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Upper Canada Railway Society



May/June 1973 • 1.75



newsletter



Number 328 May/June 1973

Upper Canada Railway Society

U.C.R.S. News

WE'RE TRYING TO CATCH UP

The editor, staff and directors of the Society are all concerned about maintaining a proper schedule of production for the Newsletter. This issue is late because, in addition to the countless hours spent on typing, layout, paste-up, and photography, the editor's shelf was bare and articles were still being researched well past the normal deadline for going to press. Other commitments constantly keep your editor away from the 'job' and for this reason we will welcome any help that members can offer.

Ted Wickson
Editor, pro tem

Contributors:

Keith Anderson
Roger Boisvert
Clayton Chaloner
Bruce Chapman
Ray Corley
D.H. duFresne
Greg Gormick
Terry Heffernan
Bob McMann
Steve Munro
Pierre Patenaude
Chris Prentice
Robbin Rekiel
John B. Ross
Bob Sandusky
Doug Stoltz
Jim Walder
Stuart I. Westland
Bill Linley

EDITOR - - - Edward A. Wickson
CONTRIBUTING EDITORS - - - J. Bryce Lee
Michael W. Roschlau
John D. Thompson

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Contributions to the NEWSLETTER are solicited. No responsibility can be assumed for loss or non-return of material, although every care will be exercised when return is requested. Please address all contributions to the Editor at 141 Davisville Avenue, Apt. 810, Toronto, Ontario M4S 1G7.

All other Society business, including membership inquiries, should be addressed to the Society at Box 122, Terminal A, Toronto, Ontario M5W 1A2. Members are asked to give the Society at least five weeks' notice of address changes.

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Coming Events

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

Oct. 19: Regular Meeting. Mr. G.C. Gunning, Regional Signal Supervisor of CP Rail, will talk on signals and related matter.

Nov. 16: Regular meeting. Mr. David Goyder of Procor, Ltd. will talk on tank car manufacture.

Dec. 21: Regular Meeting.
(Fri.)

Readers' Exchange

Wanted: Employee time tables prior to 1959 for the St. Lawrence Region and Northern Ontario Region. Prefer originals but photocopies acceptable. Contact Peter Bowers, 482-11th St. B. W. Owen Sound, Ontario N4H 3V1

For Sale: CNR number plate, #6211. Authentic. Best offer \$40.00. W.E. Weighill, 907-55 Erskine Ave., Toronto, Ontario M4P 1Y7 (Telephone 489-6931)

For Sale: CNR June 27/43 timetable #31, Western Region - Alberta Best Offer. Wally Young, P.O. Box 91185, West Vancouver, B.C.

The Cover

Ex-CPR 4-6-0 1057 lifts a consist of ex-TH&B heavyweights up the CP Rail transfer line in Toronto's Don Valley, May 19, 1973. Locomotive was undergoing trials this day following its extensive overhaul at the hands of its new owner, Ontario Rail Association. A new career awaits 1057. ---story page 72. (Ted Wickson)

TURBO: FINAL

The 3 CN Turbodiesels period June 22 to plague them. The chief problem: conditioning malfunctioning crew. The computer's and, in the event, automatically (the train). The sense of judgment.

During the first failure in its delay. The new suburban Dorchester the same time more delay, a was judged to towed back to crowded aboard local passenger late. On Sunday wall (85 miles) the 300 passenger train for the

Canadian National downs, after of tests after perhaps the their return They were not

With the winter once again in car service

RAILWAY NEWS AND COMMENT

TURBO: FINAL CHAPTER?

The 3 CN Turbos, now 9 cars in length, resumed service for the period June 22-25. Unfortunately, mechanical problems continued to plague them, necessitating cancellation of service once again. The chief problems disclosed to date are lubrication and air conditioning malfunctions and difficulty with the braking system. Operating crews also mention faults in the train's mini-computer. The computer's function is to monitor various on-board systems and, in the event of a failure, to warn the crew of danger or to automatically shut down that system (usually resulting in stopping the train). The trouble seems to have been the computer's bad sense of judgement — many cases of false trouble reporting.

During the first westbound run on June 22, the Turbo suffered a failure in its air conditioning and lighting system, causing an hour's delay. The next day, the westbound Turbo ground to a halt near suburban Dorval. Cause of this failure was a dragging brake. At the same time, a fire warning light went on in the cab, causing more delay, although there was no actual blaze. The brake trouble was judged too serious to be fixed on the spot, so the Turbo was towed back to Montreal. The train's 315 passengers were crowded aboard the following Bonaventure, the regular afternoon local passenger train. Arrival in Toronto was 2 hours 20 minutes late. On Sunday, June 24, the Turbo from Toronto reached Cornwall (85 miles west of Montreal) and then broke down. Once again, the 300 passengers were transferred to a shadowing conventional train for the remainder of their trip.

Canadian National expressed considerable surprise at the breakdowns, after the excellent performance of Turbo following months of tests after the rebuilding. Some officials have speculated that perhaps the capacity crowds which have filled the trains since their return to service have put too much of a strain on them. They were not tested under full load conditions.

With the withdrawal of Turbos for the third time, their place has once again been taken by the Afternoon Rapido, complete with dining car service.

1972 — A GOOD YEAR FOR CN

CN carried record amounts of traffic last year, earned the highest revenues in its history, and continued its steady improvement in overall financial results. The railway had an operating profit of \$48.3-million, but payments on the long term debt (which was accrued by the CN in 1923, from the bankrupt railways it took over) produced a \$17.8-million deficit.

The deficit, however, was down from the \$24.3-million experienced in 1971, and was the lowest since 1956. The deficit has progressively declined from a post-war high of \$67.5-million in 1960.

The bright picture for 1972 was a result of generally good business on CN's operations, as well as having received federal subsidies to continue unprofitable passenger services and branch lines. In addition to running trains, CN also derives revenue from hotels, passenger steamships, trucking operations, telecommunications, and other sources.

L&PS EQUIPMENT OFFERED FOR SALE BY TENDER

The London Public Library Board has offered for sale by tender several items of L&PS rolling stock: a box-cab electric locomotive, steel interurban car No. 14, a wooden caboose, and a wooden box car.

In addition, ex-CPR wooden business car No. 7, which was owned by the UCRS for several years and given the name "Nova Scotia", is involved in the sale.

The freight motor last operated in late 1965, when the last vestige of L&PS electrification, in the London Terminal area, was dieselized. The interurban car had been used for express service until a few years earlier.

The equipment presently being sold had been collected by London area railfans with the intention of establishing a museum. However, government support, particularly from the City, was not forthcoming, and the locomotive and cars have languished outside CN's Rectory St. car shops for several years.

The tenders closed on Aug. 3.



First westbound Turbo dashes through the Ontario countryside just west of Brockville, one hour late, June 22, 1973.

(W.R. Linley)

NEW FREIGHT RATE POLICY SOUGHT BY WESTERN PREMIERS

Transport Minister Jean Marchand has stated he will try to convince the railways to change their freight-rate policy in the West. He reported he does not have authority to order the railways to eliminate discrepancies in such rates. But he would attempt to persuade them it is in the best interests of the country. Mr. Marchand was commenting on a New Democratic Party motion in the House calling for a new national transportation policy to deal with regional economic disparity. Under Commons rules, the motion does not come to a vote.

Western premiers have criticized anomalies in the freight rate structure. For example, it costs more to transport steel to Calgary from Hamilton than to Vancouver from Hamilton.

Mr. Marchand said there are rational explanations for such rates. He gave competition by ships as an example. Railway officials have said Japanese competition in the steel business would wipe out Canadian firms in the British Columbia market if they did not get special freight rates to help meet Japan's low shipping costs. But the minister said this is too complicated a rate structure. Westerners would never accept these discrepancies, Mr. Marchand said, and that when it is possible to explain something in a democracy it is "preferable to change it." He hoped to meet railway officials before the economic conference of western premiers scheduled in July.

SELECTIVE FREIGHT RATE SUBSIDIES RECOMMENDED

The Federal-Provincial Committee on Atlantic Region Transportation is making good progress towards finalizing recommendations for selective increases in the westbound freight rate subsidies, Transport Minister Jean Marchand recently announced. The increases are intended to aid Atlantic Region shippers east of Quebec City in reaching the central Canadian market.

The committee states that the increased subsidies should apply to commodities manufactured in the Atlantic region and to fishery and agricultural products.

Mr. Marchand said that shippers in the Atlantic region will be notified shortly by public announcement of the general basis of eligibility under selectivity criteria now being developed and that they will be invited to submit to their respective Provincial Government the names of commodities which they wish to have considered for inclusion in the expanded subsidy program.

SIX PER CENT RISE FOR AGREED RAIL FREIGHT RATES

Canadian railways will raise their agreed charge freight rates six per cent, effective September 1st. Notice of the increases has been given to shippers and will apply to agreed charge contracts renewed after that date. The increases apply to contract traffic, and will affect most of the repeat shippers of carload freight and most pool car operators and their customers. Under the agreed charge procedure, a shipper can qualify for a rate lower than the general tariff by agreeing to ship a certain volume of freight each year.

The agreed charge rates are negotiated separately between the railways and individual shippers. They are meant to be competitive rates and are not open tariff rates. Contracts are for a period of one year and can be terminated by either party on 90 days' notice. All contracts more than a year old by Sept. 1 will be terminated, but can be subject to renewal with the six per cent increase.

QUEBEC CARTIER RAILWAY ORDERS CTC EQUIPMENT

Uniswitch division of WABCO Ltd. has received an order for about \$700,000 for centralized traffic control equipment from the Quebec Cartier Mining Co.

Included in the order is wayside signalling equipment for 88 miles of new rail line plus additions to the existing traffic control centre at Port Cartier, Quebec. WABCO will also handle the field construction and installation of the new equipment.

CP RAIL HANDLES RECORD SHIPMENTS OF URANIUM & GRA

What was billed as the largest single North American rail movement of uranium was handled by CP Rail in mid-March. The 1 million pounds of uranium concentrate—valued at about \$6-million—was loaded at Spragge, Ontario, midway between Sault Ste. Marie and Sudbury. The ore, with an energy equivalent of some 12 million tons of coal, is part of a larger order for use in Japanese power stations.

An all time record for grain movement to Vancouver was set by CP Rail in May. During that month, a total of 10,194 carloads of export grain moved to the west coast to be unloaded at Vancouver terminals. "This is a record number of cars for any given month," said A. I. Vornbrock, the railway's assistant superintendent of transportation at Calgary. "The previous record was established in November, 1972, when CP Rail unloads at Vancouver totalled 9,601 cars."

CPR LAST SPIKE DRIVEN AGAIN...IN ONTARIO!

The "last spike" of the CPR was hammered home once again—although this time on CNR trackage. Specifically, the event took place on the CNR's disused Beeton Subdivision, near the village of Caledon East, some 30 miles northwest of Toronto. It was, of course, a re-enactment of that famous day in 1885 when the drive of the last spike in a section of track at Craigellachie, near Revelstoke, B.C., completed the transcontinental railway. The re-enactment was for the benefit of camera crews filming for the CBC a series of eight one-hour programs based on Pierre Berton's book, *The National Dream*, which covers the building of the CPR.

The TV series, which will bear the same title, is expected to be aired on consecutive Sundays, commencing March 3, 1974.

The historic scene could not be filmed at the original site because of ensuing changes. However, CBC researchers, using photos taken at the 1885 ceremony as a guide, identified a section of the Beeton Sub as having similar terrain.

Considerable effort was expended to make the scene as authentic as possible. Period tools and rail fittings were obtained; uncreosoted rough-hewn wooden ties were also used. A trio of regular CN tracklayers donned 1880's era costumes for track laying scenes which they appeared. Filming over, the 20th century ties, rail spikes, and ballast—which had been removed from a short section of the Beeton Sub for the shooting—were replaced.

At the end of May, CBC crews then moved to western Canada for 2 weeks of shooting on a prairie branch line near Brooks, Alberta, and another 2 weeks in more rugged terrain near Penticton, B.C. The Star of the western set was ex-CPR 4-4-0 #136, leased to the broadcasting corporation by the Ontario Rail Association. Much effort was made to restore the locomotive to an 1880's appearance (including 3 disguises to permit the CBC to use "different" locomotives) and to assemble an appropriate collection of cars to make up a period work train. More news and photographs of this event will appear in the next issue of the Newsletter.



Trio of actors dressed in period 'gandy dancer' attire pose on the set outside Toronto where filming of *The National Dream* was underway this spring. (CN Photo)

View of the
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CP Rail train 904 with SD-40's 5667 and 5668 at Ingersoll, Ontario. May 17, 1973. (Robbin Rekiel)



View of the Royal Train heading for Cobourg, Ontario, photographed by Robbin Rekiel near Newtonville, June 27, 1973.

CN TRAINING CENTRE ENLARGED

CN's school for locomotive engineers at Gimli, Man., has been expanded into a full-fledged transportation training centre for the railway industry. Last year, the railway trained 69 men for engine service at the centre. The 1973 training program will instruct 585 railroaders: 180 engineers, 80 train dispatchers, 300 transportation supervisors, and 25 master mechanics.

The centre, which started with two buildings leased from the provincially-owned Gimli Industrial Park, has grown to 5 structures. CN established the training centre last year to ensure a continuous supply of qualified locomotive engineers. The traditional source, firemen, is being depleted as these men qualify as engineers. The redundant occupation of fireman is being phased out. Forty per cent of the 2,800 engineers on CN are over 55 years of age. In addition, the volume of rail traffic has been rising steadily.

Since the centre opened in June 1972, the B.C. Ry., O.N.R., D.W.&P., Inco, and Africa's Guinean Ry. have utilized its staff and facilities. Future plans for the Gimli Centre include refresher training for existing locomotive engineers and yardmasters.

CN TO BECOME MORE INVOLVED IN NON-RAIL TRANSPORT

A.H. Hart, CN senior vice-president, stated recently that the railway intends to diversify more and more as time goes by into a broadly-based transportation company. The CN executive mentioned that the growth in the number of alternative transport modes available to shippers and travellers has resulted in a relative decline in the importance of rail transport.

Adopting an attitude of "If you can't lick 'em, join 'em", the railway has set up a department to study the feasibility of transporting solids by pipeline. In the future, the practise of intermodal transportation--of combining rail transportation with other forms during a commodity's journey--will become more prevalent in Canada.

MLW GETS PERUVIAN ORDER

MLW-Worthington has received an order to supply 25 diesel electric locomotives to Empresa Nacional de Ferrocarriles del Peru, the Peruvian National Railway, for a total value of \$12.5 million. 15 of the units are 2400 hp, 5 are 1200 hp, and the remaining 5 units are 950 hp. All locomotives will be 36" gauge and delivery is scheduled for the first and second quarters of 1974.

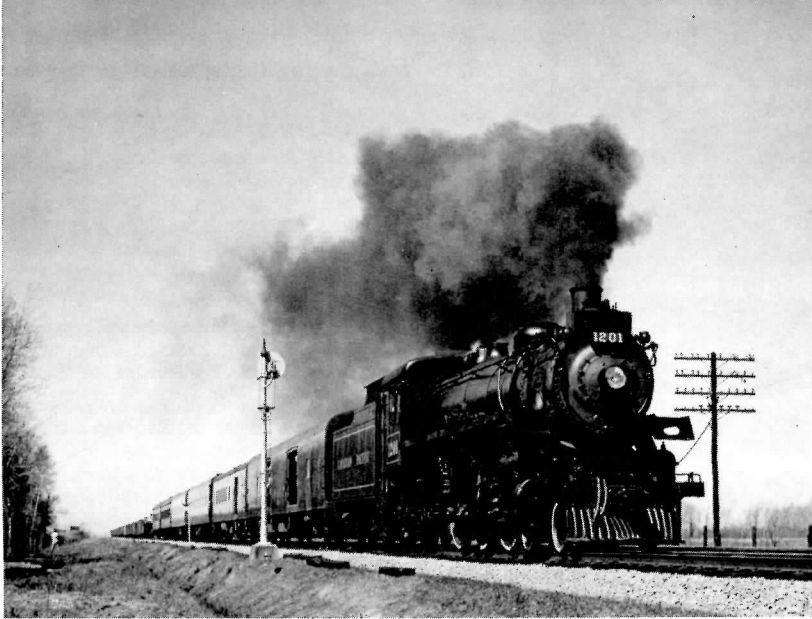
The Company will also carry out a program of standardization and modernization of the Peruvian Railways's existing locomotives, cost of which is included in the total amount of the order.

UNUSUAL SHIPMENT DEPARTMENT

Canadian National recently demonstrated its versatility by handling as a freight shipment a sailboat which didn't quite meet (by two feet) regular clearances. The craft, which measured 48' long, 14' high, and possessed a 15' beam, had been built in Vancouver for Toronto TV personality Larry Solway.

CN has a special planning group for handling outside shipments. Poring over hull drawings, they came up with a scheme to remove the keel and, in a special cradle, tilt the hull over at an angle of 45 degrees to bring the boat within normal shipment width of 13 feet.





Soon to be in steam again is Canadian Pacific G-5a 4-6-2 #1201, shown here at Delson, Quebec on its last run, a Canadian Railroad Historical Association special, April 16th, 1960. The locomotive has been selected by the National Capital Commission for excursion service to commence next summer between Ottawa and Wakefield, Quebec. #1201 had been on display at the National Museum in Ottawa; At the end of May it was removed and brought to CP Rail's John Street roundhouse in Toronto for repairs.

A product of June, 1944, #1201 was the last steam locomotive built by the CPR at its Angus Shops. Devoid of any streamlining and frills, but nevertheless possessing very pleasing lines, #1201 is an austerity engine whose design evolved in wartime when the CPR was pressed by the need for a good mixed-traffic steam locomotive of light design to replace outmoded power in secondary services.

The N.C.C. couldn't have chosen a better locomotive. (Jim Walder Photo)

PASSENGER TRAIN NEWS

GO TRAIN SERVICE TO GEORGETOWN DELAYED

The inauguration date for Government of Ontario rail commuter service between Toronto Union Station and Georgetown (30 miles) has been postponed once again. According to Gordon Carton, Minister of Transportation and Communications, "a partial service will begin sometime in January or February of next year." a 3½ month strike at National Steel Car in Hamilton has delayed production of wheel and truck assemblies for the 30 coaches presently being built by Hawker-Siddeley for the commuter line. Completion of the passenger cars could also be held up if a national rail strike materializes and hence stops delivery of components from sub-contractors.

In the meantime, the Province has announced details on the fares and schedules of this new commuter service (see also Feb. NL, pg. 24). One way fares from Union Station to on-line stops (10-ride fares shown in brackets) are as follows: Bloor 70¢(\$6.00), Weston 70¢(\$6.00), Malton 90¢(\$7.50), Bramalea \$1.10(\$9.00), Brampton \$1.20(\$9.90), and Georgetown \$1.55(\$12.80). The Province as yet has not acted on Metropolitan Toronto's recommendation for an additional station at Rexdale.

The GO schedule calls for each train to make the trip in 50 minutes, compared to the present range of 53 to 67 minutes taken by the intercity trains. Plans call for three GO Trains to depart from Georgetown at 7:00, 7:25 and 7:50 a.m. each weekday morning for Toronto. In the evening, trains would leave Toronto Union at 4:35, 5:05, and 5:25 p.m. A feeder bus service (GO buses) will come at some future date to provide connections at Georgetown for those commuters originating beyond the end of the rail service. These buses will probably be operated by Gray Coach Lines but identified as GO Transit (as is the case now with the Lakeshore and Newmarket-Toronto GO Transit bus services). CN's Guelph commuter train will be taken off coincident with the coming of the GO trains. At Georgetown, there will be a parking lot with a 230-car capacity and also a kiss-and-ride driveway where commuters can be dropped off or picked up to connect with the train service.

* The British Columbia Railway is reported to be looking into the feasibility of providing special ski trains on weekends to run from North Vancouver to Whistler Mountain.

* CP Rail has received CTC approval of a new 3-level fare structure for its transcontinental passenger system, namely "The Canadian". The new tariff went into effect on April 1, coincident with a joint CN-CP fare and ticket set-up on both railways' transcontinental routes.

CN also reorganized their fare structure creating more blue (standard fare) days and fewer red (cheapest fare) days. A CN spokesman said the changes were made as a result of an analysis of travel patterns made last year.

* Algoma Central has reported that passenger totals on its passenger service have increased from 15,000 in 1968 to a projected 76,000 this year, accounting for 8% of ACR's total revenues. The also said that the demand for their weekend "Snow Trains" between the "Soo" and Agawa Canyon has far exceeded the supply, indeed a happy note in a time when so many dismal changes are being made to most other railways' passenger services. Ironically, this healthy picture is due mainly to the railway's dependence on American tourists patronizing its excursion trains. In 1972, U.S. tourists made up 85% of the passenger load on the Agawa Canyon excursions. However, this year Algoma Central will try to tap more of the Canadian market and has aimed a large amount of its advertising at Canadians. Virtually all of ACR's advertising money in previous years had been spent in the U.S.

* Three Toronto area organizations - The Railroad Boosters, The GO North Committee, and the York Centre Commuter Committee - have filed application with the Canadian Transport Commission for improved rail passenger service between Toronto and Barrie, a growing community some 50 miles to the north. During 1972 the CN, with the help of a provincial grant, operated a commuter train between the two points on a six month trial basis.

At the end of that period, the government announced that patronage of the train was not sufficient to warrant continuation. However, several persons in the boosters' organizations were of the opinion that more could have been done to promote the train.

* According to figures compiled by Statistics Canada for the years 1965-1970, rail travel is down from 31% to 27% of the total patronage of intercity travel, whereas fares have increased 51.2% over 1965 costs. For example, in 1965 a CN coach fare from Toronto to Montreal on a red day was \$8.10, a roomette was an additional \$10.00. Today, the same such red fares are \$11.50 and \$17.00 respectively. Quite a jump for only a 5-7 year period.

* Wednesday, February 28th saw the closure of two of CP Rail's Toronto area passenger stations - Leaside and Weston, as well as a reduction in the number of hours that West Toronto is open for passenger business. Although Weston was never graced by the regular revenue stopping of "The Canadian" or "The Dominion", it did serve as a train order office and as a suburban stop for Nos. 26 and 26, the Toronto-Sudbury locals, which disappeared in the early '60's. Leaside, however, was still being used by the Toronto-Havelock Dayliner run. Incidentally, if one looks close enough at the platform at Leaside, it's still possible to see the lines and numbers that were painted on it to indicate where the various sleepers stopped on the overnight Ottawa-Toronto and Montreal-Chicago trains. The Dayliner still stops at the Leaside depot, but passengers must pay a cash fare to the conductor.

West Toronto is now open from 9:00 a.m. to 6:00 p.m., rather than its previous hours of 7:30 a.m. to 9:30 p.m. Regrettably, it probably won't be long before West Toronto and Agincourt are closed and all of CP's suburban stations fade into oblivion.

Shades of
Moors!
taken from
Road bridge
sees a w
train on
approach



CN's Noon Rapido pulls away from Toronto Union Station bound for Montreal, May 19, 1973. The new bank towers of Toronto's downtown financial community loom in the background.

(Ted Wickson)

Shades of a foggy day on the Moors! This March scene, taken from the Spring Garden Road bridge outside Hamilton, sees a westbound CN Tempo train on the south track approaching Bayview Junction.

(F. David Shaw)



'NEW' 1057 MAKES DEBUT

Back in steam this spring in the Toronto area is ex-CPR D-10h class 4-6-0 #1057. Since the locomotive's last publicity in May of 1971 (see pg. 83-86, June 1971 NL), important events have occurred that have determined its fate. 1057 had been destined for the Illinois Railway Museum but last year negotiations between the Ontario Rail Association and Mr. Herbert Hansen (the locomotive's owner) of Elgin, Illinois produced an agreement with subsequent transfer of title to the O.R.A. 1057 joins two other operating steam locomotives in O.R.A.'s collection: ex-CPR 4-4-0 #136 and ex-Essex Terminal Railway 0-6-0 #9. (#9 was acquired last winter and is in storage at Windsor.)

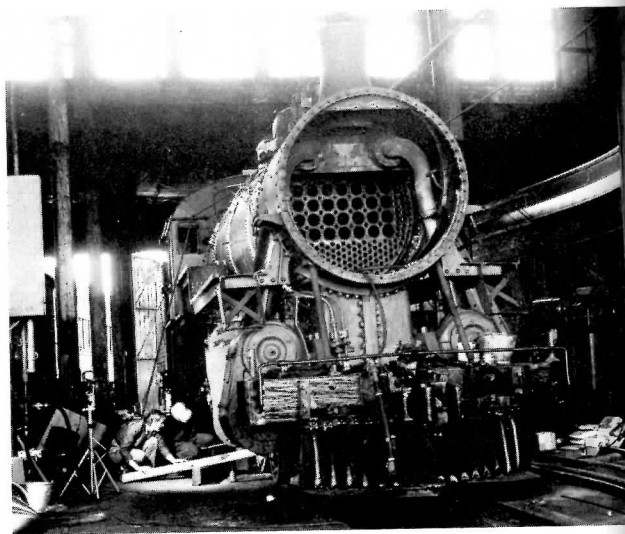
Although 1057 received an extensive overhaul 2 years ago and had passed all C.T.C. and I.C.C. inspections at the time, a number of problems surfaced last year. Bad flues and superheater tubes still remained in the locomotive. A critical decision had to be made: Should the engine be given a thorough overhaul, more comprehensive than the year before, or should only the obvious faults be corrected? And what about funds? Needless to say, this question was of prime concern in the negotiations between Mr. Hansen and the O.R.A. With Ontario Rail the new owner of 1057 and years of excursion duties ahead for the locomotive, it was clear that everything should be done to rebuild the engine, including all aspects of preventive maintenance.

Arrangements were again made with the CPR to have the work carried out at Toronto's John Street roundhouse. John Clarke, foreman at John Street, proved invaluable once more with his advice; however, Ontario Rail was able to muster a great deal of talent from within their own ranks to carry out most of the physical work. 1057 was completely stripped down and virtually every fitting was replaced or overhauled. Much time was saved through the use of a needle gun to clean the boiler plating, inside and out. Private industry not only helped financially but provided material assistance as well.

Steam enthusiasts descended upon John Street Terminal the morning of May 19th as the "new" 1057 was steamed for trials. It was decided to "run in" the locomotive on the transfer line up the Don Valley, between Toronto Terminals and CP Rail's North Toronto Subdivision at Leaside. Resplendent in CPR colours (save for "Credit Valley" in gold letters on the tender), 1057 emerged from the roundhouse to the delight of dozens of fans. She ran light the first trip up the Don Valley and encountered no difficulty. Two return trips were then made with a most appropriate consist: a combine and 2 coaches from Ontario Rail's own rolling stock.

Ontario Rail's collection of steam locomotives and passenger equipment (primarily ex TH&B steel heavy-weights) have been assembled in anticipation of the opening of a steam tourist railway to be known as the Credit Valley Railway. A section of the former CN Beeton Subdivision has been acquired for this operation - from Georgetown to Cheltenham, Ontario. Work has been virtually completed on all rolling stock; however, red tape and insufficient funds have delayed any capital improvements to the railway itself or the buildings needed. As an interim measure, and to raise money, Ontario Rail has been successful in finding ways to keep 1057 (and 136, as well) busy this summer.

Two excursions with 1057 from West Toronto to Orangeville were successfully operated on May 27th and June 23rd. In addition, 1057 and a small consist of passenger equipment visited Unionville, Ontario on June 9th to participate in that community's



1057, as it appeared in early April. Most of the major work has been completed. (John Thompson)

centennial celebrations. At the end of June the locomotive was moved to Ottawa where new duties were waiting for it.

The National Capital Commission rather suddenly this spring announced plans for a summer excursion train service on CP Rail's Maniwaki Sub. between Ottawa and Wakefield, Quebec. This service called for a steam locomotive and a search was launched immediately for a suitable candidate. CPR Pacific #1201, then residing inside the National Museum, was selected and arrangements were made to move it to Toronto for overhaul at John St. roundhouse. Although the N.C.C. had to abandon plans for operation this year with 1201, the existence of 1057 was soon brought to the Commission's attention and negotiations ensued with Ontario Rail. There were difficulties in the N.C.C.'s original plan. No turning or servicing facilities existed for a steam locomotive at Wakefield. This matter was finally put aside in early April when the line suffered a serious washout near Chelsea, south of Wakefield, and it appeared the line would be closed for months north of this point. An alternate and more practical section of railway was then chosen for excursion service -- CP Rail's main line, west from Ottawa to Carleton Place.

And so, the National Capital Commission got its train (1057 and a number of Credit Valley passenger cars) and its railway. Excursion service commenced on the Dominion Day weekend and will run weekends and holidays throughout the summer. An additional excursion has been planned for August 6th, running over CN's main line east to Maxville, Ontario, site of the summer Scottish Highland Festival. We'll have photos of 1057's activities in and around Ottawa in the next issue of the NL.

In September our friend will return to the Toronto arena where, no doubt, more excursions will be planned in southern Ontario (possibly in concert with 136).



1057 and consist of Credit Valley passenger cars cross the Don River in Toronto. Steamed for trials and "running in", 1057 was a welcome sight as she went through her paces. May 19, 1973. (Ted Wickson)

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CP Rail's Orangeville branch, for years one of the favourite haunts of 1057, was fittingly the line chosen for Ontario Rail's first excursion using the refurbished locomotive. View of 1057 drifting through Streetsville on its first trip to Orangeville, May 23, 1973.
(John Thompson)



1057 and Pacific 2414 blast up the Campbellville Hill to Guelph Junction with a 13 car NRHS special train, May 15, 1960. Note the Lehigh Valley whistle on 1057. This event marked the last occasion 1057 would haul any train. The locomotive was sold shortly thereafter to Messrs. W. and D. McCartney, of Toronto, who subsequently prepared the locomotive for display on the siding at the Regal Stationery plant in Leaside. There, the locomotive remained until 1970 when it was moved to John Street roundhouse for repairs under the new ownership of Mr. Hansen of Illinois.
(Jim Walder)

Assigned to Lambton Terminal, 1057 was one of the last steam locomotives remaining in service in the Toronto area. View of 1057, in freight service, scurrying through Islington, December 24, 1959, the final week of steam on the CPR in Toronto.
(Jim Walder)



150th Anniversary Observed by D&H

718-mile Delaware and Hudson, perhaps the most notable of the still solvent class 1 U.S. railroads, celebrates its sesquicentennial this year. This pioneer railroad also distinguishes itself as being the oldest continuously operating transportation company in North America — beginning as the Delaware and Hudson Canal Company in 1823 and entering the railway business in 1829 (at first as a gravity line).

Highlight of the birthday celebrations this year has been the steam special operated on April 28-29 from Albany to Montreal. Ex-CPR 4-6-2 #1278 (Steamtown 127) and ex-Reading 4-8-4 #2102 were selected as the power for this excursion, and each locomotive was modified to create a somewhat "authentic" D & H character about them — most notably the smoke deflectors that were attached.

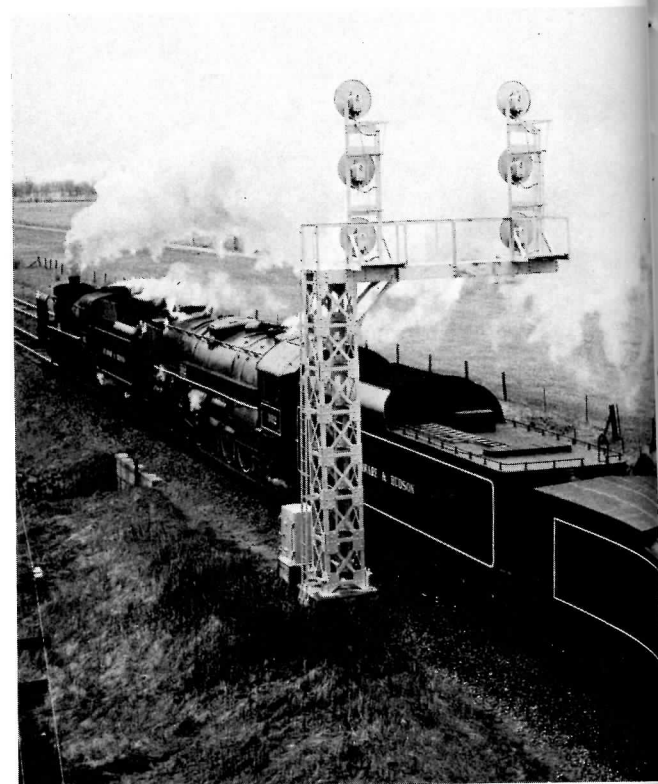
It is significant that Delaware & Hudson saw fit to operate the special train as far as Montreal. Billing itself as "The Bridge Line Linking New England and Canada with the South and West", the Canadian connection is an important part of the heritage of the Delaware and Hudson Railroad. Although not the largest source of traffic, CP Rail at Delson, Quebec supplies the D & H subsidiary Napierville Junction Railway with a steady stream of southbound "bridge" traffic which is primarily Canadian newsprint.

The announcement of the anniversary steam special last winter produced such an overwhelming response from would-be passengers that D & H was forced to revise the consist of the train and seek the additional locomotive (the 4-8-4). Thus, on a damp and chilly Saturday, April 28th, 4-8-4 #302 (numbered and lettered Delaware & Hudson) departed from Colonie Yard with 22 cars and 950 happy fans aboard. Doubleheading was necessary in upstate New York with Pacific 653 (alias 1278) on the point northbound from Westport to Rouses Point and southbound from Whitehall to Albany.

Windsor Station in Montreal that evening was a scene of much excitement as #302 and its consist arrived; once again a D & H passenger train renewed old acquaintance with this station. Many readers will not forget that first day of April, 2 years ago, when the last D & H passenger train left Windsor Station for New York. That event not only ended more than 90 years of rail service between these two cities (Windsor Station welcomed D & H in 1917) but also the last regular use of the classic Alco PA-1 locomotive in North America. It has been somewhat comforting to see that some of these PA's were saved and last winter a 'new' passenger service has been restored between Montreal and New York, albeit under the auspices of AMTRAK and this time involving Central Station and a CN/CV route through New England.

In addition to accommodating the steam special, Windsor Station also hosted D & H's historical-exhibit display train that has been touring the railroad this spring. PA's 18 and 19 were rendered operational once again to power this display train and they were indeed a welcome sight in Montreal.

What does the future hold for D & H? The fear of a major reorganization of bankrupt roads and restructuring of rail lines in the Northeast (sanctioned by the I.C.C. and/or the courts) could involve D & H in a shot-gun marriage with poorer roads thereby bringing many unwanted burdens. Also, a loss of much traffic would result if unprofitable feeder railroads were allowed to be abandoned (particularly Penn Central's Buttonwood-Sunbury Line) and D & H were forced to rely more on "originated" rather than "bridge" traffic. D & H deserves much acclaim for its aggressive marketing ("Program for Survival") and its excellent management-labour-customer relations. The prospect of a healthy Delaware & Hudson Railroad in the years to come looks good provided the status quo in North-East U.S. railroading is maintained.

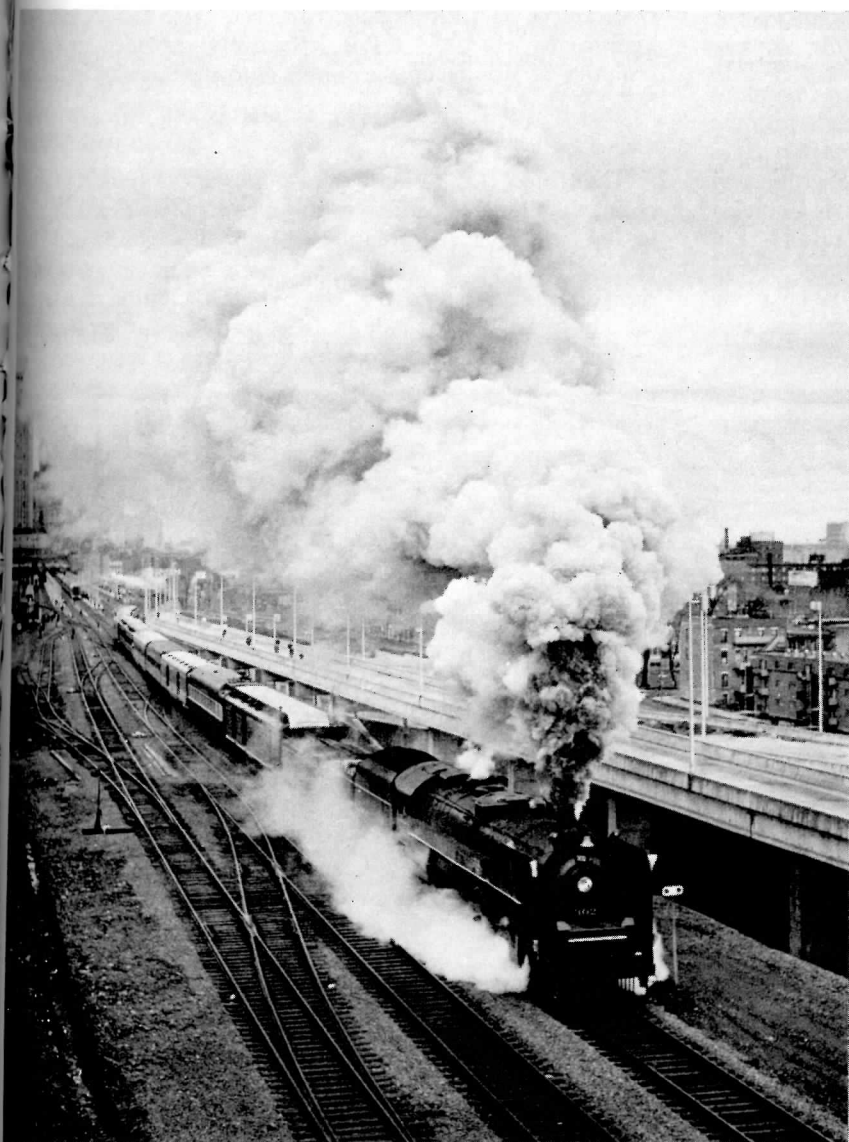


UPPER: Pacific 653 (ex-CPR 1278) is placed on the point at Whitehall, N.Y., for the remainder of the southbound journey to Albany. April 29, 1973.

LOWER: Doubleheaded on the northbound trip near Coopersville, N.Y. April 28, 1973. (both photos, W.R. Linley)

Southbound, with
(ex-Reading 2102)
the shores of
lain at Wilksbo
(W)

Southbound, with 4-8-4 302
(ex-Reading 2102), along
the shores of Lake Cham-
plain at Wilksboro Bay.
(W.R. Linley)



4-8-4 302 is an impressive sight early
Sunday morning, April 29th, as Bill
Linley records the marshalling of her
train at Windsor Station for the return
trip to Albany. Because the consist ex-
ceeded the platform length, the train
was broken and placed on two tracks in
the station.

RAILS TO WALTHAM

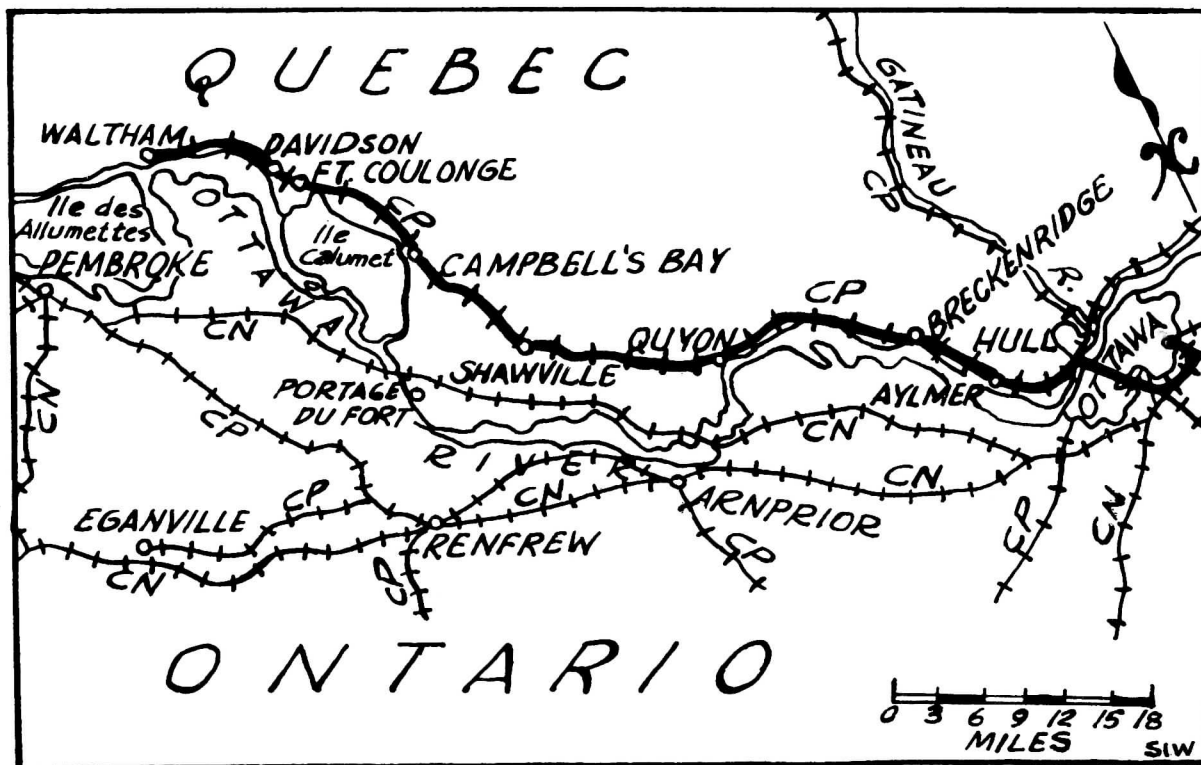
BY DOUG STOLTZ

Plans for a railway along the north shore of the Ottawa River, west of Hull, date from shortly after Confederation. While this part of the Province of Quebec offered few inducements to settlers, the Ottawa Valley formed a natural corridor for the Pacific Railway then being actively promoted. In 1870, the Compagnie du Chemin a Lisses de Colonisation du Nord de Montreal, which had been chartered the year before to build lines north and west of Montreal, was further authorized by the legislature to extend as far west as Deep River. Three years later, just after the chartering of the Canadian Pacific Railway Company (No. 1), a Dominion act authorized a crossing into Ontario from some point in Pontiac County to connect with the projected C.P.R. line. In 1875 there was a change of name to Compagnie du Chemin de Fer de Montreal, Ottawa et Occidental, but with little actual progress having been made it sold out later the same year to the Province of Quebec.

The charter of the provincially-owned Quebec, Montreal, Ottawa and Occidental Railway provided for a western terminus suitably located for a cross-river connection to be made with the Canada Central Railway. The Canada Central operated what is now Canadian Pacific trackage between Brockville and Pembroke and had authority to build as far west as Georgian Bay. The Q.M.O. & O. finally opened its Montreal to Hull line in 1877, reached Aylmer the following year and entered Ottawa over the Prince of Wales Bridge in 1880. In 1882 the company was sold by the Province to the new C.P.R. (No. 2, incorporated 1881).

In the meantime, a federal charter had been granted to Pontiac Pacific Junction Railway Company on May 7, 1880, authorized a line running from the Q.M.O. & O. at Hull Aylmer to a point in Pontiac County suitable for crossing the Ottawa River, and from there to a connection with the Canada Central at Pembroke. The Canada Central had been granted a large subsidy by the Dominion Government in the form of interest on its bonds in order to enable it to finance an extension of its line west from Pembroke to Lake Nipissing, the projected eastern terminus of the C.P.R. One of the conditions of this federal grant was that the Canada Central would provide running rights all the way to Lake Nipissing to the Q.M.O. & O. and "any railway in extension thereof" which connected with the C.P.R. west of Renfrew. The P.P.J. was arguably just an extension, and its charter in fact authorized a sale to the Q.M.O. & O. at a future date. However, these factors lost their significance when the C.P.R. effectively extended its eastern terminus to Montreal by acquiring both the Canada Central and the Q.M.O. & O.

Though quickly losing out as a link in the transcontinental chain, the Pontiac Pacific was still a contender for local traffic. In 1881 the Quebec legislature authorized a subsidy of \$6,000 per mile, expressed to be in lieu of the extension westward of the Government's own Q.M.O. & O. The addition of a federal subsidy of \$3,200 per mile in 1884 proved a further incentive and the line was built and opened in sections as follows:



The striking coincidence. on the open federal subsidy many other the P.P.J.

Thanks to its local employees were chartered. On May 4th the Village Symons of Railway Company point between a connection and also to the following incorporated Company was. In the end it Wyman's Street Company. without even Hilton Mine the Pontiac

Along the petersed out extension was as contemplated authority in Allumettes to Sault Ste

Aylmer to mile 21 - Dec. 6, 1884
 Mile 21 to mile 31 - Dec. 24, 1885
 Mile 31 to mile 41 - Jan. 27, 1886
 Mile 41 to mile 51 - Oct. 10, 1886
 Mile 51 to mile 61 - Dec. 15, 1886
 Mile 61 to mile 71 - Feb. 2, 1888

The striking regularity of the mileage increments was no coincidence. Instalments on the provincial subsidy were payable on the opening of every section at least ten miles long. The federal subsidy, moreover, was only good until 1888. As with so many other railways, government largesse was the lifeblood of the P.P.J.

Thanks to liberal subsidization policies every community had its local empire builders. In 1888 not one but **two** companies were chartered to build branches southwesterly from Quyon. On May 4th an act of Parliament incorporated John Bryson of the Village of Bryson, W.J. Poupore of Chichester, Caleb C. Symons of Bristol, and others as the Pontiac and Renfrew Railway Company. This company was authorized to run from a point between Quyon and "Smith's Station" across the river to a connection with the C.P.R. between Braeside and Arnprior, and also to extend northward to Desert Village (Maniwaki). On the following July 12th, an act of the Quebec legislature incorporated the Portage du Fort and Bristol Branch Railway Company with power to build from Quyon to Portage-du-Fort. In the end it was the former company that built, but only from Wyman's Station to Bristol Inn, site of the Bristol Iron Mines Company. The line is said to have been abandoned in 1893 without ever having been operated. The present C.P.R. spur to Hilton Mines, however, would appear to be the reincarnation of the Pontiac and Renfrew.

Along the north shore of the Ottawa, settlement gradually petered out west of Waltham (mile 71), so that any realistic extension westward meant first crossing the river to Pembroke as contemplated by the original charter. In 1887 express authority had been obtained to cross the river via Ile aux Allumettes and in a somewhat more deluded vein, to build west to Sault Ste. Marie. Unfortunately, a bridge was an expensive

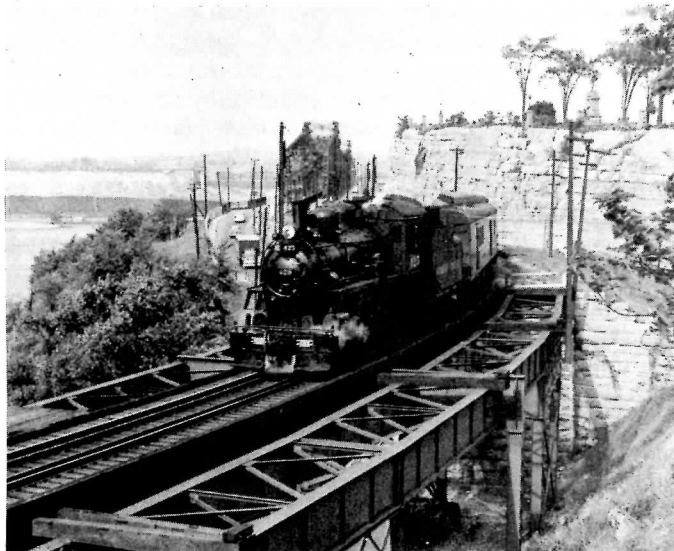
proposition for a small road and, despite available government aid and repeated time extensions, Waltham has remained the improbable end of steel to this day.

Arrangements at the eastern end of the line also left something to be desired since even local traffic destined for Ottawa had to be interchanged with the C.P.R. at Aylmer. Eventually, direct access to the capital was obtained, but by then the P.P.J. was about to be absorbed by its connection. As early as 1882 federal authority had been granted for a bridge from a point between Aylmer and Hull, and subsequently purchase of the C.P.R.'s 9-mile Aylmer branch was also authorized. The latter ultimately became the property of the Hull Electric Company, but the bridge did become a reality by means of an alliance with the Ottawa and Gatineau Valley Railway Company. This company was building from Hull to Maniwaki, having reached Kasabazua in 1893. In that year the two companies, by then sharing a common management, undertook jointly to build a bridge from Hull to Ottawa with associated yard and terminal facilities.

Shortly after work commenced on the bridge, it was decided to organize a separate company as its immediate proprietor, and accordingly the Ottawa Interprovincial Bridge Company was incorporated on June 13, 1898. The charter required equal accommodation to be provided for all railways, tramways and electric railways. (A charter obtained eight years earlier by J.R. Booth for an Interprovincial Bridge Company had since expired.) The bridge and its approach tracks were completed on February of 1901, and on November 29th of the same year the Pontiac Pacific Junction finally opened its own line from Aylmer into Hull, running beside the Hull Electric. On September 20th, 1902, the two railway companies and the bridge company amalgamated as the Ottawa Northern and Western Railway Company, the name recently adopted by the former O. & B. V. The following November 1st, the amalgamated company leased all its property to the C.P.R. for 999 years. Strangely enough, C.P.R. passenger trains did not begin crossing the bridge to the centrally located Canada Atlantic terminal until that company was taken over by the



PHOTO PRECEDING PAGE: Ten Wheeler 425(Angus,1912) gets away from Hull(Beamer) with the Waltham Mixed, September 28,1959. BELOW: 425 clears the Alexandra (Interprovincial) Bridge for the last time, bringing to an end 71 years of passenger service on the Waltham branch and the end of regular CPR steam operation in the Ottawa area. (Both photos, D.H. duFresne)



Grand Trunk in 1905, apparently because of the archrival the C.P.R. and C.A.R. in the Ottawa to Montreal service. Even at that, Waltham trains continued operating into the old B Street Station until it closed in 1920.

The Ottawa Northern and Western did not disappear entirely from view. In addition to maintaining direct ownership of former P.P.J., it continued to apply for time extensions for authorized but not yet built. Besides those mentioned already, these included extensions to "Ferguson's Point" north-westerly within Pontiac County, and a new route to Pembroke Branching off at Shawville and crossing the river where the Canadian Northern (now CN's Beachburg Subdivision) finally did in 1916. In 1919 new authority was substituted simply to extend westward through Quebec, connecting with the parent C.P.R. at the division point of Chalk River, Ontario. Unfortunately, by this time the redundancy of much of the country's subsidized railway mileage had led to the collapse of two of the largest systems, and public money for railways had dried up. Since further construction could not possibly pay its own way, no extensions of the deadline were sought, or at least granted, after 1923. Fifty years later we may marvel that a part of the line was ever built at all, let alone that we could find ourselves aboard a passenger train bound for — Waltham.

For their annual winter excursion this past March 11th, the Bytown Railway Society of Ottawa chose the Waltham branch. R.D.C. 9049 was specifically requested because of its early design and history---built in 1955 for the C.P.R. subsidiary Duluth, South Shore and Atlantic Railway, and acquired by the CPR in 1958, 9049 represents the first generation of Budd cars on CP Rail. Although the day was grey and temperatures were above freezing, there was still plenty of snow and the sell-out crowd on board was treated to a pleasant trip with 9 photostops and runpasts.

UPPER RIGHT: 9049 crosses the new Quyon River bridge.

LOWER RIGHT: 9049 poses at Davidson on one of the original bridges erected by the P.P.J. in 1887. (Both photos, Ted Wickson)



Steam

A new steam locomotive development means one means 14-mile section between Sydney & Louisbourg was selected for the steam locomotive cars were

Regular daily through trains will be made east of Sydney passes through overlooking the Cape Breton Devco Railway the collier

The Cape Breton long history tries on Cape Breton the French latter part leaps and small rail. These rail disconnection together shipment

Industry heralded a union Coal numerous Construct Louisbourg was of the road serve the was opened

Traffic 1950's it track, 39 400 men ally, more availability was not p

Steam Returns to Cape Breton



A new steam passenger railway will commence operation in Nova Scotia this summer. The Provincially owned Cape Breton Development Corporation (Devco) conceived the idea last year as one means of contributing to the Province's tourist industry. A 14-mile section of the existing Devco Railway (formerly the Sydney & Louisbourg Ry.) from Victoria Junction to Langan was selected for this operation which is to be identified as the Cape Breton Steam Railway. Mogul #42 and a consist of ex-CNR passenger cars were acquired and restored this spring (see pg. 22, Feb. NL).

Regular passenger operation will begin on July 2nd and run daily through the summer to September 15th. Two round trips will be made each day on the line, leaving Victoria Jct. (2 miles east of Sydney) at 3:00 p.m. and 7:00 p.m. The 14-mile route passes through New Waterford to Langan, a new mine operation, overlooking the Atlantic Ocean. Unlike most excursion railways, the Cape Breton Steam Railway trains will share the rails with the Devco Railway coal trains that use the line daily, running between the collieries and Sydney steel mills.

The Cape Breton Steam Railway will be one reminder of the long history of mutual dependency of the railroad and coal industries on Cape Breton. Although the first coal mine was opened by the French at Cow Bay (Port Morien) in 1720, it wasn't until the latter part of the 19th century that the mining industry grew by leaps and bounds. This rapid expansion gave rise to several small railways connecting the collieries with the shipping ports. These railways and associated collieries were, for the most part, disconnected and the Province realized a need to tie each operation together by means of a common railway that would permit shipment of coal from Louisbourg at any time of year.

Industrialist H.M. Whitney's arrival in Cape Breton in 1891 heralded a new chapter in mining/railway operations. His Dominion Coal and Steel Company consolidated ownership of both the numerous local coal mines and railroads which served them. Construction was begun on a railroad to connect the collieries with Louisbourg and, upon its completion in 1895, the Sydney & Louisbourg was one of the most modern lines in Canada. The portion of the road from Victoria Jct. to Langan was opened in 1907 to serve the mines around New Waterford. (The new mine at Langan was opened in 1971.)

Traffic on the S & L grew rapidly in its early years and by the 1950's it had 31 steam locomotives operating over 116 miles of track, 39 miles of which was main line. The railroad employed 400 men and hauled 4,000,000 tons of freight (chiefly coal) annually, more per mile than any other railway in Canada. Due to the availability of Cape Breton coal for fuel, the first diesel engine was not placed in service until 1966. The change to diesel power

on the S & L and the demise of the railroad soon after were closely related to the crisis affecting Cape Breton's coal industry in the 1960's. The conversion of North American railroads from steam power resulted in a serious loss of customers for the island's coal. This, coupled with the loss of industrial markets following the extension of the Alberta gas line to Montreal, meant less coal shipped from Cape Breton and less need for the rail link to Louisbourg. The closing of the Dosco steel plant at Sydney would have been the end for the railway. However, in 1968 the Province created the Cape Breton Development Corporation to acquire and manage the steel industry and associated railway. It is hoped that both may continue to prosper in the years to come.



In steam for the first time after her overhaul, 2-6-0 #42 is a pretty sight as she undergoes tests at Glace Bay, June 14th. Built by Schenectady Locomotive Works in 1899, #42 was originally a 2-6-4T and was converted to a Mogul in 1945. #42 remained in service on the S&L until 1963 at which time she was sold to Mr. R.C. Tibbetts of Trenton, N.S. The locomotive has been loaned by Mr. Tibbetts to the Cape Breton Steam Railway for excursion service.

(Both photos, W.R. Linley)

WORTH NOTING...

* Although construction work began on the Kootenay and Elk Railway on April 26, British Columbia's newly-elected Premier Barrett announced on April 30 that permission would not be granted for the K & E to cross government land between Elk Forest and the U.S. Border at Roosville.

* British Columbia Railway has launched a new advertising campaign emphasizing the company's contribution to provincial development and its impressive growth record.

* CP Rail will be moving the turntable from Peterborough, Ont., to Wakefield, Quebec, to accommodate motive power (i.e. ex-CPR 4-6-2 #1201) that will terminate there on excursion service planned by the National Capital Commission and scheduled to start next spring.

* The Town of Port Coquitlam has sold former CPR 2-8-0 #3716, in storage for several years, to the provincial government for the princely sum of \$1.00.

* CP Rail has applied to close its Esquimalt & Nanaimo agencies at Parksville, Nanaimo, and Chemainus. Customers would contact a toll-free Customer Service Centre at Vancouver after the stations were closed.

EQUIPMENT NOTES...

CP RAIL REFURBISHES PASSENGER EQUIPMENT

Much of CP Rail's transcontinental passenger train equipment is undergoing major refurbishing to be completed in time for the peak summer season. Cost of the work, being done at the road's Angus Shops in Montreal, exceeds \$900,000. Many of the cars that form The Canadian and its sister train, The Atlantic Limited, are involved. The project covers 19 coaches, 10 Skyline coffee shop cars and five sleeping cars.

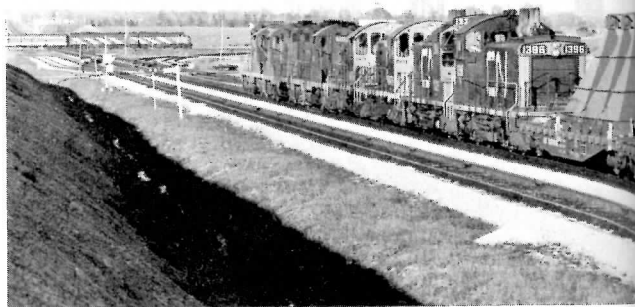
* CP Rail is in the process of enlarging the doors on 300 boxcars. The work, being carried out at Weston Shops, Winnipeg, involves replacing the 6-ft. wide doors with ones 14-ft. in width. During the modification, the old doors and door posts are removed and the sills of the cars reinforced.

At the same time, the wood siding and floors are renewed. When the bodywork is complete the cars are moved to the new (1972) paint shop and outfitted in CP Rail's distinctive action red livery.

The reason for the modification is the increasing use by shippers of front end loaders, which are driven directly into the rebuilt boxcars with loads of wood pulp, lumber, and freight that is on pallets.

* CP Rail has placed a \$4.3-million order with Marine Industries Ltd. of Sorel, Quebec, for 200 bulkhead flatcars for international lumber service between Canada and the U.S. Delivery of the cars is scheduled for August and September of this year. These new 66-foot flatcars will have a 100-ton capacity, making them the largest of their type to be built in Canada.

* CP Rail is modifying 275 general service flatcars for container traffic. Cost of the program is more than \$1-million and the work is being carried out at the railway's Angus Shops in Montreal. Of the total, 263 flatcars will be used to carry a range of standard containers. The remaining 12 are being equipped to service temperature-controlled containers. The equipment modification is necessary to meet growth in container traffic handled by CP Rail between Canadian ports and inland centres. These cars will boost CP Rail's container-carrying capacity to approximately 3,000 20-foot container equivalents.



CN action at Snider Junction (Toronto), April 9th, 1973. An extra east with four dead switchers coupled in behind the lead power waits for the Super to clear.

(Robbin Rekiel)

* The British Columbia Railway is planning the construction of a \$5-million car building plant at Squamish, B.C., site of the railway's existing general overhaul shops. The railway is at present experiencing an acute shortage of freight cars.

In addition, tenders have been called for 1,000 special bulkhead flatcars for lumber traffic and 100 woodchip cars.

* The O.N.R. is planning to build a new \$2.75-million car repair shop in North Bay, to replace its existing outmoded facilities there. A consulting firm has been hired to ascertain exactly what is required.

* In case you wondered dept.: CN's freight car fleet numbers just under 110,000 units, of which 60,000 are box cars.

* In 1972, CN's main car shops at Transcona (Winnipeg), Montreal, and Moncton rebuilt, repaired or modified 8,083 freight cars and 338 passenger cars. In addition, 75 new steel cabooses were built by CN's shopmen.

In the same year, the railway forwarded 115.3 million tons of revenue freight, an increase of 5.4 over 1971. Tonnage increases were recorded in such carload commodities as paper, automobiles, machinery, bulk construction materials, bulk dry chemicals and grain.

* CN has ordered 200 one-hundred ton capacity gondola cars from Hawker Siddeley Canada Ltd. for September 1973 delivery. Construction will be performed at the builder's Trenton, N.S. plant.

Also from Marine Industries, Sorel, will come 245 one-hundred ton capacity container flat cars for CN.

Finally, National Steel Car of Hamilton, Ontario, will construct 70 piggyback flatcars of 70 ton capacity for CN.

Delivery of the new container and piggyback cars is to be complete by November of this year. These orders bring to 3,219 the number of freight cars CN has ordered since the first of the year to handle increasing traffic volumes.

* CN converted 135 open-top hopper cars at its Transcona Shops for temporary service hauling potash during the heavy Spring movements of this commodity. The work involved application of plywood rooves with built-in loading hatches, as potash must be protected from the elements. These hopper cars have a 95 ton capacity. At the end of the potash rush, the rooves were removed and stored for future use.

SUMMARY OF ROLLING STOCK ORDERS

RAILROAD	NUMBER OF CARS	TYPE	BUILDER	DELIVERY
C.N.R.	100	Pressure Hoppers	Procor	Feb. '73
C.N.R.	300	Box	National Steel Car	Mar. '73
C.N.R.	926	Covered Hoppers	426 - National Steel Car 500 - Marine Industries	Feb. '73
C.N.R.	54	Ore Cars	National Steel Car	June '73
C.N.R.	350	Gondola Cars	Hawker-Siddeley	June '73
C.N.R.	47	Piggyback Flats	National Steel Car	April '73
C.N.R.	500	Newsprint Box	National Steel Car	July '73
C.N.R.	39	Pedestal Flats	Bethlehem Steel	Mar. '73
C.N.R.	400	Bulkhead Flats	Hawker-Siddeley	Aug. '73
C.N.R.	3	Depressed Flats	(contract to be awarded)	
C.N.R.	800	Box	National Steel Car	Nov. '73
C.N.R.	75	Cabooses	Point St. Charles	Sept. '73
C.N.R.	200	Flat Cars	Point St. Charles	May '73
C.N.R.	400	Bulkhead Flats	Transcona	June '73
C.N.R.	200	Gondola Cars	Hawker-Siddeley	Sept. '73
C.N.R.	25	Pressure Hoppers	Procor	April '73
C.N.R.	75	Pressure Hoppers	Procor	Aug. '73
C.N.R.	245	Container Cars	Marine Industries	Nov. '73
C.N.R.	77	Piggyback Flats	National Steel Car	Nov. '73
C.N.R.	1	Diesel-Hydraulic Crane	American Crane & Hoist	Feb. '73
B.C.R.	100	Wood Chip Cars	Hawker-Siddeley	Dec. '73
B.C.R.	1,000	Bulkhead Flats	Hawker-Siddeley	Mar. '74

SUMMARY OF LOCOMOTIVE ORDERS

RAILROAD	NUMBER OF UNITS	HORSE POWER	CLASS	MODEL	ROAD NUMBERS	BUILDER	DELIVERY
O.N.R.	61	2000	GR-20b	GP-38-2	5500-5560	G.M.D.	June '73
C.N.R.	30	2000	MR-20a	M-420	2500-2529	M.L.W.	Aug. '73
C.N.R.	30	2000	MR-20b	M-420	2530-2559	M.L.W.	Feb. '74
C.N.R.	50	2000	GR-20c	GP-38-2	5561-5610	G.M.D.	Dec. '73
C.N.R.	91	3000		GP-40-2		G.M.D.	1974
C.N.R.	13	1750	GFA-17a	F7m(rebuilt)	9161-9173	Transcona	1974
C.N.R.	7	1750	GFB-17a	F7m(rebuilt)	9193-9199	Transcona	1974
O.N.R.	3	3000		SD-40-2	1735-1737	G.M.D.	Dec. '73
A.C.R.	3	3000		SD-40-2		G.M.D.	Oct. '73
Go Transit	4	3000		SD-40-2	9808-9811	G.M.D.	Dec. '73
CP Rail	10	3000		SD-40-2	5675-5684	G.M.D.	Oct. '73

CP RAIL MOTIVE POWER

GP-9 REBUILD PROGRAM:

Ten units have been drawn from those already scheduled for No. 1 overhauls at Ogden Shops

8642	Jan.	8684	Dec.
8647	Sept.	8706	Dec.
8658	May	8708	Dec.
8671	Aug.	8532	Sept.
8672	Aug.	8533	Aug.

These units will be reclassified DRS-18c and renumbered 3500-09.

* Units observed this spring in the old colours are:

GMD "A": 4034, 4037, 4066, 4073
GMD "B": 4433, 4439
MLW "A": 4016, 4042, 4085
MLW "B": 4406, 4408, 4409, 4416, 4464, 4469
MLW RS-3: 8428, 8430, 8435, 8438, 8441, 8444, 8445, 8446, 8448, 8452, 8453, 8454 and 8459 (block letters)

* The following units have been derated from 2500 HP to 2250 HP: 5020, 5021, 5022, 5023, 5024 & 5025

UNITS ON LEASE FROM FOREIGN ROADS

On lease from Bangor & Aroostook and assigned to Winnipeg are the following:

GP-7's 60, 65, 68, 70, 71, 73 & 75
GP-9's 76 & 77

On lease from Bessemer & Lake Erie and assigned to Winnipeg are the following: 716B, 725A, 727A & 728A

On lease from Precision Engineering and assigned to St. Luc (Montreal) are: 900 & 901.

On lease from Precision National Corp. and assigned to Alyth (Calgary) are the following:
100, 104, 108, 110, 111, 112, 113, 114, 116, 118, 121, 122, 123, 124, 126, 130, 135, 137, 142, 144, 145, 148, 150, 152, 158, 162 & 166

Returned to the C&O at Detroit at the end of April were the following B&O units:
4487, 4502, 4587, 4517, 4646, 5515, 5498

UNITS ON LEASE TO FOREIGN ROADS

8644, 8665, 8669, 8170 to Northern Alberta Railway Mar./73
RDC's 9104, 9195, 9196 & 9197 to CNR where they have been renumbered 8207, 6208, 6209 & 6210 respectively

RETIREMENTS

Switcher 6574 has been sold to Western Canada Steel
8713, 4064, 8606, 8550, 8012 & 8552 have been scrapped at Ogden (Calgary) this spring

* E-8 1802 has been observed on the Canadian frequently this spring.

* Four Baldwin units have been seriously damaged in an accident on Vancouver Island, June 12th. Locomotives involved were 8011 & 8006 on one train and 8009 and 8007 on the other. The incident occurred at mileage 68.1 of the Victoria Sub and reason was termed, "relaxation of rule"---the crew of the outbound train did not check with the operator on duty to see if the mainline north was clear. Fate of the 4 units is unknown at this time.



UPPER: CP Rail is converting several surplus baggage/express cars to M/Way service. View of 'new' materials & communications car #404943 at Kamloops, B.C.

(Ted Wickson)
LOWER: Freshly outshopped from Ogden is CP Rail GP-9 #8825 shown on the point of a westbound freight at Kamloops. Both photos, July 2, 1973. (Ted Wickson)



CP Rail M630's #4566 & 4559 lead a unit coal train through the lower Fraser Valley near Spuzzum, B.C., en route to the west coast, July 3, 1973. (Ted Wickson)



CP Rail still has 5 active C-Liners, all assigned to Nelson. Criteria for making the decision to retire them is stated simply as that point in time when the cost of repairs exceeds scrap value. View of 4057 idling at Cranbrook, B.C., June 30, 1973. (Ted Wickson)



New CP Rail SD-40-2 #5565 delivered in May and now assigned to Ayleth(Calgary). Photograph taken at Nelson, July 1, 1973. (Ted Wickson)

Lambton Yard (Toronto), May 18th, 1973. CP Rail extra west with 4042, 4406 & 4088 is about to depart. (Robbin Rekiel)





"Here kitty, kitty, kitty!". 3 C&O "pussy-cat" GP-40-2 units lead CN train 221 into Toronto Yard Saturday, March 31st, completing a series of tests that led them as far west as the Mountain Region. The 3 units (4184, 4182, 4181) were all painted in the newly adopted scheme for C&O/B&O combined lines in the United States—one of the most attractive schemes to date. (R.D. McMann)

CANADIAN NATIONAL MOTIVE POWER

UNITS ON LEASE TO FOREIGN ROADS

1915 returned from Domtar Packaging, Red Rock, Ontario, Jan. 5/73
4154 leased to Northern Alberta Railway, Jan. 7/73
4340 leased to Northern Alberta Railway, Jan. 31/73
7219 leased to Northern Alberta Railway, Jan. 30/73
4418 leased to Northern Alberta Railway, Feb. 6/73 and returned Feb. 8/73

UNITS ON LEASE FROM FOREIGN ROADS

C&O 6041 returned to owner Jan. 3/73
C&O 5934 returned to owner Jan. 8/73
C&O 6154, 6168, 6193 transferred from Montreal to Calder (Edmonton), Jan. 24/73
DM&IR 162, 171 returned to owner Feb. 9/73
DM&IR 132, 143 leased and assigned to Symington, Feb. 9/73
DM&IR 124, 193 returned to owner, Feb. 13/73
DM&IR 150, 152 leased and assigned to Symington, Feb. 13/73
DM&IR 177 returned to owner, Feb. 23/73
GTW 4427, 4438 returned to Battle Creek, Feb. 4/73
QNS&L 177 returned to owner, Feb. 23/73
C&O GP-40's 4181, 4182, 4183 leased and assigned to Toronto Yard March 8/73
DM&IR 111, 139, 192 returned to owner March 19/73
GTW 4430, 4436, 4702, 4707, 4900 returned to owner Mar. 22/73

INTERNAL MOVES AND NEW UNIT ASSIGNMENTS

Railiner 6204 from Spadina to Prairie Region, Jan. 12/73
5519-5537 (new 2000 HP GR-20b) assigned to Montreal Yard, Jan. 31/73
GTW 4137, 4431, 4440, 4909 returned to Battle Creek from Spadina, Jan. 31/73
3695, 3696 from Montreal Yard to Moncton, Jan. /73
8618 from Moncton to Montreal Yard, Jan. /73
8313 from Moncton to Montreal Yard, Jan. /73
5538-5550 (new GP-38-2, 2000 HP GR-20b) assigned to Montreal Yard, Feb. 28/73
4249, 4250, 4251, 4256 from Symington to The Pas, Feb. 7/73
1386, 4126, 4290 from The Pas to Symington, Feb. 7/73
7022, 7023, 7024 from Toronto Yard to Fort Erie, Feb. 10/73
8021, 8022, 8023 from Fort Erie to Toronto Yard, Feb. 10/73
8117 from Fort Erie to Spadina, Feb. 10/73
8112 from Fort Erie to London, Feb. 10/73
8214 from London to Sarnia, Feb. 10/73
8164 from Sarnia to London, Feb. 10/73
1211 from Sarnia to Toronto Yard, Feb. 10/73
8215 from Toronto Yard to Sarnia, Feb. 26/73
5556-5559 (new GP-38-2m 2000 HP GR-20b) assigned to Montreal Yard, March 15/73
3697 from Montreal Yard to Moncton, Mar. 9/73
8223 from Moncton to Windsor Shop, Mar. 9/73
8222 from Halifax Shop to Windsor Shop, Mar. 9/73
2315-2319 from Montreal Yard to Moncton, Mar. 15/73
9162 (formerly 9140) to Calder, Mar. 14/73
9193 to Calder, Mar. 14/73
Railiner 6302 from Winnipeg to Calder, Mar. 28/73
8235 from Moncton to Halifax, Mar. 9/73
1231, 8521 from Windsor Shop to Toronto Yard, Mar. 9/73

RETIREMENTS

8113 (1000 HP, MS-10a) retired Jan. 26/73
8463 (600 HP, MS-7b) retired Jan. 26/73
9052 (1500 HP, GFA-15b) retired Jan. 26/73
8456 (660 HP, MS-7a) retired Feb. 13/73
8481 (660 HP, MS-7b) retired Feb. 28/73
8156 (1000 HP, MS-10b) retired Mar. 15/73
8024 (1000 HP, MS-10c) retired Mar. 15/73
7965 (1000 HP, MS-10a) retired Mar. 15/73
8023 (1000 HP, MS-10c) retired Mar. 29/73
8475 (660 HP, MS-7b) retired Mar. 29/73



Canadian National's 1973 order of GP-38-2's involves two cab designs--the new wide body "safety cab" appearing on latter units in the order.
UPPER: New GP-38-2's 5553, 5552 & 5551, all with conventional cabs, lead a train out of Toronto Yard in late March. (Robbin Rekiel) LOWER: First of the wide cab GP-38-2's, 5560 is photographed at Aldershot East, June 24, 1973. (John B. Ross)

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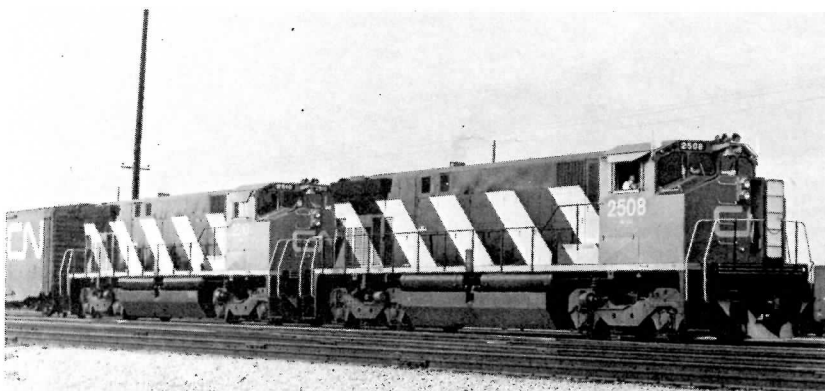
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CN's New M420's

Delivery of the first units of CN's order for 30 M420's (2500-29) from MLW-Worthington commenced in late June. These locomotives sport the CN-designed safety cab that also appears on the new GP-38-2's being delivered from GMD. Photos above by Robbin Rekiel show 2508 & 2510 at Maple, Ontario, in their first week of service. Date: July 12, 1973.



BRITISH COLUMBIA RAILWAY

* Former Lehigh & Hudson River #26 has been renumbered to #632. Former L&HR #25 will probably be renumbered to #631.

* MLW rental locomotive #676 arrived on the railway during the month of May. #675 has been on the line for some time.

GEORGIA-PACIFIC RAILWAY

Three SW1200's have been sold to other properties:
1201 to United States Sugar at Clewiston, Florida;
1202 to Hyman Michaels for Valdosta Southern Railway at Valdosta, Georgia;
1203 to Canadian Forest Products (renumbered 4804).

YUGOSLAV LOCOMOTIVE ORDER

The units lost at sea last year while on delivery were:

#661-272	Serial A2731
#661-273	Serial A2732
#661-276	Serial A2735

The following units were delivered dockside, Montreal on April 23rd: #661-254, 661-255, 661-256, 661-257, 661-261 and 661-264.

QUEBEC CARTIER RAILWAY

The following Bessemer & Lake Erie units have been purchased:
DL600B's 881-886

QUEBEC NORTH SHORE & LABRADOR

The following units were delivered dockside, Montreal, for shipment to Sept Isles on April 4th:

SD-40-2's 241-246

BELOW: New Q.N.S.&L. SD-40-2 #247 is spotted early in May at CN's Toronto Yard en route from GMD to the Port of Montreal for shipment to Sept Isles. (Robbin Rekiel)





Oops! CP Rail M636 #4700 stubbed her toe on an ice-packed switch at the west end of West Toronto Yard, March 18, 1973. Crane 414501 was called to the scene to remedy the situation.
(Robbin Rekiel)



New O.N.R. SD-40-2 #1731 (series 1730-34) at North Bay, April 13, 1973.
(Robbin Rekiel)

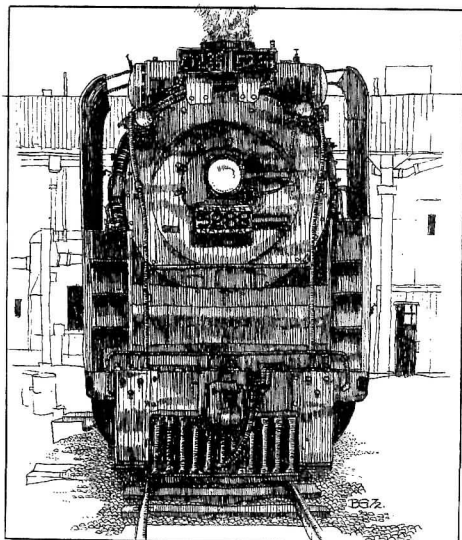
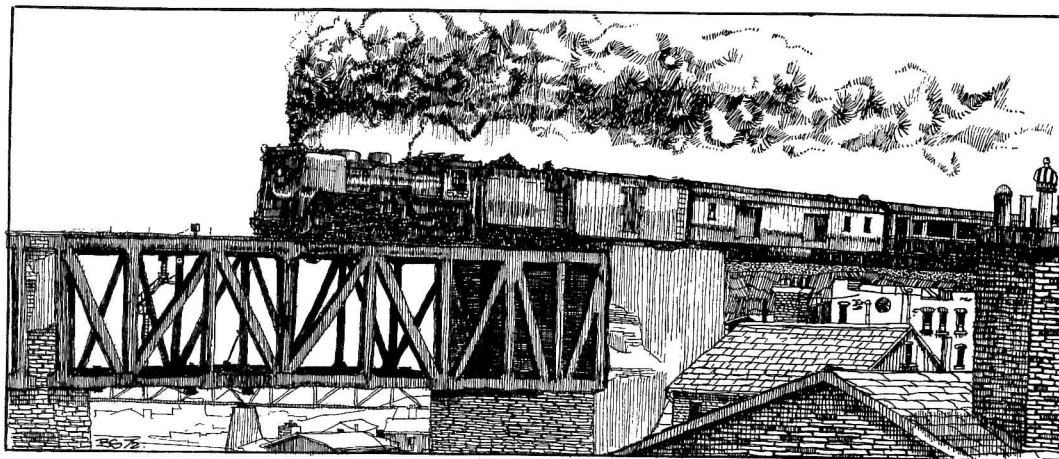


Bangor & Aroostook switcher #20 (MLW, April 1954) has gained notoriety as being the first MLW unit sold to a U.S. railroad and also BAR's first 'Alco'. #20 is ex-Fraser Cos. #7 of Edmunston, N.B. (Dec./72) and ex-CNR MS-7c #8485 (May/65). It is photographed at Madawaska, Maine, June 16, 1973.
(W.R. Linley)



Chihuahua Pacific H16-44 seen at Toronto Yard, April 9th, 1973, after rebuilding and repainting at United Railway Supply in Montreal. Other CHP units rebuilt at URS include 501-525 and 600-604.
(Robbin Rekiel)

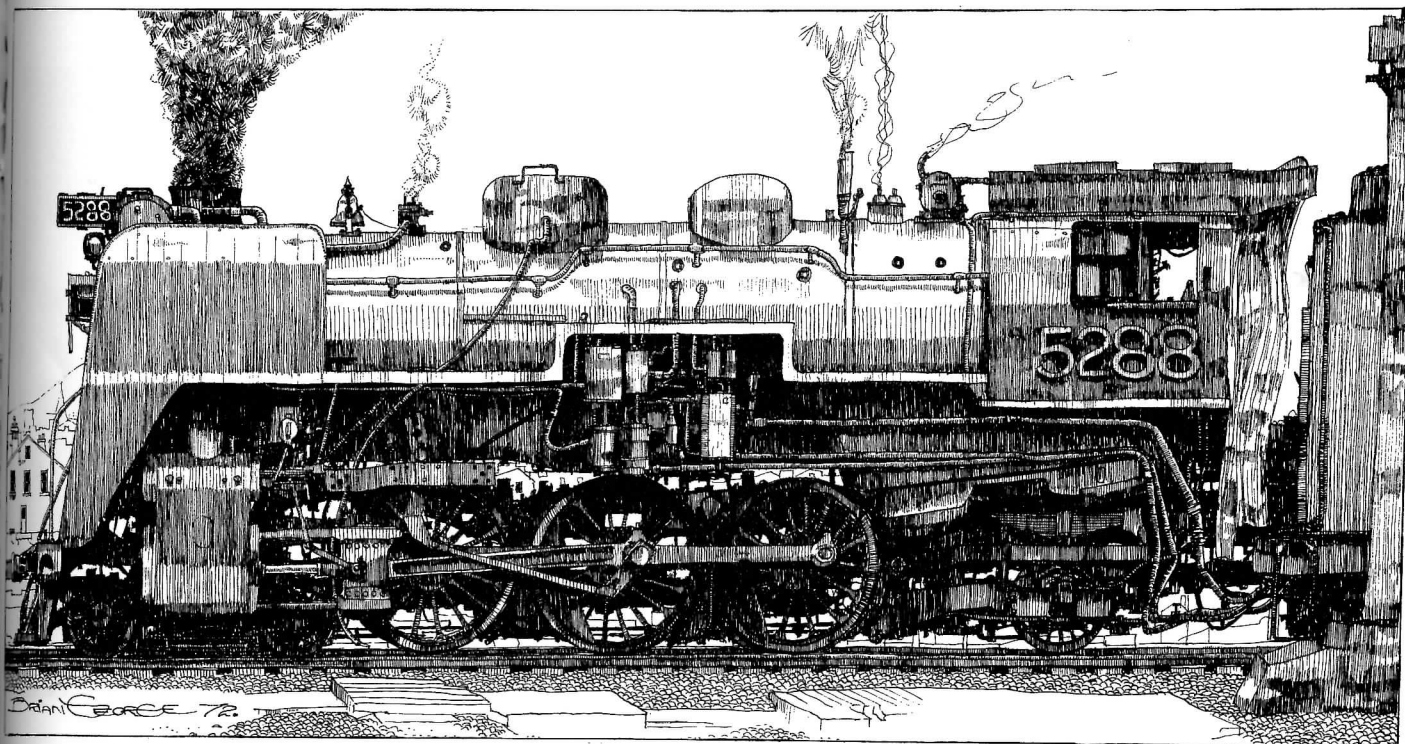




THE ART OF STEAM

BY BRIAN GEORGE

CANADIAN NATIONAL RAILWAYS 4-6-2 #5288



TTC's Peter Witt Tour Tram

(Photos this article, Ted Wickson)

With appropriate fanfare, the Toronto Transit Commission's "Tour Tram" service was officially inaugurated Friday evening, June 22nd (regular service would start 2 days later). This preview tour was reserved for dignitaries, press and members of the public that had supported the idea of a Peter Witt sightseeing operation in Toronto.

Decked out in bunting, flags and Royal portraits (the Tour Tram inauguration coincided with the Queen's visit to Toronto) Peter Witt 2766 was a sight to behold as it arrived at the pick-up point on Queen Street opposite City Hall. Guests were given "skimmer" hats and were entertained on board by Toronto's Climax Jazz Band. Following a trip around the Belt Line (clockwise via Queen, Church, King and Spadina) everyone was directed to the mezzanine of Old City Hall where the TTC hosted a reception. It was a perfect summer's evening and all present will long remember the event.

Small Witts 2766 and 2894 have been completely refurbished and restored by the TTC. For the last few years, 2766 remained the last car of its type to be retained by the TTC (for historical reasons, perhaps). The second week in February, 2766 left St. Clair carhouse, its home for the last few years, and entered Hillcrest Shops for a major rebuild. As mentioned in the February NL, pg. 30, another car (to be used as a back-up) was deemed desirable by the Commission when it approved the Tour Tram operation on February 6th. After a brief search, 2894 was discovered in a barn near Hawkestone, Ontario, and its owners were willing to make the car available to the TTC. 2894 was moved to Hillcrest on Feb. 26th where it remained alongside 2766 for over 3 months.

The work undertaken on both cars was most comprehensive---not unlike the P.C.C. rebuilding program in full production elsewhere in the shop. In general, the work included all necessary bodywork, overhaul of all electrical units, trucks and mechanical equipment, complete rewiring, new floor and upholstery, and finally, a complete repainting to give the car a "thirties" appearance.

First order of business was to strip both cars completely. Car bodies were jacked up by electric hoist and the trucks removed for rebuilding. Because 2766 was in the shop first, it enjoyed the benefit of getting the first use of any stores on hand from the Peter Witt era. It was, therefore, good fortune that a rebuilt controller was found and installed on 2766. 2894 would not fare so well. Most of the work to the bodies was routine. The original vinyl upholstery was still obtainable from a local supplier and both cars were accordingly reupholstered with it. The new floor covering,

however, was made of a newer synthetic material but it generally resembled the old covering. The two seats immediately behind the centre doors were removed in each car to make room for the booth to be manned by the Tourist & Convention Bureau guide that would be aboard the Belt Line car. It was also in this connection that a P.A. system was installed.

A number of innovations designed to increase the longevity of each car were also carried out. The roof, previously canvas, is now a synthetic material - Hypallon. In the air system, much of the piping that was formerly iron is now plastic. Concerning the air brake system, it should be mentioned that all valves were overhauled on the 'air bench' at Greenwood Shops.

The real problem area in the Peter Witt restoration was the overhaul of trucks. Close inspection revealed that the springs, bearings and axles were in bad shape. New leaf springs had to be custom manufactured outside the TTC. Hillcrest Shop forces were able to fabricate small members of the frame, such as the shims around each journal box. Some of the badly worn axles from each car were discarded and replaced by spare axles found in stores. Thanks to present-day technology in the railroad industry, a better lubricant was found to re-pack the journals. As most enthusiasts have discovered, 2766 is by far the noisiest car. Worn bearings and helical gears in the trucks work in concert to cause excessive gear noise. 2894 has only herringbone gears and with its good bearings the teeth mesh properly, giving a much quieter operation.

When the trucks had been reunited with each body, the cars were moved to the north side of the shop for painting and lettering. It was this phase of the restoration that enthusiasts followed with close scrutiny. 2766 was ready for painting the first week of May and regrettably a number of errors were made: roof and ventilators were cream, instead of grey and black respectively; window sash remained cream, instead of cherry red (tan); none of the ceiling woodwork inside was restored to varnish, leaving the entire ceiling ivory in colour; and finally, the hairstriping, although understandably not gold leaf, was applied by using automotive gold striping, much narrower than the 1/4" specified. The easy correction of these few items would then have given the car a 1937 appearance for all intents. However, 2766 was released, as is, from Hillcrest at the end of May. Fortunately, 2894 was still several weeks behind in its rehabilitation and more care was taken in its painting. When 2894 was outshopped the 3rd week of July, it was gratifying to see that the roof and sash received the correct paint treatment.

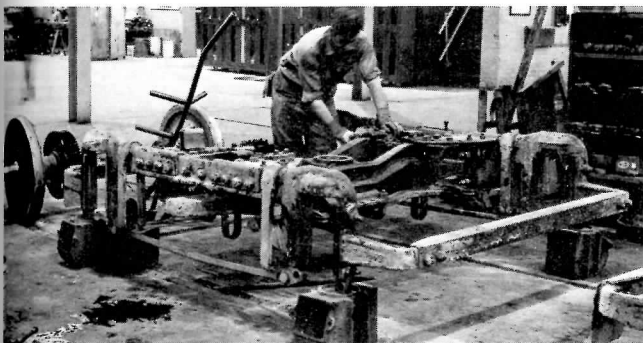


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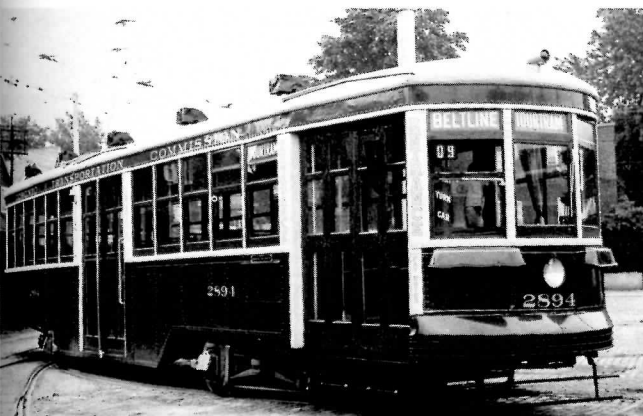
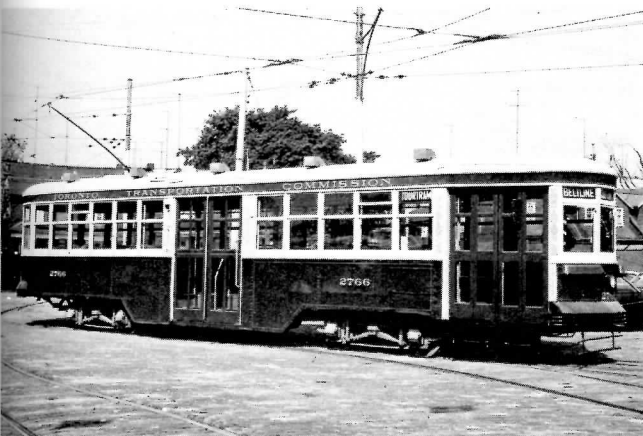
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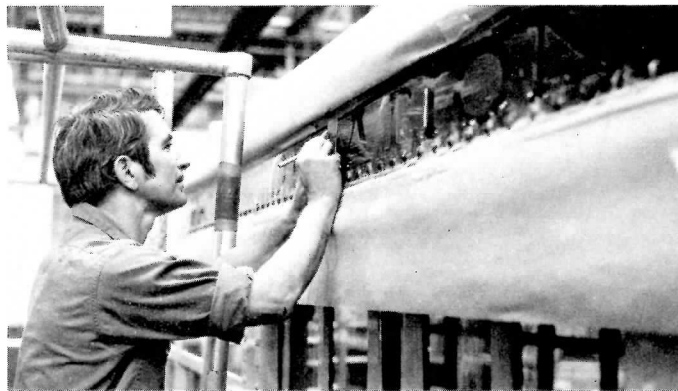
ABOVE: One of the standard CC&F motor trucks, from Peter Witt 2766, in its stripped down state.

To the credit of the paint shop, great pains were taken to apply the famous "TORONTO TRANSPORTATION COMMISSION" on the letterboard and the vertical "Entrance" and "Exit" lettering on the door posts. As no transfers existed for this lettering, it was done by the "pounce press" method. As a reference, superphotostats of each of the letters needed were obtained from a glass plate negative of a side view of a Witt car in period livery. The area to be lettered on 2766 and 2894 was completely covered with a clear masking tape and the letters were simply traced and cut from this tape. Following the spray painting, the excess tape was peeled away leaving the desired end product.

In mid-June, 2766 was out on the streets on a regular basis for the training of operators. As 2766 was the only car ready, it launched the Belt Line - Tour Tram service on June 24th, its first revenue operation in eight years; the Society's 'Farewell to the Peter Witt' excursion of July 18, 1965 had marked the 'retirement' of 2766.



UPPER: 'Builder's' photo of 2766 at St. Clair Division, June 1, 1973. LOWER: View of 2894 also at St. Clair, August 1st, 2 days before its inauguration. Note the different paint treatment given the sash in each car.



UPPER: Each letter making up, "TORONTO TRANSPORTATION COMMISSION", is carefully traced and cut from a clear masking tape spread along the letterboard.

LOWER: After the gold paint has dried, the excess tape is removed.

The publicity generated by the "official" inauguration two days earlier, probably accounted for the capacity crowds (railfans notwithstanding) experienced as revenue service began. Two incidents marred the first days's operation. On the fourth trip around the route, the rear truck failed to negotiate the west to north switch at King and Spadina. Obviously, the switch was in need of attention and accordingly TTC supervisors on the scene re-routed the Tour Tram via west on King to Bathurst, north to Queen (Wolsley Loop) and east on Queen to route. A trip around the Belt Line became closer to 40 minutes instead of the 20 minutes advertised. However, the enthusiasts were the last to complain and also the last to leave the car at the end of a 'trip'. Around mid-afternoon, 2766 developed controller trouble and was ordered in, much to the disappointment of many intending passengers who had gathered at stops along the route. The trouble was said to be a burnt out grid.

Repairs to the switch and controller were made overnight and 2766 resumed service again the next day. The Tour Tram proved popular the first week, probably because of its novelty and because the bunting remained on the car to attract attention. Toward the end of July it was clear that riding could be improved and thus more promotion was undertaken. For the holiday weekend of Aug. 4-6, bunting reappeared and 2894 made its debut (Aug. 3). It was announced that 2894 and 2766 would be used alternately for visibility and, of course, as change-offs.

When the Belt Line operation ends on Labour Day weekend, it is hoped that the results of this year's operation will be satisfactory and will justify a return to service next year, possibly involving a modified and longer routing. The chronic operating problem this summer was the failure to meet the advertised schedule --- due to downtown traffic congestion (ban the automobiles?).

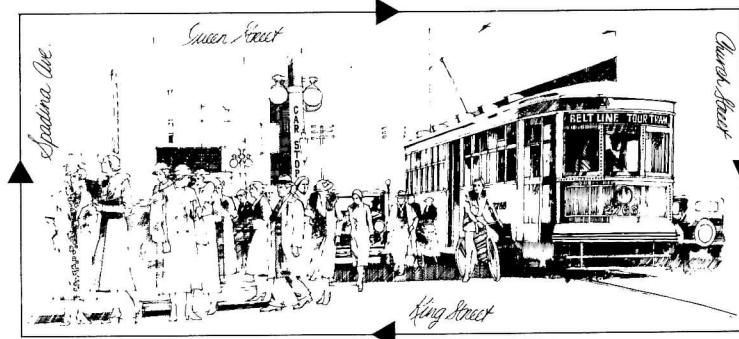
With heaters on both cars disconnected, a rash of charters in early fall is already on the books and, no doubt, there will be more pre-season excursions next spring.

The Toronto Transit Commission is to be commended for its decision to keep the Peter Witt car a part of Toronto.

Belt Line Tour Tram		Sun. Jun. 24	
000101	UP	DOWN	
20	QUEEN & SPAD.	60	10
60	KING & CHURCH	10	20
FARE PAID TO ZONE		1	2
		3	4
		5	6
		7	8
		9	10
		11	12
		1	2
		3	4
		5	6

Enjoy a Unique Sightseeing Tour
of Downtown Toronto aboard a fifty year old street car.

'Belt Line' Tour Tram



Runs Every Day Until September 1st
Every 20 Minutes Via Queen, Church, King and Spadina
LEAVING QUEEN & SPADINA
MONDAY THROUGH FRIDAY: 10:00 am to 3:00 pm; 7:00 pm to 9:00 pm
SATURDAYS, SUNDAYS & HOLIDAYS: 10:00 am to 9:00 pm
 Regular TTC Fares with transfer privileges to and from connecting routes.

INFORMATION



487-2424

TORONTO TRANSIT COMMISSION



June 22, 1973. Decked out in bunting and flags, 2766 poses at Hillcrest prior to its departure for downtown to be the celebrity in the gala Tour Tram official inauguration that evening.

Tour Tram 2766 passes the venerable Royal Alexandra Theatre on its last westbound trip along King Street on the first day of "Belt Line" operation, June 24th. Controller trouble would develop shortly afterward, forcing the car to be withdrawn from service.





LEFT: Belt Line car 2766 rounds the corner of Queen and Church, August 6, 1973.
 ABOVE: View of 2894 on its inaugural day, looking west along Queen from the skywalk to the Four Seasons Hotel. Aug. 3, 1973.

Remember When...



The classic Peter Witt car was a familiar sight to Torontonians for over 40 years. Some views from that era:
 LEFT: Small Witt 2760 on Bay Street. Bank of Commerce building is under construction. The date: May 1, 1930.
 UPPER: Peter Witt 2734 eastbound on St. Clair at Green-sides, Sept. 12, 1928. LOWER: Interior of 2894, Dec. 11, 1936. Note the varnished woodwork on the ceiling.
 (3 photos, TTC)

TRACTION TOPICS

BY MIKE ROSCHLAU

\$4.7 MILLION PLAN TO REHABILITATE TTC SURFACE TRACK

As expected, following its decision last fall to retain streetcars, the TTC on May 22nd approved a \$4.7-million five-year capital improvement program to upgrade the 120 miles of surface track on the system. TTC's trackwork program prior to this time had been geared to a 1980 phase out of streetcar operation and only \$1.8-million had been spent in this regard from 1969 to 1973. A summary of the new expenditures is as follows:

1974	-	\$1,200,000
1975	-	\$1,000,000
1976	-	\$900,000
1977	-	\$900,000
1978	-	\$700,000

Following the abandonment of the ROGERS carline next year, the TTC will have 129 miles of surface track to maintain:

Revenue Service Track Miles	-	100
Emergency Route Track Miles	-	20
Carhouse & Yard Track Miles	-	9

Also included in the inventory are 30 loops and 65 intersections.

One area of immediate concern is the condition of specialwork. In the previous phase out program, very little work had been done in the past 10 years. In fact, the last major intersection to be rebuilt was Bathurst and College in 1961. In order to proceed at an accelerated rate in attending to the specialwork, the Commission has decided to re-activate the old Frog Shop at Hillcrest for the repair and/or custom manufacture of special frogs.

In a general survey of the electrical plant needed for continued streetcar operation, it was noted that the present overhead system is in good condition (by TTC standards) and that most of the substations have a surplus capacity and are equipped with solid state apparatus requiring little maintenance. The three remaining carhouses--St. Clair, Roncesvalles, and Russell--although old, are in good condition and should continue to meet the operating requirements of the Commission. The only other needs appear to be in the area of surface work equipment. During the last 10 years most of the work cars have been retired because of their age. Today, only grinder W-28 (Preston, 1917) and flat motors W-3 (TTC, 1922) and W-4 (TTC, 1945) remain. TTC's last crane car, C-2, was retired in 1972 after 50 years of service. In recent years, the Way section has been making do with front end loaders with boom attachments and there appears to be no need for a new crane car. Both flat motors have recently been overhauled and should give several more years of useful service. However, the grinder is old and the TTC has decided to replace it. Although details have not been released, purchase of a new grinding car will cost an estimated \$250,000 and the car would probably have to be manufactured in Japan.

TTC ORDERS 88 SUBWAY CARS

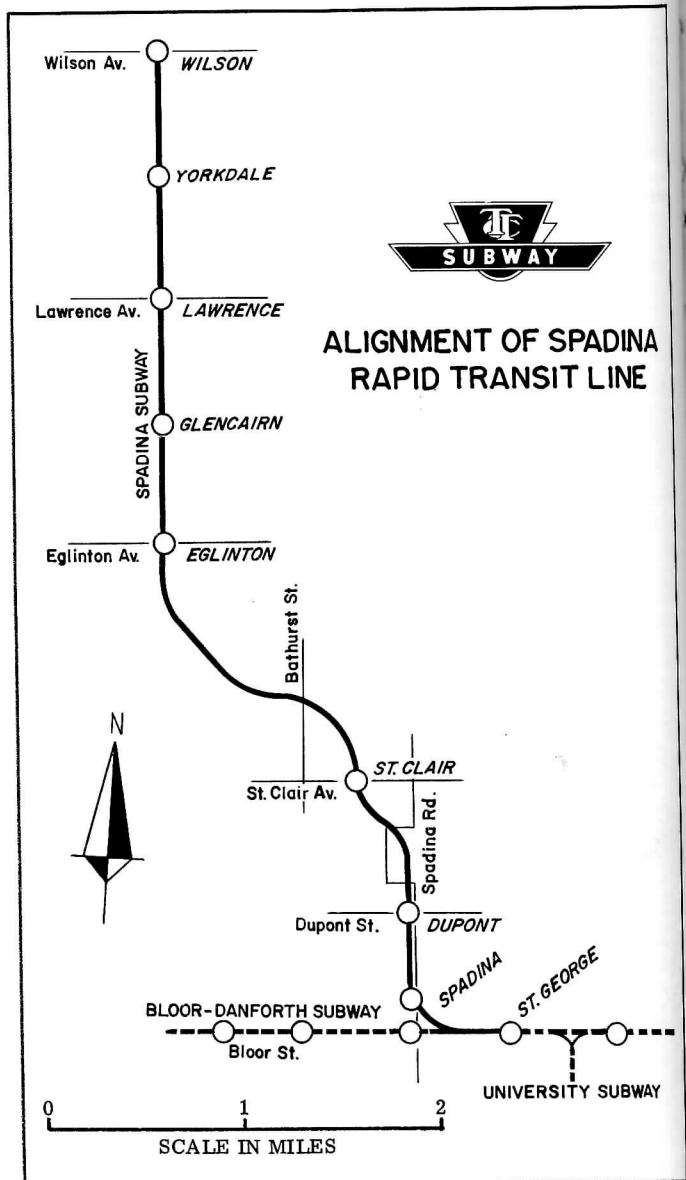
On May 15th, the Toronto Transit Commission placed a \$25.4 million order for 88 more subway cars and spare parts from Hawker-Siddeley Canada Ltd. of Thunder Bay, Ontario. The cars will cost \$249,594 each, compared with \$155,000 for cars ordered in 1969, an increase of 60 per cent. There were no tenders called for this order and the price had to be negotiated. Because the new cars will be virtually identical to the H-2 cars recently delivered, this order was treated more or less as an extension of the present H-2 car order. The only significant improvements will be in the cars' suspension and drive systems. Delivery will commence in August of 1974 and cars will arrive at Greenwood Shops at the rate of 6 cars a month. The slow delivery was planned deliberately. As faults are found on the vehicles delivered to Toronto, information can be fed back to the manufacturer. Corrections can then be applied on the production line and hopefully, this will eliminate costly refits after all the cars have been delivered. This order qualifies for the Province's 75 per cent subsidy to capital improvements for transit.

SPADINA BREAKTHROUGH

On May 24th, the Ontario Municipal Board finally gave its approval for the construction of the \$155-million controversial Spadina Subway, utilizing the Spadina (expressway) alignment. The subway line, 6.5 miles in length, will run south from a terminal at Wilson Avenue along the median strip of the Allen Expressway to Eglinton Avenue, then through Cedarvale ravine to a St. Clair Ave. station west of Spadina Road. It will continue south through the Nordheimer ravine to Bloor St. and then east to St. George Station. It is expected that construction will start late this year and be completed approximately four years later.

Plans for the two northernmost stations on the line, Wilson and Yorkdale, have already been drawn up by the OMB. The Wilson station is on the northwest corner of the Allen Expwy. and Wilson Ave. over/underpass, with track extending north into the TTC's Wilson Subway Yards. This station, like at Yorkdale, will be situated in the median strip of the expressway at ground level. It will have an underground connection to a split-level bus transfer platform. Yorkdale station's feature is the linkage to the famous shopping centre of the same name, which could be provided by way of a covered walkway or some type of shuttle bus.

This approval by the OMB sparked the approval to spend over \$1-billion on Toronto area rapid transit in the very near future: \$750-million has been pledged by the provincial government for a 56-mile elevated train system around Metro Toronto; \$155-million for the Spadina subway line; a minimum of \$60-million for the Bloor-Danforth line extensions; and at least \$300-million for the 10-mile Queen Subway line.



TORONTO

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TORONTO PCC'S TO SAN FRANCISCO

The eleven PCC's selected to be sold by the Toronto Transit Commission to the Municipal Railway of San Francisco are: 4752, 4754, 4757, 4758, 4763, 4764, 4769, 4770, 4771, 4775, and 4777. These cars are all class A14 and were part of a group of 30 such cars purchased second-hand from the Kansas City Public Service Co. in 1957. In addition to the above, Muni will receive a spare set of trucks from 4776. Cars 4754 and 4777 actually will have their trucks exchanged with 4759 and 4779 respectively before they leave Toronto. Although covered over for Toronto operation, the provision for back-up controls, no doubt, was a prime factor in choosing the 'Kansas City' cars. Muni apparently experienced some red tape in getting federal funds released for the purchase and therefore shipment of the cars to the west coast was put off indefinitely. As a result, the TTC kept the cars in service. In August, the TTC received the green light but this time it had to delay shipment because of the uncertainty over a rail strike. The cars will be shipped in October.

NEW SUBWAY TRUCKS UNDERGO TESTS ON TTC

At its meeting of March 6th, the Toronto Transit Commission approved a \$150,000 crash program to conduct a series of tests on a pair of modified Dofasco trucks in order to determine the design criteria for trucks on the new order of 88 cars to be received next year. Design specs are needed by the end of September in order to allow Dofasco to manufacture the trucks in time for delivery to Greenwood Shops next year coincident with the arrival of bodies from Hawker-Siddeley.

The TTC is hoping for improvements in two areas of the truck's performance: 1) the relationship of the truck to the track, in an effort to control excessive hunting and 2) the relationship of the truck to the body, in an effort to improve riding qualities. H-2 car 5574 has been selected as the 'guinea pig'. Starting with the basic Dofasco Mark I truck, several modifications will be made and evaluated--viz: chevron primary springs vs. coil primary springs; Brush parallel drive vs. Safety right angle drive; bolster slide bearings vs. bolster anchor rods; vertical and lateral damping rates; side bearing friction damping; and lateral suspension restoring force. Only by having TTC forces at Greenwood Shops make all these changes could this truck experimentation program be carried out in such short time. The testing of the Brush parallel drive system will likely run over the deadline, due to late receipt of components.

It is hoped that the testing will be fruitful and Toronto subway passengers can look forward to a new era in riding comfort.

* The Ontario Government has announced that Krauss-Maffei A.G. of Munich, West Germany, has been awarded the \$16-million contract to construct the 2.5 mile experimental elevated mag-lev system at the Canadian National Exhibition (see also Feb. NL, pp. 25-28). The contract calls for 70 per cent Canadian content in the installation. To accomplish this, Krauss-Maffei will incorporate a Canadian branch and Canadians will hold a majority of shares in the subsidiary. The test project at the C.N.E. will be operational in the fall of 1974 and ready for public use in 1975.



Artist's concept of the GO URBAN station at Ontario Place on the CNE test installation. Stations will be "off-line" to permit cars or trains to bypass the station when a stop is not called for.



Newcomer to Bathurst Subway Station, a DOWNTOWNER car shares platform space with BATHURST car. (Steve Munro)

NEW STREETCAR ROUTE IN TORONTO

On April 2nd, TTC's newest streetcar route, DOWNTOWNER, was put into operation. It is, of course, the same as the former KINGSTON ROAD route, only now the route has been extended west from McCaul and north on Bathurst to Bathurst Subway station. The last regular KINGSTON ROAD car to leave McCaul loop on Friday evening, March 30th, was 4685 (20 run) and the first DOWNTOWNER car (1 run) to enter service the following Monday morning was 4340. The new DOWNTOWNER route is 8.1 miles in length and is operated 12 hours a day (weekdays only) with headways of 7 mins. base and 3 mins. rush. It is operated out of Russell Division. At the same time, the BATHURST service was reduced slightly; however, on the section between Queen St. and the Bloor Subway, both routes provide a combined headway that is better than before. In connection with this new route, 'BATHURST STN' now appears for the first time on destination signs. The 'KINGSTON RD' name still appears on the tripper cars that operate rush hours only between Bingham and York and between Bingham and Roncesvalles (via King Street).

TTC RIDING UP, DEFICIT UNLIKELY

An anticipated \$12-million deficit in Toronto Transit Commission operations because of the scrapping of the two-fare system in Metro and the extension of low-cost student fares (student fares may be used 24 hours a day, 365 days a year) has failed to materialize. At the end of May, the TTC announced that there had been less than a 1 per cent decrease in revenue to date over the same period last year. An \$8.3-million drop because of the introduction of the one-fare system in January and a \$4.2-million decline because of the increased use of low-fare student tickets had been expected. But, the increased payloads have made up the difference. Passengers to May 23 this year totalled 129,411,607---a jump of more than 12 million from last year, or 11 per cent. The main area of concern now within the ranks of the Commission is how to handle all the extra passengers (115 new buses will be delivered this year).

MONTREAL SUBWAY NEWS

Tenders have been awarded and construction has begun on the entire eastward extension of line 1 to Beaugrand. Tenders have been awarded for most of the westward extension of line 1 to Allard, and tenders have been called for the construction of the Atwater to St. Henri section of the north-westward extension of line 2, which will eventually go as far as Bois Franc. A major contract, amounting to over \$8-million, has been awarded to Canadian Westinghouse for the supply and installation of 79 station escalators. The contract relating to the manufacture, supply and delivery of roadway apparatus to equip Metro tracks has been awarded to Hawker-Siddeley Canada Ltd. for \$6.2-million. Involved in this contract is apparatus to allow communication from one subway roadway to another and to equip stations for the same purposes. The construction of the new Beaugrand subway garage and shops has been fully completed.



Former TTC PCC #4716 has found a new future as a women's fashion boutique in downtown Toronto. Although purchased in 1971, it took the owner, art teacher Wes D'Angelo, a year to be issued the necessary 'building' permit. View above, in the early morning hours of July 14th, shows the car being lifted off TTC rails to find its new home at 20 Dundas St. W. Redecoration will take place on site and the shop will open in mid-August. (Ted Wickson)

* Toronto PCC's sold to Alexandria, Egypt are not faring too well these days. Sources on the scene in March of this year report that only 100 of the 140 cars shipped are in service and most of these cars are operating in semi-permanently coupled 2-car sets with half the motors cut out (i.e. 2 motors per car instead of 4) resulting in a corresponding reduction in performance. The PCC's appear to be used exclusively on the Ramleh line. 30 cars were observed in a dump at Lel Wardyan and half of these were still in TTC colours; presumably, some cars never entered service from the day they arrived and have been cannibalized for parts. Blowing sand has been a constant problem and probably accounted for much of the trouble with traction motors. The fate of the other 10 cars is unknown. Perhaps they, too, were stripped for parts and then their bodies were cut up for scrap. It is known, however, from a newspaper photo at the time, that some cars were damaged when the Israelis shelled Alexandria in the 1967 war. Alexandria Transport can be credited for their ingenuity (if that's the right word); a 3-car train of PCC's (932, 933 & 973) was observed trundling through the streets!

* A computer study of Metropolitan Toronto travel habits has shown that a dislike of walking, more than any other single factor, is the greatest deterrent to people using public transit to go to work. Metro commuters hate walking to the extent that they rate the distance to a bus stop or subway station twice as important as the time spent waiting for the vehicle. They rate the time and distance spent in walking as six times more important than the fare. The conclusion of this study is that drop off or "kiss-and-ride" facilities and possibly moving sidewalks are very important in the construction of subway stations to attract more passengers.

* TTC operators and drivers have won the American Transit Association's top transit safety award for 1972, the sixth consecutive year. This award has been won in competition with all U.S. and Canadian cities over one million in population.

* Former Metro Chairman Albert Campbell has proposed a two-level regional transportation authority extending through Metropolitan Toronto from Port Hope in the east to Oakville in the west. This would involve the operation of transit services in Oakville, Mississauga, Pickering, Oshawa, and Port Hope.

* The TTC has proposed the extension of the Bloor-Danforth Subway line north-east to the Kennedy Rd.-Eglinton Ave. intersection, and west to Kipling Ave., just south of the Six Points interchange. This would involve one more station at each end of the line. The westward extension to Kipling was proposed because the TTC has planned a subway car storage yard on property already acquired (see October 1972 NL, pg. 158). Kipling Station would also relieve much of the rush hour congestion at Islington Station, the present terminus. The eastern extension to Kennedy would provide a better connection to the subway for Eglinton East buses, GO trains, and a future proposed rapid transit system to the Scarborough Town Centre, the Malvern Housing Project, the new Metro Toronto Zoo and the proposed Pickering Airport.

S The Metropolitan Toronto Executive Committee has decided to H scrap the plan for an elevated train in the new Metro Zoo being O built in the Rouge River Valley. The Government of British R Columbia has formed a committee known as the Bureau of Trans T sit Service to review municipal transit needs; it has been looking into the need for rapid transit routes in Vancouver and Victoria. T Metro Toronto's Transportation Committee has recommended U that stopping and parking be prohibited on York Mills Rd. near R the subway station since parked cars have been a hazard to both N buses entering and leaving the station as well as other traffic. . . . TTC Commissioner Karl Mallette has suggested that a type of cow-catcher should be adopted for subway cars and that streetcar gongs should be used instead of the horns presently in use. On Sunday May 6th, the TTC conducted a survey on the use of the new \$1 Sunday and Holiday pass. The survey revealed that 1,603 passes were sold on that day and that over 70 per cent of the people who used it did not have direct access to a private car.

. Experimental black & yellow safety strips are being applied to the rear of TTC vehicles in an attempt to reduce the number of rear end collisions. These decal markings will be applied to 50 buses, 50 streetcars and 25 trolley coaches. The secondary (automatic) entrance from Old York Mills Rd. to the south end of York Mills subway station was finally opened to the public on July 12th, following the completion of escalator installation. At the end of July, a total of 88 P.C.C. cars had been rebuilt at Hillcrest Shops in the program that started in Dec. '71. TTC's 6 chop-per equipped cars (5500-5505) have been reclassified H-3; the 88 new cars to be delivered next year will therefore be H-4's.

Southbound YONGE train in open cut, in the Rosedale area, just north of Ellis Portal. On June 19, the TTC approved leasing for 33 years the air rights over this section of R/Way to the Canadian Tire Corp. which plans to erect a 3-level parking garage that will be adjacent to their main store and head office shown at the extreme left of photo. (TTC)



TROLLEY

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TROLLEY COACH NOTES:

* The Edmonton Transit System has decided to modernize its fleet of trolley coaches. Until this decision last year, there had been plans to phase out the trolley coach system by 1975. ETS has placed an order with Flyer Industries of Winnipeg for a total of 75 model E-800A (new look) trolley coaches. The first 25 will be delivered by March 31, 1974 at a unit cost of \$47,465. A further 12 are to be received by June 30, 1974—at \$48,414 each. The final 38 coaches will come in 1975. These vehicles will be delivered in a ready-to-run condition.

Edmonton's present fleet of 92 coaches is 25 years old. ETS has not announced any major plans for restructuring the electric routes, except for a small extension of Route 1 in the north end that will require 1 or 2 extra coaches.

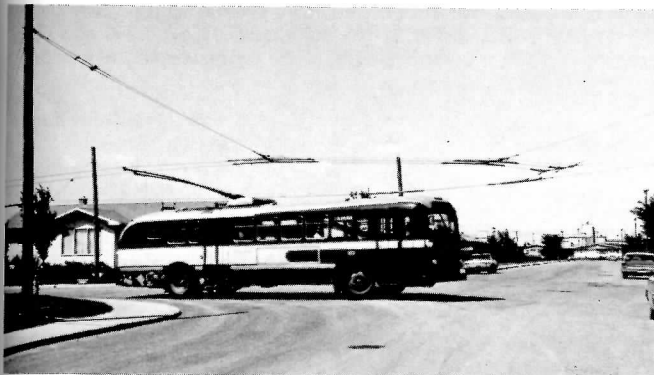
* The Hamilton Street Railway has placed an order with Flyer Industries for 15 additional trolley coaches (model E-800A) to be delivered in 1974. Controls and motors will likely come from those coaches that have not been rebuilt and also from the supply of parts that has been acquired from Thunder Bay. The expanded trolley coach fleet is tied in to extensions to the KING and BARTON routes and a brand new route that are planned in the near future. The future of the CANNON route now appears to be in doubt; perhaps by dieselizing this electric line, surplus trolleys could be made available for use elsewhere.

The present order of 40 new coaches (E-700's) from Flyer will be completed in September. The first 16 had all been delivered by January and the remaining 24 started arriving in June. With 40 new coaches in service this fall (751-790 odd numbers), the HSR will still have 11 CanCars in service: 727, 728, 730, 732, 737 and 745-750.

* Months of uncertainty over the future of the trolley coaches in Dayton, Ohio, ended April 3 when the new Regional Transit Authority announced plans for major capital improvements to the transit system. A mix of 25 new trolley coaches and 10 new diesels are to be purchased. Contributing factors to RTA's decision to retain and upgrade the trolley coaches were: a) reluctance to scrap a \$2 million investment in the electrical plant that is in good condition. b) the usual economies of trolley coach operation that are expected to become more apparent with a growing diesel fuel shortage. c) to a lesser degree, the environmental question and general public acceptance of the trolley coaches.

The new coaches will be built by Flyer Industries of Winnipeg and finished by General Electric in the U.S. A further decision on additional orders of new trolley coaches will be made after the new coaches have been in service for 2 years. The RTA has applied to UMTA for \$1.9 million as the latter agency's share in funding the entire capital improvement program in Dayton.

* The Saskatoon Transit System has placed orders with General Motors and Flyer Industries for a total number of 18 new diesel buses to replace the remaining 18 trolley coaches in service in this prairie city. Delivery of the diesels is expected to be sometime in November, allowing the closure of yet another trolley coach operation in Canada. The Greater Vancouver Transit System (formerly B.C. Hydro) has purchased the coaches and, no doubt, will soon have them operating again after their retirement and shipment to the west coast.



Saskatoon Transit System T-48 trolley coach #162 loops at the north end of route 3, June 27, 1973. (Ted Wickson)



New Flyer E700 trolley coach of the Hamilton Street Railway is seen at the attractive Hamilton Square Loop, in the shadow of the Stelco Tower. This new loop was opened in early summer and replaces the old civic centre loop, one block to the west. (Ted Wickson)

* At its meeting of May 22nd, the Toronto Transit Commission approved in principle the replacement of diesel buses on the BAY route with surplus trolley coaches, at an estimated cost of \$½ million. BAY was the prime candidate for conversion because it is a heavy route and it suffers from exhaust fumes being trapped in the downtown "canyons" between tall buildings. Sufficient trolley coaches do exist to operate this route on the present schedule. The matter must now go before the City's Committee on Public Works where approval is expected, to be followed by quick endorsement by City Council. The chronic problem of traffic congestion on Bay Street, due in part to the summer-long Yonge Street Mall, may be a sore point in the case for a fixed-route electric operation on this street.

* WESTON-89 has the distinction of experiencing the latest trolley coach route extension in Toronto, albeit for only 2 blocks. On April 22nd, TTC's Blondin Loop was abandoned and trolley coaches began operating to a new "loop" at the north-west corner of Weston Road and Albion Road. This extension is a result of major road work on Weston Road in connection with access to the nearby Macdonald-Cartier Freeway. The Ontario Ministry of Transportation has borne all costs of this relocation and as a result, brand new overhead, fittings and modern poles with bracket-arm construction can be seen. The loop is unique as it is really one corner of a clover-leaf.



British Columbia Electric Railway Birney Safety car #400, restored this spring, on display outside the Provincial Museum in Victoria.
(Ted Wickson)

TTC'S SNOW SWEEPERS RETIRED

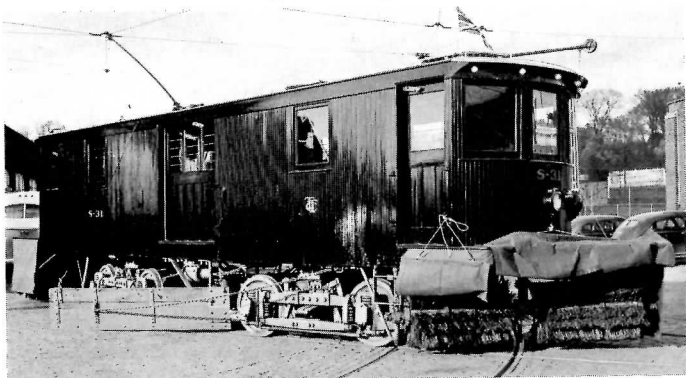
The Toronto Transit Commission's ten remaining snow sweepers have been sold at scrap prices to the Ontario Electric Railway Historical Association of Toronto and the Heritage Park Society of Calgary. The sweepers have seen little use in recent years (they were last used in the 1971-72 season) and were in need of repairs averaging \$6,000 each. The effective job of the City Roads Dept. in keeping the streets clear of snow through increasing use of salt combined with unusually small snowfalls in recent winters have made the sweepers redundant. In fact, the sweepers had come to be regarded as a nuisance to all traffic on the streets. The Heritage Park Society and O.E.R.H.A. submitted identical bids of \$305 for each sweeper and their offers were accepted by the Commission. Heritage Park has acquired 3 of the 10 and it is believed they intend to use these vehicles as a basis for constructing replicas of various streetcars that will operate at the park in Calgary. One of their cars (S-33) will be scrapped at Hillcrest and parts salvaged before shipment to the west. The O.E.R.H.A. plans to keep 2 sweepers and has acted as a broker in disposing of the remaining 5 in their collection to interested museums throughout North America.

All 10 sweepers (or the parts from same) will be shipped by rail from Hillcrest in October. Disposition is as follows:

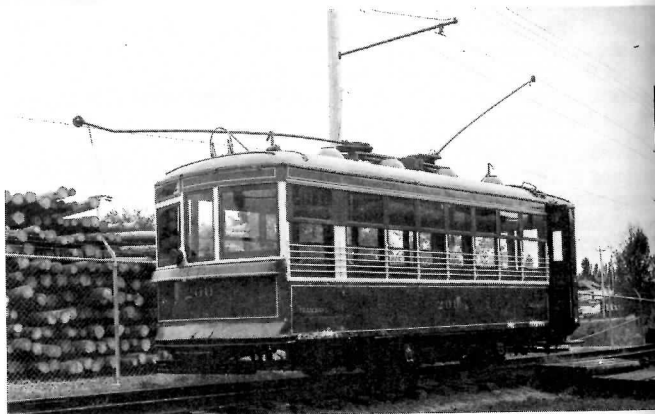
- S-30 to Heritage Park, Calgary
- S-31 to Seashore Trolley Museum, Maine
- S-32 to Heritage Park, Calgary
- S-33 scrapped by TTC; parts to Heritage Park
- S-35 to Branford Trolley Museum, Connecticut
- S-36 to Branford Trolley Museum, Connecticut
- S-37 to O.E.R.H.A. for preservation & operation
- S-39 to Transport of New Jersey
- S-40 to O.E.R.H.A.; to be scrapped for parts
- S-41 to Barnum & Bailey Circus, Tampa, Florida

Sweepers S-34 and S-38 had been previously scrapped by the TTC.

The TTC had purchased these 12 sweepers second hand in 1947-48 from the Third Avenue Railway of New York City. Ironically, they were acquired to bolster the TTC's inadequate snow fighting fleet that proved helpless in the big storm of Dec. 12-13, 1944. In 1973 the TTC has but two track plows to cope with any emergency.



View of sweeper S-31, resplendent in its new coat of red paint, following its purchase from the Third Avenue Railway and subsequent rehabilitation at TTC's Hillcrest Shop. Date: November 13, 1947. (TTC)



Montreal Tramways 200 (Brill, 1919) was the last Birney operated by a transit system in North America; it was last used as a farebox car until retired in 1954. Now preserved at the Canadian Railway Museum at Delson, Quebec, 100 is frequently in operation on the museum's few hundred yards of recently electrified trackage. Photo, June 16, 1973. (John D. Thompson)

WEST COAST BIRNEY PRESERVED

A second Birney Safety car has been preserved in Canada. B.C. Electric Ry. (Victoria system) car 400 joins Montreal Tramways car 200 in being the only surviving examples of this type of car, once a familiar sight in many Canadian cities coast to coast.

Last year the shell of 400 was found in the Lake Cowichan area of Vancouver Island where it had served as a bunkhouse at a logging camp. B.C. Hydro and the Provincial Museum at Victoria were interested in seeing the car preserved. The owner, Mayo Lumber Co., donated the body to the museum and B.C. Hydro provided the funds for restoration. The body was moved to Victoria where enthusiast Paul Class of Portland, Oregon, carried out most of the work. 80 per cent of the car's woodwork needed replacing and replicas of the original wooden seats had to be made. Most of the parts of a Birney truck were located (save the motors) and when the work was completed this spring the car was indeed a handsome specimen. 400 was displayed on rails in Heritage Court outside the Provincial Museum.

On May 1st, in a brief ceremony, car 400 was formally presented to the Museum by B.C. Hydro Director, the Hon. Robert Williams. Premier Dave Barrett also joined in the ceremony along with former motormen and Victorians. In his speech, Mr. Williams wondered if today's planners might well have to look to the past. He said that streetcars in some form might once again have a role in urban transit. Dr. Bristol, Provincial Museum Director, also referred to the effective way in which streetcars had moved large numbers of people.

Car 400 was one of ten such cars in use in Victoria. Birneys were used on three routes: Route 2 (Cloverdale-Outer Wharf), Route 3 (Beacon Hill-Fernwood) and route 6 (Gonzales-Hillside). 400 was retired in 1947 when buses replaced the cars.