

# newsletter

April 1969 • 50c

## Promontory, Utah.



MAY 10

1869

~ GOLDEN SPIKE ~  
CENTENARY

MAY 10

1969

CENTRAL PACIFIC



UNION PACIFIC

# newsletter

Number 279

April, 1969

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Upper Canada Railway Society, Inc.,  
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James A. Brown, Editor

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

\* \* \*

Please address NEWSLETTER contributions to the Editor at 3 Bromley Crescent, Bramalea, Ontario. No responsibility is assumed for loss or nonreturn of material.

All other Society business, including membership inquiries, should be addressed to UCRS, Box 122, Terminal A, Toronto, Ontario.

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## UCRS DIRECTORS, OFFICERS AND COMMITTEE CHAIRMEN NAMED

At its first meeting of the year, the 1969 board of directors of the Upper Canada Railway Society elected officers and committee chairmen, as follows:

### DIRECTORS

R.D. McMann	President
N.E. Kinsman	Vice-President, Publicity Officer
R. Rundle	Treasurer
A. Nanders	Corresponding Secretary
H.T. Ledsham	Recording Secretary
G.A. Meek	
W.F. McNairn	
D.N. Stalford	Membership Secretary
B.E. West	Excursion Director

### COMMITTEE CHAIRMEN

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H. Cameron	House Committee
N.E. Kinsman	Publications Sales Committee
W.F. McNairn	Preservation Committee
G.A. Meek	Entertainment Committee
D.N. Stalford	Membership Committee
J.D. Thompson	Distribution Committee
B.E. West	Book Committee
	Trip Committee
R.D. McMann	Finance Committee

### OTHER OFFICERS & REPRESENTATIVES

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J.A. Brown	Editor, NEWSLETTER
S. Munro	Representatives, UCRS/OERHA
B.E. West	
	Joint Publication Committee
J.A. Brown	UCRS Representatives to TTMA
N.E. Kinsman	
W.F. McNairn	

## The Cover

This well-known photograph of the driving of the last spike at Promontory Summit, Utah, on May 10th, 1869, recalls Bret Harte's lines about the momentous occasion:

" What was it the engines said,  
Pilots touching, head to head,  
Facing on a single track,  
Half a world behind each back? "

## 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.

June 20: Regular meeting, followed by J.A. Brown's (Fri) illustrated account of 'A Pilgrimage to Promontory -- 1969'.

June 27: UCRS Hamilton Chapter regular meeting. Board (Fri) Room, CN James Street Station, Hamilton, Ont. 8.00 p.m.

July 5: NOTE CHANGE OF DATE!! (Sat) Steam excursion to South Parry, Ont., with CN 6218, and -- for the first time -- the UCRS private car 'Cape Race'. Leaves Toronto 0820 EDT, returns at 2130. Fares: \$12 Adult; \$6 Child; \$1 Infant.

July 18: Informal summer get-together at 589 Mt. Pleasant (Fri) Road, 8.00 p.m. Bring your favourite 8mm movies.

Aug 15: Summer movie night at 589 Mt. Pleasant; an (Fri) evening of professional 16mm films of rail interest, starting at 8.00 p.m.

Aug 30-Sept 1: A weekend spectacular, featuring CN's 4-8-4 6218, and ONR's 2-8-0 137. The all-inclusive fare of about \$100 per person will include:

- 1) Excursion fares, Toronto-North Bay-Englehart, and return;
- 2) Two nights' hotel accommodation;
- 3) 3 box lunches, 2 breakfasts;
- 4) Saturday evening banquet.

Coach accommodation only will be available, and hotel costs are based on two to a room. Tentative bookings, subject to confirmation when plans are finalized, may be made with the UCRS Trip Committee, Box 122, Terminal A, Toronto 116, Ont. A \$25 deposit will secure your reservation.

## Readers' Exchange

ATTENTION RAILWAY PHOTOGRAPHERS: Kodamatic 616 folding camera for sale, ideal for railway scenes and equipment portraits. Speeds 1/200 to 1/10, B, T; f4.5 lens; eye-level and waist level viewfinders; Bellows relatively new; flash synchronization and 10-second delayed action. With case, \$20.00. R.J. Sandusky, 38 Drayton Road, Pointe Claire 720, Quebec.

BRITISH RAIL PUBLICATIONS for sale: RCTS Railway Observer; Bound volumes 1952-1956; Unbound volumes 1957-1961, Loose copies 1962-1963. Contact Dave Budd, 840 Eglinton Ave., West, Apt 208, Toronto 349, Ontario.

WISH TO CONTACT 35mm photographers in the following cities: St. John, N.B.; Montreal, Valleyfield and Beauharnois, Que; Maitland, Oshawa, New Toronto and Hamilton, Ontario. G. Bolinsky, 435 Alameda Ave., Tacoma, Wash., 98466, U.S.A.

WILL TRADE CP RAIL DIESEL NEGATIVES for negatives of CN's Caribou, Great Slave Lake Rly diesels. Kenneth S. MacDonald, P.O. Box 773, Fredericton, N.B.

# RAILWAY NEWS AND COMMENT

## CP RAIL SECTION GANGS TAKE TO THE ROADS

To improve the mobility and efficiency of track maintenance on 22,000 miles of track across its system, CP Rail has regrouped 1,303 small section gangs into 643 larger gangs, and relocated the sectionmen in larger communities.

Nearly half of the gangs -- 319 to be exact -- have been equipped with trucks and power tools at a cost of more than \$2.5-million. The railway's experience is that the mobile sectionmen travelling in larger groups can cover greater distances and perform a single operation more quickly.

A supervisor patrols the track on main lines daily to watch for conditions needing correction, and directs the work of the different gangs. The larger groups performing machine maintenance use radio communication, and CP Rail is moving toward (total) radio control of section gangs from central points.

The trucks carry men and their equipment, and pull a trailer on which is carried their track motor car. The motor car is transferred to the rails when the work area is reached. Some of the trucks have been equipped with four-wheel drive for tougher terrain.



-- CP Rail

## CN SEES EXPANSION OF UNIT TRAIN CONCEPT

After completing a highly successful first year of operating specialized unit trains to haul iron ore pellets, CN is actively planning to extend the service to other natural resources. The pioneer trains have transported a million tons of ore pellets from Dominion Foundries & Steel Ltd's Sherman Mine, near Temagami, Ontario, to the Dofasco plant in Hamilton, 300 miles away.

The service uses three 35-car trains, each making a complete round trip every 72 hours. The trains are loaded in less than two hours at the mine, and require just over an hour to unload. The plant uses 12 carloads of pellets every shift. Haulage rates are based on a guaranteed minimum annual volume, and reduce for volumes over 750,000 tons from \$3.19 a ton to \$2.90; this works out to less than one cent a ton-mile, compared with the average freight revenue of almost one and a half cents per ton-mile.

CN's immediate future plans for unit trains call for the movement of coal from the McIntyre Porcupine coal mine in the Smoky River valley and from the Luscar Coal Mines in Luscar, both in the southwestern part of Alberta. In both cases, the coal trains will end their journeys at Neptune Terminals in Vancouver, where their cargoes will be transferred to ships for delivery to Japan. Annual shipments will total three million tons.

Further important unit train markets could develop if negotiations are successful with British Columbia lumber producers. Tentative plans call for the use of unit trains carrying more than four million board feet of lumber per trip, reaching eastern Canadian markets within a week, compared with three weeks by ship. At that rate, a single unit train could carry more than 100-million board feet of lumber a year.

## CP RAIL HOLDS THE LINE ON 1968 EXPENSES

Net earnings from operations of CP Rail were \$41.3-million, an increase of \$1.6-million over 1967 results, reports the Company's 1968 annual report. Freight revenues reached an all-time high, bringing total railway revenues up \$1.6-million to \$562.3-million.

Expenses were held to last year's level of \$521.1-million, despite higher wage rates which added more than \$18-million to the year's expenses. CP Rail points out that expenses were held down through improvements in freight train operating efficiency, lower maintenance expenditures and the operation of fewer passenger trains.

## CN SHOWS FINANCIAL IMPROVEMENT IN 1968

Record gross revenues, an improved financial situation, and a record amount of revenue freight carried by the railway are shown in CN's 1968 annual report, tabled April 24th in the House of Commons. The operating profit, or net income before interest on debt, showed a substantial improvement over the previous year. Gross revenues reached \$1,072,700, and net income before interest on debt was \$41.2-million, as compared with \$29.2-million in 1967. After providing for interest charges of \$70.4-million, there was a deficit of \$29.2-million, an improvement of \$6.7-million over 1967. Freight revenue ton miles amounted to 49.6-billion, the highest on record. Operating expenses were held to a minimal 0.8 per cent increase.

Railway operating revenues were as follows: freight services, \$726.3-million, \$31-million above 1967; passenger services, \$70.6-million, a decrease of \$13.3-million; mail, \$11.9-million, a \$1.3-million decrease; express, \$63-million, \$7.7-million above 1967 revenues.

	1968	1967	Increase or (Decrease)
	In Millions		
Gross revenues	\$1,072.7	\$1,049.9	\$22.8
Less non-rail revenues*	110.8	104.7	6.1
Railway operating revenues	961.9	945.2	16.7
Railway operating expenses	943.2	942.4	0.8
Net railway operating income	18.7	2.8	15.9
Other income	22.5	26.4	(3.9)
Net income before interest on debt	41.2	29.2	12.0
Net interest on debt	70.4	65.1	5.3
Deficit	\$ 29.2	\$ 35.9	\$ (6.7)

\*Telecommunications (commercial services), CN-operated hotels and separately operated trucking companies. Net results of these operations and other transactions are included in Other income.

The number of passengers using CN train services decreased by 3.5-million or 19.1 per cent, a not unexpected decline in view of the unprecedented volume of travel generated in 1967.

Canada's two national railways and the Canadian Transport Commission have a study under way aimed at developing a coherent national rail passenger system, CN president N.J. MacMillan said May 8th. He gave the information in reply to a question as the Commons transport committee examined the 1967 and 1968 CN annual reports.

One paragraph in CN's 1968 report raised eyebrows: "Steps will be taken to seek withdrawal from, or obtain public monetary support for, those unprofitable services which do not fit into that pattern (of providing services in heavy-density population areas), the objective being to eliminate the deficit in passenger operations."

Mr. MacMillan explained that even if a service is found to be unprofitable and CN sought CTC approval to abandon it, this in many instances would not occur. Under the 1967 National Transportation Act, if the Commission found a line to be unprofitable but that it is in the public interest to continue it, the Commission is obliged to recommend government payment of a subsidy equal to 80 per cent of the railway's losses.

It was in this context that Mr. MacMillan said in reply to one question that CN's transcontinental service is unprofitable. Asked later in an interview whether this means CN will seek abandonment of the cross-Canada service, he replied that technically this may be done, but since the service is almost certain to be found to be in the national interest, all that would happen is that some of CN's losses would be met by federal subsidy.

The current CN-CP Rail-CTC studies will ascertain just what is needed in passenger services, and will determine the actual rail costs for such services.

As to going it alone, the Toronto STAR noted that Canadian National, the railway that tried to fight the trend against passenger traffic, is sick and tired of the battle. CN's vice president for corporate planning and finance, R.A. Bandeen, thinks that Canadian railways should get out of the financial responsibility for the rail passenger business.

At the Canadian Transportation Research Forum conference in Toronto in early May, Dr. Bandeen said that since 1961 Canadian National has experimented with every conceivable type of marketing device to lure passengers back to the rails. "We just didn't know if a good passenger service could pay. We found we could draw people back to the railway."

The future looked brighter for CN and its fight for passengers until 1966, when it was hit by a 24 per cent wage increase and the provisions of the Canada Labour Code.

"After this experience, we divided our passenger service into three categories: those that are uneconomical but which the Company is willing to maintain; those that are hopelessly uneconomical such as branch lines; and those that are uneconomical but which may be required in the national interest."

CN has placed only one service -- Windsor to Quebec -- in the first category. The remainder, said Bandeen, have been allocated to the second or third categories. "We will have to abandon these routes or come to some sort of an agreement with the government." The pressing need, he said, is for an independent government agency to oversee and guide the direction of transportation in Canada.

#### NEWFOUNDLAND COASTAL SERVICES CHANGED

Separate water services for passengers and freight along Newfoundland's south coast will be initiated in mid-May. Designed to speed the movement of passengers, perishable traffic and some priority express, the Hopedale, Taverner and Petite Forte will operate exclusively in this service, the former two between Port aux Basques and Argentia, and the latter on the Port aux Basques-Terrebonne run. Other vessels such as the Cabot Strait, Bar Haven and Springdale will maintain freight services.

CN strengthened its hand in the rail complex serving the booming Port of Vancouver when it opened its new \$32-million Thornton Branch recently, giving the railway direct access to deepwater bulk loading facilities in North Vancouver.

Bypassing congested Vancouver terminal and interchange facilities, the Thornton Branch (named after Sir Henry Thornton, first chairman and president of CN) is actually a spur from the Great Northern's main line (on which CN enjoys trackage rights). The new branch incorporates a two-mile tunnel under east Vancouver's Willingdon and Vancouver Heights, coupled to a 2,174-foot span over the Second Narrows of Burrard Inlet; the bridge includes a 503-foot lift span, said to be the largest in Canada and the eighth largest in North America.

Construction began in June 1965, as an integral part of CN's plans to upgrade terminal and freight services in the metro Vancouver area. Yard facilities at Port Mann have been doubled to 3,000 cars, with almost 23 miles of new trackage. On the North Shore seven and a half miles of new tracks have been laid. But, ironically, CN rails still do not reach Vancouver.

#### FORMER CN PRESIDENT, DONALD GORDON DIES AT 67

Donald Gordon, former president of Canadian National Railways and one of Canada's leading businessmen in public service, died of a heart attack in his Westmount, Quebec home May 2nd, at the age of 67.

His career in government financial enterprises spanned more than a quarter century, and included key posts in wartime agencies. He headed Canadian National for some fifteen years, retiring at 65 only to take up the reins of the British Newfoundland Corp., Ltd.

His successor, N.J. MacMillan, said in tribute, "He was a man of unique personal qualities who served his country with distinction. The contribution he made to the progress of CN was both profound and lasting." Canadian Pacific chairman and long-time friend of Donald Gordon, N.R. Crump, said Mr. Gordon's passing is "deeply regretted by those who knew him well."

#### MORE RESOURCE RAILWAYS INVESTIGATED

A mid-north railway linking Labrador with British Columbia and a 1,000-mile railway probing northern B.C. and the Yukon are both under study by federal officials.

The former line is proposed to stimulate growth of the so-called 'mid-Canada development corridor'. Envisaged are medium and long-range economic development, urbanization, industrialization and populating of the habitable region of Canada which lies in an east-west belt in the mid-north. The railway would run from Newfoundland and Labrador on the east across northern Quebec, south of James Bay with an extension into Moosonee, then northwest across the Ontario clay belt, with another spur into Churchill, Man. From Churchill, the proposed route moves west into the Athabasca-Great Slave Lake-Yellowknife region where it forks, southerly to Prince Rupert, B.C., and northwesterly to Whitehorse, Y.T., and up the Mackenzie River to Inuvik and Tuktoyaktuk on the Arctic Ocean.

Possibly closer to reality is a proposed line from the Peace River Valley or the CN main line to Ross River and eventually Dawson City, in the Yukon Territory. CN and the Pacific Great Eastern are vying for federal support to push their lines into the almost untracked (sic) wilderness of northern B.C. CN is running aerial surveys of possible routes; PGE has two lines pointing north that could be used as jumping-off points for the new Yukon line. The high cost of a rail route to the south -- as high as \$400-million for a line to Dawson City -- is the major stumbling block.

Development of new copper and lead deposits near Ross River is demanding quicker and cheaper transportation than either of the above alternatives are capable of providing. The solution, at least in the short term, will likely involve the 110-mile, three-foot-gauge White Pass & Yukon, to whose line at Whitehorse the ore concentrates will be trucked. An extension of the WP&Y to Ross River, also in the consideration stage, would cost about \$75-million.

## NEWFOUNDLANDER NAMED AS TRANSPORT MINISTER

Supply minister Donald Jamieson was shifted to the transport portfolio on May 5th by Prime Minister Trudeau, to replace Paul Hellyer who resigned as transport minister on April 24th in a dispute over federalism and housing.

Mr. Jamieson, a Newfoundlander (as is former transport minister and present chairman of the Canadian Transport Commission, J.W. Pickersgill), can be expected to bring an inborn appreciation of the significance of transportation in the Maritime provinces to the federal ministry.

## CHICAGO'S STATIONS BEGIN DISAPPEARING

Two of Chicago's seven downtown railroad passenger stations are to be demolished soon, and negotiations are in progress which could lead to the elimination of a third.

Grand Central Station, now used solely by three B&O trains arriving and departing, will likely be abandoned this summer when arrangements to transfer these trains to C&NW's station are completed. Grand Central, opened in 1890, occupies a 45-acre site valued at \$10-million.

The Rock Island plans to transfer its inter-city and suburban operations to Union Station, likely in mid-1970, vacating the 1903-built La Salle Street Station and releasing another 67 acres for commercial development. One-time La Salle tenant New York Central made a similar move last year when, as part of the new Penn Central system, its trains shifted to Union Station.

Dearborn Station, used jointly by the Grand Trunk, Santa Fe, Erie Lackawanna and C&EI, is currently the subject of discussions toward a similar end. Elimination of Dearborn would free some 350 acres for development.

## NEW CN ALBERTA LINE IS ON SCHEDULE

Almost eclipsed by the publicity for the opening of the Alberta Resources Railway in late May is construction work on a 60-mile extension of Canadian National's Edmonton-Whitecourt-Windfall line. To be completed by the end of the year, the extension will serve oil and gas fields in western Alberta.

The new line is expected to cost upwards of \$12-million. Its major structure is a 300-foot-long bridge to carry the rails over the Athabasca River.

## 'NEWFIE BULLET' WILL RUN UNTIL JULY 2

Newfoundland's only passenger train, CN's *Caribou*, gained a brief reprieve from discontinuation in an order issued by the Canadian Transport Commission. Originally slated to be dropped on April 15th, the narrow-gauge train was ordered continued to July 2nd after CN advised the Commission that because of a strong response to the replacement bus service, it would be preferable to delay the discontinuation until the railway was certain the buses could cope with the traffic.

Four additional buses have been ordered by CN for the Newfoundland service. Their delivery by the end of June will bring the operating fleet up to 20 vehicles.

CN's narrow-gauge mixed trains to Carbonear, Argentia and Bonavista will be unaffected by the withdrawal of the *Caribou*. Main line rail service will continue to be provided for passengers over the 80-mile Badger-Deer Lake portion of the route, which is not paralleled by highways.

Despite the July 2nd cancellation of the 'Bullet', the CTC has ordered CN to maintain the equipment ready for operation until September 30, 1970, 'in case of emergencies created by extremes of weather or by any other cause.'

During the first month of bus operation, the highway vehicles carried twice as many passengers as the trains. The trend continued in the second month as the buses carried three times as many, and in the third and fourth months when bus carryings rose to four times those of the trains.

## METRO CENTRE IS ON THE MOVE

CN president N.J. MacMillan, commenting at a recent Commons transport committee meeting, noted that the joint CN-CP Metro Centre project in downtown Toronto had passed the land-accumulation stage, and that design work on the proposed transportation centre was under way. "We hope to have the initial planning completed by summer," he said, and construction will likely begin by fall.

Metro Centre Developments Limited, the joint CN-CP company which will manage the project, held its first board meeting in Toronto on March 26th. George H. Baillie, retired vice president of Canadian Pacific, was elected chairman of the board of directors.

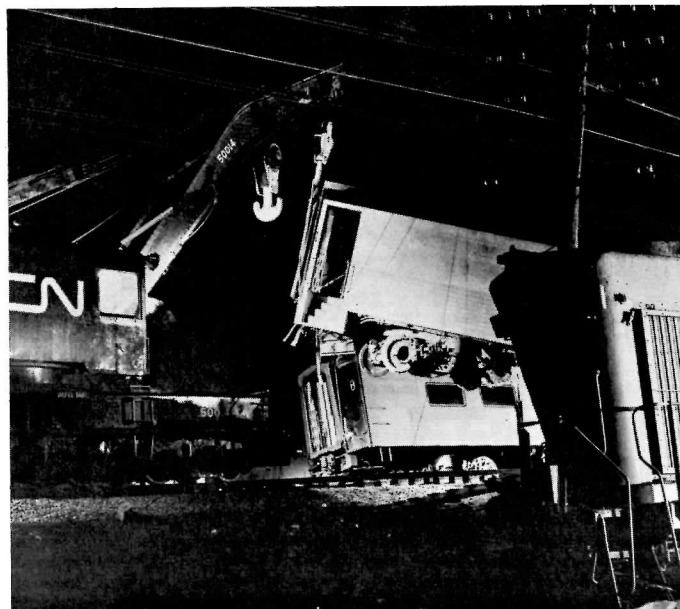
## SABOTEURS WRECK CN'S TEMPO

A deliberately-turned switch was the cause of a spectacular derailment in Toronto's suburban Rexdale on April 20th, in which CN's westbound *Tempo* -- No. 151, bound for Sarnia -- left the rails, resulting in the deaths of two persons and injuries to 32 others.

Saboteurs had sawn through the hasp of a switchlock protecting a switch leading to an industrial siding near Woodbine Racetrack. The switch had been turned properly and relocked in the normal way in the diverging position; initial reports incorrectly indicated that the switch target remained lined with the main line.

*Tempo* hit the switch at an estimated 60 m.p.h. The two locomotives, Nos. 3153 and 3151, plowed into the mud of an adjacent ditch, causing the six following cars to jackknife. Only the rear truck of the rear car remained on the rails. Two Toronto auxiliary crews opened one track through the area early the following morning, and traffic detours -- via the Toronto Yard access lines -- were confined to several evening trains on the 20th.

Rewards totalling \$5,000 have been posted for information leading to the arrest of the person(s) responsible for the affair. However, police are faced with a 'needle in a haystack' search, and no definite leads have developed. Police and rail officials are at a loss to explain a motive for the sabotage.



# EQUIPMENT NOTES...

## CANADIAN NATIONAL MOTIVE POWER NOTES

### CP RAIL MOTIVE POWER NOTES

\* CP's leased QNS&L and Bangor & Aroostook units have been removed from CP service. The former units (200 and 205) were turned over to CN at the end of April for storage at Montreal Yard, pending shipment to QNS&L.

\* The 21 Century 630s now on order from MLW-Worthington will be classified DRF-30d, and will be numbered 4508-4528. The 29 Century 636s in the same order will carry road numbers 4700-4728, class DRF-36a. For the time being, the single 4,000 h.p. unit which, it has been confirmed, is being built as part of this order, will carry the road number 4729, class DRF-36a; reclassifying and renumbering to reflect its distinctive status may be carried out following evaluation of the unit. The 4,000 h.p. locomotive will be the most powerful single-engine diesel-electric unit in North America.

### BRIEFLY...

\* Hillcrest Lumber Company's three-truck, piston valve Climax logging locomotive, No. 10, has been sold to a 19-year-old student from Vancouver. Terry Fergusson hopes to operate the 1928 locomotive as a tourist attraction on disused CN trackage in Victoria.

\* Narrow gauge official car 'Terra Nova' has been shipped from CN's Newfoundland lines to Ottawa's National Museum of Science & Technology for permanent display. The car will be officially presented to the museum in June.

\* Another recent acquisition of the energetic Ottawa museum is former Toronto, Hamilton & Buffalo 0-6-0 No. 40, which until recently served in the employ of the Steel Company of Canada, at Hamilton. Many of No. 40's less fortunate kin met the scrapper's torch in that same establishment. The 0-6-0 will be in Ottawa by the end of June.

\* B.C. Hydro's new SW-1200, No. 911 (A-2334) arrived on the property on March 31st.

\* A \$10-million order for 40 diesel locomotives to be built for Pakistan by MLW-Worthington Ltd. was signed recently with Export Credits Insurance Corp., the federal agency providing financing for such deals.

\* Leased Quebec North Shore & Labrador SD-40's 201-204 were removed from CN service on April 30th, and stored at Montreal pending shipment to QNS&L.

\* MS-7 switcher 8469, late of Stratford, Ont., has been sold to Vancouver Wharves Ltd., North Vancouver, B.C.

\* CN's 4-6-4 Suburban engine No. 46, until recently owned by H.J. O'Connell of Dorval, Quebec, has been sold to a scrap dealer in Ville La Salle, who will reportedly keep the locomotive intact as a display piece. Official car 48, which was stored at Dorval in company with the X-10-a, will be scrapped by its new owner.

\* It is understood that the engine/alternator sets from Tempo units 3151 and 3153 will be removed when the units are rebuilt (in the aftermath of the April 20th derailment west of Toronto), and installed in baggage cars. This will create two more head-end generator cars similar to No. 15300 (December '68 NL, page 138), to enable conventional locomotives to handle the electrically-powered Tempo equipment.

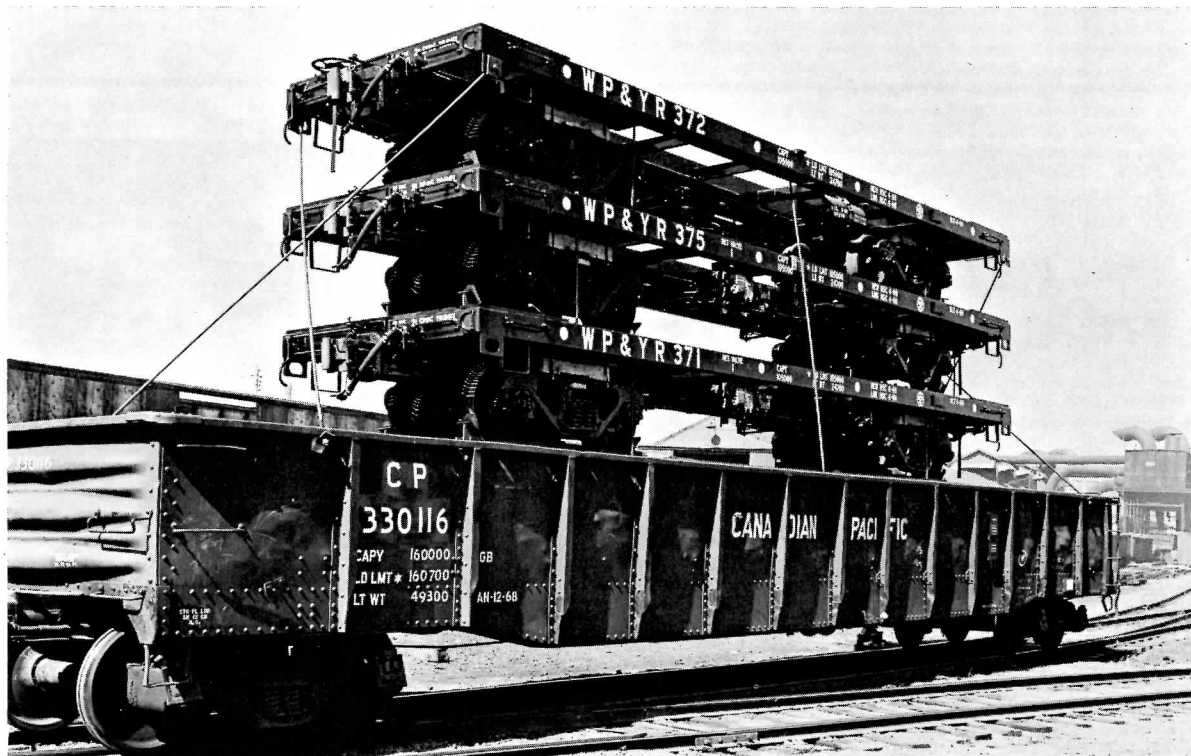
\* Former CN H-16-44 2217, sold to a Montreal scrap dealer, has apparently been resold as a going concern, and has been seen lettered 'IMO' or 'IMC'. Can anyone supply details?

### WHITE PASS & YUKON NOTES

\* WP&Y's seven new 1,200 h.p. DL-535's, now a-building at MLW-Worthington (March NL, page 28), will be numbered 101-107, and will carry serial numbers 6023-1 to 6023-7.

\* North Pacific Steel, of Vancouver, is manufacturing four new steel parlour cars for WP&Y. The design is based generally on that of the recently-built steel coaches for the Denver & Rio Grande Western's three-foot gauge operations.

\* Bystanders along CP Rail's transcontinental main line are becoming familiar with WP&Y rolling stock -- or at least a part of it -- this summer. CP is transporting 200 narrow gauge container flatcars from National Steel Car's Hamilton works to the west coast for delivery to the Yukon road.



MAY 10

1869

# × GOLDEN SPIKE × CENTENARY

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## CENTRAL PACIFIC ~ UNION PACIFIC

UNQUESTIONABLY 1969's major rail-historical event will be the Golden Spike Centennial which will mark the one hundredth anniversary of the completion of the Union Pacific/Central Pacific transcontinental railway at Promontory Summit, Utah, on May 10th, 1869.

A federal commission created by the President of the United States and chaired by Thomas M. Goodfellow, President of the Association of American Railroads, is overseeing an elaborate program of ceremonies and observances leading up to and following the commemoration itself, which is to be held this year on the centennial day, Saturday, May 10th. On that occasion, a reenactment of the 'driving' of the golden spike -- using the original spike now in the possession of the Stanford University Museum at Palo Alto, Calif. -- will be accompanied by the dedication of a half-million dollar visitors' centre and museum at the Golden Spike National Historic Site, which is administered by the U.S. National Parks Service.

Trains have not operated past the site since 1942, when the original transcontinental line around the northern fringes of Great Salt Lake was ripped up. Even at that time, it had been a secondary line for forty years, ever since the great Lucin Cutoff had shortened the distance between Ogden and the Pacific by means of trestles and fill directly across Great Salt Lake. The site is now about twenty miles from the nearest operating railway, but this omission will be remedied for the centenary. A mile of 1869-type track, complete with light rail and hand-hewn ties, has been laid on the abandoned roadbed, and on May 10th, two operating "stand-in" locomotives will substitute for the original 4-4-0 engines that participated in the 1869 ceremony, the Central Pacific's No. 60 "Jupiter" and the Union Pacific's No. 119. The original locomotives were scrapped long ago.

The May 10th commemoration sets the stage for a summer-long program which will see the reenactment of the ceremony take place daily from June 1 through to September 1, 1969.

Special trains will take visitors from the east and west coasts, and Union Pacific's 8444 will make special runs between Salt Lake City and Ogden.

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The building of the American transcontinental was not without its significance for Canada. The construction of the line had been advocated as long as twenty

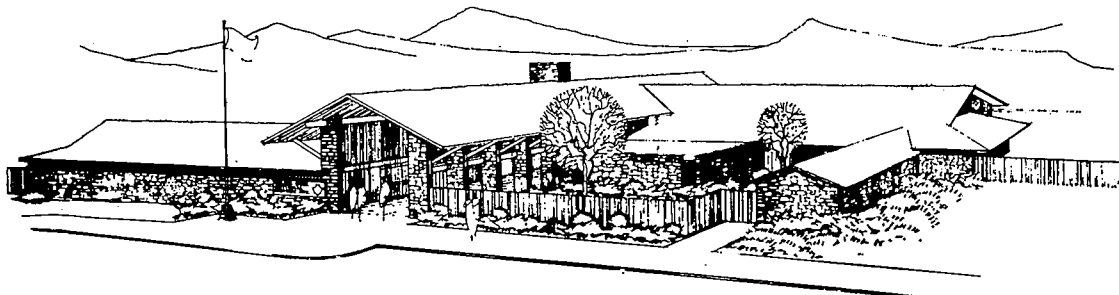
years before, when the discovery of gold at Sutter's Mill had started the 1849 California gold rush. And just as the occurrence of the first Northwest Rebellion in Canada in 1870 had underscored the necessity of rail transportation to guarantee the security and unity of our country, so the outbreak of civil war in the United States in 1861 afforded the same stimulus to a long-discussed and badly-needed project. In July 1862 Congress passed the Pacific Railroad Act, which provided cash and land subsidies for a railway roughly following the Forty-Second parallel of latitude stretching from Omaha to California.

The initial cash subsidy called for \$16,000 per mile on the plains of Kansas and Nebraska, and from \$32,000 to \$48,000 across the mountains. Other support included the free use of timber, sand and gravel from public lands, plus alternate odd-numbered sections of land extending checkerboard-style twenty miles deep on each side of the route. In all, 23,735,104 acres of land were granted between Omaha and Sacramento, the first terminus of the railway, and \$51,121,632 was pledged by the federal government in cash.

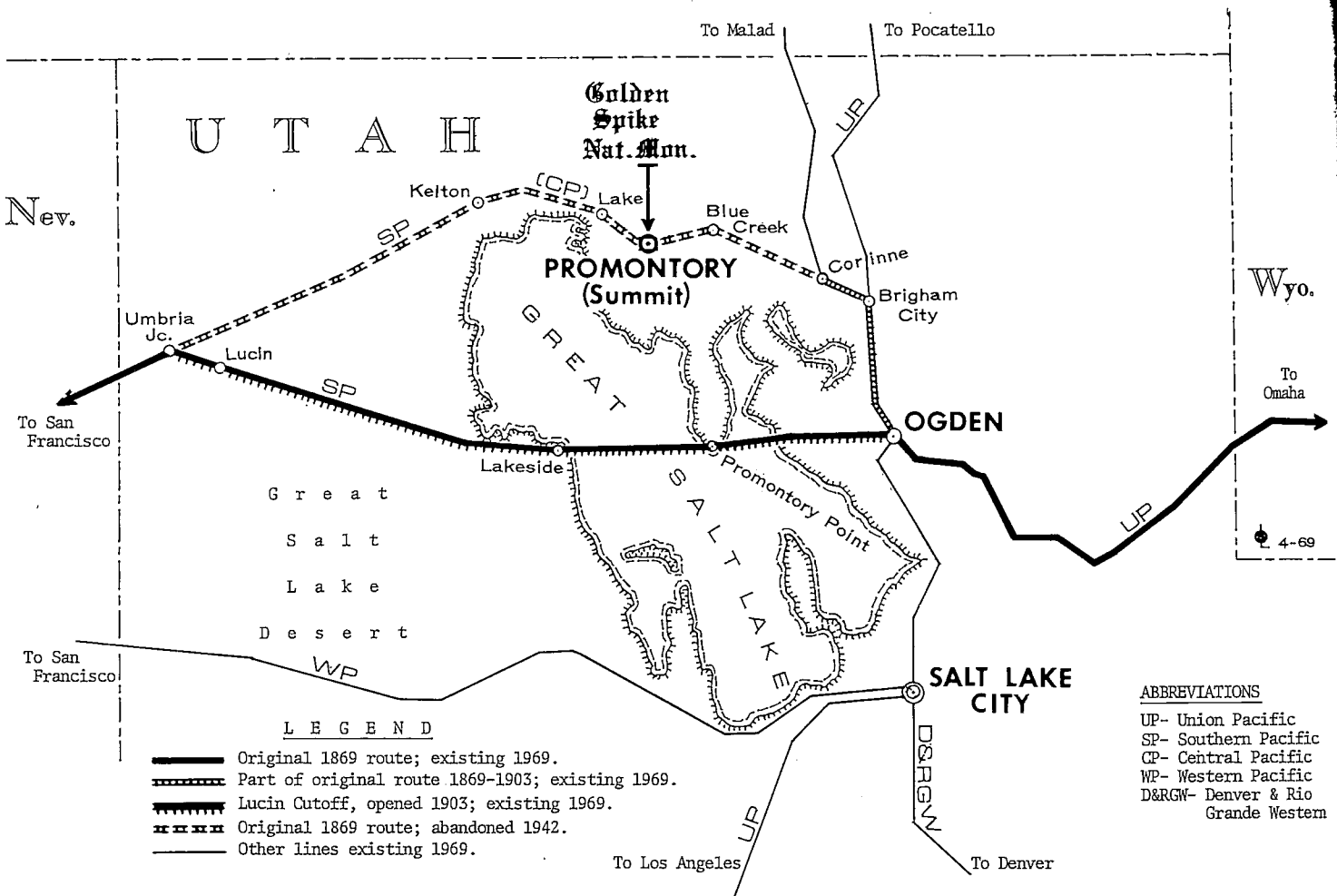
Ground was broken on January 8, 1863 but this was largely a symbolic gesture. The war between the states had reached a protracted stage and human resources for labour were not available. Finally, with a labour pool comprised of thousands of veterans from the war lately terminated, construction got under way in earnest in November, 1865. Construction started near Omaha, which was still 150 miles from the nearest railway. This isolation was responsible for record costs for supplies; as an example, hand-hewn ties cost \$2.50 each delivered in Omaha.

The gangs working westward from Omaha, largely composed of Irish immigrants, were under the direction of Major General Grenville M. Dodge of the Union Pacific Railroad. Crews working eastward from Sacramento were formed of Chinese coolies led by construction superintendent J. A. Strowbridge of the Central Pacific. Another furloughed army engineer working with Dodge was General Silas Seymour who, a scant few years later, would be busily engaged in surveying the route of the North Shore Railway between Montreal and Quebec.

The pace of construction was feverish; so much so in fact, that when the construction gangs came in sight of one another in the barren wilderness of the north shore of Great Salt Lake, they continued building past one another for some distance until those in charge could bring things to a stop. The site for a crossover



The Visitors' Center and Museum, Golden Spike National Historic Site, Promontory Summit, Utah.



between the parallel tracks was decided upon at Promontory Summit, 1,086 miles west of the Missouri River and 690 miles east of Sacramento. On May 10, 1869, a gap of only fifty feet lay between connection of the rails.

A polished laurel tie from California, carrying a silver plate, was brought up and put into place. Neighbouring states then presented several spikes. There was a silver spike from Nevada's Comstock Lode and a gold, silver and iron alloy one from Arizona Territory. Idaho and Montana each gave silver spikes, but the attention of all the bystanders was drawn to the golden spike from California which was the last to be driven. Fashioned of \$400 worth of gold by a San Francisco jeweller, who, it is recorded, charged \$25.24 for his work, it bore the legend: "The Last Spike - The Pacific Railroad" with the dates of commencement and termination of the work. On another side was the inscription: "May God continue the unity of our Country as this railroad unites the two great oceans of the world". At the spike's tip was a gold nugget almost as large as the spike itself, which was broken off and used to fashion watchfobs and rings shaped like spikes which were presented to President Ulysses S. Grant of the United States, his Secretary of State William Seward, and other officials.

A silver-headed spike maul, to be used for tapping the spikes into the pre-bored holes, was wired to complete a telegraph circuit. Just before noon, General Dodge introduced Reverend John Todd of Pittsfield, Massachusetts, for the formal prayer, and telegrapher W.N. Shilling tapped out: "Almost ready; hats off, prayer's being offered". The spikes were presented, and General Dodge spoke, as did Central Pacific's President Leland Stanford. The gold, silver and alloy spikes were then driven.

At approximately 12:30 PM local time, Leland Stanford stepped forward with his wired spike maul, swung at the final spike\* -- reputedly missed -- but the telegraph circuit recorded the three blows as three dots. The telegrapher signalled "Done !" and then sent the official message to President Grant: "Promontory, Utah, May 10 - The last rail is laid. The last spike is driven. The Pacific Railroad is completed . . . ." The message was signed by Leland Stanford and by T.C. Durant who was vice president of the Union Pacific.

As photographers proceeded to record the historic scene, the two engines were moved together over the spike until their pilots touched. A worker produced a champagne bottle and precisely at 12:47 PM, photographer C.R. Savage snapped the photograph which must rank as one of the most familiar in all the annals of North American rail history. (see cover)

The spikes were removed and preserved as was the tie, which survived only until 1906 when it and the building in which it was preserved were destroyed in the disastrous San Francisco earthquake and fire. The gold spike itself will come out of retirement for the reenactment.

The completion of the Pacific railroad had a profound effect on Canada and the other British North Am-

\* Contrary to popular belief, the golden spike was not the last to be driven. Like the other ceremonial spikes, it was merely set into a pre-bored hole in the tie, for its composition was so malleable that a well-guided blow from a spike maul would surely have distorted it beyond recognition. A conventional iron spike had the distinction of being the final link in the completion of the first transcontinental railroad.



# Hydro's Orphans

Story and Photos by  
Doug Cummings



Everyone in Vancouver knows the Georgia Viaduct -- that highly controversial mass of concrete and steel just east of the Vancouver downtown business district. Yet few Vancouverites know what goes on beneath it.

Built in 1914, the Viaduct has achieved a certain measure of infamy over the years, stemming, no doubt, from an early incident in which a contractor was haled into court for employing substandard materials in the span's construction, and reportedly was incarcerated for his pains. Today, propped up from below by great trestle work, its undulations clearly visible, the Viaduct strides across the Carrall Street Yard of the British Columbia Hydro & Power Authority.

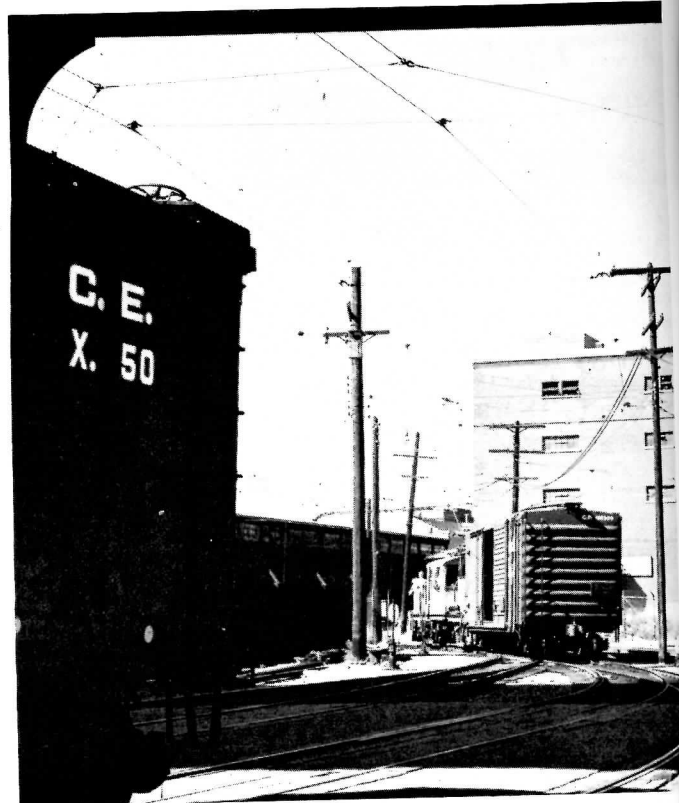
Oblivious to the dangers of falling pieces of the Viaduct, B.C. Hydro's little steeple cab electric locomotive wends its way amid warehouses and factories, switching several of Vancouver's food wholesale concerns and other local industries, day in and day out.

The yard has been here in various forms for about 70 years, and will be around awhile longer yet. The site is that of the long-dismantled Royal City Planing Mills plant, and at its zenith it held the distinction of being B.C. Electric's main Vancouver freight yard. Before the wholesale switch to natural gas, BCE maintained its gas manufacturing plant at Carrall Street as well, and the transportation needs of this plant alone provided a healthy traffic for the little railway.

About two miles of track remain at Carrall Street -- the last remaining electrically-operated lines of the once vast British Columbia Electric rail system. At different times, the site has seen utilization as a car barn, and a garage for some of Vancouver's earlier buses; now, several B.C. Hydro workshops and offices share the area with the railway.

Today, the pace is leisurely. Each day the yellow and red motor does its chores, humming contentedly, shuffling its cars -- never too many at a time -- seemingly thankful for a life of relative ease after the rigours of the main line. Except for occasional trips to the outside world of the CP Rail interchange, the steeple cab is content in its own little world -- an anachronism in an age of space travel and atomic power.

With the balance of the B.C. Hydro railway system diesel operated, why does this one segment remain electrified? There are several reasons: One, this section is isolated from the rest of the system, and has been since 1954 when a portion of the access route, District One west of Nanaimo Street (and that part on city streets), was abandoned; all of its traffic is now routed to and from the nearby CP Rail interchange, its only connection with the outside world. Secondly, with 600-volt d.c. power readily available -- B.C. Hydro supplies some local users and the city trolley bus system with this voltage -- no additional expense is involved in feeding the railway. The economics of the latter reason provide a compelling argument against the introduction of a diesel, with its associated servicing problems.



Maintenance of the electrics is done now by bringing men from B.C. Hydro's shops and doing the work on the spot. Little work is required other than replacing seals and keeping the airbrake equipment in top condition. If heavier work becomes necessary, the ailing locomotive is switched out and sent to the railway's shops at New Westminster.

Two locomotives are maintained for this job, Nos. 960 and 961, two of four General Electric motors purchased in 1946 from the Oregon Electric. They have been at Carrall Street since 1959 when they were displaced from their former jobs by diesels. Before that, a Baldwin steeple cab, No. 981, was here, and before that was one of the company's own products, a wooden shunter. The 960 and 961 are alternated about once a month. With parts from their two scrapped sisters, they could run almost indefinitely.



As an incidental note, another piece of rolling stock at Carrall Street -- though not rolling at present -- is P-5, the last of the portable substation cars. Recently modified and now on its own track, the car serves industrial rather than rail customers.

What does the future hold in store? The Georgia Viaduct has been earmarked for replacement for years, and one scheme has been approved. However, some long range plans still unsettled would involve the use of the Carrall Street property for a gigantic interconnecting cloverleaf between a proposed east-west and north-south freeway. B.C. Hydro has drawn up plans for the slow relocation and withdrawal of their facilities other than the railway to existing or new facilities to be built elsewhere. None of these plans, however, seems imminent or even firm, and it's probably a safe bet that Nos. 960 and 961 will be shuffling around in the shadow of the Viaduct for some years to come.



## TRACTION TOPICS

Edited by Steve Munro

\* The United States Internal Revenue Service has authorized a tax-exempt status for bonds to be issued by a non-profit municipal agency in San Francisco for re-equipping the MUNI fleet. Higher powered engines will be used in the new buses, of which 200 will be ordered immediately with 450 to follow over the next two years. Sixty new rail transit cars and 160 trolley coaches will also be ordered. The design of the new cars is not known other than that they will be capable of both high and low level loading.

A \$54-million bond issue is planned to finance a six year plant rehabilitation program for MUNI, which will involve extensive track replacement and a rebuilding of the carhouse. All five streetcar lines will remain in operation after the opening of the Market Street trolley subway, and with the acquisition of the new cars the system will have received a shot in the arm unparalleled in modern transit history.

\* The TTC has requested the Metro Transportation Committee to review its decision to terminate the YONGE Subway extension at Sheppard Avenue. Cheaper parking facilities at Finch are a compelling reason for pushing the extension a further mile and a quarter north. Although the province has offered \$6-million toward the additional cost, no decision has yet been made. The TTC has indicated an unwillingness to pay for any part of the Sheppard-to-Finch extension, and will probably leave future financing of rapid transit projects to the Metro Toronto and Ontario governments.

Construction of the extension will require replacement of the YONGE trolley coach service with diesel buses when cut-and-cover work north of Eglinton Station begins this fall. The future of Trolley coach operation on Yonge may be in jeopardy, but current indications are that the electric operation will return after construction of the Lawrence Station complex, for which tenders will be let late this year.

\* Early spring saw the TTC engaged in an extensive trackwork program. Specialwork at Gerrard and Coxwell was removed, as were the diamonds at both Adelaide and Spadina, and College and Lansdowne. Numerous carstops were replaced as was the track in Bicknell loop. Major re-alignment and replacement of track accompanied paving

work on Howard Park Avenue from High Park Loop to Roncesvalles Ave.; on Queen Street from East Don Roadway to Broadview Avenue; and on Main Street from Danforth Avenue to Gerrard, excluding a short section at the top of the overpass over CN's lines.



TTC 4393, southbound, Main St. Bridge. -- R.D. McMann



TTC 4727, Howard Park and Indian Road. -- R.D. McMann

\* On February 8th, TTC fares rose from 25 cents cash, five tickets for \$1.00 to 30 cents cash and just four tickets for a buck. Zone 1-2 combination tickets went from six to five for \$2.00, while children's fares increased from four for 30 cents to 12 for \$1.00 (modified to six for 50 cents on March 12th). Books of 20 adult tickets now sell for \$5.00. Scholars' tickets increased on March 16th to 14 for \$2.00; previously ten could be purchased for \$1.25.

A new type of zone 1-2 ticket with magnetic coding on the zone 1 portion will be introduced soon to permit trial use of a ticket reading machine at Islington Station. The token turnstiles are not heavily utilized at this station as most riders come from zone 2 routes and use the money-saving combination tickets, creating congestion at the collectors' booths. The experiment could lead to similar installations at the Warden and Victoria Park Stations. (The new tickets will be larger than the present TTC stock as the machine acceptor is identical to those used by the Montreal Transportation Commission and is designed to accept MTC-size tickets — 1 5/8" x 1 1/8".)

\* MTC fares also rose this spring. On March 29th, the Montreal system's tariff increased from an equivalent to the new TTC fare to three tickets for 90 cents, with a cash fare charge of 35 cents. Books of 17 tickets sell for \$5.00.

\* In February, the Toronto Transit Commission published a conceptual plan for an integrated system of rapid transit and commuter lines in the Toronto area. Included were subway lines, light rapid transit routes which could be served by PCC-type vehicles, and an expanded GO Transit system.

The plan gives first priority to the Spadina subway to relieve congestion on the YONGE route, which will undoubtedly be aggravated by the northern extension of the latter route. Next in importance, according to the report, is a QUEEN subway from Roncesvalles to Leslie, where the east leg would swing north to Eglinton, at Flemingdon Park. A connection with the BLOOR-DANFORTH line would be established at Donlands Station. The QUEEN line would serve the fast-developing downtown core and provide the essential north-south service in the east end to handle traffic from a Scarborough light rapid transit line. Since the plan was published, the TTC has openly speculated on the possibility of routing this line south of Queen Street in the downtown area, since new development is moving in this direction. Also proposed is an EGLINTON subway running from Weston to Flemingdon Park, with possible extensions west to Highway 27 and east to Kennedy Road.

Light rapid transit lines on existing hydro rights-of-way are suggested for consideration after the SPADINA and QUEEN subways. A Scarborough route from Warden Station to Malvern would be built initially, followed by a circumferential loop line running west from Malvern just north of Finch Avenue to Weston Road, south-west to Highways 401 and 27, then southeast to Islington Station. Vehicle design for these routes is underway.

Rail commuter service to Brampton and Richmond Hill is also proposed in the TTC plan, together with an east-west operation on CP Rail's Galt, North Toronto and Belleville Subdivisions. The Richmond Hill service would operate via CN's Bala Subdivision to Oriole and thence west via CP Rail's North Toronto line to connect with the YONGE subway at Summerhill Station or with the SPADINA line at Dupont Station. Ignoring the proposals of northern citizens' groups which would utilize CN's Newmarket Subdivision tracks to Union Station, TTC's northern commuting plan would make use of the two north-south subway routes to complete their riders' journeys to downtown Toronto.

Significantly, that body which is most qualified to comment on the prospects of rail commuting — GO Transit — recently tabled a report which suggested that commuter operations on existing railway rights-of-way were not necessarily the most efficient means of providing the service. The TTC's plan was labelled 'conceptual', and should be taken in that context. Mass transportation in the region is of such importance that an integrated approach — using the best available resources of all transportation authorities — is needed to ensure an orderly development of the transportation network and, ultimately, the region itself.

\* A \$7.5-million grant from the Department of Urban Mass Transportation will allow San Francisco's BARTD to build and test ten prototype cars for its system. Meanwhile, a bill before the California legislature proposes a one half per cent sales tax in the counties to be served by BARTD to finance the \$150-million needed to complete construction of the system. If passed, the bill could still be rejected by the constituents of the counties concerned. The BARTD tunnel under San Francisco Bay was completed early in April.

\* More TTC PCCs have met the torch. Inter City Steel & Metal scrapped ten of them in November 1968; to the eight listed in that month's NEWSLETTER were added Nos. 4109 and 4163. Cars 4059 and 4061 followed suit in December. 1969 scrapplings are as follows, and complete the scrapper's contract for 75 cars:

January: Nil

February:	4001	4025	4062	4098	4150	4198
	4004	4040	4076	4105	4161	4204
	4015	4041	4085	4125	4180	

March:	4021	4097	4133	4135	4206	4286
	4089	4122				

S DUNDAS Cars diverted for 3½ hours on February 27th  
H for a fire at Yonge and Dundas. Eastbound cars ran  
O south on Bay to City Hall Loop, north to College  
R and east over the CARLTON route to Broadview. West  
T bound service returned on Dundas to Church, then  
operated south to Queen, west to McCaul and north  
T to Dundas. A shuttle bus serviced Dundas from  
U Broadview to Yonge.....The feasibility study of  
R KING MU service has been shelved as TTC operating  
N departments are not in favor of increased MU operation.....TTC subway cars 5080 and 5081 have been  
modified again, this time with the addition of incandescent emergency lights supplementing the normal (for these cars) fluorescent lighting; the incandescent lights are mounted in the familiar bull's eye fixtures originally installed in these cars.....TTC's Equipment Department is designing a new subway rail grinding train to replace single truck grinders RT5 and RT7. Plans call for two A-7 class PCCs to be converted for the purpose to third rail operation and coupled back to back.....After taking over PTC, SEPTA experimented with new paint schemes; the upper portions of the trial cars remained in their original cream with red striping while the lower portions were painted tan or light blue. The former shade was favoured, and cream and tan will become SEPTA's official colour scheme.....Boston's MBTA will have another go at abandoning the Watertown line early in July.....A new TTC substation under construction at St. John's Loop will permit replacement of rush hour diesel buses on the WESTON route with trolley coaches.....TTC trolley coach 9067 was repainted in an experimental light red during March. As few other vehicles received this treatment, the old colour appears to have been retained.....The trolley coach system of Fort William/Port Arthur will be abandoned in July when the transit systems in the newly-amalgamated city link up.....A Western Flyer diesel bus very similar in appearance to TC 9020 was in Toronto in March on a one-week loan from the Winnipeg system. TTC subsequently placed an order for ten of the buses with Flyer. The orange Winnipeg bus temporarily received TTC No. 509 for its stay.....TC 9020 was used by UCRS on April 20th for a five-hour fantrip, TTC's first. Unlike streetcar trips the charter coach was able to pass service vehicles merely by pulling their poles off the overhead.

