newsletter

Upper Canada Railway Society

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newsletter

Number 305 June, 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.

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THE RESIGNATION of Mr. Alf Nanders as Traction Topics Editor and Director of the Society was accepted with regrets by the Directors at their meeting on June 16, 1971. Alf is moving to Florida, and we wish him well in his new endeavours.

NEXT MONTH.....all about 6218's Retirement.

The Cover

THE OLD AND NEW FACES OF CANADIAN PACIFIC. Standing side-by-side at CP John Street roundhouse in downtown Toronto are D-10h steam locomotive 1057 and F7a diesel electric 4069 (class DFA-15f), on the morning of May 22, 1971. 1057 was in steam, the first CP steam locomotive to be in steam in the Toronto area in over ten years. For more on 1057, turn to page 83.

(NEWSLETTER/Robert McMann)

Readers' Exchange

WANTED TO BUY: Passenger negatives (equipment stills or action scenes) of Canadian railways, old or new, singles or lots. Also photos, negatives or QRL&P (Quebec City) and Levis Tramways. Gerry Burridge, Box 152, Pointe Claire-Dorval 700, Quebec.

NEW MEMBER would like to borrow pre-1970 issues of the NEWSLETTER and copies of UCRS BULLETINS. This kindness would be greatly appreciated. Arnold McLellan, 18941 Pierson, Detroit, Michigan, 48219, U.S.A.

FOR SALE: Complete system sets of employees' timetables all of the same date of CN and CP Rail. Dates are as follows: CP Rail--30/4/67, 29/10/67, 26/4/68, 27/10/68, 27/4/69, 26/10/69, 26/4/70; CN--30/4/67, 29/10/67, 28/4/68. All sets in good condition. Write for prices. John Cooshek, 455 West 26th Avenue, Vancouver 10, British Columbia.

FOR SALE: Recent employees' timetables of Pittsburgh & Lake Erie, Penn Central Lake Region, and Erie Lackawanna Western District. 50¢ each or three for $1.25. Steve Timko Jr., 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.

July 16: (Fri.) Regular meeting. 8 mm film night.

July 23: (Fri.) Special evening streetcar excursion, with PCC car 4586. Leaves Yonge & Wellington 2020; fare $1.00 in advance, $1.50 on the car. Trip length 4 hours. Refreshments available on car. For tickets write Trip Committee.

July 23: (Fri.) Hamilton Chapter meeting. 8:00 p.m. in the CN Station. James Street North, Hamilton.

Aug. 20: (Fri.) Regular meeting. 16 mm film night.

Aug. 27: (Fri.) Hamilton Chapter meeting. 8:00 p.m. in the CN Station. James Street North, Hamilton.

UCRS PUBLICATIONS SALES now has available the new Stompf Hand recording "6218", as featured on the television show "This Land". This 45 rpm single (flip side "Song of the Trains") is yours for only $1.19 (plus 5% Ontario Sales Tax), along with an attractive 8-1/2" by 17" poster of the group with steam locomotive 6218. Also included is a special information sheet all about 6218. A fitting momento of 6218's career as a fantrip locomotive. Get yours today from UCRS Publications Sales, Box 122, Terminal A, Toronto 116, Ontario.

CANADIAN COACH

Have you an interest in the various realms of Canadian urban and interurban public transit?? Then Canadian Coach is your magazine. Current information on all aspects of transit news from across Canada are featured, as are all "Affairs Canadian". Membership forms are available from C. H. Prentice, 30 Longwood Drive, Don Mills 406, Ontario.

RAILWAY NEWS AND COMMENT

RAILWAY TO TRANSPORT ARCTIC OIL???

A feasibility study is currently underway to evaluate the construction of a trans-Canada-Alaska resource railway to carry oil from Alaska's Prudhoe Bay through the Yukon and south to connect with U.S. points. The study, being conducted jointly by the Canadian Institute of Guided Ground Transport at Queen's University at Kingston, Ontario, and Carnegie-Mellon University of Pittsburgh, Pennsylvania, will be completed in September.

A railway to move the oil may be the best solution to the problem of transport. This was indicated in a preliminary study conducted by Carnegie-Mellon. The big advantages found in the preliminary study were:

Railways have operated sucessfully for years across permafrost in the Yukon and northern Manitoba without harming the tundra or the ecology. (One of the major fears about an oil pipeline is that the permafrost will be melted because the oil must be heated to pass through the pipeline.)

If an oil tank train has an accident, only oil from ruptured cars will spill while a ruptured pipeline will leak large amounts of oil before it can be closed. Super tankers are a much greater threat to the ecology than either railways or pipelines.

Arctic wildlife such as migrating caribou herds have shown no fear of crossing existing Yukon railway lines but may refuse to jump pipelines.

Arctic ores can also be moved south by rail and supplies brought north. Pipelines and tankers are a one product, one direction facility.

The study currently underway is examining a possible 'transportation corridor', beginning in Alaska, crossing into the Yukon perhaps by the Mackenzie River valley and south through Alberta into Montana. It would be basically for a railway, but it would provide right-of-way for both oil and gas pipelines if they can be perfected without damaging the permafrost.

One main route under study is from Prudhoe Bay along the north shore of Alaska into the Yukon and south along the Mackenzie River valley, possibly connecting with Pine Point on the Great Slave Lake Railway or coming south through Norman Wells to Edmonton. It would connect with existing rail lines in Alberta or--if unit trains are approved--be built as a new line south into Montana for distribution by U.S. pipelines.

Preliminary estimates of the cost range from $2.6 to $3.2-billion.

The federal Ministry of Transport and Canadian National are interested in the project. CN Great Lakes Region Vice-President Robert A. Bandeen is chairman of the board for the Canadian Institute of Guided Ground Transport, and commented on the project: "From an ecological or environmental aspect, a railway has the other transportation means beat in the Arctic.....and the initial economics appear to be interesting."

NEW COAL TERMINAL FOR PRINCE RUPERT

The construction of a multi-million dollar bulk terminal for the Prince Rupert area of British Columbia has been virtually assured, according to A. H. Hart, senior vice-president of Canadian National, in a speech to the Canadian Chamber of Commerce in Kelowna recently. The final contract for the new terminal to handle coal for Japan is expected to be signed before the end of the year once Federal Government approval is obtained.

Construction of the terminal is a stipulation in a new agreement negotiated by McIntyre Porcupine Mines Ltd. of Toronto, to export an additional 45.7 million long tons of coking coal from Alberta to Japan. The fifteen-year agreement specifies that the bulk of the coal must be shipped through Prince Rupert, which is 450 miles closer to Japan than Vancouver. The coal will be carried to the port by CN unit trains. Shipments will begin 30 months following the signing of the construction contract.

The new terminal will ease the pressure on Vancouver. Last year the Port of Vancouver handled eight million tons of bulk freight, 887 million board feet of lumber, 217 million bushels of grain, and 30,000 container units, most of which was moved to and from the port by rail.

KOOTENAY & ELK TO APPEAL TO SUPREME COURT

Kootenay & Elk Railway Co's bid to construct a railway line from the coalfields of southeastern British Columbia to the U.S. border was turned down by the Canadian Transport Commission on May 14th. The application was turned down on a legal technicality in the Railway Act.

CTC vice-president Pierre Taschereau said that except for this point he would have approved the 80-mile railway from Line Creek to Roosville West, B.C., on other grounds. Mr. Taschereau said the only reason he could see for the denial of the application was a provision in the Railway Act prohibiting a common carrier from interchanging traffic with a company that is not a common carrier. The K&E, an industrial or private railway, was proposing to carry on such traffic with Burlington Northern, a common carrier. BN is described as a common carrier because it accepts all goods, while K&E would carry coal exclusively.

Meanwhile, the British Columbia Cabinet has given the Kootenay & Elk until July 1, 1974 to complete its line. This has been given in the face of the CTC decision.

The final decision on whether the K&E line will be built will possibly be made by the Supreme Court of Canada. The Supreme Court agreed on June 8th to hear an appeal by the K&E against the CTC decision denying it permission to construct its line. The Supreme Court's ruling on the K&E appeal will be crucial to the coal trade in British Columbia as whether the coal moves to tidewater through Canada or the United States.

NON-OPERATING UNIONS AGREEMENT REACHED

Non-operating railway men belonging to seven different unions ratified a two year contract May 10th with Canada's major railways. Under the terms of the new agreement, the non-operating employees will get an 8% pay increase in the first year of the contract, and 7% in the second year. The contract expires December 31, 1972.

The agreement also includes major improvements in vacation benefits, job-security and sick pay. Under the job-security plan, railway employees, who have been hard hit by layoffs caused by technological change, will be paid 80% of their regular salary for a number weeks, depending on the length of service. Benefits for the cost of relocating to new job sites, early retirement pay and severance pay have also been increased in the new contract.

UNITED TRANSPORTATION UNION SETTLEMENT REACHED

A settlement providing for substantial wage increases and improved benefits for 14,100 trainmen, yardmen and yardmasters was signed May 16th by union and management negotiators for Canadian National and CP Rail. The settlement is still subject to ratification by members of the United Transportation Union.

The settlement calls for a two-year contract with a wage increase of 8% retroactive to January 1, 1971, and another 7% increase January 1, 1972. Also called for are major improvements in health, welfare, vacation and holiday benefits, some of which are: increased company-paid life insurance amounting to $4500 for each employee; a $500 life insurance policy on retirement.

CN EMPLOYEE WALKOUTS

Two hundred Canadian National trainmen, engineers, and firemen returned to work on May 27th on freight operations through the Rocky Mountains after walking off their jobs on the 25th at Jasper, Alberta, in protest against the 90-day suspension of four men accused of running through a red stop signal at Red Pass, British Columbia. An agreement was reached to reopen an investigation in Vancouver into the disciplinary action against the four. The workers also protested against a recently installed central control system for trains, which the men said was hazardous.

On May 27th 250 yardmen in Edmonton booked off sick to protest against union contract terms they considered unfair.

FIREMEN'S AGREEMENT SIGNED

Canadian National Railways and CP Rail have signed contracts with 2300 locomotive firemen providing a 6.5% increase retroactive to September 1, 1970 for CP Rail men, and July 1, 1970 for CN workers. The agreement calls for a yearly increase of 8.5% after the first year and 3.5% after the second year. The CN contract runs to December 31, 1972; the CP Rail contract is in force to February 28, 1973.

CP RAIL TO BUILD RAIL LINE TO PULP MILL

The Senate Commerce Committee approved a bill authorizing CP Rail to construct a 62-mile rail line to the site of a proposed pulp mill in northwestern Saskatchewan on May 26th. The rail line would run from the Meadow Lake area, about 136 miles northwest of Prince Albert to the Dore Lake area.

Saskatchewan Treasurer D. G. Steuart told the senators the $6.5-million railway line and $117.7-million pulp mill are vital to the economy of the area. Area population is about 6000, and approximately 95% of the adults in the area are on welfare. The mill would employ around 480; another 700 would work in the woods and 500 to 600 would work on the townsite. The mill will be 70% owned by Parsons and Whittemore Inc., and the other 30% by the Saskatchewan Government.

CTC APPROVES REMOVAL OF CP RAIL AGENTS IN MARITIMES AND PRAIRIES

The Canadian Transport Commission gave approval April 27th to the application of CP Rail to remove 25 agents and one caretaker from stations in New Brunswick and 23 agents from stations in Nova Scotia. The removal of the employees would be authorized when CP Rail opens a customer service centre at Lancaster, New Brunswick.

In New Brunswick agents are to be removed from the following points: Fredericton Junction, Saint John, Canterbury, Woodstock, Hartland, Florenceville, Lancaster, Bristol, Harvey, Bath, Upper Kent, Perth Junction, St. George, St. Andrews, St. Stephen, Plaster Rock, Grand Falls, St. Leonard Junction, Edmunston, North Devon, Burtt's Corner, Millvale, Mackawic, Minto and Chipman. The caretaker at Pennfield will be removed.

In Nova Scotia agents will be removed from stations in Hantsport, Wolfville, Port Williams, Lawrencetown, Bridgetown, Annapolis Royal, Windsor Junction, Cornwallis, Kentville, Waterville, Berwick, Bear River, Weymouth, Church Point, Meteghan, Yarmouth, Bedford, Aylesford, Kingston, Brooklyn, Kennetcook, Truro and Rocingham.

CP Rail's application to set up a central customer service centre and remove 97 employees from Manitoba and Saskatchewan stations in its Brandon Division was approved by the railway transport committee on May 18th. The committee said it is satisfied that the railway resolved virtually all opposition to the plan and that the application for the service centre should be granted. It further ruled that the stations in the Brandon Division serviced by passenger trains be kept clean, heated and lighted.

The service centre will be set up in Brandon and will handle all reservations and inquiries. Prospective passengers will have direct telephone communication with the centre to make reservations, obtain travel information and arrange for delivery of tickets. Local tickets will be available from conductors. Packaged freight will be handled through merchandise terminals or contracting representatives.

It is estimated that only about 20 of the employees to be removed will lose their jobs with the railway. Others will be required to fill positions in the Brandon centre, and the manning of mobile representatives positions. There will also be some early retirements.

The Canadian Transport Commission announced public hearings in Montreal and Quebec City to hear views on an application by CP Rail to remove 67 agents from stations in Quebec. The hearings commenced in Montreal June 10th and continued in Quebec City June 14th. CP Rail wishes to set up a central customer service centre at Cote St. Luc yard in Montreal which is designed to deal with much of the work now handled by local stations. The railway has applied to the CTC to removed 55 agents, 10 caretakers and two caretaker-agents from Quebec stations.

NEW FERRY ENTERS SERVICE

CP Rail on May 15th christened its new $8-million Bay of Fundy ferry vessel "Princess of Acadia". The christening was performed by Mrs. G. E. Benoit, wife of the vice-president of CP Rail's Atlantic Region, in a shipboard ceremony at Saint John Shipbuilding and Drydock Limited. The ceremony was attended by provincial and municipal government dignitaries as well as officials of CP Rail and the shipbuilders.

The new vessel was introduced in service on the 42-mile run between Saint John and Digby on the Bay of Fundy May 26th. The 480-foot, 6650-ton ship has capacity for 650 day passengers as well as 159 automobiles or forty 45-foot truck trailers and seven tractors or combinations of both. It is equipped with bow and stern doors for 'roll-on/roll-off' vehicle loading. Two round trips per day are made.

The Federal government contributed 22% of the vessel's cost in a shipbuilding subsidy and also provided new terminal facilities at each port at a cost of $16-million.

While the new ferry is not equipped to handle railway cars, it will substantially increase CP Rail's ability to penetrate the Nova Scotia transport market. CP Rail has no direct link with the province, although its subsidiary, the Dominion Atlantic Railway, operates between Halifax and Yarmouth.

CP Rail's east coast rail operations are concentrated in New Brunswick. It has access to the largest volume of cargo moving through Saint John. It has not directly benefitted from an increase in shipping through Halifax. Much of this increase has been in container traffic moved by CN. The roll-on/roll-off capability of the new ferry should stimulate the growth of highway traffic across the Bay of Fundy.

DERAILMENT AT BRENT

The CN main line between North Bay and Ottawa was blocked for more than twelve hours May 17th by a derailment at Brent in Algonquin Park. Officials said three cars and the caboose of an eastbound express train were derailed. A brakeman was injured when the caboose fell down a 20-foot embankment.

Traffic, including the Super Continental, was rerouted between North Bay and Ottawa over CP Rail trackage.

WATER BOMBER USED TO FIGHT FIRE AT TRAIN DERAILMENT

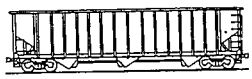
A Quebec Forest Services water bomber aircraft was used to help fight fires in fifteen cars of wood chips and other wood products in a derailment of a CN freight at Causapscal, Quebec, on May 28th. Three tank cars loaded with gasoline burst into flames when several cars in the 80-car eastbound freight were derailed. Flames from the gasoline ignited the wood. Other cars from the train fell into the Matapedia River.

The water bomber aircraft picked up water from the river and dumped it on the flames to assist firemen. Rail traffic was rerouted through Edmundston, New Brunswick.

TRACK REMOVAL IN QUEBEC LOWER TOWN UNDER STUDY

Jean Marchand, federal minister of regional economic expansion, announced May 14th a negotiating committee has been formed to study methods for relocating CP Rail trackage which cut through the lower town section of Quebec City. The committee will submit its report by September 15th. A citizens' group calling itself CP Removers has been pressing for removal of the tracks to make room for development of the depressed lower town district.

Mr. Marchand said the work of the negotiating committee will be strictly technical. It would attempt to find the best method of relocating the tracks and the cost of the relocation as well as determining who should pay for the work involved. All parties involved agree that the tracks should be removed.



Consolidation 103 of the Toronto, Hamilton and Buffalo Railway was opened for display by the UCRS Hamilton Chapter on Sunday, June 13th, to help celebrate Hamilton's 125th Anniversary. The general public flocked to Gage Park to view the engine's cab interior and other parts of the running gear. As can be seen in the accompanying photograph, the response of the public was most gratifying.
(Charles Doubrough)

PENN CENTRAL TO SELL ASSETS

Penn Central Transportation Co. announced June 2nd that it was putting on the market ten blocks of real estate in downtown Manhattan, among the most valuable property in the United States. Penn Central is very hard pressed for cash.

The property includes the land on which are located the Waldorf-Astoria Hotel and 22 other buildings erected in this century and ranging from 16 to 59 storeys high. There is no estimated value but some believe the property could bring in $1-billion.

The property comprises roughly one-fourth of the total assets of the company, now in reorganization under the federal Bankruptcy Act in U.S. District Court.

The four trustees, appointed by the court to get the giant transportation firm back into a profitable position, said the decision to sell the land follows policy to dispose of all holdings not essential for the running of freight and passenger trains.

"Availability of cash to the railroad from any sales would depend upon the timing of the sales as well as the ultimate disposition of encumbrances, such as mortgages, and other interests affecting the properties," the trustees said in a statement.

PRAIRIE DOG CENTRAL RUNS AGAIN

Winnipeg Hydro 4-4-0 #3 and her train of vintage wooden coaches will be operating this summer out of Winnipeg on CN's Cabot Subdivision. The schedule calls for operation Saturdays, Sundays and statutory holidays during July, August and September to Labour Day and on Sundays only to Thanksgiving. Trips will run at 1000, 1230 and 1500 CDT on days during the summer to Labour Day and in the afternoons only during September and October. Fares are adults $2.00, children 5-11 $1.00 with no charge for children under 5 not occupying a seat and accompanied by an adult.

Where is the station? To get to the station (located at Elmhurst Road off Wilkes Avenue in suburban Charleswood) drive west from Winnipeg on Grant Avenue or Roblin Blvd. and turn south on Elmhurst Road and drive until you cross the CN tracks. If travelling west on Wilkes Avenue turn north over the CN main line and past the Federal elevator. Ample free parking is available.

The trip operates a return distance of fifteen miles, taking approximately one hour. For more on this interesting steam operation, see the September 1970 NL, page 104.

WORTH NOTING...

* Pierre Berton has completed the second volume of his two-part work on the CPR. The Last Spike will be published by McClelland & Stewart and will be released on September 13th. The press run will be 75,000 copies, 55,000 more that the first run of The National Dream.

* F. S. Burbidge has been elected as Vice-President of Canadian Pacific, and has been appointed senior executive officer of CP Rail, succeeding S. M. Gossage who retired May 11th after 45 years with the company. Mr. Burbidge was formerly vice-president of marketing and sales for CP Rail.

* Tenders recently called by Canadian National:
  - for the construction of a carload building, Servocentre, Vancouver, British Columbia;
  - for the construction of a yard office building, Lynn Creek Yard, North Vancouver, British Columbia;
  - for the construction of grading and drainage for the Ste. Scholastique diversion, mile 19.38, Montfort Subdivision, Ste. Scholastique, Quebec.

* Canadian National is planning to set up 80 service centres across the country, 25 of them in the Great Lakes Region. R. M. Veemis, manager of CN's southwestern Ontario region said: "On line information on car location will have the same effect, through better car utilization, as would the addition of 5000 cars to the total fleet."

* A slow moving freight train moved through paper tapes April 20th to inaugurate the opening of trackage underneath the $20-million first installment of Project 200 in Vancouver. The massive waterfront redevelopment scheme costing over $300-million, has been designed to sit over CP Rail's 18 parallel switching tracks. Five of the tracks were uprooted to allow foundations and piers to be poured for a 35-storey office tower.

EQUIPMENT NOTES...

CP RAIL MOTIVE POWER NOTES

* DRS-20b GP38 deliveries from GMD in London:
  3018 -- Mar. 19/71
  3019 -- Mar. 19/71
  3020 -- Mar. 24/71

* CP Rail has placed a $10-million order with General Motors Diesel of London for 24 3000 hp. SD40 diesel locomotives. The locomotives are scheduled for delivery in the first quarter of 1972 and will be used in coal unit train service from the Fording Coal mine site at Natal, British Columbia to the port at Roberts Bank.

* The following passenger "A" road units are to be transferred from Winnipeg to Montreal:
  DPA-15a -- 1400, 1402-4
  DPA-17a -- 1405-1414
  DPA-15b -- 1416-1418
  DPA-15d -- 1432 (eighteen units)

The following "B" units have had their gearing changed from 89 to 65 mph for freight service and have been renumbered and reclassified:

Old Number and Class		New Number and Class	
1900	(DPB-17a)	4473	(DFB-17a)
1901		4474	
1903		4475	
1904		4476	
1905		4477	
1907		4478	
1908	(DPB-15a)	4434	(DFB-15c)

These units are still assigned to Winnipeg. All retain their steam generators so that they will be available for heating passenger trains.

CANADIAN NATIONAL STEAM POWER NOTES

* U-2-g 4-8-4 6218 was moved from Toronto to Montreal June 1st. The engine is to be restored in Montreal to its World War II appearance, with smoke deflectors and rectangular herald on the tender, for the "Countdown 6218" trips June 26, 27, and July 3 and 4.

* J-4-d 4-6-2 5107 left CP Rail John St. roundhouse in Toronto for Kapuskasing May 27th, where it is to be on show for Kapuskasing's Old Home Week (May NL, page 63).

CANADIAN NATIONAL EQUIPMENT NOTES

* Canadian National has placed an order with Marine Industries Ltd. of Montreal for 750 bulkhead flatcars. Deliveries on the $10-million order are to be made during the latter part of this year.

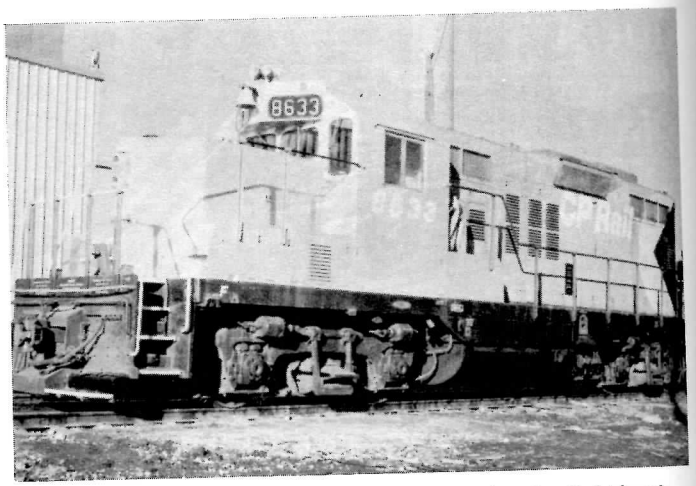
* National Steel Car Corp. of Hamilton has received a $14-million order from CN for 500 70-ton insulated boxcars. Deliveries will begin in December and will be completed in February of next year.

* CN has placed an additional $1.1-million order with Hawker Siddley Canada Ltd. for 60 85-foot container flatcars. The cars are to be built at Hawker Siddley's Trenton, Nova Scotia plant.

PROTOTYPE ALUMINUM GONDOLA CAR

* A prototype railway coal gondola car that will lower transport costs per ton-mile by about 10% is being built for Alcan Canada Products of Toronto, a division of Aluminium Co. of Canada Ltd., and Procor Ltd. of Oakville, a subsidiary of Trans Union Corp. of Chicago, by Procor at its Oakville plant. The federal Department of Industry, Trade and Commerce is assisting in the project.

The prototype offers a 23% saving in car weight, providing a payload of 112-tons, up to 11.5 tons more than conventional cars. The companies expect the new car to be used in unit trains to transport coal to the West Coast for export to Japan, or to transport higher quality Alberta coal eastward to replace coal imported from the United States.



Here's CP Rail GP9 8633 resplendent in the Multimark paint scheme, complete with new chop nose, ready to go to work on the hump at Alyth Yard, Calgary.
(Bob Loat)

CP RAIL EQUIPMENT NOTES

* CP Rail has placed an order with Hawker Siddley Canada Ltd. for 200 all-steel, 70-ton drop bottom ore cars. The $3-million order will be built at Hawker Siddley's Trenton, Nova Scotia plant with deliveries during November and December of this year. The cars will be used in assigned service with International Nickel Co. Ltd. at Sudbury, Ontario. The capacity of each car is 1304 cubic feet.

* Hawker Siddley Canada Ltd. has received an order from CP Rail for 410 steel 100-ton gondola cars. Deliveries are to begin in December. The cars will be used in unit-train coal haulage service in Western Canada.

CP RAIL WESTON SHOPS EXPANSION AND RENOVATION

CP Rail has announced a two-year $5.6-million expansion and renovation program to begin this month for its Weston Shops in Winnipeg that will increase maintenance work and overhaul work there and help centralize operations.

The first step is the construction of a $688,000 paint shop to convert CP Rail's equipment to its new colours and multimark and install colour-coded panels for computerized car identification.

A semi-automated wheel and axle shop costing $2.744-million will be built and a further $2.233-million will be spent renovating the existing shop, which manufactures point and cross-over sections of track.

BRIEFLY.....

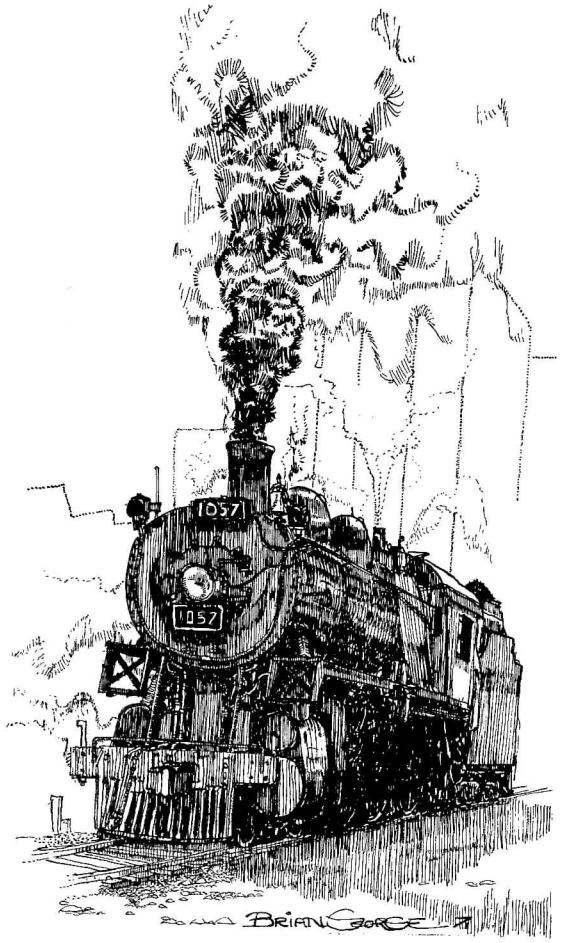
* U-boats in the Rockies! Pacific Great Eastern Railway has completed leasing arrangements with Lake Superior & Ishpeming for two General Electric U33C diesels currently on lease to CP Rail. LS&I 2302 and 2303 will shortly be seen running on PGE's main line in the Rockies.

* "Sir James", the former Ontario Northland private car owned by Andrew Merrilees, has been sold to Conklin Shows of Vancouver. The car will be delivered to Ottawa to join the rest of the Conklin train. Work on "Sir James" is being done at CP Rail John St. yards in Toronto prior to delivery.

For a complete history of the car, see the December 1969 NEWSLETTER, pages 129-130.

YUGOSLAV DIESEL ORDER FOR MLW-WORTHINGTON

* ZTP Belgrade Railways of Yugoslavia has signed a letter of intent for an $8-million lease-purchase agreement for 20 diesel electric locomotives and components with MLW-Worthington Ltd. of Montreal. Under the contract, title to the locomotives stays with MLW-Worthington until payment is complete.



D-10

On the weekend of May 22 and 23, 1971, the rare sound of a Canadian Pacific steam locomotive whistle was heard in downtown Toronto. An authentic Canadian Pacific steam locomotive was indeed alive and running, for the first time in eleven years.

The location for this remarkable event was Canadian Pacific's downtown Toronto railway facility--John Street roundhouse and yard. The locomotive was D-10h 4-6-0 1057, with a fire on her grates and steam in her boiler for the first time since her retirement in May 1960.

1057's resurrection from the dead to the ranks of the living on this weekend is remarkable and due to the efforts of one man and a dedicated group of workers. The story of the engine's restoration deserves to be told.

Let us look back and take a look at the history of this particular locomotive. 1057 was one of 502 dual service 4-6-0 steam locomotives of class D-10 built by and for Canadian Pacific from 1905 to 1913. These engines were well suited to the tasks they performed, and were equally at home pulling freight, passenger and mixed trains, or working in the yard, or on the grade in pusher service. Samples of the D-10 class could be found almost everywhere the CPR had trackage in Canada--from Nova Scotia to Vancouver Island.

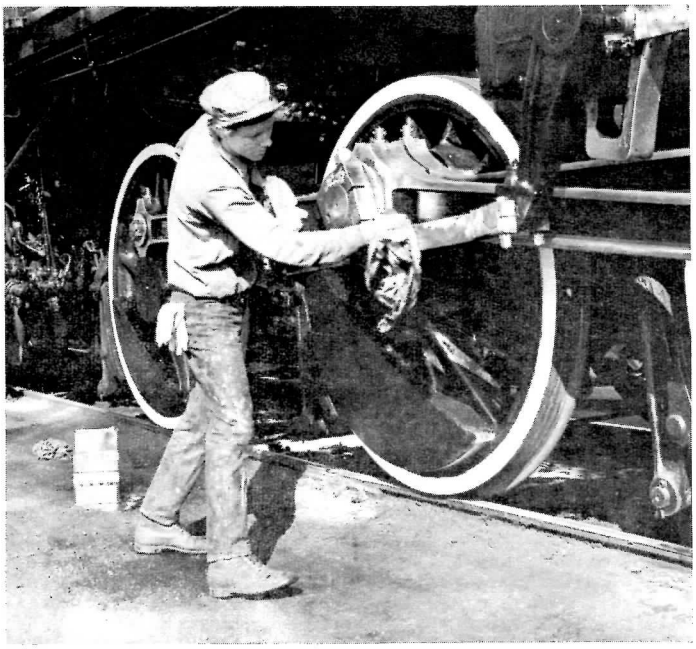
1057 herself was built in December 1912 by the Montreal Locomotive Works (serial 52074) as railway class D-10h. She was assigned to Winnipeg and ran out of there up to 1918. The engine was then reassigned to points in Northern Ontario. In 1924 1057 journeyed to Montreal for shopping, and was then assigned to Algoma, where she saw service for twelve days before being badly damaged in a roundhouse fire! 1057 was out of service until April 1926, when she emerged from Angus Shops and was again assigned to Algoma. The engine saw service at various points in Northern Ontario from 1927 to 1936 when she was again shopped at Angus. Following this shopping 1057 was assigned to North Bay, then (1938) to Swift Current, Saskatchewan, and in the same year Schreiber. She stayed put in Northern Ontario until time came for another shopping in March 1941. During the World War II years 1057 did her bit for the war effort at various points in Northern Ontario from Cartier to the Soo. In 1946 and again 1947, 1057 saw the inside of Angus Shops. She took up residence at Parry Sound until June 1950, when she again went to Angus. She again worked up in Northern Ontario until November 1954. She was once again a resident of Angus, this time until February of 1956. From 1956 to her retirement, 1057 saw service at Lambton, Trenton, Owen Sound, Orangeville, and finally Lambton, where she was on standby renting from December 1959 to April 1960. 1057 was one of the three steamers assigned to the famous triple-headed steam excursion to Orangeville on May 15, 1960.

In August 1960, 1057 was purchased by UCRS member Don McCartney. The locomotive's driving tires were renewed by the railway prior to removal from service. 1057 was placed on a siding at the Regal Stationery plant in suburban Leaside. Don spent considerable time in the ensuing years preserving the locomotive. In the spring of 1970 the engine was placed on sale and was purchased in March by Herbert Hansen of Elgin, Illinois, president of the Illinois Railway Museum. Mr. Hansen undertook arrangements to have the locomotive restored to operating condition, and on May 16, 1970, 1057 entered John Street roundhouse of Canadian Pacific in downtown Toronto for restoration.

The restoration of the engine was undertaken by John C. Clarke, Assistant Roundhouse Foreman at John Street, and sixteen non-railway employees. The engine was in very good condition; Don McCartney having kept the engine painted and protected over the last ten years.

In order to have the engine pass the necessary inspections in order to enter service in either Canada or the United States, the following work was performed by John Clarke and his associates.

1057 sets on the siding beside the Regal Stationery plant in suburban Leaside. (John Thompson)



Phillip Clarke puts a high gloss on the right eccentric rod of 1057's valve gear. (NEWSLETTER/Robert McMann)

The boiler and firebox--the heart of any steam locomotive --received the following work. All metal lagging on the boiler was removed and repaired. The boiler exterior was descaled. All scale was removed from the interior of the boiler and washed out. Twenty gallons of jacket cleaner were applied to the interior of the boiler and then neutralized with formula Y-2 under boiler pressure of 150 p.s.i. for two hours, the boiler then drained and washed. The boiler received a hydrostatic test at 325 p.s.i. and passed (July 1970). Thirty-four bottom generating tubes were replaced. All thirty-two superheater units were removed and tested to 325-340 p.s.i.; fifteen were welded and retested. All male and female superheater joints were refaced. A new brick arch was applied in the firebox. The floor in the smokebox was replaced and high temperature cement applied under the new floor. A new gasket for the exhaust pot was applied and tested. The exhaust pot flange was brazed and certain studs for the exhaust pot replaced. The blower tip was lapped into the exhaust pot. The throttle was removed and ground in. All front end plates were refitted, after being descaled. Seven front end bolts were replaced. One stud in the front end door was renewed. Cement and asbestos rope was applied to the front end joint. The throttle dome copper ring was replaced, and eleven of fifteen dome studs replaced. The M3 feedvalves were replaced. The distributing valve was dismantled and cleaned. All three safety valves were dismantled, cleaned, machined and lapped in. #1 valve was set to 202 p.s.i.; #2 was set to 204 p.s.i.; #3 was set to 206 p.s.i.

Next to receive attention was the running gear on the engine. The pistons and valves from the cylinders were removed, tested, cleaned and applied. The cylinder head nuts were applied. All cylinder cocks were removed machined and applied. The main rods were removed, cleaned, tested, polished and painted. The right and left knuckle bushings were replaced. The leftside big end bushing was replaced. The reverse gear was completely dismantled and both piston cups found to be satisfactory. New piston packing was applied and the turn buckle refitted and end of the piston rod. All driving brake shoes were replaced. The valve gear was removed, cleaned, polished and tested. Pins were refitted where necessary. The right and left union link bushings in the valve gear were replaced. All crank pins were tested. The crosshead slippers were babbited and machined. The right and left main engine valves were squared. The packing for both right and left valves and cylinders were removed and cleaned.

The following work was done on the air compressor. Both piston rods were dismantled, machined and applied. New piston packing was applied. All valves were removed, cleaned and reseated. All gaskets were annealed. New lagging was applied. Following all this, the compressor was checked out on a dry run.

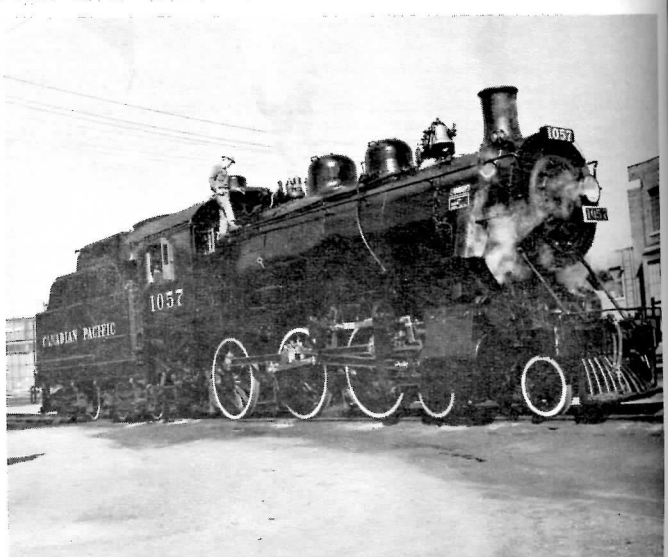
The main drivers and front engine truck received some attention. All journals on the drivers were buffed and polished. All spring plates were cleaned and repaired. New grease cakes were manufactured and applied. Driving wedges were adjusted where necessary, and new split pins were applied top and bottom to engine brake hangers. The centre casting on the front engine truck was examined cleaned and greased. All brasses on the truck were removed, examined and scraped. New journapaks were applied.

The following work was done on the cab of the locomotive and on fittings within the cab. All valves on the right and left turrets were examined, packed and polished. The water glass supply tube was annealed. Both right and left injectors were dismantled, replaced and polished. The throttle shaft was cleaned and replaced. The reverse mechanism was dismantled, inspected and polished. The Leslie steam heat valve was examined and cleaned. To the cab itself, the framing for the right and left windows was replaced, and the glass in the windows replaced with safety glass. The engineer's, fireman's and brakeman's seats were reupholstered, and the wooden floor under the fireman's seat replaced. The metal floor under this seat was cleaned and treated also. Lining in other parts of the cab was replaced where necessary. The main deck was replanked and a new wear plate installed. The fireman's seat box was replaced. Finally the interior received a paint job where it was necessary.

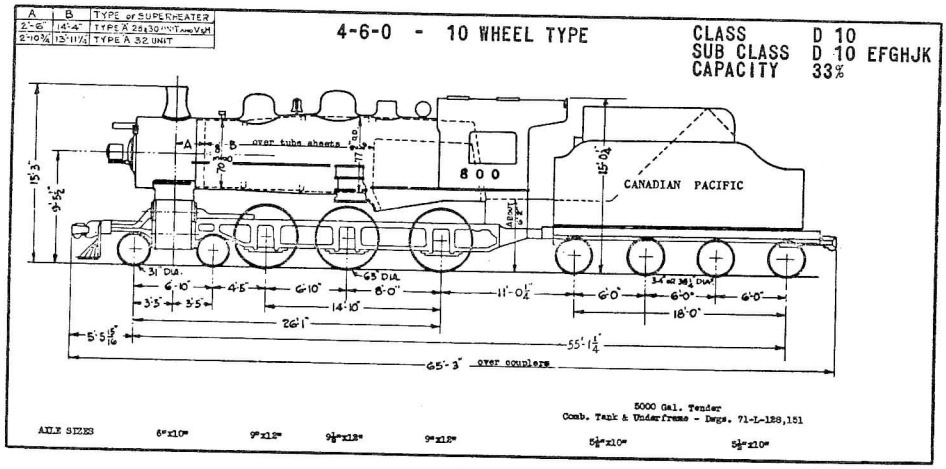
Other fixtures on the engine received attention. All air and steam gauges were dismantled, cleaned and recalibrated. The air compressor governor was cleaned. A new style diaphram was applied to the signal valve, and its piping modified. The signal whistle was cleaned and adjusted. The independent brake valve was dismantled, cleaned and lapped in. The automatic brake valve was dismantled, cleaned and lapped in, and a steam gasket on it replaced. The dynamo was removed, cleaned, the interior painted and tested for thirty-two volts. The locomotive's bell was cleaned and polished, and a new cable applied. The electrical number plate was cleaned, relettered and repainted. Right and left marker lamps were examined and repainted. The metal number plate was repainted and the brass numbers removed and polished. The headlight was cleaned and painted. The backup light was rebuilt and painted.

Seven stays on the locomotive's front pilot were removed, replaced where necessary and repainted. The front coupler was removed and new bolts, hex nuts and washers applied. The coupler mechanism was inspected. The front buffer beam was replaced and treated with Domtar GSO.

Other work done on the engine included the renewal of all piping with extra heavy iron piping for bell ringer, sand distributor and sander. The lubrication lines to the right and left pistons and valves were annealed. The builder's plates were cleaned and painted. The left Okadee blow-off cock was dismantled, cleaned, polished, lapped in, and the operating steam replaced. The blow-off cock in the throat sheet was machined and lapped in. The left top check flip valve was replaced, and the right valve reseated.



Assistant roundhouse foreman John Clarke adjusts the safety valves on 1057's boiler.
(NEWSLETTER/Robert McMann)



The tender was also subjected to some heavy work. Four wheelbarrows of scale and rust were removed from the inside of the tender water compartment. The interior was cleaned with a needle gun. Bitumex was applied to all surfaces and three patches applied. The buffer beam was replaced. The coal bunker was completely rebuilt with new B.C. fir. The rear footboards were replaced. The tender drawbar and pins were removed, examined and tested. The bushing was replaced on the tender side of the drawbar, and an extra bushing was machined. The steam hoses between engine and tender as well as the rear steam hose on the tender were replaced with flexible Barco type hose. All journal brasses on the tender trucks were removed, inspected and scraped; the right #4 brass being replaced. Eight Journapaks were applied to the journals. The right and left tender water supply hoses were replaced. The right and left water tank wells were removed and enlarged in diameter, and the right and left goose neck nipples replaced with larger ones. The right and left goose neck flanges were bronzed and machined, and the gaskets replaced. The tailight wiring and piping were replaced.

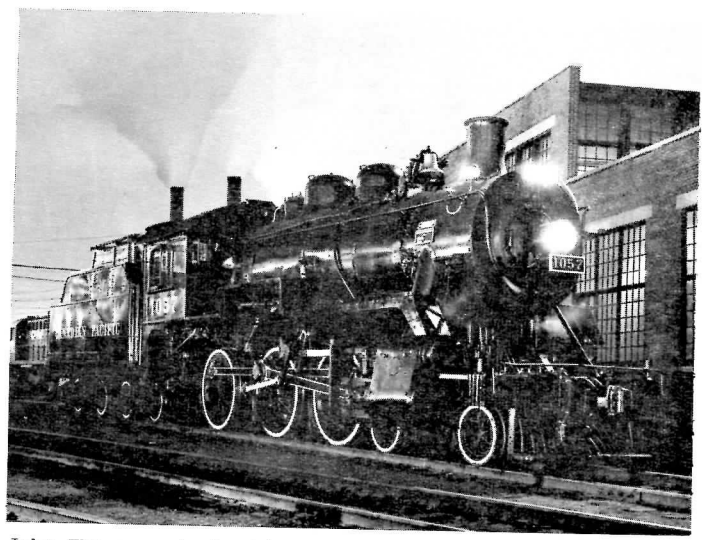
With all the preceding out of the way, the locomotive and tender were then painted. Firstly the boiler exterior, engine frame, undergear and tender were steam cleaned. There were five coats of paint applied to the boiler lagging. The cab and tender were renumbered and relettered with imitation gold paint. Body filler was used on the cab where necessary, and the cab received seven coats of paint. The tender exterior received five coats of paint. All compartments within the tender were painted with aluminum paint; the top of the tender under the coal bunker painted with two coats of aluminum paint. Finally the tires on the engine and tender were trimmed in white.

The engine successfully passed all CTC and ICC inspections in early May 1971, and before the locomotive was steamed, permission was obtained from the necessary Canadian Pacific officials.

The weekend of May 22 and 23 was the date the locomotive was fired up. 1057 operated up and down the shop trackage as far as Bay Street, to the delight of the visiting rail buffs who were invited along. Certain CP officials were observed in the cab, reliving old times when they worked on the right side of a steam locomotive. On the Sunday, the other steam residents of John Street were hauled out and placed side by side on the access trackage to the turntable for inspection and photography. The "steam-in" was considered to be a success.

What of the 1057 now?? The locomotive still resides at John Street roundhouse in downtown Toronto. It is anticipated that 1057 will soon take up residence on the line of its new owner at the Illinois Railway Museum at Elgin, Illinois.

Canadian Pacific



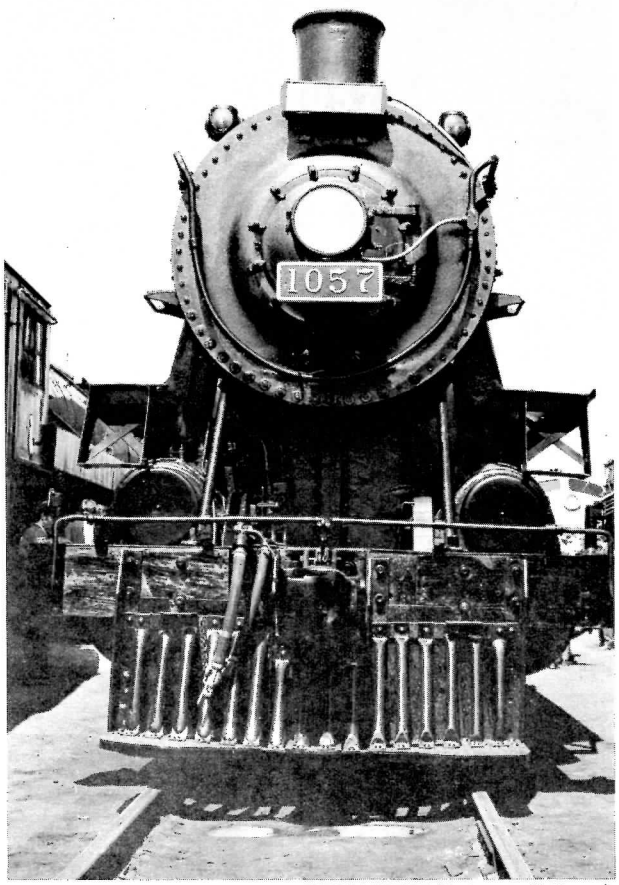
John Thompson took this excellent night photograph of 1057 simmering contentedly away on a ready track adjacent to John Street roundhouse on the evening of June 23, 1971.

1057 poses beside another steam resident of John Street, Royal Hudson 2839. Other engines in the lineup were Canadian National Pacific 5107 and Canadian Pacific Mikado 5361. (NEWSLETTER/Robert McMann)

The little engine just off the main
Was puffing and panting while switching her train
With rusted streaked sides and pealing paint
Was getting tired and feeling faint
The railroad super with gusto bold
Had complained to the company, "she's getting old."
Costs "too much" to run, is what he wrote.
"All she's good for," is an old yard goat.

Class D-10 (1057) was a four-six-oh.
Hand fired with a shovel, while not so slow,
As the railroad super, had said about her.
Her great tall drivers could really whirr.
Although fifty years of age to the day,
She could still make ninety, I've hear some say.
Long service and neglect had shortened her time,
With a little loving, she was still in her prime.

Just then the "Lakeshore Limited" pulled into town,
The conductor searched, and hollered round
For the super's help in rescuing his train
For his fine new engine was running lame.
All prim and proud, she looked real slick,
But beneath that gloss, she was "real sick."
I've got no engine to fill your spot
Then he saw D-10, all steaming hot.



(NEWSLETTER/Robert McMann)

Little D-10, though I've degraded you some
Do you think, that you could rescue this plum?
Though she's running late behind her card
Could you do me a favour and try real hard
To pull the Limited fast, put her back on time
I'll never again say, you're past your prime
And when your time has come, and you've had your day
I'll see that you go on a grand display.

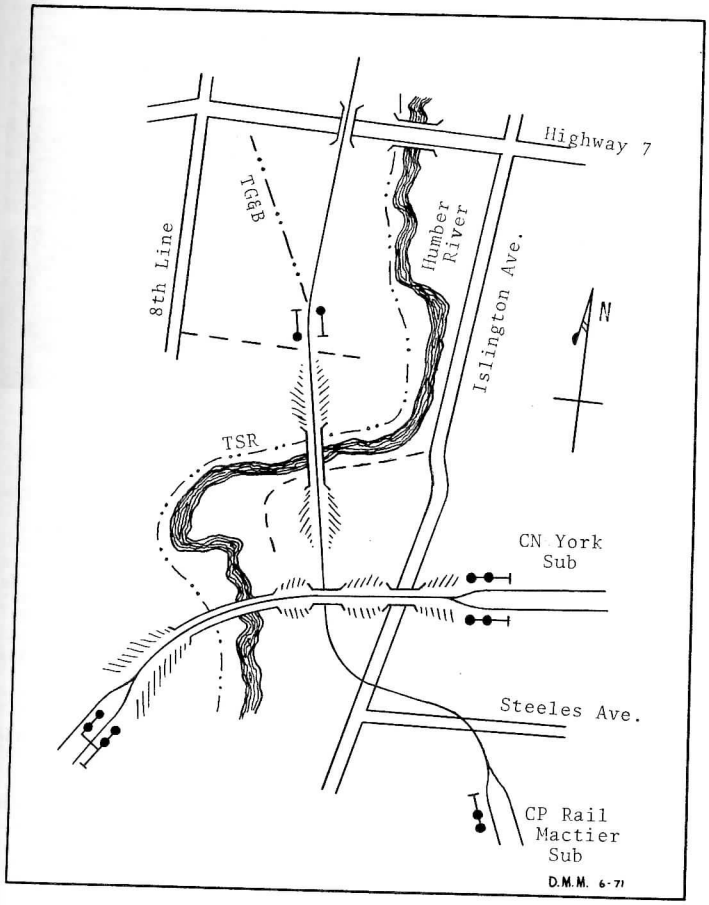
Little D-10, she felt just grand,
And she rambled real fast across the land.
From town to town, from place to place
While the passengers sat with still white face.
Rocking and rolling, she passed in a swirl
Whistling long and loud, to all of the world
"I'm not too old, it's just a state of mind!"
As she brought the Limited in on time.

-- James J. Shetler Sr.

The Commerce Court Tower looms in the background as 1057 steams back toward John Street roundhouse from Bay Street; two children stick their heads out of the cab. (Bill Blaine)

THE ITINERANT RAILFAN

by David M. More.



Just a few short miles north-west of Toronto is a scenic location for watching both CN and CP Rail trains in action. The location is an abandoned farm between Highway 7 and Steeles Avenue, and just west of Islington Avenue. Access to the farm is made over a couple of rough dirt roads. Numerous trails through the farm are used by dune buggies in summer and snowmobiles in winter.

CP Rail's Mactier Subdivision is traversed by all transcontinental traffic plus a couple of extras destined for Port McNicoll Subdivision. Traffic is rather light in the morning with only two transcontinental freights down and perhaps an extra north. In the afternoon and evening things start to move. Just before the dinner hour both Canadians go by, followed by trains 955 and 901 north, and a couple of southbound freights.

Canadian National's Halton Subdivision is busier than CP Rail's line and handles traffic to and from such points as Niagara Falls, Fort Erie, Windsor, Sarnia and Stratford. The single-track bridge over the Humber River is a bottleneck on the double-track bypass line. East- and west-bound freights are to be seen in quick succession as running meets are made at either end of the bridge.

This location also bears the imprint of former rail lines. The Toronto Suburban Railway electric line followed the west bank of the Humber River north to Woodbridge. A few rusty track spikes and some rotting ties mark the location where the Toronto, Grey and Bruce Railway left the Canadian Pacific main and climbed the hill above Woodbridge. The cutting in the hillside for the original line is still there and is used as a pathway.

This location has something to offer both the rail historian and photographer and is only minutes away.

[CP Rail train information supplied by John Mellow.]

MLW roadswitchers 8766-8559 head the southbound Canadian on the Mactier Sub on a gentle curve past the point where the Toronto, Grey & Bruce Railway curves to the left to find its own way into Woodbridge.

LITTLE RED CABOOSE ? ?

ALL ABOUT CP RAIL'S NEW YELLOW CABOOSES

"The little red caboose behind the train....." is a far different breed of cat than the all-steel, welded caboose cars or conductors' vans now rolling off the assembly line at CP Rail's Angus Shops at Montreal.

Specially designed by the mechanical department for run-through service, they are the most modern cabooses in CP Rail's freight fleet.

And they're not red any more.

CP Rail has dressed them in a vibrant yellow to blend with other colourful units of its freight rolling stock.

An initial order for 50 saddle-back cupola insulated cars, valued at $1.8-million, was handed to Angus' skilled artisans last September and the last car of the order was outshopped on December 24th, well within the construction deadline.

An additional order for 50 cars of similar design, but with some further safety modifications, was placed with Angus shops in November of last year, and is expected to be complete by early June. The production schedule calls for one completed car daily.

For the menfolk--conductors, brakemen and others whose duties with CP Rail put them in a rear guard position at the tail end of some of the longest freight trains anywhere--the cabooses are a joy to behold.

Close to being the perfect homes away from home, the 28-ton, eight-wheeled roller-bearing cars provide facilities that compare with the most modern accommodations in the finest of campsite and highway mobile homes.

All-steel welded construction provides stability and security; spray foam insulation throughout helps maintain warmth control in winter, and is a cooling factor in summer.

Sealed double safety glass aluminum windows in the cupola allow maximum operating visibility and efficiency; sliding cushion underframes ease impacts, and swing-motion trucks make for a soft, comfortable and floating caboose ride.

Interior colour tones??

Would you settle for a "sno-white" arborite ceiling and pale aqua-green side and end walls?

Wives of many of the men who man the new cabooses and who are summer camp enthusiasts, might be driven to envy-green after an inspection and appreciation of the latest built-in caboose accommodations.

Gone is the coal-fired caboose stove. And with it went the ice refrigerator and the iced drinking water tank.

The replacement is an immaculate, white enamel combination electric stove and refrigerator, plus a stainless steel sink.

An overhead stainless steel water tank supplies filtered and electrically cooled drinking water and water for washing.

Gone are the kerosene or coal oil-fired lamps of other years. They've been replaced by generator-powered incandescent type fixtures.

Heating??

The old oven-equipped caboose stove has been replaced by two tidy 35,000 BTU oil heaters. The oil supply tank for the heaters has a capacity of 100 imperial gallons. And for occasional use, there's a 1000-watt electric wall heater to take the chill off surroundings when required.

ABOVE: Dressed in vibrant yellow, new run-through cabooses for CP Rail are being turned out of Angus Shops in Montreal at the rate of one a day.

LEFT: An interior view of one of CP Rail's new cabooses. From left: combination stove-refrigerator and sink; utility table and oil-fired heater--one of two in each car. Overhead tank is for filtered, electrically-cooled drinking water is above, left.

Reprinted from the SPANNER, Volume 11, Number 1. Photographs courtesy Canadian Pacific Public Relations.

Sleeping accommodation??

Two comfortable sofa bunks and a folding bunk, all with foamed rubber mattresses furnish inviting snoozing quarters for hardened caboose riders.

Floor covering is a heavy tile-like composition, corrugated in centre aisle areas and smooth on outer side areas.

Sanitary facilities were specially designed and consist of a chemical toilet equipped with an electric circulating pump.

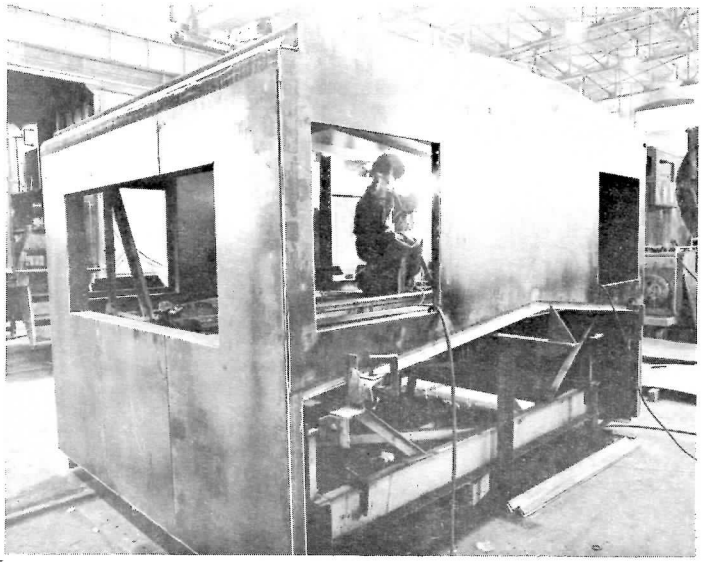
If the foregoing adds up to a womanly vision of Utopian overland travel--she should be advised of at least one severe limitation.

Suggestions for driving behaviour are out.

One the average, the engineman-driver will be a half-mile or more ahead of the caboose. And communication is by two-way radio.

But the caboose is not for the ladies.

Its for the railmen who prefer their tea and coffee a little stronger; their bacon or ham and eggs as only they can prepare them, and their "caboose stews" with a pinch of robust railway seasoning. CP Rail's new cabooses provide all the facilities except the cookbooks.



Welded steel cupolas were constructed separately and later joined to the car body. Here a partially-concealed welder goes about his task. Cupola side window is at left.

"Juice" for the operation of electrical installations is provided by an "Onan" model 3DJA 3KW diesel engine-driven single phase 110 volt alternator. The generating plant is mounted underneath the caboose floor.

Up in the cupola a rotating chair with headrest is located on each side of the car--replacing the fixed seats which were previously standard equipment.

Trucks are 50-ton Barber Bettendorf swing motion caboose car trucks with 5-1/2" by 10" journals and roller bearings.

A few additional statistics:
Car length between pulling face of couplers--45'8-7/8";
Inside length--[illegible]'11-5/8";
Inside width--8'7";
Overall height--15'7-1/2".

While CP Rail's newest cabooses were especially designed to fulfill their important role at the rear end of CP Rail freight trains, they also occupy a prominent place in the forefront of railway car design.

The rotating chair with headrest located on each side of the cupola is a far cry from the old fixed seats. Communication with the head end of the train is by radio.

PASSENGER TRAIN NEWS

* The Canadian Transport Commission on June 1st ordered CP Rail to continue operation of its Toronto-Havelock rail diesel car service and Canadian National to continue operation of its Toronto-Markham service. In addition CN was ordered to extend its Toronto-Markham service (now only a one-way one afternoon train) to Stouffville and to add a morning train. In turning down the applications to end the services the CTC said that they provide an alternative to congested highways and will be increasingly important as outlying Metropolitan Toronto suburbs grow.

The decisions handed down by the CTC on these trains were based on evidence at public hearings in Toronto and Peterborough last winter. The CTC dealt at length with highway congestion in its explanation of the rulings.

"While there is a network of arterial and other roads to most places along these lines, the private automobile can hardly be considered a complete substitute for train service."

"There are those who cannot afford to buy a private automobile and those who cannot or do not wish to operate them."

"For those who drive there are the delays of congested highways or, alternatively, there are the costs of building more highways to ease the congestion."

"These things mean, particularly for those who must travel the highways in and around Toronto at rush hours, that the private automobile is for some not an alternative to train service; for others it is an alternative they will use only reluctantly."

"Implicit in the change from rail to automobile is the necessity for ever greater expenditures on expressways that are to some extent avoidable if existing rail lines were used to capacity."

Allegations that CP Rail's Havelock service was made to be "unattractive" were not proven.

The CTC carried out a survey of population trends between Toronto and Peterborough and Havelock. It showed that the population along this rail "corridor" totalled 150,000 last year. By 1975 the population would reach 260,000 and by 1985 400,000. The commission said it heard evidence on the other hand, that people planning to move to satellite cities around Toronto would abandon their plans if rail service were discontinued. "The development of these communities would thereby be distorted or stunted," the CTC said.

The CTC said it was "warned of the consequences" of not switching traffic from road to rail in and around Toronto. "In a large city like Toronto," it said, "there is no doubt that a passenger train, when the railway is already there, can transport substantial numbers of people faster, and for them, just as economically, than can automobiles or busses."

* The Canadian Transport Commission has given CP Rail approval to discontinue its Toronto-Windsor rail diesel car service. In its decision handed down June 1st, the CTC authorized the discontinuance of the once-daily RDC service, describing it as, at best, a spartan type of service. The towns of Galt and Milton will be hardest hit by the decision, as they will be left without any rail passenger service. Intercity bus transport is available from these points.

The CTC outlined the high frequency, ready availability and much better quality of competing transport services between the two cities and intermediate points. The judgement contains some discreet sniping at the type of mentality and attitudes to the fare-paying public that were responsible for the steady downgrading of CP Rail's service along the Southwestern Ontario corridor.

"A dayliner is a refined version of the interurban trolley car. Its role as a short-haul passenger train vehicle and as a feeder for conventional long-distance passenger trains has been a useful one."

"As a replacement for a conventional passenger train on a medium or long haul the dayliner is a rock-bottom approach to service. Its appearance, in such circumstances, is almost always a barometer of continually declining traffic, unless the car operates in an area where passenger traffic is captive of the rails."

The CTC decision said that dayliner coaches could be made more attractive as a conveyance for passenger traffic, and on some railways they have been. "But if there is no inclination to make it so, a railway will simply run it as it is--basic transportation, comprising seats a water-cooler and lavatory. In this respect, we agree that the Toronto-Windsor dayliner operation of CP Rail is a minimal operation."

* Canadian National has applied to the Canadian Transport Commission for permission to discontinue fifteen uneconomic passenger services in various parts of the country. A CN spokesman said, "It isn't a case of wanting to drop all passenger runs on these routes, but we are required to report unprofitable runs."

In Quebec the services involved are Quebec--La Malabaie--Clermont, Quebec--Lyster--Richmond, Montreal--Sherbrooke--Coaticook and Deux Montagnes--Grenville.

In Ontario the services to be ended are Toronto--Ottawa, Ottawa--Brockville, Hearst--Nakina, Hornepayne--Manitouwadge, Sioux Lookout--Thunder Bay.

In Manitoba the services involved are Dauphin--Winnipegosis, Flin Flon--Cranberry, Portage--Osborne Lake, The Pas--Lynn Lake.

Saskatchewan services affected are Regina--Saskatoon--Prince Albert and Prince Albert--Hudson Bay.

The only Alberta service included in the petition is Edmonton--North Battleford.

CN has estimated the annual losses on the 15 routes at $4.1-million annually.

* Canadian National will operate three Hudson Bay Explorers' Tours to Churchill, Manitoba this summer. The excursions, utilizing extra equipment on CN's regular trains to the north, will leave Winnipeg July 18, August 15 and September 12. They are in addition to CN's annual Churchill Tour, scheduled to leave August 9th.

The all inclusive tour fares, as low as $250, provide return rail transportation with sleeping accommodation and meals on the train; meals at stop-over points, as well as charter bus trips and entertainment activities at all major centres.

UCRS member David Osborne observed the consist of the Churchill-Winnipeg train #92 on April 10, 1971 at Churchill, Manitoba. The consist was as follows:

2 GP9 roadswitchers
2 steam generator cars
3 express refrigerator cars
3 streamline baggage cars
heavyweight coaches 5208, 5296, 5297
lounge car 'Avant Garde'
diner-lounge 1334
heavyweight sleepers 'Lindsay' (8 sect-2 dbr-1 dr)
'Biggar' (8 sect-2 dbr-1 dr)

* The CTC has ordered Canadian National to maintain its Edmonton-Camrose-Drumheller RDC service, but to discontinue its Camrose-Calgary service. CP Rail has been ordered to continue its Calgary-Edmonton passenger service. CP Rail's Calgary-Medicine Hat service will be discontinued.

* In a speech to the B.C. Division of the Canadian Chamber of Commerce in Kelowna, B.C., recently, Canadian National senior vice-president A. H. Hart stressed the fact that CN will continue to provide a substantial continent-wide railway passenger service far into the future. He outlined the railway's $8-million passenger car overhaul program and said that CN is watching new developments in passenger equipment and service.

"The LRC (being developed by Alcan, Dofasco, and MLW-Worthington in cooperation with the Federal Government) is a possible successor to our present transcontinental train fleet. When we have to renew coaches, we won't be ordering more of the same equipment. We will be looking for lightweight modern designs."

* CN's Great Lakes Region new vice-president Robert A. Bandeen will be facing many challenges in the next few years, and among them will be the challenge of improving the railway's passenger service--to bring what he calls "glamour back into train travel."

For CN this means putting passenger service on a profitable basis and this means higher subsidies from Ottawa. Dr. Bandeen outlined that the only way that CN can get subsidies is to serve notice to the CTC that abandonment of service is contemplated. This is a form that the railway must go through under the 1967 Transportation Act every time in order to apply for subsidies. This does not mean that CN actually means to abandon the service. CN now receives $31-million in subsidies from the Federal government but would need between $50 and $60--million to put its passenger service and uneconomic branch lines back on a 'sound' basis.

"At present, it's not possible to run passenger lines on a commercial basis. This doesn't mean that they're not economic---from society's point of view they may well be the most economic method of transportation for a certain region and worth subsidizing."

"If we can get passenger service back on a sound basis, then we will consider increasing the number and frequency of passenger trains running between Windsor and Toronto, for example."

"It's hard to generate creative ideas for passenger travel when it runs at a loss. If most of this loss is picked up by Ottawa, however, we would be willing to spend money to develop the technology needed to improve passenger service." Dr. Bandeen noted the new LRC coach and train being developed by Alcan, Dofasco, and MLW-Worthington. "If successful," said Dr. Bandeen, "the system would have possibilities of replacing Turbo."

"Turbo was a good idea--but unfortunately it was put into service before all the problems had been eliminated. Making changes to the system now will be expensive and United Aircraft may not find it worth it."

CN will also spend more time on improving stations and the interior of cars. It will also consider the possibility of putting stewardesses on trains as well as customer representatives to check on customer complaints.

Dr. Bandeen noted that CN would build a new passenger station for Hamilton once passenger service is put on a solid basis. This is at least three years in the future, and in the meantime CN would welcome proposals from serious developers.

* Canadian National has applied to the Newfoundland Public Utilities Board for permission to increase fares on its trans-island buses. Rupert Tingley, CN Newfoundland area manager, said the increases, which would be the first since 1949, are selective and moderate and are necessary to meet increasing costs. The buses replaced trans-island passenger service in July 1969.

* * *

TRACTION TOPICS

* On June 3, 1971, Toronto achieved the distinction of being the second city in North America to have construction of an expressway stopped in its tracks. Premier William G. Davis announced the decision of the Ontario Cabinet regarding the Spadina Expressway and Rapid Transit Line project. The pronouncement was that the expressway construction was to be halted where it now stands (the road is open from Wilson Heights Blvd. to Lawrence, with grading of the roadway completed to Eglinton), and the rapid transit portion project could be built.

Opponents of the expressway were jubulant on the outcome of the decision. Local Metro Toronto politicians who supported the construction of the expressway were dismayed at Premier Davis' decision, and certain of them will try to carry the fight on the expressway further.

In making the announcement of the decision, Premier Davis made the promise that the Ontario Government would make 'substantial' increases in the grants it now gives for subway construction, as well as unprecedented grants to Toronto and other Ontario cities to encourage them to build up bus transit systems.

The Spadina Expressway decision by the Ontario Government has thrown all future transportation plans for the Metropolitan Toronto area into a chaotic state. In saying that the rapid transit portion of the project could be constructed, no specification has been given to the routing of the line south of Eglinton Avenue. The original routing for the line to St. George Station is now open to question. It may be that a routing somewhat to the west (near Bathurst or Christie Streets) is more practical.

Moves have been started by the Province to prepare a new transportation policy for the Metro Toronto area. It was announced June 11th that a high level policy and planning group would be established to formulate plans. The group would have as members Transportation and Communications Minister Charles MacNaughton, Metro Chairman Ab Campbell, TTC Chairman Ralph Day, and perhaps representatives from fringe Metro communities. Once the group has established its terms of reference it will initiate 'intensive studies' of the transportation needs of Metro and the surrounding municipalities. The setting up of this planning group is the first step in the formation of a Metropolitan Toronto Region Transportation Authority with the Province and Metro as comembers.

On June 12th the Metro Toronto Transportation Committee endorsed a TTC proposal to conduct a $1.8-million re-evaluation of the proposed Spadina rapid transit line. Also to be reviewed are transit plans for the Spadina corridor. The motions are to be approved by Metro Council.

The review is now unofficially underway and is expected to be completed by September. These are the first moves following the rejection of the Spadina Expressway, to pick up the pieces of transportation plans.

If the rapid transit line had been built in conjunction with the expressway it would cost $95-million. Alone, the line will cost between $15 to $20-million more.

The coming months will see plenty of copy regarding the future routing of the Spadina rapid transit line, and the plans for Metropolitan Toronto's transportation needs.

* Streetcars and trolleycoaches may stay on Toronto streets indefinitely as a move to prevent pollution. TTC Chairman Ralph Day told a York Borough delegation on June 8th the TTC is reconsidering plans to replace electric surface vehicles in the next few years. Changed public attitudes toward pollution are the reason, he said. "It's motorists who don't like streetcars, not the people who use streetcars," he said.

"That's right," said York Borough Mayor Philip White, who headed the delegation asking for the improvement or removal of the Rogers Road streetcar trackage. Mr. Day admitted the roadway around the trackage was poor, and that the TTC had put off repairs until it knew if the line would be discontinued. The Commission had plans to abandon the carline when the Spadina rapid transit line was completed, but the Ontario Government decision to kill the expressway portion of the project means that the carline will stay in operation for perhaps ten years. Mr. Day said that if this was the case, the TTC would repair the trackage.

* An Ontario Hydro power failure in Etobicoke on the evening of May 11th resulted in the loss of AC power on the Bloor-Danforth Subway between Bathurst and Jane stations. As a result all signals on the line were blacked out, and all trains were advised to trip through the signals. Westbound run 41 on the subway was stopped in the tunnel just east of the Humber River bridge while the driver reset the trip. Down the grade in the tunnel and around the curve at this point crawled run 42. The lead car of this train (5493) struck the rear car (5358) of run 41, ripping off the couplers of both cars and damaging the anticlimbers. Several passengers were injured on run 41, and were removed to hospital. Traction power was cut in the area for 1-1/2 hours while passengers from both trains were removed to Jane and Old Mill stations. Service was turned at both St. George and Keele stations.

* New entrances to the King station on the Yonge Subway will cost the TTC and Metropolitan Toronto $1,775,000, which is 70% more than the cost estimated by the TTC in 1969. The TTC estimated the new entrances to the south of the station, to serve Colborne and Melinda Streets and the new Commerce Court project, would cost $1,050,000. After two series of tenders were opened, lowest bid was for $1,155,907. But to do all the work set out in 1969 will cost $1,775,000. Metro Council would pay $1,681,000 of the total costs.

* The first H-2 class subway car for the TTC North Yonge Extension was delivered to Greenwood Yard and unloaded there on May 19th. Delivery of car 5500 was made one year and four months after the TTC placed the order for 76 cars with Hawker-Siddley Canada Ltd.

Hawker Siddley has leased space from CP Rail in their shops at West Toronto to install the trucks on the subway car bodies. The bodies come down from Thunder Bay and the Dofasco trucks from Hamilton are installed on the bodies in the old shop building. An overhead crane facilitates the installation.

On June 8th the TTC refused to accept the first H-2 cars from Hawker Siddley because they had been delivered without public address equipment installed. At least 30 of the 76 cars had been offered without the equipment because the subcontractor for the electronic equipment could not produce it fast enough. Without the equipment, riders in the cars in the middle of subway trains would not learn of any emergency situations. As the TTC specifies that the cars be delivered 'in a complete and running order', Hawker Siddley will have to install the equipment in the cars before they are accepted by the TTC.

The August NEWSLETTER will carry a complete description, plans and photographs of the new cars.

H-2 subway car 5500 is eased off its flatcar by H-1 cars 5466-5467 at TTC Greenwood Yard on May 19, 1971. Note the minor external changes to the carbody of the H-2 subway car as compared to the H-1 cars--the unpainted roof, three rows of ventilator slits in the roof as compared to five on the H-1's. The light above the car number at the cab end indicates if the emergency cord on that car has been pulled. (Ted Wickson/Toronto Transit Commission)

* Work is progressing on the North Yonge Subway Extension. On Contract Y-6 tunnelling is progressing northward to a point beyond the Don Valley Golf Course clubhouse in Hogg's Hollow. Compressed air is no longer needed on this contract, but compressed air was needed when work was proceeding north from York Mills station. 55% of the concrete floor has been poured in the tunnel between Lawrence and York Mills on Contract Y-4. Structural steel is standing for the station building at York Mills on Contract Y-8. At the Sheppard station, concrete has been poured for the track bed in several sections. Work has started on the lower walls, the platform and the roof. At Eglinton Avenue, traffic is being restricted to two lanes on Yonge while utilities are restored in the street. The tunnel to Lawrence is complete and the concrete floor is being poured.

TROLLEY COACH NOTES.....Western Flyer coaches 9200-9209 were transferred from Lansdowne to Eglinton Division over the weekend of June 12-13 and were placed in base service on route 97-YONGE on June 14th.....Route 61-NORTOWN is now the only route not equipped with new coaches in base service.....9213 is in revenue service on the HURON AVENUE route in Boston. BSRA ran a fantrip with the coach on May 23rd. After Boston 9213 will journey to Seattle and San Francisco for operation in these cities, and to Buffalo for standing display only. According to a GE Transit Division official in Erie, Pennsylvania, Western Flyer has orders for 240 coaches for San Francisco, 150 for Cairo, Egypt (!), and inquiries from Buffalo, New York, and Omaha, Nebraska. Interest in trolley coaches is increasing as a result of the TTC's initiative.

SHORT TURN.....Brush traction motors have been installed in subway cars 5456 and 5457. 5393 has had these motors for a year now. These motors can be identified by the distinctive sound they produce on acceleration and deceleration.....TTC will try to end the squeal of subway car wheels in Davisville Yard with the installation of a device to spray water on the curves in the yard. If successful, the device will be installed to eliminate the squeal on curves into Union Station and on the Rosedale covered bridge.....Trackwork rehabilitation jobs in work in Toronto include Queen St. W. from Roncesvalles to Lansdowne (new rail on the old foundation), and Gerrard St. E. from Coxwell westerly (new rail where needed, shimming of track, new pavement).....TTC to call tenders for auxiliary power system for subway signals in event of power failure (see item above); auxiliary would take power from DC traction supply and convert it to AC..... OERHA achieved first electric operation of a car on its museum trackage at Rockwood on May 24th; open bench car 327 was the first car to operate on its own.....L&PS car 8 was shipped to Rockwood from TTC Hillcrest Shops on June 10th--body went by road, trucks to National Steel Car for regauging.....TTC to spend $27,000 to refurbish bus bays at Eglinton Terminal. The work will include replacing glass block with fibreglass panels and resurfacing the outside walls of the bays.....Ontario Municipal Board has approved a change in the TTC's bylaws banning the playing of radios and tape recorders unless only the owner can hear them through an earplug.

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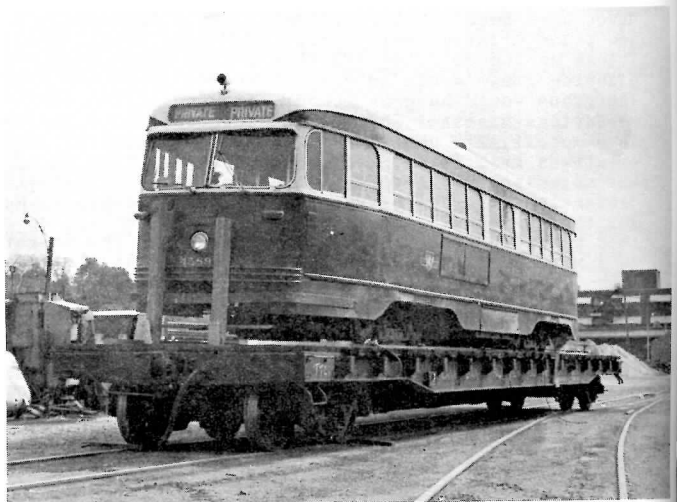
DESTINATION: TAMPICO



The first three air-electric PCC cars of the ten sold by the Toronto Transit Commission to the Sociedad Cooperativa de Transportes of Tampico, Mexico were loaded aboard railway flatcars for shipment over the weekend of June 5-6, 1971. The three cars (4228, 4589, 4599) were regauged by the TTC before shipment. LEFT: 4599 is loaded aboard its flatcar and sits beside another inhabitant of Hillcrest, L&PS car 8, which itself was moved to another home [John Thompson]. RIGHT: 4589 sits on its flatcar at the south end of Hillcrest Yard, waiting for shop personnel to secure her firmly to the flatcar [Bob McMann]. BELOW: The three cars are seen at CP Rail Lambton Yard enroute to their new home [J. Bryce Lee]. A quantity of tires for the cars were shipped as well. Two more cars will be shipped in the autumn.