

newsletter

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Upper Canada Railway Society



newsletter

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Robert D. McMann, Editor

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.

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Members are asked to give the Society at least five weeks notice of address changes.

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DID YOU TAKE A LOOK AT THE NEW MASTHEAD for this issue? If you have, you will notice a greatly expanded list of people who are now responsible for the contents of this issue and future issues of the NEWSLETTER. As Editor I hope that I will be able to get the magazine back on time in the near future, and hope to continue the fine traditions started by Jim Brown during his tenure as Editor.

This eight-page July issue is a "shortie", a little smaller than usual so that the new staff can break their teeth in on something easy. I will have the magazine back to its usual number of pages within a couple of issues. So that I may have material for forthcoming issues of the magazine, I ask you to contribute news, feature articles, photographs of anything on the Canadian railroad scene. May I count on your support?

Yours railroadingly,

Bob McMann

Robert McMann, Editor.

The Cover

The Newfie Bullet is no more. Now nothing but a memory the Bullet, also known as the Caribou, is seen passing through Irvine, Newfoundland in June 1967.

--- James A. Brown.

Coming Events



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

- Oct 17: Regular meeting. Alan Crompton will discuss (Fri) 'In Search of Steam'.
- Oct 24: Hamilton Chapter meeting, 8.00 p.m. in the CN (Fri) Station Board Room, James St. N., Hamilton.
- Oct 25: The Society's Fall Steam Excursion with 6218 (Sat) Toronto to St. Thomas, Ont. Fares: adults \$12 children \$6, infants \$1. Tickets available from the Trip Committee c/o Box 122. Trip leaves Toronto Union Station 8.15 a.m. EDT.
- Oct 26: Six Hour TTC Trolley Trip. Departs York and (Sun) Wellington 10.00 a.m. EST. Fare \$4.
- Nov 4: YORK PIONEER AND HISTORICAL SOCIETY --- 155 (Tues) College St., the Education Centre. Mr. R. E. Barron --- '100 Years of Transportation in Ontario'. 8.00 p.m.
- Nov 21: Regular meeting. Carl Ehrke on the subject (Fri) of Mexican railroading.
- Nov 28: Hamilton Chapter meeting, 8.00 p.m. in the CN Station Board Room, James St. N., Hamilton.

UCRS HAMILTON CHAPTER is conducting a raffle to raise money for the maintenance of 103. Prizes are two 11" X 14" framed photos of CN 6218 and CP 1219. Tickets are 50¢ each and may be obtained from Al Kinsman at the October 17th meeting, and also on the October 25th steam trip. The draw for the prizes will take place on the steam trip.

HELP!!!

The Membership Secretary is trying to get in touch with the following members who have moved and sent no advice of address. Their names and last-known addresses are:

Thomas Booth,
Morroco Motel,
32160 Gratiot,
Detroit, Mich., 48066

Charles C. McLeod,
45 Oakmount Rd., PH 15,
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Charles J. Ellis,
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Toronto 2B, Ont.

David Tratman,
CFPO 5055 - 3 Wing,
Belleville, Ont.

If any member knows the present address of any of the above-listed members, would he please send it to the Membership Secretary at the Society's address? All but one of the names are paid up for 1969 and should be receiving all of the Society's mailing. Can you help?

RAILWAY NEWS AND COMMENT

NEW RAIL RATIONALIZATION FORMULA GENEROUS BUT TOUGH

The Canadian Transport Commission's new rail costing formula clear the way for a rush of applications by both major railways to get out of uneconomic rail services.

The formula is a long, involved set of definitions of cost factors to be used to calculate government subsidies for railway companies that continue to operate an area proven to be unprofitable.

The formula was two years in the making. It grew out of the 1967 National Transportation Act which set out that railways should be free to quit uneconomic services or be subsidized by the government for continuing them. The original costing formula was challenged by the three prairie provinces whose governments foresaw abandonment of thousands of miles of rail links to small towns and, in some cases, isolated grain elevators.

The appeal was turned down but the CTC started consultations with the railways, the provinces and a number of other interests and hired EBS Management Consultants Inc. of Washington to review the formula. The review resulted in a new formula with these main features:

* Railway statements on costs and revenues on lines and services up for abandonment will be made public. Originally they would have been filed in a special submission which would not have gone beyond the CTC.

* When railways file for subsidies the claim for depreciation will have to be based on the annual decline in the salvage value of the rail line.

* The allowance for the cost of capital will be a figure 'appropriate for Canadian Pacific'. The commission conceded that the railways should earn a return on capital invested in their uneconomic services but that the return should be based on salvage value. The rate will be applied fully to net investment in new equipment and rolling stock. In recent years, CP Rail's return on capital has been around three and one-quarter per cent.

* The commission found wide discrepancies between CN and CP Rail methods for estimating general overhead expenses. The divergencies ran through the piece and in one extreme case, when both methods were applied to traffic expenses on the same branch line, the CP Rail estimate was almost five times CN's. For general overhead, CN's method was found to be more exact and CP Rail was asked to use the same system.

The subsidies will be available only on the 'variable' costs involved in continuing an uneconomic line--railways will get what they would have saved by shutting down the service, and for passenger services only 80 per cent of the potential savings. Most of the time in the review was taken by arguments about how to define such variables as depreciation, cost of capital, fuel costs, road locomotive costs, roadway maintenance expenses and train costs. The next step will be for the railways to revise their costing manuals to bring them into line with the new CTC specifications.

The CTC has 53 applications for abandonment before it now and most are for services in western Canada. Others are expected, but the main push will probably come from both CN and CP Rail trying to cut back on their passenger operations.

The first big rush for subsidies will probably come next year for two reasons: the coast is now clear for abandonment applications and the government's declining payments to the railways will have gone down to \$68-million, the point at which the pinch will be felt. The government will subsidize proven losses in excess of the normal \$68-million in payments to the railways. But

the payments, which drop by \$14-million a year, have been high enough so far to keep the subsidies low. The bulk of subsidization has been for the uneconomic branch lines which the government committed itself to keep open until 1975.

The commission will be walking a political tightrope trying to minimize the social disruption of closing down rail lines and at the same time protecting the federal treasury. Its decisions, however, will not be as cut and dried as one would expect. The commission has powers it has not even tested yet -- for example, to order rationalization of rail services to make them economic. It will be no simple matter for the railways either to shut off services or to dip into the taxpayer's pocket.

Of the 53 branches the railways want to abandon, 46 are in Western Canada and run for 25 to 35 miles apiece, with a total in the region of 1,517 miles. The other seven involve 144 miles in Nova Scotia.

The commission has powers under the 1967 National Transportation Act to authorize abandonment of a line, or to order a subsidy to keep it operating in the public interest. The railways now receive general subsidies on an annually-declining scale. For 1969, they receive \$82-million but this will drop by \$14 million next year. By next year, the specific subsidies for which they qualify may rise to that amount, whereupon the general subsidies will end.

The commission's costing formula is not as generous as what the railways were fighting for in last year's hearings. However, it is unlikely to make dramatic change in any of the 53 abandonment applications which have been waiting for three years. The technicalities of the new costing formula amount to a railway accountant's dream -- or nightmare.

The commission ruled, in effect, that there are different depreciation costs that could be allowed when a branch line is abandoned, as opposed to continuing under a subsidy. It ruled that when a line or service is continued under a subsidy, the railway should be compensated for a return on the cost of the capital that might otherwise be salvaged if it were abandoned, and for a return on any new investment that might have to be made to maintain the service.

-- FINANCIAL TIMES.

* * *

CN TO TEST NEW HOPPER/BOX CAR

* A multi-purpose car designed for greater utility has just been completed for test service on CN. National Steel Car of Hamilton, Ont., and the Canadian government cooperated in developing the rectangular-body covered hopper car which has plug type side doors. A grating floor, capable of sustaining lift trucks, is installed over the hoppers. When handling bulk commodities, the car is filled through its trough hatch and dumped through standard discharge gates. The other features make it possible to handle box-car type loadings on the back haul.

* A visit to the Drummond Colliery at Westville revealed that Baldwin 2-6-2 number 4 was still intact. It has not been steamed up for over two years because of the general reliability of GE 2 and one doubts that it ever will be again. Built as a 2-6-0 'the Georgia Peach' was later converted to a 2-6-2 with addition of the most incredibly tiny trailing wheel. One must really squint in the gloom of the engine house to see that the locomotive is really there. Several four wheel coal hoppers are still in use on the property. The steam winding engines are now out of use at the mine head.

* Acadia Coal at New Glasgow was switching with ex-CN 43. The locomotive has been half repainted in a pale greenish-blue with black hood and yellow nose but one notices that "43" and "ER-6a" have been very carefully painted around.

* The relic 'Samson' was found in its glass-sided house near the library, about one mile northeast of New Glasgow station. It used to be unphotographable in its old enclosed shed; the situation is no better in the new one.

* The former Cumberland Railway is in the process of being lifted between Broughton Junction and Louisburg. A scrap dealer has removed most of the rails except at crossings and in the yard at Louisburg. All bridges, except Mira Gut, are still intact.

* A Cape Breton Electric carbody was noted still intact beside the highway through Florence.

* The CN's St. Peter's and Iverness subdivisions looked very quiet and weed-grown. One wonders how much longer. Over on Prince Edward Island there was a little more activity, though it seems to be taking less motive power than before to get the work done. Out of service at Charlottetown were 42, 31, and 27. About three ER-6s were still in the old colours. One 1700 MS-10 was the only 'big' power seen. Down at the wharf in Charlottetown was the 'Prince Edward Island'. The steamer has been out of service for a year awaiting disposal. There are now four ferries being run by CNR between Borden and Cape Tormentine and traffic handling at the latter point is now quite rapid. Apart from a couple of weeks in summer one really wonders now necessary a causeway is at present. Joint fare arrangements with the nearby Northumberland Ferries have been cancelled.

* The Dominion Atlantic passenger service was being handled by 9059 which incidentally is still lettered 'Dominion Atlantic'. This charming railway is well worth a visit while the RDC's still wind their way over the light but smooth, sand-ballasted line. In Digby there is some interesting interurban-like side-of-the-street operation and then some very close clearances as the car threads its way between the buildings and down to the pier. Digby upper station is closed.

* The Canada and Gulf Terminal has a new two-track motive power shop at Mont Joli. Combine 504 sat in one half while EMD 102 was having an overhaul and repainting in the other half.

WORTH NOTING...

- * CN and United Aircraft are renegotiating the lease terms for operation of CN's Turbo. Neither party has given details of the financing arrangements, and no commitment has been made regarding return of the trains to the Montreal-Toronto service.
- * Close to 50 CN trains were rerouted over adjacent CP Rail lines when a 17-car derailment in late July blocked CN's main line at Grafton, Ontario.
- * The Grand Trunk Western has relocated the headquarters of its Detroit Division from Detroit to Pontiac, Michigan, to improve service to Pontiac shippers and streamline administration of the division.
- * A new ferry entered the CN-operated Borden, P.E.I. - Cape Tormentine, N.B., service in June. Formerly named the 'Stena Danica', the \$4-million ferry has been renamed 'Lucy Maude Montgomery' after the famed Maritime author. It has a capacity of 100 automobiles.
- * Rio Algom Mines Ltd. recently began operations on a mile-long semi-automated electric railway which hauls 500 tons of uranium ore per hour from the company's mine to its mill at Elliot Lake, Ontario.
- * A Windsor man who gained a measure of notoriety to blocking CN's tracks with his car in retaliation against a switcher which delayed him earlier, had a charge of intimidation dismissed in court recently.
- * CP Rail plans to establish a new customer service centre, this time to serve Laurentian Division points on the north shore of the St. Lawrence and Ottawa Rivers, from Quebec City to Ottawa.
- * The U.S. Federal Railroad Administration has awarded a \$30,000 contract to a New York firm to establish adequate performance criteria for locomotive horns, bells, lights and special paints as warning devices for motorists at level crossings.
- * CN has developed an automatic oiler for precision lubrication of freight car journal boxes. The device senses open journal box lids, and applies oil as the car rolls past. Car inspectors check all journals in the usual manner, and leave the lids open on those boxes requiring oil.
- * Thin edge of the wedge department: the Canadian Transport Commission has granted permission to two trucking firms to carry out highway freight operations on Sundays; the precedent-setting ruling opens the way for trucking firms across the country to apply for similar Sunday exemptions.
- * Mass transit aid of \$10-billion over the next 12 years was proposed recently by President Nixon to the U.S. Congress.
- * Paul A. Gorman, 62-year-old retired president of Western Electric, will succeed Alfred A. Perlman as president of the Penn Central Company on December 1st.
- * The National Research Council has developed a propane-fired rail heating device which permits the temperature of a continuous-welded rail to be maintained at 65 degrees while it is being laid and anchored. NRC hopes the device will permit the laying of welded rail throughout the year; presently, continuous rail can be laid only for a short period each day when the temperature is at the proper level.

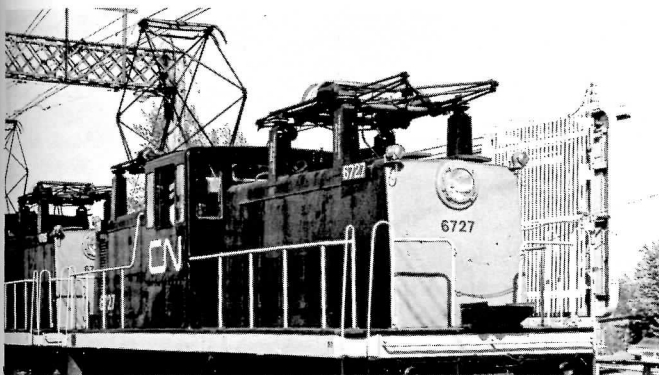
EQUIPMENT NOTES...

CANADIAN NATIONAL MOTIVE POWER NOTES

* Look for CN's Turbotrain to begin testing again on the Toronto-Montreal run toward the end of the year. No date has yet been set for return to service of the United Aircraft turbine-powered trains.

* The two ex-L&PS diesel units inherited by CN when it took over operations of the London-area electric line nearly four years ago, Nos. 991 and 992, are a long way from home. They were transferred August 10th to Calder (Edmonton).

* With the delivery of 5900-series SD-40's to the Grand Trunk Western, GTW has returned eight borrowed CN SD-40's to their Toronto Yard assignment. Nos. 5047, 5050, 5051 and 5052 returned on August 26th, Nos. 5076-5079 on September 23rd.



About the last units on CN to receive the new paint scheme (except 6218, of course), CN's Montreal Terminal electrics received the black and red treatment in conjunction with their recent renumbering. Here is the former 202 at Val Royal on May 30th.

-- D. M. More.

CP RAIL MOTIVE POWER NOTES

* CP took delivery of C-630's 4550 and 4551 during the first week of October, and is currently testing their "Pacesetter" equipment on Montreal's Hochelaga Hill. (May/June NL, page 38)

* A further seven 3,600 h.p. Century 636's have been ordered by CP Rail from MLW-Worthington. To be numbered 4738-4744, class DRF-36d, the new units will be delivered in May and June 1970, and will be used in freight service between Montreal, Toronto, and Calgary. The new order brings to 45 the number of C-636's on order from MLW; one of these will be experimentally rated at 4,000 h.p.



The Penn Central logo is filtering into Toronto. Here's 7430 eastbound on CN's Oakville Sub at Burlington in March.

-- John B. Ross.

* MR-10 roadswitchers 1720 and 1721, and 1716 and 1719, were transferred from Toronto Yard to Moncton on September 1st and October 1st respectively.

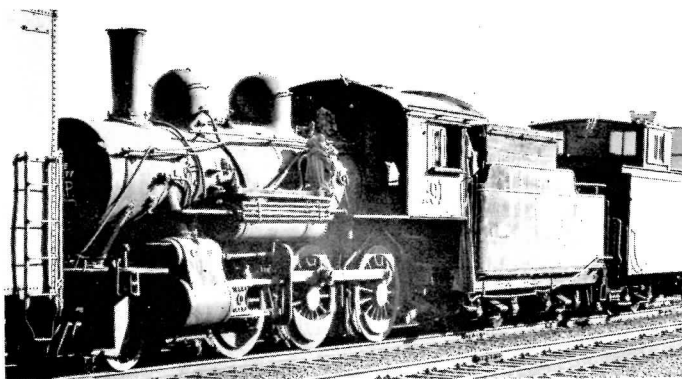
* Eight further SD-40's, class GF-30e, have been received from the Diesel Division of General Motors of Canada:

5104 -- Aug 25/69	5108 -- Sept 12/69
5105 -- Aug 29/69	5109 -- Sept 19/69
5106 -- Aug 29/69	5110 -- Sept 30/69
5107 -- Sept 12/69	5111 -- Sept 30/69

* CN Pacific 5114, stored for many years at Transcona, was moved to Melville, Sask., during the first week of September. It will be placed on permanent display there.

* Former CN narrow-gauge diesels 775-777, recently reported as being sold to a southern U.S. firm, have been resold to the Northern Railway of Costa Rica.

* CN has ordered twenty 3,600 h.p. Century 636's from MLW-Worthington, to be delivered in mid-1970. The units will be numbered 2300-2319, class MF-36a.



One of the locomotives that had been destined for display at Ontario's Centennial Centre, CN 2-6-0 No. 91, was sold recently to Mr. Fred Steck of Reese, Michigan. The engine is seen here at Brampton, Ont., en route to its new owner.

-- Tom Henry.



Once a familiar sight to CP's Montreal-Toronto passengers, high-windowed "Mountain View" has been sold to the Algoma Central.

-- James A. Brown.

CP RAIL PASSENGER CARS FIND NEW HOMES

* CP Rail has sold three of its stainless steel 'View' series Bedroom-Buffer-Observation cars, apparently for operation on other Canadian lines. Two cars -- River-view and Seaview -- went to the Quebec Cartier Mining Co., as QCM Nos. 846 and 847 respectively. The Algoma Central purchased Mountain View, and hopefully will operate it on its popular Agawa Canyon tours out of Sault Ste. Marie. The ACR was the recipient earlier this year of several CP Rail 2200-series coaches.

CP purchased its four 'View' cars about ten years ago from the New York Central, and operated them on the Toronto-Ottawa and Toronto-Montreal overnight trains until these disappeared in 1965. At last report, the sole remaining View car on CP, Eastview, was stored stripped at Glen Yard, Montreal.

Meanwhile, two coaches that had been leased for the summer months by the Ontario Northland were returned to CP Rail in September.

NEW EQUIPMENT PURCHASES FOR CP RAIL

* Marine Industries Ltd. of Sorel has won a \$4-million contract for the construction of 250 70-ton bulkhead flatcars to be used primarily for transporting B.C. lumber. The 56'-6" flatcars will be equipped with 10-foot-high end bulkheads, side and centre stake pockets and chain tie-downs.

* Davie Shipbuilding Ltd., Lauzon, Que., will build 40 100-ton 'teardrop' style covered hopper cars for CP Rail. The 32'-1", 1,600 cubic foot cars will be used to transport nickel concentrates in a slurry form from Levack to Falconbridge, Ont.

* An additional \$4-million order has been placed with Hawker-Siddley for 230 "bathtub" gondola cars for western unit coal train service. A total of 578 of these cars are now on order from the Trenton N.S. works, for delivery by December. The cars are fitted with rotary couplers to enable the cars to be unloaded by dumping, while remaining coupled in the train consist.

* CP Rail has taken delivery of thirty 70-ton flat cars from Napanee Industries. These cars are 56'-6" long, and cost about \$400,000.

* Fifty-two bi-level rack cars costing \$1.4 million will be built by National Steel Car Corporation at Hamilton, Ont. They will be used to transport highway vehicles from Southern Ontario assembly plants.



CP Rail has doubled the capacity of 25 insulated heated boxcars by raising their roofs two feet six inches. The modified cars are used to transport beer from Montreal to Quebec City, Hull and Sherbrooke.
-- CP Rail.

BRIEFLY.....

* To date, the only Pacific Great Eastern equipment to appear in the road's pleasing new two-tone green colour scheme has been the four new Century 630's (now delivered) and the two business cars. Recently repainted diesels have emerged in the old all-green scheme.

* CP Rail mail cars 3703 and 3704, and baggage 4748, are stored at PGE's Squamish yards, with numbers white-lined. They will likely be converted to work cars by PGE.

* Canadian enthusiasts were disappointed when 'Flying Scotsman' docked at Boston instead of Montreal as originally anticipated, to begin its October-November tour of the United States.

* CN has ordered 1,000 cylindrical hopper cars from Hawker Siddley Canada Ltd., at a cost of \$20-million. The cars, to be built at Trenton, N.S., will have a capacity of 100 tons each.

* Dominion Foundries & Steel recently augmented their Hamilton, Ont. diesel fleet through the acquisition of Florida East Coast SW-9 No. 223. It arrived in Hamilton on May 29th, and began work a few days later painted and lettered as Dofasco No. 18. The unit had been in storage for at least a year at New Smyrna Beach, Fla., in company with over two dozen other FEC units.

* British Rail passenger coach E3733, built at Derby in 1954, has been purchased by the B.C. government for \$800. The car will greatly increase the carrying capacity of 'Dunrobin', the former Duke of Sutherland's O-4-4T, which operates as a tourist attraction at Fort Steele, B.C. Last year, 'Dunrobin' hauled 20,000 passengers in a tiny two-axle saloon which originally came with the locomotive. The new car seats 48 in a vestibule type arrangement.



Canadian National Railway Museum Car 8018 arrived in Halifax in March to await restoration and eventual public display. CN has donated 8018 to the Scotian Railroad Society to be used as part of a railway exhibit. The car was built as a coach by the I.C.R. in 1875 and was converted to a baggage car in 1892.
-- G. Pollock.



The National Museum's latest steam locomotive acquisition is O-6-0 No. 40, from the Steel Company of Canada. Formerly owned by TH&B, the engine is fired up on very little excuse, and has made numerous forays on a length of track at the museum's East Ottawa site.

-- Jim Sandilands.

It was not like the last run of a famous train should be. Passengers had transferred from the night boat to the train and activity around the CNR's Port Aux Basques terminal on July 2nd, 1969 appeared to be like that of any other day. It did until one noticed that the train was a bit longer than usual---three locomotives instead of two and sixteen cars rather than thirteen. As time moved closer to 10:00 a.m., groups of two and three employees would appear and stand, watching and waiting. The conductor was noted exchanging handshakes with occasional passers-by. A few more people appeared from the station. Then after a wave of the hand and a couple of pulls on the communications cord the train moved slowly away, out through the yard, past silent groups of men who remembered the odd smile and wave for a passenger or crewman on the train.

A blast for the Trans-Canada Highway crossing seemed to signal the end of the yard and speed quickly increased as the Newfie Bullet faced the undulating coastline and snow-spotted mountains ahead. It was a clear exhilarating Newfoundland day. A cool wind blew from the sea, with odour and sound of the surf reaching from the rocks and beaches into the vestibules of the train, as the growling roller-coaster rounded the western shoreline for the last time.

Along the line inhabitants of 'the rock' began to appear in groups small and large. In a field beside Little Codroy River about two dozen boys and girls gathered to wave coloured cloths and throw woven wreaths of grass over the locomotive. At St. Andrews the parish priest boarded for a last ride and a few chats with friends. Even sheep had not forgotten to come. A heavy brake application beyond Doyle's brought the Bullet down to a crawl as a group of woolies bounded ahead along the track and then sprang off in all directions like popcorn. At all stations beyond that were spectators at trackside and at windows the faces of children who would one day only vaguely remember what a passenger train was. And so it went---out of the lives and into the memories of the Islanders.

There has been a marked degree of unhappiness shown over the event both in Parliament and in conversations with various Newfoundlanders. Their attitude towards the removal of 'the Caribou' may result from some vague feeling of being sort of seduced into Confederation so that the CNR, as an imagined representative of the mainland, becomes the villain for a while. Whatever the feelings are or were there was a major swing of patronage from the train to the buses well in advance of the last run. Having a choice of from three to five buses at various times is an attractive convenience which seems to have pulled in additional traffic that was not moving before.

The buses are unremarkable as far as space and comfort are concerned but they do cross the island more quickly than the train (even the local buses) and serve several new communities which were not reached before. It now remains to be seen how well they serve during some of Newfoundland's rigorous winter episodes.

NEW FIE BULLET

Farewell

by Robert J. Sandusky.

Photography the Author.

In the consist of the train were locomotives 923, 910, 906, steam-generator 2953, express car 1307, coaches 767, 772, 770 and 768, diner 174, sleepers Corner Brook, Flower's Cove, Clarendville, Bishop's Falls, diner 175, sleepers Botwood, Bonavista, Princeton, and Whitbourne respectively. The equipment was clean and the diner service as good as ever (until the spirits ran out).

Daily mixed trains 203 and 204 lost their coaches at the same time, due to the order of the Canadian Transport Commission. That same order stipulates that passenger equipment is to be maintained on standby until the 30th of September, 1970. At the same time a passenger car will be run between Bishop's Falls and Corner Brook on the daily express train to serve the area from Badger to Deer Lake, not covered by the replacement service.

The other mixed trains to Carbonear, Argentia, and Bonavista are unaffected at present.

Freight service continues unabated with a high ratio of mainland cars appearing mixed in with their smaller kin; up to one to two in some trains. Some standard gauge bodies having four digit numbers appear to be on semipermanent assignment to the Island. Mainline track is in good shape. Several curve easements were noted and tie replacements appear to be done with standard gauge timbers (centred, not offset). Modern touches among narrow gauge cars include container flats and bi-level auto carriers.



Locomotives 923, 910 and 906 heading the consist of the last Caribou, leaving Stephenville Crossing on the last day of operation of the train, 2nd July, 1969.



Train 102 seen in a broadside pose crossing Little Barachois Brook, east of St. George's, Newfoundland.

TRACTION TOPICS

Edited by Alf Nanders

* Track replacement on Queen Street E. between Church and Parliament Streets was well underway by the end of July. Thermit welding was used again for the first time in three years. Streetcar tracks were once again strung out along the curb to be welded into block-long continuous sections and then pulled into place by crane car C-2 with help from a front end loader during the following night. This track work provided the serious traction fan with sights missed for three years.

* The old crossing diamonds at King and Parliament Streets were removed in July.

* The East to North switch at King Street East and Church Street has been equipped as a "Necessity Action" electric switch in preparation for regular movement of streetcars in and out of Church Street at that location during the 1969 Canadian National Exhibition.

* Streetcar operations in El Paso, Texas and Juarez, Mexico have been suspended for a period of 10 to 12 months to allow the replacement of overhead support poles on the Mexican side of this interesting traction system.

* Rohr Aircraft Corp. has been awarded the contract for the first 250 Bay Area Rapid Transit District cars. They will have Westinghouse motors.



Where in North America can one find girder rail being Thermit welded in 1969? The above scene shows the molten metal being poured into the mold on the Queen St. track replacement, July 1969.

-- Robert McMann.



ABOVE: A QUEEN MU train headed by 4673 is seen passing new girder rail being readied for installation by TTC track crews on Queen St. East between Jarvis and Sherbourne.

-- Robert McMann.

BELOW: A similar scene taken in the same location 35 years ago, looking towards Yonge St., showing large Witt 2316 on temporary track passing track crews installing new girder rail.

-- TTC.

