October, 1957 - Number 141

SOCIETY ACTIVITIES The Society meets on the first and third Fridays of every month. The October 18th. meeting will be held in Room 486, Toronto Union Station at 8:00 P.M., the program consisting of pictures, both still and moving, taken by members during the past summer.

The November 1st. outdoor meeting will be a train observation gathering at Scarborough Junction Station, on the C.N.R. main line at Midland Avenue in Scarborough Township.

PAST MEETINGS September 6th. - 16 members at an observation session at Humber Loop, highlighted by the appearance of a bewildered and senile U.S. motorist driving down the open track.

September 20th. - Approximately 35 members in attendance; a highly successful auction of railroadiana, with over sixty dollars changing hands during the evening.

T.T.C. PHOTOGRAPHIC EXCURSION — OCTOBER 27TH.

On Sunday, October 27th., the Society will charter a Small Witt car for a four-hour tour of west end trackage of the T.T.C. system, including the recently opened Queen Street extension. The usual good photographic opportunities are being arranged for. The fare for this trip will be $2.00 per person.

The car will leave St. Clair Carhouse at 9.00 A.M. STANDARD TIME and members can pick it up at the corner of St. Clair Avenue West and Wychwood Avenue, or at any southbound car stop on Bathurst Street a few minutes after starting time.

A heavy attendance by Toronto and nearby area members will make this trip the success that the Society's T.T.C. excursions have always proved to be.

THE WOODS & GORDON REPORT ON THE T.T.C.

(Editor's Note: When the *Newsletter* carried a note to the effect that a review of the J. D. Woods & Gordon Report on the affairs of the Toronto Transit Commission formed part of a recent meeting program, several members not present requested that the information made available verbally at that time be repeated in this publication. For the benefit of members not in close touch with the Toronto transit situation, it should be explained that the Municipality of Metropolitan Toronto in 1956 retained the firm of J. D. Woods & Gordon Limited, management consultants, to investigate the efficiency of the present operation of the T.T.C., making recommendations for changes where apparently advisable and making some general prognostications as to the system's future. The report was rendered and made public earlier this year. While the answers to many question that railfans would ask as to the future will not be found in the text of the report, a précis of the sections of greatest interest to railfans will be found on the next page.

THE WOODS & GORDON REPORT ON THE T.T.C.

A. Observations of Efficiency of Present Operation

1. The T.T.C. system carried 304 million passengers in 1956. The subway and the street car system operated with an efficiency unexcelled by any comparable property on the continent; operating costs were equal to or lower than those of any other system. The trolley coach operation placed fourth lowest in cost, and the motor bus operation fifth lowest.

2. The conclusion was reached that business methods employed in all departments are modern and efficient.

3. Operating methods were cited as comparing favourably with other systems and equipment

is kept in "far better condition than most."

B. Forecasts of Future

1. By 1980, there will be a 77% increase in the number of fare-paying passengers, although the overall percentage of transit riders will then be smaller.

2. By 1980 the total number of vehicle mile per year will be almost twice the total for 1956, with rapid transit and feeder motor bus mileage approximately equal and accounting for the great bulk of operation at that time. The trolley coach operation will not be expanded but the present system will still be in operation in 1980. Street car operation will have greatly diminished by 1980 as the trunk lines are replaced by rapid transit, and the amount of surface rail operation at this time will be generally comparable to the amount of trolley coach operation on the system at present (something under four million vehicle miles per year).

3. Major expenditures estimated 1956-1980 (other than for rapid transit):

$ 11½ million for renewal of street car tracks.

$ 24 million for replacement of buses.

$ 22 million for additional buses.

$ 5 million, miscellaneous,

C. Recommendations

1. Reorganization of executive setup (give General Manager more to do, the Assistant G. M. less)

2. Split Treasurer's Department into Treasury and Accounting sections.

3. Transfer maintenance functions of Engineering Department to Operations Section; Engineering Department would be a planning and design section.

4. Train maintenance personnel as operators for duty on extras, etc.

5. Metro Corporation to absorb ferry losses ($200,000 per annum)

6. Set up a separate administrative unit for the subsidiary Gray Coach.

7. Forecast transit budget in 5-year periods and attempt to determine amount of any fare increases necessary to implement the program.

D. Financing of Rapid Transit

The report recognizes the planned subway network of 35 miles, to materialize by 1982. It suggests an immediate partnership with the Metropolitan Corporation to finance the Bloor and University lines, but that Metro not interfere with management. A 70%-30% cost-sharing, arrangement is proposed, with the T.T.C.'s 30% consisting of the provision of shops, rolling stock, signals and station installations. The report recommends that the T.T.C. make the maximum contribution possible to subway construction, suggesting 4% of gross revenues (with $1½ million to be handed to Metro in 1957) until the Bloor line is in operation, and then help Metro pay off principal and interest on the subway rights-of-way.

THE RAILWAYS OF ALASKA AND YUKON TERRITORY

By John D. Knowles

Part Two - The Yakutat & Southern Railroad

The Yakutat & Southern Railroad, sometimes referred to as "Alaska's First Standard Gauge" was projected from Yakutat sixty miles southwards to Dry Bay in the early years of this century. Track actually constructed consisted of 15 miles from Yakutat to Situk, with a half-mile branch to Lost River. It was originally a lumber road, and while lumbering has long since ceased, tree stumps of 4½ foot diameter are still to be seen along the line.

The Y.& S. now hauls fish from Situk to Yakutat. Until recent years it was steam operated, and owned about eight double truck freight cars (flats and gondolas) and two coaches. There were also some track autos which were wrecked in head-on collisions due to exclusive reliance on "smoke order".

At the present time an ex-U.S. Army Chev four-wheel-drive truck performs the service, hauling a four-wheel 18-foot gondola with straight air brakes. Three sections pushcars can also be used as trailers. The Chev grinds along at 15 M.P.H. over a track the ties of which are buried beneath moss, grass and wild flowers. Tree branches continually bush both sides of the truck, which operates through a clearing in the woods little wider than the track gauge. Deferred right-of-way maintenance is a recent development: less than 10 years ago a regular section gang worked continually at ballasting and tie replacement. A short section of track on ballast-filled cribbing high above the shore of Yakutat Bay still requires frequent attention. The only other work done this year was on the Situk bridge and the numerous culverts. The track is probably now unsuitable for the heavier equipment once used and still on hand.

The well-known firm of Libby, McNeil and Libby formerly operated the Yakutat cannery and railroad. In 1951 the Bellingham Canning Company took over. Now fish are iced at Yakutat and shipped elsewhere by boat for canning, the Yakutat cannery having been closed. The branch to Lost River is overgrown by brush, as fish caught there are hauled to Yakutat ice plant by road. There is still no road to Situk.

Once there was also a cannery at Dry Bay, and about 20 miles of railroad which operated for a short time. The Dry Bay settlement no longer exists.

The U.S. Civil Aeronautics Administration has a Dodge pickup rail truck at Yakutat Airport, four miles from the village, and uses it for occasional trip to Situk. It is kept in a shed on the tail of a wye with very short radius curves. This truck helps out whenever the Chev breaks down. On one occasion when the Situk bridge was impassable, cutting off access to the turntable the two trucks were coupled back to back, one hauling the other as a trailer; thus backup operation was avoided.

The terrain is generally muskeg or gravelly plain; there are no grades of note except for a stiff curving climb from Yakutat Cannery wharf up to the yard and a short undulating section leaving the yard. The main line consists of very long sections of tangent with a few short curves. The railroad operates during the fishing season only - from May or June to mid-October. Sometimes it is necessary to clear snow off the line through the woods with a bulldozer before commencing the year's operations.

Yakutat has a population of less than 300: Situk is even smaller. The only buildings in the vicinity of Situk terminal are a large shed for the company's skiffs and shelters for the motors of the conveyors which transfer fish from boats to the railroad. Situk village is some distance away by water. The yard facilities consist of one siding ending at a 14½-foot turntable for the rail trucks. Two gondola cars are abandoned at the end of the main line.

Tucked away in Yakutat engine house is No. 2, the remaining steam locomotive. It is a strange little 2-6-2 built by the Standard Boiler & Machine Works of Seattle in 1922. With 34 inch drivers and 22 inch pony, trailing and tender wheels, a coupled wheelbase of only 7 foot, and a total engine wheelbase of only 17½ foot, this must surely be one of the smallest standard gauge engines on 10 wheels. Innocent of both pneumatic and electric equipment, it sports a oil headlight. There is a siphon on the tender to permit drawing of water directly from the bay.

Sharing the engine house is a yellow B plus B box cab unit with Hall Scott power coupled to the axles by drive shaft. This machine has inside-frame trucks with siderods. Nearby in the yard are an open-platform coach broken down by snow, two flats, a gondola, an old Packard track auto, and three four-wheel steel dump cars, all disused.

The operation is curtailed as far as possible short of complete abandonment, and that would doubtless occur immediately if a road were constructed to Situk.

RAILWAYS INAUGURATE PIGGYBACK SERVICE FOR COMMON CARRIER TRUCKERS

On September 16th., the C.N.R. and C.P.R. commenced handling truck trailers of "for hire" or common carrier trucking firms between Montreal and Toronto, following the recent lead given by several U.S. roads. The first run of the on the C.N.R. from Toronto consisted of an all-piggyback train which left at
8:00 P.M.. on the 16th. for Montreal. The following firms have made arrangements with the railways for the hauling of trailers by rail between the two cities:

Asbestos Transport Limited, Kingsway Transports Limited, Smith Transport Limited, Inter-city Truck Lines Limited, Direct-Winters Transport Limited, Husband Transport Limited and Reliable Transport Limited.

MOTIVE POWER NOTES

- Steam locomotives stored at C.P.R. Angus Shops, Montreal, as of September 15th. (observations of T. McIlwraith): 452, 473, 474, 1084, 1253, 2215, 2326, 2404, 2623, 3428, 3471, 3475, 3545, 5200, 5217, 5220, 5228, 5332, 5335, 5356, 5402, 5419. The following had disappeared, presumably scrapped, since June 19th.: 2511, 3618, 3726, 3751, 6930, 3738, 5188, 2925, 457, 5396, 3371, 2538, 5106, 5178, 5377.
- C.N.R. deliveries (from General Motors Diesel Limited): 4104, 4105 August 16; 4106, 4107 August 23; 4108, 4109 August 26: 4110, 4111 August 29; 4112, 4113 August 30; 4114, 4115 September 4; 4116, 4117 September 6; 1271, 1272, 1273 August 30.
- C.N.R. deliveries (from Montreal Locomotive Works): 3625, 3626, 3627, 3628: dates not available. 3629, 3630 August 19; 3631, 3632 August 23; 3633, 3634 August 27; 3635, 3636 August 30.
- C.N.R. scrappings: 2353 July 26; 2385 July 5; 2387 July 23; 2447 July 12; 3405 July 9; 5284 July 12; 5554 July 18; 7315 July 25; 7328 July 5; 8338 July 19.
- Ontario Northland Railway Consolidation 500, Mikados 303, 306 and 313, and 4-8-4 1103 arrived in Buffalo, NY, on September 1st. and 2nd. for scrapping by Summer Company.

C.P.R. TRAIN NUMBER CHANGES

With the fall timetable effective October 27th., the C.P.R. will effect certain number changes on the T.H.& B.passenger service as follows:

Old	Eastbound	New	Old	Westbound	New
712		322	721		321
772		326	741		323
732		328	761		325
792		330	801		327
832		332	821		329
762		334	763		331
			765		333

R.D.C. CARS ON CANADIAN RAILWAYS

Serial Number Tabulation Indicating Order of Construction

Serial No.	Type of Car	Railway	Road No.
5816	RDC-1	C.P.R.	9050

5817	RDC-1	C.P.R.	9051	
5904	RDC-4	C.N.R.	D-400	(ex D-150)
5909	RDC-3	C.P.R.	9020	
5910	RDC-3	C.N.R.	D-300	(ex D-100)
5913	RDC-1	C.P.R.	9052	
5916	RDC-1	C.P.R.	9054	
5918	RDC-1	C.P.R.	9053	
5923	RDC-1	C.N.R.	D-100	(ex D-200)
5924	RDC-1	C.P.R.	9055	
6002	RDC-2	C.N.R	D-200	(ex D-250)
6014	RDC-2	C.P.R.	9100	
6016	RDC-2	C.P.R.	9101	
6018	RDC-3	C.P.R.	9021	
6019	RDC-3	C.P.R.	9022	
6021	RDC-3	C.P.R.	9023	
6022	RDC-3	C.N.R.	D-350	(ex D-101)
6218	RDC-1	C.N.R.	D-101	(ex D-201)
6221	RDC-1	C.P.R.	9056	
6223	RDC-1	C.P.R.	9057	
6229	RDC-2	C.P.R.	9102	
6230	RDC-4	C.N.R	D-450	(ex D-151)
6231	RDC-4	C.P.R.	9200	
6305	RDC-3	C.P.R.	9024	
6306	RDC-4	C.P.R.	9250	
6307	RDC-4	C.P.R.	9251	
6308	RDC-2	C.P.R.	9103	
6309	RDC-2	C.P.R.	9104	
6310	RDC-2	C.P.R.	9105	
6311	RDC-2	C.P.R.	9106	
6312	RDC-2	C.P.R.	9107	
6313	RDC-2	C.P.R.	9108	
6314	RDC-2	C.P.R.	9109	
6317	RDC-1	C.P.R.	9058	
6318	RDC-1	C.P.R.	9059	
6319	RDC-1	P.G.E.	BC-10	
6320	RDC-1	P.G.E.	BC-11	
6321	RDC-1	P.G.E.	BC-12	
6322	RDC-1	C.P.R.	9060	
6503	RDC-2	C.P.R.	9110	
6504	RDC-2	C.P.R.	9111	
6508	RDC-3	P.G.E.	BC-30	
6509	RDC-3	P.G.E.	BC-31	
6510	RDC-3	P.G.E.	BC-32	
6601	RDC-3	P.G.E.	BC-33	
6602	RDC-3	C.N.R.	D-301	
6607	RDC-2	C.P.R.	9112	
6608	RDC-2	C.P.R.	9113	
6609	RDC-2	C.P.R.	9114	

6611	RDC-1	C.P.R.	9061
6612	RDC-1	C.P.R.	9062
6617	RDC-1	C.P.R.	9063
6618	RDC-1	C.N.R.	D-102
6619	RDC-1	C.P.R.	9064
6701	RDC-3	C.N.R.	D-351
6702	RDC-3	C.N.R.	D-302
6703	RDC-3	C.N.R.	D-352
6705	RDC-1	C.P.R.	9065
6707	RDC-1	C.P.R.	9066
6708	RDC-1	C.P.R.	9067
6709	RDC-1	C.P.R.	9068
6801	RDC-4	C.N.R.	D-451
6802	RDC-4	C.N.R.	D-452
6803	RDC-4	C.N.R.	D-401
6804	RDC-4	C.N.R.	D-402
6805	RDC-1	C.N.R.	D-103
6806	RdC-1	C.N.R.	D-104
6807	RDC-1	C.N.R.	D-105
6808	RdC-1	C.N.R.	D-106
6809	RDC-1	C.P.R.	9069

R.D.C. Totals by Railway and Type:

	RDC-1	RDC-2	RDC-3	RDC-4	Total
C.N.R.	7 (D-100 to D-106)	2 (D-200, 201)	7 (D-300 - 302, D-350 - 352, plus one)	6 (D-400 - 402 D-450 - 452)	22
C.P.R.	20 (9050-9069)	15 (9100-9114)	5 (9020-9024)	3 (9200, 9250, 9251)	43
P.G.E.	3 (BC-10 - 12)	-	4 (BC-30 -33)	-	7
Totals	30	17	16	9	72

Since the compilation of this list, the C.N.R. has received two additional cars, one RDC-2 and one RDC-3, and the C.P.R. has ordered six RDC-2's from the Canadian Car Company (now licensed to build RDC's in Canada). There is therefore a grand total of 80 cars in service or on order for Canadian railways.

➢ The T.T.C. sold for scrap during September the four Peter Witt cars (other than 2410) listed on Page 7 of *Newsletter 140*. They were disposed of by the Western Iron & Metal Company in the usual fashion.

➢ Traction fans would do well to acquire the October issue of Trains Magazine, which contains what is probably the best electric photo spread that has ever appeared in this publication, and the subject matter is the interurbans of Southern Ontario. N.S.& T. 620 (ex M.& S.C.) has the spotlight, but there are also views of L.& P.S. and L.E.& N.- G.R.R.

EXCHANGE SECTION

Robert F. Wagner, 209 E. 66th. Street, New York 21, NY wants to contact Canadian fans interested in collecting builders' plates from electric railway cars and railroad coaches: wants also paperweights issued by rail-locomotive builders and supply companies.