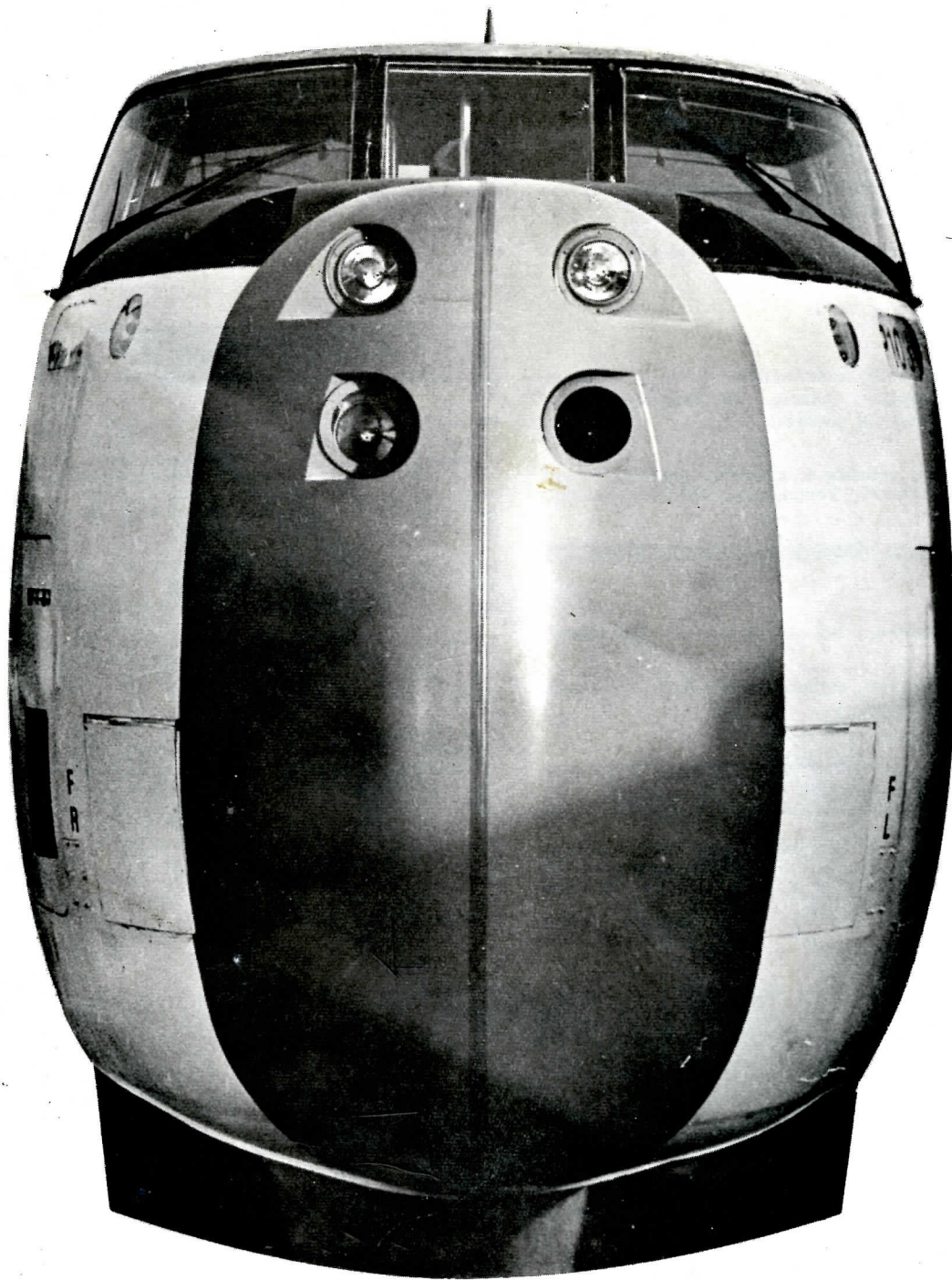


newsletter

December 1968 • 50c



Upper Canada Railway Society



newsletter

Number 275

December, 1968

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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.

Contributors:

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Dave More.

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Ted Wickson.

The Cover

Better get used to it! It may be a face only a mother
could love, but it's likely one you'll be seeing a lot
more of in days to come. For a long look at the rest
of CN's Turbo, turn to page 139.

-- James A. Brown

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.

Jan 17: Annual meeting of the UCRS; presentation of
officers' reports for 1968 and election of 1969
directorates.

Jan 26: STEAM AND SNOW EXCURSION with 6218. Train de-
parts Toronto 0850 EST for Lynden and Guelph
Jct., returning at 1730. Tickets at \$9.50,
\$5.00 and \$1.00 for adults, children and in-
fants are available from the Trip Committee.

Feb 21: Regular Meeting.
(Fri)

Mar 21: Auction Night.
(Fri)

Readers' Exchange

WILL BUY OR TRADE for Canadian and U.S. transportation
tokens; streetcar, bus, ferry, bridge tickets; tokens
used for admission to buildings, fair grounds, observa-
tion towers and amusement rides; postcards of early To-
ronto and/or showing streetcars, buses, trolley coaches
and ferries. Alan T.C. Weighell, 86 Ledbury Rd., Tor-
onto 12, Ont.

POSTCARDS WANTED of North American railways, world
steamships, and Toronto city. Please send prices and
details to D. McCartney, 140 Mona Dr., Toronto 12, Ont.

TIMETABLE WANTED of CN London Area, Talbot Sub., No. 1;
also CN Montreal-Pte. Calumet suburban timetables and
WP&Y public timetables. D. Stolz, 119 Embleton Cres.,
Pointe Claire, Que.

I'M LOOKING FOR DIESEL PHOTOS: CN Nos. 79;915/30;1063;
1065-67; 1278; 1309/11-14/28/47/49/75/76/78/83-85/90/91
1504-06/08/09/12/13/16; 1621;2208;3150-53;3223/25-27/30
3231/38/39; 4006/14/16/17; 4303/08/35; 4564/82/83; 4951
5035-47/50-53/58/60-62/64-75; 7010/13/20; 7158/60/62/71
7177/82;7212/27/29/30/38/65/67;7966/67/72/74;8087/88/96
8104;8454;8507;8616;9138;9310;B10/11/13/15;D110/113/118
D504; T3/4/6/9/10/11/12; 15434/479/638/640.

CP Nos. 20;21;4102;6531/53/57/65/84;6705;8112/15/18/53
8171; 4506. Can you help? Roger Boisvert, 2231 Second
Avenue, Trois Rivieres, Que.



"Three Generations"

Belleville, Ont., July 13th, 1968

RAILWAY NEWS AND COMMENT

BAD WEEK FOR CP RAIL

Christmas week was a none too happy one for CP Rail. Things began happening on Christmas morning, when about 25 cars of train 946 left the rails at Biscotasing, 88 miles west of Sudbury on CP's main transcontinental line. Service was rerouted over AC-CN lines, Franz-Oba-Sudbury. Because of delays to eastbound equipment, extra sets of the Canadian were dispatched from Toronto and Montreal on Boxing Day. The Toronto section lacked only a coach dome, and had the following consist:

4722, 4729, 3016, 2282, 2246, Chateau LaSalle, Cameron Manor, Princess, Osler Manor, Banff Park.

Then at about 1530 Christmas afternoon, 30 cars of westbound train 903 derailed between Oshawa and Whitby, blocking the Toronto-Montreal main line until the morning of December 27th. While Toronto and Smiths Falls auxiliaries cleared the line, CP Rail traffic detoured over CN lines between Don and Port Hope.

The worst incident, however, occurred in blinding snow at Lachevrotiere, Quebec as eastbound passenger train 154 collided head-on with a westbound extra, which was in the process of taking the siding. Fortunately, no one was killed, although 15 injuries were recorded. The passing siding was curiously enough left intact, and regular traffic passed the scene as Quebec and St. Luc auxiliaries cleared the wreckage. Seriously damaged in the affair were locomotives 1801 (one of CP Rail's three E8's), 8787 and 8027, as well as coaches 2249 and 2253.

To top the week off, unit 8771 was derailed at Bruce Mines, near Thessalon, Ont. when it collided with a truck.

CN DEFICIT INCREASES DESPITE RECORD GROSS

Canadian National operations resulted in a deficit of \$35,869,179 in 1967, up from a \$24,593,217 loss the previous year, despite gross revenue that topped the \$1-billion mark for the first time.

The railway's annual report blames the increased deficit on the combined effects of rising costs and a slowdown in the economy. Net income before debt charges was \$29,182,971, a drop of almost \$11-million from the previous year. This operating profit was more than wiped out by payment of \$65,052,168 in charges on long-term debt.

Passenger train services showed a revenue increase of 24.3 per cent due to heavy Centennial Year traffic, as CN carried 18,300,000 passengers, an increase of 1.5-million and the heaviest volume since 1945.

Freight volume measured in ton-miles declined 1.7 per cent from 1966, the first drop since 1960. However, higher freight rates brought revenues up by \$10,700,000 to \$695,300,000.

RENEWAL OF RAIL SERVICES IN EASTERN CANADA

WINTER SLOWS EASTERN CANADA RAIL SERVICES

Winter hit eastern Canada with a vengeance December 27th. Snow began falling in southern Ontario late Friday afternoon and by Saturday morning most of the area was blanketed with upwards of 12 inches of snow drifting before 30 m.p.h. winds.

The first railway casualty of the storm came early Saturday morning when CN Railiner 668 heading from Southampton to Palmerston stalled in the snow at Harriston. Train 672's RDC, which had arrived at Palmerston from Owen Sound, was sent out to tow its mate in. When both Budds became snowbound, a plow was dispatched to guide the RDC's into Palmerston.

But 672's troubles were not to end there! Running two hours and 40 minutes late, the two-car train reached Weston, only to have both cars die in the snow. The services of two separate yard engines were needed to complete the trip.

Canadian National plow operations on its Bruce Peninsula lines commenced Saturday and did not let up until Monday; CP Rail broke out its Orangeville plow Sunday (discovering in the process that FA-1 4025 is not the ideal plow power) and kept up the fight until the following Tuesday.

The storm intensified as it moved east, and snow buried Montreal and the Eastern Townships to a depth of 22 inches. Plows managed to keep the lines to the Maritimes open until late Wednesday, when CP Rail's eastbound Atlantic Limited became snowbound at Magog. For 20 hours, its passengers plus an estimated 500 stranded road travellers were fed by hotels in the town. Snowmobiles were used as transport between the stalled train and the town. The westbound Limited, No. 41, waited at Sherbrooke until plows and bulldozers freed the stranded train and cleared the line.

CN's Quebec-Montreal Rapido derailed its locomotive in a snowbank near Drummondville Thursday. No one was injured.

At the height of the storm Thursday in Montreal, the high winds became too much for the Man and His World Minirail. A 45-foot section of elevated track plunged to the ground, taking with it four stored trains. Damage to the trains and structure has been estimated at \$50,000.

Back in Ontario, plow crews had no more than completed their cleanup when a second storm hit on New Year's Day. This time the 30 m.p.h. winds had a ready supply of snow already on the ground to whip into giant drifts. On New Year's Day, CN Railiner 661 bound for Goderich from Stratford was terminated at Seaford when the line became impassible. Once again, both railways worked their plows for over 48 hours to clear the Bruce lines.



EQUIPMENT NOTES...

IDENTITY OF GLACE BAY EXHIBIT ENGINE CORRECTED

* The origin of the 2-6-0 displayed at Glace Bay, N.S. was incorrectly given in our caption to a photo of the locomotive on page 124 of the November issue. Ray Corley provides the corrected data below:

Built Schenectady, April, 1903; s/n 27301;
Sold new to Nova Scotia Steel & Coal Co. as their
No. 10, a 2-6-4T named 'Simon A. Fraser';
Acquired as part assets of NSS&C in 1920 by
Sydney & Louisburg/Old Sydney Collieries, and
became OSC 17;
Rebuilt by S&L to 2-6-0;
Sold 1960 to Bras d'Or Coal Co. to operate at the
Four Star Mine, Broughton, N.S.
Retired 1966.

BRIEFLY...

* CP Rail has ordered 74 60'-9" boxcars from Pullman-Standard for delivery beginning in December. Seven of the cars will be of 100-ton capacity, the remainder 70-ton. The total cost: \$1.4-million.

* Union Pacific will celebrate its Centennial next year by taking delivery of 25 6,600 h.p. units from EMD. Rated at 1,100 h.p. more the most powerful units now in service, the big diesels will be 98 feet long, will weigh 536,000 pounds and cost about \$20-million -- \$800,000 apiece!

* Ex-LNER 4472, 'Flying Scotsman', has gone into the Leeds (England) works of the Hunslet Engine Company for a major overhaul, preparing for its 1969 trans-Atlantic journey when it is slated to haul a trade exhibition train in the United States to boost British goods. Whether or not 4472 will reach Canada is problematical.



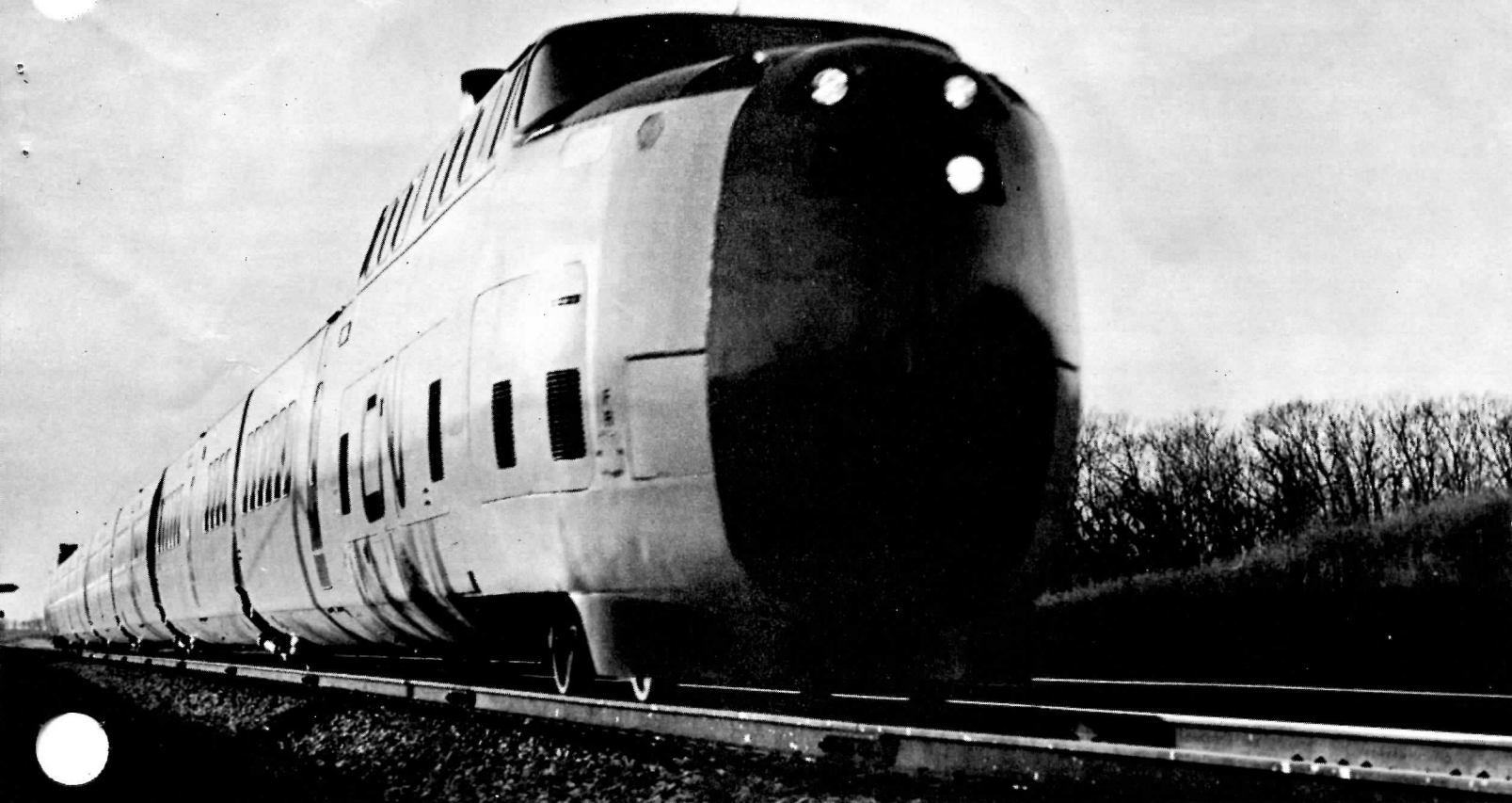
⬆ The flexibility of CN's Tempo services has been increased by the arrival of Electrical Generator car 15300. Converted from express car 9261, 15300 houses an engine to supply the electrical requirements of Tempo equipment, enabling the trains to be handled by conventional locomotives if required, or to supplement Tempo unit power supplies. Baggage can also be carried in the car.

-- J.A. Brown

⬅ One of four units so equipped, CN SD-40 No. 5074 shows off its experimental snow plow pilot at Toronto Yard after its maiden trip from London.

-- J.A. Brown

Turbo !



On Thursday, December 12th, 1968, Canadian National's Turbotrains -- a totally new concept in rail passenger travel -- began revenue service between Canada's two largest cities. It was on May 17th, 1965 -- over three and a half years earlier -- that then CN president Donald Gordon announced his company's intentions. During the intervening months, the transportation world watched with acute interest as the Turbos moved from drawing board to reality, for here was the key, many thought, to the whole future of rail passenger transportation.

Key or not, Turbo is now here, and if the first few weeks are any indication, it has found a firm niche in the Toronto-Montreal corridor, at least.

Here we present Turbo, in facts, figures, photos and diagrams -- and a few not totally impartial observations by a confirmed Turbo enthusiast:

Turbo...Description

BUILDERS:

MLW-Worthington, formerly Montreal Locomotive Works Limited, built the equipment under contract to United Aircraft of Canada Limited. The Turbos were delivered to UCAL for testing, and then leased to CN.

GENERAL DESCRIPTION:

Canadian National has leased five Turbo trainsets of

seven cars each. They may be operated as individual sets, or in multiple.

The seven units of each trainset are articulated together, and carried on a single-axle assembly located at each articulated joint; the outer ends of the end units ride on four-wheeled power trucks. Thus, in the true sense, the intermediate Turbo cars are not cars at all, but segments of the train set. Separation of a Turbo is a backshop job.

DESIGNERS:

Turbo was designed by Sikorsky Aircraft, Stratford, Connecticut, a division of United Aircraft Corporation. The ST6 gas turbine engines were designed and built by United Aircraft of Canada Limited in its Longueuil, Quebec plant. The engines are modified Pratt & Whitney Aircraft PT6 free turbines -- a proven design used in turboprop aircraft, helicopters, marine and industrial applications.

LEASING ARRANGEMENT:

The Turbos are operated by Canadian National on lease from United Aircraft of Canada Limited. UACL is responsible for maintenance of the trains, although CN performs routine servicing -- fuelling, cleaning, etc.

Maintenance procedures are similar to those followed for aircraft, and parts will be replaced on a preventive maintenance basis. Special facilities have been constructed in both Montreal and Toronto to accommodate the specialized Turbo work.

The lease agreement gives CN an option for outright purchase of the trains, which can be applied during or at the end of the eight-year lease period.

SCHEDULE:

The Turbos operate on Canadian National's 335-mile Montreal-Toronto run along with conventional trains, such as the **Rapido**. The non-stop trip takes one minute under four hours.

62	68		63	69
1245	1810	TORONTO	1644	2214
--	2157	DORVAL	--	1826
1644	2214	MONTREAL	1245	1810

Trains 62/63 operate daily; Nos. 68/69 run daily except Saturday. An additional morning run is likely within the year.

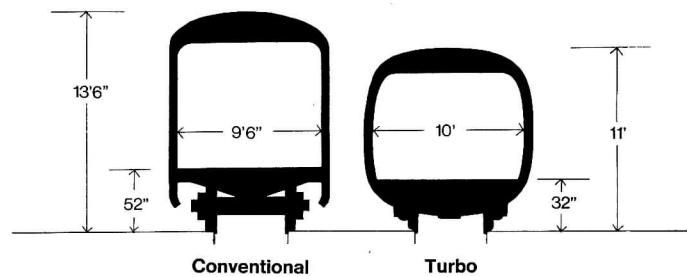
TECHNOLOGY:

Turbo is designed along aerodynamic lines to reduce 'dead' weight and air resistance. Almost entirely of welded aluminum construction, Turbo nevertheless meets all AAR requirements for strength and rigidity. The nose has a long streamlined look; the sides, roof and skinned belly are curved gently; the outer surface of the train is smooth, with flush windows and smooth outer diaphragms.

Each Power Dome Car (PDC) is equipped with two ST6 turbines for traction purposes, which weigh 300 pounds apiece and are just five feet long by 1'-6" in diameter. They burn conventional diesel fuel and develop 400 h.p. each. The turbines do not require warmups, as diesels do, can be started easily at temperatures as low as 60 below zero, and can reach full power less than 30 seconds from a cold start. The ST6 is one of the quietest turbines ever built.

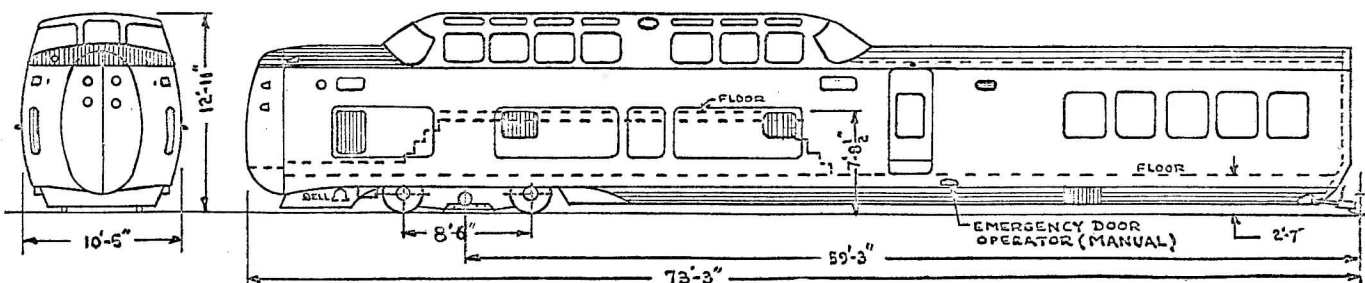
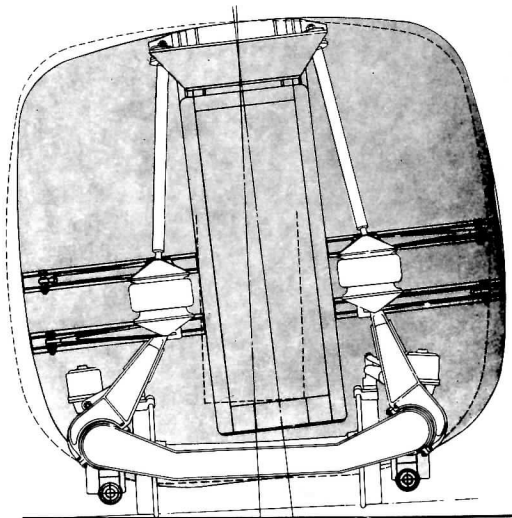
One PDC in each trainset is equipped with an additional turbine which drives an alternator supplying power for the train's heating, cooling and lighting systems.

With the exception of the dome sections, Turbo is 30 inches lower than conventional passenger cars, and provides an additional six inches of width. Floor height of Turbo is 32 inches above rail, as compared with 42 inches for conventional equipment.



Turbo's sliding entrance doors, located at the mid-point of each car-unit, are centrally controlled by the conductor; the step assemblies either unfold to permit descent to low-level platforms (as at Toronto), or remain in place to provide a step up to high-level platforms (as at Montreal).

The standard trucks of conventional equipment are replaced in Turbo by single axles between adjacent car units, on which the suspension systems of the two cars are carried. The suspension system has inclined supported links which act through air cushion springs to support the car. This produces a pendulum action so that on curves the car bodies bank inward, not outward as with conventional equipment. Turbos can thus take existing curves at speeds up to 30 per cent faster than was formerly possible.

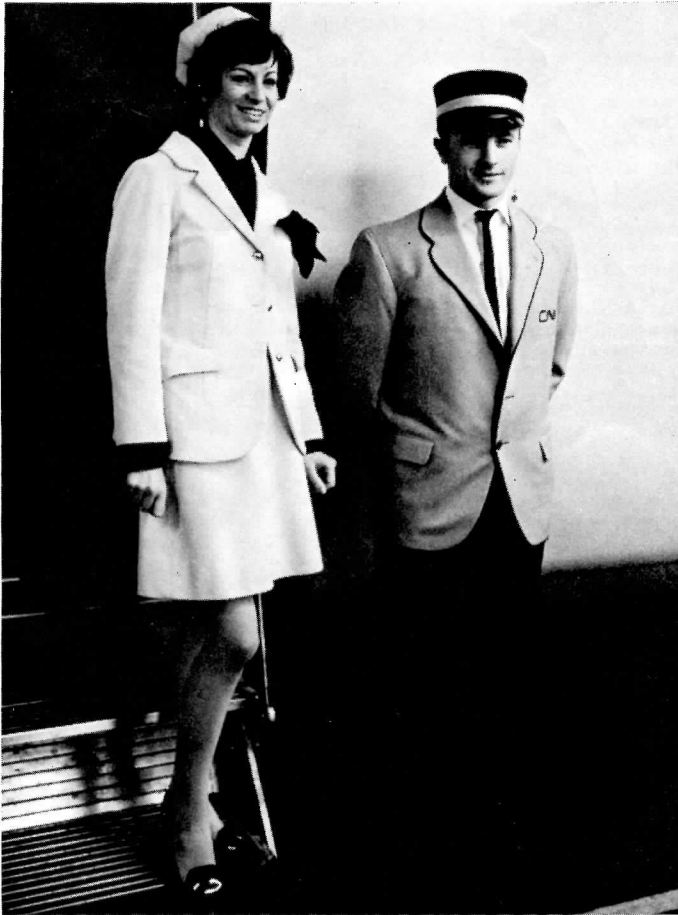


By use of a turnbuckle-like guidance arm assembly, the train is positively steered around curves, and depends on the wheel flanges to a lesser extent for this purpose.

Turbo is equipped with high-friction composition brake shoes actuated by an electrically-controlled, air-operated braking system for reduced response time. A secondary pneumatic brake control is provided as a backup safety feature.

Many of the mechanical and electrical components of Turbo are constructed on modular principles so that in case of failure the defective component can simply be replaced, releasing the train for service.

The lightweight Turbo tips the scales at just 1,130 pounds per passenger space, compared with 3,600 pounds per space for a conventional Rapido. In fact, the total weight of a two-set Turbo just about equals the weight of the three diesel units needed to haul a Rapido of comparable capacity (13 cars)!



Behind Turbo's retractable fibreglass nose doors are the corridor connection and automatic coupler used when sets operate in tandem.

-- J.A. Brown



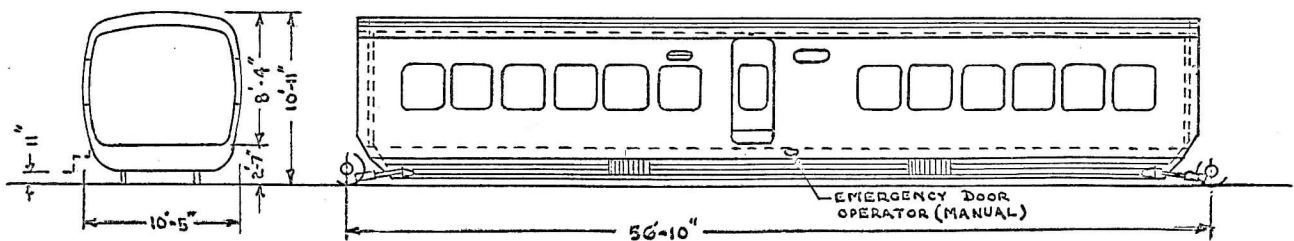
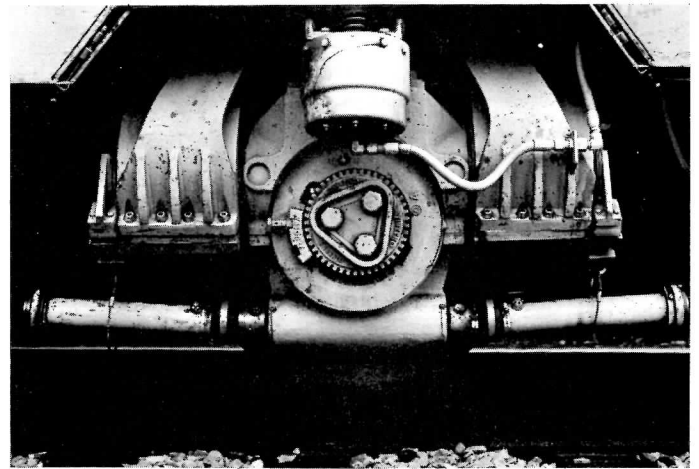
Natty new uniforms are worn by Turbo hostesses and trainmen.

-- D.M. More



End view of a Turbo axle assembly.

-- J.A. Brown



SPEED:

Because of superior braking and ability to negotiate curves at higher speeds than conventional equipment, Turbos substantially reduce the normal running time between the two points. Further reductions in running time are gained by the elimination of the usual crew stops at Belleville and Brockville; Turbo is manned by two qualified engineers who operate the train over the entire 335-mile distance, sharing their duties by means of dual control stands in each operating cab.

A non-stop Turbo covers the Montreal-Toronto run in three hours, 59 minutes for an overall average speed of 84 m.p.h. Rapido, one of the fastest conventional inter-city trains in North America, requires one hour more for the 335-mile journey, for an average of 67 m.p.h.

Although CN's Turbos have a top speed potential of 120 m.p.h., they are being limited to a 95 m.p.h. maximum, slightly faster than Rapido. With the exception of curve restrictions, Turbo will observe all existing speed limits. Contributing to this decision is the large number of level crossings along the route.

INTERIOR APPOINTMENTS:

Each Turbo set provides seating for 302 passengers, 70 in Turboclub (Club) accommodation -- including eight dome seats -- and 232 in Turboluxe (Coach) seating. A bar-lounge seating 24 persons is provided in the other PDC dome. Although reservations are necessary to ride in either class, seating -- including that in the Turboclub dome -- is assigned on a first-come-first-served basis.

There are no doors between car units, and passengers have an uninterrupted view down the centre aisle. The cars are slightly pressurized to keep out dust, snow and outside temperature extremes, and of course are fully electrically heated and air conditioned.

Turbo is fully carpeted, with tinted glass and adjustable draperies at each window. Main lighting is indirect, supplemented by individually-controlled reading lights for each passenger. All cars are equipped with luggage compartments near the entrance doors, while overhead racks are provided as well in coach accommodation.

MEAL SERVICE:

Traditional dining car service is replaced on Turbo by at-the-seat service of food to Turboclub passengers,

and buffeteria pick-up (with at-the-seat eating facilities) for Turboluxe passengers.

The complimentary Turboclub luncheon and dinner menus such as Cornish hen, filet mignon and Arctic Char -- served by smartly dressed hostesses -- will rotate on an established cycle. Final tray preparation of the pre-cooked meals is done in a CN-designed galley, one in each Turboclub car, where food is brought to serving temperature in portable ovens.



-- Canadian National

The cafe for Turboluxe passengers provides items such as cold sandwiches, cakes and cookies, and from the microwave oven hot dogs, hamburgers and specialty items such as hot meat pies and omelets. Turboluxe passengers carry their food in foil bags to their seats, where fold-down tables are available.

FARES:

At \$10.90, \$12.90 and \$14.50, the Red, White & Blue Turboluxe fares represent a \$2.00 surcharge over travel on conventional CN trains. Turboclub passengers pay a flat \$15.50 passage fare, regardless of day of travel, plus the usual \$7.00 club car supplementary fare.

Montreal-Toronto airline tariffs are \$25 economy and \$34 first class, to which must be added \$1.75 at each end for ground transportation.

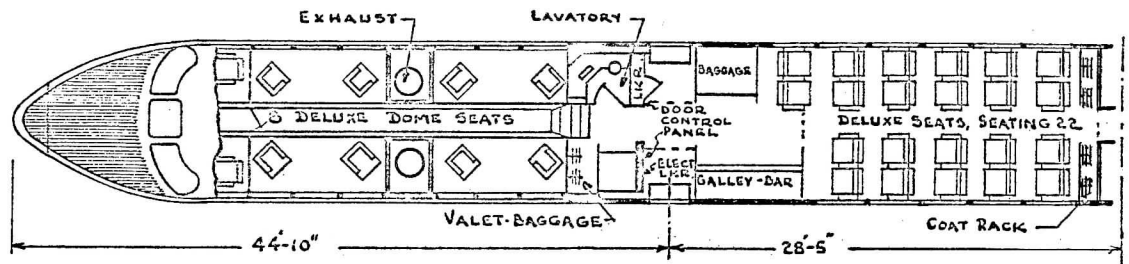
UNIT NUMBERS AND MARSHALLING ORDER OF CANADIAN NATIONAL TURBOTRAINS

UAC UNIT TYPE:	PDC - 26	IC-33	IC-35	IC-34	IC-31	IC-30	PDC - 27
ACCOMODATION:	30 deluxe seats	40 deluxe seats	56 coach seats	54 coach seats	38 coach seats; Buffeteria	56 coach seats	28 coach seats; 24 lounge seats
TRAIN 1:	125 (P100)	200 (T100)	255 (T202)	260 (T201)	225 (T300)	250 (T200)	150 (P200)
TRAIN 2:	126 (P101)	201 (T101)	256 (T205)	261 (T204)	226 (T301)	251 (T203)	151 (P201)
TRAIN 3:	127 (P102)	202 (T102)	257 (T208)	262 (T207)	227 (T302)	252 (T206)	152 (P202)
TRAIN 4:	128 (P103)	203 (T103)	258 (T211)	263 (T210)	228 (T303)	253 (T209)	153 (P203)
TRAIN 5:	129 (P104)	204 (T104)	259 (T214)	264 (T213)	229 (T304)	254 (T212)	154 (P204)

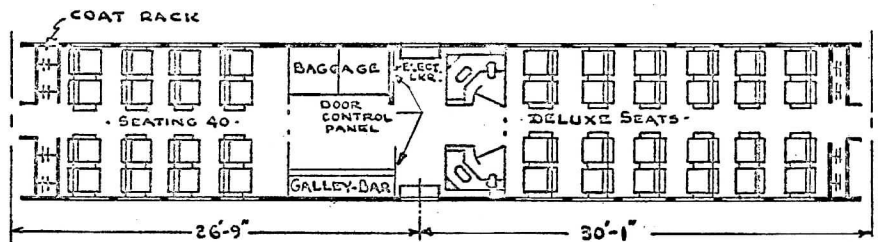
Notes: CN Turbos usually (but not always) operate with the PDC-26 at the east end of the train. To accommodate ACI, Turbo equipment is at present being renumbered to the three-digit numbers shown above from the original numbers (bracketed); ultimately, all Turbo equipment will carry the three-digit numbers, and the PDC number glasses will be changed accordingly.

Turbo ...Diagrams

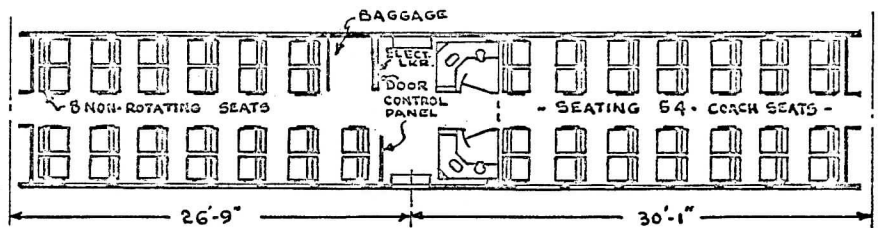
PDC-26



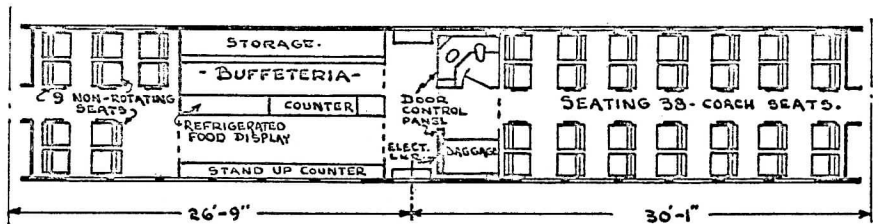
IC-33



IC-34

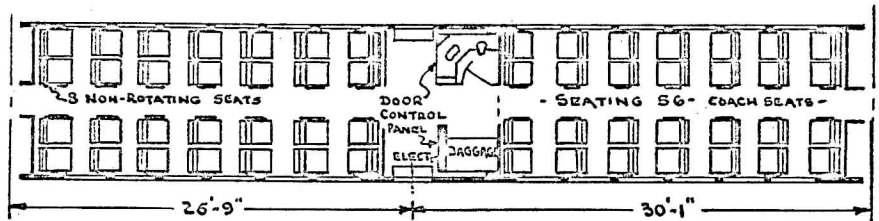


IC-31

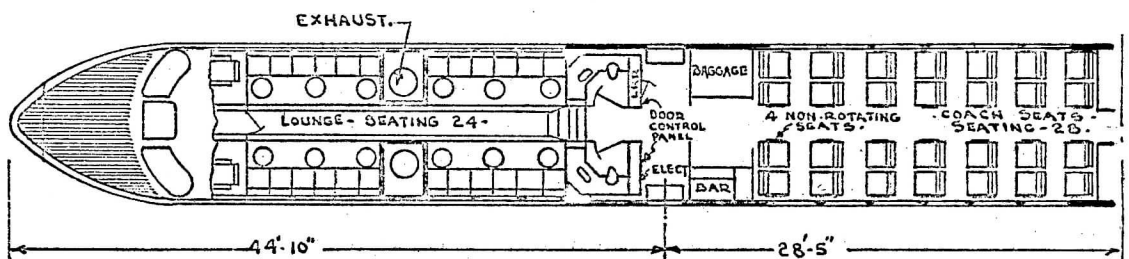


IC-30

IC-35



PDC-27



Turbo

...Comment

"Look at that turbo train go!"



-- McNally/Montreal STAR

Turbo seems to be catching the public fancy. Columnists have written columns about it; radio and TV commentators have commented about it; and the Toronto STAR even staged a hare-and-tortoise race between an Air Canada Vanguard (the hare) and Turbo (the tortoise) in which the hare emerged as the victor by a mere ten minutes. The STAR made much of the fact that its Turbo passenger was spared the cramped quarters, weather worries and traffic tie-ups experienced by its man in the sky. In all fairness, on the day of the 'race', the STAR's flight was plagued by equipment failure, a phenomenon to which not even Turbo is immune, as events have demonstrated.

Once T-Day was known, red 'Turbo' lapel buttons began appearing everywhere -- on (predictably) CN ticket salesmen, office staff, station workers, railfans, children and on (unexpectedly) CP ticket salesmen and even CP chairman N.R. Crump, at the annual dinner of the Toronto Railway Club. Turbo buttons and posters were quickly snapped up in Central and Union Stations on T-Day by the general public.

Now that engine crews are up in full view of the travelling public it will be only natural if the latent 'ham' in some of our enginemen begins coming to the surface. After all, in their natty navy uniforms and high peaked caps they cut a pretty dashing figure, and can you really blame them if they go about their duties with more flourish than you'd find on a 6500 -- particularly if a sweet young thing happens to be peering over their shoulders, sipping a martini?

Passengers, of course, will play an active part in the running of Turbo -- in their role as back seat engineers. Picture the scene as train 69 nears Toronto on Turbo's first day; the enginemen silhouetted against the red, green and blue lights of their space-age control panel; stations, signals, opposing trains rising up in the headlight's glare, then falling behind swiftly and silently; the Toronto skyline drawing ever nearer; the turbines purring steadily as the bar steward makes his last rounds. Behind the crew clusters a jovial group of amateur engineers, urging the speedometer around to the Century mark, and vocally expressing their dismay with rousing boos as the speed finally begins to drop as Turbo rockets past Danforth station.

There's none of the usual clickety-click of rail joints with Turbo. The single axle at each articulated joint gives rise to a good, solid 'clump, clump, clump', first on one side, then the other, as the wheels negotiate the staggered rail joints. This feature is handy for logging Turbo: To find out how fast you're going -- assuming the domes are loaded to capacity and you can't back-seat-drive -- choose a seat near an articulated joint and start counting clicks, or rather, clumps. Count every other clump in the space of five seconds and multiply this by 5.3 (for 39-foot rails) and you'll have an approximation of your speed. Rail noise becomes blurred and indistinct at high speeds, which is no real problem as you'd have trouble counting that fast anyway!

Turbo gives you the feeling of great stability, as if it's well acquainted with the road over which it runs. Try sitting in the rear dome sometime, looking forward. Turbo snakes along sinuously, exactly following the contours of the roadbed, with none of that car-to-car movement so familiar with conventional equipment. You will experience a noticeable lateral movement as the pendulum suspension compensates for high speed curve negotiation; some might even say the ride is rougher than with conventional equipment. This is unfair; the ride is different from conventional equipment, and beyond that you'd better make your own decision.

WHOOSH!! CN Turbos met on the main line for the first time near Gananoque on November 23rd. Here's how it looked from Train 3, as Train 2 approached at a relative speed of 190 m.p.h!

-- James A. Brown



A publicity man couldn't have planned it better. A sometimes-asked question on Turbo's December 10th press run from Toronto was, "It's nice, but what happens when it hits something?" So it hit something -- a loaded meat trailer, to be exact, at a crossing just west of Kingston. The accident had to be the best-covered rail mishap in history; two hundred media men on the train watched the collision happen on closed-circuit TV, and reported later that the train's only reaction was a bump and a smooth deceleration. The Toronto TELEGRAM's Ron Haggart noted that if you have to hit a truck, Turbo's the place to be. Reports of the train's speed ranged from CN's official 25 m.p.h. (speed restriction because of a similar accident with Rapido the day before) to the GLOBE's estimate of 60 m.p.h.


Passengers from the damaged Turbo were either returned to Toronto on the westbound press train or accommodated on regular CN trains. The damaged set (Train 2) continued on to Montreal at an arbitrary 70 m.p.h; full speed would have been too drafty! Match that, you conventional trains!

A FOOTNOTE: Turbo 2 was hastily repaired and ready for service some 48 hours after the affair; it saw its first revenue service on December 13th on trains 63/68.

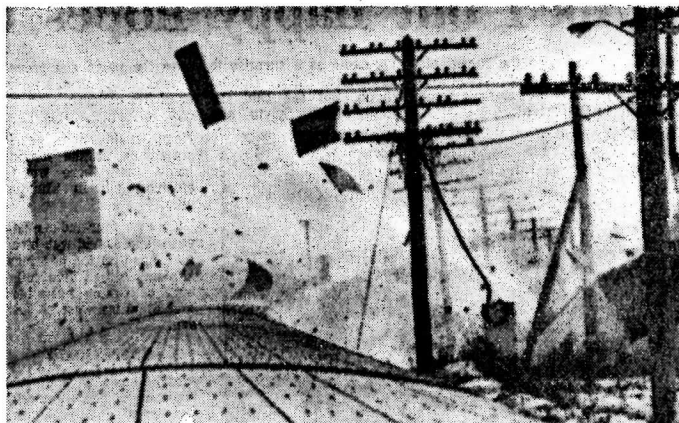


Passengers inspect the damaged P201 after its altercation with a truck, as Turbo 5 stands by. Apart from some left-side body work, replacement of the nose doors was all that was needed to put Train 2 back in service.

-- Harold A. Edmonson/TRAINS

Impact! An alert rear dome photographer captured this unique photo at the instant Turbo 2 sliced into the transport. 

-- Canadian Press



CN Turbo Inaugural Run

A FIRST RUN..... CN Vice President D.V. Gonder (l) and Area Manager A.R. Williams (r) join Toronto mayor William Dennison beneath Turbo's Inaugural banner.

Aboard the train, CN photographers presented first trippers with souvenir photos of themselves. As might be expected, Turbo's lounge proved to be one of the most popular spots on the train.

--All photos, Tom Henry



...AND A LAST. A casualty of Turbo was the day Rapido, shown here arriving in Toronto for the last time on the Sunday after Turbo's debut.

-- D.M. More

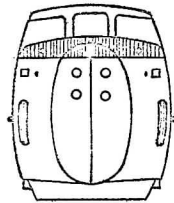


Toronto's Gordon Sinclair commented that one of Turbo's most progressive features is that the toilets can now be flushed in the station! Turbo boasts a closed, recirculating system similar to aircraft, and the blue disinfectant/deodorant solution used in the toilet systems received embarrassingly excessive comment on a CBC radio interview show which mercifully was aired after midnight, several days after the inaugural run.

There's no denying it -- the Turbo domes are noisy! But as to whether or not the noise is objectionable is another thing. After all, if you want to ride in the engine, shouldn't you expect some noise? The domes are there so that you can become 'part' of the operation, and if the jet roar as you move out of the station isn't part of the pizzazz, what is??

For all its excellence, Turbo is not infallible! As a matter of fact, late operation and/or outright cancellation of Turbotrains on many occasions characterized the week between Christmas and New Year's. One day, the proud Turbo limped home to Toronto four hours late, behind road-switcher 3104. Unfortunate combinations of blowing snow (with accompanying unpredicted consequences) and teething troubles ganged up on the United Aircraft maintenance crews, and with an air of "we're with you", the local press and radio daily reported Turbo performance.

There's a little story going the rounds about a chap who was walking with his little daughter near Guildwood station as the turbine train zipped past. When asked what that was he replied, "That's Turbo, the red-nosed train, dear."



TURBOTRAINS -- THE U.S. SCENE

Now that CN's Turbos have begun regular operation, one might be prompted to inquire into the status of the two U.S. Department of Transportation three-car TurboTrains.

On October 21st, the DOT formally accepted the two trains from United Aircraft in ceremonies at New London, Ct., after which the trains departed for New York and Boston with federal and state dignitaries. Present plans are for the two trains to go into Boston-New York service late in January on New Haven lines, lopping a full hour off the present four hour, 15 minute schedule.

Although capable of 170-m.p.h. speeds, the DOT Turbos will initially be restricted to 110 m.p.h.

Contributing to the delay in TurboTrain introduction on the New Haven is the present squabble between NH and the Penn Central over the absorption of the former bankrupt road into PC. The Department of Transportation, paying \$100,000 a month to United Aircraft to lease the trains, is becoming restive over the NH settlement delay, and is casting about for interim operating possibilities. The Illinois Central has expressed interest in running one of the Turbos in its 307-mile Chicago-Carbondale, Ill., 'mini-corridor', if the NH delay continues.

Elsewhere on the U.S. high-speed train scene, Penn Central and the Department of Transportation have announced that the long-awaited, electrified 'Metroliner' service between New York and Washington will begin on a limited scale -- one six-car train making one round trip a day -- on January 16th. The 160-m.p.h. Metroliners will be held to something under 120 m.p.h. because of roadbed and traffic limitations. By the end of 1969, 50 Metroliner cars should be in service in the New York-Washington corridor.



BREAKDOWNS FORCE TEMPORARY TURBO SUSPENSION

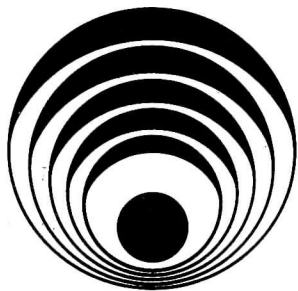
Canadian National will temporarily suspend Toronto-Montreal Turbo service effective January 6th in an effort to clear up the mechanical breakdowns that have plagued the trains during the final weeks of December.

Last Turbo operation will be Train 69 ex Montreal January 5th and Train 68 ex Toronto January 6th. All five trainsets will be out of service. Replacing the Turbos for the 'debugging' period will be Rapido-type conventional trains operating on four hour, 59 minute schedules.

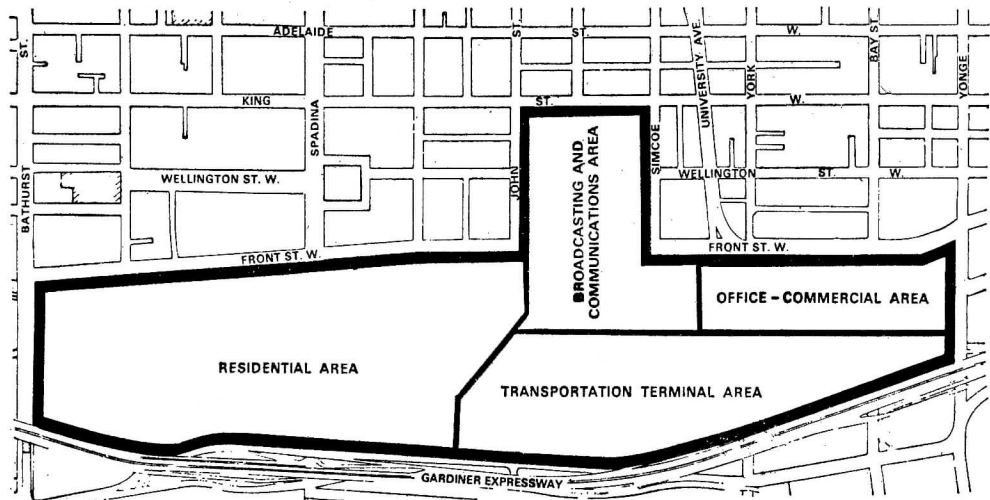
J.F. Roberts, CN's newly-appointed general manager of passenger sales and services, said operating difficulties encountered on some runs during the recent severe weather conditions prompted the railway to defer all services "until solutions have been found."

"We did not decide to place Turbos into service until a long and exhaustive period of testing had been completed," he said. "However, since Turbo's inauguration, new problems have arisen which did not occur in those many thousands of miles of testing on the road."

He said CN officials and engineers from United Aircraft of Canada Ltd. will be working around the clock to find solutions to the problems which have been attributed mainly to the train's electrical system.



METRO CENTRE



A billion-dollar program to give Metro Toronto a new downtown core -- featuring an integrated transportation centre to serve all of Southern Ontario -- was unveiled December 19th by Canada's two major railways.

N.J. MacMillan, chairman and president of Canadian National, and N.R. Crump, chairman and chief executive officer of Canadian Pacific, announced formation of a jointly-owned development company to undertake redevelopment of approximately 190 acres of land now largely confined to railway uses.

The project -- the largest single downtown redevelopment program ever undertaken in North America -- will be called Metro Centre. It will enable downtown Toronto to grow southward and occupy a strategic area that has separated the central portion of the city from the Lake Ontario waterfront for more than a century. Most of the construction is projected for completion within 15 years.

In recent years, both Canadian National and Canadian Pacific have become increasingly active in the development of downtown lands in many of Canada's urban centres. Probably the best known of the completed projects in which CN has had a principal role is Place Ville Marie in Montreal; Canadian Pacific Investments, through its real estate subsidiary, Marathon Realty, has created Place du Canada in the same city.

Both companies also have other major projects under way. Canadian Pacific is working on a \$300-million waterfront redevelopment in downtown Vancouver and a new commercial complex in the heart of Calgary. Major developments involving commercial and office buildings are taking place on Canadian National property in Moncton, Campbellton, London, Saskatoon and Vancouver.

The main portion of the site -- about one and a quarter miles long and a quarter mile wide -- is bounded by Front Street on the north and the Gardiner Expressway on the south; by Yonge Street on the east and Bathurst Street on the west. In addition, the project includes two adjoining blocks to the north of Front Street, between Simcoe and John Streets to King Street.

Included within these site boundaries and slated to disappear during the various stages of Metro Centre construction are such familiar rail landmarks as Union Station, CP Rail's John Street roundhouse, coach yard and piggyback ramps, and Canadian National's Spadina coach yard and roundhouse and Bathurst Street piggyback facilities.

Key units of the Metro Centre program are the transportation complex -- integrating rail, GO Transit, bus and subway facilities -- and a communications and broadcasting complex, including a 1575-foot transmission tower and proposed headquarters building and production facilities for the Canadian Broadcasting Corporation.

A large convention and trade centre is projected for the area adjacent to the transportation terminal, and its facilities are linked to both the existing Royal York Hotel and a proposed new convention hotel within Metro Centre. A commercial area is planned as a cluster of six octagonal towers -- three of them reaching 36 stories -- plus offices for government and industry.

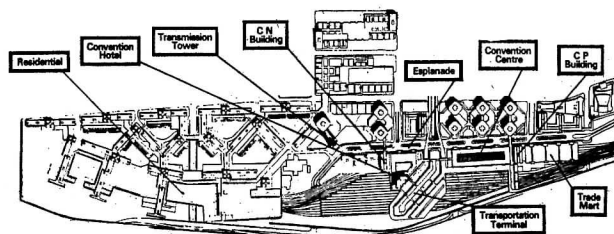
The west end of the site is earmarked for residential development. Plans call for 9,300 dwelling units in high- and medium-rise towers and terrace housing and the creation of a unique downtown living environment for some 20,000 people.

The most distinctive landmark would be the transmitting tower, with restaurant and observation facilities at the 1,200-foot level. This would be Canada's tallest structure of any kind and one of the tallest self-supporting structures in the world.

The plan calls for the extension of University Avenue on two levels beyond its present southern termination at Front Street. The upper level goes over Front, then swings southwest almost to the Gardiner Expressway, loops around the new transportation terminal, and returns its traffic northbound. The lower level passes beneath Metro Centre, giving vehicles direct access to Lakeshore Boulevard.

Metro Centre would re-establish the Esplanade, one block south of Front on land now occupied by railway tracks, as the main east-west traffic artery within the complex. Its surface level would carry vehicular traffic over an extensive pedestrian mall running beneath, illuminated by skylights set in the boulevard of the upper level. On the lowest level would be located a large inter-city bus terminal. The broadcasting tower would stand at the west end of the Esplanade.

The plan also calls for the extension of the Yonge-University subway loop south to the lakefront, making three stops. One would serve the O'Keefe Centre and the office complex on the south side of Front Street, the second the ferry docks and lakefront, and the third the transportation-hotel-convention centre on the extended University Avenue.



Plan of proposed waterfront development shows sites of buildings and projects.



The photo at left shows the site of Metro Centre, consisting of approximately 190 acres between Toronto's existing downtown core (right) and the Gardiner Expressway (left) along the Lake Ontario waterfront. The area is now largely confined to railway use. The Royal York Hotel (centre right) stands on Front Street across from Union Station.

The right hand photo shows a model of Metro Centre superimposed on the aerial view, showing how Toronto's central downtown district would be dramatically changed when the project has been completed. This view looks west from the O'Keefe Centre (foreground) at Yonge and Front Streets. Bisecting the photo and running east-west is the projected new thoroughfare called Esplanade. The rail passenger terminal (left centre) lies on the extreme south edge of the site.

At the eastern end of the project south of the existing federal customs building, offices for various government agencies are proposed, to face Esplanade, between Bay and Yonge Streets. On the south side of Esplanade, between Yonge and University, will be the convention and trade centre and the Canadian Pacific office building. The convention hotel and CN office building will be built west of University Avenue on the Esplanade.

The broadcasting and communications facilities, covering three blocks in the Simcoe-John-King-Esplanade area, are designed to be the most extensive and efficient on the continent. At the southern edge of this sector will be the transmission tower capable of simultaneously handling VHF and UHF television, AM and FM radio and telecommunications systems for a variety of public and private users.

At the corner of Front and John Streets is the proposed high-rise building to serve as headquarters for the English networks of CBC radio and TV. This building is connected by a pedestrian bridge over Front Street to the proposed CBC main studios and production facilities immediately to the north. Offices and studios for educational television, private radio and TV concerns and film production, advertising and public relations companies will also be accommodated in this area. Provision would be made for expansion of CNT-CPT facilities in the Front-Simcoe-Esplanade-University block.

While the CBC is committed to using Metro Centre's tower, its president, George Davidson, made it clear that the Corporation has not yet reached a firm decision to locate its other installations in the Centre.

The first phase of the project, scheduled for completion in 1973, includes the transportation terminal, the broadcasting and communications tower, the convention and trade centre and railway offices, plus about 2,500 to 3,000 dwellings.

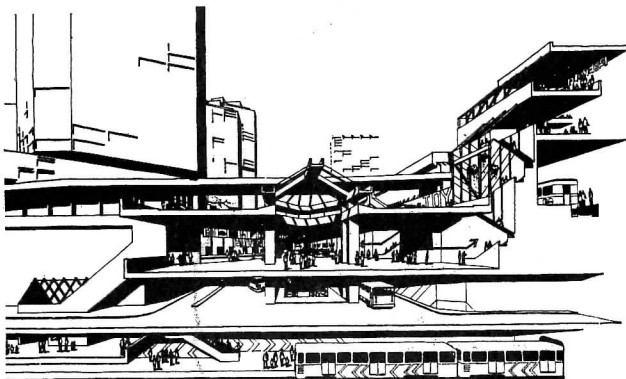
The first step in clearance operations, starting in the fall of 1969, would be the gradual elimination of yards along the Gardiner Expressway so that through station trackage can be moved south; GO Transit trackage would lie south of the Esplanade. Railway maintenance and servicing would be relocated to new facilities at Mimico. Union Station would remain in service until the new terminal to its southwest is completed. Once the new station is in operation, Union Station will be demolished and the area it now occupies made available for office development in stages, as demand dictates.

About 4.5-million square feet of office space is proposed, along with 600,000 square feet of commercial space. Pedestrian bridges would link the tops of the 18-storey office towers with the mid-points of the 36-storey buildings.

Pedestrian circulation below the office complex would give easy connections with GO Transit trains and other parts of Metro Centre. In fact, the Centre is designed to become the anchor of Canada's largest all-weather pedestrian system, the north-south artery of which will eventually run from the city hall to the waterfront.

"The main concern of this project is not with bigness or height, but rather with the achievement of a lively and liveable environment for people: people at work and at play, people in homes and offices, and -- since transportation is such an important part of Canadian life -- people on the move," said CN president MacMillan. N.R. Crump, CP chairman, said the Centre meets the congestion problem besetting most North American cities.

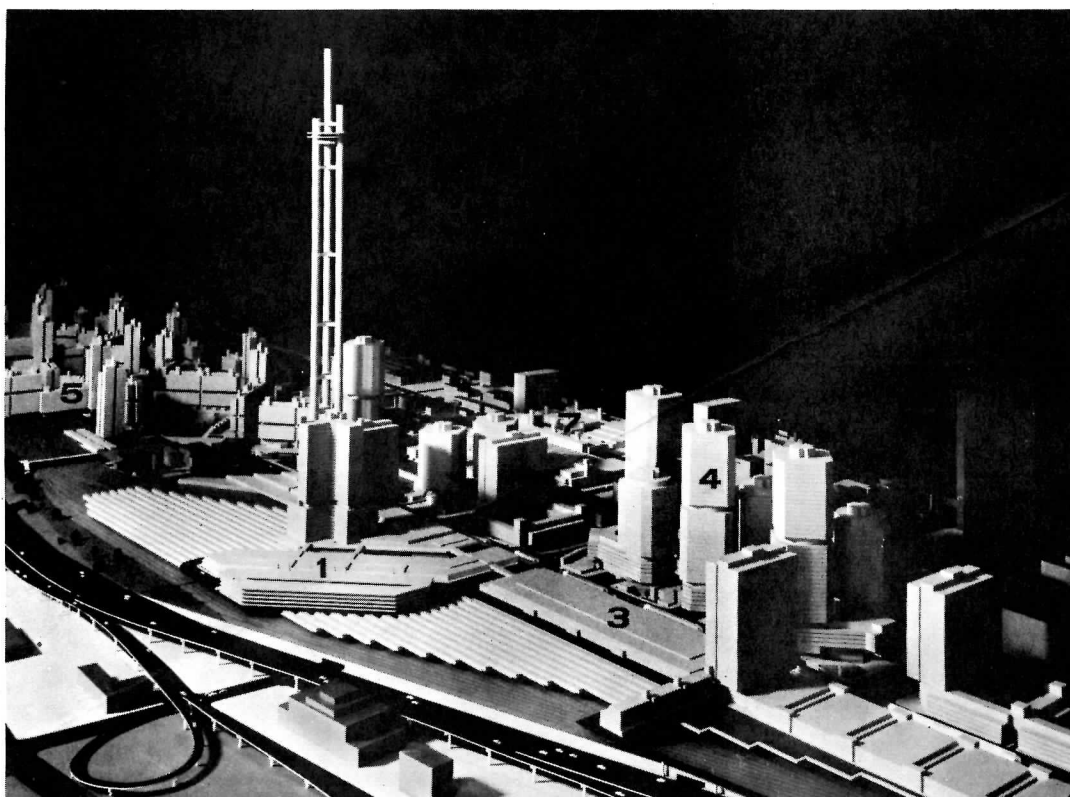
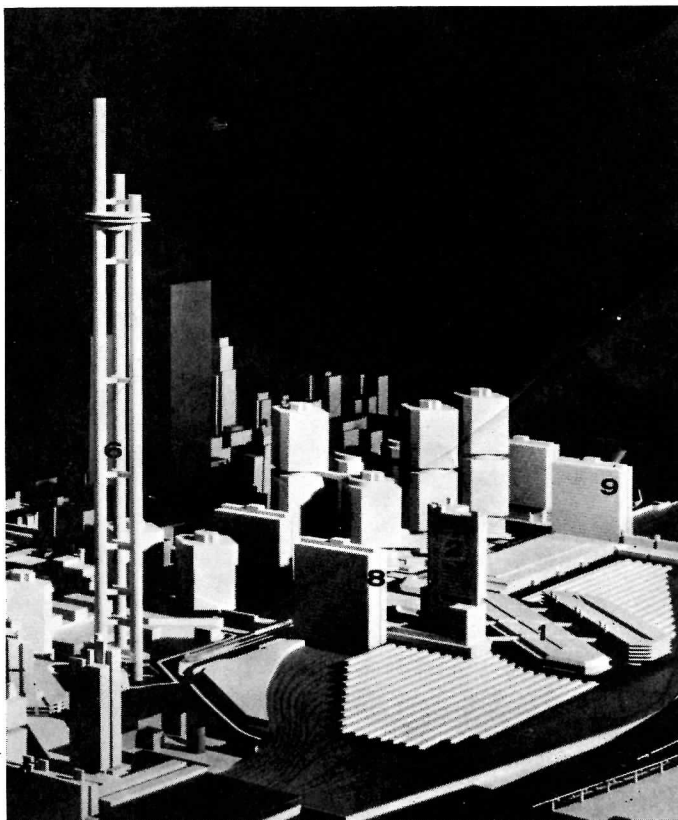
The two railways have formed a jointly-owned company, Metro Centre Developments Ltd., to undertake most of the development of the area. Although public participation may be encouraged in future, control of the company will remain with the railways. Nearly one billion dollars of capital will be required. The only demand on public funds by the Centre will be the provision of normal servicing such as water, sewage, road access and, in this specialized case, subway and commuter services. Some civic officials have expressed concern over the size of this tax burden, while others have suggested that Metro Centre's tremendous additional assessment would more than compensate for the cost of services.



View east into Esplanade at University shows connection of transportation elements.

With the exception of Postal Station 'A' and the Walker House Hotel site, the railways own or control all of the land within the Metro Centre boundaries.

Planning for Metro Centre began officially in April 1967 under the coordination of Stewart Andrews, president of Community Development Consultants Ltd. A steering committee of senior railway officials guided the planning.



- 1 - Rail Passenger Station
- 2 - Hotel
- 3 - Convention and Trade Centre
- 4 - Office Complex
- 5 - Residential Area
- 6 - Broadcast Tower
- 7 - Communications Centre
- 8 - CN Office Building
- 9 - CP Office Building



Displaced from their mountain assignments by diesels, Canadian Pacific's celebrated Selkirks found temporary duty on the prairies. Here's one of them, rambling west with a train of empty flats. /J. Barris Walker.



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