

newsletter

Upper Canada Railway Society



December 1970 ■ 50c



newsletter

Number 299

December, 1970

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Robert D. McMann, Editor.

Contributions to the Newsletter are solicited. Unless otherwise requested, every effort will be made to return material.

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

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CORRECTION

November NL Page 135--read "Beech Grove" for the PC Shops In Indianapolis, Indiana.

142 DECEMBER 1970

The Cover

WINTER'S COMING! CP Rail SD40 5017 leads a freight across a bridge over a frozen stream at Bolingbroke, Ontario, in a light snow shower.
(Jim Brown)

Readers' Exchange

WILL BUY: Original slides of diesels on Canadian railways other than CP Rail, CN, PGE, but including Nfld. Also scenes of all lines' passenger trains. Gerry Burridge, Box 152, Dorval 700, Quebec. [Can trade to limited extent.]

WANTED: Second hand 2-1/4 square slide projector. Fan cooled. State price. Harold Ledsham, 31 Benfrisco Crescent, Scarborough 722, Ontario.

FOR SALE: Custom prints of Photo Contest Winner mounted if specified 8 x 10 glossy or matte \$3.00 + 25¢ postage, 11 x 14 glossy or matte \$4.75 + 25¢ postage. 16 x 20 exhibition quality prints matte finish are suitable for framing, \$14.50 + 50¢ postage, mounting extra. 20 x 24 print on mount inquire. Will do custom printing burning in, dodging, etc. Quality guaranteed on all prints. Also available night shot of 6218 at Kitchener Station, Oct. 10. Want to buy, rent prints or negatives of 6213, 6167, or doubleheaded with 6218. Dusan A. Cizman, 764 Guelph St., Kitchener, Ontario.

WANTED: Any type photos of International Nickel Co., Copper Cliff, Ont. locomotives 1, 2 & 3, which are 10-ton Rogers-GE built in 1957, 30 inch gauge. Rogers serial numbers 116-118. Stephen M. Timko, P. O. Box 8, Leavittsburg, Ohio, 44430, U.S.A.

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.

1971.

Jan. 15: Regular meeting. John H. Walker will give an (Fri.) illustrated address on Toronto Railway Company wooden cars.

Jan. 22: Hamilton Chapter meeting, 8:00 p.m. in the CN (Fri.) Station. James Street North, Hamilton.

Jan. 24: UCRS Steam 'n Snow Excursion. CHANGE OF DATE. (Sun.) See below.

Feb. 19: Annual Meeting of the Society. Reports of (Fri.) Officers and election of Directors for 1971.

IMPORTANT NOTICE --- STEAM 'N SNOW EXCURSION.

Mark on your calendar the new date for the UCRS Steam 'n Snow Excursion. The new date is Sunday, January 24, 1971. As announced in the October issue, the destination of this winter trip is Orillia. Fares are adults \$15.00 children \$7.50, infants \$2.00. Full details on the trip are available from the Trip Committee.

1970 UCRS PHOTO CONTEST WINNERS

Black and White Prints:

Winner -- Dusan A. Cizman - "6218"

First Runner Up -- John F. Bromley - "Pittsburgh"

Second Runner Up -- John F. Bromley - "Philadelphia"

Colour Prints:

Winner -- R. M. Williamson - "6218 at Gravenhurst"

First Runner Up -- Bill Miller - "6218 in a Field"

Second Runner Up -- R. M. Williamson - "4100 Bayview"

Colour Slides:

Winner -- W. R. Linley - "Steam and Fog"

First Runner Up -- Dave Spaulding - "6218 at Speed"

Second Runner Up -- Ken McCutcheon - "Workman"

RAILWAY NEWS AND COMMENT

CP RAIL STARTS NEW COAL DELIVERIES TO LAKEHEAD

CP Rail, a leader in the development of low cost transportation systems for moving bulk commodities by rail, has helped open up another important market for western Canadian coal. Under terms of a contract with Ontario Hydro, CP Rail has started weekly deliveries to Thunder Bay of Saskatchewan thermal coal. A 104-car solid train carrying over 7000 tons of coal was unloaded during the month of October at Ontario Hydro's plant.

CP Rail built the unloading facilities which could be used for other shipments of western Canadian coal as well, including coal from the Kootenay area of south-eastern British Columbia.

CP Rail expects to deliver a total of 200,000 tons of coal to Ontario Hydro by mid-April 1971. A solid train carrying more than 7000 tons of coal will leave the Alberta Coal Company mines at Bienfait, Sask., near Estevan, every week. The high-speed trains will complete the 700-mile trip to Thunder Bay in 24 hours.

This is the second major contract CP Rail has negotiated in the domestic coal market. Last May, the railway began moving coking coal from Kaiser Resources Limited mines at Michel B.C., to Thunder Bay for the Steel Company of Canada; the coal is trans-shipped through the Great Lakes to Stelco's plant at Hamilton. A total of 200,000 tons will be shipped.

Meanwhile, CP Rail marketing specialists are actively engaged in surveys of potential coal markets in eastern Canada and the United States. Their aim is to assist Canadian coal producers in generating new business and to ensure that Canadians retain as large a share as possible of the economic benefits that would flow from these sales.

STUDY PLANNED FOR SOLUTIONS TO PROBLEMS CREATED BY RAILWAYS

The Ministry of Transport, in association with the Manitoba Government, the Metropolitan Corp. of Greater Winnipeg, Canadian National Railways and CP Rail, plan to investigate new approaches and solutions to problems created by railway lines in urban areas, by a pilot study of the railway problems of Metropolitan Winnipeg, it was announced recently by Transport Minister Don Jamieson.

Blighted areas near rail yards, traffic holdups at grade crossings and problems created by trucks seeking access to downtown terminal facilities are examples of railway problems found in many Canadian cities. These and other situations will be studied in Winnipeg with a view to defining the future role of railways in Canadian cities.

The study will examine the existing Winnipeg railway network in relation to the railway's present and future needs, conflicts with the city's road system, property values and the effect of railways on the environment. Possible joint use of track, yards and terminals will be investigated and a number of feasible alternative system plans will be developed.

The costs and potential benefits will be considered and a recommended Metropolitan Railway Plan will be drawn up to reflect the urban and transportation requirements of Metropolitan Winnipeg.

The first step in the reorganization of Winnipeg's railways will be acquisition and removal of the Midland Railway by the City of Winnipeg, assisted by a grant and loans from Central Mortgage and Housing Corp.

The Winnipeg study is a cooperative venture of the three levels of government and the railways. The chairman of the Study Executive Committee is Councilor B. R. Wolfe, vice-chairman of council, Metro Winnipeg; other members are the Hon. H. Pawley, Manitoba minister of municipal affairs, the Hon. J. Borowski, Manitoba ministry of transportation, E. B. Osler, M.P. (representing the Hon. Don Jamieson), J. C. Gardiner, vice-president Prairie region, Canadian National and R. S. Allison, vice-president Prairie region, CP Rail.

CTC PLANS WIDER INQUIRY INTO RAIL SAFETY

The Canadian Transport Commission has set guidelines for a broad inquiry to examine causes of railway accidents. The inquiry, to begin January 18, 1971, will be a followup to a hearing which looked into three rail accidents in Ontario that killed two men last summer. Those accidents, and a rising incidence of other railway mishaps prompted the decision to hold the January inquiry.

D. H. Jones, chairman of the CTC tribunal conducting the hearing, said the inquiry is to cover fourteen subject areas. They include maintenance and inspection of railway cars, signals and radios; inspection of track, structures and signals; operation of railroad signals, track motor cars and radios; handling of dangerous cargoes; accident procedures; rule inspection; research and development by railway companies respecting safety; supervision of train operation; and railway company rules and instructions to employees. Some of these topics arise from the evidence gathered in the hearing on the three accidents.

Testimony on the collision of the CN Rapido and a track motor car near Brockville, in which one man was killed, showed the car's radio was inoperative and that a substitute radio was now powerful enough to be used more than a few miles from the station.

In the same case, testimony showed that a rear lookout was not maintained on the track motor car despite a CTC regulation requiring one.

In another accident, a derailment, an inflammable chemical was spilled and a member of the CTC tribunal said, could have caused a disaster if workers from a nearby chemical plant had not been available to give advice on clearing it.

Mr. Jones told the hearing that the list of inquiry topics was not necessarily complete and could be supplemented by railway representatives.

WHITE PASS AND YUKON FREIGHT RATES INCREASED

The White Pass and Yukon Route has announced an increase in freight rates to the Yukon, which came into effect last month.

Through rates from Vancouver to the Yukon were increased by 10% on all shipments up to 24,000 pounds. There was an increase of 5% on shipments larger than 24,000 pounds. There was no change in rates for items requiring refrigeration. The freight charges on cars and small trucks was increased by \$20 per unit, with larger increases on heavier commercial vehicles. Canned and bottled beer rates were increased by slightly more than 4%.

Marvin Taylor, manager of northern operations, said the increases were directly related to a new labour contract with the United Transportation Union, following a 34 day strike. There will be a 20% wage increase this year 10% next year, and additional fringe benefits.

NATIONAL CONFERENCE CALLED ON ARCTIC TRANSPORTATION

A three-day national conference on Arctic transportation beginning December 8th at Yellowknife, N.W.T., was announced recently by Transport Minister Don Jamieson and the Minister of Indian Affairs and Northern Development Jean Chretien.

Participants were to include representatives of industry, government and the academic industry, and others interested in the fields of northern transportation. Leading transportation authorities in the government and from elsewhere were to present papers for study and discussion. The conference is sponsored by the federal government with the cooperation of the territorial governments. Deliberations are expected to be useful to the ministers in developing policies for the North which will be responsive to the requirements of this decade. The theme will be Arctic Transportation in the 1970's.

CANADIAN NATIONAL MOBILE DISPLAY TOURS NEWFOUNDLAND

A mobile display toured Newfoundland during the month of November, showing the widespread operations of CN in the island province. The display was inaugurated at a special ceremony in St. John's on November 2nd, at which Premier Smallwood, wearing a large fireman's cap, blew the whistle on a caboose to open the display.

The display was part of CN's program in declaring the month of November as Transtel Month, with the aim of making the people of Newfoundland more aware of the transportation and communications services available in the province. The mobile display featured rail and highway equipment, telecommunications equipment and hotel services, and showed the part CN is playing in providing these essential services in the province's economy.

The premier told those on hand for the opening that one of the best things ever to happen to Newfoundland because of Confederation was 'the CNR'. He said that when Newfoundland joined Canada in 1949, the CNR was given the management of the railway system in the province. "And in my opinion the CNR has done a perfectly magnificent job after the Canadian government entrusted them with the running of the railway system."

Mr. Smallwood continued by saying that the CN has invested \$750-million in wages and capital investment in the province since taking over the rail system. At the same time the railway received back only \$250-million. CN has pumped a lot of money into the economy into the province, the people being \$500-million better off than before the railway came. He said that CN is one of Newfoundland's great assets and that every Newfoundlander should be proud of it and grateful to CN.

W. G. Adams, mayor of St. John's and a former rail-roader welcomed the display. He said one unfortunate fact of the past was the failure of the crown corporation to relate to the people the improvements that have been made in the railway system. The mayor described the display like 'the opening of a book to reveal the potential of CN and the present status of the railway system and related facilities in the province.'

CN Newfoundland area manager R. J. Tingley said that there is a real need for the people of Newfoundland to have basic information on their transportation services and the changes made recently to improve them.

BRITISH COLUMBIA'S WRIGGLY RAILROAD

British Columbia's virgin railway is wriggling steadily northward, picking up unwanted extensions along the way. The 250-mile extension, when finished a year from now, will stretch the Pacific Great Eastern Railway line to almost 1000 miles from North Vancouver to Fort Nelson. It is country where no railway has even been. That is why it is called a virgin railway. The track, which now reaches the point of Beaton River, 110 miles south of Fort Nelson, is expected to be completed by the end of March. But that is just the beginning. There are still all those wriggles. They are caused by the kind of ground the line crosses.

"It's the worst country for railroad building I've even been in," says Paul Mireault, resident supervisor of the Beaton River section. "Between Fort St. John and Fort Nelson (about 200 miles) there's nothing. The dirt isn't even good enough to build a good grade." Don Ashley, PGE roadmaster, agrees: "When it's dry, it's like talcum powder. When it's wet, it's like gumbo."

The terrain is a combination of muskeg and glacial silt. It turns to mud, workers say, almost at the mention of rain. Work stops when rain starts falling. And even when it is dry, the grade settles unevenly under the tracks. In some places one rail dips several inches lower than the other, causing work trains to lurch and weave. The speed limit is 15 mph. But even that is too fast in some sections. Derailments happen often.

There are virtually no rocks in the area. Gravel for ballast has to be carried from a pit near the Peace River, 10 miles south of Fort St. John. Ties are brought in by truck ahead of rail-laying crews, passing over local roads built on the same muskeg-silt base. When it rains, the roads are so slippery they are sometimes too treacherous even for four-wheel drive vehicles.

ONTARIO GOVERNMENT CONSIDERS AIR-CUSHIONED COMMUTER TRAINS

Ontario could begin experimenting within three years to adapt air-cushioned trains to Canadian needs.

In 1969, A. T. McNab, Ontario deputy highways minister, visited France to see experiments on aerotrains. This past autumn another delegation went to study progress. The group included representatives from Canadian National Railways, the federal transport research section, Ontario department of trade and development, Toronto Transit Commission and Hawker Siddley Canada Ltd. Their reaction was extremely enthusiastic, the deputy minister said.

If the province proceeds, Ontario could be the first place in the world to have operational air-cushioned trains for commuters. The deputy minister sees the trains as an answer to transporting large numbers of people--up to 20,000 an hour--over short distances in highly populated areas. The trains, he said, could complement door-to-door minibuses, intercity express buses and subway systems, and perhaps would diminish rush-hour traffic. In Toronto the trains might provide service to the airport or in the suburbs, while they would become the main heavy transit for Ottawa.

Aerotrains operate on an electric linear induction motor and float on an air cushion about three-quarters of an inch thick. "We're putting our hopes on the electric engine, although in France, they're further advanced on a turbo type," Mr. McNab said. The trains travel up to 200 mph. and are pollution free, he said. "To be really effective in this climate you have to get the system off the ground." The rails, he said, would be about 28 feet above the ground. Trestles and supports could be designed to enhance the landscape, he added. It has been estimated the trains would cost about \$700,000 a mile including acquisition of right-of-way, building trestle and cost of equipment.

Japan, as well as France, is seriously considering aerotrains, but Mr. McNab still said Canada could be the first. Mr. McNab did not say the trains would be owned and operated solely by the provincial government, but recently an amendment was introduced into the Commuter Service Act that would make it possible.

TRANSPORT INSTITUTE NAMES INTERIM HEAD

Dr. C. A. Curtis, Dean of the School of Graduate Studies at Queen's University from 1964 to 1968, has been appointed interim executive director of the Canadian Institute of Guided Ground Transport.

The Canadian Institute of Guided Ground Transport was formed during the past summer with four members: Queen's University, Canadian Pacific, Canadian National, and the Canadian Transport Commission. The university provides on-campus accommodation for the institute and makes available research staff and facilities, the other three members will each contribute up to \$100,000 annually, for five years.

Futuristic systems that the institute may investigate include tracked air-cushion vehicles; monorails; tubes; and electronically guided road vehicles.

A number of feasibility studies were started this summer and the institute is now following more detailed work. The institute's four main functions are to: seek solutions to some of the problems facing the railway industry; provide additional opportunities in research and education for students, university staff and employees of industry and government; increase the number of persons with competence related to guided ground transport in Canada; and to establish a reference centre which will facilitate coordination within the industry.

The extension is expected to be an inexpensive one as railroad building goes. The rails being used are second hand, as is a bridge over the Beaton River. The rails were pulled up from a section of the PGE south of Prince George when heavier steel was laid there. The rails are being put in place mainly through the sweat and muscle of about 120 gandy dancers, aided by a crane but without other more sophisticated track-laying machines. The gandy dancers are non-union workers earning \$2.10 an hour. About half are Portuguese and the rest are transient labourers who sometimes stay only long enough to get their first pay. The grade is being built by private contractors at a cost of about \$50,000 a mile.

PGE is helping keep costs down by treating only half of the ties used with preservative. This is expected to save about \$2.5-million over the 250 mile extension.

1970 UCRS Photo Contest Winners



First Prize Winner



First Runner Up

BLACK AND WHITE PRINTS

Second Runner Up



[See page 142 for a listing of the winners.]

COLOUR PRINTS

COLOUR SLIDES

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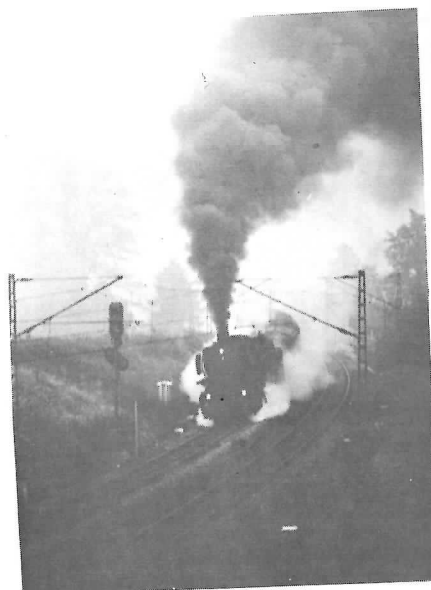
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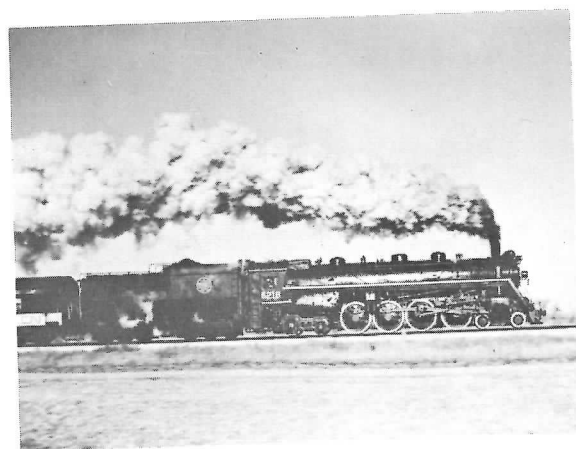
First Prize Winner



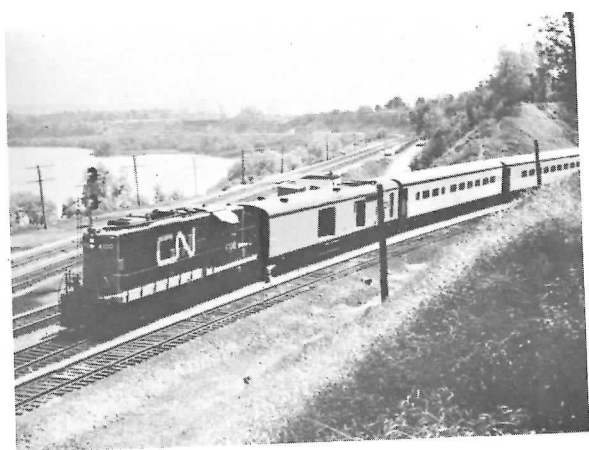
First Prize Winner



First Runner Up



First Runner Up



Second Runner Up



Second Runner Up

PASSENGER TRAIN NEWS...

* The Canadian Transport Commission told CP Rail that it is not making a sufficient effort to make profitable its passenger train service between Victoria and Courtenay on Vancouver Island. For this reason the commission's railway transport committee dismissed CP Rail's application to discontinue the 140-mile service of the Esquimalt and Nanaimo Railway, on the grounds that it was losing money on the run. The railway was ordered to restore the line's passenger stations, shelters, and platforms 'to a clean and safe condition' and to discontinue its practice of carrying passengers in baggage compartments. By dismissing the application, on the grounds that the railway wasn't trying hard enough to make the run pay, the committee ruled out the payment of up to 80% in subsidy provided by law, when a railway is ordered to continue operation of an uneconomic passenger service.

* Railway union spokesmen called on MPs to seek safeguards against cutbacks in railway passenger service before granting passage to a financing bill for Canadian National Railways, which was before Parliament the 1st of December. Peter Carew, executive secretary of the Canadian Railway Labour Association, told a news conference that the National Transportation Act has great shortcomings in that it permits passenger services to be reduced by railways without seeking permission from the Canadian Transport Commission. "We think the railways should be required to maintain a minimum level of service--including meal service--before they can obtain Government subsidies. In other words, we don't see why the public should pay subsidies of up to 80% on substandard services which are losing money."

The news conference at the headquarters of the Canadian Brotherhood of Railway, Transport and General Workers was called specifically to protest against a proposed reduction in service on CN passenger runs between Ottawa and Montreal. CN has indicated Railiner coaches will replace trains on the run and that a snackbar will be substituted for the dining car service. CBRT president Donald Secord said the change would mean a loss of 23 jobs for his union. "But we're also concerned about the erosion of service. If the CN plan is carried out it would be impossible to secure proper meal service on any direct Ottawa-Montreal passenger train, thereby effectively shutting off one of the major reasons for public use of this service."

* Sleeper service on CN's Toronto-Sarnia run through Kitchener became a memory effective with the time change last October 25th.

* Japanese railways are thought of as sleek, fast, and efficient. But how many railway lines in Japan make a profit???

Of the 245 lines run by Japanese National Railways only ten are in the black. The Tokyo-Osaka 'Bullet Train' is one of these but to ride it passengers must pay a fat premium--first class fare is \$17.05; local service can be had for \$6.20.

JNR, incorporated in 1949, carries two-thirds of the passenger traffic in the country. It operates 5000 stations, has 12,000 miles of track and employs an astonishing 470,000 people, making it the nation's largest employer. Since 1964 it has been running in the red. Last year the railway lost \$372-million on operating revenues of \$2.6-billion; figures which might qualify the railway for the title 'Penn Central of the Orient'--but they don't. Unlike the ever deteriorating American monolith, the Japanese railroad has steadily sought to improve things and it is succeeding. Over the next few years \$1.5-billion will go to benefiting the lot of the hapless commuters in and around Osaka and Tokyo who now get to work on trains stuffed to 300% of capacity. When projects are complete trains will run only 200% full, hardly Turbo-style luxury, Japanese officials concede, but an improvement.

With such colossal demand for services, why such a dismal profit picture? All fares must be approved by parliament and the lawmakers routinely grant commuters 90% discounts on season tickets, with the result that though 70% of the lines' riders are commuters, they provide only 16% of passenger revenue.

* Speaking to the CTC hearings on applications of both major railways to discontinue passenger services in Alberta (Nov. NL page 132), Mayor Ivor Dent of Edmonton criticized both railways. He stated that downtown Edmonton land given to the railways should be returned if they won't provide passenger services. He stated that the railways have a responsibility to provide service in return for the advantages given both railroads by the Canadian government and the Canadian taxpayer. Besides criticizing the extensive holdings of CP Rail, Mayor Dent said that since CN has considerable sums to redevelop the downtown areas of Saskatoon and Edmonton, it could afford to provide uneconomic services. "The public, not profits, should come first in rail passenger services," said Mayor Dent.

Alderman Roy Farran, for the city of Calgary, told the hearing the services were necessary as more than 65% of Alberta's population of 1.4-million lived on a line drawn from Lethbridge and Edmonton. He said that the dayliner service was too slow, and could be upgraded to create a decent link between the two major urban communities. Rapid transit could also be tied in with the Calgary-Edmonton service, if it is maintained. "There will be a demand for rapid commuter service from satellite towns within 30 miles of the city core," he said. Calgary wants to use the CP Rail right-of-way for a rapid transit system. Edmonton has similar plans for the CN system.

* In a hearing before the CTC on CP Rail's application to abandon its Toronto-Windsor service, in Windsor on November 26th, the railway indicated that it would have to raise its fares on the run to \$76 from the current one-way \$8.60 to break even. Railway representatives said CP lost \$226,980 on the run in the first six months of 1970. John Kelsall, director of cost analysis, said the trains are getting only 12% of the customers the service is geared to handle. CP statistics showed in 1969 an average 32 persons travelled the entire distance on the run. CP Rail claimed that existing alternative transportation facilities and highway systems are sufficient to handle the public demand.

At the hearing in London on the 27th, it was revealed that passengers can't check their baggage to or from London, although Woodstock passengers can, and that not even a cup of coffee is obtainable on the Windsor-Toronto run. Committee chairman D. H. Jones said, "You can't buy a ticket, you can't check your baggage, and when there's a fare reduction (effective last March) it's not advertised."

* Ontario Transport Minister Irwin Haskett has invited the presidents of the two major Canadian railway companies to meet with him to discuss a proposed minimum passenger train network for Ontario. No date was set for the meeting. The province has proposed to the CTC that a minimum passenger train network be established by the two railways. The proposal was contained in arguments filed with the CTC, objecting to CP Rail plans to cut down the size of trains on the "Canadian" trans-continental service to reduce winter service and increase fares.

* Canadian National RPO runs between Toronto and Capreol, Montreal and North Bay, North Bay and Longlac, and Longlac and Winnipeg will be discontinued on January 31, 1971.

* U.S. Transportation Secretary John A. Volpe has proposed 14 cities for service by the new National Railroad Passenger Corporation, set up to rescue failing passenger lines. The cities recommended would be served by NRPC, which will assume management of medium and long distance passenger runs not wanted by railways. Ownership would be by both government and private rail interests.

Volpe recommended the following city-pairs for service: Boston to New York, Washington to New York, New York to Buffalo, Detroit to Chicago, Chicago to Cincinnati, St. Louis to Chicago, New York to Miami, Chicago to Miami, New York to New Orleans, New York to Chicago, Washington to St. Louis, Chicago to Houston, Chicago to New Orleans, Seattle to Chicago, San Francisco to Chicago, and Los Angeles to Chicago.

WORTH NOTING...

* Hull's Beamer Station and freight shed are to be torn down by a contractor for \$575. The CP Rail Fort Coulange station has all ready been demolished.

* Half a loaf is better than none. The Canadian Transport Commission has approved part of a CP Rail application asking to abandon part of the line between Payne and Eganville, Ontario. The company originally asked to cease operations for the full 18.9 miles between the two points. The CTC ordered only partial abandonment--9.5 miles between Douglas and Eganville --when a Douglas business firm opposed complete cessation of service.

* John T. Hepburn Ltd. of Toronto has been awarded a \$700,000 contract to design and build nine overhead cranes, including a 100-ton and a 60-ton capacity unit, for the plant expansion of General Motors of Canada Ltd., Diesel Division, in London, Ontario.

* Tenders recently called by Canadian National:

- the construction of electronic track scale pit, approach slabs and scale house for Joffre Yard, Joffre, Quebec;
- grading and drainage for the extension to Fort Erie Yard;
- the construction of car repair facilities at Port-aux-Basques, Newfoundland;
- the distribution of track materials and ballast for the Douglas Point branch line from Port Elgin to Douglas Point, Ontario;
- the construction of roadways and ramp at the ferry terminals at Cape Tormentine, New Brunswick, and Borden, Prince Edward Island.

* J. H. Spicer was recently appointed vice-president Mountain Region, Canadian National Railways. W. Douglas Pigott was appointed assistant vice-president, Great Lakes Region.

* The City of Kingston is negotiating with CP Rail to obtain the necessary land so that the approach to the west end of the LaSalle Causeway can be straightened.

* Ex-Southern Railway steam locomotives 630 and 722 operated on an excursion December 5th from Atlanta Georgia, to Birmingham, Alabama. The trip was sponsored by the Atlanta Chapter of the NRHS.

* Trustees of the Penn Central Transportation Co. indicate the railway will lose \$300-million in 1970. They caution against making comparisons with the railway's reported loss of \$83-million in 1969.

Noting that the railway's diversification policy had worked badly, the trustees announced they would undertake a reasonable sale of most of the non-railway holdings. The proceeds of the sale will be used for railway purposes to the fullest extent consistent with the law.

Penn Central will run out of cash during the first quarter of 1971 unless it receives a combination of public and private emergency financial help, according to the trustees. The company will need interim financing of between \$175-million and \$250-million in the next four months and possibly that much more during the next 36 months.

* Wilbrod Leclerc, 40, of Montreal, will be the first head of the recently formed Canadian Surface Transportation within the Ministry of Transport. The creation of the new surface administration was part of the major reorganization of the Ministry of Transport, announced last February.

The administration's responsibilities include coordinating and direct federal activities in ferries, bridges, and other undertakings including automotive safety and planning of federal participation in highway programs. It will also have responsibility for liaison on a number of activities with Canadian railways.

During the past 12 years, Mr. Leclerc has held a number of positions with Canadian National, including the positions of Senior Operational Research Officer and Senior Consultant, International Consulting Division.

EQUIPMENT NOTES...

CP RAIL MOTIVE POWER NOTES

* Deliveries from MLW-Worthington Ltd., M636's:

4737 -- Nov. 20/70
4738 -- Nov. 18/70
4739 -- Nov. 20/70
4740 -- Nov. 24/70
4741 -- Nov. 26/70
4742 -- Nov. 27/70
4743 -- Dec. 1/70

* CP Rail has leased the following motive power from American roads:

- four LS&I U23C's (2302, 2303, 2304 and one other to be available mid-Dec.) are assigned to Winnipeg;
- four DM&IR SD9's (133, 135, 138, 155) are assigned to Winnipeg for use between that city and Thunder Bay, as these engines have special lubrication oil requirements.

* RDC-2 9194 has had its Rolls Royce diesels replaced by General Motors engines.

CP RAIL EQUIPMENT NOTES

* CP Rail has placed a \$4-million order with Hawker Siddley Canada Ltd. for 200 container flats designed to handle increases in container traffic anticipated during 1971. The cars will be built in Trenton, N.S., and delivery is scheduled for February, March, and April 1971. The lightweight cars can carry four 20-foot containers, two 20-foot and one 40-foot container or two 40-foot containers loaded at maximum weight. The load limits of the cars is 100 tons.

CN MOTIVE POWER NOTES

* The following 9000-series F7's are working on the Western Region: (data as of Nov. 1/70)

A-units -- 9028, 9030, 9034, 9040, 9042, 9046, 9052, 9056, 9060, 9064, 9070, 9072, 9076, 9082, 9084, 9086, 9088, 9092, 9094, 9096, 9098, 9100, 9106, 9110, 9114, 9116, 9118, 9120, 9128, 9132, 9140, 9142.

B-units -- 9031, 9039, 9041, 9045, 9053, 9055, 9057, 9059, 9063.

CN EQUIPMENT NOTES

* Canadian National has placed a \$7.5-million order for 400 newsprint boxcars with National Steel Car Corp. of Hamilton. The cars are to be built with cushioned underframes. Deliveries will start in April 1971 and will be completed by the end of July.

* CN has placed a \$900,000 order with Canron Ltd. of Montreal for 17 self-propelled electronically controlled tampers, to be used in CN's track maintenance program. The machines, of a Canron-patented design, lift and level track and tamp the ballast under the cross-ties. The tampers will be built at Canron's Lachine plant and delivery is to be completed in June 1971.

* CN has received the first of five experimental 100-ton aluminum covered hopper cars being built by Hawker Siddley Canada Ltd. [See December 1969 NL, page 128]

BRIEFLY.....

* ONR retired RS3's 1300, 1301 on Jan. 19/70. Two other RS3's (1307, 1311) are out of service and are slated for retirement.

* Sighted in CN Toronto Yard on Sept. 12/70 was ex-GN RS3 227. This unit was bought by MLW-Worthington and sold to A. E. Bowen for a mining railroad in Langreo, Spain.

* Francon Construction of Montreal has acquired PC 9792, an Alco 1000 hp. S-4 switcher, last April to replace a GE 95-ton unit.

* Mattagami Railway has traded in its GE 50-ton switcher to MLW-Worthington. Following rebuilding at Montreal, the GE was sold to Canadian International Paper for use as a plant switcher.

CN'S BILLBOARD CARS

Four of the most colourful and eye-catching freight cars ever seen on a railroad will soon be in service on Canadian National lines from the Atlantic to the Pacific. The cars have each had one side specially covered with large graphic illustrations to show exactly what they carry and are, in effect, billboards on wheels. The opposite side of each car remains in its standard design and colour. The unique "billboard" cars received their decorative and colourful designs at Point St. Charles Shops in Montreal.

The project, another phase of CN's visual redesign program, is intended to make the public more aware of the ever expanding role of freight transportation in the life of all Canadians and to emphasize the quality and diversity of CN freight services.

To show that newsprint for the nation's presses is one of the major commodities handled by CN, the side of a 50-foot cushioned underframe boxcar is completely covered, in a bold black and white design, with the enlarged graphic mastheads of more than a score of Canadian daily newspapers. Each masthead features letters a full two feet in height.

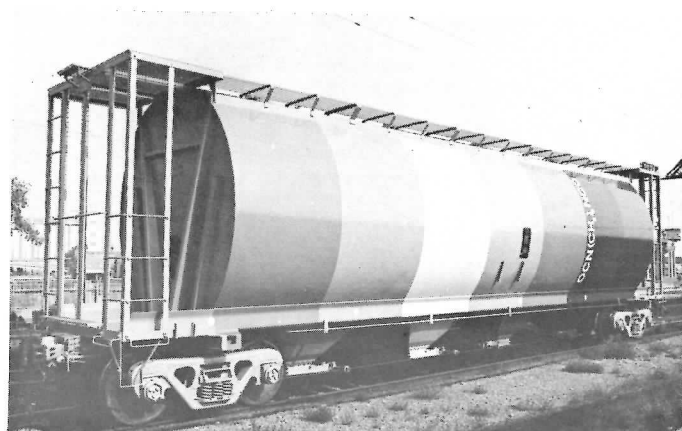
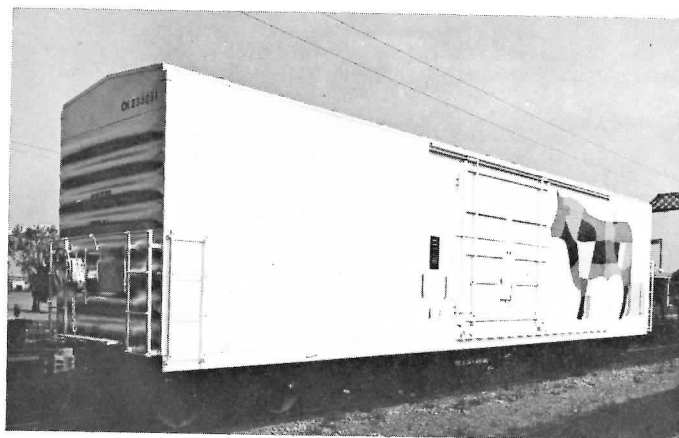
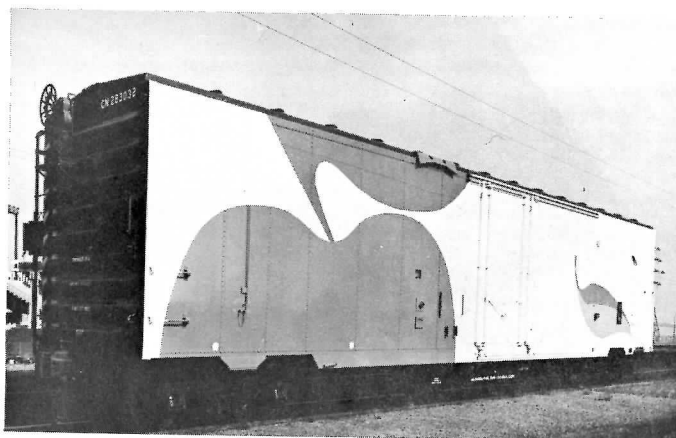
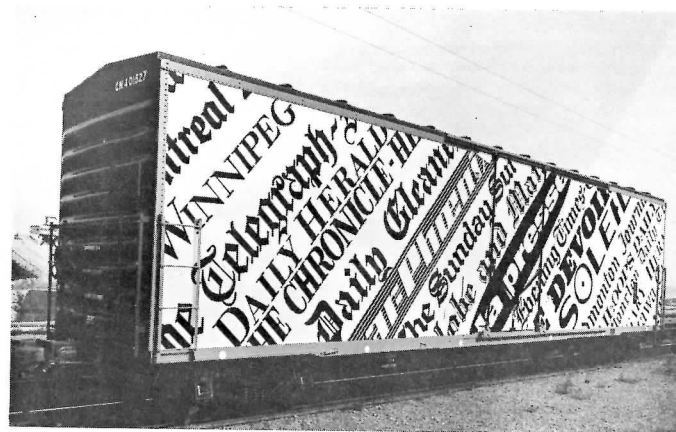
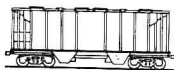
A large and colourful painted sketch of an apple, complete with bright green leaves, adorns the side of an insulated boxcar to denote the large quantities of fresh fruit and produce handled by the railway.

CN's extensive activities in the shipment of dressed meat is reflected in a 20-foot long multi-coloured beef cutting pattern painted on a white background on the side of a mechanical refrigerator car.

A cylindrical hopper car has received a unique seven colour glossy paint treatment, complete with printed chemical formulae. This unit presents a graphic illustration of its value to the plastics industry by visibly showing examples of the various commodity chemicals it is equipped to carry.

The billboard cars convey the message that CN freight service is modern, efficient, reliable and flexible, as well as being innovative and a developer of resources.

LEFT: CN's billboard cars are pictured here. They should add much to colour photography of railway equipment.
(Canadian National)



CGE ELECTRICAL COMPONENT ORDERS FOR EXPORT DIESELS

Canadian General Electric Co. Ltd has orders worth \$12-million for locomotive electric propulsion systems from Australia, India, Jamaica, and Kenya, at its plant in Peterborough, Ontario.

The largest order is for 41 sets of electric propulsion systems including alternators, motors and control equipment to power 3600 hp. diesel locomotives for A. E. Goodwin Pty. Ltd. of Australia, for use on locomotives being built by the latter company for a mining railroad. Shipments of the equipment have begun and will continue into the autumn of 1971.

The Indian order, placed through MLW-Worthington Ltd., is for two types of six-motor diesel switchers to be built at the diesel locomotive works at Varanasi, India. Delivery is scheduled for the latter part of 1971.

The Kenyan order is for traction motors and control equipment for 35 diesel locomotives, 15 rated at 2400 hp. and the remainder at 1880 hp. These engines will operate on the Nairobi-Mombasa main line, and will be the first of their type from Canada in that area.

The order for Jamaica is from MLW-Worthington and covers traction motors and control equipment for six 950 hp. diesels--the first Canadian-built locomotives to be operated by the Jamaica Railway Corp. Deliveries are to be made in mid-1971.

Twenty Years of TTC Fantrips

by S. I. Westland.

streetcar excursion on the TTC system is a little marked event in this day and age, as literally dozens have been operated by the UCRS and other groups of individuals over the past two decades. Recently occurred the 20th anniversary of the first of these that have been operated by the Society. It is interesting, therefore, to look back briefly to examine the circumstances of what at the time was regarded as a major venture for the group.

Although charter excursions had been operated on the TTC by other enthusiast groups (U.S.) as early as 1946, the small but faithful traction faction of the UCRS had, until the late summer of 1950, never dared to suggest that the Society's financial reserves be placed in jeopardy to the extent of committing them to a streetcar excursion without any idea of the ridership that would be engendered. It took a really major event to stir up action in the traction faction.

In the early spring of 1950 the TTC decided to purchase 15 multiple-unit PCC cars as a followup to the 100-car group (4400-4499) received in 1949. Upon receiving quotes on car prices, however, the Commission decided to restrict the order to 50 single units only. As this was not enough to replace the last of the Toronto Railway Co. wooden cars still in service on the system, the TTC was in a very receptive mood when it learned of the availability of the Cincinnati Street Railway PCC fleet, and by August the purchase of 52 cars, 27 air-electric and 25 all-electric, had been agreed.

The September 1950 issue of the UCRS NEWSLETTER (No. 56) carried an article announcing the purchase, together with a few elementary facts in connection with the cars. This was followed up by a special note indicating that it was the intention of the Society to operate an excursion using the first (if possible) of the Cincinnati cars readied for Toronto service, on a Sunday during the impending fall season. It was announced as "a tour which will cover little used trackage on the system and which should cost in the neighborhood of \$1.50 per person." Back in these earlier days of the TTC fantrips any and all out-of-service trackage, as long as it had overhead, was fair game. An indication of the trepidation with which the trip promoters approached the venture lay in the next sentence of the announcement, in which members interested in attending were exhorted to advise Mr. W. C. Bailey of the Society as soon as possible in order that some idea of the number to be expected might be gained.

The first cars to arrive in Toronto were air-electric 1122 (TTC 4597) and all-electric 1151 (TTC 4551), unloaded at Hillcrest Shops on September 12th and 13th respectively, both having arrived there aboard flat cars on September 11th. The shop forces went to work with alacrity to convert and overhaul the two lemon yellow, green-striped, 5'2-1/2" gauge, double trolley poled streetcars for Toronto service, and in the meantime the UCRS finalized arrangements for the inaugural excursion to the point that the October NEWSLETTER announced that the trip would occur on Sunday, October 15th.

As the Cincinnati air-electric group (built in 1939 and 1940) was more distinctively different from its chronological counterparts in the original Toronto fleet than was the all-electric group, it was natural to choose 4597 for the trip rather than 4551, even though both cars were ready for service on October 15th. 4597 was finished only a few days prior, and was still at Hillcrest Shops on the evening of Saturday the 14th, when the writer and Bill Bailey observed, from the north-west gate, a shop employee putting the newly painted car through its paces on the test track, preparatory to its first revenue service on the morrow.

Sunday, October 15th, 1950 was a crisp and brilliant fall day, ideal for an excursion in every way. In the manner that later became traditional, the diehard faithful boarded the car at Russell Carhouse, after which the car proceeded to the official Union Station starting point, where the majority of riders clamored aboard. The open side front advertising card holder carried a sign fashioned by member Jack Knowles which proclaimed "First Trip in Service, ex-Cincinnati PCC's", with the Society's herald. The route and destination signs actually displayed PRIVATE; as members are well aware, this unimaginative practice was soon discontinued on later excursions.

When all were aboard and heads counted it was found, to the great relief and satisfaction of the trip organizers, that the bodies present were almost sufficient to fill all of 4597's 53 seats. It cannot be said that the 53 seats were actually almost filled, as, in common with all fantrips, many spurned seats to crowd into the front vestibule or generally wander about.

A 10:00 a.m. to 5:00 p.m. schedule allowed 4597 to cover a good deal of the TTC's then much more extensive track system together with a lengthy mid-day layover at Hillcrest. The highlights of the day were:

- * Operation along Front Street West to the Exhibition Loop (this trackage, paralleling the downtown railway yards, which were then alive with steam and steel, was amuse for as long as the track was serviceable);
- * Operation up Yonge St. to Glen Echo Loop;
- * Operation for the length of McCaul St.;
- * Shop tour of Hillcrest where other Cincinnati cars were seen in the process of conversion for TTC service;
- * Operation of single truck open bench relic 327 around the circuit of the Hillcrest test track with rides afforded the excursionists;
- * A visit to St. Clair Carhouse where car 4551, newly completed, was inspected and photographed.

Needless to say, the trip returned a tidy profit to the UCRS coffers despite the fears which had preceded it. Although many TTC trips have been held since, few if any were better than this first one; the excitement of having the trip involve a first look at a distinctively different car series for Toronto added to the headiness of the day.

Bill Bailey has long been gone from the ranks of active UCRS members; however, the enthusiasm and energy which he displayed in organizing the 4597 trip can be cited as the true origin point of Toronto trolley fantrips. For this the traction fraternity should always be grateful to him.



An inspector chats with the operator of the first UCRS trolley trip at the official Union Station starting point. The wooden decking on Front Street is for the first stages of the Yonge Subway construction. (Jack Bost)

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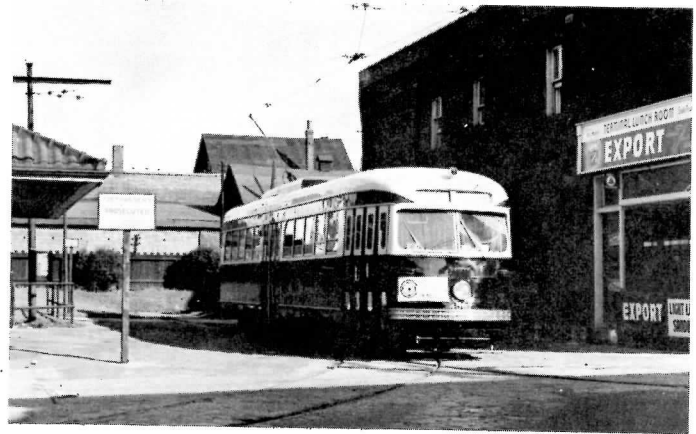
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J. H. Kea the tight acity to further line is increas yond tha



Complete with blinker doors (which were soon removed after complaints were received about drafts from passengers), 4597 poses at Exhibition Loop. (Bill Hood)



4597 is seen in the Keele Turnback, the former terminus of the WESTON cars, a few feet north of Dundas on the east side of Keele St. (Jack Bost)

TRACTION TOPICS

Edited by Alf Nanders.

* Faced with steeply rising estimates for the costs of constructing subways by the method of tunnelling, as compared to the method of 'cut-and-cover', the TTC recommended on November 24th, 1970 that the 1.52 mile section of the North Yonge Extension between Sheppard and Finch be built by the latter method.

This decision came after revised estimates for the tunnelling method showed a \$12-million increase over the original \$31-million estimate. Costs for a cut-and-cover tunnel structure are now estimated at \$37.5-million for this section of the subway. Using this simpler, but somewhat more messy type of tunnel construction would also permit the start of train operations on the extension in April 1974 instead of one year later if tunnelling was to be used. The final decision rests with Metropolitan Toronto Council. Approval for spending in excess of original estimates will be required from the Ontario Municipal Board in either case.

The involuntary delays in completion of either one or both extensions to the Yonge Subway may turn out to be a blessing in disguise. The spectre of too much success for the Yonge Subway is beginning to haunt the TTC staff. When the original line was built between Union Station and Eglinton Avenue 20 years ago, no provision was made to add express tracks inside the existing tunnel. Building an express tunnel below the local tunnel or extending station platforms and adding more cars to subway trains (i.e., Lexington Avenue in Manhattan) are very costly proposals for a city the size of Toronto. The most obvious solution of providing a parallel rapid transit line to divide the passenger flow may be delayed for many years, because of its direct involvement in a very controversial highway project. A stop-gap measure would be to "squeeze" more trains into the existing track space during rush hours. With this in mind, the TTC has awarded a \$5,052,303 contract to the Uniswitch Division of WABCO to extend signalling along the North Yonge Extension from Eglinton to Sheppard, and to rebuild the signals on the present Yonge and University lines, which will allow a minimum headway of 120 seconds, compared to the present minimum of 130 seconds. This will provide space for an additional eight trains during a two hour period.

J. H. Kearns, TTC general manager of operations, said the tighter schedule will boost the Yonge Subway's capacity to 45,000 passengers per hour with no chance of further increases. Until the Spadina rapid transit line is finished, riders on the Yonge Subway will face increasing congestion as rush hours crowds swell beyond that capacity figure.

Work on the \$237-million Spadina Expressway and Rapid Transit project has been stalled for 14 months as a result of protests by citizens groups. Starting at the upper level of St. George Station, where the present Yonge-University trains terminate, a tunnel is planned that will curve northward into Spadina Road to emerge in the median strip of the embattled expressway some 2000 feet north of St. Clair Avenue. This centre reservation would then continue in the expressway northward to Lawrence Avenue, where the right-of-way is roughed in on the completed highway from there to Wilson Avenue, where the rapid transit line would curve to the left to the future TTC Wilson Avenue Subway Yard at Wilson Heights Blvd. and Goodwill Avenue. Stations are planned for Dupont, St. Clair, Bathurst, Eglinton, Glencairn, Lawrence, Ramee (Yorkdale Plaza), and Wilson Ave. Land surrounding the present Wilson Ave. underpass of the expressway has been set aside for a large bus transfer facility and two commuter parking lots. Metro Council chairman Albert Campbell warned recently that an Ontario Municipal Board ruling against the completion of the Spadina Expressway and Rapid Transit Project would force Metro into a complete revision of its transportation plan.

The planning for an alternative route could take three years, he said, and it would be five or six years for the road to open and eight or ten years before rapid transit trains would be able to use the right-of-way.

The Ontario Municipal Board has set January 4, 1971 for a start on public hearings on whether to approve the inflated construction funds for the controversial project. [1961 estimate: \$67.68-million, completion originally planned for 1970.]

The Spadina line remains the TTC's first priority project after the first Yonge Extension commences operation in 1973. Even if the OMB gives Metro the "go-ahead" on the project, the \$85-million rapid transit line cannot be finished until 1977, creating a five-year gap in which the Yonge Subway south of Eglinton will be increasingly crowded. TTC commissioner Crawford Smythe suggested that the TTC might build a busway—a fast express lane for the exclusive use of buses only—on the Spadina Expressway. He told a TTC meeting that some U.S. cities are considering busways, which are cheaper to build and operate than subway lines. (Could you imagine what cities in the U.S. the commissioner had in mind? -- Ed.)

He also suggested that some main streets be restricted to buses only at rush hours.

* An unknown gunman fired eight shots into the last car (5343) of a westbound subway train during the evening hours of November 23rd. The train had left Warden Terminal at 1826 and three minutes later the motorman received a visual trouble signal in the front cab of the train. When the train's guard could not locate any obvious problems a mechanic was called. Soon a second control lamp lit up, erroneously indicating open doors. When the mechanic checked the train at Keele Station he found seven spent cartridges near the cab of the last car. The eighth bullet had been fired from the outside of the train. The shots had struck several control panels.

* TTC RT-15 was moved by road trailer from Hillcrest, where it had been rebuilt from PCC car 4446, to Greenwood Shops on November 16th. When RT-14 (ex-4410) follows, the two cars will form the new subway rail grinding train. (See July 1970 NL, page 80)

* Metro Council has agreed to provide half-fare transportation for all Metropolitan Toronto residents 65 years of age and over, at an estimated cost of \$1.363-million. This privilege has been available to certain eligible senior citizens since January 15th of this year.

* On the subject of fares, TTC commissioner Gordon Hurlburt reported that if all transit fares were removed there would be an 11% increase in riders at a cost of \$8-million, bringing the TTC annual budget to a total of \$84-million, resulting in a 15 mill increase on the tax rate. On a house assessed at \$5,000 this would mean an average addition of \$175 to the annual tax bill. At Mr. Hurlburt's suggestion the TTC ordered its staff to study the feasibility of a single fare for all of Metropolitan Toronto by 1972, if possible.

* Eglinton Division office building was demolished during the month of November to make way for Phase II of the Canada Square project, a commercial development that will eventually cover most of the TTC's Eglinton Division. Phase I consisted of the office building and supermarket now located above the Eglinton subway station. Trolley coach overhead has been moved to the temporary bus driveway off Berwick Avenue.

* Another Canadian carbuilder has won a major contract for building components for rail transit cars for systems in the United States. Canadian Vickers Ltd. of Montreal has been awarded a \$7-million contract to build 144 stainless steel carbodies for the transit systems department of General Electric Co. of New York. The bodies are for the order of commuters cars recently placed by the New York Metropolitan Transportation Authority and the Connecticut Transportation Authority, and awarded to GE. The cars, to be completed by 1973, will operate on commuter lines now operated by the two agencies out of New York over the former New York, New Haven & Hartford Railroad lines (now the New Haven Service of Penn Central).

* Trolley coach notes: The bodies for trolley coaches 9202-9208 arrived from Western Flyer at the TTC's Hillcrest Shops during the third week of November....the 20th anniversary of the abandonment of Hamilton street-cars will be observed with a trolley coach fantrip being organized by NATTA on April 25th, 1971 in Hamilton. HSR 721 (the first HSR CCF-T48A coach) is expected to be used. Even if you're not interested in "double rope buses", come out and join other traction fans for the sombre occasion. Details and tickets from P. O. Box 565, Oshawa, Ontario.



Subway rail-grinding car RT-15 sits on a float at TTC Hillcrest Shops, prior to being moved by road to Greenwood Shops on November 16, 1970.
(Toronto Transit Commission)

* The South Eastern Pennsylvania Transportation Authority has assigned route numbers to the three rail routes in its separate Red Arrow Division. The third rail, high platform rapid transit line from 69th St. Terminal to Norristown has become SEPTA route 100. It was known as the Norristown Division of the former Philadelphia Suburban Transportation Company, and before that as the Philadelphia & Western Railway. The two broad gauge car lines taken over are now identified as SEPTA route 101 (Media line) and route 102 (Sharon Hill line). As there is no provision for route number display on the Red Arrow Division's vehicles, these numbers appear only on SEPTA transit posters and pocket timetables for the time being.

SHORT TURN....Happy 60th birthday to ex-Toronto Railway Company car 1326, living in splendid retirement on the Halton County Radial Railway at Rockwood, Ontario. Restoration is approximately 75% complete on the car, all work being done by OERHA members.... The pride of the National Capital Trolley Museum at Rockville, Maryland, ex-DC Transit 1512 'The Silver Sightseer', was destroyed by fire on September 11th. The fire was thought to have been started by vandals. The car made only one trip on the museum trackage, prior to its destruction....Charles E. De Leuw, founder of the De Leuw, Cather & Co. firm of engineering consultants, died recently in Chicago at the age of 78. Mr. De Leuw served as consultant to the TTC for the building of the Yonge Subway in the 1950's....watch for a new book from Canadian Traction. Cataract Traction: The Electric Railways of Hamilton by John M. Mills, will be published in the spring of 1971.

Ready to do battle with any snowflake that might happen to blow by, Toronto Transportation Commission sweepers S-6, S-18, S-8, S-9 and S-24 are posed at the back of Danforth Division on Hillingdon Avenue. The date: December 1st, 1974.

(UCRS/TTC Collection)



T. G. J. GASCOIGNE
& ASSOCIATES
JAN. 08 1971