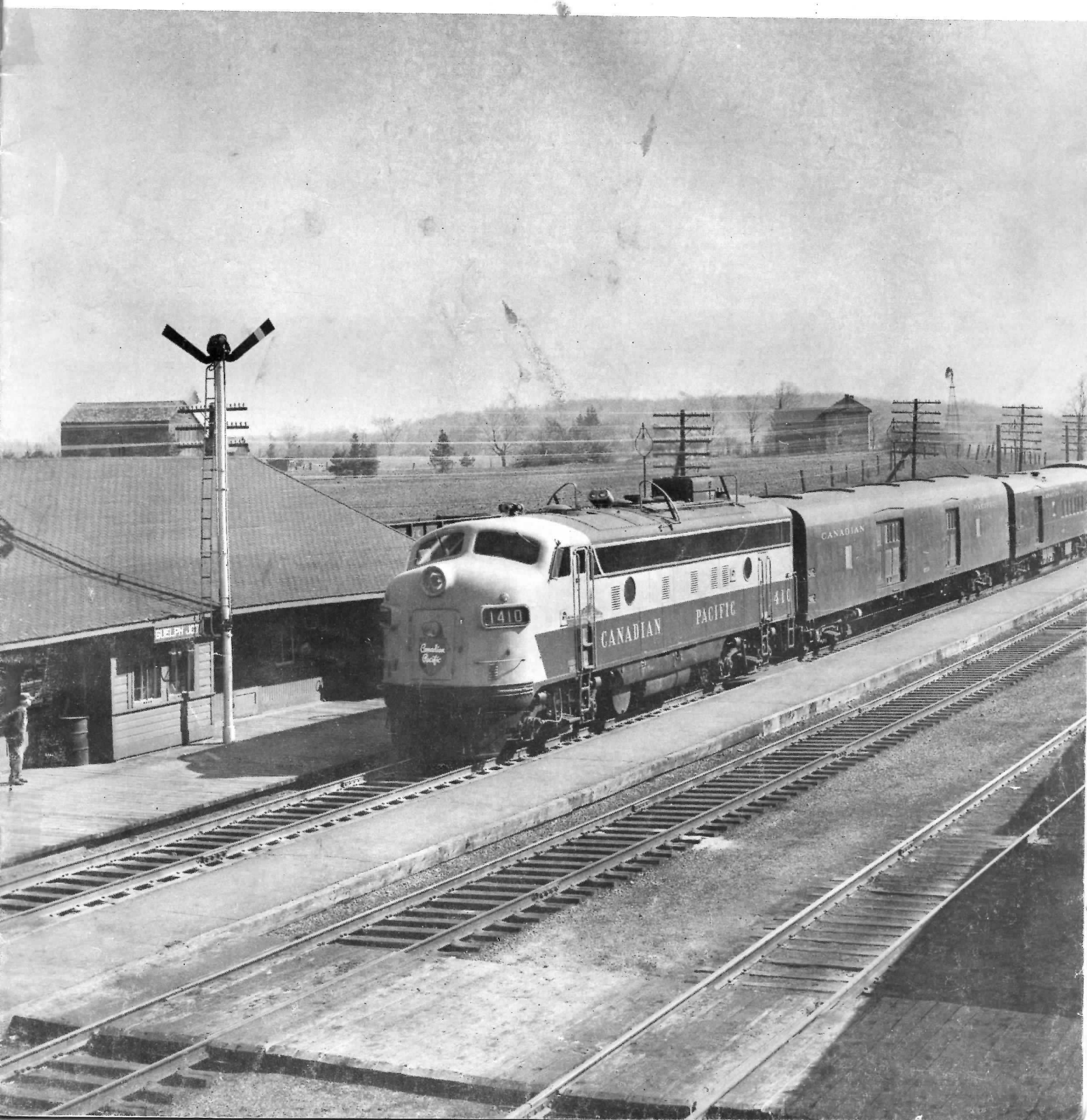


newsletter

Upper Canada Railway Society



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newsletter

Number 314, March 1972.

Upper Canada Railway Society



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RAILWAY NEWS AND COMMENT

WEATHER PLAYS HAVOC WITH SULPHUR SHIPMENTS TO VANCOUVER

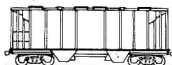
Export sulphur shipments from Alberta to Vancouver are in a critical situation because of severe winter weather conditions in late January and early February that have delayed rail shipments of bulk commodities and freight through the mountain regions of British Columbia to the coast. The situation with sulphur is further aggravated with the loss of sulphur dumping facilities in an explosion at Pacific Coast Terminals Ltd., which handled half the volume of overseas shipments of the mineral going out through the port.

Officials of Trimac Transportation System Ltd. are very concerned over the situation, having to meet export commitments (250,000 tons of the mineral to be moved by the end of February). Officials of Canadian National and CP Rail said it would take weeks before the railways would be able to catch up with the backlog of freight that was stranded on sidings and backed up into Alberta because of the heavy winter storms and snowslides that blocked rail lines. This winter was one of the worst in living memory and any warming spells could set off more slides of snow in the mountain passes. As of February 5th, four sulphur unit trains were waiting in Alberta for rail lines to be cleared.

Monthly shipments of sulphur through Vancouver average 133,000 tons but this fluctuates widely, ranging from 60,000 tons to more than 150,000 tons per month because of seasonal variations in the end use of sulphur, such as in the production of fertilizer. Overseas shipments of the mineral, mainly to Europe and Pacific Rim countries has grown from just over 600,000 tons in 1966 to 1.6-million tons in 1971.

Sulphur is moved in trains ranging from 60 to 95 cars in length from northwestern and central Alberta--and these trains take 72 hours and a haulage of 650 to 900 miles to reach the coast. Because of the long haulage Alberta sulphur suffers a disadvantage in world sulphur markets because of higher transportation costs. Most other sulphur producers have their operations situated on tidewater.

Trimac has entered into a lease agreement with the National Harbours Board to take over 50 acres of land near Roberts Bank and develop a bulk terminal for sulphur that will make use of unit train operations and have a larger stockpile capacity. This proposal has met resistance from Vancouver Wharves and Pacific Coast Terminals. The two companies have told the Vancouver Port Authority that existing bulk terminal facilities are capable of handling all sulphur exports through the Port of Vancouver.



ARMY ARTILLERY USED TO SHELL AVALANCHES

A crack army gun crew is in the front line of the fight to keep CP Rail trains moving through Rogers Pass in British Columbia's Selkirk Mountains. The enemy is one of winter's most awesome weapons--the avalanche. Before the forces of snow and ice can mass to slide proportions and crash down on the railway line and the Trans-Canada Highway, a powerful howitzer zeroes in on preselected targets and smashes the threat with high-explosive shells.

These regular winter shoots are part of an avalanche control system which began in the early '60's and is now hailed as one of the most efficient in the world. To CP Rail, it has meant trouble-free operation through this historic pass on a scale which might have never otherwise been achieved.

CP Rail Revelstoke Division Superintendent Al Hill reports that in spite of one of the heaviest snowfalls on record the railway line has been kept completely free from avalanches throughout the winter, though trains are temporarily halted while the army shoots are in progress.

Records dating back to when Canadian Pacific pioneers first punched the railway through the Selkirks show that the personnel who staff the avalanche defense program face unequalled snow hazards along the 27-mile length of the pass as it winds through Glacier National Park. The highway and the railway line are exposed to avalanches for their entire route through the park with 86 separate danger points. Snowfall at the elevation where the avalanches form averages around the 700-inch mark each year.

Glacier National Park comes under the jurisdiction of the Federal Department of Indian Affairs and Northern Development. Fred Schleiss is one of the department's ace forecasters and he is the man who alerts the armed forces.

While park wardens call the temporary halt to rail and road traffic, an eight-man gun detachment from the Royal Canadian Horse Artillery springs into action with its 75 mm or 105 mm howitzers, often in sub-zero temperatures. Sometimes CP Rail requests that the gun crew be sent into action. Constant patrolling of the railway tracks helps bring snow hazards and potential slide problems to the attention of the forecasters.

For ease of operation, the slide areas all have names. One bears the unusual title of "Nellie's Jack McDonald." Jack McDonald was an old railroader or prospector who fell victim to an avalanche back in 1935. According to the legend, this McDonald had a girl friend called Nellie and so her name was added to his to christen one of the worst slide paths in the pass.

Thanks to forecaster Fred Schleiss, the gun crews and the avalanche defense program, "Nellie's Jack McDonald" can kill no more. The vital rail and road links through the Selkirks win their fight with nature to stay open all year round.

ROBERTS BANK COAL PORT EXPANSION

Stockpiling facilities have recently been expanded at the Roberts Bank super coal port near Vancouver which is served by CP Rail unit coal trains. The \$4.4-million expansion program carried out by Westshore Terminals has pushed total storage capacity at the 55-acre terminal up towards the 1.5-million-ton mark, doubling the previous total storage capacity.

Two additional flat-topped storage heaps can now be built parallel to the existing piles. Each will be 85 feet high, 290 feet wide and 1300 feet long providing storage for approximately 350,000 tons apiece. The new stockpiles and machinery will be connected with the existing system by three 72-inch wide conveyors.

New equipment will consist of a stacker-reclaimer, a reclaimer-feeder, the three additional conveyors and an eight-car railway siding. Office and parking facilities are also to be expanded.

The rail-mounted stacker-reclaimer has a 208 foot slewing boom and bucket wheel able to dump or scoop up at a rate of 4000 tons per hour.

A spraying system on the stacker-reclaimer and spray rings on the bucket wheel, and at the end of the stacking conveyors are designed to stop the coal dust rising when coal is being moved.

PGE TO WHITEHORSE???

A formal agreement is expected soon between the Federal Government and the British Columbia Government on a plan to connect Vancouver and Whitehorse by railway, using the Pacific Great Eastern. The railway is working on the final 180 miles of a 420-mile extension from Prince George to Dease Lake in northwestern British Columbia, which is expected to be completed in 1974.

The PGE would presumably be responsible for extending its line a further 140 miles to the B.C.-Yukon border, and construction from there to Whitehorse would be under federal auspices. Vancouver to Dease Lake is 930 miles. The scheme also envisages construction of a branch line from the PGE to connect at Hazelton, B.C., with the Prince Rupert-Edmonton line of Canadian National.

This would make the cost more than the \$80-million the PGE is paying to extend its rails the 420 miles to Dease Lake, according to J.S. Broadbent, PGE vice-president and general manager. Construction costs in the area are about \$200,000 a mile. "It would be more. You're up in glacier country there."

ENGINEERS WALKOUT IN VANCOUVER

CP Rail services into and out of Vancouver were virtually halted on February 3rd when 70 engineers walked off the job over a number of complaints. All freight traffic was halted and The Canadian was prevented from departing. The westbound Canadian was halted at Kamloops and passengers taken to Vancouver by bus.

The walkout by Division 320 of the Canadian Brotherhood of Locomotive Engineers was viewed by the railway as a violation of its labour agreement with the union. At issue were a number of complaints, the chief complaint concerning the employment of an engineman who was withdrawn from service in January because he could not meet the minimum eyesight standards of the Canadian Transport Commission. Union officials sought to have the man put back to work moving locomotives around the railway shop, and Canadian Transport Commission regulations forbid this type of employment. The man was offered other employment within the railway.

Other complaints included a piloting agreement under which CN trains are moved over CP Rail trackage, a training issue with another union and several safety issues.

CP Rail applied to the British Columbia Supreme Court for an injunction to halt the walkout. Enginemen returned to work on February 5th after their local received some legal advice. The railway said it would proceed with a damage action against the union.



Multimarked CP Rail Industrial Brownhoist hook 414501 lifts one of two cabooses damaged during a night switching error at Agincourt Yard on the day after the accident, February 8, 1972. (Ron Lipsett)

TWO TRAIN DERAILMENTS IN ONTARIO

Trains of both major railways were involved in derailments in widely separated parts of Ontario, on February 11th, within hours of each other.

Three tank cars carrying propane exploded after 36 cars of a Canadian National freight left the tracks two miles east of Morrisburg on the morning of the 11th. The explosions were heard across the border in Massena, New York.

No injuries were reported in the accident. The 98-car freight was eastbound to Montreal. Twenty burning cars were scattered across both tracks. Firemen were forced back from the blazing wreckage, as the heat was too intense from the flames which rose 100 feet at one point.

CN service was rerouted via CP Rail lines through Smiths Falls. CN passenger services went CP Rail all the way between Toronto and Montreal.

Wreck crews were able to have the eastbound main cleared within twenty-four hours of the derailment. Partial service was restored on the line.

In the second derailment on the same day three CP Rail diesel units and 30 boxcars left the tracks after a collision with a logging truck at Cartier, near Sudbury. Three traincrew members and the truck driver were injured. Units derailed on the eastbound train included 5009-4235-5018 and possibly a fourth unidentified unit. One unit landed on its side in an adjacent lake and was badly damaged in a fire resulting from a propane tank car in the consist.

A sidelight to the CN derailment at Morrisburg occurred later in the following week. Residents of the town enjoyed a liquid bonanza in wines from one boxcar that was derailed. It contained cases of wine destined to U.S. points. Two of the residents were charged with illegal possession.

CN moved to end the partying by blocking access to the car with debris from the wreckage. Thirsty residents had quite a haul to get to the source. They had either to walk or use snowmobiles to make the trip through half a mile of bush at night in knee-deep snow. The snowmobiles alerted railway and local police so most elected to walk. At first, one CN policeman was on guard but the flood became so heavy that he was unable to stop it. Between midnight and daylight on the 15th 30 to 40 people had dropped by. CN put two more policemen on guard duty.

The Cover

Canadian Pacific GMD-built FP9A 1410 brakes a Windsor-bound passenger train to a stop at the station at Guelph Junction, on a sunny April day in 1964.

(Ted Wickson)

WORTH NOTING...

- * Canadian National has called tenders for the construction of a new concrete bridge to replace the existing wooden trestle over the Laurie River, 30 miles south of Lynn Lake, Manitoba. The foundations, featuring ten 26-inch steel pipes, concrete filled-in-place caissons, will support two 50-foot spans providing for a single track. The superstructure will be built entirely of precast, prestressed concrete. Work on the new bridge is expected to begin about May 1st, with completion scheduled for September 15th.
- * The Canadian Transport Commission began public hearings February 24th on Canadian National's application to abandon its line between Barrie and Penetanguishine, Ontario.
- * Canadian National has called tenders for the sale and removal of a gantry crane at Black Rock, New York.
- * Mr. J. W. Deck has been appointed superintendent investigation for Canadian National's Great Lakes Region.
- * Among the items in Premier W. A. C. Bennett's 1972-73 Budget brought down in the British Columbia Legislature early in February was the news that the B.C. Government would purchase an additional \$25-million in shares from the provincially-owned Pacific Great Eastern Railway (British Columbia Railway Co. after April 1st).
- * Want to rent a railway station?? Canadian National is searching for interested parties to rent or lease its 118-year-old Riverdale Station in east Toronto (the station is situated on the Kingston Sub just north of Queen St.). The small brick turretted building has not been used for railway purposes since 1938. It lost some of its importance when the grade elevation project on the Kingston Sub to just north of Gerrard St. was completed in the middle-20's. Tenants have included a church and a carpet factory.
- * A school with trains running under it has been suggested by a Toronto Board of Education trustee. William Ross thinks a school proposed for the Danforth Ave.-Main St. area in Toronto's east end should be built over Canadian National's Kingston Sub in order to save 30 houses from expropriation and to cut the estimated \$1-million cost for the school in half. Ross visited such a school in London, England. The building was built so that there was no noise problem.
- * CP Ships has sold its last remaining passenger liner, the Empress of Canada, to Carnival Cruise Lines Ltd. (a Liberian subsidiary of American International Travel Service Inc.) for around \$7-million. The ship will operate out of Miami, Florida in Caribbean cruise service and has been renamed Mardi Gras.
- * The U.S. Interstate Commerce Commission has approved a request by American railroads for a 2.5% emergency freight surcharge on all shipments that began on February 5th. The surcharge is to run to no later than June 5th and will provide an increased revenue of about \$8.2-million.

BACTERIOLOGICAL TEST CHECKS REFRIGERATOR CAR CLEANLINESS

A semi-automatic car cleaning system located at CP Rail's Cote St. Luc yards in Montreal is turning out mechanical refrigerator cars with hygienic ratings that compare with the highest standards established for areas of potential contamination. CP Rail researched and developed the installation, one of the most advanced in North America.

RODAC (Replicate Organism Detection and Counting) plates --employed in hospitals and cafeterias--provide microscopic evidence of the proficiency of the cleaning operation.

CP Rail has a fleet of 565 refrigerator cars--most of them in the 50-foot class, although a number of smaller 40-foot cars are used in special assignments. Refrigerator carsloads consist of a variety of packaged frozen foods--quick-frozen fresh fruits and vegetables, TV dinners and quantities of packaged dairy products.

The main concern is coupled to the movement of beef east-bound by rail from meat packers in Alberta. "Thousands of pounds of 'beef on the hook'--highballing over 2000 miles to eastern metropolitan areas--can make a minor shambles of reefer cars," said J.J. Gill, supervisor of methods, CP Rail's Atlantic Region.

The reefer car cleaning procedure now used in the CP Rail operation assures that perishable goods are being loaded into spick and span, sanitized and hygienically-inspected cars. How this is accomplished is a good example of well-conceived, rapid and thorough step-by-step procedures.

Their cargoes delivered at Montreal, empty beef-carrying cars are dispatched to holding and inspection areas at Cote St. Luc yard, where the railway also maintains a one-car repair shop. There, the engines of the cars are started to heat interiors and melt and free any grease deposits on inside walls or ceilings. Cars are then moved to two tracks which lead to the cleaning installation where the "mop-up" begins in earnest. Each of these tracks accommodates up to 15 cars.

First to be tackled are meat hooks--200 per car--which are assembled for forwarding to Winnipeg where they are cleaned and retinned if necessary before re-use. Next to go are the overhead trolleys--also 200 per car. These are removed and assembled for washing and rinsing. A semi-automatic washing apparatus employing a suitable cleaning solution has a capacity of 3000 trolleys per eight hour shift.

While the trolleys are being processed, the complete interior of the car is attacked with a spray nozzle ejecting a water and cleaning solution heated to 160°F and under pressure of 600 pounds per square inch. After washing, a disinfectant is applied under pressure, and a thorough rinsing follows.

Filtered shop air, heated to 170°F, is blasted into car interiors through two hydraulically-operated ducts, and drying is usually completed with 30 minutes.

Then comes the RODAC bacteria test to ensure that cleaning of car interiors has been thorough. RODAC prefilled plates are used to detect and enumerate micro-organisms on surfaces. A random daily test is conducted on one of 15 cars processed in the daily eight-hour shift.

CP Rail inspectors fix the opened plate to the area of the car to be tested. The cover is then restored and the test plate is incubated for 48 hours at a temperature of 95°F. Incubation completed, bacteria colonies are counted through the plastic petri dish cover. A level of under 50 is considered an acceptable degree of cleanliness. In a test following a recent cleaning operation the following bacteria counts were observed: 43 after washing; 13 after disinfectant, and 1 after drying.

C.K. Hetherington, director of the meat inspection division, Canada Department of Agriculture, spent considerable time viewing CP Rail's reefer car cleaning operation. "In my opinion, it is one of the finest in the world," he said.

PIGGYBACK TRAFFIC ON INCREASE DURING 1971

Statistics Canada has reported that more than 212-million tons of freight were loaded on Canadian railways in 1971, with a major increase in so-called piggyback traffic. The total of freight car loadings was up 2.3% from 207-million tons loaded in 1970, but piggyback loadings were up 27.3% at 5.3-million tons compared with 4.2-million.

The year end report said freight loadings of all kinds were up 10.3% in 1971 in Western Canada, but down 2.7% in Eastern Canada. The increase in tonnage loaded in piggyback traffic was 26% in Western Canada and 28.2% in the East. There was greater utilization of railway cars. While total freight tonnage rose 2.3% for all Canada, the number of cars used was up only 1.2%, at 3.92-million compared with 3.87-million in 1970.

CN PROJECT WINS AWARD

Saskatoon's Midtown Plaza project is the recipient of an architectural award--the Vincent Massey Award for excellence in the urban environment.

Midtown Plaza is a cooperative development between Crescent Leaseholds Ltd., Canadian National and the City of Saskatoon. The main structure in the project is the CN Towers--a 12-storey office building that blends harmoniously with its surroundings. The project has been constructed on 26 acres of land left vacant in the heart of the city by the removal of the Canadian National yards, station and office.

The architects designed CN Towers as part of their overall plan for a major regional shopping, commercial and cultural centre. Its facade is precast concrete panels and white Estevan brick on a reinforced concrete frame. The spare central tower is anchored to the earth and is saved from merely appearing gaunt against the immense Western sky by a horizontal, three-storey entrance at the base and two flanking towers that contain air intakes to the underground parking garage.

CN Towers is centrally positioned on an enclosed, heated and air-conditioned mall of fifty shops, terminating in an Eaton's department store at one end and a Simpsons-Sears department store at the other. A Dominion supermarket and a Famous Players movie theatre are included in the commercial sector, which is linked by auxiliary mall to the city's Centennial Auditorium on the same land parcel. There is underground parking for 790 cars.

NEW CN STATION IN SAINT JOHN

Saint John, New Brunswick, will lose its Union Station building to the wreckers this autumn, when Canadian National's new station and office complex building is completed. The old station is to be demolished to permit the New Brunswick Department of Highways to continue a new expressway.

The new CN station-office complex is located on Rothesay Avenue in Saint John, and will also include the Saint John Servocentre, the yard office for Island Yard and an office building. There will also be space in the office building for the various managers of CN services.

Work on the complex is currently underway. Land for the new station was made available by a land swap by the New Brunswick Government and CN, an exchange for land on which the present Union Station now stands and other CN property needed for highway construction, for property for the new CN complex.



The soon-to-be demolished Union Station in Saint John, New Brunswick. (David Hales)



METRO CENTRE NOTES

* Stewart Andrews, president of Metro Centre Developments, told a Kiwanis Club meeting January 26th that the present Union Station building in downtown Toronto would disappear in about three years. The station building is not being considered for retention as a transportation facility in the Metro Centre Project.

Mr. Andrews is serving on a three-man committee (the other members of the committee are City of Toronto Development Commissioner Graham Emslie and town planner Anthony Adamson) currently considering the future of the Great Hall of the station structure. They are studying three questions. Firstly, can the architects come up with a design that blends the Great Hall successfully with the other elements in the office-commercial area? Secondly, what use or justification as a public place can be found for the hall? Thirdly, how will its retention and upkeep be financed?

A new transportation terminal for the Toronto Metropolitan Area will be constructed in the Metro Centre Project astride a relocated railway corridor parallel to the Gardiner Expressway. It will be functionally efficient and the finest anywhere. Mr. Andrews described the new station as "esthetically satisfying, not an ugly, impersonal place that people can't relate to."

* Ontario Municipal Board Chairman J. A. Kennedy called February 25th as the date for the first preliminary hearings on the Metro Centre Project. The function of the preliminary hearing is to outline the issues to be debated at the public hearing to be held "not long after."

* Part of the land that the Metro Centre Project will occupy may not be owned by the railways. It was revealed on January 26th that a title search on 55 acres of land (the area between Spadina and Bathurst, from the Gardiner Expressway north to Front St.) showed that the Province of Ontario held title to them. This information was revealed by Eilert Frerichs, secretary of the Confederation of Resident and Ratepayers Association.

Mr. Frerichs said that the lands were reserved for use by the railways in the 1850s, but have never been sold to the railways by the province. A 1963 map prepared by the Department of Lands and Forests to show all ownership of lands in the waterfront area show these lands as provincially-owned. The code-numbering of deeds covering lands on the map were checked by Mr. Frerichs at Lands and Forests records offices and the provincial archives. The records showed Licences-of-Occupation for the land, granted in 1852 and 1853, had not been subsequently replaced by disposal of lands to the railways. The most recent entry in the book was for 1935, and Mr. Frerichs said the book is still 'alive' and would show any change in the ownership status of the land. A land sale to Canadian National or another railway could have been passed up and not recorded by a sloppy scribe any time after the 1850s. Because the railways have, in fact, been using the land for more than sixty years, they could claim squatters' rights and ask the province for a quit-claim deed for it.

CN solicitor Andy Pastor indicated that CN holds no paper title for the land but that CN could claim squatters' rights to the land in question because the railway and its predecessors have occupied it for more than sixty years.

The City of Toronto Executive Committee has directed the City Solicitor William Callow to conduct a title search on all lands associated with Metro Centre to discover whether the 55 acres are still owned by the province. There is an implication that the city does not have the right to develop the area.

CORRA would like to see a public land bank set up so that city, provincial and federal governments could control development of the land through a Crown corporation. CORRA would also like the province to order an official legal search of land ownerships, since the province appears to own about 25% of the Metro Centre site.



CN's Super Continental makes its way through the Bathurst Street Yard in this view looking east from the Bathurst Street Bridge. This is the acreage in the Metro Centre Project the ownership of which is in doubt. (Fred Matthews Jr.)

PASSENGER TRAIN NEWS

* Patrons of Canadian National's Toronto-Montreal service may once again be able to partake of Turbo amenities. CN Great Lakes Region vice-president Dr. Robert A. Banneden said in a press conference at Kitchener on February 2nd that the Turbo could return to service by the fall of this year, or at the latest by 1973. CN is still interested in the Turbo because it is a good alternative to electrification.

In addition to Turbo service, CN patrons might have the choice of another lightweight type of train between Toronto and Montreal. At Belleville on January 31st, David Todd, a CN public relations officer, said that the railway is looking at the LRC train as a possible successor to the Turbo. The railway is studying the LRC train very closely and watching its development.

* The Ontario Northland will double its service next summer on its popular excursion run to Moosonee, using as equipment the ten ex-Norfolk & Western coaches currently being refitted at the railway's North Bay shops.

Last summer the 400-mile round trip from Cochrane was made three times a week. This summer service will be offered six days a week. The excursion operates from June 18 to September 17.

* Smoking is once again permitted on GO Transit trains between Pickering and Oakville. Passengers are now permitted to enjoy their smoking pleasures in the west ends of coaches, and non-smokers occupy the east ends of coaches. A bulkhead separates the areas.

Smoking was not permitted on GO Transit trains for one and one-half years because of complaints from non-smokers. Smoking had been permitted when the service began in May 1967.

* CP Rail has also filed a request with the Canadian Transport Commission for a 10% increase in fares and sleeping car accommodation between Montreal and Saint John.

* The Federal Government has turned down an application for a \$97,200 grant under the Local Incentives Program made by John Medcof of Railroad Boosters and Robert Sillcox of the Go North Committee to finance the operation of a commuter train between Toronto and Barrie (see January 1972 NEWSLETTER page 5) for a three month period. The reason given by the government for the refusal is that the commuter service would duplicate service already provided by GO Transit buses.

* The Canadian Transport Commission has ordered Canadian National and CP Rail to continue operating all passenger train services between Montreal and the Maritimes. The CTC ruled that the rail services are uneconomic and are eligible for federal subsidies of up to 80% of annual losses. Losses in 1970 were \$14,834,298. The CTC said it is "satisfied that there is a continuing need for a service between the Maritimes and Montreal." The commission recognizes the role which local services play in the total passenger train traffic pattern of the Maritimes area. It is calling for public submissions on how to improve the Montreal-Maritimes services.

* CP Rail has filed a request with the Canadian Transport Commission for a 10% increase in fares and sleeping car accommodation on transcontinental lines and regional passenger lines, effective from February 1st. The new tariff provides for a 50% increase in bedroom and drawing-room charges aboard The Canadian during the high-travel peak period from June 15th to September 15th. A further tariff has been filed, applying the 10% increase to most other passenger train services, effective from February 15th.

The new transcontinental and regional fares apply to passenger services between Montreal, Toronto, Vancouver; between Montreal and Ottawa on the North Shore; and between Sudbury and White River.

A CP Rail spokesman said, "The increases are necessary to reduce the financial losses we have sustained in passenger train operations, particularly in sleeping and dining car services. These increases will not affect any of the commuter services in the Montreal area, and passenger trains linking Toronto and Havelock, or Montreal and Saint John."

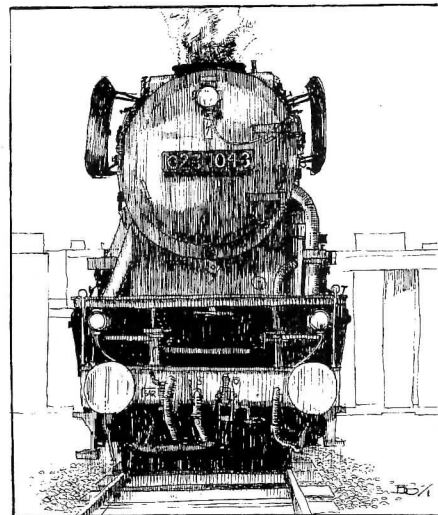
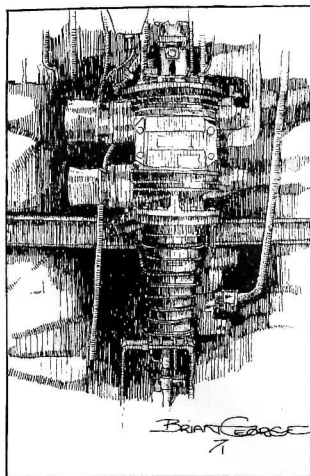
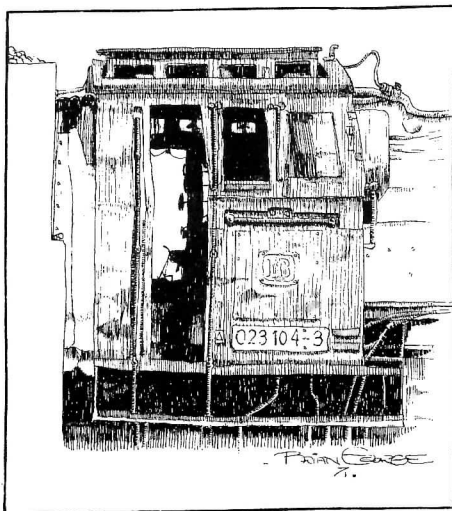
At the same time as the fare increases, the all inclusive package (meals aboard The Canadian) have been withdrawn. Full-meal service will continue to be provided but payment will be on a cash basis.

The Canadian Transport Commission has ordered both CN and CP Rail to maintain their passenger services from Montreal to the Maritime Provinces.

(LEFT) Here is CP Rail train 41, the westbound Atlantic Limited, easing to a stop at the station at Westmount, Quebec, October 22, 1971. Power for the train on that day was E8 1800 (one of the two remaining diesels of its type in this country). The consist had one baggage car, one coach, one skyline coffee shop car with coach seats, and one sleeper.

(John D. Thompson)





DEUTSCHE BUNDESBAHN

023 CLASS 2-6-2

THE ART OF STEAM



BY BRIAN GEORGE.



NEW DIESELS ON PARADE

Brand-new Canadian National SD40 5239 (railway class GF-30m) poses for her builder's photograph at General Motors of Canada Diesel Division plant in London, Ontario. 5239 was delivered to CN on December 23, 1971. (Diesel Division, General Motors of Canada Ltd.)



White Pass & Yukon narrow-gauge locomotive 108 sits ready for shipment aboard a CP Rail flatcar at the MLW Industries plant in Montreal. 108 is a model DL535E unit, and she and two sisters were shipped to the WP&Y on December 17, 1971.

(MLW Industries)



Here's Pacific Great Eastern's new M630 unit 714 at the MLW Industries plant on January 7, 1972. Units 710-716 will be the last new diesels to be delivered to the PGE with the old name and herald. PGE becomes the British Columbia Railway on April 1st.

(MLW Industries)



Snow is one commodity that this new SD40 diesel will see little of--Nacionales de Mexico 8584. The NdeM units have a wild paint scheme. Colours are a wild red-orange (somewhat akin to CN orange) on the nose with the rear half in a deep brown. Lettering and numerals are grey with trim in bright yellow.

(Diesel Division, General Motors of Canada Ltd.)



EQUIPMENT NOTES...

CANADIAN NATIONAL MOTIVE POWER NOTES

* New corrected SD40 delivery dates:

5214--Oct. 21/71	5227--Nov. 18/71
5215--Oct. 21/71	5228--Nov. 18/71
5216--Oct. 26/71	5229--Nov. 23/71
5217--Oct. 26/71	5230--Nov. 23/71
5218--Oct. 26/71	5231--Nov. 26/71
5219--Oct. 26/71	5232--Nov. 26/71
5220--Oct. 29/71	5233--Nov. 30/71
5221--Oct. 29/71	5234--Nov. 30/71
5222--Oct. 29/71	5235--Dec. 7/71
5223--Nov. 8/71	5236--Dec. 7/71
5224--Nov. 8/71	5237--Dec. 17/71
5225--Nov. 15/71	5238--Dec. 17/71
5226--Nov. 15/71	5239--Dec. 23/71
	5240--Dec. 22/71

[The dates for the delivery of the above listed SD40 units as published in the January NEWSLETTER page 12 are incorrect. Please disregard them.]

* Canadian National has also leased foreign motive power this winter. Four Duluth, Missabe & Iron Range SD9 units (171, 177, 183, 185) have been leased by CN and are assigned to the Prairie Region.

BRIEFLY...

* Lake Superior & Ishpeming units 1605 and 1606 have been purchased by the Pacific Great Eastern.

* Vancouver Iron & Engineering Works GE diesel has been sold to Neptune Terminals Ltd. of North Vancouver.

CP RAIL EQUIPMENT NOTES

* CP Rail has completed modifications to forty gondolas designed to carry woodchips from Meadow Lake, Saskatchewan, to the Prince Albert Pulp Co. Ltd. at Prince Albert. The cars were modified from existing standard gondolas at a total cost of \$161,000. They are 52 feet in length and will carry 55 tons of woodchips. Modifications included seven-foot additions to the height and a new door for end loading. The new equipment will be used to operate solid trains of woodchips between Meadow Lake and Prince Albert. Service will be inaugurated this April and transport of between 1600 and 2000 cars annually is forecast.

EAST AFRICAN RAILWAY CORPORATION DIESEL ORDER DETAILS

* MLW-Worthington recently completed an order of twenty 1880 hp. DL543 road switchers for the East African Railway Corporation of Dar Es Salaam, Tanzania. The following information is now available on these units:

Road Number	Builder's Number	Date Shipped
8801	M6049-01	Nov. 15/71
8802	M6049-02	Nov. 15/71
8803	M6049-03	Nov. 12/71
8804	M6049-04	Nov. 12/71
8805	M6049-05	Nov. 12/71
8806	M6049-06	Nov. 15/71
8807	M6049-07	Nov. 22/71
8808	M6049-08	Nov. 22/71
8809	M6049-09	Nov. 25/71
8810	M6049-10	Nov. 22/71
8811	M6049-11	Nov. 22/71
8812	M6049-12	Nov. 25/71
8813	M6049-13	Nov. 29/71
8814	M6049-14	Nov. 29/71
8815	M6049-15	Dec. 2/71
8816	M6049-16	Dec. 2/71
8817	M6049-17	Dec. 1/71
8818	M6049-18	Nov. 29/71
8819	M6049-19	Dec. 3/71
8820	M6049-20	Dec. 4/71

CP RAIL MOTIVE POWER NOTES

* Additional motive power has been leased by CP Rail to ease its motive power shortage. Details follow:

--- from Bessemer & Lake Erie, two additional F7A units, 725A and 727A. These units are maintained at Winnipeg.

--- from Baltimore & Ohio/Chesapeake & Ohio, twenty assorted F7A and F7B units; F7A units are 4472, 4487, 4499, 4502, 4575, 4586, 4587, 4622, 4645, 4646, 7039, 7052, 7054, 7081, 8009, 8011. F7B units are 5420, 5495, 5498, 5529. These units arrived in Canada at Windsor and came through Toronto on their way to Winnipeg, where they are based for maintenance.

* Bangor & Aroostook GP7 69 has been returned to its owners.

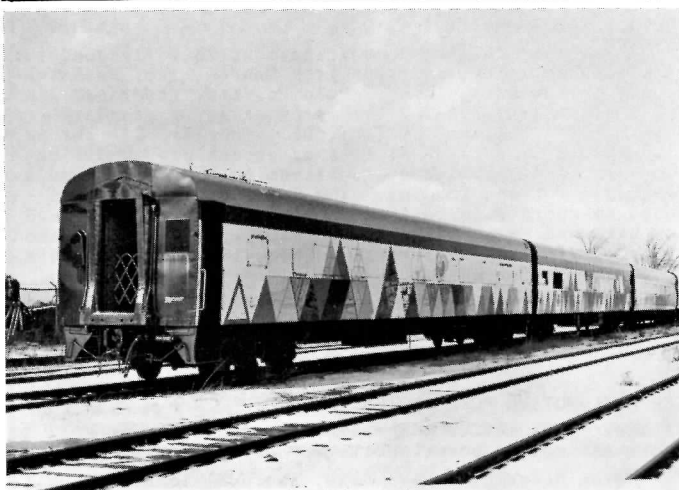
* CP Rail now has 100 units on lease this winter to ease the motive power shortage. For your information, a table summarizing all the motive power CP Rail has on lease this winter period is presented elsewhere.

* DRS-17a units 8502 and 8504 have had their steam generators removed, ballast blocks installed, and fuel tanks enlarged. This completes the alterations done earlier to sister units 8501, 8503, 8505, and 8506.

SUMMARY OF FOREIGN MOTIVE POWER LEASED BY CP RAIL --- WINTER 1972.

RAILWAY & ROAD NUMBERS	MODEL, HORSEPOWER & BUILDER			DEPOT UNITS BASED FOR MAINTENANCE
Baltimore & Ohio/Chesapeake & Ohio 4472, 4487, 4499, 4502, 4575, 4586, 4587, 4622, 4645, 4646, 7039, 7052, 7054, 7081, 8009, 8011 5420, 5495, 5498, 5529	F7A	1500	EMD	All units maintained at Winnipeg
Bangor & Aroostook 60*, 66*, 67*, 68, 69*, 71, 74 77, 79, 80	F7B	1500	EMD	
	GP7	1500	EMD	All units maintained at Alyth
	GP9	1750	EMD	
Bessemer & Lake Erie 718A, 719A, 722A, 725A, 727A, 728A 712B, 716B, 719B, 721B 822, 823, 825, 826, 827, 828	F7A	1500	EMD	All units maintained at Winnipeg
	F7B	1500	EMD	
	SD9	1750	EMD	
Boston & Maine 1508, 1512, 1513, 1515, 1517, 1518, 1519, 1536 4265B 4266A	RS3	1600	Alco	All units maintained at St. Luc
	F7B	1500	EMD	
	F7A	1500	EMD	
Canadian Bellequip Ltd. 100, 104, 108, 110, 111, 112, 113, 114, 118, 121, 122, 123 124, 126, 127 130, 135, 142, 148, 150, 152, 158, 162, 166	GP7	1500	GMD	These units maintained at Alyth
	GP9	1750	GMD	
	GP9	1750	GMD	These units maintained at St. Luc
Duluth, Missabe & Iron Range 112, 117, 120, 162, 165, 172, 175, 186, 188, 189	SD9	1750	EMD	All units maintained at Winnipeg
Lake Superior & Ishpeming 2300, 2301, 2302, 2303, 2304	U23C	2400	GE	All units maintained at Winnipeg
Precision National Corp. 969, 970, 971 3419, 3445, 3634 900, 901	GP7	1500	EMD	All units maintained at St. Luc
	GP9	1800	EMD	
	DL640	2400	Alco	

* = unit returned to owner.



Here are some of the 1967 Centennial Train exhibition cars sitting on a siding (destined to United Railway Supply) at St. Laurent, Quebec, February 1, 1972.
(Ron Lipsett)

The Multimark paint scheme is now infiltrating the ranks of CP Rail work equipment, as evident on the sides of this auxiliary car 415563, photographed at Agincourt Yard. This is a former steam locomotive's tender, and this leads one to wonder how a Canadian Pacific steam locomotive would have looked with the Multimark paint scheme.
(Mike Roschlau)



DIESELS in the NEWS



This winter season, power hungry CP Rail has leased 100 foreign units to help move its trains. Among the leased units are diesel locomotives that have never before been seen in Canada.

Diesel fans were delighted to see the appearance of twenty assorted F7A and F7B units from the Baltimore & Ohio/Chesapeake & Ohio.

(Left) a broadside view of B&O F7A 7039, coupled to CP Rail DRF-24c 4246 at Agincourt Yard. 7039 is a former C&O unit; the old paint scheme is showing through.

(Mike Roschlau)



B&O units 4502, 5420 assist CP Rail 8742 with a freight through Guelph Junction, February 12, 1972.

(Fred Gaines)



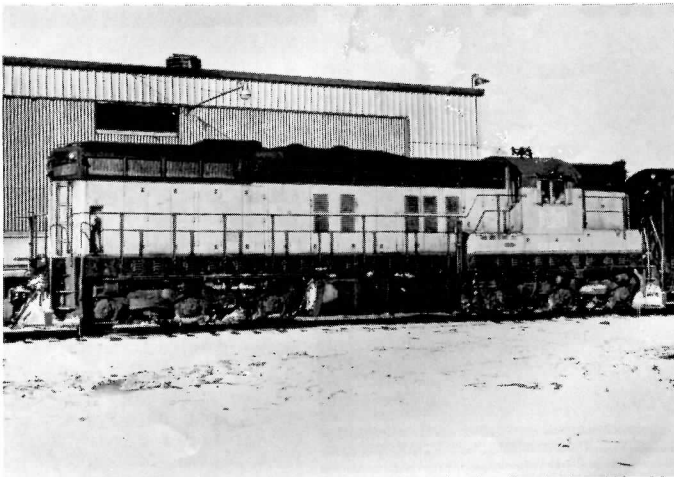
F7A 4487 models the old B&O paint scheme, with the bold yellow B&O crest on the nose. The unit is coupled to two other B&O units (B-unit 5529 and A-unit 4586) and an unidentified CP Rail RS18 unit, at Agincourt Yard.

(Randy Stavenow)

Left to right---B&O 4587, CP Rail 8762, and B&O 7054 in side view at Agincourt Yard, on February 15, 1972.

(Mike Roschlau)





Bessemer & Lake Erie units are prominent in CP Rail's leased motive power listing. Here's B&LE SD9 827 at St. Luc Yard in Montreal on February 1, 1972.
(Ron Lipsett)



There is also a sprinkling of Precision National Corporation units working on CP Rail. This is PNC GP7 969 at St. Luc Yard, on February 2, 1972.
(Ron Lipsett)



Twenty-four assorted GP7 and GP9 units have been leased from Canadian Bellequip Ltd. by CP Rail. These units are all ex-Quebec, North Shore & Labrador power.

(Left) A broadside view of Bellequip GP9 152 at Agincourt Yard.
(Randy Stavenow)

(Below) Bellequip 150 leads CP Rail units 8586 and 8788 on an eastbound freight at Finch Ave. crossing in suburban Scarborough, February 8, 1972.

(Ron Lipsett)





Canadian National's forty MLW M636 diesel units have been derated to 3000 hp. because of very severe vibrational problems being encountered with the big V-16 prime movers when in their highest power notch. MLW is currently researching the problem. (Above) CN M636 units 2333 and 2307 head a westbound freight through Dorval, Quebec on January 30, 1972. (Ron Lipsett)



CP Rail's experimental diesel unit, 4000 hp. M640 4744 has passed its first anniversary in service. CP Rail motive power personnel are pleased with the big unit, having encountered no serious problems with the diesel, apart from two blown turbochargers very early last year after the unit was outshopped by MLW Industries. (Above) 4744 singlehandedly moves a long freight through Pointe Claire, Quebec, January 30, 1972. (Ron Lipsett)

What does the Multimark paint scheme look like on a GP30? Unit 5000 models the new CP Rail image. This is one of two GP30 units in Canada, both owned by CP Rail and classed DRF-22a. 5000 was built by GMD in 1963. (Ron Lipsett)



Here is what the new NdeM SD40 units look like from the rear--this right rear view of 8579 taken at the GM Diesel Division plant in London February 12, 1972. Compare with the photograph of 8584 on page 41 of this issue. (Fred Gaines)



Lake Ontario Steel Co. Ltd. at Whitby, Ontario has two diesels on its roster to do switching duties around the plant. This is one of them--#2--a 70-ton General Electric product. (Ron Lipsett)



SNOW PLOW ACTION!

(Right) Roadswitcher 8731 provides the power for this plow extra on CP Rail, shown taking a breather between action at Guelph Junction, February 12, 1972. The plow train then left to work its way to Goderich.

(Fred Gaines)

(Below)

Another Canadian Pacific plow train takes a breather from winter battles with snow and ice at Brandon, Manitoba, twenty-one years ago. Power is D-10 986.

(George-Paterson Collection)



TRACTION TOPICS

Edited by Michael W. Roschlaw.

* TTC officials have predicted that the North Yonge Subway Extension can be opened between Eglinton and York Mills Stations by March 1973. One factor that could delay the timetable is the rodmen's strike which has hindered work on several sections of the subway since it started on January 1st.

If this target date is met, York Mills Station would have to be turned into a terminal to handle the buses that will be fed into it until the 5.5 mile extension up to Finch Ave. is opened in 1974.

Track is already being laid between Eglinton and York Mills Stations.

* Six tenders ranging from \$4,297,000 to \$5,080,000 were opened on February 8th by the TTC on a contract for part of the North Yonge Subway Extension between Sheppard and Finch Stations.

* On February 15, 1972, tenders were called by the TTC for contracts Y21 and Y22 on the North Yonge Subway Extension, consisting of the installation of supervisory control equipment; the supply and installation of cabling for supervisory control, closed circuit television, intercom equipment, and the supply and installation of cabling and switchgear for the 600 volt DC traction power distribution system.

* It was thought that the opening of the North Yonge Subway Extension might be delayed because ratepayers in North Toronto could not agree on the location of a service building for the subway at Lytton Blvd. However, three City aldermen and a TTC commissioner solved the problem. The City Council then gave special permission for the settlement to be passed on to the Public Works Committee for ratification.

* Spadina rapid transit notes:

Residents of an area threatened by the proposed Spadina rapid transit line have rejected all routes recommended by the technical committee studying the project (see February NL, page 31), and have suggested an alternate routing under Bathurst Street. This routing would follow the Spadina Expressway from Wilson Heights Blvd. to Lawrence Ave., turn west under Lawrence and turn south to run under Bathurst St. south to Bloor St. This proposed route avoids passing through and disturbing residential areas and thus offers greater service to the public.

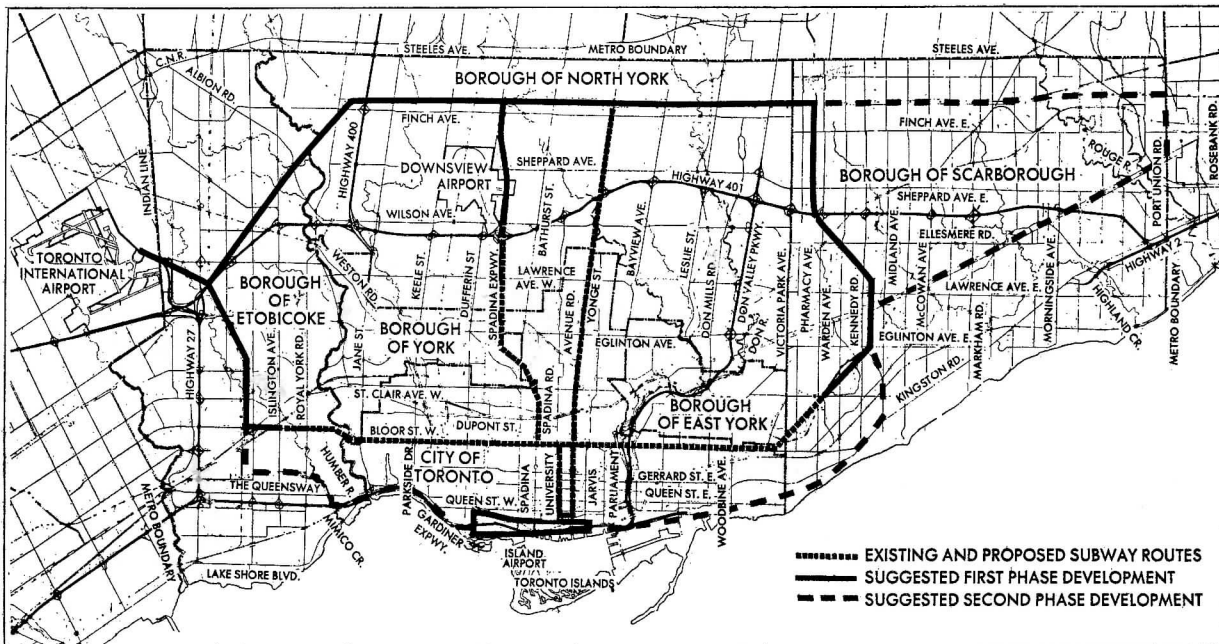
Late in January, Alderman William Archer said that he would ask Metropolitan Toronto to study the possibility of extending the Spadina corridor rapid transit route south as far as Queen St. instead of terminating it at the Bloor-Danforth Subway line.

The Borough of York Mayor stated February 9th that ten Metro Council members have given private assurances that they will support a direct alignment for the Spadina subway line under Bathurst St.

A Toronto developer has applied for a building permit to erect a 22-storey apartment-commercial complex on the triangular-shaped parcel of land bounded by Vaughan Rd., Bathurst St., and St. Clair Ave., where a major subway station for the Spadina rapid transit line might be built. The president of the company owning the land said that construction might begin within two months.

* TTC officials have decided to seek a meeting as soon as possible with Provincial officials to find out how much the Province of Ontario intends to pay towards public transit.

Metro Transportation Committee Chairman Irving Paisley warned that to implement a single fare on the TTC system could raise property taxes by as much as \$70 per house without government help or fare increases.



* On January 29, 1972, a Metro-wide overhead rapid transit system was proposed to the Borough of North York Council by A. D. Margison and Associates Ltd., a Toronto engineering firm. The company stated that this proposed network could move up to 20,000 passengers hourly along a single line at 60 miles per hour or faster and could also be used to carry freight.

Costs would be approximately \$4-million per mile compared with \$20-million per mile for the North Yonge Subway Extension and \$1.5-million per mile for a rapid streetcar line on its own private right-of-way.

This company has been engaged on rapid transit systems since 1954 and six years ago was commissioned to work with the Habegger Co. of Switzerland (who built the Mini-rail at Man and His World in Montreal) on a minirail system for the Canadian National Exhibition.

The proposals put to the North York Borough Council include the following:

- construction of 75 miles of elevated track throughout Metropolitan Toronto on concrete columns at least eight feet high, using Hydro rights-of-way;
- development of electrically-driven cars carrying up to sixty passengers which would run on rubber tires with a steel wheel and safety rail device to ensure track stability;
- provision of a transfer system to load or unload cars by snapping out a section of track, complete with car on top, and its replacement with another section so as not to disrupt service.

The first stage of the proposed system would cover forty miles, running northerly from Warden Terminal in Scarborough Borough, westerly across Finch Ave., and then southerly and easterly to Islington Terminal. There would be spurs connecting with the Toronto International Airport and the northern terminus of the Spadina rapid transit line. In the downtown area there would be a curcular line running south of King St., east to Jarvis and connecting up with Ontario Place and the CNE.

It is estimated that it would take one and one-half years to get a prototype section of track and cars into operation.

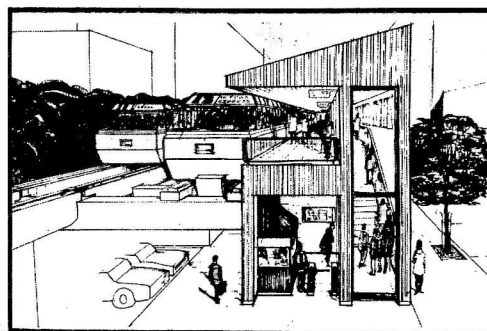
* The giant U.S.-owned Bethlehem Steel Company has been accused of taking advantage of its monopoly on the manufacture of streetcar girder rail in North America by charging the TTC 22.5% more for the rail now than it did in 1969. The Commission agreed to pay \$446,181 for the rail after it was assured that no other manufacturer could provide it.

* A proposed streetcar boutique received approval by the Toronto Building and Development Committee on February 1st. Wes D'Angelo, who bought a surplus streetcar from the TTC to use as a boutique wants to open his new business in the converted vehicle this spring. The streetcar would be in a parking lot on Dundas St. just west of Yonge St. The name DESIRE would be inserted in the sign boxes at the front.

MARGISON ORT SYSTEMS PROPOSAL

ABOVE: SYSTEM MAP FOR METROPOLITAN TORONTO

BELOW: TYPICAL URBAN STATION CROSS-SECTION



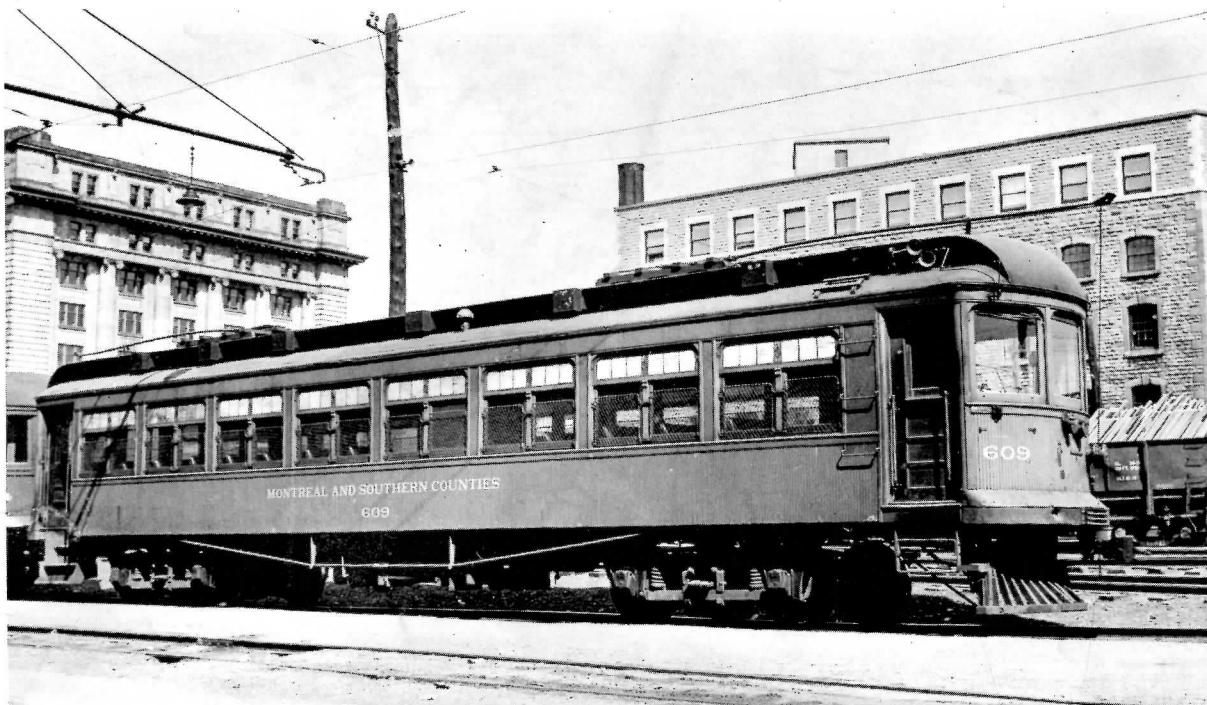
* The U.S. Treasury Department has started investigation of a dumping charge against Hawker Siddeley Canada Ltd. involving an \$8-million sale to Port Authority Trans Hudson (PATH) in New York. In May 1970, PATH order 46 subway cars from Hawker Siddeley.

Dumping is the selling of goods in a foreign market for a lower price than in the home market. The terminology is that the goods are sold "at less than fair value", constituting unfair competition.

* A subway inspector and driver who testified on February 1st at a special additional hearing on the \$7.5-million fire in the MUCTC subway in Montreal last December contradicted an earlier claim by a driver about a stuck throttle. This driver complained in January about the stuck throttle, but the other inspector and driver who worked with him on January 1st, testified that he had never mentioned anything about a stuck throttle to them.

* The Montreal Urban Community has awarded a contract worth \$7.6-million for the construction of the Beau-grand Station on the subway system's eastern extension. The contract was awarded on January 20, 1972.

* A one-car PCC subway train crashed into the rear of another train in a tunnel underneath downtown Boston on February 7th, injuring 32 people, none seriously. Officials said that the accident occurred while both trains were inbound to the Arlington Street station near Boston Common.



Montreal and Southern Counties interurban coach number 609 (Ottawa Car Co., 1922) takes a rest in the mid-day sun at the M&SC's McGill Street Terminal in downtown Montreal, August 31, 1946.
(Robert McMann Collection)

TRACKSIDE...

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UPPER CANADA RAILWAY SOCIETY DIRECTORS AND OFFICERS FOR 1972

At the Annual Meeting of February 18, 1972, the following persons were elected Directors of the Upper Canada Railway Society for 1972:

C. O. Begg	S. J. Munro
A. H. Eyres	R. Rundle
T. J. G. Gascoigne	F. Tomes
R. D. McMann	R. A. Whitman
G. Meek	

At their meeting of February 23, 1972, the new Directors elected from themselves the following Officers of the Society for 1972 and appointed the following Committee Chairmen:

President -- F. Tomes
Vice-president -- R. D. McMann
Treasurer -- R. Rundle
Corresponding Secretary -- A. H. Eyres
Recording Secretary -- S. J. Munro
Membership Secretary -- R. A. Whitman

Committee Chairmen:

NEWSLETTER Editor -- R. D. McMann
Excursions -- F. Tomes
Entertainment -- G. Meek
Preservation -- D. Stalford
Publications Sales -- H. T. Ledsham

Readers' Exchange

FOR SALE: Station name sign, acquired at country auction, around 5' long in very good condition. Will sell to highest bidder. Also available are photographic enlargements (8x10's, 11x14's, and 16x20's), ten different views of 6218 and five of 1057. Prices on enquiry to Dusan A. Cizman, 764 Guelph St., Kitchener, Ontario.

Contributors:

Keith Anderson
Clayton Chalconer
Bruce Chapman
Ray Corley
Doug Cummings
Fred Gaines
W. A. Gaines
Tom Gascoigne
Brian George
David Hales
Omer Lavallee
Ron Lipsett
Fred Matthews Jr.
Al Paterson
Robbin Rekiel

Randy Stavenov
Stu Westland
Bill Weighill
Ted Wickson

Production: Grant Kingsland

Distribution: George Meek
George Roe
Dave Smith
John Thompson

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.

- Apr. 21: Regular meeting. John Bascom Jr. on railway carferries. (Fri.)
- Apr. 28: Hamilton Chapter meeting, 8:00 p.m. in the CN James Street Station, James Street North. (Fri.)
- May 19: Regular meeting. To be announced. (Fri.)
- May 26: Hamilton Chapter meeting, 8:00 p.m. in the CN James Street Station, James Street North. (Fri.)
- June 16: Regular meeting. Doug Sheldrick and Charles McLeod on African Steam. (Rescheduled from the January 1972 meeting.) (Fri.)
- June 23: Hamilton Chapter meeting, 8:00 p.m. in the CN James Street Station, James Street North. (Fri.)