newsletter

Upper Canada Railway Society

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newsletter

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Upper Canada Railway Society

EDITOR -- Robert D. McMann
CONTRIBUTING EDITORS -- Charles O. Begg
John D. Thompson
Michael W. Roschlau

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RAILWAY NEWS AND COMMENT

ALL-OUT EFFORT TO MOVE RECORD VOLUME OF GRAIN

Representatives of Canada's grain and transportation industries have been told that they must mount an all-our effort to deliver record quantities of Prairie grain to Canada's foreign customers. These remarks were made by G. N. Vogel, chief commissioner of the Canadian Wheat Board, at a press conference in Winnipeg April 6th. Mr. Vogel announced that Canada has made commitments to sell a record 800-million bushels of grain in the current crop year ending July 31st. This far exceeds the previous record of 706-million bushels set last year.

Mr. Vogel said special efforts will be needed to handle the current grain movement which is "staggering by any type of comparison with past performance."

The press conference was held after a meeting attended by Mr. Vogel and Otto Lang, federal minister in charge of the Canadian Wheat Board, and representatives of Canada's railways, grain handling companies, lake vessel operators and labour unions. Agreement was reached at the meeting on a many-sided plan to speed up grain shipments.

Mr. Vogel admitted that grain shipments are about 30-million bushels behind schedule because severe winter weather has delayed grain trains to Vancouver. He also said Canada's efforts to deliver record volumes are being impeded by the worst winter ice ever experienced in the Gulf of St. Lawrence. Both he and Mr. Lang expressed confidence that the delivery schedule would return to normal before year-end, providing the transportation and grain handling companies pull together. "Four or five years ago, shipments of the present magnitude would have been regarded as unreachable, but with the cooperation of all concerned, we have every expectation that our shipments will total 800-million bushels by the end of July."

Here is what will be done to speed up shipments:
-- railway cars will be loaded by country elevator companies six days a week;
-- the two major railways will acquire under lease additional motive power and railway cars [see Equipment Notes this issue];
-- the Wheat Board will develop a system, in cooperation with lake vessel operators, to use the block shipping system for moving grain through the Great Lakes;
-- two special operating committees will be set up to monitor shipments through the West Coast and through Thunder Bay;
-- there will be a special rail movement of germ wheat and barley using the interior terminals at Moose Jaw and Saskatoon.

Mr. Lang said the Winnipeg meeting was geared to solving the problem of delivering current shipments. However he said Canada's grain handling system will eventually have to be expanded so that it can handle shipments of a billion bushels a year.

Mr. Vogel said Canada's customers are patient despite delays in receiving their grain. "The weather has been so bad that it was self-explanatory."

CN SET TO HANDLE RECORD GRAIN SHIPMENTS

Canadian National set new records in grain handling in 1971 and is prepared to break these records this year in order to help the Canadian grain industry meet its highest ever overseas market commitments, J. W. G. MacDougall, CN executive vice president, said in Winnipeg April 6th following a meeting with the Canadian Wheat Board and other representatives of the grain industry.

Mr. MacDougall pointed out that in 1971 CN handled more than 400-million bushels of grain of all kinds. This was the largest amount moved by the railway in one calendar year. It represented almost 200,000 carload movements.

However, Mr. MacDougall added, the grain deliveries called for by the Canadian Wheat Board for 1972 are the highest in Canadian history and Canadian National will have to better its 1971 performance by about 20% in order to carry out its part of the formidable task of moving the grain to port terminal elevators for shipment overseas.

He stressed that the movement of grain to overseas markets was not something that concerned the railways alone. Successful accomplishment of the task of moving the much higher volumes of grain will depend upon overall planning and efficient coordination of the efforts of the entire grain industry.

Mr. MacDougall was confi ent that CN would meet the new challenge. Already, steps have been taken to move the increased volume of grain, he said. Extra locomotives, as well as a large number of high-capacity hopper cars and regular box cars have been leased from U.S. railroads. [See Equipment Notes, this issue.] In addition, he said that another 800 of CN's own box cars are being rebuilt in CN shops. To man and service the increased number of grain train movements, CN will hire and train extra crews and will augment its yard and shop staffs.

While expressing confidence that CN could and would carry out its part of the task this year, Mr. MacDougall explained that the human and technical resources of the railway would be strained to the utmost. He pointed out that good grain sales abroad meant increased prosperity for all of Canada resulting in a general business activity which would be reflected in all levels of railway traffic. Because of this, he said that CN is facing not only a substantial increase in grain carryings but an increased demand for its services from many other customers as well.

* * *

The Cover

AN EX-TTC PCC CAR IN A NEW HOME. Here's Sociedad Cooperativa de Transportes de Tampico 4589 inbound to downtown Tampico from Playa Miramar, about to cross a spur of the NdeM. Photograph taken March 16, 1972 by John D. Thompson.

NEW HOME FOR CP RAIL IN VANCOUVER

CP Rail's new home-to-be in Vancouver is nearing completion. The topping-off ceremony is scheduled for June and Pacific Region headquarters staff should be in their new quarters by November 1st.

Canadian Pacific projects manager Bill Genereux says progress is "right on the rails." He also means it literally. The 29-storey office tower straddles railway tracks at the foot of Granville Street overlooking the busy port. "The only office tower in Canada built directly over a freight yard," Genereux declares proudly.

The tower forms the centre-piece of Granville Square, the $20-million first phase of Project 200, and by sheer coincidence it is located on Granville Street at civic address number 200. As a result the building will be officially known as "200 Granville Square." Already it is only a few storeys short of its full 400-foot height. It sits on a giant pedestrian plaza which in turn is an additional 50 feet above the railway tracks.

Present plans call for CP Rail to take four floors--the eighth, ninth, tenth, and eleventh--which will house regional and corporate personnel. It is not decided whether divisional staffs, presently located in the existing railway station, will remain where they are or take additional space in the new building. Project manager Genereux said the only people certain to remain in the station itself were those involved directly in train operations such as ticket clerks, train dispatchers, and baggage room staffs.

Other major tenants, associated with Canadian Pacific, who will share the new building with CP Rail are Cominco, Marathon Realty and CP Air. CP Transport have no plans to move from their existing accommodations on Georgia Street at this time.

Space planning for the individual requirements of the various CP Rail departments scheduled to make the move is proceeding apace. Key personnel from these departments form a planning committee to consider the findings of the industrial engineers and design consultants. Then recommendations are forwarded to senior management. The project coordinator who handles this process is rail engineer Ed Foo. He explained: "Once layouts have been finalized, those involved in the move will have the opportunity to examine the different configurations and decor to be used." He added: "We always used to be leaders in the field of office accommodation but had slipped back. This building will put us ten years ahead once again."

To combat vibration and noise from the rail tracks below the building, the structure rests on support columns which rise 25 feet above the rail bed and end in a base pad of inch thick vibration-resistant material. The columns then begin again and the entire building rests on the special pads compressing them to three-quarters of an inch. Where column rests upon column, the ends are inset so that no slippage can occur.

CN TOWER IN EDMONTON READY IN 1973

Canadian National's new CN Tower in Edmonton, Alberta will be topped off in September and be ready for full occupancy by June, 1973. The $7-million project includes an eight-level parking garage with a rooftop enclosed pool, a 26-storey office-retail-apartment tower and interconnecting walkways with the CN Macdonald Hotel, which is situated immediately adjacent to the site. Four floors of the tower and two parking levels are completed. The parking garage is expected to be ready for operation this summer.

The tower features 4560 square feet of retail space on the ground floor, 19,000 square feet of office space on the next four stories and 200 apartments in the remaining 21 floors. The tower is connected with the Macdonald Hotel and gives the hotel an additional 3300 square feet of banquet hall space. The parking garage offers space for 500 cars and along with the pool will be shared by the hotel and apartment tower occupants.

CP RAIL REORGANIZATION IN ALBERTA

CP Rail in Alberta has started 1972 with a new organizational structure to meet the transportation requirements of the 1970's.

The operations centre at Calgary is designed to improve planning and coordination on an integrated province-wide basis. The move follows such steps as the introduction of customer service centres at Edmonton, Calgary, Lethbridge and Medicine Hat, centralized train dispatching for the entire province from Calgary, and construction of the $14-million Alyth Yard, now largely complete.

E. H. Shute CP Rail manager for Alberta, says that Alberta's strategic position astride the import-export route between the Pacific coast and the rest of Canada--as well as a major origin for Pacific-bound exports--"means we have to continually seek means for greater efficiency from our resources in terms of people and technology."

A major target for the railway is boosting the capacity of the main line between Calgary and Vancouver. A variety of steps have been taken and continue to be taken towards that objective--including upgrading roadbed, laying of heavier rail (including longer-wearing continuous welded rail), longer passing sidings and upgrading the centralized traffic control system. A major study has been underway since early 1970 on the feasibility of electrifying the Calgary-Vancouver line. While electrification offers a number of technological and operational pluses, capital cost has been estimated at some $140-million.

"The decision whether or not that kind of investment is to be made may be some years away, but the study does demonstrate our desire to explore every possibility in meeting the traffic demands of the next decade and beyond," says Mr. Shute. To meet the demands for export coal transportation to tidewater, for example, CP Rail has invested some $68-million in equipment and track improvements--$30-million of which is to meet requirements from the Fording Coal Limited development coming into production in April this year.

In addition to $19-million for coal cars and locomotives to handle movements from the Fording mine, Some $11-million was spent on construction of the rail line from Michel B.C., to Elkford 38 miles to the north.

While such bulk cargoes as coal and other resource products are showing significant increases, such staple cargoes as grain continue to form a significant part of railway tonnage. The 1970-71 crop year saw the railway move a near-record 193,790 carloads of export grain off the Prairies--121,806 of which moved to the Port of Vancouver. The total represents about 55% of all Canadian railway grain tonnage. Railways credit the Block Loading System for having removed many of the major difficulties from grain transportation and the system has led to a significant speed-up in grain car turnaround time. In August 1971, average Vancouver turnaround time for example, had been reduced to 19.4 days from 38.1 days in August 1969.

(Right) Lowering the Boom! A 150-foot floating steel ice deflector has been installed by Canadian National at Sarnia, Ontario, to protect its docks and rail barge from ice drifting down the St. Clair River. The 100-ton boom is anchored at an angle to the current to catch and deflect floating ice during the spring breakup on on Lake Huron. The deflector will handle ice up to 600 feet in diameter and nine inches thick. Because it is floating, the boom does not affect the ecology of the river. Four cranes are depicted lowering the boom into position. (Canadian National)

MORE ON THE WRECK AT EATONVILLE

George Matheson supplies additional information on the CN wreck at Eatonville, Quebec, of March 8, 1972:

"What must qualify as one of the most unusual and longest --372 miles--detours necessitated by a major wreck took place March 8th to March 16th when ten eastbound and 11 westbound CN trains were routed over CP Rail trackage between Lennoxville, Quebec and Island Yard in St. John, New Brunswick, through such locales as Megantic, Quebec, Brownville Jct., Maine, and McAdam, New Brunswick.

The wreck at Eatonville, neat Monk, Quebec, in which 45 of the 49 derailed cars of a 94-car Sydney, Nova Scotia bound freight, burnt, tied up CN's main freight link between Quebec and the Maritimes for over a week on account of the derailed cars severely damaged a bridge over the Riviere du Loup. Cause of the wreck is said to be due to track spreading caused in part by use of today's heavier diesels. Other CN freights were rerouted along CN's other Maritime line via Riviere du Loup, Mont Joli, Campbelton to Moncton.

33 different units made a grand total of 77 diesels to pass over CP Rail trackage during the nine day period.

The first two CN trains westbound were called 815, later 803, and on March 11-12-13 there were two trains called 803A and B. Eastbound trains were called 208, later when two 208 A and B, the 208B mainly loaded containers. Some of the westbounds consisted solely of empty covered hoppers, such a train most unusual on CP Rail with all those cylindrical hoppers creating quite a uniform appearance.

The last westbound 803-15 had lead unit 3678 derail in siding at Gordon, Maine, on Maine Central trackage; the train being in same to let the eastbound Atlantic Limited pass. 3678 was left there and the other three units pulled the empty 2800-ton train into Brownville Jct. The 3678 was later rerailed and went east on CP Rail freight 952 through to St. John.

One of the most unusual rerouted trains operated on CP Rail had for power GT 4431, CN 3733, GT 4910 and CN 3693, this 208 eastbound with 85 loads was near Milan, Quebec when seen around 1600 March 13th. At 5369 tons, this was the second heaviest train to operate over the CP Rail detour for CN, the heaviest being 208-A-12 with 4472-4505-3741-4587-90 loads 6217 tons. Both trains were well over the 1200 tons allowed per similar CP Rail unit.

For the record different engine numbers listed below (the number after the unit refers to the number of times that particular unit was on CP Rail): 3619-3, 3637-4, 3643-1, 3668-3, 3678-2, 3685-2, 3686-4, 3689-3, 3692-4, 3693-3, 3700-3, 3711-2, 3727-4, 3733-1, 3741-4, 3835-3, 3840-2, 3885-1, 3886-3, 4431-1, 4438-1, 4472-4, 4485-1, 4487-1, 4492-1, 4494-1, 4496-2, 4505-4, 4529-2, 4575-2, 4578-1, 4587-2, 4910-2."

WORTH NOTING...

* Tenders recently called by Canadian National:
--the clearing of Riviere des Prairies Yard, Mile 132, St. Laurent Subdivision, Montreal;
--construction of a diesel load test centre, Transcona, Manitoba; and alterations to the motive power shop at Transcona;
--the supply and erection of metal buildings at various sites on the line between Moncton and Halifax;
--the construction of a reinforced concrete bridge at Kennedy Road, mile 14.32, Halton Subdivision, Brampton;

* The Canadian Transport Commission has announced a federal grant of $500,000 for the construction of a road underpass on the CN Newmarket Subdivision at Finch Ave. in the Borough of North York. The grade separation will cost approximately $1-million, with Metro Toronto paying about $400,000 and CN the balance.

* Burrard Dry Dock Co. Ltd. has a contract to build a $5-million ferry to carry trucks and trailers between Vancouver and Swartz Bay on Vancouver Island. Construction is to start immediately with completion scheduled for the spring of 1973. The 380-foot, 18-knot vessel is to make three round trips a day in summer and two in winter, augmenting the service of the present 30-trailer CP Rail ferry. Swartz Bay mainly handles traffic for Victoria and southern Vancouver Island.

SUPER CONTINENTAL HITS MUDSLIDE

Canadian National's westbound Super Continental slammed into a mudslide near Vavenby, British Columbia March 29th. All 243 passengers on the train escaped injury.

The train hit the slide as it came around a curve. Three diesel units, a mail car and an express-baggage car were derailed but passenger cars remained on the tracks. A CN spokesman said a clay mudbank above the tracks, apparently loosened by recent rains and heavy snow, plunged onto the CN main line covering a 400-foot stretch of track up to a depth of ten feet. Two of the diesel units were pushed over a 100-foot embankment.

Passengers were taken to Kamloops by bus. A fireman was flown out to Kamloops by helicopter for treatment of cuts. Other crew members were treated at the scene. The engineer of the lead diesel was thrown out of his cab through the front window as the engine plunged down the 45° slope to the North Thompson River. The fireman had to be dug out of the mud.

MUDSLIDE BURIES THREE CP RAIL SECTIONMEN

Three CP Rail sectionmen were buried in a massive mudslide that thundered down on them as they ate their lunch near Michel, British Columbia, on March 20th. They were in the area checking trackage on the CP Rail line. A fourth man working with them was injured.

A CP Rail spokesman said the slide fell from a 300-foot-high precipice and covered 400 feet of track at a point ten miles from the B.C.-Alberta border. Mud continued to fall as rescuers continued their search.

All three bodies were later recovered.

NORTHLAND HITS DUMPTRUCK

Canadian National's southbound train 88, the Northland, collided with a dump truck at a level crossing near Thorn-Hill, Ontario, on the morning of March 6th. The driver of the truck escaped injury, but his truck was completely demolished, pieces of it strewn down the railway line. Damage to truck, lead diesel unit, and railway signals was estimated at $12,000.

* Metropolitan Toronto has asked Canadian National and CP Rail to bid on a 15-year contract to haul garbage to rural dumps. The two railways have until July 1st to submit their bids to Metro Council with the successful bidder given until January 1, 1974 to put the system into operation.

* Assembly operations at Hawker Siddeley's Trenton, Nova Scotia railway car plant were halted April 12th following a walkout of 500 employees protesting against a one-week suspension given an employee. Company officials described the walkout as illegal and closed down operations, while talks between management and union officials continued.

* A U.S. federal courts judge has issued a temporary restraining order blocking the merger of Illinois Central and Gulf, Mobile & Ohio. The order was granted at the request of Kansas City Southern Railway Co. and is effective until a court decides whether to issue an injunction blocking the merger.

* Crew changes will still be in effect at Brockville, Ontario, on Canadian National. The decision to make Brockville a runthrough point did not come to an agreement.

* The Ontario Municipal Board has approved a $15-million redevelopment plan for downtown Sault Ste. Marie proposed by the Algoma Central Railway. The project, which fronts on the St. Mary's River, includes a department store to be operated by Simpson-Sears Ltd., apartment buildings, a shopping centre and a hotel. Site preparation will begin this summer and completion is set for March 1974.

PASSENGER TRAIN NEWS

* A resumption of Turbotrain service between Toronto and Montreal early in 1973 is planned following an announcement made in Montreal March 29th, that a new agreement has been reached between Canadian National and United Aircraft of Canada. CN president N. J. MacMillan and UAC president T. E. Stephenson said that under the agreement, which follows lengthy discussions between the two companies, UAC will make a number of modifications to the trains, to be followed by a series of operating tests during which the trains will travel some 15,000 miles. The trains would then be placed in commercial service for a three-year period during which CN would evaluate the economic and performance results. They said the planned modification program would improve the reliability of the train and that it is expected that satisfactory service would now be achieved.

"Canadian National has a continuing interest in the development of new passenger train designs," Mr. Macmillan said, "and we look forward, together with UAC, to further improvements in the Turbo development program, the first truly advanced passenger train concept."

Under the new agreement, the trains will be modified to provide three nine-car sets rather than the previous five seven-car sets. The additional sections will increase the carrying capacity per train to approximately 400 people. In addition, a number of mechanical changes will be made on the equipment, including an increase in engine horsepower in the power dome cars. Since the trains operate as complete units, as opposed to conventional equipment which can be uncoupled car-by-car, the modifications cannot be undertaken while the trains are in service.

The Turbos have been withdrawn from service twice since their introduction to service between Toronto and Montreal on December 12, 1968. The trains were removed from service on February 1, 1971, when it was found that their reliability had declined due to mechanical difficulties. At that time, CN said that although passenger response to the new concept was satisfactory, the railway felt that it was better to suspend the Turbo service rather than subject passengers to further inconveniences or uncertainties. Mr. MacMillan said that despite the delays and uncertainties common to the introduction of new concepts in ground transportation, CN had already learned valuable lessons through experience with the Turbo and would benefit by them in the consideration of future equipment needs.

* The Canadian Transport Commission is reviewing its decision to allow Canadian National to stop passenger service in Newfoundland. The Caribou was discontinued on July 2, 1969 at which time a replacement bus service was instituted by CN.

CTC chairman Jack Pickersgill told the Commons transport committee that the CTC's railway committee is considering whether to reopen the case. Mr. Pickersgill believes that the railway transport committee has the power to reopen the case, but was not certain whether the committee could order a railway to re-institute a service discontinued with committee approval. Mr. Pickersgill declined to answer several questions from MPs on the merits of the previous decision, saying it would be improper for him to comment while the railway committee was deciding to reopen the matter.

J. A. McGrath (PC--St. John's East) said Newfoundlanders are upset about the quality of the bus service that replaced the trains. Meal services, for example, were inadequate. Mr. Pickersgill said the CTC has no authority over the bus service, since that is a provincial matter, but CN has been 'pretty responsive' to public needs. Mr. McGrath said the passenger trains were discontinued on the basis of operating losses of about $1-million annually, but part of those losses should have been charged to freight services. Also, the bus service was losing $500,000 a year and CN could try to have that discontinued.

* A rail system administered by provincial highways departments should be considered as alternative to existing railway passenger services, Mayor Ivor Dent of Edmonton told a Canadian Transport Commission hearing in Edmonton on March 23rd. He told the hearing that a service similar to the Government of Ontario GO Transit system linking Toronto and neaby communities might be started on a national basis. The national service, which he called Rail Canada, would have the right to use existing tracks, but would replace existing service, the mayor said.

* Northern Alberta Railways has applied to the Canadian Transport Commission to abandon its Edmonton-Dawson Creek passenger service. Losses claimed by NAR on the service amount to $200,000 a year.

* There exists the possibility of limited GO Transit commuter services between Toronto and Georgetown, according to a speech given to the Canadian Club by Ontario Transportation and Communications Minister Gordon Carton on March 27th. The service will use the existing Canadian National line through northwest Toronto, Weston, Malton, Brampton, Bramalea, to Georgetown. Service will be set up on a limited basis commencing late this year or early in 1973. Details of the service have not yet been worked out with CN.

The decision to start the service was made after preliminary reading of the CTC Toronto Area Commuter Study report. Mr. Carton said that he hopes there will be substantial assistance from the Federal Government in schemes to use rail lines in and around Toronto.

GO Transit fares were increased in the Ontario Budget brought down in the Ontario Legislature by Provincial Treasurer Darcy McKeough, on the evening of March 28th.

* Railway passenger service between Montreal and New York may once again be a possibility. On March 28th a bill passed the U.S. House of Representatives allowing $4-million to the U.S. National Railroad Passenger Corp. (AMTRAK) to introduce services between Montreal and New York, Vancouver and Seattle, and Laredo, Mexico and San Antonio. The bill has now gone to the Senate commerce committee.

Earlier AMTRAK ran out of cash and was unable to meet a $12-million monthly payment to 13 railroads that operate its passenger services in the U.S. Hardest hit of the lines was Penn Central which had expected a monthly payment of $2.8-million for the 40% of AMTRAK which it operates. Under an agreement with the railroads AMTRAK must pay interest on late payments. Interest is at the prime rate now charged by the First National City Bank of New York, now 4.5%. This means that if AMTRAK remains behind in its payments, interest will total $43,000 a month.

Part of AMTRAK's problem was that it had not obtained approval on a $170-million appropriation (supplemental) to keep it going through to mid-1973. The U.S. Congress had not acted on it. In addition a Chicago bank refused AMTRAK to draw on the $100-million of a line of credit guaranteed by the U.S. Government.

Then the U.S. House of Representatives came through with money for AMTRAK with the approval of a $174-million fund authorization bill after voting to limit executive salaries and direct the restoration of passenger service links to Canada and Mexico. Also included in the legislation were pass-revision policies, and authorization to spend $147.5-million of the amount specifically for capital improvements.

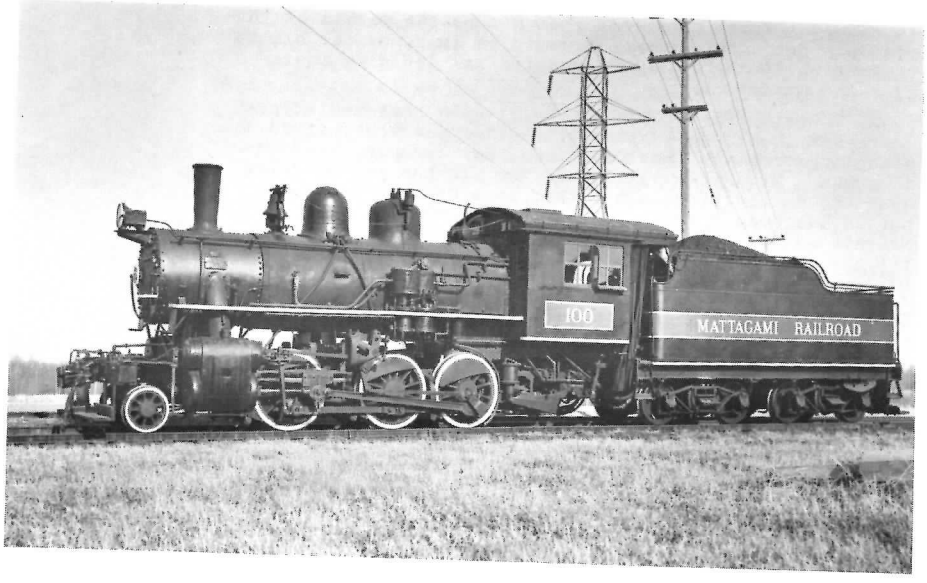
A Delaware & Hudson directors' special train was a recent visitor to Windsor Station in Montreal. (ABOVE) D&H business cars 200 and 500 and ex-D&RGW diner 'Castle Gate' stand at the end of the new station trackage at Windsor Station on March 8, 1971. The inspection train arrived on March 8th, and departed March 9th; E-L E8's were power. (Bob Sandusky)

IMAGES OF STEAM

Canadian National light Pacific 5265 (class J-7-a, MLW, 1918) heads a local passenger train out of Calgary, Alberta in 1949.

Here's oil-burning CN 2-8-0 2513 (N-2-b, MLW, 1918), fresh from a shopping, at the engine terminal at Calgary, Alberta in 1946.

This is Mattagami Railroad's diminutive little Mogul number 100 at Smooth Rock Falls, Ontario in 1955.



(All photographs -- Edward W. Emery)

EQUIPMENT NOTES...

CP RAIL MOTIVE POWER NOTES

* DRF-30g SD40-2 delivery dates from Diesel Division, General Motors of Canada:

Road Number	Builder's Number	Delivery Date
5565	A2564	Feb. 16/72
5566	A2565	Feb. 16/72
5567	A2566	Feb. 17/72
5568	A2567	Feb. 17/72
5569	A2568	Feb. 23/72
5570	A2569	Feb. 21/72
5571	A2570	Feb. 21/72
5572	A2571	Feb. 26/72
5573	A2572	Feb. 23/72
5574	A2573	Feb. 26/72
5575	A2574	Feb. 29/72
5576	A2575	Feb. 29/72
5577	A2576	Feb. 29/72
5578	A2577	Feb. 29/72
5579	A2578	Mar. 6/72
5580	A2579	Mar. 6/72
5581	A2580	Mar. 10/72
5582	A2581	Mar. 10/72
5583	A2582	Mar. 15/72
5584	A2583	Mar. 15/72
5585	A2584	Mar. 22/72
5586	A2585	Mar. 22/72
5587	A2586	Mar. 24/72
5588	A2587	Mar. 24/72

* Diesel units withdrawn from service and stored unserviceable:

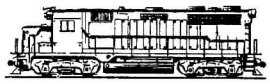
	Road Number	Date Withdrawn
At Ogden, Calgary	1417	Nov. 10/71
	4064	Oct. 2/69
	4078	Aug. 13/69
	4437	Oct. 2/69
	4446	Oct. 20/69
	4448	Nov. 10/71
	4453	Sept. 27/68
	4458	Apr. 17/70
	8414	Apr. 10/70
	8550	Aug. 8/68
	8610	Nov. 10/71
	8713	Oct. 2/69
	8719	Nov. 10/71
	8909	Nov. 10/71
At Angus, Montreal	1415	Nov. 28/68
	8148	Apr. 22/68
	8156	Nov. 10/71
	8473	Nov. 10/71
	8901 (St. Luc)	July 5/71
	8917	May 5/71
Stored unserviceable at Angus	HS-18	Dec. 1967
	HS-19	Aug. 1968
	HS-23	Sept. 1968

General Motors' diesel-hydraulic plant switcher 1001 switches nearly completed CP Rail SD40-2 units 5572-73 out of the paint shop on the Diesel Division plant of General Motors of Canada at London, Ontario, on February 7, 1972. (Robbin Rekiel)

* Leased motive power notes and changes:
-- One additional B&O F7A unit has been leased--4503. This unit is assigned to Winnipeg.
-- B&O units 5495, 7052, and 4645 have been returned to their owners, being replaced by units 4589, 5447, 4577.
-- Bellequip units relettered to PNC so far: 110, 112, 124, 158 and 166.

* Diesel units removed from inventory: as of Feb. 16/72 4064, 4078, 4437, 4453, 4458, 8550, 8713, 8909, 8719; as of Feb. 23/72 8406.

* CP Rail CLC/FM C-Liner A-unit ranks are getting thin. The only units now left in service are the following: 4053, 4055, 4057, 4065, 4104, 4105. The 4105 was observed enroute to Ogden Shops in Calgary, dead, on Feb. 5/72. It reappeared again in service Feb. 11/72, after an engine changeout.



(BELOW) Brand-new CP Rail SD40-2 5588 poses for its official builder's photograph. 5588 is classed DRF-30g and will be used in unit coal train service in British Columbia. (Diesel Division, General Motors of Canada Ltd.)

CANADIAN NATIONAL MOTIVE POWER NOTES

* Canadian National has leased forty Chesapeake & Ohio EMD GP9 road switchers to help relieve a power shortage occasioned by the need to move large amounts of grain because of recent large Canadian grain sales abroad.

There follows a listing of the assignments of these units and the road numbers of the units:

Calder (Edmonton) assigned: 5934/6025/6045/6048/6095/6151/6153/6157/6161/6163/6164/6168/6169/6172/6179/6186/6194/6196/6197. 19 units assigned.

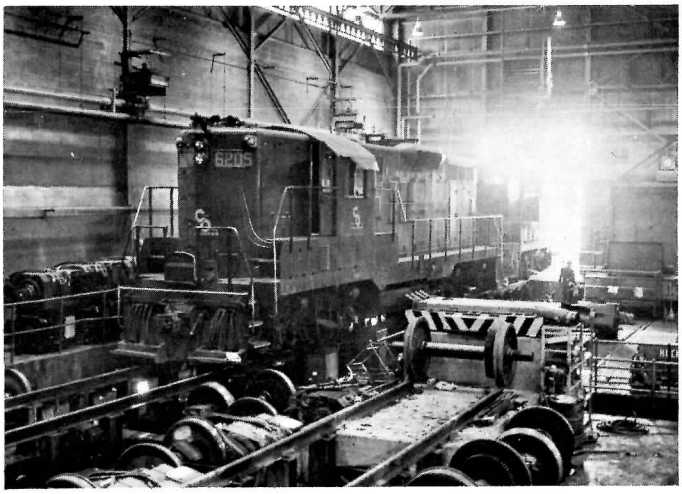
Montreal Yard assigned: 5919/5922/5924/5952/5955/6004/6027/6036/6037/6041/6042/6050/6051/6054/6150/6155/6166/6183/6184/6189/6192. 21 units assigned.

Units are used in road assignments as trailing units only as they are not equipped with dead-man control.

[Editor's note--the following C&O GP9 units have also been observed, in addition to the units listed above: 6035, 6105, 6205, 6206.]

CANADIAN NATIONAL EQUIPMENT NOTES

* CN has leased 1000 covered hopper cars and 700 boxcars to relieve an equipment shortage occasioned by the need for extra equipment to move grain. Canada has recently completed some large grain sales to other countries.



Chesapeake & Ohio GP9 6205 undergoes inspection at the diesel shop at Canadian National's Toronto Yard, March 24, 1972. (Michael Roschlau)

BRIEFLY...

* Former Canadian Pacific Royal Hudson 2839 has been leased by its owners, the Royal Hudson Co., to the Atlantic Central Railroad Co. of Bethlehem, Pennsylvania. The engine is to be made operational again, and the paint scheme to be applied will be in keeping for the American Bicentennial (1976). The engine may operate on the Quakertown & Eastern.

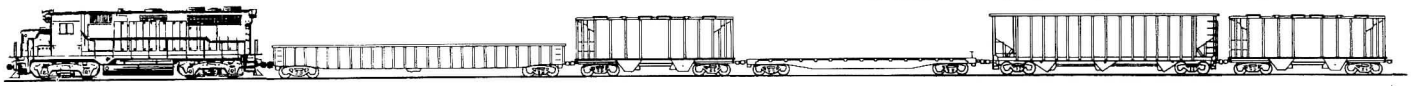
* Nacionales de Mexico SD40 units were delivered to their owners by Diesel Division, General Motors on Feb. 25/72. Builder's numbers for these units are A2603-A2612 inclusive (road numbers 8576-8585).

* MLW Industries has two orders for diesel units from two Mexican railroads. Nacionales de Mexico has placed an order for 20 M630 units to be delivered this summer. Ferrocarril de Chihuahua al Pacifico has ordered eight M636's (road numbers 651-658) for delivery this summer.

* British Columbia Railway has placed an order with MLW Industries for the following power for delivery in the first quarter of 1973: 6 M630 units (717-722), 4 M620 units (841-844).

A side view of C&O 6150 at Toronto Yard, March 24, 1972. (Michael Roschlau)

Nacionales De Mexico has received its order of ten SD40 units from Diesel Division, General Motors of Canada. The units were shipped from London on February 25, 1972. The units see use on NdeM in road freight service and mid-train helper service. (LEFT) 8582-8581 work as mid-train helpers on a freight out of Saltillo, Mexico on March 16, 1972. (RIGHT) 8584 sits in the hot non-day sun at the engine terminal at Monterrey, March 16, 1972. (Both photographs by John D. Thompson)



April 1st, 1972 was a momentous date in the long and colourful history of our famous PGE.

On that date, the name of the railroad was officially changed to the British Columbia Railway.

The thought behind this name change has a twofold purpose. First, the new name will more suitably reflect to the people of our Province a modern railroad that has become a vital factor in British Columbia's economy.

BRITISH COLUMBIA RAILWAY

The last 20 years have seen the PGE transformed from a modest rail operation to the powerful workhorse of our Province ... transporting the immense wealth of raw materials from our interior to the markets of the world ... penetrating the sleeping north and creating sites for massive industrial projects whose products move swiftly and efficiently across the continent.

Secondly, the new name of the railroad – seen on thousands of box cars – will immediately identify its home base of operations and signify the strength and pride we all take in the dynamic progress of our Province.

British Columbia Railway, 1095 West Pender St., Vancouver, B.C.

In an age in which railways generally are huffing and puffing just to stay alive, the British Columbia Railway (nee--Pacific Great Eastern Railway) is bursting with health. The provincially-owned railway is not just piling up annual increases in gross revenues, profits, carloadings and assets, but is adding new trackage, and exerting continuing influence on the economy.

Premier W. A. C. Bennett, who is also president of the railway, singles the BCR's performance at every opportunity. Few would argue that in this case he is amply justified. Bennett boasted in his latest budget that the BCR--with mainline track now exceeding 1100 miles --leads all other North American railways in new line construction. Its net profit (being a Crown corporation, it pays no taxes) was a record $990,000 last year. Gross revenues increased $7-million to total $41-million.

The thrust of the British Columbia Railway (as it is now known since April 1st) is as a resource-oriented spearhead. The push to open northern British Columbia and to expose the considerable resources along its routes has paid off handsomely for the economy of the province. Bennett said that present private development along the BCR route includes two pulp mills, at Mackenzie and Quesnel, each costing $85-million, and a $74-million copper-concentrate mill near Williams Lake. The railway also encourages development by financing industrial parks at centres along its lines. Five of these parks are already in operation and three more are planned.

Late last year, the railway opened its newest 250-mile section between Fort. St. John and Fort Nelson in the northeastern section of the province. It is now concentrating its main construction effort on a 420-mile extension from Fort St. James to Dease Lake, which will open northern frontiers between the Rocky Mountain Trench and the Pacific coastline. Completion of this stretch is scheduled for 1974.

Joseph Broadbent, vice-president and general manager, is also an engineer who has been personally responsible for plotting much of the BCR's existing routes. He sees the new BCR extension opening up major forest and mineral resources. The southern part of the extension contains one million acres of forest land classified as mature timber, with an estimated allowable annual cut of 94-million cubic feet. Further north, there are an additional 3.5-million acres of timber with an estimated allowable annual cut of 158-million cubic feet. Forest companies are quick to launch operations when BCR builds into a new region. Plant construction takes place concurrently with the building of the rail line. The trains in some cases can begin shipping product south as soon as the railway lays track up to the new plant.

Broadbent says resource surveys along the new route have revealed mineral occurrences of copper, mercury and chromium. There are also known deposits of coal, jade, iron ore, molybdenum, lead, zinc, silver and asbestos. Naturally, not everything is going to turn out to be economic.

The company will be spending about $100-million on the Dease Lake extension, including new rolling stock. The government in the past year has increased the railway's borrowing powers by about $150-million. Present assets of the BCR total about $346-million.

The natural drive of the railway north is taking it ever closer to the 60th parallel, where by law as a provincial railway it must stop. But by the same token, this closeness to the border of the Yukon territory is also making much more feasible an inland transportation link between the Yukon, British Columbia and the Pacific. It is a prospect that in the past year has received intensive joint federal-provincial study and, following that, intergovermental negotiation. Late in February, there were reports that both governments were closer to a deal that would require a major expenditure to bridge a major transportation gap between British Columbia and the Yukon, and open up a new superport at Prince Rupert. Any such deal would give the Yukon a huge impetus for exploration of natural resources, which, with greater transportation access, could now be more economic for shipment south.

The main elements of any such intergovernmental package would include the following:

* Completion by BCR of an additional extension from Dease Lake to the Yukon boundary, probably to a point called Lower Post, just south of Watson Lake on the Alaska Highway.

* A rail link from some point on the Dease Lake extension to the Canadian National, probably around Hazleton. The link would allow cargo to originate either in the Yukon, or somewhere along the northern BCR line, and end up at the port terminal of Prince Rupert. This would involve CN granting running rights for BCR trains from Hazleton to Prince Rupert.

* The construction at Prince Rupert of a superport to handle the bulk commodities expected from such a rail connection.

* North of the 60th parallel in the Yukon, a decision by Ottawa on either a new rail line to Whitehorse or a road transport link.

How far such a Yukon line might extend would depend on only how fast the federal government wants to go with northern economic development policy. A new Yukon railway would gain reciprocal running rights on BCR track south. The Bennett government has already approved the principles of such an arrangement providing the right financing deal can be worked out with Ottawa. British Columbia would undoubtedly seek some federal financial aid for that portion of the work going on within its boundary.

In the northeastern section of the province, the BCR can easily extend its lines north of Fort Nelson to Nelson Forks, a point below the 60 parallel where the Liard River system offers a fetching economic opportunity. The Liard system runs into the Mackenzie River basin, which is a major transportation carrier to the Arctic and Alaska's Prudhoe Bay.

There is a further advantage. Broadbent says the Mackenzie-Liard system is open for transport for as long as six weeks before the existing waterway route, which originates at Hay River on Great Slave Lake. The prospect of having this vital route open for transport that additional four to six weeks in an already short summer season offers tremendous opportunities for everyone involved.

The BCR needs only a year to make this link with the Liard. If a decision to build a pipeline of some kind from Prudhoe Bay were forthcoming, for example, the BCR is sitting in perfect position to spring forward and take full advantage of the massive business envisaged.

-- FINANCIAL POST.

ALL ABOUT THE

JOHN MOLSON

BY SANBORN S. WORTHEN.

Saturday, August 14, 1971, was a day of celebration for the Canadian Railroad Historical Association, as delivery was accepted on a very extraordinary operating steam locomotive of a type that has not been built in a number of years. At a special "Members' Day" celebration, marking the tenth anniversary of the organization of the Canadian Railway Museum at St. Constant, Quebec (one of the principle activities of the CRHA), Association President Dr. R. V. V. Nichols officially accepted the operating steam locomotive "John Molson" from its builders.

Nowhere in Canada is there an operating steam locomotive which can portray the type of railway motive power which was used in the 1850 period in Canada. Only two pre-1870 steam engines which were used on a railway in Canada have been preserved. These are the "Samson" of 1838 and the "Albion" of 1854, both of which belonged to the private line of the General Mining Association of Nova Scotia. They are presently preserved in Pictou County, Nova Scotia, and are static non-operating displays. There are also two inoperable wooden models of Canada's first steam locomotive for a public railway--the "Dorchester" of the Champlain and St. Lawrence Rail Road--displayed at museums in the Montreal area.

In 1963, the Canadian Railroad Historical Association decided than an operating steam locomotive of the 1850 period should be acquired for the Canadian Railway Museum. Research was undertaken immediately to select an appropriate steam locomotive which could be built in the 1960's. In 1971--after seven years of hard work on the project--the Canadian Railway Museum is the proud owner of a brand-new working replica of a 123-year-old steam locomotive--the "John Molson" of 1971.

There are four main reasons for the selection of the "John Molson" of the Champlain and St. Lawrence Rail Road. This locomotive replica is of the right vintage, the original having been delivered to the Champlain and St. Lawrence in the summer of 1849. The wheel arrangement--a 2-2-2 arrangement with only two driving wheels --was a very popular wheel arrangement with railways in Britain and Europe in this period. Such engines were used on express and mail trains. No less than eight European countries inaugurated their railway services with this type of locomotive. The original "John Molson" of 1848 was used in service--it is believed--on several early Canadian Railways, including the famous Grand Trunk Railway. As with any undertaking of this magnitude, money was needed and a possible donor appeared to underwrite the cost of the project.

The "John Molson" of 1848 burned wood--not coke or coal as was customary in Great Britain and most of Europe. The engine was built by the Scottish locomotive and textile machinery building firm of Kinmonds, Hutton and Steel of Dundee, Scotland. After a period of operation in Canada, the locomotive was modified to suit local operating conditions. Changes included the installation of a bell to supplement the whistle, construction of a closed cab to afford protection to the engineer and fireman, and the installation of a pilot--sometimes known as a "cow-catcher"! With her single pair of 66" drivers, the "John Molson" was a speedy locomotive. Between 1852 and 1857, she was assigned to the fast mail train, running between South Montreal (St. Lambert) and Rouses Point, New York. She is said to have covered the 42 miles in 75 minutes--with three stops for wood and water. The original "John Molson" is thought to have ended her days in 1874--after 25 years of faithful service on the Lachine Division of the Grand Trunk Railway Company of Canada.

More than a hundred years later, no drawings of such an ancient engine could be found. A prolonged search was conducted in England and Scotland. In Scotland, a montage of drawings of a steam locomotive of 1848 was found in the museum at Dundee. William Gordon Small-an instructor of draughting and live-steam model builder of Alloa, Clackmannanshire, Scotland--volunteered his services in the preparation of the design drawings for the building of the working replica. When these were ready the next problem was to find a company who could and would build the replica of such an unusual and ancient steam locomotive. After four years of searching in Canada, the United States, Britain, France, West Germany and elsewhere, a builder was found. A consortium of companies, under the general leadership of Mitsui and Company of Tokyo, Japan, agreed to consider the proposal. Included in the consortium was the Kawasaki Heavy Industries Company of Kobe and the Kyosan Kogyo Industrial Company of Fukushima. The working replica would take sixteen months to construct and would cost $75,000, F.O.B. Montreal, Canada.

The working drawings, prepared from the design drawings of Mr. Small, were prepared by the Japanese engineers, under the direction of Sochiro Hirota, in the Metric system and with Japanese annotations. These drawings received final approval from the Canadian Railroad Historical Association in December 1970. In order to finalize a multitude of design details, a face-to-face meeting in Montreal was arranged between Mr. Hirota and Mr. Small. One year later, the replica of the "John Molson" was completed.

The finished working replica was tested in Japan and was then shipped from Yokohama on the Mitsui O.S.K. Lines M/V "Mikagesan Maru" and arrived in the Port of Montreal on August 3, 1971. At 1100 hours of the same day, the "John Molson" of 1971 was lowered onto the rails at the Canadian Railway Museum at St. Constant, Quebec. The engine was steamed up for the first time in Canada the following day.

When the "John Molson" of 1971 was officially delivered to the Canadian Railroad Historical Association on August 14, 1971, the seven-year dream of building an operating replica of an 1848 steam locomotive became a reality. Already hundreds of visitors to the Canadian Railway Museum have watched wide-eyed as the "John Molson" of 1971 puffed along the track between Hays and Barrington Station. A multitude of children have gazed in wonder at an operating steam locomotive, the like of which have never before been seen in Canada. On selected weekends in 1972, still more visitors will come to the Canadian Railway Museum to see the "John Molson" and to marvel at the colourful locomotive--the ancestor of them all!

You ask, why was the original locomotive was named "John Molson". The original locomotive was named after either the Honourable John Molson the Elder (1763-1836), one of the incorporators and principle investor in the Champlain and St. Lawrence Rail Road, for which the locomotive was ordered, or John Molson the Younger (1787-1860), President of the Champlain and St. Lawrence Rail Road in 1848-49. In the tradition of that period, it is likely that the locomotive was named for the Honourable John Molson the Elder.

Make plans this year to visit Montreal and the Canadian Railway Museum to see the "John Molson" in action. The locomotive will be steamed on selected weekends during June and July. For further information write Robert A. Linney, Canadian Railway Museum, Box 22, Station B, Montreal 110, Quebec. Mr. Linney will give you these dates. Visit the Canadian Railway Museum to see for yourself what the old-timers really looked like!

"JOHN MOLSON" -- VITAL STATISTICS

Wheel Arrangement: 2-2-2 Gauge: Standard

Overall Length: 33'6" Maximum Width: 7'9"

Maximum Height: 12'9" Weight in Working Order: 26 tons*

Cylinders: 14" x 20" Drivers: 66" diameter

Tractive Effort: 4320 lb.

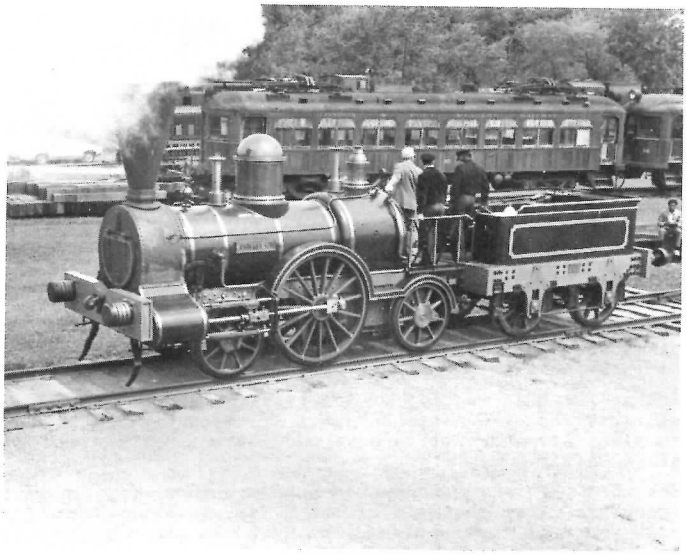
Boiler statistics -- heating surface: 570.5 sq.ft.
grate area: 904 sq.ft.
working pressure: 85 psig

Valve Gear: Gooch type

Brakes: none on engine; screw type on tender with brake shoes on all four wheels.

Fuel: oil; wood may be used for lighting up and running.

[* -- Metric tons]



Senator Hartland de M. Molson operates the regulator of the "John Molson" of 1971 at the first official run of the locomotive at the Canadian Railway Museum, Delson, Quebec, on August 14, 1971.

(All photographs this article -- Sanborn S. Worthen)

SEE CANADA THIS SUMMER ---- TAKE THE TRAIN!!!

The summer of 1972 will soon be here, and what will you be doing for your vacation?

Nothing planned, you say. Then may we suggest that you see some of this glorious country of ours. Travel relaxed, take the train.

If you have the time, travel across Canada on one of the two transcontinental services--CN or CP Rail. Both are still excellent trains. Ride CN and visit the Maritimes. Not enough time, then remember the Polar Bear Express to Moosoonee, which will be operated daily by the Ontario Northland out of Cochrane this summer. Then there's Algoma Central's famed Agawa Canyon tour out of Sault Ste. Marie, a one-day trip into some spectacular Northern Ontario scenery.

Just a few suggestions presented in the hope that they will give you a few ideas to make your vacation memorable this summer.

This is the view from the famed Rocky Mountain Observation car, as Canadian Pacific's eastbound Dominion climbs Field Hill, east of Field, British Columbia, to the Spiral Tunnels. There are two mountain engines on the front (probably a 2-10-4 and a 2-10-2 helper) and another helper engine on the rear of the train (another 2-10-2). This photograph was taken in July, 1942 by Mrs. Millie Sandusky.

TRACTION TOPICS

Edited by Michael W. Roschlau.

* The Spadina controversy:

The City Works Committee has rejected all of the most favourable routes for the Spadina rapid transit line. This committee and the Toronto Planning Board then both urged that Metro build the Spadina line directly under Bathurst St. from Lawrence Ave. to Queen St., with a link east on Queen St. to the Yonge Subway line.

During January and February 1972, two alternative proposals were made for the Spadina line to replace scheme 8A (see February NEWSLETTER, page 31):

Scheme 8B: This routing is identical to scheme 8A, tunnelling directly beneath Bathurst St. from Claxton Blvd. to Bloor St. and cutting east under Bloor St. instead of at Barton Ave.

Scheme 8C: This routing would run through a covered structure along the wall of the Cedarvale Ravine from just south of the expressway at Markdale Ave. to Bathust St. and then go directly under Bathurst, identical to scheme 8B.

The Toronto Public Works Committee unanimously endorsed a proposal of Works Commissioner Ray Bremner to scrap the plans for the Spadina Rapid Transit line in favour of an entirely new route using Canadian National Newmarket Subdivision right-of-way between Keele St. and Dufferin St. This would be a twelve-mile line running from Finch Ave. straight down the railway line to Queen St. going into the downtown core via either CN trackage through the proposed Metro Centre to Union Station or underground along Queen St. to the Yonge Subway line. Mr. Bremner also proposed that the abandoned Spadina Expressway be used for express buses as far south as Davenport Rd.

* The Metro and provincial governments have rejected a proposal to reroute the Yonge-University Subway line to link up with the new railway station in the proposed Metro Centre development. Apparently it would cost $60-million to reroute the subway and Metro Chairman Albert Campbell said "There's no way we're going to spend $60-million before Metro Centre gets going."

* It is unlikely that the TTC will introduce a single fare within 1972. The municipal government refuses to grant money for a TTC single fare system. Metro Chairman Albert Campbell says that the municipality cannot afford the single fare without a provincial subsidy.

* The ten-week rodmen's strike that halted construction on the North Yonge Subway Extension at Lawrence Station was finally settled on March 24th.

The 28-month agreement will raise the rodmen's wages to $8.55 per hour. Rodmen install steel reinforcing rods in the wooden forms into which concrete is poured.

The TTC hopes that they can put the northern extension into service from Eglinton Station to York Mills Station by March 1973.

* Ontario premier William Davis has announced that mass transit will get top priority over road and expressway building as far as spending money for transportation goes.

Metro Toronto also intends to spend more money for transit in the future. Metro Council has already allotted $33-million for the construction of rapid transit lines in the very near future.

* The Mayor of Winnipeg, Stephen Juba, has received proposals from a German-Swiss company for a $22-million overhead rapid transit system for the City of Winnipeg.

If this monorail is built, it would probably run for six or seven miles west along Portage Ave. from downtown. A north-south line could serve the suburbs of St. Vital, North Winnipeg and possibly East Kildonan.

An announcement on the system is expected shortly.

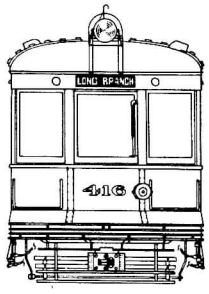
* The TTC's second refurbished streetcar, 4369, is now in service. It is the same as the prototype, 4362, except that the number decal has been applied on both sides of the headlight in front.

The next seven to be refurbished are: 4399, 4378, 4317, 4318, 4380, 4372, and 4394 in that order.

* The St. Louis Car Company has informed the Chicago South Suburban Mass Transit District that the new commuter cars it is now building for use on the Illinois Central at $307,000 per car might be hiked to as much as $475,000 per car on a new order.

* Trolley Coach Notes: As of March 5, 1972, 14 Marmon Herrington trolley coaches were left at Lansdowne Division--TC48's 9125, 9127, 9130-35, 9137-39, and TC44's 9145. 9148, 9149.....TTC travelling trolley coach 9213 has now reached its final destination before coming back to Toronto. In Hamilton, where it has operated for some three weeks on the HSR, it has been received well and is liked by its riders and drivers.....The Hamilton Street Railway has placed an order for 40 trolley coach shells with Western Flyer Coach of Winnipeg. The order is worth $1.7-million. The electrical equipment from the old HSR trolley coaches will be overhauled and installed in the new coaches by Canadian General Electric at their Scarborough, Ontario plant. This order will retire all but seven of the HSR's fleet of old trolley coaches.

SHORT TURN: The Ontario Government has asked the TTC to plot the future of the streetcar in public transit use.....The increase in people riding the TTC in 1971 was the largest of any city in North America--a 2.1% increase.....W. H. Paterson, General Manager of Subway Construction for the TTC received the Professional Engineers' Gold Medal on February 26, 1972 for his "many years of public service devoted to the improvement of his community through the application of rapid transit" .....Ralph Day, the 73-year old chairman of the TTC, is willing to serve another term for three years in addition to his two previous terms. He states that he will continue as chairman until another man is appointed, but if the TTC wishes to retain him as chairman, he is more than willing to take another term. Mr. Day fears that the province might take over the TTC as a transportation agency serving Metro Toronto and region, and feels he is capable of preventing this.....The TTC is considering the construction of an elaborate subway wall washing train. This would be a large two-car train pushed or pulled by the locomotive, removing all the dirt and grime from subway tunnel walls. This train would probably be assigned numbers RT16-RT17.....On April 7th, two cars of a CTA elevated rapid transit train in Chicago were derailed and fell down onto street level. On car actually hung down from the elevated structure. At least 30 passengers were injured, two of them seriously.



Tropic of Cancer BOOMERS!

EX-TORONTO PCC CARS IN SERVICE UNDER THE HOT TROPIC SUN!!!

Alexandria, Egypt, and Tampico, Mexico have a number of things in common. Both cities are seaports; both lie under or very close to the Tropic of Cancer geographically. Both cities have tramcar systems in operation, and both cities share the distinction of using former Toronto PCC cars for part of their services.

The General Transport Administration is the operating authority in Alexandria and purchased 140 air-electric PCC cars from the Toronto Transit Commission through intermediaries in the years 1966 (48), 1967 (16), and 1968 (76). Very little is known about how many of these cars have been regauged, modified and placed in service.

In Tampico, the Sociedad Cooperativa de Transportes de Tampico is the principal tramway operator. It is a cooperative owned by the employees. There is one route 6-3/4 miles long from downtown Tampico out to Miramar Beach on the Gulf of Mexico. There is some private right-of-way operation; with a few conventional cars, and PCCs from Kansas City, Kansas and St. Louis, Missouri providing the equipment. In 1971 the SCTET was in need of additional equipment and purchased ten air-electric PCC cars from the TTC (4226, 4228, 4247, 4253, 4578, 4586, 4589, 4593, 4597, 4599). Five of these were shipped by rail to Tampico in 1971 (4226, 4228, 4253, 4589, 4599). Currently these cars are in service, having been repainted by the SCTET to their colours of ivory with very dark green trim. Regauging was done by the TTC. The other five cars will be shipped from Toronto this year.

Alexandria

The ex-TTC PCC cars in service in Alexandria have undergone some modifications, as evidenced by these two photographs.

Firstly, examination of the photographs reveals the the cars have been joined into what appears to be semipermanently coupled two-car MU trains (no mean feat, when one considers that the cars sold never ran in MU service in Toronto). The leaf doors have been changed from outward folding to inward folding. The old route and destination sign boxes are no longer used, large signs being mounted above the old boxes displaying (in Arabic) the route, route number (which is illuminated), and destination. Another sign occupies the space formerly taken up by the TTC Short Turn sign, this new sign also displaying the same type of information.

A two-car MU train composed of ex-TTC A-1 car renumbered to 916-917 stops at a downtown Alexandria intersection, while in the background an ex-Copenhagen Duwag articulated turns into the street.

Another train, this time composed of former A-2 class cars renumbered to 1005-1006, turns through a downtown square. Note that the second car still retains its advance light, and that the pole of the second car supplies power to both cars (via current jumper).

(These two fine Alexandria photographs kindly provided by Mr. Jac. Woltjes of Den Haag, Netherlands.)

Tampico

In contrast with their brethren in service in Alexandria, ex-TTC cars in service in Tampico have changed very little. The SCTET very conveniently keeps track of its equipment by retaining the numbers that the equipment possessed while in the service of its former owner(s).

Displaying PLAYA route signs, ex-TTC PCC 4226 loads passengers at the Public Square in downtown Tampico.

SCTET 4589 crosses a wooden trestle spanning an arm of the Rio Panuco. Beyond the trestle, the car will encounter double-track private-right-of-way all the way to Miramar Beach on the Gulf of Mexico.

Inbound to downtown and running under catenary on the private right-of-way, 4589 makes a stop for traffic lights and intending patrons near Cuidad Madero Loop.

4226 meets standard Tampico car 26 (one of just a handful left in service) at the Refineria stop.

Ex-TTC 4228 awaits ex-KCPS 732 to clear the switch before entering the single track right-of-way to Miramar Beach.

SCTET 4228 pulls away from the platform at Playa Miramar Beach terminal under the rays of the setting sun.

(All Tampico photographs taken by John D. Thompson March 16, 1972.)

Here is a left-side view of 4228 inbound to downtown Tampico from Miramar Beach, the Gulf of Mexico in the background. Temperatures hovered near 80°F. on the day this photograph was taken.

TRACKSIDE

APRIL NEWSLETTER

You received your April NEWSLETTER and have noticed that some of the pages are out of sequence, as follows: 52, 59, 60, 55, 56, 57, 58, 53, 54, 61. This mistake was caused by the third sheet (pages 53, 54, 59, 60) being collated in reverse order. You can easily fix the mistake yourself. Simply open the staples binding the issue; remove the centre folded sheet, and the third sheet. Take the third sheet and reverse fold it. Reassemble the issue by putting back the now refolded third sheet and the fourth sheet, and close the staples. Your April issue will now read correctly.

INFORMATION WANTED

Information on the Credit Valley Railway is wanted for possible use in a publication on the same. If you have any photographs, artifacts, maps, drawings, anecdotes or other material on the Credit Valley Railway, then Jim Filby would be most interested in hearing from you. Contact Jim Filby, 1601 Winterhaven Road, Mississauga, Ontario.

BOOK REVIEW

Saskatchewan's Pioneer Streetcars by Colin K. Hatcher, Railfare Enterprises Ltd., Montreal, 1971. $5.95.

See if you can answer these questions. How many cities in Canada's Prairie Provinces had trolley systems? How many of them can you name? How many of these systems have had anything extensive published about their past histories?

The answer to the first question: 8. The cities are as follows: Winnipeg, Brandon, Saskatoon, Regina, Moose Jaw, Lethbridge, Calgary, Edmonton. Of these systems only Winnipeg has had two books published about the system, and now the city system of Regina, Saskatchewan joins Winnipeg in the honour of having a history written about its streetcars.

Saskatchewan's Pioneer Streetcars is the finest traction oriented book produced by Railfare Enterprises to date. The book's 64 pages (between two hard covers) does an excellent job of telling the story of Regina's streetcars. The story of the Regina Municipal Railway is well documented by Mr. Hatcher, with detail on the early days of the system, the way the Depression affected the system, the trials put upon the system during World War II and a disastrous fire afterwards. The reader is also provided with route maps, schedules, car drawings (by Bob Sandusky), rosters of equipment, and plenty of photographs--68, count them.

All in all, this book is a must for the traction fan who is interested in Canadian traction, particularly Canada's West. Hopefully other publications will appear on the histories of some of Canada's other Prairie traction systems.

-- Robert D. McMann.

Contributors:

Keith Anderson
Clayton Chaloner
Bruce Chapman
Ray Corley
Mike Dawe
Edward Emery
Tom Gascoigne
Omer S. A. Lavallee
J. Bryce Lee
George Matheson
Mac McGregor
John Mellow
Chris Prentice
Robbin Rekiel
Bob Sandusky
Mrs. Millie Sandusky
Steve Scalzo
Dave Stalford
John Walker
Bill Weighill
Ted Wickson
Jac Wojtes
Sandy Worthen

Production: J. Bryce Lee

UCRS CAR 13 DOINGS

Two committees of the Upper Canada Railway Society got together on a project recently and the results of their efforts was the staging of an "open house" for Society members and guests at UCRS Private Car 13 on the evening of February 4, 1972. The "open house" was originally the idea of the Entertainment Committee, but the Private Car 13 Committee played a large part in the holding of the event, which was officially the Society's first Friday meeting for the month of February.

The original idea of the Entertainment Committee was just to provide a place where members could come to sit and read or swap stories. Books and magazines from the Society's Library were to be provided. However the Car 13 Committee had more adventurous ideas--they proposed adding light refreshments and a slide show.

There was no way of getting a 110 volt power supply into the car for the slide project short of running a long extension cord through one of the end doors from the outlet on the building adjacent to the car. However, thanks to the efforts of member Dave Spaulding who installed a 110 volt outlet in the kitchen compartment, the problem was easily solved by running an extension from that outlet in the kitchen into the observation room for the projector. Still needed was an extension cord outside to plug the car in to the power outlet on the adjacent building.

The "open house" was to commence at 8:00 p.m., but members of the Car 13 Committee were on hand after 7:00, to get the car ready for the evening. One compartment was set up as if it was ready for occupancy for an evening. Another compartment was opened for inspection as well.

Fifteen people came down to visit the car. The slide show got underway at 9:45 and lasted until around 10:30, with slides being shown by three people. While the show was in progress, member Charlie Bridges arrived and proceeded to install to lighted marker lamps on the rear of the car, adding to the illumination provided by the UCRS drumhead which had been installed and illuminated from early in the evening. Some members present went outside after the show was over and took time exposures of the car. In the kitchen compartment of the car, Dave Spaulding undertook the task of bringing water to a boil for hot refreshments on the coal stove. Shortly before 11:00, two cakes, cookies, hot coffee, tea, or chocolate were served to all, with the cookies and drinks provided by Dave Spaulding, the cakes donated by the wife of the undersigned, and the utensils brought by George Meek, the utensils being the remnants, no doubt, of some long-forgotten tea party.

Everyone present at the "open house" said that they had a good time, and that it should be repeated. A total of three dollars was collected (at 25¢ each) for the Car fund--obviously some present did not pay.

An "open house" was held again on Saturday, March 25, from 1:00 to 5:00 in the afternoon. Some nine people were present at the car, and were treated to a repast of pancakes, coffee and cake.

-- David N. Stalford.

[Editor's Note: Would you like to see more "open house" days held down at Private Car 13, why not let Dave Stalford know. Write him c/o Car 13 Committee at Box 122 asking him whether there will be any more such dates.]

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.

June 16: (Fri.) Regular meeting. Doug Sheldrick and Charles McLeod on South African Steam.

June 23: (Fri.) Hamilton Chapter meeting, 8:00 p.m. in the CN James Street Station, James Street North.

July 21: (Fri.) Members' Summer Slide and 8 mm Movie Night.