newsletter

Upper Canada Railway Society

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newsletter

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Upper Canada Railway Society

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RAILWAY NEWS AND COMMENT

1972 OUTLOOK FOR CANADIAN RAILWAYS

1972 should be a better year for Canadian railways, according to Canadian National executive vice-president, J.W.G. Macdougall. In an address to the Canadian Railway Club in Montreal December 13th, Mr. Macdougall said his short-term prediction for 1972 was based on two factors--the predicted upswing in the American economy and the stimulative growth policies adopted by the Federal Government in this country which would lead to real growth rate of close to 6% for 1972.

Mr. Macdougall is also enthusiastic about the railways future in the longer term. He mentioned the enlightened attitude that has developed toward transportation problems based on the principle that transportation should be considered in an over-all policy. In the National Transportation Act legislation, there is the principle that, when a form of transport is required by government to provide an essential service at a loss, the carrier should receive compensation from the public purse. The railways are now working up to the stage where they can take advantage of this favourable climate, and use their legislative freedom to improve their competitive position.

Mr. Macdougall outlined some of the advantages that Canadian railways enjoy over their American counterparts. Canadian railways have the freedom to set competitive rates. They also have the ability to operate as intermodal carriers, and thereby own other forms of transport. Canadian railway can also diversify into other profitable areas such a telecommunications, hotels, real estate, and pipelines.

Mr. Macdougall based him optimism on the changes developing in two areas--passenger transportation, and the rationalization of the grain-handling system. In both cases, the railway will continue to play an important role in supplying services to the public, but the social costs of such services will be paid for by society as a whole. Mr. Macdougall said, however, that the government should make 'some really substantial financial support' for research and development in ground transportation as part of national transportation policy. Some areas in the fields of new forms of ground transportation which might be essential for adequate transport systems in the future are beyond the ability of the railways to fund the research necessary into these areas, and should be funded by the government, yet still preserve healthy competition among railways.

Mr. Macdougall cited another area in which progress must be made. He said that management must develop new philosophies and outlook to handle change and, while this has been accomplished in the marketing area, it must also come in dealings with personnel. Senior management must get more people involved in shaping the railway's future and work with unions in finding new ways to bargain and things to bargain about.

"The ritual dance leading--after months of arbitration, conciliation and confrontation--to a so-called settlement, in which the union member gets less than he expected in terms of real wages, and the company gets almost nothing in terms of increased productivity, no longer serves the interest of either party, or of the nation as a whole.

If union members are to get real benefits from collective bargaining, then the bargaining has to be about such things as job security, pensions, as well as percentage raises in wages.

And there have to be trade-offs in such matters as work rules and union jurisdiction--tradeoffs that will lead to increased productivity and enable the industry to maintain a competitive position."

NEW LEASING COMPANY FOR CANADIAN PACIFIC

In a recent interview, Canadian Pacific president Ian D. Sinclair revealed that Canadian Pacific is setting up a new company, Canpac Leasing Ltd., which will purchase a wide range of equipment for leasing to Canadian Pacific subsidiaries and commercially to other companies. The equipment to be leased will include microwave equipment for telecommunications, specially-built railway cars, and computers. Initially, Canpac will be capitalized at $5 to $6-million. Mr. Sinclair said, "I can see it growing to $25-million or $50-million in a couple of years."

UNIT GARBAGE TRAINS FOR METRO TORONTO???

Metropolitan Toronto may be railroading its garbage to a landfill site in adjacent Pickering by June of this year, as part of a pilot project to solve the garbage crisis, according to Provincial Environment Minister George Kerr. Negotiations to carry garbage in specially-designed railway cars have been underway between the Ontario Government and an unnamed railway for the last six months. The proposal calls for future garbage sites located up to 100 miles from Toronto where raw city garbage could be hauled in enclosed railway cars.

The garbage could be picked up at siding 'transfer points' within the city and hauled away to the dumping site. Upon arrival, it would be shredded, recycled or otherwise treated, and be dumped in quarries or barren sites as landfill.

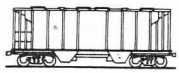
Metropolitan Toronto has been buying up quarry land in Pickering Township for more than a year to provide a 1200-acre landfill site. This site, which is near CP Rail's line to Smiths Falls, has been under serious consideration for the project. Before the site could be used, the area would have to be rezoned by the Pickering Township Council, and approved by the Ontario Municipal Board.

If the plan to use the railways proved as feasible as it looked in theory, the project could be expanded to include new sites within 100 miles of Toronto. Other Southern Ontario communities could also be invited to take advantage of the garbage trains.

UNIT GRAIN TRAIN TEST

A revolutionary new concept for loading Prairie wheat directly from hopper cars into ships was tried out for the first time, when on December 3rd a unit train loaded with 300,000 bushels of wheat left the government terminal in Saskatoon bound for Vancouver and the Neptune Terminal. At the terminal in Vancouver, the grain was unloaded from the cars and loaded into a waiting ship by conveyor belt. The essential aspect of this experimental unit train of wheat was that there should be no delays in moving cars, which were to proceed from the Prairie elevator to the loading terminal in a tightly controlled schedule.

The actual size of the test grain movement was relatively small, as an average freighter would load twice that amount, and some of the big bulk carriers will take 500,000 bushels with ease. The unit train experiment is being conducted under the auspices of the Canadian Grain Commission. The advantage is that grain will not have to be stored in a port elevator as in the past, and government inspection and weighing-in is done in Saskatoon prior to the movement. The unit train moved via Canadian National.



MAINTENANCE OF WAY ON CP RAIL

On CP Rail, maintenance of way is no longer a slow-paced, back-breaking manual task. Indeed, it has become a highly mechanized business.

Rather than conjecture up an image of large gangs of burly men wielding sledgehammers, imagine instead, an army of machine operators and mechanics operating a small force of mobile track maintenance machines.

Today, CP Rail has more than 620 section foremen, 2000 sectionmen, 245 roadmasters and assistants, all involved in track inspection and maintenance.

Keeping the CP Rail system in proper operating condition, these men utilize 48 large production tampers, 16 tie installation machines, 54 track liners, 61 switch cleaners for the winter, 36 ballast regulators, 115 power wrenches and nine switch tampers. This force of machines is equivalent to five million man-hours of work annually.

All tracks are carefully inspected at regular intervals. Main line tracks are checked from one to five times each week, depending on the speed of trains and the density of traffic using the line.

For sections of track with special problems--such as rock-falls--patrolmen are assigned, sometimes on a round-the-clock basis.

Gone are the days when ties were installed by hand and one man would average about eight ties a day. Today, mechanized gangs of 23 men install 500 to 600 ties per day, about 26 ties per man.

In the manual days, surfacing and track lining methods produced one mile of completely surfaced and lined track per section per year. The remainder of the track was spot surfaced. Now, an eight-man team, a large tamper and liner, can completely surface and line one track-mile plus per day.

Also present day improvements in building track components has aided maintenance of way. Better and stronger tracks have increased the life of rail lines, continuous welded rail has reduced the wear and tear which results from train wheels bouncing across the gap between rail ends. CP Rail has about 1000 miles of main line in welded rail.

New maintenance aids and procedures are continually being researched. In conjunction with the National Research Council, CP Rail's engineering department developed a kerosene-fire heater to keep powered track switches operational through the Canadian winter. It is now widely used by other railroads across the continent. The NRC and CP Rail also collaborated to develop a rail heater used in the laying of continuous welded rail.

THE GREAT METRO CENTRE DEBATE (CONTINUED)

Following the approval of the Metro Centre Project by the Buildings and Development Committee of the Toronto City Council in early December, the Metro Centre Project came before the City Council as a whole for consideration and approval on December 8th. There followed five more days of debate on the project, with much of the same arguments over the project being aired again, as were aired earlier.

Toronto City Council finally approved the Metro Centre Project by a 17-1 vote on December 14th. The legislation approved by Council was slightly modified. The alterations included a guarantee to preserve Union Station, at least public discussion during each future phase of the development for the present, provision of family housing within the project and the creation of more parkland.

The next stage of approval before work on Metro Centre can begin is from the Ontario Municipal Board. The board has been asked to hold full scale hearings on the project by the Confederation of Resident and Ratepayers Associations. It is expected that OMB will move on the Metro Centre legislation sometime late in January.

A meeting was held December 7th between Toronto Development Commissioner Graham Emslie, Anthony Adamson, and Stewart Andrews, Metro Centre President, to explore the possibilities of incorporating Union Station into the project. On December 16th Mr. Emslie indicated that the discussions on the preserving of Union Station were progressing satisfactorily and that there existed a 50-50 chance of saving the building. Mr. Emslie said that the city and developers would have to be satisfied on three points before agreeing to preserve the station: it must be able to be incorporated with the Metro Centre scheme, and not keep it from functioning properly; it must be able to serve a useful purpose in the development, not just exist as a "dead hulk or museum piece"; it must be determined how much it will cost to maintain the structure, and who will pay the bills.

If the Metro Centre Project gains OMB approval, work could commence within three months of approval. At the present time, soil test borings are being done in the vicinity of CP Rail's John St. roundhouse.

CP RAIL EARNINGS UP

Net earnings for CP Rail for the first nine months of 1971 were $5.2-million higher than in the same period in 1970. The entire increase occurred during the months of July, August and September.

Freight revenues during these three months were up $19.9-million, compared with a rise of $15.5-million in the first six months of last year. Expansion in house building in both Canada and the United States produced further increases in lumber movements and revived automobile sales resulted in an upswing in auto shipments.

Grain movements were up substantially and potash and wood pulp traffic showed marked increases. The volume of cargo trailers and containers grew at an accelerated rate.

1972 OUTLOOK FOR CP RAIL

Canadian Pacific expects to improve its transportation performance in 1972 in light of favourable prospects for economic growth in the country, N.R. Crump, chairman of Canadian Pacific, said in a year-end statement.

The outlook for CP Rail is encouraging with freight revenues in 1971 expected to be about 9.5% higher than in 1970.

CP Rail in 1972 will place more marketing emphasis on commodities such as petroleum, ores and concentrates. Major commodities will be analyzed to make optimum use of the capacities of cars assigned to specific products. Incentive rates for heavier carloads are enabling the railway to compete more effectively for general merchandise traffic.

The Cover

New York Central GP7 7504 and Toronto, Hamilton & Buffalo GP9 402 lead a UCRS special enroute to Brantford, on the TH&B, January 14, 1967. (John D. Thompson)

CP RAIL'S NEAR MISS PROGRAM

"A miss is as good as a mile", but to CP Rail this is not good enough where close calls at grade crossings are concerned.

All too many "near misses" between trains and highway vehicles are occurring. To combat the situation, CP Rail has started a Near Miss Program, aimed directly at the problem driver. The sharp eyes of train crews play a big part in the program.

Here is how the program works. Small cards are being supplied to crew members so that they can record cases where drivers take chances--such as, racing the train to the crossing. When incidents occur, the date, time, location, and the type of warning system at the crossing are noted on the card. Identification of the highway vehicle is made by type, direction, licence number (wherever possible) and the company name or other identification on the vehicle.

The speed of the train and its direction are listed, along with the kind of track. Finally, an estimation is made of the train's distance from the crossing at the time when the vehicle started to cross, and when it cleared the crossing.

All of this information is then used in a letter to the owner or operator of the vehicle.

"We want to impress upon the owners and operators of highway vehicles the frequency of near misses and the danger that is involved in terms of loss of life as well as expense," said D.N. Dunlop, vice-president of operation and maintenance, CP Rail.

RACED TRAIN, DRIVER IS DISMISSED

A man who raced a school bus over a level crossing in front of an approaching freight train at Markstay near Sudbury, Ontario, has been dismissed from his job. The disciplinary action was taken after the Sudbury Star published a letter from CP Rail Divisional Superintendent F.L. Moorey, which pointed out the irresponsible action of the driver.

NEW RAILWAY SAFETY TASK FORCE

A special task force of railways, labour and government has been established to investigate improved safety measures for the movement of dangerous commodities. The move results from discussions held during a year-long public inquiry into railway safety conducted by the Railway Transport Committee of the Canadian Transport Commission. The public hearings ended last September.

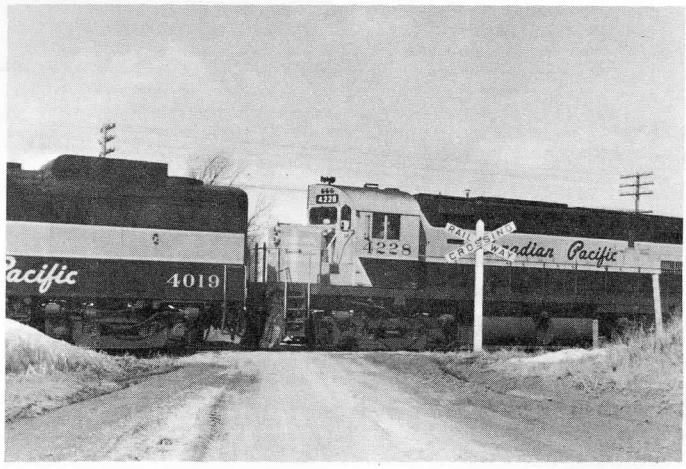
Representatives of the CTC, CN, CP Rail and the Canadian Railway Labour Association are taking part in the special study. It will cover all aspects of dangerous commodity traffic within Canada including labelling, containers, on-train precautions and emergency precautions and emergency measures to be followed in accidents.

During the public inquiry the CTC heard extensive evidence about the increasing movement of explosives, acids, liquids, gases, fuels, pesticides and other toxic chemical products. Concern was expressed about accidents which could threaten public safety and health.

The regulations now in force for the handling of such traffic, set up in cooperation with American authorities, will undergo thorough review during the investigation. Experts from industry, trade associations and other government agencies will be asked for assistance and advice.

A meeting was held in Ottawa in early December to discuss terms of reference for the study. The railways were represented by H.J.G. Pye, CN Commission Counsel, R.M. McLearn of CP Rail Law Department, W.G. McGregor, legislative representative in Ottawa for the United Transportation Union representing the CRLA.

Chairman David Jones of the Railway Transport Committee told the meeting that the CTC looks on the study as one of the highest priority in the Commission's program to modernize safety regulations in the transportation industry. He said the dangerous commodities project was started in advance of the inquiry report "because we have identified a problem which cannot wait any longer for attention." The group agreed to meet again this month with a panel of safety experts from industry organizations and other government agencies. In the meantime some preliminary studies are being carried out.



STOP! LOOK! LISTEN! Motorists who attempt to beat a CP Rail train at a level crossing will receive a notice of their misdemeanor from the railway under the Near Miss Program. (Randy Stavenow)

CP RAIL IMPLEMENTS SNOWMOBILE SAFETY PROGRAM

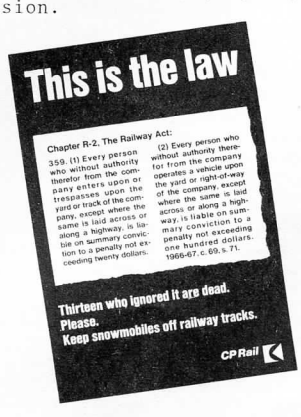
With the arrival of winter and the snowmobile season, CP Rail once again is carrying out a program to protect snowmobilers from stiff fines and from the perils of operating their machines along or near the company's railway lines.

CP Rail inspectors began making weekend patrols along railway lines in late December, to prevent potentially dangerous trespassing by snowmobile operators on railway property. In addition, CP Rail is issuing safety posters to snowmobile and sports clubs. The posters, which point out the potential danger of snowmobiling along railway tracks, are on display in CP Rail stations throughout Quebec, Ontario and New Brunswick.

Thirteen snowmobilers have died in these provinces since January 1969, due to railway related accidents. In the same period, nine have been seriously injured. Last winter, two men aboard a snowmobile were struck by a freight train at St. Jovite, Quebec. One jumped in time--the other could not hear the train over his snowmobile engine's noise and was killed.

Outside of the great personal danger to snowmobile enthusiasts, operating one of the machines along the tracks creates hazards for the railway. Travelling in groups, the drivers illegally cross the rails and pack down snow. Ice forming as a result can cause derailments. In addition, snow sleds following the railbed can accidentally slice the wires that control switches. Last year at Maskinonge, Quebec, rails were damaged to the extent of $400 and delayed a freight train for over an hour. "Our inspectors will be continuing their efforts this winter to stop further trespassing on railway rights-of-way by snowmobilers," says J.C. Machan, Chief, CP Rail Investigation. "To protect snowmobilers from themselves, we will be forced to prosecute any snowmobilers found trespassing on railway property. We are taking steps in the only way open to us."

Section 415 of the Railway Act provides for a maximum $20 fine to trespassers on railway property; paragraph 2 of this section allows a maximum $100 fine to operators of any public vehicle on railway property without the railway's permission.



PASSENGER TRAIN NEWS

* Toronto lawyer John Medcof has applied to the Federal Government for a grant to operate a commuter train from Barrie to Toronto for three months. $97,200 has been asked for in the grant application.

Mr. Medcof calculates that the train would carry upwards of 1000 passengers daily--approximately one-third of the number now carried on GO Transit's commuter buses serving the same territory. There might be a $72,000 profit to Ottawa on its investment in fares for the project.

The grant has been requested under the Local Iniatives Program of the Department of Manpower and Immigration, a program intended to create new jobs during the winter. Only one job would be created directly--a part-time supervisor for the operation on behalf of Mr. Medcof's company--Railroad Boosters. Mr. Medcof estimates that about ten additional jobs would be created with Canadian National by the establishment of the service.

The size of the grant application has been calculated on the basis of the $8100-a-week operating cost for one train from Barrie each morning and one from Toronto each evening, Monday-Friday, commencing on February 28th. When anti-pollution groups were planning a week-long campaign in the summer of 1970 to induce people to leave their cars at home, they were told by CN that it would provide the service for $8000 for a five-day week. They were not prepared to guarantee that sum and the train was never put into operation. Mr. Medcof is willing to try the operation if he can get Ottawa to risk its money.

Mr. Medcof proposes to charge fares equal to those on GO Transit buses, for a service not impeded by traffic problems, leaving Barrie at 0650, and Toronto at 1730. Travel time would be 100 minutes. There have been discussions with local bus operations along the route who would like to feed passengers to and from the trains, using school buses at the beginning and end of their operating day. Mr. Medcof said, "If we can get it running, the people won't let you take it off."

* The first major snowfall of the winter season hit the Toronto and Southern Ontario region on December 30th, causing some disruption to railway services.

About 2000 commuters were late for work when GO Transit trains heading into Toronto from the west were delayed an hour or more because of frozen switches near Mimico.

CN handed out letters to commuters in the evening rush hour, apologizing for the fact that many were made late for work. The letters said it "is only during a heavy gale that trouble is experienced," and reminded the public that before the introduction of automatic electric switches--back in the days of manually controlled switches--trains were unable to move at all during heavy snowstorms.

Snow and ice clogged CN's dispatching and signalling system at Kingston, delaying trains for Montreal and Toronto for up to two hours.

* Public hearings have been called by the House of Commons Standing Committee on Transport and Communications on the adequacy of rail or substitute passenger service in the southwestern Ontario region. Hearings are scheduled for Tillsonburg, January 24th, Chatham, January 25th, Stratford, January 26th, and Walkerton, January 27th.

* The recent report of the Canadian Transport Commission on the integration of transcontinental passenger train services examines methods by which certain facilities of Canadian National and CP Rail can be operated on a shared basis. These are:

Ticketing & reservations: Ticket and reservation offices should be integrated in a manner similar to that adopted by CN-CP Telecommunications, and followed by a consolidated passenger ticketing and reservations system.

Fares: The two railways should work out a common fare structure with interchangeable tickets. This should be based on three elements; first, a basic transportation rate; second, a lower, non-peak day rate such as the 'red, white and blue' fare concept; third, separate charges for sleeping, dining and parlor car services that cover their costs.

Terminals: Passenger terminals and related facilities and services should be shared where it is technically feasible, such as at Montreal, Winnipeg and Vancouver.

Equipment: The companies should pool reserve passenger stock at appropriate points across Canada to provide flexibility in planning and adjusting train consists.

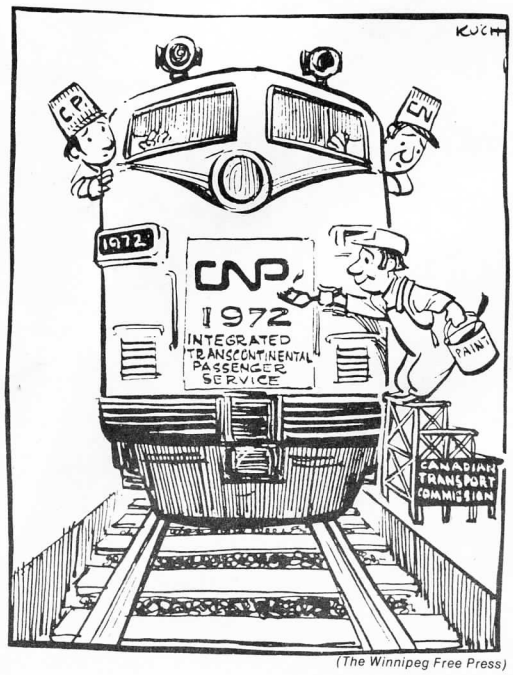
The CTC also presented various approaches to off-season cross-country train service, which it want reorganized and in operation by the autumn of this year. In looking at the various operating options, the report divided the transcontinental route into four regions.

Montreal/Toronto to Sudbury/Capreol: Between Montreal/Toronto and Northern Ontario the CTC want only one daily train in and out of Montreal and Toronto, with CP Rail going out of Montreal and CN out of Toronto. Because North Bay is a common point on both railways, the CTC suggested this become a possible transfer point for passengers and equipment with the two railways sharing the terminal operations there.

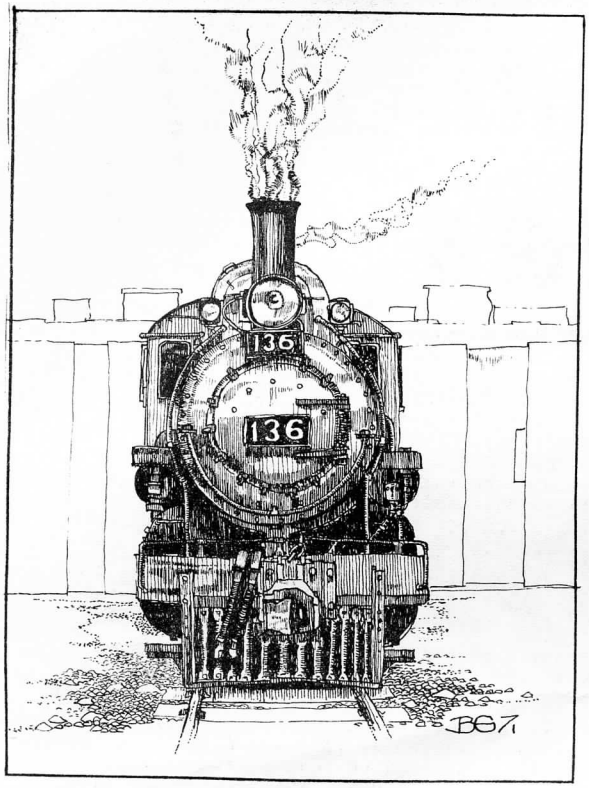
Northern Ontario to Winnipeg: Several proposals were made to an alternate-day service, using the CP Rail route one day and the CN the next, on the run between Northern Ontario and Winnipeg. This would be supplimented by local feeder trains operated on the off-days. Another idea called for daily operation of a Sudbury-Winnipeg service on CP Rail's line with local services on CN feeding into Thunder Bay and Winnipeg. Further studies are needed here.

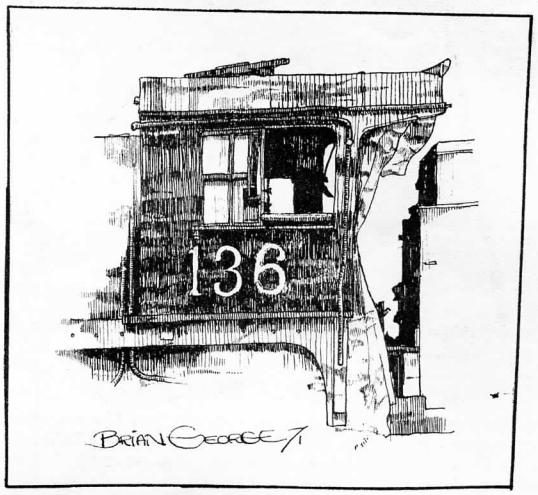
Winnipeg to Kamloops: Alternate-day service was also suggested for the Winnipeg to Kamloops run. Another variation was for a Montreal-Toronto-Vancouver train daily along one route and connecting intercity regional service on the other, bringing passengers into Winnipeg and Kamloops.

Kamloops to Vancouver: For service between Kamloops and Vancouver, the CTC received strong support for running a combined train, using either line, since the two run side-by-side. Again, there are some problems to be resolved here.



(The Winnipeg Free Press)

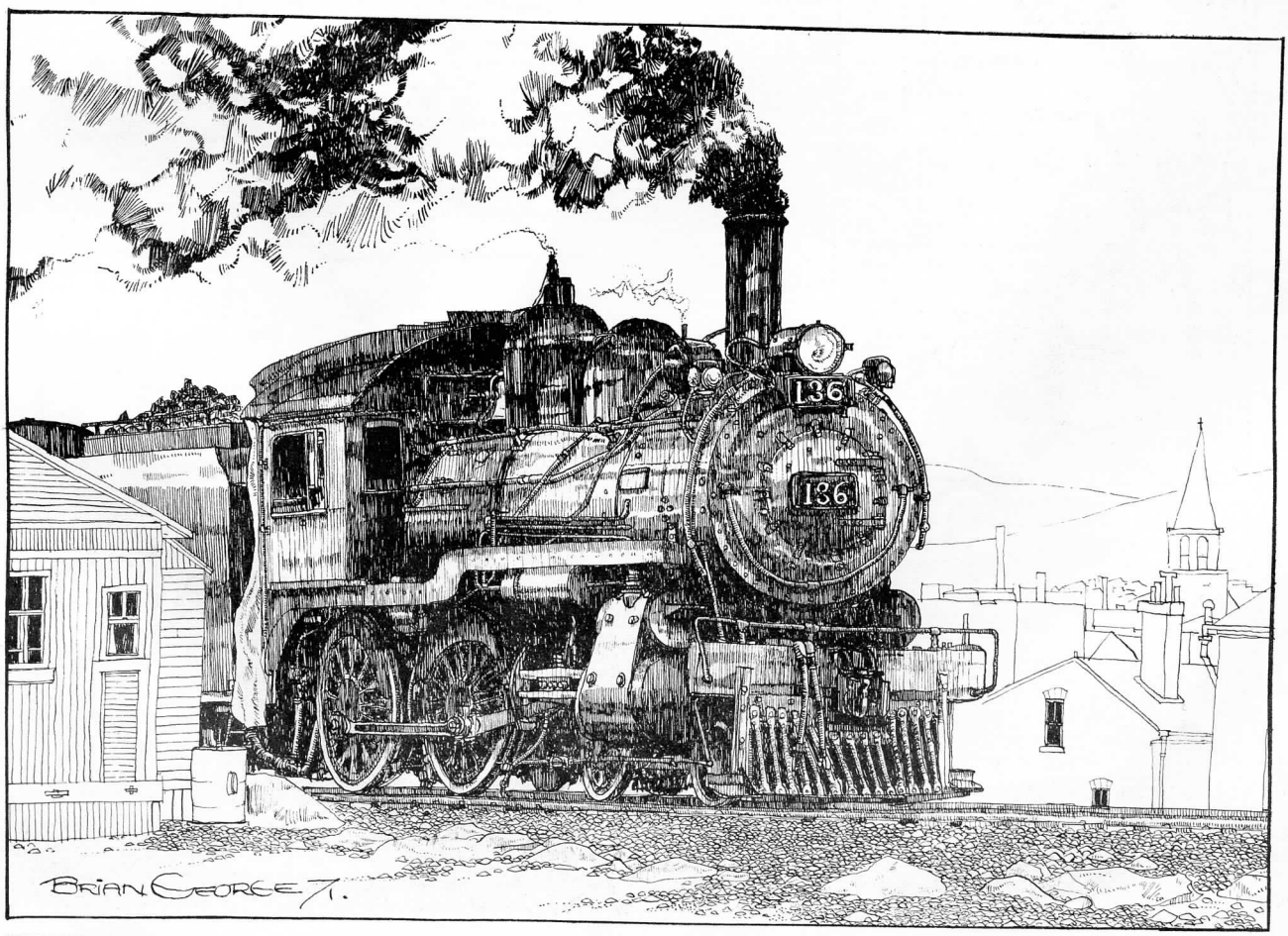




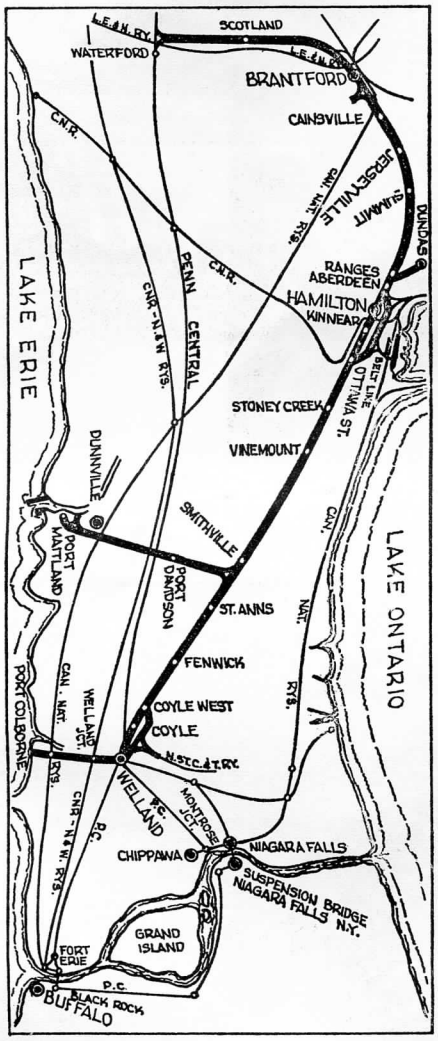
THE ART OF STEAM

By Brian George.

CANADIAN PACIFIC RAILWAY 4-4-0 NUMBER 136.



Diesel Locomotives of the TH&B



The Toronto, Hamilton and Buffalo Railway is, figuratively speaking, a railroad which reaches neither Toronto nor Buffalo on its own trackage. Instead, the TH&B reaches Toronto over lines of Canadian National upon which it enjoys trackage rights, and similarly reaches Buffalo over tracks of Penn Central. This gives one some insight into the corporate control of the railway; TH&B is owned by Penn Central and CP Rail (in a 76:24 ratio).

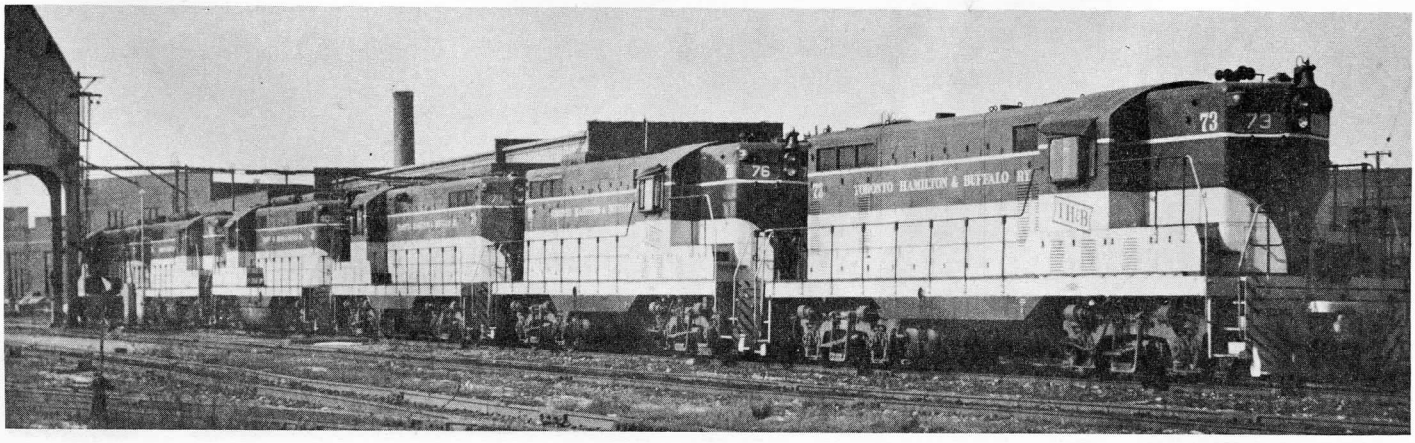
Diesels first came to the TH&B in late 1947, with the acquisition of the four NW2 switchers 51-54. In 1950 the first road switchers came to the railway (71-74); these were the first GP7 units to be built in Canada at the then new GMD plant in London, Ontario. By 1954, the road was fully dieselized. Details of the TH&B fleet are presented on the next page in a roster tabulation.

It is interesting to examine the utilization of the TH&B's diesel fleet. The switchers are generally confined to duties in Aberdeen Yard, Kinnear Yard, and the Hamilton Belt area. The road switchers see use throughout the system. The 70s are based at Chatham St.; one is usually to be found at Coyle, and during the day it takes the local freight to Port Maitland. There is a west local freight to Waterford which does switching in Brantford, and this usually has one of the 70s as power. The 400s are steam generator-equipped, and saw use on CP Rail passenger trains. Presently they are running between Hamilton and Welland.

Technically speaking, the TH&B runs only two freight trains of its own (Toronto-Buffalo). Other railways have trackage rights over the TH&B (CP Rail and Penn Central). TH&B has trackage rights over Canadian National into Toronto. Thus the motive power to be observed on the TH&B can be quite varied.

The TH&B takes excellent care of its diesel fleet. Units see inside storage at Chatham St. in Hamilton.

(BELOW) 60% of the TH&B's roadswitcher fleet is shown standing outside the diesel shops at Chatham St. in Hamilton. (John Ross)



CP Rail's "Starlite" with TH&B GP7s 71, 73 and 72 as power, rumbles through scenic Hamilton Junction, Ontario. (John D. Thompson)

John Ross caught TH&B 75 doing some work at Rifle Range Road in Hamilton West.

TH&B

EMD NW2 54 switches Aberdeen Yard in the early 1950s. This unit and three sisters brought the diesel to the TH&B in late 1947. (Robert McMann Collection)

GMD SW9 55 suns herself on a hot summer's day in 1970 outside the roundhouse at Chatham St. in Hamilton. (John Ross)

TH&B Roster Information

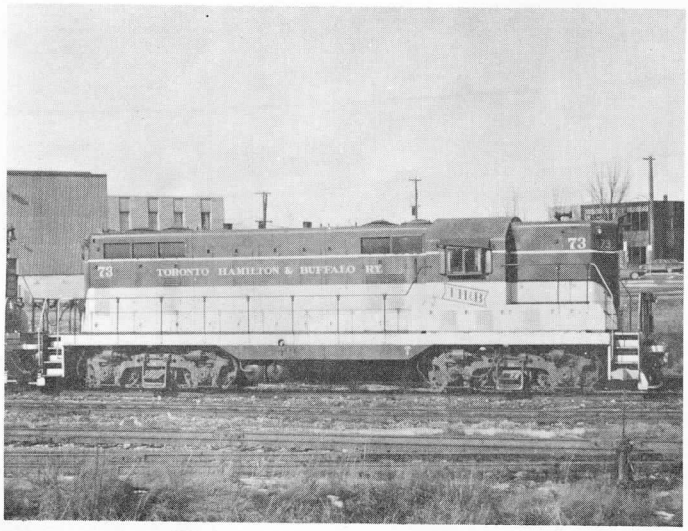
ROAD NUMBERS	BUILDER & MODEL		HORSEPOWER	TRACTIVE EFFORT	WEIGHT	SERIAL NUMBERS	DATE ACQUIRED
51 - 54	EMD	NW2	1000	52,000	250,000	5703--5706	Dec. '47
55 - 58	GMD	SW9	1200	52,000	250,000	A121--A124	Dec. '50--- Jan. '51
71 - 74	GMD	GP7	1500	52,000	250,000	A117--A120[a]	Aug.---Oct. '50
75 - 77	GMD	GP7	1500	52,000	250,000	A513--A515	June '53
401 - 403	GMD	GP9[b]	1750	52,000	264,000	A569--A571	Feb.---Mar. '54

NOTES:

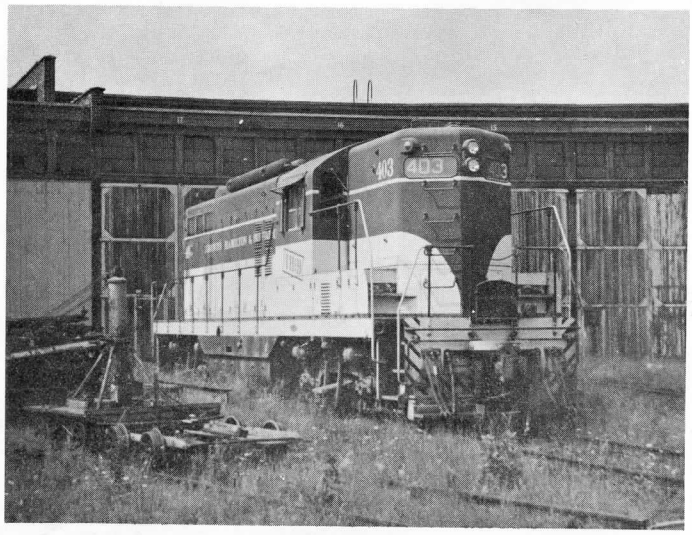
[a] Units 71-74 were the first Canadian-built GP7 roadswitchers turned out by General Motors Diesel at their London, Ontario plant.

[b] Units 401-403 are equipped with steam generators.

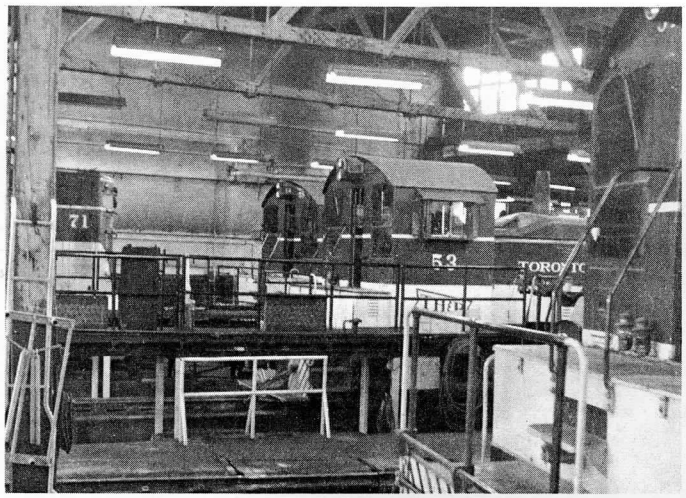
All roadswitchers have Automatic Train Control (ATC) equipment. They are not equipped with dynamic brakes.



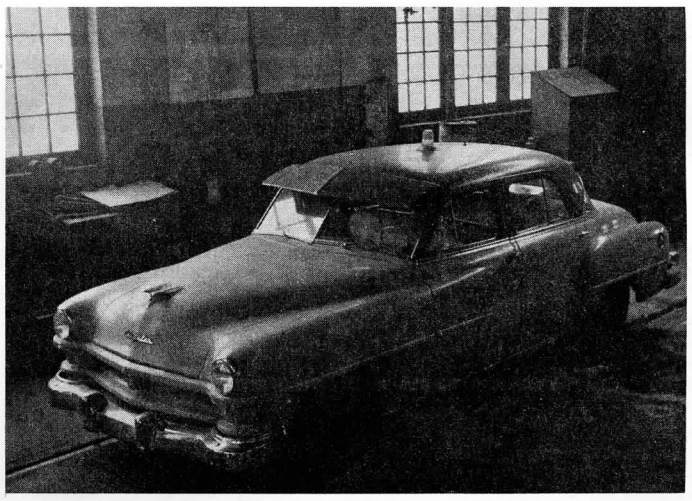
GP7 73 is one of a lot of four roadswitchers purchased by the TH&B in 1950 to commence dieselization of road freights. (John Ross)



403 is one of three steam generator equipped GP9s acquired in 1954 to dieselize all passenger services. (John Ross)

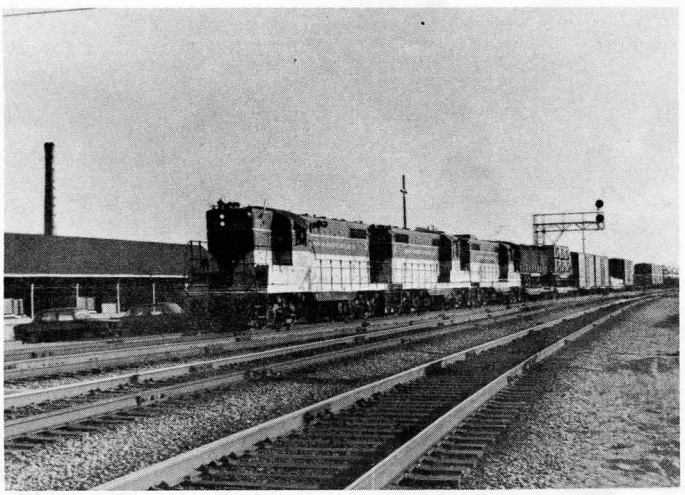


This is the interior of the Toronto, Hamilton & Buffalo's diesel repair shop at Chatham St. in Hamilton. Switchers 53 and 58, and GP7 71 are resident inside. (J. Bryce Lee)



This is TH&B Number 1, a 1954 Chrysler sedan, used by the railway as a track inspection vehicle. (J. Bryce Lee)

GP7s 77, 73, and 72 repose at Chatham St. engine terminal in this night scene recorded by John D. Thompson, January 14, 1967.



A trio of TH&B GP7s lead the "Starlite" eastbound through Burlington, Ontario. (Charles O. Begg)

TH&B GP9 401 sits at Chatham St., surrounded by some of CP Rail's motive power (on the left FP7a 4061, and on the right SW1200 8145 plus another unidentified SW1200 in the rear. (John Ross)

EQUIPMENT NOTES

CP RAIL MOTIVE POWER NOTES

* Additional leased diesels for CP Rail. The railway has leased six units from Precision National Corp. as follows: GP7s units--969, 970, 971; GP9s--3419, 3445, 3634. The units arrived in Canada in late November. They are being maintained at St. Luc in Montreal and are operating in the Atlantic, Eastern, and Prairie Regions.

As these units are presently not equipped with pilots, they are restricted in usage to trailing units.

* Bangor & Aroostook has requested the return of three of the leased road switchers that CP Rail is currently using. BAR units 60, 66, and 67 were returned via Brownville Jct. in early December.

* CP Rail has equipped leased B&M units 1508, 1512, 1513, 1515, 1517, 1518, 1519, 1536 with hand pilots and metal footboards. The restriction on the use of these engines as lead units in motive power consists has been removed.

* Additional information is now available re classes and road numbers of the SD40-2 units recently ordered from GMD (October and November 1971 NEWSLETTERS, Equipment Notes). The 24 units ordered for unit coal train service will be classed as DRF-30g and carry road numbers 5565-5588. The 40 units ordered for road freight service will be classed as DRF-30h.

* CP Rail Weston Shops have performed a modification on DRS-17a road switchers 8501, 8503, 8505, and 8506 involving the removal of the steam generator, and the installation of a ballast block and enlargement of the fuel tank. The fuel capacity of these units is now 1750 gallons.

It is expected that units 8502 and 8504 will be similarly treated in the near future.

* DRF-24c road freight units 4235-4240 have been transferred from St. Luc to Toronto Yard (Agincourt).

* RDC units 9251 and 9022 were transferred to John St. Toronto in early December. The 9022 was used as the second unit on trains 321 and 322 from December 13th to January 3rd, and was then returned to its usual assignment in Montreal.

* Which diesel is which? With two leased units numbered 162 on the property, CP Rail is keeping the two units with the same number assigned to different parts of the country in order to avoid any confusion. DM&IR 162 is assigned to operate west of Thunder Bay; Bellequip 162 is assigned to operate east of Thunder Bay.

* Robot control unit 1008 was released from Angus Shops November 5/71.

BRIEFLY.....

* General Motors Diesel of London has received an order for 10 SD40 diesel locomotives from Ferrocarriles Nacionales de Mexico. Road numbers will be 8576-8585.

Here's Precision National Corp. GP9 3634 (complete with chop nose) at CP Rail Agincourt Yard, December 12, 1971. (Randy Stavenow)

Big PC and little PC insignias adorn GP7 units 7430 and 7431 at CP Rail Agincourt Yard, December 12, 1971. (Randy Stavenow)

(BELOW) Here's what Algoma Central's new SD40's look like, AC 180 fresh from the paint shop posed behind GMD's plant at London, Ontario. (General Motors)

CANADIAN NATIONAL MOTIVE POWER NOTES

* SD40 deliveries from General Motors Diesel, London:

5214 -- Oct. 1/71
5215 -- Oct. 22/71
5216 -- Oct. 22/71
5217 -- Oct. 27/71
5218 -- Oct. 27/71
5219 -- Oct. 29/71
5220 -- Oct. 29/71
5221 -- Nov. 5/71
5222 -- Nov. 5/71
5223 -- Nov. 10/71
5224 -- Nov. 10/71
5225 -- Nov. 12/71
5226 -- Nov. 12/71
5227 -- Nov. 19/71
5228 -- Nov. 19/71
5229 -- Nov. 24/71
5230 -- Nov. 24/71
5231 -- Nov. 26/71
5232 -- Nov. 26/71
5233 -- Dec. 3/71
5234 -- Dec. 3/71
5235 -- Dec. 8/71
5236 -- Dec. 8/71
5237 -- Dec. 10/71
5238 -- Dec. 10/71
5239 -- Dec. 17/71
5240 -- Dec. 17/71

Units up to 5221 are assigned to Symington Yard, Prairie Region; units 5222-5240 assigned to Montreal Yard, St. Lawrence Region.

* More on recent CN locomotive orders...the 16 GP38-2's ordered from GMD will bear road numbers 5500-5515, class GR-20b, and will be assigned to Toronto Yard. On the 20 SD40-2's to be delivered late in 1972, they will bear numbers 5241-5260, class GF-30m (units from 5226 listed above are also class GF-30m).

CANADIAN NATIONAL EQUIPMENT NOTES

* Canadian National has placed a $2.2-million order with Hawker Siddley Canada Ltd. for a further 75 bilevel automobile flats, to be built at Hawker Siddley's Trenton, Nova Scotia plant. The cars are to be 92' 6" in length and will accommodate up to 12 cars and pickup trucks. The order will be completed by mid-May.

This order placed by CN is an indication of the growth automobile-transport traffic on the railway. These cars will be used to carry North American cars from plants in Ontario to Moncton and Halifax for distribution to Atlantic Provinces markets. They will return with European and Japanese cars imported through such terminals as the new Autoport in Halifax, and Volvo's assembly factory also at Halifax.

GO TRANSIT EQUIPMENT NOTES

* The Ontario Government has purchased ten air-conditioned passenger coaches from Norfolk and Western Railway for GO Transit and ONR use. The ten coaches (511, 532, 535, 1725-29, 1731, 1733) are currently up at ONR's North Bay shops undergoing conversion. The coaches will be introduced into GO commuter service later this month in a push-pull train (with two ONR F7's, one at each end for power) in rush hour use only; the displaced run of GO equipment will be spread around to other trains to give added capacity in rush hours. During the summer months the coaches will be used by ONR on the Polar Bear Express.

Conversion work on the coaches includes the installation of jumper and control cables beneath each coach.

TURBO DECISION SHORTLY

Spokesman for Canadian National and United Aircraft of Canada Ltd. stated in Montreal November 26th that a decision on whether the Turbotrains will ever operate again on CN between Montreal and Toronto is expected very shortly. Keith Hunt, Transportation and Maintenance Vice-president for CN, and Robert Raven, Vice-president for Helicopters and Systems for United Aircraft of Canada Ltd. said they expect a decision but do not know which way it will go.

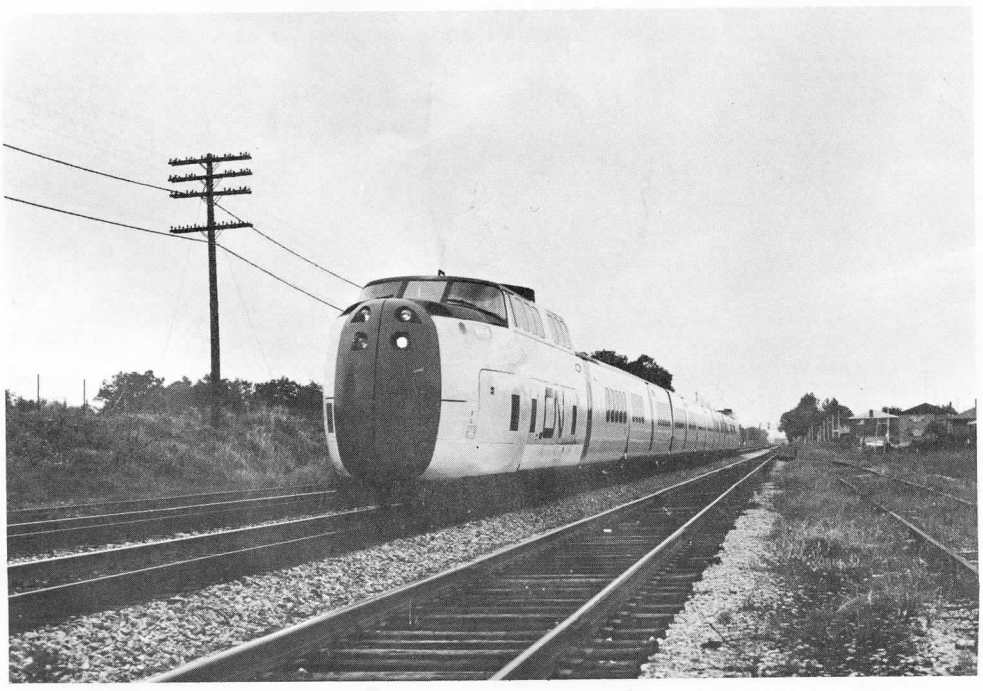
CN withdrew the trains at the beginning of last February after a series of problems in the electrical, mechanical and hydraulic systems on the trains. A review of the Turbo program was begun in conjunction with United Aircraft.

Mr. Hunt said the Turbo is currently "a very large subject between ourselves, UAC, and the Federal Government." The information for making a decision is on hand and he expects a decision any moment, he said.

Mr. Raven said UAC made a proposal to CN on the trains during the month of August and is still waiting for an answer.

The proposal is based on CN's desire for a larger train, based on the result of its research into load factors. It is based on three trains of nine cars each, instead of the present five trains of seven cars each. As one train has two power cars each, it would mean that the proposed changes would result in four power cars and four articulated sections being left over.

The weight of a train would thus be increased by about 20%; capacity would rise to about 400 passengers from 300. Horsepower of each of the four gas turbines on a trainset would be increased from 400 to 520, with a different model engine being used (the same type of turbine as in the Lockheed L-1011 Tristar jetliner). Mr. Raven said that if the plans were approved, he would guess that a modification program would take ten months.



Turbo 125/150 operating as the morning Turbotrain to Montreal climbs the Danforth grade in eastern Toronto.
(NEWSLETTER/Robert McMann)

CN

TRACTION TOPICS

* Possibly the worst collision and fire disaster ever to befall a rapid transit system in a North American metropolis befell Montreal's Metro system on the evening of December 9th. Twenty-four subway cars were totally destroyed in a major conflagration at Henri Bourassa station; the fire starting after a collision between two trains north of the station. The total damage to the trains, equipment, and station exceeded $7.5-million. There was only one death, that of the motorman who was trapped in his cab of the train that collided with a standing train.

Henri Bourassa station is the northern terminus of Line 2 (Henri Bourassa--Bonaventure) on the Montreal system. In common with all terminal stations on the subway, the two tracks extend beyond the station platforms for storage of trains. The trackage at Henri Bourassa is sufficient in length to store four nine-car trains. There is also a crossover track north of the platforms in the station connecting the outbound track to the inbound track. (A similar crossover exists south of the station). The turnback procedure in the station is different to that on the TTC system. A train dumps its passenger load on the northbound platform in the station, moves out of the station and onto the storage track to clear the crossover, reverses direction, comes through the crossover and into the station to pick up passengers at the southbound platform. (There are no island platforms on the Montreal system.)

On the evening of December 9th, a collision occurred between a reversing train and a standing train in the tunnel north of the platforms at the Henri Bourassa terminal. Almost immediately afterward fire broke out in the tunnel (the collision occurred at 2222.). Firemen were hampered in their efforts to contain the blaze because of acrid smoke and fumes and intense heat. The nitrogen-filled rubber tires exploded on account of the heat. Firefighters used airpacks to reach the blaze, but were soon overcome with smoke, as their air supply was only sufficient for 20 minutes of strenuous effort at fighting the blaze in the tunnel.

An airvent was opened near Pont Viau on Somerville Street north of Guin Boulevard, so that smoke from the blaze would escape. This backfired, as fresh air was allowed into the tunnel to fan the fire, and the smoke was blown back into the station and down the tunnel.

Service was immediately cut back to Cremazie station as soon as the fire started, and was suspended altogether when smoke from the fire was drifting down the tunnel into other stations.

As the heat and smoke from the fire grew too intense for firemen to enter the station, the decision was taken to flood the tunnel, as this was the only way the fire could be put out. An additional hazard had to be dealt with as the flooding of the tunnel began (at the rate of 350,000 gallons of water an hour), sulphuric acid seeped into the water from batteries stored in service rooms adjacent to the tunnel. This released gas and fifteen firemen had to be treated for gas poisoning. Electrical substation equipment was also damaged on account of the flooding.

As Line 2 was completely shut down because of the fire, 75 to 80 buses were pressed into service on surface route 31 on St. Denis Street. The flooding of the tunnel continued until, late on the afternoon of December 10th, the fire was extinguished, 16 hours after it started.

Firemen were able to get to the stored subway cars along a narrow ledge in the tunnel, and they found the body of the trapped motorman. The walls of the tunnel were still hot from the intense heat, and firemen hosed them down with water to cool them off, creating huge clouds of steam.

Water and smoke from the fire travelled down the tunnel as far at Jean Talon station. Service was reopened on Line 2 as far as Beaubien station late in the evening of the 10th. Service to Cremazie was not restored until the morning of the 13th.

MUCTC officials immediately launched an investigation into the disaster. Estimates of damage to the station, facilities and subway cars ranged at between $5 and $10-million. 36 subway cars were in the tunnel when the fire started; 24 of them were totally destroyed or very badly damaged, two others received heat and water damage. The cars were removed from the tunnel by winching them, one at a time, with the aid of a diesel engine, to Youville Shops. It took 12 hours to move each car one station down the line.

The tunnel structure north of the station sustained extensive damage. The track structure was buckled and portions of the concrete tunnel lining had collapsed.

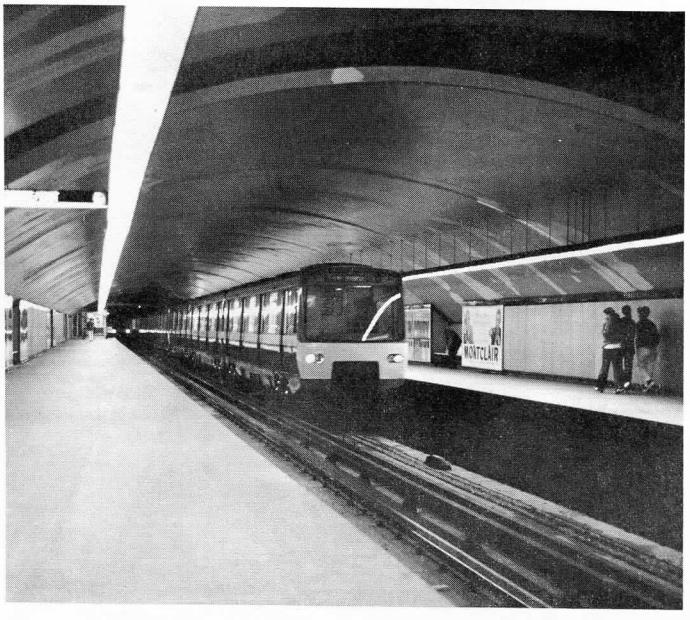
An offer of assistance was made to the MUCTC by the Toronto Transit Commission. TTC Chairman Ralph Day expressed the regrets of the commission and said that it was quite willing to help with any equipment and manpower to enable the MUCTC to restore the system to full operation.

A preliminary report on the accident revealed that the collision between the two trains was caused by a stuck throttle "jammed or held in the drive position until, or almost until, the impact" of the trains. The automatic braking mechanism functioned properly but was not able to stop the train because of the malfunctioning throttle. The fire was caused by a short circuit between two wires and a metal plate (used to reinforce the flooring), pushed together by the impact of the collision, on the second car of the stored train. The fire spread inside this car and then in a southerly direction toward the train in which the motorman was trapped.

The motorman who died was not able to escape, as his leg became wedged. Three other subway workers tried to free him, but in vain. A second attempt by four other workers failed when lights in the tunnel went out.

The Montreal Urban Community will have to borrow to cover the first $5-million in damages as a result of the collision and fire. Twenty-year bonds will be issued to cover the cost of replacing the destroyed subway cars. Damage to the Henri Bourassa station is estimated at over $5-million and would be covered by insurance.

A nine-car MUCTC subway train prepares to reverse direction at Henri Bourassa terminal of Line 2.
(Robert McMann)



* Streetcars in Toronto may be detested by the motorists, but to their patrons and to the Toronto Transit Commission, they are still kings of the road. The TTC's streetcars are again coming back into favour with TTC officials. "Pound for pound, the streetcar is the best vehicle we've ever had in the transit field," says J. H. Kearns, general manager of operations.

In common with other operators of streetcars in North America, the TTC is faced with a rapidly aging fleet of vehicles. The median age of the TTC's 394-strong fleet is 21 years, and many of them are "badly deteriorated." It is becoming increasing hard to obtain parts for PCC cars from manufacturers, and as a result the TTC is forced to manufacture its own.

Aware that streetcars will continue to operate in Toronto for an indeterminate time (not 1980, as previously forecast), the TTC has begun a program of rehabilition of the streetcar fleet. At their November 24th meeting, TTC Commissioners approved the expenditure of $800,000 for the refurbishing and rehabilitation of fifty assorted cars during 1972.

What does this program entail? Firstly the fifty cars to be selected will be coming from the A6, A7, and A8 classes. The work to be done on each car will cost in the neighbourhood of $16,000. Highlights of the work to be done includes the following: renewal of the rear half of the metal roof; recapping of the two main body cross members and renewal of the truck bolster member in the frame; installation of a new wooden floor; replacement of the entrance door steps with a fibreglass moulding; installation of stainless steel sandboxes; renewal of the heating ducts; installation of light colour flooring; complete reupholstering of all seats with a new orange coloured material (similar in colour to the seats in the Western Flyer trolley coaches); installation of new dark brown panelling below the window line to match the seat colour (again a similar scheme to that in the new trolley coaches); installation of beige ceiling panels to complete the interior redecoration; removal and overhaul of all electrical equipment (motors, accelerator, linebreaker, contactors, ect.); renewal of up to 80% of the car's wiring. The only visible exterior difference to the exterior will be the installation of a different design of dash lighting. Cars will be painted in the traditional TTC colour scheme--the red being subway red.

At the present time a prototype car is nearing the completion of its refurbishing program--4362. It is expected that the car will be released from Hillcrest at the end of January. The Society hopes to operate an excursion with this car sometime during February or early March. Work on a second car--4369--is currently underway at Hillcrest as well.

Below is a sketch of the new Toronto car design as proposed by Hawker-Siddley. (Hawker-Siddley Canada Ltd.)

* Would you believe that there may be a new generation of streetcars in Toronto's future? Read on.

The Financial Post of September 18, 1971, intimated in an article "U.S. Cities Go Transit--It's Good News Here" that Hawker Siddley Canada Ltd. was collaborating with the TTC on the preparation of a new streetcar design for use by the TTC, and possibly Vancouver (!). Further mention of this new development came on November 24th when TTC General Manager of Operations J. H. Kearns told the TTC Commissioners that the TTC might buy 170 new cars to re-equip the heavily-travelled QUEEN and KING crosstown lines within a few years. Finally Torontonians got to see what the proposed car design looked like; the Toronto Star ran a photograph of a sketch of the car in the back pages of its December 23rd issue.

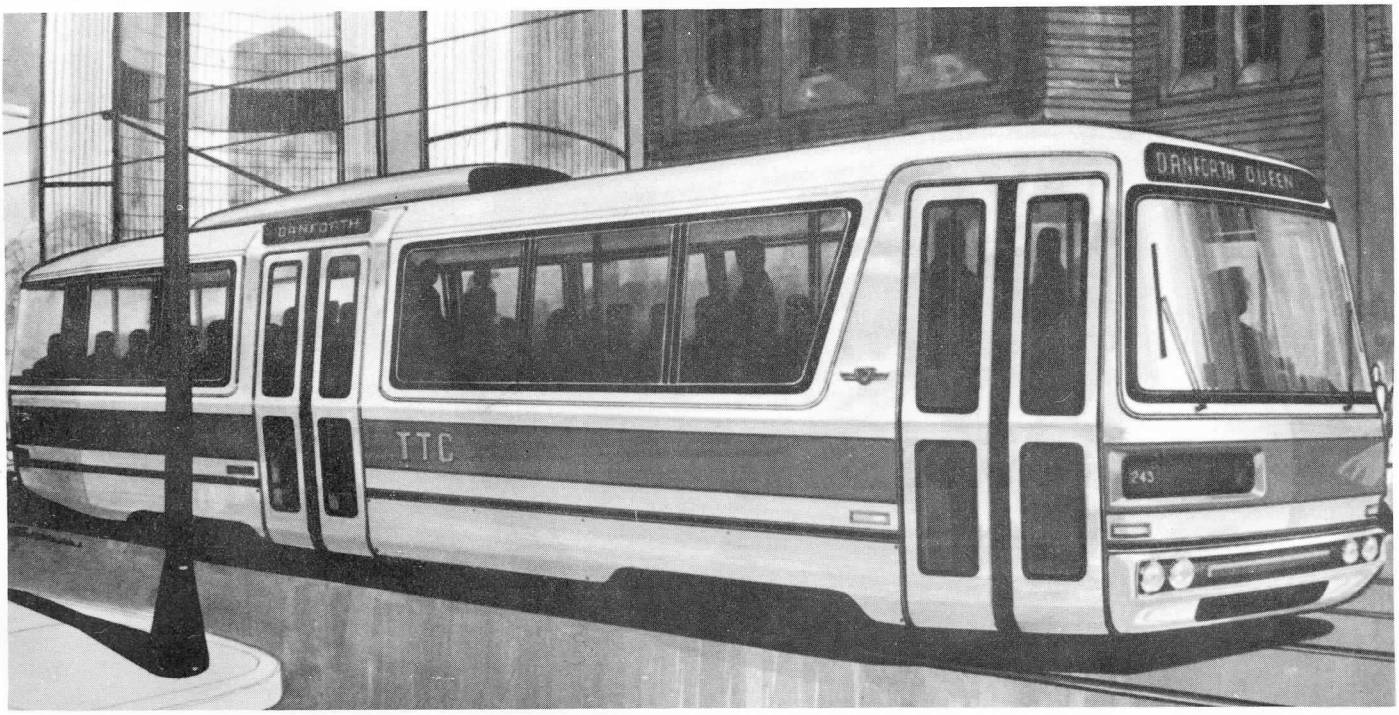
To any transport fans interested in the future of transit in the Toronto area, the possibility of new streetcars is quite exciting. At last, there is in existence a car design for Toronto that can stand beside some of the designs being touted for certain cities in the United States.

The design as proposed by Hawker-Siddley is for a single-end non-articulated car (Toronto has never had any experience with articulated cars). The design as depicted below is quite pleasing to the eye, and is reminiscent of the Model B PCC car design built by Pullman-Standard in 1934.

Work is still progressing on the design of this car. (The sketch released is only a preliminary design.) Before the TTC agrees to the purchase of cars based on this design, it is possible that a number of changes will be made to the design.

What may these cars incorporate in the way of different features that the present PCC cars do not have? Some of the features being considered are: solid state (chopper) control [TTC personnel should have considerable experience with this type of control, as six of the H-2 class subway cars will receive chopper control this year for experimental use]; disc type air brakes, rather than dynamic brakes; a rubber suspension system; exterior body sheeting of aluminum; pressure ventilation and large sealed windows as on current subway cars of the TTC; bus-type blinker doors; fluorescent car-card lighting. The Commission has hopes that it will be able to purchase the cars for approximately $135,000 each, as compared with $185,000 for a subway car.

Maybe in a few years' time, Torontonians may be riding in a new generation of streetcar. The TTC has gained world-wide recognition in the transit field, and this new streetcar design will bring even more fame. It is even possible that Hawker Siddley might be able to sell cars of this design to certain American systems who will be looking for replacements for their PCC car fleets but who have not yet embarked on the design of a replacement vehicle of their own.



* The Toronto Transit Commission is taking a serious look at the possibility of opening part of the North Yonge subway extension to York Mills late this year or early in 1973. Although final engineering reports are not yet ready, TTC Chairman Ralph Day said December 3rd that studies to date show that the plan is practicable.

Day suggested that the extension be opened as far as York Mills station after it became apparent that the target date of March 31, 1974 to complete the subway as far as Sheppard Avenue in Willowdale could not be met. The $140-million project has been delayed since last July 5th by a dispute between S. McNally & Sons and Local 183 of the International Labourers Union, on a crucial tunnel contract north from York Mills.

TTC Commissioner Gordon Hurlburt said that TTC bus routes serving Wilson, York Mills, North Yonge, Bayview and areas in the northern part of Metro Toronto could be fed into York Mills station. In addition, an express Gray Coach bus service to Toronto International Airport could be operate out of York Mills.

* The TTC has ordered Robert McAlpine Ltd. to rebuild parts of the North Yonge subway tunnel north of Eglinton that are one to three inches out of specified alignment. The rebuilding involves 58 out of 10,000 concrete rings that form the wall of the tunnel. The number of rings that have to be moved are a lot less than was feared by the TTC. The rebuilding work will take up to two months.

* Two professional engineers submitted a report to the TTC on November 30th, in which they claimed that they could help solve Metropolitan Toronto's transport problems with a 22.1-mile rapid transit system that could be built at a saving of $200-million over conventional subway construction methods. Jack R. Kipping and Eduards Perkons said their system would use existing railway rights-of-way and be built at ground level or on elevated structures. The two men, members of Eduard Perkons and Associates Ltd., said that the system could be built at an average cost of $12-million a mile for $265-million. In comparison, a subway system of the same length would cost $465-million.

The report (done by the men at their own expense) envisages two semi-circular routes--one running from the northwest part of Metro to the northeast via Dupont St. and the second from the western end of Metro to the east via the waterfront. The first route would start at the CN and CP Rail stations in Weston, follow the railway corridor to CN West Toronto, then parallel the CP Rail North Toronto Sub easterly to the old North Toronto Station, and continue easterly and north-easterly to the CP Rail station in Leaside, then northerly through Don Mills to the CN station at Oriole. The second route would begin at CN West Toronto, follow the railway corridor southeasterly through Parkdale and easterly through Union Station (Metro Centre), and then up CN's Kingston Sub as far as the TTC's Greenwood Yard at Greenwood Avenue in the east end. The report also points out that this second route could easily be extended to Malton Airport. A second link between the lines could be built from Greenwood northerly into Leaside.

The proposed system is based on the use of existing TTC rolling stock and equipment and does not depend on any further technological breakthrough. Streetcar or subway car type vehicles could be used on either elevated or surface routes. It is claimed that the system would not interfere with railway traffic.

The report is currently being studied by TTC officials.

* Human error has been laid as the blame for a collision between two new BART two-car train sets at the Coliseum Station in Oakland, California, on the morning of November 2, 1971. The accident occurred early in the morning when a test train crashed into a standing train at the elevated station. The impact of the crash shattered the fibreglass cabs of both cars. The impact of the crash pushed the standing train back 50 feet along the platform.

Both trains were used in test operation and were loaded with instrumentation. Tapes of data from the operating train were analysed during the inquiry on the accident. With automatic operation, the likelihood of a collision occurring such as this would be remote.

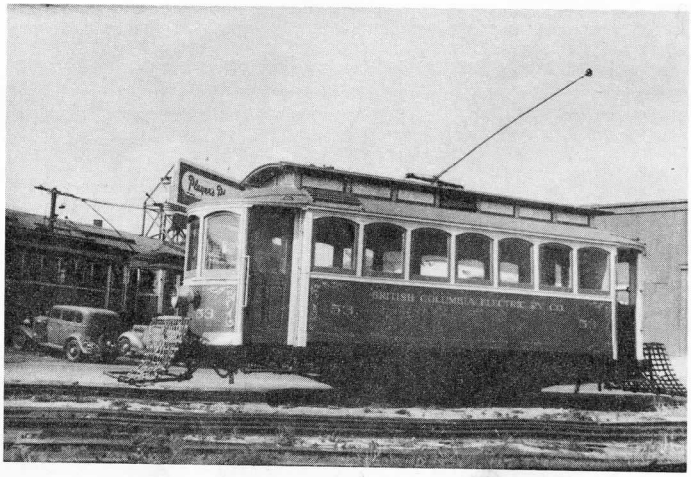
* Metropolitan Toronto Executive Committee recommended on December 7th that Metropolitan Toronto pay $16,698,000 in 1971 transit expenses, including an estimated operating deficit of $4.5-million of the TTC. The recommendation was made to enable Metro to apply before the end of 1971 for a 50% subsidy from the Ontario government.

Metro Chairman Albert Campbell said the provincial government has still not worked out just what deficits would qualify for the 50% subsidy, but was told to put everything in when making the application. He also said the most Metro would have to pay of the $4.5-million operating deficit would be $2.5-million. The other $12,198,000 includes $9,209,000 in debt charges, $2.6-million for reduced fares for pensioners, $169,000 for free transportation of blind persons and war amputees, and $220,000 deficits on the island ferry operations.

* Up to 2000 men may be working this winter on the North Yonge subway extension from Sheppard to Finch. All but a few contracts on this portion of the extension have been awarded and tenders will be called soon on the few contracts still to be let.

The TTC has awarded a $4,070,806 contract to Kilmer, Van Nostrand Co. Ltd. for a section of subway structure from Parkview to Finch Ave. Another six tenders have been opened for another section of tunnel including the Finch terminal. Of these six bids, three of them were below the TTC's estimate.

Trolley coach notes: As of December 31, 1971 new Western Flyer trolleycoach 9332 was the highest numbered vehicle in service (out of Eglinton Division).....T44 and T48A coaches still on the roster as of the same date--at Eglinton: 9046, 9047, 9062, 9069, 9079, 9103, 9108, 9116; at Lansdowne: 9122, 9141.....Marmon-Herrington coaches still on the roster as of the same date--9125-27, 9129-35, 9137-39, 9145-49, 9151, 9152.....The adventures of wandering TTC trolleycoach 9213 continue into this year. 9213 entered demonstration service in Edmonton on January 6th. Other cities 9213 will visit this year will be Calgary and Hamilton. During autumn 1971 9213 was displayed in Philadelphia, Chicago, and Detroit (the vehicle may have operated in Detroit!)..... Have you seen the rubber balls on the trolley ropes on the new trolleycoaches?? Their aim is to restrict the downward pull of the rope in the event of a dewirement, preventing the poles from damaging the roof. Trolley poles on all new coaches have also been bent slightly upward to give better tracking on low overhead..... A transit study currently underway in Kitchener (K-W Transit Study) has started a propaganda campaign to have the Kitchener PUC drop its trolleycoach operation.



Wally Young points out that the streetcar in the Old Spaghetti Factory in Vancouver is the real thing---- B.C. Electric single truck car 53. The car has survived to this late date because it was converted into a sand and salt car by BCER, and was used up to the end of streetcar service in Vancouver in 1955. It was then refurbished and placed on display in Exhibition Park in Vancouver. Three years ago it was moved to the restaurant location, when Vancouver's Gastown district began to be popular.

BCER 53 is shown at the Kitsilano carbarn in 1947, in this view furnished by Wally Young.

News...

A MESSAGE FROM YOUR EDITOR

Another year is with us, and with the change your Editor is busy trying to keep the pages of the NEWSLETTER filled throughout 1972. Here is where you can help him. The Editor's files are once again bare, and he would like to see them filled with photographs, articles and other features that will see publication in the NEWSLETTER this year.

Particularly needed are photographs--photographs that would be suitable for cover use or use as filler material in connection with news items and articles. Particularly needed are photographs of Ontario Northland and Algoma Central diesels (roster shots and action views) for some planned features on these railways. Also needed are shots of CP Rail E8 diesels in action, also for a planned feature on these interesting locomotives.

How about rooting through your photographic collection to see if you have some of these items? Send them in to the Editor and they will be considered for use in these planned features. Colour slides also can be used; the Editor has facilities available for conversion of colour slides into black and white copy negatives.

Help the Editor out; see your name in print beside one of your photographs in the pages of the NEWSLETTER.

UCRS TROLLEY FANTRIP

Reserve Sunday, February 20, 1972 on your calendar. This is the date of the Society's winter trolley excursion, using the first car to be completed in the TTC's rehabilitation program--4362. The trip will run six hours, leaving Russell Division at 1000. There will be numerous photostops and a lunch hour included, as well. Fare for the trip is $4.00; order your tickets early, as the capacity of the car is only 45, and there will be a 50¢ surcharge on tickets bought on the day of the trip. Order your tickets today from the UCRS Trip Committee, Box 122, Terminal A, Toronto 116, Ontario. (U.S. residents please add 25¢ for bank handling charges on cheques drawn on U.S. banking institutions.)

PHOTOGRAPHIC EXHIBITION

Toronto-area Society members will be interested in an exhibition of railway photographs--Faces and Places Along the Railroad--at the George Locke Library at Yonge and Lawrence in North Toronto. There are 48 photographs in the display--pictures of old railway stations and portraits of people connected with railways. The photographs are the work of Elizabeth Willmot. Miss Willmot is particularly interested in railroading--especially railway stations, and station photography is her specialty.

The exhibition will run at the George Locke Library until the end of February.

Readers' Exchange

FOR SALE: Trains Magazine, years 1960-71, complete, will sell all or by year at $4.00 per year or $3.25 per year for the whole lot. Canadian Rail, 1960-71, complete. X2200 South, 1970-71, complete, $2.00 per year. William E. Weighill, Apt. 224, 110 Broadway Ave., Toronto 315, Ontario. 489-6931.

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1972 SPORTSMENS SHOW

The Upper Canada Railway Society will once again be in the 1972 Sportsmens Show. If you would like to mark these dates in your calendar, the Sportsmens Show this year will run from March 17th to March 26th. Location of the show is in the Coliseum at the Canadian National Exhibition.

The accompanying photograph (taken by Ken Gansel) depicts the Society's exhibit in the 1971 show. The Society's display this year will be in the east wing of the Coliseum on the second floor, in the same general location as last year's display. The display will feature railway artifacts, photographs, information on what the UCRS is all about, and displays of Society publications (including the NEWSLETTER).

Help will be needed to make this year's display by the Society an even bigger success than last year's display. If you can provide assistance, either in the form of help to staff the display, the provision of railroadiana to show in the display, or assistance in setting it up, George Meek will be very glad to hear from you. You can reach George Meek by writing to him at 137 Albany Avenue, Toronto 179, Ontario, or by telephoning him at 532-5617.

Coming Events

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

Feb. 18: (Fri.) Annual Meeting of the Society. Reports of Officers and Committees for 1971. Election of new Board of Directors for 1972.

Feb. 25: (Fri.) Hamilton Chapter meeting, 8:00 p.m. in the CN James Street Station, James Street North.

March 17: (Fri.) Regular meeting. Railroadiana Auction. See Auction Rules printed below.

March 24: (Fri.) Hamilton Chapter meeting, 8:00 p.m. in the CN James Street Station, James Street North.

1972 UCRS RAILROADIANA AUCTION RULES

Objects to be auctioned should be brought in by 7:30 p.m. to allow for necessary bookkeeping.
All types of railway objects are acceptable; books, pictures, magazines, timetables, tickets, artifacts, etc.
Persons bringing several objects should supply a list of the objects to assist the recorder.
A tag label or pencil note containing a code a number for each object corresponding to the list will greatly assist the auction recorder to get the proceeds to the proper party.
15% of the selling price will go to the Society and the remaining 85% to the seller.
5% Provincial Sales Tax will be collected from the purchaser on the selling price. Note that timetables, albums, catalogs and manufacturers' literature are taxable. Magazines and some books are exempt.
Reserve bids of five dollars and over will be allowed. If the object is not sold, fifty cents will be collected from the would-be seller for the Society.
The auctioneer's decision on who bid and how much is final.