

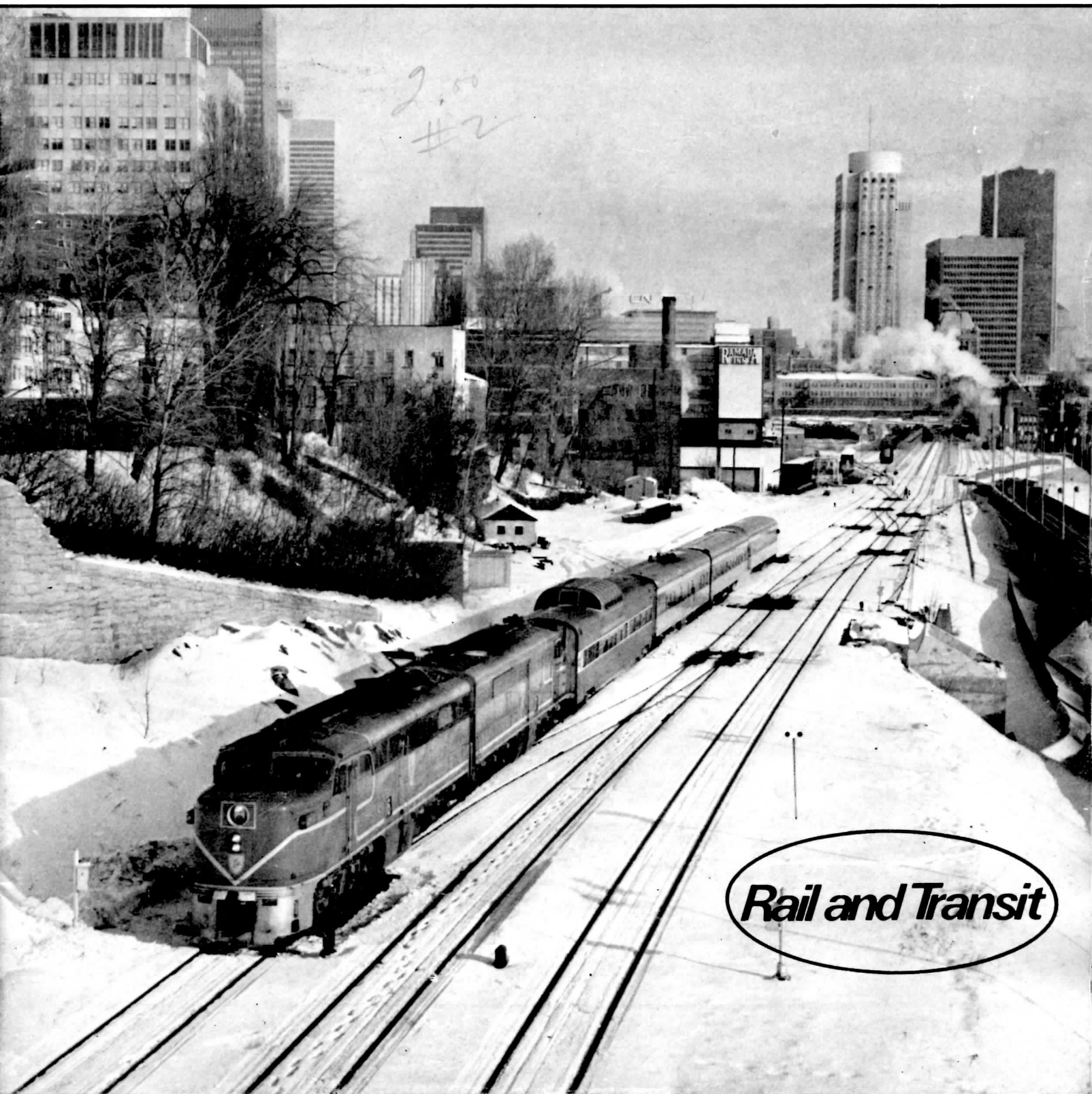
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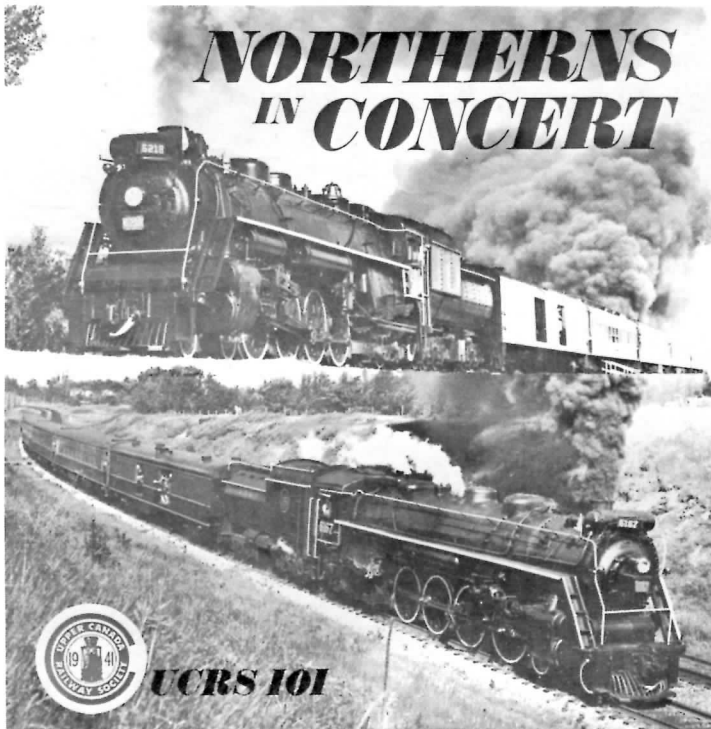
Rail and Transit

MARCH — APRIL 1976

FORMERLY U. C. R. S. NEWSLETTER



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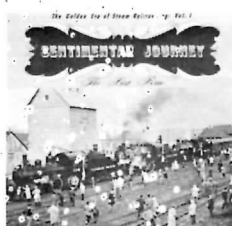
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Rail and Transit

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Cape Breton Steam Railway number 42 was turned over to the Cape Breton Development Corporation in 1973, and became its first operating steam locomotive. The 2-6-4- Mogul was built by the Schenectady Locomotive Works in 1899. For more information on number 42, turn to page twenty.

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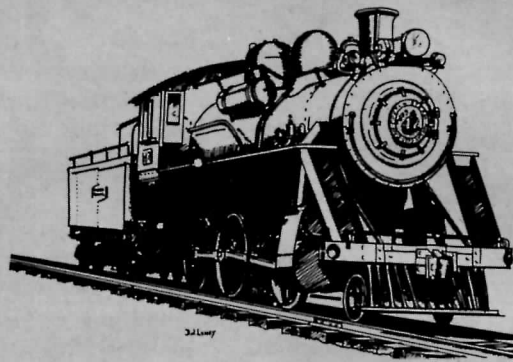
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MARCH-APRIL 1976

VOLUME 1 NUMBER 3 WHOLE ISSUE NO. 360

FRONT COVER PHOTO

The southbound "Adirondack" pulls out of Windsor Station on a typically.....1
snowy Montreal winter day bound for New York City. Although only with
four cars, the Delaware and Hudson Railroad keeps up its fine image and
tradition by running two PAs on the head end. One may wonder whether the
footsteps between the rails are those of a worried passenger hurrying to
catch the train. The date: the second day of 1976.
Photo by Ted Wickson.

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Edited by Mike Roschlau

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TTC's brand new rail grinding train, W30 and W31 poses at St. Clair.....32
Carhouse. (Photo by Ted Wickson)

FUTURE ISSUES:

SPECIAL ISSUES

"VIA" -- Heralding the birth of a new era at CN, and honoured by a
complete and separate issue on the importance of this great Canadian rail passenger
advancement. CNR MOUNTAIN type locomotives, featuring, of course, 6060 will also
receive a special separate issue.

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pioned on the back (or on a label attached to the back) stating subject, location, date
and any other pertinent information.

MARCH-APRIL 3

Electric Lines

EDITED BY RON W. LAYTON

Under the Wire

Southern Railway, who had been given a lot of time and effort to electrification studies are beginning to have second thoughts on catenary. The main reason is the potential expenditure of \$140 million on the Cincinnati-Atlanta line. It is felt that the money might be better spent on installing CTC and double track on other parts of the system. Other weaknesses of the electrification scheme (according to SR) are potential interference to radio signals and telephone from 50KV overhead and the need to run diesels under the wire from junctions to division points.

The writer's comments to this are that maybe a 25KV catenary would be better (already in use in at least 8 countries around the world) and would be compatible for through running when the ex-Pennsy's planned conversion takes place in the not-too-distant future. When the first line of an electric system is opened, there will always be a mixture of power under the wire. This happened on the Pennsylvania until the Harrisburg - Philadelphia - Baltimore freight lines were energised.

Amtrak has now accepted all 26 GE E-60C units. They will be subdivided into two classes, E-60CP (6 Units) with on board steam generators and the E-60CH (20 units) having transformers to supply electric power to the train. The units are numbered 950-955 (CP's) and 956-975 (CH's). The E60C's are being allowed to run at 110 mph although they have been tested up to 121 mph. Another performance note, one of these units accelerated a 17 car train to 80 mph in 2 mins. 16 sec. Can

the diesel freak beat that with a unit having the same size and weight?

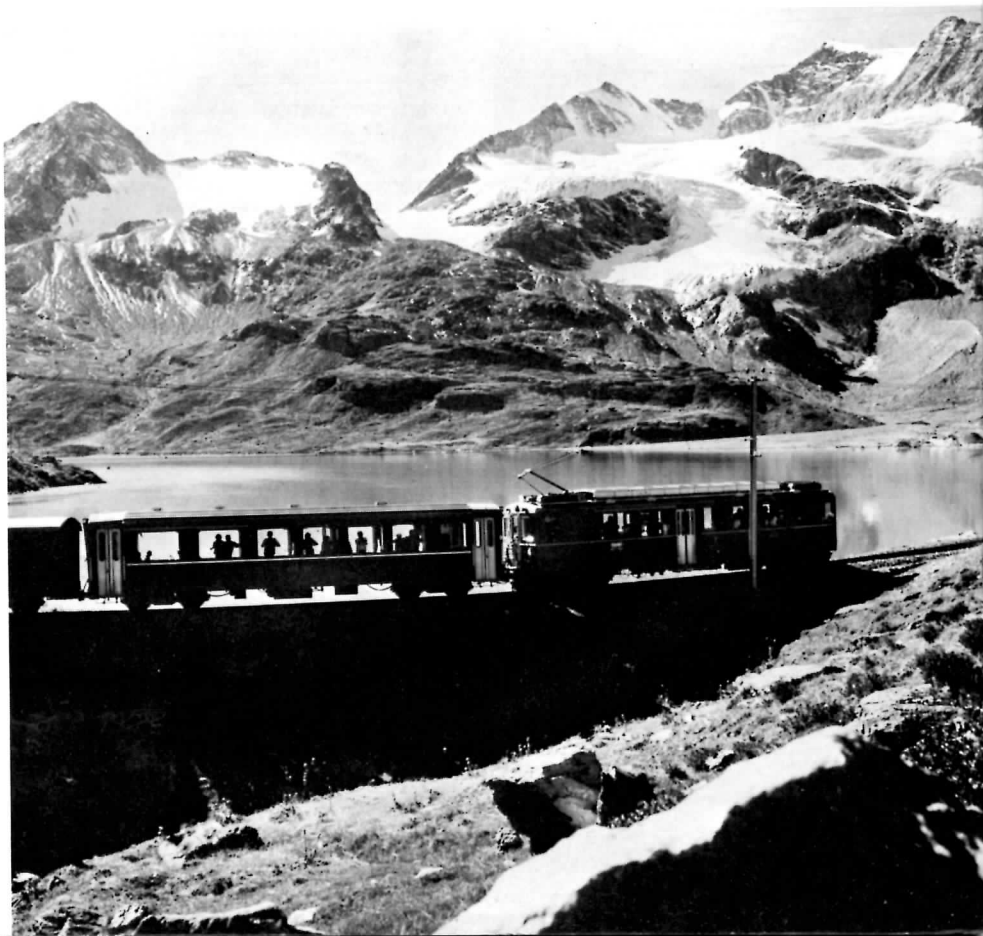
PENN CENTRAL

Still on PC trackage, 2 ex-New Haven EP-5's, Nos 4973 and 4977 have been brought out of retirement and are in use on freight service on the Pennsy. main. The main problem with these units is that as they were built for passenger service they cannot be used in MU, so they are rather limited in freight use. GM's electric demonstrator GM6C No. 1975 has appeared un regular freight service, apparently having had the bugs ironed out.

A Swedish electric unit built by ASEA is to undergo testing by Amtrak this summer. The unit is rated at 5000 HP (Continuous) and rides on B-B trucks.

MLW-Bombardier have won a contract to build 36 Highliner MU cars at \$750,000 each for the Chicago South Suburban Mass Transit District. They will be used on the ICG electric lines. The cars are to be built at Bombardier's La Pocatiere, Quebec plant.

The Swiss Bernina train from St. Moritz in the Engadine to Tirano in the Italian Veltlin crosses the Alps at a height of 2,257 metres without a summit tunnel and is the highest through train in Europe. Without the aid of a rack rail, it covers a height difference of 1,828 metres. On the Lake Bianco on top of the Bernina Pass. (Swiss National Tourist Office)



Attempts have been made a number of times in the past to use 3-phase induction motors for railway use. A new approach is being tried at British Rail's Derby Research Centre. A 3-phase stator is located inside a hollow axle and the motors will be supplied with variable frequency ac through a solid state inverter. At the present time the inverter has to be fed with a dc supply, so initially the system will be tested on a low-voltage third rail line such as the ex-Southern system. Each motor is rated at 250 HP.

Other work at the Derby centre involves research into insulator performance and pantograph development. With BR's newest 25KV sections the insulator length has been reduced from 1070 mm (42") to 790 mm (31") because steam locomotives were no longer around to deposit soot on them. It has been found however that industrial pollution is just as

bad as the steam locomotives were. In the Warrington (Lancashire) area each insulator has had to be greased. Other problems have occurred in tunnels where brake-block dust has settled on the insulators so shorting out the traction current. The research centre has insulators mounted on the roof, where they are subjected to both artificial and natural weathering so that new designs can be developed.

One limitation of overhead is the speed that the collector can pass without "bounce" which results in current interruption, arc burning and even destruction of the overhead. The Derby centre has developed a new servo-assisted pantograph which eliminates a lot of the bounce inherent in high-speed operation with light weight pantographs. Such a device could mean upgrading train speeds without the need to rebuild the overhead. The system uses a series of micro-

switches set in the collector pan which activate a hydraulic lift mechanism.

British Rail has broken from another of its policies of the 1960's. A class 87 25KV electric No. 87-001 has been named "Stevenson". For the last 15 years it has been policy that locomotives will not be named. The naming was done as part of the 150th rail anniversary celebrations and the name plate was supplied by the Stevenson Locomotive Society.



A trio of Penn Central MP-54 commuter cars barrel through Princeton Junction, New Jersey on a cool spring day in 1972. These are some of the oldest commuter cars in existence in North America.
(Henry Posner III; Mike Roschlau)



Railway News

NEW NORTHWEST TRAINS

More service is now available on GO's Northwest rail route as of April 26, 1976.

The addition of a fourth weekday train in each direction, plus minor re-scheduling of the existing trains now provides commuters with a wider range of options and allows for the provision of more space on the already-crowded trains.

The morning schedule sees the first train operating 20 minutes earlier than the past - leaving Georgetown at 6.35 a.m., stopping at Brampton at 6.45, Bramalea at 6.51, Malton at 6.56, Etobicoke North at 7.02, Weston at 7.07, Bloor Street at 7.14, and Toronto Union at 7.25.

Commuters previously using the train leaving Georgetown at 6.55 a.m., now find that schedule has been tightened up slightly. That train now departs Georgetown at 7 a.m., arriving at Brampton at 7.10, Bramalea at 7.16, Malton at 7.21, Etobicoke North at 7.27, Weston at 7.32, and Bloor Street at 7.39. Arrival at Toronto Union is still at 7.50 a.m.

Schedules of the other two morning trains remain unchanged.

In the afternoon, the new train departs Toronto Union at 4.30 p.m., 15 minutes earlier than the previous first train. The new train stops at Bloor Street at 4.41 p.m., Weston at 4.49, Etobicoke North at 4.55, Malton at 5.00, Bramalea at 5.05, Brampton at 5.11, and Georgetown at 5.25 p.m.

The second and third evening trains operate 10 minutes later than they did, leaving Union Station at 4.55 and 5.20 p.m. The last train also leaves 10 minutes later, departing Union Station at 5.45 p.m., but its running

time to Georgetown is cut by five minutes. This train will stop at Bloor Street 5.56, Weston at 6.04, Etobicoke North at 6.10, Malton at 6.15, Bramalea at 6.20, Brampton at 6.26 and Georgetown at 6.40 p.m.

With the addition of the new trains, the schedule of the connecting bus between Guelph and Georgetown also changes slightly. In the morning, the bus leaves Guelph at 6.30 a.m., stopping at Rockwood at 6.45, Acton at 6.54 and connecting with the 7.25 a.m. train at Georgetown.

In the evening the bus meets the train arriving in Georgetown at 6.15 p.m., stopping in Acton at 6.40, Rockwood at 6.47, and Guelph at 7 p.m.

The extra trains have also brought about a change in procedures at Union Station. All Northwest trains now arrive and depart from the west end of Track 4, one track south of the present GO tracks. The new entrance to that track from the GO concourse will allow passengers easy access to the Track 4 platform.

This new arrangement will alleviate the traffic congestion on the existing GO tracks and minimize the instances of service delays caused by congestion on those tracks. The use of an additional platform will also help to cut down the passenger crowding on the platform during crush periods.

NEW TRAIN SCHEDULES TO OAKVILLE-HAMILTON

Lakeshore West rail commuters now benefit from the addition of an extra rush hour train between Oakville and Toronto in both morning and evening rush hours.

The new morning train, effective April 26, leaves Hamilton at 7.10 a.m. stops in Burlington at 7.23, Bronte at 7.30, Oakville at 7.40, Clarkson at 7.47, Port Credit at 7.52, Long Branch at 7.58, Mimico at 8.05, and arrive at Toronto Union at 8.17 a.m.

The previous 7.20 a.m. train from Hamilton now, operates only between Oakville and Toronto Union, leaving Oakville at 7.50 a.m. All other Lakeshore morning schedules remain unchanged.

In the evening, the 5.23 p.m. westbound departure from Union Station now terminates at Oakville, instead of running through to Hamilton. The new train leaves Union Station at 5.19 p.m., running non-stop to Oakville, arriving there at 5.42, then continuing on to Bronte at 5.48, Burlington at 5.56, and Hamilton at 6.10 p.m.

The new express train cuts Toronto-Hamilton travel time from 67 minutes for a train making all intermediate stops to 51 minutes.

No changes were made in other evening Lakeshore West train schedules.

RAIL FARES GO HIGHER

The cost of rail passenger travel recently went higher in North America. In Canada, CN, CP and GO Transit recently announced fare increases. CP Rail announced a general fare increase of 15 per cent to apply to all trains. CN put the cost of travelling up 15 per cent to take effect 1 Feb. At the same time, CN announced that the sleeping car fares on Transcontinental and Maritimes runs would be subject to an increase of 15 per cent. During the period 27 June-11 Sept. a further surcharge of 12.5 per cent would

apply. As well as the increase, CN revamped their Red White and Blue Fare structure to reflect the "Off Season Travel Plan" being promoted. The plan encourages travellers to use the less travelled trains at times other than between the hours of 16.01 and 18.30 in the Quebec City-Windsor / Sarnia Corridor and outside of the corridor, at times other than Friday and Sunday.

Fares on GO Transit went up 12¼ on 4 April. The increase had been expected for some time and is an attempt by the Provincial Government to cut the deficit of the increasingly popular rail and bus system as the Government tries to restrict the growth of its own spending. The increase, the first since 1972, is expected to cover 62 per cent of the operating expenses of the system in contrast to the 57 per cent now covered by fares. In 1972, fares provided 79 per cent of the operating budget of GO Transit. The deficit paid in 1972 was 1.9 million dollars,

in 1974 the deficit was \$4.5 million. The Anti Inflation Board does not have to give its approval for the increases as transit fares are exempt from the guidelines.

CONRAIL

Conrail, the largest restructuring of the railroad system of the United States ever attempted will take over operations on 27 Feb. 76. Under the terms of the Regional Rail Reorganization Act of 1973, the Final System Plan of the United States Railway Association, was to take effect after a period of 60 days from its submission to Congress if neither House objected. The new system, a merger of the North East bankrupts, Penn Central, Erie-Lackawanna, Lehigh Valley, Reading, Central of New Jersey, Ann Arbour and Lehigh and Hudson River Railroads will consist of 25,000 plus miles and a polyglot 5000 unit roster. Both will shrink rapidly. Under the Final System plan, 5,700 miles of track will be aban-

doned, although the legislatures of many of the states affected are drawing up plans for the subsidizing of lines that they want to remain in operation.

With the backing of the USRA, Chessie System will buy parts of the Erie-Lackawanna, Reading and Penn Central. Approved by the boards of both the Baltimore and Ohio and the Chesapeake and Ohio, the deal calls for a payment of \$54.5 million by 7 Feb. 1976 and the Chessie System will take over operation on 27 Feb. 76 when Conrail takes over operation of the Northeastern bankrupt. B & O will take over operation of EL trackage between Hoboken-Akron, via Scranton P.A. and the Reading freight lines. C & O

Two unusual occurrences on the same day; snow late in April and CP #1201 running a regular freight train past Leaside Station in East Toronto. Such was the fare of the day on 26 April 1976, at 8:00 a.m. (See page 25 for a picture of 1201 during its last days of operation with the CP). (Ted Wickson)



will take over operation of about 130 miles of ex NYC line in West Virginia. One of the casualties of this is the famed Starucca Viaduct on the ex Erie main line between Binghamton and Port Jervis which is not included in Conrail's Final System Plan. The power of the E-L and Reading will be split three ways between B&O, C&O and Conrail.

B & O TO OPERATE

Effective 1 Feb. 75, the commuter services operated by the B & O under the direction of the Port Authority of Allegheny County Transit Operations Division were upgraded with a grant of \$750,000 from the County of Allegheny and the State of Pennsylvania. The runs from Pittsburgh to McKeesport were increased from 7 to 10 round trips Monday to Friday and from 4 to 5 Saturdays. The extension to Versailles was increased from 3 to 6 trips Monday to Friday and from 1 to 3 on Saturdays.

Equipment used on the runs consists of leased B&O RDC's (4) as well as 3 leased GP9's and 5 refurbished in push pull operation. Four other C & O coaches (1614, 1616, 1621, 1639) are being refurbished and 3 of them will be fitted with control cabs.

PA Train Former

1600	C&O1627
1601	1638
1602	1629
1603	1628
1604	1624

Colour	Name
Red & White	McKeesport
Yellow & White	Versailles
Orange & White	Braddock Rankin
Grn / White	PortVue / Liberty
Red & White	City of Pittsburgh

NEW ASSIGNMENTS FOR THE BI-LEVELS

GO's fleet of rented bi-level cars were reduced from 10 to 6 cars on April 26th, 1976 and the remaining cars were given new assignments, no longer oper-



ating into Hamilton. In the morning, the bi-levels leave Oakville eastbound at 6:10 a.m., and depart Pickering westbound at 7:40 a.m. The evening schedule sees the bi-levels leave Union Station eastbound at 4:53 p.m. They depart Pickering westbound at 5:40 p.m. and Union westbound at 6:23 p.m.

The bi-levels will be here only until enough of GO's currently-arriving order of single-level coaches arrive to replace the seating available on the bi-levels, likely late in May.

Canadian National freight train #469 rounds the bend at Hamilton Junction with three GP9s from three different roads; GT 4909, C&O 6918 and CN 4529 on 6 January 1973. (Doug Page)

New York Central #2873, a 4-8-2 specially streamlined for use on a 29,000 mile tour of the U.S. and Canada hauling a 12-car exhibit train of the United Drug Co. (Rexall) commencing on 29 March 1936. The train is seen here at Fez Yard in Toronto. (Douglas W. Knowles)

NEW GO COACHES IN SERVICE

The GO rail coach fleet is growing.

Delivery has started on the 30 conventional GO coaches ordered last year from Hawker Siddeley Canada Limited in Thunder Bay. While the new cars are of conventional GO configuration, seating 94 passengers each, they are vastly different from their older counterparts.



The most obvious new feature of the coaches is the orange carpeting throughout, complimented by the glossy, bright orange end walls. The combined effect is to make the car seem brighter and warmer.

The new cars also boast an improved wheel assembly. You will probably remember the test GO initiated about a year ago when experimental wheel assemblies were applied to coach 9955. This design was modified from one developed by the TTC to improve the ride of its subway cars and in GO service it has proven to be a substantial improvement over the conventional design, providing a steadier, quieter ride.

With a year of testing under their belt, GO and the engineers from Dofasco, the builder of the wheel assembly, have applied what they have learned, and the wheel assemblies under the new cars are the result.

You will also notice the result of another modification. A new door closing assembly has resulted in virtual elimination of the sometimes annoying noise of the doors banging together. The new design provides for the doors to lock together when they close, making for less drafts in the

door area as well.

Because the new cars are fully carpeted, smoking is not permitted in them. They are identified by no smoking symbols affixed to the outside of each car near the doors.

As the new GO coaches arrive, the rented bi-levels will be sent home. On April 26, four of the bi-levels were sent back to Chicago, with the six remaining cars being assigned to rush hour trains other than the Hamilton trains they now service. GO expects to have enough of its own cars to fill its needs by the end of May, enabling the remaining bilevels to return home by that time.

GO RULE CHANGES

Go has a new tariff that's the bible of rules that governs all of GO's dealings with ticketing matters.

And while it's pretty dry stuff, it does affect everyone. Three main points will be of concern to many passengers.

Passengers who over-ride - that is, ride beyond the destination shown on their ticket - will now be charged the equivalent of a single ride fare between the point named on their ticket and the point they actually leave the system.

Passengers who exit from the system without a ticket will be charged the fare from the origin point of the train or bus to the point where they are exiting.

Students riding on half-fare student monthly cards can now use those cards on any day they are required to travel to or from school.

NEW FARES

Here are some representative examples of the new fare structure:

	Former Single One Way Fare	New Single One Way Fare
From Toronto To:		
Scarborough	.70	.75
Guildwood	.70	.80
Oshawa	1.55	1.70
Clarkson	.95	1.05
Oakville	1.10	1.20
Burlington	1.55	1.70
Hamilton	1.90	2.10
Markham	1.00	1.15
Claremont	1.60	1.75
Stouffville	1.50	1.70
Guelph	2.55	2.85
Georgetown	1.55	1.80
Brampton	1.20	1.35
Milton	1.55	1.80
Barrie	2.50	2.80
Newmarket	1.30	1.45

Of course GO still offers money-saving ten-ride books and monthly flash cards, available from any GO station or GO ticket agency.

MORE ON CONRAIL

Chessie System and Southern Railways have dropped plans for purchase of parts of Penn Central, Erie Lackawanna and Reading under the Conrail plan. They were dropped due to the unions involved refusing to agree to work rules and contracts presently in force on the purchasing roads. The proposed purchase plans were dropped because they "did not



CNR train 651 is headed by LRC locomotive o- its first revenue run between Toronto and Sarnia at Dundas Ontario on 3 March 1975. (W.M. Common)

want to be saddled with labour practices that 'contributed to the bankruptcy of the acquired lines.'

Because of this Conrail will go from a planned 15,000 mile to 17,000 mile system. The estimated bill of Conrail's track rehabilitation program will go from 6 billion to just under 7 billion. Needless to say, this has thrown much of the USRA-Conrail planning into complete confusion.

Meanwhile, in Canada, some of the 200 minority stockholders of the Canada Southern Railway are fighting, the extraordinary dividend of \$60 a share declared by the railway. For years the dividend was \$3 a share. According to the minority holders this is an attempt by the trustees of the bankrupt Penn Central Transportation Company (who hold 72 per cent of the stock) to bleed the CSR of the nearly \$10,000,000 in net current assets.

According to a spokesman for the group, the lease of the CSR should be declared null and void due to the PC violating the terms of the original lease. To back this contention up he cited:

1. failure of the PC to meet CSR income taxes since 1924 - the lease stipulated that the PC pay CSR existing and future tax charges of any kind.
2. PC's offsetting CSR capital cost allowances against its own Canadian federal and provincial income taxes.
3. Writing off to CSR account of the cost of rolling stock replacements instead of as the lease stipulated, replacing them.

4. Sale of the Canada & Michigan Bridge & Tunnel Co., a predecessor of Detroit River Tunnel Co. and the Toledo Canada Southern & Detroit Railroad, contrary to the original lease.

It was pointed out that the shareholders were unaware that a new board has been elected until it had been noticed in a Philadelphia newspaper. The requirements of the Canada Railway Act on disclosure



With steam valves popping and black smoke belching, Toronto, Hamilton and Buffalo number 15, a 4-6-2, was captured resting in Toronto on 22 May 1939. (John R. Lee; Reg Button)

in Canada of a coming election of directors were not met. If that election proves invalid, then any dividend declaration would also be invalid.

The whole question if control is currently being argued in the U.S. courts because PC holding in CSR was designated for transfer in the CONRAIL final system plan. It was because of "uncertainties relating to the declaration of extraordinary dividends on designated shares arising out of the Railroad Reorganization Act, the final

system plan and actions of the special court formed under the RRRRA" that Canada Southern decided to show its hand in advance of any declaration.

Primary concern of the shareholders is keeping Canada Southern's cash kitty intact in the event of any future court ruling that would restrict Penn Central's options. Currently Canada Southern owns no rolling stock of its own and if the minority shareholders had their way, Canada Southern would be a totally independent

Where is it? When is it? We do not know. However, three CNR steam locomotives we do know are endeavouring to push something up a steep grade somewhere!! (J.T. Robbie collection)



railroad.

Initial funding for Conrail has been set at \$1.8 billion dollars and it has been estimated that it would cost upwards of \$8-10 billion to get the system into competitive shape.

Conrail is being set up for freight service and as such, passenger lines, inter-city and commuter, are conspicuous by their absence. The North east Boston-Washington corridor is being turned over to Amtrak as well as stretches of line that see little or no freight traffic, like the old Michigan Central main line from Indiana-Illinois state line to Kalamazoo which handles the Chicago-Detroit Amtrak service. Commuter lines like the Reading's Philadelphia services will have to be

taken over by local operating authorities (in Reading's case-SEPTA) or face the axe.

Penn Central tried to end run the legislation by selling their Canadian properties to a new corporation set up by the Trustees of Penn Central Transportation Company, the Canada Connecting Railway Company. Appearing before the Canadian Transport Commission, lawyers for Conrail opposed the sale stating that the trustees did not have the power to set up the new company and was an attempt to get around a restraining order issued 23 December against the bankrupt lines doing just this. The CTC deferred judgement on the case past 8 January which under the Conrail leg-

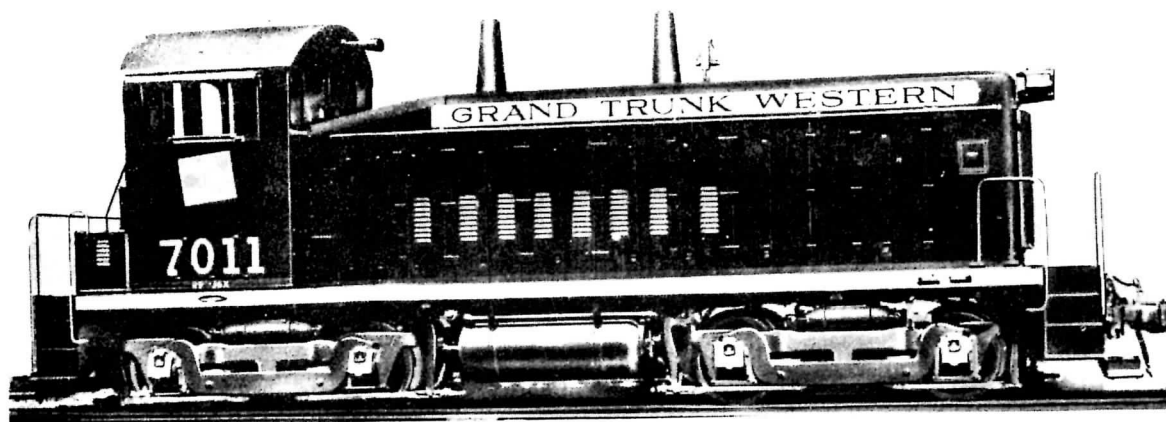
islation was the last day that property transfers could be made before they were automatically assumed by the Consolidated Railroad Corporation. Because the Penn Central bankruptcy is not recognized in Canada, as well as extraterritoriality provisions, it is difficult to say if the assumption of the PC's Canadian properties will be recognized by the CTC. The properties in question are the Detroit River Tunnel Co., Canada Southern (Michigan Central), Toronto Hamilton and Buffalo Railway and the St. Lawrence and Adirondack Railway (Massena-Montreal).

St. Lawrence Valley Rlwy. Society fan-trip, pocket size dome train; 28 February 1976. (Guy Chartrand)

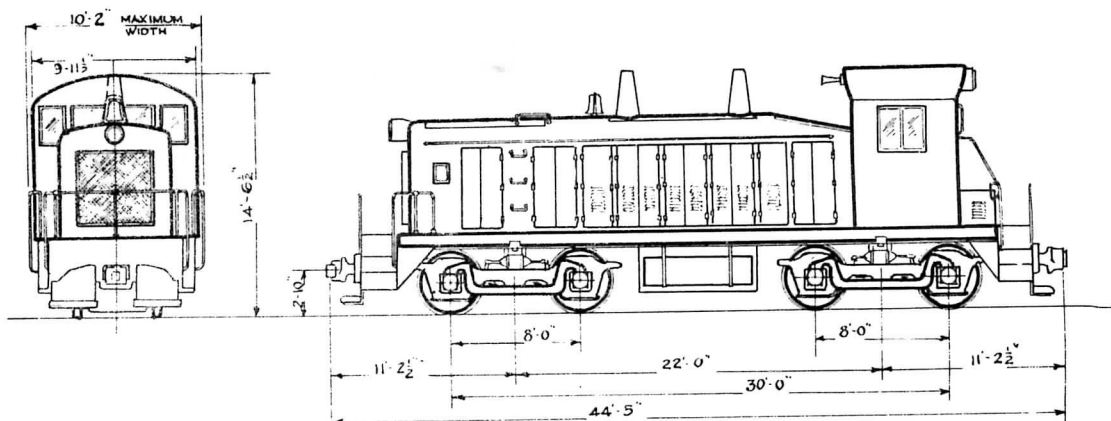


Diesel Notes

COMPILED BY PIERRE PATENAUDE



This Diesel-Switcher (Class GS-12 — Road Numbers 7000-7016) was built for the Canadian National Railways by General Motors Diesel Ltd. in 1952-53



TECHNICAL DATA

Sand Storage	Cooling Water	Lubricating Oil	Fuel Oil	Wheels	Journals	Maximum Speed	Haulage Rating
28 cu. ft.	185 imp. gls.	138 imp. gls.	500 imp. gls.	40" dia.	6 1/2" x 12"	65 mph	36%

**GRAND
TRUNK
WESTERN**

7000'S



Locomotive Information and Data Sheet

LOCOMOTIVE COLORS

Body, roof, underframe and trucks,
black.

Lettering and stripes, black on gold.

Numbering, gold.

Monograms, gold color letters on red
background with black outline.



LOCOMOTIVE COLORS

Sides, sash, doors; green.

Vestibules and steps, black.

Trim, yellow.

Outside of back end door, green.

Roof, trucks, underframe and band
along side, black.

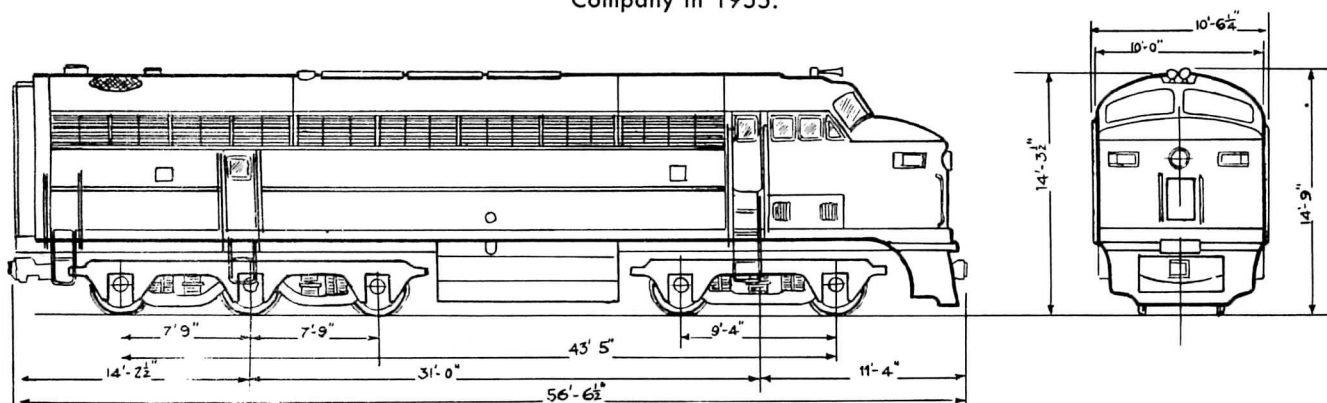
Lettering, gold with black outline and
monogram.

Numbering, gold.

Lettering on trucks and underframe,
white.



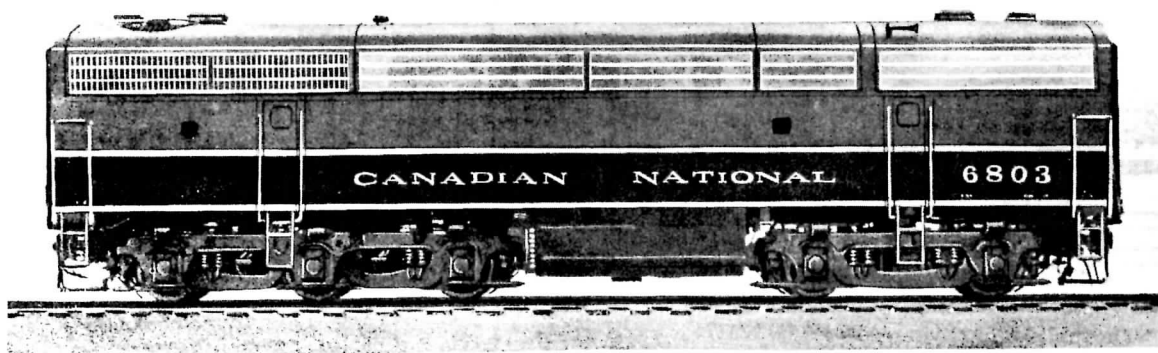
This Diesel-Electric Passenger locomotive (A unit) (Class CPA-16 — Road Numbers 6700-6705) was built for Canadian National Railways by the Canadian Locomotive Company in 1955.



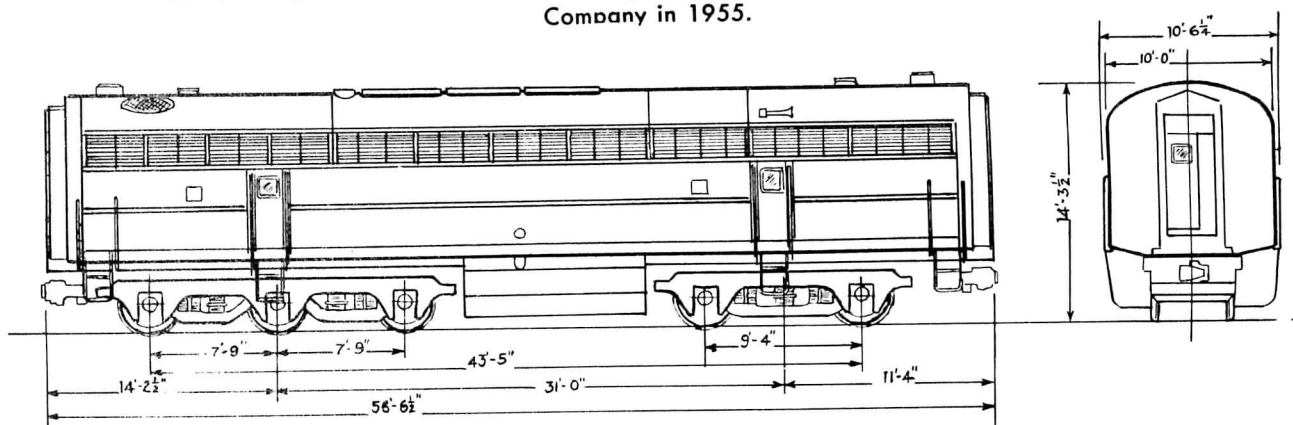
TECHNICAL DATA

Sand Storage	Boiler Water	Cooling Water	Lubricating Oil	Fuel Oil	Wheels	Journals	Maximum Speed	Haulage Rating ₄
28 cu. ft.	2020 imp. gls.	250 imp. gls.	262 imp. gls.	1000 imp. gls.	40" dia.	6 $\frac{1}{2}$ " x 12"	90 mph	38%

Locomotive Information and Data Sheet



This Diesel-Electric Passenger locomotive (B unit) (Class CPB-16 — Road Numbers 6800-6805) was built for Canadian National Railways by the Canadian Locomotive Company in 1955.



TECHNICAL DATA

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PUBLIC RELATIONS DEPARTMENT

LOCOMOTIVE COLORS

Sides, sash, doors, green.
Vestibules and steps, black.
Trim, yellow.
Outside of back end door, green.

Roof, trucks, underframe and band along side, black.

Lettering, gold with black outline.

Numbering, gold.

Lettering on trucks and underframe, white.

TOWNSHIP OF YORK RAILWAYS

a brief history

BY J. DAVID MORGAN



THE HISTORY OF THE TOWNSHIP OF YORK RAILWAY

In 1922, Provincial Legislation was passed by Ontario, to permit the Township of York to enter into an agreement with the year old Toronto Transit Commission for the operation of the Commission's cars over the said railways; while the agreement that was actually entered into provides for "the operation of the townships street railways by the Commission.

In the next year 1923, plans were drawn up for the construction of five lines. These lines were:

Route 1 - St. Clair

This line would operate from Oakwood and St. Clair, via Oakwood, Vaughan Road and Eglinton to the Canadian National Railway Newmarket Subdivision at Gilbert Avenue

Route 2 - Oakwood

This line would follow the St. Clair line up Oakwood to Rogers Road, where it would run west on Rogers Road to Weston Road.

Route 3 - Pape

This line was to connect with the TTC services at Danforth and Pape and run north on Pape to the vicinity of Don Mills Road.

Route 4 - Coxwell

The line was to start from Danforth and Coxwell, via Coxwell, McMichael (now Mortimer), and Lumsden to Main Street.

Route 5 - Runnymede

The line would run along Dundas Street from Runnymede to the hilltop overlooking the Humber River at Lambton Mills.

Routes 3 and 4 were situated in the east end which at that time was still part of the Township of York, but by 1928 the east end area would be called East York Township.

THREE ERAS OF PUBLIC TRANSPORTATION IN YORK

Top:

An old TTC horsecar turns off Rogers Road into Bicknell Loop during the ceremonious opening of the extension of the Rogers Rd. line from Dufferin Street to Bicknell Loop on 29 August 1925. (T.T.C.)

Centre:

PCC streetcar number 4543 prepares to enter Bicknell Loop on 17 July 1974 from Rogers Road as evidence of the second generation of public transportation in the Borough of York. (Ted Wickson)

Bottom:

Trolley Coaches took over to provide the third era of service in the summer of 1974. Here, coach #9247 leaves Bicknell Loop for its journey east along Rogers Road on 23 July 1974. (Ted Wickson)



When the agreement was finalized between York Township and the TTC on August 7th, 1924, the TTC was authorized to construct three lines. These were: Oakwood, Rogers Road and Lambton. This involved the construction of street car tracks and overhead on Oakwood, Rogers Road, Eglinton Avenue and Dundas Street beyond Runnymede to Lambton Mills. All other plans were dropped. When the agreement was drawn up, the former services of Lambton and Weston Road were taken over from the Toronto Suburban Railway which had been operating these lines for some years. The Toronto Suburban Railway was slowly but surely being phased out as the TTC and the Township took over. These lines were already under construction when the details were being worked out for the agreement.

While the Oakwood and Rogers lines were being constructed, negotiations for the purchase of the Weston route were under way. Although the Weston route was operated by the TSR, the TTC had to negotiate with the Canadian National Electric Railway which owned the TSR.

On November 19th, 1924, the Oakwood and Rogers lines were opened with much fanfare. In these days it was quite common for elaborate ceremonies complete with a parade, plus a band and speeches to precede the



opening of a carline. A strange thing though; you will note in the opening ceremony photographs of the Rogers line, thousands of people lined the route watching the festivities, but when the OSSINGTON trolley

bus replaced the same ROGERS line on July 21st, 1974, there were a few York Borough dignitaries and TTC officials plus maybe two dozen on-lookers (mostly traction buffs) on hand for the official opening of the extension.

19 November 1924

Yes, 19 November 1924 was the big day!; the day when the ROGERS and OAKWOOD streetcar lines in York Township (now Borough of York) were opened for service with appropriate ceremonies. Under an agreement between the township and the Toronto Transportation Commission, the TTC built these two street railway lines, and under the same agreement commenced operation of what was known as the "York Township Railways".

The photos at left and below show the opening parade about to leave the forming-up location on Oakwood Avenue at St. Clair - certainly a big event in the history of both York Township and the TTC.

The above photo depicts the parade moving west along Rogers Road. (All photos, courtesy T.T.C.)



Five days later on November 24th the third Township of York carline LAMBTON was opened. Right from the start, however, the line was plagued financially due to lack of sufficient patronage. The Township and the TTC were forced into buying the line from the Toronto Suburban Railways as neither the Lambton nor Weston line would be sold alone without the other line being included.

The last York carline to be opened, WESTON, was opened on November 28th, 1925, after three years of negotiation. This line to was opened with the appropriate ceremonies. The Weston line was owned by three parties. The Town of Weston owned the part of the line that went through the town, the Township owned the middle and the Toronto Transportation Commission owned the part that lay within the city limits of Toronto.

Following is a history of the four lines from the time that the Township of York began operations.

LAMBTON

November 25th, 1924

York Township acquired the line between Runnymede and Scarlett Road from the Toronto Suburban Railway. The line was regauged and operated by the TTC as the Lambton line.

December 8th, 1924

The western terminus was changed from Scarlett Road to Lambton Park Loop.

July 18th, 1928

A vote was put before the ratepayers of the area affected for the abandoning of the Lambton line. As mentioned before this line was losing money.

August 18th, 1928

In accordance by the vote of the rate payers, the line was aban-



29 August 1925

Appropriate ceremonies and a parade of specially decorated cars carrying dignitaries marked the completion of the ROGERS RD. street railway line in York Township from Dufferin St. to the terminus at Bicknell Loop.

The above photo shows the parade on Rogers Road west of Dufferin St. and the one below at Bicknell Loop.

(Photos courtesy Toronto Transit Comm.)

doned. The next day the former carline was replaced by a bus service running from Runnymede to near Lambton Park at Humbercrest Blvd.

WESTON

November 28th, 1925

Origin of the route. The line ran from the crossover on Keele Street, north of Dundas Street, via Keele, Weston to Humber Street in the Town of Weston. The section north of the city limits at Northlands Avenue was operated as a part of the York Township Railways and a separate fare was charged.

December 21st, 1940

This was the opening of the Junction Terminal on the east side of Keele Street, just north of Dundas Street. The Weston cars unloaded and loaded their passengers and reversed ends in this terminal.

September 13th, 1948

Trolley Coaches replaced the street cars between Dundas and St. John's Road in Weston. Buses replaced the street cars north of St. John's to permit the removal of track and the widening of Weston Road through the town of Weston.

December 17th, 1949

Trolley Coaches replaced the buses north of St. John's to the terminal at Blondin.

OAKWOOD

November 19, 1924

Origin of route. The route ran from St. Clair via Oakwood and Eglinton to the loop at Gilbert Ave.

February 23rd, 1945

The first Necessity Action (NA) electrical switch at the TTC system was installed at Oakwood and Rogers.

July 1st, 1954

The line was taken over by the TTC and incorporated into the city zone fare system.



January 1st, 1960
 This was the last day of street cars. On January 3rd Trolley Coaches on the OSSINGTON route took over from the temporary bus service to provide another north-south line to downtown.

ROGERS

November 19th, 1924
 Origin of route. The route ran from St. Clair via Oakwood and Rogers Road to Dufferin Street,
 August 29th, 1925
 The line was extended from Dufferin to Bicknell Avenue.
 July 1st, 1954
 Like Oakwood the line was taken over by the TTC.
 May 16th, 1955
 The line was extended during rush hours from Oakwood via St. Clair to the St. Clair Subway Station at Yonge Street.
 July 19th, 1974 (6:40 p.m.)
 Last ROGERS car (P.C.C. 4502) left Bicknell Loop for Wychwood Carhouse. Temporary bus service ran over the route until Sunday morning to permit final installation of the Trolley Bus Overhead.
 July 21st, 1974
 Line officially replaced by an extension of the OSSINGTON Trolley Coach route.

In the past years we have seen many street car lines abandoned in the favour of diesel buses. Of course many of these were in conjunction with the opening of major Rapid Transit Subway lines; however it was the "in" thing to do; to replace street cars with diesels. Examples would include HARBORD, SPADINA, DUPONT, CHURCH, PARLIAMENT, COXWELL and so on. However, there has been a change. These days we live in now are the days of the energy crisis and the sky rocketing



cost of gas and oil. The TTC has changed its mind, for the better, indicating a return of electric services in the form of Trolley Coaches on Bay Street, and streetcars on Spadina plus the Spadina Subway. One interesting note though, only one of the Township of York lines LAMBTON, was replaced by diesel buses while the other three routes were replaced by Trolley Coaches.

TTC streetcar number 4526 turns north onto Robina Avenue from St. Clair Avenue West in order to enter Oakwood Loop, the eastern terminus of the ROGERS RD. streetcar line. The loop is now used as a short turn for ST. CLAIR streetcars and OSSINGTON trolley coaches. (Ted Wickson)

BELOW:

Trolley Coach 9231, on run number 5 is the first revenue coach to leave Bicknell Loop at 6:14 a.m. on Sunday 21 July 1974.



Rogers Road Pictorial



ABOVE:

Before and After on Rogers Road. At left, TTC streetcar number 4543 passes underneath the Canadian National overpass on 17 July 1974 operating eastbound towards Oakwood Avenue. At right, four days later, the second revenue trolley coach from Bicknell Loop is seen at the same spot at approximately 6:30 a.m.

(Both photos - Ted Wickson)

BELOW

On 21 July 1974, the first day of trolley coach service on Rogers Road, coach number 9247 proceeds eastbound at Lauder Avenue on its way to Oakwood Avenue, where it will proceed south to the Bloor-Danforth Subway and on via Ossington Avenue and Shaw Street to King Street, the southern terminus of the OSSINGTON-ROGERS trolley coach line.

(Ted Wickson)



BELOW

PCC car number 4550 poses for the photographer on Robina Avenue, the south-eastern end of the ROGERS line on 17 July 1974. Saint Clair Avenue is in the background.

(Ted Wickson)



Cape Breton Steam Railway

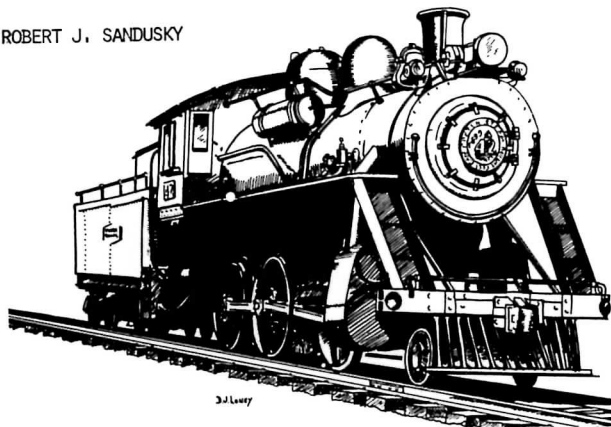
ARTICLE AND PHOTOGRAPHS BY ROBERT J. SANDUSKY

CAPE BRETON STEAM RAILWAY- 1975

Plans to create the Cape Breton Steam Railway were announced in 1972 and 1973 saw the first service from Victoria Junction to Lingan using 2-6-0 no. 42 and 3 wooden coaches. In 1974 operation shifted from there to the more interesting Glace Bay to Port Morien run. A second locomotive was added in the form of a face-lifted Repton along with more coaches.

Each year has seen an upgrading of facilities and service. For 1975 the CBSR was able to provide an accelerated schedule and on Wednesday, Thursday and Friday during July and August the second locomotive was in service to permit an extra trip double-headed. The previous 45-minute trip to Port Morien was shortened to 30 minutes, which still resulted in a leisurely pace that was about right for the track conditions.

A visit one Wednesday last August was perhaps a typical day. No. 42 took the first trip to Port Morien at 2:00 p.m. It waited there until no. 926 arrived with the second run of the day and departed on its return trip almost before Repton's wheels had stopped. On arrival at Glace Bay it cut off and ran to the nearby roundhouse for a quick spin on the turntable as 926 returned, coupled its cars to those left by 42, and was turned also. Both returned to pick up their train and ran the double-headed third trip at 4:45. The two locos made an interesting comparison at speed. No. 42 has only 54" drivers in contrast to the 79" of Repton and looked as though it was continually trying to push the larger engine out of the way. Following that trip the locos handled one more run



each, the last one returning at 9:45 p.m.

To carry the crowds there are three wooden coaches, which normally run with 42, and three steel cars for 926 (all ex. CNR). As well there is a British carriage (ex. Great Western 6705) and an ex. CNR business car. All but 6705 have been painted a medium green at the DEVCO shops and given names. The wooden coaches have the names of Miner's Museum, Ocean Deeps Colliery and Fortress Louisbourg, while the steel ones are Caledonia Colliery, Highland Cheer and Giant McAskill. The two locomotives are green also, 926 as it was on the Southern and 42 a handsome dark green. Repton and its carriage are on loan from Steamtown and have been in North America since May 1967 when they landed at Montreal. No. 42 belongs to Mr. R.L. Tibbits of Stellarton. It was constructed in 1899 as a 2-6-4T and was modified to a 2-6-0 in 1946. It worked for the Dominion Coal Co., the Sydney & Louisburg and finally the Acadia Coal Co. at Stellarton.

Glace Bay station is only a few hundred feet from DEVCO's large roundhouse and car shop (and contains the dispatching office for the system). When not observing steam in action you can always look over DEVCO's diesel roster which is mainly yellow and green RS-1's. However on the heavy side are a pair of C420's and on the other side a rare and ancient EMD model 40. Release forms are obtainable. The CBSR activities are punctuated frequently by the passing of DEVCO units on the way to the roundhouse and by the odd coal train which shares the route as far as a generating station at Caledonia Junction.

The 30-minute run gives just enough time to savour the smoke and cinders from the open platform of Miners' Museum, make a walking tour

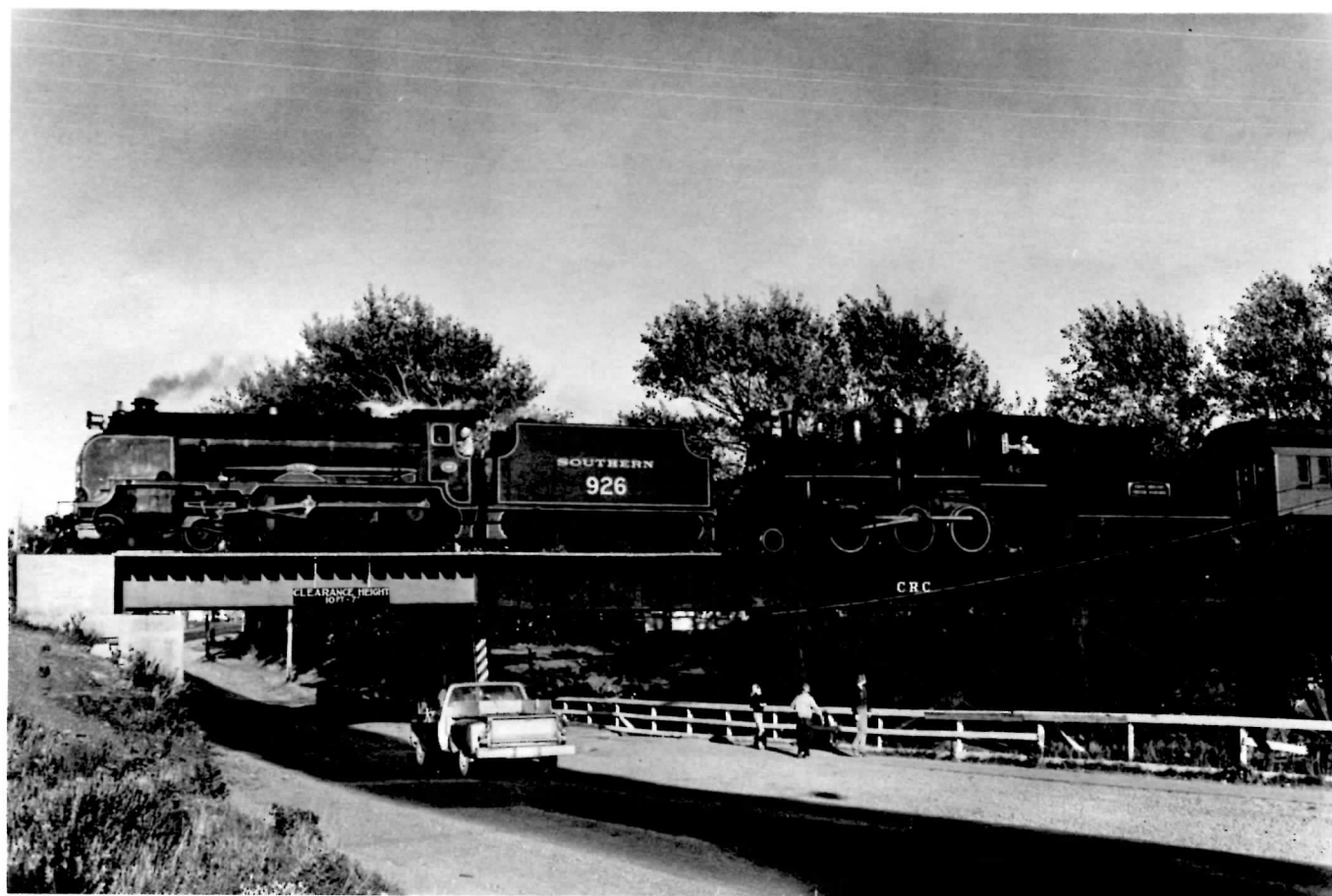
OPPOSITE PAGE:

TOP; CN diesel #3666 with train 19 is seen at Sydney N.S. bound for Halifax. CN passenger facilities occupy one corner of this large and relatively new building which is mostly a warehouse. The SYSCO steel mill is in the background.

BOTTOM; CBSR #926 and 42 run north-bound between Reserve Jct. and Glace Bay, returning from Port Morien on 28 August 1975.

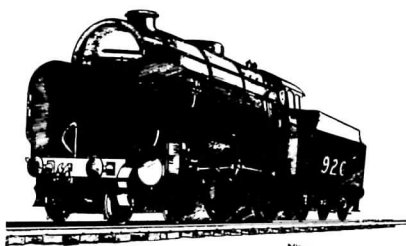
**CAPE BRETON
STEAM RAILWAY**

OPERATED BY THE CAPE BRETON DEVELOPMENT CORPORATION



of the other cars and chat with the conductor. On a hot day the return trip can be spent resting on the exotic plush inside Highland Cheer, enjoying the air conditioning and gazing out past the velvet drapes at the ripples of Sand Lake or the towers of the local heavy water plant.

Port Morien facilities include a new wye and siding as well as a neat little station, snack bar and souvenir baggage car. Tours to a nearby old mine in the sea cliffs are run via double



Ex Sydney & Louisburg station is seen at Louisburg N.S. It is now a museum of rail and marine interest. CN boxcar #502605 and an ex Cumberland Railway caboose sit beside the station. The station was built in 1895, abandoned in the 1960s and purchased by the town in 1971.

BELOW: DEVCO track crew takes the siding while No. 42 gets set for its first trip of the day. DEVCO roundhouse and shops are on the left and siding for CBSR passenger stock is on the right. The date is 27 August 1975.

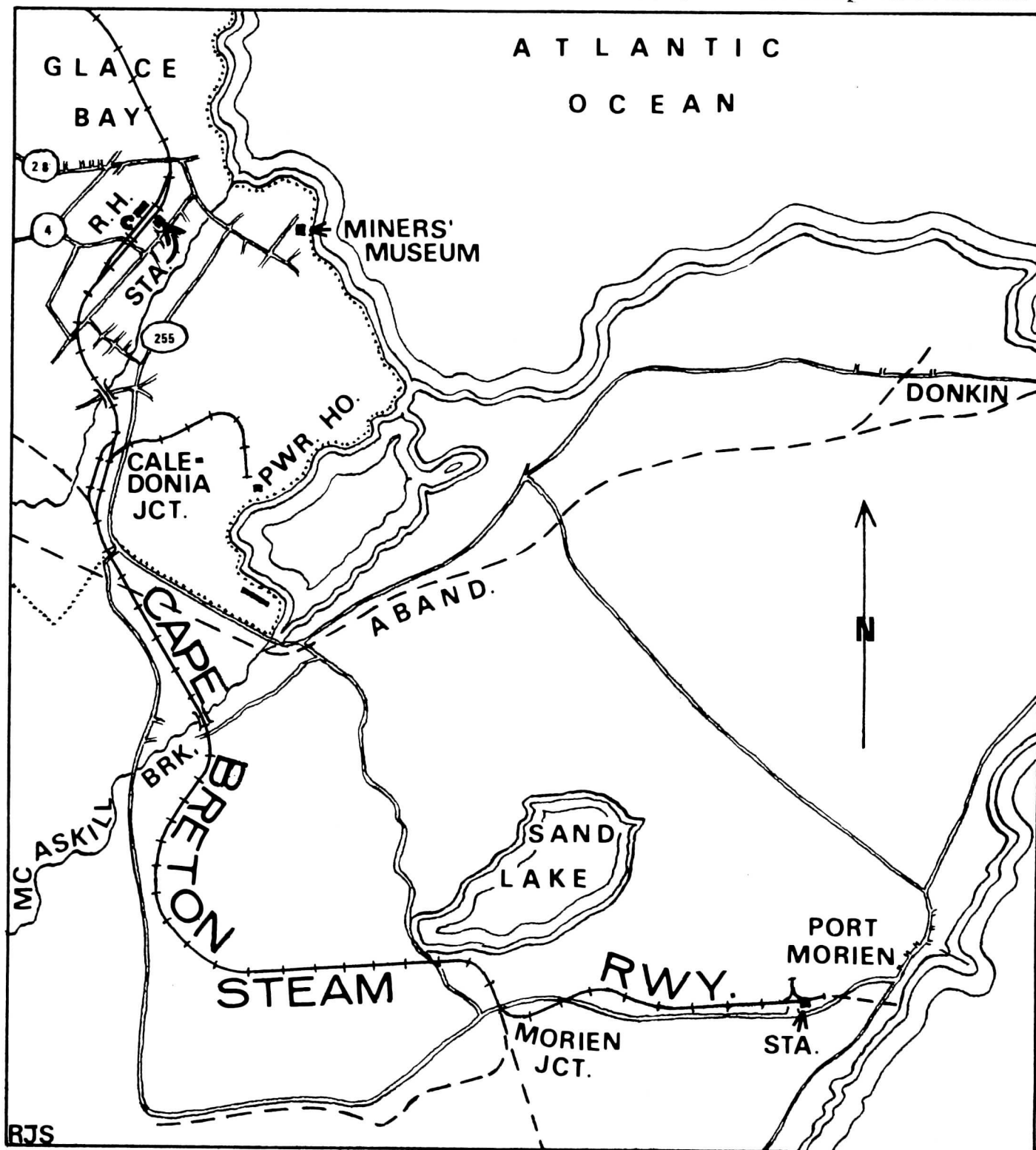


deck bus. With some fossicking about one might even turn up traces of the 42" Gowrie tramway which ran in the area until 1894. It all adds up to a good trip, well worth taking.

Any visitor to the area travelling to Louisbourg should

allow an hour to visit the museum in the ex. S&L station there. The 1895 structure was abandoned in the 1960's but acquired by the town in 1971 then restored with a lot of volunteer assistance. Some track outside has been restored and while 23

miles from the nearest rail line it carries a boxcar and caboose (which appears to be ex CPR via Cumberland Railway). In the large station is a rail and marine display with artifacts, models and many fine photos of local transportation interest.



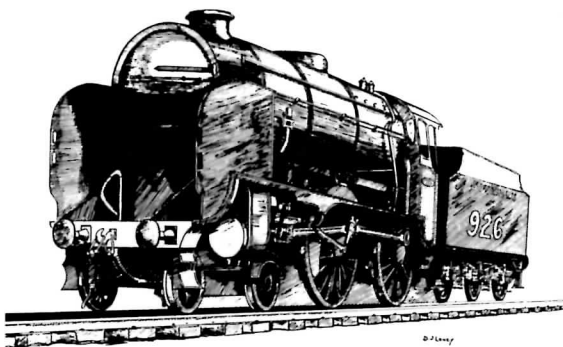
Cape Breton Steam Railway

LOCOMOTIVE ROSTER

The Repton

4-4-0

The latest acquisition to the Cape Breton Steam Railway roster rolled into Glace Bay in March, 1974. The REPTON, a 4-4-0 Schools Class locomotive was obtained from the Steamtown Railroad Museum. She is a product of the Eastleigh Locomotive Works, built in 1934 and designed by R.E.L. Mounsell for the Southern Railway of England. The "New Girl" as she is affectionately known is representative of a type of locomotive designed to operate at high speeds over a system where the operation of larger engines was not permitted due to loading gauge and weight restrictions. When they first went into service the Schools Class were the most powerful 4-4-0 type in Europe, and throughout their career on the Southern Railway they performed outstanding service. Upon her arrival in Glace Bay the 926 was completely overhauled by the roundhouse crew which again rose to the occasion.

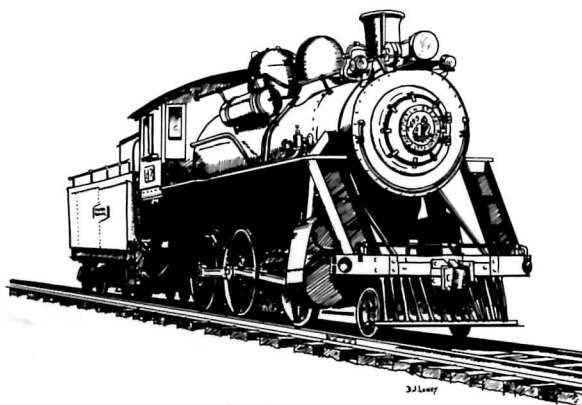


The Repton

The "Old 42"

2-6-0

Built by the Schenectady Locomotive works in 1899, this engine originally took the form of a 2-6-4 Mogul Forney with a small tender attached to a rigid frame. In 1951 she was converted to a 2-6-0 Mogul with a "swinging tender". She served on the old Sydney and Louisbourg line until 1955 at which time she went to the Allan Shaft in Stellarton. In approximately 1962 she became the property of Mr. R.L. Tibbetts and she was displayed on his property until 1973 when he turned her over to the Cape Breton Development Corporation. The rebuilding of the "42" was a tremendous task and only the untiring efforts of the shop staff in Glace Bay turned an exciting dream into a reality. There were many wet eyes in evidence when she rolled out of the roundhouse under her own steam in the summer of 1973.



The Old Forty Two

2-6-0

1899
Schenectady
Two-19"
Fifty-five inches
180 lbs./sq. in.
26,100 lbs.
122,000 lbs.
10,000 lbs.
5,000 gals.

Vital Statistics

BUILT
BUILDER
CYLINDERS
WHEEL DIA.
BOILER PRESS.
TRACTION EFFORT
TOTAL ENGINE WT.
COAL CAP'Y
WATER CAP'Y

4-4-0

1934
Eastleigh Works, S.R.
Three, 16½ x 26"
Seventy-nine inches
220 lbs./sq. in.
25,130 lbs.
218,000 lbs.
10,000 lbs.
4,000 gals.

BELOW: Cape Breton Steam Railway nos. 926 and 42 are shown with the 4:45 double header bound for Port Morien. With the Glace Bay heavy water plant in the background, they are seen crossing McAskill Brook on 27 August 1975.

BOTTOM RIGHT: CBSR #926 and 42 approach Morien Junction from Port Morien on 27 August 1975.



TWILIGHT OF STEAM

THE FINAL YEAR OF C.P. STEAM IN MONTREAL

PICTORIAL BY IAN TAYLOR

LEFT:

Displaying its feedwater pump, usually identified with Canadian steam locomotives, Canadian Pacific #2816, a 4-6-4 glides a passenger train through the snow covered suburbs of Montreal.

BELOW:

This magnificent shot of now-preserved and operating Canadian Pacific #1201 was taken while backing into CP's Montreal Windsor Station. This locomotive was kept in storage by the National Capital Commission, in the National Museum of Science and Technology in Ottawa until 1973, when it was turned over to the Ontario Rail Association of Bramalea Ont. to be rebuilt in the CPR shops at John St. in Toronto.

PAGE 26:

TOP:

Canadian Pacific steam locomotive #2811 poses on the ready track waiting for the evening commuter rush home with a full head of steam.

BOTTOM:

With white flags flying and black smoke billowing, Canadian Pacific Railway steam locomotive number 1270 rounds the bend on a special run. This engine was used until the final days of steam glory on the CPR in the Montreal area, hence with driving speed, 1270 charges off the page....but never for those who hold fond memories of 1270 and Canadian Pacific steam.





TRACTION TOPICS

EDITED BY MIKE ROSCHLAU

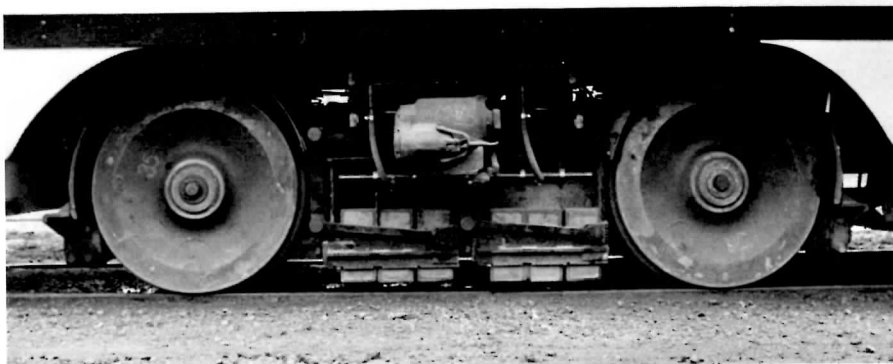
W30 AND W31 - SURFACE RAIL GRINDER

Shortly after the Toronto Transit Commission's decision to retain streetcars indefinitely (November 1972) the TTC Equipment Department began a review of its fleet of rail service vehicles. In particular, the area of rail grinding came under intense study. W-28, the only remaining surface track grinder at the time, had performed well over the years but its age and future effectiveness were of concern to the TTC. Despite its 1971 "modernization" (see photo), the car body and its mechanical and electrical equipment were basically still that of 1917. Accordingly, authorisation was sought and obtained to construct a new PCC rail grinding

RIGHT: The old rail grinder, W28, emerges from St. Clair Station on a regular grinding assignment in July of 1971. (Ted Wickson)

BELOW: Here, W30 and W31 are seen in regular grinding service on The Queensway on 19 March 1976 heading east. (Ted Wickson)





train for surface operations. Of the MU cars available, it was decided to use two ex-Cleveland MU cars (class A-11) for this purpose. Cars 4631 and 4668 (ex CTS 4206 and 4243) were withdrawn from service in the fall of 1974 and moved to Hillcrest Shop. Car 4631 became the lead car (W30) of the train. It was finished by the end of 1974 as it was the simpler of the two vehicles to convert. However, W31 took most of the 1975 to complete - the major effect being spent on the intricate assembly of the special trucks for the car. Although both cars retained their usual dynamic braking functions, W30 has the standard PCC truck complete with track brakes on W31, grinding stones and the mechanism to raise and lower them were installed. To accommodate the special equipment in the trucks of W31, oversize subway type wheels are used and the body is 5½ inches higher than that of the lead car, W30.

TOP: The newly completed rail grinding train poses at St. Clair Carhouse on 11 February 1976. Note the extra headlights on the front end.

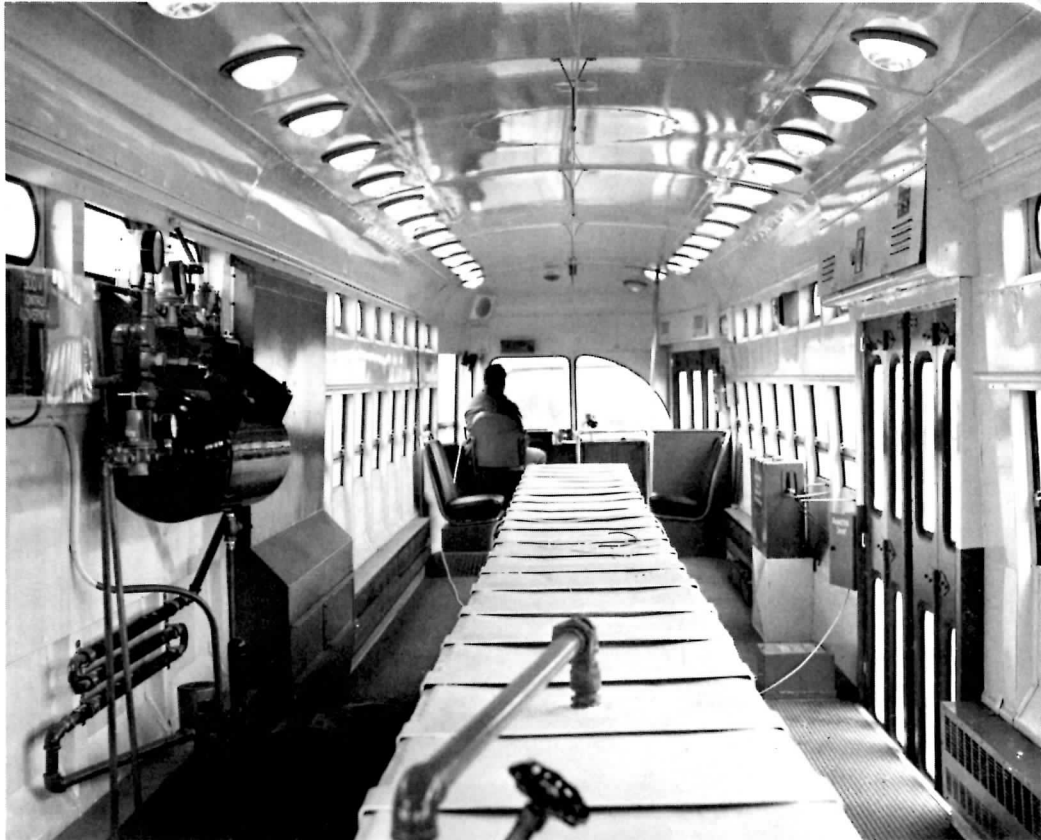
LEFT: A close-up view of the front truck of W31. Note the lowerable grinding blocks between the two subway-type wheels.

BELOW: The left side of W30 and W31.
(All three photos - Ted Wickson)



Both cars have complete operator's controls and motor generator sets and, if necessary, could be moved separately under their own power. W31 is trainlined through the K-1-D coupler on the cars and for this reason its pole is not normally up. This feature permits the grinding train to operate anywhere on the system (only the QUEEN route is equipped for the conventional MU operation with the poles of each pair of cars up and the necessary locking and unlocking contractors in place on the overhead).

Other features of the grinding train are the 500 Imperial gallon water tank in W31 permitting longer hours of operation and optimum grinding speed of 23 miles per hour. W30 and W31 began on-street trials in mid-February and the train was turned over to the Plant Department in April for



routine grinding assignments. W28 will then be retired.

ABOVE: The interior of W31 with water tank along middle of car. (T.T.C.)
BELOW: W28 on a regular grinding assignment at Mt. Pleasant & St. Clair.





TTC STREETCAR PERFORMANCE RECORD IMPROVED

Since the TTC has engaged themselves in their PCC car refurbishing programme, the amount of defects occurring on streetcars has made a substantial decline. Average fleet miles per car defect for the entire PCC fleet increased from 1100 miles in January 1972 to 2900 miles in June 1975, a 161 percent improvement. For the

LEFT:

During the winter of 1975-1976, Toronto was plagued with more than twice the amount of snowfall experienced in the previous year. Undoubtedly, such an occurrence becomes a great handicap to a city's public transportation system. The TTC survived the weather problems astoundingly well, with a minimal number of delays in service. The view shows a St. Clair car making its way through St. Clair Stn. on 20 December 1975. (Ted Wickson)

BELOW:

The UTDC has come out with yet another model of their new LRV design, this time in Calgary colours (which is not apparent from the black and white photo). Incorporated are the design changes initiated in the full-scale mock-up. (Toronto Transit Commission)



month of October 1975, following are the changeable defects broken down into classes of refurbished cars (major items only):

miles defect free
1 traction motor defect
37 traction control defects
1 braking system defect
2 truck defects

Total 41 defects; Car average of 7,056 miles per defect

A-7 class (98 cars) 257,673 miles defect free

1 traction motor defect
42 traction control defects
1 braking system defect
no truck defects

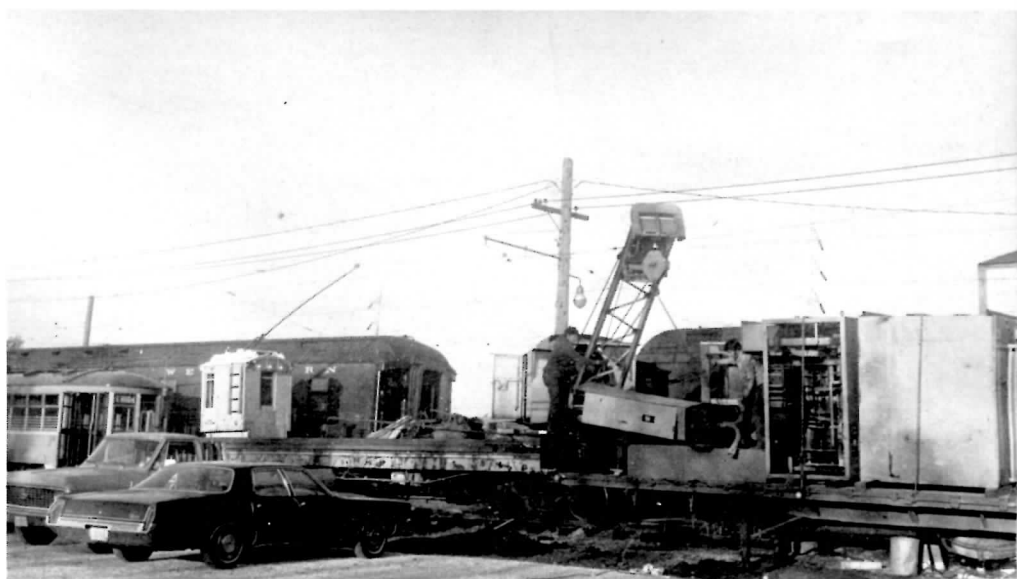
Total 44 defects; Car average of 5,856 miles per defect

A-8 class (48 cars) 138,435 miles defect free

no traction motor defects
21 traction control defects
4 braking system defects,
no truck defects

Total 25 defects; Car average of 5,537 miles per defect

This class exclusively uses the Bathurst Street hill and motormen are very critical about the braking performance.



TOP LEFT:

Ex-Cornwall Ontario Street Railway, Light and Power Company electric locomotive moves passenger equipment northbound on the Ohio Railway Museum's line in Worthington Ohio. The locomotive has been repainted into the black scheme of its original owner, The Youngstown and Ohio River Railway, where it was number 7. The date is 11 October 1975.

CENTRE AND BOTTOM LEFT:

Ex-Toronto Transit Commission Crane Car C-2 is shown on 11 October 1975 being used to unload parts of the Ohio Railway Museum's newly acquired rectifier power supply from a flatbed highway trailer. Since the C-2 is now on non-powered trucks, it must be towed to the point of use by other museum equipment. In this case, the power was supplied by an ex-Columbus Ohio streetcar, number 703. The end of this car may be seen at the extreme left of the centre photo (doors open) with tow bar in place. C-2s original TTC gauge powered trucks were never shipped from Toronto.

(Three photos - Richard F. Glaze)

Canada's Railway Magazine

\$1.75

Rail and Transit

MARCH — APRIL 1976

F O R M E R L Y U . C . R . S . N E W S L E T T E R

