

newsletter



Upper Canada Railway Society

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newsletter

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Contributions to the Newsletter are solicited. Please address all contributions to the Editor, c/o Box 122, Terminal "A", Toronto M5W 1A2, Ontario.

All other society business, including membership should be addressed c/o The Society at the above address.

The comments expressed in this Newsletter are the opinion of editor and are not necessarily those of directors and the Society.

EDITOR.....J. Bryce Lee

CONTRIBUTING EDITOR.....Michael W. Roschlau

SEPTEMBER/OCTOBER ISSUE:

At the time of writing, it is not known whether the September/October issue will go to press before this issue. If you have as yet not received the September/October issue you may rest assured that its production is nearing completion.

Contributors:

Bruce Chapman
Mike Roschlau
Pierre Patenaude
Robbin Rekiel
Randy Stavenow
John B. Ross
Brian George
John Thompson
Bob McMann
Ted Wickson
Peter Oehm
Julian Craft
Don Laing

DISTRIBUTION:

Charlie Bridges
Larry Eyres
Mal Marchbank
George Meek
Mike Roschlau
Ralph Percy
Dave Smith
Ted Wickson

Readers' Exchange

WANTED: Photographs, postcards, timetables, tickets, track plans, and other items of railroad memorabilia pertaining to the Erie and Ontario Railroad. This line went from Niagara-on-the-Lake, through Queenston, Niagara Falls to Fort Erie. It later became part of the Canada Southern, Michigan Central and New York Central. Gentleman is compiling a history of the railroad. Please contact: George H. Forman, 4744 Lower River Road, Lewiston, N.Y. 14092.

Coming Events

Regular meetings of the Society are held on the third Friday of each month (except July and August) at 589 Mt. Pleasant Road, Toronto, Ontario. 8.00 p.m.

Mar. 15: Regular Meeting. Railroadiana Auction. (Fri.) See Auction Rules printed below.

Apr. 19: Regular Meeting. Steve Munro will present an (Fri.) illustrated talk on present-day operations of the MBTA, Boston.

1974 UCRS RAILROADIANA AUCTION RULES

Objects to be auctioned should be brought in by 7:30 p.m. to allow for necessary bookkeeping. All types of railway objects are acceptable: books, pictures, magazines, timetables, tickets, artifacts, etc. Persons bringing several objects should supply a list of the objects to assist the recorder. A tag label or pencil note containing a code number for each object corresponding to the list will greatly assist the auction recorder to get the proceeds to the proper party. 15% of the selling price will go to the Society and the remaining 85% to the seller. 7% Provincial Sales Tax will be collected from the purchaser on the selling price. Note that timetables, albums, catalogues and manufactures' literature are taxable. Magazines and some books are exempt. Reserve bids of five dollars and over will be allowed. If the object is not sold, fifty cents will be collected from the would-be seller for the Society. The auctioneer's decision on who bid and how much is final.

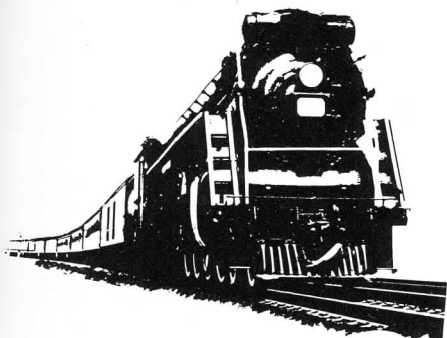
The Cover

7600 HORSEPOWER hustle hotshot westbound Croxton 99 towards its Chicago destination. Systemwide run's scheduled time is twenty-six hours. Bridge is at extreme west end of yard at Salamanca, New York.

Brand-new SD40-2's pass Paris station enroute to Toronto January 26, 1974. (Both photos J.B.Ross)



RAILWAY NEWS AND COMMENT



Provincial Energy Minister Darcy McKeough told the Ontario Trucking Industry's annual convention in Toronto that it should make more use of the railways for inter-city freight shipping. The Minister strongly believes that trucking firms need to make greater use of rail networks for long-distance shipping particularly in light of the current energy crisis. Trains consume much less fuel for each ton-mile travelled than trucks, and the railways likely will grow more competitive with inter-city truck hauling if petroleum prices continue to spiral. The minister felt that a slowing down of the growth rate of conventional truck and road transport in general is desirable and closer co-operation between truck and train is one way to achieve this objective.

A Yukon Research and Development Institute study of transportation says extension of the British Columbia Railway into the northern territory could more than triple the population of the region by 1985. If the BCR was extended to Lower Post B.C., and linked up with expanded railway facilities within the territory prior to 1985, it would result in an estimated outward movement of 2.1 million tons of mineral annually, compared with 635,000 tons a year at present. BCR presently is working on a northward extension of its tracks to Dease Lake B.C. and has specified extending the line to Lower Post, just below the Yukon border, as a long-term objective. Another planned addition to the northwest B.C. rail grid is a line from Terrace to Groundhog B.C. which would provide a ready access to the north-coastal port of Prince Rupert for Yukon mineral producers at considerably reduced transportation costs. The report concludes that shipping materials through northern B.C. on a completed BCR line "would be approximately half of the estimated costs" of similar movement over the existing White Pass route to Tidewater or to a mid-continent market.

In reporting its earnings for the first nine months of 1973, Canadian Pacific Limited has reported total earnings of \$84.1 million, or \$1.13 per ordinary share. This represents an increase of \$17.5 million or 24 cents per share, over the same nine months of 1972. Excluding extraordinary items, earnings were \$77.5 million, an increase of \$12.8 million or 18 cents per share.

Earnings of Canadian Pacific Investments Limited were at a record level during the first nine months, the income of the Soo Line Railroad was up substantially and the results of CP Telecommunications improved marginally.

The use of containers to move freight within Canada could reach a volume of 900,000 units a year in a report recently released by the Canadian Transport Commission. Current rates of volume are 50 per cent below the projected 1980 figure; present container terminals are at Montreal, Toronto, Winnipeg, Edmonton and Calgary, with additional terminals possible by 1980. Containers currently in use (two 20 foot boxes) provide 27 per cent less cargo capacity than a conventional highway trailer but have the advantage of being able to be stacked in the hold of a ship or in the belly of a transport plane, something a highway trailer is unable to do as easily. To handle containers, heavy capital investment in terminals and equipment is required to achieve the speed that keeps the number of boxes needed to a manageable level and thus bring about the economies of container shipping. For over-the-road shipments of less than 250 miles, containers offer not as many advantages and the railways can carry goods cheaper for longer distances. In Canada, the size of domestic shipping containers is yet to be determined---CN wants to retain the International Standards Organization twenty and forty foot units whilst CP Rail is examining the idea of designing its own boxes. Current traffic in containers is between this continent and the other side of the pond, but internal traffic is expected to increase gradually. Ideally, domestic containerization will depend on having large balanced volumes of goods to move between specific destinations.

Canadian National Railways in joint action with GO Transit are extending their rail-commuter network from Toronto to Georgetown. Additional cars, locomotives and track have been added to supplement existing equipment. Enroute to Georgetown the line passes through Acton. The station that has stood at Acton (actually Acton West) has been demolished to make way for a glass-enclosed kiosk, somewhat akin to a bus shelter. The shelter, although very practical from a maintenance standpoint, is not a station but is simply a shelter, no more! The residents of Acton and surrounding area are all part of the new town of Halton Hills and theoretically this new town will have a proper station, not a shelter.

Effective January 1, 1974, the following Rideau area territories were transferred to the Great Lakes Region: all of the Campbellford, Haliburton and Marmora Subdivisions, mileage 36 to Napanee West of the Smiths Falls Subdivision, mileage 40 to mileage 299.4 of the Kingston Subdivision and mileage 40 to Lindsay of the Uxbridge Subdivision. The Beachburg Subdivision from mileage 14.6 to mileage 162.7 was also transferred from the Great Lakes Region to the St. Lawrence Region. In addition, on the same date, the Vanleek, Renfrew, and Ottawa Subdivisions were transferred from the Rideau Area to the Montreal Area. In addition, the Kingston Subdivision from mileage 10.9 to mileage 36.8; the Alexandria Subdivision from mileage 1.9 to Hawthorne; and the Smiths Falls Subdivision from Federal to mileage 36 have also been transferred to the Montreal Area. The Kingston Subdivision from mileage 36.8 to mileage 40.0 and from Coteau to mileage 1.9 of the Alexandria Subdivision have been transferred to Champlain Area from the Rideau Area.

Both major transcontinental railways in Canada have admitted that they have been handicapped by a continual shortage of rail cars and locomotives. CP Rail has arranged for lease or purchase 1200 additional cars and has leased fifty-eight locomotives. CNR on the other hand has on order 3300 new rail cars and 121 new locomotives. CNR has 62 diesels on lease and will keep what units it has on lease for 1974 as needs indicate. Throughout 1973, both lines have kept various units on lease notably, C&O Geeps. Currently, CNR has C&O, GTW and DM&IR units on lease. CP Rail has C&O, P&LE, B&LE and QNS&L (PNC) units on lease. Both roads lease from companies such as Procor, needed rolling stock. It is interesting to note that the railways of Canada provide a wide range of motive power on lease for the interested railfan. The current majority of CNR leased power is based at Montreal while CP Rail leased power is usually found west of Winnipeg.

The announcement recently by federal Transport Minister Jean Marchand that Ottawa is seriously considering paying some of the costs of launching a commuter rail service between Richmond Hill and Toronto could open the way to other Metro lines being used for similar service.

Six years ago the Ontario government commenced the now successful GO Transit and is preparing for the spring opening of another GO route from Toronto to Georgetown, north-westerly of Mississauga. Unfortunately for the economists, hauling passengers, especially commuters is not a profitable venture. Witness the New Haven (now part of Penn Central) which depended largely on commuters; now part of the even larger Penn Central which is also bankrupt but not necessarily because of hauling passengers. Toronto and environs is blessed with 54 daily commuter runs, including 48 operated by GO Transit and the balance operated by CN and CP Rail. Last year the operations of GO Transit lost \$1.5 million compared with Montreal's loss of \$2.4 million, but operation in Montreal has 108 trains and is in part, operated by electric. In addition CP Rail has an extensive commuter line running out to the far reaches of the island...but CP Rail is in non-government hands, and it pays!

If Mr. Marchand's predictions come true, the residents of the Queens Park City could have upwards of four more additional lines for people to travel in the GO Transit style. These lines are the CP Rail line to Streetsville, the CP Rail lines to Malvern and the main line north of and towards Oshawa. After the Georgetown line is operating, the sights turn to the CNR line to Richmond Hill.

Railroad Boosters, an operation headed by Toronto lawyer John Medcof, put their case; together with support from the Go-North Commuter Committee and the York Centre Commuter Committee before the Canadian Transport Commission last July. To date little has been heard "from down the line," and the majority of the people are seemingly getting tired of waiting. Mr. Medcof rented a 12 car train in 1969 to give people between Barrie and Toronto the feel of the thing. During 1972, between Nov. 1 and Dec. 22, a trail commuter service was run by CN between Barrie and Toronto stopping at Bradford, Newmarket, Aurora and Maple; the daily load of passengers varied between 111 and 273 passengers a day. Hopefully the Richmond Hill GO Transit service will see regular service in the next two or three years.

A report published by the Canadian Transport Commission in December 1973 confirms some startling revelations about track conditions on Canadian railways.

The Commission was alarmed at the fact that the number of derailments in 1973 was twice as many as had occurred in 1969 and was three times as many as had occurred in 1959. In 1972 there were 132 derailments caused by track conditions, 69 in 1969 and 40 in 1959. The unsafe track conditions included washouts, ballast slippage, rail kinking and broken rails. Unless immediate corrective steps were taken, the Commission felt that the number of derailments and subsequent injuries would increase drastically.

As a result of the report, railways have ordered to initiate daily inspection programs of all trackage within 90 days and warned that train loads and speeds would have to be reduced until trackage is able to handle such loads and speeds safely. In addition, reports by the railways must be submitted within 90 days on revised inspection procedures. The Commission had discovered during the investigation of a passenger train derailment on the Toronto-Montreal line that the track had not been inspected for a period of nine days.

Where the track is of poor condition, freight car loadings will have to be reduced to seventy tons per car, from a present good track condition level of one hundred tons.

On-going studies by the Railway Transport Committee and a research project at Queen's University at Kingston have revealed that track conditions definitely have a bearing on derailments. The studies recommends that until a technological solution to the varying types of ground conditions on which tracks are laid in Canada is found, much more frequent track inspections are needed.

The Railway Transport Committee report compels the railways of Canada to file with the committee information concerning all bridge timbers, defects discovered in rails and all signals that have malfunctioned or were discovered to be inadequate.

FIND THE MISSING RAILWAY COMPANIES

The object of this exercise is to circle as many railroad names as possible. The names may be found on the diagonal, the horizontal, the vertical; the names may start from any of the four sides and you may use letters from any one name to form the letters of another name. Included in this exercise are twenty-nine lines with over one hundred miles of trackage, five lines with mileages of less than five, and sixteen electric railway companies. To aid in your search, a copy of the Canada Year Book for the year 1919 will be most helpful. Good luck!



EDMONTONDUNVEGANANDBRITISHCOLUMBIA
SOUTRISTHEWINGSUBURBANRAPIDTRANSPORT
QUEBECMONTREALANDSOUTHERNOUWSINAR
UOACTOXSIOGCBNOSLENHREHTUOSADANAC
IRTA SRPFWORKINDETROITRIVER TUNNELT
MMLNADONINIORATLANTICAPEBRETONKGO
AUA AEIOVICTORIATERMINALRYTAWANSOO
LNDTENNHOIMAGANETAWANRIVERNTSTEWNY
TITTIATEGNIERPRINCEEDWARDISLANDISAE
ALIANEETOTHELNONGETEERTSCEPINNIWCL
NACNR RMONTRENAALTRANS CONTINENTROEL
DTQNGHDOWNPALHIRN NORTHERNSYSTEMONAC
WNUOCATAEPSARUODONYNOKUYHSITIRBTVC
AEERITNATIONALTRANSDATLAMI OARTILRE
NIDBTFILNTOYELLAVDNARGTOOLVIAHLEALD
AREHIOATA XNSTOTTAWASINTHTETORLVLTE
IOGECNIMOOSEJAWWVUTCTSEATEHU"ETIAT
HCARAADANA CHTETTEUQRAMEREPTWNSNE
OEWNP LACORNWALLSTREETTRINGLEEBINCDA
IPDSKORLGRANDOUTLACKGETNARNENUNOHE
NEWYNFHTREGINASTYLANDISGNTRICETUUL
TUESUNPAE LONDNRATENNOSODSTJOHNRNDL
EQSYRELDTQSSARNIAAZINAOTSETOTITSE
RDTETWENAUODKORADALINTNTUNGURAYON
CNEHDBUANRNWACITNLODNONSOUTRH LIND
OARANGRLVOTTSTRYAONCOOSTREETSTCLBA
LNNRAUCALALICEICOORDQUEBECCENTRAL
CHENRNBEAAVEBRRTYOXTNUOCSIVELSAYO
NOMRGSORNETLOWEATPICTOUCOUNTYOUSE
IJOESWATL NATIONALTRANS CONTINENTAL
ATOTOIINRETS AEDNAAIROTCIVREVUOCNA
LSTNOCTORONTOHAMILTONANDBUFFALO TR
TINISKAMINGANDNORTHERNONTARIO TEL



ALLEGANY RETREAT

A REFUGE OF FIRST GENERATION DIESELS

Article And Photography John B. Ross.

LESS THAN TWO YEARS AGO Canadian railfans were witness to the motive power of both the Erie Lackawanna and Baltimore & Ohio Railroads, as a result of the June 1972 flood devastation of the EL, and the extensive leasing program conducted by CP Rail.

Today, faced with the American energy crisis and lack of Sunday gas, the weekend "south of the border" traveller, with a few exceptions, has been severely grounded. One notable exception is the sleepy town of Salamanca, New York, host to both of the above mentioned roads.

Located about fifty miles due south of Buffalo, in the south-west corner of the state, just west of the intersection of routes #219 and #17, little more than an hour's drive from Buffalo. While industry has neglected the town (its largest, a bowling pin factory), Salamanca lives for the railroads, the major employer. Needless to say, there has been a notable decline in activity from the days of steam, however the abundance of first generation diesel power, particularly the fast disappearing F-unit, warrants at least one day's attention.

THE ERIE LACKAWANNA RAILS, double tracked at this point, form part of the Hoboken, N.J. to Chicago main line. It is part of the Mahoning Division, actually the start of the third subdivision from Salamanca to Meadville, Pa., as well as as part of the south subdivision running from Hornell to Dunkirk, New York, although the overgrown and rusty condition of the right-of-way north from the main to Dunkirk, indicates little if any use at all.

Traffic patterns on the EL are sporadic, with indications of a westbound morning rush of maybe three or four through trains between seven am and noon usually in a bunch. Likely an eastbound manifest will form a meet, and then there are always the locals from Scranton, Meadville and Brockway, all terminating in the small yard. With the exception of the departure of the Brockway local just after noon, activity slows until late afternoon, when the rush resumes, this time in a westerly direction. Nocturnally, trains run regularly throughout the night, in both directions. Those interested in mid-night activities should obtain a third floor room facing the tracks at the hotel just east of the station.

ABOVE: First generation F7 A & B units called for the west bound Meadville local prior to picking up consist.

Although there are main line fueling facilities at both ends, the yard and facilities exist almost entirely for use by the half dozen locals daily. Until 1970 an extensive roundhouse existed, but now only the turntable and a few radiating tracks remain. The locals are fueled and sanded under the shadow of the last remnant of steam, a gigantic four bay concrete coaling tower. Often one may observe several F7 A's and B's coupled to an E8 waiting for the dispatch of the Meadville or Scranton extras. It is not uncommon too to share the ready tracks with an RS3 or even the latest SD45-2. No servicing other than fueling is handled here and even the one or two EMD switchers that ply the yard are sent to Hornell for any other attention.

Most interesting of all the locals is the "Brockway Turn", ordered to Brockway, Pa., Monday through Saturday, making the return trip the following day. The turn usually departs just after noon, with anywhere from a handful of cars to near 100 returning the following afternoon, often with several dozen loads of Pennsylvania coal from the Pittsburgh and Shawmut. While the lesser trains rate a pair of GP35's, C425's or U25B's, a sturdy coal drag will rate as many as four in any combination.

Whereas the branchline trains and locals are limited to the above power, piggybacks, manifests and other urgent consists may be seen with as many as five SD45's or a trio of regeared E8's. The EL seems to mix power in any imaginable combination, including even an RS3 with an SD45, and F7's may appear on any train, even the system wide ones.

The possibility of sighting foreign power is always good, although the BN pool train (often with BN F45'd) was discontinued several months ago; and unfortunately just after the 1972 floods, the frequent operation of Delaware and Hudson power on the EL ceased. Still one may see Penn Central power arrive on the Buffalo local, and a pair of Milwaukee GP40's have been seen regularly.

With the EL yard nestled on a bend of the Alleghany River, and the main line following the river along the north bank, photographic opportunities are in abundance. Nearly two dozen trains pass through in a 24 hour period. Normal signal indications are red or unlit, and one may ascertain pending trains by checking the westbound signals at the far west end of the yard, or the eastbound signals further west just on the other side of the level crossing.



(ABOVE) FRAMED BY SAND TOWERS, GP35 2567 is serviced, having just arrived on the Scranton extra.

(BELOW) "BROCKWAY TURN" heads south on the weedgrown branch just below Carrollton on the way to Limestone where it takes the B & O line to Brockway.



BROCKWAY
early sp
arrived
town wit

BROCKWAY POWER SLUMBERS in the early spring sun having just arrived from the Pennsylvania town with heavy tonnage.



THE BALTIMORE AND OHIO unlike the EL subsists on a diet of almost exclusively first generation power. The Buffalo division of the B&O is headquartered at Salamanca and forms part of the mainline, Buffalo to Pittsburg. One of the last true first generation strongholds in North America, even the B&O Baldwin Sharks lived their last days here.

Although they run fewer trains than the EL, somewhere in the neighbourhood of six each way daily plus locals and transfers to the EL, the tonnage is considerably higher, with most trains averaging well over 100 cars, sometimes approaching 150, frequently coal drags.

All trains stop here, many are reclassified and reordered and all crews change as well. Servicing is much more extensive and a shop of considerable size is utilized for repairs. Sadly the roundhouse was dismantled several years ago, but the turntable and pit still exist along with a water tower of grand stature.



TYPICAL POWER on a Pittsburg-bound manifest with some 130 cars in tow, south of Salamanca.



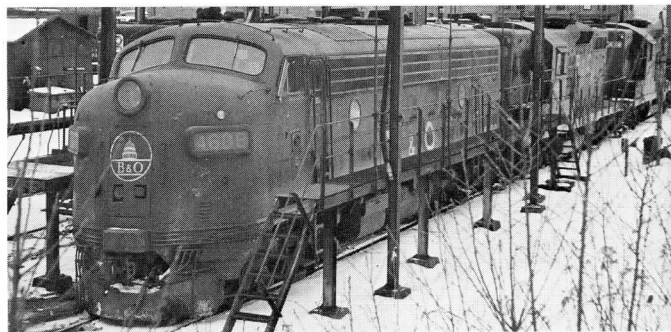
BADLY IN NEED OF A PAINTING, a lashup of F7A-GP7-F7B-F7A rests in front of the B & O station while crews change.

Power today consists of a fast disappearing fleet of well weathered F7 A and B units, many of the same units leased earlier by CP Rail, supplemented by a sturdy complement of GP7's and GP9's. In the past few months, however, modernity has reared its head in the form of a lone GP30 or two, as F's are sadly traded in. Five unit motive power consists are the rule, on all but the locals, with such large trains and severe grades encountered both north and south. F's lead frequently spliced by several F7B's and GP's. It is not uncommon too to witness five GP's straining to lift 150 cars northbound, or with dynamics singing as yard limits approach.

Although not a hump, the B&O yard is much larger than the EL's, and some re-classification is handled. Usual yard power is whatever GP unit is available; even a Chessie System unit has made appearances recently. Being the division headquarters, the yard is home for many old artifacts including some splendid wooden vans, and much old maintenance of way equipment. It is home base too for the wreck train, several business cars and the area snow plows. The station even houses a small private museum maintained by one of the trainmasters. The yard and shop area is patrolled by B&O police and permission must be obtained before entering or crossing the tracks in front of the station.



LONE GEEP OUTNUMBERED by F's gets the necessary attention to keep the power on the road in these days of austerity.



MAIN FACILITY hosts F7A and a pair of GP's just in from Pittsburg. Part of the extensive shop buildings appear in the background.



DOUBLING THE YARD, crew prepares to head south with coal empties. Shops are on the distant left.



BOXING DAY 1972, with snow blowing, sees the arrival of the local from Meadville e/b. Third unit barely visible is brand new GP38-2 resplendent in brilliant red and destined for the Vermont Railway. Track that disappears to the right is the old branch to Dunkirk. Photograph was taken from the steps of the now abandoned interlocking tower west of the EL yard.

The B&O lines, like the EL abound with numerous photographic opportunities. Several bridges are to be found in the area, as well as interesting cuts, hilly backgrounds and sweeping curves.

South from Salamanca the B&O parallels the EL a few hundred feet to the north, as far as a tiny village? called Carrollton. Here the EL passes beneath the B&O, and the rusty but used daily Brockway line of the EL swings south to parallel the B&O as far as Limestone. Here the EL joins the B&O for trackage rights to Brockway. Carrollton itself is on a local road just south of route 17. The road parallels the two lines running equidistant between them.



SOUTHBOUND AT CARROLLTON, a rare GP7 without dynamic braking leads over the EL. Double track was lifted with the arrival of CTC. (Above)



CARROLLTON, taken from the B & O bridge sees a hot e/b, two SD45's leading. Tracks to the left is the branch to Limestone and eventually Brockway.



Following the B&O north, one comes to Ashford Junction, where the track splits with the west leg curving north to Buffalo and east to Rochester. Signals here are normally red and anything else indicates a train is near. Ashford is reached by taking Rt. 219 north to Ellicottville and then Rt. 242 north-east. Further east one reaches Rt. 16. Straight across the highway and east on the local road about a mile is Machias Junction and the interlocking with the PC Harrisburg-Buffalo main line. This is pusher territory on the PC southbound, the helpers cutting off just south of the tower.

Arriving early in the morning at Salamanca ideally just as the sun is rising, do not be alarmed to find the yards void of power. This means you haven't missed much, and there are trains coming. More unpredictable however is the weather, with north-west winds often bringing showers, snow squalls and cloud. Early mornings in early spring and late fall are also particularly prone to fog in the river valley.

(TOP) NICKNAMED "BUFFALO JET", an A-B-A of F7's heads north with locals on a snowy winter morn.



(ABOVE) REGEARED FOR FREIGHT service, an E8 coupled with an F7B backs into the servicing area. Units later departed at 5:00 AM on an eastbound Scranton extra.

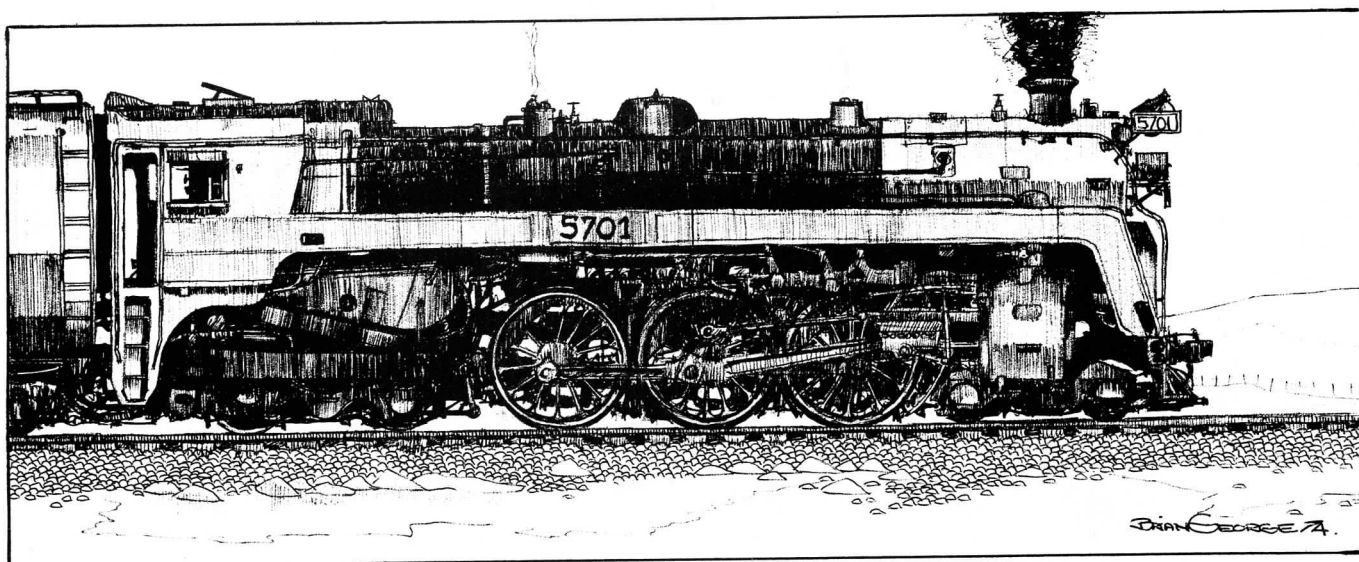


RARE VISITORS INCLUDE late model Sperry car, seen here in front of the EL Salamanca station, taking on water while the crew lunches.

UNTIL TWO YEARS AGO, Salamanca yard power included these Baldwin switchers. All are now scrapped.



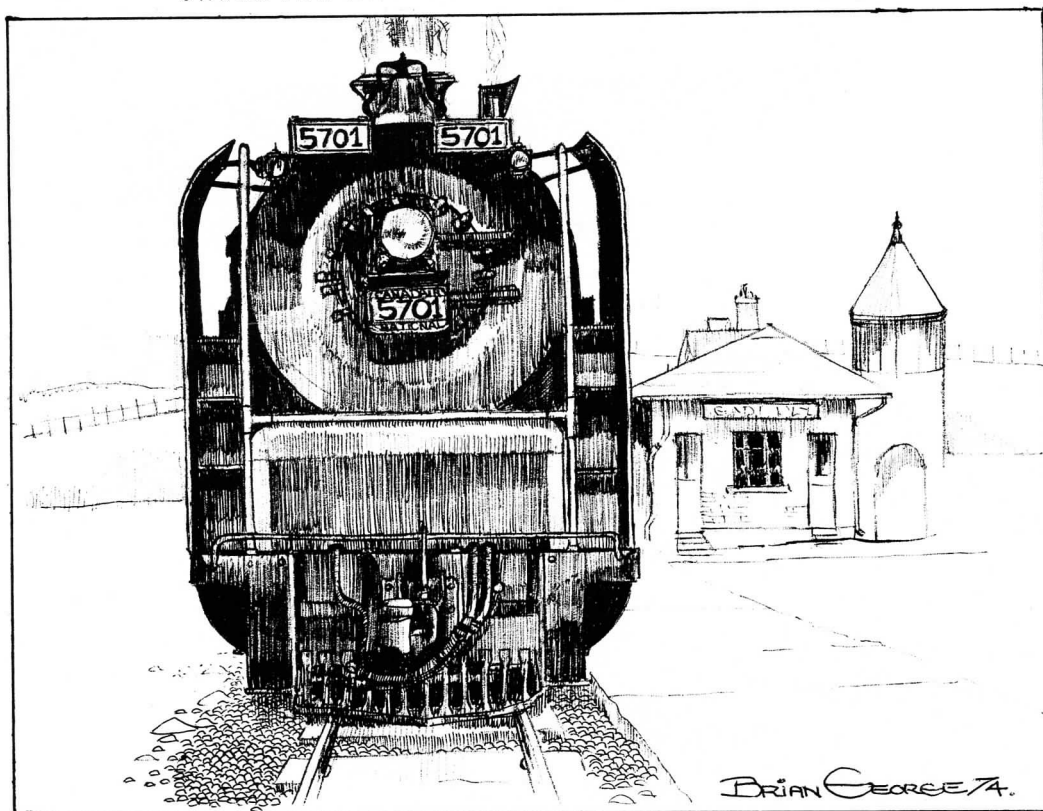
"SCRANTON 99" PAUSES at the west end of EL yard after making a considerable lift. Soon 118 cars will head west to Meadville. Power is a U30C and a U33C. Delaware and Hudson power was common here until the 1972 flood and subsequent EL bankruptcy.

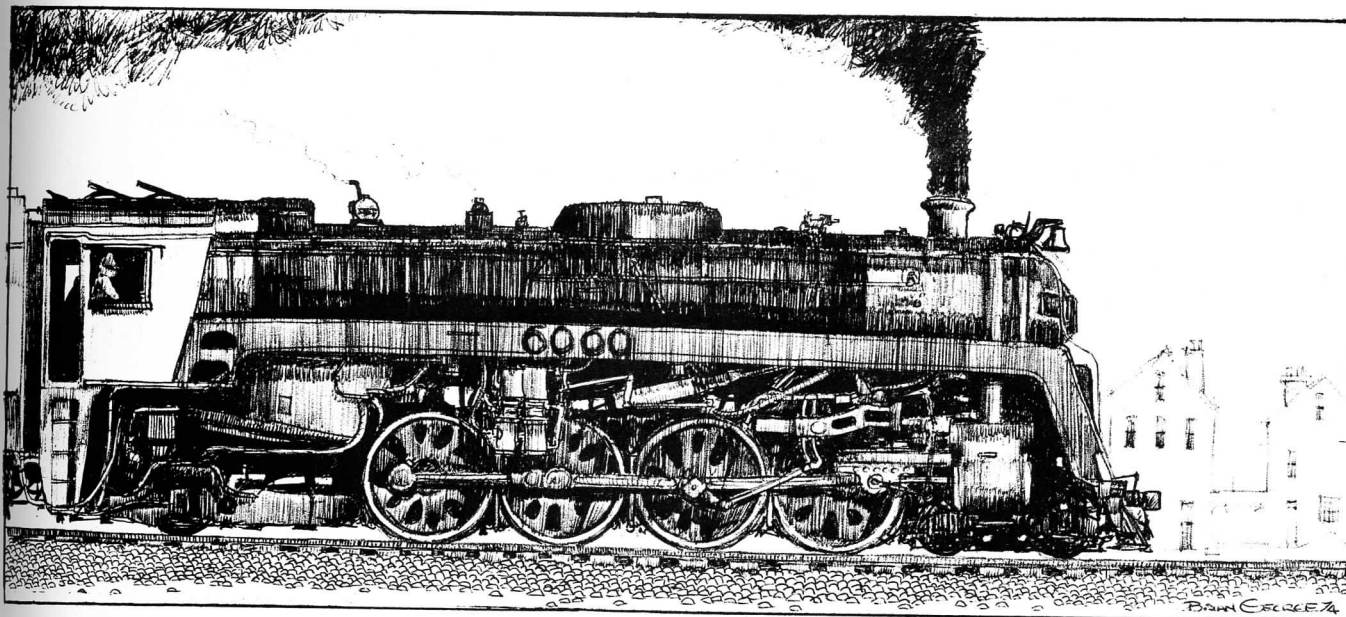


THE ART OF STEAM



CANADIAN NATIONAL RAILWAYS 4-6-4 5701





CANADIAN NATIONAL RAILWAYS 4-8-2 6060

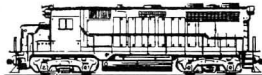


EQUIPMENT NOTES...

The British Columbia government is studying the feasibility of converting the Canadian National Railways line on Vancouver Island from Victoria to Youbou into a non-motorized pathway. Three cyclist hikers have been hired to aid in the future determination of the routing. The route has also been studied as a possibliling route for a rapid transit system for Greater Victoria.

Comox Logging and Railway Company diesel locomotive #7128 has replaced former Elk Falls Company two truck Shay at Duncan Bay on Vancouver Island. The Shay will be preserved at a yet unidentified location.

Former C.P.R. locomotives 2860(4-6-4) and 3716(2-8-0) will be restored to operating condition for use on British Columbia Railways during the summer of 1974. The locomotives will probably be painted in C.P.R. livery and will be lettered B.C. R. On Vancouver Island, a 2-6-2T will be restored in a similar manner.



BRITISH COLUMBIA RAILWAY

BCR has received the following M420 units from MLW-Worthington.

R/N	Serial No.	Del. Date.
640	M-6068-1	Oct.03/73
641	M-6068-2	Oct.04/73
642	M-6068-3	Oct.05/73
643	M-6068-4	Oct.09/73
644	M-6068-5	Oct.10/73
645	M-6068-6	Oct.12/73
646	M-6068-7	Oct.19/73
647	M-6068-8	Oct.30/73

BCR has received the following M636 units from MLW-Worthington.

R/N	Serial No.	Del. Date.
723	M-6074-1	Nov.02/73
724	M-6074-2	Nov.07/73
725	M-6074-3	Nov.08/73
726	M-6074-4	Nov.09/73
727	M-6074-5	Nov.13/73
728	M-6074-6	Nov.15/73
729	M-6074-7	Nov.16/73
730	M-6074-8	Nov.22/73

QUEBEC CARTIER MINING COMPANY

QCM has received the following M636 units from MLW-Worthington.

R/N	Serial No.	Del. Date.
74	M-6072-1	Oct.29/73
75	M-6072-2	Oct.29/73
76	M-6072-3	Oct.29/73

QCM has received the following units from the Bessemer and Lake Erie Railroad. The units are Alco DL600B high nose (Model RSD-15, 2400 HP) and are similiar to CP Rail 8921.

Alco	DMIR	B&LE	QCM
S/N	R/N	R/N	R/N
81756	50	881	91
81757	51	882	92
81758	52	883	93
81759	53	884	94
81760	54	885	95
81761	55	886	96

ROBERVAL & SAGUENAY

R&S has purchased five RS-3 units from the Reading in the U.S. The units have been delivered to United Railway Supply for class one overhauls before being delivered to the R & S. The units were numbered 468,485,488,492 and 493.

CANADIAN NATIONAL RAILWAYS

UNITS ON LEASE TO FOREIGN ROADS

8071 returned from Canadian Copper Refineries	Oct.04/73
4154 returned from Northern Alberta Railways	Oct.29/73
4016,4017 leased to GO Transit	Oct.29/73

UNITS ON LEASE FROM FOREIGN ROADS

115,152,157,164,142,144,132,149, 124,150 leased from Duluth Misabe & Iron Range	Nov.23/73
170 QNS&L returned to service and lease	Nov.05/73
120,132,138,143,170,171,177 QNS&L returned to lessor	Nov.30/73
164,969,970,971,3445 PNC returned to lessor	Nov.30/73
5952,6169,6179,6186 C&O returned to lessor	Nov.19/73

INTERNAL MOVES AND NEW UNITS

9197 (formerly 9029) assigned Calder	Nov.05/73
9197 (formerly 9013) assigned Calder	Nov.28/73
5576-78,5583 (new GP-38-2) to Symington	Nov.09/73
5562-66-79-86 (new GP38-2) to Symington	Nov.15/73
5580,5589 (new GP38-2) to Symington	Nov.16/73
5588,5590 (new GP38-2) to Symington	Nov.21/73
5584,5585 (new GP38-2) to Symington	Nov.23/73
5565,5581 (new GP38-2) to Symington	Nov.22/73
5587 (new GP38-2) to Symington	Nov.28/73
5594 (new GP38-2) to Calder	Nov.28/73
5563-5582 (new GP38-2) to Symington	Nov.30/73
5591-5592 (new GP38-2) to Symington	Nov.30/73
6356 (RDC-3) from Calder to Toronto	Nov.06/73
1901 from Neebing to Symington	Nov.01/73
7957 from The Pas to Symington	Nov.01/73
7959 from Symington to The Pas	Nov.01/73
8233 from Halifax to Moncton Yd.	Nov.11/73
1800,01,03 Moncton Yd. to Halifax	Nov.19/73
1392,93,94,95 from Symington to Toronto	Nov.07/73

RETIREMENTS

8117 MS-10a Spadina	Nov.02/73
7964 GS-10a Calder	Nov.05/73
3900 MRG-16c Montreal Yd.	Nov.05/73
8150 MS-10b London	Nov.23/73
9082 GFA-15d Calder	Nov.23/73
15611 Steam Generator Unit	Nov.23/73

FERROCARRIL DEL PACIFICO

FDP has received the following M636 units from MLW-Worthington.

R/N	Serial No.	Del. Date.
659	M-6073-1	Nov.23/73
660	M-6073-2	Nov.28/73
661	M-6073-3	Nov.30/73
662	M-6073-4	Dec.03/73
663	M-6073-5	Dec.07/73
664	M-6073-6	Dec.10/73
665	M-6073-7	Dec.12/73
666	M-6073-8	Dec.14/73



Ferrocarril Del Pacifico M636 #663 at CN's Longue Pointe Yard Dec. 8, 1973. (Pierre Patenaude)



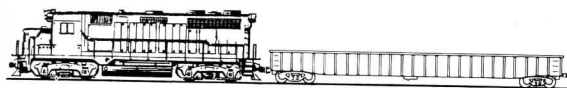
M420 #642 British Columbia Railways pictured at North Vancouver. Note location of "ditch" lights in lower front portion of nose. (Robbin Rekiel)



New British Columbia Railways #642 in company with #720 at North Vancouver. (Robbin Rekiel)

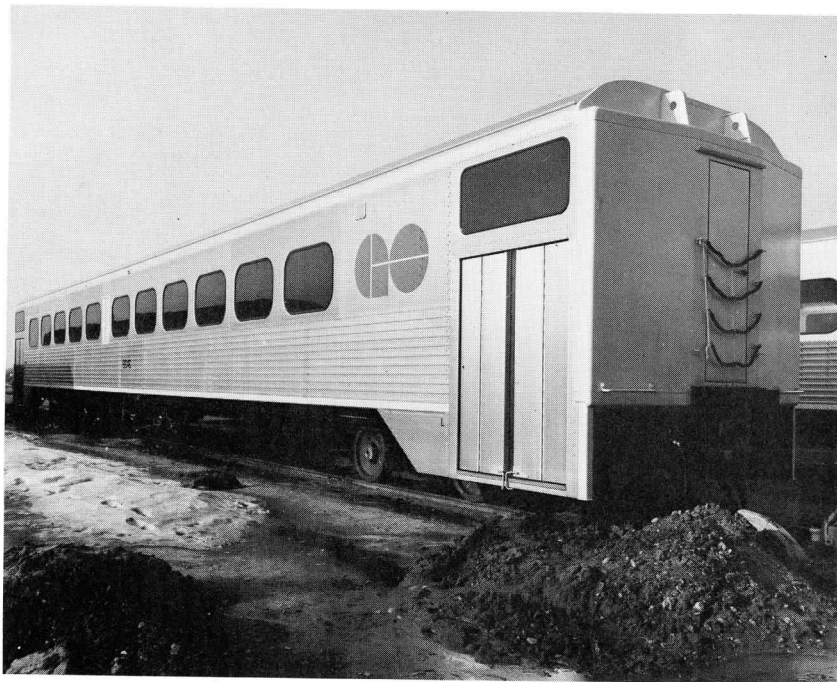


British Columbia Railways M630 #730 pictured at CN's Montreal Yard Nov.23, 1973. (Pierre Patenaude)



British Columbia Railways RS18 chopnose #609 at North Vancouver middle of December 1973. (Robbin Rekiel)





The very clean exterior of the new GO Transit coaches is evident in this shot taken at the Willowbrook shops of the rail service. (DOT&C) [left]

GO Transit has received additional new equipment from Hawker Siddeley at Thunder Bay. Here we see the interior of one of the coaches. Note the standee bars. (DOT&C)



[Below right] Additional GO Transit units were delivered during the last week in January. Credit Robbin Rekiel for this shot and the photo of 9809 at CN's Toronto Yard.

[Below] Go Transit 9808 is pictured here at CN's Toronto Yard. Paint scheme is somewhat like Burlington Northern. White cab, a broad green stripe, another white stripe with the balance in green. Underframe and trucks are black.





New Ontario Northland units wait at Paris Junction on the morning of January 26, 1974. The units numbered 1735-1736-1737 were enroute to Toronto before being sent north. (John B. Ross)



ONR #1736 passes Paris station enroute to Toronto. New image paint scheme on the line is as follows: black underframe and trucks, dark blue on running boards and cab, light almost baby blue on top of cab, and on short hood as well as snow shield. Balance of unit is a very bright yellow. Logo and lettering on side of yellow hood is dark blue, lettering on cab is white. Superb! (J.B. Ross)



Recently delivered CNR M420 #2519 grinds upgrade past Dundas station in this mid-January 1974 shot by J.B.Ross.



"Aw yes my love" Two safety-nosed units of different manufacture rub noses in the CNR's yard at Maple. Note that the side stripes tilt in the same direction and note the differences in the style of trucks. (Robbin Rekiel)



CP Rail units 4087-4406-4410-4091 lead an extra west towards for London. Taken from Hwy #6 at Puslinch December 23, 1973. (Robbin Rekiel)

New SD40-2 poses in the sun at the back of the GM plant in London. Note lack of glass plates in number boards. Credit Robbin Rekiel for this shot.



2



Pittsburgh & Lake Erie(Penn Central) has leased six units to CP Rail. The units are 2809-2810-2811(U28B), 1527-1530(GP7), unit 2810 pictured above. All units maintained at St. Luc. (Robbin Rekiel)

PNC(formerly QNS&L) 177 seen here is one of units leased to CP Rail. (Robbin Rekiel)



Bangor & Aroostook #75, a Winnipeg maintained unit is seen here at Agincourt November 18, 1973. (Robbin Rekiel)

Canadian Pacific



BAR #83, a GP38, was on lease to CP Rail for a short period but has since been returned to its owner. Agincourt Yard, November 17, 1973. (Robbin Rekiel)



Extra East at White's Bridge, Mile 188.0, Belleville Sub.
Units are 8739-8590-4406(working)8578-8576-8566-4235(dead).
Shot taken August 4, 1973 by Robbin Rekiel).



Ex-Reading units enroute to United Railway Supply for re-
building for the Roberval & Saguenay. Numbers for the units
are 468,485,488,492,493. Credit Pierre Patenaude for this
November shot.



The Toronto Hamilton & Buffalo recently received an order for
new cabooses...the first in many years. Here is #82 at
Aberdeen yard on January 27, 1974. If it looks a lot like
CP Rail's new vans, it is. They were built on the tail end of
CP's order at Angus. (Randy Stavenow)

CP Rail 8921 needed a paint job. Still in the block lettering
she was not painted in the subsequent script lettering. Here
she is before going to Angus. (Robbin Rekiel)

Amazing what a coat of paint and a class 1 overhaul can do
for a locomotive. Here is 8921 basking in the sun fresh
from Angus. Shot taken at Agincourt Dec. 30, 1973. (R. Rekiel)





The one and only plant switcher for Kimberley Clark at Terrace Bay, Ontario. GE unit built 1959 #33716. Photo taken October 5, 1973. (Robbin Rekiel)



Marathon Paper & Pulp Company uses this MLW S-4 unit at their plant at Marathon, Ontario. Building date Feb.66, S.N. M.3435.01, R.N. 28-120. Taken Oct.5, 1973.(R. Rekiel)

Ex DAR "Nova Scotia and L&PS #4 enroute to Orillia to be converted into a restaurant. These cars were formerly held for historical display at London, Ontario. Nova Scotia was the first private car owned by the Upper Canada Railway Society. Taken September 15, 1973 Agincourt. (R. Rekiel)



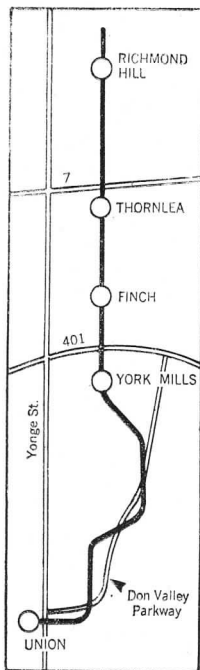
Ex-ONR units 1200-1201-1202 enroute to A. Merilees, West Toronto, September 14, 1973. (R.Rekiel)



AMLX 1200-1201-1202 dead in transit for an industrial plant in Florida. December 10, 1973. (R. Rekiel)



WORTH NOTING...



The federal government will provide \$10 million for a province operated commuter rail service between Toronto Union Station and Richmond Hill. This will involve three trains each way during rush hours stopping at York Mills, Finch and Thornlea along the twenty-one mile route. (see map) It has been estimated that it will probably be two years before the service begins; which is expected to carry between 2700 and 3000 passengers per day. In addition, expenditures will have to be made to acquire thirty cars, three diesel locomotives and three cab-control cars to augment the fleet of equipment presently in GO service.



A woman's place is outdoors, not cooped up in an office, according to Ann Livingstone, 19, who has spent several months trying to get an outdoors job. Now she has landed one with Canadian National Railways---as a switchman. Her job involves working in the Vancouver yards switching and uncoupling box cars.

The Canadian Transport Commission ordered, on February 4, the Canadian National Railway to initiate a weekday Toronto to Barrie commuter train service on or before April 1, 1974. There will be one train in each direction with stops at King City, Lefroy, Maple, Aurora, Newmarket, and Bradford.

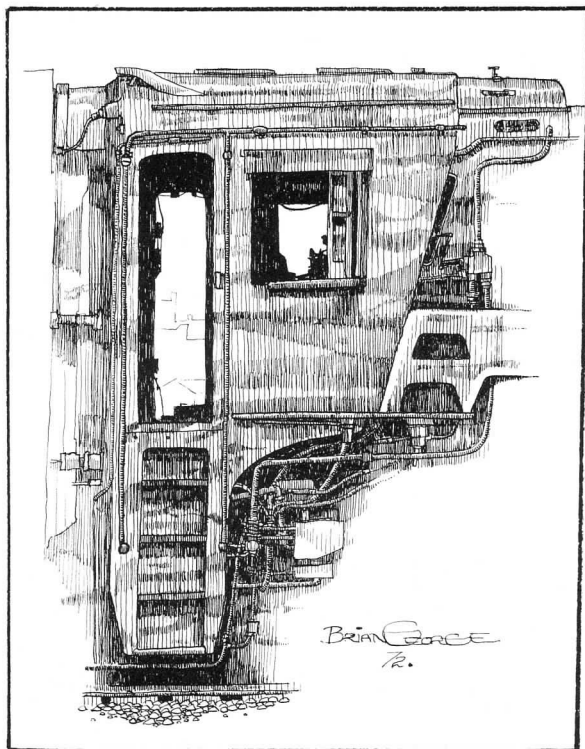
CP Rail announced on February 5, 1974, that it had filed notice with the Canadian Transport Commission that it intends to raise most inter-city passenger fares and sleeping car rates. The bargain, economy and standard fare program would continue but application of this plan would take effect for a minimum journey of two hundred miles instead of one hundred miles. CP Rail said the new rates would offset financial losses incurred recently because of increases in labour and material costs.

In a survey of five hundred Metro-area residents, the Toronto Star reported that one in five people sees transportation as the most important problem. Thus transportation was put ahead of such concerns as rising food costs, the high cost of housing and high taxes. In addition, 7 out of 10 people are satisfied with the subway service; and the switch away from cars gets stronger each year.

A recent report by the Metro Transportation Plan Review has indicated that the Rexdale-Thistletown area and environs has "inadequate" public transit service and that it takes the average area resident twice as long to travel downtown by transit as it does by personal transport. The provincial government's new GO Train service scheduled to commence operation during the first part of the new year will not count Rexdale as one of the stations on the line. The government has been approached on the subject in light of the above finding but the government's reply was that five minutes would have to be added to an already crowded schedule; and that the only other "new" station added was at Bramalea inasmuch as it would attract the most passengers of any possible new station location. In addition, the government added another station at Dundas and Bloor Streets to connect the rail commuter line with the Bloor-Danforth Subway.

Inasmuch as the winter season is upon us once more, it is an appropriate time to once again mention that railway tracks are for trains. The noise from snowmobiles, plus well-insulated helmets, make it almost impossible for the drivers of snowmobiles to hear an approaching train, even with its whistle blowing. To those snowmobilers who travel along the rights-of-way of railways, remember that with prosecution, fines from \$5.00 to \$100.00 may be imposed under the provisions of the Railway Act.

In a report released to the TTC in late January, which is intended to provide cost and vehicle information to the TTC commissioners, a recommendation for express buses from Scarborough Town Centre and Sherway Gardens to downtown Toronto was put forth. In addition, a third express bus was suggested to run from Rexdale Plaza to the Yonge subway. The fare one way on all three routes would be 50¢ and the service would be expected to lose about 3.3 million dollars a year. The system would have intangible community benefits in terms of a reduction in automobile pollution and less highway construction. In addition the report mentions the following items should be studied to improve service: reduce the frequency and number of stops for streetcars and buses, inaugurate a system of exact fare or have season passes to eliminate the drivers making change at stops, stiffer fines for those vehicles which park and block TTC stops, and elimination of left-hand turns by motor vehicles at major intersections on street car routes.



The TTC's operating budget for the year ending December 31 1974 was approved by the commission February 5 1974. Provision is made in the budget for the costs associated with the proposed operation of 7,429,000 more miles of service than in 1973 and for estimated increases in expenses resulting from rapidly rising prices of materials and supplies and increases in wages and salaries. In 1973, the TTC collected 332,014,677 fares, 5.4% less than the 350 million for 1974. Total expenses are expected to rise from \$103,305,500 to \$123,052,200 in 1974, an increase of 19.1%. The total approved strength(workforce) of the TTC at the end of 1973 was 6,863 and the planned number of employees by the end of 1974 is 7,157.

Some of the major projects to be undertaken by the TTC in 1974 are as follows: complete the replacement of tile in St. Andrew and Osgoode subway stations, installation of warning system of surface passenger vehicles, reflooring of H-1 class subway cars and completion of the installation of electric heating in the Gloucester-built subway cars. In addition the following track replacement projects on the Yonge-University line started in 1973 are to be completed: north end of Heath Curve southbound; Imperial Curve northbound; Rosedale Station northbound; Ellis Portal northbound and Davisville Station. The rail renewal programs that are to start in 1974 are: Imperial Curve southbound (536 ft. of track); Rosedale Station southbound (600 ft. of track); Yonge-Front curve (560 ft. of single rail northbound track); Yonge-Front curve (560 ft. of single rail southbound track); north of Queen's Park station (600 ft. of track); St. George and Museum curve northbound (740 ft. of track); and St. George and Museum curve southbound (800 ft. of track.).

Due to the expected 1974 deficit of \$33.2 million TTC chairman Karl Mallette said the Ontario Government would have to indirectly decide whether a fare increase would be necessary this year to help make ends meet. The Provincial Government presently pays half of the TTC's deficit and it is hoped that Metro Toronto will pick up the rest. Mallette said that Metro may have enough money to pay the other half of the deficit if it reduces the amount of monies expended on road construction and if plans for the Scarborough expressway are cancelled. The money must come from somewhere, be it the farebox, the municipal government or from the provincial government.

TRACTION TOPICS

EDITED BY MIKE ROSCHLAU

1974 "BELTLINE" TOURTRAM OPERATION

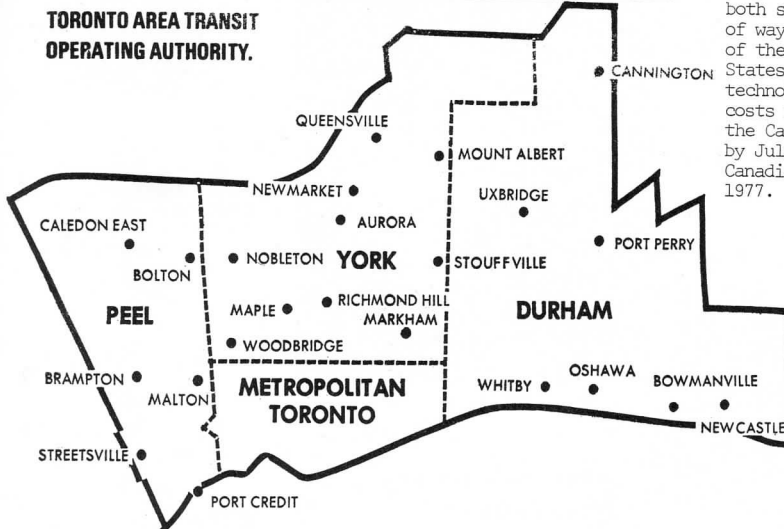
The Beltline Tourtram service inaugurated last year by the TTC provided a unique, low-cost sight-seeing streetcar service in downtown Toronto from June 23 to September 3. The service, which ran on a 20 minute headway was provided by restored Witt streetcars #2766 and #2894. Regular fares and transfers were honoured, totaling almost 20,500 fares over the period. This works out to an average of 284 passengers per day of operation. Based on the observations of the TTC public relations officials, the appeal of the Tourtram was the fun and nostalgia of riding a 50 year old streetcar. Apart from the financial loss of \$10,000, which is not considered to be excessive for a new special service with introductory costs, the Tourtram was a success and it has been recommended that it be operated again this summer. For the 1974 season, operation is planned to commence on or about the 24th of May holiday and continue in regular service through Labour Day. From Labour Day to Thanksgiving the service will operate on weekends. The times of operation will be from 10:00 AM to 3:00 PM and from 7:00 PM to 9:00 PM on weekdays. On the weekend operations will commence at 10:00 AM and conclude at 9:00 PM. From Labour Day to Thanksgiving, operation on weekends will cease at 5:00 PM.

NO NEW STREETCARS BEFORE 1977

A new streetcar or light rail vehicle (LRV) to replace Toronto's twenty-five year old fleet of 415 streetcars cannot be manufactured before 1977, according to a TTC report. The TTC requested that its equipment department investigate the possibility of the TTC being able to manufacture its own vehicles for the cost of about \$150,000 each. In a report to the TTC, equipment manager, Len Bardsley notes that the commission study has now been combined with efforts of the newly formed Ontario Transportation Development Corp. (OTDC), a government-backed organization to promote development of public transit equipment in Canada. The OTDC is designing an LRV which could be used on both streetcar lines and at very high speed on private rights of way. Mr. Bardsley recommends the TTC endorse the development of the Canadian streetcar rather than purchasing from the United States or Europe, "to ensure reasonable certainty in supply and technological development and to provide component and labour costs related to the Canadian economy." The OTDC hopes to have the Canadian market for LRVs analyzed and a new vehicle designed by July 1975 and hopes to have vehicles manufactured to Canadian specifications rolling off the assembly lines by early 1977.

YONGE SUBWAY EXTENSION TO FINCH WILL OPEN MARCH 30 1974

The final 2.73 miles of the \$140 million North Yonge Subway extension will open March 30, 1974, the 20th anniversary of the opening of the original Yonge subway. The newly extended service will enable residents of North York to travel from Finch to Union Station in less than twenty-five minutes. During rush hours, there will be a train every four minutes with every second train short-turned at Eglinton. During off-peak hours all trains will run the entire length of the line at intervals of just over three minutes between trains, meaning a continuous two minute rush hour for passengers south of Eglinton.



PREMIER WILLIAM DAVIS INTRODUCES TATOA

The premier of the Province of Ontario, William Davis, announced a new regional transit authority for the Metropolitan Toronto region and surrounding area February 11, 1974. The authority will be called the Toronto Area Transit Operating Authority or TATOA for short. The authority, for the present will operate the advisory agency for the Ontario government's GO-Transit. The counties of Peel, York and Durham as well as Metro Toronto will be left to set up their own regional transit authorities for purposes of operating local transit services. The announcement left the T.T.C. virtually

untouched, except that TATOA will have the right to review and comment on budgets, planning and other aspects of TTC operations. TATOA will also have the power to integrate schedules and routes which cross municipal boundaries (see map). TATOA will have fifty full-time staff members including the thirty-two member staff from GO-Transit operations. Communities outside the area presently served by GO-Transit-TATOA outside the TATOA area which are presently served by GO-Transit such as Oakville, Burlington, Hamilton and Barrie will continue to be served, but under the control of TATOA. The important fact is that TATOA has established the framework to resolve some inter-regional transit problems and a framework through which TTC expertise could be used to the benefit of the surrounding regions.

DISPOSITION OF TTC WORK EQUIPMENT

Subway work vehicles RT2 and RT4 are known as "flat car" and "platform maintenance car"; they were built in 1913 and 1921 respectively and were converted to subway use in 1952/53. Their duties are carried out by modern vehicles known as RT10 and RT11 which were acquired new in 1967. Since the older cars are no longer required and are unfit for any further use and contain little equipment worth salvaging, it has been approved to scrap subway work cars RT2 and RT4.

In March 1965 the TTC developed a prototype vehicle for subway tunnel wall washing. The vehicle used for that purpose, known as RT3, was an old ballast car originally built in 1922 and converted to subway operation in 1953. In September 1972, acquisition of a pair of new wall washing vehicles was authorized and these will be in regular use shortly. A high pressure waterpipe and drive motor will be salvaged for use as a spare for RT16 before RT3 is scrapped. TTC sweeper S-37 was loaded onto a flat-bed trailer on January 31 for removal to the Halton County Radial Railway museum near Rockwood Ontario, having been purchased by the O.E.R.H.A. for the sum of \$305.00.

SPADINA STREETCARS CLEAR FINAL HURDLE

A Metro Council committee has finally approved bringing back streetcars on Spadina Avenue. The TTC has approved a southern loop at the corner of Front Street and Spadina Avenue looping behind a service station on the northeast corner of the intersection.

TTC DAVISVILLE YARDS TO BE COVERED

Rather than risk a \$4 million lawsuit, the TTC decided on January 24 to allow a developer to build a high-rise building over its subway yards at Davisville Avenue in spite of area residents' objections. The proposed development by Victoria Wood Development Corporation which includes an office tower, apartments and a sports club has been contested by the Oriole Park Residents' Association for more than two years. Plans for the development were upheld by the Ontario Municipal Board but the residents' association has appealed to the provincial cabinet. The residents' association also appealed to the TTC not to sign the revised lease, until the cabinet has made its decision. A TTC solicitor advised however, that the TTC was legally bound to sign the lease or risk having to pay and estimated \$1.8 million already spent for rent and taxes, by the developer since January 1972, the date of the original lease. Add this to an estimated \$2 million for plans and professional fees and therefore the possible legal damages could exceed \$4 million. The residents' association had suggested the TTC consider covering the yards and turning the area into a park, but this would cost between \$8 and \$10 million at the expense of the TTC.

STREETCARS INSTEAD OF GO-URBAN

Metropolitan Toronto's Committee on Transportation has endorsed a \$904,000 study of possible routes for a northeast line of the province's GO-Urban rapid transit line that will also seriously consider the possibilities of using modern streetcars as an alternative to the monorail system. \$240 million would be saved by constructing a high-speed streetcar service on its own private right-of-way which would provide the same, if not better service than GO-Urban.

A report released by the Toronto Transit Commission during the last week of November states that the two-rail system (also known as duorail) is far superior to the proposed monorail GO-Urban system. The advantages for a two rail system are listed as points in the brief. The report points out that two rail cars can run below ground, at ground level or on elevated tracks. Linked as trains, the cars can move thousands of passengers an hour even with intervals of about two minutes between trains. A system with small cars must operate trains at intervals as close as five seconds to move the same number of people; thus complicating track and station design to bring the cars in on different bays for loading and unloading, and a short interval could also disrupt service more severely in the event of breakdowns or unusually large crowds. William Kilbourn, Toronto City Alderman referred to the report stating that the two rail vehicle system has flexibility, the ability to operate on private right-of-way and on public thoroughfares with equal ease. In addition it is fast, quiet and has a degree of proven reliability. By nature it does provide a high overload capacity, can work automatically on private right of way and integrate with other established systems. Alderman Kilbourn also has a number of other questions to put before the transportation committee. Among these are how fast does it take to implement a duorail system what about noise and esthetic problems, where and how will the public be consulted on whether they prefer duorail or monorail systems?

SHORT TURN

The TTC has approved a new policy for installing escalators at future subway stations. One up and one down escalator will be installed at the main entrance to any new station, from platform to street level....The TTC is now selling brass tokens from vending machines due to a shortage of conventional tokens....Tenders have been called for contract A8-5, Spadina Subway, consisting of the construction of storm sewers in the Cedarvale Ravine....Greater Vancouver Transit System has ordered 50 E800 "new look" trolley coaches from Flyer Industries Ltd. of Winnipeg. GVTS has refused to purchase any more until Flyer has developed a trolley coach with double front doors....The Saskatoon Transit System officially closed their trolley coach operations on December 31 1973....The power was turned on in the third rail of the North Yonge subway extension from York Mills to Finch at 7:00 p.m. January 11, 1974.

