newsletter

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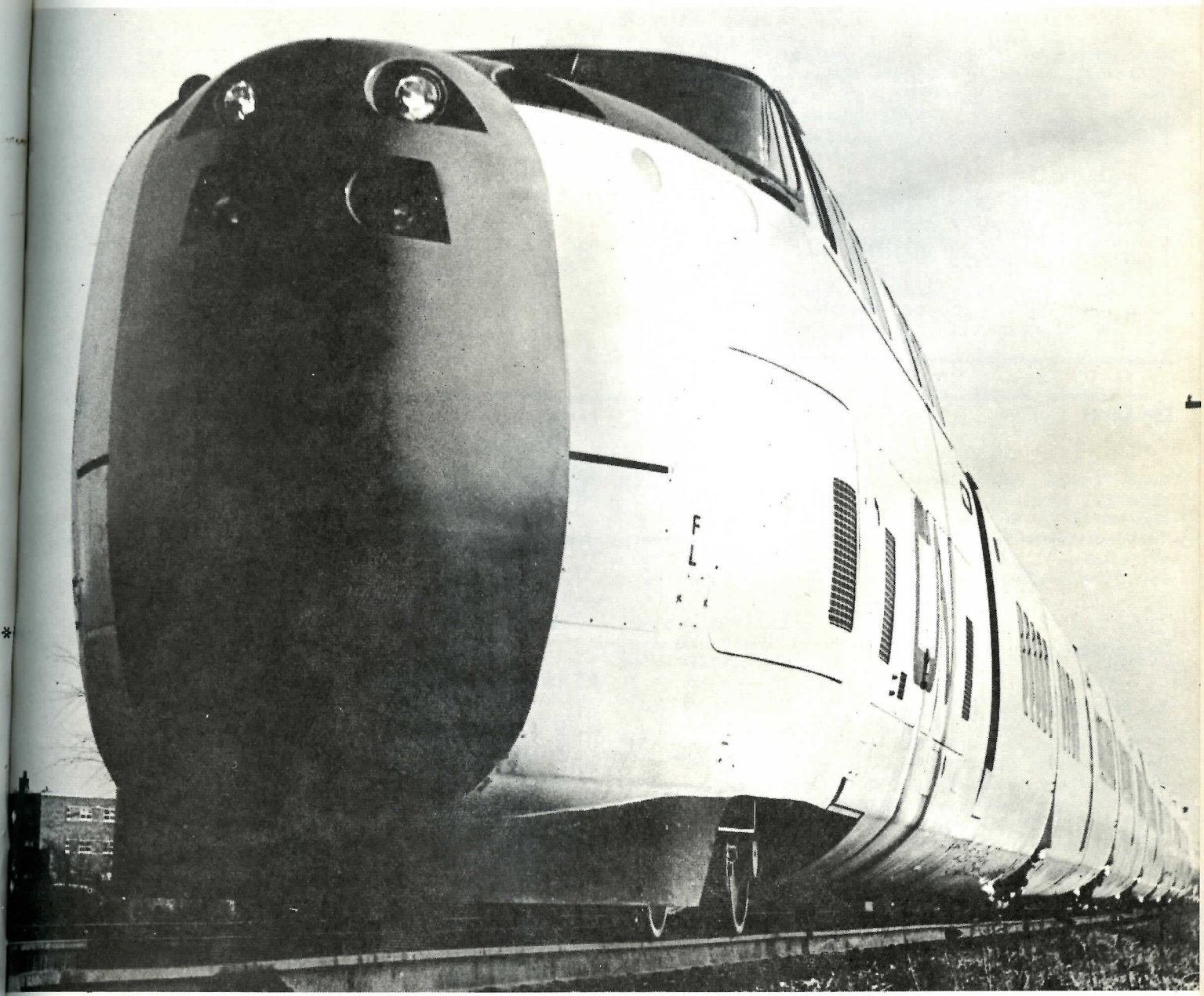


Upper Canada Railway Society

NOTES

* Faced with a meteoric rise in popularity of their new commuter service, GO Transit officials are taking steps to boost its capacity.

Now under way are projects to enlarge the parking lots at six stations; Pickering, Guildwood, Eglinton, Port Credit, Clarkson and Oakville. Paving of these new lots should be complete by the end of November.

To augment the capacity of existing trains, 14 new coaches have been ordered from Hawker Siddeley Canada Ltd., at a cost of $1.8 million. They will be delivered in the spring. Meanwhile, the nine self-propelled cars are undergoing final checks and should be ready for service soon; the supplementary Ontario Northland trainsets are still in operation.

A total of 331,800 persons rode GO trains in October, an increase of 12 per cent over the previous month. The average number of riders during the business week was 14,000, and expectations now are that winter commuting will push that total to 20,000 daily, 30 per cent more than originally projected. During the weekday rush periods (0800-0900, 1630-1730), GO Transit carries 77 per cent of its passengers.

* Ontario Premier John Robarts presented a scroll, a bouquet of flowers and two centennial medallions on September 14th to Mrs. Rose Mary Carlson of Toronto, the one millionth GO Transit passenger. Mrs. Carlson, a regular commuter, also received a travel bag from D.V. Gonder, vice president of Canadian National, which operates the $15 million, 60-mile system for the provincial government.

* W.T. Howard, manager of GO Transit, announced recently that a new transformer station will be installed next year at the service's Willowbrook Maintenance Depot in Mimico. The new equipment will enable the locomotive-hauled trains to be 'plugged in', deriving power for lighting, heating and air conditioning from the wayside source. At present, power needs for trains under maintenance are met by operating the auxiliary engines in the locomotives, a situation which has prompted several complaints about noise from nearby residents.

Standby power facilities are already in use on the self-propelled car maintenance tracks, to the north of the new shop at Willowbrook.

Canadian Pacific's Expo Limited westbound at Banff, Alta., September 6th, 1967. /W.H.N. Rossiter

Here comes Turbo!

The first TurboTrain to be produced by Montreal Locomotive Works Limited for United Aircraft, destined for the announced Canadian National four-hour Toronto-Montreal passenger service, was tested recently on Canadian National rails. Following tests in MLW's yard in the east end of Montreal late in October, the first seven-car train, comprising units P100/T100/T202/T201/T300/T200/P200 (in that order), was moved out onto Canadian National's Longue Pointe Subdivision about 2.30 on the afternoon of Friday, October 27th.

The event was witnessed by CN and MLW personnel, as well as members of the news media, who had been alerted to the fact that the train would leave the builder's works for the first time on that day. Jim Sandilands and I watched from the vantage point of Dickson Street overpass as P100 and its train moved very slowly through the MLW yard escorted by the Works' 44-ton switcher. The switcher moved aside at the siding gate, allowing the TurboTrain to move onto Canadian National rails for the first time.

The TurboTrain proceeded for about six miles east of MLW at a cautious 20 or 30 miles per hour, due to short level-crossing flasher circuits. It elicited a considerable amount of attention and comment from motorists and pedestrians along the way. The goal of the first run was the Rifle Range Spur at mileage 1.2 of the subdivision, which begins at a connection with the l'Assomption Subdivision at Pointe-aux-Trembles station. The train was tested on the spur and later returned to the MLW plant.

Its most striking feature is its crimson nose (which promptly suggested the nickname 'Rudolph'); its long, low lines combined with the engineman's cab at the forward end of the dome suggested, very slightly, the Union Pacific's articulated streamlined trains of the 1930's. The turbine engines sound not unlike huge air-conditioning units.

The prototype train underwent brief testing in the Montreal area prior to its departure for United Aircraft's Providence, R.I. plant where it will be put through a rigorous series of performance tests. It is expected to return to Canada toward the end of the year for an assessment of its cold weather performance. Turbo service between Toronto and Montreal will probably begin in the spring.

BELOW: The TurboTrain leaves Montreal Locomotive Works' yard for the first time. The MLW shop switcher stands by at right as the white train, trimmed in black and red, edges slowly out onto CN's Longue Pointe Subdivision.

OBSERVATIONS BY OMER LAVALLEE

PHOTOGRAPHED BY JIM SANDILANDS

ABOVE: The carhouse extension was still under construction when this photo of theyard trackage was taken. Cars visible are W-25,2890 and 2424 on the left track, and M-4 and 55 on the right. Note the stub switch.
/Neil McCarten

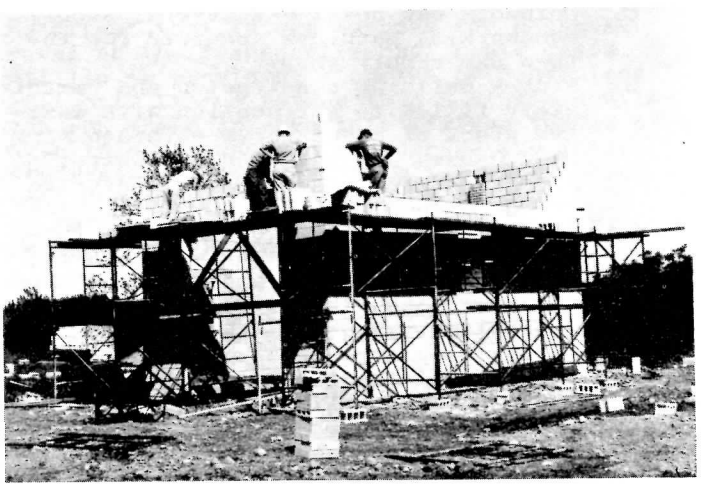
In all this development we have been greatly helped by many large Canadian organizations, to whom we have no doubt appeared as extreme (but, we hope, pleasant)lunatics. Because of their generosity and indulgence over the years, our equity in the Rockwood site is greatly in excess of the actual cash investment.

Finances have always been a problem, and more could have been done in recent years if the money had been available, or even reasonably in prospect. Money is always mentally spent before it is received, and trips to the bank for loans have been necessary in recent years. This extreme action has been taken only because of our faith in eventual public support when electric operations begin. A small loan was also offered by the UCRS and gladly accepted.

Our land extends through from the 4th to the 3rd Concession of Nassagawega Township, and the line will eventually run from road to road. Large loops at each end will reduce the central single-track section to little over half a mile while increasing track mileage to about one and one-third. The centre of public passenger operation will be at the west (3rd line) end, separate from the carhouse which is at the original 4th line end of the property. We anticipate that eventually it will be practical to run three cars over the completed line on about a 10-minute headway or less, should frequency prove necessary. Polesetting for the overhead is the project for the last quarter of 1967.

At the present time the Association has in its possession, all the materials necessary to begin electric operation over about 1/3 mile of track, and we lack only labour and money to complete this distance. Should this become available, double-end operation with Car 55 could begin late in 1968.

BELOW: This was the stage of substation construction in 1965. Blocklaying and concrete finishing are the only items for which professional labour is used. The building is now complete and the motor-generator set installed.
/Neil McCarten



BELOW: Heave ho! Ballasting the carhouse switch. The flat car was fabricated by OERHA while the gasoline-powered line truck in the background came from the Lake Erie & Northern; it's basically a remotored 1934 Ford truck.
/Neil McCarten