

newsletter

Upper Canada Railway Society

6218 Retirement
locomotive cab
study (ergonomics +
safety)

1941

1971



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1971



newsletter

Number 306

July, 1971

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Robert D. McMann, Editor.

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

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

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ARRIVALS & DEPARTURES

John F. Bromley has once again assumed the post of Traction Topics Editor in the NEWSLETTER. Please send all traction news to John at his home address above.

David More has submitted his resignation as News & Equipment Notes Editor. Until a new editor for this post is appointed, send all railway news and equipment notes to the Editor at his home address.

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The Cover

WITH WHISTLE SCREAMING, 6218 storms by the yard leads in Belleville Yard as she performs her ceremonial "Last Run" in Belleville, Ontario, on the afternoon of July 4 1971. The ceremonial "Last Train" consisted of a baggage car, sleeping car "Preston", and observation car "Pacific". A large crowd was on hand to witness the retirement of the locomotive.
(Robert McMann)

Readers' Exchange

FOR SALE: Railroad Magazine complete from Jan. 1938 to Dec. 1968, except missing Sept. & Nov. 1940; July, Aug., Nov. & Dec. 1941 and Jan. 1942. Excellent condition; please make offers. Rev. J. A. Rushton, Box 190, Conway, Alberta.

WANTED: Colour slides and black and white photographs of Canadian stations, ones in use as well as ones boarded up. Edward Emery, 398 Runnymede Rd., Toronto 9, Ontario.

FOR SALE: Copies of blueprints of Canadian Pacific Railway H-1a Hudson type and G-5d Pacific type locomotives are available from: R. A. McLarty, 27 Pittsford Close, Waterloo, Ontario.

WANTED: To purchase Canadian Pacific HO brass models of Selkirk and Mikado types at a reasonable price. Paint should be in good condition.

Also wanted 8x10 coloured photographs of CN 6400 series 4-8-4's--side view, 3/4 front view.
James J. Shetler, 159 Guelph St., Oshawa, Ontario.

WANTED: Would like to buy approximately 25' original 8 mm movie film of T&NO 137 used at Kapuskasing this July (or any other time she has been used). Would like a runpast and if possible a few feet taken from the train.
Bob Webster, 1030 Southhill St., Kamloops, B.C.

NEW BOOK

* Look At Us Now is the name of a new picture book produced by UCRS member Mike Filey, which shows in a series of 80 photographs, the phenomenal growth of Toronto in the past 50 years. Many photos of interest to traction fans. The book is only \$3.00 and is available (cheques or money orders payable to the Toronto Telegram) from Look At Us Now, Box 2157, Terminal A, Toronto 116, Ont.

* Farewell Number 6218 is a 36 page picture booklet produced by the Canadian Railroad Historical Association to mark the retirement of 6218. Pictures of 6218 on CRHA trips 1964-1970. Only 75¢ from CRHA, Box 22, Station B, Montreal 110, Quebec.

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.

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

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

Sept. 4: Walking tour to visit former Toronto Railway
(Sat.) Company buildings in downtown Toronto. Meet
northwest corner of Church & King, 10:00 a.m.
Bring your camera.

Sept. 17: Regular meeting. Fifty Golden Years of Public
(Fri.) Transit in Toronto, Robert McMann.

Sept. 24: Hamilton Chapter meeting. 8:00 p.m. in the CN
(Fri.) Station. James Street North, Hamilton.

Sept. 25 & 26: TTC Golden Anniversary Fantrips.

MILTON STEAM ERA SHOW

September 3, 4, and 6 (Labour Day weekend) are the dates for the Ontario Steam & Antique Preservers' Steam Era at Milton, Ontario. This is the eleventh year of the show, being held at the fair grounds. Be sure to attend and see steam and gas traction engines, threshing displays, antique autos, any many other things from the past. Admission adults \$1.00, children 50¢, parking on the grounds 50¢ until lot full. Don't forget your camera.

THE RETIREMENT OF 6218

Sooner or later in life, it seems, a good thing that one enjoys and has enjoyed for many years, must be ended. So it seems to be with mainline steam excursions in Canada. An eleven-year era of mainline steam excursions on Canadian National Railways was brought to a fitting close in a simple ceremony at Belleville, Ontario on July 4, 1971, when U-2-g 4-8-4 6218--the last active steam locomotive on the railway--was placed in retirement.

Many thousands of people in eastern Canada and certain parts of the United States have ridden behind, photographed, recorded, heard or seen this famous locomotive in her seven years of fantrip operations on lines of Canadian National and subsidiary companies. How many miles of colour and black and white film and recording tape have been expended by enthusiasts in preserving an instant of 6218's active career??? It is perhaps an understatement to say that 6218 is the most famous Northern of all!!!

In the eleven years of mainline steam excursions on the CN system more than 150 trips were operated. Of the five locomotives operated in fantrip service, two of the more famous were Northerns--6167 and 6218.

Regular use of steam on the CN system had ended in April 1960. Most people thought that they would never see or hear another steam locomotive on CN again. Their thoughts were shortlived, however, when on July 10, 1960, U-2-e class Northern 6167 was dispatched from Toronto to Niagara Falls with an excursion train sponsored by the Upper Canada Railway Society. Thus began the era of mainline steam excursions on CN. 6167 operated mainly in Ontario but ran one trip from Montreal to Victoriaville in the autumn of 1963. Another Northern locomotive--U-2-c 6153--was employed in excursion service in Quebec.

By the summer of 1963 it was apparent that excursions might be ended, if a replacement for 6167 (nearing the end of her boiler time) was not found [6153 was retired from excursion service on October 14, 1962.]. Accordingly 6218 was rescued from an uncertain fate in dead storage and placed in Stratford Shops for a thorough overhaul (6218 was the last locomotive to be overhauled at Stratford). 6218 made her debut as the replacement for 6167 on a memorable weekend in the fall of 1964. The two locomotives were doubleheaded on a pair of excursions out of Toronto--to Scotia Junction on September 26 and to Paris on September 27, under the sponsorship of the UCRS. These two trips marked the last time that steam power was doubleheaded anywhere on Canadian National.

The happy love affair with steam continued into 1965, and the United States Interstate Commerce Commission certified 6218, enabling her to operate on CN subsidiary lines in the U.S. Midwest and New England. The engine became a welcome sight to fans in such places as Detroit, Chicago, Portland and New London. 6218 operated on trips in the United States for one more year.

The years slipped by---1967, 1968, and 1969---and 6218 continued in excursion service, operating out of various points in Ontario and Quebec, to the continuing delight of railfans and the general public. However, it was realized by the railway that the life of the boiler was good for only a certain period of time, and this could be extended only for periods of a year at a time, following inspection of the locomotive by officials of the Canadian Transport Commission. One year extensions were obtained that enabled 6218 to operate into 1970. Only a six month extension was obtained after September 1970, and this expired on March 31, 1971. The Upper Canada Railway Society operated the last chartered excursion trips with the locomotive on March 20 (Toronto to London) and 21 (Toronto to Paris), 1971.

Canadian National decided that it should be the railway (and rightly so) who should operate the last trips of all with the locomotive. So project "Countdown 6218" was started by the Department of Public Relations, St. Lawrence Region in Montreal. The last weekend of June and the first weekend of July were picked as the dates of the final trips.

No better choice of dates could have been picked for the trips. The weather on both weekends was excellent, with warm temperatures and lot of sunshine. Over 400 people were lined up in Central Station in Montreal to board the first special trip with 6218 on the morning of June 26. Destination of this trip was Ottawa and the Museum of Science and Technology. 6218 was attached to the train at Turcot (no steam locomotive being allowed into Central Station), and proceeded onto Ottawa--three runpasts enroute. At the National Museum former TH&B 0-6-0 #40 was in steam to greet the train. Equipment on the train consisted of baggage car 9241, eight electromechanical picture window coaches, dinette car 427, sleeping car "Preston" and observation car "Pacific" (pulled out of retirement for the occasion). The same equipment was used the following day on the excursion to Victoriaville.

Little touches for the patrons of both trips made them even more memorable. Specially printed booklets were handed out to each patron, giving a short history of steam excursions on CN, information about the locomotives used, and details pertaining to runpasts and other information about each trip. The cover of the booklet was a striking lithograph of the numberplate of 6218, done in orange and yellow. The same lithograph was used on the specially printed menu in dinette car 427.

6218 herself was in pristine condition for her final hours of glory. She had been restored to her World War II appearance, complete with rectangular herald on the tender coal bunker, smoke deflectors (or "elephant ears") around the smokebox, a glossy black paint job complete with white striping on the running boards and cab of the engine and on the tender, and yellow numerals on the cab sides. The wheels and drivers on engine and tender were painted their usual white.

Another good-sized crowd took in the excursion from Montreal to Victoriaville on Sunday the 27th. 6218 was put on the train at Bridge Street. Double runpasts were the order of the day at each of the three locations--Sainte Basile, Otterburn, and Saint Hyacinthe. A prompt return was made to Montreal from Victoriaville in the early evening.

For the final retirement ceremonies on the following weekend, Belleville, Ontario was selected as the location. 6218 was moved from Montreal to Belleville on June 30 (under her own steam).

6218 operated in short excursion service from Belleville to Anson Junction on both July 3rd and 4th. Five trips were operated on the 3rd (with baggage car and commuter cars as stock), and two trips on the 4th. On the first trip on the morning of the 3rd 6218 carried a sign on her pilot marking the last run of her engineer on that day, Mr. Ralph L. Turner.

[It should be noted that the men working the last run crews donated their services for the occasion; CN decided to give their wages to the railway unions to pass onto charity.]

The highways and byways from Belleville to Anson Junction were dotted with cars with many United States license plates, as people came from far and near to see 6218 make her last run on this weekend.

Promptly after 6218 had completed the last excursion run from Anson Junction in the early afternoon of the 4th, she was moved to the roundhouse in Belleville Yard, where she was coaled and watered, and received some last minute primping. At 1500 hours she moved onto the main line in front of the station and there picked up a "symbolic train" consist consisting of a baggage car, sleeping car "Preston" and observation car "Pacific".

At 1600 hours the train was moved to the east end of the station platform, and the cab of 6218 placed alongside the rear platform of the official car where the retirement ceremony was to take place. A sizeable crowd was on hand for the occasion.

Opening remarks was made by Mr. George Van de Water, Rideau Area Manager for CN at Belleville. He then introduced the Mayor of Belleville, Dr. J. R. Scott, who welcomed all to the city, and hoped that CN would consider Belleville as a possible for the last resting place of 6218. Mr. J. H. Richer, Vice-President of the St. Lawrence Region was the next speaker, and then Mr. K. E. Hunt Vice-President, Transportation & Maintenance, representing N. J. MacMillan, CN Chairman and President. Mr. Hunt intimated (to the delight of the steam buffs present) that CN was trying to determine if some other steam locomotive might be a candidate for preservation (succeeding 6218), but had to make no promises--that there was "difficulty in trying to home in on a proper successor to this old girl here."

Following completion of his remarks, Mr. Hunt handed the "Last Run" train orders to engineer Carmen Guest, who then left the platform of the official car, and clambered into the cab of the locomotive to join fireman Robert Dall. 6218 then backed her train down to the east end of Belleville Yard (a good mile or more); the official party left the car and joined the crowd, and the official car was removed.

A stirring eulogy to 6218 was given by Mr. O.S.A. Lavallee of Montreal. At the conclusion of the eulogy, the Duke of Edinburgh Pipe Band played "Auld Lange Syne". There was now a hush in the crowd, as people stood waiting, cameras and tape recorders at the ready. The band played a second time. After what seemed an eternity, out

of the east a plume of black smoke arose. 6218 then came screaming down the yard, through the leads and past the station and the assembled crowd, whistle blowing, doing an estimated 60 per. She disappeared into the sun in the west, and it was all over.

What more can be said, except to say what was said at the splendid retirement ceremony by Omer S. A. Lavallee in his eulogy to 6218:

".....I would like to express congratulations and the sincere appreciation of every unrepentant romanticist--myself included--to Canadian National Railways, its officers and staff, for retaining No. 6218 and its predecessors in serviceable condition for more than a decade after the use of such locomotives ceased to be necessary for operating purposes. Those present owe a particular debt to CN for arranging this ceremony today to mark a historic occasion in a fitting and dignified manner."

"Slowly but inexorably, we drink our fill of the last days of the Steam Age from the Cup of Time. The dregs of the cup are bitter, but time is the enemy of all romanticists. It seems appropriate, therefore, to conclude with the words, not of a romanticist, but of a Stoic."

"Time", said Marcus Aurelius, 'is like a river made up of the events which happen, and a violent stream; for as soon as a thing has been seen, it is carried away, and another comes in its place, and this will be carried away too.'"



K. E. Hunt, Vice-President, Transportation & Maintenance, Canadian National (representing N. J. MacMillan, CN President and Chairman at the ceremony), hands the ceremonial "Last Run" train orders to 6218's engineer Carmen Guest (to the right of Mr. Hunt). Mayor Dr. J. R. Scott of Belleville (partially obscured by the microphone boom) looks on.



Omer S. A. Lavallee delivers his stirring eulogy to 6218 at trackside as 6218 awaits the highball to perform the last runpast. The engine and train were at the extreme east end of Belleville Yard.

(Both photographs: NEWSLETTER/Robert McMann)

Scenes From The Countdown 6218 Steam Weekends



ABOVE: 6218 is surrounded admirers at the station at Alexandria, Ontario--site of the first water stop on the June 26th trip to Ottawa.

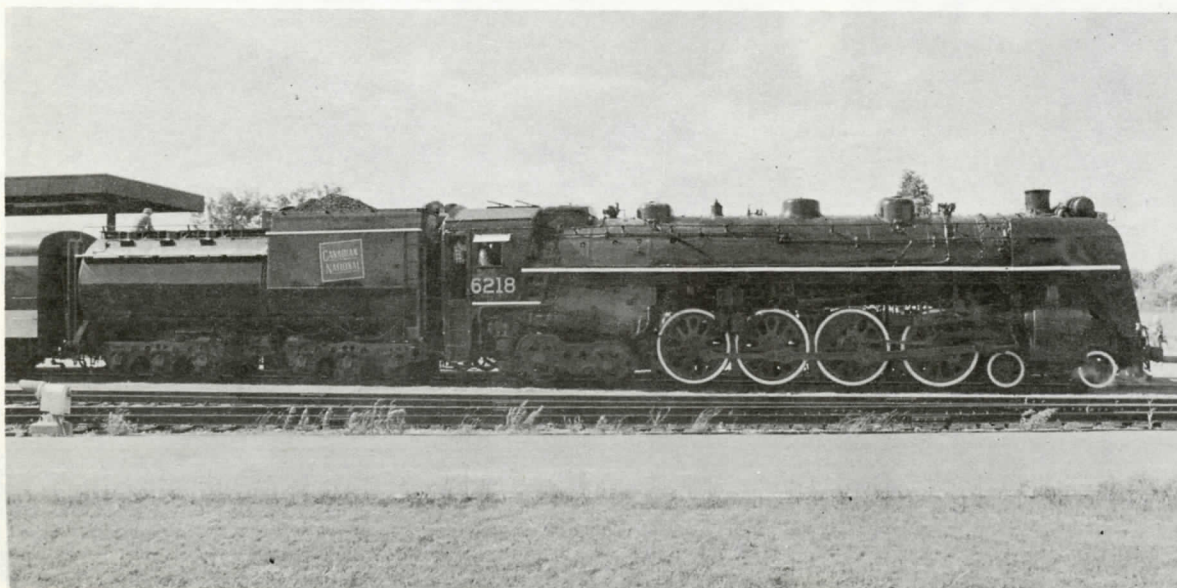


TOP RIGHT: The locomotive storms across the bridge over the South Nation River at Casselman, Ontario--the location of the third runpast of the day on the trip to Ottawa.

RIGHT: The engineer and fireman of 6218 pose obligingly for pictures during the two hour lay-over at the Museum of Science & Technology in Ottawa. In the background the tender of STELCO 0-6-0 #40 protrudes from behind the gondola car; the switcher was in steam to greet 6218.



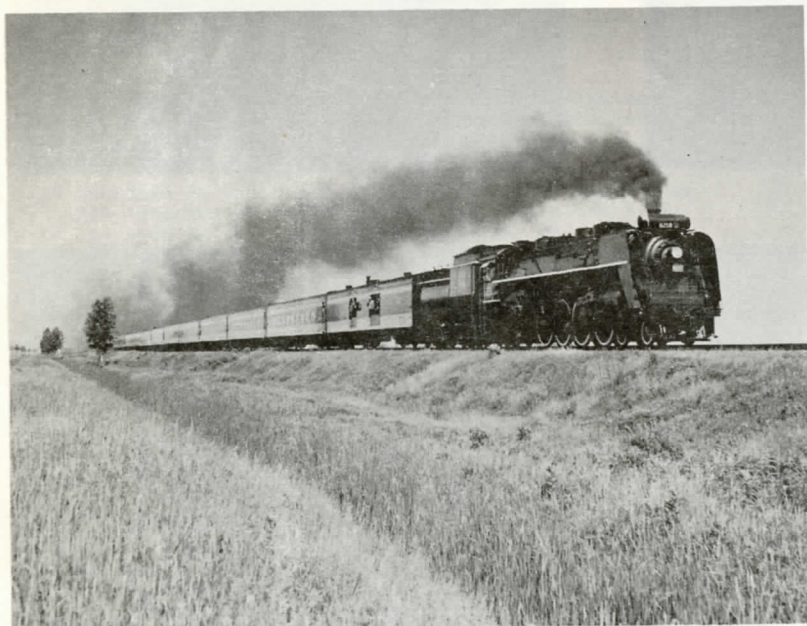
BELOW: A broadside portrait of 6218 by the platforms of the ultramodern Union Station in Ottawa.



(All photographs
this page
NEWSLETTER/
Robert McMann)



6218 speeds past the station at Glen Robertson, Ontario on the way back to Montreal from Ottawa, right at sunset.
(Ted Wickson)



← The morning of Sunday, June 27th was cool and sunny, with cloudless skies. Ted Wickson caught 6218 on her way to Victoriaville at this spot west of St. Bruno, Quebec.

BOTTOM LEFT: This pretty railfanette poses on the steps of the back platform of observation car "Pacific" during the layover at Victoriaville, Quebec.
(Brian George)



↓ BOTTOM RIGHT: 6218 puts on a fine show crossing the Richillieu River at Otterburn, Quebec, at the second of three double runpasts on the June 27th trip to Victoriaville. (Brian George)





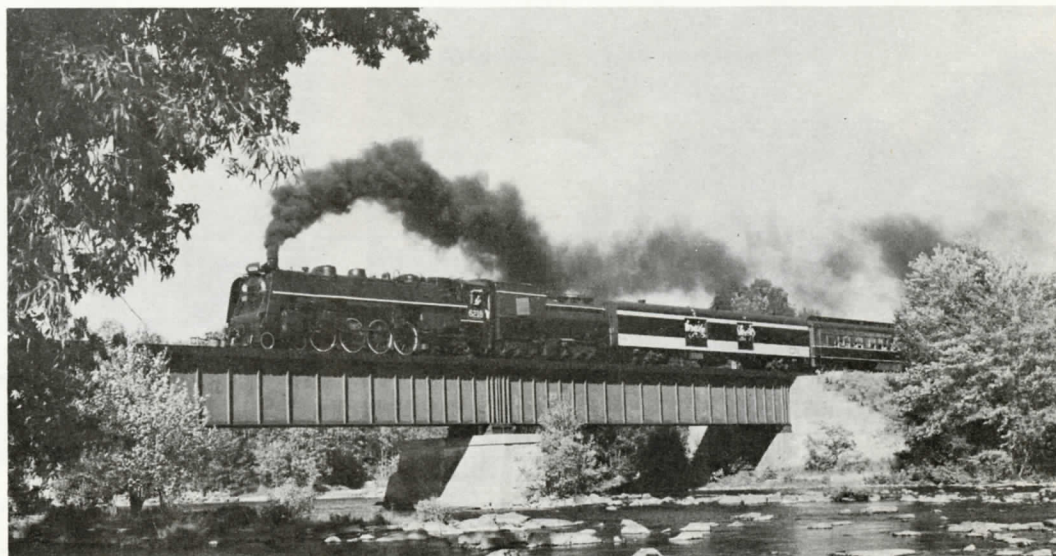
6218 moves past the roundhouse building out to pick up her train at Belleville Station, very early on the morning of July 3rd.
(Dusan Cizman)



6218 passes the home of some very well-known brands of liquor on her very last trip on the morning of July 4th, outbound to Anson Junction, at Corbyville, Ontario.
(NEWSLETTER/Robert McMann)

6218 crosses the Moira River at Foxboro, Ontario outbound on the first early afternoon trip, July 3rd.

(John Thompson)



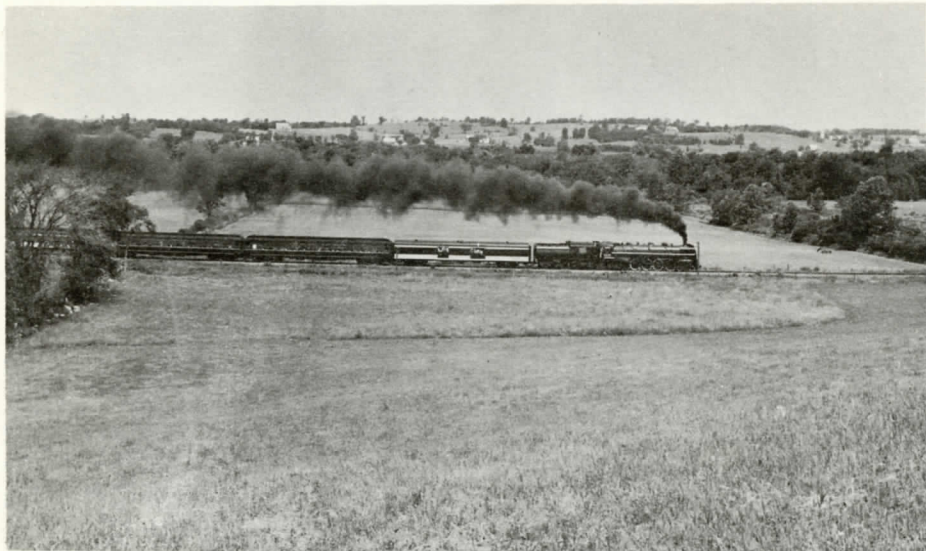
6218 storms up a slight grade westbound at Stirling, Ontario, on one of the afternoon trips July 3rd. Fans in the baggage car wave at the cameraman.

(Dusan Cizman)

6218 is silhouetted against the evening sky, with an adjacent semaphore standing guard. The location is Anson Junction, as the locomotive leaves for Belleville on the last trip of the day, July 3rd.

(Ted Wickson)





On her final excursion on the morning of July 4th, 6218 and her train are seen from a hillside, heading southbound between Stirling and Madoc Junction.
(John Thompson)



The early morning sun lights the side of 6218 as she heads back to Belleville on the first morning trip on July 4th, at Holloway, Ontario. (Ted Wickson)

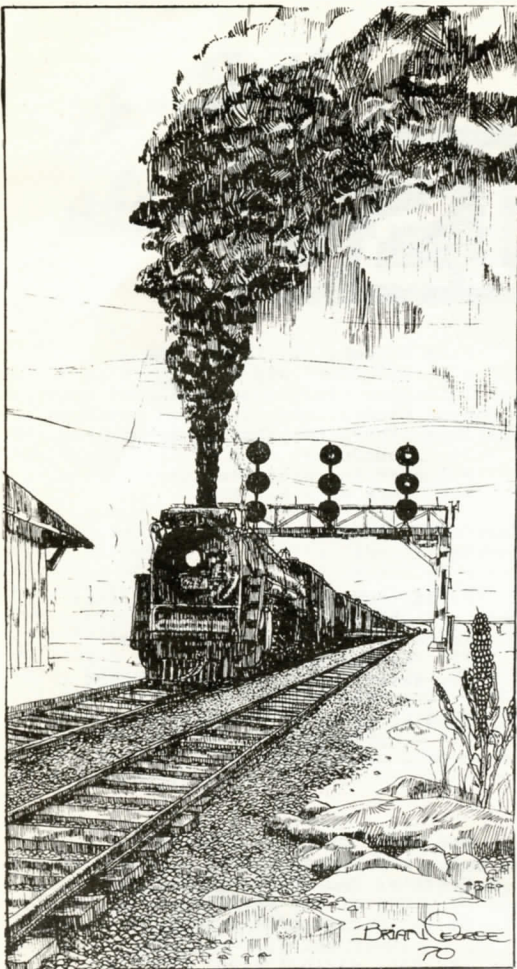


6218 arrives at the yard limits of Belleville Yard on her final excursion run on the morning of July 4th.
(NEWSLETTER/Robert McMann)

The locomotive receives some last minute attention by the sand tower at the Belleville roundhouse, prior to moving down to the station for stationary display.
(NEWSLETTER/Robert McMann)

6218 and her symbolic "Last Train" stand in front of Belleville Station, as admiring fans look on. The retirement ceremony took place shortly after this photo was taken, to the east of the station platform.
(NEWSLETTER/Robert McMann)





A TOAST TO 6218

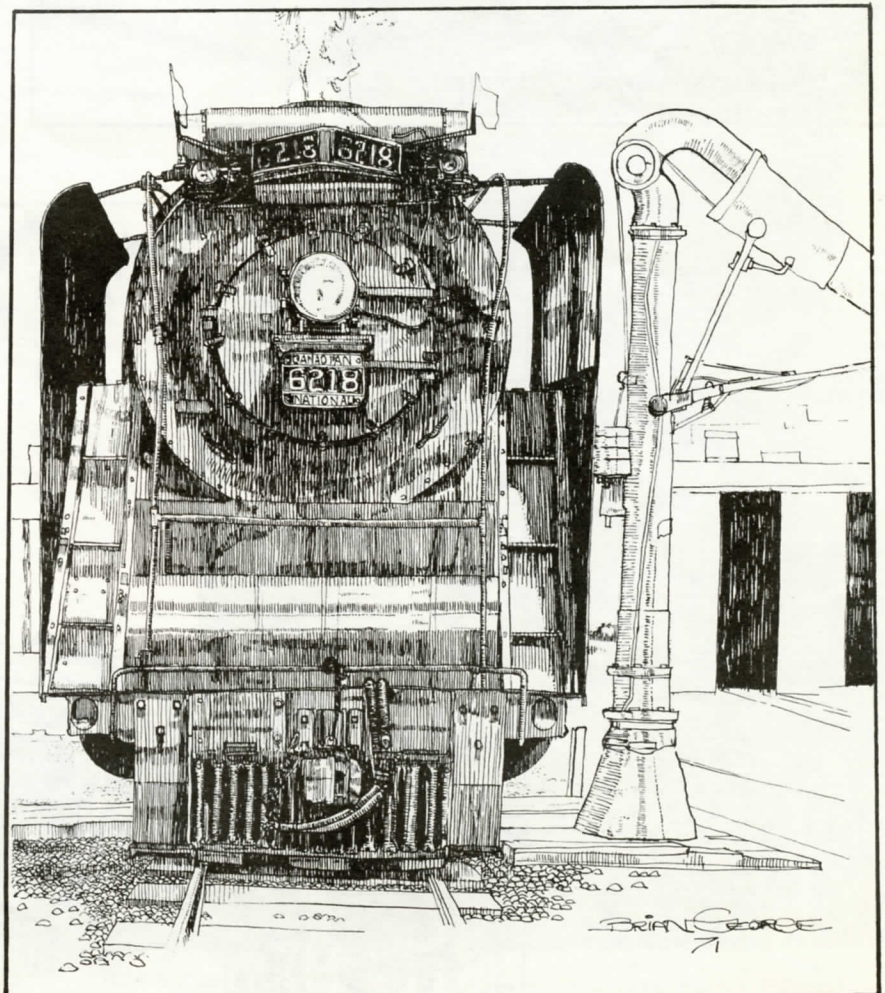
POEM BY JAMES J. SHETLER SR.

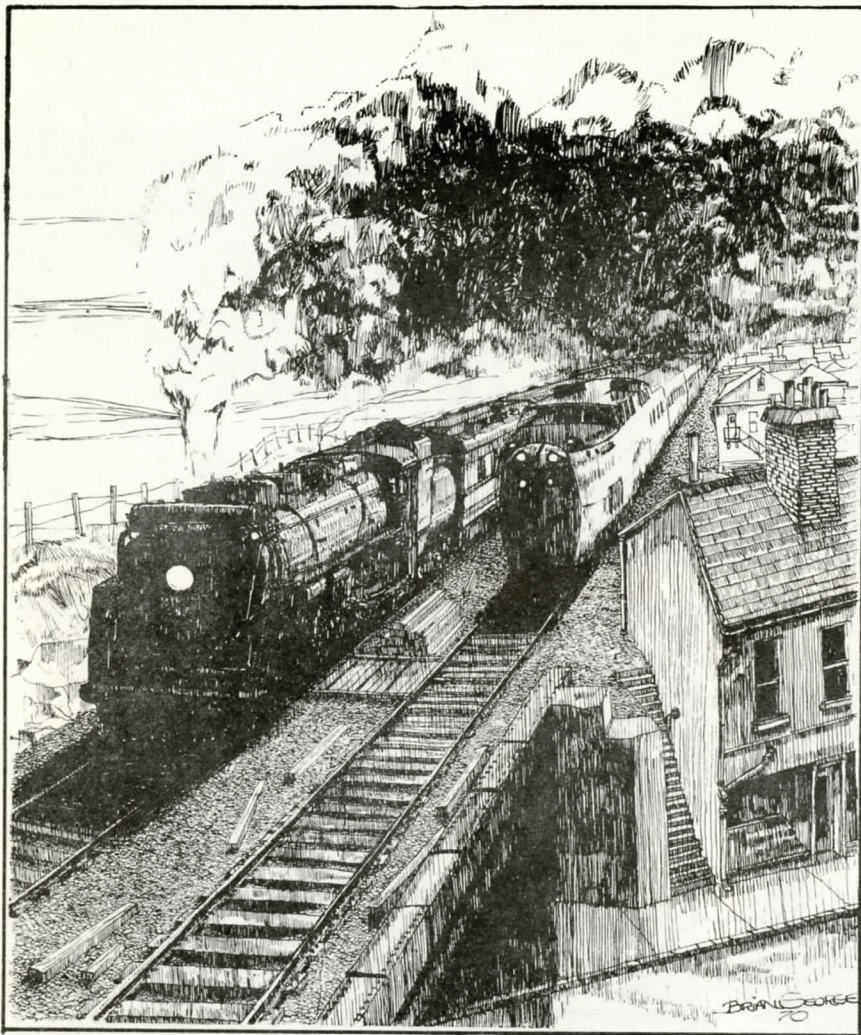
DRAWINGS BY BRIAN GEORGE.

Called out of retirement back
into the game,
Her 'Northern' sister is running
lame,
We need a good engine to keep
up the fight.
6218 will surely be right.

So into the roundhouse, they
hailed the old gal.
They lifted her high, right off
the rails,
Put in new bushings, parts
and new shoes,
Polished her up and sanded
her flues.

Plugged all the leaks, and
filled the rust spots,
Filled her with water, then
got her hot!
Tested her out for her coming
date,
So this "last of her kind"
could meet a good fate.



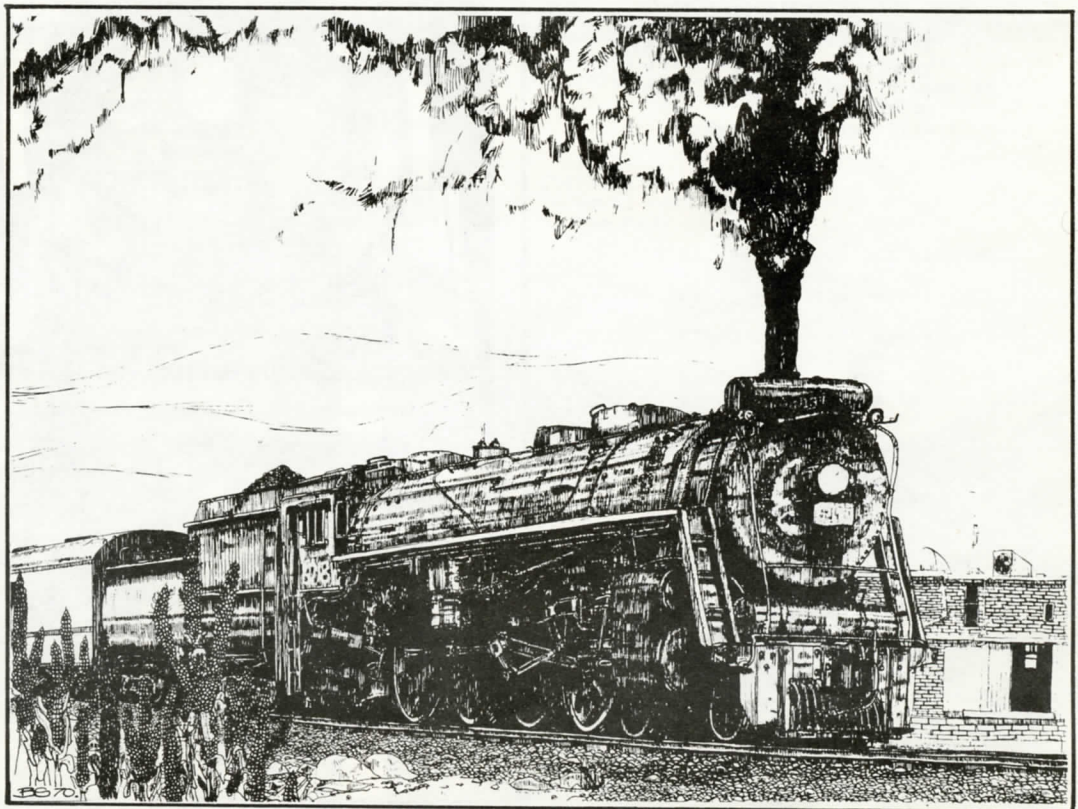


Spring of '64 saw her rolling
once again,
Running excursions on the
lakeshore main.
A great monstrous champ, all
full of pride,
Rushing past diesels and strutting
her pride.

From London, St. Thomas and
Stratford and then
To Oshawa, Barrie and Watkins'
Glen.
This reborn creature from the
roundhouse shop
All over the province, they
sure made her hop.

Posing for runpasts, conventions,
whatever,
No matter the place, the time
or the weather.
For seven long years, she's kept
up the fight,
Showing us all, steam still has
the "might".

Now she's done her best in
her second life,
Steaming and chuffing through
all of the strife.
So let's give 6218 a long,
lusty cheer,
And hope against hope, she'll
run next year.



A Song about 6218

6218, well-known as the number of CN's last active steam locomotive, is now also the name of a song--a song which is produced by Track 4 Records of London, Ontario, and recorded by an up and coming Canadian folk-singing duo, the Stone Hand.

The record is currently being made available to railfan clubs across North America (and is currently available from the UCRS), and is the result of a long train of events that began two years ago at the York Hotel in London. Ed Assaf, the hotel proprietor, and a long-time rail-buff, was auditioning a new singer for his Thursday night entertainment spot. The artist, one Mike Mulhern, performed a self-composition, "The Song of the Trains," as one of his audition selections. Mr. Assaf liked the song and was pleased with the fact that Mike was interested enough in trains to write a song about them. This is when the idea to compose a song about 6218 was born.

The locomotive, the last active steamer on CN, was a subject of interest to Assaf. His hotel, being directly across the street from the CN Tower in London, contained a number of oil paintings of famous Canadian steam locomotives, as well as a number of rail artifacts prominently displayed about the walls of the building.

Mr. Assaf told Mulhern the story of the locomotive and suggested they collaborate on a song about the engine. A number of tunes and lyric ideas changed hands between the two over the next three months, and when the first draft of the song was completed, it was recorded at Track 4's studios, operated by Walter Grasser. Grasser subsequently became Mike's manager and diehard promoter of the song.

The initial recording of the song prompted the writers to initiate some changes in the structure of the song, and it was then completed in its present melodic form two weeks later. The song was again recorded at Track 4.

Shortly after the take was completed, Mulhern teamed up with singer-guitarist Don Mathers to form what is now known as Stone Hand. Together they began performing and promoting the song "6218" along with Assaf and Grasser.

Their promotion efforts has taken Stone Hand on the UCRS winter excursion of January 24, 1971, from Toronto to Orillia, where a film crew from the CBC television show "This Land" filmed the group and their song. The song and also "The Song of the Train" were broadcast on the "This Land" television show nationally on February 24, 1971 (and again on July 14). The song has also been performed on CFPL-TV in London, and articles on the song and the train have been published in newspapers throughout the country.

The subject of the Stone Hand's song--6218--needs very little introduction to railfans. Although the recording may not help to keep the engine in operation, it is designed to preserve the memory of the locomotive, and in some way preserve the memory of steam. The flip side of the record is a beautiful treatment of the song that started it all "The Song of the Train".

Stone Hand, themselves, have felt an affinity towards Canadian railways. Mulhern, as already mentioned, to the point of having already written a song about trains, and Don Mathers as a one-time employee of the railway. Mathers, guitarist, banjoist, harpist, and vocalist, has been doing musical things for most of his 23 years. He started with four years of piano lessons, then two years of banjo, three years of trumpet, and five years of guitar. Along the way he sang with two high school trios and one college duo. Mulhern, on the other hand, wanted to become a singer most of his life, but he let banking, soldiering, journalism and acting have their time in his life first. When he reached for the inevitable late in 1969, he had eight years of vocal training and one year of self-taught guitar to press his claim. Six months of working as a single preceded his alliance with Don and the beginning of Stone Hand.

Stone Hand have, since their meeting, been appearing in many clubs and hotels throughout Ontario, developing their act to the point of being the country's most promising folk duo. They have appeared on CBC-TV's "The Performers", and numerous local television appearances promoting themselves and their song about 6218. This, combined with the release of the final recording of the song, produced by well-known folksinger Paul Mills, has established Stone Hand's reputation with not just railfans, but all facets of the public, throughout Canada.

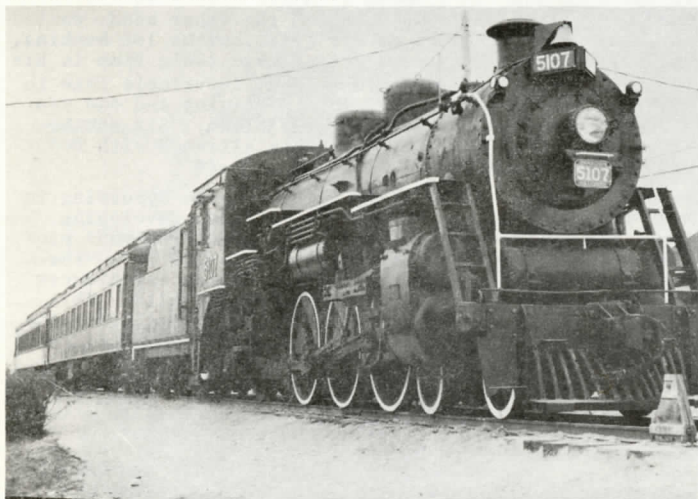
To obtain a copy of Stone Hand's song about 6218 (flip side "The Song of the Train"), the Upper Canada Railway Society has a limited number of these records available. Send \$1.19 (plus 5% Ontario Sales Tax) to UCRS Publications Sales Department, Box 122, Terminal A, Toronto 116, Ontario, and your record will be mailed out promptly, along with an attractive 8-1/2" by 17" poster of Stone Hand with steam locomotive 6218.



Stone Hand and 6218 pose together for an informal portrait.
(NEWSLETTER/Robert McMann)

RAILWAY NEWS PHOTOS

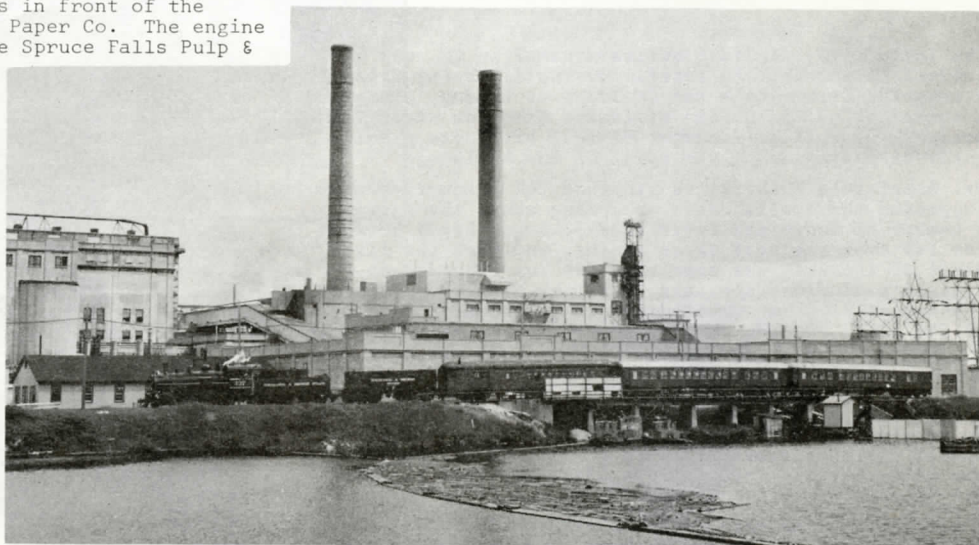
WHILE 6218 WAS RUNNING HER LAST TRIPS IN SOUTHERN ONTARIO, TWO OTHER STEAM LOCOMOTIVES PLAYED A PROMINENT PART IN THE OLD HOME WEEK CELEBRATIONS AT KAPUSKASING, ONTARIO.....



Former Canadian National J-4-d Pacific 5107 and two old CN coaches, shown here in back of the CN station at Kapuskasing, were prominent attractions in the Old Home Week celebrations (June 29 to July 4) commemorating Kapuskasing's Golden Jubilee. The other steam participant in the celebrations was Temiskaming & Northern Ontario 2-8-0 137, shown at the right loading passengers in front of the main gate of the Spruce Falls Pulp & Paper Co. The engine and train operated up and down on the Spruce Falls Pulp & Paper Co. line.



137 and her train are seen passing the Spruce Falls Pulp & Paper Co. pulp mill with the Spruce River in the foreground. The pulp mill is one of the mainstays of the economy of Kapuskasing.



BELOW: This is the motive power roster of the Abitibi Pulp & Paper Co. at Iroquois Falls, Ontario--three-truck Shay 70 (Lima, 1911) and MLW diesel 80. The Shay is stored serviceable and sees use whenever the diesel is laid up. The Shay may see some limited operation this autumn when the diesel receives some truck maintenance.



(ALL PHOTOGRAPHS
THIS PAGE
TED WICKSON.)

RAILWAY NEWS AND COMMENT

CN COMMENCES STUDY OF LOCOMOTIVE CABS

Canadian National has established a project group to study the work environment of locomotive engineers, with a view to developing the type of cab that should be built into future orders of locomotives. This will be a wide ranging study of all aspects affecting the ability of the locomotive engineer to perform at peak capacity, and the intent will be to develop a relatively comfortable and stress-free working space.

Although many improvements have been built into each new model of diesel locomotive over the years, there has never been a comprehensive 'from the ground up' study of the locomotive engineer's environment. In the course of the project CN will be working closely at all stages with representatives of the employees most directly affected.

Up to the present time the study group has simply been examining problem areas, the attempts at solutions made in other countries, and the relationship of similar types of problems in other modes of transport. Some of the areas under study are as follows:

[1] Heating and Ventilation: To minimize cold and drafty spots in the cab, consideration is being given to a centralized heating unit with air ducts, and superior insulation. Engineers' and firemen's cab windows will continue to be openable for operating reasons, but there has already been a changeover to double-glazing for all side windows and this practice will be continued.

[2] Visibility--Defrosting: The current defrosting systems using hot air are far from ideal, and various forms of achieving consistently good defrosting, such as fine wire mesh laminated into the glass, are being considered. Part of the aspect of the study would involve the location, size and type of windows.

[3] Noise Level--Vibration: While the present noise level is below the permissible 90 decibel limit established by the Canadian Department of Labour for industrial shops, the search continues to reduce both noise and vibration, which are transmitted directly to the cab by various structural members. One of the possibilities is a floor floating on rubber.

[4] Cab Lighting: The location and quality of lighting required for such things as the reading of train orders will be looked at in some detail.

[5] Arrangements of Controls: There have been changes in the number and type of controls in the cab over the years and yet no basic study of the control stand and the dials and gauges necessary for the operation of the locomotive has been done. The result is that a number of control components are in the wrong place for easy use. Ergonomics, industrial engineering and industrial design will be brought to bear on these problems.

[6] Seats: Seating comfort and adjustability will be investigated in relation to cost and ease of maintenance.

[7] Miscellaneous Components: A number of things have been added to locomotive cabs over the years, and yet no really suitable spot has been devised to place them. Among these are the water cooler, the train radio and flag kits. Also being considered for installation in the future are a hot plate and a refrigerator, all of which have to be built in properly.

[8] Doors: Crews have expressed the desire to have two doors leading out the rear of the cab rather than just the single door now found on road switcher units. This is an important fact to them in the event of imminent collision or derailment.

[9] Toilets: The toilet is now located down in the short front hood of road switcher locomotives and this location is not properly heated or ventilated. The proposal is to enlarge the cab, providing space for a small enclosure which meets these needs.

[10] Notices and Instructions: Locomotive cabs now display a large collection of miscellaneous stencilled and printed notices and instructions. It is the railway's intention to re-examine all of these, condense the wording where possible and devise a system for displaying them to the best advantage.

[11] Structural Integrity: While the typical CN cab is quite sturdy now, and in many respects in advance of general standards in the industry, the process of examining all of the other factors will give the railway an opportunity to reassess the cab's structural integrity in terms of such features as improved collision posts.

Once the general approval of the employees and manufacturers has been obtained, CN will build a full scale mock-up in which the normal operations of the engineer can be tested. Following this, a prototype locomotive cab will probably be produced for operational testing.

RAILWAY FREIGHT RATE INCREASES AND REDUCTIONS

New tariffs providing for both increases and reductions in railway freight rates were filed with the Canadian Transport Commission by the Railway Association of Canada on July 9th. The tariffs will go into effect August 23rd and will be applied by 22 railways operating in Canada, including CN and CP Rail.

The new tariffs provide for: increases ranging from 3 to 6% in freight rates and traffic carried by rail within Canada under most normal and competitive tariffs; a new series of incentive rates which are being designed to reduce rates for shippers who load boxcars with general merchandise to the fullest extent. These will be introduced on an experimental basis on traffic moving within eastern Canada and within western Canada, and are designed to meet truck competition.

The new incentive rates could mean major savings for shippers of general merchandise. Under the new 'open end' incentive tariffs, shippers will be rewarded for loading boxcars more heavily. Incentive rates will be offered for all additional traffic loaded above the 30,000 pound basic carload weight.

Between 30,000 and 60,000 pounds, all additional traffic loaded into one car will be charged at a rate substantially below the basic carload rate. Above 60,000 pounds and to the weight limit of the car (generally about 120,000 pounds), all additional traffic in the same car will be charged a further reduced rate. In certain instances these lower rates may be as low as 50% and 30% of the basic carload rate.

The rate increases on normal and competitive tariffs are designed to have a substantially lower impact as the length of haul increases. The revenue from these increases represents approximately 1.5% of total freight revenue on a yearly basis.

The increases will not apply to statutory rates on the movement of export grain and flour, on international traffic moved between the United States and Canada, or on traffic carried in Canada at tariffs related to U.S. rates. Traffic moving under agreed charges also remains unaffected.

UTU MEN VOTE TO ACCEPT RAILWAY CONTRACT

Railway operating employees represented by the United Transportation Union have voted 70% in favour of accepting the terms of a two-year contract offered by Canadian National and CP Rail.

About 20,000 conductors, brakemen, yardmen, yardmasters and switchmen accepted increases of 8 and 7% over two years as well as fringe benefits comparable to those offered to the non-operating employees. Trainmen's salaries will increase by an average of \$1200 over two years. There was no change in the makeup of road freight crews, although both railways had said they would reduce the road crew to two men from three.

The old contract expired last December 31st, and the operating employees were the last major group to vote in favour of acceptance. Railway firemen, now represented by the UTU, also voted on the new contract.

CN LAYS OFF WORKERS

Canadian National announced July 12th that it was laying off 204 employees at the railway's three main shops because of a slackening in anticipated traffic and revenues. 97 men are to be laid off at Point St. Charles Shops at Montreal, 64 at Transcona Shops at Winnipeg, and 43 at Moncton. The men are to be offered employment again as their services are required. Layoffs are scheduled to begin in the second week of August.

CP RAIL BYGONES

Three specially outfitted CP Rail cars are on tour in western Canada during July and August under the auspices of CP Rail Bygones. The three cars involved are business car "Mount Stephen", baggage car 4600, and business car 30 "Fort Simpson".

CP Rail Bygones has been organized to dispose of artifacts of Canadian Pacific (ships, railway, hotels, and airline) of interest to collectors and railfans. This tour in the west is to honour British Columbia's Centennial. There is a display of interesting items from the past in car 30 and in car 4600 as well. Included in the show are the original tickets from the first Canadian Pacific trans-continental train (June 1886), the operating timetables that covered the movement, and the original poster announcing the service--"A Red Letter Day for Canada...." There are a number of items available for purchase that are in the consist. Two-colour silkscreen reproductions of the aforementioned poster, as well as other multi-coloured period Canadian Pacific posters will be among the items for sale. Other things which will appeal to those unable to afford certain other items which are also available include photographs from the Canadian Pacific negative collection, slides, locomotive and rolling stock plans, booklets and other publications. A selection of dining car crockery and silverware and certain other selected articles are also for sale.

Following is the itinerary of the special consist:

Lv. Montreal train 949 2330 July 18;
Ar. Winnipeg train 949 1605 July 20;
Lv. Winnipeg train 975 2005 July 21;
Ar. Edmonton train 975 2250 July 22;
Lv. Edmonton train 78 2200 July 26;
Ar. Alyth train 78 0545 July 27;
Lv. Alyth train 67 0830 July 27;
Ar. Revelstoke train 67 1940 July 27;
Lv. Revelstoke train 67 2140 July 29;

EQUIPMENT NOTES...

* Pacific Great Eastern Railway has leased further motive power from different sources to ease a motive power shortage on the railway. CN has supplied two 9000-series F7a units and four GP9's (4402, 4403, 4404, 4234). Also on lease are two rebuilt Alco units from PECO (9100 and 9200).

* Canadian National has placed a \$5-million order for 150 tri-level automobile carriers with National Steel Car Corporation of Hamilton, Ontario.

* International Nickel Ltd., of Sudbury, Ontario has purchased eight electric steeple cab locomotives from Kennecott Copper Co., Chino Mines Div., Silver City, New Mexico. Five of the eight units have undergone rebuilding to date at the General Electric Phoenix Apparatus Service Shop in Phoenix, Arizona. As space was not sufficient at GE's facility, space was leased in the Arizona Public Service Co. West Phoenix power plant to handle the carbodies.

Following are the numbers of the units:

INCO Number	Builder No. & Date	Kennecott Number
121	GE 12553, 3/40	50
---	GE 12555, 3/40	52
---	GE 12559, 3/40	56
---	GE 13040, 4/41	59
123	GE 15625, 11/42	62
126	GE 30638, 12/50	63
125	GE 30639, 12/50	64
122	GE 12557, 3/40	54

Work done on the units in the rebuilding process included removal and repair or replacement of hoods, repair and reconstruction of cabs, rebuilding and/or replacement of all electrical components. Prior to replacement of the equipment, the superstructures were sandblasted, steam-cleaned, and given a prime coat of paint. The trucks were disassembled, cleaned and necessary repairs and replacements of components made. Traction motors received an overhaul. New 46" wheels were fitted where necessary.

The units were shipped to Sudbury where the pantographs, bells and horns were installed by INCO shop forces. INCO is pleased with the units received to date and is considering GE doing a rebuilding job on two additional units.

* CP Rail E8 units 1800, 1802 are currently being used on Montreal-St. John trains 41 and 42. RDC-1 9060 has been sent to the Dominion Atlantic Railway, replacing unit 9057, which has been returned to Montreal.

Ar. Coquitlam train 67 1315 July 30--transfer to Vancouver station upon arrival.
After transfer from Vancouver station,
Lv. Coquitlam train 902 0035 August 5;
Ar. Alyth train 902 2310 August 5--transfer to Calgary station upon arrival.
After transfer from Calgary station,
Lv. Alyth train 944 0700 August 12;
Ar. Moose Jaw train 944 2030 August 12;
Lv. Moose Jaw train 948 2030 August 13;
Ar. Regina train 948 2140 August 13;
Lv. Regina train 948 2240 August 15;
Ar. Brandon train 948 August 16;
Lv. Brandon train 948 August 17;
Ar. Winnipeg train 948 0940 August 17;
Lv. Winnipeg train 952 0015 August 20;
Ar. Montreal train 952 2100 August 21.

A visit to car "Mount Stephen" will give one an insight into what a railway car of the Periclean period of North American railway transportation looked like. Bygones' host, Omer S. A. Lavallee, will be quartered in car 30.

CP RAIL DERAILMENT IN MAINE

Eleven cars in the 84-car consist of CP Rail freight 908 were derailed at mile 20.12 of the Moosehead Sub-division at Bodfish, Maine in the early evening of July 11th. The cars were piled up across the tracks within the space of four cars, six of the cars across the track at right angles. Damage to the track, roadbed and rolling stock, plus labour costs was estimated to be around \$250,000. Cause of the wreck was not stated, but it was believed to be caused by a broken axle.

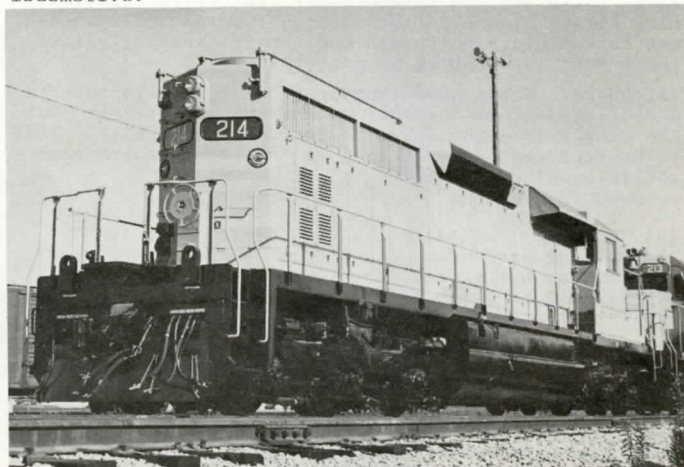
Trains 41 and 42 out of St. John and Montreal were cancelled on the night of the 11th. Train 42 ran as far as Megantic, Quebec on the 12th, the train being turned at Megantic with a return to Montreal on 41's schedule. Other trains were held at Megantic, Brownville, McAdam and St. John.

* Spotted going through Burlington, Ontario on May 29th in an eastbound CN freight were Union Pacific RS27 units 675 and 676. The units were enroute to Montreal and MLW, who acquired the units from UP and refurbished them for further duties. The units are currently working on the Roberval & Saguenay. The units have been derated from 2400 to 2000 hp. by MLW and have been repainted. The units are on loan to the R&S until their two M-420TR units on order from MLW can be constructed. Power short Roberval & Saguenay has been forced to lease two CN RS18 units for over a year.

* The Quebec Cartier Railway has ordered four modified M636's from MLW-Worthington for low speed drag service. The units are to be extra heavy for this service and will be four inches lower than regular M636's due to restrictive clearances.

* Quebec, North Shore & Labrador Railway is currently taking delivery of its new SD40 units from GMD in London. Spotted in Montreal Yard June 28th were the following units: 206 (A2543), 207 (A2544), 208 (A2545), 209 (A2546), and 210 (A2547). The first two units came equipped with vapor warning lights and Pacesetter Equipment for slow speed control. [The numbers in brackets with the road numbers are GMD construction numbers.]

David More photographed QNS&L 214 at CP Rail Agincourt Yard on July 2, 1971. The white lettering on the carbody barely shows up against the gray colouring of the locomotive.



WORTH NOTING...

* The Southern Pacific Railroad may soon have the United States' first railway brakewoman. Gaylene Snow is currently in training, and a spokesman for the railroad said, "If she passes the training program we will give her in the next couple of weeks, she's got the job." SP employs about 12,000 brakemen.

* Canadian National offered for sale and removal the following station buildings at the following locations in Southern Ontario: Moorefield, Atwood, Drayton, Dublin, Rockwood, Sebringville, Lucknow, Ripley. The dwelling building at Turner was also offered for sale and removal.

PASSENGER TRAIN NEWS

* With a bit of spit and polish, rose boutonnieres, and the music from a pipe band, morning commuter service into Toronto from Stouffville was inaugurated by Canadian National on the morning of June 28th. Prior to departure of the first train from Stouffville, a ceremony was held and the train christened. Present at the ceremony were Mayor Laushway of Stouffville, Mayor Ronan of Markham, Alderman Watson of Scarborough Borough, M.P.P. Tom Wells, and John Medcof of Railroad Boosters. The train was christened by Mr. Medcof's niece. CN Great Lakes Region Public Relations personnel were out and delivered rose boutonnieres to all of the passengers, and a souvenir ticket (reproduced below) was presented to everyone on the train on the morning inaugural run. Free coffee and doughnuts were provided to train patrons prior to its departures from Stouffville and Unionville. As the train pulled into Union Station, a member of the Toronto Police Pipe Band piped passengers off the train into the station.

Souvenir Ticket



INAUGURAL RUN
STOUFFVILLE - TORONTO
CN RAIL SERVICE
JUNE 28, 1971

GOOD FOR TRAVEL IN EITHER DIRECTION ON THIS DAY
BETWEEN STOUFFVILLE - MARKHAM - UNIONVILLE
MILLIKENS - AGINCOURT AND TORONTO (UNION STATION)

J. J. Menary
Area Manager

The arrival of the evening train in Stouffville was also marked with festivities. The train was greeted upon arrival in Stouffville by the Town Brass Band, and several hundred citizens. Mayor Laushway of Stouffville was singled out to receive special mention for his contribution and support, and the occasion was topped off by CN Great Lakes Region Regional Passenger Sales Manager J. J. Menary, who presented the two G. R. Stevens histories on Canadian National to the Stouffville Town Library.

Operating weekdays only, CN's Stouffville service is carded as follows: morning train 993 departs Stouffville, at 0705, Markham 0715, Unionville 0722, Millikens 0729, Agincourt 0735, and arrives at Union Station at 0805. Evening train 990 leaves Union Station at 1720, arrives Agincourt 1750, Millikens 1756, Unionville 1803, Markham 1810, and Stouffville at 1820. One-way fares between Toronto and Agincourt are 65¢, Millikens 80¢, Unionville 95¢, Markham \$1.15, and Stouffville \$1.45.

* CP Rail substituted RDC cars for conventional equipment on the three daily trains each way between Montreal and Quebec City as of July 5th. The Budd cars were placed on the trains in early April, but the CTC forced their replacement with conventional equipment until the cars could be fitted with reclining seats in one-half their space for the Montreal-Quebec City passengers.

* Tenders recently called by Canadian National:

- alterations to existing building and the construction of new wing for hostel and servocentre, Sioux Lookout, Ontario;
- construction of an express garage building, Winnipeg, Manitoba;
- construction of an equipment repair shop, Sydney, Nova Scotia;
- construction of reinforced concrete platforms and drip collecting trays, drain pipes and oil separating equipment for pollution control at Point St. Charles Motive Power Shop, Montreal, Quebec.

* Pacific Great Eastern Railway has called tenders for the clearing of right-of-way for its railway line between Bear Lake and the Stikine River, British Columbia.

* Canadian Pacific passenger service to Southwestern Ontario became but a memory as the RDC service from Toronto to Windsor was abandoned on July 2nd and 3rd. Filled with railfans (so many people were present for the last run on the 2nd that an extra RDC car was added to the train at Union Station, making the train 35 minutes late), RDC cars 9110-9115 made the last run to Windsor from Toronto as train 337. The pair of cars returned to Toronto from Windsor as train 338, both cars filled with railfans and people marking the close out of the service.

CN now has passenger service to Southwestern Ontario to itself. Service to most towns and cities is adequate, but certain points such as Milton and Galt are now without passenger service of any kind.



ABOVE: The morning Dayliner arrives in London from Windsor on a hot summer's morning in 1955. Dayliners were the replacement for steam (F-2a 4-4-4's and light weight coaches) on the "Business Man's Special"; when the new RDC cars proved popular with patrons, the run was extended from London to Windsor. (R. A. McLarty)

BELOW: Train 338 makes its last stop at West Toronto Station on the morning of July 3, 1971, bringing the curtain down on Canadian Pacific's Southwestern Ontario passenger service. (NEWSLETTER/Robert McMann)



STE. SCHOLASTIQUE LINE RELOCATION

Canadian National has announced a \$3.3-million project to relocate 16.3 miles of railway trackage to serve Montreal's new international airport at Ste. Scholastique. The announcement was made in Montreal by Jean H. Richer, vice-president of CN St. Lawrence Region, Benoit Baribeau, general manager of the New Montreal International Airport Project Office (NMAIPO), Paul Laliberte, director of the Service d'Aménagement du Territoire de la Région Aeroportuaire (SATRA), and Paul-Emile Lacombe, mayor of Ste. Scholastique.

The new Montreal-St. Jerome line will skirt the operational zone of the airport to the west and cross CP Rail's line to the southeast of Ste. Scholastique. It will serve the industrial zones which will develop along the outskirts of the airport. The line will be used for freight only; authorities are looking to improved highway facilities to provide access to the airport.

Francon Ltd. of Montreal has been awarded the contract for the construction of the roadbed. Installation of the trackage will be done by CN crews. Approximately 100 people will be employed.

The final choice of a corridor rounding the site of the airport to the west and then heading north was ratified by an airport council composed of Quebec cabinet ministers, of NMAIPO and CN. To establish within the corridor the exact path of the new trackage, NMAIPO, SATRA and CN worked as a team to satisfy three objectives: * meet the railway's needs taking into account the topography;

* satisfy the operational requirements of the airport and ensure an attractive setting for the region;

* the provision of corridors for other means of transportation and the insurance that agriculture would not suffer harmful effects.

Level crossings, railway crossings, and signal systems were agreed upon by the Canadian Transport Commission, the Quebec Roads Dept., CN and the municipality of Ste. Scholastique.

FAMED HOG BAY TRESTLE MAY SOON DISAPPEAR

Canadian Pacific's famed Hog Bay trestle, built in 1905 to bridge a swamp to permit freight trains to reach the grain terminals at Port McNicoll, Ontario, may soon be nothing but a memory. CP is currently awaiting CTC approval to abandon its line into Port McNicoll, and when permission does come, the Hog Bay trestle may be removed along with the rest of the line. CP currently uses CN trackage to reach Port McNicoll from Coldwater.

The Hog Bay trestle is the longest wooden trestle in Canada, some 2100 feet in length with a maximum height of 50 feet. Some of the younger members of the Huronia Historic Sites Association have started a campaign to have part or all of the trestle preserved as a historic site.

GROUP FORMED TO FIGHT TO SAVE TORONTO'S UNION STATION

A committee called Friends of Union Station has been formed within the Architectural Conservancy of Ontario in an attempt to have Toronto Union Station preserved. John Caulfield Smith, vice-president of the Architectural Conservancy, said that, cleaned and floodlit at night, Union Station could rival 'the recently restored masterpieces of London and Paris.'

The group was to meet with the Toronto Planning Board on July 28 to plead for the building's preservation. Also planned are meetings with officials of CN and CP Rail, 'to try to persuade them not to give up the building.'

Under plans for the \$1-billion Metro Centre, Union Station would be demolished to make room for offices, hotels, communications and convention facilities, and apartments.

PENN CENTRAL TO PAY CANADIAN CREDITORS

Penn Central, eager to maintain control of operations of its lines in Canada, will pay off \$3 million owed to Canadian creditors. This action was announced by trustees of the railroad in Philadelphia on July 12th.

The court-appointed trustees petitioned Judge John P. Fullam of the U.S. District Court asking him to approve a "scheme of arrangement" by which tradesmen, large businesses, and even persons who have won personal damage suits would receive the money Penn Central owes them.

DAVIS GOVERNMENT INTRODUCES TRANSIT AID LEGISLATION

Ontario premier William Davis introduced legislation promising mass transit aid to transit systems within the province of Ontario in the legislature on June 29th.

Under the terms of the new bill, the provincial Government will pay half the construction and equipment costs of public transit systems and subsidize half their operating losses. The increased subsidies are aimed at developing attractive and economic alternatives to the automobiles which are congesting Ontario's urban areas.

Mr. Davis heralded a new transportation policy "which is more sensitive to people as people, not just people as owners of automobiles."

For the rest of 1971, the Government has allocated about \$14-million for extra subsidies for public transit systems. Most of the extra money will go to the Toronto Transit Commission for subway construction and operating losses.

Subway construction subsidies will be expanded to include half of the costs of stations, subway cars and all other rolling stock, communications and control systems, and maintenance facilities. Until now, the province has only subsidized the development of subway rights-of-way, which represents only 21% of total capital costs.

For the first time, the Government will also contribute toward the development and operation of public transit systems which use buses, trolley cars and other forms of transportation.

The bill authorizing the changes opens the way for a large degree of provincial control over all municipal transit systems because subsidies will be granted only after the Minister of Transportation and Communications has examined the operation of the system which is applying for a subsidy. Transit systems will have to justify the need for any expansion of service which would lead to purchase of new equipment and the provincial subsidization of that purchase.

Transportation Minister Charles MacNaughton made it clear that he will not allow public transit systems to keep down or lower fares to qualify for an increased operating loss-subsidy if higher fares are justified. He stated that the bill establishing the increased subsidies would be passed before the Legislature adjourns in late July, and would become law shortly after so that the subsidies can be paid this year.

Mr. MacNaughton said his department will determine the level of 'demonstrated need' for expanded public transit systems and then make its annual allocations on a priority basis, just as it does for road construction within municipalities. He said the province will have the discretionary power to subsidize as much as 80% of capital and operating costs in specific cases.

For the remainder of 1971, the Government estimates that it will pay an additional \$7-million, for a total of \$15-million, to the TTC for the construction of the North Yonge subway extension from Eglinton to Finch. Under the old subsidy system the province would have granted the TTC only \$8-million.

Mr. Davis said that the new subsidies will put public transit on an equal financial footing with municipal roads for the first time. The province has been paying for half the costs of approved road construction for some time.

Mr. Davis also confirmed that the province will subsidize a rapid transit system which will serve as an alternative to the Spadina Expressway project. This will happen "as soon as a determination is made by Metropolitan Toronto and the Toronto Transit Commission of the most appropriate route for a subway or other transit facility....."

STRIKE HITS QNS&L AT SEPT-ILES

800 railway employees of the Quebec, North Shore & Labrador Railway walked off their jobs July 14th at Sept-Iles, Quebec to join 380 dockworkers who were out on strike since July 9th to protest against work being done by an outside contractor.

The 800 men off the job were machinists, maintenance-of-way workers, signalmen, locomotive engineers and trainmen.

Some operation continued on the QNS&L, with some trains moving ore from the mines at Labrador City and Schefferville to Sept-Iles.