

# newsletter

February 1969 • 50c



Upper Canada Railway Society



# newsletter

Number 277

February, 1969

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James A. Brown, Editor

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All other Society business, including membership inquiries, should  
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**WE HAVE A PROBLEM!!** Everyone by now is probably totally aware of the adamant stand of Canada's Postmaster-General, Eric Kierans, on the matter of postal rate increases and service reductions. Mr. Kierans is determined to make the post office 'pay its own way', and the adequacy or cost of the service thus provided is apparently of little concern.

The immediate effect of Kierans' edicts on the UCRS is the removal of second class mailing privileges for the NEWSLETTER. What does this mean? Last year, each issue required between one and two cents postage; at the end of the year, rates increased 30 per cent on second class matter -- a tolerable boost for a class of mail that had a reasonable chance of delivery. However, effective April 1st, non-profit organizations may no longer benefit from the second class rate and the only acceptable alternative becomes first class mailing. (Third class is intolerably slow, particularly now that deliveries have been cut 17 per cent through elimination of Saturday delivery.) First class mail for a 12-page NEWSLETTER will cost ten cents per copy, an increase of better than 600 per cent over last year's rates!!

The inequity of the Kierans rate boosts for non-profit organizations seems even harsher when compared with his treatment of newspapers and magazines, which have been allowed to retain their second-class status. In effect, it seems that it is quite all right for the Canadian taxpayer to subsidize multi-million-dollar publishing empires while non-profit publications are compelled to pay their own way. Can the revenue gained from the latter source really be that significant?

We plan no reduction in frequency or size of the NEWSLETTER, and will pay first class postage for all NL mailings from April 1st. Obviously, however, this added postage cost will represent a not-inconsiderable drain on the treasury, and an adjustment will probably be necessary in membership dues next year.

One final thought: If you plan to write to Mr. Kierans, remember that letters to Members of Parliament do not require postage.

## The Cover

Almost without peer in the efficient handling of 'light weight passenger trains were Canadian Pacific's neat little F-1-a 4-4-4's. Elementary in design, they nevertheless presented an appearance as pleasing and as up-to-date as any of their newer, larger stablemates.

Here's 2925 skimming effortlessly along near Lorne Park, Ontario, with Hamilton-Toronto train 732, fifteen years ago. — W.H.N. Rossiter

## Coming Events



Regular meetings of the Society are held on the third Friday of each month (except July and August) at 589 Mt. Pleasant Road, Toronto, Ontario. 8.00 p.m.

Mar 21: Regular meeting, followed by an auction of railroadiana, presided over by Omer Lavallee. Auction rules appeared in the January issue. (Fri)

Mar 22: UCRS members are invited to a joint meeting of the sponsoring societies of the TORONTO TRANSPORTATION MUSEUM ASSOCIATION -- UCRS, The Antique & Classic Car Club of Canada, and The Canadian Aircraft Historical Society -- to learn of the aims and scope of TTMA, and also of the activities of the other sponsoring clubs. The meeting will be held in Burton Hall, York University, at 8.00 p.m. Refreshments will be served. Tickets at \$1.50 each (to defray costs of TTMA's publicity brochure) are available from Al Kinsman or Frank McNairn at the March regular meeting, or from Box 122, Terminal A. (Sat)

Apr 18: Regular meeting. John Walker will discuss the air-electric PCC's of the TTC. (Fri)

Apr 20: Five-hour TTC TROLLEY COACH charter featuring rebuilt coach 9020 on all west-end routes. Trip leaves Lansdowne Garage at 10.00 a.m. Lots of photo stops and runpasts; half hour lunch stop. Tickets at \$4 each available from UCRS Trip Committee, 447 Roehampton Ave., Toronto 12. (Sun)

## Readers' Exchange

...WILL RETURN NEXT MONTH

# RAILWAY NEWS AND COMMENT

## STEAM IN KICKING HORSE PASS THIS SUMMER???

It could be a pipe dream, but there are ever stronger reports coming out of Vancouver that steam locomotives may be playing movie roles on CP Rail's Field Hill this summer. Hollywood's Mirisch Productions want to use the B.C. location for railroad scenes -- including wrecks -- for its forthcoming movie 'The Yards at Essen-dorf'.

The film will supposedly be set in wartime Europe, showing partisans attacking German rail traffic. Mirisch, which will be paying out \$10,000 an hour on location shooting, wants to be satisfied that it can have possession of the line for respectable periods of time. CP Rail is debating whether it can oblige the film company and at the same time keep its normal traffic running.

Mirisch wants to hire "locomotives and 130 rail cars. We would purchase an additional 12 cars for use in wreck scenes."

Most likely locomotive candidates for the movie job are the two CP locomotives now stored at Vancouver, 4-6-4 2860 (entrusted to the city of Vancouver, but not paid for), and 2-8-0 No. 3716, owned by the municipality of Port Coquitlam and slated to be put on permanent display this fall. The main concern seems to be whether the locomotives could be returned to service without a retubing.

While the choice of locomotives will no doubt appeal to the majority of Canadian rail amateurs, more than buffers will be needed to bring the Royal Hudson's characteristic profile in line with the setting of the film. Perhaps more appropriate subjects could be found on Vancouver Island.

Robert E. Swanson, chief engineer for the province's department of commercial transport, put Mirisch in touch with CP Rail. A steam enthusiast himself -- he owns two Shay logging locomotives -- he is enthusiastic about 3716 and 2860 running again, suggesting steam excursions over the PGE to the proposed Winter Olympics at Garibaldi.

## CTC OFFICIAL QUERIES CP RAIL'S PASSENGER RESEARCH

Commenting on a recent statement by a CP Rail official that private industry should hold the main responsibility for transportation research and that a government-sponsored research program carried out in default of a private one doesn't serve the country's best interests, R.R. Cope, research commissioner with the Canadian Transport Commission, wondered how this CP Rail philosophy "might apply in the case of research into inter-city ground transportation systems for the movement of passengers."

"I would be very interested to learn," he said, "if Canadian Pacific has decided to launch some new large-scale transportation research program which might lead to the development of passenger train services which respond to the needs of Canadians in the latter part of the 20th Century."

## CN B.C. COAL TRAINS TO START NEXT YEAR

First shipments of Smoky River coking coal to Japan are to start in May 1970, under terms of a contract signed in Tokyo on January 23rd between a Japanese steel firm and McIntyre Porcupine Ltd. The coal will be shipped via Alberta Resources Railway and Canadian National to Vancouver. The contract calls for 29.5-million tons of coal over a 15-year period.

## TORONTO AREA TRANSIT PLANS -- THE LATEST WORD

Ontario Highways Minister George Gomme plans to make his recommendations to the cabinet on the extension of GO Transit service at about the end of March. A preliminary report on the first 18 months of GO operation was submitted to Mr. Gomme by transit experts in January.

Mr. Gomme hinted that heavy use of the Oakville Subdivision by Canadian National trains could be a stumbling block to providing more daily trains west of Oakville. No hint was given of possible extensions of GO service to other area lines.

Meanwhile, a super transit agency linking GO trains, bus lines, commuter parking lots and Toronto's subway system has been proposed by the Toronto Transit Commission. The agency would plan and operate all public transportation serving Metropolitan Toronto and the Oshawa-Barrie-Burlington-Hamilton region, and restrict the growth of expressways.

Under the massive link-up, travellers could use a combination of the facilities now available to cross the region or get to downtown Toronto. They would pay in a 'single transaction' with the fare based on the distance travelled. The TTC would be at the core of the agency, whose operating and capital costs would be met by fares and 'adequate compensation' grants from the province, which would eliminate deficits in advance.

## BUSINESS BOOMS ON GTW'S COMMUTER TRAINS

The number of commuters riding Grand Trunk Western's commuter trains has risen by almost 50 per cent in two years, GTW vice president and general manager J.W. Demcoe reported recently. "The service still isn't making a profit, but we're happy to see that the trend of revenue and passenger loss is being reversed," he said.

GTW's commuter service covers 26 miles between Detroit and its densely populated northern suburbs.

## EDMONTON LOOKS AT UNDERGROUND RAPID TRANSIT

A completely underground subway instead of above-ground rapid transit lines is being closely studied by Edmonton city officials. If cost estimates stay in line, a subway for the Alberta capital could become a real possibility. Certainly a number of existing problems could be averted: weather; provision of elaborate pedestrian moving systems between the planned transportation centre and downtown offices; difficult interchanges between various surface modes of transport.

Meanwhile however, planning progresses unchecked for the first and second legs of the rapid transit system -- surface lines on CN and CP Rail rights-of-way respectively -- announced last year. The two legs would total ten miles.

Most of the land necessary for the four stations planned for the first leg has been acquired. In addition, there will be a transportation centre just behind the CN Tower, for which architectural drawings are being prepared by CN. No construction will be undertaken this year, but CN track relocation will begin soon to make way for two adjacent rapid transit tracks on the same alignment.

Tenders for cars to be used in the first leg will be called next month and, if the provincial government decides to help the city financially, the first order will be for 50 cars, 25 cars otherwise. The first leg, from the Exhibition grounds through downtown to the industrial airport, should be open in 1971. Capital costs for both legs are estimated at \$36-million.

## PENN CENTRAL MAY EXTEND METROLINERS

The Penn Central Railroad is expected soon to introduce one-stop or possibly non-stop electrified Metroliner service from Washington to New York that will cut as much as 30 minutes from the present three-hour schedule. PC is also studying the possible extension of Metroliners through New York City to provide direct service to suburban Westchester County and to New Haven, with connections for Boston.

The plan calls for a train that would stop only in Philadelphia and make the 227-mile Washington-New York trip in two hours, 35 minutes, or would operate non-stop in two and a half hours flat. Present Metroliners which began service January 16th take two hours 59 minutes; regular trains take up to four hours for the trip.

## NEW VESSELS COMING TO RAILWAYS' MARITIME COAST FLEETS

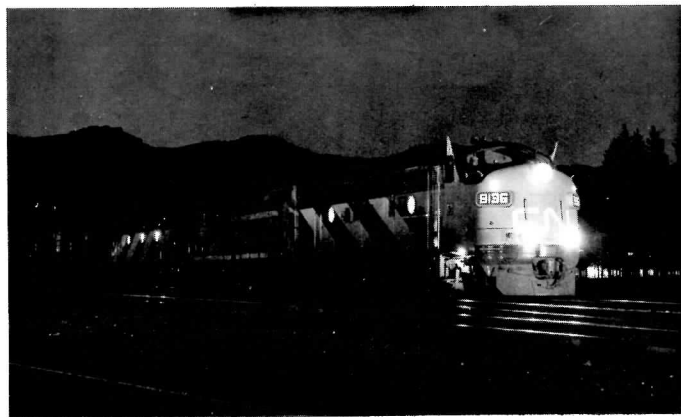
CP Rail has placed an order for an \$8-million ship to replace the Princess of Acadia in ferry service on the Bay of Fundy between St. John, N.B. and Digby, N.S. Construction of the 6,650-ton vessel will start as soon as possible this year at the St. John Shipbuilding and Dry Dock Co. Ltd. Delivery is scheduled for mid-1970. The federal government is currently preparing plans for new shore facilities at each terminal point, and these will be ready for the start of the new service.

The new ship will feature bow and stern loading and unloading, and a capacity of 159 automobiles, or forty 45-foot truck trailers and seven tractors. Passenger capacity will be 650. The ship will be 480 feet in length, with a 68-foot beam and draft at mean load of 15 feet. It will have a service speed of 18¾ knots and will make the 40-mile crossing in about two hours and a half.

The P.E.I. service, operated by CN, will be augmented this summer with the arrival of the Swedish ship 'Stena Danica', purchased in January by the federal transport department. The 261-foot vessel, built in France three years ago, will carry about 100 autos. She will arrive in Canada in April and go into service in June on the Cape Tormentine, N.B.-Borden P.E.I. run.

The new Bay of Fundy ferry will probably be the first application of the Canadian Pacific 'new look' to a vessel, a CP Rail one at that! This mixing of authorities has all kinds of possibilities: Picture an industrial switcher on the docks at Liverpool lettered 'CP Ships', or a service truck at Vancouver airport carrying the colours of 'CP Air'.

-- CP Rail



CN 9136 at Jasper, June 1963.

-- James A. Brown



CN's Bishops Falls auxiliary.

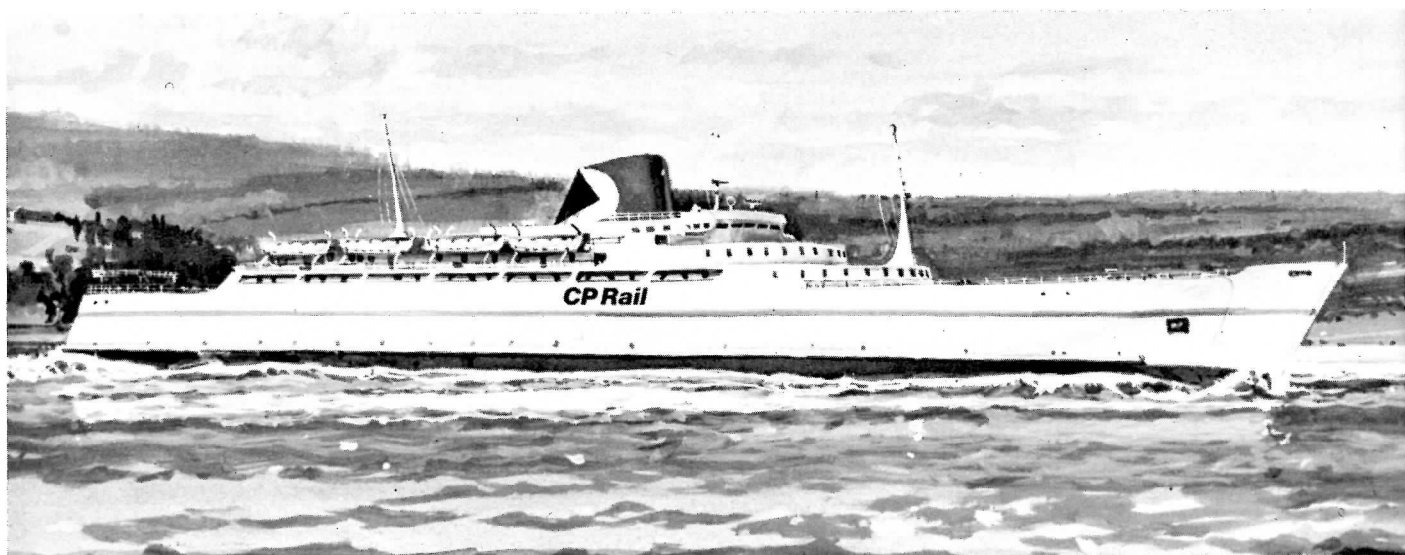
-- D.E. Stolz

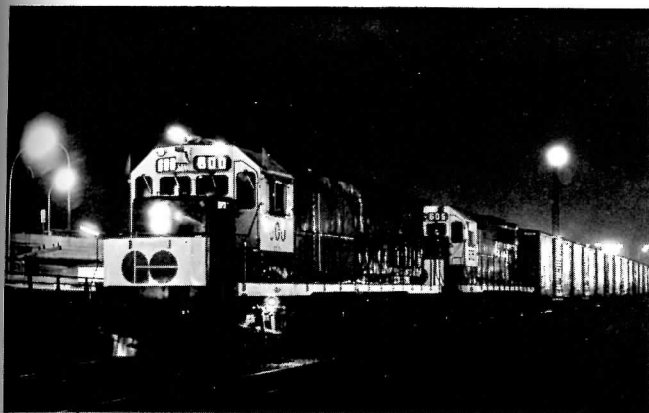
## LOCOMOTIVE CASUALTIES IN CN DERAILMENTS

A derailment at Fitzwilliam, B.C., January 21st, caused extensive damage to F7A 9136 and unknown damage to GP9 4293. Fitzwilliam is 28 miles west of Jasper.

A rockslide was the cause of a spectacular derailment between Trafalgar and Hope, B.C. on February 28th, when SD-40 5011 was crushed and burned virtually beyond recognition. Accompanying F7A 9036 came to rest right side up in the Fraser River, submerged to the headlight.

Narrow gauge auxiliaries from Port aux Basques and Bishops Falls had the task of clearing fourteen cars of train 400 which derailed at Spruce Brook, Nfld., on February 22nd. Passenger train 101 transferred its passengers to westbound CN buses 501 and 511, but continued to serve dining car meals to all comers as it waited in Corner Brook for a path to be cleared; it finally went on its way, empty, about four hours late.





We could say the view at right shows GO Transit 603 under the wires of CN's new suburban electrification at Oakville, but we won't. The wires are at Montreal Nord and the occasion is the weekly Saturday visit of the GO units to Montreal, where Jim Sandilands caught them on an oil train (January NL, page 7). Units 600 and 605 were poised on the 'High Line' in Toronto, ready to depart for Montreal with train 300, in the nocturnal view above, by Bryce Lee.

#### BRANCH LINES WILL VANISH SOON -- CN OFFICIAL

Canada's rail system will be trimmed down to a main-line operation between big urban centres plus a few branch lines to resource riches, CN assistant vice president freight sales, J.C. Gardiner, predicted recently.

"Because of the vast distance," he said, "there will always be a demand for the efficient transportation and distribution of...goods between our major population centres." Although railways can carry traffic more cheaply over long distances than highway transport, "we are at a disadvantage when we face complex distribution problems."

With the rationalization of Canada's rail system, a network of highway services covering the major urban areas would be needed. "Serving many shippers and consignees spread throughout metropolitan areas requires the flexibility of the highway vehicle if the greatest efficiency is to be achieved," he said.



EQUIPMENT NOTES BEGIN  
ON PAGE 20

## WORTH NOTING...

- \* CP Rail has pressed charges against ten persons for operating snowmobiles on railway rights-of-way in the Ottawa area, thus becoming the first railway to prosecute this type of trespasser.
- \* An experimental model of the French Aerotrain recently hit 253 m.p.h. with the help of a rocket booster. The builders say the train -- which runs on a concrete runway with a flange in the centre -- can attain high speeds with complete safety. The tests are run on an experimental track south of Paris.
- \* Canadian National's Newfoundland coastal steamers 'Burgeo' and 'Baccalieu' will be retired in the near future because they require extensive work -- including new steel decks -- to bring them up to transport department standards. Another CN vessel, the 'Northern Ranger', was retired in 1968 after being laid up for some time; she was sold to a Bell Island company to be broken up for scrap.
- \* CP Rail's last R.P.O. service terminated on February 1st with the arrival of train 42 at St. John, N.B. The St. John and Brownville Jct. Railway Post Office was the last operated anywhere by CP Rail.
- \* CN's new station/office building at Campbellton, N.B. was opened for business the weekend of February 22nd. The four-storey building consolidates CN's Campbellton offices -- including the Chaleur Area H.Q. -- under one roof, and frees the old station site for a new commercial development.
- \* CP Rail and the city of Lethbridge, Alta. are discussing the possibility of using the railway's tracks to West Lethbridge as a right-of-way for Hi-Rail buses which could operate on city streets as well as rails.
- \* The Pacific Great Eastern has reported a net profit of \$670,000 for 1968. The B.C. government-owned and operated railway's annual report showed the PGE has experienced its second year in a row in the black. Last year's net profit was \$595,000.
- \* Canadian National is seeking developers for its Keele St/Hwy 7 corner property adjacent to the administration building at Toronto Yard.

# A Farm Boy Goes Railroadin' . . .

Dear Hi,

Hi,  
I have looked around quite a bit and think I will go to work on the Railroad as an engineer; this looks like a good job and the way they pay is good; the funniest thing, though, is the way they are paid. When I was thinking of going to work I asked the Superintendent what the pay would be for a month's work, and he said he was busy but, if I would come back for two or three days next week, he would have a couple of clerks figure it out for me, but I asked one of the boys who is working how it was, and he explained it to me, but, as you don't ask anything about railroads, I will tell you how it would work out if you were paid that way which you know more about.

his looks like. When I was a boy, they are paid. When I was a boy, they would be for a month's work, and he explained that three days next week, he would have a couple of one of the boys who is working how it was, and he explained that nothing about railroads, I will tell you how it would work out if you were plowing, which you know more about. If you was plowing, the pay would work out like this: First, when you get to the barn, you can't find the mules' harness, you forgot where you throwed it after killing that jug of cider last night, so you spend 20 minutes looking for it. You'd get extra pay for that as it's initial delay. Then you'd get extra for harnessing the mules -- that's preparatory pay. So you jump astraddle of a mule and ride out to where you're going to plow, and you get half a day's pay extra for that -- that's deadhead pay. Then you hook the team to the plow, but you're a straight plowman, and coupling up ain't your work, so you get extra for that. Now you start to plowing, and you'd be paid \$4.00 a day, or \$2.00 per aker, whichever is the most money, and if you plowed your two akers by noon, you would get a day's pay for the half that you plowed another two akers in the afternoon, then you'd get another two akers uphill and downhill you get extra pay, more than 3 s' that.

Now you give you the most money. You wouldn't haft to want to keep on working and plowed another day's pay for that. If you have to go uphill and if the land is level -- that's hill pay, and if you have to swing above what it would be with the team you used to have, you'd git extrty pay because it was a day, you'd git extrty pay, and if it takes more than 5 minutes to turn a mule or plow, whichever it was, and then you'd git paid for the time waiting for the mule to get well, whichever it was, at the rate per hour, and if the plow was a different one from the one that broke down, you'd git paid by the kind of a plow, either by the akar or the hour, whichever was the most, ager mind going uphill and downhill, turning corners, dodging stumps and suchlike mentioned.

If you was to town whooping it up the night before and you'r feeling kinda groggy and you sleep under a tree most of the day, and only git one aker plowed, you git paid for two just the same. That's called akers' paid for but not plowed and comes under the head of constructive pay. Then if Zeke was hauling hay over the next field and he yelled and says "Say Hi I'm stuck in the mud. Bring your team over and pull me out," and you starts over with the mules but before you git thar Zeke says "Never mind Hi, we got her rolling again," and you went back to plowing without helping Zeke you'd get half a day's extry pay for that, for being called and not used. And when you and Zeke git done for the day and take the cowpath back to the barn, you ahead astraddle of one mule and leadin' the other, and Zeke followin' the same way, if Zeke's mules git to raring and he skids past you and gits to the barnyard first, you's git a extry day for that -- that's run-around pay. You finally reach the barnyard and stop at the waterin' trough, for about five minutes to water the mule, you'd git extry for that too, that's final delay. After you unharness the mules and wash up at the waterin't trough, smoke a couple corncobs of terbaccar and take a few snorts from the jug which you hid in the manger, you'd fit an extry half-hour's pay for that, which is called tie-up time.

Some calls these rules "featherbeds" but I'm telling you Hi a featherbed is a hardpine mattress compared with the ease these rules shake down the money, if you know all the ropes and how to tie em together.

Yours in haste,

Hank

This whimsical explanation (!) of the intricacies of an engineman's wage agreement was given to us at the UCRS Banquet in November by Mr. J.C. McCuaig, Manager of the Lake Erie & Northern and Grand River Railways. It was so well received then that we have decided to reproduce it here.

# EQUIPMENT NOTES...

## CANADIAN NATIONAL MOTIVE POWER NOTES

\* Deliveries have commenced on CN's current order with GMD for 50 SD-40's, class GF-30e. Now considered a road unit by CN, these and future SD-40's will not be equipped with rear end footboards; rear headlights and number boards remain, however. The GF-30e's have snow plow pilots and cab roof extensions (to reduce the intake of snow to the carbody); these innovations have been applied to earlier GP-40's and SD-40's, though not universally. Delivery dates of the first four units are as follows:

5076 -- Feb 14/69	5078 -- Feb 25/69
5077 -- Feb 14/69	5079 -- Feb 25/69

The first 22 GF-30's (Nos. 5076-5097) will be assigned to Toronto Yard. Accompanying this assignment is a transfer of MLW power to Montreal Yard; Units 3222-3225 have been thus reassigned.

\* Parent Canadian National has been bolstering the roster of the Grand Trunk Western during the past few months.

Late last year, CN's F3's went to the GTW (November '68 NL, page 127). On December 18th, three Alco switchers, 8119-8121, were transferred from Great Lakes Region points to the GTW at Port Huron. And now six of the Toronto-assigned SD-40's, Nos. 5047-5052, have been transferred to the GTW at Battle Creek, Mich. It is not known how permanent this last move will be.

Not so long ago, GTW GP9's were common sights in the Toronto area, handling Chicago-Toronto passenger trains over the full distance. Now the position is reversed. Since mid-January, Canadian National FP9's have taken trains 159-156 and 155-158 through to Chicago, releasing the GT's 4900's for freight duties. Most commonly seen in the Windy City are A-units 6518/25/30/32-37/40, and B-units 6617/21/23/24/25.

\* Another turnabout situation exists in the leasing department. Last May, the Quebec North Shore & Labrador leased eight GP9's from CN to help out on its ore trains pending the delivery of new power from GMD (June 1968 NL, page 64). Now, the new SD-40's for QNS&L are ready for service but can't be delivered because of ice conditions in the St. Lawrence River; in the meantime, they are breaking in on CN freight trains, under temporary assignment to Toronto Yard. Nos. 201 and 204 came to CN on February 14th, Nos. 202 and 203 on February 21st; Nos. 200 and 205 are yet to be delivered.

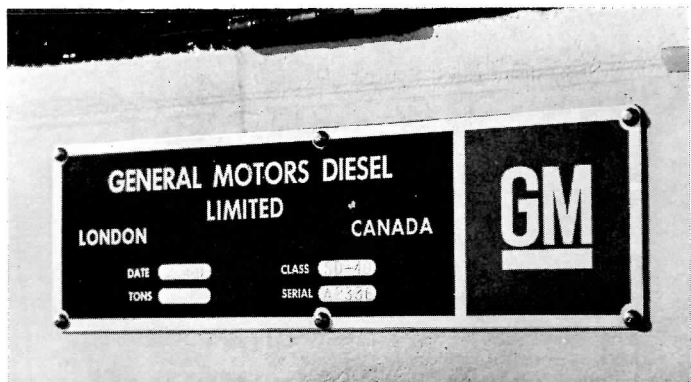


Brand new CN 5076 (above) at Toronto Yard. CN's new units are sporting a new-design 'Mark of Excellence' builder's plate like 5077's, below. -- D.M. More



QNS&L's orange letters against a gray body barely reproduce in these black and white views of 202 (inset) and 203 (below), in company with CN C-630 2029, westbound at Mansewood, bound for Sarnia.

-- James A. Brown



## CP RAIL MOTIVE POWER NOTES

\* CP Rail has placed a \$19-million order with MLW-Worthington Ltd. for 51 diesel locomotives for freight service.

Twenty-one of the new units will be Century 630's, six-axle road freight units developing 3,000 h.p. To be assigned to the Natal, B.C.-Roberts Bank coal unit trains, the new units will operate at mid-train as well as in the lead position, and consequently some of them will be fitted with master station equipment for radio remote control of the mid-train locomotives. In addition, several of the new diesels will be equipped with automatic speed controls to permit loading or unloading operations at low speeds.

Single-unit horsepower ratings will reach a new high with the delivery of twenty-nine 3,600 h.p. Century 636's, the most powerful locomotives in Canada. These units are slated for use on manifest freights between Toronto/Montreal and Calgary.

It is understood that a further locomotive, outwardly similar to the C-636's but rated at 4,000 h.p., has been included in the current order. More detail is not available at present.

First deliveries are expected in August, with completion early next year.

\* In addition to its leased fleet of B&LE and DM&IR locomotives (Jan NL, page 7), CP Rail has temporarily acquired five more locomotives to help out in its current power shortage: From the Bangor & Aroostook came four GP7's, Nos. 72, 73, 74 and 78; delivered brand new from MLW-Worthington was International Nickel (Inco) 1,800 h.p. road switcher No. 208-4. This DL-718-B carries only the number '4' in the front number glasses and is identified on CP as 'Inco 4'. All of the 'new' units are assigned to St. Luc.

Pooled power arrangements are helping out too, and Boston & Maine road units regularly run into Montreal from the B&M connection at Wells River, Vt.

\* CP Rail has reactivated CLC cabs 4055 and 4076, and plans to do likewise with A-units 4054/78/79/80 and B-units 4452/55/56. Stored out of service awaiting disposition are units 1415, 1801, 8148 and 8729 at Angus, and Nos. 4431/51/53 at Ogden.

\* Mid-train control cars Robot 1 and Robot 2 (Locotrol and RMU (Wabco) respectively) have been renumbered from C4465 and C4472 to 1000 and 1001 respectively.

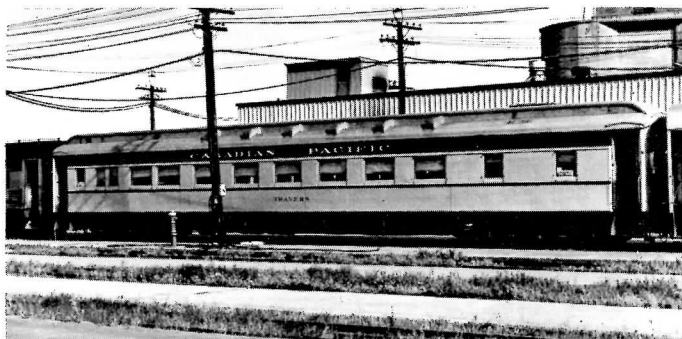
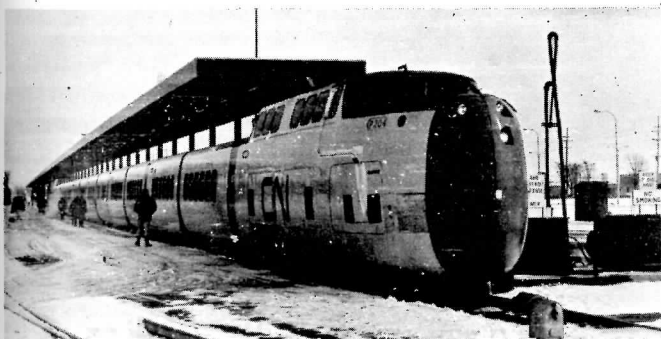


'Devco Railway': Is this the newest railroad name in the land? It's the new designation for the former Cumberland Railway Company (ex-Sydney & Louisburg), and took effect early last year when the Sydney steel mill of owner Dosco was taken over by the provincial government. Here's former Minneapolis & St. Louis 217 in its latest garb.

-- W.R. Linley

While CP Rail is retiring large numbers of heavyweight passenger cars, some are remaining, and these are being repainted in this two-tone scheme to match the stainless steel cars. The 'new look' will have an Action Red letterboard and trim, rather than Travers' Tuscan Red.

-- James A. Brown



You'll see almost anything at Ottawa if you wait long enough! Here, for example, is Turbo 5, passing through on February 13th, en route to Longlac for cold weather testing.

Four days later, the newly-repainted and renumbered CP Rail 1432 (ex-4041, Jan NL, page 7) passed through on the Canadian. At least four 1400's are now in the new colours.

--Both photos, W.R. Linley





## Standard Time and the 24-Hour Clock

105	0022	22.0	P	MALDEN
110	0026	27.7	P	WOODLAW
115	0031	33.5	P	FITZROY
123	0123	40.2	P	PONTIAC
844	0131	47.9	P	BRISTOL
1854	0138	54.2	P	CLARENDON
1905	0143	59.2	P	PORTAGE DU FORT
1914	0152	66.4	P	FORESTER'S FALLS
1922	0202	72.7	P	BEAUBURG
1930	0210	79.8	P	FINCHLEY
2000	0222	86.9	P	PEMBROKE
2027	0136	91.6	P	HIAM
	0141	97.0	P	ALICE
	0150	105.4	P	INDIAN

The twenty-four-hour time system, now the official standard of Canada's major railways (and a number of the lesser ones as well), is itself an outgrowth of the standard time zone system whose invention is usually attributed to Sir Sandford Fleming (1827-1915), a noted Canadian civil engineer and railway builder.

The introduction of the standard time zone system by the railways of North America occurred in the Autumn of 1883. Prior to this, communities used local or solar time based upon astronomical calculations of noon at each location as determined by the position of the sun. Thus, as one progressed westward across North America, noon came ever later. In the latitude of Chicago, this time variation amounted to one second for every 1,140 feet of longitude, or one minute for about every thirteen miles. Thus, the local time at Montreal ("Montreal Time") was 8½ minutes faster than Brockville, 10 minutes ahead of Kingston, 14½ minutes ahead of Belleville and 25 minutes ahead of Toronto.

This was confusing enough if a businessman's activities were confined to one town, but for the railways, it was an almost hopeless dilemma. Most lines adopted the time standard of the headquarters locality for operating purposes, but on a widespread system, adjustments had to be made.

Thus, the Grand Trunk Railway of Canada, which extended from Windsor and Sarnia in Ontario to Rivière du Loup, Que., operated the bulk of its system, between Levis, Que., and Toronto, on Montreal Time. But Toronto Time was used between Toronto and the western border of Ontario, and Quebec Time was used east of Levis to Rivière du Loup. Picture the difficulties for shippers, passengers or operating personnel in Toronto. Trains arriving or departing from or to the west of that city ran on local time; but those serving the section from Toronto eastward ran on time schedules which were 25 minutes in advance of the local time.

In such circumstances, the railway obligingly provided two clocks in the station, each correctly labelled. But this was small comfort to the passenger who arrived at the Toronto station to take the Montreal train, giving himself 15 minutes to spare (on Toronto Time) only to find that the Montreal train had already been gone for ten minutes.

Imagine the difficulties of a businessman in Port Hope, Ont., whose watch was set on local time. He had to mentally adjust backward to Montreal Time when reading the schedules that would take him to Toronto, then readjust the other way to read the schedules westward from Toronto.

Fortunately, small connecting lines tended to adopt the time standard of the mainline rail system, and as a result, by about 1880, the railways of Canada and the United States got by on about 100 different time standards, remarkably few considering the possibilities. There just had to be a way out.

The need for a uniform time system first asserted itself to Fleming when he was engaged in construction of the Intercolonial Railway, a project of the fledgling Dominion of Canada. When it was completed in July 1876, the ICR linked the railway system of Ontario and Quebec with that of the Maritime Provinces by a line entirely on Canadian soil.

In formulating rules for the efficient operation of the Intercolonial, whose main line extended from Rivière-du-Loup to Halifax, with a number of branches to Saint John, Pictou, etc., Fleming resolved that one time standard only should prevail. The selection of the standard of one of the major cities served, such as Saint John or Halifax, would invariably provoke charges of favoritism so Fleming found a scientific solution to this question.

In 1876 he had prepared a memorandum on what he called "Terrestrial Time"; basically, it called for an arbitrary division of the globe into 24 vertical time zones, each one 15 degrees of longitude in width, centred on the zero meridian at Greenwich.

For the Intercolonial, Fleming selected 60th meridian time, four hours slow on Greenwich. It was then and for many years afterward known as "Intercolonial Time", now the Atlantic Time zone.

In the ensuing years, Fleming pushed his scheme, addressing business and scientific bodies about it. Jealousies and rivalries among nations prevented its immediate adoption, and it was not until January 1, 1885, that the Universal Time System was adopted at Greenwich.

The American railroads anticipated this event a little more than a year earlier when, on November 18, 1883, the five American time zones, those of the 60th, 75th, 90th, 105th and 120th meridians were established, with the names Atlantic, Eastern, Central, Mountain and Pacific. One hundred time standards had been reduced to five.

The advantages of the new system were not immediately apparent to the public. Typical was the blustering of one American daily; "The Railroad Convention, recently in session, determined among other things to have the clocks and watches in the United States set, run and regulated to suit the convenience of their particular branch of business. It was a bold stroke. To regulate the time of this Empire Republic of the World is an undertaking of magnificent proportions. Railroad time is to be the time of the future.

"The Sun is no longer to boss the job. People....must eat, sleep and work as well as travel by railroad time. It is a revolt, a rebellion. The Sun will be requested to rise and set by railroad time. The planets must, in the future, make their circuits by such timetables as railroad magnates arrange.

"People will have to marry by railroad time, and die by railroad time. Ministers will be required to preach by railroad time--banks will open and close by railroad time....We presume the Sun, moon and stars will make an attempt to ignore the orders of the Railroad Convention, but they, too, will have to give in at last."

November 18th, a Sunday, was selected because there would be fewer trains in operation that day. The public came to know it as "The Day of Two Noons" because in the eastern part of each new time zone, there was a noon based upon sun time. Then clocks and watches were set back from one to thirty minutes to the new Standard Time, so that there was another noon when Standard Time in the community reached 12:00 o'clock. New Yorkers noted with a chuckle that they had cheated Old Father Time out of 240 seconds while the New York Herald chortled: "Every old maid in Beacon Hill, in Boston, will rejoice tonight to discover that she is younger by almost sixteen minutes."

The adoption of a world time system led some railway systems, particularly those in Europe, to go one step further and adopt twenty-four hour designations for operating purposes. Under this system, the first twelve hours of the day retained their customary designations, but one p.m. became thirteen o'clock, two p.m. was now fourteen o'clock and so on up to midnight which became twenty-four o'clock.

The Europeans were not alone in adopting this system. It was also applied to Canadian Pacific lines in the Central, Mountain and Pacific time zones--that is, lines west of Fort William.

To distinguish time given in the first twelve hours of the twenty-four hour system, the suffix "K" was added; thus 9:15K meant 9:15 a.m. and not p.m. Due to the established character of the twelve-hour a.m./p.m. practice in domestic use in eastern Canada, it was decided not to institute twenty-four hour designation east of the Lakehead. This practice was also followed in Western Canada by the Canadian Northern (but not the Grand Trunk Pacific), and was adopted by Canadian National as the former roads were incorporated into the CN system in the 1918-1920 period.

The reason for this divided approach is not completely clear, but it was due at least in part to the general public resistance to the use of standard time zones; it may have been felt that though the zones were here to stay, the moment was not opportune to "rock the boat" just a little bit farther and discard the a.m./p.m. system. Public opinion in the Canadian West at this period was not of consequence, as the settlements were few, small and far between and those that did exist centered around railway operations. Consequently, in such communities as Field and Revelstoke, B.C., such expressions as the "sixteen o'clock shift" have been familiar for more than eight decades.

Contrary to trends in Europe, there was no marked acceptance of the twenty-four-hour designation in North America, and about the turn of the Century, Canadian Pacific reverted to a.m./p.m. designations in its public timetables for the whole system, rather than for lines east of the Lakehead alone. Canadian Northern followed suit a decade later. But the operating timetables on the western lines of both CN and CP retained the twenty-four-hour system and do so to this day.

On October 30th, 1966, Canadian National's eastern Canada operating timetables shifted to the twenty-four-hour system, introducing two minor changes to the designation previously used on western lines--the elimination of the period between the hours and minutes digits, and the redesignation of the hour after midnight from 24:01-24:59 to 0001-0059. Public timetables appeared for the first time in twenty-four-hour nomenclature. Canadian Pacific followed suit on October 27th, 1968.

The designation 2400 is used to indicate the end of a day for all purposes except in train orders, working timetables, related instructions and records, where 2359 is used.

The four digits stand alone to designate the time; words such as "o'clock", "hours", "minutes", "noon", "night", "a.m.", "p.m." are not used. Clocks and employees' watches have twenty-four hour dials.

There was no public resistance to the universal adoption of the system as there was when standard time was introduced in 1883. Travellers accustomed to continent-hopping by jet have adjusted to the use of this system by other forms of transportation, notably air lines. And in larger cities digital clocks and twenty-four hour designation are enjoying more widespread use, and in areas far removed from transportation, as banking and the theatre.

There will be small hurdles, however. Two years ago, when Montreal's Métro rapid transit system was opened to the public, each of the station platforms was equipped with a twenty-four hour digital clock sponsored by one of the chartered banks. For the first few days, the stations were crowded by the citizens of Canada's metropolis who just wanted to ride and explore the system. During this period, a worthy French-Canadian burgher and his wife entered the platform of one of the stations, and as they glanced around, enraptured by the might of Métro architecture, the wife's attention was drawn to the clock, indicating 20:21. Pointing to it and pulling at her husband's arm, she asked: "What is that, Henri?". His glance betrayed puzzlement, but his imagination quickly formulated an explanation. "That, ma chère?--Why it is a device to count the trains!" We waited to see the theory disproven as madame continued to look at the clock, but as luck would have it, the rumble of a train was heard. As the leading car passed the clock, it changed to 20:22. "See?" said the husband confidently. "Yes, I see," his wife replied, "but I think that it is stupid that a bank would sponsor such a useless thing. Why couldn't they have put up something worthwhile, like a clock?"

-- Omer Lavalée



# TRACTION TOPICS

Edited by John F. Bromley

\* Multiple-unit PCC 4494 was experimentally equipped with a new water-filled bumper in mid-December. The new bumper was subjected to rigorous trials at Hillcrest, its most frequent victim being PCC 4128, and apparently held up well. However, 4494 left the shops with only a standard St. Louis Car-type anticlimber. GM Deisel Bus 7170 is presently in service with the new bumper, which bursts on impact after absorbing the greater part of the shock.

\* A heavy snowstorm on December 27<sup>th</sup>-28<sup>th</sup> dumped about 12" of snow on the Toronto area, causing innumerable service delays on the TTC system, the majority of which could not be attributed to TTC vehicles. The storm was severe enough to bring out a few Sweepers, notably S-36 which did several trips on the ROGERS route in York Township, and S-32 out of Russell Division. S-32 was recently returned to service after having been in storage as a "stand-by" unit at St. Clair for two years. S-33 (from Russell) is now in "stand-by" storage.

\* The Bay Area Rapid Transit District (BART) was recently granted \$28 million by the U.S. Department of Transportation's Urban Mass Transportation Administration (UMTA) for the purchase of 125 rapid transit cars. The grant, however, was not unconditional, and BART must come up with \$56 million on its own for the 250 other cars required, plus enough funds to complete the super-system now plagued by financial difficulties. Meanwhile, far to the east in Pennsylvania, the SEPTA system (including the former Philadelphia Transportation Company), has announced a \$270 million Improvement program which will require about \$170 million from the State and from UMTA. Among the many improvements planned are the purchase of 208 "Silverliner" electric MU cars and modernization of the streetcars now in use in the West Philadelphia subway. It is not apparent at this early date what the extent of the improvements will be, but one must consider multiple-unit operation and air-conditioning of the cars to be of paramount importance. In addition, SEPTA plans to replace obsolete bus garages and carhouses. Should this be carried out, Philadelphians will see the first new streetcar storage areas built in at least thirty years.

S The new trolley bus, 9020, was damaged in an accident  
H at Lansdowne & Wallace on December 23rd, and will be  
O out of service for about two-three weeks. The second  
R new trolley bus, 9144, is expected from Flxible of  
T England when the Seaway opens in the spring. 9144  
will be almost identical to the many Flxible buses  
T now in operation in the U.S. and Canada.....the  
U rather infamous crowd-control gates used on the Mon-  
R treal subway have been removed, as their operation  
N was found to be unsatisfactory. Intended to close  
as a train entered a station, they were frequently  
opened by passengers who became annoyed at missing a  
train.....a general fare increase was introduced by  
PAT (Pittsburgh) recently. Basic fares were raised 5¢  
to 40¢ cash, with appropriate increases in Sunday,  
weekly and monthly passes, as well as small increases  
in the outer zone areas.....the A1-class PCC delivered  
to the Duke of York School in Toronto was 4138. The  
Orangeville School declined a second PCC when it learned  
the shipping costs.....4220 is still out of service at  
Russell Division, where it has been since June. 4220  
was the last PCC of the air type to receive a complete  
interior paint job, and broke down just a few days after  
returning from Hillcrest.....air-electric cars are now  
frequent on the KING and DUNDAS lines, in addition to  
their regular duties on the two KINGSTON ROAD services  
and CARLTON. A few air cars are also seen on the QUEEN  
route on racing days.....no decision has as yet been  
reached on the extension of the YONGE extension which  
is currently under construction. The Borough of North  
York wants the route to run from the present planned  
terminal at Sheppard to a new one at Finch.



In a dramatic scene of winter industry, TTC W21 and an unidentified sister unload the white stuff at an unknown location. Can anyone suggest where the view might have been taken, and when?

-- TTC



Though the snow was heavier than usual in Toronto this winter, it's doubtful that conditions were any worse than they were here, in March 1936 on the Scarboro Line near Valhalla Blvd.

-- TTC

Now that TTC fares have soared to four for a dollar, we thought you'd enjoy this view of painted-on advertising on Witt 2598, proclaiming a 16-for-a-dollar fare. The year? 1940.

-- TTC

