newsletter

Upper Canada Railway Society

1941 1971

November • 90c

newsletter

Number 310 November, 1971

Published monthly by the
Upper Canada Railway Society Inc.,
Box 122, Terminal A, Toronto 116, Ont.

Robert D. McMann, Editor.

Contributors:

Barry Bigelow
Bruce Chapman
Ray Corley
E. Everett Edwards
Tom Gascoigne
J. Bryce Lee
George Matheson
Dave More
Pierre Patenaude
Bob Sandusky
Bob Schmidt
Bill Weighill
Ted Wickson

The Cover

AN UNKNOWN CANADIAN NATIONAL F7 heads train 154 out of London bound for Sarnia on Saturday, August 21, 1971. Heavy Saturday traffic for this train meant the use of conventional equipment instead of the usual Tempo train equipment. Photograph by John Thompson.

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.

1972.

Jan. 21: (Fri.) Regular meeting. Steam in Southern Africa. Doug Sheldrick.

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

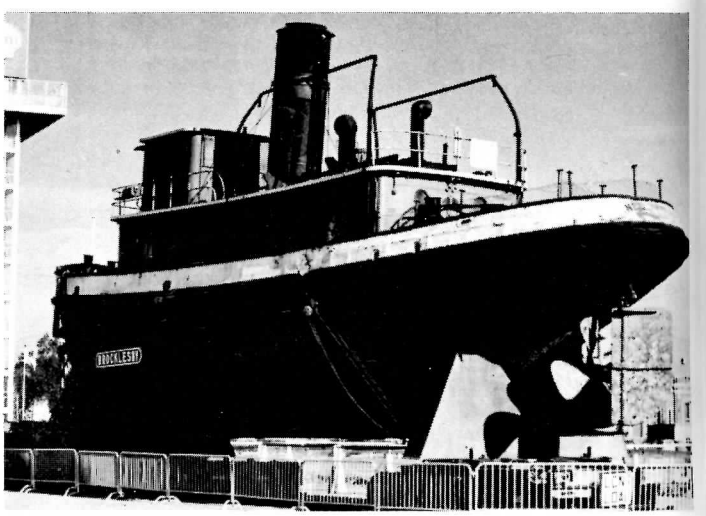
Feb. 18: (Fri.) Annual Meeting of the Society. Reports of Officers and Committees for 1971. Election of new Board of Directors for 1972.

Feb. 25: (Fri.) Hamilton Chapter meeting, 8:00 p.m. in the CN James Street Station, James Street North.

Readers' Exchange

WANTED: Good quality diesel negatives of Canadian class I, shortline or industrial locomotives. Send list or negatives on approval. Steve Timko, P. O. Box 8, Leavittsburg, Ohio, 44430, U.S.A.

6213 HAS A NEW NEIGHBOUR



The steam tug "Ned Hanlan" sits on her temporary cradle, her prow facing north to the Shell Tower in the grounds of the Canadian National Exhibition. "Ned" joins CN Northern 6213 in retirement in the CNE adjacent to the Marine Museum. 6213 is living on the east side of the building; the tug will eventually rest on the west side of the building in a specially built trough. The ship will be restored to original appearance, and will make a most interesting addition to the displays in the Marine Museum.

"Ned" was moved on her temporary cradle by road into the CNE on October 29th. This view was taken on October 30th. (NEWSLETTER/Robert McMann)

RAILWAY NEWS AND COMMENT

STRIKE HITS ONTARIO NORTHLAND

A pension dispute was the main cause of a walkout of 1600 employees of the Ontario Northland Transportation Commission October 5th, bringing to a halt for a week all rail services, bus services, telephone and telegraph communications operated by ON. The employees booked off sick in a dispute involving their pension fund.

Affected were 100,000 people living in a Northern Ontario area covering about 15,000 square miles north of North Bay. Cut off completely except for air transportation were the communities of Moosonee and Moose Factory at the mouth of the Moose River near James Bay.

Affected were shipments of iron ore, zinc concentrates, pulpwood and newsprint to points south. Ontario Northland last year carried 5,667,101 tons of freight, the bulk being iron ore pellets from the Sherman Mines at Temagami, carried in unit trains to Hamilton; lead, zinc and copper concentrates from the Ecstall Mines at Timmins and paper products from the Spruce Falls Power and Paper Co. near Kapuskasing and Abitibi Paper Co. at Iroquois Falls.

A spokesman for Dofasco in Hamilton said that steel production at its plants would not be affected by the walkout. However for the North Bay Nugget, dependent on newsprint supplies brought in by ONT, it was a different story, having to make arrangements for alternate supplies of paper.

A Canadian National spokesman said the potential disruption of CN service lied in the fact that CN trains run on ON line over the North Bay to Cochrane section and that the strike would prohibit any train service to points between the two points. There was no immediate effect on CN freight or passenger services through the area.

The majority of those who booked off sick work in general shops and the running trades, the latter group including engineers, firemen, conductors and yardmasters. They are represented by several unions, joined under a general council. Their pension plan provided payment of 50% of wages earned at the time of retirement. In contrast, government of Ontario civil servants receive payments of up to 70% and what was wanted was parity with these groups. The joint union council submitted the pension request to the commission and the Ontario Government in November 1970, but no decision was reached.

The walkouts followed employee meetings at Englehart on September 30th and in North Bay October 4th. The workers said the delay in implementing pension plan adjustments had been at the Ontario Treasury Board level.

As the strike continued on, economic hardships were felt by workers in other industries dependent on Ontario Northland for rail transportation. By October 8th, 1000 men were laid off at the Abitibi Paper Co. plant at Iroquois Falls, and on the 9th 130 men at the Dofasco mine at Kirkland Lake.

The strike was finally ended on October 12th after ON employees voted to return to work. The vote was taken after proposals from commission management and the Ontario Government were presented to the striking employeesq Union sources said the chief proposal was for the establishment of a group to study the pension dispute behind the walkout. This investigating body is to be headed by W.A.B. Anderson, chairman of the Ontario Civil Service Commission. It was to present its recommendations to the provincial Government no later than December 1st. The group also included A.T. McNab, Deputy Minister of Transportation and Communications, and E.A. Firth, general manager of the ONTC. The other two members are a senior member of the Treasury Board and an official in the department of the Premier. They were to meet a committee of five union members, selected from the eighteen unions involved in the dispute.

PIGGYBACK TRAFFIC UP 31%

CP Rail reports an increase of 31% in piggyback car-miles in the first nine months of 1971. The company says most of the increase is accounted for by two of five main piggyback plans that it offers: No. 1, in which trailers owned by the motor carriers are transported, and: No. 2 which uses railway-owned trailers.

CP Rail notes that piggyback is faster than normal train movement because it does not use the regular freight train terminals, using instead special drive-on ramps that are located at 60 areas through the country.

Statistics Canada reports that total piggyback traffic increased 21.7% to 3,416,970 tons to September 7th, from a year earlier.

Canadian National says its piggyback tonnage was up 20% in the month of September, much of it attributed to the threat of an Ontario trucking strike.

Neither railway publishes how much of its piggyback traffic is generated by trucking subsidiaries, though CP Rail states it is company policy to ship all traffic by the most economical routes.

CTC TO INVESTIGATE RAPESEED RAIL RATES

In a precedent-setting decision, the Canadian Transport Commission has ordered an investigation into railway freight rates for rapeseed, rapeseed oil and rapeseed meal. The CTC has ruled that four Western Canadian rapeseed processors has established sifficient grounds for an appeal against the freight rates. A date for the appeal hearing was set for December 6th.

The fuling followed a hearing into an application by the Saskatchewan Wheat Pool of Saskatoon, Agra Industries of Altona, Manitoba, Coop Vegetable Oils of Nipawin, Saskatchewan, and Western Canadian Seed Processors of Lethbridge, Alberta, requesting permission to appeal the rates. The application was supported by the governments of Alberta, Saskatchewan, and Manitoba and opposed by Canadian National, CP Rail, Northern Alberta Railways and the Canadian Freight Association. It was also opposed by Eastern Canadian rapeseed processors Canlin Ltd., Maple Leaf Mills Ltd., Canada Packers Ltd., and Victory Soya Mills Ltd.

The four applicants argued that the rates discriminate against the processing of rapeseed in Western Canada. Rapeseed is processed into rapeseed oil and meal. They said their transportation costs to market are higher than those of their competitors in Eastern Canada. This could lead to the concentration of the oil seed crushing industry in Eastern Canada and the end of the industry in Western Canada. About 300 people are employed in rapeseed processing in Western Canada.

CN STUDIES TRUCK EMISSIONS

There is considerable research showing just how much cars contribute to air pollution in urban areas. But what about trucks? Does one truck pollute more than one car?

Canadian National and the Ontario Government would like to know. Under a new antipollution program, CN has begun to monitor, on a regular basis, the exhaust emissions of 1000 trucks it operates in Ontario and Quebec. Results of the tests will be turned over to the Ontario Government to assist in establishing standards of exhaust emissions for heavy-duty trucks and tractors.

Special emission-testing equipment has been installed at CN's Concord garage in Toronto and Turcot garage in Montreal, the first two centres selected for the company's new pollution-control program. CN plans to extend the program to other Canadian points on a progressive basis. "These cities have the highest density of traffic and our largest garages, so they were natural places to begin," a CN official says.

In addition to the emission-measuring equipment, CN expects to purchase dynamometers, so that trucks can be checked while operating under full-load conditions. At present , tests are carried out with the trucks running, but in neutral gear.

UPSWING IN CONTAINER SHIPMENTS

A substantial increase in the amount of containers moving across the line should result from the recent increase in container ships and port facilities being built and used by shippers, and all with an eye towards expansion.

CP Ships can move 1000 container units a week in both directions between Canada and Europe, and is now the leading container operator on that run. Three CP Container ships are operating on the Atlantic route, each capable of carrying 700 units.

At Wolfe's Cove in Quebec City, CP Ltd. spent $2-million to transform the cove into a highly-mechanized container terminal. It can put 1600 containers through the port each week and each way.

At Saint John, New Brunswick, Brunterm Ltd.'s new $4-million terminal features a tower 218-foot high-speed Portainer crane, costing $1-million. Three front-end lift trucks load and unload containers from rail cars and move the units around the terminal yard. Two of these trucks can handle large 40-foot containers.

CP Rail, which provides exclusive rail service to Brunterm through two rail spur lines, has a fleet of more than 550 modern container flatcars, moving shipments from container ports to other destinations west. Solid container trains operate on special fast schedules. Each train is a multiple of CP Rail's "Big Red", an 81-foot flat car with a 200,000 lb. load limit that can carry four 20-foot or two 40-foot containers or combinations, loaded to maximum capacity.

At Montreal and Toronto, special handling equipment has been installed at inland rail transfer terminals to provide rapid and comprehensive container service in all these operations. These terminals are each equipped with 74-foot wide, 35-ton capacity Transtainer cranes and are designed to handle solid trainloads of containers. Groupage storage facilities in each terminal building include more than 30,000 square feet of handling and storage space equipped with fork lift trucks and 20-foot-high rack storage systems. Each terminal has yard storage space for over 700 containers.

CP Rail also operates a domestic container service in conjunction with CP Express, CP Transport and Smith Transport. CP Express offers highway line haul services to perimeter towns from main rail terminals, and operates groupage terminals for consolidation and deconsolidation of less-than-containerload traffic. CP Transport performs this function in western Canada.

In areas such as Saskatoon, Calgary, Edmonton and Regina, CP Rail uses the Steadman side transfer system at various pool points for transferring containers onto trucks. Container storage facilities are also located at the pool points in several western cities.

In Winnipeg and Vancouver, special cranes are at present being used for container unloading. Plans are being considered for two more major inland groupage terminals in Hamilton and Vancouver.

As an example of a containerized export shipment, take a manufacturer in a major inland centre such as Toronto who wishes to transport his products overseas in containers. These containers, loaded by the manufacturer, might be hauled by trucks from the plant location to CP Rail's central railroad transfer terminal, operated in Toronto by CP Express. At that terminal, the containers are mounted on special CP Rail flatcars by a 35-ton rail-straddling transtainer crane. The railway uses its 81-foot long lightweight cars, dubbed "Big Red," for moving the containers.

The train carrying the Toronto containers, operating on a special fast schedule, covers the 810 miles to Brunterm in about 25 hours.

Upon arrival in Saint John, the container train is moved onto a spurline track in the Brunterm yard, where an 82,000-lb. capacity overhead lift truck unloads the Toronto containers and places them in the storage area designated for export units. Import containers unloaded from the ship are carried directly to the railcars or trucks, with no storage interval.

Because of its inherent advantages--ease and speed of handling, lower pilferage and greater protection of goods --containerization will continue to take over a large portion of intercontinental freight traffic. Standardized containers, generally in 20 and 40 foot lengths, permit easy handling, and while most shipments are made in simple "box" containers, there is increasingly a wide variety of specialized units such as refrigerated "reefer" containers for perishables, heated containers for other delicate goods, "half-height" containers and ventilated containers.

$70-MILLION INITIAL INVESTMENT IN METRO CENTRE

Canadian National and Canadian Pacific are putting up to $70-million in "lead expenses" for the $1-billion Metro Centre in downtown Toronto. Revealing these figures in an address to the Society of Industrial Realtors, Donald Anderson, chairman and chief executive officer of Metro Centre Developments Ltd., said the commitment would dispel any doubts about the seriousness of the two principals.

Hopes that Union Station would be preserved as an historical landmark were dashed. Mr. Anderson said the six-acre station will be demolished as part of the plan for developing the huge 187-acre Metro Centre. He said an integrated multimodal terminal, to handle intercity passenger trains and buses, as well as the GO commuter system will be located in the southern sector as close to the Gardiner Expressway as possible. Shifting the present terminal will "permit clearance of the area along Front Street between Bay and York for the erection of the office-commercial sector which is to be an important component of the downtown community." Mr. Anderson said the foundation of the master plan is the organization of road, rail and pedestrian facilities into a logical interrelationship to respond to change and growth over the next 15 years.

He said that after two years of intensive planning "we have reached the threshold of implementation." He said a normal plan of subdivision average three years before construction starts.

A large convention hotel is proposed close to the transportation terminal, with a trade and convention centre and regional headquarters for both CN and CP. The Centre hopes to house all the presently dispersed offices of the Canadian Broadcasting Corporation and a new Massey Hall. They would be part of a communication and broadcasting section. A residential sector is also planned.

Mr. Anderson told the industrial real estate seminar, "we are open to proposals from developers and agencies that wish to participate in the undertaking. Financing would be designed to suit the particular transaction involved."

In terms of office space alone, Metro Centre will be larger than the combined space of the Toronto-Dominion Centre and Commerce Court in Toronto and the Place Ville Marie and Place Bonaventure in Montreal. Mr. Anderson said the Metro Centre site is about 10% larger than Toronto's downtown core bounded by Yonge, Front, University and Dundas.

The key east-west artery of Metro Centre, about 500 feet south of Front Street, will be a newly created thoroughfare, called the Esplanade. The thre-level Esplanade will have vehicular traffic on the surface, a climate-controlled mall exclusively for pedestrians (including shops and services) on the next level and an intercity bus depot below. A series of walkways leading to the downtown core will be integrated with the sub-surface shopping area. Eventually the underground mall is expected to link major downtown complexes as far north as City Hall.

Ontario's first major convention and trade centre is a "must", Mr. Anderson said. He referred to a Board of Trade report estimating that in four years "we lost $40-million in direct revenue as a result of being unable to provide adequate facilities for 26 conventions which sincerely tried to come here."

Special legislation from the province will aid in modifying existing planning procedures, especially in regard to roads and services. Mr. Anderson said this was particularly important because "about 50 different road rail, and pedestrian crossings, many of them multi-level are planned within the site."

COAL PIPELINE FOR BRITISH COLUMBIA

Plans have been announced for a 490-mile coal slurry pipeline which would be instrumental in Canada's attempt to corner the Japanese market on coal, costing approximately $200-million to construct. The firm doing the research, design and construction work for the project is ShelPac Research & Development Ltd., formed by Canadian Pacific and Shell Canada Ltd.

In a report issued recently by ShelPac it was revealed that the proposed pipeline, which would carry crushed pieces of coal from the British Columbia interior to the Pacific coast, would be between 24 and 30 inches in diameter and would have a capacity of 8-15 million tons of coal per year. ShelPac is also studying the extended use of the corridor to be occupied by the pipeline for the transport of such commodities as iron ore, sulphur and potash in similar pipelines.

Cascade Pipe Line Ltd. will be the owner and operator of the pipeline, if it is built. Cascade is a subsidiary of Canadian Pacific, and the construction of the slurry pipeline is seen as a "logical extension" of Canadian Pacific's spectrum of transportation services.

The route of the pipeline suggested by ShelPac runs from Sparwood, near the boundary with Alberta, through Yahk, Creston, Trail and Princeton, B.C., to the terminal point of the line at Roberts Bank on the Pacific coast. The corridor to be occupied by the pipeline would be 120 feet wide, but would run at a minimum depth of 30 inches underground.

The pipe itself will be steel, welded construction. The pipe is to be coated and wrapped on the outside, with the interior of the pipe protected by a corrosion inhibitor. ShelPac estimates that the coal being transported in the slurry will bake approximately five days to travel the 490 miles of the proposed routing.

There would be five pump stations along the proposed pipeline route to move the coal and water mixture. These stations would have a total horsepower rating of 60,000 and are designed to produce 2500 pounds of pressure per square inch.

ShelPac research also indicates that the water for the slurry could be obtained from the Elk River basin, in the amount of 15 cu.ft. per second; the average flow of the Elk River is 1000 cu.ft. per second. At the end of the pipeline at Roberts Bank, the coal and water would be separated and the water purified for further industrial use.

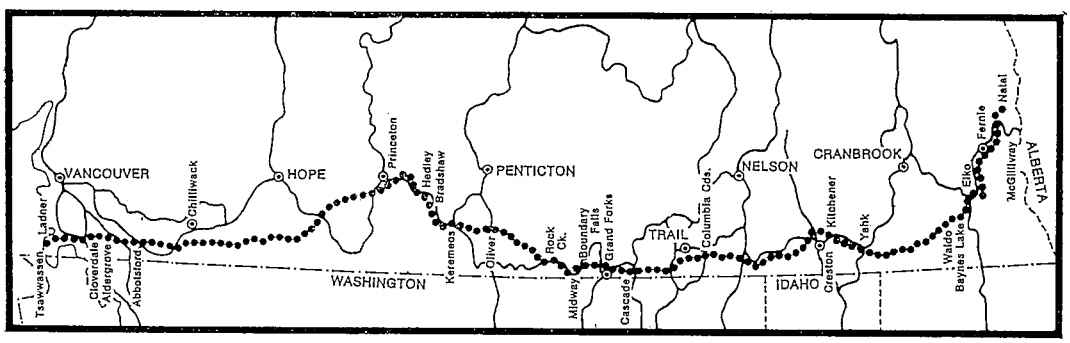
The report published by ShelPac also indicates that where possible, the pipeline would use rights-of-way common with oil and gas pipelines already in use, with sufficient spacing maintained for construction and maintenance purposes. The proposed pipeline would be located at a safe distance from railways, and ShelPac notes that crossings under railways will be designed for the maximum protection of the pipeline.

As far as overhead power lines are concerned, the report says that only rights-of-way with adequate clearance for safety during construction and maintenance will be considered. The cathodic protection facility for the pipeline will be coordinated with the power companies.

The economic benefits of the coal pipeline could be immense. The line would cost $200-million to build, and would employ 2000 people in the construction work, with a total payroll of more than $65-million. Construction of the line is expected to inject new money into all parts of the province's economy. For example, ShelPac estimates that the provincial treasury would gain by $5-million from sales tax on equipment and materials alone as well as indirect benefits from some $10-million in federal sales taxes.

ShelPac estimates that the start of construction on the line would be unlikely before the end of 1972. Once construction begins, it would take about two years to complete and prepare the line for operation.

BELOW: ROUTING OF PROPOSED COAL PIPELINE.



TORONTO PLANNING BOARD APPROVAL FOR METRO CENTRE

The Toronto Planning Board November 3rd gave the go-ahead signal for the $1-billion Metro Centre complex in downtown Toronto. The board adopted a series of statements to be incorporated into the city's official plan, including a commitment on the part of City Council to hold public meetings before development agreements are signed with Metro Centre Ltd.

The planning board asked Council to encourage inclusion of a variety of forms of assisted housing in the Metro Centre project, such as low-cost condominium developments, senior citizens' accommodation, and limited dividend projects.

The official plan statements, which are to be submitted to the city's buildings and development committee, would require the city to obtain control or acquire a minimum of 15 acres of land or surface rights for public parks in the commercial section of Metro Centre. Parks Commissioner Ivan Forrest said the developer has agreed to provide more than 30 acres of parkland in the residential section west of John Street.

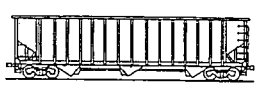
The developer would also be required to provide a walkway at least 20 feet wide to link the downtown area with the new transportation terminal and the new ferry docks at the foot of Yonge Street.

The planning board included amendments in the official plan asking City Council to encourage the CBC to locate its English language studios in Metro Centre along with private television and radio stations. The official plan would also privide for suitable facilities in Metro Centre for a national sports building, possibly a domed stadium.

The board allowed an increased development density for Metro Centre and reduced the park requirements suggested by planning officials.

The complex is also to include a convention centre and a theatre for the arts.

Stewart Andrews, president of Metro Centre Ltd., said after the board action that he hopes soon to begin $70-million worth of construction on the site. The first step will be a new transportation terminal, he said. Alderman Fred Beavis estimated that Metro Centre will provide 4000 badly needed jobs.



SHIP BLOCKS TRACKS; HOLDS UP TRAINS

A 206-ton tugboat ran agound recently, right in the middle of CP Rail's main line. The tug was being hauled by truck from Orient Bay to Lake Superior when a broken axle cast it high and dry at Mile 62. The mishap occurred on a private roadway that led across the tracks to a lakeside launching site a mile-and-a-half away.

CP Rail had been alerted that the king-size cargo (100 feet long, 40 feet across) would be crossing at this point. The owner of the tug, Jim Reid of Sarnia, Ontario, had arranged to have the load stop eight feet short of the tracks to await the arrival of two big bulldozers the following morning. They had been obtained to assist in the crossing which promised to be difficult.

"I thought he was going to stop but he kept right on coming," said Mr. J.D. Courtney, assistant superintendent of CP Rail's Schreiber Division. "The equipment was not the best and halfway across, the axle broke. Dead centre on the main line---a 206-ton tug.

The big Mack diesel pulling it strained forward and bulldozers were requisitioned to try and winch it forward off the tracks.

"And then," said Mr. Courtney, "the rain came. After 45 minutes, everything was a sea of mud. And we were still working."

Seven hours, two more bulldozers and four hydraulic jacks later, the tug was on the right side of the tracks, 18 inches past the rails.

Meanwhile, four trains were delayed--two westbound freights one eastbound freight and The Canadian. No. 901 out of Toronto was held up six hours and 15 minutes, the others slightly less.

* * *

CP RAIL STATION SEES USE AS MOVIE SET

The CP Rail Beaver Crossing station at St. Vincent-de-Paul, Quebec, looked like a Hollywood studio on the 23rd and 24th of October. The station was crowded with cameras, prop men, electrical crew, long-haired actors, curious onlookers, stuntmen, robed actresses, and most important of all, Europe's current most popular star, Jean-Louis Trintignant.

It was all part of a film called "La Course du Lièvre a Travers les Champs" (in English "Cross my Heart and Hope to Die"), a $3-million French crime thriller being shot by Paris-based Greenwich Films, half in Canada and half in France.

It was being shot in and around Montreal because it is the scene of the crime, a kidnapping just the way French author Sebastian Japricot wrote it.

At Beaver Crossing, the film called for a five-coach CP Rail passenger train, on which Tony (Trintignant) returns from a trial, and is met by five members of a gypsy band who boldly state "we have our own courts, Tony." Tony jumps on board and crosses to the other side of the train, jumps off and runs into the fields. The gypsies pursue him but he manages to escape into the forest.

Jean-Louis Trintignant, one of the two big stars in the film, (the other is Robert Ryan) has been in more than a dozen films since his rise to stardom in "A Man and a Woman". Each film is different, and each has been a success. He has starred in films such as "Z", in which he portrayed the precise, proper prosecutor, "My Night at Maud's", and the current hit "The Conformist".

DERAILMENT AT FLAT CREEK

Four diesel locomotives were derailed and a caboose demolished in a collision November 10th between two westbound freight trains on CP Rail's main line near Flat Creek, 32 miles east of Revelstoke, British Columbia.

Observations of the Thurso & Nation Valley

By Robert Sandusky.

An inspection of the Thurso Pulp & Paper Co's railway is always a refreshing experience. In its 57 miles from Thurso to Camp 27 it encounters a progression of open farmland, sugar bush, cottage and lake country and finally dense, lonely forest. The right-of-way undulates and twists in a manner reminiscent of the Kingston and Pembroke. Its only significant tangent is the 2-1/2 mile stretch starting at the top of the escarpment overlooking the Ottawa River, just after the line climbs steeply up from the Thurso mill yard. The 56-lb. rails are kept to a good alignment, while the sand and gravel ballast receives a frequent enough workover to assure a neat, weed-free appearance.

A number of self-propelled track machines can be observed on the line along with a number of ballast cars. The latter are of two different types: the first is a short, deep-boxed wooden car with kingpost truss rods, archbar trucks and side dump doors; the second is a shallow-boxed dump car (once a common type on construction and quarry lines).

The Thurso & Nation Valley's fleet of log cars is of varied sorts, having been adapted from other types, then having the log loading alignment changed (currently longitudinal). Truss rods and AB brakes are usual features. Archbar trucks are much in evidence also.

Apart from a few surviving wooden boxcars, other useable rolling stock appears to be the Russell snowplough, (given a good workout last winter), and the ex-CPR van and business car. A very forlorn-looking CP combine decays away with a wooden boxcar at the extreme end of a long siding which disappears behind the woodpiles at Camp 27. This 1890-model, ex-CP 3317, is lettered "Singer Manufacturing Co. 5". At the entrance to the same siging is the body of a former U.S. Army troop sleeper, latterly used as a bunk car.

An interesting survivor of a once-larger family is loading crane 579, which moves along rails laid on the decks of two flat cars. It has a distinctive cab, with a high-arched, corrugated iron roof, of which many retired specimens are seen along the railway, serving assorted storage requirements.

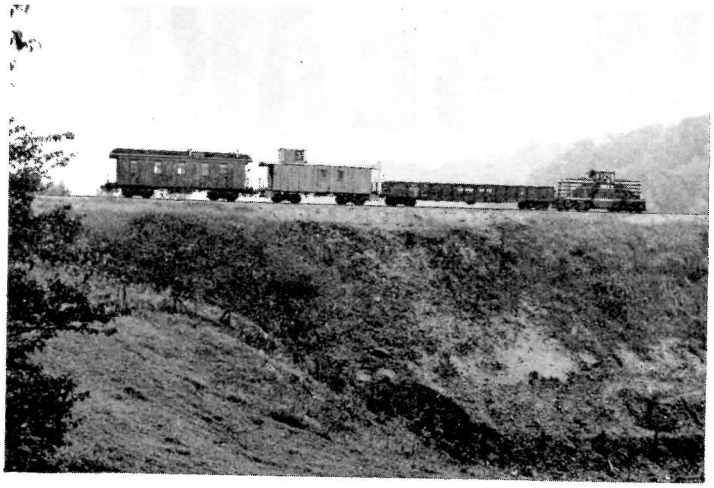
Seven members of the General Electric family constitute the motive power. Number 6 to 12 consecutively, but not respectively, are three of 70-tons, one of 50-tons, two of 44-tons and one of 25-tons. The oldest is a 44-ton boomer which started its career in 1941 on the NYNH&H; the newest are a pair of 1950 70-tonners bought from Canadian National last year. The former CN 29 has just been repainted as T&NV 11 while ex-36, still in green and yellow, currently carries both its intermediate number 6 and the T&NV-assigned 12. Locomotives are normally black with yellow trim and lettering.

The 25-tonner resides at Singer; another engine switches Camp 27; the 50-tonner handles the Thurso mill, leaving the other four for the long haul. An eighth unit not on the roster is a 70-tonner, ex-CN 26, bought with 29 and 36, but serving as a source of spare parts.

The daily log train moves along at a good rate and trying to follow the line by auto reveals that neighbouring roads, where they exist, may be said to intersect rather than parallel it. The empties to up to Mile 57 in the evening and a train of 40-50 loads returns early in the morning. Weekend activity is nil and even Camp 27 is quiet now that the woodsmen commute by road and boarding facilities have been phased out.

SCENES OF THE THURSO & NATION VALLEY RAILWAY

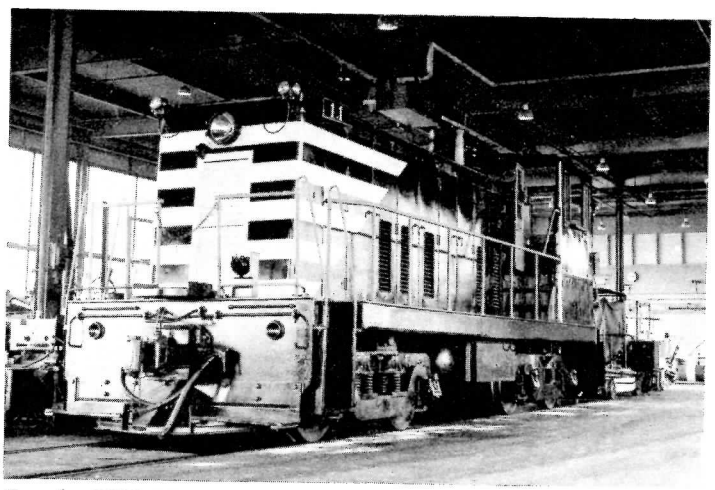
Here is a classic scene on the Thurso & Nation Valley at Lac de la Ferme, a couple of miles south of Duhamel. The rolling stock is all CP (gondola) or ex-CP (van and 35-foot business car. This shot was taken in the pouring rain on September 11, 1971.



A broadside view of the excursion train at the site of a filled-in trestle three miles north of Ripon. This was T&NV's biggest trestle before it was filled in.

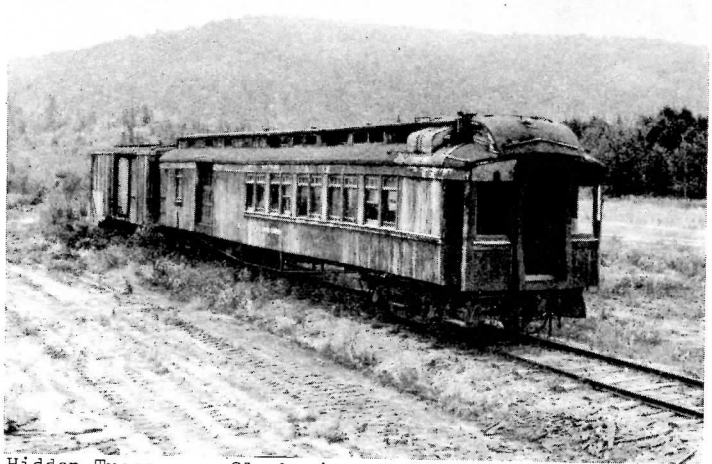
PHOTOGRAPHS BY ROBERT SANDUSKY.

This view of T&NV number 9 and her excursion train was taken looking down on placid Lac Gagnon just south of the mile 46 spur. Number 9 is a real boomer; built by GE November 1941, 15027, as NYH&H 0805; sold to Marquette Cement, then Cruman Equipment, then to T&NV via General Electric in February 1959. 44-ton with MU.



Here's T&NV 11 receiving final touches on her repaint job from CN colours at Thurso shops, September 11, 1971. The unit is black with yellow stripes and lettering. CN's number boxes are being used by the T&NV; none of their other engines had such boxes before. Data on 11: GE 30609, March 1950, 70-ton. Ex-CN, May 29/70.

No number is assigned to this unit on the T&NV roster as it is the spare parts unit. Data: GE 30624, 1950, 70-ton, ex-CN May 26/70.



Hidden Treasure. Slumbering away at the end of a half-mile spur behind some woodpiles at Camp 27 on the T&NV is a former CPR combine (ex 3317, built 1890) used by the T&NV as a boarding car. The car is painted boxcar red and is lettered "Singer Manufacturing Company 5". The boxcar behind is ex-CP 215988.

IN SEARCH OF STEAM

.....WHEREIN OUR HEROES CHASE AFTER MOGULS, TEN-WHEELERS, AND THINGS THAT GO 'BUMP' IN THE NIGHT.....

BY ROBERT SCHMIDT.

Part 2

1958 had been depressing. 1959 was a disaster! Steam in the United States was, for all practical purposes, gone. Steam in Canada was disappearing fast. Steam in Mexico was a pipe dream....out of reach in terms of time, distance and money. Yet we were determined that we would have one last fling before it was all over, and a real fling we had.

It started with the only doubled-headed fantrip ever run on the Burlington. A 2-10-4, 6315, and the ubiquitous 5632 teamed up for a round trip from Chicago to Galesburg, Illinois. Even a broken eccentric rod could not spoil the event. The next morning we were in the first dome of the Twin Cities Zephyr streaking westward for Minneapolis. This was, and still is, one of the most beautiful rides in North America. At St. Paul we passed a live 0-6-0 at Koppers Coke Co. and walked the lines of stored power on the Soo and the Great Northern. The goal, however, was Winnipeg which we reached via the GN's comfortable Winnipeg Limited.

We almost didn't make it. The Canadian customs and immigration man on the train was most pleasant, but couldn't quite understand what we were doing with three cameras each. "We are photographers." "What do you photograph?" "Oh, all kinds of things." "Why all the cameras?" "Well, each one does a little bit different job." "Whom are you going to visit in Winnipeg? Could I see your tickets, please? Hmmm...why do you only have one-way tickets?" At this point we felt compelled to confess all, rather than be arrested as Russian spies. The reason for the one-way ticket was simple: at that time the U.S. collected a 10% transportation tax on tickets sold in the country. If our routing was so diverse that we couldn't get the advantages of a round-trip tariff, which was most of the time, it was cheaper to buy only as much of a ticket as was necessary to get us into Canada, and save 10% on all the rest of the trip. I doubt that the immigration officer understood all of this, or if he did that he believed it, but he couldn't think of anything to charge us with so we were permitted to enter Canada.

Our first move on arrival was to check in at the Royal Alexandra Hotel, where we did the 'room facing the tracks' bit. While we were cleaning our travel-begrimed bodies a light 4-6-2 clanked by, returning to the CP engine terminal. Yep, this was the place!

A panoramic view of the approaches to the CPR station in Winnipeg, from the (now demolished) Royal Alexandra Hotel. A 1200-series light Pacific drifts out of the station on its way to the engine terminal.

ALL PHOTOGRAPHY THE AUTHOR.

Actually the CPR was a bit of a disappointment. The only trains we could discover that were regularly scheduled behind steam were the overnight train to Edmonton, which drew a 4-6-2, and the thrice-weekly mixed to Lac du Bonnet, which drew a 4-6-0. More on the latter in a little while. Some 2-8-2's were in occasional freight service and an 0-8-0 and a few 4-6-2's were seen, but steam on Canadian Pacific was definitely on the way out.

Canadian National put on a good show, however. All steam in the western provinces by that time had been converted to oil. Mainstays of the motive power pool were some 3500-series 2-8-2's and some modern 4-8-2's. The latter were shorn of their bullet noses and were seen in both passenger and freight service. CN also had some lighter power, including rumours of some 2-6-0's in branchline mixed service, along with various switcher types. We were content to spend the first day prowling around engine terminals collecting intelligence.

The second day we were down at the CPR station at a thoroughly unreasonable hour to catch the mixed train headed for Lac du Bonnet. This train was a sight to behold! A beautiful Ten-Wheeler of ancient vintage, carrying a canteen of extra water, leading a string of sixteen freight cars. Bringing up the markers was a steel combine, complete with coal stove. This stove came in handy, in as much as the temperature was down in the 40's. We couldn't afford the time to ride the train all the way out and back, as this would have taken two days, but we decided to ride as far east as East Selkirk, Manitoba, where we could catch a CN mixed back to Winnipeg, hopefully powered by one of those eagerly sought Moguls.

When we detrained at East Selkirk we thought we had landed on the moon! Never have either of us seen such desolation. We discovered that the immediate vicinity of the CPR depot consisted of a station and a grain elevator and precious little else. A friendly farmer gave us a lift into 'town', which contained a few dwellings, a general store and gas station, a church with connected school, and a hot dog stand. Not having had the foresight to eat before leaving Winnipeg, we knocked on the door of the hot dog stand, which was attached to a house. The owner appeared and informed us that he wasn't officially open for business, but wouldn't we come inside for breakfast? Whereupon we were literally feasted by one of the most kindly and generous couples this wanderer will ever meet.

We located the CN depot, such as it was, and waited for the morning mixed out of Winnipeg. This train was headed in the wrong direction for us to ride it, but it would give us some indication of whether the line was dieselized or not. Alas, the mixed showed up behind a GMD-1. The infidel had struck! Since the line was dieselized our time would be better spent elsewhere, so we hitched a ride to Selkirk proper and bussed back to Winnipeg.

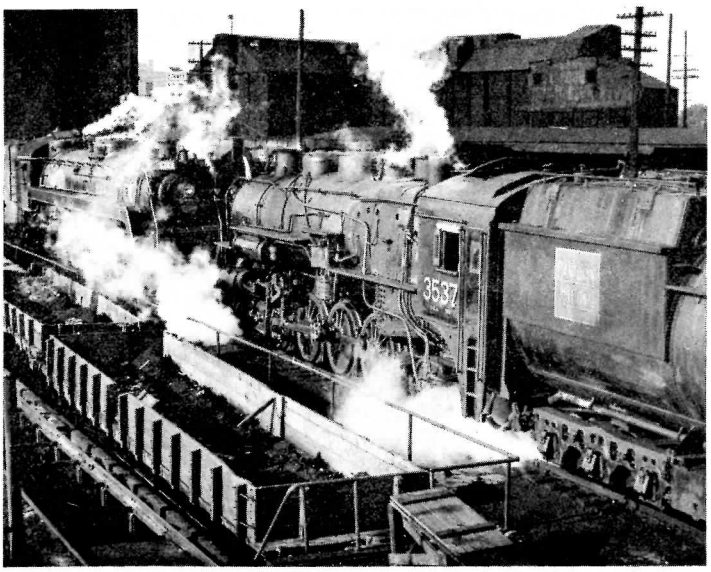
Back in town, we enquired at the CN's yard office about the possibility of steam-powered freight trains. "Yes, there are two due in; one with a 2-8-2, the other with a 4-8-2." "When are they due?" "Well, that's hard to say. Probably around dark. They are late now."

Canadian Pacific 0-8-0 6921 switches cars around the station at Winnipeg, September 8, 1959.

Pacific 2449 pauses in Winnipeg before taking train 41 onto Edmonton, September 9, 1959.

Ten-wheeler 926 heads up the Lac du Bonnet mixed (train 502) at East Selkirk, Manitoba, September 9, 1959.

Canadian National GMD-1 1049 is on the point of mixed train M218 at East Selkirk, Manitoba, September 9, 1959.



Canadian National Prairie power at rest at the engine terminal at Transcona, Manitoba. S-2-a Mikado 3537 received its Vanderbilt tank in 1931.

Canadian National F7a 6540 and an unidentified B-unit head up train 4 the Continental, shown here leaving Winnipeg on the evening of September 9, 1959.

Thus began the most frustrating time we ever spent. The light in the sky grew dimmer along with our hopes for action photography. The Manitoba wind, for which we were ill-prepared, made us into icicles. Just before sunset, the Continental passed in review, but still no sign of the freights. We were so cold that we couldn't possibly feel any worse so we were determined to stick it out, even though photography was now out of the question. It was worth it. The 2-8-2 led the first freight into the yard with the last glimmer of dusk. Hot on the Mike's heels came the 4-8-2....too hot for her own good. She came up to the yard before the Mike's train had cleared so she had to stop with her train snaking through a crossover and around a sweeping curve. Finally she got a green board, but it was too late. The engine screamed to the heavens, chuffed, snorted, took slack, charged forward, only to lose footing with a rim of fire around each wheel. After perhaps fifteen minutes of trying, the frustrated monster gave up and sizzled meekly while a pair of diesel switchers dragged her and her train into the yard.

The next morning we rented a car to increase mobility and paid visits to some of the outlying yards, especially CN's huge facility at Transcona. We then drove out toward East Selkirk to chase the CPR mixed back to Winnipeg. Then, on a hunch we drove over to the CN station to see if another mixed might be steam powered. Eureka! A diminutive 4-6-0, 1389, was being uncoupled from the train. The engine was an oil-burner and her active presence in 1959 was a source of wonderment to all concerned.

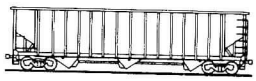
We finished the day with a visit to the scrap line at CPR Weston Shops where one of the CPR's only two 4-8-4's was located. Then a frantic dash back to town to catch the overnight train to Port Arthur. This train was powered by 4-8-2 6061 and featured the coziest open-section sleeper-diner I've ever seen. We passed the miles with a fan from Montreal who was returning from a western junket.

We detrained at Fort Frances, dropped our bags in the depot, then walked about a quarter of a mile down the track and waited for #34 to pull out. Two blasts on the whistle followed by the kind of puffing that makes it sound easy and the 4-8-2 disappeared into the night. The air was cold and clear, and we stood wordlessly listening to the train until even the echo was gone. Then we returned to the depot to wait for the Duluth, Winnipeg & Pacific RDC connection for Duluth. We did not know then, although we suspected, that this would be the last regularly scheduled passenger train on the North American continent (north of the Rio Grande) that we would see, let alone ride, behind steam.

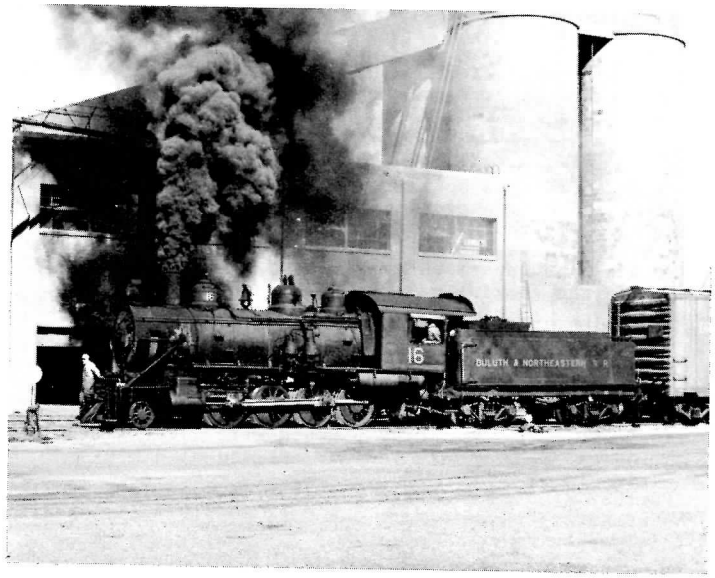
The next day was eventful, including steam on the Duluth & Northeastern at Cloquet, Minnesota, but the best was over. We boarded the Soo's Laker in Duluth, tired and incredibly grubby, but ready for a truly great trip back to Chicago.

Mountain 6061 (minus her bullet nose) sifts into Winnipeg with train 33 for Port Arthur, September 10, 1959.

We have since made our peace with the Diesel. We still go to trackside with camera in hand trying to capture the romance of railroading in a fleeting instant and preserve it on celluloid. But, alas, it will never be quite the same.



Such a lot of black smoke from such a small steamer! Duluth & Northeastern 2-8-0 16 at Cloquet, Minnesota, September 11, 1959.



PASSENGER TRAIN NEWS

* More basic research into land transportation and general acceptance that society is the only agency capable of shouldering the inevitable costs are two key factors which would to lead to improved urban transport systems, according to Dr. Robert Bandeen, CN Great Lakes Region vice-president. Addressing the London Rotary Club in London on October 17th, Dr. Bandeen told the Rotarians that lighter trains with improved suspension systems appear to offer the most likely immediate answer to the need for faster inter or intra-urban ground transportation. Looking further into the future, he forsees the use of trains which would float, glide or fly above rights-of-way. Such futuristic systems will only be available as required, he cautioned, if steps are taken now to provide the research needed to develop them.

"When the $30-million the British have invested in advanced passenger train design is measured against the $32-million it now costs to build two miles of elevated expressways, and the $20-million or so it takes to design a new automobile to use that expressway, then maybe the cost of a train that would help us resolve our urban transportation problems does not really come so terribly high."

Dr. Bandeen said CN had found that "most passenger services in this country could never be operated on a basis where they would pay their own way." He added that CN is still convinced that passenger trains are an economically sound way of moving large numbers of people. "On a total cost basis, they are a more economic form of passenger transport than their major competitor, the non-commercial transport combination of public road and private car." Because of this, and for ecological reasons, "we have simply got to begin looking for alternatives to highway travel and the passenger train is the only real alternative available to us at this time."

He said that existing passenger trains are generally not the best instrument for high-speed, efficient urban rail service as conventional equipment may be heavier and slower than is acceptable to new urban systems. He described the ideal urban train as lighter than conventional trains, with electrical heating systems and with wider doors or a greater number of doors to speed the loading and discharge of passengers. Most important of all, the new train would be faster than conventional trains. Theoretically, the maximum speed at which the steel wheel can operate over a steel rail is 250 miles an hour. "Conventional trains to not come anywhere near approaching that speed, and the reason is not lack of power but rather suspension systems. We do not have a suspension system which would allow us to operate a train at anything like that speed safely."

Dr. Bandeen noted that progress is being made in this direction, citing CN's Turbotrain and [the Canadian designed and built] LRC aluminum train of Alcan-Dofasco-MLW-Worthington. "A train using improved suspension systems appears to lurk almost surely just around some cirner somewhere. A train of this type appears to offer the most likely immediate solution to the problem of developing faster trains."

Dr. Bandeen also stressed the financial obstacles to exploiting the potential of new rail services are more pressing but are also capable of being solved. "Highway construction is usually financed from a combination of sources: municipal, federal and provincial, and perhaps urban rail systems could be created the same way." Although CN cannot be expected to bear the costs of developing new forms of land transportation for passengers, he said, it is most anxious to draw on its resources of experience and technical expertise to provide leadership and guidance.

* Concident with the change of time back to Standard Time October 31st, Canadian National introduced daily direct, through passenger service between Windsor and Montreal via Toronto. The new service was created by consolidating Toronto-Montreal Rapido service and Windsor-Toronto services. Eliminated was a change of train in Toronto for through passengers.

At the same time, conventional dining facilities on these trains were replaced with club galley and cafe bar lounge cars, two new concepts introduced earlier in the year on CN's Montreal-Ottawa services.

The through service now leaves Windsor eastbound at 0730 daily, departing London at 0925 and arriving in Toronto at 1140. The train departs Toronto Union Station at 1210 and arrives in Montreal at 1709. Westbound, the through Rapido train leaves Montreal at 1150 and arrives in Toronto at 1649. The train departs Toronto at 1730, London at 1940, and arrives in Windsor at 2130. Morning service between Montreal-Toronto and intermediate points is still provided by the Lakeshore trains.

The new club galley cars for club car passengers and cafe bar lounge cars for coach passengers provide dining amenities identical to those which have been available on CN's Tempo trains since their introduction in 1968. In addition, all regular coaches in the new Montreal-Windsor service are equipped with special food and beverage trays at each seat.

Alexander Loynyk, general manager of passenger sales and services, said the operation of a direct train between Montreal and Windsor is a logical extension of the railway's corridor service and will eliminate the need for passengers travelling beyond Toronto in either direction to change trains at that point.

* The Canadian Transport Commission suggested November 4th that Canada's two major railways should combine their off-season transcontinental passenger services into one train daily from North Bay to Vancouver. The CTC added with emphasis and for the first time that is is prepared to cover 80% of the cost of providing job security for railway workers affected by the rationalization.

It also urged combined ticketing services and a pooling of equipment but decided that each railway should continue to offer transcontinental service daily in the peak summer period. Off-season, however, the CN's Super Continental could operate out of Toronto and CP Rail's

Canadian out of Montreal, linking at North Bay to provide one train daily to Vancouver, the commission said in an interim report on the financially troubled daily transcontinental service offered by each railway. Exactly how the service would be integrated between North Bay and Vancouver was left unspecified and that, for the communities along each line, is the big question.

"Although there were frequent suggestions that off-season operations be limited to CP Rail's route, which serves a larger percentage of the population, the commission feels that some form of year-round rail transportation is essential on both lines," the CTC said in the ten-page report summarizing the 250 submissions made to the commission.

"Several proposals were made for an alternate-day service using the CP Rail route one day and the CN route the next. This would be supplimented by local feeder trains operated on the off days."

"Another idea was for daily operation of a Sudbury-Winnipeg service on the CP Rail route with local services on the CN feeding into Thunder Bay and Winnipeg."

"Further studies of costs and traffic requirements will be necessary to determine the best possible options in this region."

The goal of an integrated off-season service should be achieved by next autumn, the report said.

The CTC found earlier that the Canadian had a loss in 1968 of $15-million and the Super Continental $14-million in 1969. The two railways were ordered to continue their transcontinental railway services while the CTC undertook its study.

"There is every reason to believe that those losses are increasing with corresponding improvement in service to the public," the report states. It adds that the losses are likely to continue to increase "requiring greater subsidies from the Federal Treasury, unless steps are taken to make substantial improvements in the operation of these services." Recommending a common fare structure, with lower rates on off-days, the commission noted that "railway passenger fares today are generally lower than those of 20 years ago."

The two railways should share passenger terminals and related facilities where feasible. "It no longer appears necessary to maintain separate stations at Montreal, Winnipeg and Vancouver where great excess capacity exists."

What has been the reaction by the railways to the CTC's report? A spokesman for CP Rail said that the CTC report on the integration of the transcontinental services "is a step in the right direction. It's now a matter of sitting down with CN---the government owned Canadian National Railways---and the commission to work out specifics."

A CN spokesman was more guarded in commenting on the commission's interim report. "Our officials are studying the report now. Undoubtedly there will be some comment soon."

* The U.S. National Railroad Passenger Corp. probably will have substantial losses for several years, according to the Interstate Commerce Commission. The ICC says Amtrak is substantially underfinanced and lacks the resources needed for capital equipment and research. Amtrak has asked Congress for an additional $170-million for equipment and operating expenses to July 31, 1973.

* Some corrections are in order regarding CN's Toronto-Chicago services via Windsor (August NL, page 114). UCRS member E. Everett Edwards of Birmingham, Michigan writes: "Amtrak did not restore passenger service between Detroit and Chicago on July 12th. This service never stopped. Two round trips daily were operated over Penn Central. No service is run on GTW. The change on July 12 was a rearrangement of the service which apparently allowed for time to transfer to CN service at Windsor. There is now early morning and late afternoon departure from each end rather than a.m. and noon from Detroit and two p.m. departures from Chicago. There is no CN bus service from Windsor to the PC train at Detroit, however. In fact the CN bus to the GTW Brush St. Station and two hotels in Detroit has been discontinued. The following notice is posted on the Brush St. Station entrance: 'Bus to CN Windsor has been discontinued. Taxi service is available from Tunnel entrance two blocks west. Pickup telephone identified for CN passengers. Fair [misspelled on sign] $2.00 per person. CN passage tickets purchased at Windsor only. CN Rys.'"

"GTW no longer sells CN tickets either at Brush St. or the suburban stations of Royal Oak, Birmingham or Pontiac, and not even CN timetables are available. The CN city ticket office in the GTW office building on West Lafayette has also been closed, and all telephone inquiries about service are referred to Windsor. Brush St. Station is now open only four hours a.m. and four hours p.m. Monday-Friday."

Mr. Edwards adds that the only GTW passenger equipment in use or in sight are the eighteen UP cars 4800-4817. He wonders what happened to snack cars 4884-5, coaches 4886-8, the seven modernized 5300's and the two club cars Silver Lake and Diamond Lake. Can any reader supply information as to these cars' whereabouts?

* This item is not strictly railway passenger news, but it being reported as it marks the end of an era.

Canadian Pacific announced November 9th that it is withdrawing its 25,800-ton passenger liner "Empress of Canada" from both transatlantic and cruise service, effective November 23rd, ending some 70 years of passenger steamship service. The liner, which made its maiden voyage from Liverpool to Montreal in April, 1961, is Canadian Pacific's last ocean passenger ship.

It will be withdrawn from service at Liverpool following its final scheduled transatlantic voyage from Montreal.

Here's CP Rail RDC 9192 as train 164 sitting in the fog at the station at Mont Laurier, Quebec, on October 21, 1971. (John Thompson)

Canadian National FPA-4 6779 heads train 617-123 through Drummondville, Quebec, on its way to Montreal, on October 20, 1971. This train's consist has since been changed, and the train now operates with RDC equipment. (John Thompson)

EQUIPMENT NOTES

CANADIAN NATIONAL MOTIVE POWER NOTES

* SD40 deliveries from General Motors Diesel, London:

5196 -- Aug. 20/71
5197 -- Aug. 20/71
5198 -- Aug. 26/71
5199 -- Aug. 26/71
— Assigned to Mountain Region Calder Yard.

5200 -- Aug. 27/71
5201 -- Aug. 27/71
5202 -- Aug. 31/71
5203 -- Sept. 8/71
5204 -- Sept. 8/71
5205 -- Sept. 16/71
5206 -- Sept. 16/71
5207 -- Sept. 22/71
5208 -- Sept. 22/71
5209 -- Sept. 24/71
5210 -- Sept. 24/71
5211 -- Sept. 29/71
5212 -- Sept. 30/71
5213 -- Sept. 30/71
— Assigned to Prairie Region Symington Yard.

All of the above units are classed as GF-30k and are assigned to Calder Yard, Edmonton.

* Retirements:

9116	GFA-15d	July 21/71	Retirement program
9128	GFA-15d	July 21/71	Retirement program
9034	GFA-15b	Aug. 12/71	Retirement program
8148	MS-10b	Aug. 25/71	Retirement program
8130	MS-10a	Aug. 25/71	Retirement program
8020	MS-10c	Aug. 25/71	Sold Dominion Bridge, Lachine
4812	GR-15a	Aug. 25/71	Collision, PGE, North Vancouver
4809	GR-15a	Aug. 25/71	Collision, PGE, North Vancouver
4817	GR-15a	Aug. 31/71	Retirement program
7962	GS-10a	Aug. 31/71	Collision, Calder Yard
8149	MS-10b	Aug. 31/71	Retirement program
9060	GFA-15c	Aug. 31/71	Retirement program
8017	MS-10c	Sept. 23/71	Retirement program
6754	MPA-16a	Sept. 23/71	Retirement program
9086	GFA-15d	Sept. 30/71	Struck slide, Skeena Sub.

* Transfers:

6505 Prairie (Symington) to Mountain (Calder)
6609 Prairie (Symington) to Mountain (Calder)
July 5/71

1915-17 Great Lakes (Spadina) to Prairie (Neebing)
July 15/71

1258, 1273-74 Prairie (Neebing) to Mountain (Calder)
July 17/71

1258, 1273-74 Mountain (Calder) to Prairie (Saskatoon)
July 23/71

4907, 4910, 4918, 4921-22 GTW (Battle Creek) to Great Lakes (Fort Erie) July 29/71

4427, 4429, 4431, 4437, 4440 GTW (Battle Creek) to Great Lakes (Fort Erie) July 29/71

4417-18 Great Lakes (Spadina) to Mountain (Vancouver)
Aug. 15/71

5069-72 Prairie (Symington) to Great Lakes (Toronto)
Aug. 26/71

5087-90 Mountain (Calder) to Prairie (Symington)
Aug. 26/71

4228-32 St. Lawrence (Senneterre) to Mountain (Calder)
Aug. 26/71

8178-79 St. Lawrence (Montreal) to Great Lakes (Toronto)
Sept. 3/71

4419-20 Great Lakes (Spadina) to Mountain (Vancouver)
Sept. 10/71

4910, 4921 Great Lakes (Fort Erie) to GTW (Battle Creek)
Sept. 16/21

3691 St. Lawrence (Montreal) to Atlantic (Moncton)
Sept. 21/71

6505 Mountain (Calder) to Prairie (Symington)
6609 Mountain (Calder) to Prairie (Symington)
Sept. 21/71

1010, 1057 Mountain (Calder) to Prairie (Saskatoon)
Sept. 24/71

* RDC transfers:

6201	Great Lakes (Spadina) to Mountain	July 5/71
6353	Mountain to Great Lakes (Spadina)	July 5/71
6108	Mountain to Prairie	July 2/71
6302	Great Lakes (Spadina) to Mountain	July 17/71
6114	Mountain to Great Lakes	July 17/71

* Canadian National diesel units on lease:

--- to Roberval & Saguenay:
3690 -- on lease Apr. 1/71; returned Jun. 7/71
3691 -- on lease Apr. 1/71; returned Sept. 13/71

--- to Northern Alberta Railway:
4336 -- on lease May 7/71; returned Sept. 12/71
4339 -- on lease Jun. 8/71;
4331 -- on lease Jun. 11/71; returned Sept. 16/71
4338 -- on lease July 16/61;
7151 -- on lease Sept. 30/71;

--- to Pacific Great Eastern:
4234 -- on lease May 4/71;
9046 -- on lease May 4/71; returned Aug. 11/71
9082 -- on lease May 4/71;
4402 -- on lease May 14/71; returned Aug. 4/71
4403 -- on lease May 14/71;
4404 -- on lease May 14/71; returned Aug. 17/71; then leased out again Sept. 16/71 and returned Sept. 29/71.
9072 -- on lease Sept. 12/71; returned Sept. 29/71
9028 -- on lease Sept. 14/71; returned Sept. 29/71
4401 -- on lease Sept. 15/71; returned Sept. 29/71

--- to B.C. Hydro:
4402 -- on lease Sept. 30/71;
4415 -- on lease Sept. 30/71;

* Canadian National has placed a $30-million order with General Motors Diesel of London for 51 new diesel units. The new power on order is specified as follows: 15 SD40's [Order C-345, serial numbers A2588-A2603, road numbers 5226-5240, delivery before the end of 1971]; 20 SD40-2's [Order C-351, serial numbers A2691-A2710]; and 16 GP38-2's [Order C-350, serial numbers A2675-A2690]. The last two groups will be delivered in 1972.

* CN motive power miscellany: Units 1912-1917 have been reclassified from GRG-12 to GR-12.....Units 1217 to 1221 are now assigned to Calder Yard, Edmonton, for hump service. Units 1220 and 1221 are equipped as control units for controlled humping at speeds requested either on board or by radio link from the main tower. The radio link also provides remote hump signals on selected unit when not on hump crest. Units 1217, 1218, 1219 are equipped as slave units for the 1220 and 1221. All units are ballasted approximately ten tons more than their original weight.....Add MR-10c unit 1716 to the listing of MR-10 units converted from A1A to B trucks and B to A1A trucks. Unit was reconverted back to A1A-A1A October 15/69.

Canadian National 15709, ex. D-1 sits in front of United Railway Supply Co. Ltd., at Cartierville, Quebec, on October 11, 1971. The unit was consigned to URS on October 1 by CN. In the rear is former CP Rail (and NYC) Eastview which has had an interior refit and is currently lettered "United Railway Supply". CN's Cartierville spur is to the far left.
(Bob Sandusky)

CANADIAN NATIONAL EQUIPMENT NOTES

* New equipment orders have been placed by Canadian National. National Steel Car Corp. will build 125 70-ton woodchip cars and an additional 50 70-ton insulated box cars (on top of an earlier order for 500) at its Hamilton plant. These orders are worth $3.4-million.

Hawker Siddley has an order from CN worth $8.45-million for 300 gondolas and 75 bilevel flat cars. They will be built at Trenton, Nova Scotia.

In addition, CN's Point St. Charles Shops will build 75 50-ton cabooses complete with electric lighting for delivery next year.

* Among the more interesting pieces of equipment ordered by CN during 1971 was CN 50951--a 70-ton Model 4-100 Jordan Spreader, Hydraulic Type "J" with snow nose. The unit will be used in the St. Lawrence Region.

CP RAIL EQUIPMENT NOTES

* CP Rail has placed an order with Marine Industries Ltd. of Montreal for 100 piggyback flat cars and 150 100-ton container flat cars for delivery in 1972. The order is worth $5-million.

* A special car has been developed by CP Rail for the container shipment of asbestos. A platform has been added at the centre of a 57-foot flat car, which can carry a 20-foot container at each end. Fork lifts can then pick up stacks of bagged asbestos and drive right into the container to load. CP Rail reports carriage of asbestos in containers from the St. Lawrence south shore mines to Montreal is up 53% this year.

DIESEL ORDERS FOR GMD

* Quebec, North Shore & Labrador Railway has placed an order for 40 SD40-2 units with General Motors Diesel of London. The first 20 units on the $17-million order will be delivered between March and May 1972, and the balance in the spring of 1973.

* General Motors Diesel will obtain its largest export order for diesel locomotives to date, if negotiations on the financing of the deal between Yugoslav officials and the Canadian Government are successful.

The order is worth $34-million and is for 110 C-C diesels for the Yugoslav state railway system. Deliveries under the contract would begin would begin a year from the date of the signing of the contract, when all financing arrangements have been made.

GMD is operating almost at capacity and this order would mean that GMD would expand its plant and increase its staff.

The largest previous export for GMD was for 56 diesel units for Brazil, worth $9.5-million.

CP RAIL MOTIVE POWER NOTES

* CP Rail has placed an additional order for diesel locomotives with General Motors Diesel. 40 SD40-2 units worth $17-million [order C-349, serial numbers A2635-A2674, road numbers 5589-5628] will be delivered between May and August 1972 and will be used in road freight service between Montreal, Toronto and Calgary.

* CP Rail has renumbered certain DRF-30 M630 units used in coal unit train service, in order to permit distinction of Locotrol Masters and Pace Setter masters by road numbers. The renumbered units are among those currently being modified by CP Rail for coal unit train service (see August NL, page 114 for list). Follows a listing of the renumbering, with present equipment on the units, equipment added, and equipment removed:

Old Number	New Number	Present Equipment	Equipment Added	Equipment Removed
4558	4513	Pace	Locotrol	Pace
4559	4514	Setter	Pace Set-	Setter
4560	4515	Masters	ter Master	Repeaters
4561	4516		& UTSB*	
4562	4574			
4563	4575	Locotrol	Pace Set-	None
4564	4576		ter Master	
4565	4577		& UTSB*	
4566	4578			
4567	4579			
4568	4580			
4569	4581			

* UTSB=Unit train supplimentary brake feature which combines former grade holding and grade balancing brake features.

* Units 4241-4250 have been transferred from St. Luc to Agincourt Yard.

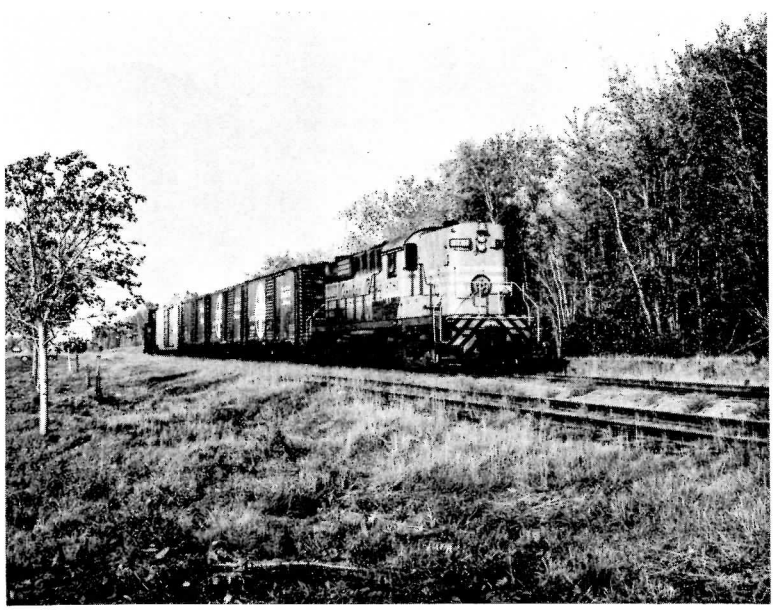
* Two new Robot control units were released from Angus Shops for coal unit train service: 1006 on October 14 and 1007 on October 22.

* A most unusual visitor to CP Rail lines in Ontario and Quebec recently was FM/CLC H-16-44 8716 pulling the Speno rail grinding train. It is equipped with hump control and normally works in the mountains of British Columbia. The unit was seen working her way westward as part of the motive power for train 981 October 16 (other units in consist 8775, 8583, 8456, 8432).

* The following RDC units have been observed on the CP Rail Quebec City service, equipped with reclining seats: 9053, 9055, 9056, 9058, 9156.

ALGOMA CENTRAL GETS NEW POWER

* Algoma Central has taken delivery of its new SD40's. The three units--180, 181, 182 were seen at CP Rail Agincourt Yard October 23rd, on their way to the Soo and their new home. The units were presumably released from GMD October 21st.



John Thompson caught CP Rail 8781 on a freight train on the western outskirts of Drummondville, Quebec, on October 20, 1971.

TRACTION TOPICS

* As ripples are generated when a stone is cast upon a pond of water, so Toronto is still feeling the effects of the cancellation of the Spadina Expressway project by Premier William Davis last June. The latest ripple from the expressway cancellation came on October 12th with proposals from Premier Davis on how to utilize the unfinished portion of the expressway from Lawrence to Eglinton.

Mr. Davis' proposals--Project Spadina--are for a complex of apartments and stores, conceived by U.S. engineer-futurist Buckminster Fuller. The development would be built over the underground rapid transit line that would run down the highway right-of-way. Mr. Davis stressed that Project Spadina was "only a proposal" and that definite details of design, density and construction timetabling would have to wait approval by Metropolitan Toronto and the municipalities involved.

Except for paying half the costs of the rapid-transit line, the Ontario Government may not be involved in either the financing or the organization of Project Spadina. Mr. Davis indicated that the Province would take over the project if Metro Toronto failed to act.

The Premier indicated that the Government is ultimately committed in any case to an underground rapid transit line from Downsview Airport to St. George Station.

As envisioned by Mr. Fuller, the underground rapid transit line between Eglinton and Lawrence would form the spine for a series of terraced, slope-walled residential and commercial buildings. The sloping sides of the buildings, which would have terraces or balconies with trees and shrubs, would have the appearance of hillsides rather than the glass cliffs of the usual high-rises.

Project Spadina would have three basic components: [1] 4000 apartment units housing 10,000 to 12,000 people and containing parking facilities at an estimated cost of $64-million; [2] approximately 250,000 square feet of commercial, office and institutional space constructed at a cost of $5-million; [3] parking facilities for 3500 cars--largely for commuters who would park their cars and board the rapid transit line--at a cost of $7-million. Nearly all of the $69-million of residential and commercial space would be privately financed and owned with the exception of educational institutions and some housing for senior citizens.

Mr. Fuller's proposal, prepared for the Government at an undisclosed fee, says that all the residential and commercial areas of the complex should be climate-controlled so that people would be able to move freely and comfortably from subway to shopping concourse to office and to home.

Project Spadina would be more than a mile in length but no more than 300 feet in width. The total area is about 46 acres, which is owned partly by the Ontario Government and partly by Metro Toronto.

Commenting on the announcement of Project Spadina, TTC Chairman Ralph Day said the TTC would be ready to start work on the Spadina rapid transit line within a year once plans are approved. Mr. Day said the proposed routing would go before the Metro Toronto transportation committee before the end of November. He sees a five-year construction period and said both the Spadina and the North Yonge extension could be underway at the same time.

* Since the cancellation of the expressway portion of the Spadina Expressway last June, people in Toronto have been wondering how the rapid transit line associated with the expressway will be routed into the downtown.

A task force, comprised of members of the Toronto Transit Commission, Metro Toronto and Ontario Government officials, have been hard at work studying routings for the line from Eglinton Avenue south to St. George Station. Their report was to have been completed and ready for submission to senior officials of the three bodies in the study group by early November.

Members of the task force have had as many as nine different routings to study. The original routing of the rapid transit line was to have followed the expressway south from Eglinton Avenue down through Cedarvale Park crossing Bathurst Street and following the Nordheimer Ravine to Spadina Road, then southerly under Casa Loma and down Spadina Road with a diagonal over to St. George station. Since then, a study of the situation has indicated that the original routing might not be the best for the line.

It is now expected that the task force will recommend a routing closer to Bathurst Street. Such a route would leave Cedarvale Park north of St. Clair, and follow Bathurst Street (either parallel to, or under the roadway) south to the vicinity of Dupont, then curve southeasterly to St. George station. Bathurst is a major north-south traffic and transit corridor, and such a routing would help alleviate some of the overcrowding in the corridor.

Stations on such a routing would be near St. Clair and Dupont. A Dupont station might also serve the dual function as a transfer point for commuters if ever commuter service is established on CP Rail's freight-only North Toronto Sub (see Passenger Train News, October NL).

Hopefully a decision on the routing for the Spadina Rapid Transit Line will be announced in the near future, and with approval by Metro Toronto and other political bodies concerned, construction could begin on the line in the not too distant future.

The task force concerned with the Spadina routing has another job before it, as well. The joint committee will commence a study of the transit needs for the whole Metro area and produce a new transportation plan.

* The Toronto Transit Commission has hired a British subway tunnel expert to see whether it will have to spend $1-million to rebuild North Yonge subway extension tunnels that were built crooked in a digging error. TTC engineers are testing existing lines--some experimentally relaid with crooked track--to see if the digging error is serious enough to require the new tunnels to be ripped out and redug. Workmen would then have to back into air pressure of up to 15 lbs. in soggy and unstable soil conditions, with a further delay on the extension.

The errors occurred in tunnel sections between Eglinton and Lawrence stations and Lawrence and York Mills stations when the 16-foot diameter concrete tunnel liners were being jacked into place as the tunnels were being dug. The liners are two feet wide along the side of the tunnel and are pushed into place one beside the other. If they are out even as much as an eighth of an inch, this error could be compounded into several inches over a 100-yard stretch of tunnel unless it is cought in time. Despite the use of laser beams to keep the tunnel in a straight line, errors occurred, TTC Chairman Ralph Day said, partly because of wet, unstable soil.

The TTC imported H. G. Follenfant, chief engineer of the London Transport Board and considered to be an expert on subway tunnel construction, the week of October 18th, to diagnose the situation. Although engineers are breathessly awaiting Mr. Follenfant's final report, it is felt that the tunnels can be repaired without tearing out and rebuilding the crooked sections.

Chairman Day, in confirming that errors had been made, said "certain aspects of work done in the two tunnel sections caused our officials sufficient concern that we engaged the leading expert on this type of work from the London Transport Board. Day said that while the tunnels may not have to be dug out, "this does not mean that some work is required, but it is a great deal less than was at one time thought necessary. And I believe that the adjustments necessary can be made within the existing contract prices." The condition, he said, can be corrected within the tunnel itself. Otherwise, it would have meant that air locks would have had to be reinstalled and workmen would have had to go in under air pressure of up to 15 lbs. "This could easily have run into an additional $1-million," Day said.

Before Mr. Follenfant was brought over to assess the problem, the TTC sent W. H. Paterson, general manager of subway construction, to England with drawings and background information.

* The TTC is undecided about opening the North Yonge subway extension in two stages because doing so might be too costly. The Commission had planned to open the section from Eglinton to Sheppard in March 1973, but a four-month labour dispute on a key section of tunnelling has thrown that date out the window. Now a hard look must be taken as to whether it is feasible to open the Eglinton to Sheppard section when it is ready, or wait until the spring of 1974 when the section from Sheppard to Finch is scheduled to be finished. If the TTC opened the Eglinton-Sheppard section in 1973, a temporary terminal would have to be built at Sheppard station to serve bus routes in that area for only a few months until the extension to Finch was ready. Chairman Ralph Day said "the extra cost would not be justified", as the time the temporary terminal would be used would be so short. The TTC will come to a decision on the opening once the labour situation is clarified.

Provincial mediation in the labour dispute stalling the North Yonge subway extension has failed to resolve the conflict. The dispute is between Local 183 of the Laborers International Union and S. McNally & Sons Ltd. The McNally company has a $6.983-million contract to build the tunnel from York Mills station to Sheppard station. Work on the section came to a halt on July 4th when the labourers went on strike claiming the company had locked them out. The labourers refused to accept a new contract giving them an 83¢ hourly increase in a one-year contract.

* North York Borough Council voted October 25th to ask the Toronto Transit Commission to build the next rapid transit line after Spadina along Eglinton Avenue rather than Queen Street. The council also called for a feasibility study on whether railway rights-of-way could be used for commuter and rapid transit facilities in Metropolitan Toronto. The TTC will also be asked to consider establishing expressway bus service from the planned Finch terminal of the North Yonge subway extension to Toronto International Airport.

The council acted on the recommendation of a technical advisory committee report which estimates the 15-mile proposed Eglinton subway line would serve an area possibly five times that of an eight-mile long Queen line. It would serve all six Metro communities rather than just Toronto.

The council will ask the TTC, CP Rail, CN and possibly the Metro Toronto Technical Transportation Committee to make the railway rights-of-way study. It has in mind a loop system within Metro formed from the Newmarket, Halton, Bala and Union Station railway lines, as well as the CP Rail line north through Woodbridge, and CN's line westerly through Malton. The use of the CN and CP Rail rights-of-way would extend commuter rail service from the central area to a projected outer transit loop and beyond, the committee report said and would link with the subway system and other rail lines.

* The contract for construction of the Beaugrand underground garage and service centre for Montreal's Metro subway system has been awarded to Spino Construction Co. Ltd. of Montreal, low bidder at $3,464,622. The first Montreal subway contract to be awarded since 1966, a sod turning ceremony October 14th, fifth birthday of the Metro, marked the beginning of a construction project which will extend the present 14-mile system to 42 miles.

Located at the intersection of Sherbrooke and Beaugrand Streets in the east end of the city, the garage is to include eight tracks for trains of 500 ft.; five tracks for checking; two lifting tracks; one track for train cleaning and one 2000 ft. test track. There will also be staff buildings and warehouses, the entire project covering 22,000 sq. ft.

Tenders were called at the beginning of November for the construction of Beaugrand station and some of the tunnelling and track laying. Imperative completion of the extension of the present line east from Frontenac to the new garage in time for the 1976 Montreal Olympics, means that contracts will now be awarded at an ever-increasing rate.

Work is scheduled to begin early in 1972 on extensions to the north, south and west also, the multi-phase plan presented earlier this year having been scrapped in favour of a program which will see all major construction completed by the end of 1978.

The extension of Line I from the Atwater terminus southwest to Cote St. Paul and Verdun and the section west from Bonaventure to Victoria, are scheduled to be completed by the end of 1976. This line will then turn north eventually to serve the heavily-populated areas between Sherbrooke and Bois Franc Rd. in St. Laurent. By 1977 it will extend as far north as Pare St.

A ten-mile long line is planned from Montreal north which would run south through St. Leonard and then west along Jean Talon through Outremont to join the northern part of the Bonaventure line at Queen Mary station. This will give the city two east-west lines.

Although technically still under study, planners reportedly have already made sufficient progress for the line to be completed by 1978. Construction will be controlled by a master plan which shows when tenders must be called and when work will have to commence on each of the extensions to enable the project to be completed on schedule.

Present planning makes provision for up to 14 or 15 different engineering projects being underway by January 1973, and possibly more the year after. This will include every aspect of construction from the excavation of tunnels under the city to construction and finishing of stations, laying of tracks and installation of escalators.

Whether the northern suburb of Laval will be served by the Metro system is yet to be decided. Any possibility of extensions covering the western suburbs of Lachine, LaSalle and St. Pierre is not yet under consideration. The project is to be directed from the headquarters of Gerard Gascon, director of the Montreal Urban Community's Metropolitan Transit Bureau.

Trolley Coach Notes: T44 and T48A coaches left in service on the TTC system as of October 31st--at Eglinton Division: 9045, 9046, 9047, 9057, 9059, 9061, 9062, 9066, 9068, 9073, 9076, 9079, 9085, 9088, 9089, 9091, 9103, 9105, 9106, 9107, 9108, 9113, 9116, 9117, 9119, 9121; at Lansdowne: 9122, 9123, 9141.....As of the same date 9314 was the highest numbered Western Flyer coach in service at Eglinton (9312 and 9313 still at Hillcrest).

SHORT TURN.....Air-electric PCC cars 4226 and 4253 shipped from TTC Hillcrest to Tampico, Mexico on September 28th.....The basic structure for the Sheppard station was completed the week of November 6th..... York Mills station is structurally complete; the windows and glass doors at the main entrance have been installed and work is progressing on the ceiling installation.....Six-car "ghost trains" of H-2 class subway cars now appear on weekends on the Bloor-Danforth subway. These trains run for test purposes only..... The last six cars of the H-2 car order almost completed and delivered by Hawker-Siddley. Labour troubles delayed their shipment. Hawker Siddley now starting production of the new cars for PATH.....Metro strike in Paris, France ties the city in knots.

TTC A-6 class PCC car 4388 crosses the intersection of College and Yonge eastbound on a spring day in 1969. The Romanesque bank branch on the northwest corner has been a fixture of the intersection for many years.
(John Thompson)