newsletter

Upper Canada Railway Society

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newsletter

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Upper Canada Railway Society

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RAILWAY NEWS AND COMMENT

GRAIN SHIPPING CRISIS

Concern is being shown in various quarters about Canada's apparent increasing inability to meet grain export quotas to foreign customers. The problem is particularly acute this winter because of bad weather producing severe disruptions to the movement of grain from the Prairies to the Port of Vancouver.

Norman Hope, director of transportation for the Canadian Wheat Board, said in Winnipeg February 16th that shipments were running more than 20-million bushels behind targets set for the current crop year that started last July 31st. He also announced that the Wheat Board and the two railways are implementing special measures to speed up shipments. If the measures have the desired effect, Mr. Hope said that grain deliveries could be back on schedule by May. He also estimated that Canada will export an unprecedented 750-million bushels of grain this year.

The Wheat Board has asked Prairie elevator agents to work an extra day on Saturdays, looked at the feasibility of unloading grain terminals on Sundays, and press for an early resumption of shipping on the Great Lakes.

Federal minister Otto Laing stated on February 22nd that the pressure on the grain transportation and handling system is so crucial that the Federal Government might reduce its sales efforts. Mr. Laing made the statement to representatives of grain handling and transportation companies and farm groups at a demonstration of new high-speed screening techniques and the loading of a special CP Rail unit grain train at Thunder Bay. [See February 1972 UCRS NEWSLETTER page 18.] He said it is "taking a tremendous amount of ingenuity to keep record exports advancing at the same rate as record sales." The unit grain train movement from Port Arthur to St. Lawrence ports is being subsidized by the Federal Government to the amount of $1.3-million to cover added transportation expenses.

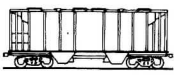
A member of the Palliser Wheat Growers Association stated March 10th in Vancouver that the growing backlog in the delivery of grain for overseas shipment through the Port of Vancouver was a staggering disgrace. Walter Nelson said that the Canadian Wheat Board had little hope of putting through 800 cars of grain a day it say are necessary to meet delivery commitments. He said that in the long term the only hope of overcoming the annual winter problem of grain shipment tieups is the provision of cheap storage at Vancouver terminals, the cleaning of grain on the Prairies and the eventual use of unit trains. The Palliser association had a delegation in Vancouver on a fact-finding mission.

The Alberta Government has entered the discussion by asking the Federal Government to make a major, concentrated attack on the grain handling and transportation problem in west coast ports. Alberta agriculture minister Hugh Horner told the Alberta Legislature that a letter was sent on March 10th to Federal transport minister Don Jamieson and other concerned officials. The letter stated that the tieup in shipping through the mountains to British Columbia and the delaying in loading vessels at the coast has had an adverse impact on Alberta's agricultural economy. A number of things were proposed in the letter in an attempt to ease the situation: construction of bulk unloading facilities for grain and two transfer elevators at Roberts Bank (without delay); the upgrading of the capabilities of the elevator companies to move railway cars into position for unloading at their terminals in Vancouver; the development of a major bulk terminal at Prince Rupert; the examination of an alternate bypass route to Vancouver by the construction of a rail link between the Pacific Great Eastern and either Canadian National or CP Rail at Lillooet; allowing the Burlington Northern to carry Canadian grain to Vancouver through the United States. Mr. Horner said that any subsidy paid to the railways in relation to hauling grain should be paid by way of provision of new 3000-bushel covered hopper cars to be used in their grain fleets.

On March 14th CP Rail submitted a proposal to the Canadian Wheat Board for increasing the rail movement of grain beginning May 1st to meet the recently announced sale of between 130-million and 185-million bushels of wheat to the Soviet Union. F. S. Burbidge, CP Rail senior executive officer, said that 1972 delivery targets can be met but only if the elevators go to a seven day week or the rail fleets are expanded.

"The delivery targets planned by the Canadian Wheat Board for 1972 are the highest Canada has ever attempted. Right now, the elevators are only geared to work an average of 5-1/2 days. The result is a less-than-satisfactory use of railway facilities because of the stop-and-start nature of operations on this basis. The pressures new sales will exert on the grain handling and transportation system really don't allow this luxury of under-utilization any more."

CP Rail has made the proposals based on levels of elevator use. The railway is prepared to lease additional locomotives and cars and put them exclusively into grain service for six months beginning May 1st. The Federal Government would be asked to pay the leasing costs. If the elevators continue to work 5-1/2 days a week, 4350 further cars, plus more locomotives, would be needed to meet the delivery targets. If elevator operations can be increased to six days a week, a further 1825 cars will be needed. A seven-day operation would then eliminate the need for further cars. CP Rail has estimated leasing costs for a six-month period at $10.8-million for a 5-1/2 day operation and $4.5-million on a six-day basis.



DERAILMENTS AND BLOCKAGES OUT WEST

* CNeastbound transcontinental services were cancelled out of Vancouver February 20th because of the derailment of two diesel units and 33 cars of an 88-car freight at Blue River, British Columbia, 120 miles north of Kamloops. The derailed cars were carrying potash. The line was blocked for up to 36 hours.

On the same weekend, CN services to Prince Rupert were cut by continuing snowslides that blocked the Edmonton-Prince Rupert line. Passenger trains were halted at Smithers and passengers brought by bus into Terrace. The only way to get to Prince Rupert from Terrace was by air.

* Also the same weekend, service on Pacific Great Eastern out of Vancouver was disrupted after a PGE freight was derailed at Fisherman's Cove in the early morning hours of the 19th. Three of the derailed cars fell over a 100-foot cliff, smashing through a house, and luckily not injuring the occupants.

* CP Rail's mainline through Cloverleaf, Manitoba was blocked for more than twelve hours February 29th following the derailment of 22 cars of a 93-car eastbound freight right at the station in Cloverleaf. There were no injuries. There were only a minimum of delays to passenger services and other mainline rail traffic was rerouted through Lac du Bonnet.

* A CP Rail unit coal train was derailed 35 miles east of Kamloops, British Columbia on March 4th. 1300 feet of track was torn up when 24 cars of the 93-car train left the tracks. Operations were restored by CP Rail wrecking crews 24 hours after the accident.

CN's line from Kamloops to Vancouver was blocked by snowslides in the Fraser Canyon at Boston Bar. Passengers were flown into and out of Vancouver.

THREE DERAILMENTS IN QUEBEC

* Canadian National's Montreal-Quebec Rapido was derailed March 2nd at Joly, Quebec, in a blinding snowstorm. One member of the crew was killed and two others were injured. None of the 130 passengers on the train were injured.

The derailment occurred when the two locomotives on the train plowed into ten feet of hard-packed snow, dragging a number of coaches off the tracks with them. The locomotives came to a rest on their sides. Joly residents and provincial police used snowmobiles to take the passengers to shelter in a nearby school. They later were able to get to Quebec by means of snowplow train and bus transport.

This same storm also played havoc with other train services in Quebec. The Montreal-bound Scotian was stuck in Levis because of damage to the lead locomotive. The diesel's pilot was buckled by the trip through the snow from New Brunswick into Quebec, encountering drifts that were solid enough to bend steel. The Joly derailment caused other services to be rerouted, delayed or cancelled. The Quebec-Montreal Rapido was cancelled because a section of track at Cap Rouge was blocked by a freight which had been forced to a halt because of the storm. Trains from Abitibi, and the Saguenay-Lac St. Jean regions were delayed by the derailment. Montreal-Chicoutimi, Montreal-Senneterre and Quebec-Senneterre services were cancelled. The Montreal-Quebec Rapido on March 3rd was rerouted to avoid the derailment at Joly, adding two hours to the normal three-hour journey.

* On March 6th, 17 cars of a 97-car CN freight were derailed while crossing the bridge over the St. Maurice River at Grand'mere, Quebec. One car fell into the river. The cars were derailed as the train crossed the bridge, and the bridge itself was badly damaged. There were no injuries. Cause of the accident was unknown.

* A third derailment occurred on March 7th when 51 cars of an eastbound 79-car freight on Canadian National left the tracks and damaged a bridge crossing Riviere du Loup at Eatonville, Quebec. The locomotives and the first 28 cars of the Sydney-bound freight made it across the three-span bridge before cars began leaving the tracks. The derailed cars knocked one 60-foot span out of the bridge and nudged the other two spans out of line. Some of the cars fell into the river and about 45 caught fire. There were no explosives or other flammables in the consist.

Damages were estimated by CN personnel at $6-million. There were no injuries. Cause of the derailment was not known. CP Rail Quebec City wrecking crews and equipment were borrowed to help clear the wreckage. Freight trains normally routed over the line were diverted through Campbellton, New Brunswick. Passengers were bussed around the wreck.

Canadian National freight C-313 waits for a clear block at Dorval, Quebec, December 23, 1971. GP40 4006 and SD40 5045 provide the motive power for the train. (Pierre Patenaude)

ADDITIONAL CONTAINER TRAFFIC FOR CN THROUGH HALIFAX?

Ernest Cooke, CN vice-president for intermodal services made an announcement February 13th in Halifax that CN had reached an 'understanding' with representatives of five Japanese shipping lines (Mitsui OK Line, NYK Line, Japan Line, K. Line, Jamashita Shinnihon) for the movement of containers through the Port of Halifax. The arrangement covers rail rates and volume but completion of a firm contract is contingent on an agreement between the Japanese and Halterm Ltd., operator of the container terminal.

However this understanding between CN and the shipping lines was disputed by CP Rail. G. E. Benoit, CP Rail Atlantic Region vice-president stated the following day that he was not convinced that CN had got the commitment. He would not be convinced until he saw the contract.

Competition by both ports in Halifax and Saint John for this contract has been intense.

CANADIAN NATIONAL BRANCH LINE HEARING

Canadian National's application to abandon its branch line from Penetanguishine to Barrie came before the Canadian Transport Commission at a hearing held February 24th at Elmvale, Ontario.

Edward Healy, manager of the Northern Ontario area told the commission that the railway has made almost no repairs on a 31-mile stretch of the line. The trackage would almost have to be completely replaced if the railway continued to use it. A 13-mile portion of the line between Elmvale and Penetanguishine has been closed since 1967 because of a condemned bridge. CN claims it lost more than $108,000 in operating the branch line in the years 1968 through 1970. Losses were $29,074 in 1968, $49,027 in 1969 and $30,188 in 1970. In order for the railway to use the section of the line now in operation for two more years, it would be necessary to spend $424,000 in repairs. To repair the line for its entire length for two years' use, it would cost $700,000.

Ronald Wagner, president of Wagner Pulpwood Industries Ltd. said that if the railway abandons the line, his transportation costs would go up by $3 per cord of wood. This firm cuts pulpwood in county forests adjacent to the branch and ships it to the Ontario Paper Co. in Thorold. If the line closed down the wood would have to be carried by truck an additional ten miles to another rail line. Ontario Paper would be forced to stop buying the wood because of the prohibitive trucking costs.

The Cover

NEW CARS FOR TORONTO'S SUBWAY. The first inaugural train of TTC H-2 class cars slows to a stop at the westbound platform at St. George Station on March 10, 1972. The lead car (5504), suitably decorated for the occasion, carries a load of civic, provincial and TTC dignitaries from Woodbine Station to St. George where all adjourn to the Park Plaza Hotel for a luncheon. (Robert McMann)

WORTH NOTING...

* Negotiations have been concluded for an eight-episode television series on the CBC based on Pierre Berton's successful books The National Dream and The Last Spike, both about the building of the Canadian Pacific Railway. Work on the series will start in January 1974, using still photographs, dramatizations and on location filming with Berton as narrator. The Last Spike is favoured to win the Governor General's Award for non-fiction for 1971.

* MLW-Worthington appointments: Henry Valle has been elected Vice-Chairman of the corporation (he is also President of MLW International). Robert L. Grassby has been elected President and Chief Operating Officer (in addition to duties as President and General Manager of MLW Industries). Mr. Grassby succeeds Richard M. Ettington who has become President of Worthington Pump International.

* CN appointments: John C. Gardiner (former Vice President, Prairie Region) has been appointed Vice President, Marketing and Sales. Succeeding Mr. Gardiner as Prairie Region Vice President is A. R. Williams.

* Toronto railfan and history author (also UCRS member) Mike Filey has been appointed to the Toronto Historical Board for a three year term.

* The Canadian Transport Commission has upheld its decision allowing CP Rail to remove 76 employees from stations in Saskatchewan and Alberta to make way for a customer service centre in Saskatoon. The order permitting the railway to removed the employees took effect March 15th. CP Rail has promised that families of employees occupying railway-owned houses will not be required to leave before July 31.

* The CTC will investigate railway freight rates charged for hauling wood pulp from the Prince Albert Pulp Co. Ltd. in Prince Albert, Saskatchewan, to American centres. The commission has ruled that the company has established sufficient ground for appealing the freight rates.

* Four young buffaloes used Canadian National as the way to go to their new home in Confederation Park in Hamilton, from Riding Mountain National Park in Manitoba. A CN baggage car was provided to move the crated 1000-lb. animals from Dauphin. To expedite the shipment, the car was attached to the Super Continental for its Winnipeg-Toronto run.

* Canada's railways aren't the only ones to push containerization. Air Canada has gotten into the act with the introduction of air express containerization service on its routes within Canada.

OMB METRO CENTRE HEARINGS

Preliminary hearings on the Metro Centre Project were begun on February 25th by the Ontario Municipal Board.

A ministerial statement was read at the hearing by Ontario Municipal Affairs Minister Darcy McKeough. The statement pointed to aspects of the proposal that the OMB will look at to have better features incorporated than those proposed by Metro Centre Developments Ltd. and the City of Toronto. Maintenance of a view of Lake Ontario through the project, adequate open space in residential and commercial areas, adequate transportation access and the types of housing to be provided were all mentioned as concerns to be considered. The statement also said the Ontario Government supports the redevelopment with reservations.

OMB Chairman J.A. Kennedy said that he does not want to see the gigantic development delayed indefinitely. He gave instruction to all parties concerned to submit their positions in writing to the OMB within ten days of the first hearing and then adjourned the hearings to April 5th.

The preservation of Union Station and controversy about the function of the new transportation terminal to replace it and its relation to existing public transit facilities will be major points to be resolved when the hearing reopens on April 5th.

AIR CANADA TO BE SEPARATED FROM CANADIAN NATIONAL

At the next session of Parliament, the Federal Government plans to introduce legislation that would separate Air Canada from Canadian National in seeking financing, along with revisions to the Railway and CNR Acts. Air Canada would become a Crown corporation under the legislation, while now CN reports to Parliament for the airline. The revisions dealing with CN would be about the debt that the railway has carried since 1923 when it was formed by the nationalization of a number of railway properties.

This information was revealed by Transport Minister Don Jamieson during discussions in Parliament on government transportation policy (March 14). Mr. Jamieson rejected the idea of a national transportation policy, as demanded by several members of the Opposition, on the grounds that it would become fixed and eventually outdated. Mr. Jamieson elucidated further on transportation policy by say that the policy must not only deal with present problems but those of the future. Past policies must be dropped when they become outmoded.

Mr. Jamieson said the future of railway passenger service depends on new techniques. Conventional railway trains could not compete over long distances and sparsely settled areas. His department and the Canadian Transport Commission have stepped up research into passenger service. A study of the commuter system for Metropolitan Toronto and environs will be ready in May or June.

* * *

PENN CENTRAL REORGANIZATION

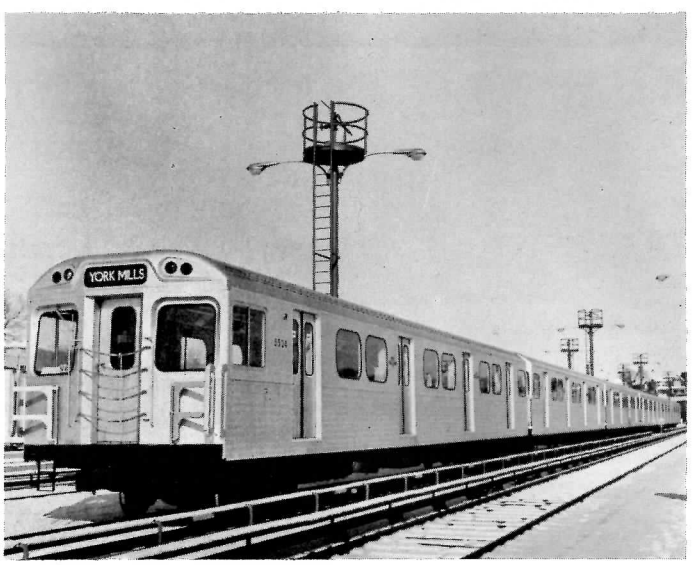
The trustees of Penn Central Transportation Co. have filed a reorganization report (preliminary) with the U.S. District Court in Philadelphia saying that the railroad can become a going concern by 1976 if the following conditions are met:

-- 20,000 track-miles would be cut back to an 11,000-mile core system;
-- the elimination of about 9800 train and engine crew members for a saving of about $150-million annually;
-- full compensation for continuing passenger train losses which in 1972 would amount to $87.2-million exclusive of returns on investments.

"Penn Central may be expected to begin generating substantial income for fixed charges--calculated after deduction of equipment lease rentals--in 1974 and to show by 1976 income available for fixed charges of between $220-million and $290-million. This provides, in the trustees ' judgement, a basis for reorganizing the company."

Penn Central units GP38 7866 and GP40 3090 await the call for PC train MY-12 at St. Luc Yard in Montreal on February 16, 1972. (Pierre Patenaude)

The first car of the order--brand-new 5500--receives a preliminary inspection by TTC officials inside Greenwood Shops on the afternoon of May 19, 1971.



TTC H-2 SUBWAY CARS -- DETAILS AND SPECIFICATIONS

Builder & Model: Canadian Car Division, Hawker Siddeley Canada Ltd., Thunder Bay, Ontario; model RTC 75.

Dimensions: Length over anticlimbers - 74'5-5/8"
Overall width - 10"4"
Height - 11'11-1/2"

Weight: "A" car - 55,580 lb.; "B" car - 55,483 lb.

Trucks: Wheelbase - 7'; wheel diameter (new) - 28"

Traction: Four 110 hp. model TMC 38-42 motors per car

Braking: Dynamic, fading to electro-pneumatic at approximately 8 to 10 mph.

Heating: Waste heat recovered from traction and braking resistors with 12 KW of auxiliary heat, all thermostatically controlled.

Ventilation: Five overhead mounted fans, amounting to 15000 CFM capacity.

Method of Operation: Cars arranged to operate MU in two-car semi-permanently coupled sets consisting of an "A" car which carries the low (40 V.) voltage and high (525 V.) voltage AC power supplies, and a "B" car which carries the air compressor. These two-car sets are designed to train with each other, and with existing H-1 and M-1 two-car sets in configurations of up to three sets (six-car trains).

Seats & Interior Finish: 83 seats per car, finished in bright two-tone orange and tan upholstery. The backs of each seat have been redesigned to provide more support and comfort. Simulated wood-grain Melamine panelling is used on interior walls below the windows and on modesty panels at door openings. Lighting is provided by two rows of fluorescent back-lit advertising fixtures running the length of the car.

Construction: Sheeting, side and upper rail and vertical extrusions are of aluminum. No center sill is provided. The end frame and cross members are Low Alloy High Tensile corrosion resistant steel members.

Maximum Speed: 55 mph. Acceleration Rate (max): 3.2 mphps.

Braking Rate (max): 2.8 mphps. Operated at: 2.5 mphps.

Suppliers of Material:

Traction Control - Canadian Westinghouse Co. Ltd.
Traction Motors - Canadian Westinghouse Co. Ltd./Brush Electrical Engineering Ltd.
EP Brake System - Westinghouse Brake & Signal Co. Ltd.
Single Handle Accelerometer/Braking Control - Westinghouse Brake & Signal Co. Ltd.
Air Compressors - Westinghouse Brake & Signal Co. Ltd.
Brake Units, Levelling Valves, Variable Load Valves & Tripcocks - Westinghouse Brake & Signal Co. Ltd.
Trucks - Dominion Foundries & Steel Ltd. Mark I model
Axles - Hawker Siddeley Canada Ltd.
Gear Units (right angle 7.7:1 ratio) - Safety Electrical Equipment Corp.
Couplers - Canadian Ohio Brass Co. Ltd.
Seating - Heywood Wakefield Co. Ltd.
Floor Covering (single sheet) - RCA Rubber Co.
Lighting (fluorescent, back-lit advertising fixture) - Luminator Division of Gulton Industries
Door Controls - Vapor Canada Ltd.
Overhead Ventilation Fans - Vapor Canada Ltd.
Heater and Ventilation Control - Vapor Corp.
Motor Alternator Sets - Prestolite Canada Ltd.
Motor Blower Sets - Sheldons Engineering Ltd.
Communication Equipment - English Electric/AEI Canada Ltd.
Batteries (nickel cadmium) - Saft Batteries Ltd.

(LEFT MIDDLE) A view of the interior of the new H-2 cars. The seats are finished in an attractive orange and tan upholstery. There is simulated wood-grain panelling below the windows and on the modesty panels at door openings. Flooring is sheet rubber.

(LEFT BOTTOM) Cars 5524-5525, 5523-5522, 5504-5505) pose at Greenwood Yard after inspection by TTC Commissioners at Davisville, February 8, 1972.

(All photographs this page -- Ted Wickson/Toronto Transit Commission)

H-2 SUBWAY CAR DELIVERY DATES

Road Number	Builder's Number	Delivery Date*
5500	71750303	May 19/71
5501	71750304	May 23/71
5502	71750305	Jun. 2/71
5503	71750306	Jun. 9/71
5504	71750307	Jun. 15/71
5505	71750308	Jun. 12/71
5506	71750309	Jun. 16/71
5507	71750310	Jun. 18/71
5508	71750311	Jun. 19/71
5509	71750312	Jun. 20/71
5510	71750313	Jun. 23/71
5511	71750314	Jun. 22/71
5512	71750315	Jun. 26/71
5513	71750316	Jun. 26/71
5514	71750317	Jun. 23/71
5515	71750318	Jun. 25/71
5516	71750319	Jun. 30/71
5517	71750320	Jun. 29/71
5518	71750321	July 2/71
5519	71750322	July 3/71
5520	71750323	July 4/71
5521	71750324	July 7/71
5522	71750325	July 8/71
5523	71750326	July 9/71
5524	71750327	July 9/71
5525	71750328	July 12/71
5526	71750329	July 13/71
5527	71750330	July 14/71
5228	71750331	July 16/71
5229	71750332	July 18/71
5530	71750333	July 21/71
5531	71750334	July 21/71
5532	71750335	July 24/71
5533	71750336	July 25/71
5534	71750337	July 26/71
5535	71750338	July 28/71
5536	71750339	July 30/71
5537	71750340	July 30/71
5538	71750341	Aug. 8/71
5539	71750342	Aug. 10/71
5540	71750343	Aug. 11/71
5541	71750344	Aug. 12/71
5542	71750345	Aug. 15/71
5543	71750346	Aug. 17/71
5544	71750347	Aug. 17/71
5545	71750348	Aug. 19/71
5546	71750349	Aug. 20/71
5547	71750350	Aug. 21/71
5548	71750351	Aug. 24/71
5549	71750352	Aug. 25/71
5550	71750353	Aug. 25/71
5551	71750354	Aug. 28/71
5552	71750355	Aug. 29/71
5553	71750356	Aug. 31/71
5554	71750357	Sept. 2/71
5555	71750358	Sept. 7/71
5556	71750359	Sept. 7/71
5557	71750360	Sept. 8/71
5558	71750361	Sept. 9/71
5559	71750362	Sept. 17/71
5560	71750363	Sept. 19/71
5561	71750364	Sept. 23/71
5562	71750365	Sept. 30/71
5563	71750366	Sept. 30/71
5564	71750367	Oct. 1/71
5565	71750368	Oct. 2/71
5566	71750369	Oct. 3/71
5567	71750370	Oct. 3/71
5568	71750371	Oct. 4/71
5569	71750372	Oct. 5/71
5570	71750373	Oct. 9/71
5571	71750374	Oct. 16/71
5572	71750375	Oct. 22/71
5573	71750376	Oct. 23/71
5574	71750377	Nov. 10/71
5575	71750378	Nov. 10/71

[* = date of delivery to TTC Greenwood Yard]

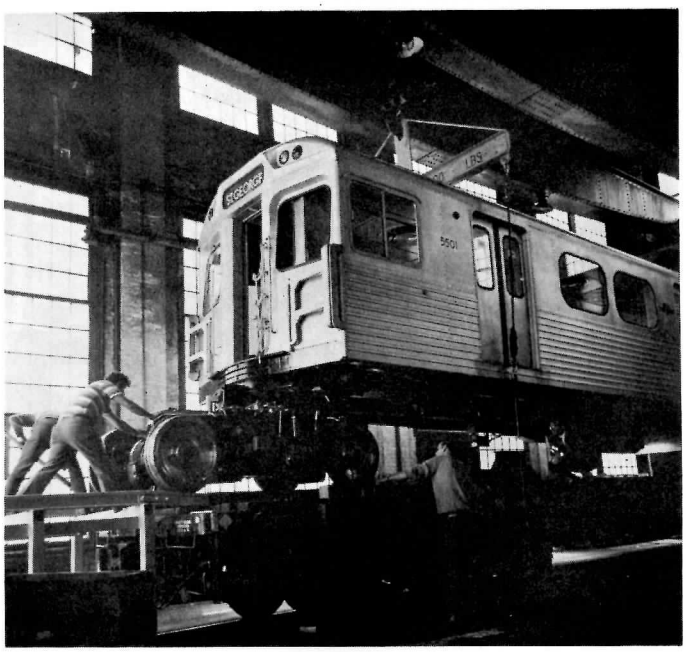
(See the June 1965 UCRS NEWSLETTER for information on the TTC's Hawker Siddeley-built H-1 subway cars.)

[A note of appreciation is expressed to the following people who provided information for this article: Messrs. Ted Wickson, Ray Corley, Allen Wright and John Painter of Hawker Siddeley Canada Ltd.]

(TOP) Car 5507 sits (minus trucks) on its flatcar at CP Rail Lambton Yard on June 6, 1971.

(Two photographs -- NEWSLETTER/Robert McMann)

(MIDDLE) Hawker Siddeley technicians push a Dofasco Mark I truck under the cab end of car 5501 at CP Rail West Toronto Shops, May 22, 1971.



(LEFT BOTTOM) Car 5502 sits on its flatcar at the unloading ramp in Greenwood Yard. (NEWSLETTER/Robert McMann)

Napierville Junction Railway train 101 has Delaware & Hudson General Electric U23C 303 as motive power, at Delson, Quebec, February 27, 1972. (Pierre Patenaude)

All former Quebec, North Shore & Labrador units sold to Canadian Bellequip Corp. have been purchased by the Precision National Corp. of Mount Vernon, Illinois.

Below: Here's GP7 123 still lettered for Bellequip at CP Rail's Agincourt Yard on February 24, 1972. (Ron Lipsett)

Different colour schemes but owned by the same company now: PNC GP7 970 coupled to Bellequip GP9 130 at CP Rail St. Lub Yard on February 16, 1972. (Pierre Patenaude)

CANADIAN NATIONAL EQUIPMENT NOTES

* Deliveries have been completed to Grand Trunk Western on the following bi- and tri-level flatcar orders: 106 89'4" bi-level flats from Bethlehem Steel; 85 89'4" tri-level flats from Pullman-Standard.

* Canadian National's Point St. Charles shops have completed an order for 200 52' general service gondola cars for the railway, and this spring will build 75 35' cabooses complete with electric lighting, for mainline service.

LARGE YUGOSLAV DIESEL ORDER

* Diesel Division, General Motors of Canada has received an order from Zeljeznicko Transportno Preduzece (Yugoslavian State Railways) for 110 diesel-electric locomotives. The $38-million order was financed by the Export Development Corporation and the Bank of Montreal. $3.5-million of this amount is for spares, tools and training. The bank has provided $7.5-million of the financing.

The order itself is for 58 1800 hp. units and 52 2000 hp. units. The order will take two years to complete; the first 58 units being constructed in London this summer with shipments completed by the end of August. The most likely port of shipment for the units will be Toronto. The remaining 52 units will be completed next year.

The 1800 hp. units are model G16 and the 2000 hp. units model G26.

QUEBEC, NORTH SHORE & LABRADOR DIESEL DISPOSITIONS

* The following is a listing of the disposition of withdrawn Quebec, North Shore & Labrador diesel units:

Road Number	Model	Disposition
100*	GP7	sold Canadian Bellequip Corp 9/71
101	GP7	sold Canadian Bellequip Corp 9/71
102	RS3	sold Canadian Bellequip Corp 9/71
103	RS3	sold Canadian Bellequip Corp 9/71
104*	GP7	sold Canadian Bellequip Corp 9/71
105	GP7	converted to Locotrol Robot Unit 2/72
106	GP7	sold Canadian Bellequip Corp 9/71
107	GP7	sold Canadian Bellequip Corp 9/71
108*	GP7	sold Canadian Bellequip Corp 9/71
109	GP7	damaged Sept Iles Yard Nov 4/68; scrapped Apr. 1/69
110*	GP7	sold Canadian Bellequip Corp 9/71
111*	GP7	sold Canadian Bellequip Corp 9/71
112*	GP7	sold Canadian Bellequip Corp 9/71
113*	GP7	sold Canadian Bellequip Corp 9/71
114*	GP7	sold Canadian Bellequip Corp 9/71
115	GP7	sold Canadian Bellequip Corp 9/71
118*	GP7	sold Canadian Bellequip Corp 9/71
119	GP7	sold Canadian Bellequip Corp 9/71
121*	GP7	sold Canadian Bellequip Corp 9/71
122*	GP7	sold Canadian Bellequip Corp 9/71
123*	GP7	sold Canadian Bellequip Corp 9/71
124*	GP9	sold Canadian Bellequip Corp 9/71
125	GP9	sold Canadian Bellequip Corp 9/71
126*	GP9	sold Canadian Bellequip Corp 9/71
127*	GP9	sold Canadian Bellequip Corp 9/71
130*	GP9	sold Canadian Bellequip Corp 9/71
135*	GP9	sold Canadian Bellequip Corp 9/71
142*	GP9	sold Canadian Bellequip Corp 9/71
146	GP9	sold Canadian Bellequip Corp 9/71
148*	GP9	sold Canadian Bellequip Corp 9/71
150*	GP9	sold Canadian Bellequip Corp 9/71
152*	GP9	sold Canadian Bellequip Corp 9/71
158*	GP9	sold Canadian Bellequip Corp 9/71
162*	GP9	sold Canadian Bellequip Corp 9/71
166*	GP9	sold Canadian Bellequip Corp 9/71

* = units on lease to CP Rail.

On February 29, 1972, all of the ex-QNS&L units listed above as being sold to Canadian Bellequip Corp. were resold by Bellequip to American-owned Precision National Corp. All Bellequip units on lease to CP Rail will have their Bellequip name painted out and replaced by the letters PNC in the same style and colour. The units retain their old QNS&L road numbers.

[Editor's comment....Why can't a Canadian-owned leasing company remain in the diesel locomotive leasing business?]

DIESEL DIVISION GENERAL MOTORS OF CANADA LTD. INTRODUCES

IMPROVED DIESEL LOCOMOTIVE LINE

BY ROBERT D. MCMANN

Diesel Division, General Motors of Canada Ltd., is currently delivering to CP Rail the first units of an improved line of diesel electric locomotives for the domestic Canadian market. The new units for the Canadian market bear the suffix "-2" after the model designation to indicate the improved model. The units for CP Rail are 24 3000 hp. six-motor SD40-2's, 5565-5588, destined for unit coal train service out west.

Currently the other unit being offered besides the SD40-2 is the GP38-2. Canadian National will be the first railway to sample these units, with 16 to be delivered next autumn.

Improvements have been made in these new model designations with respect to locomotive reliability and maintainability. This has been accomplished with a number of engineering changes.

One of the major areas of concern with respect to maintenance of a diesel electric locomotive is the electrical control system. This system is very intricate and complex, containing sophisticated electronic circuitry, and subjected to rather severe environmental operating conditions. Railway electricians have encountered problems in the location and repair of electrical faults in malfunctioning electrical systems on locomotives. In response to this problem, Electro-Motive Division (General Motors Diesel Division's American parent) completely redesigned the electrical control system, incorporating the following features: The high-powered electrical equipment, such as power contactors, reversing contactors, and power-to-brake transfer contactors were substantially upgraded in capacity. All elements of the electrical control system, particularly solid state devices such as diodes, transistors, and thyristors were put under very rigid procurement specifications. All control circuitry was converted to heavy duty printed circuit boards to eliminate quality problems associated with wiring and wiring connections. All wiring and cabling in the electrical control cabinet was upgraded in specification to improve temperature rating, abrasion resistance, flame retardation, and oil and chemicals resistance. All electrical control equipment is now housed in a sealed and pressurized cabinet, with a good supply of filtered air to provide a positive pressure (with respect to atmospheric pressure) within the cabinet and ventilate the equipment. Another improvement is the grouping of electrical control systems into modules. There are 17 of these modules. A module is plugged into the electrical cabinet, and if it fails, it is pulled out and a new one inserted. ("Works in a drawer" as on a certain television set line.) An annunciator is also used to record malfunctions of modules in service so that the electrician knows which one he has to replace. He is also aided in his work with a new tool--a module tester that operates similarly to a tube tester.

Improvements have also been made in other areas. On the big diesel prime mover, new piston and liner designs are in use to improve combustion efficiency, reduce smoke, and decrease the incidence of air box fires which cause disastrous engine failures. A maintenance-free harmonic balancer has been added to V-16 engines, replacing the friction type of balancer that required maintenance. Main bearings have been redesigned to extend their life and turbo and camshaft drive bearings have also received the same treatment.

Improvements have been made in the transmission components. The support of the field coils of the main generator has been redesigned to permit the generator to operate at high temperatures without suffering field coil failures. The main generator stator coils are now varnish dipped after winding, extending the life of these coils by preventing their loosening in service. The bearing used on the main generator has been greatly increased in size and rating to increase its service life to a minimum of ten years. The traction motor has been fitted with a new type of brush holder to improve its resistance to flashover damage.

There are also improvements to prime mover accessories. The cooling system radiators have been substantially upgraded in reliability by a substantial increase in thickness of the brass headers. The fuel filtering system has been upgraded to reduce engine shutdowns due to dirty fuel and to improve the life of the fuel injectors. Fuses have been added in the circuits to the engine cooling fans to prevent these fans from being destroyed by electrical overload. A redundant system has been added to the cooling system shutter controls to greatly increase shutter operating reliability and thereby avoid overheating of engines.

Locomotive crews will find improvements to the environment of the cab. The noise level within the cab has been reduced by the application of greatly improved acoustic insulation. There is improved thermal insulation, which makes the cab more comfortable in both winter and summer. Larger air brake gauges are used and these are easier to read. A new load meter has been used which has a larger face and is colour coded to facilitate accurate reading. The arrangement of the controls for the engineer has been redesigned for greater ease of operation and for improved appearance.

All "-2" units incorporate improvements in truck design, with 6-motor units using the new HTC truck, also known as the "high-traction" type. With these new trucks, weight is evenly distributed among all driving axles, eliminating wheel slippage problems associated with unequal weight distribution on driving axles. Even weight distribution is accomplished by eliminating weight transfer between the axles through the use of a unique design of the driving motor and body suspension system. This gives railways the following advantages: increased hauling capacity with units of standard weight, or standard hauling capacity with units that are reduced in weight; savings on reduced ballast requirements; lower usage of sand which is a direct cost saving in itself and offers substantial indirect cost savings from reduced wear on rail, wheel and locomotive machinery; reduced rail stresses resulting from improved weight equalization between the driving axles.

The changes to the diesel electric locomotives manufactured by Diesel Division, General Motors of Canada Ltd. as outlined in this article will offer Canadian railways improvements in locomotive performance, reliability and economics.

[The Editor would like to express his appreciation to Mr. Gordon H. Soutter of the Public Relations & Advertising Department of Diesel Division, General Motors of Canada Ltd. for the provision of material for this article.]

SD40-2 DIESEL ELECTRIC LOCOMOTIVE SPECIFICATIONS

Builder: Diesel Division, General Motors of Canada Ltd., London, Ontario.

Dimensions: Length over coupler faces - 68'10"
Width over basic arm rests - 10'4"
Height from top of rail to top of cooling fan guards - 15'7-3/16"

Weight: 368,000 lb.

Diesel Engine: The diesel engine used is the 3000 hp. V-16 (45°) turbocharged 645E3. It operates on the two stroke cycle, with fuel injection and water cooling. Cylinder bore and stroke are 9-1/16" x 10". The engine turns over at 900 rpm at full speed, and 315 rpm at idle.

Generating Equipment: The 645E3 prime mover is coupled to an AR10 alternator which produces AC (75 cps at full speed) current which is then rectified to DC at 600 volts. There is a companion D14 alternator which produces AC (120 cps at full speed) current at 215 volts. The voltage rating of the auxiliary generator is 74 volts, with a rating of 10 KW.

Traction Motors: The rectified DC current is fed into 6 600 volt series-wound D77 traction motors. There are three motors per truck, each axle-hung. Type 26L brakes.

Trucks: There are two 6-wheel "high adhesion" trucks per unit. Wheelbase is 164" with 40" diameter (new) wheels. Axles are unequally spaced, with 80" and 84" distances between them.

Compressor: The compressor used is a two-stage type, with three cylinders, and a capacity of 254 cu.ft./min. at 900 rpm. Compressor cooling is by water.

Capacities of Consumables: Fuel (basic) - 3200 gal.
extra capacity - 4000 gal.
Lubricating oil - 243 gal., with deep sump oil pan - 395 gal.
Sand - 56 cu.ft. Water capacity - 254 gal.

Battery: A 32-cell 64-volt storage battery is used, with an 8-hour rating of 420 amp.hr.

Minimum Curve Negotiation Capacity: A single unit with shoe or clasp brakes will negotiate a 193' radius 30° curve. Two units coupled will negotiate a 262' radius 22° curve. A single unit coupled to a 50' boxcar will negotiate a 359' radius 16° curve.

A closeup view of the cab and lead truck of 5568, also showing the builder's plate and railway class (DRF-30g). Although snow obscures some detail, this is a good view of the new HTC high-adhesion truck under these units. The center axle is not equidistant from its brothers, in order to give better weight distribution. Note also the shock strut on the center axle. The battery box cover under the cab is minus hinges and latches. (Randy Stavenow)

This is what the rear of an SD40-2 looks like. Note the two circular removable panels on either side of the hood end at the top (above the headlight); these are for the possible installation of marker lights. (Randy Stavenow)

CP RAIL'S NEW SD40-2's

Here's 5572 sitting outside Agincourt Diesel Shop on March 3, 1972. This left-front three-quarter view of the new units some some detail changes. Note the electrical cabinet air filter box behind the cab. This location means that the first handrail stanchion has been moved farther back. (Ron Lipsett)

Here's a right-side view of 5568, sitting at Agincourt February 20, 1972. Note absence of protective covering over air intake behind cab. (Randy Stavenow)

TTC's New H-2 Subway Cars

BY ROBERT D. MCMANN.

The first cars of the Toronto Transit Commission's new H-2 class subway car fleet (bought for the North Yonge Subway Extension) are now in revenue service. On March 10, 1972, a ceremonial six-car train consisting of units 5504-5505, 5520-5521, 5522-5523 (car 5504 was suitably decorated for the occasion with signs and banners) made an inaugural trip on the Bloor-Danforth Subway, carrying dignitaries from the TTC, Metropolitan Toronto, the city and boroughs, the Province of Ontario and Hawker Siddeley Canada Ltd. from Woodbine Station to St. George Station, where all adjourned to the Park Plaza Hotel for a luncheon. (The train made one round trip from Warden to Islington before returning to Greenwood. Four cars from the train entered rush hour service later that afternoon.)

The 76 H-2 cars were built by the Canadian Car Division of Hawker Siddeley Canada Ltd. at their Thunder Bay, Ontario plant. Hawker Siddeley was the successful bidder for the order and received the contract on January 21, 1970. The total cost of the order, including spare equipment is $11.8-million. Of this amount the Province of Ontario will contribute 50%, under legislation approved by the Ontario Legislature in July 1971 whereby the Province will pay half the cost of constructing new transit systems, or improvements to existing ones, including rolling stock.

The cars were supplied to the TTC as ready-to-roll units, and this posed some problems for the builder. As the TTC subway system is not standard gauge, this meant that the completed cars could not roll on their own wheels. The completed car bodies were shipped piggy-back fashion on special extra long flatcars (cut-down baggage cars) from Thunder Bay. When the H-1 cars were delivered, Hawker Siddeley had the use of the then uncompleted Greenwood Shops to mate the bodies to the trucks and ready the new cars for service. This could not be arranged this time for the H-2 cars and so Hawker Siddeley made alternate arrangements. Space was leased from CP Rail in their West Toronto Carshop building (at Lambton Yard) which, with some minor structural modifications, was used to mate the trucks to the carbodies. This was done using the overhead crane in the shop to lift up one end of a car at a time to install the truck under the end. The TTC cars were certainly a novel sight in the shop which had never been home to subway cars before.

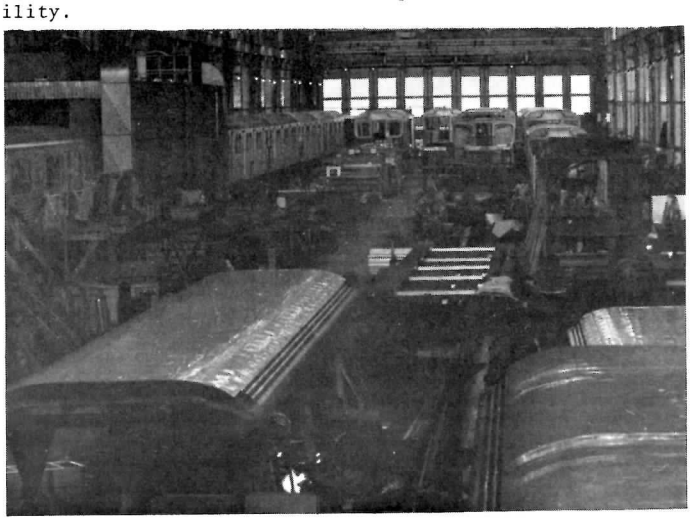
The cars went via CP Rail from Thunder Bay to West Toronto, then once the trucks were installed under the bodies, were interchanged to CN at Parkdale for delivery to Greenwood Yard. The first car in the order--5500--arrived at Greenwood Yard on the morning of May 19, 1971, and was unloaded the same day. The delivery dates for all cars in the order are presented elsewhere. Cars 5500-5503 turned their wheels for the first time (on a test run) on the TTC subway system on June 24th, when they made a trip on the Bloor-Danforth Subway. Official testing of the cars by the TTC commenced on July 5th. On February 8, 1972, six cars operated for the first time on the Yonge-University Subway when they were moved to Davisville Yard for inspection by TTC Commissioners. Following the inspection the cars (5504-5505, 5522-5525) returned to Greenwood. Between now and the end of May, 32 assorted cars from the 76 cars on hand will enter revenue service. These will be used on a rotation basis, so that all 76 cars will eventually see service before the North Yonge Subway Extension to York Mills is opened.

(LEFT) An overall view of the H-2 car production line at Hawker Siddeley's Thunder Bay, Ontario plant.
(Hawker Siddeley Canada Ltd.)

In many respects the new H-2 cars are similar to their 1965-built H-1 brethren. How will one be able to recognize them when they are in service, and trained with H-1 and M-1 cars? On the exterior the most distinguishing feature will be the unpainted aluminum roof and the three rows of louvres along the roofline on either side of the carbody. (On H-1 cars the roofs are painted black and there are five rows of louvres along the roofline.) The larger louvres on the H-2 cars bring improved ventilation in concert with the new fans in the interior. The car interiors are different from the H-1's, featuring a pleasing two-tone orange and tan colour scheme on the seats, and woodgrain wall panelling. Although passengers will hardly notice, the doortracks have been redesigned in the door openings, and the edge rubber on the doors has been redesigned so that the rubber on each door now interleafs its mate. One door has a male edge; the other door in the opening has a female edge and when the doors close the two pieces engage one in another (as tonge in groove lumber). This interleaf door seal provides a much improved barrier to drafts and eliminates the problem of sideways rattling vibration of the door leaves in box tunnel structures (this is noticeable on H-1 and M-1 cars).

The H-2 cars have also introduced a new device to indicate whether an emergency device has been operated on a car in a train. This consists of an amber light located on each side of the car at the cab end between the first door opening and the cab/guard's window. When an emergency device on the car has been actuated, this light comes on. This light has since been installed on all H-1, M-1, and G-class subway cars.

Sometime during the month of July TTC forces will install the first two experimental Hitachi-built chopper controls on two H-2 cars. Eventually a total of six cars will be fitted with these experimental controls. The chopper control will have dynamic braking as a feature and will turn traction motors into generators during braking and turn the braking energy into electrical energy and direct it back into the traction power supply system. This should result in lower power costs, and reduced heat buildup in the tunnels. There are fewer moving parts in a chopper control, and there should also be lower maintenance costs and improved service reliability.



PASSENGER TRAIN NEWS

* Nine high school students in Aurora, Ontario have applied for an $80,000 Opportunities For Youth grant from the Federal Government to operate a commuter train from Toronto to Barrie.

Donald McCollum, spokesman for the group outlined his plans: "I've never really been a railroad executive before. There is a need for this service, and I'm very enthused about the idea."

"We want to hire 44 students to renovate six railway stations north of Toronto and operate one train a day for commuters. We're positive we can make a success of this, and we hope our experiment will be the forerunner of a permanent train service to this area."

The plan is to rent a manned six-coach Canadian National train to run for ten weeks at a cost of $8000 a week. The train would make one trip from Barrie to Toronto each morning, stopping at Bradford, Aurora, Newmarket, King City and Maple. It would make a return trip in the evening. Half of the 44 students hired would work four weeks to renovate the six stations. The other 22 would work eleven weeks to act as station managers, parking attendants at the stations, statisticians and to serve as an eight-man executive.

"I'm sure we'll make a profit, and we'll pay the government weekly sums from the money we make selling tickets. By the end of the summer, we should be able to reduce the grant to $25,000."

The group hopes to hear from the government by mid-April.

* Canadian National will eliminate dining car service on passenger trains between Toronto and Montreal and Toronto and Ottawa as of April 30th. The Lakeshore and the Bonaventure between Toronto and Montreal will include club galley cars similar to those now in service on the Rapido. The club galley cars serve prepackaged meals on airline-style trays. The Toronto-Ottawa service is affected since passengers connect at Brockville with the Toronto-Montreal trains.

Some dining car personnel have been given layoff notices. The change in the service has been described as "another step in the railways' attempt to rationalize passenger service."

* Application was made to the Canadian Transport Commission March 6th by Canadian National for permission to increase sleeping car fares on its passenger trains by 5 to 9%, effective June 1st. A CN spokesman said that the planned increase was necessary to meet increased operating costs. The fare revision "is in line with CTC directives that sleeping and dining car services must be self-supporting."

The fare increases will vary in effect across the country. For example, while there is a 1% increase sought for a roomette from Edmonton to Vancouver, there is no increase for a roomette from Winnipeg to Edmonton. While roomette prices on the Toronto to Montreal run will rise there is no increase sought for upper or lower berths.

There will be no changes in coach fares and cash meal prices. Meals are included in the price of sleeping car tickets.

CP Rail's train 41 bears the evidence of doing battle with the winter on its motive power (FP9 1413, RS10's 8824-8475-8565), at Delson, Quebec, February 27, 1972. (Pierre Patenaude)

Canadian National's eastbound Rapido hurries through Belleville, Ontario, on February 18, 1972. (Ron Lipsett)

TURBO RETURN POSSIBLE WITH FEDERAL GOVERNMENT HELP

The Federal Government may put some of its own funds into getting Canadian National's Turbotrains back into service. A statement by Transport Minister Don Jamieson made on February 19th indicated that there is a good chance that the Turbos may make a comeback as a result of government financial help with modifications that both CN and United Aircraft feel will make the train profitable.

"They're asking now for some government assistance in the final phase of making the modifications and I'm considering that suggestion," Mr. Jamieson said. "The odds are that we will agree to proceed.

The transport minister would not say how much money CN and United Aircraft are asking, except that the amount 'involved in relation to what United has spent is relatively small.'

United Aircraft has never released figures on what it has spent on the Turbo development, but some unofficial estimates place it at more than $25-million.

CN TO EXPAND TEST ON SYNTHETIC CRUDE OIL AS DIESEL FUEL

A year-long series of tests by Canadian National to assess the value of synthetic crude oil from the Athabasca Tar Sands as a fuel for diesel locomotives has produced such encouraging results that the railway has announced plans for a more extensive program of evaluation. In the expanded program, more than 100 locomotives operating out of Edmonton will be fueled with synthetic crude rather than conventional refined fuel oil. Edmonton was selected as a base of operation for the tests due to the close proximity of the oil supply produced by Great Canadian Oil Sands Corporation.

During the past year, field tests, taking advantage of extremes in temperatures and operating conditions, have been carried out on two locomotives operating in Western Canada. A team of research specialists monitored the locomotives' performance using synthetic crude as fuel. Officials say results of tests to date indicate the synthetic fuel provides satisfactory engine performance at lower cost.

EQUIPMENT NOTES...

CANADIAN NATIONAL MOTIVE POWER NOTES

* Grand Trunk Western GR-20a GP38AC deliveries from EMD:
  5800 -- Dec. 19/71
  5801 -- Dec. 19/71
  5802 -- Dec. 20/71
  5803 -- Dec. 20/71
  5804 -- Dec. 19/71
  5805 -- Dec. 20/71
  5806 -- Dec. 17/71
  5807 -- Dec. 18/71
  5808 -- Dec. 17/71
  5809 -- Dec. 18/71
  5810 -- Dec. 17/71
  5811 -- Dec. 18/71

* Diesel locomotive retirements:
  9094 -- GFA-15d -- Oct. 8/71 Retirement program
  9070 -- GFA-15d -- Oct. 8/71 Retirement program
  9041 -- GFB-15b -- Oct. 8/71 Retirement program
  9000 -- GFA-15a -- Oct. 8/71 Retirement program; donated to Alberta Pioneer Railway Association
  1340 -- GR-12u -- Oct. 14/71 Collision, Whitecourt Yard, Sangudo Sub.
  9057 -- GFB-15c -- Oct. 19/71 Retirement program
  9084 -- GFA-15d -- Oct. 19/71 Retirement program
  8486 -- MS-7c -- Oct. 19/71 Retirement program
  8458 -- MS-7a -- Oct. 19/71 Retirement program
  9106 -- GFA-15d -- Oct. 19/71 Retirement program
  9027 -- GFA-15a -- Oct. 27/71 Trade in EMD
  9024 -- GFA-15a -- Oct. 27/71 Trade in EMD; head-on collision, Pontiac, Mich.
  9021 -- GFA-15a -- Oct. 27/71 Trade in EMD
  7909 -- GS-10a -- Oct. 27/71 Retirement program
  9016 -- GFA-15a -- Nov. 3/71 Trade in EMD
  9018 -- GFA-15a -- Nov. 3/71 Trade in EMD
  9031 -- GFB-15b -- Nov. 4/71 Retirement program
  9055 -- GFB-15b -- Nov. 4/71 Retirement program
  9008 -- GFA-15a -- Nov. 11/71 Trade in EMD
  9026 -- GFA-15a -- Nov. 15/71 Trade in EMD
  8102 -- MS-10a -- Dec. 6/71 Retirement program
  8096 -- MS-10a -- Dec. 6/71 Retirement program
  4811 -- GR-15a -- Dec. 7/71 Retirement program
  9063 -- GFB-15c -- Dec. 20/71 Retirement program
  9010 -- GFA-15a -- Dec. 21/71 Trade in EMD
  9015 -- GFA-15a -- Dec. 21/71 Trade in EMD
  9025 -- GFA-15a -- Dec. 21/71 Trade in EMD
  4705 -- GR-18a -- Dec. 30/71 Head-on collision, Pontiac, Mich.

* Electric locomotive retirements:
  6718 -- Z-4a -- Nov. 4/71
  6719 -- Z-4a -- Nov. 4/71
  6720 -- Z-4a -- Nov. 4/71
  6721 -- Z-4a -- Nov. 4/71

* Budd RDC car retirements:
  6103 -- Oct. 31/71 Derailment Camrose Sub.
  6451 -- Oct. 31/71 Accident Warman Sub.
  6452 -- Oct. 31/71 Accident Turnberry Sub.

* Transfers:
5073-75 Prairie (Symington) to Great Lakes (Toronto) Oct. 1/71
4907, 4918 Great Lakes to GTW Oct. 12/71
1250, 1251 Mountain (Vancouver) to Great Lakes (Toronto) Nov. 1/71
1252 Mountain (Calder) to Great Lakes (Toronto) Nov. 1/71
1253-56 Mountain (Vancouver) to Great Lakes (Toronto) Nov. 1/71
1258 Prairie (Saskatoon) to Great Lakes (Toronto Nov. 1/71
1274-74 Prairie (Saskatoon) to Mountain (Vancouver) Nov. 1/71
4325-29 St. Lawrence (Senneterre) to Mountain (Calder) Nov. 3/71
1341 Prairie (Saskatoon) to Mountain (Calder) Nov. 5/71
1338-39 Prairie (Symington) to Mountain (Calder) Nov. 5/71
8176-77 St. Lawrence (Montreal) to Great Lakes (Toronto) Nov. 9/71
1350 Prairie (Saskatoon) to Mountain (Calder) Nov. 15/71
1351 Prairie (Symington) to Mountain (Calder) Nov. 15/71
4427, 4429, 4431 St. Lawrence (Montreal) to GTW (Battle Creek) Dec. 27/71
4437 St. Lawrence (Montreal) to GTW (Battle Creek) Dec. 29/71
4922 Great Lakes (Fort Erie) to GTW (Battle Creek) Dec. 28/71
4440 St. Lawrence (Montreal) to GTW (Battle Creek) Dec. 31/71

Brand-new Grand Trunk Western GP38 5806 (GR-20a) poses for its portrait in Chicago. See the February 1972 NL for a description of the paint scheme on these new units. (D. P. Wagner/Dennis Rankin)

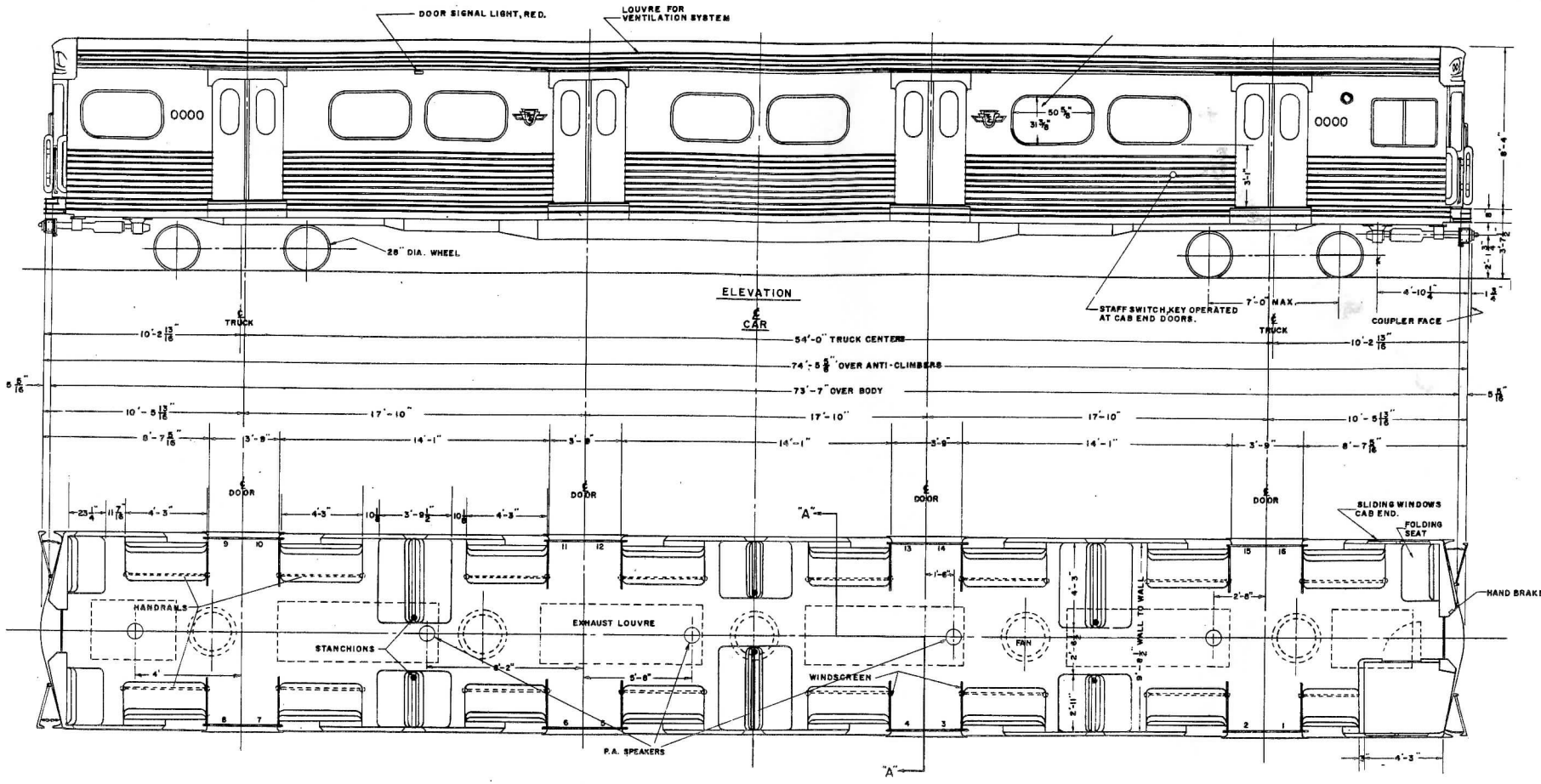
Canadian National's first modern road freight diesel--EMD-built F3 9000, class GFA-15a, purchased in 1948--has been retired and donated to the Alberta Pioneer Railway Association in Edmonton. (Robert McMann Collection)

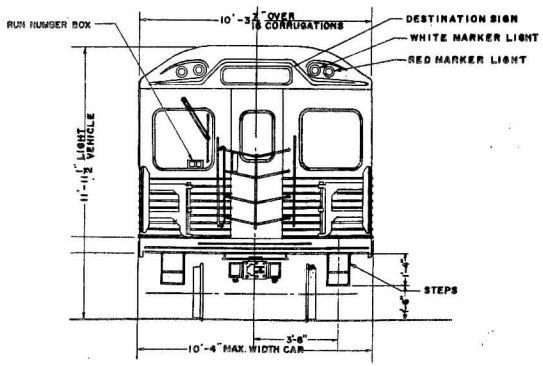
* RDC transfers:
6107 Great Lakes (Spadina) to Atlantic (Moncton) Oct. 15/71
6450 Great Lakes (Spadina) to Atlantic (Moncton) Oct. 15/71
6203, 6205 St. Lawrence (Montreal) to Atlantic (Moncton) Oct. 31/71
6001, 6354 Atlantic (Halifax & Moncton) to St. Lawrence (Point St. Charles) Oct. 31/71
6353 Great Lakes (Spadina) to St. Lawrence (Montreal) Nov. 17/71
6354 St. Lawrence (Montreal) to Great Lakes (Spadina) Nov. 17/71
6116 St. Lawrence (Point St. Charles) to Great Lakes (Spadina) Dec. 21/71

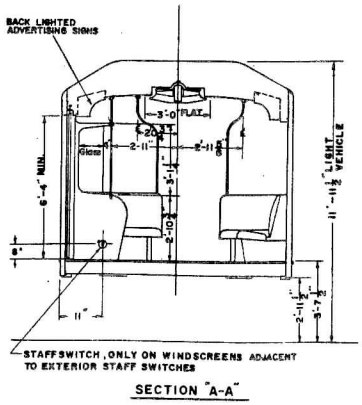
* Canadian National diesel units on lease:
--- to Northern Alberta Railway:
4338 -- on lease July 16/71; returned Sept. 20/71
4339 -- on lease June 8/71; returned Oct. 30/71
7151 -- on lease Sept. 30/71; returned Oct. 29/71
4152 -- on lease Oct. 8/71; returned Nov. 11/71
4150 -- on lease Dec. 15/71; returned Dec. 24/71
4327 -- on lease Dec. 8/71; returned Dec. 24/71

--- to Pacific Great Eastern:
4234 -- on lease May 4/71; returned July 5/71
4403 -- on lease May 14/71; returned June 25/71
9082 -- on lease May 4/71; returned June 28/71

--- to B.C. Hydro:
4402 -- on lease Sept. 30/71; returned Nov. 6/71
4415 -- on lease Sept. 30/71; returned Nov. 6/71







SECTION "A-A"

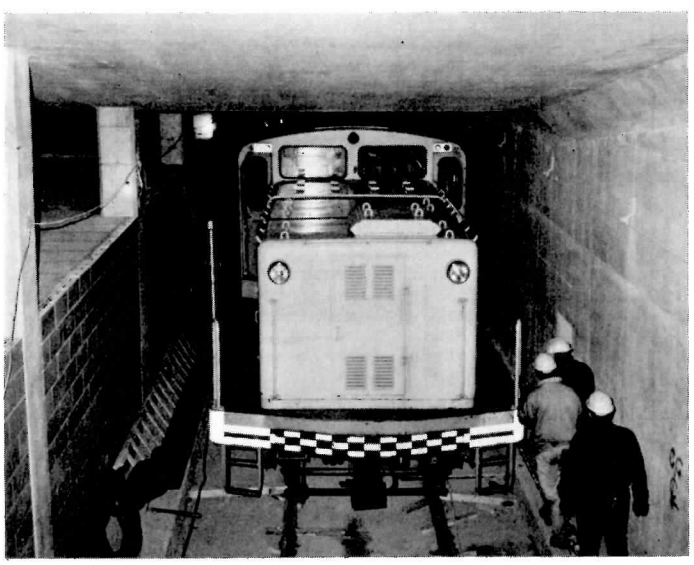
UPPER CANADA RAILWAY SOCIETY 1941

EQUIPMENT DIAGRAM FOR TTC HAWKER SIDDELEY-BUILT SUBWAY CARS

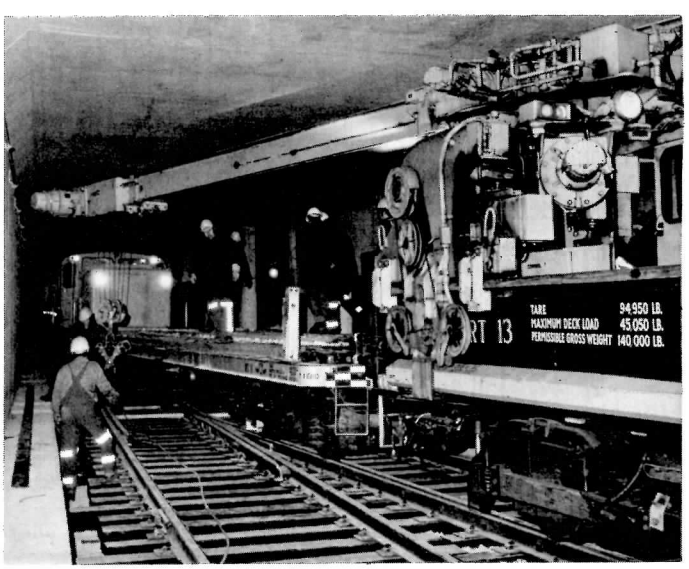
Toronto Transit Commission's second-generation work equipment are the first rail vehicles to run on the North Yonge Subway Extension. These photographs show the units being used to transport and unload rail to track-laying work being done on Contract Y-1 just north of Eglinton Station.

A Michigan front-end loader sees work as a crane in the loading of third rail pieces on board flatcar RT11 at Greenwood Yard.

A work train composed of (from south to north) locomotive RT12, flatcar RT11 and crane car RT13 sits at the east platform at Eglinton Station, having preceded the last northbound service train into the station in the early morning hours of February 25, 1972. RT12 pushed RT11; the crane moved under its own power.



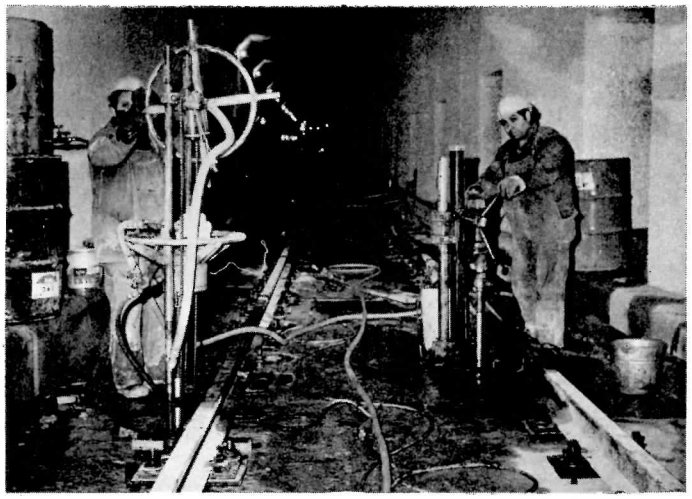
A rather unusual view of RT12 again, taken from an overhead walkway just north of Eglinton Station. The work train is standing on uncompleted trackwork; RT12 is using its batteries for electric power.



This view looks south on the future northbound mainline track and shows RT13 at work unloading third rail pieces from the flatcar. The switch that the flatcar is standing on leads to a tailtrack that will be used for the shortturning of trains at Eglinton Station in rushhours when the subway extension is opened.

This is the nearly completed platform level at York Mills Station. (View taken from track level.) The third rail is lying alongside the completed track structure, waiting to be set in place.

This view looks north from the crossover throat into the platform areas at York Mills Station. TTC trackcrews are installing the specialwork.



TTC workmen are hard at work drilling holes in the concrete for the trackpads which have already been fitted to the underside of the welded rails. This view taken immediately south of York Mills Station.

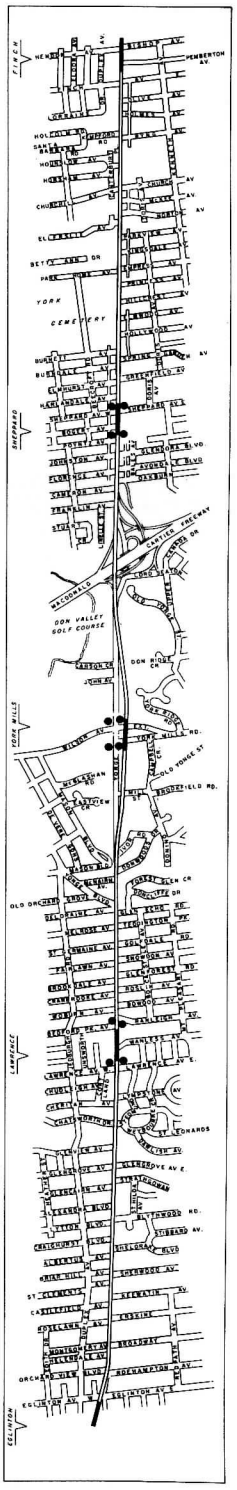
(All photographs pages 62 and 63 by Ted Wickson/Toronto Transit Commission)

TRACTION TOPICS

NORTH YONGE SUBWAY EXTENSION PROGRESS REPORT

by Robert D. McMann.

[Information courtesy Toronto Transit Commission]



* A new target date has been set for the opening of the North Yonge Subway Extension from Eglinton to York Mills. TTC Commissioners at their meeting of February 15, 1972, set a target of March 31, 1973 for the opening of the section to York Mills, and April 1, 1974 as the date for full operation of the extension to Finch.

The March 31, 1973 date for the York Mills opening is dependent on a number of factors. The date can be met if there are no further labour interruptions on the construction part of the project. One strike affecting work at the moment is the rodmen's strike which began on January 1, 1972 and at the time of writing this, is still not settled. Metropolitan Toronto must complete the extension of Wilson Ave. easterly to Yonge St. before the subway extension can be opened.

When subway operation to York Mills commences next year, the station will serve purely as a temporary terminal. The crossovers at York Mills for the reversing of subway trains will be operated manually, as it is not felt justified to install the additional circuitry and relays to the signal system to provide for automatic operation of the crossovers. Gray Coach Lines was to make use of the York Mills Station for interurban operations, but the platforms destined for this use will be used by TTC buses. Temporary paving will be put down at these platforms. Gray Coach will continue to use the present North Toronto Terminal at Glen Echo Loop during the period of subway operation to York Mills.

The expected alterations to some of the transit routes in North Toronto will take place when the extension opens to York Mills next year. In an indication of the expected abandonment of 97-YONGE trolley coach operation, the overhead special work on 61-NORTOWN at Mount Pleasant and Lawrence was removed in stages between February 26--March 4, and the tangent wire on Lawrence from Mount Pleasant to Yonge taken down between March 5 and 11. ST. CLAIR streetcar operation on Mount Pleasant south of Eglinton to St. Clair station will go when the subway extension opens. There will be significant alterations to a number of suburban TTC bus routes.

How is work going on the North Yonge Subway Extension? Follows a review of the contracts awarded:

Y-1--cut and cover construction from Eglinton to Roehampton Ave. Awarded to Dineen Construction Ltd. on December 2, 1969 for $1,475,000 and completed on June 16, 1971.

Y-2--tunnelling work from Roehampton Ave. to Lawrence. Awarded to Robert McAlpine Ltd. on October 3, 1968 for $6,950,000. Work completed.

Y-3--combined cut and cover and station finish contract from Lawrence to Ranleigh Ave. Awarded to Robert McAlpine Ltd. March 18, 1970 for $11,292,000. Work 69% finished as of December 31, 1971.

Y-4--tunnelling from Hogg's Hollow southerly to Ranleigh Ave. Awarded to Robert McAlpine Ltd. on October 3, 1968 for $4,923,000. Work is completed.

Y-5--cut and cover construction through Hogg's Hollow on the east side of Yonge St. Awarded to H. J. O'Connell Ltd. on February 26, 1969 for $5,386,000. Work completed on August 21, 1970.

Y-6--tunnel construction between York Mills and Sheppard. Awarded to S. McNally & Sons Ltd. December 19, 1969 for $6,983,000. Contract 43% completed as of December 31, 1971; tunnel construction is approaching Highway 401.

Y-7--cut and cover construction from Johnston to Harlandale Ave. Awarded to The Foundation Co. of Canada June 4, 1970 for $5,988,000. Work 97% complete as of December 31, 1971.

Y-8--station finishing at York Mills. Awarded to Dineen Construction Ltd. November 4, 1970 for $2,216,000. Work 72% completed as of December 31, 1971.

Y-11--station finishing at Sheppard. Awarded to Dineen Construction Ltd. April 5, 1971 for $2,498,000. Work was 41% completed as of December 31, 1971.

Y-16--cut and cover construction from Olive Ave. to Ontario Hydro power right-of-way. Awarded to Dineen Construction Ltd. January 27, 1972 for $5,527,000.

Y-19--cut and cover construction from Kingsdale Ave. to Olive Ave. Awarded to Kilmer Van Nostrand Co. Ltd. December 23, 1971 for $4,070,800.

The exterior of the station building for York Mills Station is almost finished. (Michael Roschlau)

Y-23--supply of signals from Eglinton to Finch. Awarded to Uniswitch Division of Wabco Ltd. November 13, 1970 for $5,052,000. Work 31% completed as of December 31, 1971.

Y-30--supply of 27 escalators. Awarded to Montgomery Elevator Co. Ltd. February 10, 1971 for $1,834,000 Work 16% completed as of December 31, 1971.

Meet the youngest member of the Upper Canada Railway Society, 4-year-old Master Gordon E. Webster, membership number 2193. Gordon lives on Scarborough Beach Blvd. in the Beaches section of Toronto. Gordon likes trains and has been enrolled as a student member.

Welcome, Gordon!!

(Photograph by his father, Douglas Webster)

NATTA HAMILTON STREET RAILWAY TROLLEYCOACH TRIP

On Sunday, May 7, 1972, the North American Trackless Trolley Association will operate a 5-1/2 hour trolleycoach charter in Hamilton, Ontario, using a Brill T48A coach. Pickup point is Hughson & Wilson; time is 11:50 a.m. Charter fare is $4.50 ($5.00 on the day of the trip), or $7.00 with round trip GO Transit fare Toronto-Hamilton included. A lunch break will be held mid-afternoon. For tickets write NATTA c/o Steve Munro, 447 Roehampton Ave., Toronto 315, Ont.; and include cheque or money order payable to NATTA. GO Transit schedule information and directions to pickup point will be supplied with all tickets.

Contributors:

Clayton Chalconer
Bruce Chapman
Ray Corley
Tom Gascoigne
J. Bryce Lee
Ron Lipsett
John Painter
Pierre Patenaude
Dennis Rankin
Gordon Soutter
Randy Stavenow
Ted Wickson
Alan Wright

Production: Ted Wickson

Distribution: Larry Eyres
Wayne McNaughton
George Meek
Ralph Percy
Michael Roschlau
Dave Smith
John Thompson

THE NICKEL PLATE ROAD HISTORICAL & TECHNICAL SOCIETY

Interested in the Nickel Plate? Then the NKPHTS is for you. The NKPHTS was founded in 1965 to keep alive the great tradition in railroading that the name Nickel Plate Road was synonymous with. For anyone interested, a sample copy of the NKPHTS quarterly journal, The Nickel Plate Road Magazine, and information on the Society can be obtained for $1.00 from John Slater, Director of Public Relations, The Nickel Plate Road Historical & Technical Society, 224 Lesdale, Troy, Michigan 48084. Yearly dues are $5.00 and may be upon application to the NKPHTS at Box 9254, Fort Wayne, Indiana 46809.

Readers' Exchange

WANTED: Old Toronto Visitors' Guides, old TTC route maps, TTC 25th Anniversary booklet TTC 1921-1946. State prices when writing to: Chris Brooks, 4925 Roselle, Dearborn, Michigan 48126, U.S.A.

WANTED: Photographs of streetcars of the following systems, Nova Scotia Light & Power (Halifax), Cape Breton Tramways, the St. John's, Newfoundland system. Robert A. Hirst, 600 Hope Street, Providence, Rhode Island, 02906, U.S.A.

WANTED: Photographs of the following Canadian National power; ER-4 GE 44-ton units 1-6, ER-6a GE 70-ton units 26-43, CLC/FM CR-12 and CRC-12 units 1600-1639 (H-12-44) Also want to buy a copy of the July 1962 UCRS NEWSLETTER. Jean Patenaude, 363 Oakville, Dorval, 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.

May 19: (Fri.) Regular Meeting. To be announced.

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

June 16: (Fri.) Regular meeting. Doug Sheldrick and Charles McLeod on South African Steam.

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