but the proper display of all train signals is required.

24. When two or more engines are coupled the leading engine will sound the signals as prescribed by Rule 14.

26. A blue signal displayed at one or both ends of an engine, car or train, indicates that workmen are under or about it; when thus protected it must not be coupled to or moved. Each class of workmen will display the blue signals and the same workmen are alone authorized to remove them. Other equipment must not be placed on the same track so as to intercept the view of the blue signals without first notifying the workmen.

When emergency repair work is to be done under or about engines or cars in a train and a blue signal is not available, the engine crew must be notified and protection given those engaged in making the repairs.

27. A signal imperfectly displayed or the absence of a signal at a place where one is usually shown must be regarded as the most restrictive indication that can be given by that signal, except that when the day indication is unmistakable it will govern. Such conditions must be reported to the proper officer.

Employees using a switch where the switch light is imperfectly displayed or absent must, if practicable, correct or replace the light.

28. A combined green and white flag or combined or flashing green and white light will be used to stop a train at the flag stations indicated on the schedule or in special instructions.

29. When a signal (except a fixed signal) is given to stop a train or engine it must, unless otherwise provided, be acknowledged as prescribed by Rule 14 (g), (h), or (n).

30. The engine bell must be rung when an engine is about to move; while moving about stations; while passing a train standing on adjacent track; and $\frac{1}{4}$ of a mile from every public crossing at grade (except within the limits of such towns or cities as may be prescribed in special instructions) until the crossing is occupied by engine or cars.

32. The unnecessary use of the whistle or the bell is prohibited. They will be used only as prescribed by rule or law, or to prevent accident.

33. Watchmen stationed at public crossings at grade must use stop signals when necessary to stop trains or engines. They will use prescribed signals to stop highway traffic.

34. Crews on engines and snow plow foremen must know the indication of fixed signals (including switches where practicable) and members of train crews must know the indication of train order signals affecting their train before passing them. All members of engine and train crews must, when practicable, communicate to each other by its name the indication of each signal affecting the movement of their train or engine.

35. In emergency cases when track is suddenly found defective or is obstructed any employee must by the use of flags, lights, torpedoes, fuses or other signals make every possible effort to stop trains in both directions.

PROTECTION OF IMPASSABLE OR SLOW TRACK

40. (a) Before undertaking any work which may render the main track unsafe for movements at normal speed, or if rendered unsafe from any cause, trackmen, bridgemen, or other employees must provide protection by sending out a flagman with flagman's signals in each direction at least 2000 yards from the defective or working point.

(b) After going out the required distance, flagman must take up a position where there will be a clear view of him from an approaching train of, if possible, 500 yards, first placing torpedoes not more than 100 nor less than 50 yards apart to cause two explosions at least 200 yards beyond such position.

(c) Flagman must not return until recalled or relieved.

(d) If necessary to go beyond the required distance, flagman will leave the torpedoes at the required distance, but under such conditions must also place torpedoes at the point at which an approaching train is flagged.

(e) On the approach of a train flagman must display stop signals, using lighted fuses at night or in obscure weather.

(f) Trains stopped by a flagman will be governed by his instructions, and on reaching the defective or working point will there be governed by instructions of the foreman in charge.

(g) Flagmen must each be equipped for day time with:

A red flag on a staff,
At least eight torpedoes and
Seven red fuses; and

For night time and when weather or other conditions obscure day signals,

A red light,
A white light,
A supply of matches,
At least eight torpedoes and
Seven red fuses.

41. On subdivisions or portions thereof specified in the time table or special instructions, Rule 40 may be modified as follows:

(a) By day place a red flag and, in addition, by night a red light between the rails 200 yards in each direction from the defective or working point, and place torpedoes on each rail to cause one explosion 200 yards beyond the red signals, also:

(b) By day place a yellow over red flag and in addition, by night, a yellow light and a red light at least 2000 yards in each direction from the defective or working point to the right of the track as seen from an approaching train, and place torpedoes not more than 100 nor less than 50 yards apart to cause two explosions 200 yards beyond these signals.

(c) Trains approaching the signals prescribed by clause (b) must stop, replace the torpedoes and proceed to the red signal prescribed by clause (a) prepared to stop and there be governed by instructions or signal of the flagman, but must not proceed until the red signal has been removed in the clear view of the engineman.

NOTE: The red signal must not be removed except as authorized by the foreman in charge.

(d) When weather or other conditions obscure day signals night signals must be used in addition.

42. When Example (1) of Form Y train order protection has been provided and foreman so advised, Rules 40 and 41 may be modified as follows:

EXCEPTION: The form of protection provided by Example (1) of Form Y train order must not be used for limits in excess of one mile.

(a) By day place a red flag and, in addition, by night a red light between the rails 200 yards in each direction from the working point which may be at any location within the limits stated in the train order, also:

(b) By day place a yellow flag and, in addition, by night, a yellow light at least 2000 yards in each direction from the limits stated in the train order to the right of the track as seen from an approaching train, where there is a clear view of the signal of, if possible, 500 yards.

(c) A train holding Example (1) of Form Y train order must approach the signals prescribed by clause (a) prepared to stop and there be governed by instructions or signal of the flagman, but must not proceed until the red signal has been removed in clear view of the engineman.

NOTE: The red signal must not be removed except as authorized by the foreman in charge.

In radio equipped territory when Example (2) of Form Y train order protection has been provided and foreman so advised, Rules 40 and 41 may be modified as follows:

(d) Limits may exceed one mile.

(e) By day place a red flag and, in addition, by night a red light, 200 yards in each direction from the limits stated in the train order to the right of the track as seen from an approaching train, also:

(f) By day place a yellow flag and, in addition, by night a yellow light at least 2000 yards in each direction from the limits stated in the train order to the right of the track as seen from an approaching train, where there is a clear view of the signal of, if possible, 500 yards.

(g) A train holding Example (2) of Form Y train order must not proceed beyond the signals prescribed in clause (e) until instructions have been received from the foreman named in the order, either by means of radio communication or personal contact.

(h) When weather or other conditions obscure day signals night signals must be used in addition.

43. When the nature of the defect does not require stop to be made, and after speed restriction has been placed by train order and the foreman so advised, Rules 40 and 41 may be modified as follows:

(a) By day place a yellow flag and, in addition, by night a yellow light at least 2000 yards in each direction from the defective point to the right of the track as seen from an approaching train, also:

(b) By day place a green flag and, in addition, by night a green light in each direction immediately beyond the defective point.

(c) Trains must reduce speed to comply with requirements of the train order, and must not increase speed until the entire train has passed the green signal.

(d) When weather or other conditions obscure day signals night signals must be used in addition.

44. On subdivisions or portions thereof specified in the time table or special instructions, when the main track is found to be unsafe for movements at normal speed but safe for speed of ten miles per hour or more, Rule 41 may be modified as follows:

(a) By day place a yellow flag and, in addition, by night a yellow light 200 yards in each direction from the defective point to the right of the track as seen from an approaching train, also:

(b) By day place a yellow over red flag and, in addition, by night a yellow light and a red light at least 2000 yards in each direction from the defective point to the right of the track as seen from an approaching train, and place torpedoes not more than 100 nor less than 50 yards apart to cause two explosions 200 yards beyond these signals, also:

(c) By day place a green flag and, in addition, by night a green light in each direction immediately beyond the defective point.

(d) Trains must stop and replace torpedoes on each side of the defective point, and must reduce speed to ten miles per hour before passing the yellow signal and must not increase speed until the entire train has passed the green signal.

(e) When weather or other conditions obscure day signals night signals must be used in addition.

(f) The foreman must report the condition to the train dispatcher as soon as practicable, and when advised that speed restriction has been placed by train order must mark the defective point as prescribed by Rule 43.

45. In providing protection each main track must be regarded as a track upon which trains may run in either direction. Where two main tracks are on the same roadbed, flags and lights required to be placed to the right of the track as seen from an approaching train under Rules 41-44 inclusive must be placed to the outside of the track affected and not between the two main tracks.

46. When flags or lights are placed as set forth in Rules 41-45 inclusive they will be mounted on staffs and elevated so there will be an unobstructed view of them from an approaching train.

47. Where the use of torpedoes is required, duplicates should be placed on the opposite rail to explode simultaneously.

48. Torpedoes must not be placed near stations nor on public crossings at grade.

49. A sign bearing figures indicating permissible speeds, or the word SLOW, placed at the side of the track will indicate a permanent slow order; its location and speeds permitted will be specified in the time table or special instructions.

SUPERIORITY OF TRAINS

71. A train is superior to another train by right, class or direction.

Right is conferred by train order; class and direction by time table.

Right is superior to class or direction.

71A. (SINGLE TRACK) Direction is superior as between trains of the same class.

72. Trains of the first class are superior to those of the second; trains of the second class are superior to those of the third; and so on.

72A. (SINGLE TRACK) Trains in the direction specified by time table are superior to trains of the same class in the opposite direction.

73. Extra trains are inferior to regular trains.

NOTE: Work extras have no specified direction.

MOVEMENT OF TRAINS AND ENGINES

82. Time table schedules, unless fulfilled, are in effect for twelve hours after their time at each station.

Regular trains more than twelve hours behind either their schedule arriving or leaving time at any station lose both right and schedule, and can thereafter proceed only as authorized by train order.

83. Unless otherwise directed by time table or train order, conductors must register their trains at the register stations designated for them in the time table. When a train is authorized to register by register ticket, conductor must deliver register ticket to the operator who will register the train and retain the ticket. Should the operator fail to obtain the ticket he must not enter any information on the train register except such as may be authorized by train order.

83A. A train must not leave its initial station on any subdivision, enter into or move in territory where trains are operated under train order authority, pass from one of TWO OR MORE TRACKS to SINGLE TRACK, or from MORE THAN TWO TRACKS to TWO TRACKS, until it has been ascertained whether all trains due which are superior have arrived or left.

83B. When necessary to check the train register to ascertain whether all trains due which are superior have arrived or left, conductor must fill out train register check on the prescribed form and deliver, or have it delivered, to engineman before leaving register station.

83C. When a train is required to meet, or wait for, an opposing extra train, or when an extra train has been made superior to an opposing train, the train register must not be used as evidence of the arrival of such extra train, except as provided by train order, Example (8) of Form W.

83D. Unless otherwise directed by time table, train order, or as provided by Rule 83E, a train must not leave its initial station, or other stations as may be designated in the time table, without a clearance.

83E. Regular trains scheduled through over two or more subdivisions and having the same number on each may assume the schedule of the train of the same number at intermediate initial stations and leave without clearance if no operator on duty and train order signal (if any) indicates proceed.

83F. At bulletin stations designated in the time table, conductors and enginemen must read and sign the bulletins or instructions posted before commencing work. Other employees in train, engine and yard service are required to familiarize themselves therewith.

83G. Bulletins affecting the movement of trains will be re-issued the first of each month.