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Rail and Transit

Canada's Railway Magazine

March - April 1979

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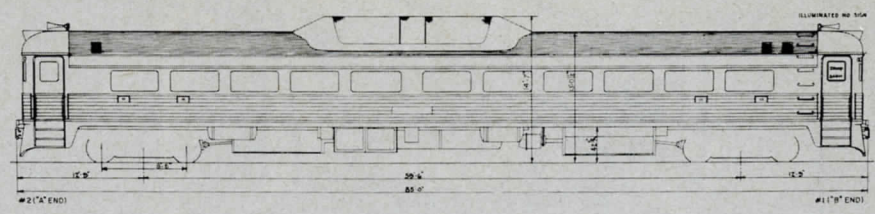

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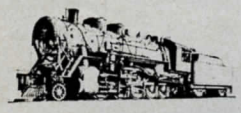

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CONTENTS

Front Cover: Canadian Natioanl GP40-2(W) 9489,9589,9476 lead an eastbound freight past the line to Ontario Hydro's Lennox Generating Station near Bath Ont,on 28 June 1978 (I.C. Platt)

OPPOSITE:Canadian Pacific 6700 switching at London Ontario 6 June 1978.CP is changing the switcher paint scheme slightly by moving the multimark to the end of the car body in place of the number and moving the number to its traditional spot on the cab. (I.C. Platt)

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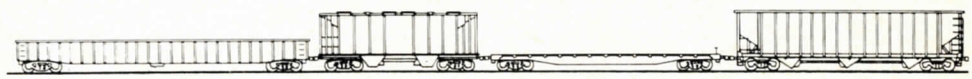
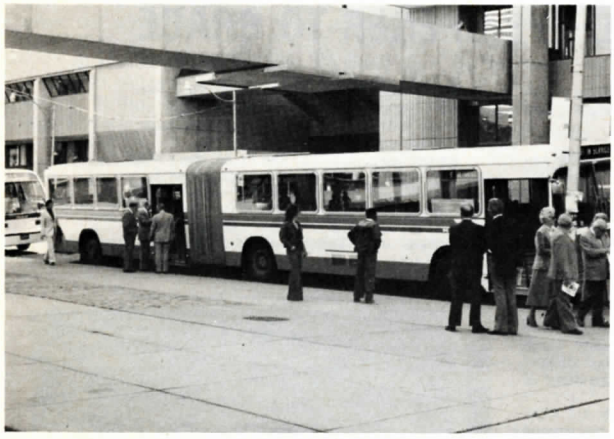


transitpix

Opposite Top: Backbone of the North American transit industry is the General Motors "Fishbowl" transit bus,known more formally as T6H 4521.The bus is Edmonton Transit 19.Opposite Bottom:On display at the A.P.T.A Convention in Toronto is the Gruman Flexible model 870 tramsit bus,shown in the colours of the Metropolitan Atlanta Rapid Transit Authority.(DWS)



During the A.P.T.A Convention there were a number of buses on display from various manufacturers.Clockwise from top left:The successor to the "Fishbowl" is the General Motors RTS transit bus:A line up of several of the buses consisting of the GMC RTS,Greyhound TMC City Cruiser (licence built Orion of Ontario Bus Industries)Calgary Transit GMC;and a Convair Minibus:AM General -M.A.N articulated :Gruman Flexible 870:another minibus:and the AMG-MAN Articulated; (DWS)

Grace Mills was best known to the railfans of the Toronto area as the voice of CN Newsbeat. She also provided the editors of this magazine with countless little snippits of information over the years. Grace also handled our requests for photo material from the CNR library in Montreal. As a tribute to her we are reproducing a copy of a special "Keeping Track" which was printed to be distributed at Grace's retirement dinner.

keeping track . . . of Grace Mills

"...And now for the weather."

"Did you say you could get me a job at CN?"

CREDIT UNION AND UCRS HONOR GRACE

"She's one of the greatest people at CN."

These sentiments were expressed independently by officers of two groups which feted Grace Mills prior to her retirement after 38 years with CN.

The directors of the CN Credit Union held a special testimonial dinner for Grace on April 17, paying tribute to her many years of service to that organization.

"Grace has been on the board of directors for 15 years and she has made a tremendous contribution to the vitality of the credit union," said Norm Sclodnick, a fellow director and organizer of the dinner.

She received a necklace and earring set from the directors as a token of their gratitude for her efforts. Luckily, she has agreed to continue her credit union activities at least until the end of the year.

Grace was also feted by the Upper Canada Railway Society at a pre-retirement luncheon.

Peter Oehm, president, said Grace had been extremely helpful to the group over the past several years, offering suggestions on media contacts and helping promote rail excursions.

"I don't know what we'll do without her," he said.

UCRS has 705 members at present but that total will soon be expanded by one.

"We plan to offer Grace an honorary life membership," Mr. Oehm said.

ENTERING THE WORLD OF PR PROVED EYE-OPENER TO GRACE

by Wes Kelley
CN MARINE

"We want you to write something about Grace Mills' career in public relations," the voice on the telephone said.

"But keep it brief."

They always do that. Give you tough assignments and say, Keep it brief. They don't realize it would be impossible to explain what Grace did to the practice of public relations in CN and be both brief and believable.

The people in personnel had told me she was a good writer. I came to the conclusion, after reading the first offering she put across my desk, that the people in personnel were terribly fond of bad verse.

These same people had also told me that Grace had the kind of blasé personality which would enable her to take in stride any unusual problems she might encounter in the field of public relations.

But almost the first thing she did after joining our staff was complain that the person sitting next to her was taking his socks off during working hours, and hanging them to dry from his desk drawer.

And she was also concerned that another individual in the office was going out every day at noon for a drink. In those days she pronounced "drink" in a way that has been equalled only by a pentecostal minister on a Sunday morning.

But she somehow survived those first flyspecks on the road to public relations. In fact, she adapted rather quickly to her new environment. Quickly, but not always all that well. A mere ten beers and you could never count on getting another word of sense out of her.

I'm not sure how we survived Grace in those early days. Or how Grace managed to survive her period of probation. But survive she did.

We in the office came almost to look forward to her daily lectures on dress, deportment, manners, and acceptable speech. Indeed, if we were deprived of them for any length of time we would grow positively homesick for an unending stream of little homilies.

In the end, it all worked out rather well. We managed after Grace joined the staff to get along very well with all the older generation of women in the media and we even, after a great deal of struggle, got her to compose her stories and articles in paragraphs rather than in quatrains. If we had only managed to get her to operate a piece of camera equipment more complicated than a Kodak Instamatic, I think we would have all felt reasonably satisfied with ourselves.

All of which is to say that Grace's career in public relations was not what you might call run of the mill and certainly not one which I could describe briefly.

Except perhaps to say she made one of the most remarkable and effective transitions to a new field of work, and proved to be one of the nicest people and most able workers I ever encountered in the field of public relations.

Indeed, if it hadn't been for that I can think of at least a dozen occasions when I could cheerfully have strangled her.

"Be prepared is my motto. This is what I wore on the 6060 excursions."

"Just my luck. The ladies' is 1,200 feet below us and he wants to talk about post-tensioned concrete."

"And they say I always have my foot in my mouth."

"In closing, I must tell you that keeping Canada on the move is a business as well as a responsibility."

Uncomfortable for them or not - Canadian women getting placed into computer

We've heard of the RCMP, the SPCA, and even the SPEBSQSA, but what in the world's CWONC?

Grace Mills can tell you all about it.

CWONC is an acronym for Canadian Women of Note, Computerized, a project of the Media Club of Canada. Grace is the project chairman.

Under her guidance, members of the Media Club have been assembling biographies of important Canadian women in such fields as politics, education, labour, business and industry, science and medicine, law, journalism, literature and sports.

Abstracts of these biographies are being programmed into a computer to produce the first central source of easily retrievable information on notable Canadian women.

The computer is housed at York University Data Centre which has information-sharing capabilities with other universities, the press and communications media. Eventually this computerized inventory will be available continent-wide.

The Media Club received a $5000 grant from the federal government in order to carry out the project, starting with women born in 1867. The grant will enable the club to put approximately 2,000 names and abstracts on the computer system.

Grace Mills' job as chairman is to assign biographies to various professional writers, and to make sure the project runs smoothly.

"It's a fascinating experience," she says. "It's really a new education in Canadian history and it places the contribution of women in a new perspective."

There's even a railway PR lady in the list of notables. Unfortunately, she worked for the other railway.

I don't know which is my best feature, my eyes or my bum."

That House Was a House

By MAC LAWSON

While Grace spent her entire career in the railroading industry, she did have a very brief and distant association with another, much older industry.

Her association with the second industry all started after she and Fred followed a railroad tradition by investing in Florida property.

The house was a delight to them. As soon as they saw it, they knew it was for them. Since it was a model home, they even waited for a year for it to be put up for sale. They spent some wonderful winter vacations in their dream house.

However, after Fred died, Grace lost her interest in Florida vacations. She was advised to keep the house as an investment since property values were climbing rapidly.

Grace arranged for a local real estate firm to rent the house and this is where her involvement in another "line of work" came in.

Some time later she received a letter from a neighbour in Holiday Gardens asking if Grace knew of the "comings and goings" at her darling Florida house.

The letter went on to delicately inform Grace that she had rented out the house to a "madame" and the comings and goings occurred all through the night.

But Grace, being a "one company" woman, soon put an end to this association and had her tenant evected.

Grace later sold the house. It turned out to be a very good investment -- probably a lot better than Grace ever expected.

"Did you say that the CPR had another derailment?"

Head Table guests at the retirement dinner in honour of Grace Mills on Friday, May 4 at the Downtown Holiday Inn, Toronto:

Mr. J. H. SPICER,
Corporate Vice-President, Montreal
Mrs. IRENE SPICER
Mr. A. R. WILLIAMS, Vice-President,
Great Lakes Region, Toronto
Mrs. BABS WILLIAMS
Mr. J. G. CORMIER, Vice-President,
Public Affairs and Hotels, Montreal
GRACE MILLS,
Public Affairs Representative
Mr. S. T. COOKE, Ass't. Vice-President,
Labour Relations, Montreal
Mrs. ETHEL COOKE
Mr. M. E. MATTHEWS, Manager,
Public Affairs, Toronto (Chairman)
Mrs. LEIGH MATTHEWS

Canadian National GP 9 4457 (Class GR 17f) heads up a trio of GP9's making up the power for the daily freight between Cochrane and Hearst,shown at Cochrane Union Station (Canadian National and Ontario Northland) on a late summer afternoon. (R. Layton).

TRANSPORT 2000 and the future of passenger rail

A REVISED VERSION OF THE ADDRESS TO THE UPPER CANADA RAILWAY SOCIETY ON NOVEMBER 17, 1978.

by Michael Jackson, Executive Director of Transport 2000 Canada

I. What is Transport 2000?

Transport 2000 was founded in 1976 by a group of individuals across Canada, but centred principally in Ottawa and Regina, who considered the decline of passenger rail in Canada and the renewed threats to its existance to be an act of folly on the part of transport policy makers.

Many of the founders of Transport 2000 were members of railway enthusiast organizations such as UCRS, CRHA, Bytown Railway Society, Scotian Railway Society and Alberta Pioneer Railway Society. After initial disappointment that these associations were not publicly protesting government policy, it was realized that this was not their appropriate role, as groups interested in railway history, operations, techniques, equipment, fan trips and the like. Instead, a new organization was needed to deal with policy. So it was the Saskatchewan Rail Committee was formed in Regina in February 1976, Transport 2000 in Ottawa two months later, and a national federation based on the two groups in June 1976. Transport 2000 Alberta was founded in Edmonton in December 1976. The Maritime Rail Committee, subsequently Transport 2000 Atlantic, was formed in Halifax early in 1977 and was followed by Transport 2000 Manitoba, while Transport 2000 Ontario emerged in 1978 from a coalition of local Transport 2000 members and the Ontario Transportation Alliance, and active anti-STOL group. The formation of Transport 2000 B.C. is expected in 1979.

Transportation 2000 is emphatically NOT a "railfan" organization. It is not even exclusively a "railway" organization, though the rail mode has necessarily preoccupied us during our first 2 or 3 years. The movement in fact began in Britain in 1972 to oppose excessive road construction and the environmental threat of heavy trucks (and countering the road lobby is still the chief activity of Transport 2000 U.K.). It spread to France in 1975, Canada in 1976, Switzerland in 1978, and was joined by NARP in 1978, the year Transport 2000 International was officially formed. Transport 2000's aim is simply good public transport based on criteria of energy conservation, environmental protection, social equity and regional development. Specific objectives include the improvement of passenger rail; intermodal co-operation between rail, bus, air and marine; the promotion of rail freight where justified; and the development of urban transit.

To achieve these aims, Transport 2000, as a federation of public transport consumer groups sees itself first working to influence transport policy through education, information and research from a public interest point of view. We produce papers and submit briefs, publish a quarterly Bulletin, and keep in close touch with the media, government transport departments and elected representatives. Second, Transport 2000 is involved in consumer advocacy, which means defending the rights of consumers before regulatory bodies such as CTC, and acting as a channel for consumer complaints and suggestions. We have recieved grants from the federal Ministry of Consumer and Corporate Affairs and the Government of Saskatchewan for this purpose, and work closely with the Consumers' Association of Canada. Overall, we are attempting to promote a sensible, balanced transport policy, one of whose key componants is the rail mode, because of its energy efficiency, environmental value through low pollution and land use, safety, and, in the case of the passenger trains, comfort, pleasure and tourism. Many of these factors are not directly "quantifiable" and as such tend to be neglected by the economists, engineers and bureaucrats who dominate the transport planning process.

The question of passenger rail in Canada is a perfect example of their blinkered approach to transport planning.

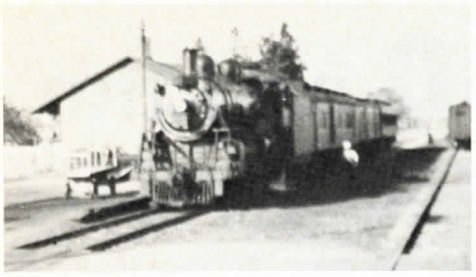
II The Sad Story of Passenger Rail

Everyone is aware that the re-equipping by CN and CP of their rail passenger fleets in the mid-1950's just preceded a boom in automobile and air travel and the arrival of jet aircraft, so that the rail equipment purchased 25 years ago is essentially what we have now - which is a cause for both thanksgiving and concern. Some other facts are perhaps less well known. Whereas the railways, no doubt because of their historical domination of the transport field, were left to fend for themselves, air and road (and marine) recieved, and continue to recieve, massive public subsidy. This takes the form of government provision of their basic infrastructure - roads, streets and expressways by the provinces and municipalities, and airports and canals by the federal government - and also their maintenance and operation: road repairs, policing, snow-clearing, etc., and air and marine navigation services and airport and canal operation and security. In sharp and startling contrast, the railways were expected to provide and maintain their own infrastructure as well as equipment; find their own capital for any modernization; cope with archaic labour practices inherited from a monopoly era; pay interest on their borrowings or deficits and taxes on their land responsibilities, in the case of infrastructure, neatly evaded by airlines, bus companies, automobile users and shipping.

Small wonder then, that CP and CN, in the face of such blatantly subsidized air and road competition, felt little incentive to improve and modernize their passenger services. The wonder is rather that the passenger train survived at all in Canada. That it did so is thanks to the magnificent efforts of CN's passenger department in the 1960's under the inspired leadership of men like Pierre Delagrave and Garth Campbell. CN's imaginative passenger marketing campaign of 1962-68, contrary to conventional wisdom, was not a failure. It completely reversed the drop in passenger carryings, increased patronage threefold, and reduced the per-passenger deficit, while CP's anti-passenger, cost-cutting exercise did the exact opposite. CN's success was achieved in the face of government indifference, without benifit of new equipment (except for Turbo and Tempo trains) and against subsidized air and road competition benifiting from the latest technology. This period drew to a close with the open hostility of Transport Minister J.W. Pickersgill to passenger rail and the passing of the 1967 National Transportation Act under him. The 1967 Act, based on a narrow interpretation of "commercial vialbility", traeted "unprofitable" passenger trains as "uneconomic" and provided compensation to the railways for 80% of losses certified by the Canadian Transport Commission - to obtain which the railway had to apply to abandon service! Only now is this absurd procedure being changed.

Railway costing is, however, still at the root of passenger rail's problems, because, in a nutshell, rail is made to look more expensive than it really is, while costs of other modes are grossly underestimated. A complex CTC formula identifies for each passenger train not only its obvious direct costs such as fuel, crew wages and maintenance, but all other kinds of charges - such as capital cost of equipment and depreciation; a share of general railway costs, both operations and maintenance - tracks, ballast, crossing protection, signalling, yards, dispatching, stations; and even a share of overall capital costs for these facilities, including the "cost of capital" and "land opportunity costs".

This procedure is questionable not because the CTC formula is necessarily unfair, but because the railways can and do make the most of it to inflate costs and so increase revenue on passenger trains, and above all because no such formula is applied to other modes. We know that air revenues cover about 31% of costs, water 19%, road less than 50%, and overall rail 76%. Can you imagine a car



Without the revenue produced by the 3 head end cars, trains on low density light branch lines cannot survive and didn't. No. 93 Mariposa 1938. (R. Hope)

A legacy VIA has to face is equipment fast reaching the end of its useful life-in contrast to Amtrak's new Amfleet equipment. (R. Layton)

or bus or a truck being charged in the same way as rail? Most of them would never turn a wheel if they had to pay their real share of all possible costs accruing to them. Airlines often lose money, and yet they pay less than a third of their real costs - if one takes into account airport construction, maintenance, cost of capital, operation, navigation, security etc. St. Lawrence Seaway toll charges are a joke.

I am not arguing that other modes should be charged the way passenger trains have been. I believe that public transport is a public service and should be supported by public funds. All I ask is that rail not be singled out as a sacrificial victim for cost recovery. It should be treated like other modes - and receive its share of public investment.

The Ministry of Transport's attitude towards rail has been based on this distorted perception of "costs" and "economics". So is that of Professor Julius Lukasiewicz of Carleton University, who considers passenger rail a hopeless case for so-called economic reasons. Transport 2000 challenges these assumptions, not only because the costing system is discriminatory, but because they ignore the less "quantifiable" criteria of accessibility, comfort safety, tourism, national unity, energy and the environment. The majority of MOT bureaucrats are obsessed with air and road travel; they are unable to comprehend the potential of a modernized rail system.

However, several factors occurred in 1976 to at least partially and temporarily frustrate MOT's plans for a "rationalization", i.e. sharp reduction, of rail service. Enthusiasm for jets and expressways was waning. The energy crisis was forcing people to reassess their transport options. The anti-rail attitude of MOT galvanized citizens' groups into action, including, of course, Transport 2000.

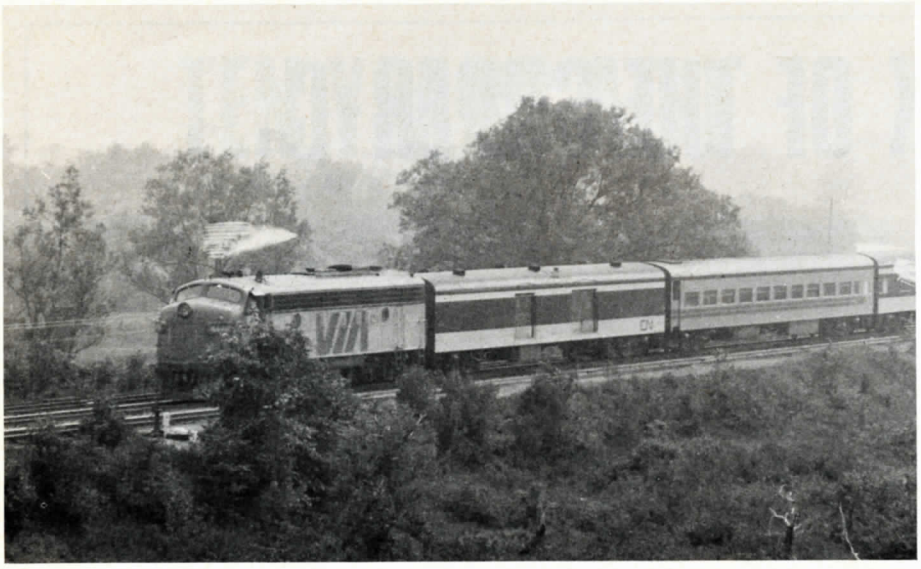
The CTC hearings on transcontinental trains in the west in 1976 and the maritimes in 1977 gave public opinion an effective forum. In 1976 CN began its successful VIA marketing campaign, resulting in an immediate increase in passenger carryings and proving the market again, just as it had done from 1962 to 1968. In October 1976, the Saskatchewan Rail Committee and the University of Regina organized a highly successful National Rail Passenger Conference in Regina, which drew 150 participants from across Canada and Britain, France and the U.S.A., including Transport Minister Lang and representatives of CN,CP, Amtrak, six provincial governments, Transport 2000 and...U.C.R.S. All of this proved a severe embarrassment to MOT and led to the establishment of VIA Rail Canada Inc. in April 1977. In the opinion of Transport 2000, VIA Rail was the only solution for passenger rail in Canada, given CP obstruction and the mercenary attitude of CN under Dr. Bandeen. It was essential, and common sense, to operate trains under one management.

III. VIA Rail Canada

The new Crown Corporation was, and still is, seen by many as a mechanism to phase out most passenger rail service in Canada, leaving perhaps a skeleton network in Ontario and Quebec. Frank Roberts, VIA's first president, is perceived by some to be a front for the Ministry of Transport which retains the real power and pulls all the strings. A 1977 Memorandum of Understanding between the Federal Government, VIA and the railways certainly gives the MOT the ultimate say in routes, service standards and pricing. Such control is strengthened in the legislation MOT is drafting for VIA's permanent status. A number of ex-CP staff and political appointees have joined VIA, and their commitment to genuine revival of passenger rail is dubious.

However, due in past to public pressure, including that of Transport 2000, and in part to the sincere efforts of its ex-CN staff, VIA got off to a good start in 1978 as it took over the western transcontinental trains. An acceptable fare structure was introduced; while it did represent a substantial increase over CN's red and white fares, it also was a decrease in CP's inflated tariffs, and included sensible incentives for groups, excursions and senior citizens. A promising transcontinental timetable came into being. Complex and lengthy negotiations with the railway unions came to a successful conclusion and a start was made in the delicate task of integrating CN and CP personnel. Orders were placed for ten LRC train-sets. Planning began for the intermodal computer reservation system "Reservia". Positive marketing was undertaken as the negative anti-passenger psychology of CP was finally laid to rest. VIA must be given time and a real chance. It cannot change attitudes overnight, nor can it revamp Canadian rail passenger service in a few months. The process will take years.

Among VIA's problems are operating heaches,typical of which are time consuming reverse moves,like the one at Dorval from CP to CN when the "Super" ran from Montreal . (P.Patenaude)



The most intensive service offered by VIA at the moment is the South Western Ontario service.VIA 6530 Ingersol West. 17.6.78 (I.C. Platt)

IV. Future Problems

During these years, however, VIA faces serious problems critical to its survival. Has the federal government's basic attitude to rail really changed? Massive investment in airports continues. The unneccessary expansion of Hamilton's Mount Hope airport at $100 million will cost more than the entire investment in the LRC trains ($900,000). Calgary Airport's cost overruns join Mirabel in the category of horror stories. MOT is pushing an expensive, elitist and wasteful STOL service for southern Ontario in direct competition with rail. Apart from the LRC's, which are barely a start in the right direction, there appear to be no plans for substantial long-term capital investment in rail. No other new rolling stock is in order - - no sleepers, coaches, or new-generation RDC's even though the squipment situation is becoming critical as generation-old cars wear out and maintenance becomes steadily more difficult. This in turn will lead to capacity problems, already being felt in Ontario, and then a marketing credibility gap, with the risk of public disillusionment.

VIA, as a virtual ward of the Ministry of Transport, will be under increasing pressure to raise fares, as the bus industry, led by Voyageur, steps up its campaign against so-called rail "competition" in order to protect its profits. In fact, the greatest threat to VIA's success is MOT control. "He who pays the piper calls the tune", and the Ministry, given the political clout of the air and road lobbies, may make VIA dance to a very different tune than the one called for by Transport 2000. One can foresee, for example, an attempt to discourage long-distance rail travel not only by fare increases but by deliberate restriction of train size and capacity, removal of some or all sleeper service, and elimination of the "Super Continental". Frank Roberts makes no secret of his hostility to long-distance trains, which he sees as a liability forced on VIA for "political" reasons.

Along with MOT control goes the risk of "squeezing out" the CTC. For all its faults, the CTC's Railway Transport Committee has provided a reasonably impartial public forum and sounding board, and in some cases such as the western and maritime transcontinental hearings has actually led to frustration of some of the MOT's anti-rail ambitions. An independent regulatory agency is badly needed to monitor VIA's performance, express the public interest, and provide a counter-balance to the MOT bureaucracy which is doing its best to shut out the CTC for that very reason.

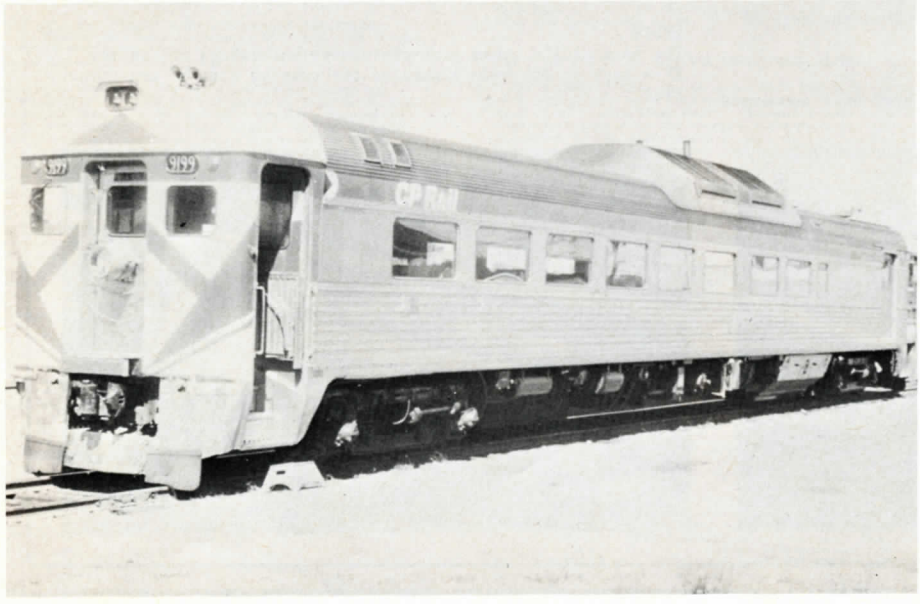
Another problem facing VIA is its relationship with the railways. After gouging Ontario Northland, GO Transit and Amtrak for operating on its lines, CN can be expected to do the same with VIA. One can anticipate exorbitant charges for track use, operation, and equipment mainenance by the railways. Operating efficiency is a dubious factor. Will CN and CP really give priority to passenger trains? will their appalling on-time record improve? just what are the incentives for good performance and penalties for poor performance in the railways' contracts with VIA? Will it not be in CN's and CP's interest to keep timetable speeds as low as possible? The labour factor will be crucial too. The present archaic manning procedures for passenger trains lead to excessive costs, and will add to VIA's woes unless the unions can be persuaded to change them.

V. Transport 2000 and the future

Passenger rail's only hope for survival, let alone improvement, is public support similar to that which saved the transcontinentals and led to the creation of VIA. This means public pressure on elected representatives, on government at all levels, on the CTC and on VIA itself. If the p8blic demands good rail service; if it subjects government transport policy to close scrutiny; if it exposes the road and air lobbies; then VIA has a chance.

Here is the role for Transport 2000, working with the consumers' Association of Canada and environmental groups. We must carefully monitor VIA's performance, making constructive suggestions for improvements. We must watch pricing policy and be prepared to counter the propaganda of the bus lobby. We must intervene forcefully at CTC hearings and present reasoned, documented briefs to all levels of government. We intent to continue our efforts of public education, through meetings, media contacts and publications. We have many specific issues to work on: rail relocation in Regina and Moncton, the future of the existing transcontinentals, the Calgary - Edmonton service, the Newfoundland Railway, Amtrak connections in Ontario, opposition to STOL, Pickering Airport and the Spadina Expressway, promotion of urban transit, prairie branch-lines ..... We must expand our research activity, especially in the areas of costing and energy.

To do all this, we desperately need to expand our membership and out funding. A campaign to do this is now under way. We invite support from all interested parties whether professional or amateurs, policy thinkers or rail-fans, individuals or organizations. Transport 2000 believes there is a future for passenger rail within the context of a rational transport policy for Canada; we welcome any assistance to put that point of view across.

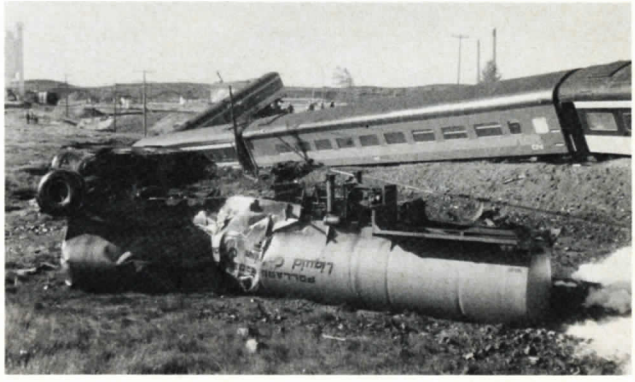


The westernmost service on VIA is provided by 9199 on the Nanaimo-Victoria run.(R. Layton)

WRECK OF THE SUPER-C

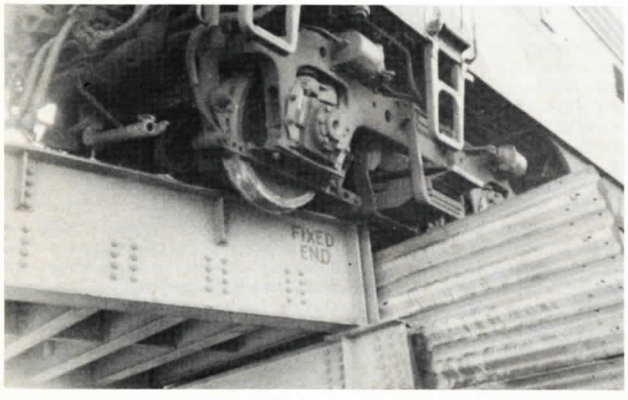
PHOTOS BY JOHN FENN

On June 9th. 1977, CN #4, the southbound "Super Continental" bound from Capreol to Toronto collided with a tank truck carrying liquid calcium chloride. The collision occured in the eastern suburbs of Sudbury not far from the CN station.
ABOVE - The lead unit, an FP-4A is embedded in a stream after turning through 180 degrees.



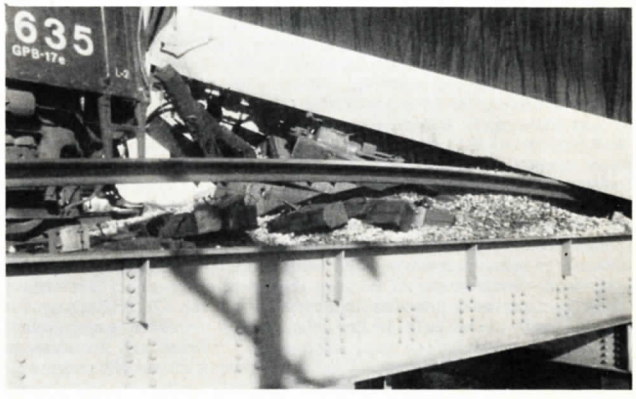
ABOVE
The remains of the tank truck lie in front of the derailed train.

BELOW
Rails, ties and ballast lie in confusion with FP9B #6635 and the baggage car hanging precariously over the edge of the bridge.

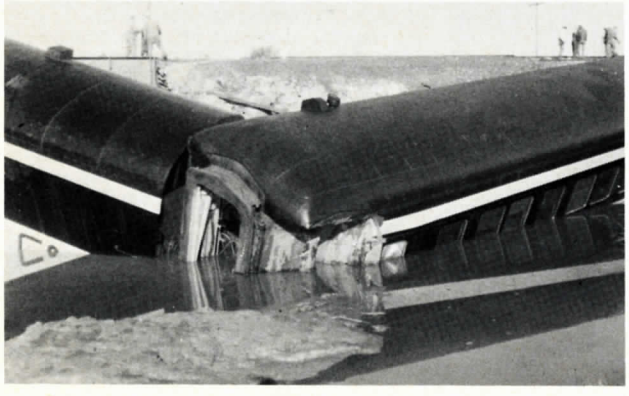


ABOVE
The trailing truck of the second unit hangs over the edge of a girder bridge

BELOW
The rear of the baggage car and the first coach half submerged in muddy water below the bridge.

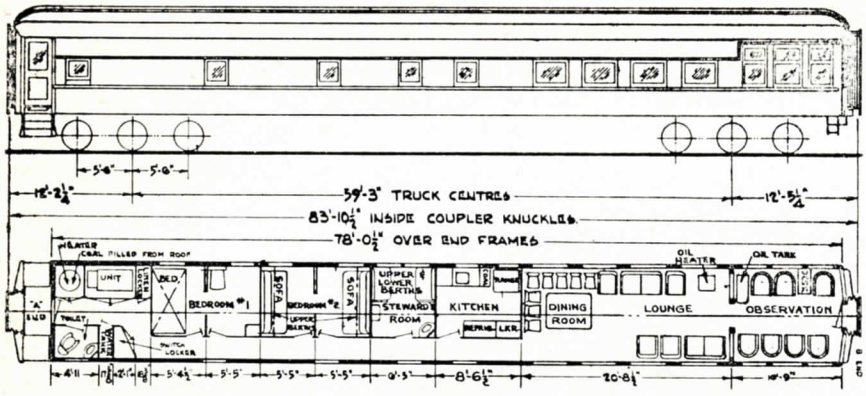


BELOW
The lead unit's steam generator cover has fallen off as the FP-4 lays on its side alongside the smashed side of the first car.



TEN YEARS AGO

March – April 1969



IT'S OURS !!! Meet the Upper Canada Railway Society's new private car, formerly Canadian Pacific business car 13 !

Car 13 was purchased in March to replace the familiar 'Nova Scotia', which has served us well for five years as an excursion car. Unfortunately, 'Nova Scotia's' all-wood construction, while being a point of historical significance, is the prime reason for its demise. The car has always had to be handled at the rear of trains because of its lack of a steel centre sill, and its general structural condition is now somewhat poorer than when the car came to UCRS in 1964. Furthermore, the numerous small rooms into which 'Nova Scotia's' interior is divided are hardly conducive to gatherings of club members -- one of the intended uses of a UCRS car.

And thus, not without some sentimental reluctance, 'Nova Scotia' has been retired by UCRS and sold to the London & Middlesex Historical Society for stationary preservation at London, Ontario.

Car 13 is the former Buffet Compartment Lounge car 'Cape Race', built in 1929 by Canadian Pacific at Angus Shops. It measures 84 feet over couplers (compared with 'Nova Scotia's' 68-foot-length), and is of all-steel construction. The lounge and solarium (with large rear-facing windows for all-weather observation) taken together create an area nine feet wide by 31 feet long, excellent as a meeting place. Car 13 is air conditioned, and weighs 96 tons 'on the hoof'.

At present, the car is stored at CN's Spadina coach yard, and is not conveniently accessible to members. However, once 'Nova Scotia' is moved to London and certain periodic work is completed on Car 13, it will be shifted to the familiar location, back of the roundhouse, for long-term parking. Its first excursion duty will be on our mid-June steam excursion to South Parry.

CP RAIL MOTIVE POWER NOTES

* Two more CLC Trainmasters have been scrapped at Ogden shop, Nos. 8902 and 8920, on November 28/68 and February 24/69 respectively.

* Add to CP Rail's fleet of leased locomotives:

QNS&L 200 and 205 -- March 14/69 (these units were originally slated to go to CN but, in light of deliveries of that road's own SD-40's, were not required.)

Bangor & Aroostook 75 -- March 20/69

* Subtract from CP Rail's leased locomotive fleet:

INCO 4, returned on March 17th;
B&LE 722B, returned in mid-March;
All DM&IR units , returned on April 1st.

WHITE PASS & YUKON MOTIVE POWER NOTES

* On June 24th, 1965, WP&Y's GE units 95 and 93 were wrecked in a derailment 8.2 miles from Skagway, in which the locomotives were pitched down a canyon. The units were recovered in the fall of 1966, and given to CPR a year later for rebuilding at Ogden shops.

Now, almost four years later, No. 95 is again ready for service, having been outshopped from Ogden on April 8th. Sister 93 is expected back in service imminently.

* Late last year, Alco Products received an order from WP&Y for seven 1,200 h.p. locomotives, model DL-535. It is now understood that these locomotives will be built in Canada by MLW-Worthington under an arrangement with Alco in view of the retirement of the latter firm from the locomotive field.

PGE'S NEW C-630s TO HAVE MID-TRAIN POWER FEATURE

* PGE's Century 630s now on order with MLW-Worthington will be equipped with Locotrol apparatus for the control of mid-train slave units. A control car -- to receive signals from the command locomotive for the operation of the slave units -- will be constructed by PGE from the carbody of SP&S 210, an Alco 1600 h.p. road 'B' unit, model FB-2.

The new PGE units will be numbered 701-704, and are scheduled for mid-summer delivery.

CP RAIL ROLLING STOCK NEWS

* CP Rail has placed a $6-million order for 348 steel gondola cars designed for use in one of the most advanced unit train operations in North America -- hauling more than three million tons of export coal annually from the Crowsnest area in southwestern B.C. to the Roberts Bank superport south of Vancouver.

The cars will be built by Hawker Siddeley Canada Limited at Trenton, N.S., with delivery scheduled for this fall.

The 105-ton capacity cars feature tapered sides and ends and a rounded bottom that is just one foot above the rails between the trucks. They will be joined by rotary couplers which will permit rotary car dumping without breaking the train. They will be of all-welded construction with an inside length of 48 feet.

* All passenger equipment regularly assigned to the Canadian is presently undergoing a crash program of repainting to the CP Rail 'new look' -- an action red letterboard with the CP multimark at one end. The company hopes to have the trains completely done in time for this summer's service, and has turned over a portion of the Glen Yard roundhouse in Montreal for the work.

CANADIAN NATIONAL MOTIVE POWER NOTES

* GMD-1 units 1908, 1909 and 1910 have been reclassified from GRG-12 to GR-12, with the decommissioning of their steam generators. These units have been regeared to 65 m.p.h. for transfer service.

* Units 3811 and 9421 were retired on January 31st, 1969.

* SD-40s 5076-5079 have been temporarily assigned to the Grand Trunk Western at Battle Creek, Mich., joining six similar units already there (Nos. 5047-5052). It is reported that GTW will soon be acquiring a dozen SD-40s of its own, enabling the CN units to return north of the border.

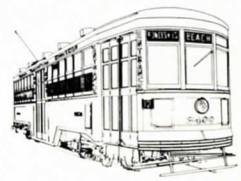
* Six more SD-40s, class GF-30e, have been received from the Diesel Division of General Motors of Canada:

5080 -- Mar 6/69	5083 -- Mar 27/69
5081 -- Mar 6/69	5084 -- Apr 11/69
5082 -- Mar 27/69	5085 -- Apr 11/69

* C424s 3226-3229 have been transferred from Toronto Yard to Montreal, following Nos. 3222-3225

Seven MS-10 switchers have been transferred to the Great Lakes Region from the Atlantic Region, Nos. 8214-8215 to London, 8216-8219 to Toronto Yard and No. 8220 to Windsor;

MR-10 units 1717 and 1718 have been shifted to Montreal from Toronto Yard.



* A $7.5-million grant from the Department of Urban Mass Transportation will allow San Francisco's BARTD to build and test ten prototype cars for its system. Meanwhile, a bill before the California legislature proposes a one half per cent sales tax in the counties to be served by BARTD to finance the $150-million needed to complete construction of the system. If passed, the bill could still be rejected by the constituents of the counties concerned. The BARTD tunnel under San Francisco Bay was completed early in April.

* More TTC PCCs have met the torch. Inter City Steel & Metal scrapped ten of them in November 1968; to the eight that month were added Nos. 4109 and 4163. Cars 4059 and 4061 followed suit in December. 1969 scrappings are as follows, and complete the scrapper's contract for 75 cars:

January:	Nil					
February:	4001	4025	4062	4098	4150	4198
	4004	4040	4076	4105	4161	4204
	4015	4041	4085	4125	4180	
March:	4021	4097	4133	4135	4206	4286
	4089	4122				

* In February, the Toronto Transit Commission published a conceptual plan for an integrated system of rapid transit and commuter lines in the Toronto area. Included were subway lines, light rapid transit routes which could be served by PCC-type vehicles, and an expanded GO Transit system.

The plan gives first priority to the Spadina subway to relieve congestion on the YONGE route, which will undoubtedly be aggravated by the northern extension of the latter route. Next in importance, according to the report, is a QUEEN subway from Roncesvalles to Leslie, where the east leg would swing north to Eglinton, at Flemingdon Park. A connection with the BLOOR-DANFORTH line would be established at Donlands Station. The QUEEN line would serve the fast-developing downtown core and provide the essential north-south service in the east end to handle traffic from a Scarborough light rapid transit line. Since the plan was published, the TTC has openly speculated on the possibility of routing this line south of Queen Street in the downtown area, since new development is moving in this direction. Also proposed is an EGLINTON subway running from Weston to Flemingdon Park, with possible extensions west to Highway 27 and east to Kennedy Road.

Light rapid transit lines on existing hydro rights-of-way are suggested for consideration after the SPADINA and QUEEN subways. A Scarborough route from Warden Station to Malvern would be built initially, followed by a circumferential loop line running west from Malvern just north of Finch Avenue to Weston Road, southwest to Highways 401 and 27, then southeast to Islington Station. Vehicle design for these routes is underway.

Rail commuter service to Brampton and Richmond Hill is also proposed in the TTC plan, together with an east-west operation on CP Rail's Galt, North Toronto and Belleville Subdivisions. The Richmond Hill service would operate via CN's Bala Subdivision to Oriole and thence west via CP Rail's North Toronto line to connect with the YONGE subway at Summerhill Station or with the SPADINA line at Dupont Station. Ignoring the proposals of northern citizens' groups which would utilize CN's Newmarket Subdivision tracks to Union Station, TTC's northern commuting plan would make use of the two north-south subway routes to complete their riders' journeys to downtown Toronto.

Significantly, that body which is most qualified to comment on the prospects of rail commuting -- GO Transit -- recently tabled a report which suggested that commuter operations on existing railway rights-of-way were not necessarily the most efficient means of providing the service. The TTC's plan was labelled 'conceptual', and should be taken in that context. Mass transportation in the region is of such importance that an integrated approach -- using the best available resources of all transportation authorities -- is needed to ensure an orderly development of the transportation network, and, ultimately, the region itself.

Orders stand in the hoop ready for the tail end of CN extra 5019. SD-40-2 #5019 is seen here with GP-38-2 #5513 westbound at Hamilton's James Street station. (R.W. Layton)

Younger sister by one to #5019 (seen above), CNR SD-40-2 #5018 is caught by the camera on the head of an eastbound grain extra at Portage-La-Prairie, Manitoba. Photo taken in February 1976 by Kenneth Gansel.

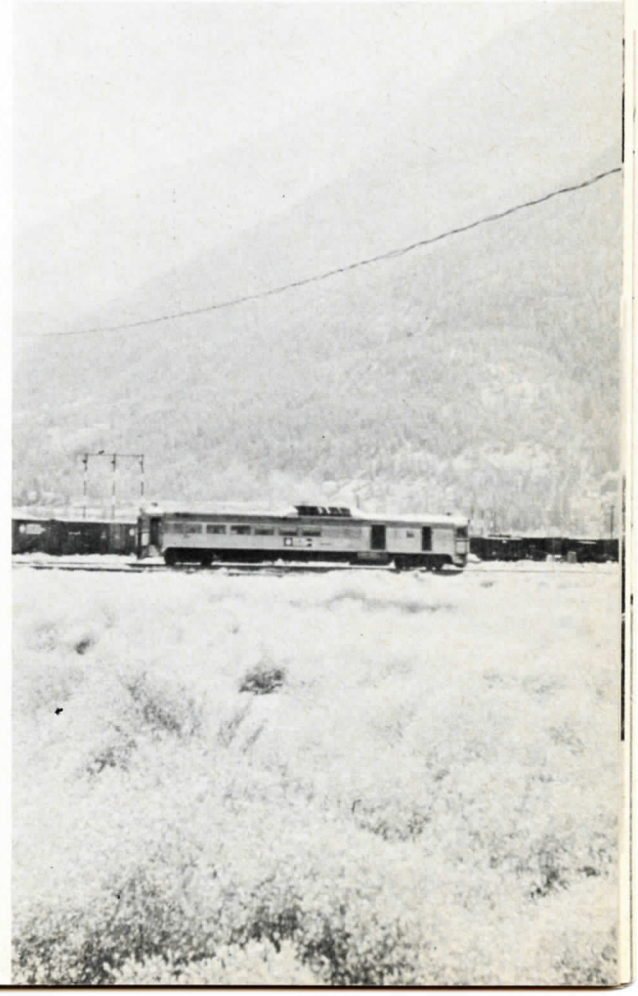
RAILFOTOS

Somewhat overpowered, M-424W #2517 and SD-40-2 #5224 are seen here hauling a lone caboose past the station at Belleville, Ontario in May 1975. (R.W. Layton)

Conrail GP-38-2 #8180 seen here in November 1977 at CP Rail's St. Luc yard in Montreal. (P. Patenaude)

The sky was heavy after a mid-winter snow storm when CNR GP-40-2W #9432 headed out of Mimico Yard in the west end of Toronto with an eastbound piggyback and container hot-shot. Trailing the GP-40 are two GP-38-2W's and a GP-38-2. (R.W. Layton)

CENTRE PAGES
CP Rail train #980 at Cranbrook B.C. with H-liner #8711 in charge. The unit is 25 feet inside the United States in Eastport, Idaho. The Baldwins are gone but the train remains hauled by Union Pacific GP-40's and CP Rail SD-40's. (K.A. Gansel)
BELOW
Dwarfed by the mountains of British Columbia's interior, B.C. Railway RDC-3 #BC-10 is turned on the wye at Lilooet in the summer of 1974. (R.W. Layton)



United Railway Supply RS-3's #115, #116 and #117 seen here at Montreal Yard on December 18th. 1977, after returning from lease duty on the Delaware and Hudson. (P. Patenaude)

Conrail GP-38-2 #8180 seen here in November 1977 at CP Rail's St. Luc yard in Montreal. (P. Patenaude)

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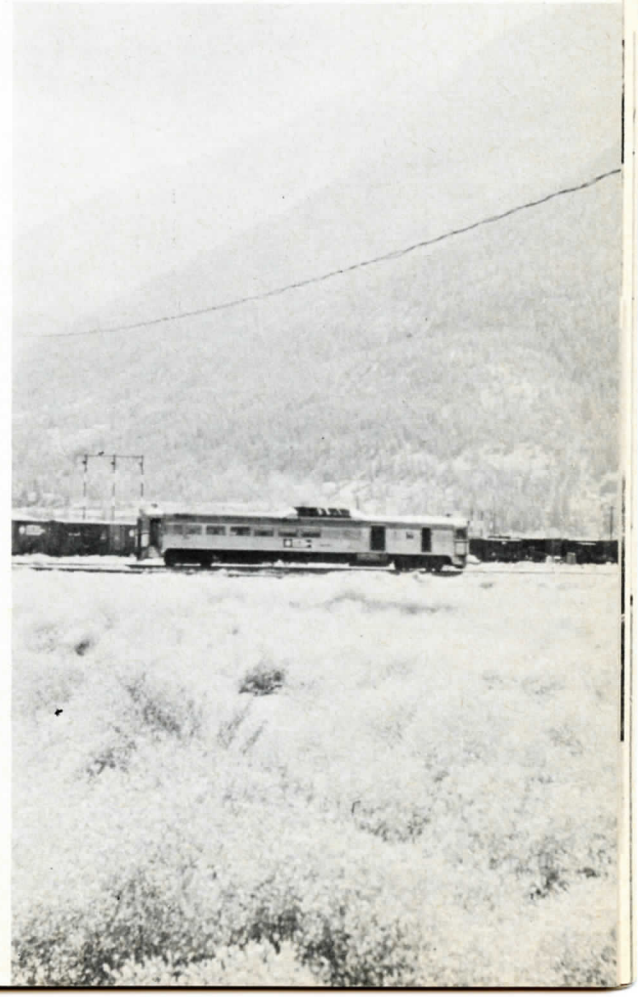


United Railway Supply RS-3's #115, #116 and #117 seen here at Montreal Yard on December 18th. 1977, after returning from lease duty on the Delaware and Hudson. (P. Patenaude)


Canadian Pacific


8711
8711
8711

STAYNER AND ITS STATION

125 Years of service

Peter F. Oehm

On or about May 15th. 1854, the Ontario, Simcoe and Huron Railway was finished to Nottawasaga Station, now called Stayner. Thus, began major settlement of northwest Simcoe County, 125 years ago. At that time Simcoe County was only eleven years old.

By December 14th. 1854, the Ontario (Oats), Simcoe (Straw) and Huron (Hay) Railway reached its terminus of Hens and Chickens Harbour, now Collingwood. This line then connected Toronto and Collingwood. Its main function was to act as a portage system or short cut between Lake Ontario and Georgian Bay to transport people and goods destined for western Canada (via Port Arthur) and the western United States (via Chicago).

However, in the process, the railway opened up the vast agricultural and lumbering potential of Simcoe County. Stayner in this context became an important service centre for these two major activities.

Settlement at Stayner coincided with the arrival of the railway in 1854. Construction of the line had begun in Toronto in the Autumn of 1851; rather swift progress, considering the technology of the day.

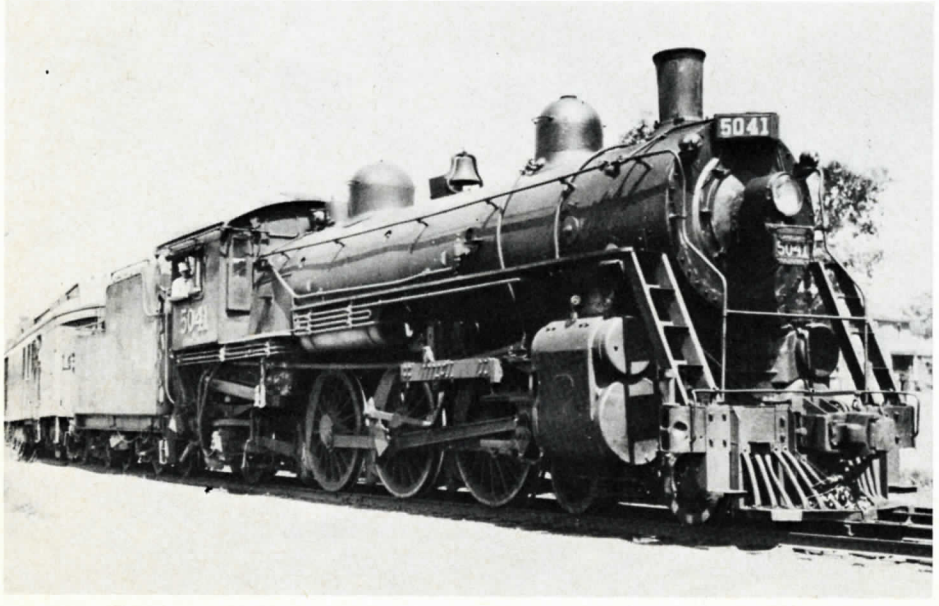
Roderick McDonell, a land speculator, acquired a large portion of the townsite from the Crown early in 1836. It was sold to various people over the next few years, but not until 1854 and the approach of the Ontario, Simcoe and Huron Railway, did settlement commence. Edward Shortiss purchased 150 acres in Lot 25, Concession 2, Nottawasaga Township, on February 15th. 1854. On May 31st. 1854, a group headed by John Alexander Macdonald of Kingston (later, Canada's first Prime Minister), purchased the adjoining Lot 24 for $990.00.

Andrew Coleman, a sub-contractor for the railway, was the first permanent white settler in what was then known as Nottawasaga Station. He opened up a boarding house, the first of a number of hotels, that he operated in the village over the succeeding years.

In 1855, the village was named Stayner, after Thomas Allan Stayner of Toronto, who had owned land in the area (Concession 3, Lot 25) since 1839. Thomas Stayner was also deputy Postmaster General between 1827 and 1851.

The Ontario, Simcoe and Huron Railway, like most early railway Companies, changed names and ownerships regularily. In 1858, the nicknamed "Oats, Straw and Hay Railway", became known as the Northern Railway of Canada. It was later amalgamated with the nearby Hamilton and Northwestern Railway to become the Northern and Northwestern Railway. In 1888 it was bought out by the Grand Trunk Railway. In 1922 the G.T.R. was expropriated by the Dominion Government to become part of the newly formed Canadian National Railways.

A study of passenger train tickets is one indication of the interrelationships Stayner had with many other points. I was fortunate to recieve a collection of tickets issued at Stayner in 1935 from David Ariss of the Stayner Farmers Co-operative. It is quite interesting to note that the passenger train took Staynerites to so many important and fun activities:



Afternoon passenger train #56 southbound at Meaford Ontario,July 1953,powered by Pacific type 5041.(Paterson-George Collection)

- the dentist's chair in Collingwood (not so much fun)
- a visit to the Browns in Duntroon
- a ski outing at Craigleith
- the farmer's market in Kitchener
- a symphony in Toronto's Massey Hall
- a trans-Atlantic steamship in New York City or Montreal
- two World Wars
- one of the seven wonders of the world - Niagara Falls
- a weekend visit to your parents home

My mother, for example, on many Friday afternoons left Stayner at 4:30pm aboard train #56. After a long fifteen minute coffee break in Allendale, she'd travel on by train #68, which arrived in Newmarket at 6:30pm From Newmarket she would take the York Radial Railway, an interurban electric line which connected Toronto and Newmarket to Sutton. It got mother home to Sutton West before 8:00pm.

It's hard to believe in 1979, but passenger trains were the life-blood to Stayner travellers for 106 years, even if only for an overnight visit to Duntroon or Creemore (located on the Beeton to Collingwood line). During many of those years Stayner was served well by three passenger trains in each direction, with connections at Collingwood and at Allandale for Toronto, Hamilton and North Bay (see timetables in effect June 26, 1910).

Using the 1935 ticket sample, Map A illustrates the local points to which Staynerites travelled. Other longer distance destinations included New York City, Kirkland Lake, Detroit and Chicago.

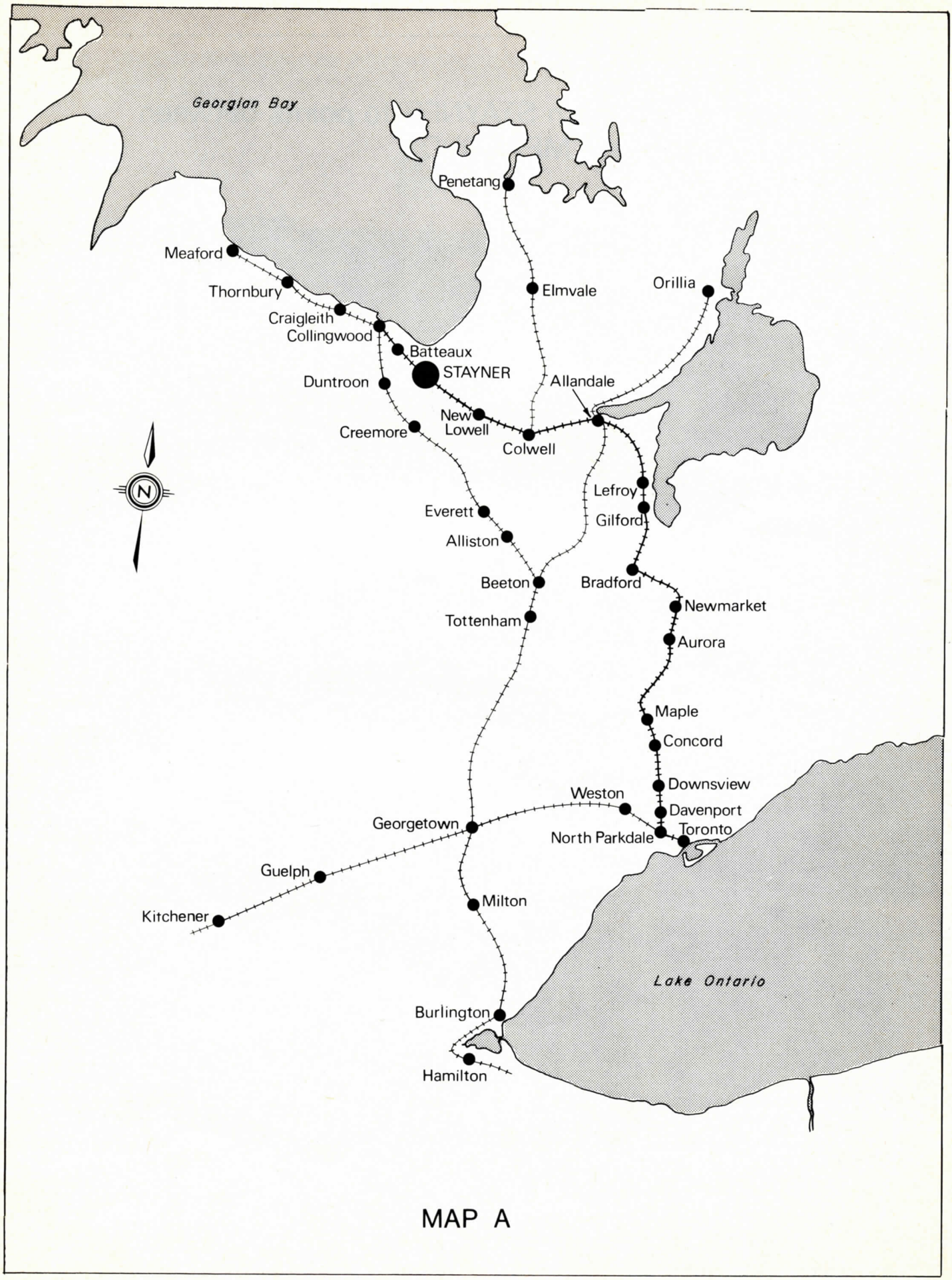
At this time rail passenger travel was aggressively marketed. There was a vast assortment of special rail travel packages available from a small town like Stayner:

- clergy rates
- commercial travellers fares
- first class tickets
- special excursion fares with a three day return limit
- child's half fares
- regular fares (the regular fare one-way to Toronto was $2.45, whereas the excursion rate was $1.60)
- weekend fares (50¢ return to Collingwood)
- teacher' return fares ($2.25 from Stayner to Newmarket)

As 1979 is the 125th. Anniversary of the CN line from Toronto to Collingwood, a sample of passenger tickets of various types are illustrated. Sample tickets are also included for points west of Collingwood.

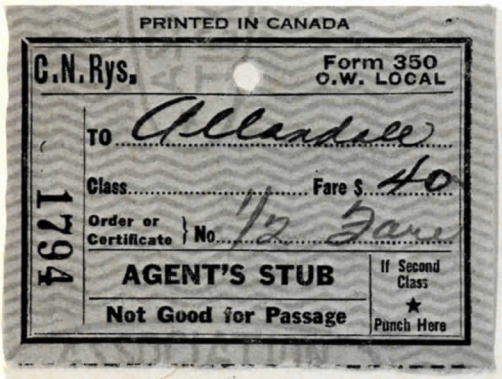
As well as the three regular trains daily, there were all kinds of passenger specials:

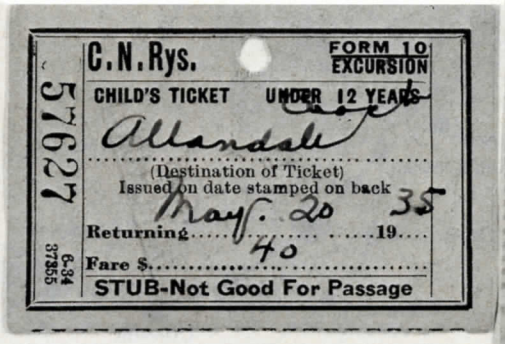
- to a Billy Graham meeting at the Toronto CNE grounds (steam engines 5033 and 5041 double-headed this 14 coach special)

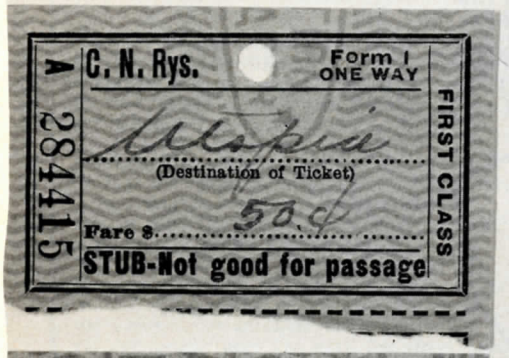

Georgian Bay
Penetang
Meaford
Thornbury
Craigleith
Collingwood
Batteaux
STAYNER
Duntroon
Creemore
New Lowell
Colwell
Elmvale
Orillia
Allandale
N
Lefroy
Gilford
Everett
Alliston
Beeton
Bradford
Newmarket
Tottenham
Aurora
Maple
Concord
Downsview
Weston
Davenport
Georgetown
North Parkdale
Toronto
Guelph
Kitchener
Milton
Lake Ontario
Burlington
Hamilton

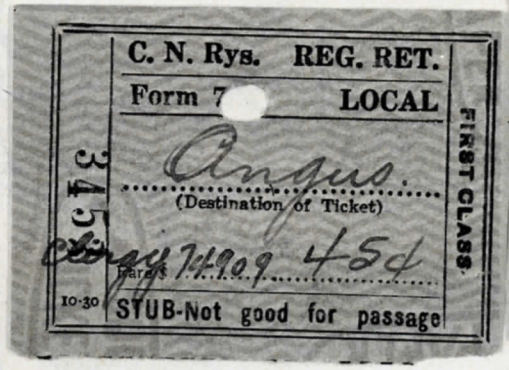
MAP A

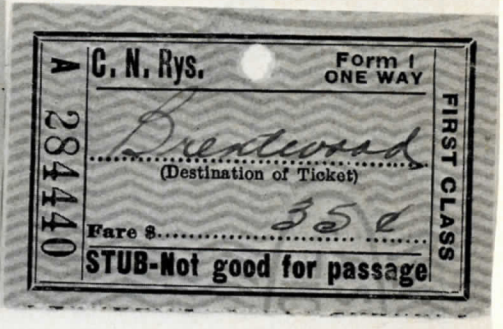
Sample tickets from STAYNER to points between ALLANDALE and MEAFORD

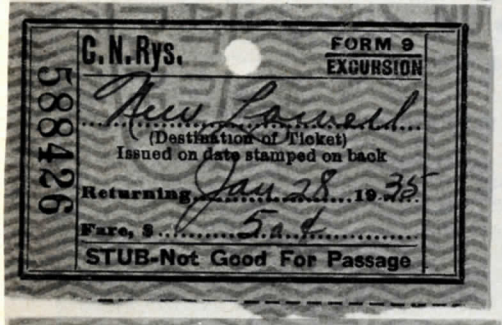


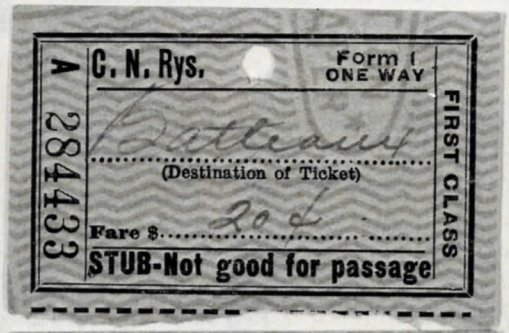


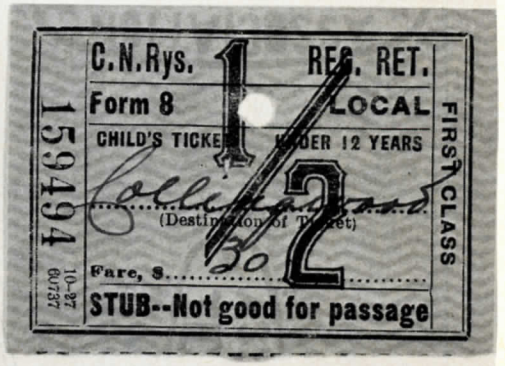


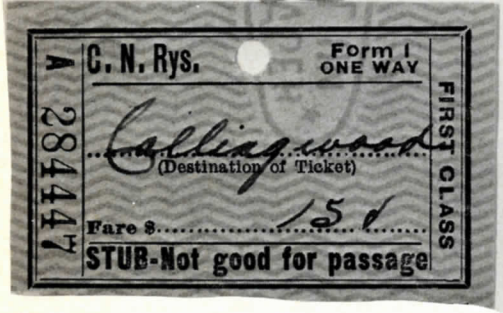


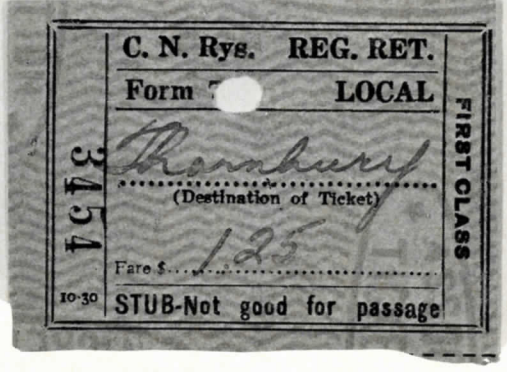


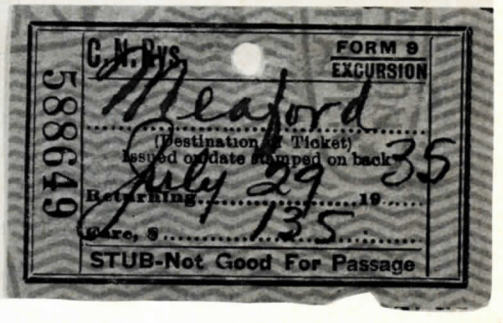


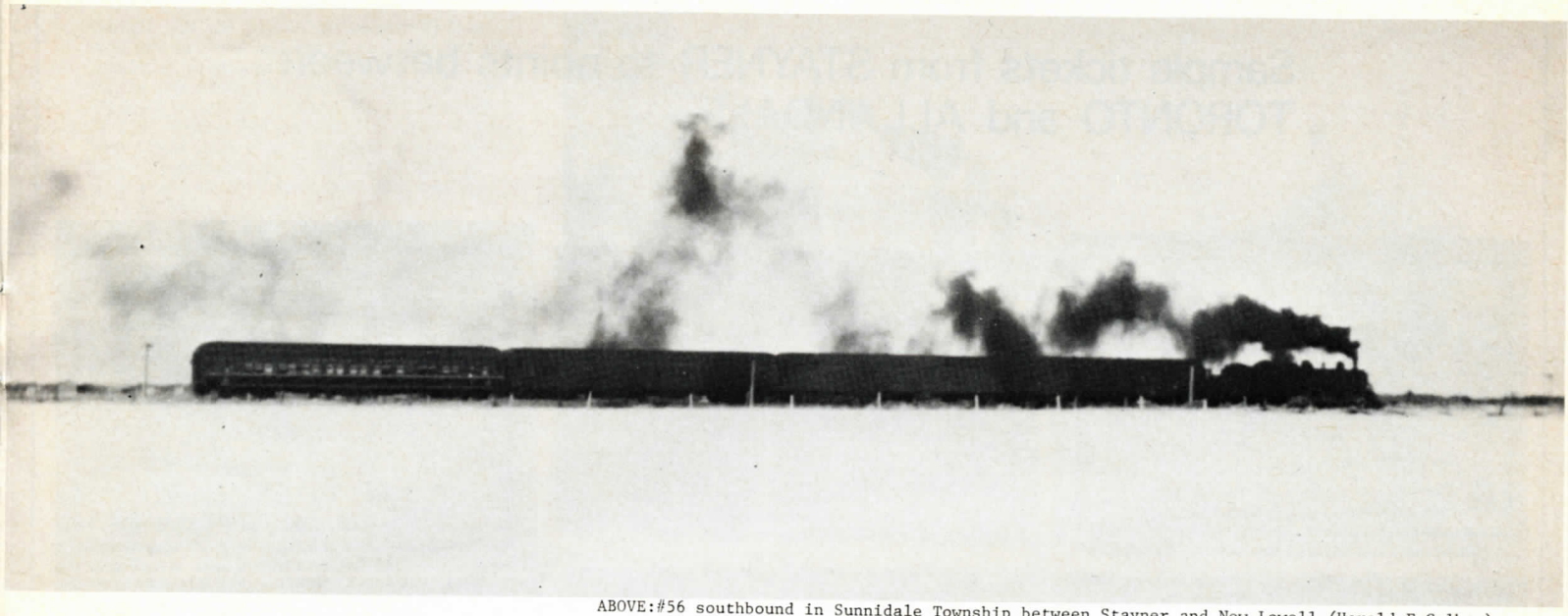












ABOVE:#56 southbound in Sunnidale Township between Stayner and New Lowell.(Harold F.Culham) MIDDLE:On October 29,1955,Engine 1350 double headed with doodle bug D-1 at Allandale (Barrie). D-1 provided the regular daytime passenger train service between Hamilton-Allandale-Meaford. 1350 will operate back from Collingwood to Allandale in the afternoon double-heading on a grain train.(Robert J. Sandusky)BOTTOM:1322 reclines in Collingwood waiting to double-head a southbound grain train later in the day.4 Feb.1954 (Paterson-George Collection)

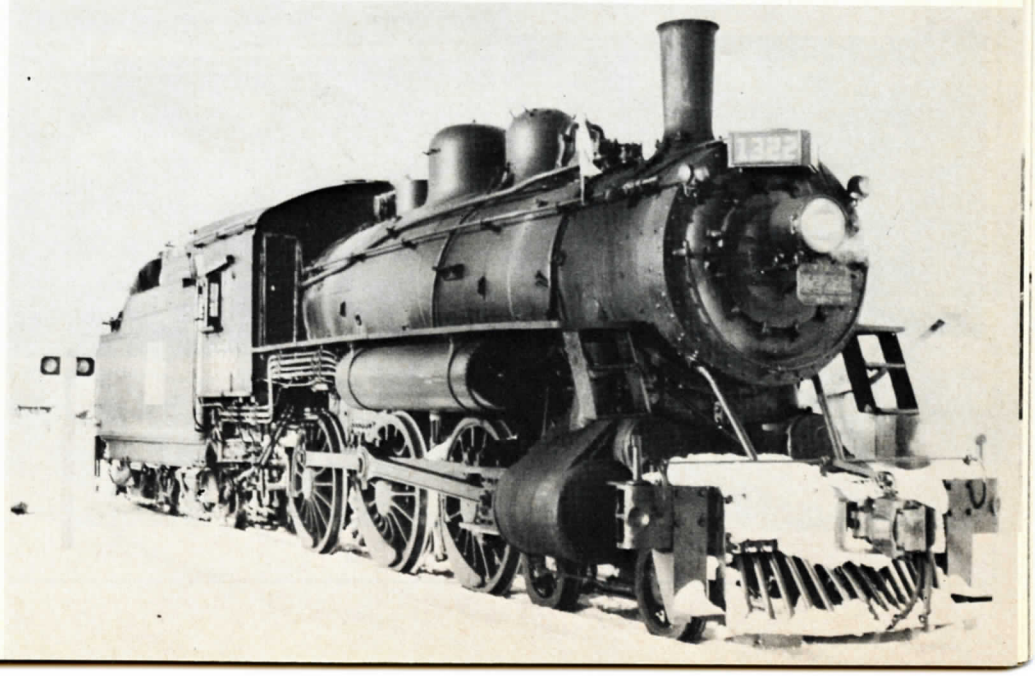
- to a hockey game in Stayner (engineer Pat Corrigan remembers a double-headed 12 coach special ran to a play-off game between Alliston and Stayner)
- to Craigleith, ski trains chartered by the Toronto Ski Club travelled through Stayner
- to an Orange parade in Alliston
- to officially open industrial plants (for example, National Starch ir Collingwood)
- to celebrate Centennials (Town of Stayner in 1972, a 16 coach excursion operated by U.C.R.S.)
- to christen the Ontario Government ferry Chi Cheemaun in 1974 at Collingwood shipyards.
- to celebrate local events (Meaford Apple Festival in 1974 and 1975 and the 1974 Thornbury River Rat Race)

Engine power through Stayner varied greatly. The passenger trains usually consisted of a mail car, a baggage car and two coaches, so that the Meaford Subdivision was a haven for the large Pacifics (photos A and B). Engines 5041 and 5033 probably logged the most mileage between Allendale and Meaford.

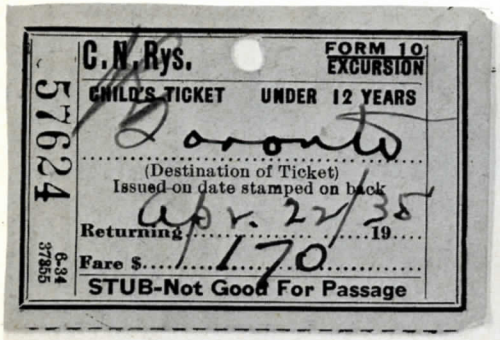
In the 1950's the passenger trains between Hamilton and Meaford (#55 and #56) often used such doodle-bug equipment as D-1 pictured at Allendale in 1955 (photo C). The doodle-bugs had a combined power/baggage unit, a mail car and a trailer coach. These were the forerunners of the modern Rail Diesel Cars. On many days the doodle-bug had a spare engine in front from Allendale to Collingwood (see photo C). The engine was cut off at Collingwood and used to double-head a grain train to Allendale later in the day.

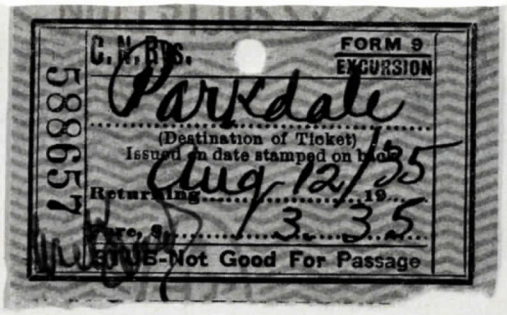
Large grain trains thundered through Stayner almost daily. CNR steam engines of the 2600 (classes N-4-a to f 2-8-0's) and 3400 (class S-1-f 2-8-2's) series were most often used. Double-headers were the order of the day pulling between 40 and 75 loaded box cars. Frequently these heavy grain trains from Collingwood to the east stopped in Stayner to top up their water tanks and so muddying the town's drinking water system.

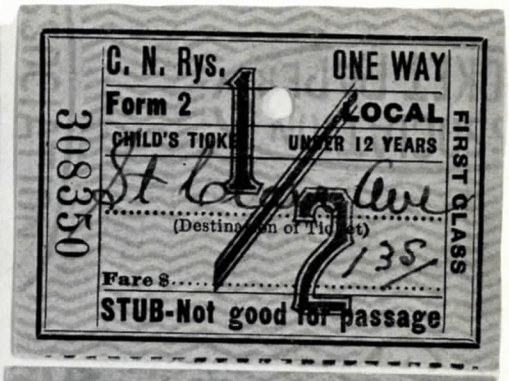
As well as the grain trains between Allandale and Collingwood, at one time two way-freights travelled the route daily. One way-freight, which switched the Stayner yard did the local freight work between Allandale and Collingwood including Camp Borden. A second way-

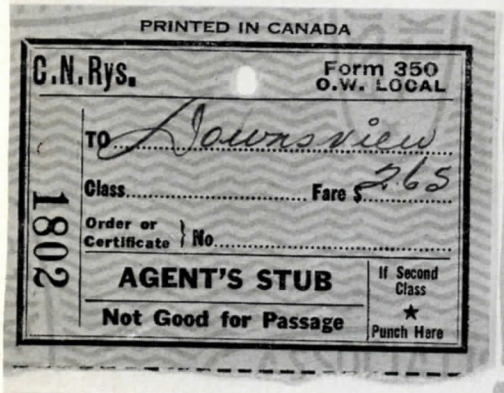


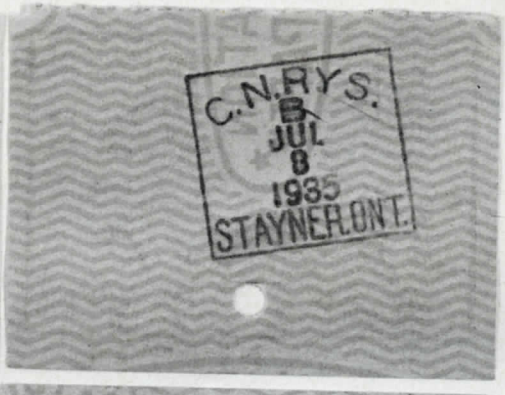
Sample tickets from STAYNER to points between TORONTO and ALLANDALE

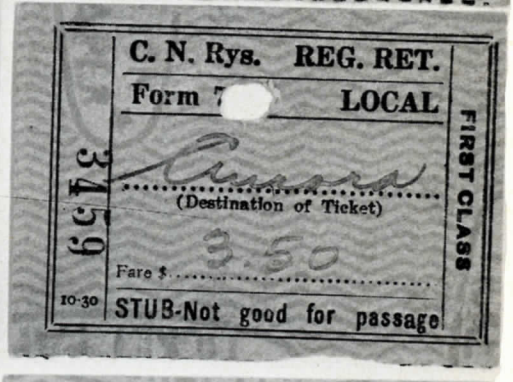


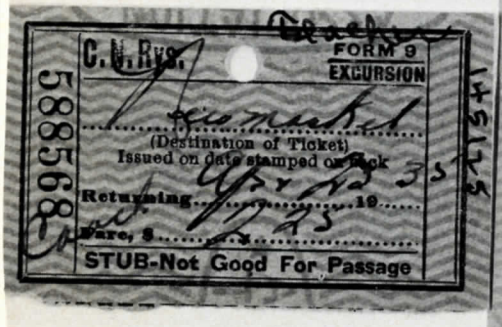


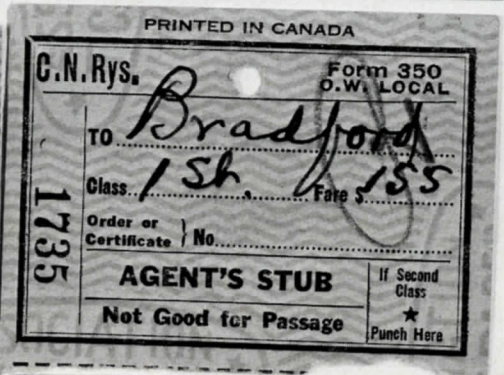


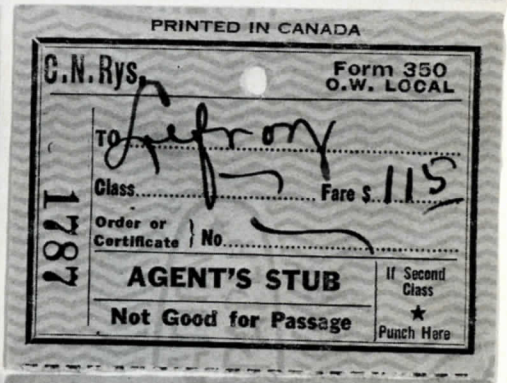


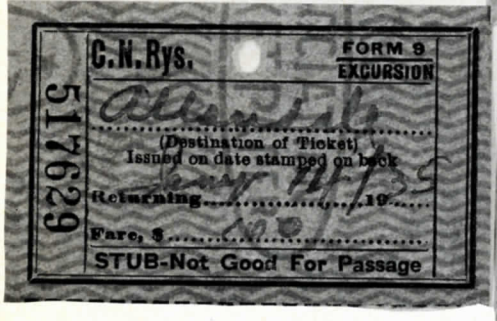


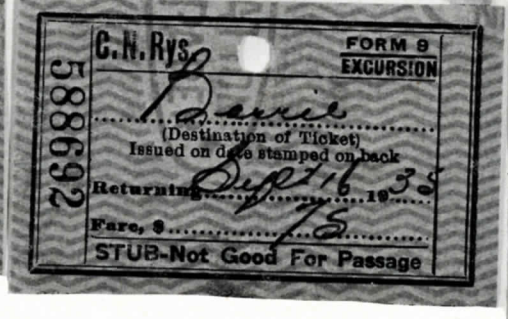


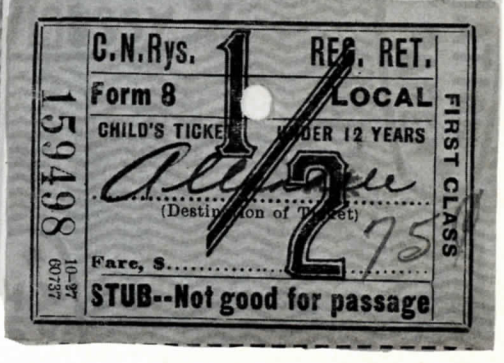












freight did the switching between Collingwood and Meaford and would pick up cars of cattle at points along the Beeton Subdivision as far south as Duntroon, when reuired. Engine classes as pictured at Collingwood in 1952 (photo D), powered the way-freights. They could pull a good load at a slow speed. Since dieselization in the early 1960's, GP-9's and RS-18's have been the regular bill of fare.(see photo E)

Harold F. Culham of Stayner has provided me with a photo of the last regular passenger train through Stayner (see photo E). Several photos also show specials which ran through the town in the 1970's:

- the 1972 Stayner Centennial train (photo F)
- the 1974 Ontario Government - Ontario Northland train to christen the ferry Chi-Cheemaun in Collingwood (photo G)

Photo H shows Stayner station as it appeared in the late 1960's.

Rail service in 1979 is of only minimal importance to Stayner. The service is now confined to a way-freight in each direction, Monday to Friday, with the odd snow-plow throw in on Saturday or Sunday. However it will be interesting to see what the next 125 years brings with the spiralling gasoline prices.

If Jean Trotter, her Committee, the Stayner Council, the Farmers Co-operative, the Upper Canada Railway Society and the Ontario Government are all successful in their efforts, the Stayner station should be around and available for whatever use the future holds for it. It's a fine historic building, well worth preserving, in Stayners 125th. anniversary year. After all, Stayner owes its very existance to the building of the Ontario, Simcoe and Huron Railway in 1854.

LEFT TOP:The last scheduled northbound passenger train #61 with engine 1321 sits in Stayner on a hot sunny 2 July 1960.(Harold F.Culham)LEFT Middle: 15 June 1974,Premier William G. Davis arrives in a soggy Stayner to officially open the Stayner Senior Citizen's Home.(Harold F. Culham)BELOW LEFT:The architecturally pleasing station at Stayner as it appeared in the late 1960's(HFC)BELOW RIGHT:On 14 October 1972,the Stayner Centennial Train does a runpast at Stayner Station.The trip was sponsored by the U.C.R.S. (R. McMann)

TABLE I

GRAND TRUNK RAILWAY

Passenger Train Service in Effect from June 26, 1910

Toronto and North Bay

STATIONS NORTHBOUND	#49 Musk. Express	+61 Mail	+69 Express	+63 Musk. Express	+65 Mail & Exp.	+67 Mail	#47 Cobolt Special
	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Toronto	2 05	8 05	11 50	12 05	1 30	5 45	8 30
N'th Parkdale	2 15	8 15	12 01	12 15	1 40	5 55	8 40
Davenport	....	8 22	.....	.....	....	6 02	.....
Downsview	....	8 29	.....	.....	....	6 08	.....
Concord	....	8 40	.....	.....	....	6 20	.....
Maple	....	8 50	.....	.....	....	6 30	.....
King	....	9 00	.....	.....	....	6 40	.....
Aurora	....	9 13	.....	.....	2 37	6 55	9 46
Newmarket	....	9 23	.....	.....	2 47	7 05	9 56
Holland Landg.	....	9 31	.....	.....	....	7 11	.....
Bradford	....	9 40	.....	.....	3 04	7 18	10 11
Gilford	....	9 53	.....	.....	....	7 32	.....
Lefroy	....	10 00	.....	.....	3 18	7 40	.....
Craigvale	....	10 11	.....	.....	....	7 51	.....
Allandale	4 10	10 25	1 40	1 55	3 40	8 05	10 50

TABLE II

GRAND TRUNK RAILWAY

Passenger Train Service in Effect from June 26, 1910

Hamilton and Allandale

READ DOWN NORTHBOUND +55-56 Express	+53-54 Mail	Miles	STATIONS East. Time		+54-53 Express	READ UP SOUTHBOUND +56-55 Mail
P.M.	A.M.		Lv.	Arr.	A.M.	P.M.
			Hamilton			
4 05	7 10	.0	Stuart Street		11 15	9 15
4 13	7 19	4.3	Waterdown		11 03	9 06
4 20	7 25	7.0	Burlington Jc.		10 55	9 00
4 30	7 35	12.5	Tansley		10 42	8 48
4 34	7 39	14.4	Ash		10 37	8 44
4 45	7 51	20.8	Milton		10 25	8 32
4 53	7 58	23.8	Mansewood		10 16	8 22
5 03	8 08	29.4	Stewarton		10 06	8 11
5 15	8 16	32.4	Georgetown		10 00	8 05
5 20	8 20	32.4	Georgetown		9 58	8 00
5 33	8 31	37.7	Terra Cotta		9 41	7 39
5 38	8 36	40.4	Cheltenham		.....	.....
5 45	8 41	43.1	Inglewood Jct.		9 20	7 25
5 57	8 53	49.4	Caledon East		9 18	7 10
6 03	....	52.4	Centreville		9 12	.....
6 09	9 05	55.7	Palgrave		9 05	6 57
6 20	9 20	61.7	Tottenham		8 54	6 15
6 30	9 30		Arr. Beeton	Lv.	8 43	6 30
6 35	9 33	66.4	Lv.	Arr.	8 40	6 25
6 45	9 40	71.1	Randall		.....	6 16
6 55	9 48	75.3	Cookstown		8 24	6 09
7 07	10 00	81.2	Thornton		8 12	5 58
7 20	10 08	86.1	Vine		8 02	5 48
7 35	10 20	91.1	Allandale		7 54	5 40

TABLE III

GRAND TRUNK RAILWAY

Passenger Train Service in Effect from June 26, 1910

Barrie and Meaford

READ DOWN NORTHBOUND +43 Mixed	+55 Mail	+53 Mail	Miles	STATIONS East. Time		+54 Mail	+42 Pass.	READ UP SOUTHBOUND +56 Mail
P.M.	P.M.			Lv.	Arr.	A.M.	P.M.	P.M.
3 35	7 50	10 25	1.3	Barrie		7 47	1 05	5 35
3 50	8 15	10 40	7.0	Allandale		7 37	12 55	5 20
4 00	8 24	10 49	5.5	Colwell		7 26	12 43	5 08
....	8 30	10 55	8.9	Utopia		7 20	.....	5 03
4 13	8 35	11 00	10.3	Angus		7 16	12 30	4 59
....	8 40	11 05	13.0	Brentwood		7 09	.....	4 52
4 30	8 46	11 10	15.2	New Lowell		7 04	12 19	4 47
5 05	9 03	11 25	22.8	STAYNER		6 50	12 05	4 30
....	9 12	11 38	28.1	Batteaux		6 38	.....	4 18
5 30	9 20	11 50	31.4	Ar. Collingwood	Lv.	6 30	11 50	4 10
5 45	9 25	12 01		Lv.	Ar.	6 20	11 25	4 00
....	....	.....	32.1	Lake Jct.		6 10	.....	3 50
6 00	9 40	12 16	37.0	Craigleith		6 01	11 00	3 41
6 10	9 47	12 24	41.0	Fields		5 53	10 47	3 33
6 30	9 57	12 34	43.8	Thornbury		5 47	10 40	3 27
7 00	10 20	12 55	52.5	Meaford		5 30	10 00	3 10
P.M.	P.M.	P.M.		Ar.		Lv. A.M.	A.M.	P.M.

TABLE IV

GRAND TRUNK RAILWAY

Passenger Train Service in Effect from June 26, 1910

Beeton and Collingwood

READ DOWN NORTHBOUND +31 Mxd.	+29 Mxd.	Miles	STATIONS East. Time		+28 Mxd.	READ UP SOUTHBOUND +30 Mxd.
P.M.	A.M.		Lv.	Ar.	A.M.	P.M.
6 35	9 35	0.0	Beeton		8 30	6 15
6 43	9 43	4.3	Thompsonville		8 18	6 03
6 50	10 00	6.6	Alliston		8 12	5 55
7 02	10 15	11.1	Everett		7 55	5 30
7 08	10 25	13.9	Tioga		7 45	5 20
7 15	10 40	17.1	Lisle		7 35	5 10
7 23	10 50	20.3	Glencairn		7 25	5 00
7 28	11 00	22.9	Avening		7 17	4 52
7 35	11 20	25.1	Creemore		7 10	4 45
7 45	11 45	29.4	Glen Huron		6 55	4 30
7 53	12 05	33.2	Duntroon		6 40	4 20
8 05	12 25	37.9	Nottawa		6 25	4 05
....	.....	40.9	Lake Jct.		6 10	3 50
8 25	12 45	41.5	Collingwood		6 00	3 45
P.M.	P.M.		Ar.	Lv.	A.M.	P.M.

One of the major problems with all railways is the track maintenance. Like a highway, the railway has problems with the frost heaving the ground so a sound track bed and a sound base for the rails to sit on is essential. Lack of such a firm base tends to result in derailments which harm the company from both the financial and public relations point of view.

One research programme carried out by railways in many countries was to find a longer lasting and equally resilient replacement for the traditional wooden ties. One answer to this question is to use pre-stressed concrete. In Canada, Canadian National is currently evaluating these ties on a four mile strech of track 23 miles west of Jasper, Alberta on the Albreda Subdivision. The Albreda was selected as the testing ground because it provides what might be called the optimum testing site.

The line provides the only access to the west for Canadian National steel and so feeds traffic both to and from the north and south of British Columbia. It carries in excess of 30 million gross tons of traffic a year. The Albreda Subdivision is also "blessed" with heavy curvature and relatively steep grades, which all add up to a maintenance of way headache. By using concrete ties on this section, CN will be able to find out quickly how these ties stand up to heavy traffic.

Since 1961 CN has b-en testing various types of concrete ties in different parts of the system, but these sections have been relatively "safe", carrying only average tonnage and having no heavy curvature or gradient.

The ties that are being tested on the Albreda Sub. were pre-tested in the Atlantic Region and on the Prairie Region since early in 1967 and was chosen as most satisfactory to stand CN traffic conditions.

Each tie contains 26 streched wires so once the concrete is set, any crack which might appear in the tie will not open because the wires will hold it closed. The original pre-stressed ties were manufactured by the Costain Concrete Compant in London, England and were shipped to Canada, but since that time the Costain Company has set up a tie making plant in Edmonton, Alberta.

Concrete ties are not a new concept as they have been tested in England and accepted by British Rail for standard use on their system. British Rail has been replacing old wooden ties at the rate of one and a half million ties a year. the future rate of replacement is to be raised to over two million ties per year.

The ties being tested in Western Canada are similar in appearance to the BR ties, but are not exact copies, the CNR tie is a more structurally sound item. A major decision is to be made in the next year or so as soon as a few specific problems are solved. One is specific to all North American railways - heavy traffic, the other is especially applicable to Canada - extreme winter temperatures.

Canada's worst problem is frost heaving, which is caused by the formation of ice layers as frost penetrates downward during the winter. When this happens on a roadbed the track is pushed up resulting in a rail which is out of alignment. When heaves occur with wooden ties, the ties up and down the track from where the heave has occured are shimmed, that is, raised so that the heaved spot is levelled off. The spike is removed, a wooden shim is placed beneath the rail and the rail is re-spiked.One problem with concrete ties is that the present fastening system of cast-in-place steel shoulders and rail clips does not allow for shimming. However these cast shoulders will prevent another major problem on curves, the spreading of gauge

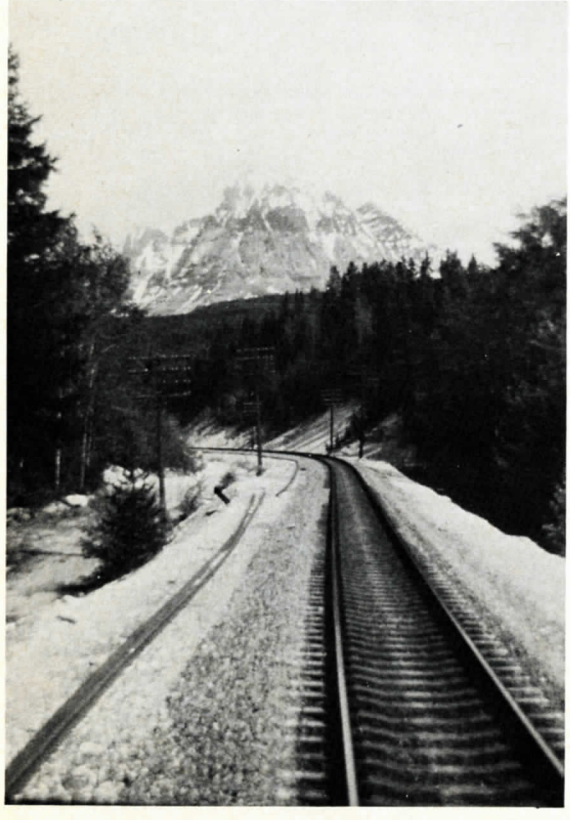
The Albreda Sub. test will provide enough information to make the wood or comcrete decision. So far, the concrete ties have pa passed the tests with flying colours. Late in 1976, CN annouced that they intended to purchase 5 million of these ties, to be built in Edmonton, over the next five years. Some will be used on the Great Lakes Region, particularily between mile 230.2 and 237.2 of t the Ruel Sub. just east of Hornepayne. In all this region will be using 35,300 of the new ties. Total bill for the change is $40 million. Concrete ties cost more but have a longer life expectancy and the number of ties per mile decreases from 3000 for wood to 2640 for concrete.

Many of the larger U.S. roads are testing sections of concrete ties but at least one, Amtrak, has suffered from political interference when the lumber industry lobby forced them to abandon a wholesale switch to concrete ties on the North-East Corridor.

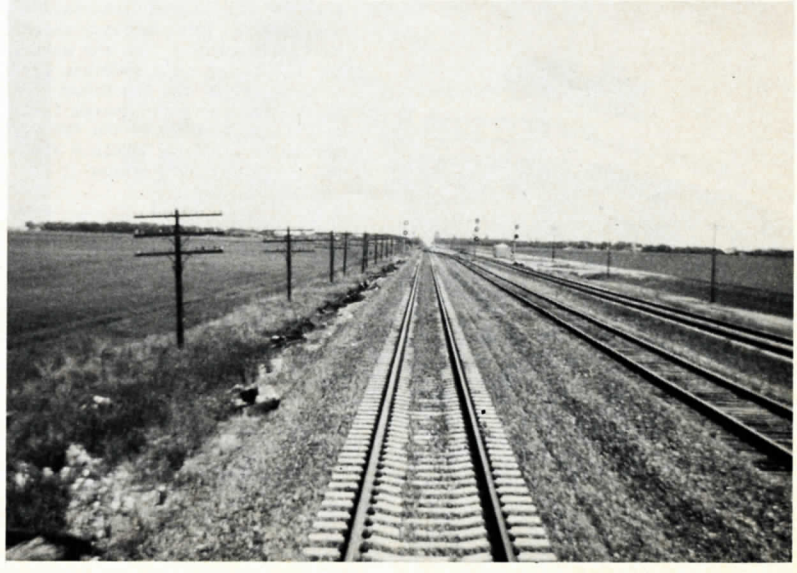
A special train has been assembled in the U.S. for track renewal in one operation. Built by the Tamper Co., it will remove old ties and rail and replace them with concrete ties and welded rail.

WOOD TO CONCRETE

Mary F. Layton



LEFT
The Albreda Subdivision was the first major application of concrete ties in Canada. A section of this track topped with ribbon rail is seen here west of Jasper close to the Continental Divide. (R.W. Layton)
BELOW
Double and triple tracking of CN's mainline west from Winnipeg to Portage-La-Prairie has made extensive use of concrete ties. On the section of track shown the two outer tracks have been laid with concrete ties. (R.W. Layton)

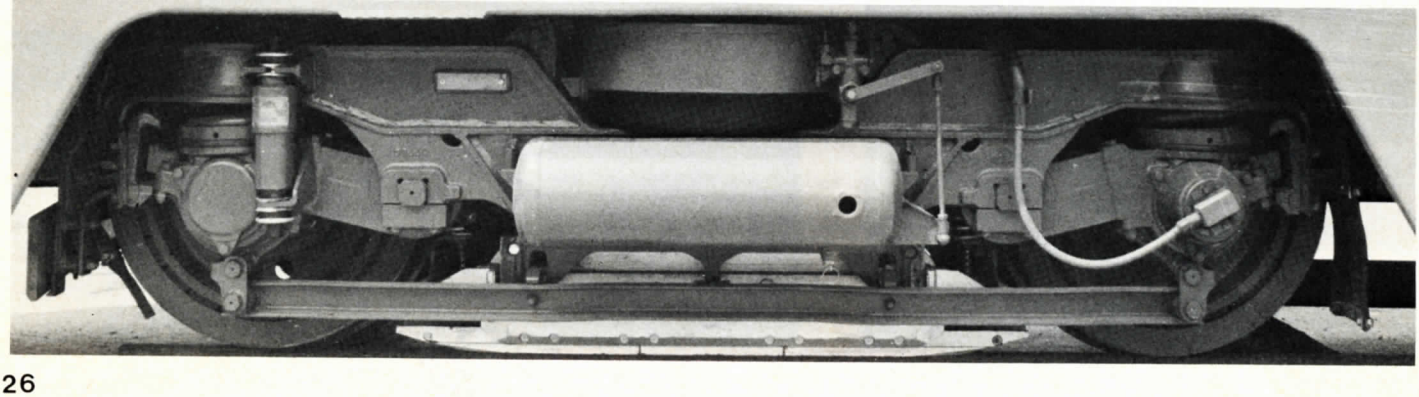


IN TRANSIT

Rod Semple

ABOVE:CLRV 4004 mu'ed with another CLRV in the alternate spare track at the Exhibition loop as PCC 4530 passes by on the BATHURST route. The LRV's were and are still undergoing testing at this time,16 November 1978. (Ted Wickson).BELOW:Closeup of the truck used on the CLRV.The truck is standard S.I.G. truck (Ted Wickson).

OPPOSITE PAGE:TOP LEFT: During the American Public Transit Association's Convention held in Toronto in September,the CLRV's were exhibited in an interesting manner.A shuttle service was run from St.Clair West Subway Station to Wychwood Carhouse.Here the visitors could inspect the cars and tour the UTDC facility which has been set in part of the carhouse. Here 4005 emerges from the west end of ST Clair West Station. TOP RIGHT: August 1 1978 saw LRV 4002 undergoing testing on Queen St. at King St. on the Don River Bridge.BOOTOM Left: The last crossover on the TTC streetcar system feels the weight of 4000 as it backs over enroute to display at the CNE.BOTTOM RIGHT:4004 and 4005 lay over on the spare track at St.Clair West Sttaion during the APTA Convention. All phptos by Ted Wickson.



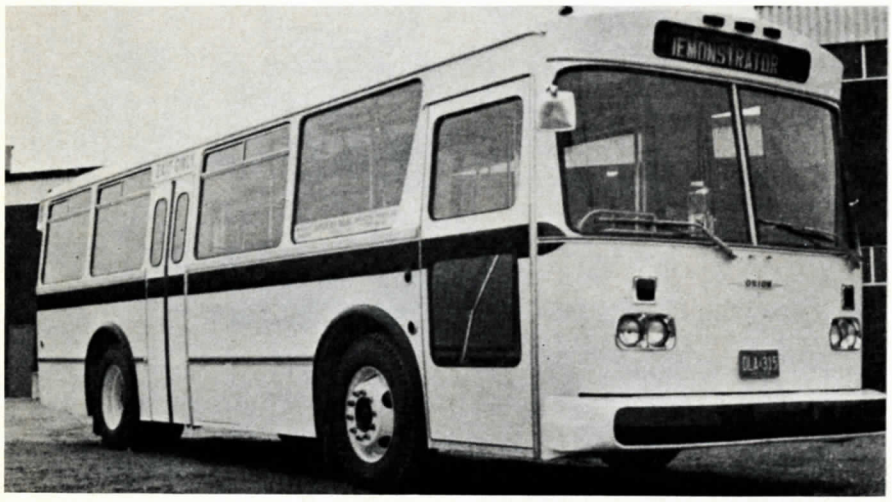

UTDC


APTA-CLRV TOUR


APTA-CLRV TOUR
4005


UTDC
4000

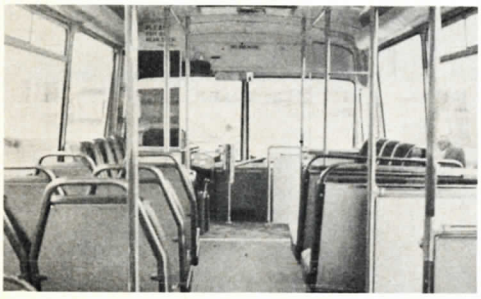
ORION



Mississauga Ontario is home to Ontario Bus Industries Inc.,which with its parent firm,'Ontario Bus and Truck Industries' occupies a relatively unobstrusive plant in one of Mississauga's industrial areas.

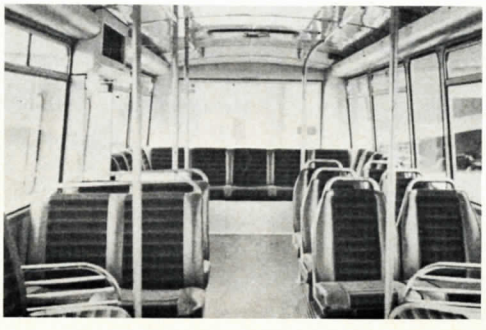
OBI is rapidly making its mark on the North American transit scene with the "Orion",a medium size all Canadian bus, albiet with European styling.The vehicle,which measures 30' long and 8' in width is finding favour in both large and small communities.Examples are now in service in Mississauga,Ottawa,Woodstock,Richmond Hill,Aurora and Brandon Manitoba to name a few.The "Orion" is also in service in the United States, in Owensboro Kentucky as well as several other cities.

In the United States,Greyhound subsidiary, TMC has acquired construction rights on the Orion in the U.S. TMC is vigourously marketing the bus as its "Citycruiser" and it is likely that the bus which started with small beginings in Mississauga.may become a common sight all over the North American continent.

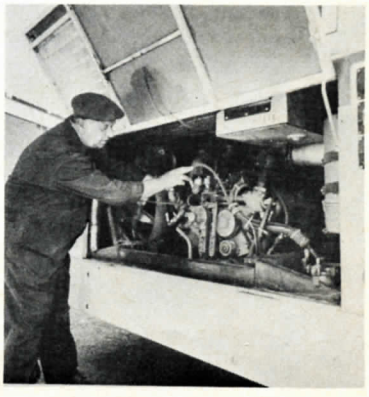


Air-operated, swing-clear doors (36", 915 mm clearance).

ORION



Accessible, rear engine compartment with slide-out feature.



ORION Specifications

INSULATION:
Roof and side panel with non-toxic styrofoam or glasswall insulated 1½" (38 mm) thick.

MIRRORS:
Left side — 8" x 8" (200 x 200 mm)
Right side — 8" (200 mm) convex
Inside — 16" x 4" (400 x 100 mm)

NOISE:
Interior and exterior noise meets Federal and Provincial regulations.

PAGING SYSTEM:
Optional.

PAINT:
Paint and Lettering shall be made to purchaser's requirements.

PANELING:
Satin coated, lower outside panels are aluminum and bolted for convenient replacement.

SEATS:
By Otaco — a range to choose from.

SEAT CAPACITY:
31 (plus up to 30 standees) — Transit layout.

STANCHIONS:
Stainless Steel.

STARTER:
12-volt.

STEERING:
Standard with adjustable steering column — optional power steering.

STEPS:
Made of Stainless Steel.

SUSPENSION:
Full Air — Automatic ride height and leveling. Rear — four 10" (255 mm) bellows. Front — two 10" (255 mm) bellows. (Firestone). Fully rubber bushed radius control rods.

SAFETY EXITS:
Right Side — front and rear door. Left Side — driver's window (sliding) and one centre push-out window. Push-out rear window. Two roof hatches — push-out 32" x 32" (800 mm x 800 mm).

TRANSMISSION:
Allison MT 640.

VENTILATION:
Two roof hatches, eight sliding windows on top of side windows and driver's window. Fresh air vent for driver.

WEIGHT:
17,800 LBS. — unladen (8,010 kg) (fueltank full).

WHEELHOUSES:
Galvanized Steel, rubberized against rust and noise.

WHEELS AND TIRES:
10 Stud Budd wheels — Tire 10 x 22.5 tubeless.

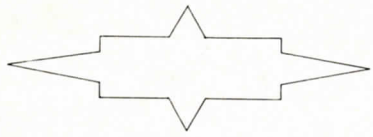
WINDOWS:
All windows in dual glazed thermopane. Windshield Safety Glass Duplate — left and right side interchangeable. Upper sliding windows tempered. Windshield washer nozzle above windshield. Filler neck for washer anti-freeze — front outside.

WINDSHIELD WIPER:
Air-operated.

WIRING:
Heavy duty numbered wiring. Flame resistant insulation, main control panel outside left front.

OPTIONAL:
WHEEL CHAIR LIFT: No changes to rear door for installation necessary.
FOR AIRPORT SERVICE: 27 seats, 2 doors and large luggage rack.
FOR SUBURBAN USE: 33 seats, 50 cubic feet (1.4 cubic metres) luggage compartment.
FOR TRANSIT USE: 31 seats (up to 30 Standees).

Transit Ratio:	5.57	2,500 RPM	50 MPH	80 KM/H
Highway Ratio:	4.63	2,500 RPM	60 MPH	96 KM/H



AIR CONDITIONING:
Optional.

ALTERNATOR:
145 Amps, air cooled.

AXLES:

Front	12,000 LBS.	5,400 kg (Rockwell)
Rear	23,000 LBS.	10,350 kg (Rockwell)

BATTERIES:
Three Group 27C-105 parallel 12 Volt or Two Group 8D-204 parallel 12 Volt mounted on slide, front of left rear wheels.

BODY:
FRAME: 1½" x 1½" x 14 gauge — 38 mm x 38 mm x 2mm steel tubing.
1½" x 1½" x 16 gauge — 38 mm x 38 mm x 1,6 mm steel tubing.
1½" x 1½" x 18 gauge — 38 mm x 38 mm x 1,2 mm steel tubing.
3" x 6" x ¼" — 76 mm x 152 mm x 6,3 mm steel tube.
Body Tubing filled with foam to prevent internal corrosion and noise.
Paneling: Steel sheetmetal 18 gauge — 1,2 mm and 20 gauge — 1 mm

BRAKES:
Air operated, automatic slack adjusters, Maxibrake, brake lining front — 6" — 150 mm and rear — 10" — 255 mm by Rockwell.

BUZZER:
Two, installed with Nylon Cords.

BUMPER:
Urethane shock absorbing front bumper, Steel bumper on rear, Tow hooks welded under bumpers.

COOLING:
One radiator mounted left rear, Thermo controlled shutter mounted in front of radiator, cooling fan belt driven.

DESTINATION SIGN:
Above windshield 10" x 53" 2 belts — fluorescent lights — also above entrance door, one belt.

DOORS:
Entrance door, moving to the inside, Exit door, treadle operated — moving to the outside parallel to body, All doors air-operated, front and rear door — full 36" clearance (915 mm).

DRIVERS COMPARTMENT:
Tinted tempered glass partition behind driver. Fully adjustable Otaco seat with seat belts. All switches on left side panel. Non-glare, easy to read instrument panel. Clothes cabinet for driver rear of driver's seat.

DIMENSION:
Length: 30' (9.2 mtr.)
Width: 8' (2.45 mtr.)
Height: 114" (2.97 mtr.)
Floor height: 32" (838 mm)
Step height: 12" (330 mm)
Turn radius: 28' (8.6 mtr.)
Wheelebase: 180" (457.2 cm)

ENGINE:
Detriot Diesel 6V53 N45 Injectors.

FUEL:
70 gallon tank mounted behind front axle. Filler door on right side.

FLOOR:
¾" (19 mm) Plywood, tongue and groove joints. Water and rot proofed.

HEATING:
Water Heater 48,000 BTU, heating windshield, entrance door and driver's compartment, vent for fresh air or circulating air. Rear — under floor 80,000 BTU water heater. Diesel fuel operated 18,000 BTU water heater — to increase heat in cold weather.

HORN:
Electric.

INTERIOR LIGHTS:
Stepwell lights, fluorescent lights — mounted behind valance boards. Advertising provision included. Spotlight on ceiling to light Farebox.

INTERIOR TRIM:
Ceiling and side trim — Glasbord Paneling.

Streetcars to Operate from St.Clair Again?

The TTC closed St. Clair Division in April 1978,transferred its streetcars to other Divisions and it was stated that the site would,before very long be sold to developers.In the interim, parts of the carhouse have been used by the UTDC as a testing area for the CLRV's.TTC buses have been stored there and the office area has been used by TTC engineering Dept. staff.

It would seem that a dispute has arisen involving the City of Toronto,local ratepayers and the TTC over the zoning of the site.Consequently,the TTC cannot for the time being,sell the property and is therefore stuck with an expensive underutilized facility.

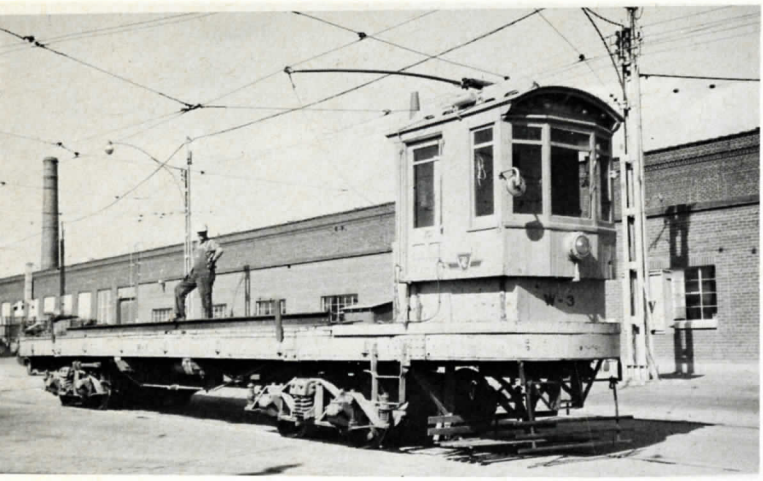
Enter Lansdowne Garage into the picture.It has been suggested thatthis garage (which operates trolley and diesel buses),be used as the site for a senior citizen or public housing development.The relevance is that it was suggested that St.Clair Division become the home for the displaced trolleybuses!

No trolleybus route was near St.Clair carhouse,but the City of Toronto has aked the TTC to consider a routing change and extension to the OSSINGTON 63F (Rogers Rd Branch) trolleybus route. This would see an extension east from Oakwood,along St.Clair and south on Christie (passing St.Clair carhouse) to the Bloor Subway Line.

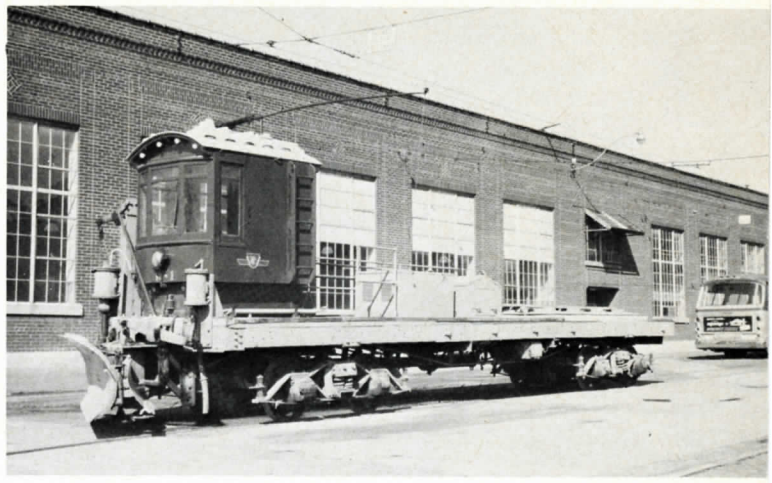
Whatever happens to the trolleybus proposal,the longer the TTC is stalled over sale of the site,the greater the possibility that streetcars will once more run out of the old Toronto Civic Railway carhouse if only temporarily.

ABOVE: T.T.C. track crews were busy installing rail for the extension of Wychwood Division and St. Clair Carhouse.Note that the scaffolding for the then new division office is in place as well as the ex Civic cars in the background.Date is October 1921.BELOW: St.Clair as it appearred in Civic Railway days.The building was expanded with more cover for the cars plus the addition of offices and more workshops. (TTC Photos)

BELOW:Early TTC days at St.Clair.The view taken,10 July 1924 is dominated by Witts amd ex TRC cars.The building has grown quite appreciably since it was taken over from the Toronto Civic Railway. (TTC)



T.T.C. construction flat motor W-3 was shipped to S.E.P.T.A. of Philadelphia on May 2, 1978. It is pictured here on September 19, 1973 with Plant Dept. yard motorman Lloyd Avery. It was renumbered from W-9 in 1966, and later had its snowplow equipment removed to replace car W-4. In January 1975 it was placed on Brill trucks replacing the Diamond A trucks shown here. Photo by John D. Knowles



T.T.C. flatcar snowplow W-1, photographed at Hillcrest Shops on September 15, 1966 by J.D. Knowles. Its plow equipment was removed in June 1973 for use again as a construction flat car. The body was then extended forward to permit mounting of the rheostat grid box forward, instead of on the rear load deck, and to provide a mount for the HB Lifeguard. It received a new steel cab of similar shape after an electrical fire in May 1974. W-1, W-3 and W-5 were shipped to SEPTA of Philadelphia on May 2, 1978.

Its Feb.5 1945 and TTC single truck sweeper S28 is heading east on Front Street at Scott;Looks as if that truck is going to make the clearance tight.(TTC)

Rail and Transit