

# newsletter

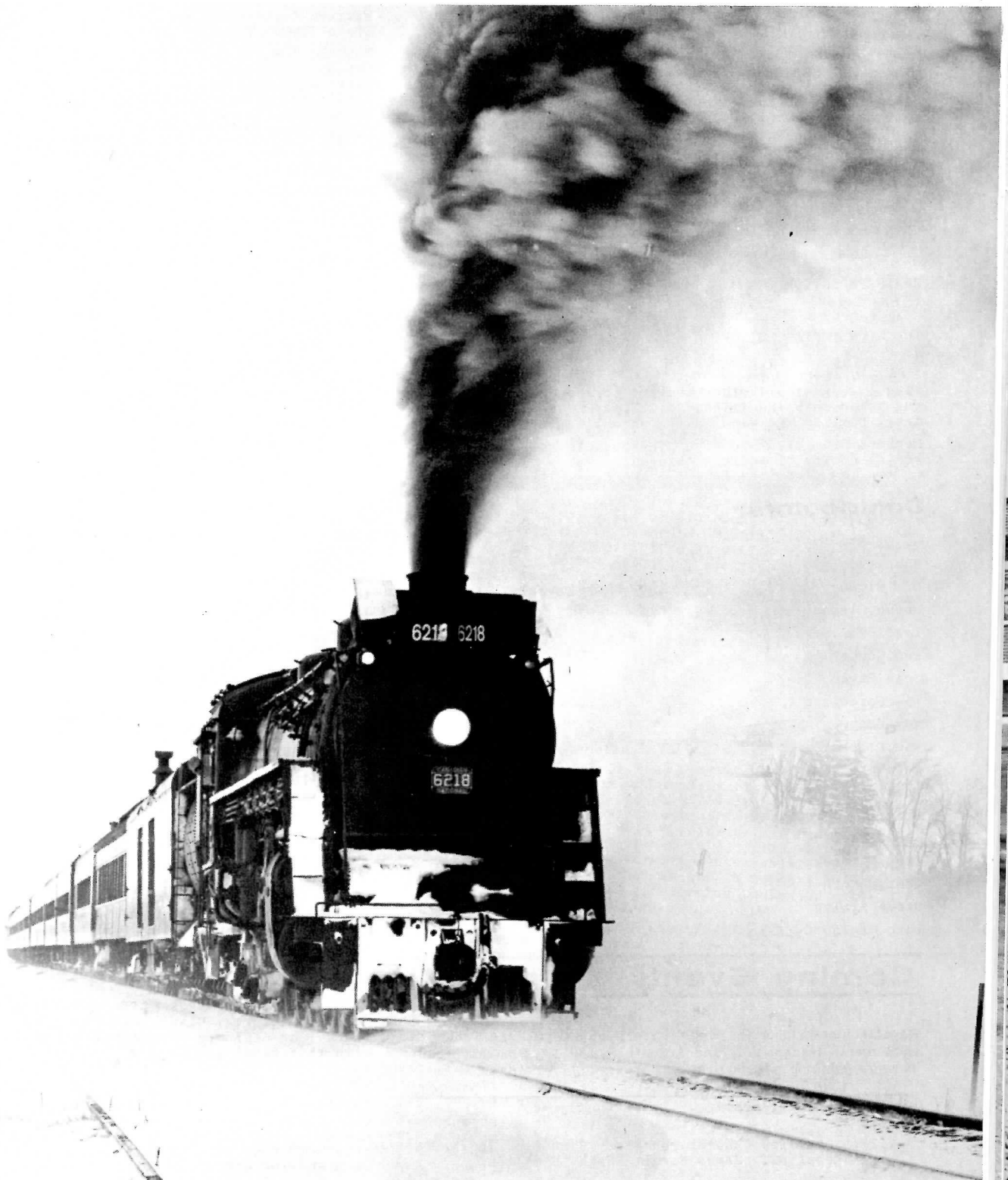
Upper Canada Railway Society

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# newsletter

Number 303

April, 1971

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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.

To avoid delay, please address NEWSLETTER items directly to the appropriate address:

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

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## 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.

May 21: Regular meeting. To be announced.  
(Fri.)

May 28: Hamilton Chapter meeting. 8:00 p.m. in the CN  
(Fri.) Station. James Street North, Hamilton.

## The Cover

A STIFF CROSSWIND blows fine snow across the tracks and the steam from locomotive 6218 at right angles, in this photograph at Kelly's Siding, mile 17.4 on the Thorndale Subdivision, on the UCRS trip to London, March 20, 1971. Two runbys were held at this spot. For more photographs on this last weekend of steam with 6218 for the UCRS, see page 51. (Dusan Cizman)

## Readers' Exchange

FOR SALE: Recent employees' timetables of Pittsburgh & Lake Erie, Penn Central Lake Region, and Erie Lackawanna Western District. 50¢ each or all three for \$1.25. From Steve Timko, P.O. Box 8, Leavittsburg, Ohio, 44430, USA.

WANTED: ACR, NAR, WP&Y diesel slides, negs or slides of Canadian passenger equipment past or present. Quebec City-Levis area photos (steam, electric). Offering steam 8x10's or buying. Gerry Burridge, Box 152, Pte. Claire-Dorval 700, Quebec.

WANTED: To loan for a short time, back issues of UCRS Newsletters and Bulletins. Arnold McLellan, 18941 Pier-son, Detroit, Michigan, 48219, USA.

WANTED: Information and photographs of "Austerity" class S-26 2-8-0 steam locomotives supplied to England during World War II. R. Beasley, P. O. Box 274, Gilbert Plains, Manitoba.

WANTED: Good reel-to-reel tape recording of 6218 on the March 20, 1971 UCRS trip to London. Rev. Anson C. Moore-house, Berkeley Studio, 315 Queen St. E, Toronto 2, Ont.

WANTED: Duplicate prints of super 8 or regular 8 movies of UCRS steam trips, March 20 and 21, 1971. Sound preferable. Lost all my 200 ft. sound super 8 film of the trips. Roy F. Brill, 7-B Mary Ella Dr., Wilmington, Del., 19805, USA. After 6 p.m. 302-998-5066.

## 1971 SPORTSMAN'S SHOW

The Upper Canada Railway Society once again had a display booth in the Sportsman's Show at the Coliseum Exhibition Park, Toronto, from March 19 to March 28 inclusive. The space for the display was provided through the efforts of Ralph Percy. For the display the Society's illuminated drumhead sign was put into shape by Charles McGovern and Bill Miller. Other signs and artwork were provided by Gordon McQuat, Ken Gansel, and Stewart Westland. Photographs were provided by Bill Hood and Mike Filey. Al Kinsman furnished transportation for elements of the display to the Coliseum.

The following people manned the booth during the show:

Edward Bost	Charles Owen
Wayne MacNaughton	Charles Kent
Godfrey Mallion	Brian Westhome
Bob Cockburn	Mrs. M. J. Sandusky
Frank Cockburn	Richard Lloyd
Dr. W. S. Mackenzie	John Walker
George Roe	Dave Staiford
Bob Lampkin	Lee Hootnick

Thanks to all these members who helped make the Society's booth at the Sportsman's Show a success.

URGENTLY REQUIRED are photographs, preferably of equipment, information and anecdotes pertaining to CN trains 155-156 "The International Limited" and CN-Lehigh Valley trains 7-8 "The Maple Leaf" for forthcoming Newsletter articles. Contact Features Editor John Thompson.

THIS ISSUE OF THE NEWSLETTER is being mailed third class and the Editorial Staff would like to know how long it takes for delivery to various parts of the continent with this rate, and in what condition the magazine arrives. Drop a card to the Editor at his home address when this issue reaches you.

In order to furnish prompt delivery of the Newsletter each month to the members, correct addresses must be known. Send any address changes to the Membership Secretary (Ottawa area members should send address corrections showing their new postal zone numbers).

# RAILWAY NEWS AND COMMENT

## ELEVENTH HOUR SETTLEMENT WITH ENGINEERS AVERTS NATION WIDE RAIL TIEUP

A nation-wide rail tieup was averted in the early morning hours of April 5th, 1971, when a tentative wage agreement was reached between the Brotherhood of Locomotive Engineers and CN and CP Rail. The agreement was hammered out between the two parties after all night bargaining through the offices of Labour Minister Bryce Mackasey and deputy minister Bernard Wilson.

The settlement gave the engineers a 23% wage increase, to be spread over the next three years. Minimum salaries under the new contract would be \$7380 and the maximum to about \$13530 in the third year. The first 8% of the increase is retroactive.

The 7:00 a.m. announcement of the settlement came too late to prevent the curtailment of many rail services. In anticipation of the strike, the major railways began cutbacks of services during the week before. On the day of the scheduled commencement of the strike, GO Transit trains were annulled. Extra buses were brought into service in an attempt to fill the GO trains schedules in the morning rush hour of April 5th. Commuters were advised to use the TTC to get to work. With the announcement of the settlement, GO service was very quickly resumed--the first trains rolling before noon. Similar curtailments of service occurred in the Montreal commuter services.

The slide toward a possible rail strike began on March 24th when 200 members of the Vancouver local of the BofLE booked off work to protest the prolonged contract negotiations. This tied up all rail operations on CN and CP Rail into and out of Vancouver. The work stoppages spread throughout British Columbia and into Calgary and Lethbridge, Alberta, and at scattered points as far east as Thunder Bay. Like a pebble tossed into a pond, the ripples from the stoppages spread. Both railways laid off nearly 4000 workers. Wheat shipments to Vancouver were cut off, leaving nearly 7500 carloads of wheat stranded between the port and the prairies. Also very seriously affected were shipments of potash, coal, sulphur, and lumber. Workers were laid off in the affected industries.

A nationwide embargo was placed on livestock shipments and perishable shipments by both railways on April 1st. Progressive cuts were made in passenger services to ensure that the trains would arrive at their destinations before the strike deadline. [There was no passenger services to Vancouver; passengers were flown to that city from Calgary and Edmonton.]

Mr. Mackasey entered the negotiations on April 1st in an effort to resolve the dispute and avert the strike. Negotiations had been broken off by the parties on the afternoon of the 1st. Talks were resumed in Montreal on the 2nd and these eventually resulted in the settlement on the morning of the 5th.

## AGREEMENT REACHED WITH NON-OPERATING UNIONS

A two year settlement was reached April 1st between the Associated Non-Operating Railway Unions and CN and CP Rail. The new contract calls for an 8% pay increase retroactive to January 1, 1971 and a further 7% January 1, 1972. The contract also provides for an improved job security program and improvements in sickness, vacation and holiday benefits. Under the old contract the members of the non-operating unions were earning \$3.20 an hour.

## CONTAINERS TO U.S.

Canadian National Railways says it carried a total of about 400 containers, mainly from Halifax and Montreal, to the Chicago area in 1970. With the Halifax terminal in operation for the full 12 months of 1971, it expects the total to increase by 25% or more.

CP Rail declines to give figures for its movements to U.S. destinations, but says it is about the same as CN's and still not a significant part of its total container carriage--less than 5%.

CN says the shipping lines it hauls for are soliciting U.S. cargoes for return to correct the imbalance, and further increases in the traffic will depend to a large extent on their efforts.

## NAME CHANGE FOR CANADIAN PACIFIC

Canadian Pacific will ask its shareholders at a special general meeting May 5th for authority to enable the company to split its ordinary shares on a five-for-one basis and to issue new cumulative redeemable preferred shares. In making the announcement, the board of directors said the proposed change in par value of the ordinary shares is designed to expand and broaden share ownership by Canadians. The percentage of voting shares of the company held by Canadian registrants has increased from 9% in 1946 to 65% in 1970. As a result Canadian Pacific is the largest Canadian-owned company in transportation, oil and gas, mining and other natural resource development. The reduction in par value should encourage more Canadians to own more shares of the company.

Shareholders will be asked to consider and approve a resolution authorizing the company to petition the Minister of Consumer and Corporate Affairs for the issue of Supplementary Letters Patent which will:

- 1] authorize the company to change the par value of shares of its ordinary capital stock from \$25 to \$5 each;
- 2] provide that the majority of directors shall be Canadian citizens and reduce the number of shares that directors are required to hold;
- 3] permit the holders of existing non-cumulative preference stock to surrender their stock and accept new cumulative redeemable preferred shares;
- 4] provide specific definition, similar to that found in the Canada Corporations Act, of certain of the company's powers relating to assistance which may be given to other companies and to the acquisition and holding of shares and other securities of other companies;
- 5] give the company the right to use an official seal in addition to its corporate seal to facilitate business transactions;
- 6] change the name of the company to Canadian Pacific Limited in English and to Canadien Pacifique Limitee in French.

Shareholders will be asked to sanction a by-law increasing the authorized capital of the company by creating 25-million new cumulative redeemable preferred shares having a par value of \$10 each. The by-law will be submitted to the Governor-in-Council for approval. The preferred shares will have no voting rights except on questions directly affecting the rights or privileges attached to them. Dividends must be paid first on the existing preferred stock before dividends can be declared on the new preferred shares. Other terms of the preferred shares, including dividends, purchase and redemption prices and similar matters will be determined by the board of directors if and when an offering is made.

## WHERE DID ALL THOSE BOXCARS GO???

Over \$1-million worth of Penn Central freight cars were stolen in the last year and routed onto the trackage of a small railroad in Illinois, according to investigations of the U.S. Federal Bureau of Investigation. U.S. Attorney Louis Bechtel said records seized from the LaSalle & Bureau County Railroad in Illinois showed that the stolen freight cars were repainted and their numbers changed. He said that so far this year, 277 PC freight cars disappeared after being routed onto LaSalle trackage.

The FBI, armed with search warrants from the U.S. District Court in Chicago took records of the LaSalle line and the Carus Chemical Co. in Illinois. The court also authorized the FBI to inspect all LaSalle rolling stock. The Official Guide lists the line as having a total of two locomotives and 523 freight cars.

Joseph Cinotto Sr., retired traffic manager for LaSalle, said that the freight cars did not belong to LaSalle but to a firm call Diversified Property. "We thought Diversified Property bought the cars some place and brought them here to repair them," he said. "Diversified Property is just using our tracks and shops to work on them."

Penn Central said action to recover the missing cars was taken after an intensive investigation by the line's auditors over a period of several months. "The evidence was placed in the hands of the FBI," said a railroad spokesman.

## CN CHARTS NEW RAIL LINE NORTH INTO YUKON

Canadian National has surveyed three possible routes for a line to connect trackage between Prince George and Prince Albert, British Columbia, with Whitehorse in the Yukon, and points further north. Details of the study for a 1000-mile, billion-dollar extension to the CN system were given in Vancouver March 2nd by company president N. J. MacMillan. Mr. MacMillan answered threats by the B.C. government to take over the Prince George-Prince Rupert line of CN by simply saying, "They can't." In a follow-up he explained that the line falls within federal jurisdiction and that statutes prevent any provincial coup de theatre.

Premier W. A. C. Bennett has offered to buy the line for a token sum. The offer has been repeated by Lands and Forests Minister Ray Williston. Said Mr. MacMillan: "It's not for sale, and certainly not for the one dollar offered." Jack Spicer, vice-president of CN's Mountain Region, said: "We have spent millions on that line in the past ten years to help push northern development. It's now carrying between 3-1/2 and 4-million tons of freight a year, I forget the exact figures. That's a lot of tonnage."

Mr. Spicer added: "We have surveyed three routes to the north. We don't think they conflict with the Pacific Great Eastern's projected line up to Dease Lake, but they do parallel it for part of the way." The PGE is building a 419-mile extension northwestward from Fort St. James to Dease Lake, with completion planned for sometime in 1974.

## NEW PGE 'NERVE CENTRE' CONTROLS ALL TRAINS

Every month of the year some 700 trains run over Pacific Great Eastern tracks and the heavy responsibility of moving them safely and efficiently rests with the railway's Train Dispatching Staff. The nine-man Dispatch office force, late in December 1970 moved into spanking new premises in North Vancouver, vacating downtown Vancouver Pender Street offices which the department had occupied for the last ten years.

From the new dispatching centre, microwave and radio instructions and orders control all train movements. Dispatchers can make instant contact with all locomotives, cabooses, and maintenance work equipment, as with all of the company's radio-equipped vehicles. Thus the PGE, which was the first railway company on the continent to use microwave over an entire system, is able to move its growing fleet with a high degree of safety and a minimum of delay.

The new Dispatch Office also contains a Centralized Traffic Control Board from which the staff controls the movements of the CP Rail coal trains moving between View and Roberts Bank on the B.C. Harbours Board railway. Burlington Northern trains are also controlled in the same manner over a short section of track at Mud Bay. With instant radio communication, the PGE's maintenance-of-way forces are able to obtain up-to-the-minute reports of train and engine movements, a factor vital to production and safety.

A Console, located on the dispatcher's desk, is used to 'key on' the microwave towers located along the rail route.

The new North Vancouver Office is also the home of the Crew Dispatching Office from where train and engine crews are called into service and their assignments controlled to all points along the rail line.

## ROCKSLIDES A PROBLEM

Canadian National's regional engineer for the Mountain Region has told the Canadian Transport Commission that better ways should be found to protect trains from rock slides. A history of accident-causing rockslides near Boston Bar, British Columbia--the last on February 15, 1971--caused three deaths when a train hit the slide. Protective devices were shown to be inadequate. A look at these devices has shown that there must be some better way of providing warning of slides to trains.

D. H. Jones, chairman of the CTC Railway Transport Committee, had previously outlined the number of accidents that had taken place 'within a stone's throw of this particular location' near Boston Bar and asked why no permanent protective devices like rock sheds had been built.

## NEW BARGE SERVICE SPEEDS PGE SHIPMENTS

Railroad freight cars are now moving by barge across Burrard Inlet between Vancouver and North Vancouver in a new service recently announced by Burlington Northern and PGE. The direct exchange of traffic between the BN and the PGE will be handled under contract by Island Tug and Barge.

Freight movements between the two rail carriers previously restricted to an all-rail 'bridge' routing which involved another company.

A three-track barge with capacity of 18 freight cars will operate between the Burlington Northern slip at the foot of Campbell Street and the Island Tug and Barge facility at North Vancouver, served by PGE.

"There is considerable carload freight traffic moving through Vancouver and the inauguration of the new service should provide faster interchange of traffic between the two railways," said W. G. Harold, Vancouver sales manager for BN.

"PGE loadings have been steadily increasing and as it builds farther north it will open up new areas for timber and minerals which will develop more and more carload freight traffic," said J. S. Broadbent, vice-president and general manager of the PGE. "We are delighted to obtain this direct service with western and mid-western U.S. markets."

## PGE PLANS DEEPSEA WHARF FOR SQUAMISH

The Pacific Great Eastern Railway has plans for deep-sea wharf and bulk loading facilities within two years for Squamish, British Columbia, at the head of Howe Sound. The main exports through the new facility would be coal and pulp. PGE hopes to be exporting 2-1/2 million tons of coal a year within two years, and eight million tons in four years. It is believed that the coal will be mined in north central British Columbia, where the PGE is extending its line north out of Port St. James and up Takla Lake.

A study of Squamish is being made to determine the site of the wharf, and should be completed within two months.

## SASKATCHEWAN GOVERNMENT PROTESTS FREIGHT RATES

The Saskatchewan Government has brought its complaints about discriminatory freight rates to the attention of the Federal Government by calling upon the Canadian Transport Commission to hold public hearings before it decides on the effectiveness of a clause in the Railway Act, which gives the Commission power to control maximum freight rates in areas which have to depend on railways for movement of freight.

In a letter to the CTC calling for the public hearings, the government said that shippers of many commodities in Saskatchewan are often captive shippers to rail and do not enjoy the rate and other benefits which intermodal competition brings to shippers in other regions.

The clause, which gives the CTC power to control maximum railway freight rates in captive areas, was substituted for a four-year trial period for one in which the commission must approve freight rates. At the end of four years, the CTC, after holding necessary hearings, was to report to the Federal Cabinet. The four-year trial period expired March 23rd.

The Saskatchewan Government is preparing a submission on freight rate inequalities for the CTC.

\* \* \*

## CONSULTING SERVICES NEWS

The railway consulting services of both Canada's major railways continue to take advantage of opportunities overseas.

Canadian Pacific Consulting Services Ltd., a division of CP Rail, has completed a maintenance efficiency study for an Australian railway and now has contracts underway in Chile, Brazil, Taiwan and the U.S.

The international management consultant division of Canadian National Railways recently undertook a major efficiency study for the South Korean National Railway. The initial study was so successful, in fact, that South Korea has asked for further World Bank Funds to continue the work. P.S. Ross & Partners, Toronto, worked in conjunction with CN on this project.



## WORTH NOTING...

### \* Tenders recently called by Canadian National:

- the construction of Montport container facilities in Turcot Yard, Montreal;
- the demolition of a steel water tank and support structure,
- alterations to works manager and purchasing and stores office buildings, Transcona Yard, Winnipeg;
- the construction of buildings and platform for mechanical reefer facility at Toronto Yard;
- the rehabilitation of the electrical distribution system, Armstrong, Ontario;
- the construction of extension to the freight car shop at Transcona Yard, Winnipeg;
- the erection of mechanical and electrical facilities for the car repair shop at Hamilton;
- the erection of equipment buildings at Fort Erie and Welland, Ontario.

\* The Toronto Terminals Railway Co. recently reduced the number of baggage-staff personnel from 55 to 47. A spokesman for the company said, "After a considerable review of operations, we think we can do a better job with less people."

### \* Tenders recently called by Ontario Northland:

- the supply and erection of replacement steel girder span railway bridge at Krugerdorf, Ontario.

\* The Canadian Transport Commission, the Town of Preston are considering the feasibility of the joint use of rail trackage through the town by CN and CP Rail, and the installation of warning signals at various road crossings.

\* A preliminary report by trustees of the Penn Central Transportation Co. aimed at reorganizing the railway under bankruptcy laws says labour costs, at 66% of expenses, are strangling the company. Reductions of about 20% of the work force and 40% of shipping miles are recommended. The 94,000-man labour force would be reduced by 5,000 this year with a further undetermined cutback later. The request for track reduction would pare the present 20,000-shipping miles to about 12,500. Nearly 20% of these miles are redundant, the report notes.

\* Canadian National has started a solid train lumber shipment system to Eastern Canada in an attempt to avoid repetition of the rail car shortage that led to recent forest industry layoffs throughout the British Columbia interior. An experimental train left Prince George March 24th on a four-day direct run to Winnipeg. If the experiment, developed by CN's Mountain Region, is successful, it will result in a full-time, eight-day turnaround schedule. It is expected that trains will consist of up to 100 cars.

\* Among the projects in the modernization and expansion program for the Sydney Steel Corp. plant at Sydney, Nova Scotia is improvement of facilities in the rail finishing mill. This will involve expansion of present facilities to handle the production of 78-foot rails, double the present 39-foot rails being produced. Simultaneously a roller rail straightener will be installed. The project will start this spring with completion scheduled for the end of 1972. Work on the modernization will begin after completion of negotiations between Sysco management and the United Steel Workers of America. The negotiations are being conducted to make necessary provisions to suit different situations which will be created by the construction.

\* The town council of Prescott, Ontario has requested CP Rail to abandon its service to the town, and has forwarded a copy of the request to the CTC. The abandonment of CP Rail service to the town would do away with the enlargement of a road subway under the rail lines within the town limits. CP Rail has considered the possible abandonment of the line since the Penn Central car ferry dock in neighbouring Ogdensburg, New York was destroyed by fire last fall, ending the railway carferry service between the two points.

\* The City of Toronto recently called tenders for the removal of the existing pedestrian bridge from Wallace Ave. over the CN and CP Rail trackage to Dundas St. W. and the construction of a precast concrete and steel structure.

\* U.S. Undersecretary of Transportation James M. Beggs says the picture continues to look bleak for many U.S. railroads and the department may seek \$500-million more in loan guarantee authority. This statement was made as two more railroads applied for loans--the Central Railroad of New Jersey for \$10-million, and the Boston and Maine Railroad for \$12-million. The Interstate Commerce Commission estimates that eighteen other railroads are in serious difficulty because expenses have increased faster than revenues.

\* A proposal by a Montreal group of engineers to transport oil from the Arctic to southern cities on a high-speed monorail has been dismissed by government engineers as an 'impractical pipedream'. They believed that such a monorail would be more expensive even than the \$3 to \$4-billion required to build the single 48" pipeline from the Prudhoe Bay oilfields in Alaska down the MacKenzie Valley. The Montreal group claimed that the monorail system would cost no more than a pipeline, and would be less of a pollution hazard. It could also be used to transport minerals and people to and from the north as well as supporting telephone and power lines.

### RAILWAY REAL ESTATE NOTES

\* Canadian National Railways has accepted a proposal from the development firm of Payne & Associates Ltd. of Edmonton to lease nine acres of railway property in downtown Edmonton, including aerial rights, a half mile west of the CN Tower for a residential-commercial complex. The railway asked for proposals in February of last year for redevelopment of the nine acre tract in the west central section of the city.

The first phase of the project calls for some 60,000 sq. ft. of major commercial space in a central two-storey mall with three 12-storey apartment buildings above. Some low rise dwellings are also included. Estimated cost is \$7-million.

The second phase will see the construction of additional commercial outlets and three more apartment towers at a cost of \$8-million. City planning requirements, architectural features and financing currently are under review by the developers.

The concept provides for family-size dwelling units and that the commercial space would likely include major tenants such as banks, a major food chain, pharmacy, a fine restaurant, and others. There was also the possibility of a cinema. Underground parking will be provided for tenants and provision has been made for ample public parking on the site.

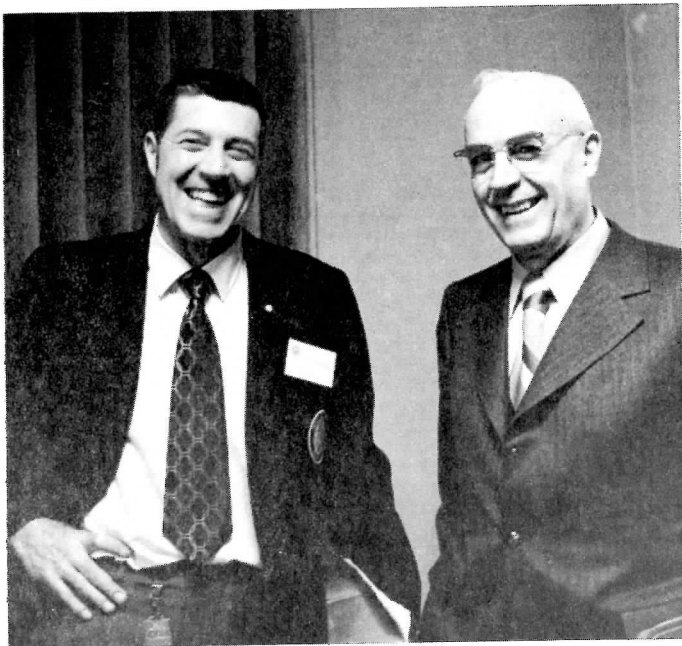
\* CN was involved in two land transactions in the Sarnia area recently. Dome Petroleum Ltd. purchased 100 acres of land from CN adjacent to its gas plant in Sarnia. CN purchased 253 acres of land in Moore Township as a future industrial site. This site is located near Court-right, Ontario.

\* Calgary city council recently agreed to accept \$1-million from Marathon Realty Co. Ltd. as advance payment for future subdivision and redevelopment of Canadian Pacific's 56 acres of downtown property. The cash payment was made in lieu of land in accordance with provisions of the community reserve clause in the provincial planning act. The act stipulates that when redevelopment occurs, the developer must donate 10% of the land or cash equivalent to the city for recreational and educational facilities.

Marathon has indicated it prefers that the money be used in the convention centre block to be situated north of Palliser Square or in the immediate vicinity of Palliser Square.

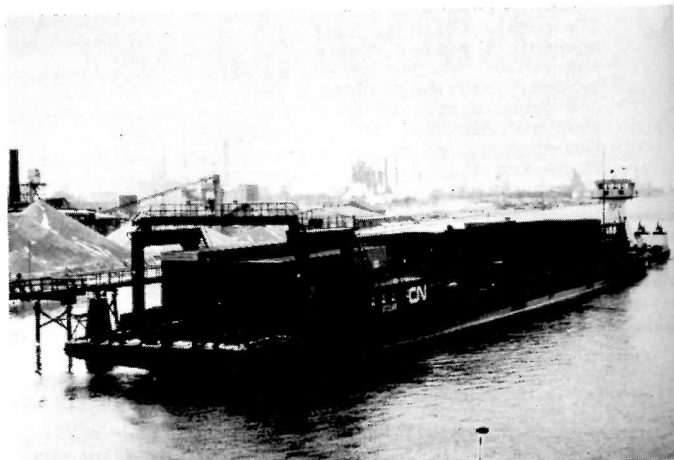
\* CP Rail has shown that developers and ratepayers can get along. Matters of dispute between the ratepayers and Marathon Realty Co. Ltd. over the proposed Summerhill Square development project for CP Rail's North Toronto station on Yonge Street have been resolved. Marathon has agreed to: redesign an access ramp planned to run from Marlborough Avenue to Summerhill Square to direct traffic away from existing homes; build a tunnel at a cost of \$60,000 under the railway trackage to enable school children to reach the local public school; spend \$10,000 to resurface the cinder-block facade of the York Racquet Club to improve its appearance; landscape the railway embankment for aesthetic reasons; remove two movie theatres and a huge LCBO/Brewers' Retail store from development plans to avoid overcrowding the area.

\* Canadian National has called for development proposals from agencies or builders for its 2.05 acres of land on Place D'Armes in downtown Kingston, Ontario.



(LEFT) Retiring CN Great Lakes Region vice-president D. V. Gonder is seen with UCRS president Al Kinsman at the "Farewell to 6218" Banquet in Hamilton March 21, 1971.

(BELOW) Tug M.V. Phyllis Yorke pushes the barge St. Clair into the slip at Sarnia, Ontario. CN's new Sarnia Port Huron carferry service started March 11, 1971. (Canadian National)



#### SARNIA-PORT HURON CARFERRY SERVICE INAUGURATED

Canadian National and Grand Trunk Western officially inaugurated a new rail carferry service between Sarnia and Port Huron across the St. Clair River on March 11. The mayors of the two cities officiated at a ceremony marking the start of the new service.

Two barges and a tug comprise the water-borne equipment for the service. The tug M.V. Phyllis Yorke is a three engined, three propeller vessel of unique design. Each of the propellers can be controlled independently of each other, all at the same time, giving the tug unique manoeuvrability that speeds docking and transit of rail cars. The tug is equipped with closed circuit television to aid in positioning of the barges in docking. The tug is leased from F. M. Yorke & Sons of Vancouver by CN.

The two barges are converted carferries. The St. Clair (400 feet long with capacity for 12 90-foot cars or 24 40-foot cars) was formerly the Pere Marquette 12. She was purchased by CN in 1968 from the Chesapeake & Ohio. The Scotia II (300 feet long with capacity for 9 90-foot cars or 18 40-foot cars) was acquired by CN in 1968 from the Department of Transport. She will be used in stand-by service.

The new service will transfer high-cube and dimensional loads between Sarnia and Port Huron. The St. Clair Tunnel continues in use.

#### CTC PROGRAM ON

The second phase of a signalling program that will see CN's entire double-track Montreal-Toronto line equipped with Centralized Traffic Control, was recently completed between Kingston and Oshawa. Begun in 1968, the conversion between Kingston and Oshawa from Automatic Block Signals (ABS) to CTC was carried out by a team of highly skilled technicians at a cost of \$3.5-million. A \$4-million track program preceded the signal hook-up program. The signal program involved the installation of 236 signals, 79 power-operated switches with snow melters and a control console for use by dispatchers at Belleville. This console is operated in conjunction with another one previously installed which controls the Alexandria subdivision between Coteau and Ottawa.

Long passing tracks were built at Queens (Kingston), Mohawk (Napanee), Belleville, Brighton, and Copport (Cobourg), each accommodating up to 150 cars. This allows the dispatcher at Belleville to authorize train movements on four tracks simultaneously. This particular territory handles an average of 16 passenger and 40 freight trains on a typical day.

The CTC program was completed in stages. Train movements were covered by signal indications at all times while work was in progress. As it stands now, 60% of the Montreal-Toronto line is under CTC. A program calling for the completion before the end of 1973 of the remaining Kingston-Coteau gap is underway.

#### CANADIAN NATIONAL CORPORATE APPOINTMENTS

John William Graham Macdougall has been appointed executive vice-president of Canadian National. Alexander H. Hart has been appointed senior vice-president of the railway. Mr. Hart will have his offices in Vancouver. Mr. Hart was former vice-president, marketing at system headquarters in Montreal.

Robert A. Bandeen has been appointed vice-president, Great Lakes Region, with offices in Toronto. Mr. Bandeen succeeds Douglas V. Gonder who retired April 1 to become executive director of Keswick Youth Camp in Muskoka. Mr. Bandeen was former vice-president of corporate planning and finance for the railway.

Maurice Archer has been appointed senior vice-president of CN, with offices in Montreal. Mr. Archer was vice-president of research and development.

#### UNIT GRAVEL TRAINS???

Unit trains could bring sand and gravel into Metropolitan Toronto from remote parts of Ontario more cheaply than trucks can haul the material from existing pits near Metro, the Ontario Good Roads Association was told recently. Clark Muirhead, president of Muirhead Engineering Ltd. and Uxbridge Township councillor, said CP Rail has advised him that unit trains could carry 6000 tons of the material up to 150 miles at a cost to the shipper of 68¢ a ton. "I understand that truck haulage for aggregates is costing about 5¢ per ton-mile—about \$1.50 or more from Uxbridge to the Metro job sites."

Mr. Muirhead said that under the unit train system, trucks would still have to be used to transport the material from perimeter rail points to the job sites, but the total cost would be less than at present. He said that a transfer of the major sand and gravel mining operations to remote parts of the province would bring immeasurable social benefits to the residents of many Southern Ontario communities. "The economic benefits speak for themselves."

Mr. Muirhead said a personal survey of 14 major North American cities indicated that Toronto users are paying more for sand and gravel than users in all metropolitan areas except Pittsburgh and St. Louis. He suggested that the Ontario Government should launch its own study of the unit-train possibility. Beyond that, the Government could encourage the development by instituting tighter controls on pits and quarries in Southern Ontario.

"From the viewpoint of a municipality such as Uxbridge Township, gravel pits have spread too far, too fast. In the past dozen years or so, production has expanded from a few pits and one- or two-truck operators until it now occupies much of a nine-mile-wide band right across the middle of the municipality."

# ...A MEMORABLE WEEKEND!



Here she comes, steaming round the bend!! Dusan Cizman caught 6218 in fine fettle, performing for the crowd at the first runpast of the Saturday trip, on a gentle curve west of Rockwood, Ontario.



The locomotive receives a refill of coal at the servicing stop in Stratford, Ontario, on the Saturday trip. The engine is surrounded by admirers taking a good look for perhaps the last time.



6218 storms across the bridge at St. Mary's, Ontario, putting on a fine show for the steam worshippers who have come from afar for these trips on this weekend of March. Next stop after this was London, Ontario, the destination of the Saturday trip.

WHAT A WEEKEND!! A REAL STEAM HAPPENING!  
THE U.C.R.S.' "FAREWELL TO 6218" TRIPS  
MARCH 20 AND 21, 1971.....



6218 backs down to her train at the ultra-modern Canadian National station at London, Ontario, as townspeople and patrons from the excursion look on.



Baggage car 9166 was easily the most popular car on the trips. Witness this scene in the car on the return leg of the Saturday trip from London to Toronto. Wiring is strung all over the car as tape recording enthusiasts make recordings of the sounds of a vanishing era. Other steam buffs strain to catch the sounds of the locomotive.

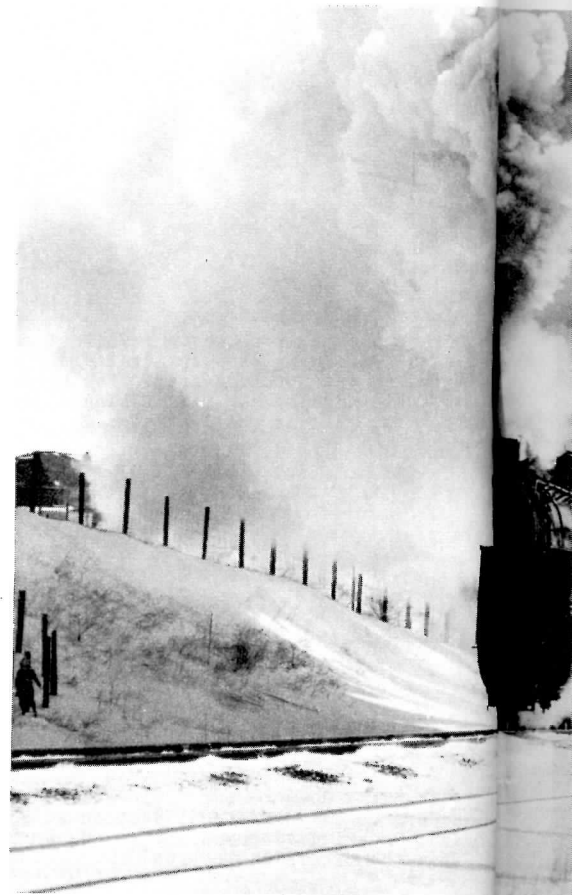
Even the basset hound is intrigued at what he has just seen go through the station at Malton, Ontario on the Sunday morning of the steam weekend. Such turnouts of people all along the line on each trip were typical.



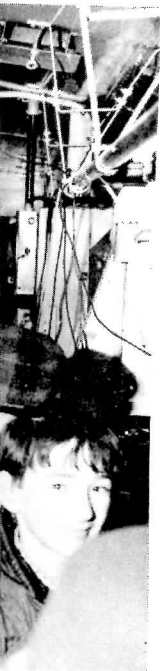
The Guelph Fire Department honour water at this servicing stop Sunday. Young are out having a look on h

.....YOU ARE THERE TO WIN SMOKE  
AS THE SOCIETY PAYS ITS RESP GRAND

6218's smoke plume blots out as she  
Acton, Ontario--the site of a runpa  
trip.



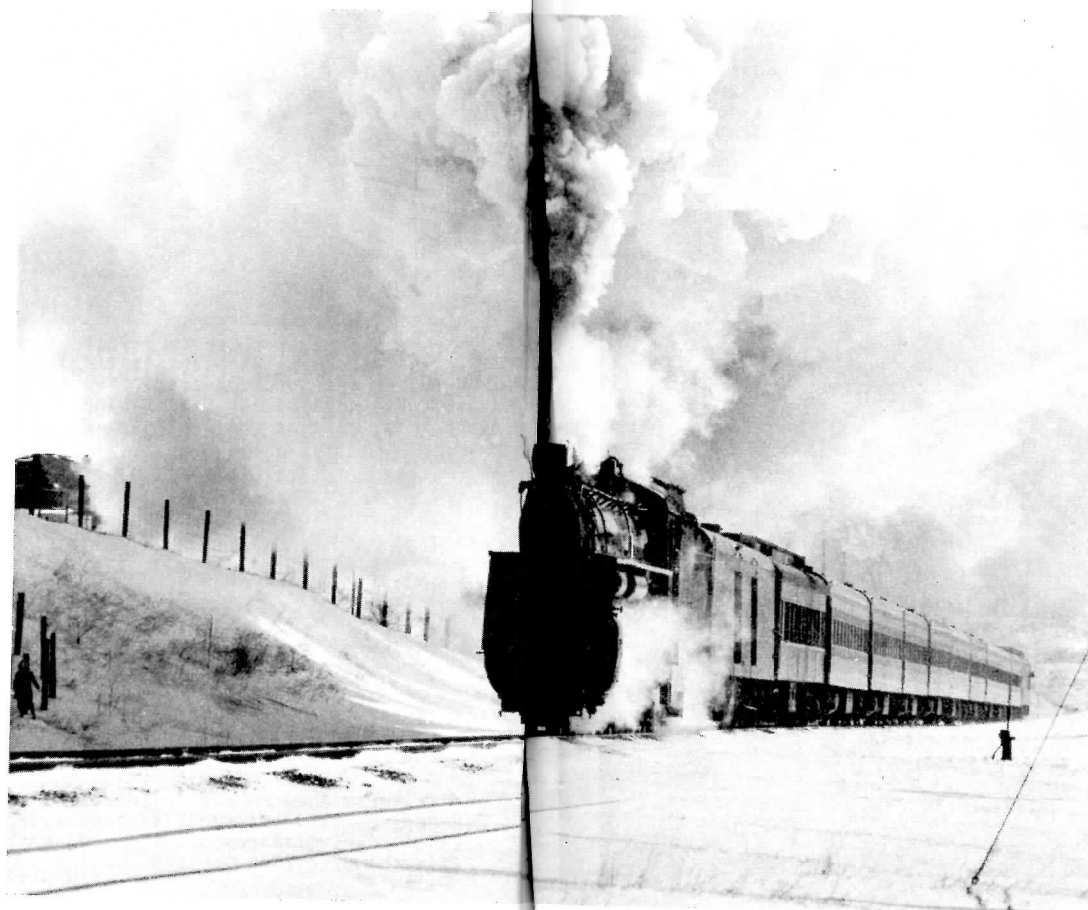




The Guelph Fire Department honour of filling 6218's tender with water at this servicing stop Sunday trip. Both the old and the young are out having a look iron horse at this stop.

.....YOU ARE THERE TO WITHE SMOKE, STEAM, SOUND AND EXCITEMENT  
AS THE SOCIETY PAYS ITS RESPE A GRAND LADY.....6218!!!

6218's smoke plume blots out n as she assaults the ruling grade at Acton, Ontario--the site of tst rumpast of the day on the Sunday trip.



U.C.R.S.  
this scen  
---Mile 1

Onon  
catch  
again

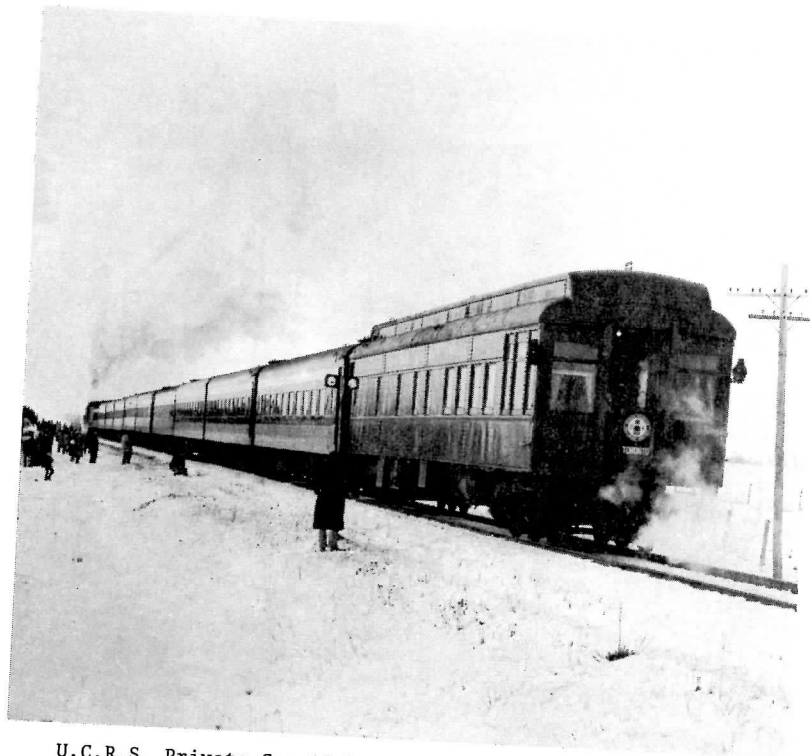
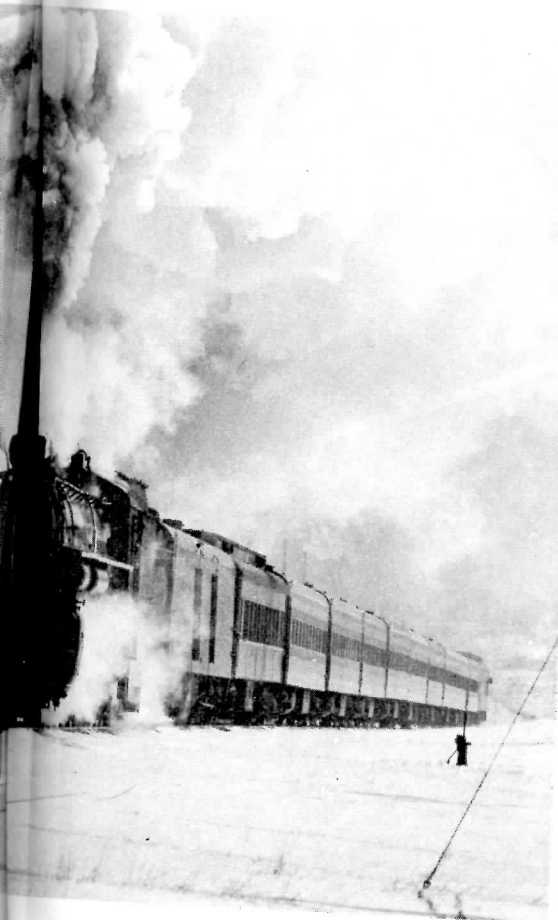




It has the honour of filling 6218's tender with  
top of the Sunday trip. Both the old and the  
look at the iron horse at this stop.

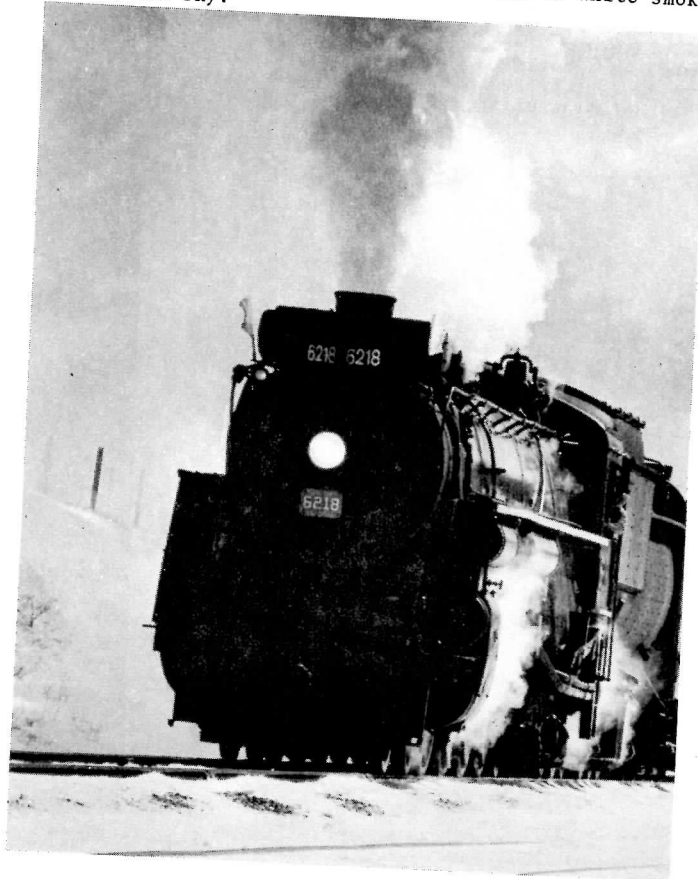
WITNESS THE SMOKE, STEAM, SOUND AND EXCITEMENT  
PECTED A GRAND LADY.....6218!!!

It then as she assaults the ruling grade at  
the best runpast of the day on the Sunday



U.C.R.S. Private Car 13 brings up the rear of the train in  
this scene at the last runpast with 6218 on the steam weekend  
---Mile 14 on the Hagersville Subdivision.

Onondaga is the location of this scene as a 200 mm lens  
catches the action as 6218 sends a column of white smoke  
against the sky.



# THE ROMANCE OF STEAM

[Some excerpts from the address by Mr. D. V. Gonder, retired Vice President, Great Lakes Region, Canadian National Railways, to the Upper Canada Railway Society's 'Farewell to 6218' Banquet in Hamilton, Ontario, Sunday, March 21, 1971.]

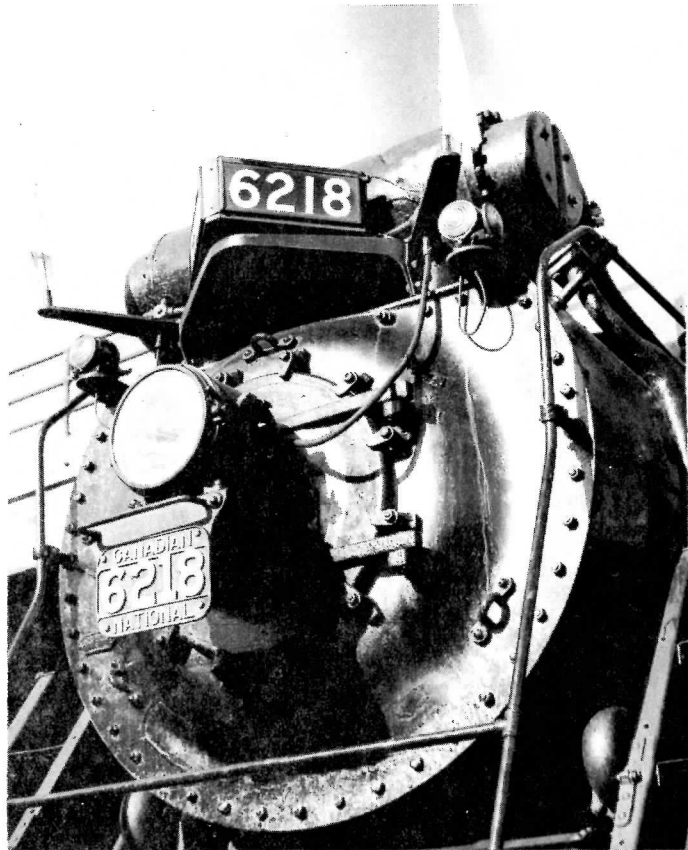
".....I incline to think much of the Romance of Steam actually is founded on the tremendous appeal that those old engines made to our human senses. They were something to see, something to hear. Even idled in repose they somehow invited you to touch them. They were a bit like those forms of modern sculpture with a curious blend of curves, circles, and sharp angles which invite you to touch and explore the differentiation between smooth surface and textured."

"The old black engines with their warm touches of heated brass were exciting things to see on a clear or cloudy day. But what cheer was conjured up on a foggy or frosty night when the fire box door opened and shed its rosy glow upon the men in the cab. During World War II this was actually a concern on our Atlantic coast where people were afraid enemy submarines surfacing at night might open fire on passing trains."

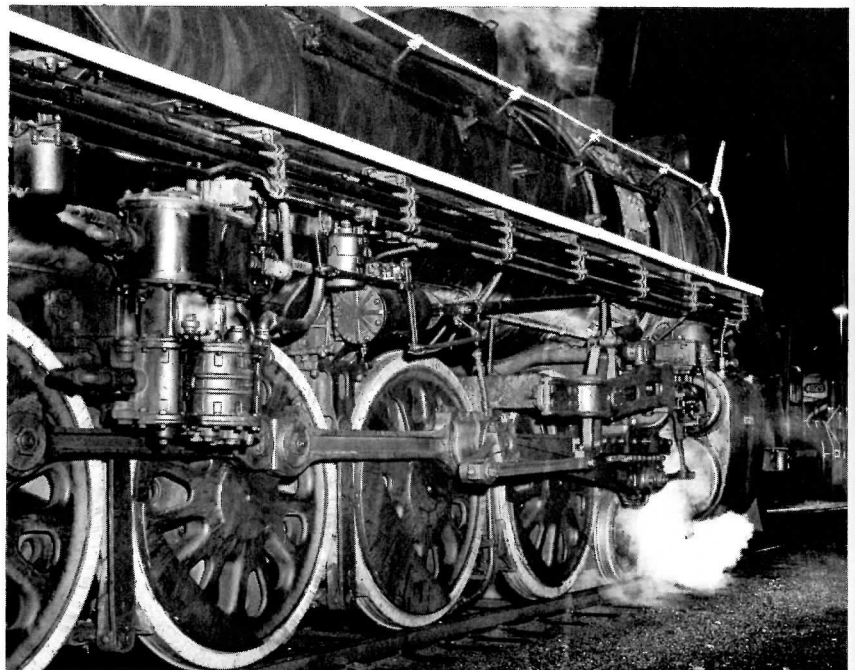
"This appeal still is exerted on the people who visit parks where steam engines have been preserved on display. Those who get close cannot resist putting hands on them. They just feel compelled to explore the inside of the cab, to tug at the throttle and tap the glass faces of the gauges. People have a need for tactile experience that is not fully met in our modern environment. A while ago the need was satisfied more completely. There was something about the awkward lines of yesterday's machines with their gawky charm that appealed greatly to a basic human instinct. And somehow each steam locomotive had a personality all its own; a characteristic not true of diesels....."

".....The old steam engines were a visual delight. All the 'works' were right out there where you could see them, as on the old sailing ships. The engineer opened the throttle, applied sand to the rails, and the wheels began to turn, first slowly, and then more quickly, and this is so unlike the modern diesel, clad in a tidy steel overcoat that hides its efficient workings."

(TOM KELCEC)



(BILL WHETSTONE)

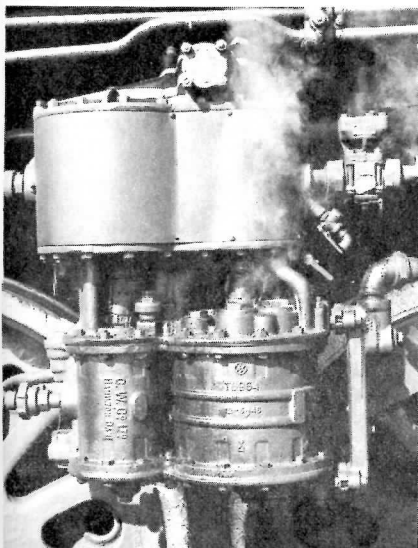


"The most enchanting visual aspect of the old engines was their towering plumes of smoke and steam. Today we would call it all pollution and demand it be abated. But what a thrill to any child fortunate enough to have seen the straight, high, grey exhaust when an engine 'lost its feet' and the wheels slipped. Without that plume of smoke the old engine would have lost half its appeal and enticement."

".....The real charm of steam was the sound. It lingers on now in record cabinets of high-fidelity addicts, but lingers only. It does not compare with reality any more than a recording can take the place of actually being present in a concert hall. A steamed-up engine, even just idle under the care of a watchman, was never quiet. You could hear the subdued and gentle hiss of the stack blower nozzle, open just enough to keep the smoke from backing into the cab. If it were at all dark there would be the whine of the turbine-driven dynamo providing light for the cab and waterglass mountings. There would be a rhythmic gulp, swish, and bump as fuel was picked up on the shovel, the firedoor opened and coal was thrown into the firebox. There would be a sucking sound as the injector primed and fed water to the boiler and a healthy singing when the 'gun' was wide open. Sometimes the injector would break with a sudden spat and steam would dump through the overflow to the track. Spasmodically the air pump sizzled, gasped and thumped. If it was cold winter you could hear the soft intermittent sputter from the steam heat connector. The rubber hose-bags between the engine and tender would be rumbling, crackling, and popping comfortably as their heaters fed enough steam to prevent them freezing. And there, gently hissing, was a small plume behind the stack where a feather of steam kept the mechanical lubricator warm all winter through. It was a strange contented beast, the old iron horse, constantly ruminating and snorting to itself, even in its sleep."

"Awake and running, it was much noisier. Parts of it were even designed to make noise---such as the bell. Do you remember how you could recognize the railroad by the different tones of its locomotive bells?.....The most glorious sound of all, the one haunting all our memories and affection for the vanished steam age, was the tone of the whistle--that low, sad, moaning celebrated in song and story. Heard at night from a darkened bedroom it stirred visions of travel and adventure in thousands of young men and women. Because it was hand-operated, and because everyone had a different way of sounding it, the old steam whistle virtually wrote the signature of the man pulling the whistle cord. If you knew, and listened you could, like the fellow in the song 'tell by the engine's moans' if the man at the throttle was Casey Jones."

(DUSAN CIZMAN)



".....Another reason for the romance attaching to steam was the fact that these engines were machines run by men ---and not vice-versa. Here again, they were like the old sailing ships; they were man-operated. This characteristic appeals to the same basic human instinct which we see manifested today by people driving sports cars with manual transmissions--or even sporty cars with 'faked' automatic transmissions. They want to feel that they are driving the vehicle, and not that it is driving them. We saw this kind of interest in the excitement--and pride--displayed when people learned that a man had to override the computers in order to place a landing craft safely upon the moon. That sociologist was right who pointed out that 'too often in modern life the skill function has been taken from man and given to the machine. Without the chance to be creative, the egos of men suffer.'"

(DUSAN CIZMAN)





# PASSENGER TRAIN NEWS...

\* The Burlington Northern Railway has notified the Canadian Transport Commission that it intends to apply for permission to abandon its passenger service between Vancouver and White Rock, British Columbia. This is on the branch between Seattle, Washington and Vancouver. BN says the passenger service is affected by the U.S. Government's new Railpax system.

\* The creation of the National Railroad Passenger Corp. will affect Canada-U.S. rail passenger links at several border points. The only border points to which service will be continued by Railpax are Buffalo and Detroit. Burlington Northern has said its service between Seattle and the international border will not be operated by Railpax and has applied to the Canadian Transport Commission to abandon its service in Canada on this route.

It is assumed the Toronto-Chicago and Toronto-New York links will be continued by Railpax as service is being maintained to Buffalo and Detroit. The future of the Montreal-New York route operated by CP Rail and the Delaware & Hudson is not clear. Railpax has not included the section from New York to the border in its plans. D&H operates the American leg of the service under contract to CP Rail.

Burlington Northern service to Winnipeg is also threatened because Railpax does not intend to maintain the U.S. rail link.

There are to be discussions between Railpax and Canadian rail companies but the dates have not yet been revealed. The only notice filed with the CTC so far has been the BN application on its Vancouver service.

\* The State of Michigan will lose 21 intercity trains when Railpax assumes operation of passenger train services in the U.S. on May 1st. The only route chosen by Railpax through Michigan is between Ann Arbor, Jackson, Battle Creek and Kalamazoo. Railpax will cut the service from three trains daily to two each way.

There will be no passenger train service from Detroit through the U.S. to Buffalo and other eastern cities. This will mean that a traveller from Detroit can go east by the Railpax system only by first going west to Chicago. He can, of course, cross the border to Windsor and take a CN train east to Toronto in order to get to New York and other eastern points.

\* Penn Central Transportation Co. has become the first American railroad to state terms for ending its passenger service. In a brief submitted to the U.S. District Court in Philadelphia, PC says it is willing to pay \$52.4-million to the National Rail Passenger Corp. (Railpax) to take over its intercity rail passenger service. Payment would be made in 36 monthly installments starting from May 1, 1971.

\* The Michigan Public Service Commission ordered the suspension of proposed Grand Trunk Western fare increases on its commuter service between Pontiac and Detroit March 18th. The commission is to review GTW's justifications for the increase, then either set public hearings or allow it to take effect in 45 days without hearings. The proposed fare increases range from \$1.90-\$5.70 on monthly 'flash' tickets and 7-18¢ on 10-ride tickets, depending on the distance traveled.

\* GO Transit is providing late evening train service, starting April 25th. Train 939, which operates on Saturdays, now will operate daily to give after midnight service to Oakville. In addition GO bus service to Hamilton, connecting with train 939 at Oakville at 0125, giving patrons going to Hamilton arrival in that city at 0200.

\* Starting April 26th, coordinated rail-bus service is being undertaken by Canadian National and Gray Coach Lines between Guelph-Brampton-Toronto. Operating daily except Saturday, Sunday and Holiday, this service will enable commuters to use Gray Coach bus service between Guelph and Brampton and will provide a convenient connection at Brampton with CN train 986 (0715 in Brampton) to Toronto from Guelph. In the evenings train 987 will make a connection with Gray Coach bus service at Brampton (1809). This transfer connection between the services at Brampton is in addition to the regular rail and bus services between Toronto and Guelph. A combination CN and Gray Coach ticket will be accepted on the train and bus.

\* Canadian National will introduce new concepts in dining facilities for both coach and club car passengers on its Montreal-Ottawa trains June 1st. Morning and evening trains between the two cities will feature new types of meal service, designed to provide passengers with dining facilities identical to those offered on the Tempo trains in southwestern Ontario and on the Turbos.

For coach passengers, CN will introduce newly-designed buffet lounge cars which will offer a choice of sit-down or take-out meal service. The cars feature two separate sections--a 24-seat lounge and a 22-seat coach area with seats equipped with side-leaf tables for dining. A fast take-out counter is situated at the centre of the car and retractable trays will be provided at all regular coach seats on the Montreal-Ottawa trains to assist passengers at meal times. The 38-seat club cars also feature a newly-designed interior where passengers will be served a prepared meal at their seats.

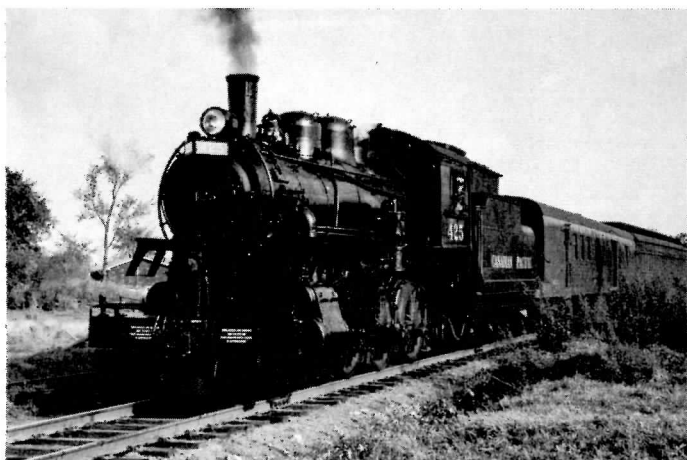
Alexander Olynyk, general manager of passenger sales and services, said the new catering concepts will provide coach passengers with a varied selection of hot and cold food items at reasonable cost, while club car passengers will be served a gourmet-style meal, the cost of which is included in the club car fare. The premium club car fare will be restored when the new cars enter service.

Conversion and refurbishing of the cars is being carried out at CN's Point St. Charles Shops in Montreal and at Transcona Shops in Winnipeg.

\* The bar cars on the Long Island Railroad were closed so that railroad officials could determine how many passengers have been riding free by hiding in the crowded bar cars so conductors couldn't check their tickets. A railroad spokesman said that if conductors counted more tickets in the week the bar cars were closed than in the weeks when the cars were open, they will be able to prove that some passengers have been hiding in the crowds. The officials were quick to point out that the bar cars would be reopened again very soon. After all, they said, they are one of the largest sources of profit for the commuter line.



(LEFT) Canadian Pacific D-4-g 4-6-0 425 is shown here on the Ottawa-Waltham mixed train near Hull, Quebec twelve years ago. (H. T. Orser/R. G. Amm Collection)



## U.S. DEPARTMENT OF TRANSPORTATION GRANTS FOR LEVITATION RESEARCH

The U.S. Department of Transportation has awarded two contracts totaling \$251,337 to the Ford Motor Company and the Stanford Research Institute to study the feasibility of using magnetic levitation for vehicle suspension in high speed ground transportation systems.

The concept proposes the use of extremely powerful electromagnets to lift streamlined vehicles as high as a foot above aluminum guide strips as they operate between urban centers. The Department of Transportation is interested in magnetic levitation because it appears to be the most promising system for speeds above 300 mph. At such speeds, air resistance becomes so overwhelming that it may be essential to operate in a tube from which most of the air has been removed. At these speeds, adhesion and stresses in wheels cause serious problems. Air cushions are at a disadvantage in a vacuum.

Magnetic levitation is not only indifferent to evacuation but the electromagnetic drag associated with levitation actually decreases with increasing speed. The large clearance makes it possible to tolerate substantial irregularities in the guideway as well as snow, ice and debris, and also provides an added degree of cushioning for improved ride quality. The possibility exists for combining magnetic levitation and linear electric motors into an efficient high performance vehicle.

Magnetic levitation is based on the principle of magnetic repulsion, a force of nature that causes like poles of a pair of magnets to repel each other. As the vehicle gains speed, the magnets spaced along the length of the vehicle act like the moving armatures of an electrical generator, causing currents to build up in the aluminum guideway. These currents in turn generate magnetic fields of their own which repel the original magnetic fields and provide a levitating

force. In common with aircraft, magnetically levitated vehicles must attain a minimum velocity for lift-off. This occurs about 40 mph for a quarter inch thick aluminum guideway.

The Ford Motor Company will receive \$130,000 for a one year study and Stanford Research Institute will receive \$121,337 for the same period.

Transportation Secretary John Volpe also announced the award of a design contract for an electric wayside power system for a 300-mile per hour Tracked Air Cushion Vehicle (TACV) guideway at the Department's high speed ground test facility at Pueblo, Colorado. The \$716,862 award went to AiResearch Manufacturing Company, a division of the Garrett Corporation of Torrance, California.

The system calls for research and development in a 'three-rail' system by which the linear induction motor will receive its power both to propel and cushion and guide a second generation TACV. The advanced wayside power system will be an integral part of the TACV guideway. Present technology can power the first generation (150 mile per hour) TACV systems.

The AiResearch contract calls for determining the feasibility of power collection from stiff rails at up to 300 miles per hour under all possible operating conditions by laboratory tests; designing the wayside power system, and preparing a contractor's bid package for installing an initial six miles of that system.

A separate, six-mile LIM test track using a conventional rail suspension system is virtually completed at Pueblo and will receive an AiResearch-built LIM vehicle for testing at speeds of up to 200-miles per hour this spring.

The U.S. Federal Railroad Administration's Office of High Speed Ground Transportation manages the test center.

## EQUIPMENT NOTES

### CANADIAN NATIONAL MOTIVE POWER NOTES

\* SD40 deliveries from General Motors Diesel, London:

5160 -- Jan. 29/71	5166 -- Feb. 11/71
5161 -- Jan. 29/71	5167 -- Feb. 11/71
5162 -- Jan. 31/71	5168 -- Mar. 27/71
5163 -- Jan. 31/71	5169 -- Mar. 27/71
5164 -- Feb. 5/71	
5165 -- Feb. 5/71	

All units in the above listing have been assigned to Calder Yard, Edmonton.

\* M636 deliveries from MLW-Worthington Ltd., Montreal:

2320 -- M-6052-01 -- Jan. 23/71
2321 -- M-6052-02 -- Jan. 23/71
2322 -- M-6052-03 -- Jan. 28/71
2323 -- M-6052-04 -- Jan. 29/71
2324 -- M-6052-05 -- Feb. 3/71
2325 -- M-6052-06 -- Feb. 10/71
2326 -- M-6052-07 -- Feb. 15/71
2327 -- M-6052-08 -- Feb. 19/71
2328 -- serial -- Mar. 2/71
2329 -- numbers -- Mar. 3/71
2330 -- not yet -- Mar. 15/71
2331 -- available -- Mar. 17/71
2332 -- -- Mar. 22/71
2333 -- -- Mar. 26/71

All units in the above listing have been assigned to Montreal Yard. Unit class -- MF-36b.

\* Tempo unit 3152 was used in GO Transit service March 31, 1971. Conversely, GO Transit equipment was used for the CN Niagara Falls service, March 19, 1971. GO locomotives 9806, 9800 were observed heading west on a freight at Bathurst Street in concert with 3123, 6625, and 3475--five units, on March 14th. How's that for motive power?

### PGE PLACES LOCOMOTIVE AND EQUIPMENT ORDERS

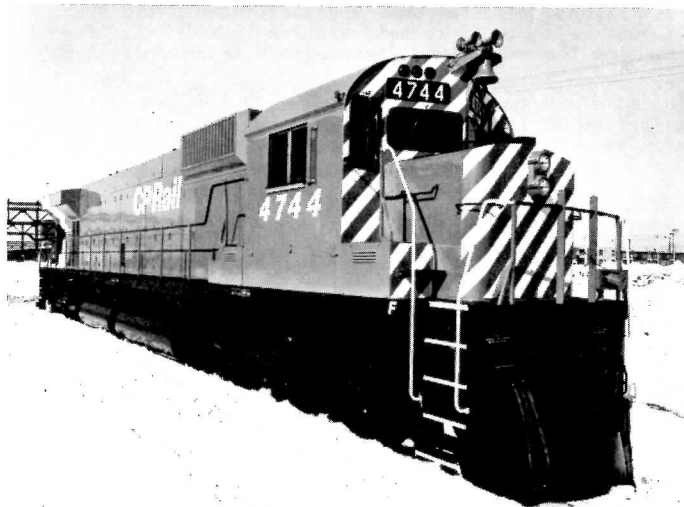
\* Pacific Great Eastern Railway Co. has placed orders worth \$18.8-million for rolling stock and diesel locomotives with three Canadian builders. MLW-Worthington Ltd. has received a \$1.5-million order for four M630 diesel units. National Steel Car of Hamilton has received an order worth \$12.231-million for 700 box cars and 50 piggyback flats. Hawker Siddley Canada has received an order worth \$5.025-million for 300 flat cars and 50 gondolas.

### CANADIAN NATIONAL EQUIPMENT NOTES

\* Canadian National has placed a \$10-million order with Marine Industries Ltd. of Montreal for 750 bulkhead flatcars. Delivery of the order is to be made during the latter part of this year.

### ANOTHER EXPORT DIESEL ORDER FOR MLW-WORTHINGTON

\* MLW-Worthington Ltd. of Montreal has received an order for 35 diesel locomotives from the East African Community (Tanzania, Kenya, Uganda). The \$14-million order is being financed by an interest-free loan to the East African Community by the Canadian Government.



The flared radiator shows up well on this builder's photograph of CP Rail 4744. The experimental MLW-Worthington M640 features the new 18-cylinder 4000 h.p. 18V251 diesel engine as prime mover.

(Canadian Pacific)



## CP RAIL CONDUCTS ELECTRIC LOCOMOTIVE TESTS IN EUROPE

Research and operating personnel of CP Rail have completed full scale tests of electric locomotives on lines with similar climatic and topographic conditions as those in western Canada.

The Voss to Finse section (83.5 km.) of the Bergen to Oslo line of the Norwegian State Railways was the scene of the first test during the week of February 22 to 28, 1971. Technicians from both the Norwegian and Swedish State Railways and ASEA Ltd. (an electric locomotive manufacturer in Sweden) assisted during the tests.

A 6000 hp. four-motor thyristor-controlled AC electric locomotive from ASEA and a dynamometer car were leased from the Swedish State Railways. This motor (Statens Jarnvagar 1044), dynamometer car, twenty passenger cars and a dead diesel as ballast made up the train for the tests.

This line includes a steep 2.2% grade three times the height of CP's Beaver Hill (also 2.2%). The snow depth is about the same and because much of the route is above the tree line, trains are subjected to high winds and severe snowdrifts.

From March 12 to 18, CP was again testing electrics--this time in Switzerland in cooperation with the Berne-Lötschberg-Simplon Railway, Swiss Federal Railways, Brown Boveri Ltd. and Swiss Locomotive and Machine Works. CP Rail combined with Southern Pacific to conduct the tests.

## TRACTION TOPICS

Edited by Alf Nanders.

\* All remaining air-electric PCC cars on the TTC roster with the exception of A-2 class car 4199 have been sold to the Sociedad Cooperativa de Transportes de Tampico, Mexico. Five cars are to be shipped this year, with five cars in 1972. 4228 has already been regauged to standard and overhauled in preparation for its southward journey. Ex-Cincinatti air cars 4589 and 4599 will be the next to leave Toronto.

This sale about wipes out the air-electric PCC car on the Toronto system.

\* Metro Toronto Council has approved the construction of the \$95-million Spadina rapid transit line from Wilson Heights Blvd. to St. George station. The transit line will be built in the median of the \$142-million Spadina Expressway. The cost of the project will be borne by Metro through debentures over 30 years and through a two-mill annual levy which produces about \$12-million a year for subway construction. The transit line is expected to be operational by 1978 at the same time the expressway is completed to Bancroft Ave.

Metro is still awaiting a decision from the provincial cabinet of an appeal by the Spadina Review Corporation against an Ontario Municipal Board decision permitting Metro to continue construction of the expressway.

\* The developer of North York's proposed multi-million dollar civic centre project has threatened to pull out unless Park Home subway station on the North Yonge extension is built or at least roughed in. In a letter to the Toronto Transit Commission, A. A. Bruner, president of Canplex Limited, said the development could not be served by the Sheppard station. W. H. Paterson, general manager of subway construction for the TTC, said he and officials of Metro and North York were studying the possibility of building the station and would report to the commission. Metro Council is awaiting this report before deciding to go ahead with the roughing-in of the station. TTC has recommended against the station on the grounds that the station, halfway between Sheppard and Finch, would cut down the efficiency of the transit service.

\* The TTC has authorized a three-week trip to Europe for L. W. Bardsley, general manager of equipment, and for J. H. Kearns, general manager of operations, to study new transit developments.

A 75 km. section of the Spiez to Brig line of the BLS was chosen. The Frutigen-Kandersteg segment included a steep 2.7% grade. Again operating and climatic conditions were similar to those on CP Rail's lines in British Columbia.

A 6000 hp. electric was supplied by the BLS Ry. and a second engine and dynamometer car was borrowed from the SBB.

Data on locomotive performance characteristics recorded on magnetic tape and charts for both tests were returned to Canada for analysis.

Some thought had been given to running the tests in Canada on CP Rail lines in British Columbia using mobile generator cars. However, high costs and scarcity of specialized equipment ruled this out.

A CP spokesman said that the test locomotive would not be suitable to CP Rail operations. The purpose of the tests was to prove the design performance of the test engines and to gather data useful in designing an electric locomotive suitable for CP Rail needs.

\* \* \*



A-7 class PCC 4447 turns onto Shaw Street from Queen, passing new Western Flyer trolley coach 9221. Shaw Street was used by a number of QUEEN cars on the afternoon of March 26th, because of traffic congestion on the QUEEN line in the downtown area. (Fred Matthews Jr.)



Work is progressing on the North Yonge Subway Extension. This view is looking north under Yonge Street at Sheppard Station on March 31st. Workmen are placing reinforcing steel for the first concrete pour. A total of 15,244 cu. yd. of concrete will be needed for this station pour. (Toronto Transit Commission)

\* Spring brings track replacement and rehabilitation. Trackage was replaced on the short block of Queen St. W. from Dufferin to Gwynne sometime in March, in conjunction with a City of Toronto paving project.

Rehabilitation has also been started westward on King St. W from Dufferin.

\* KINGSTON ROAD streetcars were tied up in both directions for about an hour during the afternoon rush hour on March 5, 1971, when bank robbers threw a suspicious briefcase into the middle of the intersection at Kingston Road and Balsam Avenue. The briefcase, alleged to contain a remote controlled bomb, was used in the holdup of a nearby bank. When police arrested one of the two hold-up men as he left the bank and recovered the stolen money, he dropped his 'bomb' briefcase and policemen kicked it into the center of the street. The police bomb squad removed the briefcase and later found it contained a harmless simulation of a bomb.

\* BATHURST streetcar service was replaced by buses on the morning of April 8th, while repairs were made to the high pressure watermain on Bathurst at Queen.

\* Toronto's first two-way 'step and go' escalator has been put into service at the Old Mill station. Outside rush hours, the escalator is stationary until activated by a passenger stepping on at either end. TTC officials doubt that two persons will ever hit both ends at the same time, since the electronic controls are sensitive to time differences of 1000th of a second. When operated by a passenger the escalator will run long enough to get him from one end to the other and then switch off automatically. It will keep running as long as passengers are stepping on the activating treadle. Converted at a cost of \$9000, the escalator is expected to operate at lower cost than those in continuous use.

\* A contract for the supply and installation of 27 escalators was awarded recently by the TTC to Montgomery Elevator Company Limited. The escalators will be installed in three of the new stations on the North Yonge extension--eight at Lawrence station, eight at York Mills, and 11 at Sheppard.

\* Trolley coach notes: City Transit Company of Dayton, Ohio has received their new trolleycoach 900, built jointly by Western Flyer and the TTC. The future of this very remarkable trolleycoach system in Ohio is anybody's guess. Operating without a franchise from the City of Dayton since the end of 1970, and pending the outcome of negotiations forming a regional transit authority, City Transit would like to see trolleycoaches retained and modernized, while the politicians are interested in a diesel bus operated transit authority. 900 has not yet entered revenue service.

TTC T-8 class trolleycoach 9213 has been loaned to Western Flyer for demonstration purposes. The coach was displayed at the American Transit Association Convention in Milwaukee, Wisconsin on March 30, 1971. Operation of the coach was not possible because Milwaukee changed its last trolleycoach routes to diesel in 1965 and no overhead or 600 volt DC power supply was available.

Following its display in Milwaukee, 9213 was shipped to Boston (via PC) at the request of MBTA officials. The coach arrived in Boston on the afternoon of April 12th. The coach will operate on two Boston trolley coach routes (HURON AVENUE and NORTH CAMBRIDGE) in revenue service, as soon as operators are made familiar with the coach, and other minor matters are ironed out. The coach will retain its TTC number and colours, but will be equipped with Boston roll signs and fare box. It is expected that 9213 will be in Boston for the next three months.

\* Service on the Montreal Metro main line (line 2) was interrupted for three hours on the morning of March 2, 1971, when fire broke out in one truck of a north-bound train stopped at the Beaubien station. Heat from the fire exploded one of the rubber tires, filling the tunnel with black smoke. Between 25,000 and 30,000 commuters were trapped in several trains when power was cut between the Berri-de-Montigny and Henri Bourassa stations. Shuttle buses were used along St. Denis and St. Hubert streets to clear up the backlog of rush hour passengers. Metro service was kept running between the Berri-de-Montigny and Bonaventure stations.

\* A \$430-million extension to the Montreal subway system was approved by the Montreal Urban Community Council in February. The project will involve the construction of 28.3 miles of tunnelled trackage, as well as 48 new stations. Work would commence sometime in 1972 and would finish sometime in 1978.

\* In Pittsburgh, Pa., the Wabash Tunnel under Mt. Washington and sealed for nearly 25 years, will be renovated for use by the Transit Expressway Line, the key element in PAT's first phase rapid transit system. PAT personnel and engineers working on the rapid transit line will inspect the south portal of the old railroad tunnel.

First step in the renovation will be a series of test borings to determine the condition of the tunnel liner and the rock behind the liner. This work is preliminary to design of a new concrete liner. Necessary ventilation and lighting will also be installed. The Transit Expressway, beginning at the Pennsylvania Station in the downtown, will pass through the tunnel enroute to the South Hills communities of Beechview, Dormont, Castle Shannon, Bethel Park and Upper St. Clair. PAT will use the Penn Central's Panhandle bridge across the Monongahela River and railroad right-of-way along the hillside to reach the tunnel.

The Wabash Tunnel was built by Jay Gould, as part of his Wabash Railroad's incursion into Pittsburgh. It was abandoned in 1947 after a spectacular fire destroyed the Wabash Terminal in Pittsburgh's downtown.

\* Most Port Authority Transit routes in and around Pittsburgh were shut down over the weekend of April 10th and 11th as a result of a wildcat strike by PAT transit operators dissatisfied with wage settlements in their new contract. Having been among the best paid operators on the North American continent, 'PAT-men' may someday soon find themselves out of a job, if 'PAT-czar' John Dameron decides to cut transit routes to eliminate financial losses.

\* Fares on the Shaker Heights Rapid Transit's two express tramlines in the Cleveland area have been increased to 50¢ for a ride between Shaker Heights and downtown Cleveland, and 25¢ for a ride inside Shaker Heights and as far as Shaker Square Cleveland.

Fares on the Cleveland Transit System's rapid transit line have also been increased to 50¢ between West Park and Windermere, 75¢ to points beyond West Park (including Hopkins Airport), and 10¢ for transfers to and from surface routes.



Car 502 is the first of 130 air-conditioned bilevel commuter cars being delivered to the Illinois Central Railroad and the Chicago South Suburban Mass Transit District by St. Louis Car Division of General Steel Industries Inc. The "Highliners" (a name for the new equipment chosen in a contest held to select a name) will replace IC's 1921 commuter stock. 502 is shown at IC's Woodcrest Shops after being displayed at Randolph St. station in Chicago for three days late in March.  
(Steve Scalzo)

\* The first line of the Bay Area Rapid Transit District's system will not be opened to passengers until January 1972. The Oakland-Hayward line will carry paying passengers by that time, if no new problems arise, and present problems can be solved. The BART operations department expects to operate the Oakland-Hayward line for six months before carrying passengers in order to train personnel and make sure all facilities are safe and reliable. The line cannot operate until 60 production cars are delivered from Rohr.

## Do You Remember?

Fifty years ago this month the first order for new rolling stock was placed by the Toronto Transportation Commission, as one of the first steps in the rehabilitation of the street railway system of the City of Toronto. On April 27, 1921, an order was placed with Canadian Car & Foundry Co., of Montreal for 100 steel motor cars and 60 steel trailers. The design for the cars selected by the TTC was, at the time, a radical departure from the type of cars operated by the Toronto Railway Company. The Peter Witt design of street car was adopted by the TTC for the new equipment, for it was one of the most efficient of car designs in terms of passenger flow available at the time. The front entrance, center exit, pay-as-you-leave Witt design for the motor cars was in marked contrast to the pay-as-you-enter rear entrance design of the TRC rolling stock.

At the time the order was placed there was considerable agitation to have the new cars built in Toronto. Since no modern car building plant existed in the city equipped to do the work at a cost comparing favourably with the prices of regular carbuilders, it was found that it was impossible for the TTC to have the cars built in the city.

The amount of the order was \$1.27-million, this only for carbodies and trucks. The final price for the completed car with all equipment was between \$17,000 and \$18,000. By comparison one of the Western Flyer E-700A trolley-coaches costs the TTC almost twice as much in 1971.

Following are some of the specifications of the new motor cars:

Numbers: 2300-2498 (even).

Class: K (originally A).

Type: Pay-as-you-leave, front entrance center exit.

Builder: Canadian Car & Foundry Co., Montreal.

Length: 51' 10" Width: 8' 1-5/8" Height: 11' 1-5/8"

Total Weight of Car Complete: 49,500 lb.

Seating Capacity: 57 passengers (58 without heater).

Electrical Equipment: four Westinghouse 533-T-4 50 h.p. motors; Canadian General Electric K-35-XA controller.

Trucks: CC&F cast steel side frames (pattern TS-3265); 5' 10" wheelbase; 30" cast iron wheels; CC&F cast iron journal boxes; 3-3/4" x 7" journals.

Airbrakes: Westinghouse semi-automatic S.M.E.

Handbrake: Peacock staffless.

Couplers: Tomlinson automatic at rear; Victor drawbar at front with portable adapter to engage Tomlinson.

Seats: CC&F slat construction longitudinal seats; 14 Hale & Kilborne slat construction cross seats with hand rail.

Heating: Peter Smith forced draft stove.

Fender: Hudson & Browning Lifeguard.

Headlight: Crouse Hinds Imperial.

Taillight: Nichols Lintern Automatic.

Trolley Catcher: Earl.

Other Appointments: Canvas-covered wood roof; interior woodwork birch stained in cherry; 15 46-watt lights; Faraday signal equipment; Nichols Lintern ventilators; CC&F window guards.

Problems have arisen in the nine prototype cars delivered by Rohr Corp. to BART for testing. The main problem has been the occurrence of 'flashovers' in the motors supplied by Westinghouse. Both Westinghouse and Rohr have technical personnel at work on the problem. The tenth prototype car will be delivered by Rohr as soon as bugs discovered in it can be corrected.

The first production car will not be received by BART until sometime late in June.

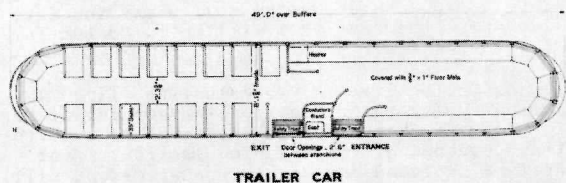
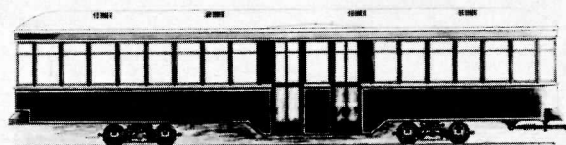
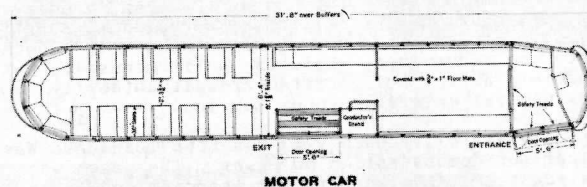
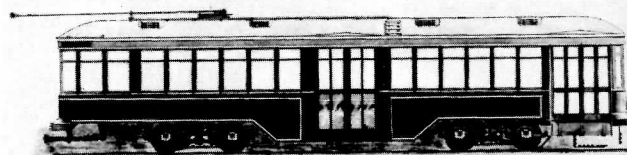
In July 1921, a further order for 40 motor cars was placed with CC&F. These cars were equipped with English Electric Dick Kerr-83 50 h.p. motors and Canadian General Electric Q2-D controllers. These cars were numbered 2500-2578 (even).

The first Witt car (2300) was shipped from the CC&F plant in Montreal direct to the Canadian National Exhibition in Toronto where it was proudly displayed to the citizens of Toronto at the 1921 CNE.

In October 1921, the TTC was sued by Peter Witt and C.S. Wright of C.S. Wright & Co. for \$7000 in royalties (\$50 each on 140 cars). The plaintiffs claimed infringement on their patent (Witt and C.S. Wright & Co. each held half interests on the Peter Witt car design in Canada). CC&F agreed to protect the TTC against any infringement claims.

Two cars from the original TTC Witt order survive today. 2300 itself is part of the Canadian Railroad Historical Association's collection at Delson, Quebec. 2424 is in the Ontario Electric Railway Historical Association's collection at Rockwood, Ontario.

BELOW: The side drawings and floor plans of the TTC's new Witt motors and trailers appeared in the June 1921 issue of Canadian Railway And Marine World. As built, the cars differed slightly in detail to the drawings as depicted here. (UCRS/TTC Collection)



Readers are referred to UCRS Bulletin 55 on the Witt two-door trailers 2301-2419 which formed part of the original order for rolling stock by the TTC. Complete information and a history of these trailers is contained in this Bulletin.