

newsletter

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Upper Canada Railway Society



newsletter

Number 269

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James A. Brown, Editor

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Members are asked to give the Society at least five weeks notice
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Please address NEWSLETTER contributions to the Editor at
3 Bromley Crescent, Bramalea, Ontario. No responsibility is
assumed for loss or nonreturn of material.

All other Society business, including membership inquiries, should
be addressed to UCRS, Box 122, Terminal A, Toronto, Ontario.

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The Cover

What is it?? Our seemingly abstract cover design will
become more and more familiar in the coming months as
Canadian Pacific's new image touches increasing numbers
of cars and locomotives, tickets and timetables, shops
and stations. For the whole story, and a glimpse of
CP's new colors -- in color -- turn to page 68.

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.

July 19: (Fri) Movie night at 589 Mt. Pleasant Road. Bring
your best 8mm movies to this informal session.

Aug 3rd: (Sat) Ontario Northland steam excursion, North Bay
to Englehart, leaving North Bay (CN Station)
at 0830 EDT. One fare only: \$13.00. Optional
special cars Toronto to North Bay and return.

Aug 16: (Fri) Summer meeting and social night at 589 Mt.
Pleasant Road, featuring refreshments and pro-
fessional films of rail interest.

Readers' Exchange

ANY MODELLERS IN THE CROWD who would like to have their
own Letraset heralds, lettering, numbering or what have
you? A made-to-order Letraset sheet is being prepared,
with 24 hobbyists each sponsoring a portion of the page.
For about \$6.00, you may participate, receiving -- when
the sheet has been printed -- 50 2"x2" squares of your
own design. Just a few spaces are still available. For
particulars, contact North York Hobbies, 1910 Avenue
Road, Toronto 12. 781-4139.

PHOTOS FOR THE 1969 UCRS CALENDAR are sought by Brian
West, 49 Leaside Drive, Apt 409, St. Catharines, Ont.
Artistic Canadian steam, diesel or electric views are
welcomed; excursion photos, and prints smaller than
5"x7" should be avoided. Prints cannot be returned for
some time.

KODACHROME SLIDES of steam, diesel and electric inter-
est are available in trade for similar material from
Doug Cummings, 529 West 63rd Ave., Vancouver 14, B.C.

One of the Delaware & Hudson's "new" PA-1 Alco passen-
ger units lends a touch of distinction -- one might
almost say nobility -- both to its train and to what is
probably Canada's most imposing rural railway station.
The village of Lacolle, Que., with a population of less
than 1,200 souls, boasts this imposing French provinci-
al chateau-like structure, which was erected some forty
years ago by the Napierville Junction Railway, the
D&H's Canadian subsidiary. In addition to the usual
railway facilities, it houses Canadian customs and imm-
igration offices, as Lacolle is just a few miles from
the international boundary on the D&H main line to New
York. The train is No. 34, "The Laurentian". The date
is Saturday, March 2nd, 1968.

-- Photo by Jim Sandilands.



Announcing...

The FERROVIAN Society

A NUMBER OF INDIVIDUALS in Montreal and area have formed themselves into a new group, known as The Ferro-vian Society. The Society was incorporated under Part II of the Canada Corporations Act, under date of March 7th, 1968. With headquarters in Montreal, its Letters Patent defines its ends as follows:

- (a) to collect, preserve, exhibit and distribute information, writings, artifacts and all other memorabilia relating to transportation;
- (b) to participate in and exhibit at public affairs, exhibitions and expositions of every kind and description for the amusement and instruction of the public;
- (c) in connection with the business aforesaid to study transportation of every kind and description.

The first formal meeting was held on May 10th, 1968, at which time the following administration was decided upon:

President:	Dr. Marcel A. Roger
Vice-President:	Mr. Ronald S. Ritchie
Secretary-General:	Mr. Michael D. Leduc
Treasurer:	Mr. John A. Collins
Recorder:	Mr. Robert J. Sandusky
General Counsel:	Mr. Leonard A. Seton, Q.C.
Press Relations:	Mr. J. Norman Lowe
Directors:	Mr. Ronald D. Bryant
	Mr. Anthony Clegg
	Mr. Omer Lavallée

The Society does not at present contemplate a membership campaign. Its principal activity for the time being is liaison with the City of Montréal in the development of the "Ferrovia" pavilion at "Man and His World", which was treated in a recent edition of the "Newsletter". Other projects are under study.

RAILWAY NEWS AND COMMENT

MTARTS TURNS IN ITS REPORT

The Metropolitan Toronto & Region Transportation Study -- originator of the GO Transit concept -- released the result of 5½ years' labour on June 13th.

Recognizing that specific transportation recommendations could not be made unless specific planning guidelines were established, MTARTS assumed the role of planner and delineated four planning options open to future governments to limit traffic chaos and control development;

- A corridor of large cities, with populations between 300,000 and 500,000, on either side of Metro Toronto between Hamilton and Oshawa;
- A series of small, interconnected cities running north of the Macdonald-Cartier Freeway between Guelph and Uxbridge;
- A population shift away from Toronto to enlarged transportation corridors extending west toward Galt and northeast toward Port Perry;
- Extended transportation routes between Metro Toronto and four satellite cities of Guelph, Orangeville, Alliston and Barrie, each with a population of 250,000.

The report called for more coordination of government agencies and urged a specific transportation plan for the whole area, in conjunction with an overall regional plan. The 3,200 square mile region is expected to house 6.4 million people by the year 2000.

Despite the implications of its title, however, the Study made no specific rail, transit or highway recommendations. As one report put it, it raised more questions than it answered. (And yet, with no definite development guidelines, a specific transportation plan could have little significance.)

Although the MTARTS group has been disbanded, GO Transit carries on, and the research into possible future expansion of the commuter system -- formerly handled by MTARTS -- will now be taken over by GO's Research Department.

CN LOOKS TO CONTAINER DEVELOPMENT

The growth in container traffic, both domestically and abroad, has prompted Canadian National to set up a container development branch. The purpose of the move is to develop a Canada-wide container system for CN.

CN's immediate interests involve the role the railway might play in a transcontinental 'land bridge' service and the movement of containers from Far East and European locations to points in inland Canada and return. Consideration is also being given to the movement of containers between shippers in Canada, as well as between Canadian and U.S. points. CN is currently looking at the possibility of double-tiering containers.

More than 1,000 containers -- large boxes, eight by eight by 20 feet -- are already in use on CN. In many cases, they are carried by specially designed equipment that allows fast and easy transfer between rail cars and road vehicles.

A container can be loaded at the plant and not opened until it arrives at its destination thousands of miles away, likely having been moved by truck, rail and ship on its journey. Physical handling of individual items is reduced, breakage and pilferage almost eliminated, and inland-to-inland customs inspections made possible, thus relieving pressures on port operations.

CNT, CPT TO POOL SERVICES IN 12 MAJOR CITIES

Canadian National and CP Telecommunications are planning the implementation of reciprocal withdrawal of telegraph offices in 12 major cities across Canada. One company will withdraw from one location, while the other will withdraw from another city, leaving each company with unduplicated areas of operation. Each telegraph office will then be known by the names of both companies.

CNT will operate Halifax, Toronto, Hamilton, London, Ottawa, Quebec City, Winnipeg and Edmonton, while CP Telecommunications will handle St. John, Montreal, Calgary and Vancouver. The decline of telegraph traffic brought on by the development of more sophisticated forms of communication is the reason for the move.

DAYS NUMBERED FOR HILLCREST'S RAIL OPERATIONS

With its timber supplies exhausted and no new leased timber lands available, the Hillcrest Lumber Company will close down its Vancouver Island logging operations by the end of September. Should Hillcrest's lumbermen's organization go on strike, as is possible, the operations will simply cease as of the strike date.

The reason for concern from a rail standpoint is that Hillcrest is the last user of a Climax locomotive in regular service anywhere in the world. Happily, preservation of the locomotive is assured.

EDMONTON'S RAIL TRANSIT SHOULD BE CITY-RUN -- OFFICIAL

The head of Edmonton's administration committee studying rapid transit recommends that the role of CN and CP Rail in the system (Feb NL, page 16) be limited to leasing rights-of-way. He argued that administrative problems in dealing with two companies, obligations of the railways to operate according to transport department regulations, and rail labor regulations would boost the expenses of the system if the railways ran the trains.

The electrically-run system would use overhead catenary, and its cars would use tracks now being used by the railways. (Presumably conventional trains would continue to use these lines, raising a question of the validity of the assumption that municipally-operated trains would be exempt from the regulations of the Canadian Transport Commission and the labor organizations. -- Ed.)

'OPENING NIGHT' ON THE BISTRO

A bearded student from Joliette led in 'Alouette' and a husky baritone from Forest Hill bellowed back 'I've been drinking on the railroad' as Canadian National's new Bistro car swayed off to a successful start May 27th. (April NL, page 40)

The car, a perambulating pub on the afternoon Rapido between Montreal and Toronto, features sing-along pianist Adrian McCrea in one direction and Armand St-Cyr in the other. By the time the Rapido was 35 minutes out of Montreal, McCrea had an enthusiastic table of junior executives loudly singing 'Peggy O'Neil', and though a few passengers turned back because the car was too noisy, most appeared to be enjoying themselves...

The main thing that demands to be changed is the cars' location at the very front of the train. This was designed to keep minors out, but walking the last mile through ten cars of the Rapido is enough to give the blind staggers to a teetotaler...

McCrea created a good atmosphere of give-and-take banter, despite the absence of song sheets which were still at the printer. He played loudly in blunt honky-tonk style with requests for old favorites ranging from 'Tipperary' to 'Lili Marlene'...

One problem is the Rapido's short and early hours. It leaves Montreal and Toronto at 4.40 p.m. -- which for most people is far too soon to begin sipping and singing -- and is scheduled to arrive at 9.39 p.m., when most night clubs are just coming to life for the evening.

On the initial run into Toronto, that problem was neatly solved. The train was 31 minutes late.

-- Toronto GLOBE AND MAIL

WORTH NOTING...

- * Canada's two major railroads, CN and CP Rail, and 11 U.S. roads, have been named by the National Safety Council as recipients of its 15th annual special public safety awards to the railway industry. The awards -- known as Gold Spikes -- are given for outstanding work in public safety activities in 1967.
- * GO Transit may end its first year of full operation (in September) with a deficit of close to \$3 million. An increase in capital and operating costs, including rail wage increases, is given as the reason for the higher figure.
- * Work is now under way on the new station in Hull, Que., being built for CP Rail by the National Capital Commission. Austerity drastically reduced the original design (March NL, page 28), so that the station will cost \$150,000 instead of the \$500,000 originally estimated.
- * CN has extended its 'Car-Go-Rail' plan to Ottawa, providing twice-weekly service between that city and Vancouver, with scheduled stops at Winnipeg and Edmonton en route.
- * Hawker Siddeley claims the "World's Most Powerful" title for its new 4,000 h.p. 'Kestrel' diesel-electric locomotive delivered recently to British Rail for trials. A single engine generates Kestrel's 4,000 h.p.
- * British researchers are working on a 300 m.p.h. hovertrain which will derive power and guidance, but not support, from a T-shaped concrete rail. The train will be powered by a linear induction motor.
- * CN has inaugurated Canada's first exclusive piggyback service between Montreal/Toronto and Vancouver, providing fourth-day delivery for transcontinental trailers. The trains, running four days a week, operate at passenger train speeds. The Montreal and Toronto sections are merged or split at Capreol.

EQUIPMENT NOTES...

QNS&L LEASES UNITS FROM CANADIAN NATIONAL

* Delivery of Quebec North Shore & Labrador's six SD-40's, now on order from General Motors (Jan NL, page 5), has been postponed until the opening of navigation in the spring of 1969. To help out during the summer ore season, QNS&L has leased eight GP9's from CN, effective May 15th. The units involved are

4504	4505	4507	4508
4509	4510	4511	4512

BRIEFLY...

* B.C. Hydro & Power Authority has called tenders for their 16th locomotive, "per General Motors SW900 or equal", for delivery in the first half of March 1969. B.C. Hydro received new caboose A-2, one of three on order from Polygon Metal Fabricators of Burnaby, B.C., on June 3rd. Delivery of the remaining vans is expected in a few months, releasing the existing wooden vans for retirement.

* Look for PGE to order new high-horsepower locomotives this year -- possibly Century 630's from MLW.

CANADIAN NATIONAL MOTIVE POWER NOTES

* P-4 class 0-8-0 No. 8447, stored for some years in a stripped state at Pt. St. Charles shop, passed through Toronto on June 10th en route to London for dismantling.

* During the first four months of 1968, CN removed 23 locomotives from the roster, as follows;

3011 - Apr 15/68	9062 - Apr 18/68
3013 - Feb 21/68	9122 - Apr 18/68
3018 - Apr 15/68	9402 - Mar 1/68
3021 - Mar 1/68	9404 - Mar 1/68
3062 - Feb 21/68	9407 - Mar 1/68
3085 - Mar 7/68	9408 - Mar 1/68
3088 - Mar 1/68	9414 - Apr 1/68
3090 - Apr 22/68	9431 - Apr 1/68
3092 - Mar 12/68	9440 - Apr 1/68
3803 - Mar 1/68	9444 - Apr 1/68
3810 - Mar 12/68	9456 - Apr 15/68
3821 - Mar 1/68	

* It is reported that CN's G-8 No. 852 has been sold to the Celanese Corp., of Williams Lake, B.C. The unit was shipped from Vancouver on June 14th, painted solid yellow with a green 'C' on the cab side.

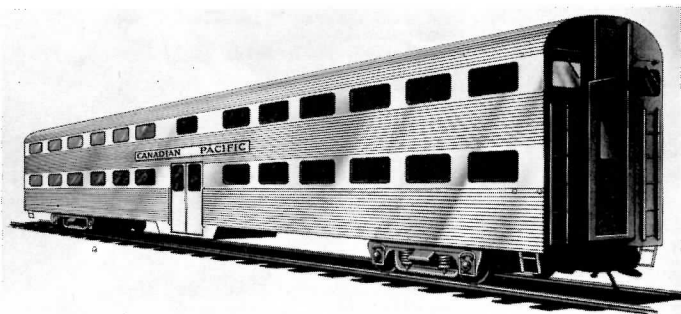
* Several significant motive power transfers have taken place on CN lines in past months;

4902, 4925 -- from GTW to CV, Mar 25/68
3609-3612 -- from CV to DW&P, Mar 25/68
9001, 9004 -- from CN to GTW, Apr 15/68
7910, 7913 -- from CN to GTW, Apr 15/68



▲ Delivery of nine stainless steel commuter cars a year hence will remove the monitor contour from CP Rail's Montreal commuter trains. This inbound train at Westmount Station includes five monitor-roof 1300 and 1400 class cars, sandwiched between newer 800 series arch-roofed cars.

-- Jim Sandilands



CP RAIL ORDERS CANADA'S FIRST TWO-DECK COMMUTER CARS

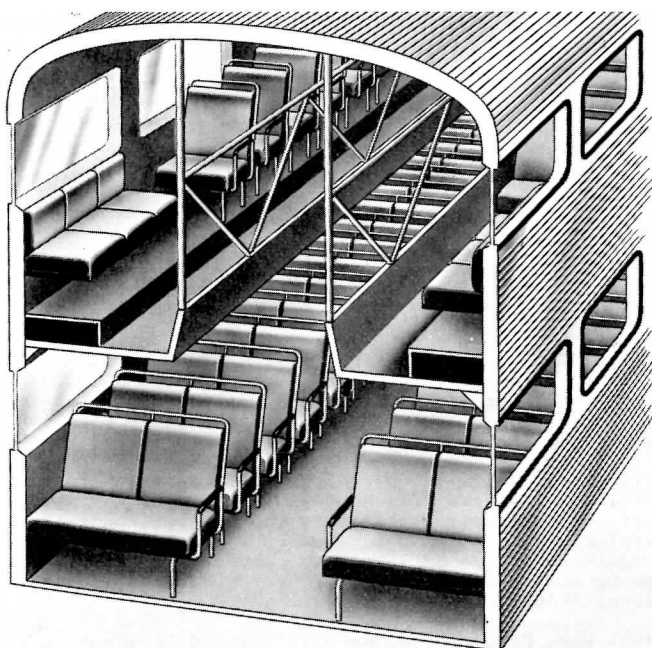
* A \$2.8 million order for nine double-deck 'gallery-type' commuter cars was announced recently by Canadian Pacific. This contract -- for what may be the most expensive passenger rolling stock ever ordered in Canada -- was awarded to Canadian Vickers Industries Limited, of Montreal. The cars, intended for CP Rail's Montreal 'Lakeshore' suburban service, are scheduled for delivery in June 1969.

Modelled after similar rolling stock used by Chicago-area commuter roads, the new cars will each be 85 feet in length over coupler faces, and 15'-11" in overall height (single-deck lightweight cars measure 13'-6" from rail to rooftop).

The stainless steel cars will each carry approximately twice as many people as the older conventional commuter equipment they will replace. The order includes seven trailer cars seating 168 and two control cars, equipped with toilets, each with a capacity of 156. The cars will be used in one -- or possibly two -- push-pull trains, powered by conventional locomotives. Each car will have its own diesel-operated power plant, for electric heating, air conditioning and lighting needs.

The lower level will have two-abreast seating on each side of a centre aisle, as with conventional equipment. The upper level in effect will consist of two balconies with single seating and an aisle on each side of the car. Passengers will board and leave the new equipment through triple-width sliding doors located at mid-car. The entrance vestibule at these doors divides each car into two sections; manually operated doors on either side of the vestibule lead into the passenger compartments. Immediately inside these doors will be four sets of stairs -- one on each side in each section -- leading to the upper level. The engineman's cab will be on the upper level and at one end of each control car.

The nine new cars will replace about thirty passenger cars of the 1300 and 1400 series, built in the 1920s and 1930s, which were once part of Canadian Pacific's first line passenger equipment, as coaches, parlour and buffet-parlour cars. The needs of the Montreal commuter trains will thus largely be met by the new equipment and the forty conventional cars of the 800 series which were put into service in 1953.



THE FOLLOWING ROSTER COVERING CP RAIL'S 1300 and 1400 SERIES CARS, WHICH WILL BE RETIRED BEGINNING IN 1969,
WAS COMPILED BY MR. JIM SHIELDS, OF MONTREAL

CANADIAN PACIFIC 1300 and 1400 series passenger cars.

(NOTE: In disposals in each class, car number underlined indicates that car was assigned to Montreal suburban service as at May 1, 1968. Cars not so assigned are held as spares at Montreal or other points, or are awaiting disposal.)

<u>Car Numbers</u>	<u>Details</u>		
1300-1314	Built National Steel Car and CP, 1929. No. 1300 sold 1961. 1306 converted to boarding in 1963 1308 converted to safety instruction car #46 in 1963. 1309 scrapped 1959. 1314 converted to boarding in 1963. Remaining: <u>1301</u> , <u>1302</u> , <u>1303</u> , <u>1304</u> , <u>1305</u> , <u>1307</u> , <u>1310</u> , <u>1311</u> , <u>1312</u> , <u>1313</u> .	1384-1386	Built Canadian Car & Fdy. and CP, 1925. Ex Buffet-Parlour 6661-6663, converted 1943. Nos. 1385-1386 converted to boarding, 1963. Remaining: 1384.
1315-1327	Built National Steel Car and CP, 1930. Nos. 1315, 1317, 1319, 1321, 1323 converted to boarding cars in 1963. No. 1316 converted to instruction car #37 in 1963. Remaining: <u>1318</u> , <u>1320</u> , <u>1322</u> , <u>1324</u> , <u>1325</u> , <u>1326</u> , <u>1327</u> . Cars 1319-1327 air-conditioned in 1938.	1387	Built National Steel Car and CP, 1926. Ex Buffet-Parlour 6667, converted 1943. Converted to boarding, 1963.
1328-1337	Built National Steel Car and CP, 1931. Remaining: <u>1328</u> , <u>1329</u> , <u>1330</u> , <u>1331</u> , <u>1332</u> , <u>1333</u> , <u>1334</u> , <u>1335</u> , <u>1336</u> , <u>1337</u> . all air-conditioned in 1938.	(1388-1424 blank)	
(1338-1344 blank)		1425-1439	Built Canadian Car & Fdy. and CP, 1923. Nos. 1426, 1427, 1432 converted to boarding, 1961. Nos. 1436, 1438 converted to boarding, 1963. No. 1428 sold to Quebec Iron & Titanium, 1962. Nos. 1430, 1431 converted to instruction cars 40 and 41, 1962. No. 1435 scrapped 1957. No. 1439 sold QNS&L Ry. 1963. Remaining: <u>1425</u> , <u>1429</u> , <u>1432</u> , <u>1434</u> , <u>1437</u> .
1345-1350	Built Canadian Car & Fdy. and CP, 1929. Ex Buffet-Parlour 6680-6685, converted in 1959-60. Remaining: <u>1345</u> , <u>1346</u> , <u>1347</u> , <u>1348</u> , <u>1349</u> , <u>1350</u> . all air-conditioned in 1936-37.	1440-1449	Built National Steel Car and CP, 1924. Nos. 1440, 1442, 1444, 1448 converted to boarding in 1963. No. 1445 sold QNS&L Ry. 1963. No. 1446 scrapped 1961. No. 1449 converted to instruction car 42, 1962. Remaining: <u>1441</u> , <u>1443</u> , <u>1447</u> .
(1351-1354 blank)		1450-1459	Built National Steel Car and CP, 1926. No. 1451 converted to forestry car 64, 1959. No. 1452 converted to safety instruction car 43, 1962. No. 1454 converted to boarding, 1963. Remaining: <u>1450</u> , <u>1453</u> , <u>1452</u> , <u>1456</u> , <u>1457</u> , <u>1458</u> , <u>1459</u> . Cars 1458-1459 air-conditioned in 1937.
1355-1356	Built National Steel Car and CP, 1926. Ex Buffet-Parlour 6665-6666, converted 1959. Remaining: <u>1355</u> , <u>1356</u> .	1460-1469	Built Canadian Car & Fdy. and CP, 1928. No. 1468 sold Ontario Hydro-Elec. Power Commission in 1963. Remaining: <u>1460</u> , <u>1461</u> , <u>1462</u> , <u>1463</u> , <u>1464</u> , <u>1465</u> , <u>1466</u> , <u>1467</u> , <u>1469</u> . All air-conditioned in 1937.
(1357-1359 blank)		1470-1472, 1474, 1476, 1478-1481, 1484.	Built Canadian Car & Fdy. and CP, 1928. Ex First Class coaches 979, 973, 975, 977, 974, 978, 976, 971, 972, 970, converted in 1938, in that order. Remaining: <u>1470</u> , <u>1471</u> , <u>1472</u> , <u>1474</u> , <u>1476</u> , <u>1478</u> , <u>1479</u> , <u>1480</u> , <u>1481</u> , <u>1484</u> . All air-conditioned in 1938.
1360-1361	Built Canadian Car & Fdy. and CP, 1930. Ex Parlour 6751-6752, converted 1959.	1473, 1475, 1477, 1482, 1483, 1485, 1486	Built National Steel Car and CP, 1926. Ex First Class coaches 984, 981, 982, 983, 980 converted 1938; 985, 990 converted 1939; in that order. No. 1473 scrapped 1963. Remaining: <u>1475</u> , <u>1477</u> , <u>1482</u> , <u>1483</u> , <u>1485</u> , <u>1486</u> . All air-conditioned in 1938.
(1362-1372 blank)			
1373-1378	Built Canadian Car & Fdy. and CP, 1923. Ex Buffet-Parlour 6650-6655, converted 1943. Nos. 1373, 1377 converted to boarding, 1963. Nos. 1374, 1376 scrapped 1961, 1962 resp. No. 1378 sold QNS&L Ry. 1961. Remaining: 1375.		
1379-1383	Built Canadian Car & Fdy. and CP, 1924. Ex Buffet-Parlour 6656-6660, converted 1943. No. 1379 scrapped 1961. Nos. 1380-1383 converted to boarding in 1962. Remaining: nil.		

BOXCAR CONVERSION TO STRETCH 250 CARS

* CP Rail will 'stretch' 250 of its boxcars this year in a conversion program that will add almost 250,000 cubic feet of cargo space to its freight car fleet.

The 40-foot cars, originally built at Angus Shops in 1952, will be cut in half and additional sections spliced into the main members, creating 50-foot cars with 16-foot door openings. Cubic capacity will be increased from 3,900 to 4,860; however, the existing trucks will be used, continuing the present 50-ton load limit.

The \$1.8 million project, first of its kind undertaken by a Canadian railway, is aimed at satisfying the requirements of shippers who prefer the 50-foot length and wider door for general loading purposes.

CN ROLLS ITS TEMPO TRAINS

* June 17th marked the beginning of Tempo service for southwestern Ontario travellers as trains 151 and 147 rolled out of Toronto for Sarnia and Windsor respectively with the new equipment. Toronto's mayor Dennison gave No. 151 the official sendoff.

For the time being, Tempo equipment is cycling on trains 147-142-151-150; two sets are required. As the remainder of the equipment is released for service, additional trains will 'go Tempo'. It is now planned to retain one train set (five cars) and two locomotives as spares, allowing doubleheaded trains of over five cars in peak periods. (April NL, page 41)

On June 9th, CN employees were introduced to Tempo travel as a ten-car special made two round trips to London. Here's one of them, heading west at Bayview.



Canadian Pacific Canadien Pacifique



Here are the main visual elements of our new look — the essential ingredients of our new corporate communications program.

At the top of the page is the new blue color and distinctive type style for the corporate parent, Canadian Pacific. We feel it is modern, crisp, strong and implies stature.

Under it is the new symbol we have adopted to convey to everyone the full spectrum of services of our multi-modal transportation complex. The uniquely-designed symbol readily identifies each unit as part of the family, while each is individually distinguished by color and name.

The triangle suggests motion or direction, the segment of a circle suggests global activities and the portion of a square suggests stability. It is a design which clearly points to the future and implies that Canadian Pacific is constantly on the move.

Before the end of the year, the symbol will begin appearing on rail equipment, planes, ships and trucks. You will start seeing it on stationery, print material, advertising and sales literature.

Full details of this exciting program will appear shortly in "Spanner."

Yours sincerely,

Nous vous présentons les principaux éléments visuels de notre nouvelle physionomie, qui forment l'essentiel de notre nouveau programme d'identification.

Au haut de la page, vous voyez la nouvelle couleur bleue et le nouveau caractère de la signature de la société mère, le Canadien Pacifique. Elle est moderne, nette, ferme et elle implique la grandeur.

En dessous est le nouvel emblème que nous avons adopté pour communiquer au public le message de notre réseau de transport à modes multiples. L'emblème commun identifie facilement chaque service comme membre de la grande famille, bien que chacun ait une couleur et un sigle distincts.

Le triangle représente le mouvement et la direction, le segment d'un cercle indique l'activité mondiale et la partie d'un carré, la stabilité. C'est un dessin d'avant-garde qui illustre l'évolution constante du Canadien Pacifique. Avant la fin de l'année, le symbole commencera à paraître sur notre matériel ferroviaire, nos avions, nos bateaux et nos camions. Vous commencerez à le voir sur la papeterie et dans la publicité.

Les détails complets du nouveau programme seront bientôt publiés dans "Spanner".

Veuillez agréer l'expression de mes sentiments distingués.



From *Canadian Pacific* ...

... To  **CP Rail**

CANADIAN PACIFIC unveiled its new corporate look on June 17th, banishing the beaver, goose and checkered flag -- symbols of its land, air and sea services -- to corporate history.

The new symbol for Canadian Pacific's transportation, hotel and telecommunication services is a uniquely designed combination of three graphic components -- a triangle, a segment of a circle and a portion of a square.

In actual use, the triangle appears to be within a partially complete circle and both elements appear to be within an incomplete square. The triangle can point either to the left or right depending on how the symbol is applied, and its base forms one side of the square.

The triangle suggests motion or direction, the circle suggests global activity and the square suggests stability. "It is a design which clearly points to the future and implies that Canadian Pacific is constantly on the move," said N.R. Crump, chairman and chief executive officer of Canadian Pacific.

The symbol is an integral part of a new corporate communications program adopted by Canadian Pacific. The program includes a new set of international names to reflect the full spectrum of transportation service -- CP Rail (not Canadian Pacific Railway or CPR), CP Air, CP Ships, CP Transport, CP Telecommunications and CP Hotels (an accent here and there notwithstanding, all of these but 'CP Ships' are bilingual). Each service will have its own distinctive color treatment of the new symbol. The initials 'CP' will not be used alone.

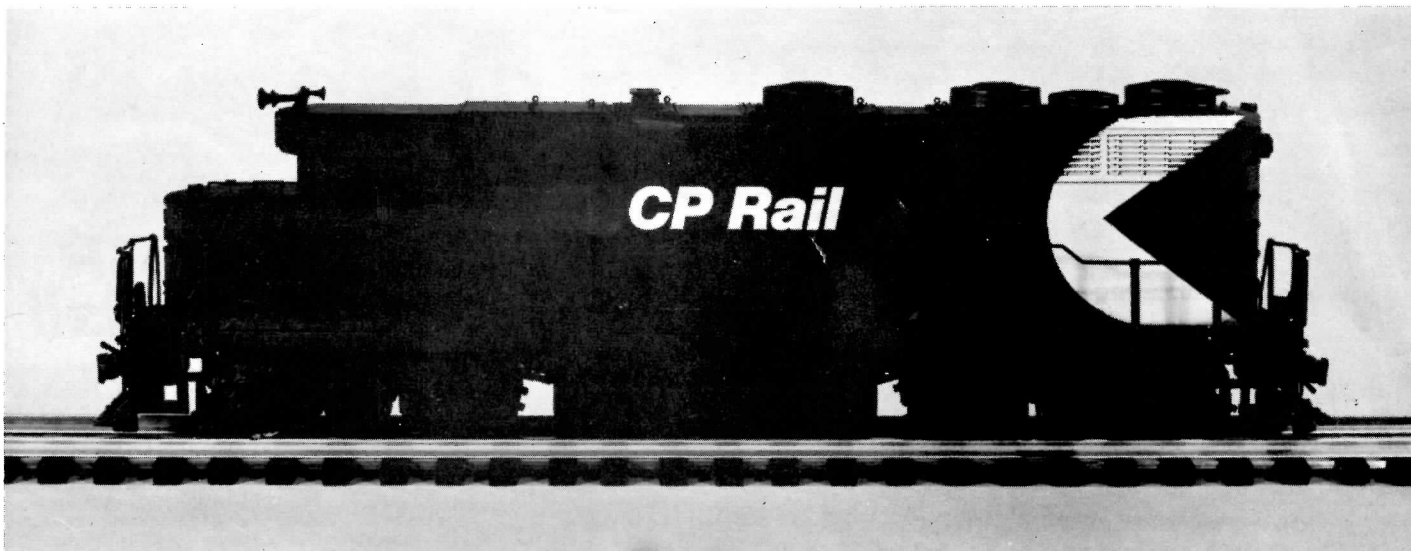
"We are no longer a railway company with an airline, some ships and trucks," said Mr. Crump. "Our new symbol conveys what we really are -- total systems for movement." The objective is to present clearly to the public an efficient multi-modal system of services for moving people, things, information and ideas.

In addition to the transportation design program, the corporate parent, Canadian Pacific Railway Company, has adopted a new type style for identification. In all its visual and verbal communications, it will be portrayed as 'Canadian Pacific', in Helvetica Light type face; this replaces the present script with a more modern, forward-looking type style. The full corporate title, which originated 87 years ago in an act of parliament, is being retained for legal reasons.



Canadian Pacific's senior officers -- N.R. Crump, chairman (left) and Ian D. Sinclair, president -- examine models featuring the new symbol for the company's transportation services.

OPPOSITE PAGE: This information sheet, provided through the courtesy of Canadian Pacific, was distributed to all company employees, and depicts the identifying colors of each of the transportation services.



The non-transportation enterprises, grouped under Canadian Pacific Investments Ltd., are not involved in the new system.

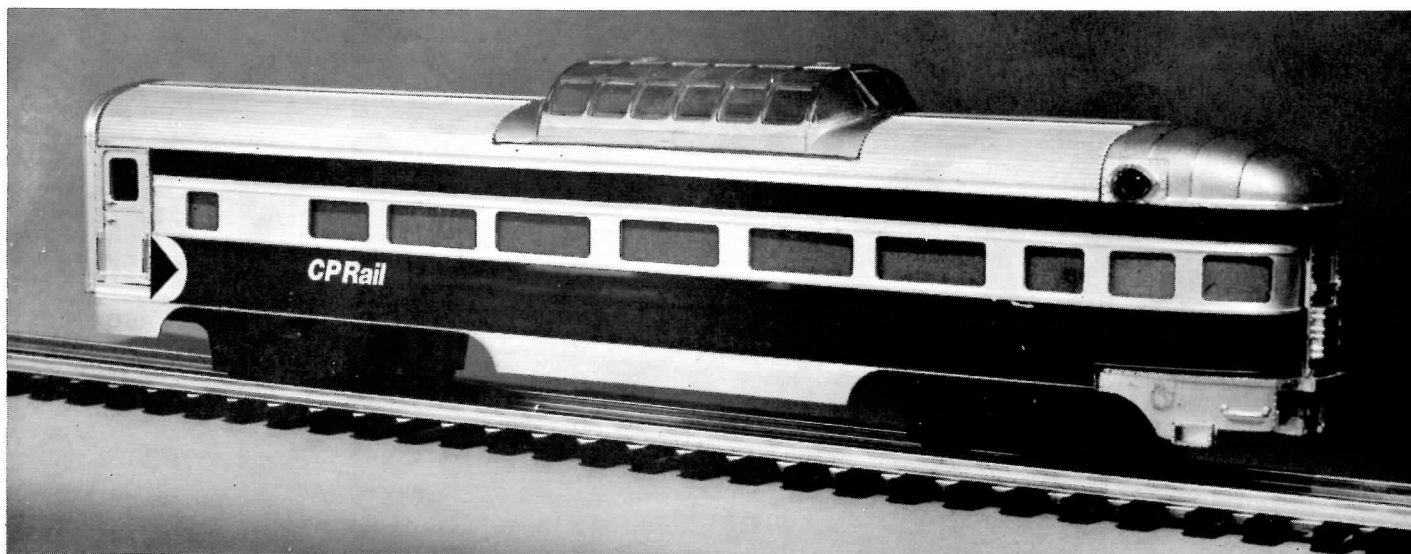
The new look will eventually extend to all visual elements of Canadian Pacific, including company stationery, forms, business cards, publications, press releases and advertising. However, "The emphasis for the remainder of 1968 will be on our equipment, but even this program will take a long time to complete," said Mr. Crump.

How will Canadian Pacific's new look appear on rail equipment? Exact schemes have not yet been worked out, but look for:

- The bulk of the freight car fleet in bright 'Action Red';
- Locomotives in basic black, vans in yellow;
- Rainbow-hued trains of specialized cars, each with its identifying color;
- Passenger cars with 'Action Red' trim.

The new symbol will be worked into the painting scheme at one end of the car or locomotive. 'CP Rail' will also appear, in black or white Helvetica Bold Italic lettering.

The corporate communications program was developed for Canadian Pacific over the last 14 months by Lippincott & Margulies Ltd., an international firm specializing in corporate communications, marketing and design. L&M made transportation news last year for its 'Big Sky Blue' image revamp for Great Northern. I



TRACTION TOPICS

Edited by John F. Bromley

* It was revealed on May 23rd that a "Mad Bomber" had attempted extortion of \$250,000 from the TTC. The Bomber had both threatened the life of TTC Chairman Ralph C. Day and promised to "blow up the subway". Several minor cases of bomb damage occurred in May on TTC property. One blast damaged the washrooms at the Sunnyside Gray Coach Terminal on May 22nd, and shortly afterwards, another explosion occurred in the washroom at Eglinton Station. Other incidents included a small explosion at a signal box on the BLOOR-DANFORTH subway near Old Mill Station. Mr. Day, on more than one occasion, took large sums of money to places in the city, as demanded by the bomber, all of which were staked out by Metro Police, but contact was never made. For some considerable time, over 300 Metro Police have been guarding the subway, stationed in the platforms, mezzanines and even on trains, and in addition, close checks have been kept on car houses and garages, as well as open subway right-of-way. Both the TTC and Metro Police have posted \$5,000 rewards for information leading to the arrest and conviction of the bomber. Artists drawings from eyewitness descriptions have been placed on TTC property such as subway stations, and in all Toronto papers.

Two men were recently arrested for leaving several sticks of dynamite on a reporter's car near Greenwood Yards. One of the men recently escaped from custody wearing only his pyjamas and has not as yet been recaptured. As of late June, no other news has been released of further attempts at extortion, and the men pictured on the Wanted posters have not yet been apprehended.

S The TTC has proposed a \$150-200 million QUEEN subway
H to Metro, running from Roncesvalles Avenue in the west
O to the Donlands Station of the BLOOR-DANFORTH line in
R the east. The first stage would be a \$37 million tunnel
T for street cars between Spadina and Sherbourne St.
No priority was given the proposal over the SPADINA
T line. Length overall would be 7.75 miles, with fifteen
U stations....Metro Transportation Committee recently
R urged the TTC to decide on a route alignment of the
N SPADINA line below Eglinton Avenue. North of that
street, the line is to run in the central mall of the
Spadina Expressway....the TTC will spend \$60,000 in
research to make certain that doors in the 36 new subway
cars required for the YONGE extension cannot open inad-
vertently. The TTC has budgeted \$3,740,000 for the new
cars....the TTC has shown a profit of \$1,121,930 for the
first four months of 1968, compared to a loss of \$423,316
for the same period in 1967....Crane C-1 operated to St.
Clair Division under its own power on May 14th, where the
front axle and wheels were removed for repair, later re-
turning to Hillcrest. C-1 was removed from TTC property
by the OERHA on June 5th....operation over the W to N
curve at Richmond and York is currently suspended, as the
corner has been undermined for municipal work....4397
and 4398 were assigned to St. Clair Division recently for
crew instruction. On June 13th, 4397 rear-ended 4557 at
Exhibition Loop, and both cars are now out of service for
repair....Subway car 5443 has been returned from Hawker-
Siddle after undergoing major repair, although 5350 is
still at the H-S plant....

* Tenders were recently called for Contracts Y-2 and Y-4
on the YONGE extension. Contract Y-2 calls for twin 16-
foot tunnels from Roehampton to Lawrence (not including
Lawrence Station), with an access shaft at Lytton Blvd.,
where four 16' shields will begin work, two in each di-
rection. Contract Y-4 calls for two 16-foot tunnels from
Ranleigh Avenue (just north of Lawrence Station) to Ivor
Road (just south of York Mills Station) but does not in-
clude tunnelling under the Don River, which may require
diversion. Tunnelling will be in a southerly direction
from two access shafts, at Ivor Road and at Teddington
Park. Tenders on both contracts are due July 29, 1968.

Briefly, other contracts drawn up so far are Y-1, taking
in the area from the existing Eglinton Station to just
south of Roehampton, using cut-and-cover methods and dis-
rupting the Yonge-Eglinton intersection. This will be
one of the last contracts to be let. Y-3 calls for cut-
and-cover methods to be used in the construction of Law-
rence Station.

* Effective Sunday, June 23rd, important service altera-
tions were made to the YONGE-UNIVERSITY subway service.
All Sunday service was cut back from St. George Station
to Union Station, with the number of trains being cut from
10 to 7. At present, only a single crossover is in place
at Union, as the second half of the specialwork was re-
moved after the UNIVERSITY line was opened in 1963, and
for a short time, automatic dispatching of trains back to
Eglinton will not be possible. A platform attendant will
dispatch trains until \$15,000 worth of automatic equip-
ment can be installed.

Daily service (Monday-Friday) is also affected, with the
last through train from St. George to Eglinton leaving the
former point at 9.45 p.m. (run 12). The first southbound
train from Eglinton to Union is run 22, which returns
northbound from Union at 9.56 p.m. At this time, service
is cut back from a four-minute headway to five minutes.
Of the six trains on the UNIVERSITY section at the time
of the cutback, four dead-head from St. George to Union
Center (west of the station), then reverse and proceed
northbound, using the east leg of the wye and returning
to Greenwood Yard. The other two trains (including run
12) run in to Davisville from Eglinton. YONGE trains
to Union are given a 15-minute running time, with two
minutes to reverse direction before returning to Eglinton.

Saturday changes are somewhat different, as all trains on
YONGE-UNIVERSITY are operated from Davisville. The last
southbound service train from St. George is run 13, which
leaves at 9.49 p.m., while the first southbound train
from Eglinton to Union is run 14 which departs Union for
Eglinton at 9.46 p.m. As all trains must return to Eg-
linton (and then to Davisville) to pull out of service,
this creates, for a short time, a late Saturday evening
rush hour service on YONGE, as nine trains leave Union
northbound between 9.42 p.m. and 10.00 p.m. At the same
time, the headway is reduced from 4 to 5 minutes. Present
plans call for one additional bus to be added to the AVE-
NUE ROAD service, which will be extended to Front Street,
although it is thought that this may be increased by one
or more buses within a short time.

Minor changes were effected on BLOOR-DANFORTH at the
same time. The previous schedule of 20 evening trains on
a four-minute headway has been replaced by 15 trains on
a five-minute headway after 9.45 p.m. daily. Saturday
service will be provided by 22 trains throughout the day,
reducing to 20 in the early evening and to 15 after 9.45
p.m. No changes are being made to the Sunday service which
currently operates on a five-minute headway.

Changes are being effected on three surface routes on June
24th. Three trains will be eliminated from the QUEEN rush
hour schedule for the balance of the summer, and LONG
BRANCH-DOWNTOWN service in rush hours will be cut from an
8 to a 12-minute headway. In addition, the LONG BRANCH-
HUMBER service during the afternoon rush will be changed
from a four-minute headway to five minutes. When mixed
with the service from downtown, this should provide an
interesting, if somewhat erratic, frequency.

DUNDAS service will also be changed effective June 24th.
City Hall cars will be discontinued weekdays after run
22 leaves at 9.32 p.m., and the last Saturday car from
this point will now be run 21 at 6.36 p.m. Previously,
the last car from City Hall left at 1.00 a.m. except Sun-
days.

Sunday service to Broadview Station will now have a 7½-
minute headway instead of the previous 7-minute service
due to traffic congestion. No runs have been dropped.

* Four more PCC cars have been scrapped at Hillcrest Shops.
Car 4046 (on the Hillcrest Storage List, May NL, p. 60),
and 4077, 4119 and 4219 (all on the Danforth list) should
now be placed on the Scrap List. It is thought likely
that additional cars will be scrapped, probably including
most of those at Danforth Division, which is remaining
open for the time being.

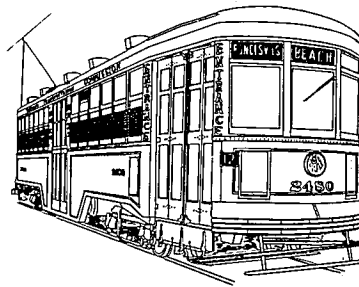
* The track repair work on Queen between Shaw and Dover-
court has been completed, and work on the College Street
job (Ossington-Sheridan) is proceeding on schedule. The
intersection at Queen and Shaw will be replaced soon, and
the specialwork is now being prepared at Hillcrest.

The Gerrard Street bridge was closed to westbound auto
traffic on June 17th, to facilitate repairs to that struc-
ture. CARLTON street car service is proceeding normally,
although the possibility of occasional night car diver-
sions is good.

Rails in Lansdowne Avenue and Davenport Road have been
paved over from Dupont and Lansdowne to Davenport and Duf-
ferin.

* More facts have come to light with regard to the San Francisco articulated situation. Cars have definitely not been ordered at this time, but vehicles of the type described on page 59 of the May NL have been chosen for use in the SFMR portion of the Market Street Subway.

Approval of the cars will be sought in a referendum in the fall. The bond issue must be passed if the cars are to be delivered by 1970.

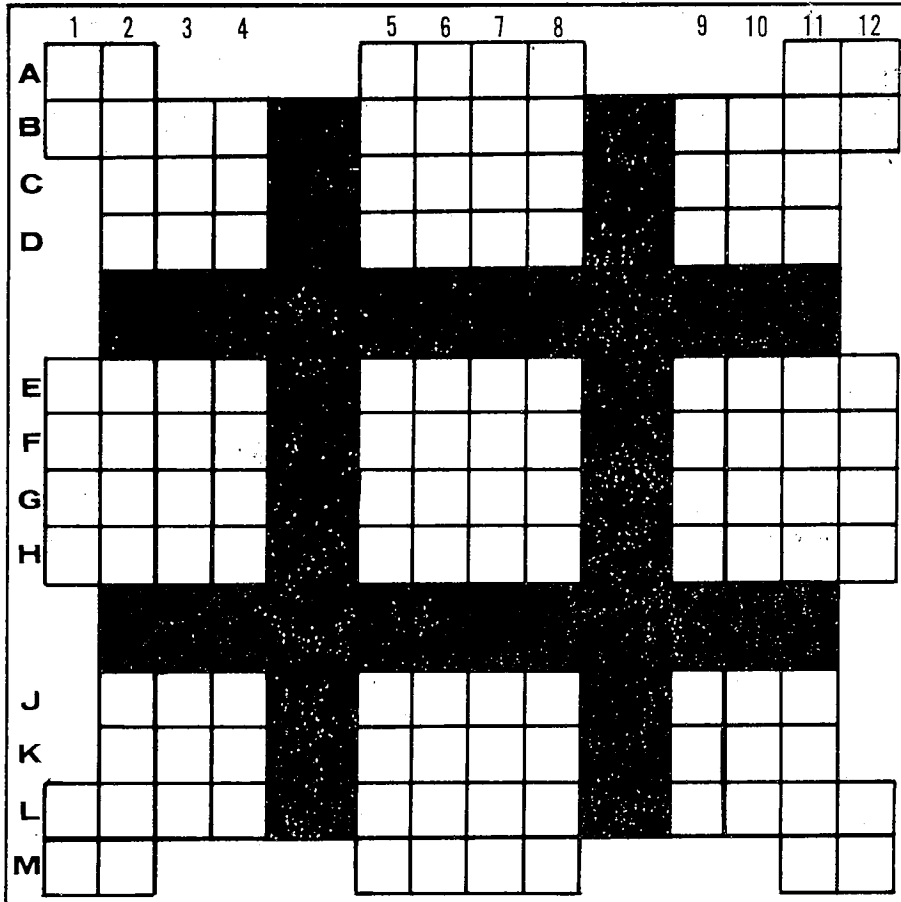


FUN AND GAMES DEPARTMENT

This puzzle is presented as a diversion to help pass the hours while obtaining that summer tan. All of the answers are fleet numbers of TTC, TRC and TSR (also Civic Rwy's) vehicles of all types. Lou Pursley's books, the NEWSLETTER and TTC '28 will be of assistance but are not essential. The answer will appear in the next NEWSLETTER. A quick check on accuracy may be had by adding the numbers placed in each square in each of the nine sections of the puzzle, which should add up to the nine answers printed herein. As a further aid (or hindrance), the numbers used in the puzzle are printed below, showing the quantity of each that will appear in a correct answer.

"1" - 15. "5" - 6. "8" - 9.
"2" - 22. "6" - 11. "9" - 8.
"3" - 8. "7" - 2. "0" - 31.
"4" - 16.

37	50	35
32	45	45
42	71	44



A C R O S S

- A-1 - a TTC powerless relic
- A-5 - the "newest" subway car
- A-11 - the 1st Stephenson horsecar
- B-1 - burnt in 1916 King fire
- B-5 - a high-numbered L2 class Witt
- B-9 - used on a private 1966 fantrip from Danforth Division
- C-2 - car retired July 1, 1923
- C-5 - a G-class subway car
- C-9 - later became 2140
- D-2 - one of the two cars used to build Twinbody car #314
- D-5 - was sold to Quebec City
- D-9 - another relic, without air conditioning
- E-1 - later became Halifax #144
- E-5 - the last-numbered "J" class
- E-9 - interior resembles an A8 PCC
- F-1 - may someday appear on a Gray Coach bus (2001 A.D.?)
- F-5 - the 1st GE-equipped trailer
- F-9 - a dual-control PCC with red seats
- G-1 - 1st modern TTC trolley bus
- G-5 - was once Civic #50
- G-9 - the highest-numbered TRC E-class car
- H-1 - often seen on TTC car plans
- H-5 - UCRS fantrip car, Dec 9/62
- H-9 - once had solid steel wheels and ran on 1961 fantrip

- J-2 - involved in a runaway as a single end car
- J-5 - A3 PCC stored at Russell
- J-9 - to Haileybury, October 1922
- K-2 - T0-2 class, burned at King in December, 1916
- K-5 - product of Ottawa Car, 1923
- K-9 - 1st TRC car with curved dash
- L-1 - Last of its class on TTC rails
- L-5 - 1st Peter Witt to be scrapped
- L-9 - this PCC has blue seats
- M-1 - not a car but "TTC '---"
- M-5 - sold privately and stored at St. Clair
- M-11 - the 23rd horsecar was # --

D O W N

- 1-A - ex Grand Valley "Red Cloud"
- 2-A - the first PCC scrapped
- 5-A - currently missing its mate
- 6-A - PCC stored at St. Clair
- 7-A - still has solid steel wheels
- 8-A - the highest-numbered L-2
- 11-A - an old favorite
- 12-A - Total number of A2 PCC's
- 3-B - the first double truck car in Canada
- 4-B - entered service Nov 14/1898
- 9-B - an ex-Hydro lightweight
- 10-B - an ex-TRC "U" class trailer

- 1-E - OERHA are the proud owners
- 2-E - entered service Dec 20/1913
- 3-E - the first of its kind
- 4-E - series of numbers reserved for possible future use
- 5-E - this Birney had just "one" number
- 6-E - the lowest-numbered 2-man TR in 1939
- 7-E - a T-1 class trolley bus
- 8-E - last TR used in service
- 9-E - a regular car on a royal route
- 10-E - the first to come was the last to go
- 11-E - frequently on LANSLOWNE
- 12-E - A3 now stored at Hillcrest
- 2-J - once had special ventilation features
- 3-J - would have been 2146
- 4-J - an ex-Edmonton car
- 5-J - its next passenger may wear a djellabah and burnoose
- 6-J - now a "Connecticut Yankee"
- 7-J - the 1st of the Treadle TR's
- 8-J - the only known Brill Witt to run on the YONGE line
- 9-J - the first production-series double truck car
- 10-J - the 2nd car built with maximum traction trucks
- 11-J - a former sister of W-28
- 1-L - an ex-T&YR express trailer
- 12-L - very similar to car 64