

newsletter

U P P E R



RAILWAY

C A N A D A

SOCIETY

R A I L a n d T R A N S I T



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Upper Canada Railway Society

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All other Society business, including membership inquiries, should be addressed to the Society at P.O. Box 122, Postal Station "A", Toronto, Ontario, M5W 1A2. Members are asked to give the Society at least five weeks' notice of address changes.

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A NAME CHANGE--

"RAIL AND TRANSIT"

A Name Change? Yes, after many years of pursuing a new name for your publication, a new one has been found: RAIL AND TRANSIT, Canada's Railroad Magazine. A new name will mean many different things. They could all be listed, but the one really big reason is that RAIL AND TRANSIT is not at all a newsletter. The Newsletter was a great name for our publication when it just carried news for club members; however times have changed. The Newsletter has grown bigger and better with each passing year until it was actually a magazine and not merely a club newsletter. How many other organizations (rail clubs) have a publication like yours? How many times have friends to whom you have shown a "Newsletter" been very impressed by its quality? Past editors have expressed for many years that a name change was necessary. The problem they faced, however, was that they were one man doing the entire job alone. This has changed as well, and with my many thanks, may I add. The process has been long, but at long last you, the members of the Upper Canada Railway Society, have your own magazine, RAIL AND TRANSIT. You also have the original form of the old newsletter; the monthly information sheet edited by Charles S. Bridges (U.C.R.S. member #4). RAIL AND TRANSIT will be issued bi-monthly.

What are some of the other advantages? Second-class postage will enable us to get you RAIL AND TRANSIT to you much quicker; A better relationship with the railways from around the world; A name which informs the readers who pick up copies of our publication what the magazine is about. The name has a meaning. It will enable (we hope) the sale of RAIL AND TRANSIT to grow to about 2000 readers per issue. The extra revenue picked up through newsstand sales, plus more members, mainly from Canada and the United States in particular, will allow us to keep producing RAIL AND TRANSIT at its present quality. This will also help to maintain membership rates to the Upper Canada Railway Society in 1976 at the present level.

Your newsletter staff and editor join together to wish you a happy new year and we hope a proud one with "RAIL AND TRANSIT"!

J.T. (Robbie) Robbie

FRONT COVER

U.C.R.S. Business Car #13 (ex Piver Liard, Cape Liard and finally Cape Race) is pictured at Belleville Ont. on 18 May 1974. The car has just been disconnected and left in front of the station as the morning train from Toronto continues its journey to Montreal. (J.T. Robbie)

BACK COVER

The first two subway cars of the TTC's most recent 88-car order undergo inspection prior to being unloaded at Greenwood Yards on 5 September 1974. The new cars are similar in design and performance to the 240 cars the TTC has purchased from Hawker Siddeley in the past and will be used to meet the increased demand for service on the Toronto Subway System and delivery of the \$25 million order is expected to be completed during 1975. (Ted Wickson)

CENTRESPREAD (PAGES 168 & 169)

Canadian Pacific M630 #4511 crosses the Kootenay River westbound near Togham B.C. (seven miles west of Nelson). (Ted Wickson)

PAGE 167

The same unit, the same train, this time pictured in the Kootenay River Valley just east of South Slokan British Columbia on 19 June 1974. (Ted Wickson)

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1975 UCRS Railway Calendar

This ideal railway wall calendar has one 8"x10" photograph opposite each month of the year. The print is large and can therefore be read well from a distance. Some of the shots included are: ex CPR Poyal Hudson #2860; CNR 4-6-0 #1348; LE&N freight motor #333 and 335; CVR #1057; CNR 4-6-2 #5296; CP Rail SD40-2 #5810; NYC F unit #4031 AND MANY OTHERS.



The calendars sell for only CAN\$ 2.75 each. Ontario residents please add 19¢ provincial sales tax (7%) to make total of \$2.94. Members may deduct a discount of 10% if they include their 1975 membership number with the order (therefore \$2.65). Please include 25¢ extra for postage and 25¢ more if the amount is sent in the form of a U.S. cheque. Mail all orders to:

UCRS Calendar,
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HALIBURTON



HIGHLANDER

Sat. Sept. 28

By Staff Writers Ron Layton and Larry Eyres

Special Event!! Special Season!! Special Train!! Centennial Celebration! Autumn Colours! The Upper Canada Railway Society! Fenelon Falls and Haliburton County! Glorious colours over Haliburton Highlands late in September! Try for 6060! Fenelon Falls Historical Society delighted to participate! Haliburton holding Festa-Colour weekend, 28 September! Rotary Club very interested! Canadian National agrees to charter 6060! Your trip committee springs into action!! Bad news, all 6060 trips cancelled for the balance of the season. We'll go diesel all the way! Hope the colours are good! Hope those people live up to their promises! What can we introduce now to make this trip a bit different? Maybe photo stops??

As well as four runpasts, photo stops were included in the day's programme.

As well as four runpasts, three photo stops were included in the day's programme. At these three locations the train remained stationary while the passengers were allowed 15 minutes to photograph such features as old stations, village street scenes, an unique water-powered sawmill, and the landscape in general.

Another new feature was to donate some prizes to those aboard, by means of holding a series of lucky

draws based on train ticket numbers. The Fenelon Falls Historical Society donated five of their Centennial Dollars to this project, and Brohm's Variety Store in Haliburton gave a merchandise prize. The Candlewood Gift Shop in Haliburton gave a gift certificate, and the Rotary Club donated two copies of their history of Haliburton. The Upper Canada Railway Society rounded out this feature with several of their 1975 calendars.

Twelve passenger cars, baggage car 9166, and UCRS private car #13 headed by two CN FP9As, #6539 and 6530 back to back, making up the "Haliburton Highlander", departed from Track One of Toronto's Union Station exactly on time at 0800 hours on Saturday 28 September 1974.

The weather was damp and dreary as we crossed the Don River and joined the route of the Toronto and Nipissing Railway whose original terminal was at the foot of Church Street. The T&NR obtained its charter in the 1867-68 session of the Ontario Legislature with a minimum subscribed capital of \$150,000. It was to be built as a 3'6" gauge line using similar equipment to the Toronto, Grey & Bruce (see Sep/Oct 1973 NL). The advantages of a light, narrow gauge system as adopted by the Toronto & Nipissing were described at the time as:





ABOVE: In Haliburton, the bagpipes were played, food was consumed and everyone had an all round good time (oh and the sun came out for a while too!!).

(J.T. Robbie)

OPPOSITE PAGE: At Runpast number three, railfans and excursionists are busy photographing and watching the train rumble through Gelert Ontario. (J.T. Robbie)

1. The large comparative saving in first construction.
2. The large proportion of paying load to non-paying or tare weight of the train.
3. The great reduction of wear and tear of permanent way, through advantage gained by light rolling stock.
4. Saving in reduced wear and tear of wheel tyres from reduced weight on each wheel.
5. Large proportionate increased power of locomotives.
6. Proportionate increased velocities gained by the light system.
7. Greater economy in working traffic.
8. Comparative increase in capabilities of traffic.
9. Great advantages gained by the application of the Fairlie system of locomotive engines in concentrated power, equalisation of adhesion of all the wheels to the rails, economy from reduced friction on wheel flanges, reduction of wear and tear to the permanent way, great saving in fuel, and economy in wages for given power secured.

In order to commence construction, bonuses were subscribed by the municipalities through which it passed. For example, the City of Toronto contributed \$150,000, the Townships of Uxbridge and Brock gave each \$50,000 and Markham gave \$30,000. The lowest municipal bonus was from the Township of Scarborough which gave \$10,000. On one January day in 1869, a Mr. J.G. Worts, representative of the Toronto & Nipissing addressed a meeting of Scarborough ratepayers on the benefits which they would obtain by the building of a railway through the northern part of the township. Eventually the township bought \$10,000 of debentures - a large sum considering that the total annual taxes collected by the township was only \$12,000.

The Toronto & Nipissing came to an agreement with the Grand Trunk to lay its narrow gauge rails between the rails of the 5'6" road. The roads diverged at what was to become Scarborough Junction; our train reached that point 18 minutes after leaving Toronto. Turning north, we headed for Uxbridge passing under the CPR, which was opened in 1884 as the Ontario & Quebec Railway, and traversed curves that were never intended for standard gauge. When the line was first used it was noted as follows in the Markham Economist:

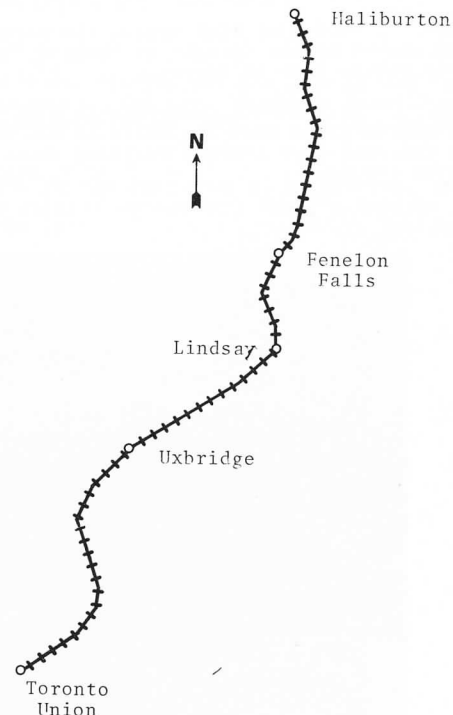
"The first train of the Toronto & Nipissing Railway from Toronto to Uxbridge ran on Thursday last, 27 April 1871. The train consisted of a new engine "Eldon" No. 7, her first trip, four flats loaded with iron, and one box car having on board as passengers, William Gooderham Jr., Vice-President of the Company, H.P. Dwight, Superintendent of the Montreal Telegraph Co., and E. Wrass, Chief Engineer, left Hamilton's car factory yard at about 11 a.m., passed through Markham about 1 p.m. and arrived at Uxbridge about 4 p.m. There are now belonging to the company seven engines, 30 large six-wheel flats, 30

of the first installment of 100 four-wheel flats that were ordered of Messrs. Hamilton & Son, the balance of the 100 cars are to be delivered at the rate of 25 per week, eight passenger cars and 14 box cars. Five engines and 30 cars were ballasting; the other two will commence next week."

The official opening of the line took place some four months later on 14 September 1871 and was again reported in the Markham Economist:

"The formal opening of the Toronto & Nipissing Railway takes place today at Uxbridge. The excursion train leaves Toronto at 9 a.m. Invitations have been extended to some 450 guests including the Governor-General of Canada and Lieutenant Governor of Ontario and members of the two Governments, members of Parliament, Reeves, Deputy Reeves of the Municipalities through which it passes."

In expectation of being taken over by neighbouring companies, the T&NR added a third rail at standard gauge in 1881 between Scarborough Jct. and Blackwater. As the Grand Trunk had converted to standard gauge in November 1873, this gave the Midland Railway, when it took over the Toronto and Nipissing on 1 April 1882, immediate access to Toronto. The narrow gauge rails were finally removed when the northern section from Blackwater to Coboconk was converted to standard gauge in 1883. As an interesting aside, Scarborough's Midland Avenue was named after the railway that it parallels.



After an uneventful journey through the undulating countryside, we made an unscheduled stop at Stouffville to pick up some passengers who had run off the road in the early morning fog and rain while trying to get to Union Station.

Fifteen minutes later we arrived at Goodwood, the location of the first runpast. The weather not being all that it could be for photography, the railfans were disappointed as the train disappeared into the fog bank while reversing back for the runpast. When the runpast was completed, we had the opportunity of picking up an errant member of the safety crew (without the usual regalia) who had overslept, thereby missing the train.

Our train then carried on north to a fifteen minute photo stop at Uxbridge Station. A handful of the local residents were asking where the steam locomotive was. It would appear that some of the local press were in error in describing the excursion train.

At Blackwater Junction, our train took what is now the main line from the main line from the Toronto and Nipissing onto part of the Toronto & Ottawa Railway. Only parts of this company's right-of-way were ever finished and even then it was under the control of the Midland. This section between Blackwater and Manilla Jct. was opened in 1883 and was the connection used by the Midland to enter Toronto via the T&NR right-of-way. The Toronto & Nipissing can still be traced to its Cobocnk terminus although track is only in position as far as Woodville.

Manilla Junction is no longer a junction as the trackage that we then joined (the Whitby & Port Perry Railway) no longer exists between and its southern terminus at Whitby. The Whitby and Port Perry Railway was opened between Lindsay and Port Perry on 31 July 1877 and was absorbed into the Midland Railway at the same time as the T&NR.

Immediately, before stopping at Lindsay Station, we leave the Whitby and Port Perry, and join the western extension of the Port Hope and Lindsay Railway, known as the Port Hope, Lindsay and Beaverton. When the lines' construction finally reached Midland on 14 July 1879, the Company's name was changed to the Midland Railway of Canada. The Beaverton - Lindsay section was abandoned in the early 1960s.

After taking on passengers at Lindsay, one of whom was the editor of this magazine who was convinced that the train left Toronto at 0830 (sometimes staff reporters are too accurate -ed.). This station was opened on 30 December 1857 as the northern terminus of the Port Hope and Lindsay Railway. Our train reversed onto the remains of the Beaverton section and took the west

side of the wye making the southern end of the CNR Haliburton Subdivision. This track was built by the Lindsay, Fenelon Falls and Ottawa Railway which was chartered in 1872 as a narrow gauge line to connect Lindsay with the then surveyed CPP line at Mattawa. However before construction was started, the gauge was changed to standard and the name was changed to the Victoria Railway. Strenuous opposition was given by the town of Peterborough which supported the rival Peterborough and Haliburton Railway which was built to a 5'6" gauge line. Pressure from Peterborough was removed when the northern townships of Peterborough County became incorporated in 1874 and were able to grant bonuses to the railway company.

Once north of the wye, we caused stir among the townspeople of Lindsay and the residents of the town jail as we laboured up the long incline on Victoria Ave., and crossed the point where the first sod for the Victoria Railway had been turned one hundred years ago.

Cameron was the next stop. It was one of a series of special locations where the iron horse must yield to the horseless carriage until the crossing is occupied. The railway men are required to flag the train across the highway. Many people observed the small red stop sign on the right just before we crossed the roadway. Similar stops were made at Kinmount and over two highways at the approach to the Village of Haliburton. Cameron had other significance since it is the home town of our club president, and his parents still reside there, in sight of the tracks. They were aboard and happy to wave a greeting to their neighbours as we went through the village.



RIGHT: Moving at high speed, the excursion train rushes by the runpast at Howland Junction, on the return back to Toronto. (J.T. Robbie)

BELOW: At Kinmount, everyone is busy inspecting Austin's old Sawmill, while it was thought that the well-kept station building would draw greater crowds. (J.T. Robbie)



Because of an early arrival at Fenelon Falls, our passengers had over an hour to enjoy the village and the centennial activities there. We were greeted by Reeve H.H. Moore and the Centennial Chairman, Basil McGee, and entertained throughout our visit by music of the Salvation Army Band.

The Fenelon Falls Historical Society set up shop in the old station house, selling souvenirs of Fenelon Falls' past, which were quickly bought up by the enthusiastic visitors. A bus was provided for the train passengers to make it convenient to tour the town, visit the shops, the park on the lake and to see the pleasure craft as they passed through the locks on the Trent Canal.

On our way again, we crossed the river and the Trent Canal and arrived at our second runpast location on the edge of Cameron Lake. Unfortunately for the photographers amongst us, there was only a ten foot strip of rocks and branches between the train and the lake. The runpast was carried out in the usual fine style with some of the spectators a little too close to the water for good health.

The bell on Austin's sawmill was tolling as we eased into the station at Kinmount, along the banks of Burnt River. The passengers divided their attention between the station and observing logs as they floated from the weir downstream to the water powered mill, one of the few remaining in operation. On the main street of the town is the general store owned by Bill Scott, the local member of Parliament.

Construction of the railway reached Kinmount in October 1876 and was held up at that point due to lack of funds, but the president of the company, George Laidlaw, was able to obtain a grant from the Provincial Government of \$8000 and \$3000 per mile from the Canada Land and Emigration Company, who had large land holdings in the newly formed County of Haliburton. The 56 miles from Lindsay to Haliburton were finally opened on 26 November 1878. The Victoria Railway was finally absorbed by the Midland Railway in June 1881. The Midland Railway was in turn absorbed into the Grand Trunk Railway and consequently became part of the Canadian National Railway system.



On our journey to Haliburton, we had travelled over the Toronto Terminals Railway and the CNR Kingston, Uxbridge and Haliburton Subdivisions.

With special co-operation of the head end crew, we imposed a slow order just out of Kinmount and the P.A. drew everyone's attention to the spectacular view of the river valley from the right of our train.

Our third runpast took place at Gelert. The leaves on the trees here were just the right colour to produce the best effects for photography. A low embankment provided an ideal grandstand from which to photograph the passing train.

We arrived in Haliburton early at 3:15 p.m. passing by CNR locomotive #2616 on static display, and proceeding along the edge of Lake Kashagawigamog to the station. A band was out to greet the passengers, and many buses were lined up waiting to transport our 650 people to the arena and beer garden, out to photograph 2616, to the museum, or to enjoy the view over the town and lake from the lookout in Skyline Park. Many walked along the main street and browsed in the souvenir shops or visited the ice cream stands and restaurants. The weather had improved enough to make the two hours enjoyable, and the good people of Haliburton were very hospitable to their visitors.

While the passengers toured the town, the train crew readied the consist for the return journey; exchanging car 13 and the baggage car, and then running the engines around the train. The movement was complicated because the loop was too short for the train. We left Haliburton on time with car 13's lounge trailing so that our drumhead was prominently displayed.

Our final runpast of the day was at Howland Jct., where the old Irondale, Bancroft and Ottawa turntable pit is still discernable in the grass and bushes that have grown up since the line was abandoned in the 60s and the steel used to manufacture razor blades. The sky had cleared and the setting sun offered interesting lighting for unusual photography as the train approached the Burnt River bridge and rounded the curve out of sight to the south. It was noted here that some of our patrons took the liberty of digging some of Mother Nature's very young pine trees. After the runpast was completed and the passengers reboarded, we continued to retrace our winding trail southward toward Lindsay.

We had an operational stop in Lindsay and bade farewell to some of our special guests, and then had the pleasure of a high speed trip back to Toronto, broken only by a brief stop in Stouffville.

"Thanks to everyone who contributed to the success of the day. We hope that our programme pleased you."

"Yes, thank you everyone. We hope you enjoyed yourselves enough to come again."

"Good bye all, good night Peter."

"So long folks, good night, Art."

LEFT: Kinmount Station was the site of the second photostop of the day. Austin's sawmill was also a great attraction here. (J.T. Robbie)

BELOW: During the long stop at Haliburton, the train was stopped adjacent to the old freight shed to the left. (J.T. Robbie)



The writers would like to thank Mr. Chris Andreae from the CNR Montreal library and the staff of the Markham Centennial library for their assistance in compiling information for this article.

SCHEDULE

"The Haliburton Highlander"

Saturday 28 September 1974

Place	Time	Miles
Toronto (Union)	Depart 0800	0.0
Scarborough Jct.	0818	8.3
Agincourt	0828	13.7
Unionville	0840	19.5
Stouffville	0858	28.6
Goodwood (Runpast #1)	Arrive 0915 Depart 0926	33.9

Uxbridge (Photostop)	Arrive 0948 Depart 1005	40.8
Lindsay	Arrive 1055 Depart 1110	69.2
Fenelon Falls	Arrive 1135 Depart 1245	83.2
Cameron Lake (Runpast 2)	Arrive 1252 Depart 1315	86.2
Kinmount (Photostop)	Arrive 1350 Depart 1415	102.6
Gelert (Runpast #3)	Arrive 1425 Depart 1445	112.2
Haliburton	Arrive 1515 Depart 1735	124.7
Howland Jct. (Runpast 4)	Arrive 1815 Depart 1838	144.0
Lindsay	Arrive 1955 Depart 2020	180.2
Toronto (Union)	Arrive 2218	249.4

Metric Conversion Made Easy

Canada has embarked on the programme to convert to metric measurement. It is therefore useful for the railway enthusiast to be prepared for the change. The following tables show conversions to the metric standard of some of the measurements commonly used in the railway industry.

<u>SPEED</u>			
Present	Metric	Metric	Present
1 mph	1.6 Km/h	1 Km/h	0.6 mph
10 mph	16 Km/h	20 Km/h	12.4 mph
20 mph	32 Km/h	50 Km/h	31.0 mph
50 mph	80 Km/h	75 Km/h	46.5 mph
60 mph	96 Km/h	100 Km/h	62.0 mph
75 mph	120 Km/h	120 Km/h	74.4 mph
80 mph	128 Km/h	150 Km/h	93.0 mph
90 mph	144 Km/h	200 Km/h	124.0 mph
100 mph	160 Km/h		

<u>POWER</u>	
The present horsepower ratings for locomotives will be replaced by Kilowatt (KW) ratings.	
Present	Metric
1 hp	0.746 KW
500 hp	373 KW
1000 hp	746 KW
1500 hp	1119 KW
1750 hp	1305 KW
2000 hp	1492 KW
2500 hp	1865 KW
3000 hp	2238 KW
5000 hp	3730 KW

<u>WEIGHT</u>	
Present	Metric
1 lb.	0.454 Kg
1 ton (2000 lbs.)	908 Kg
2.2 lbs.	1 Kg
2200 lbs.	1 Tonne
1.1 tons	1 Tonne

<u>AIR PRESSURE</u>	
Air pressure will be expressed as Newtons per square metre or as Bars where 1 Bar = 100,000 N/m ² .	
Present	Metric
1 psi	0.069 Bar(B) or 6900 N/m ²
80 psi	5.52 B or 552,000 N/m ²
120 psi	8.28 B or 828,000 N/m ²
1 atmosphere	1 B or 100,000 N/m ²

GRADES
At present, grades are expressed as unit rise per 100 units. With the metric system, grades are expressed as unit rise per 1000 units. As an example, a 2% grade will become a 20 o/oo grade.

<u>VOLUME</u>	
1 Imp. gallon	= 4.55 litres
1 U.S. gallon	= 3.79 litres

Present	Metric
1 psi	0.069 Bar(B) or 6900 N/m ²
80 psi	5.52 B or 552,000 N/m ²
120 psi	8.28 B or 828,000 N/m ²
1 atmosphere	1 B or 100,000 N/m ²

RAIL WEIGHT

The common measurement of lbs./yd. will convert to kilograms per metre (Kg/m).

<u>DISTANCE</u>	
Present	Metric
1 mile	1.6 kilometre (km)
1 yard	0.91 metres (m)
1 foot	304.8 millimetres (mm)
1 inch	25.4 mm
0.62 miles	1 km
39.4 inches	1 m
0.039 inches	1 mm

<u>RAIL GAUGE</u>	
Present	Metric
3'0"	0.914 metres (m)
3'6"	1.066 m.
Standard	1.453 m.
T.T.C.	1.495 m.

Present	Metric
40 lbs/yd	19.9 Kg/m
60 lbs/yd	29.8 Kg/m
80 lbs/yd	39.7 Kg/m
100 lbs/yd	49.7 Kg/m
120 lbs/yd	59.6 Kg/m

It is likely that new rail rolled to metric dimensions will be rounded up to the nearest 10 Kg/m.



CANADIAN PACIFIC AND THE SOLARIUM



A short history of the "River" and "Cape" solarium
lounge cars from their beginning until 1970.

In 1929, Canadian Pacific introduced its first steel solarium lounge cars to Canadian travellers. The latest word in spaciousness, luxury and good taste, the 15 "River" class cars typified the respectable solidity of Canadian Pacific's heavyweight steel passenger equipment that was never quite achieved in the later age of tight-lock couplings, picture windows and smooth contours.

Opulently finished in walnut, the cars afforded the traveller such amenities as individual ladies' and gentlemen's showers, leather-upholstered smoking rooms, ladies' lounge and observation parlour. At the rear, replacing the traditional observation platform -- perhaps for the same climatological reason that favoured vestibuled cabs over their counterpart on Canadian locomotives -- was a high-windowed solarium, furnished with eight leather chairs. The gastronomical needs of the passengers were satisfied at a small but well equipped buffet. Exhaust fans sufficed for ventilation in a pre-air-conditioned era.

The shells of the "River" cars were fabricated by National Steel Car of Hamilton Ontario for \$66,300 a piece. The interiors were finished by Canadian Pacific's own craftsmen at Angus Shops in Montreal.

Though their assignments were by no means continuous, the "River" cars (and their later metamorphoses) were most extensively used on Canadian Pacific's transcontinental route, or on portions of it. Upon outshopping, "Rivers" were assigned to the Toronto-Vancouver Dominion and the Chicago-Vancouver Mountaineer. The latter train travelled over the rails of the CP-affiliate Soo Line in the United States, and to the Mountaineer's consist the Soo contributed four of its own cars -- Wisconsin River, Chippewa River, St. Croix River and Mississippi River -- which were duplicates of the CPR cars, built in 1929 by Pullman.

As the depression settled over the country, industries everywhere sought means to reduce their costs of operation, and Canadian Pacific was no exception. Inevitably non-revenue cars were sidetracked, and a line of "River" cars formed at Angus Shops, to remain dormant until the economy took its upward turn at the outset of World War II. A few cars remained in operation, on the Mountaineer and Soo-Dominion, and in 1936 these were given ice-activated air conditioning; the trend toward 'modernization' had begun.

In 1939, another "River" received air conditioning for a singularly honourable assignment. River Clyde was assigned to bring up the rear of the Pilot Train for the 1939 Royal Tour.

The year 1941 saw a significant overhaul of the "River" fleet as Canadian Pacific sought to align its equipment with the travel requirements of wartime. All ten remaining non-air-conditioned cars received the air cooling equipment. Eight of them lost their day sitting room accommodation in favour of sleeping capacity -- four double bedrooms and a single compartment; the buffet, lounge and solarium remained unscathed. With this rebuilding came a name change, to the "Cape" series.

Two cars, River Rouge and River Dee were altered even more, as an 18-chair dining section took the place of the former room accommodation and they became Cafe Parlour cars 6590 and 6591.

The five "River" cars that had been air conditioned in 1936-1939 were also modified to the "Cape" configuration in 1943-1945, and a general renaming of the "Cape" cars took place about 1946, to give the car names a Canadian (rather than British) mien.

In the forties, the "Capes" held forth on the Montreal-Vancouver section of the Dominion, and retained this prestigious assignment until the Canadian's stainless steel and domes displaced them in 1954. This period also saw "Cape" cars on the Soo-Dominion, on Toronto-Montreal trains 21 and 22, and -- for a short time -- on the Montreal-Saint John Atlantic Limited.

By the mid-1950s, uses for the "Cape" cars were becoming scarce. Budd stainless steel equipment had made significant inroads on the territory that had been the sole preserve of the heavyweights.

The Soo Line's "River" cars became hospital cars for the U.S. Army in 1943, and the Soo-Dominion/Mountaineer thus provided secure employment for several "Capes" from that time until 1960. For several years in the mid-fifties, four "Capes" served Vancouver-Calgary passengers by way of the Kettle Valley/Kootenay Express, operating over CP's spectacular Crow's Nest Pass route to Fort McLeod and thence to Calgary; this employment terminated when RDCs took over both the Kettle Valley and the Fort McLeod-Calgary services.

Around 1950, "Lake" cars (one drawing room, four compartments, buffet-lounge, but no solarium) took over from the "Capes" on the Toronto-Montreal overnight service. However, it was a relatively common sight to see a "Cape" on these trains as late as the early 1960s, when equipment shortages rendered the usual "Lake" -- or latterly the stainless steel "View" car -- hors de combat.

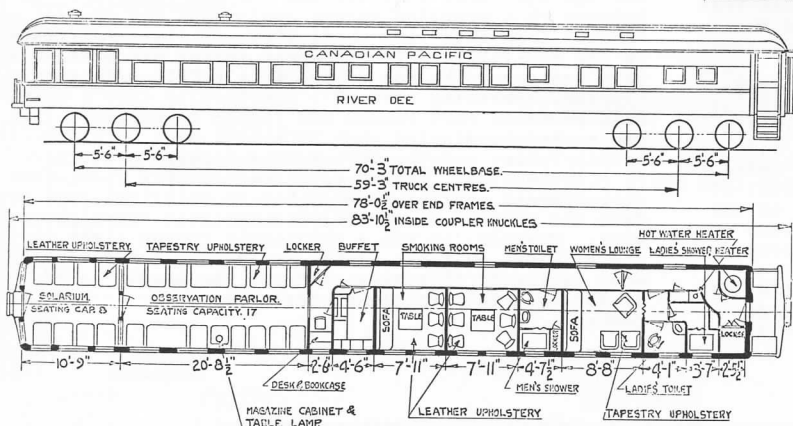
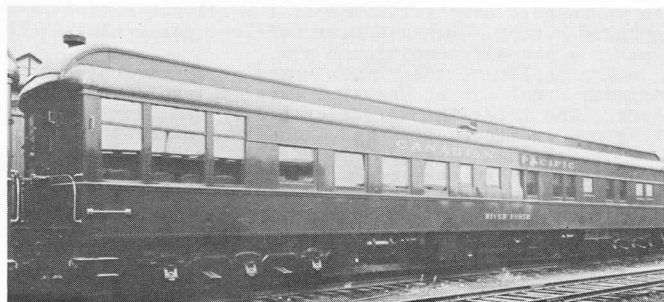


The first casualties of the fleet occurred in 1960, when the two Cafe Parlor cars were converted to boarding cars -- the only "Rivers" to meet this fate. From 1962 on, eight cars were converted for official service, requiring little alteration from their "Cape" configuration; in most cases, this consisted simply of creating a master from two of the original bedrooms, establishing

a dining room (or merely dining area) in the lounge, and installing a small stove in the lounge area to supplement the output of the Baker Heater when operating in freight service.

Five of the cars have been scrapped outright. Thus, while ten members of the class are still extant, none of them can be considered to be in revenue service.

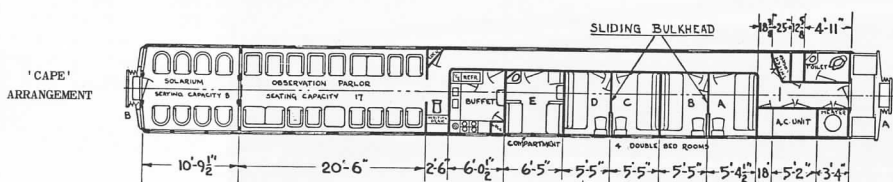
ORIGINAL NAME (1929)	FIRST REBUILD	SECOND REBUILD	RENAMED	DISPOSITION
RIVER FRASER	air conditioned (1936)	CAPE GEORGE (1945)	--	Conv. to Bus. Car 6 (1962)
RIVER ROUGE	Cafe Parlor 6591 air cond. (1941)	--	--	Conv. to Brdg. Car 411294 (1960)
RIVER AVONMORE	air conditioned (1936)	CAPE AVONMORE (1943)	CAPE MUDGE (1945)	Conv. to Bus. Car 37 (1966)
RIVER TYNE	CAPE TYNE air cond. (1941)	--	CAPE BEALE (1946)	Awaiting Destroyal (4-1969)
RIVER MADAWASKA	CAPE ROUGE air cond. (1941)	--	CAPE CAUTION (1946)	Scrapped, Angus
RIVER LIARD	CAPE LIARD air cond. (1941)	--	CAPE RACE (1947)	Conv. to Bus. Car 13 (1963) Sold to UCRS; 3-25-69
RIVER OTONABEE	CAPE DEE air cond. (1941)	--	CAPE BRETON (1946)	Scrapped, Farnham (1968)
RIVER THAMES	CAPE THAMES air cond. (1941)	--	CAPE COOK (1945)	Conv. to Bus. Car 15 (1963)
RIVER DEE	Cafe Parlor 6590 air cond. (1941)	--	--	Conv. to Brdg. Car 411658 (1960)
RIVER CLYDE	air conditioned (1939)	CAPE CHURCHILL (1945)	--	Conv. to Bus. Car 36 (1966)
RIVER CLARE	air conditioned (1936)	CAPE CLARE (1943)	CAPE HURD (1946)	Conv. to Bus. Car 14 (1963)
RIVER MOIRA	CAPE MOIRA air cond. (1941)	--	CAPE BAULD (1946)	Awaiting Destroyal (4-1969)
RIVER SEVERN	CAPE SEVERN air cond. (1941)	--	CAPE SCOTT (1946)	Scrapped, Farnham (1968)
RIVER HUMBER	CAPE HUMBER air cond. (1941)	--	CAPE RAY (1946)	Conv. to Bus. Car 4 (1963)
RIVER FORTH	air conditioned (1936)	CAPE KNOX (1944)	--	Conv. to Bus. Car 21 (1964)



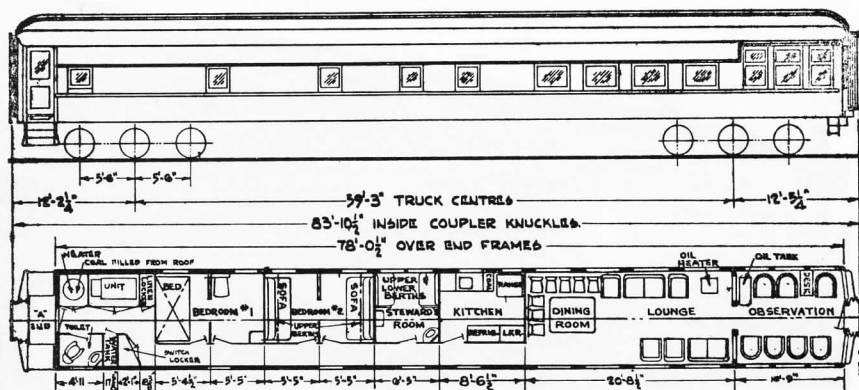
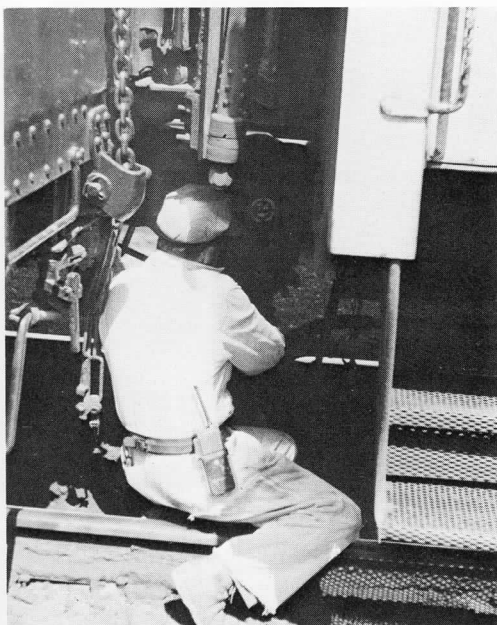
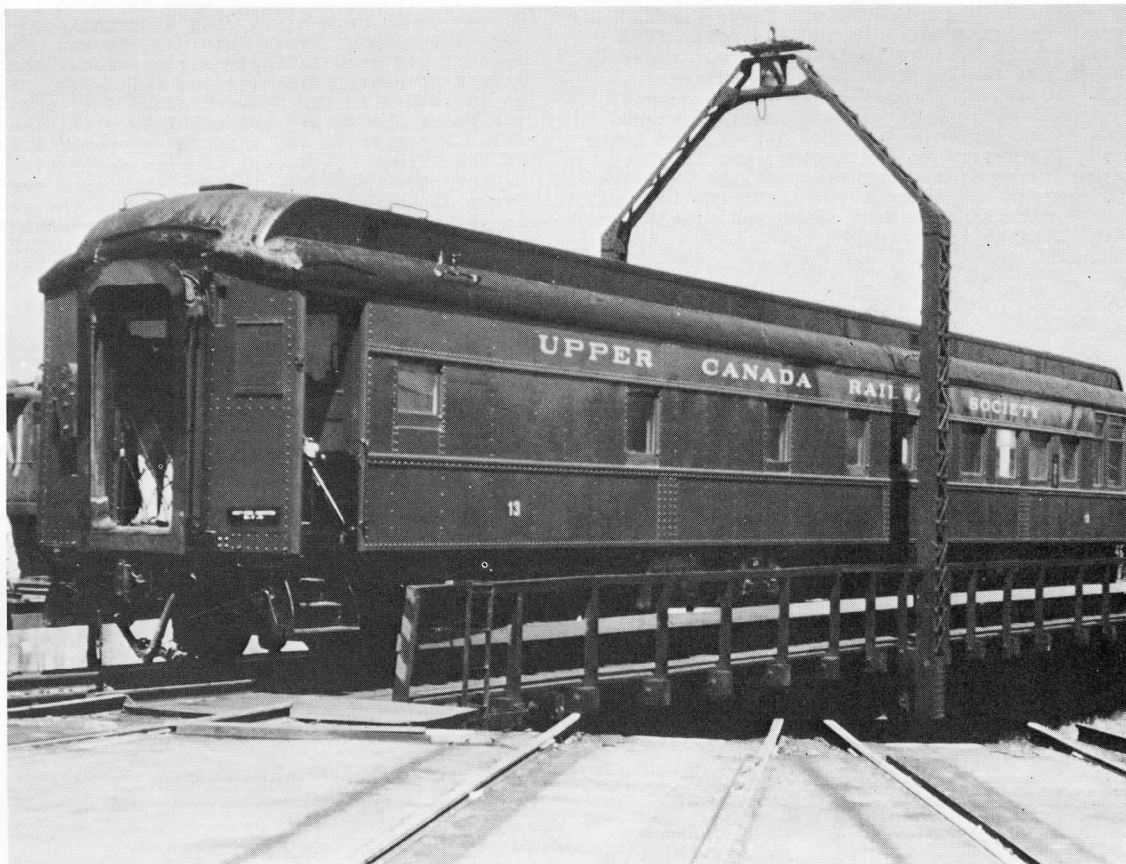
PHOTOS ON PAGE 163:

TOP: Car 13 spins on the Belleville turntable on 19 May 1974; her first trip of the year. This is the third largest turntable in Southern Ontario. (Dave Stalford)

BOTTOM: A CN worker uncouples the car at Belleville after her trip from Toronto on 18 May 1974. (J.T. Robbie)



UCRS Car 13



The above diagram shows UCRS business car 13's present interior arrangement.

The pride of the Upper Canada Railway Society is car 13, an ex CPR business car, which, of course, is an ex "River" class solarium coach. Here is a brief history of car thirteen:

UCRS business car thirteen was built in 1929 as the CPR's "River Liard". When air conditioning was installed in 1941, the name was changed to Cape Liard. Then, in 1947, the name became Cape Pace. The final alterations performed by the CPR came in 1963 when the car was converted to Business Car 13. Following this, it was assigned to Canadian Pacific's superintendant at Kenora Ont. where it remained until about 1967. CPR business car 13 was then recalled to Montreal for general pool use and later stored. The car was purchased by the UCRS on 25 March 1969, and arrived in Toronto on 12 April of the same year. Later in the summer, on the 5 July excursion of the UCRS, a simple ceremony near Washago Ont. officially introduced the Upper Canada Railway Society with the car. During its first five years of service, the Society business car was stored, when not in use, at the CNR's Spadina Coach Yards. Late in 1973, due to other commitments for the coach yards, the car was moved back to more familiar ground at CPR's John Street Yard in Toronto, across from Union Station. Upon the return to CPR tracks, car 13 wore her only major change since purchase from the Canadian Pacific; a diaphragm was added to the solarium end just before the UCRS excursion to Owen Sound and transfer to CPR facilities at John Street.

Nineteen-Seventy-Four, a new year, new directots for the UCRS, and a new life role for thirteen. Mr. Malcolm Marchbank was elected to the board of directors and assumed the position of Superintendant of Rolling Stock (Car 13). Under superintendant Marchbank, things began to happen with thirteen. Once again, the car was running 90 m.p.h. behind mainline passenger trains. UCRS thirteen's first trip was to Belleville Ontario via the CN with nine club members. Through an unfortunate accident on 18 May 1974 along CN's mainline, car 13 returned home to Toronto via the CP Rail line, a fitting return to service. Since the Belleville trip, the car has travelled to Meaford twice for the Ontario Government assisted by the UCRS; to Ottawa, a private members' trip, but open to all members; and to Hali-burton, a UCRS excursion.

The return of winter, and steam hook-up at John Street coach yard still didn't curtail our fearless superintendant. Every Saturday, he and some loyal members are painstakingly stripping car thirteen's layers of paint, cleaning and polishing. Their goal is to return to the "River" class elegances, for under the paint the walnut and mahogany still looks beautiful. A return to the spacious sleeping accommodations of the "Cape" class cars is also desirable. Nineteen-Seventy-Four also saw the car used as a meeting place. Every directors' meeting was held in the car; an open house by the car committee; and also NEWSLETTER staff meetings were held here. Much of your staff also helps on the restoration of Business Car 13. Let's hope that 1975 means more trips and a completely restored car 13. I, your editor, certainly feel that it will!!

RIGHT: On the rear end of the CN's "Lakeshore" in the morning of 18 May 1974, car 13 and her passengers are ready to depart for Belleville.

(J.T. Robbie)

BELOW: Posing for their photograph in front of the car are the weekend's passengers (left to right): Ralph Percy, Ron Layton, Dave Smith, Larry Eyres, J.T. Robbie, Dave Stalford, Dave Spaulding, Grant Kingsland and on the steps - the car superintendant Malcolm Marchbank.

(Grant Kingsland)



The Accident Report.

CANADIAN NATURAL RAILWAY

Memorandum To Superintendent Flanigan

Hit cow. Mile 115
Engine ok
Cow dead.

Eng. Murphy

CANADIAN NATURAL RAILWAY

Memorandum To Superintendent Flanigan

No more to say.
Engine still o.k.
Cow still dead.

Eng. Murphy

CANADIAN NATURAL RAILWAY

Memorandum To Engineer Murphy

Your report as to the demise of the bovine creature is to hand. You are hereby advised that a further report is to be submitted as per the report on Circular BFS/15-16789. Please forward promptly.

MF
Superintendent
Flanigan.

CANADIAN NATURAL RAILWAY

Memorandum To Engineer Murphy

Your unsatisfactory report is to hand. Your attention is again drawn to Circular BFS/15-16789, which sets out the following questionnaire:

- 1) What was the boiler pressure at the time of the accident?
 - 2) Was sanding gear working?
 - 3) Was throttle fully open?
 - 4) What was the position of the cut-off lever?
 - 5) Was brake applied?
 - 6) What was the nature of weather and direction of wind?
 - 7) What was the name of fireman and brakeman?
 - 8) What was the nature of the injury to the creature?
 - 9) Give description of the creature: age, sex, type, markings, etc.
 - 10) What is your assesment of damages claimable by this office?
- Advise immediately of these particulars.

MF
Superintendent
Flanigan.

CANADIAN NATURAL RAILWAY

Memorandum To Superintendent Flanigan

No steam. Yes. No. none.
Yes. Cow not killed by
weather wind fireman or
braheman. Not enough
left of cow to find out
rest.

Eng. Murphy

CANADIAN NATURAL RAILWAY

Memorandum To Engineer Murphy.

Your further unsatisfactory memo
at this office. You are forthwith to
plain why your locomotive was not un
steam at the time of incident and als
why it is not equipped with the stan
ard cut-off lever.

For prompt and full report.

M.F.
Superintendent
Flanigan.

CANADIAN NATURAL RAILWAY

Memorandum To Superintendent Flanigan

Running diesel engine. Needs
no steam. Has no cutoff
lever.

Eng. Murphy

CANADIAN NATURAL RAILWAY

Memorandum To Engineer Murphy

This office still awaits with pati
your full report as to how the creatu
was killed by your locomotive.
For urgent and immediate return to
this office.

M.F.
Superintendent
Flanigan

CANADIAN NATURAL RAILWAY

Memorandum To Superintendent Flanigan

Saw cow walking over line.
Engine swerved to left to miss
cow. Cow kept walking.
Engine hit cow.

Eng. Murphy

CANADIAN NATURAL RAILWAY

Memorandum To Engineer Murphy

You are hereby fined \$10 for insolence.
Please advise the nature of injury to the
creature without further delay.

M.F.
Superintendent
Flanigan.

CANADIAN NATURAL RAILWAY

Memorandum To Superintendent Flanigan

Went to where cow killed.
cow is definitely dead.
This cost me \$0 expenses.

Eng. Murphy

CANADIAN NATURAL RAILWAY

Memorandum To Engineer Murphy

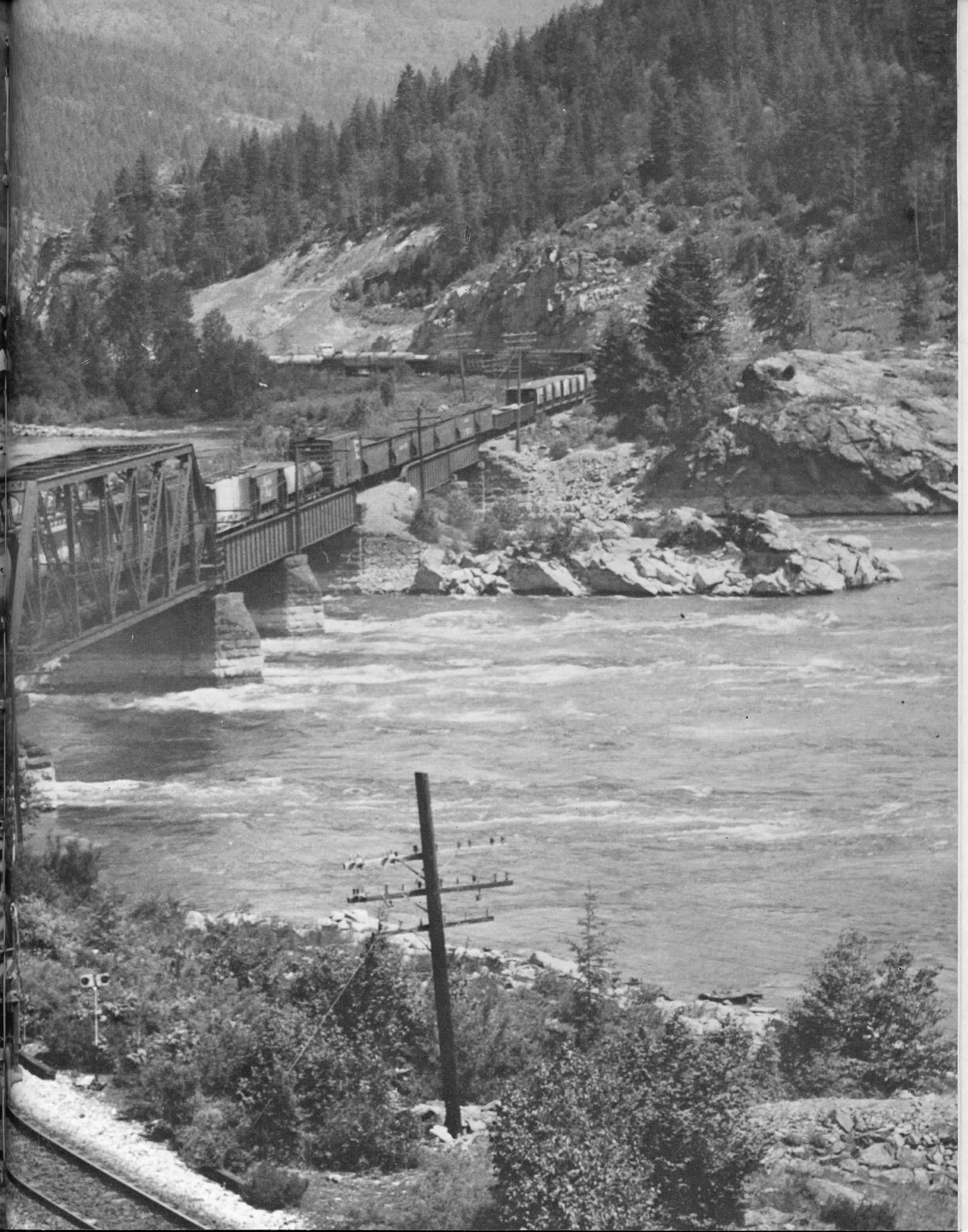
Herewith find special payroll no.
L-80/247 to be signed in duplicate for
\$10 expenses as claimed.

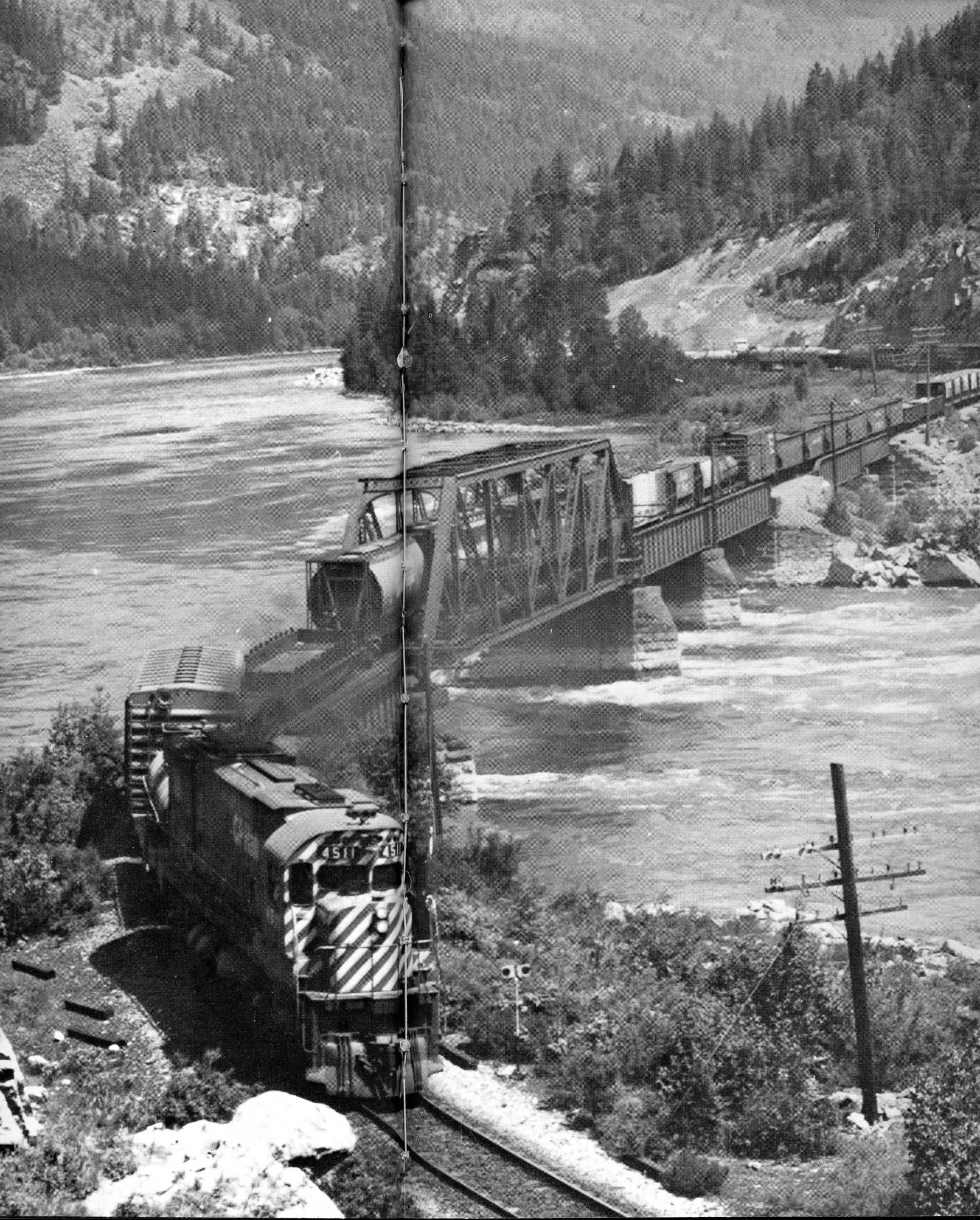
This correspondence is now closed.

M.F.
Superintendent
Flanigan.









MAINLINE ELECTRIFICATION

Edited by Ron Layton

The scarcity and high cost of the oil that powers their diesel fleet has prompted the Spanish National Railway (RENFE) to propose that a further 2500Km of rail line should be electrified. This would bring the total electrified route to 6000Km which is approximately half of the RENFE system. Plans call for RENFE to be moving 40% of the country's freight by 1980 as the shortage and cost of oil make road transportation less attractive. If the government agrees to the scheme, the work can be completed in three years at a cost of \$300 million.

Details of the project are not yet available but it seems probable that the western area mainlines from Barcelona to Madrid via Mora and Zaragoza; Alcazar to Valencia via La Encina and Aranjuez to Valencia via Cuenca will be converted. It is also not certain what voltage will be chosen, although it seems likely that a 25 or 50 Kv ac system will be adopted rather than the present 3000v dc.

A report is being prepared by the Belgian National Railway (SNCB) on the feasibility of new speed lines which will link Paris, the Channel Tunnel and Lille with Brussels, Cologne and Amsterdam. It is intended that these lines will be compatible with existing track so saving the inevitable disruption and expense of construction in developed urban areas.

As the Channel Tunnel will be electrified at 25 Kv ac, it is logical that the other lines will also be built to the same standard. This will, however, result in compatibility problems with the Belgian and German systems (3000v dc and 15Kv ac respectively). The inevitable result will be multivoltage power, probably EMU's. The estimates for travelling times are typically Paris - Brussels in 1 hour 30 minutes compared with the present 2 hours 20 minutes, or in conjunction with the Channel Tunnel the London-Brussels time will be reduced from 7 hours to 2 hours 12 minutes.

The French National Railway (SNCF) hopes for the green light from the new French government for its latest electrification schemes. These are the right bank of the Rhone from Lyons to Nimes together with connections to the left bank line. The left bank line will then be used exclusively for freight. The second line is from Avignon to Miramas via Cavaillon. These two schemes will be at 1500 v dc. The third at 25Kv ac is from Narbonne to Port Bou. It is now thought that the Le Mans-Angers route will not be electricied in the near future.

The British Government's Secretary of State for Scotland has announced a \$35. million grant towards re-opening and electrifying the five mile Central Low Level line in Glasgow. This line connects the northern and southern suburban electric systems. Stations will be re-opened at Rutherglen, Dalmarnock, Bridgton, Anderston, Stobcross and Central (Low Level). A new station will be built at Argyle Street and new high density EMU's will be constructed to work the service. This re-opening will provide the possibility of through electric working from London (Euston) to the shores of Lock Lomond.

The "Service de l'Equipement" department of the French National Railways (SNCF) can be proud of the service reliability of the 1500v dc CC 6500 class electric locomotives. They are now running 70,000 to 75,000 miles between scheduled maintenance, a distance they are hoping to increase to 90,000 miles. Even with this high availability, on the road failures are running at a very low rate.

New South Wales Railway has taken delivery of four 4-car double-deck EMU's to operate out of Sydney. Each unit is equipped with a cross-arm diamond frame pantograph mounted onto the outer (motor) area. Entrance and exit is by means of double sliding doors set for raised platforms. The total order is for 30 units that will be used on the 50 mile Sydney-Gosford run.

The SNCF has now given higher priority to through working of electric locomotives on freight trains over ac and dc routes in order to save time and staff. Consequently more 25 Kv/1500v dual voltage locomotives are to be ordered.

Work is progressing on the Netherlands Railways (NS) with prototypes of a 2-car suburban EMU called the "Sprinter" and a new generation of intercity EMU's. The maximum speeds of the intercity units is expected to be 160 Km/h (100 mph) and they are expected to enter service at the end of 1976.

Amtrak will shortly be taking delivery of 26 new 6000 HP Co-Co electric locomotives from GE for use on the Penn Central 11 Kv ac electrified routes.

The state of New Jersey will provide funding for the extension of "Jersey Arrow" EMU's from South Amboy to Red Bank and on to Lakewood on the Jersey Central RR's Southern Division.

The Milwaukee Road has continued in its planned phase out of the Rocky Mountain Division electrification. Electric operation has ceased and the removal of catenary is progressing but it is expected to take over a year to remove all of the overhead. However 75% of the overhead has been removed from the Coast Division between Othello and Seattle/Tacoma.

The Southern Railway has extended its present electrification study to cover its 490 mile mainline from Chattanooga to Atlanta. This is in addition to the present study of the Cincinnati-Chattanooga route. The study which is expected to be complete by 1976 was triggered by the rising cost of diesel fuel from 11.7¢ to 27.9¢ for a U.S. gallon. If approved the electrification could be completed by 1980 and would require 80 electric locomotives. No indication was given of the system to be adopted but a good bet would be 50 Kv ac.

A similar study by the Burlington Northern RR of its 1200 miles of line from Lincoln, Nebraska to Billings, Montana has been forwarded to BN management. It is estimated that the installation cost will be in the order of \$100,000 per track mile with electrical "fuel" costs being one third less than for diesel fuel.

British Rail has received the go-ahead for the production of a prototype electric version of its 150 mph Advanced Passenger Train. It is intended that ultimately these units will be used on the Euston-Glasgow route.

Robert Klein, Director of Research and Development for Canadian Pacific recently summed up CP Rail's electrification policy by saying that they are studying the possibility but are not giving it priority. He said at a recent technical conference that new technology has made electricity more efficient than diesel power but electrification requires a massive capital investment. Electrification of the Calgary-Vancouver section would cost about \$250. million over a five year period, with payback coming in small amounts over a great number of years.

Union Pacific RR is to enlarge the bore of their Aspen tunnel near Evanston, Wyoming at a cost of \$6. million. The widening is planned initially to accommodate oversize freight cars but ultimately to accommodate the clearances required for overhead wires when electrification is started. It appears that CP Rail will not have tunnel clearance problems. In a conversation with some of the train crew on "The Canadian", the writer was informed that there is already room for the wires and the trains - including dome-cars - in the rocky mountain section.

Swiss National Railway (SBB-FFS) has started trials of a new EMU designated RABDe 8/16. Trial runs were made between Geneva and Lausanne with some extensions onto the heavy grades of the Berne line between Lausanne and Romont. The train has run as a five car consist and is painted in a new bright colour scheme of violet and yellow. This is a marked contrast the present dark green colours.

The metre gauge Rhaetian Railway has taken delivery of ten new Bo-Bo locomotives from SLM and Brown-Boveri. These are replacements for older units built between 1933 and 1929 and are designated Class Ge 4/4 II. These units rated at 2280 HP, have some unusual features not normally seen on locomotives. Rail brushed are mounted on the outer ends of the trucks to remove leaves from the track - a useful "optional extra" when hauling tonnage on the 4.5% grades of the RhB. The trucks also have built in flange oilers. An electro-pneumatic load compensating system is installed to compensate for the tendency of weight transfer from the leading truck by installing pull-down cables with two-stage adjustment.

Vital statistics of the units are:

Height	12 ft. 8 in. (including lowered pantographs)
Length	42 ft. 6 in.
Width	8 ft. 8 in.
Truck Centres	20 ft. 8 in.
Tare Weight	50 tons
Maximum Speed	56 mph
Control	Thyristors

The locomotives are numbered from 611 to 620 and are named for places in the Canton Graubünden. As an example No.618 is named Bergün/Bravuogn.

The Bulgarian State Railways (BZD) plans in the sixth five plan to extend its present 1016 Km of 25Kv ac electrified route. A further 596 Km of route are to be converted including lines from Sofia to Mezdra and (Sofia)-Plovdiv-Svilengrad. Svilengrad is the border town with Turkey and is part of the route of the famous Paris-Istanbul "Orient Express".

A design contract has been issued for electrification of the Brisbane suburban services of Queensland Railways. The scheme is for 91 route miles of 25Kv ac overhead. A British design of overhead equipment (BR mark IIIa) has been chosen and will be erected over a four year period.

On June 4th last, the Swedish electrical engineering firm, ASEA handed over its 800th subway car to the Stockholm Rapid Transit Authority. Another 116 cars are still on order for Stockholm subway services.

The high density electric multiple units for British Rail's Kings Cross-Welwyn Garden City suburban electrification are now in process of construction by British Rail Engineering Limited at York. Their exterior appearance will be similar to the prototype PEP train put into service on the Southern Region last year. The trains will be equipped with rubber levelling air suspension on the trucks. Braking will be by using the traction motors to provide rheostatic retardation at high speed and disc brakes to bring the train to a final halt. Doors for emergency use are provided at either end of the units. These were necessary because they will be operated as subway trains with in-tunnel stations at the downtown end of the route. From the passenger's point of view these units have a different ride quality to the normal British suburban equipment, being very similar to GO Transit trains in their feel. The double sliding doors can be opened remotely by train crew or singly by passengers wishing to board or detrain. The passenger makes the initial move to open the door and power equipment takes over and completes the operation. Doors can be closed by the reverse procedure.

A single-unit high speed test vehicle has been built by SNCF to test equipment for the ultimate production of an electric version of the TGV gas turbine unit. This car has been designated Z-7001 and is a conversion of an older EMU power car. The body has been rebuilt with streamlined ends and has been remounted on new Y-226 trucks. The vehicle has achieved 190 mph in tests.

Two 5000 HP Co-Co electric locomotives are being constructed in Budapest for the Hungarian State Railway (MAV). These are the first Hungarian units to be fitted with thyristor control. Having a maximum speed of 75 mph the class V44 locomotives are intended primarily for use on heavy freight trains.

The SNCF has increased from 240 to 300 its order for classes BB7200, BB15000 and BB22200 thyristor controlled units. The locomotive are being constructed by Alsthom, the trucks by Creusot-Loire and the electrical equipment by Jeumont-Schneider. The units are being assembled at Alsthom's Belfort plant.

London Transport has ordered eleven 6-car trains for the Edgware Road-Putney Bridge section of the District Line. The new units are to be called C77 stock. The trains will be designed for one man operation but could be altered to 2-man operation if required. The C77 equipment is the first order of a new design that will ultimately replace all of the present District Line trains. This present order will allow 66 cars which are at present in poor order to be scrapped. Moscoe is also replacing old cars. The first of a new production run have just been placed in service. They are about 3 tons lighter than the present cars, being constructed largely of aluminum. Seats are arranged longitudinally along the walls between the doors. Maximum speed is 60 mph.



the commuter train
of the future



Two prototype units are being constructed by Metro-Cammell Limited for the Newcastle (England) LRT project. Each unit consists of two articulated cars with a total length of 91 ft. and an estimated weight of 38 tons. The units will seat 84 passengers and have room for an additional 188 standees. Each unit will have eight sets of plug type sliding doors and will generally be crewed only by one operator. The units are mounted on three 4-wheel trucks, but only the outer trucks are powered with 750v motors wired permanently in series to take current from

a 1500v overhead. The scheduled operating speed will be 25 mph. The prototypes will be tested on a 1-1/4 mile test track which will be independent of the final system. When completed the LRT system will require 120 of these units and should be in operation by 1979 at an estimated cost of \$150 million (about \$4-1/2 million a mile). The service is to be operated by the Tyne and Wear PTE (Passenger Transport Executive) which is similar in concept to Philadelphia's SEPTA and the Toronto Area Transit Operating Authority.

UCRS 1973 Financial Report

UPPER CANADA RAILWAY SOCIETY LIMITED STATEMENT OF REVENUE AND EXPENDITURE FOR THE YEAR ENDED DECEMBER 31, 1973 (With Comparative Figures for 1972)

Revenue	1973	1972
Membership fees	\$6,994.15	\$7,453.80
Publication & record sales	5,809.03	4,887.73
Fantrip income (net)	592.61	268.55
Miscellaneous	68.85	144.55
Interest earned	1,183.80	459.36
	<u>14,648.44</u>	<u>13,213.99</u>
Expenditure		
Newsletter costs	6,769.34	6,521.56
Publication & record costs	3,899.01	3,980.23
Rent	1,200.00	1,200.00
Membership	149.34	267.00
Insurance	221.69	221.69
Accounting and audit	150.00	125.00
Depreciation - equipment	481.69	486.50
Stationery, supplies etc.	161.97	368.50
Miscellaneous	473.85	73.89
Sportsmen's Show	230.07	376.78
	<u>13,736.96</u>	<u>13,630.15</u>
Excess of Revenue Over Expenditure for the Year	\$=====911.48	\$====(416.16)

Note 1: There exists an inventory of various publications which the Society keeps on hand for sale at club meetings and events. The cost of this inventory has been always charged to publication costs.

Note 2: Prepaid 1974 membership receipts are down because of late newsletters. Notices for 1974 memberships were not mailed prior to December 31, 1973.

EQUIPMENT

DECEMBER 31, 1973

Typewriter #1	Original Cost	Accumulated Depreciation	Net Value
Typewriter #1	\$ 260.00	\$ 260.00	\$ --
Typewriter #2	40.69	40.69	--
Typewriter #3	242.05	242.05	--
Typewriter #4	619.50	371.71	247.79
Typewriter #5	624.75	249.92	374.83
P.A. System	248.19	248.19	--
Filing Cabinet #1	47.90	47.90	--
Filing Cabinet #2	43.26	38.95	4.31
Addressing Machine	566.92	510.21	56.71
Collating Machine	190.55	171.51	19.04
Fire Extinguisher	18.01	16.20	1.81
Duplicator	1.00	1.00	--
Walkie-Talkies - 2	251.84	124.90	126.94

Private Car #13	1,874.28	937.15	937.13
Adding Machine	103.95	52.00	51.95
Aluminum Frames	282.24	56.44	225.80
	<u>\$5,415.13</u>	<u>\$3,368.82</u>	<u>\$2,046.31</u>

A S S E T S

Current Assets	1973	1972
Cash in bank and on hand	\$7,547.62	\$12,872.45
Loan receivable O.E.R.H.A.	500.00	500.00
Can. Traction Publications	<u>1,500.00</u>	<u>1,500.00</u>
	9,547.62	14,872.45
Investments		
Debentures	12,000.00	12,000.00
Deposit receipts	<u>7,000.00</u>	<u>--</u>
	19,000.00	12,000.00
Fixed Assets - At Cost		
Equipment	5,415.13	5,415.13
Less: Accum. Depreciation	<u>3,368.82</u>	<u>2,887.13</u>
	2,046.31	2,528.00
	<u>\$30,593.93</u>	<u>\$29,400.45</u>

L I A B I L I T I E S

Accrued newsletter costs	\$ 2,430.00	\$ --
Membership fees paid in adv.	85.47	2,233.47
	<u>2,515.47</u>	<u>2,233.47</u>

MEMBERS' EQUITY

Balance - January 1	27,166.98	27,583.14
Add: Excess of revenue over expenditures for year ended December 31.	911.48	(416.16)
	<u>28,078.46</u>	<u>27,166.98</u>
	<u>\$30,593.93</u>	<u>\$29,400.45</u>

Approved on behalf of the board:

F.G. Tomes, President
A.E. Vigers, Treasurer

AUDITORS' REPORT

We have examined the balance sheet of the Upper Canada Railway Society, Limited, as at December 31, 1973 and the related statement of revenue and expenditure for the year ended on that date. Our examination included a general review of the accounting procedures and such tests of accounting records and other supporting evidence as we considered necessary in the circumstances.

In our opinion, the aforementioned financial statements present fairly the financial position of the Society as at December 31, 1973 and the results of its operations for the year ended on that date, in accordance with accounting principles generally accepted for non-commercial organizations and applied on a basis consistent with that of the preceding year.

Toronto, Ontario,
February 15, 1974.

ATKINSON, VAN HAMME & CO.
Chartered Accountants.

JOURNEY TO HISTORY



PASSAGE

JOURNEY
TO
HISTORY
June 15/74
TORONTO
TO
MEAFORD

ADULT

632

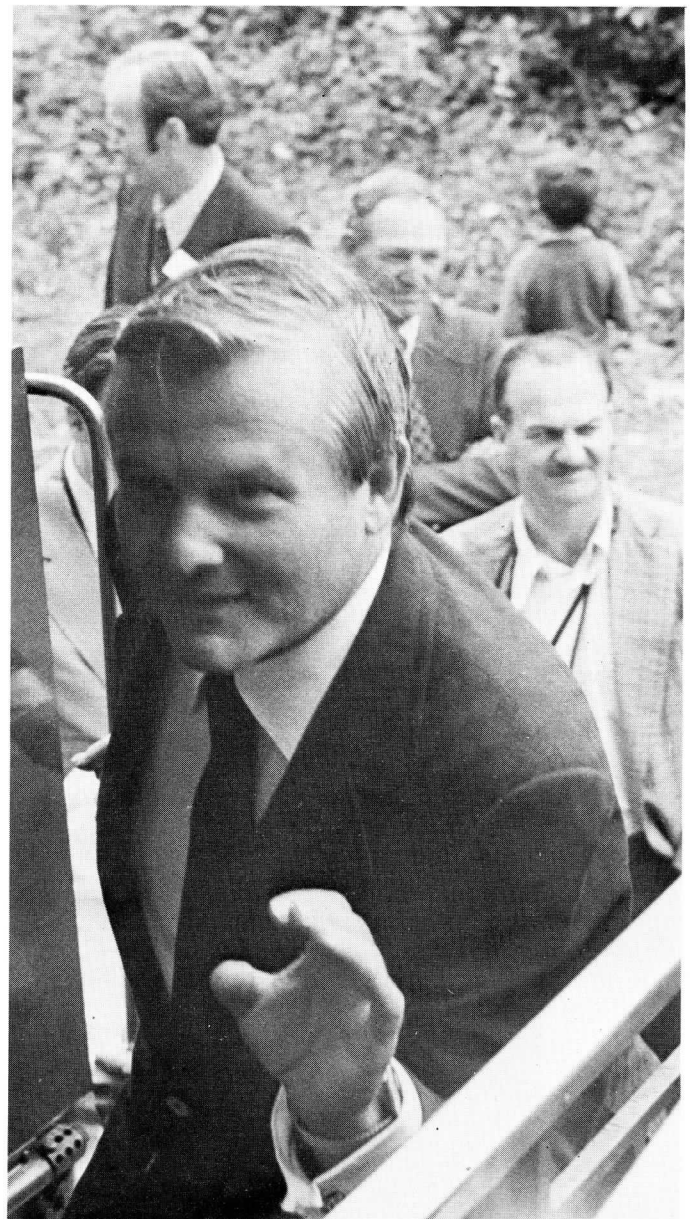
CONSIST OF TRAIN
Toronto-Meaford:

1 GO APCU CAB LEADING
3 CNR 3100 SERIES UNITS
1 GO APCU CAB TRAILING
1 STEAM GENERATOR UNIT
1101 ONR BAGGAGE CAR
831 ONR COACH
2 (two) ONR COACHES
1405 ONR RESTAURANT CAR
3 (three) ONR COACHES
1406 ONR RESTAURANT CAR
1 (one) ONR COACH
811 ONR COACH
810 ONR COACH
842 ONR COACH
UCRS BUSINESS CAR 13
MOOSONEE BUSINESS CAR
ONAKAWANA BUSINESS CAR

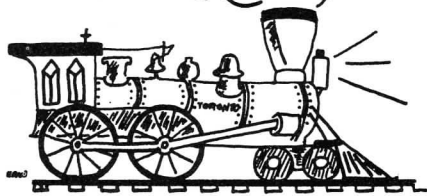
RIGHT: An honoured guest of the trip, Ontario Premier William G. Davis boards the train after one of the runpasts. (J.T. Robbie)

SCHEDULE

Board Train	7:45 a.m.
Depart Toronto Union	8:00 a.m. SHARP
Depart St. Clair Station	8:17
Arrive Barrie	9:12
Depart Barrie	9:17
Arrive Stayner (run-past 1)	10:03
Depart Stayner	10:48
Arrive Collingwood	11:15
Depart Collingwood	2:00 p.m.
Arrive Craigleith (run-past 2)	2:15
Depart Craigleith	2:40
Arrive Meaford	3:20
Depart Meaford	6:00
Arrive Mileage 41.3	
(run-past 3)	6:30
Depart Mileage 41.3	6:55
Depart Collingwood	7:25
Depart Stayner	7:50
Depart Barrie	8:40
Arrive St. Clair Station	9:45
Arrive Toronto Union Station	10:05



The Ontario Simcoe And Huron Union Railway



*Canada's Entry to the Steam Era
by Elizabeth A. Willmot*

Flags . . . flowers . . . fireworks . . . and parades marching to the stirring music of brass bands. This was the colourful scene on Front Street on October 15, 1851 when scores of excited Torontonians gathered to witness the initial step in the construction of the Ontario Simcoe and Huron Railway. This was the first railway to be built in Upper Canada, and indeed, the first railway that most Canadians had ever seen.

Cheering crowds watched Lady Elgin, wife of the Governor General, turn the first sod with a silver spade, and place it in a miniature oak wheelbarrow. This event took place on the south side of Front Street, half way between John and Simcoe Streets. Celebrations continued throughout the day. Fireworks lit up the sky, and finally a grand, formal ball at the St. Lawrence Hall was held that evening.

Almost before the celebrations had subsided, serious work was begun on the construction of the railway. One year later, the tracks had passed through Parkdale, on to the village of Davenport, then fourteen miles north to Concord, and plans were prepared for the test run.

On October 5, 1852, the first locomotive to be used on the Ontario Simcoe and Huron Railway arrived in Toronto harbour on board a schooner from New York. They christened it the "Lady Elgin". It was a wood-burning locomotive weighing 25 tons, with four driving wheels, four pilot wheels, and it cost the company \$9,000.00. William Hockett, an engineer from England, drove the locomotive on its trial run to Concord, and was given a hero's welcome on his return.

The long-awaited moment for the commencement of passenger service was ultimately achieved on May 16, 1853. On that memorable day, the first passenger train, drawn by the locomotive, "The Toronto", made its historic maiden trip to Macell's Corners, now known as Aurora. The celebrations that day, probably eclipsed any others ever seen in Toronto. Everyone realized that an entirely new and promising era was opening. The romantic Steam Era had arrived!

A small, frame railway station was erected on Front Street for the occasion. It was a day of "firsts" - the locomotive "The Toronto", was the first one to be built in Canada. It was designed by 33 year-old James Good of Toronto, and built in his factory on Queen Street, just east of Yonge Street.

To commemorate this significant event, a bronze plaque with a picture of "The Toronto" embossed on its face, has been placed just outside the eastern entrance of the Toronto Union Station.

The route chosen by the Ontario Simcoe and Huron Railway followed the trail used by the fur traders before the 1800's. The purpose of the railway was to join Lakes Ontario and Simcoe with Georgian Bay on Lake Huron, thus providing a reliable overland route. Settlers in Upper Canada had had to be satisfied with the inconvenience of stage coaches, or travel on waterways. Weather conditions had frequently made travelling

BELOW: The excursion train, led by GO APCU unit #9861, enter Collingwood Ont. in pouring rain to christen the new ferry, Chi-Cheemaun. (J.T. Robbie)



impossible for weeks at a time. Immigration, farming and lumbering all benefited by this new, rapid and reliable transportation. Probably one of the greatest blessings for settlers was the sense of being a part of the outside world again after the intolerable isolation they had experienced.

On the occasion of the inaugural passenger trip to Bradford, the first train wreck in Canadian history occurred. When the train approached a herd of cattle in the Concord area, one bewildered cow ran towards the locomotive and was hit. The first two coaches passed over the animal, but the third was derailed, and rolled down an embankment.

The railway reached Barrie in October 1853, and the line was officially opened on October 11th. Construction then continued to Collingwood (known as the Hens and Chickens Harbour), a distance of 32 miles from Barrie, and was completed on January 2, 1855. The final link of this section of the railway was completed when the line reached Meaford in 1872.

By 1860, there were twenty-two station stops between Toronto and Collingwood, a distance of 94.5 miles. Railway stations built at that time were wooden in construction for the sake of economy. Their importance in the community can readily be determined by some of the beautiful architecture which still remains. Turrets, ornate towers, and intricate Victorian "gingerbread" trimming all were popular features.

One of the most outstanding examples can be seen at Craighleith, 6 miles west of Collingwood. It is of interest to note that the property on which this station was built, was owned by Mr. Andrew Fleming, father of Sir Sandford Fleming, of railway fame, who also introduced Standard Time, and designed Canada's first postage stamp in 1851. At the request of his son, Andrew Fleming donated the land to the railway for the construction of the station.

When passenger service was discontinued to Craighleith in 1966, the railway station was slated for demolition. Fortunately, Mr. and Mrs. Ken Knapman bought and restored the station, and re-opened it in 1968 as "The Depot", a popular and successful museum-restaurant. To maintain its authenticity, the station was repainted in the traditional "box-car" red, that special mixture so popular with rural railway stations.

Station agents employed by the Ontario Simcoe and Huron Railway were encouraged to maintain attractive stations. White picket fences usually surrounded the colourful flower gardens at each station. Company-owned greenhouses supplied plants for the gardens.

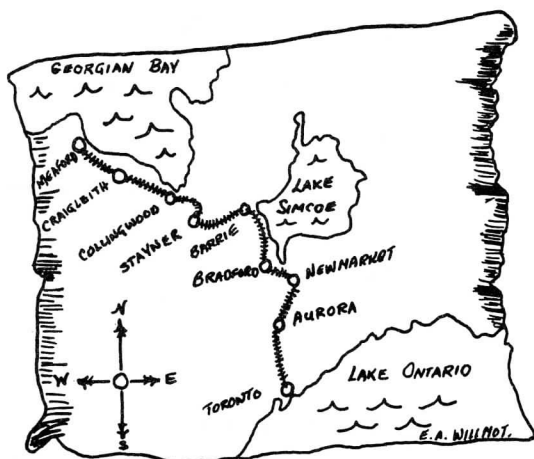
At the original Collingwood station, a handsome building with twin turrets, there was a band stand located in an adjoining park. In fine weather, travellers arriving on the evening train were treated to a band concert.

Locomotives today are identified by numbers, but those which were built for the Ontario Simcoe and Huron Railway, all had names. There was the "Lady Elgin", "The Toronto", "The Josephine", "The Collingwood", and several others.

The first open observation car used in Canada was built by the Ontario Simcoe and Huron Railway on the occasion of the visit of Albert Edward, Prince of Wales, son of Queen Victoria. On September 10, 1860, he rode in carpeted luxury from Toronto to Collingwood on this royal-crested coach. On this trip, the Prince's train passed beneath beautiful floral arches, which had been erected in his honour at every railway station.

BELOW: Canadian National RS18 number 3112 was typical of the motive power used on the trip. Three of these RSs were surrounded by two GO Transit APCUs. This shot was taken at Collingwood Ont. (J.T. Robbie)





• Route Of The Ontario Simcoe And Huron Railway •

The Ontario Simcoe and Huron Railway, like most early railway companies, changed names and ownership several times. During its early years, it was given the nickname, "The Oats, Straw and Hay Railway". In 1858, it became known as the Northern Railway of Canada. In 1888, it amalgamated with the Grand Trunk Railway, and in 1922 the G.T.R. amalgamated with the Canadian National Railways.

The original railway line which was begun one hundred and twenty-three years ago by the Ontario Simcoe and Huron Railway Company, exists today. It is the one on which the "Polar Bear Express" of the Ontario Northland Railway will travel on June 15, 1974 while taking over six hundred passengers on a "Journey to History".



OPPOSITE PAGE:

CENTRE LEFT: CN RS18s #3101, 3103 and 3118 head the excursion train into Meaford Ontario on 12 October 1974. (David W. Smith)

CENTRE RIGHT: UCRS Business Car #13 and CN private car #94 sit side by side at Meaford at the beginning of switching operations to reverse the train. (David W. Smith)

BOTTOM: In Meaford, the excursion train is ready to depart on its way back to Toronto. GP9 #4511 and 4503 assisted on the way back. (David W. Smith)

ABOVE:

Upper Canada Railway Society Business Car #13 trails for the only time as the train is shunted around at the north end of the trip to re-arrange the order of the cars for the return trip. (J.T. Robbie)

LEFT:

At the station at Craileith Ontario, speeches were given by Township of Collingwood officials, Premier William Davis and Eric A. Winkler, MPP for Grey South. This station has been restored as a museum and restaurant. (J.T. Robbie)



MEAFORD APPLEFEST

RAILWAY EXCURSION

By Staff Writer David W. Smith and Larry Eyres

Saturday 12 October started out as a dull dark day with scattered showers. In spite of this, a full load of passengers boarded at Toronto Union Station for a day's excursion to the town of Meaford. The trip, organized by Eric Winkler, M.P.P. for Grey South, was timed to arrive in conjunction with the town's Apple Festival.

The train, powered by three freshly painted 3100 series MLW RS18's left Toronto on the advertised (0830). Proceeding north on the Newmarket Sub to Barrie (Allandale) the train was switched to the Meaford Subdivision. Following the excursion in from Barrie was a pair of GP-9's to switch the consist at Meaford (an assist the train up the hill out of town). Located on the Geeps was one of our more senior members who shall remain nameless.

Included in the train were two private cars, consisting of U.C.R.S. car 13 and CN 94, assigned to the Vice-President of the Great Lakes Region of Canadian National, Mr. K. Hunt.

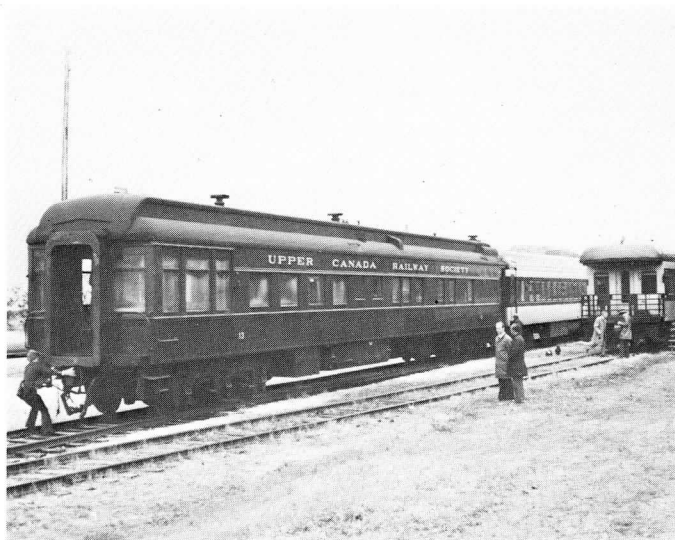
The four hours at Meaford was sufficient time to take in the local sights and participate in the Apple Festival. Departure from Meaford was at approximately

1650 hours (10 minutes late). The slow tortuous climb out of Meaford with the five units working all out, led into a leisurely run along the Meaford and Newmarket Subs back to Toronto, arriving at Union Station at 2050 (25 minutes late).

The only disappointing aspect of the trip was the lack of any runpasts in what was the scenic fall colours along the Meaford Sub. This is understandable though, considering the train was run for the general public and not for the rail fan.

The 3100's were supposed to be leading the train in both directions, with the Geeps used only to get out of Meaford. However, due to an error in marshalling at Toronto they were all facing the same direction (north). Since the RS18's are not equipped with dual controls, the two Geeps were not cut out at Barrie as intended and anyone who saw the train was treated to the sight of a 15 car passenger train being hauled by 5 locomotives all working.

CONSIST: Power 3101, 3103, 3118, steam generator 15478, coaches 5413, 5285, 5228, 5423, cafe lounge 752, coaches 5203, 5185, 5214, cafe lounge 753, coaches 5285, 5183, 5210, U.C.R.S. 13, CN 94



RAILWAY NEWS

A PASSENGER TRAIN COMMENT

It must be very rewarding to Canadian National and Canadian Pacific to at long last be rewarded for their hard work in selling people on passenger trains. More and more people are getting interested or re-acquainted with trains for many reasons.

Finally (and not a paid advertisement) foreign magazines are promoting rail travel in Canada. A direct quotation from Family Circle (the world's largest selling women's magazine) states "This is the year - everybody tells you - to travel by train. But if you want to ride real trains, lovingly run by people who like rail passengers and who have never let their train service go to seed, then ride the Canadian rails". The well-researched article goes on to tell of the many, many possibilities of trips through the mountains of British Columbia to the fishing coves of the Maritimes. One of the possibilities listed for an exciting trip through Canada's west is the "Pacific Northwest Loop". "This circular trip of spectacular mountain scenery could start at Vancouver B.C., or at Calgary Alberta, 200 miles north of Glacier National Park in Montana. But let's pick it up at Calgary - just the kind of town kids love. Besides its whoop-it-up Stampede in July, it has an aquarium, a zoo and dinosaur park, and a replica of a 19th-century frontier town. Dinner in its Husky Tower, a revolving restaurant 626 feet above the street, is not to be missed, for the view over the prairies to the east and the Rockies 70 miles away to the west is breathtaking. From Calgary you can take a Canadian Pacific train to Banff and Lake Louise. Then board a sightseeing bus to travel up the Icefield Parkway to Jasper National Park, stopping on the way to take a snowmobile ride on the Columbia Icefield.

The Canadian National Railway takes you westward from Jasper past Mount Robson and along the northern edge of Caribou country, a high rolling plateau of ranchlands and gold mines. At Prince George you de-train and stop overnight to take a tiny but completely comfortable British Columbia Railway train down the Fraser River Valley through deep gorges and along the sides of mountains to North Vancouver". The article continues about taking the CN through to Prince Rupert and taking a boat to Vancouver if you prefer.

This article is written by a woman, Jean Pascoe, and is an excellent example of our railroads' impressions in other countries. I personally find it enjoyable when words like "tiny but completely comfortable" are used. Thank you, Jean Pascoe, for your impressions of Canadian Railroading.

C.N. WRECK

Three people were killed on Friday 20 December 1974 at 8:35 p.m. when CN's "The Exec" enroute from Ottawa to Toronto collided head-on with an eastbound freight train. The accident took place about 25 miles from Napanee Ont. and a coating of knee deep snow prevented ambulances from getting closer than 200 yards away from the site. Fortunately only four of the 150 passengers were seriously hurt. However, two of the three persons killed were engineers, while the third was a passenger. The passenger was in a washroom of one of the lead coaches.

The freight locomotive derailed after the collision and swung around, pointing in the direction from which it came. The passenger locomotive tipped on its side. Fortunately, the baggage car took most of the impact with a few coaches and the bar car remaining upright.

Most passengers stayed calm and CN served soft drinks and snacks until a three-car Dayliner could be despatched from Belleville. The Dayliners were able to approach to within walking distance of the crash and continued the passengers on their way to Toronto and intermediate points.

252-CAR TRAIN LONGEST EVER

A CP Rail 252-car freight train arrived in Thunder Bay on 22 October 1974 carrying 21,889 tons of grain. The 2.5 mile-long train covered the Moose Jaw-Thunder Bay run in 43 hours and is believed to be the longest train ever assembled in Canada. It was so long that it had to be broken into three sections to be handled in the yards at Thunder Bay. The 500,000-bushel load was pulled by seven diesel locomotives.

10 - 15 - 21% FARE INCREASES

Canadian National Railways have announced that on 15 January 1975, inter-city and transcontinental passenger fares will increase by 10%. New rates such as those announced previously by CP Rail have been filed with the Canadian Transport Commission. The CP increase is 15% for coach seats and 21% for sleeping accommodations. Some CNR fares will remain the same, however, but these are only short commuter services such as the Toronto-Weston fare.

In addition to the 10% increase, CN will also raise its minimum club car fares from \$7.00 to \$8.00. Club car fares between Toronto and Montreal will rise from \$8.50 to \$10.00 plus the regular fare. A \$2.00 premium will be charged for travel on the afternoon Turbos between Toronto and Montreal as well.

The new rates will mean that coach fares will go up to between \$15.95 and \$20.90 between Toronto and Montreal from between \$14.50 and \$19.00, depending on the day of travel. Afternoon club car fares on the Turbo will go from \$27.50 to \$32.90. Transcontinental fares will increase from \$94.00 to \$103.40 on peak days between Toronto and Vancouver.

In comparison, one way economy air fare between Toronto and Montreal is \$37.00 and first class is \$54. There is some good news, however, as CN plans to introduce another new fare plan early in 1975. These reduced rates would be in effect on round-trip fares between cities with frequent rail service in the off-peak period of travel. The plan will offer different fares at different times of the day, as the red, white and blue fares do from day to day.

MOTIVE POWER DIRECTORY OF SOUTHERN ONTARIO

by H.L. Holland

Thank you, Mr. Holland, for at long last there is a listing of motive power in Southern Ontario.

No longer when railfans visit anywhere in Southern Ontario should they leave wondering whether they have seen all of the active locomotive locations. The listing, when used with an official Ontario Road Map, issued free (address obtainable from book) will enable the railfan to locate locomotive facilities when travelling. The railroads listed are Canadian National, CP Rail, Toronto Hamilton & Buffalo, Chessie System, and Penn Central.

Listings of active locomotives include not only power depots, but also freight yards normally containing motive power.

Copies may be obtained from the author and distributor for \$1.00 at the following address:

H.L. Holland,
1201-129 Bold St.,
Hamilton Ontario,
L8P 4R1

AND COMMENT

LUMBER CARS PUT TO NEW USE

When you design a car for a specific market and order nearly 400 - and then the bottom falls out of the market, you get some interesting exercises in adaptability. On CP Rail's Pacific Region, 66-foot bulk-head flatcars which were designed and built to carry lumber to international destinations are providing their versatility by moving everything from agricultural machinery to pipeline materials. No sooner had the new cars gone into service last year than the booming British Columbia forest industry suffered severe market reversals from which it has yet to recover. The building industry in the United States slumped, and lumber orders plummeted. CP Rail's Marketing and Sales Dept. in Vancouver soon found other shippers who were interested in using the extra-long flats, however. Today, the 317-series cars are in heavy demand, and utilization is almost constant.

A logging company at Revelstoke is outfitting the cars with temporary bunks and stakes, and shipping logs to Washington where there is a strong market for wood-chip material. Loads of pipe are moving from Regina to Fort St. John and from Camrose Alta., to Michigan. Mobile homes and machinery have been transported on the lumber cars as well. Perhaps most interesting is the shipment of steel plates from Portland Oregon to Calgary where it is fashioned into pipe for the Alaska Pipeline. The plate is cut into 66-foot lengths to fit the cars, and the cars are easily loaded to their maximum capacity. Smaller cars could not handle the length of pipe required for this purpose. It is anticipated that 60,000 tons of steel plate will move on the 66-footers during the next twelve months. About 60 cars are constantly used in this service.

EXTRA TRAINS

Canadian National plans to operate 12 extra trains per day between Toronto and Montreal over the 1974 Christmas-New Year holiday period. CN officials still think that there will be no empty seats.

QUEBEC CITY TRACK RELOCATION; NEW STATION

CP Rail tracks crossing the downtown area in Quebec City will be relocated in the outskirts within two years. The project will be conducted under the terms of an agreement on special areas signed 23 September 1974 between the federal government and Quebec City. Track relocation work and expropriation expenses for land required by the Dufferin-Montmorency Autoroute will cost the city \$25,421,000 of which \$21.6 million will go to CP Rail. The agreement stipulates that CP Rail will relocate tracks entering Palais Station in the St. Roch district to Marie de l'Incarnation Street at the city's west end. Furthermore, a new station will be erected and a new yard installed nearby at l'Ancienne Lorette. The new site covers approximately 90 acres. A similar agreement with Canadian National is expected to be signed shortly.

UNIT TRAINS SHUTTLE TO QUEBEC CITY

Unit trains carrying over 175,000 bushels of grain each have been shuttling between the west and Quebec City since late August. The trains are being used to meet overseas sales commitments under an emergency program for the Canadian Wheat Board. Labour difficulties are responsible for these special shipments. In Vancouver, grain exports were at a standstill since terminals were closed by a grain handlers' strike. At Thunder Bay, marine operations had been halted by strikes of engineers and deck officers on Great Lakes Ships.

NEW MONTREAL-CHICAGO FREIGHT RUN

A co-operative effort by CP Rail and the Chessie System has led to the establishment of new run-through freight service between Montreal and Chicago. While linking Quebec and the United States midwest markets, the daily trains will also serve as a major bridge route between other key rail services: in the east those connecting Montreal, Atlantic Canada and New England, in the west those serving Chicago, the southern United States, the southwest and Mexico. Forest products - mostly from Quebec - represent approximately 60% of the traffic moving into the U.S. Midwest market by the new trains.

Rapid interchange of trains between the Chessie System and CP Rail is being facilitated by two new 125-car sidings at the Windsor gateway, built by CP Rail at a cost of approximately \$500,000. Toronto and Detroit are the only two major pick-up and drop points on the 1000-mile route. CP Rail and the Chessie System are pooling locomotives on the run.

Leaving Montreal, westbound trains run through to Toronto where they pick up additional traffic and are sorted into three sections: one for Chicago, and destinations south and west of Chicago such as California and Mexico; a second Detroit; and a third for the southern United States. Once westbound trains leave Toronto, they are not broken until they reach Detroit. No southwestern Ontario traffic is carried. No yard work is carried out at Windsor. Eastbound trains from Chicago pick up traffic at Grand Rapids Mich. and Detroit before running straight through to Montreal with one stop at Toronto. From Montreal, traffic continues to New England and various areas in Quebec and Atlantic Canada.

FEDERAL GOVERNMENT BUYS CP FERRY

The federal government has bought the financially troubled CP Rail ferry "Princess of Acadia" which operates between Saint John N.B. and Digby Nova Scotia. Transport minister Jean Marchand has announced that the government has purchased the ferry and some land in Saint John from CP Rail for \$10 million. The Digby ferry as it is known has lost money since service started in 1971. It was also announced that CP will continue to operate the ferry service pending a government review on the future of the run. Maybe the review will consider lowering the fares?

OVERSIZED SHIPMENTS NOW COMMONPLACE

Odd shaped, extra heavy or wide shipments have become common place to CP Rail transportation personnel. Often as much as 15-feet wide and well over 100,000 lbs. they are nothing to run away from. They simply require more care. Called dimensional loads, they are not only becoming more frequent, but also wider and heavier. A recent dimensional movement took place 29 and 30 September when eight cars loaded with heater frames were shipped from Dominion Bridge in Lachine Que., consigned to Ontario Hydro's Douglas Point nuclear plant near Port Elgin Ont. They were routed by CP Rail to Leaside Ont. and from there continued their journey on CN tracks. Weighing from 90,000 to 135,000 pounds, these frames had a maximum width of 15'3" and a maximum height of 18'5" (above top of rail). For safety and traffic reasons, shipments of this size are moved only in daylight and preferably on weekends often on special trains. In this case, many precautions had to be taken. For instance, the were stopped and examined before passing various switch stands, bridges, rock cuts and and background signals. Only then were they allowed to proceed at a maximum speed of three m.p.h.

TRACTION TOPICS

Edited by Mike Roschlau

LRV NEWS

MUNI, the San Francisco transit operator, is supposed to receive its first LRV early in January 1975. Boeing-Vertol is three months behind schedule on the overall project, and presumably losing its shirt. MUNI just ordered 20 more units, 12 of which are covered by option at \$316,000. The remaining eight will cost 20% more. The upcoming order for Philadelphia will run at \$435,000 per unit (the last streetcars built in the United States in 1952 cost about \$35,000 each and the new Canadian proposal is estimated at \$250,000). Inflation and the size of cars accounts for much of the difference.

Proposed delivery dates and quantities for the TTC's 200 new cars are as follows: 1977 - 20 vehicles; 1978 - 80 vehicles; 1979 - 100 vehicles. The TTC's equipment department expects that the new cars will exhibit considerably higher standards of reliability and maintenance than the PCC cars currently in use.

\$500,000 FOR SUBWAY ART

The TTC has finally agreed to spend up to \$500,000 on works of art for subway stations along the new Spadina rapid transit line, presently under construction. From the beginning of subways in Toronto, stations have been decorated in tile, but when the Spadina line opens in 1978, passengers can expect to see sculptures, murals, banners and other art forms breaking the monotony of the stations. During 1975, a five-member committee will take submissions from Canadian artists and then decide which contracts should be awarded.

SPADINA SUBWAY PROGRESS

The TTC has decided to name the three controversial stations St. Clair West, Eglinton West and Lawrence West, rather than some more ingenious names proposed. The layout for St. Clair West station will be located east of Bathurst St. between St. Clair Ave. and Heath St. It will be a line station with side platforms and the main fare collection area will be at the south end of the station platforms, where bus and streetcar platforms will also be located. A secondary entrance will be built on the north side of Heath St. leading to the north end of the platforms. Three pedestrian entrances will be provided on St. Clair Ave. and a no-transfer connection will be made to the underground streetcar and bus loop. Six bus platforms will be built as well as streetcar loading and unloading areas for both east and westbound ST. CLAIR streetcars. Buses entering this area from the west will use the westerly St. Clair Ave. ramp located in the roadway. Exiting of Vaughan-90 buses would also be carried out using this ramp; the Bathurst-7 buses, however, would exit using a separate off-street bus ramp, positioning the buses in the proper place to make a turn north onto Bathurst St. Streetcars to and from the west would also use the westerly ramp while streetcars to and from Yonge St. would use an easterly ramp, also in the middle of St. Clair Ave. As a safety factor, heating will be provided on the downward tracks and lanes of the St. Clair Ave. ramps to assure satisfactory braking conditions. All ramps are located to the east of Bathurst Street.



Commencing on Sunday 15 September and continuing for three consecutive Sundays, the TTC Plant Department replaced approximately 1100 single track feet of wooden ties with newly manufactured concrete ties. Sunday 15 September and Sunday 22 September were used to replace the wooden ties with concrete ones and the subway was out of operation between Victoria Park and Warden Stations between 12:01 a.m. and 12:00 noon, the service replaced by a shuttle bus. The third Sunday was used to install a new heavier rail to be tested for the complete length of the project. This work was done during the normal subway off-hours, 2:00 a.m. to 9:00 a.m.

THE RETURN OF 1704

Greenwood Raceway will be celebrating its centennial in 1975 and the Ontario Jockey Club is in the process of formulating plans and special events to celebrate the occasion. In this regard, the OJC's centennial committee is seriously considering the restoration of ex TTC rail grinder W-25 as passenger car #1704. This car was built by the Toronto Railway Company in 1913 as a double-ended, single truck passenger car, convertible to open sides during summer months. In 1926, the car was converted to rail grinder W-25 by the TTC and recently acquired by the Ontario Electric Railway Historical Association (OERHA) for their Halton County Radial Railway Museum. The OERHA has agreed to loan the car to the OJC, who will finance the restoration, in 1975. It has been planned to occasionally operate the car between Yonge St. and Greenwood Raceway along Queen St. and to construct a spur track into the raceway from Queen Street for storage and display of the car. The OJC also intends to leave the car at Russell Carhouse overnight on occasion.

ZOO RIDE ON SCHEDULE

Construction of facilities for the animal domain ride at the new Metro Toronto Zoo is on schedule according to the designers, Bendix Systems of Canada. The route has been cleared and much of the concrete for the 3.5 miles of guideway has been poured. The \$12 million system is routed through 400 acres where Canadian animals will be located. The vehicles, electrically powered, will run on rubber-tired wheels and the first of 24 cars is due to arrive in December 1974 for operational tests. The ride is scheduled to be in operation next June, with a capacity of 3000 passengers per hour.

TWO TRAMS COLLIDE, 30 HURT

Thirty persons were taken to hospital on November 29 when two streetcars collided at the intersection of Queen St. and Broadview Ave. during the evening rush hour. Both drivers and 27 passengers were treated for cuts and bruises and then released. One other passenger was detained overnight with minor head injuries. Damage to the streetcars is estimated at \$50,000. An eastbound QUEEN car, number 4401, accidentally turned north on Broadview Ave. rather than continuing east on Queen St. At this moment it struck a westbound QUEEN car, number 4411 with a force sufficient to bend the front of the cars back against the drivers up to 15 inches at places. As a result, number 4401 will be rebuilt soon while #4411 will receive its third refurbishing. You may recall that this car (#4411) was involved in a serious crash with a truck last March 1. (see March-April 1974 NL, page 53)

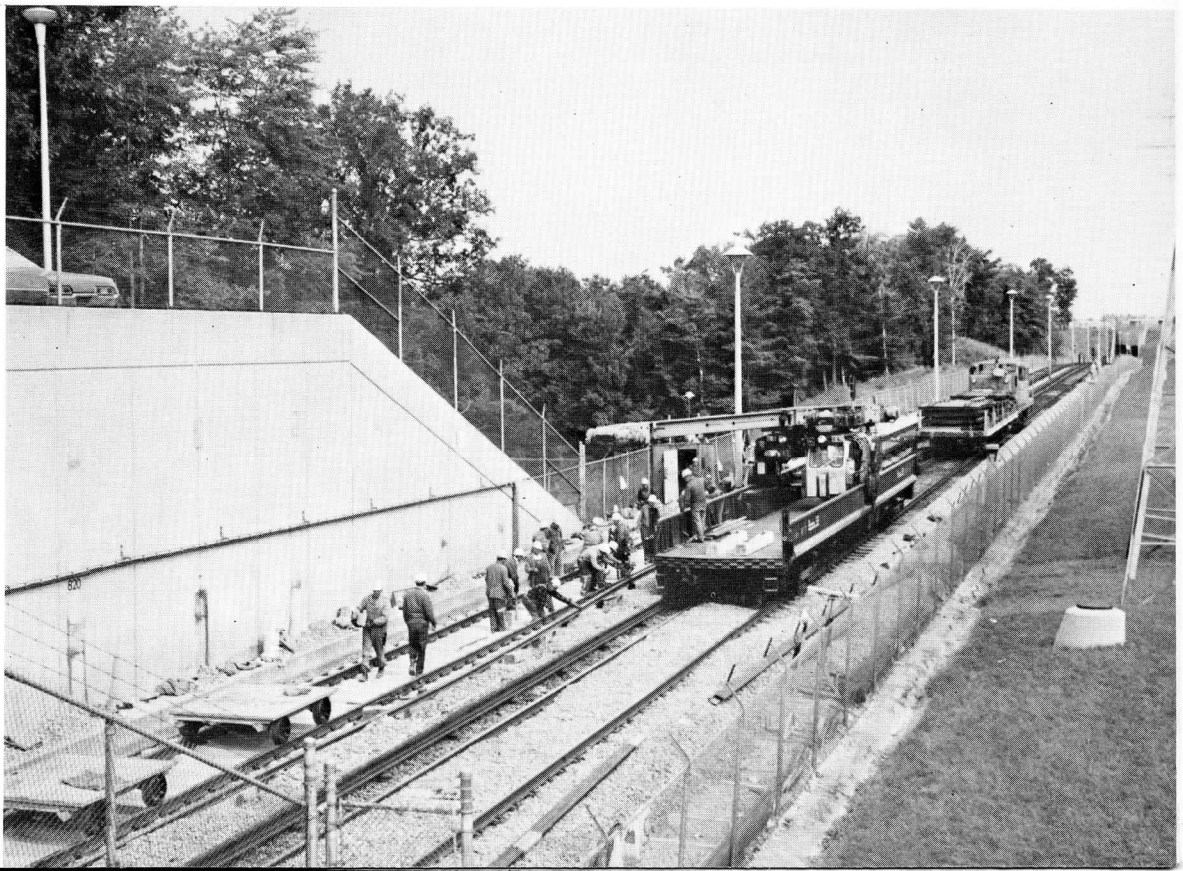
NEW H-4 SUBWAY CARS IN SERVICE

The first two cars of the TTC's 88-car subway order from Hawker Siddeley's Thunder Bay Ontario plant arrived at Greenwood Yard on 5 September 1974, #5576 and 5577. These cars feature improved acoustical treatment, more room for standing passengers (only 77 seats as opposed to the former 83) and, an additional emergency-stop pull cord at the non-cab end of each car. In addition they sport Dofasco's new Mark IV rapid transit trucks and cars 5598-5663 will incorporate modular construction, saving the builder time and money. The first two cars entered service on 2 October and eastbound in Christie Station at 8:47 a.m. as the doors did not operate normally, someone activated the emergency stop. Since this occurred in one of the new cars, the operator was unable to reset the valve and a 30-minute service delay was resultant. No other incidents have occurred since and 25 cars have been received so far.

Hawker Siddeley is building a short test track (TTC gauge) at their Thunder Bay plant. This will permit perhaps 10 m.p.h. operation, enough to check traction motor circuits. A sliding "bug" will be used instead of third rail.

LEFT: A piece of rail is being moved around by TTC subway crane no. RT-13. Note how new and clean the concrete ties look.

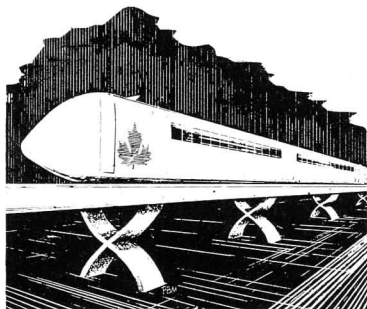
RIGHT: With third rail covers removed, the third rail is replaced after the completion of work on Sunday 22, September 1974. (both shots - Ted Wickson)



ONTARIO ENDS GO-URBAN PLANS, U of T CONTINUES

The West German Government has pulled the rug from under Ontario's GO-Urban magnetic cushion train system, leaving it up to Premier William Davis and his provincial government whether to risk millions of dollars to build their pet transit vision. Transportation minister John Rhodes announced the cancellation of the \$25 million test track and facilities started on the Canadian National Exhibition grounds in Toronto. At this point, the Ontario Government has shelved the entire project, being left with drawings, test equipment in Munich, future rights to the system and more than two miles of concrete footings at the CNE. Both the West German Government and the designer, Krauss Maffei AG of Munich, have washed their hands of the project. Mr. Rhodes said Ontario has negotiated exclusive world rights to the technology of the system and has been refunded \$8.5 million by Krauss Maffei toward money spent at the CNE test track. Metro Toronto will now probably turn to an advanced type of streetcar and express buses in place of the GO-Urban experimental scheme.

At the University of Toronto, however, engineers are still working on two different systems, one for high speed transport, the other for urban service. The university is going ahead with its plans to complete an experimental scale model of a magnetically suspended vehicle for urban transportation use. The 200-pound prototype model will be the first of its kind made in Canada. Engineers will put the model through stability tests sometime in 1975.



Artist's concept of the Maglev transport system

RIGHT: It's possible that such a scene may be repeated in February if the 113th Division of the Amalgamated Transit Union doesn't settle with the TTC soon. This shot was taken last 2 September at Exhibition Station during the last TTC strike.

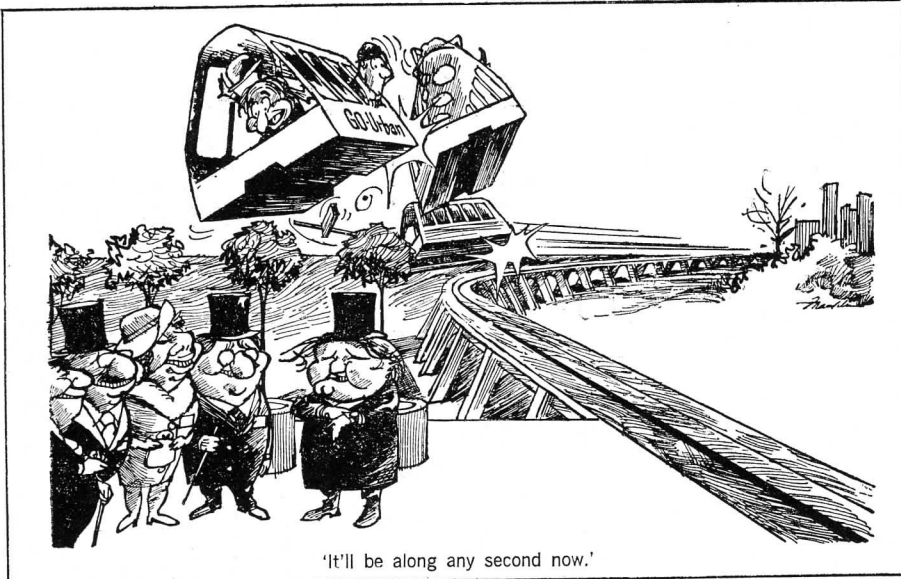
(Ted Wickson)

TTC ACQUIRES TWO LARGE WITTS

The two newly acquired Large Witts, TTC numbers 2300 and 2424 have been received at the TTC's Hillcrest Shops. Number 2300, from the Canadian Railway Museum near Montreal, is on an indefinite lease and is presently being stored inside the shops. This car will be on display at the 1975 Canadian National Exhibition after reconditioning. The other car, from the Halton County Radial Railway Museum near Pockwood Ontario is presently at St. Clair Carhouse and is on a five-year lease. This lease may be terminated by either party in 1979.

TTC CONSIDERS EXACT FARE

The TTC is gearing up for the implementation of an exact cash fare policy, in case it becomes necessary to abandon its current system of tokens, tickets or cash fares on short notice early in 1975. It would cost the TTC a minimum of \$2 million to install over 2400 heavier fareboxes and other equipment necessary for the changeover. The TTC operators and drivers have made the introduction of exact fares a central issue in their dispute with the TTC management, which resulted in a 19-day strike in the summer of 1974. However, the costs of the operation could be several million dollars more if subway tokens are abandoned as well as tickets, or if the cash fare is maintained at its present 30¢ level or higher. A 25¢ cash fare would be easier to implement because the existing automatic turnstiles in subway stations could be easily adapted to take one 25¢ coin instead of tokens, but the existing machines would have to be completely replaced if more than one coin were needed.





TROLLEY COACH NOTES

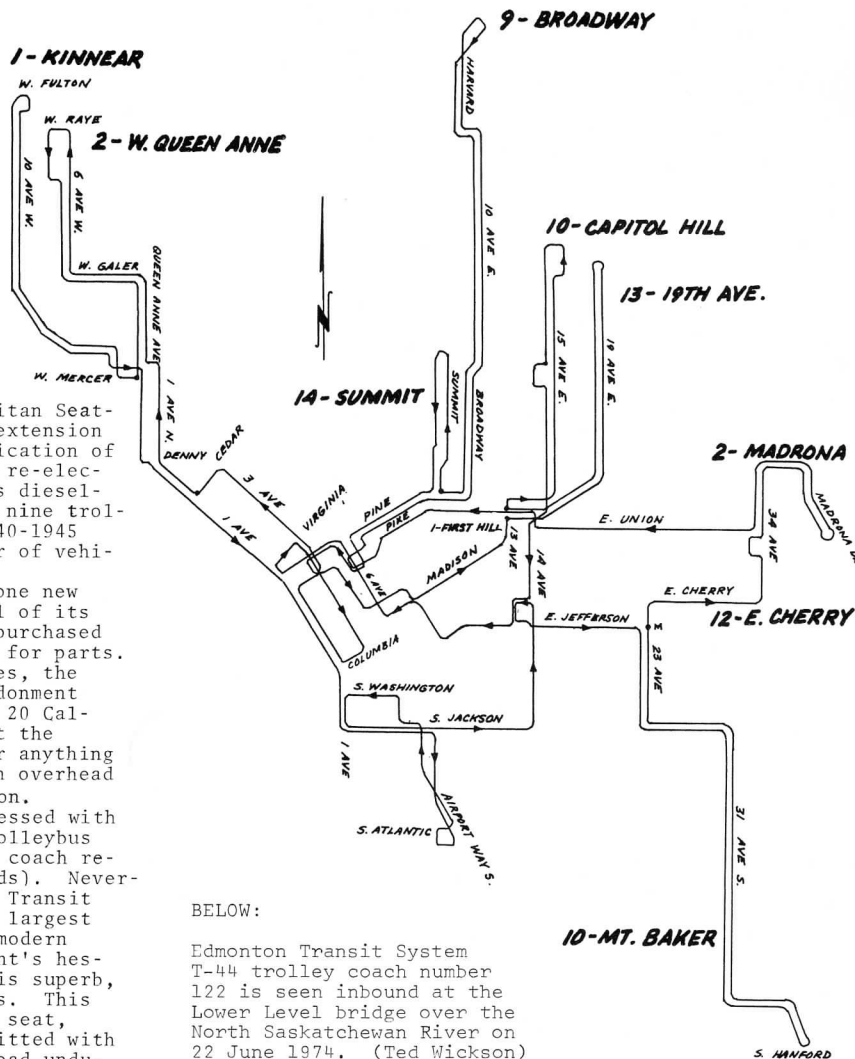
-- Metro, the transit operator of Metropolitan Seattle Washington is seriously considering the extension of some trolley coach lines and the electrification of various diesel bus lines. This includes the re-electrification of the 7-Rainier route, which was dieselized in 1963. The system presently operates nine trolley coach routes with 57 vehicles, all of 1940-1945 vintage and plans are for doubling the number of vehicles.

-- Edmonton Alberta is about to construct one new trolley coach line and extend two others, all of its 37 new coaches having arrived. The ETS has purchased 20 Canadian Car & Foundry units from Calgary for parts. Calgary is now operating only about 35 coaches, the rest of the CTS system being slated for abandonment sometime in 1975. Vancouver has also bought 20 Calgary buses. The ETS says they took a look at the Calgary overhead and rejected it as unfit for anything but melting down. They did buy the Saskatoon overhead which, they said, was in much better condition.

-- This fall, the city of Vancouver was blessed with the surprise visit of a Swiss articulated trolleybus on its way to Seattle for demonstration (the coach returned to Vancouver for tests there afterwards). Nevertheless, during its stopover at the Oakridge Transit Centre in the downtown of British Columbia's largest city, the chance to operate this thoroughly modern vehicle presented itself, and without a moment's hesitation was accepted. Briefly, the vehicle is superb, in distinct contrast to conventional products. This contrast extends totally from the operator's seat, which is covered with a wool sheepskin and fitted with a shock absorbing device to further dampen road undulation, to the accelerating characteristics which are smooth and instantaneous. The motors are completely solid state giving a sure, steady and immediate response (no jerks). One of the major advances includes an auxiliary power supply source in the form of a Volkswagen 1600 gasoline engine which is connected to a generator. This allows the vehicle to negotiate emergency detours or to free itself from a dead section of overhead by the flick of a toggle switch. Other features are automatic pole-retrievers, four doors and a total capacity of 150 passengers. After visiting Seattle, the coach returned to Vancouver to run in service on the 9-Broadway route for about 10 days. The coach's chassis is manufactured by Franz Brozincevic Werke, the body by Carosserie Hess and the electric propulsion and control by Brown Boveri (Secheron Works).

SHORT TURN

.....The TTC has approved the refurbishing of 22 additional streetcars for use on the Spadina streetcar line exoected to begin operation in early 1977.....The TTC has agreed to sell 15 PCC streetcars to Portland Oregon's Tri-Met transit operator. They are being offered in "as is" condition (TTC gauge).....Irving S. Fairty, the first employee of the TTC in 1921, died on 3 November 1974 in Queenswat General Hospital at 90 years of age. He became the TTC's general counsel in 1924 and not only helped to put the publicly owned body together, but fought for its supremacy over private transportation.....The United States Senate has passed an \$11.8 billion mass transit subsidy bill containing for the first time funds to meet deficits of subways, commuter lines and bus systems.....The Chicago Transit Authority has placed an order with Boeing-Vertol for 100 additional rapid transit cars. This order brings the number of cars Boeing is building for the CTA to 200, and increases the contract value to \$61 million from \$29.4 million.



BELOW:

Edmonton Transit System
T-44 trolley coach number
122 is seen inbound at the
Lower Level bridge over the
North Saskatchewan River on
22 June 1974. (Ted Wickson)



newsletter

RAIL and TRANSIT

