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Upper Canada Railway Society

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

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The Cover

TRACTION IN ACTION in the snow! Doub Campbell caught single truck sweeper A-1 of the Cornwall Street Railway Light & Power Co. cleaning up after a big snowstorm, on February 4, 1970. In the winter of 1969-1970, Cornwall was the only city in Canada where trolley snow fighting equipment saw major use. For more photographs of CSRL&P snow fighting equipment hard at work, turn to pages 8 & 9 of this issue.

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.

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

Jan. 23: Six hour TTC trolley trip, using air-electric (Sat.) PCC car. Fare \$4.00. Leaves York & Wellington 9:50 a.m. Lunch stop included. Tickets available from the Trip Committee at Box 122.

Jan. 24: UCRS winter steam excursion to Orillia. Leaves (Sun.) Toronto Union Station 0900, return 1820. Fares adults \$15, children \$7.50, infants \$2. Tickets available from the Trip Committee, Box 122

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

Feb. 26: Hamilton Chapter meeting, 8:00 p.m. in the CN (Fri.) Station. James Street North, Hamilton.

JANUARY IS RAILWAY MONTH at the Station. Whitby Arts Incorporated is presenting varied displays pertaining to railway life, at the newly refurbished Whitby Station. Featured will be displays of railway artifacts, an art display, photographs, movies and slides, all featuring railway themes. UCRS members are invited to see the display. The Station is open Saturdays and Sundays from 2 to 5 p.m. Whitby Station is located at the corner of Henry and Victoria Streets in Whitby (south and west of the Brock Street exit off Highway 401).

Whitby Arts is also sponsoring a station model building contest. A cash prize will be awarded for the best model of Whitby Station. Entry fee is \$1.00 and plans are available in 1/8" scale upon payment of the entry fee. Plans are available at the Station (location above).

UCRS MEMBERS ARE INVITED to visit an exhibition of old photographs being shown in connection with the 150th Anniversary of the Central United Church, 1 King St., in Weston. The exhibition will be open Friday evening, the 5th of February, and the four Sundays during February. There will be photographs of railway and transit interest in the exhibition.

Readers' Exchange

WANTED TO PURCHASE: Canadian Pacific and Canadian National system timetables, summer 1929 and summer 1930. J. H. Hawke, P. O. Box 46, Princeton, Ontario.

WANTED TO BUY: TH&B items--employee timetables, public timetables, annual passes and any other items dealing with the TH&B Railway. Carleton Smith, 261 Thorner Dr., Hamilton 54, Ontario.

TRADE OR BUY: All items pertaining to the Grand Trunk Railway of Canada. C. Doubrough, 43 Luscombe Street, Hamilton, Ontario.

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

RAILWAY NEWS AND COMMENT

CANADIAN NATIONAL'S OPERATIONS REVIEW FOR 1970

Despite an 8% decline in passenger revenues in 1970, Canadian National Railways recorded an increase of about 3% in total operating revenue during the year, as outlined in the year-end statement on operations by N. J. MacMillan, chairman and president.

In 1969, CN had total railway operating revenues of \$1,014,256,918, up from \$960,621,347 the previous year. The company's consolidated income statement for 1969 showed a deficit of \$24,646,454.

Mr. MacMillan said CN's ability to maintain an improved revenue position in 1970 was in large part because of the company's ability to adjust to change, "taking full advantage of modern technology and business practices."

CN's revenue position improved in most categories: revenue from carload freight was up 4%; express services, including operations such as containerization and piggyback, showed a revenue increase of 11%; commercial telecommunications services recorded a revenue gain of 11%; and CN-operated hotels increased their over-all revenue by 5%. The increases were tempered by decreases in passenger services revenue--amounting to a drop of 8%--in addition to the loss of another \$8-million as a part of the annual reduction in scheduled federal government subsidy payments.

A 3.5% rise in operating costs during 1970 was attributed to a great volume of business, increased wage rates "and the inflationary pressures on prices paid for materials and other services." (CN's total railway operating costs in 1969 amounted to \$995,865,350, up from \$942,069,675 in 1968.) Mr. MacMillan indicated that operating costs in 1970 would have risen by more than 3.5% if CN had not improved its over-all performance and applied stringent cost control measures. During 1970, CN paid out \$664-million in wages and salaries to 82,000 employees.

POTASH FREIGHT RATE CUT ELEVEN PERCENT

The freight rate on Saskatchewan potash shipped to the West Coast has been reduced to 11%. The new tariff, to and from Saskatchewan points to Vancouver is now \$8.48 a ton, compared with the former \$9.54 a ton. The 11% decrease included withdrawal of a 6% increase imposed by the railways in February 1970, and a further reduction of 5%.

In return for the decrease, the potash producers had to agree to certain efficiencies in shipping potash, and to either lease or own their own covered hoppers. Most such cars are now owned by the railways. "Having the producers lease or own their own cars is an attempt to increase efficiency by encouraging producers to load cars to capacity and to keep them moving, rather than standing idle for long periods of time," stated Saskatchewan mineral resources minister Cameron. Under the arrangement, the producers are credited with a straight per ton allowance of about \$1.00 a ton for having their own cars. Some of the producers already have their own fleets, and have been credited by the railways at the rate of 5-1/2¢ per mile. It is estimated by the government that the \$1.00 per ton allowance will about cover the increased costs of the producers in having their own fleets.

Mr. Cameron described the reduction as a major breakthrough in the province's battle to secure equitable freight rates for Saskatchewan. "To secure a reduction of this magnitude at this time, when the U.S. railways are seeking a 15% increase in rates, and pressures in Canada are mounting for a general upward revision of rates, confirms our claim that freight rates in Saskatchewan are of a discriminatory nature."

The minister said it is anticipated the decreased rate will mean increased sales to Asian countries, Japan in particular. The new rates are much more competitive to the rates paid by potash producers in New Mexico, which ship through Houston, Texas.

The reduction and changes in the system were the result of meetings between the railways and the potash producers, held during the past few months at the insistence of the provincial government.

RAIL SHOPCRAFT UNIONS REACH NEW AGREEMENT

Seven shopcraft unions and the two major Canadian railways reached agreement on the 18th of December on terms of a new two-year contract. Representatives signed the agreement in a public ceremony held in Montreal attended by Labour Minister Bryce Mackasey.

The agreement, reached before the December 31st expiry of the existing contract, is subject to ratification by the 20,000 workers in the bargaining unit, but their approval of the 15% wage increase is expected. A CP Rail spokesman said the terms of the contract will add \$26-million to the wage bills of CP Rail and Canadian National.

Seven other non-operating unions, representing 55,000 men, and about 16,000 members of the Brotherhood of Railroad Trainmen, still are negotiating. Labour Department arbitrators were requested. W. P. Kelly, director of the department's conciliation and arbitration section, and A. R. Gibbons were appointed by the minister to assist the railways and the shopcraft unions negotiators.

The agreement provides an 8% wage increase from January 1, and a further 7% on January 1, 1972. Hourly bonuses of 5¢ based on skill will be paid starting on July 1 in both years. The wage increases exceeded the proposals of the federal Prices and Incomes Commission, which was seeking to establish 6% as the acceptable annual rate for higher pay or higher prices.

Other changes in the contract:

- * Railways will pay for life insurance of \$5,000 per worker instead of \$3,000. Weekly sickness indemnity payments will rise by \$5 in each of the two years to a total of \$70 in the second year.

- * Medical and surgical payments will be made by the railways--\$9.50 monthly for married workers and \$4.75 monthly for single workers, except in Quebec where \$8.50 will be paid for all workers.

- * Starting in 1972, 10 statutory holidays will be recognized, compared with nine now. Three-week vacations will be permitted after eight years instead of after 10 years and more than four weeks of vacation will be paid for workers with at least 30 years of service.

The non-operating workers are asking for the equivalent of 25% more pay in a two-year contract. The way the demand is made, it calls for an 8% raise next year, plus 15¢ an hour, and a 7% raise in 1972, plus another 15¢ an hour.

UNIT TRAIN DERAILMENT DUMPS ACID INTO RIVER

A southbound unit tank car train carrying sulphuric acid was derailed on CP Rail's line between Sudbury and Parry Sound, at the Pickering River bridge on the night of December 9th, strewing 13 cars carrying the concentrated acid down a 30-foot embankment beside a swampy bay and the river. Eight of the cars sprang leaks, releasing over 60,000 gallons of the acid into the swamp. Cause of the derailment was unknown.

Ontario Water Resources officials were dispatched to the scene of the derailment, in order to neutralize the spilled acid. A lime dyke was built across the narrow mouth of the bay and additional lime used to neutralize the entrapped acid. Tests made downstream on the river water indicated no significant traces of acid, nor any dead aquatic life. Vegetation along the embankment in the vicinity of the derailment was carbonized by the concentrated acid.

The 46-car train carries sulphuric acid from Canadian Industries Ltd. at Copper Cliff to Hamilton.

CN DERAILMENT IN ALBERTA

Thirty freight cars and two locomotives from two CN freights were derailed December 10th at Edson, Alberta, when one train sideswiped the other. The derailment blocked CN's main east-west line. There were no injuries.

BRITISH COLUMBIA CLAIMS RIGHT TO APPROVE RAIL LINE FOR COAL

British Columbia alone has the right constitutionally to say whether it would be in the public interest for the Kootenay & Elk Railway Co. to build a railway from coalfields in southeastern British Columbia to the Montana border, B.C. Attorney-General Leslie Peterson contended in a brief to the Canadian Transport Commission December 17th. Kootenay & Elk, a wholly owned subsidiary of Crows Nest Industries Ltd. of Fernie, wants to ship coal through the United States via a connection with the Burlington Northern, which serves Vancouver. The coal would be slated for shipment to Japan and other markets from the Roberts Bank port near Vancouver.

Mr. Peterson conceded that the commission has jurisdiction in the matter of whether it would be in the public interest for the Kootenay & Elk to have running rights over the CP Rail between Natal and Elko. The brief expressed the strong support of the B.C. government for the building of the line 81 miles to the border to assist in marketing not only coal but forest products.

In an earlier brief presented by transport analyst Robert Banks of Washington, D.C., it was stated that a second railway (the K&E) serving southern B.C. and Alberta coal mines would enhance Canada's position on the international coal market. Mr. Bank's said the proposed railway would help the Canadian coal industry by providing an alternative route for coal which would relieve apprehension of the Japanese, whose steel industry requires a constant supply of foreign coal. CP Rail lawyer E. E. Saunders stated that no evidence of Japanese apprehension had been presented. Mr. Banks also testified that in his opinion "CP will have trouble accommodating traffic in the decade of the '70s," citing statistics showing steady increase in shipment of bulk products over the past decade and projections showing similar increases in the next decade.

CP Rail chief executive, S. M. Gossage, told the CTC December 18th that the railway would be equipped to handle an estimated 25-million tons of coal by 1980 on its lines between southwestern B.C. and Vancouver. A study on the most difficult stretch of track indicated the whole line would have the capacity to handle any volume the company could reasonably predict. He predicted that by 1980 CP Rail could run as many as 6.6 trains every 24 hours between the coalfields and the port. Each train would be made up of 114 cars carrying as much as 105 tons each.

PGE RAILWAY EXTENSION PLANNED

On December 21st Premier W. A. C. Bennett announced a \$17-million extension of the Pacific Great Eastern Railway into the untapped northwest section of British Columbia. He said tenders for 100 miles of track-laying would be called early in the new year and that a contract would also be let for a further 100 miles of roadbed clearing that would eventually take the line to the Dease Lake area 100 miles south of the Yukon border.

In the northeast section of the province, the provincially-owned PGE has completed 125 miles of track-laying in its proposed 250-mile extension from Fort St. John to Fort Nelson. Mr. Bennett said the remaining 125 miles will be completed in 1971 in time to be part of the province's centennial year celebrations. He said the railway will be into Fort Nelson by next fall.

The Premier, who is president and chairman of the PGE, said that with the new projects the PGE is laying more track than any other railway in the Western nations.

The railway announced the largest volume of business in its 58-year history, although rising costs of wages and materials will offset to some extent the increase in revenue. For the first time the railway's carloadings this year will pass 100,000. Total revenue is expected to rise to an estimated \$32-million, compared with \$30-million last year. The railway said industrial expansion completed during 1970, in progress at the year end, and planned for 1971, signifies an increasing volume of traffic for the railway in the years ahead.

YARD IMPROVEMENTS AT DAUPHIN, MANITOBA

To meet an anticipated increase in traffic, Canadian National currently has work underway at Dauphin, Manitoba to increase the storage and marshalling capacity of yard facilities there. The project is part of an overall program aimed at upgrading CN's north line to Edmonton via Canora and Humboldt. Heavier rail is being laid and sidings extended to handle longer trains and a heavier traffic volume.

At Dauphin, two tracks in the yard west of the station are being extended to hold trains of 125 to 130 cars while two new tracks are being laid, to increase that yard's capacity by 240 cars. A new yard office will be built for the overall direction of yard operations at Dauphin. As a result of the work some trackage in the yard east of the station will be removed.

Other track improvements involved in the present changes include relocating the car repair tracks adjacent to the north side of the new consolidated equipment maintenance building placed in operation earlier in 1970. The facility brought together under one roof a number of functions formerly housed in buildings scattered throughout the yard.

SPECIAL TRANSPORTATION PACKAGE TO SERVE MINE

A specially designed transportation package has been developed by Canadian National to serve the new copper and zinc mine of South Bay Mines Ltd. at Uchi Lake in Northwestern Ontario. It includes trucking the concentrates 53 miles from the mine to a new siding at Ear Falls on the Bruce Lake Subdivision, as well as the erection of a transfer facility at the siding. Over track hoppers on the transfer facility will permit trucks to dump ore into gondola cars. Shipments from the mine are expected to begin next March, and a daily volume of two carloads of concentrates is anticipated. Both mine and transfer facilities are capable of processing and handling larger volumes. Copper concentrates will be shipped to Noranda, Quebec, and zinc will be shipped to Quebec City for export.

CN BOOSTS INTEGRATED SERVICE

Canadian National Railways handled 70,000 containers in 1970, a figure which contrasts favourably with their 1969 total of 20,000. A large proportion of this traffic came from Dart Containerline, shipping through Halifax. With the anticipated growth of container traffic through Dart Containerline services via Halifax, CN is gearing for the future with new equipment and techniques.

At present the company has a pool of over 1,000 containers and is using 89 ft. cars carrying two 40 ft. containers or four 20 ft. units. Planning is now underway for the supply of third generation container cars, with the possibility of using a double-stacking system on the cars.

It is also the intention of CN in the future to introduce "unit trains" of a special type into their container service. These will consist of permanently coupled cars shuttling between terminals and never used in general service, thus effecting considerable savings by avoiding time delays in breaking and re-assembling trains.

CN's operations got a big competitive lift with the enactment of the National Transportation Act of 1967, which freed the company from some antiquated freight regulations. One effect of the Act was to encourage the development of integrated services, combining rail, road and air transport, and also small shipment operations.

From Halifax, CN serves all ten provinces in Canada, and through its subsidiary, Grand Trunk Western, the U.S. Midwest industrial heartland. Major container terminals are located also at Toronto and Montreal. They are fully equipped and integrated rail-road interfaces. Similar facilities are now planned for Windsor and Chicago.

WORTH NOTING...

- * The U.S. Justice Department has filed a civil antitrust suit against Burlington Northern Inc., of St. Paul, Minnesota. The Justice Department alleges that the railway has made illegal use of restrictive traffic provisions in more than 8,000 spur-track agreements with shippers. At the same time the Justice Department filed a proposed consent judgement to settle the suit.
- * Pullman Inc. of Chicago is to close its 118-year-old freight car building plant in Michigan City, Indiana, because the cost of modernizing it could not be justified. The closing will result in an extraordinary charge of about \$2-million against Pullman's 1970 earnings. The company operates two larger modern car building plants, one at Bessemer, Alabama, the other at Butler, Pennsylvania.
- * The Jersey Central Railroad Co. of New Jersey laid off 450 employees (15% of its work force) at Christmas. The railway said the reduction was necessary for the survival of the company and it does not anticipate any immediate reduction in service.
- * The CP Rail overpass on Runnymede Road in Toronto will be rebuilt in 1971. Also earmarked is reconstruction of the superstructure of the King St. W. CN underpass for 1972.
- * Northern Construction Co. of Vancouver and Peter Kiewit & Sons Co. of Canada Ltd. of Etobicoke (joint venture) have been awarded a two year contract for the grading, ballasting, and track laying on the 88-mile railroad extension of Quebec Cartier Mining Co. Work will begin immediately.
- * M. Zaggerman of Ottawa was the low tender for the removal of track in various locations around Ottawa for the National Capital Commission.
- * Tenders recently called by Canadian National:
 - the construction of concentrate load-out facilities, mile 50.2, Bruce Lake Sub, Ear Falls, Ont.;
 - the construction of bridge and underpass on the 'Golden Eagle' industrial spur, miles 3.22 and 5.23, St. Romuald, Que.;
 - the construction of the Short Arm Extension for Dolphin mile 36.1, Tormentine Sub, Cape Tormentine, New Brunswick;
 - the construction of bridge for Wintering River crossing, mile 6.7, Thompson Sub, Thompson, Man.;
 - the repair of swing machinery on the Black Rock swing bridge, mile 0.1 Cayuga Sub, Buffalo, New York;
 - the construction of grading and drainage on the Humberstone and Cayuga Subs, Welland and Port Colborne, Ontario.
- * Canadian National has awarded a contract to Dezell Construction of Prince George, B.C., for the construction of a new station building at Houston, 40 miles east of Smithers. The single storey structure will contain a waiting room, express office and general offices.
- * Premier Robert Bourassa officially opened the new CP Rail container terminal at Wolfe's Cove, Quebec on December 6th.
- * Pigeons have been given the bird by British Railways. BR announced that for economic reasons they will no longer transport racing pigeons. The ban could spell the end for many British pigeon racing clubs.

U.S. GOVERNMENT AID TO PENN CENTRAL

The U.S. House Commerce Committee has approved a bill to permit the federal Government to guarantee \$125-million in aid to Penn Central Transportation Co. of Philadelphia. The guarantee will back trustee certificates marketed by the railway that could be repayable over a 15-year period. If the railway defaults, the federal Government would have the option of taking over the railway's operations. The Senate completed action on the bill and the legislation sent to President Nixon for signing. Penn Central says it needs the money to meet its January payroll.

In other developments, Penn Central trustees have been given 30 days by court order to devise a plan to protect the interests of 38 independent railways whose operations are under long-term lease to PC. The lease arrangements call for the company to make payments to the independents, but these have been suspended since PC filed for bankruptcy reorganization. The order came in response to efforts by the Providence & Worcester Railroad, a small line owning 50 miles of track in Rhode Island and Massachusetts, to have its operations severed from those of PC because the loss of its lease payment of \$418,000 would soon force it into bankruptcy. It also argued that it was able to obtain capital and operate independently of PC. A hearing was set for the 11th of January.

Effective the 1st of December, Penn Central put its headquarters staff in charge of all regional operations, except the makeup and movement of trains, in an effort to streamline its bulky operational structure. William H. Moore, PC president, said the changes would improve efficiencies, cut costs and eliminate the duplication of supervisory and administrative functions that has persisted since the merger of the two railroads in 1968. Included in the switch of responsibilities is the control over maintenance of track and rolling stock, use of buildings, and such departments as engineering, accounting, personnel, and labour relations, which currently are the responsibility of operating divisions in 23 separate locations. Regional managers in Chicago, Indianapolis, Detroit, Pittsburgh, Philadelphia and New Haven will concentrate only on improving the movement of trains.

U.S. RAIL STRIKE ENDS AFTER EIGHTEEN HOURS

The striking rail clerks' union, faced with a \$200,000-a-day fine, agreed on the evening of December 10th to end a nationwide walkout that had thrown movement of passengers, freight and Christmas mail into chaos for 18 hours, across the United States. C. L. Dennis, the leader of the rebellious union who had dropped from sight since the nationwide rail shutdown began on December 10th at 0001, reappeared and announced he was ordering his membership back to work after the railroads and the government promised 'expedited' contract bargaining. Dennis, at a new conference at the labour department shortly after U.S. District Court Judge John H. Pratt found the union in contempt of court, said his back-to-work order would end the crippling strike. Earlier, however, he had released copies of telegrams from union members insisting on continuing the strike.

Transportation Secretary John A. Volpe said it would take 24 hours for commuter trains and some freight trains to get back into operation after the clerks pulled down their picket.

Dennis said the labour department had assured him of speedy negotiations under the special act of Congress that order the railways to pay an immediate 13.5% pay increase to nearly 500,000 workers involved and work out the rest in collective bargaining. Wages now average \$3.45 to \$3.60 an hour. The special law, enacted by Congress and signed by President Nixon in the early morning hours after the strike had already begun, ordered the workers back on the job until March 1st. If there were no settlement by then, they would be free to walk out again unless Congress in the meantime imposed a further strike ban.

Three other unions that had walked out at 0001 on the 10th cancelled their strike orders within a few hours, but most rail workers continued refusing to cross the clerks' picket lines.

1971 START FOR METRO CENTRE PROJECT

Metropolitan Toronto Council approved in principle the \$1-billion Metro Centre project of the two major railways in downtown Toronto, at its meeting on the 15th of December. One proviso was added that transportation be arranged so that pedestrians won't have to walk too far in changing from subway to GO Transit commuter lines.

It is expected that construction will start on the project by March of this year. Initial stages of construction will be at the southeast corner of the 187-acre site, on land currently occupied by CP Rail's John Street facilities.

HALF MILE TUNNEL OVER CP RAIL TRACKS IN SUMMERHILL SQUARE PROJECT

At a Toronto Planning Board meeting December 7th, held to hear opposition to the Summerhill Square project of Marathon Realities Ltd. on the site of the old CPR North Toronto Station [August NL, page 83], it was revealed that the railway tracks (CP Rail's mainline through central Toronto) would be covered over in a half mile tunnel, as part of the project.

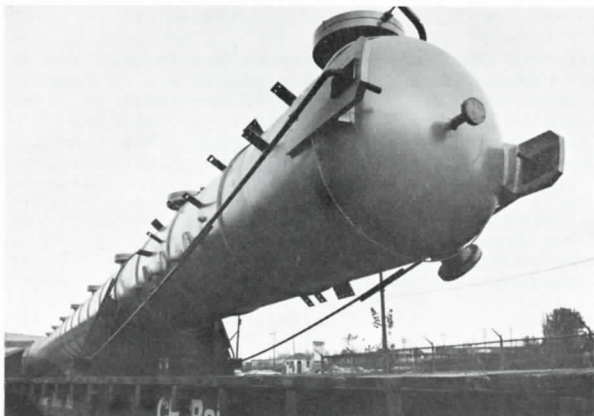
Ratepayer groups in the area voiced their opposition to the plan, and to other aspects of the project, notably a ramp to be constructed off Marlborough Ave. to eliminate left hand turns off Yonge St. Residents complained about noise and fumes from the tunnel, and that it would be a hazard to children in the area.

Michael Griffith, general manager for Marathon, said noise and vibrations from the trains would be reduced by welded rail, and that fumes would be fanned out over Balfour Park. The tunnel would be landscaped with trees and soil mounds and fenced to keep children out. Marathon needs rezoning approval on the project before it can go ahead.

CPR TO PROCEED WITH MONTREAL PROJECT

Canadian Pacific Railway Co. announced December 5th in Montreal that it would proceed with a downtown development that would cost "several hundreds of millions" of dollars and would include the tallest building in Canada. Chairman N. R. Crump said the project--called Marathon Two--will include at least one building more than 60 storeys high and will be erected by a CP subsidiary, Marathon Realities Ltd. [See August NL, page 83, for more details and a map as to location.] Although a starting date was not mentioned, the company has until December 31st of this year to start building under a license issued by the City of Montreal last August.

Fated to disappear will be the famed Windsor Station and the Laurentian Hotel. The project was criticized by a local architect on these two buildings going to the wrecker's hammer. At a meeting of the Westmount Municipal Association on December 7th, architect Michael Fish of Westmount addressed criticism to Quebec Lands and Forest Minister Kevin Drummond. Mr. Fish said a historical committee should be formed to save the Windsor Station which 'should remain as an historical monument', and perhaps even serve trains. The minister answered that a solution might be found through "pressure groups", and said that if a committee was formed to save the buildings, he would assist its members.



CP RAIL APPLICATION TO REMOVE 78 AGENTS FROM STATIONS

CP Rail has applied to the Canadian Transport Commission to remove 78 station agents, four caretaker-agents and 15 caretakers in its Brandon Division covering 97 stations in Manitoba and Saskatchewan. A public hearing was held in Brandon on December 9th on CP Rail's proposal to set up a customer service centre in Brandon to replace the widely-separated stations.

CP seeks to remove agents from the following stations:

Portage la Prairie, Rapid City, Morris, Darlingford, Starbuck, Holland, Pilot Mound, Killarney, Waskada, Oak Lake, Moosomin, Hartney, Gainsborough, Oxbow, Welwyn, Grayson, Mamiota, Shoal Lake, Langeberg, Brandon, MacGregor, Arden, Plum Coulee, Manitou, Elm Creek, Cypress River;

Crystal City, Boissevain, Lyleton, Virden, Wapella, Napinka, Carievale, Alameda, Rocanville, Wheatland, Miniota, Birtle, Churchbridge, Gladstone, Carberry, Neepawa, Winkler, La Riviere, St. Claude, Glenboro, Mather, Deloraine, Stortoaks, Elkhorn, Whitewood, Melita, Carnduff, Frobisher;

Esterhazy, Kenton, Newdale, Foxwarren, Russell, Douglas, Minnedosa, Morden, Altona, Treherne, Carman, Cartwright, Medora, Alida, Fleming, Souris, Pierson, Glen Ewen, Bienfait, Stocholm, Oak River, Strathclair, Inglis and Binscairth.

Caretaker-agents would be removed from: Roland, Solsgirth, Tilston and Goodlands; and caretakers from Austin, Lenore, Dubuc, Nesbitt, Sidney, Griswold, Tantallon, Broomhill, Killaly, Basswood, Forrest, Franklin, Marchwell, Alexander and Clearwater.

CN TO REMOVE SEVEN STATION AGENTS IN ONTARIO AND QUEBEC

The Canadian Transport Commission has granted Canadian National Railways permission to remove agents from Ste. Anne de Bellevue and Pointe Claire in Quebec, and from Maxville, Casselman, Vars, Renfrew and Eganville in Ontario, with the proviso that "each station....so long as it is served by passenger trains, be kept clean, heated and lighted."

The agents will be removed as soon as CN establishes a Master Agency in Ottawa.

REPLACEMENT OF GRADE SEPARATION FUND STUDIED

Study is continuing toward possible early replacement of the federal government's fund for railway grade crossings. The present stage of the study was revealed by Transport Minister Don Jamieson, in the House of Commons in early December when he answered a question put by Walter Deakon (Lib., High Park, Toronto)

The question: "Has any progress been made toward replacing or reinstituting the grade crossing fund, especially to assist the urban areas by providing a more equitable cost distribution for the rebuilding or construction of grade crossings in areas where this work is most urgently needed?"

The minister's reply: "I have been making regular progress reports on this matter and I can make another one today. As indicated earlier, pilot studies are under way in Winnipeg with the agreement and concurrence of the Canadian Federation of Mayors and Municipalities."

"These studies are designed to give us a formula for dealing with those problems nationally."

"The newest piece of information I can provide is that a submission has gone forward to Treasury Board asking for the necessary authorization to appoint a team of consultants to actually do the basic work on this particular problem."

(LEFT) CP Rail recently moved this 155-foot distillation tower from Forestel Industries' Ville St. Pierre Quebec plant to the BP Canada refinery at Trafalgar, Ontario. To accommodate the gargantuan cargo, three flatcars with bolsters at each end were used. Engineering contractors for the tower were Humphreys and Glasgow (Canada) Limited, Toronto. (CP Rail)

[LEFT] Narrow gauge diesels 945 and 910 lead Canadian National train 102, the 'Caribou' around a curve at Codroy Pond, Newfoundland--with snow covering the land.

(Ken McCutcheon)



[BELOW] Up hill and down hill on Prince Edward Island. A 135 mm telephoto lens captured GE 70-ton diesels 29, 33 and 32 on mixed train M238 at Port Hill on the 4th of March 1969. The mound of snow on the pilot of the lead unit indicates that the train has been doing battle with drifts along the way.

(Ken McCutcheon)

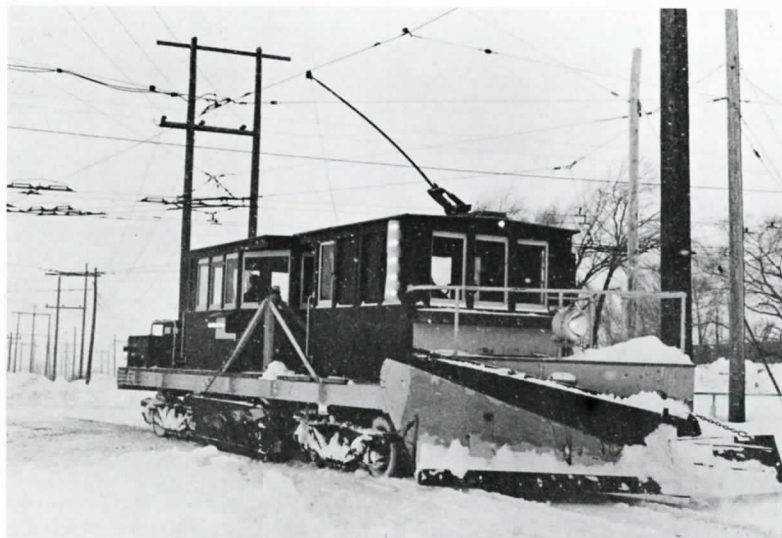
SNOW!



Canadian National narrow gauge plow 3467 and two diesels 805 and 801, were necessary to clear drifts blocking the way for mixed train M206. The consist is seen at Clarenville, Newfoundland, on March 1, 1969.

(Ken McCutcheon)





The crew of the Cornwall Street Railway Light & Power Co. plough take a breather from their snow clearing duties near the site of the old NYC station in Cornwall, at the Howard Smith paper mill. During the winter of 1969-70 Cornwall had two big snowstorms to contend with, one on the last weekend of the old year, and another during the first week of February.

The CSRL&P plough is hard at work, the side wing out, clearing private right-of-way north of the Howard Smith mill (in the background) on the west side of Cornwall.

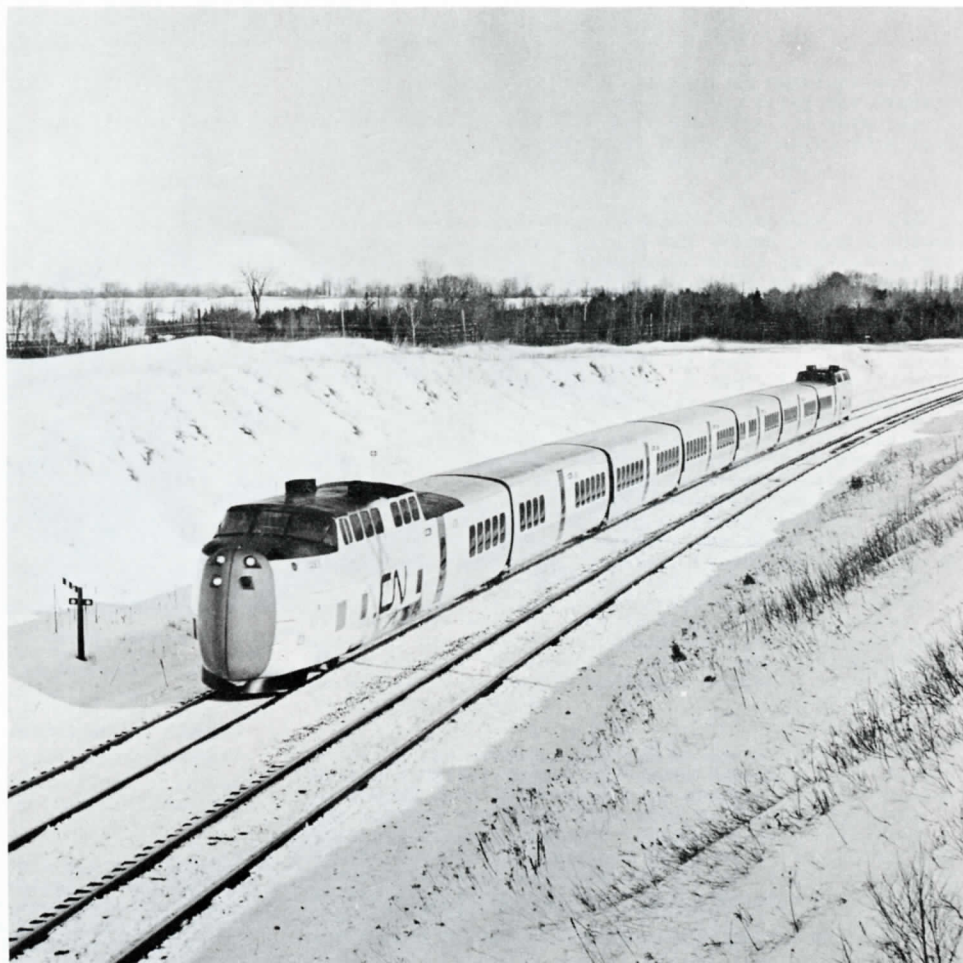


[All CSRL&P photographs--Doug Campbell]



CSRL&P sweeper A-1 sweeps the snow off the street trackage on Water Street in Cornwall, in an almost picture postcard setting. The date: February 4, 1970.





The morning Turbo (unit 126-151) is westbound on the Kingston Sub at mile 279 with a mantle of fresh snow covering the landscape. The date: December 29, 1970. (David More)



The morning 'Lakeshore', headed by FPA4 cab 6791, speeds along the Kingston Sub west of Pickering, Ontario, on a clear, cold day in late December. Note the snow swirling away from the train along the right-of-way. (David More)





A rather grimy SD40, 5050, heads GP40 4015 and train 305 westbound at Pickering, Ontario on the Kingston Sub. Winter had arrived on this day in late December, with a fresh fall of snow on the ground, and the temperature hovering around 20°! (David More)

CP Rail MLW RS18 8746 heads a wayfreight along the Belleville Sub a few miles east of Agincourt Yard, past a rather pretty winter landscape.

(David More)



PASSENGER TRAIN NEWS...

* As a result of investigations into charges of overcrowding on CP Rail's Havelock-Toronto RDC run, the Canadian Transport Commission on December 23rd ordered the railway to correct the situation with the addition of one more car. The railway was to report back by the 29th of the month on what steps had been taken to alleviate the situation.

Specifically the overcrowding occurs on the portion of the run between Agincourt and Toronto. CTC inspectors checked the trains (train 380 eastbound and 381 westbound) between December 7th and 11th. Counts on train 380 were as follows: 7th-132, 8th-115, 9th-111, 10th-107, 11th-196 (two cars). On train 381 the counts were: 7th-181, 8th-147, 9th-136, 10th-135, 11th-170. The train consists of two cars only on Mondays and Fridays.

Toronto lawyer John Medcof, head of a citizen promotion organization called Railroad Boosters, said that it was nice to win this round. Medcof appeared before the CTC hearings on CP Rail's application to abandon the run early in December and iterated that CP Rail was not interested in providing commuter services in and out of Toronto. He suggested that existing services used by commuters should be turned over to GO Transit or some other authority interested in passenger services.

Agincourt commuters who use the service banded together to form a committee to fight the abandonment application. The committee received support from former Ontario premier Leslie Frost who said railways "aren't really meeting the requirements of the public as far as convenience is concerned." Opposition to the cutback also came from the Ontario Department of Transport which presented a brief to the CTC at the hearings in Toronto early in December.

The CTC hearings on CP Rail's Toronto-Havelock train-off petition and CN's Toronto-Markham petition continue from January 5th.

* Ontario Mines Minister Allan Lawrence wants to take over rail services in Ontario's northland if the major railway cannot do a better job. He would also be prepared to take over rail services in the south if they are needed by the province and the national railways cannot operate them at a profit. He would hand them over to the Ontario Northland, which operates under the Department of Mines and Northern Affairs.

In a speech to the Northern Ontario Tourist Outfitters Association in Thunder Bay recently Mr. Lawrence said: "If the existing railroads don't provide the service that the public desires or requires, they they should lose the trackage right-of-way privileges that have been granted to them by the people. If there is another railroad that can step in and do the job, it should be given the chance to do so....we now have a provincial railroad under our jurisdiction--one which I would like to see grow."

His proposal is still in the formative stages, and it has not been worked out whether ONR would take over ownership of rail lines or simply have running rights on them. He has discussed the proposal with CN, but the price CN is asking for running rights is prohibitive. Mr. Lawrence suggests the railways might be directed to give the running rights, and at what price, by the Canadian Transport Commission.

ONR is seeking access to a Great Lakes port for freight service.

* Turbo and 'Rapido' services on Canadian National's Toronto-Montreal line were annulled on December 25th and January 1st. Turbo was also annulled on the 26th; the 'Rapido' operating as per usual. Extra equipment was added to both the 'Lakeshore' and the 'Bonaventure' on the holidays to handle the extra business.

* Canadian National Ottawa-Toronto passenger trains will continue to use CP Rail's line between Brockville and Smiths Falls for at least one more year. CN Rideau Area manager G. Van de Water said that the lease was expected to be renewed before its expiry date of January 31st.

CN is trying to decide what route the Ottawa-Toronto service will take. An alternate routing via Napanee is being considered, but any decision is at least a year away.

* The eastbound afternoon 'Rapido' to Montreal was delayed five hours on December 27th, after the front truck of the lead diesel unit was derailed when the train hit a station wagon at Fredricksburgh, 20 miles east of Kingston. There were no injuries.

* CN has announced discontinuance of trains 107 and 108 between Toronto and Capreol, and trains 7 and 8 between Montreal and Winnipeg, eastbound No. 8 terminating at Ottawa. These trains were once known as the 'Panorama'. The 'Panorama' was inaugurated in the spring of 1964, with coaches, coffee shop, cafeteria, diner, coach-lounge and refreshment lounge. It operated between Toronto-Montreal and Vancouver. It continued with minor adjustments through the Expo period of 1967, but declining patronage resulted in a decision to terminate the train at Winnipeg in the autumn of 1967. The consist was reduced accordingly. In the fall of 1968 the train became primarily one for the carriage of express with one coach for passengers between Toronto and Capreol and one coach between Montreal and Winnipeg. With the changing pattern in handling express, it has now been decided to discontinue the service as of January 31, 1971. Passenger travel on these trains has been mainly to stations not served by the 'Super Continental'. With the discontinuance of the coach, arrangements will be made to have the 'Super Continental' accomodate the people who used to travel on these trains. In addition, trains 265 and 266 will be available to handle passengers between some points in Northern Ontario.

* Dining car service will end on Canadian National's Montreal-Ottawa trains effective February 1st. A CN spokesman said the decision to discontinue the dining car service was taken in a move to "rationalize the Montreal-Ottawa service." Donald Secord, president of the Canadian Brotherhood of Railway, Transport and General Workers, said the CNR is "deliberately flying in the face of public opinion." His union would "continue to fight for first-class railway service between the nation's capital and Canada's largest metropolitan area."

* The U.S. Interstate Commerce Commission is urging the government to expand its rail passenger plans because they "leave whole regions of the country without train service." Commission chairman George M. Stafford said the rail network (NRP), intended to 'save' passenger train service, leaves out connections essential "to a meaningful national rail passenger system." Last November the transportation department unveiled its proposed network, trimming the number of passenger trains in daily operation from 366 to about 150.

* The Christmas spirit of passengers aboard Illinois Central's northbound 'Panama Limited' was tarnished as the train pulled into Chicago nine hours late on Christmas Eve, Thursday, December 24th.

Shortly after leaving New Orleans on the evening of Wednesday the 23rd, the train was in collision with a stalled truck on the tracks north of that city. The collision heavily damaged the engine and cut off the steam heating system. Limping into McComb, Mississippi, with the help of a freight diesel, the train took on another passenger diesel and continued north.

But near Brookhaven, Mississippi, this engine's steam generator broke down and a locomotive from a southbound train took over. As the train passed Grenada, Mississippi, three hours late, the steam generator again malfunctioned--further delay.

Seven hours behind schedule and moving north from Memphis, the train hit a garbage truck and developed trouble in its airbrake system near Carbondale, Illinois. About 20 miles farther north, at Elkhart, a second engine was taken on for the final push, but the train was further delayed by a freight train blocking the tracks near Odlin.

"Today of all days," said William Johnson, IC chairman, "we hoped to get our passengers to their destination on time."

* Metro Chairman Albert Campbell has sparked Federal Government interest in letting Metropolitan Toronto put commuter trains on little used freight lines radiating across Metro from downtown Toronto. Mr. Campbell said such a technique would let Metro inaugurate a train service from downtown to Weston or Agincourt for about the same \$20-million cost it now takes to build a mile of subway. He said such train service, used chiefly at rush hours, could entice 100,000 people out of their cars.

Minister without Portfolio Robert Andras asked Mr. Campbell to write his thoughts on the proposal in a letter and send them to him in Ottawa. Mr. Campbell said the minister hinted he might ask Canadian National and CP Rail to cooperate with Metro to expedite such commuter service. Metro would pay all costs, buoyed by 50% provincial subsidies it now receives for subway construction. "There's no way we are going to be able to build enough subways at \$20-million a mile, to meet the demand for them," Mr. Campbell said. Metro now builds between one and two miles of subway a year.

First commuter routes proposed by the Metro chairman were a line to the west to serve Weston, with a spur toward Toronto International Airport; a line to the east to serve Agincourt and Malvern, feeding into the Warden subway terminal; and a line due north near Yonge Street, connecting central York County towns with the North Yonge subway extension.

Mr. Campbell said the Federal Government's indirect jurisdiction over the two national railways would provide a channel through which Ottawa could subsidize cities without getting snared in constitutional red tape. Mr. Campbell is convinced that transportation is Metro's most pressing problem. "If we could solve that, more people could live where they want at less cost."

Mr. Andras promised he would study Mr. Campbell's brief. The Metro chairman said that if some of the freight lines were too busy, Metro could pay to add new trackage to parallel existing tracks.

* Canadian National's Turbo service has a message for New England. The following appeared in the Boston Globe recently, comparing CN's own to Penn Central's:

"To a visitor, the differences between the CNR and Penn Central Turbo operations are in more than size.

The basic point is that CNR, from the evidence, really does want to keep and improve passenger trains.

It is government owned, but operated reportedly without interference from the pols or the bureaucrats in Ottawa, with efficiency and even a little flair. CNR also displays a rare concern for the small touches that convey a message of welcome to the public.

The stations, at least those in Montreal and Toronto, are clean and brightly inviting. Personnel are generally courteous, and mostly well-informed...

Observes Toronto Telegram columnist Ron Haggart: 'Yes, the public image of the CNR is good.'...

Overall service is good. CNR doesn't hesitate to change schedules and experiment with off-peak bargain fares.

CNR's promotional literature and advertising is ample and attractive, and even minor items like the Turbo's club car wine list shows originality...

The introduction of the Turbo in New England stirred initial excitement for those who have long wanted better high-speed ground service in the (Boston-New York) corridor. But it has been a promise, not a fulfillment.

Compared to the Canadian Turbo, the overall atmosphere of the one in New England suffers from grim-to-shoddy stations, menus offering less than gourmet-type food, and a general take-it-or-leave-it tone.

Penn Central, perhaps understandably, has displayed no wild enthusiasm about Turbo--or spent anything substantial for innovations..."

* A flicker of bygone glory returned briefly to CN's Toronto-Montreal overnight train, the 'Cavalier', on the weekend of November 28th. As a result of heavy traffic generated by the Grey Cup football game in Toronto that Saturday, train 58 departed Toronto Union Station a full 22 cars in length.

The normal size of this train is about ten cars, baggage and mail, two or three coaches, coach-lounge, and four sleepers. On the night of November 28th, the 'Cavalier' rated no less than ten sleepers. Of particular note was the appearance of two traditional, heavyweight 12 section-1 drawingroom cars, the 'Sioux Lookout' and 'Melfort'. Berths have not been offered on the 'Cavalier' since early fall, and even when they had been, were usually in postwar lightweight sleepers. It was thus a pleasant surprise to see these distinctive veterans on hand once again, travelling a route which they had covered so many times in the past behinds CNR's magnificent 6200-series Northern.

Promptly at 2355 the communications whistle sounded in the cab of FP9A 6521. With a skill born of years of experience, the engineer started his train rolling, out from under the trainshed, past the platform ends and Scott St. tower and onto the Kingston Sub. At the sight of the seemingly endless procession of well-filled coaches and sleepers gliding past on roller bearing trucks, it was hard to believe that such a train would not endure indefinitely.

The 'Cavalier' was almost equally impressive the following evening, the 29th--consisting of eight sleepers for Montreal and two for Ottawa, the latter being switched into train 48, the 'Capital' at Belleville. Generally the Ottawa train rates only one coach and one sleeper. We are pleased to be able to present the consists of train 58 on those two exceptional nights:

Train 58 the 'Cavalier' eastbound from Toronto November 28, 1970:

Motive power--FP9a 6521, F9B 6637, F9B 6622, FPA4 6765;

Baggage and mail cars 9152, 9224;

Business car 94;

EM coaches [line no.]--[5812] 5542, [5811] 5443,

[5810] 5491, [5809] 5560, [5808] 5648, [5807] 5514,

[unreserved local coach] 5516;

EM coach lounge [5806] 3024;

The following sleepers:

[5830] 'Riverfield' 10 rmt.-6 dbr. ex-NKP 'City of Muncie',

[5831] 'Riverview' 10 rmt.-6dbr. ex-NKP 'City of Fort Wayne',

[5836] 'Riviere du Loup' 10 rmt.-6 dbr. ex-NYC 'East River',

[5837] 'Val Gagne' 22 rmt. ex-NYC 'Sheepshead Bay',

[5841] 'Riviere St. Francois' 10 rmt.-6 dbr. ex-FEC 'Cuba',

[5839] 'Val Marie' 22 rmt. ex-NYC 'Jas. Bay',

[5840] 'Val Jean' 22 rmt. ex-NYC 'Great Peconic Bay',

[5834] 'Sioux Lookout' 12 sect.-1 dr.

[5835] 'Melfort' 12 sect.-1 dr.

[5838] 'Greendale' 6 sect.-6 rmt.-4 dbr. ex-B&M 'Dartmouth College';

Business car 91.

Train 58 eastbound from Toronto November 29, 1970:

Motive power--FPA4s 6786, 6763, F9B 6620, GP9 4105;

RPO baggage 7816 for Montreal;

Storage mail car 9292 for Montreal;

Baggage cars 9090 for Belleville, 9005 for Smiths Falls,

9126 for Ottawa;

RPO baggage 7828 for Ottawa;

[4830] 'Greening' 6 sect.-6 rmt.-4dbr. for Ottawa,

[4831] 'Rideau River' 10 rmt.-6 dbr ex-NYC 'Kankakee River',

[unreserved local coach] EM 5419 (for Ottawa), 5457,

5479, 5461;

[5808] EM snack bar coach 5591;

[5807] EM coach 5576;

[5806] EM coach lounge 3034;

[5830] 'Riverlea' 10 rmt.-6 dbr. ex-NKP 'City of Erie';

[5831] 'Mabou River' 10 rmt.-6 dbr. ex-NYC 'Miami River';

[5834] 'Riverdale' 10 rmt.-6 dbr. ex-NKP 'City of Painesville';

[5833] 'Fortune Bay' 10 rmt.-5 dbr.;

[5835] 'Val Rose' 22 rmt. ex-NYC 'Pidgeon Bay';

[5836] 'Buckley Bay' 10 rmt.-5 dbr.;

[5837] 'Emerson' 4 sect.-4 dbr.-8 duplex rmt.;

[5838] 'Iroquois' 24 duplex rmt.

Equipment so indicated was to be used to make up train 48 at Belleville, destination Ottawa. All other equipment went through to Montreal.

(John Thompson)

Rapid Transit Roundup

by Alf Nanders.

As the population of Canada's cities continues to grow, so do the problems confronting these cities. At the present time there is no Canadian city keeping ahead of its transportation problems, because municipal governments are not structured to serve such large, swiftly growing and always changing organisms as modern cities.

Most Canadian cities have made at least one over-all transportation study, few of which are being implemented, none of them on the scale required to solve the ever-increasing transportation problems of the cities.

Subway lines exist in two Canadian cities and definite plans for rapid transit construction have been presented in four other cities. Both operating systems, Toronto and Montreal, are also planning further extension of their subway lines, but presently Toronto is the only Canadian city with rapid transit construction currently underway, progress of which is regularly reported in the NEWSLETTER. Montreal now appears to end a four year lull in construction, with the construction of extensions to its Metro system.

A \$430-million subway extension program for the Montreal Metro system, to span a ten year period, was presented recently to the Montreal Urban Community council by Lucien Saulnier, president of the MUC executive committee. The planned extensions would add a total of 28 miles to the existing 13.7 miles of the Metro system, completed in 1966 at a cost of \$213.7-million. With the existing three lines and 26 stations, the Metro system reportedly carried, in the one-year period just ended, a total of 119.3-million passengers.

The two-phase extension still has to receive approval by greater Montreal municipalities representatives on the MUC council and this is expected to be realized by the end of 1970. The location of proposed extension lines and stations are expected to be accepted by the MUC council, even though some municipalities not touched by the extensions might voice objections.

Phase One, estimated to cost \$310-million, would extend existing Line One eastwards from Frontenac Station to proposed Beaugrand Station, 4.89 miles with nine stations; a westward extension of the same line to Allard would comprise six stations on a 4.44-mile spur. Also in Phase One, Line Two would be extended west to Pare St., with a total of 10 stations and 5.90 miles. The Montreal North line, with 11 more stations, would increase the system by another 5.49 miles.

Phase Two is estimated at \$120-million, would extend Line Two west from Pare St. to Bois-Franc, with an additional five stations, while a transversal line running from Victoria to Berris would add 11 more stations to the service.

In the proposal submitted by Lucien Saulnier on the subway extension, the following factors have been taken into consideration for financing of the operation: Financing is at 9% interest; capital is borrowed for a 40-year period; the Montreal Urban Community Transport Commission's operating costs are modified by the extensions and increase by 5% a year; the fare remains at 30¢, and finally with the opening of new extended lines, the total number of passengers is expected to reach 285.8 million.

Subway lines would be kept at a maximum of three miles apart and stations would be built every half-mile along the routes, which would put the longest bus ride to a subway station at 10 minutes.

It is apparent that the existing technology in use on the present Montreal Metro system will be continued into the new extensions.

Not to be outdone by its rivals in eastern Canada, Vancouver, the great metropolis on Canada's Pacific coast, has plans underway for a rapid transit system. In a special study commissioned by the Greater Vancouver Regional District and B.C. Hydro, present operator of transit in Vancouver, the Toronto-based firm of De Leuw, Cather & Co., in association with Phillips, Barratt, Hillier, Jones and Partners of Vancouver and Hans Blumenfeld of Toronto, has recommended the construction of a four-line 24-mile rapid transit system for the area, to be completed by 1990. The estimated cost of the system, based on present day costs, is \$300-million. Upon completion of the initial system, three extensions would bring the total costs up to around \$500-million. The study recommends amalgamation of all transit operators in the Regional District--these include the B.C. Hydro, West Vancouver Municipal, Pacific Stage Lines, Sabina Intercity Transit, and Deep Cove Stage Lines. It is unlikely that the provincially-owned B.C. Hydro would be willing to take on the responsibility for the system, preferring instead to sign over its transportation system to a new body.

The four lines suggested would be built separately, as follows: [1] The first line would run southeast from the central core, leaving downtown through a subway, crossing the Burlington Northern rail yards on an elevated structure, and return to a subway. At Nanaimo and 22nd, the line would re-emerge and run on the former BCER Central Park interurban right-of-way to Willingdon Avenue in Burnaby. The right-of-way would be excavated to put the track below eye level. The cost of this section is estimated at \$72-million and a completion date of 1978 is suggested. This line would eventually be extended to New Westminster (via the Central Park right-of-way) and across the Fraser into Surrey. Stations for the initial phase are proposed for Main, Broadway, Knight, Nanaimo, Renfrew, Central Park and Willingdon. (Downtown stations would serve all lines and be located in the vicinity of Granville and Davie; Granville and Robson; Richards and Pender; Pender and Cambie; and Pender and Main.)

[2] The second line, considered by the consultants to be the most important in the future, would run south of the downtown core. This would cross False Creek on its own elevated structure and follow the Arbutus Street right-of-way (of the BCER Vancouver-Marpole line) to the Fraser River. One again the line would be excavated to sink the tracks below eye level on the surface. On reaching the Fraser, the line would cross on another private bridge to, initially, Bridgeport, with possible future extensions to both the International Airport and Brighouse. A spur line could also be run off the Arbutus line to the University of British Columbia at Point Grey. Presumably this last extension would be chiefly underground as no surface right-of-way exists. The cost of the Vancouver-Bridgeport route, eight miles in length, is estimated at \$89-million. Stations could be located at Burrard, Broadway, King Edward, Forty-first, Marine Drive and Sea Island Way.

[3] A third line is proposed to run due east from the downtown area. This would branch from the first line at Main Street, and run along a Pender St. alignment. With the exception of an area adjacent to the downtown area (which is presently vacant after slum clearance some years ago) the line will be underground to its Burnaby terminus at Willingdon Avenue. This line could be extended to Coquitlam after 1990. While peak hour traffic would not be as great as on the first two routes, this line is important as it would serve the Pacific National Exhibition grounds, site of NHL hockey and CFL football games, as well as horse racing and other events. The cost of this five-mile segment is estimated at \$71-million. There would be only four stations outside the downtown area on the initial stage: at Commercial Drive Nanaimo, the P.N.E. and the Willingdon terminal.

[4] The last of the initial lines would also be the shortest in length (four miles) and the least costly: \$37-million. This route would cross Burrard Inlet on a new crossing--either a bridge or tunnel--that would also serve vehicular traffic. Initially only two stations on the North Shore would be needed --at Marine Drive and at the Upper Levels Highway. (401) This line could be routed on the median strip of a proposed connection between Highway 401 and the new Burrard Inlet crossing.

The De Leuw Cather report suggest three possible taxation methods: an increase of property assessments; a gasoline tax; or a retail sales tax. It was estimated by the consultants that a 4.5¢ per gallon tax on gasoline would be sufficient to pay for the system by itself, as would a four-mill increase in property tax. However, the Regional District has no taxation powers, and none will be forthcoming under the present provincial government, according to Municipal Affairs Minister Dan Campbell. This question is the one on which Vancouver's future hinges: WHO is going to pay??

The proposed trains would be of a conventional steel-wheel two rail nature, running at speeds of up to 80 mph. Comparative running times are: Georgia and Granville to Broadway--bus or auto: 12 min.; rapid: 6 min. From the same point to Nanaimo Street--auto: 20 min.; bus: 26 min.; rapid: 8 min.

Vancouver has also received a proposal for a 9-1/2 mile suspended monorail system to Vancouver International Airport. The system would be built and financed by Columbia Rapid Transit Lines Ltd. and then leased back to a regional transit authority.

Trains would run from Granville and Burrard, up the centre of Burrard, cut up Sixth Ave. to Arbutus, and along the side of Arbutus to the airport. Suspended from a concrete structure, the system would cross the Fraser River. Stations probably would be at Broadway, Twenty-fifth, Forty-first, and Forty-ninth.

Three Prairie cities (Edmonton, Calgary and Winnipeg) have rapid transit plans under consideration.

An immediate start on both the northeast to northwest and the north to south legs of Edmonton's proposed rapid transit system was recommended in a consultants report released last October. The consultants, De Leuw, Cather & Co. of Canada Ltd., warned against any further delays on a decision to start construction in view of urgent transportation needs.

Edmonton had originally hoped to have the first leg of the system operating by the end of 1973, and the second leg by 1976 or 1977. The first leg would run from the industrial airport along the CN right-of-way just north of 104th Ave. to the Exhibition grounds.

Earlier in 1970, the consultants were hired to study roadway and transit requirements in the University of Alberta area in light of a projected enrolment of 30,000 by 1980. The university line was first proposed as the second stage of the study, but this was later extended by council to include consideration of the first leg of the transit system. The consultants concluded that the most pressing need is provision of mass transportation service to the university area. Such service would more than break even on borrowing, operational and maintenance costs.

As for financing the rapid transit system, city officials are optimistic that the city can obtain up to 60% of the costs through grants or subsidized loans from the province.

Calgary's rapid transit planning is more long range than Edmonton's. While nothing definite has been decided, the city is looking ahead to 1986 and a combined system of high-capacity roads and a rapid transit system. A consulting firm has given the city a figure of \$550-million for an H-shaped transit system centred on the downtown core and a network of 12 freeways across the city.

But projected costs have skyrocketed since the report was brought down two years ago and now it is estimated that it will cost \$140-million for the first stage of rapid transit alone. This would be for a subway system, the most costly part of the rapid transit plan, leaving the final total around \$200-million. Added to this is the cost of the freeway system, but no one these days is estimating the cost of it.

Mayor Rod Sykes of Calgary said the city should give priority to the introduction of rapid transit. He believes in a transportation system that 'will put the automobile in its proper place in society.' By this he means a balanced transportation system, but balanced in favour of rapid transit.

But Gordon Taylor, Alberta's minister of highways and transport said rapid transit planning is premature. He said the Government will not be prepared to move into direct financing of rapid transit for three or four years. Mr. Taylor feels this is the wrong time to go for a rapid transit system that will cost \$100-million to \$400-million 'with no hope of even beginning to pay its way.' While saying rapid transit is 'too rich for the blood of our provincial treasury,' Mr. Taylor did say he had no objections to the cities using the \$4.5-million available in the land bank to purchase right-of-way roadway.

The transportation committee of Metropolitan Corp. of Greater Winnipeg has requested the hiring of consultants to plan an estimated \$158-million rapid transit subway. The subway would run from Polo Park to Portage Ave., to Main St., north to Redwood Ave. and across the Red River into East Kildonan.

The committee has suggested a start in 1972. This would be ten years ahead of the proposed subway construction schedule recommended in a special Winnipeg area Transportation report issued in 1969.

During the next ten years Toronto and Montreal will add another one million to their present populations of over two million each. Vancouver may well have a population of one and a half million, while Edmonton and Calgary may reach the one million mark. Winnipeg may well crest the same mark as Vancouver.

The longer Canadian cities wait with their rapid transit plans, the higher will be the costs of land assembly, construction

The longer Canadian cities wait with their rapid transit plans, the higher will be the costs of acquiring land for transportation corridors and for construction of facilities, and the worse the transport and traffic congestion will become.

The time to act is now.

ANIMAL CRACKERS

[The Toronto Telegram]



EQUIPMENT NOTES...

CANADIAN NATIONAL MOTIVE POWER NOTES

* Deliveries of SD40's from EMD to Grand Trunk Western:

5921 -- Sept. 4/70
5922 -- Sept. 4/70
5923 -- Sept. 4/70
5924 -- Sept. 4/70
5925 -- Sept. 4/70
5926 -- Sept. 10/70
5927 -- Sept. 10/70
5928 -- Sept. 10/70
5929 -- Sept. 16/70

* The following M636's were received from MLW-Worthington:

2315 -- Sept. 2/70
2316 -- Sept. 8/70
2317 -- Sept. 10/70
2318 -- Sept. 16/70
2319 -- Sept. 17/70

* Units 4558 and 4559 were transferred from GTW, Battle Creek, Michigan to Central Vermont, St. Albans, Vermont on Sept. 15/70.

* RS18 unit 3697 was returned from the Roberval & Saguenay Railway Sept. 16/70 and replaced by 3688.

* Unit 15709--the tower car on the Montreal Mont Royal electrification--was retired on Oct. 27/70.

* * *

BRIEFLY.....

* Ontario Northland leased 6 CP Rail 2200-series coaches (2241, 2244, 2265, 2268, 2273, 2276) for use on train 915 weekends during the Christmas-New Year holiday period.

* CN GE 70-tonners 29 and 36 sold to the Thurso and Nation Valley Railway (June 1970 NL page 64) were numbered 12 and 11 by the T&NV. In addition unit 26 was sold to the T&NV by CN on May 25/70 as a spare unit.

TRACTION TOPICS

Edited by Alf Nanders.

* Canadian National has picked up the option to purchase the switching facilities of the Cornwall Street Railway Light & Power Co. which serves about 25 industries in Cornwall, Ontario. The option to purchase was taken over from CP Rail and will be exercised before December 31st of this year.

The purchase covers the physical assets of the CSRL&P which includes 10 electric locomotives, maintenance of way equipment, 16 miles of track and one building. This acquisition will enable CN to remove its tracks between McConnell and York Streets in Cornwall. Connection between CSR and CN will then be via the former NYC right-of-way since switching operations between east and west Cornwall will be performed over a portion of the CN Montreal-Toronto main line. As a result, the CSR portion will be fully dieselized before the end of 1971.

* The U.S. Treasury Department had decided it has sufficient grounds to investigate a dumping charge against Hawker Siddley Canada Ltd. involving the \$8-million dollar sale of rapid transit cars to the Port of New York Authority (PATH). A Hawker Siddley vice-president stated that he was quite confident that the investigation would prove that Hawker Siddley was not selling the cars at unfairly low prices.

The investigation comes at a time when pressure has been put on the department and the Tariff Commission to rigorously interpret and enforce existing laws that can lessen foreign competition for U.S. firms. It also comes at a time when representatives of the Washington Metropolitan Area Transit Authority have had discussions with Hawker Siddley toward the possibility of Hawker Siddley bidding on the rolling stock order for the WMATA subway network, now abuilding in Washington. WMATA recently reversed itself and said it would take bids on rolling stock from foreign manufacturers.

Dumping is selling goods in a foreign market at a lower price than in the home market. The terminology is that goods are sold "at less than fair value" constituting unfair competition. The Bureau of Customs of the Treasury Department after its investigation can either dismiss the charge (reportedly laid by Pullman-Standard) or determine that the cars were sold at less than fair value. In the latter event the case is referred to the Tariff Commission, which decides whether domestic (U.S.) firms have been injured or not. If the commission decides that domestic industry has been hurt--or is likely to be--the case is sent back to the Treasury where anti-dumping duties are added to the sale price to bring it up to fair value. The U.S. importer or purchaser then must pay the duties.

* Mr. M. Goodell, president of Goodell Monorail Industries of Salt Lake City, announced that construction of the proposed monorail line in Niagara Falls, Ontario was suspended four days after its June 5, 1970 start, because of financial problems.

If completed, the monorail service would operate from the foot of Queen St. to Chippewa along the Penn Central.

* De Leuw Cather and its British affiliate, De Leuw, Chadwick, O'hEocha, have been retained for specialist consulting service for proposed rapid transit in Helsinki, Finland. The first line of the Helsinki Metro will be 11 km. long, and operations are scheduled to begin in 1977. The long range plan is to construct a regional network, so the Helsinki Metro office is taking steps now to ensure that the first line incorporates all passenger-handling and operational features needed to permit orderly growth in the future.

Headed by two Canadian engineers, the consultants will participate in a planning study for the future expansion of the rapid transit network. For the 11 km. line they are providing advice on planning, design and operational standards, and fare collection and control methods.

* A stubborn three-alarm fire at the corner of College and Brunswick during the evening hours of December 23rd forced the rerouting of CARLTON streetcars via south on Bay to City Hall Loop, north on Bay, west on Dundas, and north on Ossington back to route westbound. East-bound cars followed the same routing in the opposite direction, except south of Bay where they shared the same trackage to City Hall Loop with the westbound cars. Three buses were used to provide service on College between Bay and Ossington.

* The TTC's trolleycoach rebuilding program has run into a delay because of a lengthy strike at one of the component suppliers to the program. Completion of coaches from 9201 on has been delayed until the supplier is back into production (the strike having been settled) and parts are on their way to the TTC.

The body of 9212 was returned to Western Flyer, as it sustained structural damage while enroute from Winnipeg.

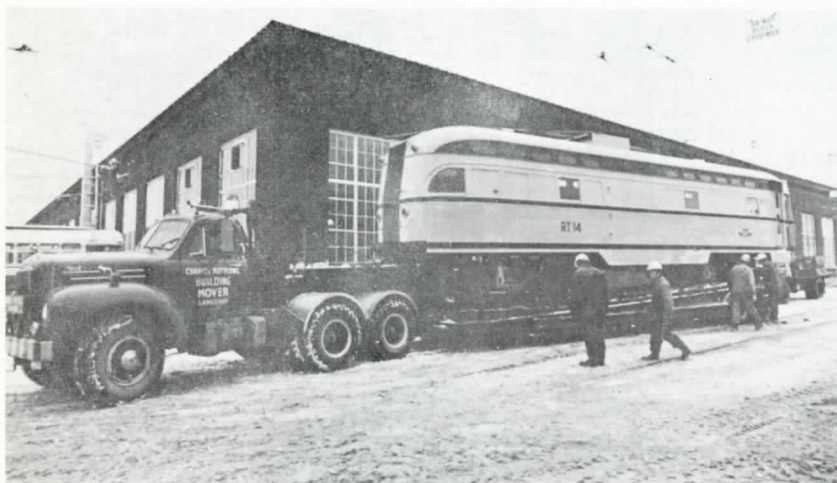
* Two years ago Russell Division had fifteen air-electric PCCs available for service assignments. Regular retirements due to mechanical breakdowns have reduced this number to six. To alleviate the car shortage at Russell the 'lost' nine cars were replaced by eight cars from Roncesvalles Division, which had also lost a total of seven PCCs to the scrap line and for conversion to subway work equipment. PCCs 4370-4377 were transferred to Russell from Roncesvalles, and Roncesvalles received seven cars from St. Clair (4560-4566). The transferees to Russell were not replaced. These equipment shuffles took place during the month of October. More such reassignments can be expected in the future, as more and more PCCs begin to show their age, and St. Clair Division will need fewer cars.

TORONTO TRANSIT COMMISSION --- SURFACE CAR ALLOCATION ASSIGNMENTS --- DECEMBER 1970.						
DIVISION	CLASS	NUMBER	TOTAL IN CLASS	YEAR BUILT OR ACQUIRED BY TTC	DUAL CONTROLS	TOTALS IN DIVISION CARS DUALS
Russell	A2	4199	1	1940	4199	
	A3	4228	1	1942		
	A4	4253	1	1943		
	A6	4300-77	75	1948	4300-06	
	A7	4490-99	10	1949	4495-99	
	A10	4586, 89, 4593	3	1940/1950		
	A11	4625-74	50	1946/1952	4625	
Roncesvalles	A12	4675-99	25	1946/1952		166
	A6	4378-99	21	1948	4397-99	
	A7	4400-89	88	1949	4400-05	
	A9	4560-74	15	1946/1950		
	A13	4701-47	40	1946/1952	4701-04	164
St. Clair	A8	4500-49	50	1951	4500-03	
	A9	4550-59	10	1946/1950	4550	
	A14	4750-79	26	1946/1957	4779	86
System Totals:			416			416

NOT INCLUDED IN THE ABOVE LISTING:

4220, 4245, 4261, 4275, 4290, 4600 (stored at Hillcrest); 4578, 4597, 4247, 4396, 4708, 4717, 4725, 4736, 4776, 4778 (stored at St. Clair Division); 4410, 4446 to RT-14 and RT-15; 4700 (training car at Hillcrest); relic Peter Witt car 2766 (stored at St. Clair Division); Witt 2778 (destined to NORM).

TTC's New Subway Railgrinding Train



A pair of A7 class MU PCC cars will once again see service on the Bloor Danforth line, but this time underground on the subway as the new subway rail grinding train. LEFT: RT-14 (ex-4410) is seen loaded on Charles Matthews' house moving float prior to leaving Hillcrest for Greenwood Shops December 15th; RIGHT: a view of the front end of RT-15 (ex-4446) at Greenwood, showing the three spotlights occupying the space formerly utilized by the roll signs; BELOW: RT-14 & RT-15 coupled together inside Greenwood Shops where they have undergone some limited testing. Subway patrons may expect to see these cars prowling the subway system late at night within the next few months. [All photographs, Toronto Transit Commission]

