

Rail and Transport

Canada's Railway Magazine

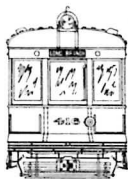
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TTC '28

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by John F. Bromley



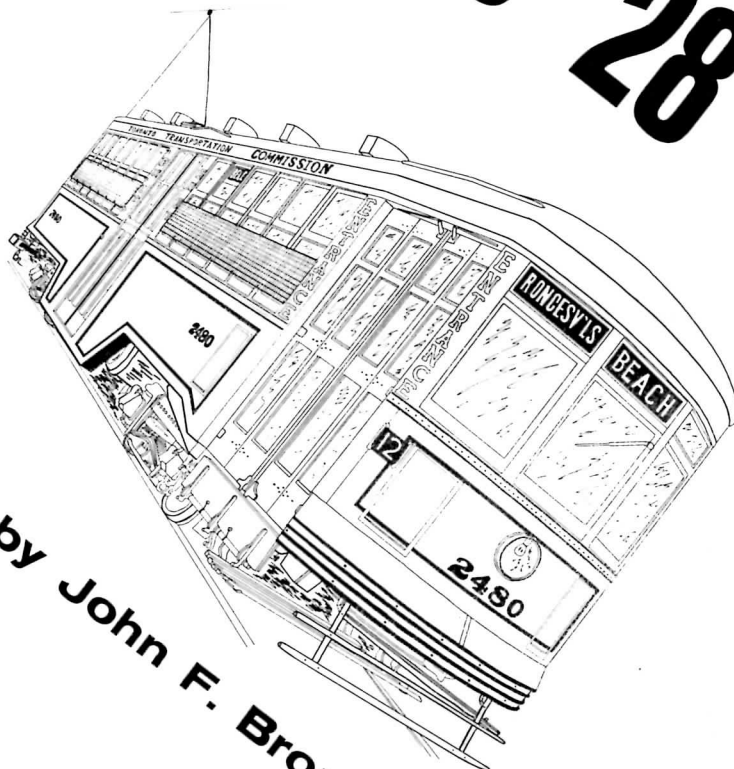
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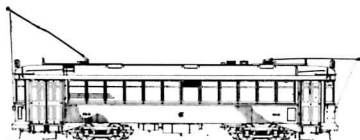
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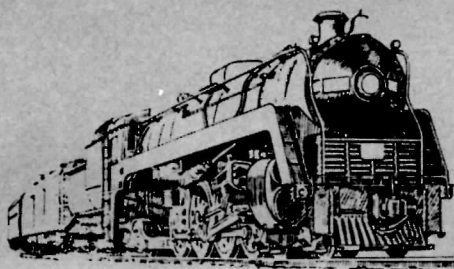
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FRONT COVER Bullet Nose Betty takes a tight curve in the weeds for the benefit of spectators. This was part of the move down the west leg of Anson wye during the side trip from Peterborough to Anson Junction. (R.W. Layton)

RAILWAY NEWS



The Federal Minister of Transport, Otto Lang, announced the creation of VIA Rail Canada Ltd., to take over the operation of rail passenger service during the second week of March 1977. The corporation will be a subsidiary of Canadian National. Plans and budgets will be subject to government approval. The creation of the new corporation comes almost three years after the 1974 election campaign when it was one of the Liberal Government's election promises.

VIA Rail Canada will take over routes gradually from CN and CP Rail. The new corporation will assume the busy Quebec Windsor Corridor immediately, with other services later.

Mr. Lang said that the government is ready to help with capital requirements, trains and track and contribute to operating losses. A new incentive plan to help with costs and encourage better management is being discussed with CN and CP Rail.

The new company will contract with the two railways to buy space on their tracks at specific times to operate trains. VIA Rail Canada will take over marketing and research on new equipment, set schedules and establish a common fare structure. It will borrow on the experience of Amtrak. Its objective is economy and efficiency of operation.

Via Rail will take over most of the present passenger equipment except the locomotives from the railways either through lease or purchase. However, when the corporation begins purchasing its own equipment, it will own them outright including the locomotives.

Routes will be decided on only at such time as the Canadian Transport Commission has finished a study of each of 12 areas and regional services now in operation in Canada and made a recommendation as to which ones should be dropped and which ones should be kept.

The Commission has yet to release its "preferred plan" for the ending of the duplication of services on transcontinental passenger operation between Montreal and the West Coast. This "preferred plan" is to be followed by a final plan recommendation. The CTC is also to begin hearings in April on the rail services between Montreal and the Maritimes, again with the purpose of ending the duplication of passenger operations in the region.

In the meantime, the CTC has authorized the discontinuance of seven routes by both Canadian National and CP Rail. In its decision, the CTC cited the declining use of the services by the travelling public. Meanwhile, Transport

2000, one of the sponsors of the Saskatchewan Rail Conference, stated that the reason for the declining use of the services was the railways' overcharging, lack of advertising and generally poor conditions of the trains.

The routes involved are CP Rail 427-428 operating between Sudbury and Sault Ste Marie daily, CN 686-687 operating from Thunder Bay North to Winnipeg and return three times a week, CN Mixed Train 284-285 that runs once a week from Winnipegosis to Dauphin and return, CN Mixed 292-293 from Prince Albert to Hudson Bay and return, CN 696/698-697/699 running daily between Edmonton and Grand Center Alta., CN 690-691 between Edmonton and North Battleford running daily, 678-679, a daily CN train running between Quebec and Clermont.

The CTC ordered two routes to be continued in operation, CN 694-695 running daily from Edmonton to Drumheller and return and CN 9-10 between Jasper and Prince Rupert.

The Commission also allowed "partial discontinuance of two trains, CP Rail 164-167-172 between Montreal and Mount Laurier. The three times a week service will be cut to twice a week and "unless a satisfactory proposal is developed to continue this weekend service, it will be discontinued after six months". The other route is CN 626-627-628-629-630 between Richmond and Quebec. The CTC has given CN permission to suspend service for six months, at which time, a decision will be made as to whether the route should be abandoned or ordered resumed.

The President and Chief Executive Officer of the new Corporation is Frank Roberts, who was Vice President of CN's St. Lawrence Region. Chairman of the Board of Directors of the new Corporation is Dr. Robert Bandeen, President and Chief Executive Officer of CN. The Corporation is governed by a Board of Directors composed of representatives of CN, CP Rail, labour and the Federal Government.

SASKATCHEWAN RAIL CONFERENCE

The first National Rail Passenger Conference was held on 29 - 30 October in Regina Saskatchewan. Sponsored by the Saskatchewan Rail Committee and the University of Regina Extension Department, the conference attracted 150 officials from a wide range of organizations involved with or concerned about rail passenger service. The participants came from every part of Canada, the United States, France and the United Kingdom. Co-operating groups included the Province of Saskatchewan, Saskatchewan Chamber of Commerce, Canadian Plains Research Center, University of Regina and Transport 2000 Canada.

The objectives of the Conference were summed up as "to promote a national forum for positive proposals aiming at a revitalization of rail passenger service in Canada." Chairman of the Saskatchewan Rail Committee and the driving force behind the Conference was Michael Jackson.

The first session on Friday 30 October featured the Minister of Transport for Canada, Otto Lang and Gordon MacMurchy, Minister of Transport for the Province of Saskatchewan. Mr. Lang's remarks dealt with the history of railway construction and finance in Canada. He went on to explain the role of the Ministry of Transport and the Canadian Transportation Commission in relation to both CN and CP Rail.

Mr. Lang supported the formation of a single organization to "joint action on terminals, ticketing, reservations, scheduling, marketing and price policy." The Government's objective is to "ensure that trains perform a proper role and to create a cost-effective system." In order to reach that objective, he went on to say that the government is involved in a review of railway accounting and costing systems for both freight and passenger service. Although the government has promised to pay the railways 100% of losses in rail passenger service, incentives for good service will be built into the system.

Mr. MacMurchy began by pointing out that rail was the superior method of transportation in an energy conscious era. He went on to describe the goals of the people of Saskatchewan; an up-graded regional system that would provide a daylight downtown to downtown service for distances of 100 to 500 miles. A second goal was the retention of transcontinental service for those who cannot afford to travel by air or those who would enjoy traveling by rail. He added that they were both promises of the 1974 election and should be realized.

The afternoon session on the Friday had as its theme, "The Passenger Train Outside the Windsor-Quebec Corridor". Panel discussion brought out that there is a Canada outside of the Windsor - St. Foy Corridor; that the railways exist for Canadians and are there to provide a service; that people are just as important as freight. The panel was composed of Michael Jackson, Jack Wynter of the C.B.R.T. & G.W., Gordon Seddon of the Alberta Transportation Department, Gary Pollock of the Maritimes and Russ Steele area Manager of CN.

The session on Urban Transit featured experts on urban planning and marketing. The conclusions of the panel on urban transit were that the key to good planning was intermodality, the inter-

connecting of services so that passengers may move from one to another with speed and ease.

It was also pointed out that transit should be used as a method of directing development around a city, such as has been done in Europe with a high speed rail link to the downtown. The Edmonton light rail transit system was pointed out in this regard. It was also pointed out that a downtown terminal location is the preferable one, so that a system can be a part of a whole network and travellers would be within walking distance of principal destinations.

The Saturday morning session was taken up by "Passenger Train Marketing in the 1970's and 1980's". This featured Garth Campbell, Vice President of CN Passenger Marketing and Alfred Michaud who holds the same position for Amtrak.

Mr. Campbell pointed out that CN had recently come out with new marketing techniques such as doubling the number of daynighters, 7-30 day excursion and round trip fares, improved schedules and the new VIA Timetable. He also pointed out that CN had asked for permission to improve the Maritime passenger service in 1974 were turned down by the Ministry of Transport. He went on to say that three functions were currently served by the long distance trains; long distance travel, intercity travel and local travel. He proposed that more regional services be instituted pointing out that presently, the Super Continental makes 100 stops (approximately), which affects the quality of service for customers travelling the full distance and creates scheduling problems which are hard to solve.

Mr. Michaud of Amtrak stated that the first need was to define what was meant by "market", "need" and "demand". He went on to point out that Amtrak's success was due to marketing techniques. Part of the key to success, Mr. Michaud said, was to reach and motivate consumers to use a product.

Relating directly to passenger trains, Mr. Michaud described a survey that Amtrak carried out that indicated that good crews were a vital factor in keeping people happy. From this, good union relations were necessary, to get employees to improve service and information service which will lead to increased user comfort. To conclude, he pointed out that Amtrak had a 6½% increase in ridership in 1976.

The Saturday Afternoon session was one that covered the role of tourism and passenger trains. Taking part were Mr. M.J. Munford, Assistant General Manager Passenger Services for CP Rail, D.R. Jacox of Pacific Western Airlines, and Mr. L. Gilmour of the Saskatchewan Department of Tourism and Renewable Resources. The main point of the session was that people like to travel across the country by train and that greater integration between modes would enhance the role of rail as would improved ticketing and scheduling.

The evening session on "Passenger Train Technology" had Bart White, Senior Technical Advisor for Research and Development for CN, as the featured speaker.

He stated that in order to attract passengers, an attractive service must be provided, and that it can be provided by existing existing equipment-

Turbo, Tempo, Amfleet, and the new commuter cars being built by Hawker Sidd-eley. His second point was that more research is needed on train/track dynamics, stating that not enough is known about this area of engineering.

Following Mr. White, came a presentation by Pullman Standard about the new bilevel cars being built by them for Amtrak.

The last speaker was Mr. Pierre Bermond of Transport 2000 France who outlined developments in France and the high speed line from Paris and Lyons currently under construction.

The final event of the weekend was a railliner excursion up the Qu'Appelle Valley from Regina to Melville. This was a line that had not seen a passenger train since 1962 and it was reported that people along the line would welcome restoration of passenger service.

On display at the Conference in Regina was a train painted in the new VIA colour scheme of blue and yellow. The train was composed of 8 cars-coach 5525, baggage car 9630, Dayniter 5727, Sleeper "Essex" 1149, club car "Hamilton 655, Diner 1361, Lounge "Entre Nous" 2321, and sleeper "Burrard" 1098.

The preceding was condensed from the pages of the newsletter of Transport 2000. The U.C.R.S. wishes to thank Mr. Harry Gow, President of Transport 2000, Michael Jackson of the Saskatchewan Rail Committee and Ms Minda Bojin of Transport 2000 for their cooperation. For those interested in membership in Transport 2000, write to: Membership Secretary, Transport 2000, P.O. Box 300 Station "A" OTTAWA Ontario. K1N 8V3.

An expanded version of the proceedings of the Saskatchewan Rail Conference is available from: The Bookstore, University of Regina, Regina, Saskatchewan. S4S 0A2. The cost is \$5.95 plus postage.

THE BIG ENGINE THAT COULDN'T.

Amtrak is having trouble with the locomotives that form the backbone of their 352 unit roster. The big SDP40F is back in the news again. After the last derailment involving the units of this type (Floridian, 17 January 1977 at Birmingham), Amtrak President Paul Reistrup put a 40 mph speed restriction on the units. In the past 3 years, there have been 16 major derailments involving the SDP40F's. The most common feature of all of them have been two of the SD's coupled back to back going off a curve at 50mph or more.

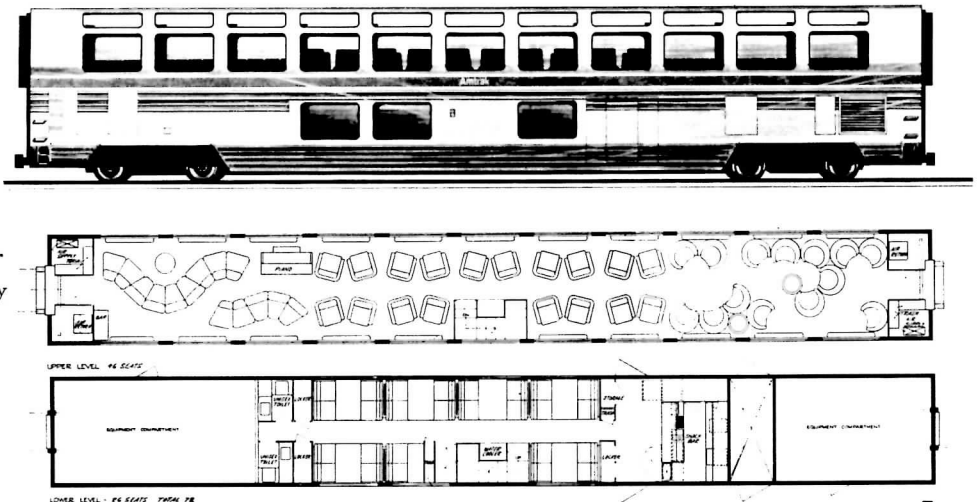
After the derailment of the San Francisco Zephyr on 16 December 1976 near Omaha, Burlington Northern banned the big 500's from its lines. On 16 February 1976, the James Whitcomb Riley was derailed on the C&Q, who promptly placed their lines out of bounds to them.

The United Transportation Union has complained for over a year about the poor ride of the locomotives and in 1976, there was an extensive study that led to a redesign of the trucks but the derailments have continued.

With the SDP40F restricted to both speed and route, Amtrak has been forced lease Burlington Northern SD40's and SD45's geared to 77 mph for the services on the BN. As well, Amtrak has leased all of Union Pacific's remaining steam generator equipped E9's, Southern Railway FP's and E's. There have been unconfirmed rumours that they are also looking north of the border, to lease units equipped with steam generators from one or both of CN and CP Rail.

Meanwhile, a test program has been undertaken by Amtrak, the Federal Railway Administration, Electro-Motive and the Association of American Railways to determine what, if anything is wrong with the design of the SDP40F. The National Transportation Safety Board has also been asked to sit on the tests.

Amtrak's new "sightseer/lounge cars" will afford excellent visibility from their large windows. Diagrams of the upper and lower levels show possible seating arrangements. (Amtrak)



Under The Wire

EDITED BY ROY. W. LAYTON

BELGIUM

The SNCB has a policy of dividing investment evenly amongst the Flemish and French speaking areas of the country. Therefore two stretches are to be brought under the wire in the near future. One between Ghent and Kartrijk, and the other being the lines between La Louviere and Braine-le-Comte, Mons and Luttre. This last section will give through electric running between Mons and Liege via Charleroi and Namur.

FRANCE

Integration of Subway and suburban services in Paris will mean that by 1979, dual voltage emus will be running through from SNCF points to major Metro (RATP) centres. The 4-car units will first be used to link the Gare du Nord and the Gare de Lyon to the new Regional Express (RER) junction at Chatelet. The trains are being built by Society Franco-Belge and Alusuisse. Total cost for 750 cars will be \$315 million.

The French government has authorised the construction of a new high speed line from Paris to Lyon. Designed exclusively for high-speed passenger services, the new TGV (Tres Grande Vitesse) trains will operate regularly at speeds of 185 mph.

Considerable care was given to the environment when designing the route, as it avoids all towns, villages, historic places, picturesque and archaeological sites. In order also to keep construction costs to a minimum there are no tunnels and as little grading as possible. Grades of up to 2.9% will be included, but with the very high power of the electric TGV sets, these will not reduce operating speeds. Only at one point will the speeds be set below 300 km/h. That is at Col du Bois Clair where two ruling grades meet at a summit. To avoid a roller coaster effect of reduced weight (low G) the speeds will be reduced to 220 km/h (136 mph).

Unlike the Japanese "Shinkansen" system which is a self-contained standard gauge line in a narrow gauge system, the French line will operate through TGV services to other destinations. It is planned that these trains will operate on upgraded existing routes to Switzerland via Dijon and Vallorbe to Geneva and into Italy via Macon, Aix-les-Bains and the Mont Cenis Tunnel.

The new line, unlike existing parallel routes, will be electrified at 25Kv ac. As the trains will leave Paris from the Gare de Lyon on existing trackage, the units will be dual voltage to be compatible with 1500v dc. As mentioned above, future operations are planned into Switzerland and Italy, this will require four-voltage TGV sets which will operate on 15Kv 16 2/3Hz ac and 3000v dc as well as the two French systems. A gas-turbine powered test train has been running to prove the train systems. It was felt that an electric test train would over-load the power supply equipment on the existing 1500v dc routes.

The equipment to operate the new route is now under construction. Each train will consist of 10 cars; two power cars with eight articulated passenger cars between them. A total of 100 TGV sets are to be built.

JAPAN

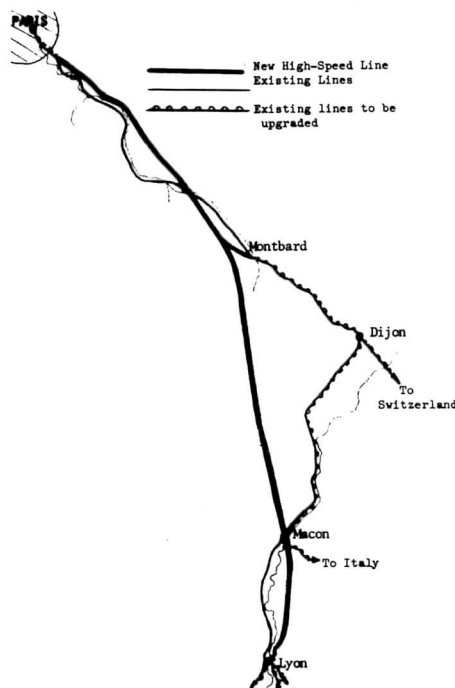
The first sets of 2nd. generation "Shinkansen" equipment has begun entering service. The total order of nine 16-car sets should all be in service this spring.

UNITED KINGDOM

The future of the Manchester - Sheffield 1500v dc electric line is now in doubt. The line was the showplace of British Railways in the early 1950's but since then the passenger service was rerouted in 1968 (at that time the reason was to make room for freight moves). Now freight business is down and next year a \$5 million equipment renewal programme will have to start. A committee has been set up to see if the expenditure is justified. Alternatives available would be extensive maintenance, conversion to 25Kv ac, dewiring or total closure.

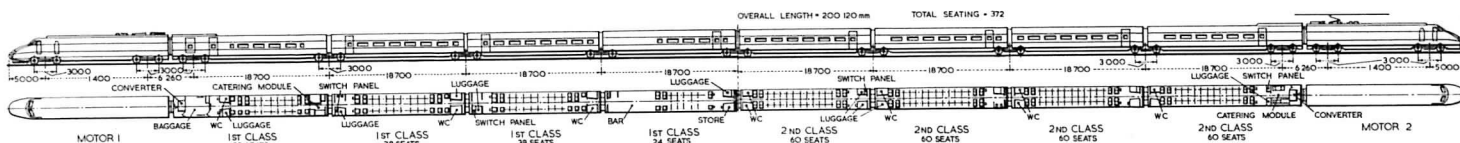
Approval has been given to electrify the suburban services out of London's St. Pancras Station. The entire scheme will involve the wiring of 53 route miles (225 track miles) from Bedford south to St. Pancras and Moorgate. The suburban services on the ex-Midland Railway mainline are used by more than 10000 commuters daily. It is estimated that electric operation will raise this number to 12500 on its start up. An increase of seating from 6000 to 8000 will result as increased frequencies of trains are operated.

The main line north from St. Pancras is four track and all four tracks will be wired although inter-city trains will continue to be diesel hauled. The approach to Moorgate will be by way of the existing "Widened Lines" tunnels. These leave the main line at Kentish Town (2 miles north of St. Pancras) and tunnel below the main line to eventually run parallel to the London Transport Circle Line tracks. These two routes then cross and run parallel (BR on the south side) to Moorgate. The present service on this route amounts to three commuter trains a day. The proposed electric service will be three trains an hour with more during peak periods.



ABOVE
Sketch map of the route of the new French high speed line from Paris to Lyon.

BELOW
Artists drawing and plan of a 10-car electric TGV set being built for the SNCF.



The electrification system chosen is 25Kv ac. This will result in 27 bridges being rebuilt completely and another seven raised to provide clearance for the overhead. In the Moorgate tunnels the tunnel floor is to be lowered and in places the lateral clearances will be eased by widening the tunnels. The old and mostly disused Kings Cross (Widened Lines) Station is to be rebuilt as a major interchange point with connections to the Piccadilly and Victoria Line tubes.

Signalling on the route is now block operated with manual semaphores. 29 signal towers control the route. In the tunnels two aspect ground colour light signals controlled by London Transport are in use. CTC is to be installed to replace the existing 50 year old system. The control centre will be located at West Hampstead. As resignalling progresses tracks will be moved to allow for higher operating speeds. The present speed limits are 60 mph for the local lines and 90 mph for the main lines. This will be increased to 75 mph and 100 mph (with a 37 mile stretch of 110 mph) respectively.

The services will be operated by 48 new 4-car units with a maximum speed of 90 mph. For these units a new maintenance facility will be built alongside the existing diesel facility at Cricklewood.

The estimated costs for the project are \$70 million for electrification and civil engineering, \$18 million for installation of CTC and \$35 million for new trains.

The start-up of the GN line electric commuter services were not without problems. As can be expected with any new service, there cannot be a full rush hour shakedown before the event, so the first few weeks are run on a string and a prayer.

Mechanical problems encountered in the "early days" were doors sticking, pantographs refusing to lower for the tunnel sections and trip cocks tripping or not tripping when they shouldn't. Then there were the human problems. These trains have sliding doors that require the passenger to start the operation. A lot of passengers were expecting a subway type "all doors open" operation. All of these problems led to inevitable delays as planned 30 second station stops were extended to a minute plus. On the first day 62% of the trains were more than 5 minutes late. This went up to 66% on Tuesday, 76% on Wednesday and 91% on Thursday. However after that with railway staff and commuters better "trained" things improved considerably.

London is now mostly electrically operated with respect to commuter trains. When the St. Pancras and Kings Cross services are in full operation, only Marylebone and Paddington terminals will be without electric traction.

British Rail's electric APT (Advanced Passenger Train) will begin test running towards the end of the year and should be in limited commercial operation by year end. Initially speeds will be limited to 125 mph on the London - Glasgow run, reducing the travel time to 3 Hr. 57 Mins. with one intermediate station stop. These units, three of which are under construction, can be marshalled into three different consists: 1 power car and 11 "trailers"; 2 power cars and 12 "trailers"; and 2 power cars and 14 "trailers". The power cars are intended to be in mid-train. Total rating for each power car will be 4020 HP.

The streamlined front end profile and lightweight construction will reduce energy consumption by 1/3 when compared with a conventional train at 100 mph. Electrical equipment for the APT-P units is being supplied by ASEA of Sweden. Continuous in-cab signalling information displays will be used for the assistance of the engineer. They will give a "safe speed" readout at any moment. Should this system fail the engineer must revert to the published line limits.

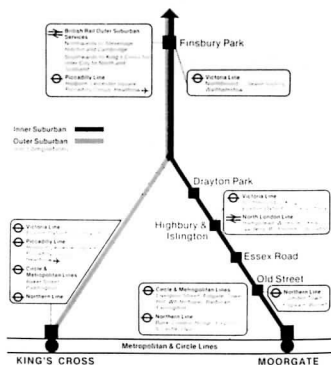
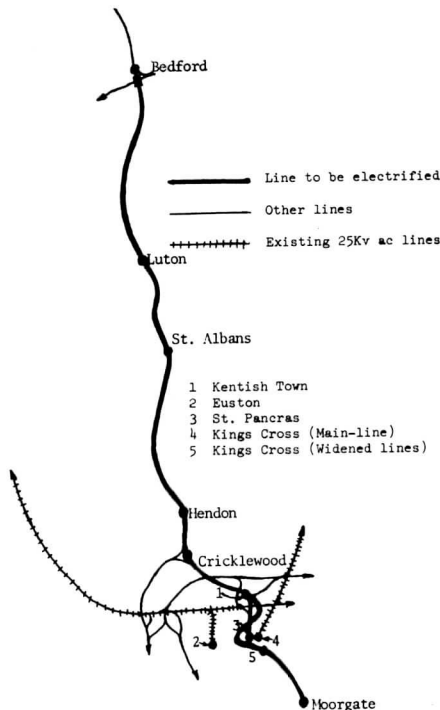


Diagram of the interchange connections with the GN electric services.

UNITED STATES

A railfan group in Philadelphia is currently raising money to restore a GG1 locomotive to its former Pennsylvania Railroad paint scheme. Called "The Friends of the GG1", the group is functioning in connection with various NRHS groups in the North-East United States. The group's goal is to restore #4935 to the original Pennsy dark green and pinstripes. Amtrak has cooperated by making the unit available. \$10,000 is required for the restoration job. Should anyone wish to contribute, donations should be sent to Friends of the GG1 c/o Philadelphia Chapter NRHS, P.O. Box 7302, Philadelphia, PA 19101.



Sketch map of the lines to be electrified during the St. Pancras suburban conversion project.



British Rail 4-CEP 750v dc unit #7808 waits at Portsmouth Harbour Station after arriving from London's Waterloo Station. Photo taken in August 1970. (R.W. Layton)



Excursions '76

PART - 2

BY RON W. LAYTON

(PHOTOS BY THE AUTHOR EXCEPT
WHERE CREDITED)

BY STEAM POWER & PRIVATE CAR (and both)

TORONTO - MARKHAM

June 4th.

June 4th. was clean - up day at Spadina Roundhouse as 6060 was readied for a special charter. In fact its first and according to CN its only charter. After running through the wash rack twice, a crew of car cleaners set to work on her. Paint was touched up, tires were whitened and the paintwork polished. The cab and steps were given special attention as it was not every day that a train is seen coast to coast on television and certainly not every day that a steam locomotive is the guest of honour at a wedding.

At the appointed hour the short train consisting of 6060, a baggage car and U.C.R.S. private car #13 left Union Station. On board were some of the wedding guests, newspaper reporters, CN Public Relations personnel and a TV crew along with the U.C.R.S. hospitality department.

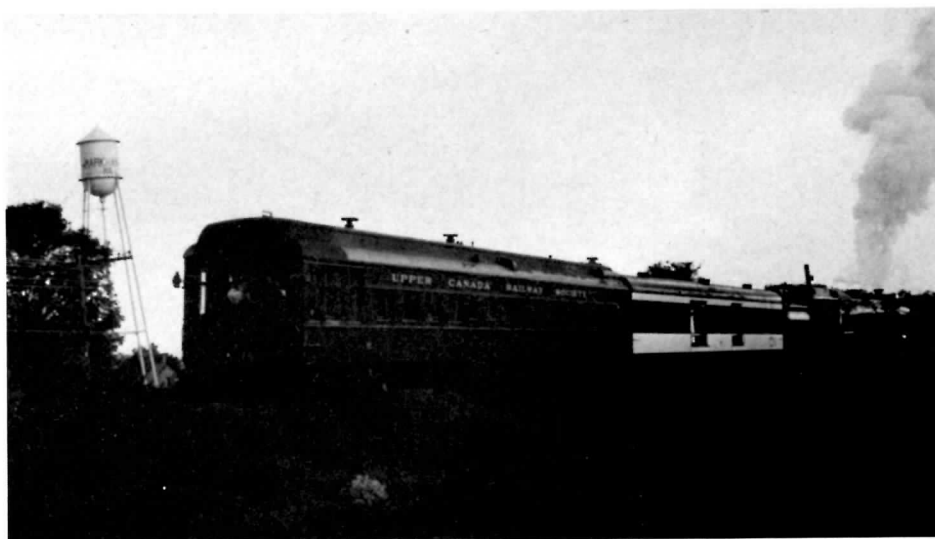
The steam extra headed north up the Don Valley on the Bala Subdivision to Doncaster. This route was chosen because it is the most scenic of the two possible and also it kept any potential motorcaders confused. A film crew from CFTO-TV were chasing the train up the Don Valley but unfortunately recieved a traffic ticket for parking their van on the Lawrence Avenue - Don Valley Parkway ramp. The U.C.R.S. photographer at this spot knew the country a little better and avoided the long arm of the law.

Oriole marks the top of the Don Valley and just beyond is the junction at Doncaster. The connecting tracks between the Bala and York Subdivisions at this point are such that our train had to stop north of the diamond and reverse around the north leg of the wye to reach the York Subdivision eastbound.

The Bala Subdivision was built by the Canadian Northern at the turn of the Century as their main line out of Toronto. The Canadian Northern line to Ottawa left the northern line at Todmorton Mills but was torn up by the CNR very early on. Its track bed is still visible as walkways, hydro rights of way and sees rail traffic as the east end of the Bloor-Danforth Subway and the CN Geco Spur. At Oriole a branch joins the Bala Subdivision from the west. This connects with the CPR at Leaside and was used by Canadian Northern trains as a means of entering CP's North Toronto Station, when the Grand Trunk raised tolls at Union Station.

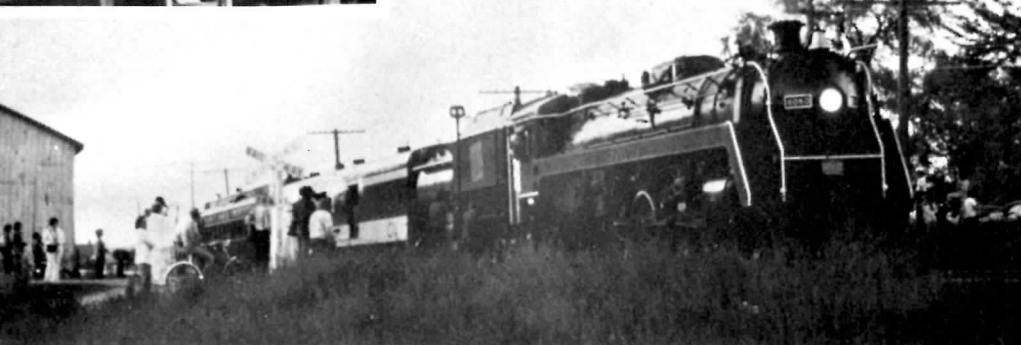
Eastbound on the York Subdivision some decisions had to be made. Due to an error in Spadina Coachyard, Car 13 had been sent out wrongly pointed. The opportunity was taken at Hagermans wye to turn #13 and replace it on the rear of the train correctly pointed. This had to be the first steam switching in many years and a great rarity with an engine as big as 6060 doing the chores.

Car #13 leads the way as 6060 backs the short special into Markham on June 4th.





The early evening runpast is over and Bob Hope backs the train into Markham Station INSET - A suited Bob Hope leans out of the cab window as he carries out his "One man show".



CN

TORONTO - NIAGARA

From Hagermans the train backed northwards the 3.2 miles to Markham where it was met by the bridal party, exactly on time at 16.30. The Groom's party, who were at the church, consisted amongst others of three frustrated railfans who could hear "the big green machine" but not see it.

The afternoon was spent with 6060 in the siding track at Markham with much photographing and filming going on around her. Towards the evening a private runpast was held for the benefit of the wedding guests, engineer of honour was Bob Hope. Bob had been engineer on train #580, the wayfreight operating out of MacMillan Yard that serves the Uxbridge Subdivision from Scarborough Junction to Stouffville. He retired from railway service in January 1976, so this assignment was arranged secretly as a farewell run and it turned out to be a one man show. Bob's last steam run before this was a 6218 excursion to Lindsay and prior to that he had been engineer on other 6218 and 6167 runs. All this was ten years ago but he handled the throttle of the U-1-f (he had never handled one before) like it was a regular job. Bob may well be the only engineer to have hogged excursions with all three of CN's restored locomotives.

Departure from Markham was at 21.30 and the return was by the more direct Uxbridge Subdivision/Kingston Subdivision route. On arrival at Union Station, 6060 was uncoupled and Car 15 was attached to the rear of CN #3 for the journey to Vancouver. That story can be found in the September - October 1976 issue of RAIL AND TRANSIT.

Following the success of the two 1975 excursions to Niagara Falls, it was decided by CN to operate 6060 on the Toronto - Niagara Falls run every Saturday from June to September. The Upper Canada Railway Society assisted on these trips by supplying a safety crew every third week and by operating a sales booth on board each of the trains.

The route of the excursions was from Toronto to Hamilton (passenger pick up and service point) via the Oakville Subdivision and on to Niagara Falls via the Grimsby Subdivision. Both of these subdivisions were built by the Great Western Railway. The Grimsby Subdivision being part of the Great Western main line from Niagara to Windsor and the Oakville Subdivision being a branch from Hamilton to Toronto. These lines were built to the British colonial standard gauge of 5' 6" but it proved to be very inconvenient as most of the Great Western's business was the transfer of U.S. freight from Chicago to the east coast. To get around this problem a third rail was added to allow standard gauge through running. Trains conveying standard gauge cars had a large NG sign on the locomotive's pilot. The choice of the 5' 6" gauge was forced on the Great Western by a government that could vividly remember the war of 1812, so a break of gauge at the border was created to forestall a "Yankee Invasion".

The Great Western eventually became part of the Grand Trunk and because of its dual gauge was the easiest section of the system to convert when the Grand Trunk changed its gauge in 1879. The lines were double tracked later on by the Grand Trunk which also had to rebuild the Jordan trestle. CTC is in operation between Cabin E (Toronto) and Hamilton, with ABS between Hamilton and Niagara Falls.

6060 created her own "Yankee Invasion" as hundreds of visitors from Buffalo, New York and the surrounding area came to ride the side trips from Niagara Falls to Yager. The operating procedure at Niagara Falls was for the train to run directly into the station, disembark the Toronto and Hamilton passengers, then move forward to take water from the Niagara Fire Department. This generally occurred one track away from the station building by the second platform, the main platform being occupied by a Toronto bound RDC train. During the watering, passengers for the side trip were loaded. The train then backed out of the station as far as Clifton, approximately 1 mile, and took the west leg of the wye.

The run south was on the Stamford Subdivision to Yager which is nothing more than a wye in open country. On the way the train passed the wye at Port Robinson where the Thorold Subdivision joins and crosses a high bridge over the Welland Canal tunnel approach tracks (see January - February 1977 RAIL AND TRANSIT). On a number of runs our timing coincided with a Chessie freight heading into the tunnel. The Stamford Subdivision is part of the old Welland Railway which ran from Clifton to Port Colbourne, following the east bank of the Welland Canal. Competition was added in Grand Trunk days by the Niagara, St. Catharines and Toronto which followed generally the west side of the canal.

At Yager, passengers detrained for a runpast and wyeing, the train takes the Stamford Subdivision (east leg) and backs across the south leg to the numberstone subdivision and returns to pick up passengers on the west leg. The photographers therefore had



The Niagara Falls excursion passing Bayview Junction on the outskirts of Hamilton. (R. Lindsay)



ABOVE
Ready to leave for another Saturday excursion, 6060 poses inside the trainshed of Toronto's Union Station.

BELOW
6060 on the Yager wye south of Niagara Falls. This was the turnaround point of the weekly side-trip.



a short walk in the weeds or, if it had been raining, a short walk through the swamp. The second runpast of the day was at Port Robinson East where the Thorold Subdivision joins as a wye. Passengers line up on the inside of the curve for photographs.

On returning to Niagara Falls the train again took the west leg of the Clifton wye and backed into Niagara Falls Station. Water was taken and the crew and on-train personnel took a short break before the homeward bound Toronto and Hamilton passengers entrained, this time from the main platform.

At the appointed departure time 6060 backed the train onto the international bridge, known in the timetable as Suspension Bridge (a name left over from the original Great Western Railway span), so that passengers could photograph the Niagara River gorge. After a quick stop at the station to pick up stragglers it was homeward bound on the Grimsby Subdivision.

The main through Hamilton is double tracked but the station has only one operating platform left which is off the main on yard trackage. If 6060 was on time, the excursion could detrain Hamilton passengers at the station and move into the yard for water. However, if 6060 was late the eastbound Toronto - Niagara Falls RDC train got to the station first and the steam train was held outside of Hamilton for the RDCs to clear. The closest meet during the season was with 6060 standing in the station ready to leave for the water plug and the RDCs having to take the main past the station and back into the east end of the platform.

Leaving Toronto on the Oakville Subdivision provided railfans with some of the fastest steam running on the continent. (R. Lindsay)

During the homeward bound water stop the whole train was taken into the yard where the locomotive was watered. This avoided the time spent uncoupling, coupling and brake testing. Passengers were not allowed off the train on this occasion. The outward bound watering was achieved by the Hamilton Fire Department lowering a hose over a bridge with 6060 suitably spotted below, whilst at the station stop.

The run from Hamilton to Toronto was generally uneventful with a slow order imposed at Bronte whilst a shoefly was traversed. Once at Union Station, the locomotive was quickly cut off, moved to the Cherry St. interlocking tower and then backed to the Spadina roundhouse, the work for the week being finished.

6060

TORONTO - PETERBOROUGH

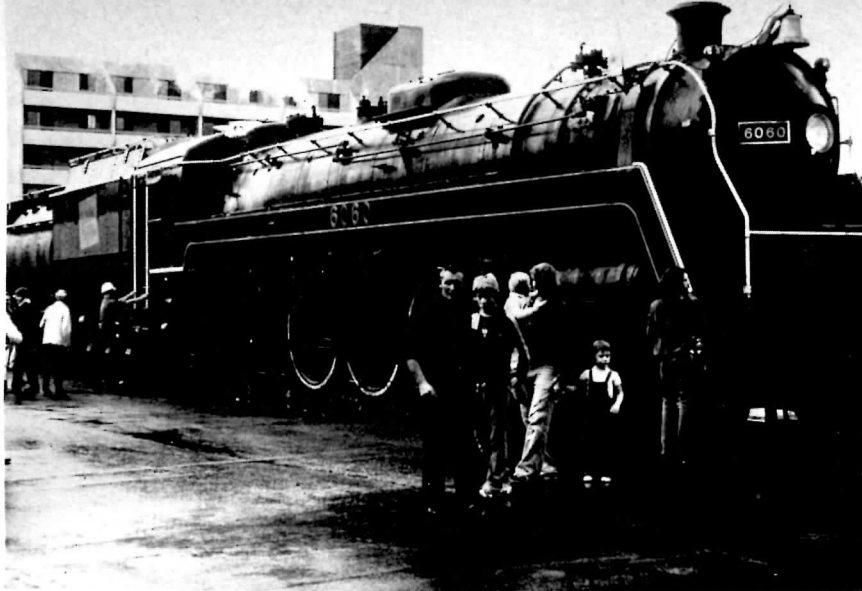
September 18th.

The day dawned dull and cool as a shorter than usual line up formed by the train gate at Toronto Union Station. The advanced mail orders for tickets had not been as large as expected and the bad weather had lowered the usual numbers of casual, spur of the moment travellers. There was however some advantage to this as the lighter than usual six car load would not overtax the engine whilst climbing grades on wet rail.

Departure was a few minutes late but the train was quickly accelerated east along the Kingston Subdivision heading for Scarborough Junction where we turned north onto the Uxbridge Subdivision. This trackage was built

as the Toronto and Nipissing Railway. It was a means of opening up the sparsely populated areas to the north-east of Toronto and consequently was built as cheaply as possible, hence the choice of a 3' 6" gauge. The Toronto and Nipissing had running rights (using a third rail) over the Grand Trunk to their own terminal at the foot of Church Street, conveniently close to Gooderham and Worts distillery - they owned most of the stock in the company. The grades and curves on the present Uxbridge Subdivision testify to this early development.

The ruling grade northbound on the subdivision lies between Markham and Stouffville, as the track rises there is a tight left hand curve followed by straight track almost to the summit where there is a right hand



ABOVE A very damp Peterborough greeted 6060, seen here soon after arrival at the site of the CN Station. The apartment building behind the locomotive is on the site of the Depot.



ABOVE Railfans wait in damp weeds for the first runpast at Markham's 19th. Avenue.

curve. The country either side of the tracks is wooded so on a rainy day like the one that day, the rail is really greasy. This became very obvious as we started up the grade. Speed dropped nearly to a walking pace and the drivers were slipping wildly each time the throttle was opened, we barely made it to the top. With the full planned train of eleven cars we would almost certainly have had to double it.

The first runpast of the day was at Markham Township 19th. Avenue crossing. The day being damp made for good steam shots but life was uncomfortable standing in wet knee-high weeds whilst trying not to fall down the sides of the shallow cut. With the photographers back on board it was on to Stouffville for the first water stop. To take water here the train was spotted to the south of the town's main street, the station is immediately to the north of the street. The station at Stouffville was scheduled for demolition early in January 1977 but to date (March 1977) the building is still standing. Passenger facilities are now reduced to a GO Transit type bus shelter.



BELOW Stouffville Station. On CN's condemned list, the town is still trying to find a way to prevent its destruction.

There were no runpasts scheduled between Stouffville and Lindsay so it gave those on board a chance to watch the scenery go by. The tight curves north of Stouffville made it easy to sit in ones seat and watch the locomotive at work. Twenty-two miles north of Stouffville we passed Blackwater Junction. The main line curves to the right as part of a wye, the trackage to the left is the Cannington Spur and is all that remains of the Toronto and Nipissing line to Cobocok, the spur only goes as far north as Woodville.

Between Blackwater Junction and Manilla the line was built by the Midland Railway using the powers obtained by the Toronto and Ottawa Railway. This enabled the Midland to connect the Toronto and Nipissing section with the Whitby, Port Perry and Lindsay Railway, so completing a direct route to Toronto. At Manila, the Uxbridge Subdivision runs on trackage built by the Whitby, Port Perry and Lindsay Railway. This company was a result of the Port Whitby and Port Perry Railway wishing to expand and gain a better financial footing. At one time they even had grandiose ideas of calling the line the Whitby, Port Perry, Lindsay and Pacific!! Needless to say Lindsay is as far as they got. Except for some switching spurs in

Whitby, the Manilla - Lindsay section of the Uxbridge Subdivision is all that is left of this enterprise.

On arrival at Lindsay the train stopped short of the station site at the Albert Street crossing to take water. Unlike the 1975 excursion to Peterborough, the passengers were allowed out at this stop. The weather however made it less than ideal. With the water tank full we moved off again passed the remains of the station and onto the Campbellford Subdivision. This Subdivision, like the Uxbridge is made up of a number of short sections that were either built by or were acquired by the Midland Railway. The first section from Lindsay to Omeme is over the Midland's parent company, the Port Hope and Lindsay Railway. Like the Whitby, Port Perry and Lindsay the southern section was torn up by the CNR and only switching spurs are left at Port Hope. From Omeme to Peterborough the line was built by the Midland using more Toronto and Ottawa powers. It is ironic but at that time two rival schemes were fighting for the right to build a line from Ottawa to Toronto. One was the Ottawa and Toronto Railway, the other was the Ontario and Quebec Railway. The government of the day saw in favour of the Toronto and Ottawa scheme, so the Ontario and Quebec was supposedly forgotten. As it happ-

ened the Toronto and Ottawa was never built (except for the sections conveniently used by the Midland) but the Ontario and Quebec was taken through to completion under Canadian Pacific auspices (it has since had the middle cut out of it) and is still active as the CP Havelock Subdivision

It was raining in Peterborough when 6060 arrived from Toronto. A line of buses were waiting for the passengers who wished a tour of the City. For the more hardy, boat cruises were available and then there were those who just wanted to walk about.

For those who wished to stay on board or those in Peterborough who had bought a ticket, the train left for the side trip to Anson Junction. Whilst the passengers changed, the locomotive was watered once again. The route from Peterborough to Anson, over the Grand Junction Railway route, is one of the most scenic in southern Ontario as the line crosses and recrosses the Trent Canal, passing through small rural towns such as Campbellford and Hastings. Water was taken at Campbellford which despite its lack of use still has a beautiful little station. With the tender topped off the train moved on to Anson for the wyeing operation.

At Anson Junction the train was turned by backing up the east leg of the wye onto the Marmora Subdivision, clearing the siding switch at the north end, and then coming forward down the west leg of the wye. Passengers were detrained before the operation so that they could watch the manouvers. The return to Peterborough was made without stops.

Once back in Peterborough, water tanks were refilled, passengers were exchanged and it was off to the last runpast of the day. This runpast was located to the east of Onemee on a left hand curve. As the train arrived and the enthusiasts were detraining a vintage car arrived at the concession road crossing that we had blocked. This car completed the scene for many of the photographers.

With photographs taken it was all aboard for Lindsay and a water stop. Local fire departments are on hand at the water stops to provide hoses and to operate the stand pipes at the hydrants. At Lindsay they were needed in greater earnest. Our watering location was at the site of the old Lindsay locomotive servicing facilities and the track had many years of accumulated grease on the ties. A slight spit from 6060's firebox started a fire on the ties. Running water from the tender to the track did not help very much. It was Lindsay's firemen who saved the day with a fire extinguisher.

With daylight rapidly dissappearing 6060 set off south down the Uxbridge Subdivision to a final water stop at Stouffville then on to the end of the run at Union Station.

TORONTO - GRAVENHURST

October 2nd.

This was the last steam excursion of 1976 and to celebrate the occasion we were presented with a warm sunny day and a packed train. The route away from Toronto was the reverse of last years Gravenhurst excursion, leaving from the east end of Union Station. With 6060 working all out the heavy train moved up the curves and grades of the Don Valley. The work in the Don Valley resulted in one of the shortest runs yet between water stops. Water was taken at Doncaster, just 15.4 miles from Union Station. With the long train taking water the rear of the consist was blocking both tracks of the York Subdivision.

Watering was over and the excursion headed north on the Bala Subdivision. The history of this line is covered briefly in the Toronto -Markham section. It is the Bala Subdivision that provides the main freight access to Toronto from the north, being fully CTC operated. Our train moved northwards over the sand hills of Ballentrae to the second water stop at Beaverton. On the way we passed the wye that marks the recently closed Sutton Spur. This spur is all that remains of the Lake Simcoe Junction Railway which was built as a feeder to the Toronto and Nipissing. Constructed to the same 3' 6" gauge as the Toronto and Nipissing, it ran from Sutton on Lake Simcoe to Stouffville. Like the Toronto and Nipissing the Lake Simcoe Junction Railway was taken over by the Midland, so eventually landed in the Grand Trunk camp. When the Grand Trunk and the Canadian Northern were grouped into Canadian National, the need for the bulk of the line was removed and it was closed. Freight was handled via the Canadian Northern route (Bala Subdivision) and passengers by either CNR or by the North Yonge Railway (later TTC)

electric cars. The spur was closed to all traffic in 1974 due to unsafe trestles.

The first runpast of the day was alongside Lake Simcoe, north of Beaverton. The sun was shining brightly and was just burning the morning mist off the lake as we descended from the train. The problem for the serious photographer was that the ground at that location is flat, so it was not possible to hide the other spectators.

North of Lake Simcoe the ground becomes more rugged as farmland gives way to forests and "cottage country". In the heart of cottage country at the top of Lake Couchiching is Washago. This small town is a major road and rail junction. At Washago the Canadian Northern and the Grand Trunk westerly routes crossed. The old diamond was located to the south of the station and as a consequence the station (ex-Grand Trunk building) is at an odd angle to the present tracks. Since CN realigned the tracks here the station has a 4-track main in front of it. The two tracks nearest the station are the Newmarket Subdivision (ex-Grand Trunk) and the two furthest are the Bala Subdivision (ex-Canadian Northern). The tracks follow the old Canadian Northern route for a short distance until north of the station the Newmarket Subdivision swings back to the old alignment.

Prior to the building of the Longlac cutoff in the 1930's, CN transcontinental passenger trains using the Grand Trunk route, ie "The Continental Limited", were routed to North Bay and over the Temiskaming and Northern Ontario Railway (now Ontario Northland) to Cochrane and then west on the National Trans-



ABOVE - The final runpast of the day, east of Onemee. The weed ridden condition of the Campbellford Subdivision is very evident here.

RIGHT - Sketch map showing the routes of the Gravenhurst and Peterborough excursions.



continental trackage. Washago is now served by four passenger trains daily with additional weekend runs. #3/#4 "Super Continental" moves from the Newmarket to the Bala Subdivision (northbound); #98/#99 "Northland" and #97 (Friday only) move from the Bala Subdivision to the Newmarket Subdivision (northbound); #673/#674 (Sunday only) & #96 (Saturday only) follow the Newmarket Subdivision. Most of the freight follows the Bala Subdivision through Washago.

Having checked the orders for the Newmarket Subdivision our steam extra started north from Washago bound for Gravenhurst. The rugged scenery that was first noticed north of Beaverton now appears in earnest. Pulling into Gravenhurst a large crowd was waiting to take the side trip. This trip ran from Gravenhurst to Washago and return, involving interesting working. The wye at Gravenhurst was not used to turn the locomotive, instead she was run around the train after watering and ran tender - first to Washago, where she again ran around the train. The whole train then carried out a runpast at Washago Station and returned to Gravenhurst.



TOP - U.C.R.S. member Chris Spinney behind the counter of the club's on-train sales booth during the Gravenhurst trip.

ABOVE - Operating tender first, 6060 is ready to leave Gravenhurst for Washago on the side trip.

Whilst the train was shuttling to Washago and back some of the passengers from Toronto were enjoying a cruise on Lake Muskoka. Although the cruise season was over, a special sailing was made for steam train passengers. Roast beef on a bun and various other goodies were also being served on the station platform by one of the local service clubs.

For the final departure from Gravenhurst 6060 once again ran around the train and left tender first. Running backwards to Washago, the locomotive ran around the train on arrival and then backed the whole consist onto the Bala Subdivision and then around the connecting track onto the Newmarket Subdivision southbound. During the run from Gravenhurst to Washago, a cake was presented to excursion organiser Fred Rowell by the railfan groups involved. See November - December 1976 RAIL AND TRANSIT).

The Newmarket Subdivision is some of Ontario's oldest trackage. From Toronto (site of the present Union Station) to Allendale Junction (now Barrie) the trackage was the first railway in Upper Canada, being the Ontario, Simcoe and Huron Railway. Opened to Matchells Corners (now Aurora) first and later completed to Collingwood it was reformed as the Noerthern Railway. The Northern then built a branch line to Orillia along the shores of Lake Simcoe. Later on the Northern and the Hamilton and North Western (reaching Allendale via Beeton) merged to form the North and North Western Railway and extended northward from Orillia to exploit the north country. By the time this company had become consolidated into the Grand Trunk system trains were running to North Bay. With the opening of the

Canadian Pacific transcontinental line, CPR trains used Grand Trunk rails to reach Toronto, until their own MacTier Subdivision was opened shortly before the First World War.

The last rumpast of the day was held north of Orillia. A number of people knew that 6060 was going for heavy repairs after this excursion so there were thoughts that this might have been the last rumpast ever. After the rumpast was completed, the train headed south for a water stop at Orillia.

It was almost dark when the train reached Orillia so photography was at a minimum. However there was time to explore the station which is still active and in excellent condition. The Newmarket Subdivision south of Washago is not CTC controlled, so Orillia still has the order semaphore in place, the station operator office being a section of the waiting room, complete with train orders clipped to the windows awaiting their respective runs.

From Orillia to Toronto the run was in darkness. On board there was a draw with prizes supplied by CN and each of the participating railfan organisations. The U.C.R.S. donated railway postcards and, as a grand prize, a ticket for the Toronto - Windsor Car 13 day trip.

The last that was seen of 6060 in 1976 was when she backed past the CN Tower on the way to Spadina roundhouse.

BOTTOM OF PAGE - Quebec's Palais Station seen here prior to closure. The building is to be preserved.

QUEBEC WINTER CARNIVAL

For February the weather was mild, very little snow could be found on the tracks and platforms of Toronto's Union Station as Car 13 left for Montreal. She was marshalled on the rear of CN's evening "Rapido". On this occasion the solarium was attached to the train with the steps trailing.

The evening "Rapido" runs with the Club Car trailing, so passengers entering that car got a good view of #13's lounge. In fact one old lady insisted that she preferred that club car (pointing to #13) to the one that she was being shown to. The journey to Montreal was uneventful except for when the train hit a skunk just east of Dorval.

Friday night was spent inside of Montreal's Central Station and on Saturday morning we left for Quebec City on another one of CN's "Rapidos" but this time we had a government private car behind us containing Jean Cretien and his family including the family dog. During the Quebec Carnival the CN police are very much in evidence on the Quebec - Montreal trains. It seems that after a few drinks, some people have a great urge to pull the emergency cord.

Arrival in Quebec City was at the now closed Palais Station. This station was built in 1912 by Canadian Pacific and was a magnificent example of Canadian station architecture. CN was the tenant at Palais Station, but with present trends in passenger trains being what they are, the tenant was running more trains than the owner.

The occupants of car 13 were detraining after we were put into our parking spot (by a CP

switcher) when there was a shout of "Cape Car". In fact one private car removed from us was another CPR "Cape" car. This was CP Business Car #15, still in use as the regional superintendent's private car. It wasn't too long before there was some mutual car admiration going on. Mr. Fortin being impressed with the restoration work that had been carried out on #13. His present steward had worked for some time as the steward on Car 13 prior to its sale to the U.C.R.S.

Departure from Quebec was in a blizzard on the last day of the carnival. The station was packed and our train was being run as three sections of 17 cars each. Car 13 and another government car were on the rear of the first section. The run to the west occurred mostly in darkness with the snow changing to rain as we approached the suburbs of Montreal.

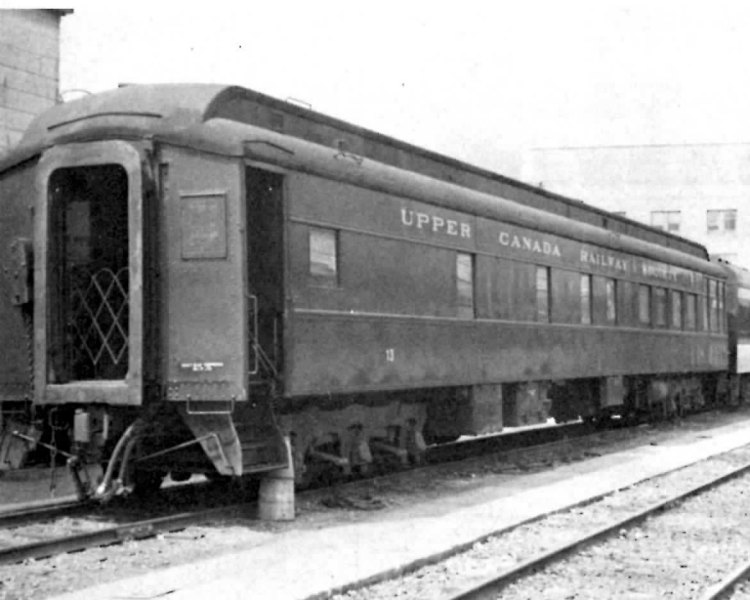
At Montreal, Car 13 and the government car were switched to the departure platform of the "Cavalier" where two other CN Business cars were waiting. The balance of the train was backed onto the cut of four business cars. By the time the Ottawa portion of the train was added at Belleville in the early hours of the morning we were riding in a 25 car train consisting of five units, two baggage cars, 19 assorted day and sleeping cars and four business cars.

There was also a dramatic change in the weather on the return journey, a blizzard in Quebec City, rain in Montreal and a sunny 40 degrees in Toronto. The first trip to the Quebec Winter Carnival was so successful that it was repeated in 1977. Details of this trip will be published in a later issue of RAIL AND TRANSIT.



WESTERN PROVINCES

Details of this trip were published in the September - October issue of RAIL AND TRANSIT. Inevitably there were some photographs that could not be used at that time. Some of those are shown on this page.



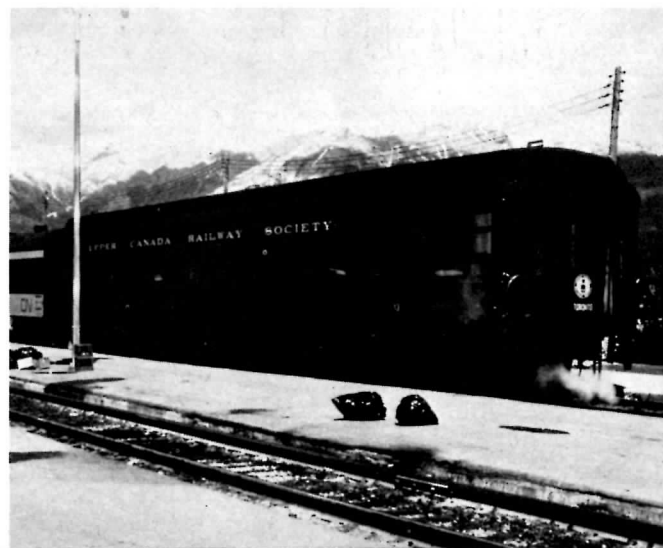
ABOVE LEFT - With the rain falling, Car 13 is pushed into her parking space at Winnipeg on June 6th. CN class GS-9d (SN-900) 7605 doing the chores.

ABOVE - Whilst parked at Edmonton, this shot was taken of Car 13's dining lounge. The flowers on the table had survived from Toronto.

LEFT - Tied up for a long weekend, Car 13 sits in CN's Vancouver terminal along with other CN business cars.

BELOW LEFT - Some of the participants of the tour wash the car down at Saskatoon. From the right Grant Kingsland, David Smith and Harold Glover are pictured here. CN's new station is in the background.

BELOW - No stranger to the Rockies, Car 13 is parked here at Jasper on the "opposition" CN's Yellowhead Pass route. Car 13 is of course ex-CPR.



QUEBEC

This trip was planned to be Car 13's second run over the National Transcontinental route. The tour left Toronto on a blustery Friday evening on the rear of the CN/ONR "Northland". The train runs overnight to its destinations on the Ontario Northland Railway. Leaving Toronto via the Don Valley (Bala Subdivision) the train switches subdivisions at Washago and heads up to North Bay on the Newmarket Subdivision.

Once at North Bay the train is handed over to the Ontario Northland who handle the various sections (the Kapuskasing section is handed back to CN at Cochrane). Car 13 was handled through to Noranda.

The Ontario Northland was built as the government controlled Temiskaming and Northern Ontario Railway to open up the "clay belt" area of northern Ontario. It was during the construction of the road from 1902 on that the enormous nickel, silver, lead and copper deposits were found in the area. The Noranda branch is an inter-provincial route and is inconsistent with being part of a provincially chartered railway. The reason is that it was not built by the T&N but by the federally chartered Nipissing Central and was built as an electric "interurban" in a frontier setting. After a carbarn fire which wiped out all of the Nipissing Central's equipment, it was steam operated by the T&N and hence became part of Ontario Northland.

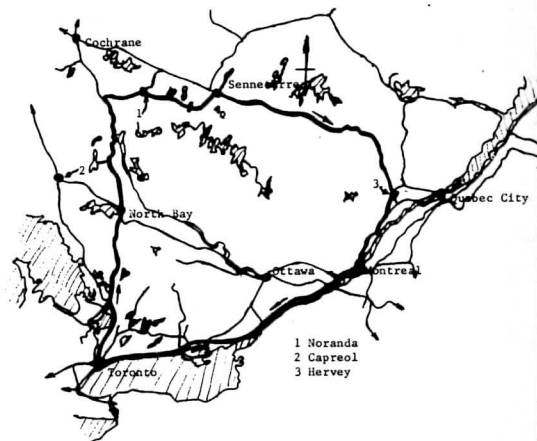
Once at Noranda ONR station, Car 13 was switched to the interchange track to await CN's attention. The car was then removed from the interchange and taken to the CN station at Rouyn by the locomotive of the

local wayfreight. The rest of the morning and part of the afternoon were spent with the tour participants looking around Noranda/Rouyn. At mid-afternoon CN#178 left Rouyn with Car 13 on the rear heading for Senneterre.

The train arrangements for eastbound traffic in northern Quebec are for the Cochrane - Senneterre train (day coach only) and the Rouyn - Senneterre train (sleepers and coaches) making trains #174 and #178 respectively to combine at Senneterre to form an enlarged #174. At Hervey, sleepers and coaches are traded with #170 (Chicoutimi - Montreal) whilst the balance of #174 goes on to Ste. Foy (Quebec City). The reverse operation happens westbound.

At Senneterre the train traveled east on the route of the National Transcontinental Railway, which was built by the government. Surveying was carried out between 1904 and 1908, construction starting at both ends (Quebec and Winnipeg) in 1906. The first train ran in 1909 between Hervey Junction and Quebec City. The last spike was hammered home at a point between Grant (west of Cochrane) and Nakina on November 17th, 1913. Total construction costs amounted to \$160 million. The line was built generally to high standards. The survey rules were for curvatures no greater than 6 degrees and grades westbound no more than 0.6% and eastbound no more than 0.4%.

On completion, the line was supposed to be leased to and operated by the Grand Trunk Pacific. They refused, charging that the line was not up to standard, so in 1915 the federal government ran the line under the name Canadian Government Railways. The CGR later had its name changed to Canadian National Railways but was not incorporated as such until 1923 when the Canadian Northern and the Grand Trunk were added. There is still passenger service over all the National



Sketch map of the tour route through northern Quebec.

Transcontinental with the exception of the Hearst - Kapuskasing section.

After travelling through the night, Car 13 was switched along with some other cars to the Montreal section (#170) and the night was finished off by running over the CN north shore route into Montreal. The north shore route was built by Canadian Northern as their route to Quebec City and so makes easy connection into Central Station by way of the Mount Royal Tunnel.

The return from Montreal to Toronto was by way of the Kingston Subdivision on the afternoon "Rapido".

TORONTO - WINDSOR

The round trip to Windsor was the only day trip undertaken by Car 13 in 1976. The route was a direct round trip on CN's South Western Ontario "Tempo" service. Leaving Toronto Union Station westbound on the Oakville Subdivision, we followed the ex-Great Western Railway route all the way, joining the old Great Western main line at Hamilton West and climbing the grade past Dundas on the Dundas Subdivision. The outward journey was uneventful with the possible exception of U.C.R.S. equipment director, Mal Marchbank appearing at odd places. For the first time, Mal was "chasing" the car and not riding.

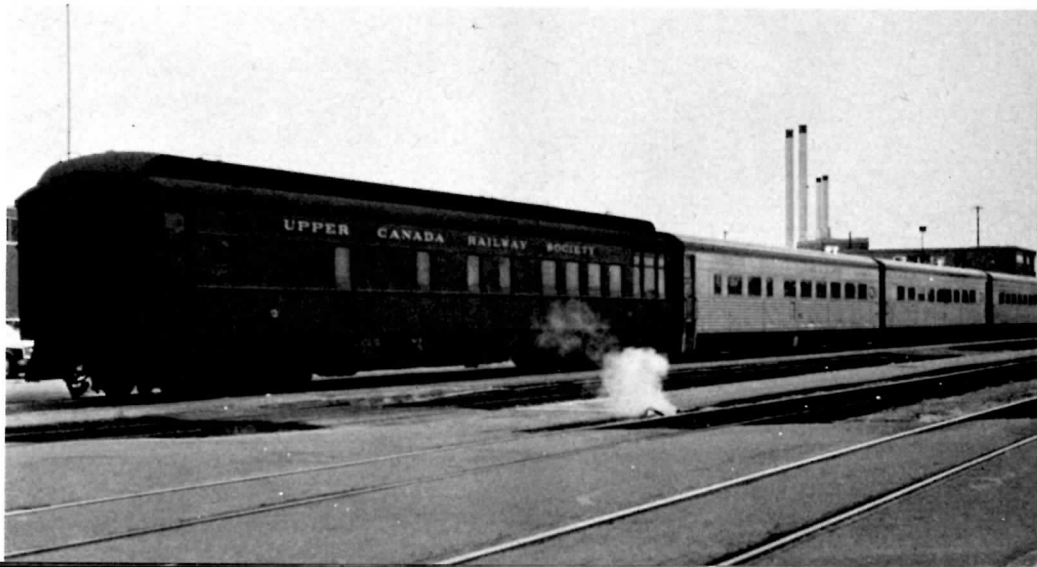
At Windsor the car was removed from the rear of the train and placed in a siding to await our returning train. The passenger station at Windsor was moved from its original downtown site to the present Walkerville location some years ago. However since then the operator has been removed and the station is now reduced to selling tickets. This does not mean that there is no more traffic. Passenger loadings have been steadily increasing over the years as more and more people (especially from across the river in Detroit) take the train for a day or weekend in Toronto. Both Canadian National and Norfolk and Western freights use the station and Chessie movements can be seen on adjoining tracks.

The return to Toronto was filled with more events than the outgoing journey. The car was supposed to be turned at Windsor, but a switch crew couldn't be found so we had to leave with solarium leading. It was then found that

our returning train was composed of "Tempo" lightweight cars. These cars are electrically heated but more importantly they have built in electric rear marker lights. We needed lanterns and none had been put on board in Toronto for our use. This created a problem for the train and switch crew. "Helpful" suggestions were heard from the platform such as "Put them head-end." Problem - we have no jumper cables for the train lighting and heating. Eventually two hand lanterns were found and the glass hastily painted red. They were tied down on the floor of the vestibule (now trailing) so that the light projected through the diaphragm.

When darkness fell, so did the temperature. We then felt the disadvantage of being in a steam heated car on an electrically heated train. Arrival in Toronto was on time and by then a little chilly.

Bringing up the rear of a string of Hawker - Siddely lightweight "Tempo" cars, #13 waits for departure from Windsor.







RAILFOTOS





OPPOSITE PAGE TOP - Resplendant in its new paint job the Jasper Hook waits for work. CN #50008 was caught here in June last. (R.W. Layton)
 OPPOSITE PAGE BOTTOM - F-7 #9175 waits on the point of CN#9 at Jasper Alta. These units recently underwent extensive rebuilding. (R.W. Layton)
 CENTRE PAGES - Sperry Rail Service car #137 receives some attention in Winnipeg Union (CN) Station. Winnipeg Union very often plays host to these cars. (R.W. Layton)



TOP - The "Super Continental" arrives at Saskatoon on its eastward journey. The F-unit consist is led by FP-9 6507. (RWL)
 ABOVE - A brace of GMD-1's 1030 and 1071 wait in a siding at Portage - La - Prairie during a switching assignment. (RWL)
 RIGHT - SD-40 5215 heads one of the many freights that thread the Yellowhead Pass. Seen here during the crew change at Jasper (RWL)



10 Years Ago...

News and Information from March-April 1967

TURBOTRAINS READY FOR TESTING SOON

Testing of CN's first Turbotrain is expected to get under way in a few weeks. Proving ground, at least initially, for the sleek aluminum speedster will be CN's Joliette Subdivision, northwest of Montreal. Later testing will bring the train to the Toronto-Montreal main line, where it will enter revenue service this summer. Rumour has it that July 15th will be the starting date for the new service, but the determining factor will be the outcome of the forthcoming test programme.

The Turbotrains are being constructed at Montreal Locomotive Works on an assembly line similar to those used in aircraft construction. The sub-assemblies are constructed separately, then welded together to create a strong, lightweight structure. Once the aluminum sheet is cut for the exterior of the Turbos, the car shells can be welded together into a complete unit in a few days, ready for the more complex and time consuming installation of engines, wiring and other interior systems.

The Turbotrains will be capable of 120 m.p.h., but initially will operate at a maximum of 95 m.p.h., observing all speed restrictions. The completed train will weigh less than half as much as a conventional diesel-powered train, and will be capable of operation on any well-maintained existing track.

RECENT DERAILMENTS FORCE TRAIN REROUTINGS

A log placed on the track was blamed for the April 9th derailment of CN train 841 at Hamilton Junction, which saw engines 1212, 1394 and 1214 plus two cars leave the rails. While Toronto Yard wrecking crews cleared the line, CN's Toronto-Niagara Falls trains (plus some freight service) detoured via Burlington Beach.

The derailment of 21 cars of southbound CN freight 453 south of North Bay in the early morning of April 8th forced the cancellation of RDC runs 674/675 because the equipment was trapped in North Bay. Southbound trains 674 and 88 were consolidated into a single train the following morning.

CPR PERMITTED TO RAISE MONTREAL COMMUTER FARES

* The BTC has agreed to allow CPR to increase its Montreal commuter fares, but not to the extent originally sought by the railway. The new fares may be introduced on 30 days notice to commuters on the 40-mile Montreal-Rigaud area.

As an example, Dorval commuters now pay \$3.50 for a ten-ride ticket. CP wanted this hiked to \$4.50, while the BTC fixed it at \$4.35.

CPR BUSINESS CARS AVAILABLE FOR CHARTER

For the first time in memory, Canadian Pacific is making a 'limited number' of its business cars available for charter, particularly for trips to Expo 67 in Montreal.

The cars are air conditioned, sleep six to eight in well-appointed bedrooms. They have a lounge, dining room-bar, kitchen and usually two stewards -- one a top-flight chef.

How much will it cost? "Anyone who has to ask.. can't afford it," said a CP passenger representative.

-Ex-London & Port Stanley freight motors L2 and L3, also caboose C2, are stored in CN's Sarnia roundhouse, disposition unknown.

CNR 2-8-0 2558 waits with the others for its fate on the scrap line at Lindsay, Ont. This class N-4-a engine was built by MLW in 1906 as Grand Trunk 696. 2558 was removed from the roster as scrapped in September 1955. (R. Hope)

-The six MR-18 class engines being rebuilt for two-way operation in conjunction with the new Hawker Siddeley passenger equipment for south-western Ontario will be renumbered and re-classified as follows:

Old number & class	New number & class
3850 -- MR-18g	3150 -- MRE-18g
3853 "	3151 "
3856 "	3152 "
3860 "	3153 "
3884 "	3154 "
3887 "	3155 "

These units will be regeared for 92 m.p.h. operation and will be fitted with electric generating equipment for supplying train power requirements.

CN EXTENDS KINGSTON SUB CTC

Considerable construction work has been completed in CN's programme to extend CTC to a point just east of Bowmanville on its Kingston Subdivision main line. The work is to be completed and operating coincident with the CTC additions for GO Transit.

An extension of the York Subdivision approach track at Pickering some 2000 feet east has necessitated the removal of Pickering Station. The office was closed for train order business on March 14th, and was completely razed by the 17th.

Farther east, between Whitby and Simcoe St., Oshawa, a new third track is being constructed south of the existing main lines to serve the new Oshawa yard. CN's new Oshawa station, at Thornton Road, will be built in this section.

Between Bowmanville and Newcastle, at the eastern end of the present CTC extension, new sidings almost two miles long are being constructed both north and south of the existing lines. To be known as Clarke, these sidings will permit the operational flexibility necessary to integrate freight traffic to and from the York Subdivision at Pickering with the high speed passenger services, with a minimum of delay. Clarke siding will enable an eastward freight, for example, to clear a fleet of passenger trains some 22 miles east of Liverpool where, under present conditions; it would be held for them. (The switches at Clarke East are about 1/4 mile west of Newcastle station.)

NO MORE CPR TRAINS TO DETROIT

* The Michigan Public Service Commission has agreed to allow Canadian Pacific to terminate its RDC service between Detroit and Windsor, which now uses NYC's Detroit River Tunnel. CP plans no alterations in its Toronto-Windsor trains.

NEW SUBURBAN STATION IN EASTERN METRO

* Trains running east of Toronto will begin making passenger stops at a new station adjacent to GO Transit's Guildwood Station, when the summer schedules take effect. It is hoped that this stop will prove popular with eastern Metro residents, as has Dorval with suburban Montrealeers.

TOKAIDO LINE BOOMS, EXPANSION PLANNED

Japan's New Tokaido Line has surpassed even the most optimistic predictions. Since its opening in 1964, the line has carried 62 million passengers a total of 19 million train miles. Averaging 100,000 passengers a day, the line set a record last October 10th, when 199,500 passengers were carried.

Plans have been announced for the extension of the line westward 100 miles by 1972. Cost of the extension -- which includes 30 tunnels -- is estimated at \$472-million. Japanese National Railways expects to finance the work from its own funds.

* The much-discussed TTC fare increase finally became reality on March 25th. Basic adult one-zone fare will be 25¢ cash, or 5 tickets for \$1, an increase of 20%. Two-zone fares will be increased to six (combination) tickets for \$2, an increase of 6.6%. Currently, one-zone fares are 20¢ cash or six tickets for \$1, and two-zone fares are four (combination) tickets for \$1.25. Childrens fares, purchased four tickets at a time, go from 25¢ to 30¢, while the 10¢ cash fare remains. Student tickets are increased from 9 for \$1 to 10 for \$1.25. This is the sixth fare increase since 1951, when fares were raised for the first time since the TTC came into being in 1921. The TTC lost \$1.2 million in 1966 and, at the old fare level, expected to lose \$5 million and \$9.5 million in 1967 and 1968 respectively.

Several members of Metro Council want the increase delayed until the possibility of a subsidy can be discussed in council. Another idea to be considered is the assumption by Metro and the province of 100% of subway construction costs.

* A large number of diversions occurred in the last month and another was about to take place at the time of writing. A fire on Gerrard east of Broadview February 27th resulted in CARLTON cars being diverted after 2.00 a.m. Normal service was restored after the morning rush. Westbound cars operated via Coxwell, Queen and Parliament, while eastbound cars used Broadview in place of Parliament.

A second fire on March 1st, this time at Queen and St. Patrick Streets resulted in diversions on QUEEN, LONG BRANCH and KINGSTON ROAD. QUEEN eastbound cars operated via Spadina, Adelaide and York, while westbound cars used Church, King and Spadina. LONG BRANCH cars followed the eastbound QUEEN cars to Church, then returned via the westbound QUEEN diversion in place of looping via Richmond and Victoria. KINGSTON ROAD cars used the LONG BRANCH loop. Several QUEEN cars were short-turned at Broadview Station, as well as the usual short turn locations.

At the height of evening rush hour March 10th, the east annex of St. Lawrence Market at King and Jarvis collapsed, littering the intersection with rubble and narrowly missing a KING car loaded with homeward-bound riders. KING and KINGSTON ROAD TRIPPERS were diverted via Church and Queen Streets, and KING cars continue along the diversion as of the afternoon of the 12th. It was expected that normal service would be restored prior to rush hour on Monday morning. The NA switch at Queen and King and the SR switch at King and Church, E to N, were removed from service and plugged for the duration.

Effective at 9.30 a.m. on March 13th, CARLTON cars were diverted east on Danforth to Luttrell Loop to allow contractors to finish work at Main Station Loop. The diversion began two weeks early, as extra cars were not scheduled to begin until March 26th. The diversion will remain in effect for about ten weeks.



THE RAILROADHOUSE



BY MARY F. LAYTON

Your Hostess - Host, Asta - Paul Larsen

On the site where the Whitby and Port Perry line was situated many years ago is a hotel owned by Astra and Paul Larsen called the Railroadhouse. It consists of seventeen beautiful units on two floors. The Larsens make you feel very welcome.

The motel is situated on Scugog St. on Highway 7A Centre and is a member of the Friendship Inn chain. They accept Master Charge, American Express and ChargeX and is approved by the Canadian Auto Association and the American Auto Association.

The rates are very reasonable with the highest

single \$18.00 per day
double \$22.00 per day
triple \$26.00 per day
for 4 \$32.00 per day
Check out time is 11.00am.

Breakfasts are served on the upper floor with pictures and posters of trains on the walls of the room.

Down the hall walls there are posters, in the entrance there is a pot belly stove and a waiting room bench from a station. All the rooms have prints of trains on the walls which give a real roomy effect.

For the guests staying in the units, free coffee is served at eight o'clock.

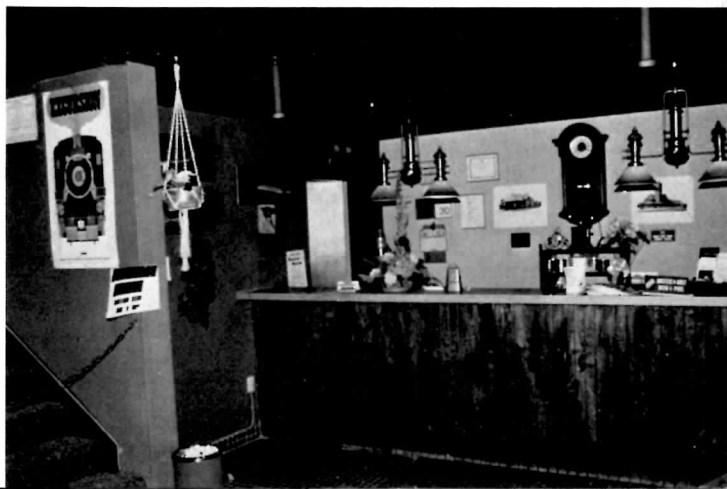
1-The roadside sign of the Railroadhouse (RRHouse photo)

2-Part of one of the room interiors. (M.F. Layton)

3-The first floor main corridor showing the railway posters on display. (RWL)

4-The second floor breakfast lounge. This room has steam photographs around the walls (RWL)

5 and 6- The main lobby. (RWL)



DIESEL NOTES

COMPILED BY PIERRE PATEVAUDE

CP Power Distribution January 1st. 1977

	PSGR.	RDC	FRT.	YARD	TOTAL	UNITS.
ATLANTIC REGION:						
Kentville	2					9049,9062
		7			9	8131-8134,8136-8137 8139
Bayshore	10					8023,8024,8032-8034 8039,8042,8046
			2		12	7046,7076
McAdam	3					8022,8027,8035
			1		4	HS22
Brownville			1		1	7079
Newport	5					8400-8404
			2		7	7096,7098
St. Luc 19						1400,1402-1414,1416 1418,1432,1800,1802
	244					4030-31,4034-38,4040, 4061,4063,4066-75,4200-50 4427,4431-35,4500-05,4507 5000-17,5019-25,8019,8021 8025-26,8028-31,8038,8040 8041,8043,8045,8135,8138, 8140,8429,8433,8446-47, 8462-8465,8467,8470-8471 8475,8477-79,8558-61,8563 8564,8566,8568-69,8571-73 8577,8579-81,8585-87,8589 8592,8594-97,8600,8730-38 8740-46,8748-53,8755-8800 8824,
			23		286	8427,8435,8443,8445,8449, 8452,8456,8460* 6524,7010,7012-15,7017, 7029-30,7033,7038,7041-42 7045,7052,7056-57,7062, 7079,7086-88,7095.
Glen	26				26	9050-51,9053-60,9064-72, 9300,9303,9305-07,9309
	19	28	269	29	345	* Road Unit equipped for exclusive Yard Service.

	PSGR.	RDC	FRT	YARD	TOTAL	UNITS
EASTERN REGION:						
Ottawa				3	3	6620,7028,7093
Smiths Falls				5	5	6528,6538,6591,7016, 7025
Toronto	175					4700-44,5500-64,5718-57 8107-08,8112,8116,8118, 8123-24,8130,8141-47, 8149-52,8154,8156-57, 8164,8168,8921
				20	195	6576,6594,6614,6617-18, 6702,6704,6706,6708-09, 7077,7089,7107-08,7400-05
John Street 5						9061,9063,9108,9115,9200
				27	32	6509,6514,6525-26,6537, 6539-40,6544-45,6552, 6584,6587,6603,7011,7020, 7021-22,7024,7026-27,7032 7034,7043,7047,7060, 7063-64
Windsor	1				1	8163
				9	10	6616,6700-01,6703,6705, 6707,7023,7059,7061
Preston	3				3	8160-62
North Bay				3	3	6541-42,6588
Sudbury	5					9021,9111-12,9250-51
				10		8104,8109,8125-26,8153, 8155,8158-59,8167,8171
				5	20	7090-92,7094,7099
Chapleau				1	1	7044
White River				1	1	6589
Cartier				1	1	6546
Schreiber				1	1	6549
	10	189		76	275	

Power for the "Canadian", two cab units sitting
back to back. FP7A, road class DFA-15f #4071 and
FPA2 class DFA-16e 4082 at John Street Toronto.
(R.W. Layton)



PSGR. RDC FRT. YARD TOTAL UNITS

PRAIRIE REGION:

Thunder Bay	8			8110,8120-22,8128-29, 8165-66
	14	22		6557,6570,6580-81,6595 6604,7048-49,7051,7081 7082-83 B102-103
Dryden	1	1		6511
Kenora	1	1		6547
Winnipeg	168			3000-20,4438-44,4473-75 4477-78,8483-84,8486-8506 8530-46,8614,8616-18,8620- 8632,8647-58,8671,8708, 8801-19
	22	190		6502-03,6517,6554,6556, 6562-66,6596,6598-99,6605 6606,7035,7054-55,7084, 7102-04
				8432,8436,8438-42,8444,8457*
Portage	1	1		6569
Brandon	4	4		6520,6522,6571,6583
Regina	5	5		6560-61,7019,7050,7105
Moose Jaw	8	8		6505,6512,6521,6532,6553, 6559,7037,7101
Swift Current	1	1		6510
Sutherland	6			8013-18
	6	12		6533,6568,6577,6607-08 7053
Wynyard	1	1		6575
Prince Albert	1	1		7036

182 65 247

SUMMARY PSGR RDC FRT YD TOTAL

Atlantic	19	28	269	29	345
Eastern	-	10	189	76	275
Prairie	-	-	182	65	247
Pacific	-	4	345	42	391
	19	42	985	212	1258.



GP35 #5022, road class DRF-25b at Agincourt Yard in the old grey and maroon paint scheme. Photo by D.W. Smith July 1970. Below: MLW C424 #4226, road class DRF-24c near Kennedy Ave., Toronto in late 1974. Photo by Dave Booth.

CP Rail

PSGR. RDC FRT. YARD TOTAL UNITS

PACIFIC REGION:

Medicine Hat	1	1		6720
Lethbridge	3	3		6519,6535,7111
South Edmonton	2	2		6710-11
Ogden	1	1		6602
Alyth	3			9105-07
	343			4445,4447,4459-62,4476, 4508-12,4550-51,4553-73, 5565-5717,5758-5777,5801- 5836,8100-03,8105-06,8111 8113-15,8117,8119,8127, 8169-70,8409-12,8415-18, 8421-24,8507-23,8525-29, 8611-13,8633-46,8659-70, 8820-23,8825-39, CN 5004 CN 5007
	12	358		6536,6578-79,6610,6621, 6712-18
Cranbrook	1	1		7115
Nelson	2	2		7110,7116
Vancouver	2	18	20	6518,6573,6611,7065-67, 7069-70,7072,7074-75,7100 7106,7109,7113-14,7117-18 8020,8044
Victoria	1			9103
		2	3	6572,7112
	4	345	42	391





STORED SERVICABLE

St. Luc Maintained

North Bay Maintained

St. Luc Maintained

Toronto Maintained

" "

Smiths Falls Maintained

Windsor Maintained

Winnipeg Maintained

Moose Jaw Maintained

Glen Maintained

Thunder Bay Maintained

STORED AT

St. Luc

Thunder Bay

Angus

Toronto

Chapleau

Toronto

London

Winnipeg

Moose Jaw

Glen

Thunder Bay

46 FRT 4016,4019,4025,4050,4082
4084-95,4404-10,4416,
4463-65,4468-70,8407,8428
8431,8437,8459,8468,8476,
8583,8588,8591,8593,8598,
8599.

9 YARD 6500-01,6508,6523,6529,
6601,6622, B100-01

2 YARD 6585,6592

1 YARD 6593

2 YARD 6612-13

1 YARD 6527

1 YARD 6615

1 YARD 6590

5 YARD 6513,6548,6558,6619,7085

3 YARD 6534,7039,7040

6 RDC 9020,9022-24,9302,9308

1 YARD 6555

ABOVE:DPA-17a at Sudbury, Ontario,
photo by R.W. Layton.OPPOSITE:RDC3 9020
after arrival at Peterborough Ont. June
1968. Photo D.W. Smith.BELOW:FA-2 #4050
road class DFA-16a Lambton Yard Toronto,
February 1977. Photo R.G. Eastman.





TOP:SW1200, class DRS-12c 8150 sitting at Havelock in company with RS11m. Photo by R.W.Layton.ABOVE LEFT:RS23 8040 at Harrowsmith 23, July 1976 heading east. Photo by I.C.Platt.ABOVE RIGHT:S-2 7042 at Outremont Yard Montreal Feb 1974. It is currently the last S2 in the old paint scheme. Photo Pierre Patenaude.

BELOW:M636 #4710 crossing Birchmount Road in Toronto on a late afternoon run. Class DRF-36a, the unit was built by MLW in 1969. Photo by Dave Booth.



STORED UNSERVICABLE:

Winnipeg Maintained

" "

Alyth Maintained

St. Luc Maintained

Toronto Maintained

TOTAL OUT OF SERVICE:

Leased to D&H

On loan to CNR

Leased to BCR

Units Retired

STORED AT

Weston	1 FRT 8485
	1 YARD 6623
Winnipeg	2 YARD 6582,6609
Ogden	2 FRT 8615,8619
Ogden	1 YARD 6719
St. Luc	4 FRT 8430,8482,8562,8574
	1 YARD 7080
Weston	2 YARD 7058,7078
Toronto	3 YARD 6550,6551,7031
53 FRT, 36 YARD, 6RDC	
2 FRT 8426,8480	
1 FRT 5800	
1 FRT 8747	
1 YARD HS21	

EQUIPMENT NOTES

CANADIAN NATIONAL UNITS ON LEASE TO
LOUISVILLE AND NASHVILLE 89 DAY LEASE

GP-40:4002-4015.

SD-40:5030-5041,5044-5045

GP-38-2W: 5566,5569-5572,5574-5581,
5583-5590

GP-38-2: 5510-5519

CANADIAN NATIONAL UNITS SOLD:

NW-2;7936,7945,7958 to Dofasco Hamilton.
renumbered 36,45,58. 01-03-77.

CN SD-40-2W Order C390 Class GF30q

Road Number	Serial Number	Delivery Date
----------------	------------------	------------------

5279	A3373	2 Feb 77
5280	A3374	25 Jan 77
5281	A3375	1 Feb 77
5282	A3376	3 Feb 77
5283	A3377	25 Jan 77
5284	A3378	2 Feb 77
5285	A3379	30 Jan 77
5286	A3380	31 Jan 77
5287	A3381	27 Jan 77
5288	A3382	26 Jan 77
5289	A3383	26 Jan 77
5290	A3384	31 Jan 77
5291	A3385	27 Jan 77
5292	A3386	31 Jan 77
5293	A3387	1 Feb 77

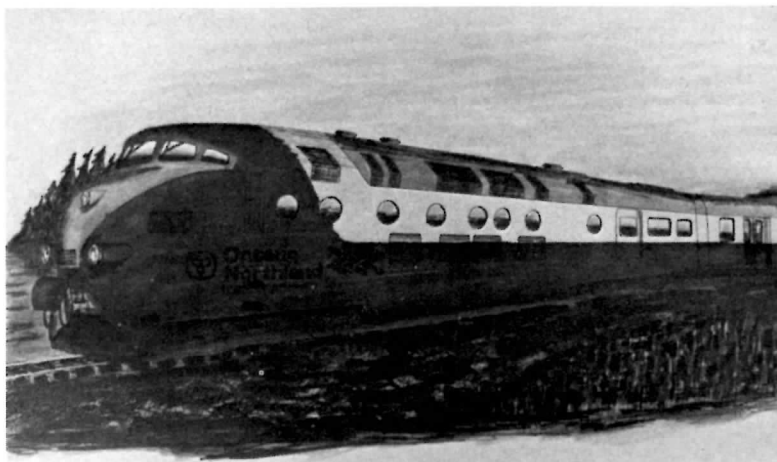
Units assigned to Calder

CN M420(W) 2560-2579

Road Number	Serial Number	Delivery Date
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2560	M-6092-01	5 Jan 77
2561	M-6092-02	5 Jan 77
2562	M-6092-03	5 Jan 77
2563	M-6092-04	5 Jan 77
2564	M-6092-05	6 Jan 77
2565	M-6092-06	6 Jan 77
2566	M-6092-07	6 Jan 77
2567	M-6092-08	6 Jan 77
2568	M-6092-09	28 Jan 77
2569	M-6092-10	2 Feb 77
2570	M-6092-11	2 Feb 77
2571	M-6092-12	15 Feb 77
2572	M-6092-13	4 Feb 77
2573	M-6092-14	4 Feb 77
2574	M-6092-15	8 Feb 77
2575	M-6092-16	17 Feb 77
2576	M-6092-17	15 Feb 77
2577	M-6092-18	22 Feb 77
2578	M-6092-19	18 Feb 77
2579	M-6092-20	22 Feb 77

Units assigned to Moncton



ABOVE:Artists rendering of the new T.E.E. sets due to go into service with Ontario Northland in May.(Ontario Northland Photo)BELOW: CN's Pointe St.Charles shops have turned out 6 new vans for the Algoma Central built to the same pattern as CN's.They are numbered 9601-9606.11 October 1976.Pierre Patenaude.



LEFT:Port of Montreal SW1001 7601-7602 built by E.M.D. for National Harbours Board taken at the Port of Montreal 31 August 1976 by Pierre Patenaude.ABOVE:CN's ex Milwaukee Road "Skytop" cars have been taken out of service due to C.T.C. order because they have only one entrance and exit. Shown here at Montreal waiting shipment to Transcona for rebuilding.2 Oct.1976. Pierre Patenaude.

No major delays have been experienced in the production of the TTC's first six new cars from the Schweizerische Industrie Gesellschaft (SIG), TTC numbers 4000-4005. Delivery of the first car is expected in early October of this year, and therefore plans to display one of the new SIG trams at this year's Canadian National Exhibition have regrettably been abandoned.

The two 6-axle cars are due to arrive in July of 1978. Contrary to previous reports, these articulated cars will not be assimilated into the TTC roster. They are owned by the Urban Transportation Development Corporation (UTDC) and as such will be strictly experimental; no TTC vehicle numbers have been assigned to them and they will likely bear the UTDC logo and colour scheme. Their delivery will be to the UTDC Transit Test and Development Centre near Kingston Ontario (250 km east of Toronto) where much of the testing will be carried out. At some point in time, one or both vehicles will be shipped to Toronto for further testing and demonstration to potential customers of the UTDC. The TTC is expressing only guarded interest in the demonstration of the articulated cars as it remains committed to operating a streetcar fleet comprised of standard 4-axle vehicles in the present surface system. As the planning for new LRT lines progresses, the TTC will examine the use of longer, articulated LRVs in that context.

Tenders for the 190 Canadian built 4-axle LRVs (TTC numbers 4010-4199) were opened on 17 March by the UTDC. Interested companies are bidding on an 80 percent data package -- the successful company therefore has to anticipate the final specifications for some of the hardware and design features that had not been finalised at the time the quotations were requested. The production contract will be awarded in early June and the first car will be delivered to Toronto or to the Kingston test facility in July of 1978. The order will be completed by mid-1980.

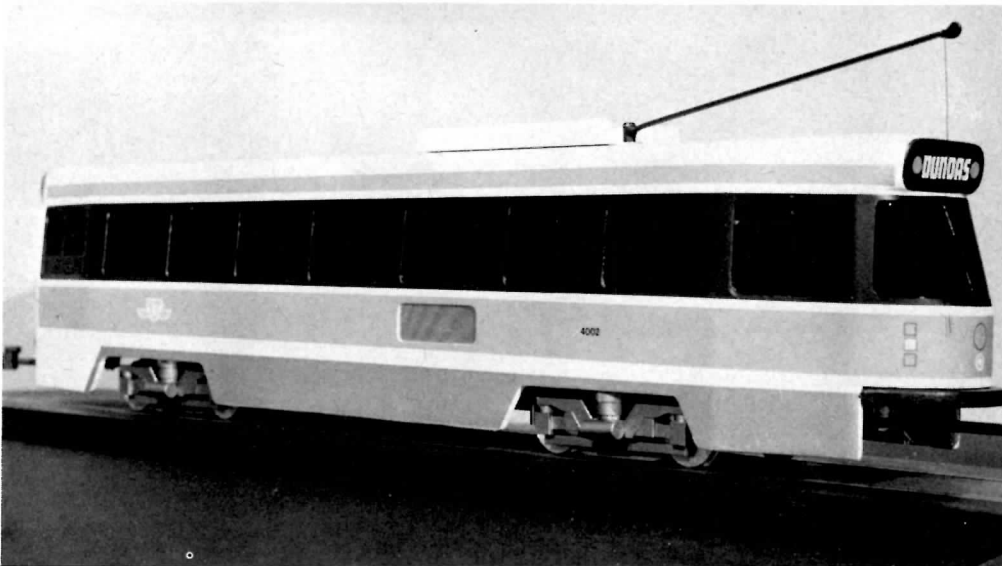
ABOVE RIGHT: Slowly but surely the TTC first new generation LRV 4000 takes shape at the SIG plant in Switzerland. This photo taken in January 1977 shows the advanced stages on the assembly. (U.T.D.C.) BELOW RIGHT: A table top model of 4002 in the familiar red and cream colours, complete with black window treatment and rear end route sign. (TTC)

NO FEDERAL AID FOR MASS TRANSIT

The recent announcement that no financial assistance from the Federal Government in Ottawa will be forthcoming has not had any major effect on the TTC's capital works projects. The TTC commented that it regrets the decision but that its budgets have always been prepared on the assumption of no federal aid. (The Province of Ontario and the Municipality of Metropolitan Toronto fund TTC projects on a 75% and 25% basis, respectively). Some long term projects may be delayed, but nevertheless will be built eventually: i.e. expansion of the Union Subway Station and implementation of LRT routes.

TRACTION TOPICS

EDITED BY MIKE ROSCHLAU



TTC'S QUEEN "MU" SERVICE DISCONTINUED

The afternoon rush hour on Friday 4 February 1977 saw the last multiple unit PCC tram service on the QUEEN route. PCCs 4464 and 4400 (runs 43 and 15) were the last cars to be coupled up at Russell Division at 3:36 p.m. that afternoon.

Examination of this route by the TTC had statistically shown it to be over-serviced. With multiple unit service, 28 trains had operated on a 4' 17" headway over the entire route from Neville to Humber (17 km). Since Monday 7 February, rush hour service on the QUEEN route has been provided by 49 single cars operating on a frequency of 2' 18" between Neville and Sunnyside (i.e. every second car turns at Sunnyside instead of going through to Humber). This schedule change has allowed a saving of seven vehicles in peak hours and four vehicles in the late evening -- a saving of 232,000 kilometres annually, equalling \$232,000 per year.

The service reduction on the QUEEN route was accompanied by similar (albeit very minor) reductions on the CARLTON and LONG BRANCH carlines and the 40-JUNCTION and 47-LANSDOWNE trolley coach routes. With an anticipated operating deficit this year of \$45 million, the TTC is under great pressure to trim service wherever possible. However, the Spadina Subway and associated surface route changes this fall will result in a 1977 net increase in service of 2,219,200 kilometres.



TOP LEFT: A train of class A7 PCC cars passes the two City Halls during the first week of Queen Street m.u. service in October 1967. (Ted Wickson) TOP: Two other A7 class cars seen westbound on the Queensway at Kingsway on 7 August 1974. (Ted Wickson) BELOW LEFT: Two m.u. trains comprised of A7, A11 and A12 class cars pass on the Queensway at Indian Rd., on the first week of mu service October 1967. (Ted Wickson). BOTTOM: The last Queen mu train is coupled up at 3:36 pm on 4 Feb. 1977 at Russell carhouse. The cars are A7 class 4464-4400. (Ted Wickson)



Now, instead of two QUEEN cars coming every 4 minutes, 17 seconds at rush hour, one will come every 2 minutes, 18 seconds.

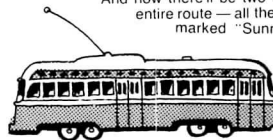
Neat, huh?

At rush hours, the QUEEN Street cars used to snuffle along two by two, cheek to jowl. (See illustration.)



In the interests of service, economy and good taste, this practice will stop. Now, the QUEEN Street cars will run one by one. (See illustration.) But, they'll come twice as often.

And now there'll be two kinds of QUEEN Street cars. Half will run the entire route -- all the way out to Humber. The other half will be marked "Sunnyside" and will turn around there.



What this means is that for most people, service will be twice as frequent. For the others, service will be about the same. And, the T.T.C. will save over \$200,000 a year.

This money will go to expand our plot to lure people out of their automobiles.



SCARBOROUGH LIGHT RAIL LINE

This proposed 5.6 km LRT line from the new eastern terminus of the Bloor-Danforth Subway (at Kennedy and Eglinton Avenues) north and east to the Scarborough Town Centre has regained its prominence in the news. A new master plan for Metropolitan Toronto (Metroplan) in the year 2001 has been prepared by the Metro Toronto Planning Board and has been sent to planning boards and councils of the City and various boroughs for discussion, further recommendations and modification. The Borough of Scarborough is by far the most vigorous supporter of light rail transit. The long term transportation plan outlined in Metroplan calls for a Scarborough line as a first priority -- to open coincidentally or shortly after the eastern extension of the subway to Kennedy & Eglinton in 1980. The second and third priorities are intermediate capacity transit lines along Eglinton and Finch Avenues. The transportation mode for these two ICTS routes may, however, not be light rail. The UTDC is lobbying for the application of their new Advanced Concept Technology which envisages automated trains of small cars running on steel rails and powered by linear induction. There has, in fact, been so much opposition to the Eglinton line at recent public meetings that any form of rapid transit along Eglinton Ave. is unlikely, especially within the time frame outlined in Metroplan.

The only real concern over the Scarborough line is its estimated cost of \$80 to \$100 million. This may have resulted from the influence of the TTC's Subway Construction Department which has a reputation for "overbuilding". The Scarborough line, no doubt, would also be a show piece and could be expected to show some unnecessary frills. General feeling, however, is that this line will be built without much further delay and that the required funds will be found.

TORONTO SUBWAY SECURITY CRACKDOWN

As a result of a few bodily assaults and a violent murder in the TTC subway last year, security in the subway has recently been very much in the news. Although the incidents (some with racial overtones) were blown out of proportion by the media, the TTC has decided to embark on a security improvement programme.

To improve the motorman's and guard's awareness of an emergency situation on board a train, a system of touch strip alarms and interior mirrors is being installed in all subway cars. The alarm system is activated when a passenger presses any one of the six yellow tape alarm bands mounted above the windows on both sides in each car. Once the yellow tape switch is pressed, it triggers audible alarms in the subway car concerned and in the motorman's and guard's cabs. Pressing the switch also illuminates an exterior indicator light to identify the car in which the alarm was activated.

In the stations themselves, there are increased patrols by TTC Security staff and Metro Police. New public telephones are being installed in open areas on track level and, at Queen's Park and St. Patrick Stations, all unused alcoves have been closed in.



ABOVE: Two PCC cars are seen loading on Jmaes Street in City Hall Loop on 27 March 1942. Immediately ahead of the cars is Albert Street and the car in front of the Dominion store is heading westbound on Queen. Not one building visible in this view is standing today. (Toronto Transit Commission).

BELOW: Some 33 years later, the same short turn operation, two blocks further east. PCC 4379 proceeds northbound on Victoria Street from Queen. This looping arrangement has become permanent during rush hours. The date of the photo is 18 January 1975. (Ted Wickson).

CITY HALL LOOP DECISION

When City Hall Loop (i.e. Bay, Louisa, James and Albert Streets) was closed in January 1975 to permit the construction of the new Eaton Centre, the developer, Fairview Corporation Ltd., agreed to provide the TTC's DUNDAS tram line with a new loop in the vicinity of the new development when construction was completed and to pay the additional operating cost resulting from a temporary loop during this period. For the last two years, the DUNDAS short-turn cars have been looping on existing street trackage: clockwise via Dundas, Church, Queen and Victoria Streets. This rush hour loop has required the use of one extra car resulting in an additional annual operating cost of \$30,000 which has been borne by Fairview Corp. With the recent opening of Phase I of the Eaton Centre in February of this year, the TTC was asked by the developer whether it wished to exercise its option to have the original City Hall Loop restored. At its meeting on 10 March, the TTC decided to waive this option and to adopt the "Church" looping on a permanent basis. The financial arrangement with Fairview terminated on 15 March. Reasons given for not restoring City Hall Loop were: a desire for all DUNDAS streetcar service to connect with the Yonge Subway at Dundas Station and the change in the demographics of the area of the old loop with Eaton's Queen Street and the Budget Store now closed, a restored "City Hall" loop would see very little traffic (the main entrance to the new Eaton Centre and to the Flagship Store is now at Dundas & Yonge and should be served by all DUNDAS cars).

At the same time the DUNDAS short turn loop was resolved, it was decided not to proceed with a "City Hall" loop for the 6-BAY trolley coach route. Such a loop had existed two years ago when the route was operated by diesel buses.





ABOVE: Yorkdale Station was structurally complete on 18 Feb 1977. A workman is busy welding steel beams above the southbound platform. Note the skylight at top right and the windows at left that will match up with train windows when trains stop in the station. (Toronto Transit Commission)



BELOW: Station finish work was underway on 18 Feb 1977 at Dupont Station although the track had not been completely installed. The station will be a very interesting one and a feature will be an open mezzanine a la Montreal, from which one will be able to watch trains come and go. (T.T.C.)

ABOVE: A workman takes a rest while admiring the interesting design features of Lawrence West Station on 18 February 1977. Note that the track is laid and that the station is structurally complete. (T.T.C.)



SPADINA SUBWAY PROGRESS

Despite one of the severest winters in recent memory, construction progress on the Spadina Subway Line has not fallen any further behind schedule. Some contracts remain two to three months behind, most notably St. Clair West Station. Trackwork has been delayed because of late delivery of switches and specialwork; a problem has also arisen with the epoxy cement used on mounting the rubber pads used on the track bed for sound dampening. Sometime in April, hopefully after an electricians' strike will have been averted, the TTC will decide on a firm opening date and give final approval to the surface route changes. At the present time, 15 October 1977 is the tentative opening date.

The subway art programme launched last year is now close to reaching its goal; it will be remembered that public opposition to the use of tax dollars had forced the TTC to seek outside help which turned out to be the Ontario Heritage Foundation (responsible for collecting private donations) and Wintario (the provincial lottery that matches, dollar for dollar, all funds raised privately). There is now enough money for artworks in all stations except Yorkdale, which was to feature the very expensive electric light show, "Arc en Ciel", in the skylight; the light patterns were to be activated by incoming and outgoing trains.

TTC SURFACE TRACKWORK - 1977

As part of the TTC's ongoing five-year capital works programme (begun in 1974) for rehabilitating streetcar trackwork, \$1,045,000 has been authorised for the following projects in 1977:

Specialwork at intersections--
Queen & York, Queen & Parliament and Gerrard & Parliament.

Tangent track-- Dundas Street East from Parliament to River (630 metres), St. Clair Avenue West from Bathurst to Winona (1170 m), Carlton Street from Ontario to Parliament (210 m), Queen Street West from Claremont to Shaw (552 metres), and Broadview Avenue from Victor to Withrow (345 metres).

McCAUL LOOP RECONSTRUCTION

When McCaul Loop (north of Queen St.) was closed in September 1975 to permit the construction of a major office, commercial and residential development on the east side of McCaul Street between Dundas and Queen, the DOWNTOWNER streetcars were temporarily routed to Wolseley Loop at Queen & Bathurst. McCaul Loop will be restored to its original location "inside" the new development which will be known as *Village by the Grange*. Immediately adjacent to the loop will be a unique restaurant -- perhaps the most ambitious eatery anywhere with a streetcar theme. The Ontario Electric Railway Historical Association (OERHA) has been retained by the developer, Delzotto Enterprises, to provide two genuine "old Time" streetcars for the restaurant. TTC small Witt body 2806, having resided for many years in a construction equipment work yard just north of Toronto, is one of the cars; this car has been stripped of its trucks and other hardware for use at the OERHA's operating museum near Rockwood Ontario. Details of the second car which presented much of a challenge for the museum group are not known at this time; under no circumstances will a PCC car be used. McCaul Loop should be open to streetcar traffic late this year and the planned opening date for the restaurant is 1 May 1978.

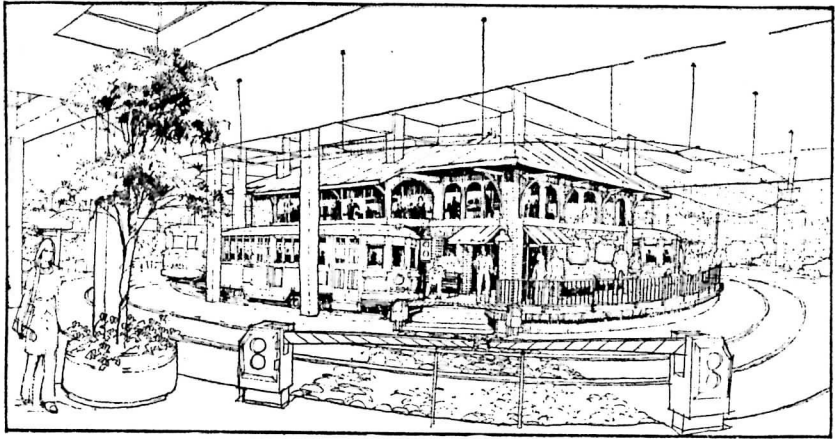
The development includes eight blocks of low-rise apartments containing about 600 suites. One hundred small shops and boutiques as well as five restaurants will be included in the project. In addition, there will be a 3900 square metre farmers' market and about 12,000 square metres of office space.

TTC NEW H-5 SUBWAY CARS

As of mid-March 1977, ten H-5 class subway cars (numbers 5670-77 and 5680-81) had been delivered to Greenwood Yard and another 28 completed cars in storage at the Hawker Siddeley plant in Thunder Bay. The delivery agreement calls for no more than eight new cars to be on TTC property in an unaccepted state. Critical storage capacity at Greenwood Yard is the prime reason for limiting the flow of new cars from the manufacturer in Thunder Bay. Hawker Siddeley, in the meantime, has installed additional track at its plant to store finished cars as they come off the production line and the backlog grows. After many months of testing and minor retrofits, TTC acceptance of the first pair of H-5 cars was expected by the end of March. The H-5 order was also recently increased to 138 cars when the TTC decided to replace the four cars lost in last October's disastrous fire at Christie Station.

1977 PETER WITT TOUR TRAM SERVICE

Toronto Tour Tram service this year will again be run by private enterprise. Following a very successful season last year, the King Edward Hotel plans to continue the combined Sunday brunch and vintage streetcar sightseeing tour, commencing on 8 May. The hotel has booked the two small Witt cars, 2766 and 2894, for the entire summer season. The Sheraton Centre Hotel, located two blocks west of the "King Eddy", has expressed interest in a very similar venture (also requiring two cars). But with only large Witt 2424 available, it is doubtful that the Sheraton will go ahead with its operation. A combined operation between the two hotels has been ruled out.

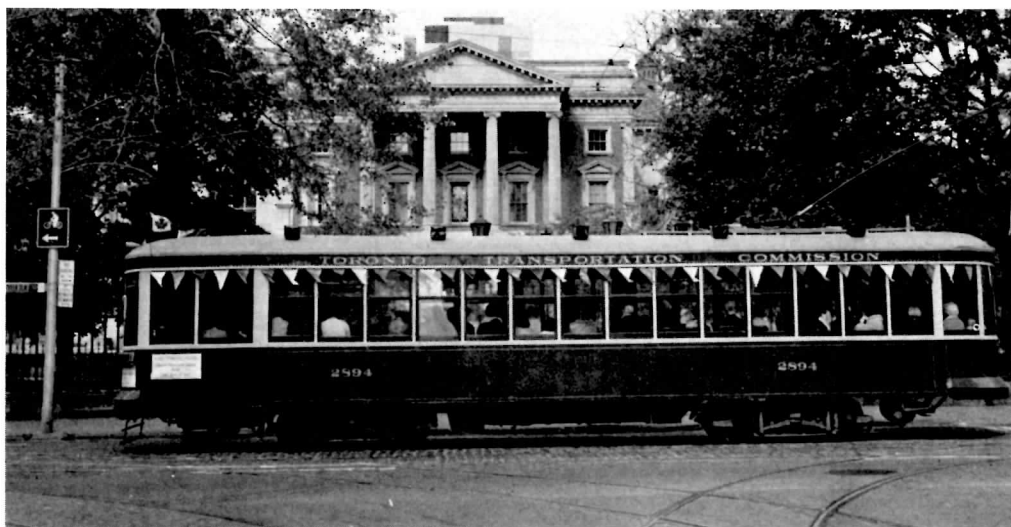


ABOVE: An artist's conception of the "Village By the Grange". In the foreground, McCaul Loop circles around the restaurant to which two small Peter Witts (one of which will be 2806) will belong.

MORE ART FOR MONTRÉAL MÉTRO

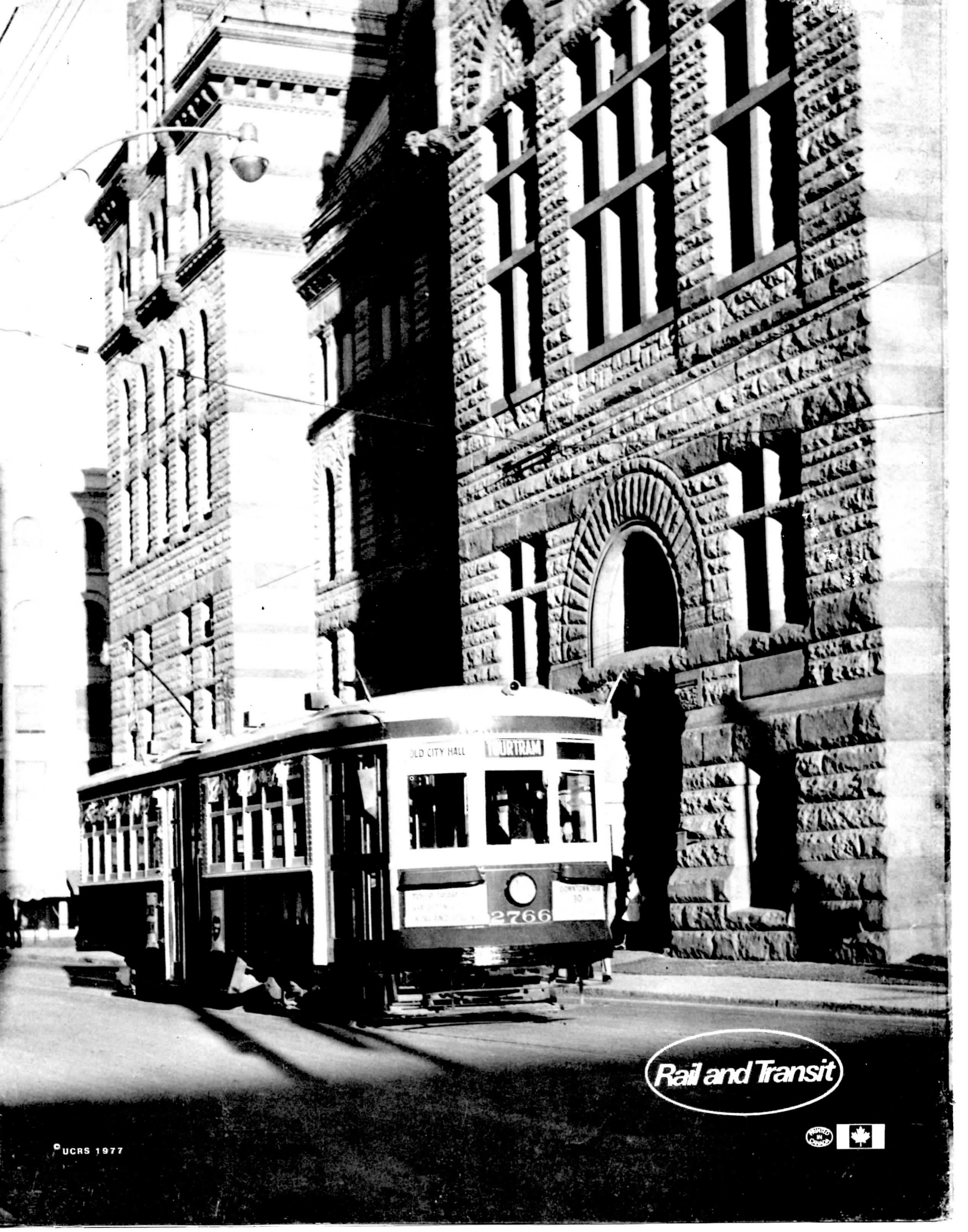
As if Montréal's Métro subway system didn't already have enough colourful and attractive artwork and architectural beauty tastefully adorning much of the network, more is in store. This time the cars themselves are having their turn. Montréal's 430 new subway cars are decorated with murals which depict Montréal's skyline and the Olympic Games site and have orange cushioned seats and backrests. The vibrant orange produces a completely different atmosphere inside the new cars, and riders like it. The bright colours and the murals are real eye-openers for commuters accustomed to the bland interiors of regular Métro cars with their black padded seats and grey walls decorated only with advertising posters.

BELOW: Peter Witt 2894 is seen westbound on Queen at York on 19 October 1976 on the King Edward's Tour tram Service. This year's version of the sightseeing trip, combined with Sunday Brunch at the Hotel will commence 8 May. (Ted Wickson)



There are two sets of the new seven-car trains operating on the line between Atwater and Honoré Beaugrand. Not many passengers have seen the new cars because they only make two runs each during the rush hours and are used only on that line. The Montréal Urban Community Transit Commission (MUCTC) has received 27 of the new cars from Bombardier-MLW Ltd., which was awarded the \$117 million contract to build the order of 430 new Métro cars. A 20-week strike at the Bombardier plant delayed construction considerably, but the order should be completed by the end of September 1978. The new trains in service now were received in July and September of last year.

The cars have been running smoothly although there have been minor problems which are slowly being rectified. There has been some difficulty in door operation, excessive vibrations and trouble with the coupling apparatus. However, a ride on the new cars proves that these must be minor troubles, indeed, because they ride just as smoothly as the other ten year old cars. One noticeable difference is the vents which are inset in the roofs. They replace the large circular fans which hang from the ceiling of the older cars and which always seem to be giving a draught or a stifling heat and humidity because they aren't working.



Rail and Transit