

HAMILTON STREET RLY
STONEY CREEK ANNOUNCEMENT.

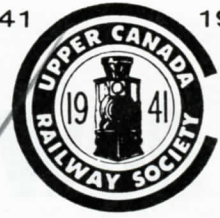
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Upper Canada Railway Society

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Number 304

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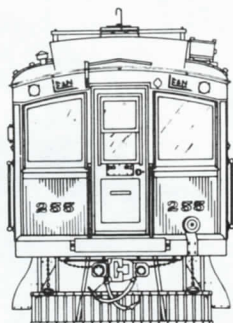
Members are asked to give the Society at least five weeks' notice of address changes.

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The Cover

HAMILTON STREET RAILWAY car 534 has just ducked out from under the CN overpass on Kenilworth Avenue, southbound on the BURLINGTON route, in the late summer of 1950. A few months later, Hamilton trolleys made their last runs on the streets of the Steel City. This month we take a look at the last few years of HSR trolley operations in the feature Steel City Traction. For more on the HSR, turn to page 69. (Lewis Swanson)

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.

June 18: Regular meeting. To be announced. (Fri.)

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

Readers' Exchange

FOR TRADE: Original steam, traction and diesel slides. Want TTC, Cornwall and U.S. traction in return. Robert Webster, 1030 Southhill Street, Kamloops, British Columbia.

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

WANTED: Information on the following:
The date when the last regular CN passenger train ran from Barrie (Allandale) to Meaford;
The date of the running of the first regular train on the Hamilton & Northwestern Railway from Beaton to Collingwood;
The date of the last regular on the Beaton to Collingwood line;
When CN abandoned its Beaton to Collingwood line, was the right-of-way sold or just abandoned.
William J. Messenger, 146 Tamarack St., Timmins, Ont.

UCRS PUBLICATIONS SALES

* Interested in photographs and a history and diagram of steam locomotive 6218? Now available is Railfare Photopak #5 on locomotive 6218---a package with four 8 x 10 glossy photographs of the engine, technical data and diagram sheet giving a history and specifications. All for only \$2.95 plus 5% PST. Order yours today from UCRS Publications Sales c/o the box. Include 40¢ for postage and handling costs.

* The Toronto Grey and Bruce Railway by T. F. McIlwraith is once again available. Recently reprinted, this book now includes an 1883 local passenger tariff as a center page spread. Attractively bound in saddle-stitch binding, with a soft card cover, this fascinating book is only \$2.95. Order yours today. Include 40¢ for postage and handling costs.

TRANSPORT CENTRAL

Interested in people transportation---the conveyance of people by various forms of transport on the ground, in the air, and on the water? If you are, then Transport Central magazine is your cup of tea. Offset reproduced, this little magazine comes out 46 times a year, bringing the latest and most up-to-date news and information on the various modes of people transport. A one-year subscription is only \$10 (for third-class mailing), or \$14 (for first-class mailing). Transport Central, 416 North State Street, Chicago, Illinois, 60610, U.S.A.

RAILWAY NEWS AND COMMENT

COUNTDOWN 6218

Canadian National announced April 30th that steam locomotive 6218 will make a series of excursions prior to official retirement on July 4, 1971. The trips will be operated exclusively in the St. Lawrence Region and will take place June 26 and 27 and July 3 and 4.

The schedule for the excursions is as follows:

June 26 -- Montreal to Ottawa and return. A visit to the Museum of Science and Technology in Ottawa will highlight this trip.

June 27 -- Montreal to Victoriaville and return.

July 3 and 4 -- Belleville to Anson Junction and return.

The excursions out of Montreal will be of the type long enjoyed by railway enthusiasts. There will be a number of double runpasts on these trips. The consist of the train for these trips will include a baggage car equipped with 110 volt AC power for tape recorders, eight EM-coaches (each staffed with a steward), dinette lunch counter car, a sleeping car, and open-end observation car.

The excursions out of Belleville will have twelve coaches as consist only. On July 3rd the locomotive will operate five trips (approximately every 2-1/2 hours); on the 4th two trips only, after which a farewell ceremony will be held.

6218 is to be restored to World War II appearance--with the old rectangular herald on the tender and smoke deflectors.

In Belleville coincident with the farewell ceremony, a display of railway freight equipment will be featured. There will be a number of prominent railway and government officials at the farewell ceremony.

Information as to fares and schedules for these trips may be obtained from CN passenger sales offices in Montreal and Belleville.

TRANSPORTATION FELLOWSHIPS AWARDED

The Canadian Transport Commission has awarded thirty fellowships for postgraduate study in transportation at Canadian universities. The award winners were chosen from 170 applicants. Six of the award winners will receive \$4500 a year each for work at the doctoral level, while 24 will each get \$3600 annually for study at the master's degree level. An additional \$1000 allowance is provided for winners with dependent children. The winners may hold the degrees from one to three years depending on the work involved.

Purpose of the fellowships is to increase the number of trained professionals entering the transportation field. It is also designed to help persons with practical experience in the industry who would find it financially difficult to return to university.

The program was launched last year when 36 fellowships were awarded.

EXPANSION OF CN CONTAINER BUSINESS

Canadian National is expanding its fleet of container cars as traffic from the port of Halifax increases. With up to 1000 containers moving through the port, Hawker Siddley's Eastern Car plant at Trenton, Nova Scotia is working on a \$4-million order for CN for 235 cars. The five cars turned out daily are immediately dispatched to container terminals. (See also Equipment Notes, this issue.) The 85-foot cars will bring CN's total fleet of cars handling containerized traffic to more than 1000.

Says D. W. Blair, general manager of CN's Atlantic Region: "The rapid expansion of container traffic through the port of Halifax is enough to tax any transportation operation to the utmost. The arrival of these cars is a big help in helping to keep the traffic moving."

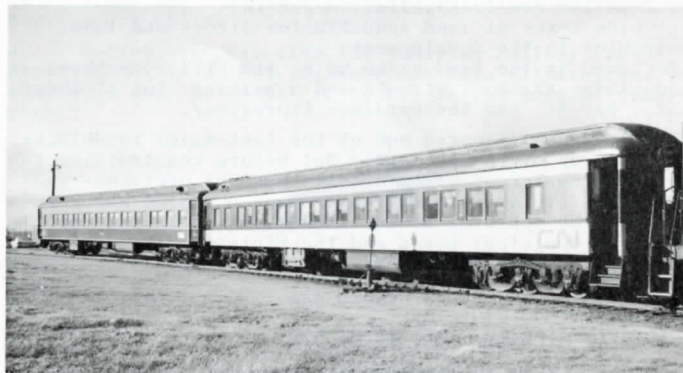
At Halifax, CN is streamlining the handling of containers and has called tenders for a service building to provide a base of operations. The terminal will be equipped with a loop track arrangement so that container trains can be assembled without having to pass through other yards.

RAILWAY DISPLAY AT KAPUSKASING

1971 is the Golden Jubilee Year of the town of Kapuskasing in Northern Ontario. As part of the celebrations surrounding the anniversary, an Old Home Week will be held from June 29 to July 4, and a display of railway equipment and operation of Ontario Northland 2-8-0 #137 will be a prominent part of the festivities.

A stationary display of railway equipment is being readied for the week, and will include CN 4-6-2 #5107, and two 85-foot Canadian National coaches--5145 and 5372. The interiors of the coaches are currently undergoing renovations. The 5372 has had all its seats removed to make way for a model railway display at one end of the car, a 1920-era ticket office in the other end, and in the middle a display of railway artifacts from the Algoma Central, Ontario Northland, and CN. Similarly the 5145 has been gutted to make way for a display of local historical artifacts and a gift shop. All of this equipment will be located very close to the CN station in Kapuskasing.

Ontario Northland #137 and the ONR Museum Train will also be a feature of the Old Home Week. 137 and her train will arrive as the second section of train 87 (the Northland) in Kapuskasing at 1030 on the morning of June 29th. Excursions will be operated on the line of the Spruce Falls Power & Paper Co. on the afternoons of June 29, July 1, 3, and 4 at the following times: 1300, 1400, 1500 and 1600. Fares are \$1.00 per head.



Former CN passenger cars 5372 and 5145 will house railroaders and historical displays at the railway display at Kapuskasing during Old Home Week June 29 to July 4. 5372 was built in 1913 by Pullman as a 7 compartment-2 drawing room sleeper (plan 2522) Dixiana. It was purchased by CN in 1942 and converted to a coach. 5145 was built in 1919 by CC&F. Both cars withdrawn in 1970.

(Des Morley)

RAILWAY AND PIONEER MUSEUM AT COCHRANE

This summer will see the establishment of a museum of railway and pioneer interest at Cochrane, Ontario. The Cochrane Railway and Pioneer Museum will become a reality in mid-June as the result of two years of planning by the Cochrane Board of Trade and the cooperation of Ontario Northland and Canadian National.

Initially the museum will consist of a complex of six coaches located near the Third Avenue railway crossing in Cochrane. The museum is intended to be permanent and will be open all year round. An admission fee will be charged and guides will be on hand to explain the exhibits to museum visitors.

Initially the museum will consist of the following pieces of equipment and displays: an ON passenger coach housing films, other suitable displays, and information and pamphlets for visitors; an ON baggage car which will be fitted out as a railway museum; a CN coach which will also serve as part of the railway museum; a CN baggage car which will house a display of logging, trapping and pioneer activities of the past; and a CN caboose.

ON 2-8-0 #137 will eventually be a part of the museum and will be mounted on permanent blocks at the site.

Of all the people in Cochrane involved in the project, among the hardest working have been retired railroaders and railfans.

METRO CENTRE LAND SWAP CLEARS WAY FOR PROJECT

The Executive Committee of the City of Toronto reached agreement with officials of Canadian National and CP Rail on a complicated land deal which has removed one of the major roadblocks to the commencement of the Metro Centre project. The agreement was announced by Mayor William Dennison after a seven-hour two-part meeting was held between the city executive and officials of the two railways at the Royal York Hotel April 20. Ian Sinclair, CP Rail president, N. R. Crump, chairman of the board of Canadian Pacific, and N. J. MacMillan, CN president, represented the railways.

Details of the land swap are as follows: The City of Toronto has agreed to exchange twelve acres of property, including the city-owned Union Station site, for thirty-three acres of railways-owned land. The valuation of the city-owned land has been placed at about \$88-million (including \$44-million for the Union Station site). The city will gain the following properties in exchange:

- the abandoned Belt Line right-of-way from Spadina Expressway to Mount Pleasant Rd. (19 acres valued at between \$300,000 and \$400,000);
- seven acres of CN-owned land on Merton St. near Mount Pleasant Rd. (valued at \$3-million);
- a 1-1/2 acre tract of CP Rail land at Front and Spadina (valued at \$1-million);
- a 1-1/2 acre site for a new Massey Hall at the southwest corner of King and Simcoe or Front and Simcoe (valued at between \$5-million and \$6-million);
- air rights over the railway right-of-way for a four acre convention centre (valued at \$25-million by the railways);
- a net gain of \$2.5-million in sewer imposts;
- a guaranteed right-of-way for an intermediate rapid transit system to serve Metro Centre, Toronto Islands, Ontario Place and the CNE, and easement rights for the TTC in the new transportation centre;
- nine acres of land required for street and lane widening in the development.

Included in the land given up by the city were three adjoining acres of streets and a parking lot at Yonge St., Bay St. and the Gardiner Expressway.

The land deal removed one of the last major roadblocks in the way of the project. But before construction can start a number of other hurdles must be overcome--an amendment to the official city land use plan which requires the approval of the City Planning Board, the Ontario Municipal Board and the Minister of Municipal Affairs. These approvals will probably delay the start until 1972.

CANADIAN NATIONAL LOSS UP IN 1970

Canadian National Railways has reported a loss of \$29,709,064 in 1970 on record revenue of \$1,167,700,000 compared with a loss of \$24,646,454 on revenue of \$1,133,400,000 in 1969. Before provision for debt interest, there was an operating surplus of \$45,792,138, compared with \$49,558,446 a year earlier. Net debt interest increased to \$75,501,202 from \$74,204,900.

Railway operating revenue rose to \$1,042,353,006 from \$1,014,256,918, but net railway operating income declined to \$14,720,390 from \$18,391,568. Income from telecommunications increased to \$15,357,677 from \$12,354,708 and hotel income rose to \$3,010,883 from \$2,903,594. Profit of separately operated trucking companies rose slightly to \$1,643,752 from \$1,639,069, but income from other sources was down to \$11,059,486 from \$14,269,507.

The cost of doing business continued to mount in 1970 as a result of higher wage rates and higher prices for materials and services. Some freight rate increases plus effective control of expenses and improved productivity helped to offset part of the higher costs. While the year was a difficult one, the performance of CN can be considered satisfactory, with increased revenue from almost all major areas of revenue.

During the year, CN received \$81.8-million in government payments related to the National Transportation Act and other acts. It received \$91.9-million a year earlier.

There was an increase of \$42.8-million in unfunded pension fund liability as a result of changes in the CN pension plan, excluding an unfunded actuarially estimated liability of \$65-million arising from increases in pensions to existing pensioners from January 1st. These liabilities are to be liquidated by September 30, 1992.

The development will take place in five stages, each stage taking roughly four years to complete.

In the first stage of the project, the railway tracks south of Front St. are to be moved further south and consolidated just north of the Gardiner Expressway. University Avenue is to be extended south of Front St. to a loop just north of the Gardiner. A new railway station is to be constructed in the centre of this loop. The convention centre and CP Rail offices are to be constructed to the east of the station and CN offices and a parking garage to the west. A new Union Station subway station is to be built to link up with the railway station. A 1500-ft. communications tower and offices for the CBC are to be built at Front and John Sts.

In the second stage of the project the old Union Station is to be demolished (as early as 1974) and replaced with 18- and 36-storey office buildings. The Esplanade is to be extended west of Bay to John St. to form the main thoroughfare of the Metro Centre. The residential phase of the project is commenced with the construction of 2500 units south of Front between John and Spadina. Studio and production facilities would be added to the CBC complex at Front and John Sts.

In the third stage two more office buildings would be erected east of the first pair of offices on the old Union Station site. A government office complex would be constructed on the north side of Esplanade St. between Yonge and Bay. The residential area would be extended west to Bathurst with the construction of 2400 units of low and high-rise housing.

In the fourth stage a third pair of office buildings are added to the two pairs at the corner of Bay and Esplanade St. A pedestrian mall on Esplanade St. is fully developed. A further 2900 units of housing are added to the residential area between Spadina and Bathurst.

In the last stage a CN-CP Telecommunications complex is to be built in the block bounded by Front-University-Esplanade-Simcoe. A private office-studio complex is to be built west of Simcoe (including two 18-storey towers). The railway station is expanded to its full capacity with six tracks for GO Transit and 17 tracks for regular passenger operations.

The railways will have to spend \$55-million as their initial investment to move the trackage and build the new railway station in the first stage of the project. This is expected to be completed by 1974.

RAILWAY LINE CHANGES AROUND HAMILTON

The City of Hamilton and the Ontario Department of Highways have completed negotiations with Canadian National Railways to clear the way for the elimination of the traffic circle on the QEW at Stoney Creek. CN has agreed to reroute its high-wide loads, now carried across Burlington Beach on the Beach Sub, through the city. The Beach Sub, which runs across the traffic circle, would then be blocked off to allow construction of a controlled access intersection with the QEW and highway 20. The change will affect about one train a month.

Under the agreement, the CN main line through the city will be slightly altered to provide clearances for the extra large loads. The tracks under John St. and Mary St. bridges will be lowered. The Catherine St. bridge will be closed and removed. CN will pay for the alterations, but Hamilton will have to pay for signs and fences at the Catherine St. bridge site.

The line changes will be put into effect after two other bridges have been removed--Snake Road and Spring Gardens.

TRAIN DERAILMENTS OUT WEST

* Two crewmen were killed in a fire resulting from the head-on collision of two CP Rail freights near Bowden, Alberta on the evening of April 20. The men jumped clear of the lead units on the northbound freight seconds before it hit the southbound freight. A tank car seven cars back in the consist ruptured, and its cargo of liquid butane ignited. The men were caught in the fire. The fire was contained by firemen to prevent it from reaching another tank car loaded with ammonium phosphate.

A crewman from the southbound freight was also killed in the collision.

* Eighteen cars of a 90-car CN freight were derailed April 29 25 miles east of Blue River, British Columbia. There were no injuries among the five-man train crew.

SMALL COMPUTER SCORES ON CN CAR IDENTIFICATION SYSTEM

A test project has been carried out at Canadian National's Technical Research Centre in Montreal, which will provide, through the use of small digital computers, a greater element of technological refinement and a higher degree of accuracy to the railway's Automatic Car Identification system (ACI). Engineers at the research centre have developed a unique computerized system which can be integrated with standard ACI scanners to provide fast, accurate and more meaningful data on train and car movements. One of the system's main benefits is that it eliminates duplicate and repeated material produced by conventional ACI scanner-printer arrangements. A number of other railroads have expressed interest in the CN-developed system.

In the movement of rail cars in an interchange yard, cars will pass scanners numerous times in both directions. Rather than producing a list of car numbers containing a large percentage of duplication and repetitive information, the computerized system now under test monitors the movement from start to finish and continually cancels the excess 'ins' and 'outs' for the same car. The computer summarizes the movement, obtains a record of the net movement and provides a 'clean' list of all cars handled in a particular switching movement.

Railway officials say the tests have shown that a single small computer can handle the readings provided by from six to 12 scanners. The small digital computers are ideally suited to control small localized segments of the automatic car identification operation, sending to a larger central computer only the information needed to control movements on a system basis. Tests to date have shown the digital computers to be more flexible and more reliable than a centralized arrangement using a large computer.

FORMER PENN CENTRAL OFFICERS SUED

Two former financial officers of the Penn Central, a former Wall Street investment banker and two companies have been accused by the biggest U.S. railway of secretly manipulating Penn Central resources for their personal gain. Their actions resulted in huge financial losses and drove the railway into reorganization under the federal bankruptcy law, a civil complaint in U.S. District Court April 8th charged.

RAILROADS REVIVING

The Iron Horse is making a remarkable comeback in freight and passenger traffic around the world, says Jane's annual *World Railways* publication. Compilers of the 700-page book claim the railways can now be called a growth industry.

Jane's said railway networks in most countries, especially the United States, have fought back from the financial slough caused by air and highway competition and now are on the threshold of an era of success if potential is fully realized. One of the big reasons involves cybernetics--the use of automated electrical systems like computers. Railways have adopted cybernetics to build bigger, faster trains, high-speed loading and unloading of freight and tightened links with ocean-going carriers at docksides. Through cybernetics, railways are thrusting toward trains that would travel 200 to 250 miles an hour. The Japanese have started on such a project and the British government has ordered a study of two possible 250-mile-an-hour hovertrain routes.

Jane's observed: The pattern of the 1970's is taking shape....

-a system of high speed routes connecting major areas with fewer intermediate passenger and freight stations;
-large marshalling yards, fully automated to increase capacity and speed;
-new and rebuilt passenger stations with improved facilities and amenities for passengers;
-track construction to very fine tolerances to sustain high speed.

Jane's takes the view that many nations now are realizing the essential need of railway traffic since air and highway travel has nearly reached its limits. Rail movement now has become the salvation of the world's big cities, the authors noted. In another 20 years, population of cities will be 80% greater than today, which dictates high-speed rail travel as the primary solution for the harassed commuter.

RELIABILITY OF RAILWAYS TO CARRY DANGEROUS CARGOES QUESTIONED

The reliability of railways in carrying dangerous cargoes has been questioned by R. M. March, a member of the Canadian Transport Commission. But D. H. Jones, chairman of the commissions's railway transport committee, has responded that he believes 'by and large the railways are reliable.' The remarks came during hearings of a railway safety inquiry being carried out by the CTC on March 30th.

Mr. March, a member of the railway transport committee, said he suspects railways are 'significantly less reliable' than other methods of transport in carrying dangerous cargoes. There had been 227 derailments in Canada in 1970. He suggested that if trains are less reliable 'perhaps the public interest will require that railways not be allowed to carry these dangerous cargoes.' Mr. March, secretary of the Halifax Port Commission before his appointment to the railway transport committee, said he 'admitted great ignorance' in railway matters. But he called on railways to produce statistics defending their safety record in comparison with trucks and aircraft.

Mr. Jones said he agreed that the commission wanted to hear more about the railways' safety record. But he did not necessarily agree that the railways were unreliable. He said that 'having regard to the millions and millions of tons of cargo carried from one end of the country to the other without mishap, by and large, the railways are reliable.'

J. M. Duncan, counsel for Canadian National, said he is sure statistics the commission has would show 'railways are the safest way of moving things.' Noting that the commission was discussing journal failure, he said that CP Rail has the best safety record in this area in North America and CN the second best.

J. F. Walter, representing the Canadian Railway Labour Association, said that railways may have difficulties but they have the 'potential to be the safest mode of transport.'



1970 BAD YEAR FOR U.S. RAILROADS

In reviewing the year just past, the Association of American Railroads said that 1970 was the 'worst year financially for U.S. railroads since the '30s.'

The AAR estimated that final figures on 1970 freight traffic would show a decline of about 1% from 1969's 768-billion ton-miles to the 1970 total of 760-billion. Total operating revenues would increase about 5% from 1969's \$11.4-billion to \$12-billion.

Net railway operating income is expected to drop substantially from 1969's \$655-million. Although a precise estimate is not yet available, the AAR said it probably wouldn't differ much from the \$493-million reported for the 12 months ended Sept. 30.

For the first nine months, net railway operating income dropped 33.4% from \$490-million in the same period in 1969. Net ordinary income, including non-railroad operating income and fixed charge deductions, dropped 67.5% to \$117-million for the first nine months of 1970 from \$361-million.

Rate of return is not expected to differ greatly from the 1.76% recorded during the same 12-month period ended Sept. 30. For the year 1969, the industry earned a return of 2.4% on net investment.

The railroads' Astro Report, released midyear, found that U.S. railroads must invest \$36-billion new capital by the end of 1980 to upgrade plant, equipment and service. This would mean \$3-billion annually but because of the industry's current financial condition, capital expenditures are expected to total less than \$1.4-billion in 1970 and was \$1.5-billion in 1969.

Included in the Astro Report were recommendations for 'updated laws and regulatory procedures freeing railroads from restraints of the past, financial help on right-of-way and equipment, recognizing that railroads can no longer perform their essential job without support such as their competitors have received--expanded federal research, and a rational approach to passenger service,' the AAR said.

PASSENGER TRAIN NEWS

* The Canadian Transport Commission has reiterated its intention to maintain transcontinental passenger service, and in an announcement made April 14th asked for suggestions on how the operations of Canadian National and CP Rail can be rationalized into a single system. Proposals from all interested parties are to be submitted in the form of briefs to the Secretary of the CTC on or before May 31st.

The CTC is interested in proposals on routing of an integrated service over CN and CP Rail lines, the frequency of service in winter and summer peak periods, arrival and departure times for trains, connecting rail, road and air facilities with the transcontinental trains and the best ways of providing meal services. As well, the commission is seeking opinions on ways of providing and charging for sleeping car service, as well as levels at which coach fares should be set. The CTC is also concerned with the problem of no-show people for sleeping car reservations.

The commission hopes to receive suggestions on the service from bodies and individuals other than the railways -- provincial and municipal governments, trade unions affected by the decisions, travel agencies, various public organizations, and in particular members of the public who have actually travelled on the trains in the last two years.

The CTC will set no deadline on when it will come up with its rationalization program. The commission has already made a firm stand that the transcontinental passenger service will continue, and that an integrated rationalized plan of operation can reduce the heavy losses while maintaining a level of service that will meet the needs of the public.

* Canadian railway unions have asked the Federal Cabinet to order a further freeze on any further railway passenger train abandonments. The unions want the freeze pending a thorough parliamentary review of legislation governing the railways and amendments designed to foster an overall transportation policy. The brief was submitted to the Cabinet by spokesmen for the Canadian Railway Labour Association.

Three railway unions have banded together to release a book which blasts the CTC and the railways for declining passenger train service. The book Right of Way: Passenger Trains for Canada's Future, written by journalist Robert Chodos, calls for revision of the National Transportation Act so the government will operate rail passenger service as "the keystone of a truly balanced transportation network, run in the interests of the public."

* The last three railway mail trains with mail sorting services on board made their last runs with the change in time. The three trains with RPO's--Toronto to Montreal, Toronto to Ottawa, and Campbellton to Levis--brought an era to a close in this country as of April 25th. The end of the mail trains also meant the end for one of the oldest civil service associations in the country--the Railway Mail Clerks Association which dated back to 1889.

* Ontario Northland's Polar Bear excursions to Moosonee have proved to be very popular with tourists--33,505 people taking the train ride during the period June 14 to September 13 last year. Operating every Tuesday, Thursday and Sunday during the season the train has shown an increase in patronage every year and the indications are that it will continue to grow.

* An extra morning rush-hour train has been added by GO Transit from Pickering to Toronto. This extra train leaves Pickering at 0820, arriving at Union Station at 0857. Connecting bus service to the train arrives in Pickering from Oshawa at 0815. The extra service has been added because of increased use of the Pickering Station.

* All CP Rail Montreal-Quebec City trains have had twenty minutes cut from their running times; two of the three runs are now three hours flat for the 178.3 miles. The idea behind this was to make it coincide with replacement of conventional equipment by RDC's. The CTC has delayed this by asking CP Rail to install reclining seats in the RDC's that would be used on this run. Therefore trains 155-156 are still with conventional equipment which really has to hustle to meet the accelerated schedule.

* CP Rail is relocating trackage at Windsor Station in Montreal. The project involves the removal of three tracks and relocation of the remaining eight tracks approximately 100 feet to the south and about 400 feet west of the present railhead. A section of the train canopy will also be removed. The work is being done with a minimum of inconvenience for railway passengers and commuters. Existing entrances and exits to the station concourse are continuing in use; ticketing procedures remain unchanged and regular passenger and commuter trains are not effected. The trackwork is scheduled for completion by November 15th and the work is part of preliminary preparations for the redevelopment of the Windsor Station site.

* Passenger fare increases averaging 11% have been announced by CP Rail, pending approval of the Canadian Transport Commission. The new rates, scheduled to go into effect June 1, will bring the one-way coach fare from Toronto to Winnipeg to \$37 from \$33, and the one-way roomette fare from Toronto to Vancouver to \$112 from \$110 without meals and to \$138 from \$125 with meals. The one-way bedroom fare between Toronto and Calgary will increase from \$134 to \$141.50 without meals and from \$146 to \$161 with meals.

Commuter services in the Montreal area are excluded from the increase, as are trains between Toronto and Windsor, Toronto and Havelock, Calgary and Edmonton, Calgary and Lethbridge, and Lethbridge and Medicine Hat. The new rates apply to trains between Montreal and Toronto to Vancouver, Montreal to St. John, Victoria to Courtenay, and Halifax to Yarmouth.

* Canadian National has also announced passenger fare increases for sleeping car accommodation, effective June 1. The increases are in line with recent directives of the CTC that the railways try to reduce the losses on these services.

On a White day under CN's Red, White and Blue plan, the new rates Montreal-Vancouver go to \$127 from \$115, Montreal-Halifax to \$42.50 from \$37.50, Montreal-Toronto to \$27.50 from \$25.50 and Montreal-Winnipeg to \$65 from \$59. The new rates cover transportation, roomette accommodation and meals.

* Penn Central has had troubles with an irate creditor in Montreal. This creditor got a court order to seize some PC equipment for unpaid bills and as a result the bailiff put the locks to two diesels (3038 and 7891) and two sleepers (Forest Stream and Zoar Valley) during the middle week of April. As a result the D&H was forced to borrow two CP Rail sleepers (Balsam Grove and Willow Grove) on the Montreal Limited, along with two 2200-series coaches, in view of the sudden non-availability of PC equipment. The sleepers which were locked up were released the last week of April.

* Look out, here cometh AMTRAK! Despite a last ditch attempt by certain railway unions to block the start of passenger train operations by the new U.S. National Railroad Passenger Corp. by court injunction, May 1st saw the takeover of 184 trains by the agency. A new name and symbol was created by the NRPC for the system--AMTRAK with a red, white and blue trademark. An inaugural Metroliner sped from Washington to New York to mark the start of the system.



A number of famous trains disappeared as well. One of the remembered trains was the D&H Laurentian which had as motive power Alco PA's--the last of their breed in North America. The following was observed in Montreal on May 1st, as D&H bid farewell to the city. A deadhead consist operated out of Windsor Station on the old time of the Laurentian (0845) consisting of PA's 16 & 17, a D&H baggage car, three D&H (ex-D&RGW) coaches, one D&H coach (ex-EL) and one PC coach. The Montreal Limited arrived behind PA 18 and consisted of CP baggage 4758, PC sleepers 4413 Laurel Stream and 4252 Navajo Valley, followed by CP coach 2261 complete with homemade drum sign Montreal Limited (fashioned by some railfans from New York state.) The run finished in typical fashion... it had been right on time until it got to the end of its Napierville Jct. run where it had to wait for a westbound CP Rail freight, then the Atlantic Limited. When it got to Adirondack Jct. the Seaway hoisted the liftbridge in front of them. It arrived at Windsor Station one hour late.

That afternoon at 1700 the D&H crews moved PA 18 out of the Glen (over a couple of torpedos) down to Windsor station to pick up the two PC sleepers and the sleeping car crew. The deadhead left Windsor at 1815.

CHANGES IN FREIGHT PATTERNS FOR THE WHITE PASS AND YUKON

Some long established transportation patterns will change for the White Pass & Yukon Railway when the Pacific Great Eastern Railway finishes its planned northern extensions by 1974. The White Pass company has said that it expects to continue operating its weekly coastal ship runs between Skagway, Alaska and Vancouver.

The PGE already has started work on a 420-mile extension to stretch northwest from Fort St. James to Dease Lake. In its recent annual report, the PGE said grading was completed last year on 80 miles and clearing on an additional 30 miles. Clearing, grading, and rail laying will continue this year on this and another extension to Fort Nelson from Fort St. John to 'permit the intensive development of natural resources' in northern British Columbia, the PGE said.

As an example of changes resulting from the PGE extensions, White Pass said fibre shipments from the Cassiar Asbestos Corp. mine about 60 miles north of Dease Lake will be carried entirely by rail to Vancouver after 1974. At present the asbestos is taken by Cassiar Corp. trucks 35 miles to Whitehorse. White Pass freight trains carry it to Skagway where it is loaded aboard the weekly White Pass ships to Vancouver. J. D. Christian, president of Cassiar Corp., said the company will phase out the trucking operation, contracting to White Pass the chore of trucking asbestos from the mine to the Whitehorse railhead until 1974. He said savings on this operation would enable the company to produce lower grade asbestos more feasibly. The truck change-over is expected to take place in the next six months.

White Pass president A. P. Friesen said about fifteen displaced Cassiar truckers would be given priority in hiring for the operation. After 1974, the interim fleet is expected to be absorbed by normal White Pass highway operations including service to the mine at Clinton, B.C. The interim Cassiar trucking arrangement will allow White Pass to operate its coastal vessels at close to capacity on southbound runs in the 1971-1974 period. Any surplus would be carried by PGE through Fort Nelson and through Alaska by other carriers. By the time the PGE starts hauling Cassiar asbestos in 1974 it is probable that the annual output of existing mines in the North and the Yukon will have significantly increased. This will provide White Pass with sufficient southbound tonnage to maintain its weekly ship service.

CP RAIL STUDIES OPERATION OF PROPANE UNIT TRAINS

The first unit train for the transportation of propane could be in operation as early as next year, if such a train is shown to be feasible from the results of a computer study of the LPG industry by CP Rail. Such a train would be the initial step toward a planned integration of propane transportation and distribution operations involving trucks, railways, pipelines, and storage facilities, operated by an independent authority in which equity ownership may be shared with the LPG industry.

Plans for the operation of the propane unit train, and development of the intermodal transportation system, are dependent on a computer simulation of the industry which CP Rail expects to have completed in the very near future. With completion of the study, CP Rail will be in a position to advance specific proposals to the LPG industry by early July.

From the time a decision is made, it would take about a year to place a propane unit train system in operation. The time factor is governed by the time required to build underground storage facilities at the shipping terminal. Because of seasonal variation in demand underground storage would be required to achieve the steady flow of traffic demanded by a unit train operation. If CP Rail's proposals are accepted by the industry by the fall of this year, such a train could be in operation by the fall of 1972.

Volume of propane movement required to make a unit train operation feasible would depend upon the shipping distance--the greater the distance the less volume is required to keep a train of tank cars in constant operation. Several possible shipping destinations have been considered.

If the railway's proposals are accepted by the LPG industry, there should be enough volume to justify unit train operation. Unit train operations achieve greater utilization of rolling stock, and can reduce railway transportation costs. Inadequate tank car utilization is one of the LPG industry's complaints about railway service.

FREIGHT PLAN FOR PENN CENTRAL

A plan of reorganization for the Penn Central Transportation Co. has been put forward by a former Wall Street financier that would split the railroad into two systems offering freight service only. Under the proposal of Royal F. Herdig of Fort Lauderdale, Florida, the present operating lines of PC would be divided between two now wholly-owned subsidiaries. One of these would be called Western Lines Railroad and would operate all lines west of Buffalo and Pittsburgh; the other would be called Eastern Lines Railroad and would include all lines east of the two cities. Herdig proposes that only the most profitable of the company's 20,000 miles of line be kept in these two systems. He envisages the abandonment by the present consolidated system of some 6000 miles of light density, unprofitable lines.

WORTH NOTING...

* Central Vermont Railway plans to establish a "servo-centre" office in Berlin, New Hampshire to serve freight customers in eighteen communities in three New England states. The centre will provide data on car tracing, supply, rates, billing, and claims by means of toll-free telephone.

* Canadian National Railways' involvement in the consortium known as Gas Arctic is a "holding action" at the moment, according to Transport Minister Don Jamieson. The consortium was formed for moving Alaskan gas through Canada to the continental United States. As far as he is aware CN is taking exploratory action and it is conceivable that this could lead to involvement. He does not think there is any "deep commitment or organized commitment" at the present time.

* Marathon Realty has announced plans for possible construction of a residential and commercial development on the five-acre station site of CP Rail in London, Ontario. Ronark Development Corp. have been retained to study potential uses for the land in question.

* Canadian National has called for proposals for the redevelopment of station areas in Sydney, Nova Scotia, and Truro, Nova Scotia. Each proposal has to include plans for lease back of station and office space on the ground floor.

* Tenders recently called by Canadian National:

- the construction of the Halifax container terminal service building;
- the construction of extension to motive power shop at Transcona Yard, Winnipeg;
- the supply and installation of emergency power generating equipment for the Hotel Vancouver, Vancouver;
- the construction of 2.5 miles of railway track and crushed gravel ballast for the Ontario Hydro Douglas Point branch line.

* Ontario Northland Transportation Commission recently called for tenders for the supply of crushed rock or slag ballast for its 1971 maintenance program.

* Trident Construction Co. of St. Boniface, Manitoba has been awarded the contract for the construction of the freight car shop extension for Canadian National's Transcona Shops. The metal structure will be built over six tracks and will serve as an assembly area for freight cars.

* Canadian National has introduced the first units of an eventual cross-Canada fleet of mobile workshops which will provide fast, on-the-spot repair to the company's thousands of automotive vehicles. The portable workshops have been designed to CN specifications by the railway's automotive equipment section. The units, mounted on heavy-duty truck chassis, are fully equipped to provide a complete range of vehicle repairs and servicing in areas where a company-owned garage is not located, as well as at terminal locations. Each unit is heated and equipped with a work bench, electric and acetylene welders, air compressor, lubrication equipment, lighting generator, power-equipped engine starter, and a stock of vehicle parts and tools. The units also carry a ceiling-mounted chain hoist which can be extended from the back of the service van to remove and install engines, radiators, fifth wheels, and reefer trailer power plants in vehicles under repair. The first units recently began operating out of Edmonton and Port aux Basques, with two others to be introduced for service out of Toronto and Vancouver. Additional units will be stationed at other centres in the near future.

EQUIPMENT NOTES

CANADIAN NATIONAL EQUIPMENT NOTES

* CN has placed an order with Hawker Siddley Canada Ltd. for 150 container flatcars. The 85-foot cars are of second generation design, able to carry four 20-foot or two 40-foot containers. The \$2.75-million order will be constructed at Hawker Siddley's Trenton, Nova Scotia plant.

* Canadian National plans to spend about \$8.5-million on a two year program to overhaul and refurbish more than 1000 passenger cars and to improve service to passengers.

The work will be done at Pt. St. Charles Shops in Montreal and at Transcona Shops in Winnipeg. New upholstery and carpeting will be fitted and bright colour schemes and draperies will be introduced in coaches, sleeping cars and meal service cars. Air conditioning and electrical systems will be completely overhauled. Car cleaning is to be improved and expanded personnel training initiated.

* More on the car conversions to be used for the new meal service facilities on the Montreal-Ottawa trains (see Passenger Train News, April 1971 NL):

The following cars are being converted:

From	Coach Lounge	to	Buffet Lounge
	3019		2500
	3021		2501
	3018		2502

From	Club	to	Club Galley
583	"Lake Chapleau"	650	"Club St. Denis"
585	"Lake Kathlyn"	651	"Club Richillieu"
581	"Lake Lenore"	652	"University Club"
	5639 coach	653*	
	582 "Lake O'Brien"	654*	
	584 "Lake St. Joseph"	655*	

* - slated for future conversion and not yet named.

Work on the buffet lounge cars is being done at Transcona. Work on the club galley cars is being done at Point St. Charles.

All "Lake" cars were formerly in Toronto-Montreal Rapido service.

The buffet lounge cars will have seats for 46 passengers. One end of the car will have 22 coach seats with permanent side-leaf tables to provide an eating area. The other end of the car will be a 24-seat lounge, designed primarily as a beverage-serving area for coach passengers. In the centre of the car will be a take-out counter equipped with a microwave oven for the serving of hot and cold snacks. Passengers will be able to take the food either to the eating area in the buffet lounge car or back to their coach seats.

The club galley cars will have seats for 38 passengers. Each chair aboard the new cars will have a pull-down tray and meals and refreshments will be provided to the passengers at their seats by the attendant assigned to the car.

* Twelve passenger cars have been removed from Paris to Spadina coach yard for removal of brake equipment. They will be dispatched two per day to Winnipeg for dismantling by a scrap dealer. Several have already gone.

TURBO'S FATE AWAITS TECHNICAL REPORT

Canadian National's Turbotrain is back on the drawing board again and will remain inoperative until a final engineering report is completed. Although CN refuses to say so, discouraging findings could spell the end for the multi-million dollar project. "We are assessing operations and there's absolutely nothing new to say about the Turbo," said CN spokesman Emery Leblanc.

BRIEFLY...

* GE 70-ton diesel wanderings in Canada.....

Sylvite of Canada at Rocanville, Saskatchewan, acquired a 70-ton GE diesel (ex-Sacramento Northern 701) from equipment dealer P. W. Duffy in September 1970.

Hudson Bay Mining & Smelting Co. at Flin Flon, Manitoba acquired four 70-ton GE diesels in 1969 from A. A. Merrillies Ltd. of Toronto. The units carry road numbers 6, 7, 8, and 9 and were formerly Fort Dodge, Des Moines & Southern 404, 406, 402, and 405.

CANADIAN NATIONAL MOTIVE POWER NOTES

* Retirements:

9053 --	GFB-15b --	Feb. 3/71	Retirement program
9045 --	GFB-15b --	Feb. 3/71	Retirement program (wreck Edson Sub.)
4128 --	GR-17p --	Mar. 3/71	Wreck-Mackenzie River
4313 --	GR-17u --	Mar. 3/71	Wreck-Mackenzie River
6752 --	MPA-16a --	Mar. 26/71	Retirement program
9092 --	GFA-15d --	Mar. 26/71	Retirement program (wreck submerged in Fraser River)
5140 --	GF-30h --	Mar. 26/71	Wreck-Fraser River
9012 --	GFA-15a --	Mar. 26/71	Retirement program (trade-in)

* The SD9 units leased from DM&IR for use on the Prairie Region were returned to their owner on the following dates: 154, 156--Mar. 8/71; 131, 137, 150--Mar. 15/71; 147--Mar. 19/71; 151, 158, 162--Mar. 22/71; 149, 165--Mar. 25/71; 184--Mar. 26/71.

* Transfers:

5080-5083--	Mountain (Calder) to	Prairie (Symington)
Mar. 5/71;		
5057-5060--	Prairie (Symington) to	Great Lakes (Toronto Yard)
Mar. 5/71;		
6504, 6506--	Prairie (Symington) to	Mountain (Calder)
Feb. 18/71;		
8472--	Atlantic (Moncton) to	St. Lawrence (Montreal)
Jan. 14/71.		

* RDC transfers:

6201--	Prairie to	St. Lawrence --	Jan. 18/71
6475--	Prairie to	Great Lakes --	Jan. 29/71
6118--	St. Lawrence to	Great Lakes --	Mar. 24/71

CP RAIL MOTIVE POWER NOTES

* Retirements:

4452 --	DFB-16a --	Oct. 31/69
8406 --	DRS-15b --	Jan. 27/70
4449 --	DFB-16a --	May 12/70
4020 --	DFA-15b --	June 11/70
4454 --	DFB-16a --	Sept. 2/70
8455 --	DRS-16b --	Jan. 5/71

* Miracle of miracles! E8 unit 1802 has just appeared resplendent in a new coat of maroon paint, still lettered 'Canadian Pacific'. Someone at the Glen Yard in Montreal must have found a supply of old paint. Both 1800 and 1802 had worn down to their base coats and for a while were being rubbed down with oil to make them look good. Both units currently run to Quebec. When RDC cars take over the Quebec service, the two units may see service in the commuter pool.

* Units 8750-8764 have been transferred from St. Luc (Montreal) to Alyth (Calgary).



Here's Canadian Pacific MLW--CGE FA2 cab unit 4086 (class DFA-16e) and FB1 booster 4405 (class DFB-15b) in concert with an unidentified MLW road switcher on the point of a freight train leaving Agincourt Yard in Scarborough. FA cab and booster units have become quite scarce in the United States, although a few still run in Canada. (Percy Booth)



STEEL CITY TRACTION

Article by S. I. Westland.

On Friday, April 6, 1951, the last streetcars operated on the Hamilton Street Railway system, ending a service which began with horse cars in 1874. This article looks back at the last years of rail operation on this system, when trolley enthusiasts from Toronto had only 40 miles to go in order to visit another streetcar operation.

During World War II and the immediate post-war years the HSR operation was a fairly compact one, involving a fleet of seventy passenger cars providing service on three full time routes and two others which were operated only at rush hours. The system had been reduced by certain trackage abandonments in the late 1930's and early 1940's, which lessened considerably the number of operating car routes but did not greatly reduce serviceable track mileage.

In the mid-1930's the following routes had been operated:

BELT LINE (actually considered two routes, and referred to officially as the INNER BELT and the OUTER BELT)

BURLINGTON-JAMES SOUTH

WESTDALE-JAMES NORTH

YORK AND ABERDEEN

INCLINE RAILWAY--KING AND JAMES STREETS

WENTWORTH STREET

CROSSTOWN (signed SANFORD)

FIRESTONE

The INCLINE RAILWAY, WENTWORTH and FIRESTONE routes were all one-car shuttles which had disappeared by the end of 1942. FIRESTONE, the first to go and the HSR's shortest route, was a single track shuttle operating from Kenilworth Ave. and Beach Rd. into the Firestone Rubber plant north of Burlington St.; the INCLINE RAILWAY--KING AND JAMES STREETS route operated from the Gore St. turnback south to the foot of the James St. incline railway, which had been abandoned in 1931; the WENTWORTH STREET line operated on a single track on its namesake street, from King St. southerly to a point immediately north of the TH&B level crossing. This line, which was extended to the downtown Gore St. turnback in rush hours, also served as access to an incline railway operating up the "mountain" face, this latter incline having operated until 1936 (it was not dismantled until 1949).

Abandonment of trackage on York St. in 1939 and on Margaret, Locke and Herkimer St. (west of Queen St.) in 1941 completely altered the situation in the west end of the city. WESTDALE-JAMES NORTH and BURLINGTON-JAMES SOUTH were combined as the BURLINGTON-WESTDALE route, while all other trackage south and west of King and James Sts., and also the old "JAMES NORTH" trackage on Guise St., lay idle. However, only the York St. and Locke St. trackage was removed.

TOP OF PAGE:

HSR car 532 zips along the private right-of-way on Birch Ave. southbound on a cold winter day in February 1950.

RIGHT: Two BELT LINE cars stage a meet on the Sanford Ave. passing trackage just north of Barton Street.

(Both photographs--Lewis Swanson)





(All photographs these two pages--Lewis Swanson)

ABOVE: There is a good seated load aboard car 510 in this view looking to the front of the car.

When the Dominion Transit Controller, in 1942, ordered all Canadian electric railways to replace bus service with rail service wherever track and overhead remained to permit such restoration, the HSR reinstituted the ABERDEEN AND YORK route, now operating from the Gore St. turnback to the TH&B overpass on Aberdeen Ave., just east of the west end Canadian Westinghouse plant. The single-track ABERDEEN line had formerly operated through this overpass westerly to a loop at the north-east corner of Aberdeen Ave. and Longwood Rd., crossing a railway siding to the Westinghouse plant (the carline protected by derails and semaphore signals on the way). The line was cut back when construction of a new railway siding to a Westinghouse plant extension forced removal of the loop. Full time operation of the ABERDEEN line as restored last only for about a year, however, following which the line was reconverted to bus operation with streetcar extras augmenting the buses at rush hours only. The single track line on Aberdeen Ave. posed a severe operating problem in handling the heavy loads occasioned by shift changes at the Westinghouse plant, and the double-end cars were forced to operate to the end of the line in convoys. The use of buses enabled a shortening of the headway between convoys.

The end of World War II thus found the HSR operating the INNER BELT, OUTER BELT and BURLINGTON-WESTDALE routes with 500-series steel cars in base service, augmented in rush hours by double truck wooden (steel sheathed) cars numbered in the 400's; the ABERDEEN line operating as described above with 400-series double truck cars; and the rush hour only CROSSTOWN (SANFORD) line, from King and Sanford via Sanford, Wilson, Birch and Burlington St. to Irondale (the main gate of the Steel Co. of Canada Hilton works), using single truck double-end cars.

A summary of the car groups in service in 1945 is as follows:

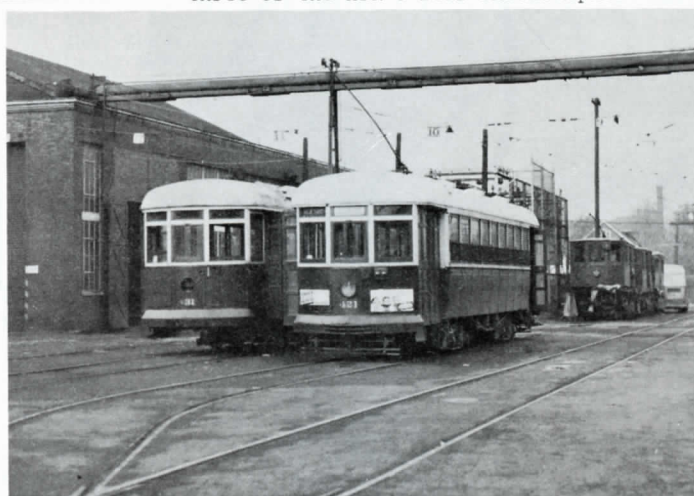
404, 406, 408, 410, 416, 420: ST DE AR, Preston 1912
 407, 441: DT DE DR, Laconia 1907, ex-Boston El. Ry.
 409, 411, 413, 415, 417, 419, 421: DT DE AR, Ottawa 1913
 431, 447, 449, 451, 453, 455, 457: DT DE DR, Preston 1912
 (431 AR)
 500-523: DT SE AR, National Steel Car 1927
 524-535: DT SE AR, National Steel Car 1928
 536-547: DT SE AR, National Steel Car 1929

* All cars numbered in 400's of wood construction, steel sheathed, curved sides (except 407, 441 which were wood sheathed with straight sides); 500-547 lightweight all-steel cars.

* All cars originally two man operated, subsequently converted to one man operation, except 407, 441 still two man operated. Latter two cars still equipped with manual doors and coal stoves, all other cars with air-operated doors and electric heat. Cars painted olive green with cream trim.

* Four snow sweepers, number 1-4 on roster, as well as work motor 15, and locomotive (cab on flat) 149.

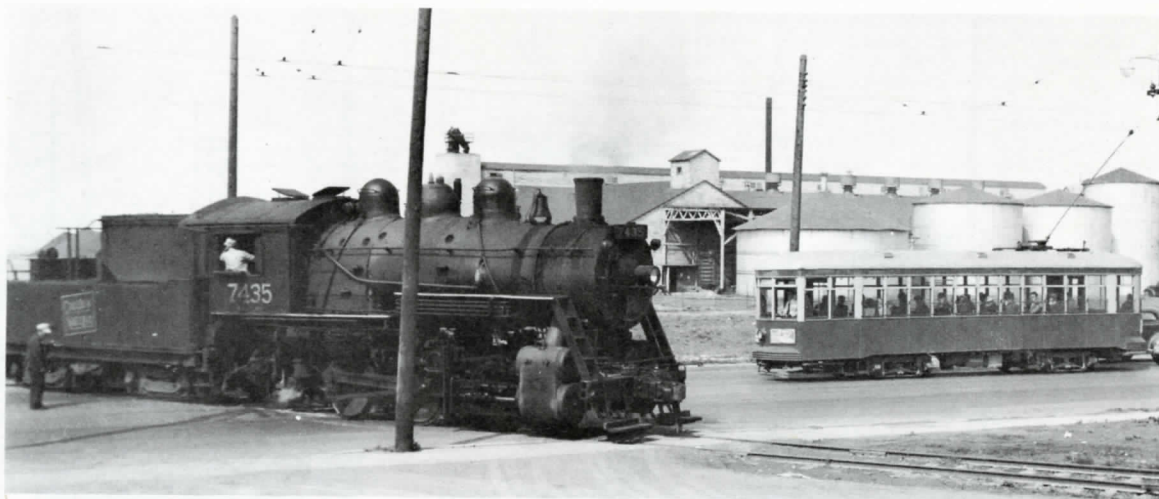
BELOW: Double-end car 421 takes a rest at Sanford barn next to partially stripped car 431. In the background may be seen three of the HSR's four snowsweepers.



Car 531 negotiates the crossover on Wilson St. just to the west of Sanford Ave.

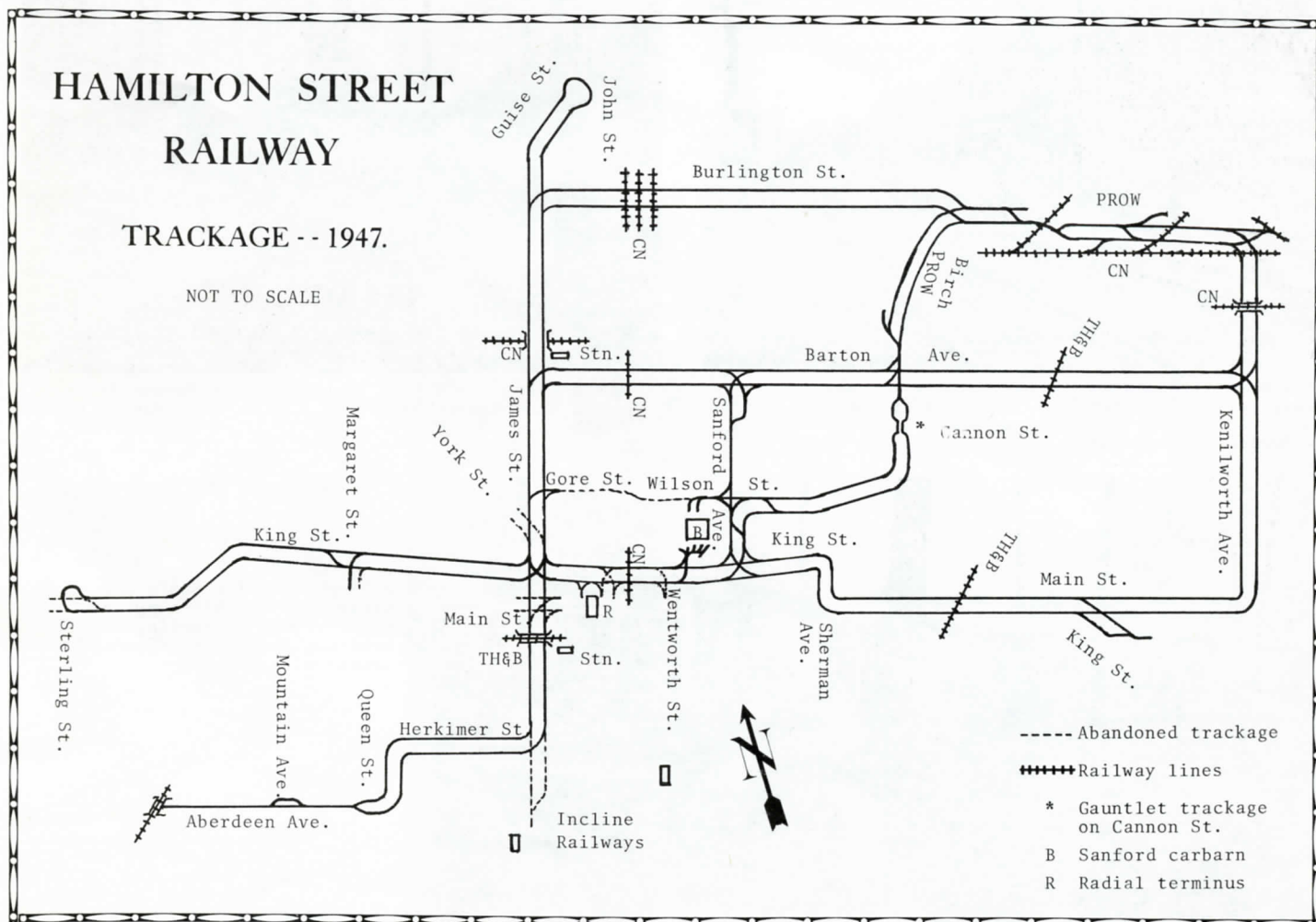
All equipment was operated from the "East Barn" (there had once been a North Barn and a South Barn), on the north side of King St. East, west of Sanford Ave. Heavy maintenance was performed in a shop building erected in 1926, equipped with a transfer table, located adjacent to and west of the carhouse yard. The barn and shop facilities are still in use today for diesel buses and trolley coaches. The company's head office at 18 Wentworth St. North adjoined (as it still adjoins) the shop building. Adding interest in the carhouse yard were three interurban car bodies. That of passenger motor 152 of the Hamilton, Grimsby & Beamsville Electric Railway was situated near King St. at the south-west corner of the yard in well preserved condition; this body was used as an office for lost articles and for the sale of tickets. The less well preserved bodies of express motors 173 and 174, used for material storage, were situated north of the carhouse, on the east side of the yard.

A BURLINGTON route car waits upon Canadian National 0-6-0 7435 to vacate the street at the Wellington St. level crossing.



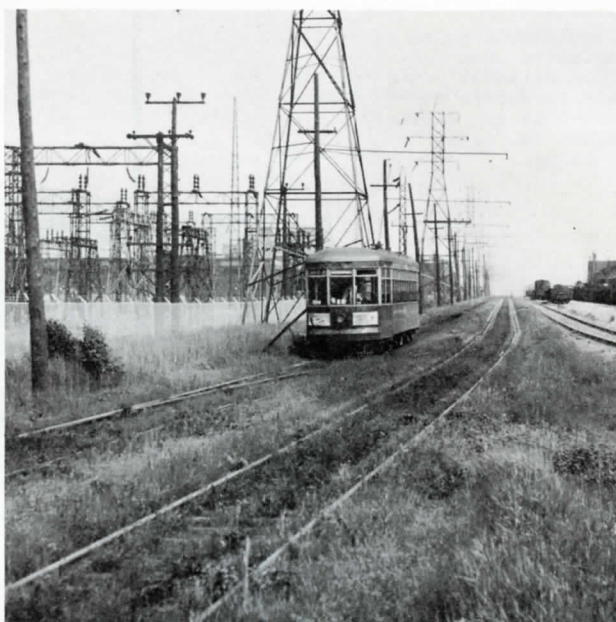
The highlight of the HSR system, as far as rail enthusiasts were concerned, was the lengthy private right-of-way or road side operation on Birch Ave. and on the BURLINGTON-WESTDALE line between Birch and Kenilworth Aves. All of this open track had originally been the route of the Hamilton Radial Electric Railway, which operated across Burlington Beach to Burlington and Oakville. The portion of the line between Irondale and Kenilworth Ave. was particularly interesting as it paralleled considerable steam railway trackage (with various crossing and connections) and passed close by several heavy industrial plants. About a mile of former radial track had been retained by the HSR east of Kenilworth Ave. for carload freight switching, in which service locomotive 149 was employed. The company had also performed freight switching for certain industries with sidings off the street trackage on Wilson St.

Another feature of the system was the widely varying condition of the trackwork. A lengthy section of Barton St. was rebuilt with T-rail in concrete in 1942, and King, Sherman and Main between Sanford Ave. and Ottawa St. were reconstructed in the same fashion during 1945 and 1946. The car operation showed to good advantage on these sections, (although rather noisy), but much of the rest of the system trackage, notably on King St. West, Aberdeen Ave., and the portion of the BELT LINE east of Ottawa St., was in quite deteriorated condition and worsened appreciably during the final years of operation. The very loose bodies of the 431-457 series cars went through almost unbelievable contortions on the rough track sections, and a ride on one of these cars on such track was an experience not likely to be forgotten.

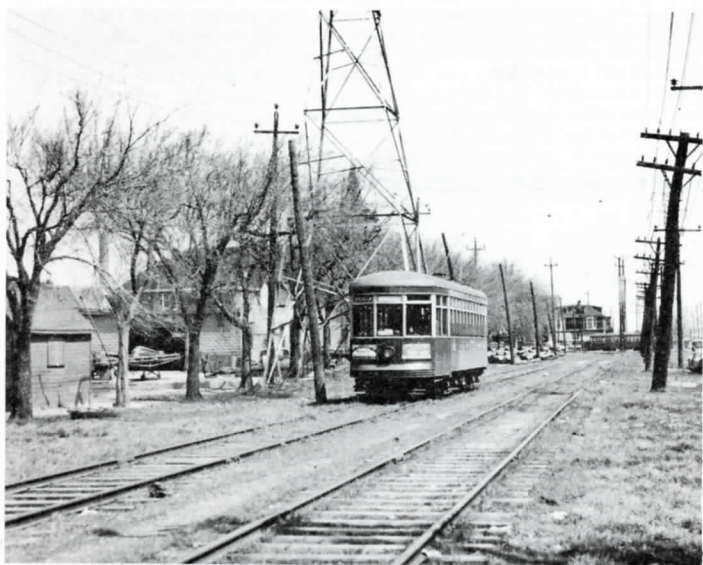




Car 503 enters the single track stretch of the Burlington private right-of-way.



HSR 520 is westbound on the Burlington private right-of-way near Gage Avenue. Note the little used crossover in the weed-grown right-of-way.



Car 518 is outbound on the Birch private right-of-way north of Cannon St. In the background another 500-series car crosses Cannon St. on the Barton St. trackage.

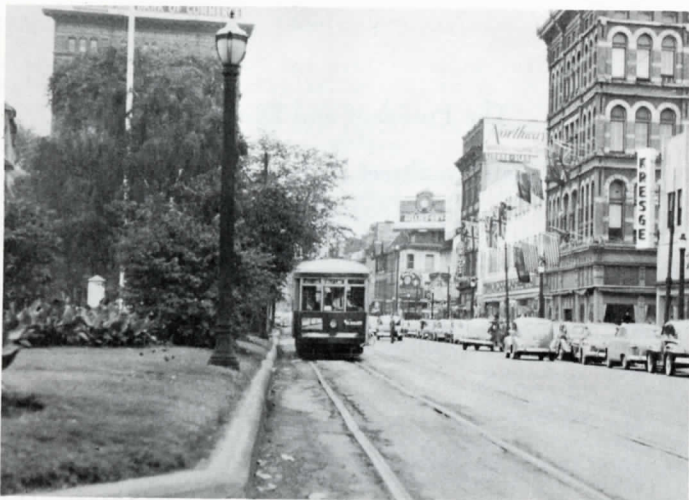


Double-end car 421 is about to cross Barton St. in this view looking south on a cold, gray day in March 1950.



A lineup of five 500's are setting on the Birch private right-of-way at Burlington St. awaiting the end of a parade downtown.

(All photographs this page
Lewis Swanson)



BELT LINE car 511 is eastbound on King St. at John; Gore Park is to the left of the car. (Lewis Swanson)



Car 538 loads passengers in front of the Royal Connaught Hotel. In the background is the former radial terminal, then in use as a bus depot. (Lewis Swanson)



A Hamilton Radial Electric Railway car sits in the radial terminal, as deck-roof city car 437 passes by on King St. This view dates back to the early 1920's. (Public Archives of Canada)



In 1945 the HSR was owned by the Hydro Electric Power Commission of Ontario, as successor to the Dominion Power and Transmission Co. which had prior to 1930 owned all of the Hamilton city and interurban lines. In July of 1946 the company was purchased by Canada Coach Lines, and this ownership was reflected in an altered livery for the rolling stock, consisting of the bus company's two-tone green. During the last two years of car operation a program was instituted of painting the interiors of the 500-series cars also in the two-tone green combination, replacing the former maroon and natural varnish woodwork. However, abandonment occurred before all cars had been so treated.

The ABERDEEN rail operation was abandoned in September 1947 and the CROSSTOWN line in January 1948, ending the use of the single truck cars, which at that time were believed to be the last non-Birney single truck cars in passenger operation in Canada or the United States.

The next abandonment came on August 4, 1949, when the Westdale end of BURLINGTON-WESTDALE was given over to 27-passenger Ford Transit buses, ending all operation west of James St. The BURLINGTON ST. cars were then forced to follow east of King St. from King and James, to loop through the carhouse yard at Sanford Ave., as no turnback facilities existed in the downtown area. The company did give brief consideration to constructing a track loop around one of the segments of downtown Gore Park, but soon rejected the scheme as an unwarranted expense in view of the anticipated end of the Burlington St. operation.

By 1949 the HSR had determined to introduce trolley coach operation in Hamilton, and several routes were mentioned for conversion, including some which to this day have yet to see a trolley coach. However, definite plans to inaugurate use of this type of vehicle on the heavy Cannon St. gas bus route (which had never been a carline) were developed, and eighteen coaches and overhead line equipment were ordered. The system's substation capacity was insufficient to enable this trolley coach route to be superimposed on the existing rail system, so the fate of the Burlington St. car operation was sealed, abandonment occurring on December 8, 1950 and the Cannon St. trolley coach service commencing the next day.

This left only the BELT LINE, the city's main transit route, with streetcar operation. In spite of the segments of badly worn track on the line, it had been the HSR's intention to retain car operation on this line until 1954. However, only weeks after the Burlington St. abandonment, the company negotiated with the City of Hamilton the removal of a 4% gross receipts tax, a condition of such removal being the discontinuance of all streetcar operation as soon as possible. Although an order for 30 more trolley coaches was placed to enable conversion, the HSR hastily assembled a group of buses, comprising the new diesels and a collection of 44-passenger Whites from the parent Canada Coach Lines (two of which were equipped with walkover type streetcar seats from 400-series cars for the service!). This enabled conversion to be set for April 6, 1951, the last day of regular BELT LINE rail service being Thursday the 5th; car 519 was the last car to leave the route in the early hours of the 6th, carrying nine railfans of whom seven were Toronto UCRS members.

This Ticket entitles the Bearer to the
LAST STREET CAR RIDE
 (KING & JAMES TO BARNS)
 in the
CITY OF HAMILTON
 APRIL 6th, 1951, (11 a.m.)

ONE WAY ONLY

(Wm. E. Blaine Collection)

A formal conversion ceremony took place at King and James at 11:00 a.m. on the 6th in which decorated cars 515 and 529 took part as well as the successor buses. The cars then proceeded (one on each track) back to Sanford Ave., carrying officials and invited guests, while visiting Toronto railfans scrambled for the very last on-line photographs. These constituted the last car movements on the HSR other than deadhead moves from the carhouse to the dead storage line on the Birch Ave. private right-of-way south of Barton St., from which location the vandalized cars were finally trucked off for scrap by the International Iron and Metal Co.

The HSR made a strong attempt to sell the 500-series cars as operating equipment, and a rather elaborate brochure setting forth the specifications of the cars, and presenting both exterior and interior views of them, was sent to many transit operations around the world. Unfortunately there were no takers.

Although rail operation has now been a memory for over twenty years, Hamilton retains some interest for the electric transit enthusiast; the red and cream trolley coach fleet which took over later in 1951 on the KING-BARTON route (the replacement for the BELT LINE) following track removal or repaving, and which was already serving Cannon St. at the time of final rail abandonment, has continued to the present, providing the "trunk line" service on the now municipally-owned HSR system.



The President and Directors of the Hamilton Street Railway Company

request your presence at the
FAREWELL CEREMONIES
 to be held at Gore Park to dispatch
THE LAST STREET CAR
 in the City of Hamilton
 at 11 o'clock in the forenoon
FRIDAY, APRIL 6th, 1951

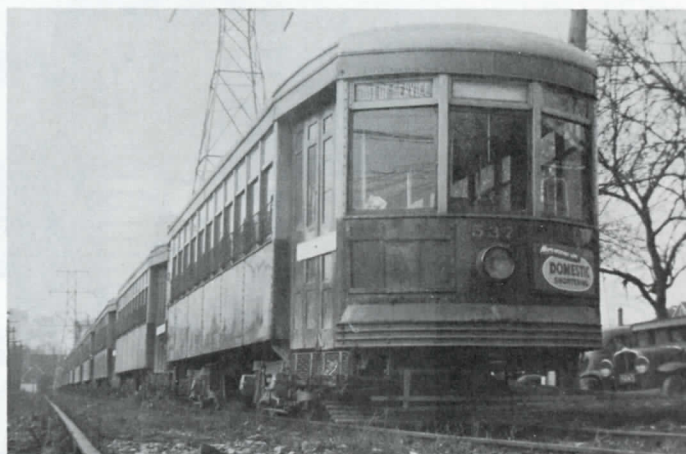
and afterwards at
 18 Wentworth St. N.
 Plant Inspection
 Light Refreshments

Please present
 Attached Ticket
 For Last Ride

(Wm. E. Blaine Collection)



"MY LAST TRIP! GONE FOR EVER." Signed NOWHERE, Hamilton Street Railway car 515 is serenaded by the piper playing a sad lament for one of the two last streetcars to run in the Steel City. (Mike Filey Collection)



Car 537 awaits its date with the scrapper, along with other 500-series cars stored in the open on the Birch Ave. private right-of-way. HSR made an attempt to sell these cars to other systems as operating equipment, but no other systems were interested. (Wm. E. Blaine)

* * *

Hamilton transit after the departure of the trams. This view looks north on James St. at Main in October, 1959, showing KING-BARTON trolley coach 738 and DELAWARE diesel bus 515 turning the corner. Downtown looping for trolley coaches was moved west a few years later in order to serve the new City Hall (old City Hall is visible in the background). (Ted Wickson)

'FAR-OUT' VEHICLES HOLD PROMISE FOR RAILWAYS

If there is a potential for profit-making railway passenger operations anywhere in Canada, it is in the so-called Quebec-Windsor corridor; for it is in this 715-mile strip that some day the really exotic modes of ground transportation may be tried.

The fastest and most far-out air-cushion system--over 200 mph perhaps--could be employed on the Montreal-Ottawa-Toronto segment. Studies on the subject talk about 'braking by parachute' and reverse thrust, and the use of retractable wheels for off-guideway use.

Don't hold your breath waiting. The government people who have done serious research into such railway technology, talk in terms of the 1980s at the earliest. The railway people talk about the 1990s.

This does not mean that Canadian authorities have no immediate interest in developments such as tracked air-cushion vehicles (TACV) for railway systems. The National Research Council is already studying the effects of extreme weather conditions on air-cushion guideways.

Basic to any introduction of exotic equipment is a thorough study of the Canadian corridor. The Canadian Transport Commission came out late in 1970 with an in-depth survey and projection--the Intercity Passenger Transportation Study, which deals with the corridor and the cost of improvements on conventional tracks and potential use of TACV systems. Richard M. Soberman, the CTC's director of research and one of the main contributors to the study, says that one of the basic conclusions is that it just does not pay to put out a lot of money to upgrade conventional track systems. "Get leverage out of better vehicles," is his advice. You might spend \$500-million to improve conventional track facilities between Montreal and Toronto and save only an hour's time on a trip. It is cheaper to come up with better vehicle designs.

This is the tack that several other countries, including Japan, Britain and France, have been taking. Canada is numbered among the leaders in this strategy. First major experiment was the Turbotrain; the next in line is the Light Rapid Comfortable (LRC), which is being developed by a consortium of three firms.

British Rail is working on the Advanced Passenger Train (APT), and even the Japanese are experimenting with equipment which will enable them to operate on existing lines at higher speeds.

It seems doubtful that the Japanese will ever again build a line such as the Tokaido. For all its speed and glamour, the real key feature of the Tokaido is not the train but the line--the improved conventional track system, a colossally expensive project.

Once you drop the conventional idea of steel wheels, and steel rails and move into the non-friction realm of tracked air-cushion vehicles (TACV), which are in fact like chains of hovercraft running on special platforms or guideways, then a whole new set of economics comes into play.

The intercity study goes into detail in its discussion of these systems and provides some fascinating reading for the railway and transportation buff. It outlines the key features of the existing TACV systems, the most important of which are of French design.

The French Intercity Aerotrain I-80 is a first generation TACV which travels on an inverted T-shaped guideway. Four air cushions support the vehicles, and another four are used to apply air pressure against the upright arm of the T for guidance. The unit is powered by two gas turbines driving a propeller.

Noise is one of the problems of this unit, but it can be powered instead by a linear induction electric motor, which is presently under development by two U.S. companies and a U.S. Government agency. Besides maintaining high speed and cutting down on noise, it means that the train could add on coaches as in an ordinary train.

The current I-80 seats 80 passengers, five abreast, and has a cruising speed of 155 mph. The prototype has been pushed up to 190 mph, and the second generation type with linear engine could 200-plus speeds. Braking would be by thrust reversal, or gripping the guideway, or cutting off lift power and letting it slide, or by a parachute drag.

The intercity study concludes that the Aerotrain could be put into service 'in the reasonable future' despite problems with Canadian climate and size of the project (Toronto to Montreal).

It suggests that a double-track operation would be necessary for the Canadian corridor. Preliminary cost plans were drawn up for a 155 mph system between Montreal, Dorval, Ste. Scholastique, Ottawa and Montreal. It would have retractable rubber-tired wheels for alternate use on flat surfaces when leaving the guideway.

Overall cost for a 60 vehicle system, plus guideways: \$555-million. This is a hefty investment and cannot be considered without taking into account the relative merits of short takeoff and landing aircraft systems (STOL). Such flights provide much in the way of passenger convenience for much less money.

The proposed Montreal Victoria Autopark Stolport has been estimated to cost about \$13.5-million. Use a similar figure for a Toronto Stolport and you get about \$27-million. First generation STOL aircraft would cost about \$1.84-million (DHC-7) each, and second generation (augmented wing type) would cost about \$5.75-million.

At the most, the whole STOL system would only cost \$100-million or so, considerably cheaper than \$555-million for TACV. Also there is less risk because of the system failed, the planes could be used for other purposes.

However, TACV systems cannot be discounted, especially in a 20-year study. TACV is much more likely 'to provide a useful tool for achieving certain regional development goals than STOL or conventional air systems,' the study notes.

This is a key point. Subsidies for a passenger service are not really subsidies for the railway, but subsidies to boost the economy of a region by providing better communications. However, if the economy of a region suffers because of poor passenger communications or transport, then even freight railways might suffer as a result.

Although TACV cannot be justified in the coming decade, there are good reasons, according to the intercity study, for making a start on STOL, something which the government is now promoting. A STOL service would return a system benefit once second generation technology becomes available.

The overall impression one gets from reading the intercity report and talking to CTC officials is that imaginative transportation thinking is much to be desired in Canada. The CTC puts a premium on it, and wants railways to do the same. Canada was built on transportation and its future lies with transportation.

The regulatory climate is much more permissive and easier to work with in Canada than in the U.S., Dr. Soberman points out. It gives the transportation companies certain advantages in adjusting schedules, setting rates and working out problems.

In the future, there could be more in the way of federal grants for research in transportation problems, either to the railways themselves or to transportation equipment companies.

The consortium which is building the LRC received a research grant under the PAIT program of the Department of Industry, Trade and Commerce.

The new Department of Urban Affairs is expected to have some funds available for research in intercity transportation once it gets organized.

There are other organizations which are interested in railway and transportation research. For example, the Transport Development Agency, which comes under the aegis of the Department of Transport, is now organizing itself in Montreal. It will be providing funds and sponsoring research into projects, which are likely to pave the way for the building of new hardware and the launching of new projects. It is also interested in research into organizational problems, which are part and parcel of any new transportation ventures in Canada.

-- Patrick Finn, MONTREAL STAR.

TORONTO TRANSIT COMMISSION PLANS DISPLAY AT CANADIAN NATIONAL EXHIBITION TO MARK GOLDEN ANNIVERSARY

In commemoration of its Golden Anniversary this year, the Toronto Transit Commission has drawn up plans for a large display at the Canadian National Exhibition. The TTC has long been associated with the CNE and has had many displays at the annual exposition over the years, right from the CNE of 1921 when the first Witt motor car was displayed. New transit equipment has been proudly shown to the general public at the exhibition, the last occasion being in 1967 when a GM diesel bus formed part of a panorama of equipment from the past to the present to mark Canada's Centennial. The last time a piece of new rail equipment was shown was in 1962, when an M-1 class subway car was on display.

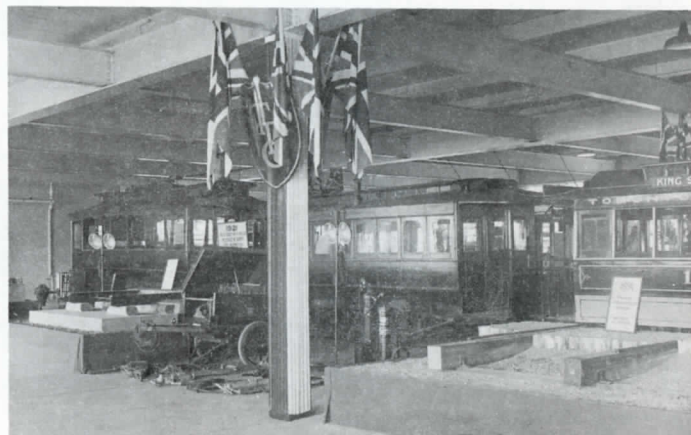
The Golden Anniversary display for this year's 'Ex' will be one of the most elaborate and imaginative that the TTC has ever done. To be situated in the Transportation Building (the old Automotive Building) the TTC display will be the second largest in the show (the largest being General Motors of Canada). The display will utilize extensively the latest concepts in audio-visual media--light, sight and sound! The visitor will be "through-routed" down the years as he passes through the display. Upon entering the display the visitor will see multiple panels of graphics depicting the public transport situation in this city prior to 1921. Large blow-ups of photographs, posters, and reproductions of period newspaper pages will be used. Moving on, the next thing the visitor enters is the theatre, surmounted by a very tall A-frame upon which is emblazoned "TTC.... 50". In this theatre the fifty years of TTC's service to the city will be shown, with synchronized sound, projected images, music and film. Moving light will also add to the effect. Random photographs will also be prominent on the walls of the theatre.

Moving on, the visitor then comes to the centre of the display and the piece-de-resistance--Toronto Railway Company single-truck closed car 306. The car will be set into a landscaped and ramped area for easy access. 306 will be brought down from the Museum of Science and Technology for the display. The car is currently undergoing restoration in the workshop of the museum in Ottawa. To the right of the car will be an information centre where the visitor will be able to obtain information on TTC and Gray Coach services, route maps, and subway progress reports. To the right of the information centre the visitor will happen upon a large illuminated animated wall map of Metropolitan Toronto. The map will show the development of TTC services from 1921. Then to the right of the map a continuous run video tape will depict the daily operations of the TTC. "A Day in the Life of the TTC" will cover such phases of operations such as the new Transit Control Centre, the trolley coach rebuilding program, track rehabilitation, etc.

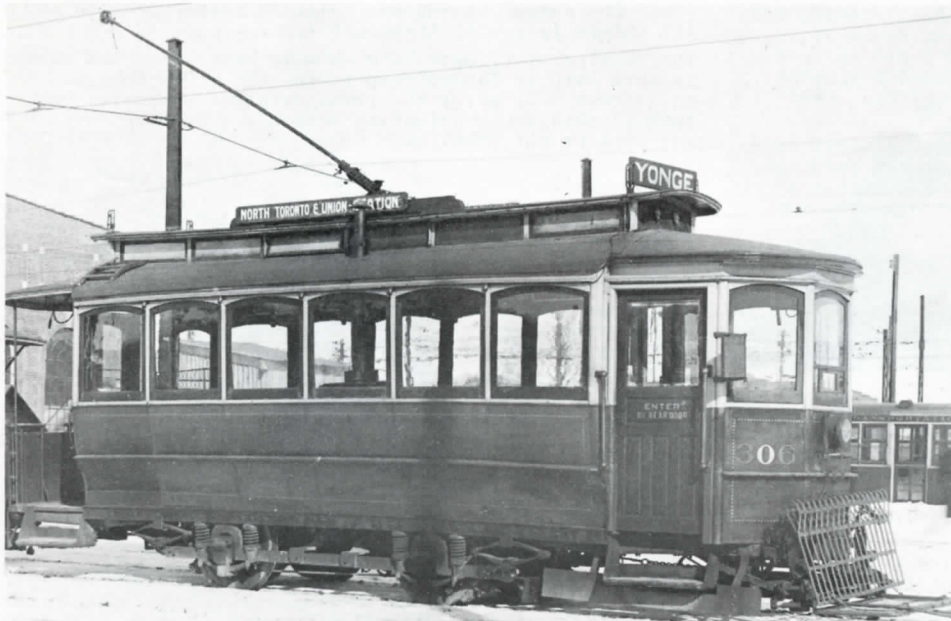
After seeing 306 and the wall map the visitor enters the future (so to speak) in the form of a subway tunnel. A twenty-foot simulated section of subway tunnel will show the visitor the age of subways in Toronto, complete with sounds of construction, slides and photographs of subway construction, even down to barricades and temporary ramps. Emerging from the tunnel the visitor will face a large aerial photograph of Metro Toronto showing the TTC's conceptual plan for rapid transit for the region. The various routes in the plan will be shown on a black and white photograph in fine illuminated lines of different colours, permitting the visitor to relate to the plan. The map will be supported by an audio description of the concept for rapid transit. Beyond the map there will be models of certain subway stations on the North Yonge subway extension on show, along with graphic panels depicting the "Before and After" to the subway in terms of development along the routes.

Although the display will be designed to be covered from a certain end to a certain end, the display will have free access to all parts of the layout. Flowers and evergreens will be interspersed throughout the exhibit. The A-frame of the theatre will be the most predominant structure in the display, approximately twenty feet high, carrying the TTC name to all corners of the building.

UCRS members should make a mental note not to miss this year's 'Ex' and the TTC's display. The CNE will run from August 20 to September 6.



306, 64 and other units of the TTC Historical Collection were frequently displayed at the CNE over the years. Here they are joined by horse car 16 and track construction implements at the 1931 CNE display inside the Coliseum. A Witt train and buses were also included in the exhibit. (UCRS/TTC Collection)



Toronto Railway Company car 306 will be the centre piece of the TTC's Golden Anniversary Display at the Canadian National Exhibition this August and September. The car is shown standing at Eglinton Division in the snow on February 23, 1923. Note that the car is in its original condition as acquired from the TRC by the TTC.

(Toronto Transit Commission)

