newsletter

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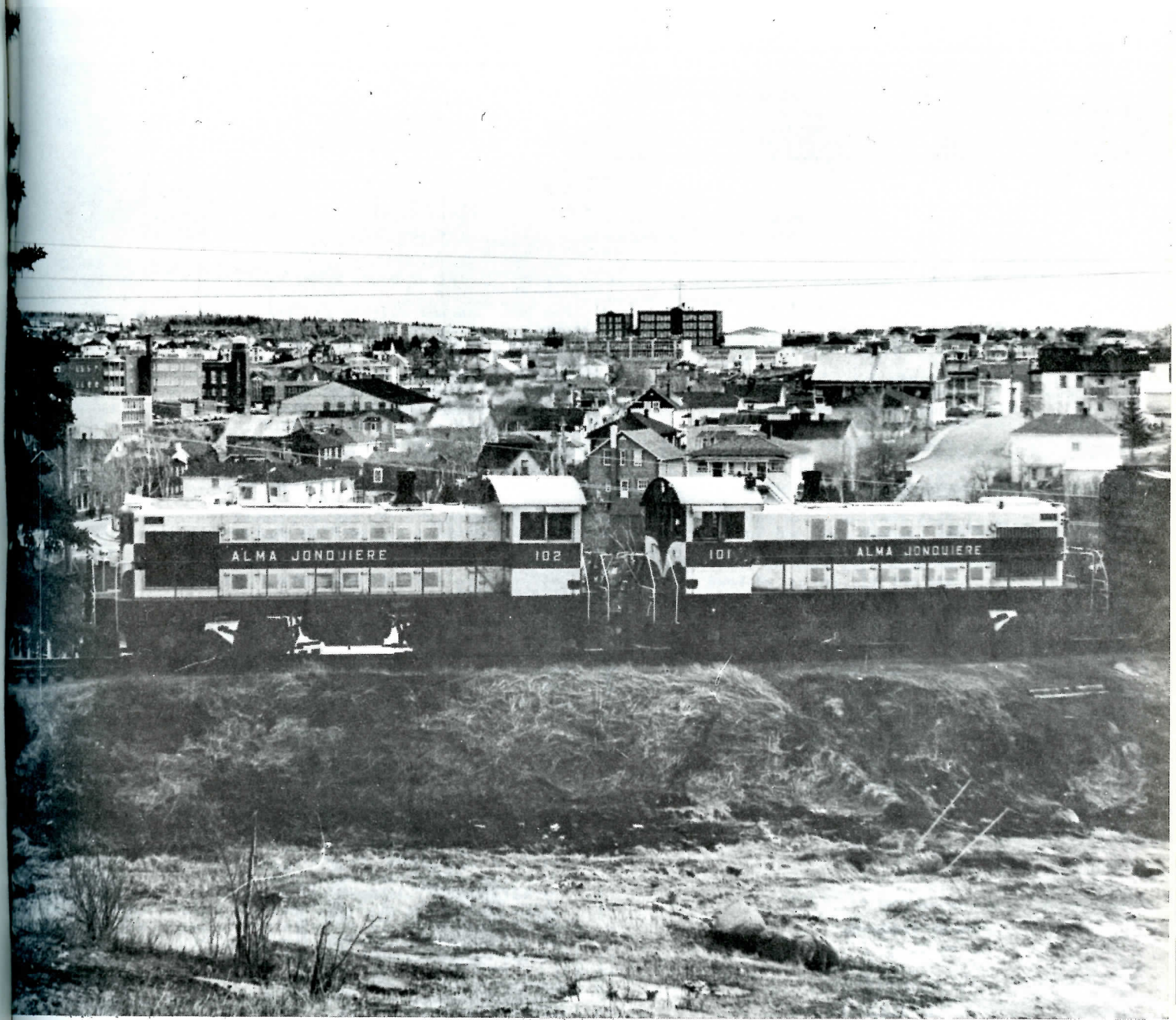

Upper Canada Railway Society

newsletter

285

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Robert D. McMann, Editor.

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The Cover

The entire motive power of the Alma and Jonquiere Railway, Alco S-4's 101 and 102, are seen fighting their way upgrade to Riverbend, Quebec after crossing the Petite Decharge of the Saguenay River, with the town of Alma, Quebec in the background.

/W. R. Linley.

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.

1970.

Jan 16: (Fri) Regular meeting. Ian MacKenzie-Gray on the subject of "Logging Railroads".

Jan 25: (Sun) The date of the UCRS Winter Steam Excursion--Toronto to Stratford. Fares: adults $12.00, children $6.00, infants $1.00. Trip leaves Union Station 0900 hours. Tickets available from the Trip Committee c/o Box 122.

Jan 30: (Fri) Hamilton Chapter meeting, 8.00 p.m. in the CN Station Board Room, James St. N., Hamilton.

Feb 20: (Fri) Annual Meeting of the Upper Canada Railway Society Inc. Annual Reports for 1969 and election of Directors for 1970.

Feb 27: (Fri) Hamilton Chapter meeting, 8.00 p.m. in the CN Station Board Room, James St. N., Hamilton. Hamilton Chapter Annual Meeting.

IMPORTANT NOTICE

Re: Sales by vendors on fantrips and at meetings.

The following policy was established by the Directors at their meeting of the 27th of November, 1969.

Vendors' sales on fantrips are to be by permit only. Details and terms are available upon application to the Trip Committee.

Sales operations at UCRS meetings are to be by permit only, at a cost to each vendor of $5.00. The permits will be for one meeting only, and not more than two permits will be issued for a given meeting. The issuing of permits, space assignment and use of space will be administered by the Publications Sales Chairman.

Dave Stalford, custodian of CN 6213 on display at the Canadian National Exhibition in Toronto, wishes to express his thanks to the following members who helped him with the display of the locomotive during this past summer's Exhibition: Bob Baker, Bill Herbert, Art Jones, Mel Marchbank, Charlie McGoveran, Darrell Phillips and Dave Spaulding. Due to the combined effort of these volunteers, 6213 was looking her best for the record 7,140 people who came in to have a look at her during the nine various days the locomotive was open to the public. A new record for a single day was set this year when, on Saturday, August 23rd, 2,117 persons passed through the gate.

Readers' Exchange

FOR SALE: Konica III 35 mm rangefinder camera, 48 mm. f/2 Hexanon lens, Konirapid FMX 1-1/500, B, T, ST shutter, rapid film advance and rewind. Recently overhauled. With case, price $40.00. John D. Thompson, Apt. 2, 1571 Mount Pleasant Road, Toronto 317, Ontario. 483-4678.

RAILWAY NEWS AND COMMENT

INDIGNATION, OUTRAGE FOLLOW TRAIN-OFF BIDS

As might have been expected, a wave of protest swept the country in the aftermath of the passenger train withdrawal proposals of the two major railways last month (Aug/Sept NL, page 83). The "responsibility" of the railways -- particularly CP Rail -- to provide a continuing, if uneconomic passenger service was reiterated time and again from the editorial pages of many of the major newspapers.

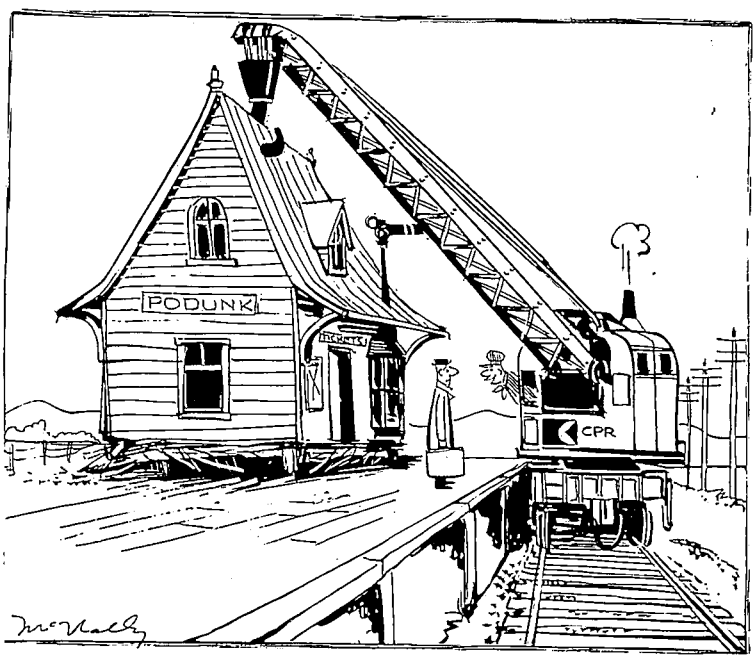
'It was all a misunderstanding', said N. R. Crump, chairman of Canadian Pacific. 'CP Rail doesn't really want to scrap all its passenger runs.' 'Somehow,' Crump said, 'This got off the track entirely.' What the railway really wants is to qualify some money-losing runs for federal subsidies. In a press conference in Toronto, Crump told reporters that CP Rail simply wants to take advantage of the opportunity the government provided in 1967 to eliminate a large part of the losses. Under the National Transportation Act, the railway may be able either to drop a losing route completely or have the taxpayers pick up 80 per cent of the loss if Ottawa's Canadian Transportation Commission feels the line must be retained for the public's benefit. To qualify, Crump explained, 'we must first apply for abandonment.' He said the applications were misinterpreted.

Misunderstanding or not, the protest continued. Parliamentarians, notably John Diefenbaker, berated the train-off proposals; Manitoba promised a "tooth and nail fight" against any move to eliminate CN's Churchill service; the Ontario Northland announced that it would oppose CN's bid to discontinue the Toronto-North Bay section of the "Northland". (In the same vein, however, ON's chairman, W. A. Johnston, noted that his road's service to Moosonee lost $480,000 in 1968, and that though the ONR has never come under federal transport regulation, 'it might be wise' to seek inclusion because of subsidies available to passenger carriers under new federal railway legislation.)

Canadian Transport Commission president J. W. Pickersgill said decisions on the applications would not be made lightly. 'No discontinuance will be approved without a prior public hearing at some convenient location in the area involved. Ample notice of the hearing will be given and any person or interested party will be afforded an opportunity to present views on the matter,' he said.

And what of CP Rail's responsibility? The Canadian Pacific Act of 1881, incorporating the fledgling company, required it "to construct and forever efficiently maintain and operate the Canadian Pacific Railway," making no mention of passenger services per se. In return for the federal grants in land and money which started the railway on its way, it is reasonable to expect the company to live up to its charter. But if "efficiently" can be termed to mean "paying for itself", i.e., not being a charge against either the federal purse or the company itself, is the railway not justified in seeking to eliminate money-losing (by government formula) operations? If, in the final analysis, government decides the services should remain, as perhaps they should, is it not reasonable to conclude that government should pay for them? After all, this constitutes "inefficient" operation, certainly not required by the CP Act.

Perhaps the final answer to the whole rail passenger dilemma would be a federal form of GO Transit, wherein ownership of equipment and responsibility for standards and levels of service, fares, etc., would lie with the federal government; under such a scheme, the railways would simply be operators. A train travelling between two points would not necessarily be confined to one railway, and in fact could transfer from one to another to suit best the requirements of the service. The transcontinental and maritime runs (not to mention Montreal-Ottawa and Montreal-Quebec) might benefit under such a scheme. If, as it appears, much of the existing passenger network will soon be operating under federal subsidy anyway, is the step to a "federal GO Transit" really so extraordinary?



"Serving you in so many ways"

/MONTREAL STAR.

CN ANNOUNCES TRAIN SERVICE CHANGES

Canadian National, acting under Canadian Transport Commission procedures for rationalization of passenger services, Nov. 5th announced several adjustments in train services. The initial changes take effect Jan. 7th, 1970. J. F. Roberts, general manager of passenger sales and services, termed the adjustments 'part of a continuing program, under which, in accordance with the National Transportation Act and recent orders issued by the CTC, we intend to tailor our passenger services to current market trends. This means we will be reducing the service on some lines during the off season and augmenting these services on some lines during the peak summer travel months.' Mr. Roberts said that CN's passenger policy remains unchanged -- 'to eliminate the passenger deficit, not the passenger business.'

Highlights of the adjustments are:

On the transcontinental service, CN will operate two Super Continentals daily in each direction during the peak summer months, from mid-June to mid-September, between Montreal/Toronto and Vancouver.

During the off-season, one Super Continental will operate daily, with the Montreal and Toronto trains consolidating at Capreol. Service between Winnipeg and Vancouver, currently handled by the Super and the Panorama, will be provided entirely by the Super Continental. These off-season services will be augmented as required during peak holiday travel periods.

Some adjustments will also be made in Maritime train services, effective Jan. 7th.

In the off-season, from mid-September to mid-June, direct service between Montreal and Gaspe will be maintained by combining the Chaleur with the Scotian eastbound and the Ocean westbound between Matapedia and Montreal. The Ocean will, under the new arrangements, operate via Campbellton. Service to and from Edmunston will be provided by new daily railiners to Moncton and to Montreal. A bus service will be available between Fredericton and Newcastle to connect with the Ocean.

To cope with the heavy demands of the summer months, CN will operate as usual the Ocean, the Scotian, and the Chaleur, as separate trains.

CP RAIL BRIDGE DAMAGED BY DYNAMITE BLAST

At least six sticks of dynamite were used in an attempt to blow up the CP Rail bridge over the Desjardins Canal in Hamilton recently.

One of the main half-inch thick steel supports of the bridge, which runs under the high level bridge on York Boulevard, was ripped apart by the blast. The mystery saboteurs left one unused stick of dynamite which was found at the scene. Rust on the mangled support has led investigators to believe the blast occurred at least two weeksprevious to its discovery, on the 25th of November.

CP Rail officials ordered the bridge closed while repairs could be made, and during this period CP traffic to and from its TH&B connections in Hamilton operated via CN's Oakville and Hagersville Subdivisions.

The blast was the most recent in a series of attacks directed at trains in the area. CN investigators and Oakville police are investigating three attempts to derail GO Transit trains, all within the preceding three weeks. Most recently, a Toronto-bound train struck a 45-gallon drum which had been placed on the tracks a few hundred yards from the bridge over the Sixteen Mile Creek in Oakville.

The Desjardins Canal gap was the site of one of the earliest of North America's railroad disasters. 59 passengers and crew members were killed or drowned, March 12, 1857, when a Great Western Railway train plunged through the first swing-type rail bridge over the canal. 41 people survived the crash which saw a full train plummet to the ice-covered bay. The people of Hamilton were so horror-stricken by the accident that a full state of mourning was proclaimed for the victims.

LANGUAGE ACT REPRIEVE FOR SOME CN SERVICES

The federal government has exempted certain customs and excise posts and certain services of Canadian National from complying immediately with the Official Languages Act which became law Sept. 7th. The languages legislation, passed at the last session of Parliament, makes French and English official languages of the federal administration and requires that federal services be provided in both languages where a French or English second-language minority warrants it.

Implementation of the Act on applicable CN services has been delayed as follows:

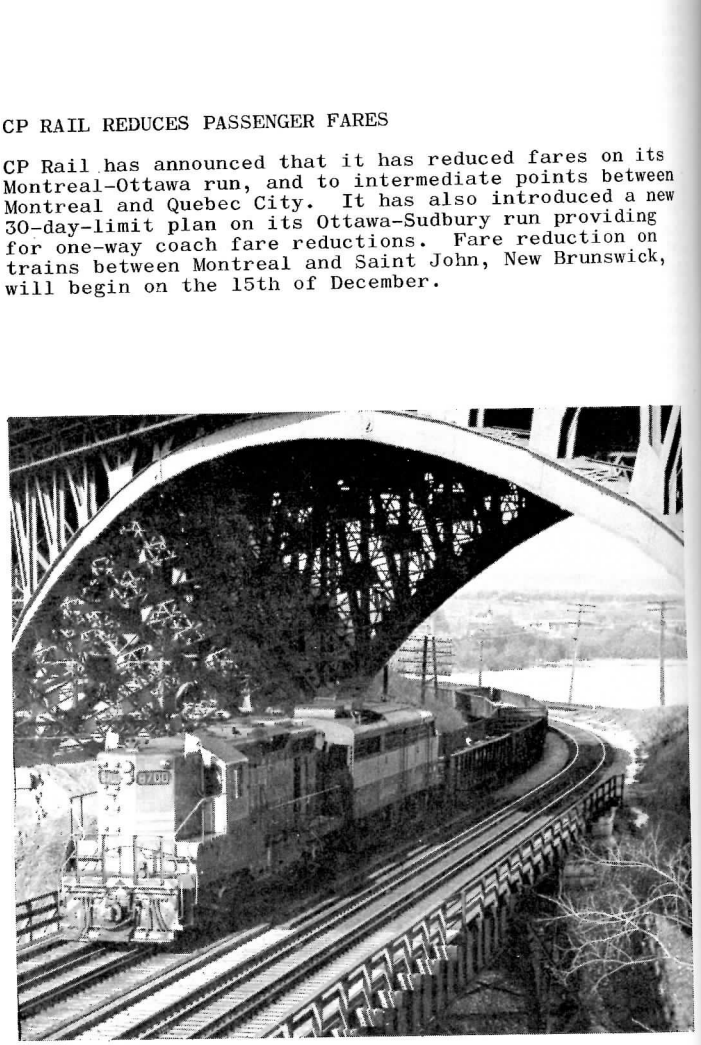
* The ferry between Cape Tormentine, N.B., and Borden, P.E.I., until Dec. 31, 1971;
* Passenger trains operating between Montreal and Toronto, between Toronto and Ottawa and between Toronto and Capreol until Oct. 31, 1972;
* Railway stations at Pembroke, North Bay, Longlac, Smooth Rock, Hornepayne, Welland and Windsor, all in Ontario, until Aug. 31, 1974;
* The railway station at Winnipeg until Aug. 31, 1971.

Another cabinet order exempts CN from implementing both languages 'in respect of services provided or made available by it to the public, other than to the travelling public, at places elsewhere than in Canada.'

* * *

CP RAIL REDUCES PASSENGER FARES

CP Rail has announced that it has reduced fares on its Montreal-Ottawa run, and to intermediate points between Montreal and Quebec City. It has also introduced a new 30-day-limit plan on its Ottawa-Sudbury run providing for one-way coach fare reductions. Fare reduction on trains between Montreal and Saint John, New Brunswick, will begin on the 15th of December.



A CP Rail freight, headed by "geep" 8700, rumbles over the Desjardins Canal bridge in Hamilton; this bridge was the object of a dynamite bombing attempt recently.

/ J. Bryce Lee photograph.

300-MILE EXTENSION OF PGE ANNOUNCED

Premier Bennett of British Columbia announced Oct. 31st that the Pacific Great Eastern Railway will be extended northwest for a distance of 300 miles to a point on the Stewart-Cassiar Highway near the B.C.-Yukon border. Government sources indicated the cost of the extension will be over $50-million and it will take five years to complete.

The provincially-owned railway already has two rail extensions under construction. The bigger, covering 250 miles from Fort St. John to Fort Nelson, will cost an estimated $42-million. The second is about 90 miles from Fort St. James to Takla Landing. Both are expected to be completed by 1971. When complete, the extensions announced so far will take two arms of steel within a short distance of the Yukon boundary, in the vicinity of Watson Lake and Fort Nelson.

OPTIMISTIC FUTURE SEEN FOR ARR

The $96-million Alberta Resources Railway line, opened this year from Brule on the Canadian National main line to Grande Prairie 230 miles north, may begin to pay its own way within five years.

The most optimistic estimate four years ago, when critics called the joint venture by the Alberta government and CN a "white elephant", was that it would take 15-20 years for the project to prove itself financially.

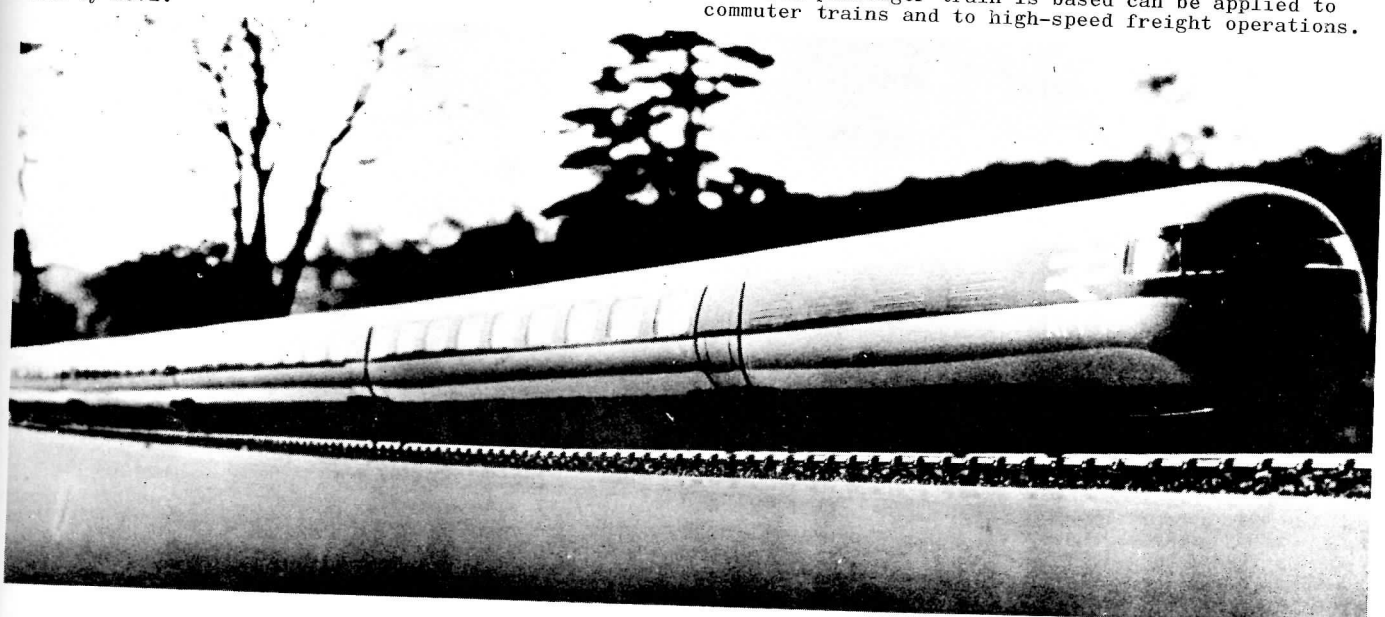
Main reason for the new surge of optimism is the rapidly growing demand, particularly in the export field, for natural resource materials abundantly available in the vast region of western Alberta.

HAWKER-SIDDLEY MAY BUILD BRITISH SUPERTRAIN

A consortium of American and Canadian firms have signed an agreement permitting use of British engineering technology in the building of new high-speed passenger trains. The consortium, headed by the Budd Co. of Philadelphia, includes Bethlehem Steel Corp. and Hawker-Siddley (Canada) Ltd. The agreement with the British Railways Board includes the rights to railway developments in Britain to make possible 150 mph trains capable of operating on existing roadbeds.

Until now, one of the biggest obstacles to the building of these trains has been the high cost of upgrading or rebuilding existing rights-of-way. U.S. Transportation Secretary John A. Volpe and British Ambassador John Freeman called the agreement a significant step in promoting international cooperation. Mr. Volpe said that British technology will help the U.S. in its need to rebuild its entire transportation system in the next 20 years. Sir Henry Johnson, chairman of British Rail, said a prototype of the new train will be operating in Britain by 1971.

The train, under development for six years, will incorporate lightweight construction techniques adopted from the aerospace industry, a new suspension system and a hydraulic tilting mechanism that banks the train on a sharp curve. Budd Co. President Philip W. Scott said much of the technology upon which the British advanced passenger train is based can be applied to commuter trains and to high-speed freight operations.



/Hawker Siddley (Canada) Ltd.

A MOST UNUSUAL BIRTHDAY PARTY

Residents of Toronto's Forest Hill whose properties abut on CN's Toronto Belt Line trackage were surprised to see a special push-pull passenger train parked on the trackage on the evening of Saturday, November 22nd. The equipment was chartered from CN to be the setting for a most novel birthday celebration, given by Mrs. J. Flintoft for her husband Mr. James Flintoft, corporate secretary for Abitibi, and a train buff. About 60 guests, invited to the party, were ushered aboard the train, consisting of roadswitcher 1916, parlour-lounge "Cape Porcupine", dining car 1376, and diesel 1910. The train left the Flintoft's Ormsby Crescent home, and journeyed to Union Station, while the guests aboard the train enjoyed a dinner of smoked salmon and roast beef. The train returned from Union Station along the same route later in the evening. A friend phoned the Flintoft house, as the train passed his place, for the band to start to play for dancing.

The special birthday train, headed by CN 1916, on the Toronto Belt Line trackage near Chaplin Crescent, waiting for the birthday party guests to board the train.

/ John D. Thompson.

* * *

HOVERTRAINS -- THE NEWEST RAIL VEHICLE CONCEPT

At a time when France is completing its first 80-seat intercity Hovertrain, having already built two prototypes, Britain's far more sophisticated tracked hovercraft has just reached the stage where the designs are to be implemented.

Construction of the track is about to begin soon with manufacture of the test vehicle starting close behind so that first trials can begin early next year. Two years ago at its April meeting, Britain's National Research and Development Corporation decided to back a tracked hovercraft system and form a new subsidiary company Tracked Hovercraft Ltd., to promote the world-wide use of the hovertrain. The initial program includes the construction of a section of full-scale track and the development of a vehicle supported by air cushion and propelled by linear motor.

In the intervening years, studies have been done in great depth into every conceivable aspect of what is a total transport system. This is vital from the world-wide marketing and operating view point as the deeper the study, the less work that will have to be done later to make the hovertrain suitable for a variety of countries. The total transport concept involves feeder system, stations, interchanges, signalling, power supplies and automatic train control.

So far, the aspects of the hovertrain that have received particular attention by Tracked Hovercraft Ltd. have been wind tunnel model tests of the 60 ft. long hovertrain. These are to establish aerodynamic characteristics such as stability in yaw and pitch as well as lift and drag coefficients. The team has also studied and tested designs of peripheral jet pads that will be used to support and guide the train against the track. And although the basic concept of a linear motor with coils on the vehicle has been well and truly established--coils on the track might show advantages on very short distances in urban areas--considerable efforts have been made to fully explore motor characteristics on paper and with test models over a variety of detail design changes.

Japanese National Railways is planning a linear motor powered hovertrain for its Tokyo-Osaka route to parallel the now famous (and successful) Tokaido Line. The hovertrain would make the journey in one hour, virtually matching the 55-minute trip of competing jetliners.

The French have adopted airscrew-driven hovertrains from the outset -- but at high speeds they are noisy and are associated with some undesirable aerodynamic characteristics in gutsy cross-winds. Although this may well be suited to wide-open sparsely populated regions, the near silent linear motor -- although having a higher first cost -- is understandably more acceptable for densely populated inter-city operations. Tracked Hovercraft's hovertrain is designed for operation in the 250 mph to 300 mph region. Such speeds will not, or course be attained on the initial section of track which will be a mere three miles long. But as the track is gradually extended to five miles, and then to seven and one half miles, it will become adequate for the maximum speeds to be achieved.

The British design is all electric using a constant frequency three phase a.c. supply -- although d.c. offers certain attractions because of the low transmission costs. Electric motors will drive the compressors to generate pressurized air needed for lift and guidance. For a 60-foot hovertrain travelling at 250 mph, this power could be in the 1000 to 1200 h.p. region. And a further 2500 h.p. will be needed at the linear motor to accelerate the vehicle. Motor speed variation could be achieved with pole switching.

Of equal importance is the track, and Tracked Hovercraft have made many studies to establish an optimum track configuration. Ground bearing pressures are very light for hovertrains -- unlike wheeled vehicles -- so in principle the track could be of very light weight construction. But a logical material that comes first to mind is concrete, and Tracked Hovercraft anticipates that the track will be built from prefabricated sections mounted on mini-pylons. As the track is extended it will pass over roads and will need to be elevated.

The definitive version will almost certainly be elevated in like manner to the French track to the south of Paris and probably would be to a height of sixteen feet. The French prefer an inverted T track for reasons of hovercraft stability, safety from derailment and ease of handling atterminals. Virtues claimed for the composite construction are good torsional stiffness to resist bending loads, lightness of weight, and its clean top with no gullies to collect ice and snow. It also provides good protection for the linear motor and conductor rails and has a good wide base for the pads to react against to prevent stiffness in roll.

The definitive British hovertrain could well have four-abreast seating for about 80 passengers with a centre aisle -- but much of the intended space in the prototype will be taken up by test equipment. It will be completely automatic in operation, but there will be a "driver controller", if only for the passengers' peace of mind. Initially accelerations will be the normal 0.1 g. But eventually this will be raised to 0.25 g to increase point-to-point times and, or course, there is something psychologically satisfying in being thrust back in one's seat. Retardation will be by reversal of the linear motor as well as friction brakes. It is also conceivable that aerodynamic braking could be used in emergency.

All-in-all, Tracked Hovercraft see a potential market for the hovertrain stretching into many thousands of miles around the world. The first could be in operation in the mid 1970's. These could be either passenger or freight carrying with the freight version having provisions for containers.

-- Canadian Transportation and Distribution Management.

* * *

WORTH NOTING...

* The Canadian Transport Commission has approved Northern Alberta Railways' application to withdraw 34 agents and 12 caretakers from stations in northern Alberta and British Columbia.

* The City of Toronto will consider requiring all developers of land abutting railway property to provide chain link fencing at least six feet high along the railway boundary, to protect children.

* CP Rail's tiny Crombies, Ont. station has been moved to Shelbourne for display in the town's Pioneer Village at Hyland Park. The Dufferin County Historical Society hopes to acquire a passenger car to display in front of the station building.

* CN has introduced piggyback service to Prince Edward Island. The trailers-on-flatcars move to and from the island via CN's Northumberland Strait ferry service.

* Denying rumours of a phaseout of CN's Transcona Shop, Prairie Region Vice-President L. P. Stephenson announced recently that it is planned to provide enlarged facilities by 1973-74 at the Winnipeg shop, making it "the most sophisticated in the country."

* CN's ferry "Prince Edward Island", retired last year from the P.E.I. run, is up for sale.

* CN is calling tenders for the construction of windbreaks for the main and local humps at Toronto Yard.

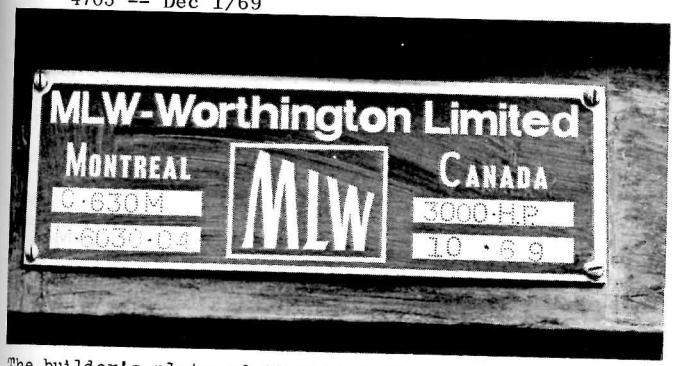
EQUIPMENT NOTES...

CP RAIL MOTIVE POWER NOTES

* CP Rail has placed an order with the diesel division of General Motors of Canada Ltd. for construction of six 2000 horsepower, four-axle GP-38 locomotives. The order is worth approximately $1.8 million and delivery is scheduled for May 1970. The new units, to be classified DRS-20a, Nos. 3000-3005, are intended for local main line and heavy branch line service anywhere in Canada. Equipped with a GM model 645 engine but no turbocharger, the new locomotives will be CP's first 2000 h.p. units.

* Six Century 636's -- at 3600 h.p. currently Canada's most powerful locomotives -- have been delivered by MLW-Worthington Ltd. All are of class DRF-36A:

4700 -- Nov 21/69
4701 -- Nov 18/69
4702 -- Nov 21/69
4703 -- Nov 24/69
4704 -- Nov 26/69
4705 -- Dec 1/69



The builder's plate of CP Rail C-630 No. 4553 shows the "new look" in the builder's plate of new motive power manufactured by MLW-Worthington.

/D. M. More.

Locotrol-equipped for B.C. coal train duty, CP Rail C630 No. 4573 poses for its portrait at MLW's east Montreal plant.

/MLW-Worthington.

Modern power for PGE. Here's a close-up of one of the four C630's delivered to the B.C. road recently by MLW-Worthington. They are finished in a striking new two-tone green paint scheme.

/MLW-Worthington.

Nov. 15 saw CP Rail test train run from Smiths Falls to Toronto to test Robots 2 and 3, controlled by C630's 4570 and 4574 respectively.

/D.M. More.

Robot 3 at Agincourt Yard.

/D.M. More.

CN MOTIVE POWER NOTES

* June and July 1969 accounted for nine CN withdrawals, as follows:

5 -- June 30/69 - sold to Steel Co. of Canada
3005 -- June 30/69 - retirement program
3010 -- July 10/69 - retirement program
3804 -- June 16/69 - retirement program
3814 -- June 30/69 - retirement program
3817 -- June 16/69 - retirement program
5011 -- June 13/69 - wreck Yale Sub., Feb. 28/69
9428 -- June 16/69 - retirement program
9438 -- July 10/69 - retirement program

* SD-40 No. 5911 was delivered to the GTW at Battle Creek, Michigan on Oct. 3/69, completing the GF-30f class.

* A total of 16 Duluth, Missabe & Iron Range SD units has been leased by CN. Their numbers, subject to change, are:

Assigned Symington: 176, 177, 178, 179
Assigned Montreal Yard: 111, 112, 117, 119,
(for trains to Lake St. John) 120, 121, 123, 180, 181, 182, 188, 193.

* A further nine retired units have been delivered to EMD, McCook, Ill., presumably as trades for the second order of SD-40's for GTW. The units involved were 3004, 3005, 3009, 3010, 3022, 3024, 3039, 3814 and 9438. Curiously all are Alco designs.

* Seven additional GF-30e SD-40's have been received from the Diesel Division of General Motors of Canada:

5116 -- Nov 1/69
5117 -- Nov 1/69
5118 -- Nov 14/69
5119 -- Nov 14/69
5120 -- Nov 25/69
5121 -- Nov 28/69
5122 -- Nov 28/69

* The renumbering of GO Transit equipment reported in the May/June issue, page 58, has commenced with locomotive 606 being renumbered to 9806 effective Dec. 4th.

SPECIAL CARS ORDERED FOR HYDRO PROJECT

* Two special railway cars, costing a total of $380 thousand, have been ordered from Hawker-Siddley Canada Ltd., Montreal, to move some of the massive power equipment for the Churchill Falls hydro-electric development, Churchill Falls (Labrador) Corp. Ltd. announced recently.

The cars, with capacities of 250 tons and 75 tons, will be used to transport huge power transformers and heavy steel penstock sections 286 miles on the Quebec North Shore & Labrador Railway from Sept-Isles north to Esker, the western terminus of a 113-mile truck route to Churchill Falls.

The two special cars will be depressed, to lower their centre of gravity and to provide as much headroom as possible through tunnels.

As well, a third special car is being supplied by The Churchill Falls (Machinery) Consortium as part of a contract for the supply of Churchill Falls, turbines and generators. This unit will be a well-type flat car with a carrying capacity of 150 tons and will be used to transport turbine runners and other turbine components.

BRIEFLY.....

* CP Rail's Vickers-built double deck commuter cars for the Montreal Lakeshore service are now expected to go into service early in 1970. At least one of the cars has been tested at Angus Shops.

* CN has ordered 500 cushion underframe newsprint cars from National Steel Car for delivery beginning in January. The 50'-6" cars will be equipped with nine-foot plug doors.

* * *

THE LITERARY CORNER

RAILS FROM THE JUNCTION by James V. Salmon, with a short history of the Town of West Toronto, by Andrew A. Merrilees. Lyon Productions, Toronto, 1969. Price $2.00. 20 pages with soft covers.

The Toronto Suburban Railway is the subject of this little book, and the territory through which the company operated in the northwest limits of the City of Toronto. The interurban line built by the TSR to Guelph is also covered in a separate section. The TSR is one system about which very little has been written before, and this book fills a niche with worthwhile information on the system. The photographs used in the book are interesting, considering the fact that precious little photographic coverage exists of the TSR, and especially the line to Guelph. The interurban line was abandoned before the electric railway fans in the Toronto area were organized enough to get coverage.

James V. Salmon was formerly a UCRS member, and passed away untimely at the age of 47, in November 1958. This book is the result of efforts to have his work published by his widow, and Messrs. John F. Bromley and Mike Filey.

A couple of items were not included in the book, which would have made the book more interesting, and the narrative clearer. The first is the notable omission of an equipment roster. Throughout the story, references are made to certain pieces of equipment, and a roster would make the references made more meaningful. The second omission is a map of the interurban line to Guelph, showing passing sidings, etc., a thing which would add much to the section on the interurban line.

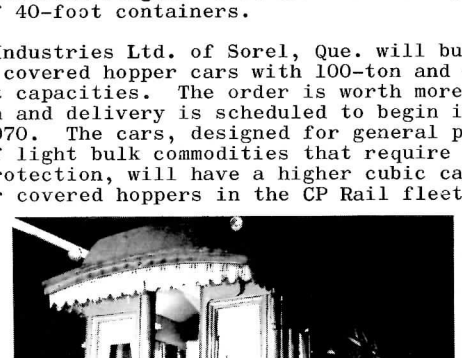
All in all, the book is well done, nicely laid out with good photographic reproduction. Well worth the modest price of $2.00 for an interesting history of the Toronto Suburban Railway.

CONTAINER FLATS, HOPPERS ORDERED BY CP RAIL

* CP Rail has placed an order valued at more than $2 million with National Steel Car Corp. Ltd. of Hamilton for construction of 100 lightweight container flatcars. The cars are scheduled for delivery starting late in January 1970.

The 85-foot-long cars, similar to others CP Rail introduced earlier this year, are the longest in container service in Canada and are the lightest of their type. Each has a load limit of some 202, 000 pounds and can carry four 20-foot containers loaded at maximum weight. Fold-down bolsters permit loading of 40-foot containers.

* Marine Industries Ltd. of Sorel, Que. will build 400 steel covered hopper cars with 100-ton and 4500 cubic-foot capacities. The order is worth more than $8 million and delivery is scheduled to begin in January 1970. The cars, designed for general purpose loading of light bulk commodities that require weather protection, will have a higher cubic capacity than other covered hoppers in the CP Rail fleet.



Fresh from the 3'-6" rails of Newfoundland is CN official car "Terra Nova", now on display at Ottawa's National Museum of Science and Technology. (April NL, p. 42)

/J. Norman Lowe.

INTERESTED IN RAILROAD DEPOTS?

Railroad stations are as important a part of the railroad scene as are the passenger trains which service them. How unfortunate it is that both of these institutions are passing from the scene in North America. In 1968 an organization was formed to help preserve the history and collect information on railroad stations in North America. The Railroad Station Historical Society is the name of the group and they publish an excellent publication on stations. If you wish to learn more about this group or wish to join, Mr. Sanford C. Downs, 901 Dale Ave., Lincoln, Nebraska, 68510 would like to hear from you. Mr. Downs is Secretary-Treasurer. Dues are $3.00 a year, and back issues of the publication for 1968 may be obtained from the organization for $1.00 (full year).

The editor of the publication--called the "Bulletin" --is Mr. William F. Rapp, 430 Ivy Avenue, Crete, Nebraska, 68333.

John Thompson looks at the

FALL TIMETABLE CHANGES

Even as the autumn leaves were swept from their branches during the waning days of October, 1969, so too did many passenger trains fall from the timetables of CNR and CP Rail. The most famous last runs, of course, were those of trains 101 and 102, the trans-Newfoundland "Caribou" Time had run out for the unique and colourful "Newfie Bullet" which, in its twilight years, had achieved fame far beyond the grey waters of Cabot Strait. Railfans had travelled from as far away as California to ride the "Caribou" across the undulating profile of Canada's youngest province. They rode in sleepers, which, ironically, were among the few such cars built at the height of World War II, and ate in the newest dining car in Canada, 176. These people will have fond memories and countless photographs of the "Caribou" in its distinctive settings: skirting the Gulf of St. Lawrence out of Port Aux Basques, threading its way through the deep valleys east of Cornerbrook, and cresting the grades through the wind-swept desolation of Gaff Topsails.

The Newfoundland mixed trains continue to run, with some changes in arrival and departure times. Train M211, tri-weekly from Brigus Junction to Carbonear, now leaves that junction at 0835 instead of 0630, and returns by 1325. Formerly this train connected with the eastbound and westbound "Caribous", respectively, at Brigus Junction. However, the replacement bus does not call at this point. Similarly, train M207, St. John's--Argentia, now departs at 0745 instead of 0930, since the first eastbound bus does not reach the capital city until 1330. Trains M205-6, Clarenville-Bonavista, remain on the same schedules as before. Although the remaining Newfoundland passenger trains appear secure for the moment, the improvement of roads on the island may ultimately bring about their demise.

Moving westward to Prince Edward Island, we find missing trains M233 and M234, Borden-Summerside, and M237-238, Summerside-Tignish. This latter train, when your reporter rode it in 1967, included an ancient steel-sheathed combine, complete with oil lamps in wall brackets, and a coal stove. Between this venerable car and the brace of diminutive GE 70-tonners at the point were a dozen or so freight cars destined for on line set-off. Finally, with the cancellation of Nos. M235-236, Charlottetown-Moncton via the carferry, PEI achieves the dubious distinction of being the first Canadian province without rail passenger service. Less than twenty years ago Charlottetown boasted a through sleeper from Montreal. Gone from the stub-end Charlottetown Station are such incongruous sights as maroon CPR 2200-class coaches, leased from their owner, standing in the same yard as green wooden CNR coaches, used on the Souris and Murray Harbour trains. Never again will the station's stone walls deflect the opposed-piston exhaust of a Fairbanks-Morse roadswitcher accelerating train 115 out of the yards toward the beautiful green hills and the ferry slip at Borden.

In Nova Scotia, mixed trains M243-244 no longer make their leisurely way down the peninsula from Halifax to Yarmouth, behind MLW roadswitchers. Until this discontinuance, enterprising railfans could make a two day circle trip from Halifax to Yarmouth and return, travelling via Canadian National, and the Dominion and Atlantic Railway. In New Brunswick, trains 16-17, the "Chaleur", from Montreal to Moncton and the Gaspe (the train splits at Matapedia, Quebec) will make their last run as separate trains on January 6, 1970. Service from Montreal to Gaspe will be provided by combining the "Chaleur" with the "Scotian" eastbound, and the "Ocean" westbound, between Matapedia and Montreal. Matapedia is the town where the Gaspe line diverges from the Campbellton-Moncton route. At this time the "Ocean" will cease running via Edmunston, New Brunswick, and resume operation via Campbellton. Operation of the "Ocean" over the central New Brunswick line started as an experiment in 1967. However there have not been enough people using the service in this area to make the greater cost of sleeping and dining cars worthwhile. Service on this line will once again be provided by Railiners.

Upon studying the situation at that bustling metropolis, Montreal, we find that trains 187-188, Montreal-Grenville, now operate as mixed trains north of Deux Montagnes, where electrification ends, in order to provide freight service on this line. This passenger operation is of use to people having weekend homes north of Montreal Island, as the train leaves Central Station on Friday evening at 1740, returning Monday morning at 0846. Diesel locomotives handle the train all the way in under the wire through Mount Royal tunnel to Central Station. On the Montreal-Hervey run, No. 76, which formerly operated as a separate train leaving Montreal at 1855, now departs at 2000 and carries the coaches and sleepers through to Chicoutimi which previously operated as train No. 70. This latter number is assigned to the Saturday-only train which leaves Montreal at 2105 and reaches Chicoutimi at 0710. This betters the time of No 76 by eighty minutes despite a later departure. Such a feat is achieved partly by lack of a lengthy stop at Hervey. Between Quebec City and Cochrane No. 75 has an increased running time of forty minutes, while No. 74 its eastbound mate, requires an hour and ten minutes longer to complete the 575 mile trip.

CN train 115 awaits morning departure at Charlottetown, July 8, 1967. This train and the Fairbanks-Morse power so long associated with it are now just memories.

/John D. Thompson.

A service which is always interesting to observe is that between Montreal and Ottawa, as it probably holds the attention of the policy makers to a greater degree than any others. Train No. 133, Sunday only, now bears the number of 131 and departs Montreal at 1015 versus 0940 and makes its entry into the nation's capital at 1250 versus 1159. Train No. 35, a mid-day Sunday only Montreal-Ottawa run, has been discontinued as has No. 34, daily except Sunday, Ottawa-Montreal. Train No. 7 still runs but has had several stops added to its schedule and is no longer called the "Panorama". No longer does No. 8 operate east of Ottawa. Passengers from No. 8, formerly the "Panorama", must now change at Ottawa to train No. 30, or, on Sundays No. 130, for Montreal.

On the busy Montreal-Toronto run, there is still no sign of a return to service of the breakdown-plagued Turbos. Separate operation of trains 44 and 45, Toronto-Ottawa, a carryover from the heavy traffic days of Expo '67, has concluded, and the Bonaventures, Nos. 54 and 55, now carry the Ottawa coaches. The Ottawa section is split at Brockville, with the departure of the Bonaventure being set back from 1540 to 1650 at both termini. Although this consolidation will save money for CN, it may result in increased dining car congestion out of Toronto, especially during the busy summer months. The Lakeshore will lose its RPO car early in the New Year, however the overnight trains to Montreal and Ottawa still carry these cars. RPO cars are also to be found on both of the Toronto-Chicago trains, the daytime "Maple Leaf" and the overnight "International". The advance section of Tempo trains 141 and 148 which operated on Fridays and Sundays between Toronto and London has been annulled. The only significant note on the Chicago-Toronto run is that No. 158, the eastbound "Maple Leaf", has had its running time increased by half an hour for some unknown reason between Chicago and South Bend. Arrival time in Toronto remains unchanged. The Grand Trunk Western's "Mohawk" has lost its dining and parlour cars this past summer, with reheated hamburgers and the like being served in a snack bar coach. The Mohawk and the Maple Leaf now make stops at East Lansing, Michigan, and Valparaiso, Indiana. Many students of Michigan State University have been using these trains, especially since a platform and shelter were installed at East Lansing, which is convenient to the campus. A re-scheduling of Toronto-Niagara Falls trains 641-2 and 635-6, twenty minutes later leaving Toronto (1720) and ten minutes earlier arriving (0850), makes them more convenient for commuter use.

Railiners 673-4 now run Saturdays and Sundays only between Toronto and North Bay. RPO service on these trains, the last RDC's in North America to provide it, terminated on October 25th. On weekdays a traveller to North Bay must use the "Northland" arriving and departing North Bay in the wee small hours of the morning. Gone also, or course, are Nos. 85 and 86, north on Fridays, south on Saturdays, summer only.

Looking now at the transcontinental service, the "Super Continental" remains essentially unchanged, although it will not run in sections at Christmas or New Year's, nor will any extra sleepers be added for the holiday rush. The name "Panorama" now applies only to trains 5 and 6 between Winnipeg and Vancouver. This train carries a sleeper from Winnipeg to Vancouver, Saskatoon-Vancouver, and Vancouver-Winnipeg. Other amenities including dining, cafe, and lounge service. The "Panorama" will be discontinued on January 6, 1970. The tri-weekly Montreal-Jasper, Toronto-Jasper "Panorama" is already partly gone. Minus its name it operates at No. 107 from Toronto to Capreol, where it meets with No. 7 for the run to Winnipeg. Passengers from No. 107 must change at Capreol for points west. No. 7 operates from Montreal to Winnipeg, No. 8 from Winnipeg to Ottawa. At Winnipeg there is a day-long interval between the arrivals and departures of Nos. 7 and 8, and the Panoramas. This fact, together with the information that Nos. 107 and 108, and 7 and 8 do not have any food service or sleeper accomodation, render them unattractive to persons heading for western Canada. Since August 4th trains 192-193 have been running between Port Arthur and Winnipeg on a tri-weekly basis, in lieu of bus service operated in the summer by Grey Goose Lines. An interesting sidelight is the fact that this train runs through Minnesota for over thirty miles of its route, making several stops in the U.S.A. The CN has been trying to remove this train for some time so it may not be with us for much longer. In western Canada tri-weekly mixed trains M282-283 no longer operate between the towns of Swan River, Manitoba and Hudson Bay, Saskatchewan. Trains 9 and 10, Jasper-Prince Rupert, are now tri-weekly.

This has been the first time in many years that the Jasper-Prince Rupert service has been less frequent than six times a week, although off-season Prince George Prince Rupert service has always been tri-weekly. A new highway opened between Jasper and Prince George may have brought about this retrenchment. Connections to the U.S.A. are deteriorating. With the demise of the Great Northern's "International" between Vancouver and Seattle, it is no longer possible to connect with the Northern Pacific for Portland, Oregon, and thence down the coast via Southern Pacific to Los Angeles and the Santa Fe to San Diego. Out of Winnipeg, the Northern Pacific's RDC to Fargo, North Dakota, which connected with the "North Coast Limited" for Minneapolis has made its last run. The GN has petitioned to discontinue their overnight "Winnipeg Limited", which carries sleeping cars and has often been hauled by one of the "big G's" few E7 cab units. This train provides the last rail service between Winnipeg and Minneapolis.

The summer of 1969 was the first full season of operation of the "Canadian" in its new multimark paint scheme, although some of the units which handle the Toronto section are still painted maroon. With the bright red letterboard, the CP Rail's Budd equipment bears a striking resemblance to that of the Southern Pacific's "Sunset Limited" of 1951. Although progress has been served, there are many who will mourn for the handsome beavers and maroon paint which symbolized the CANADIAN PACIFIC RAILWAY COMPANY.

The Sudbury-White River Dayliner has reverted to a tri-weekly schedule as compared to its summer operation of six days a week. Between Montreal and Sudbury, the "Canadian" now operates on a 45 minute faster timecard. Trains 204 and 205, Sunday only Dayliners between Montreal and Sherbrooke were dropped. Service to Quebec City from Montreal was altered when No. 153, the westbound "Frontenac", became an RDC run on a faster schedule, but the equipment and name of the "Frontenac" went into the timeslot of No. 151, formerly a Dayliner. The reason for this change is a heavier patronage on the early morning departure which justifies the use of coaches, parlour and coffee-shop cars. The eastbound "Canadian" now operates in the time slot formerly occupied by No. 234, the eastbound "Rideau", between Ottawa and Montreal, and the "Rideau" runs in the "Canadian's" former space. Missing from this run is the Sunday only Dayliner No. 236. The "Alouette", No. 232, leaves Ottawa for Montreal on a new departure time of 1345 vs. 1005. This move will discourage those passengers who formerly used the train to get to Montreal for an afternoon. Some of them may turn to CN No. 30, with its 0740 departure.

Looking at the Toronto-Peterborough-Havelock run, two trains westbound to Toronto have been cancelled. Eastbound service has been cut by two trains between Toronto and Peterborough, and also missing is No. 386, Sunday only to Havelock. Train No. 380, daily except Saturday, now departs Toronto at 1730 instead oa 1830, a time which will be of great advantage to commuters. This train may take away some of the business from CN's little-known No. 990, Toronto to Markham, most of whose passengers are destined for Agincourt. The morning Dayliner to Windsor, No. 339, was another one of the casualties, together with No. 340, the afternoon run eastbound. Until the early 1960's the CPR operated conventional trains on this line, with sleepers for Detroit, Chicago and Montreal, and provided dining service as well. In western Canada two of the three Dayliner runs between Calgary and Edmonton have been withdrawn. Still running, and well worth the ride if you are out there, is Esquimalt and Nanaimo's Dayliner between Victoria and Courtenay.

TRANSIT

/GO Transit.

PHASE TWO.

SOME QUESTIONS ANSWERED, BUT MORE ARE RAISED

By S. I. Westland.

No doubt some railway enthusiasts in the Toronto area were suddenly excited as they first spied newspaper headlines on November 25th proclaiming "Ontario to Expand GO Commuter System". However, upon reading further, their hopes were soon dashed to the ground as they discovered that there was very little rail operation involved in the announced plans and, moreover, there was an apparent threat of discontinuance of part of the present rail service.

Commuters and would-be commuters in the Toronto area had already been conditioned not to expect an early expansion in the type of service now operating between Oakville and Pickering on the CNR's Oakville and Kingston Subdivisions through Union Station. This service, inaugurated on May 23, 1967, was touted as an experiment to see what a fairly intensive all-day rail commuter operation could do to attract drivers away from paralleling highways, and no such service in any other area was promised. Nevertheless it seemed to be a foregone conclusion, particularly after the instant success of the Lakeshore service, that it would not be too long before other railway lines radiating from Toronto would be selected for this type of service. Although most rail enthusiasts were well aware that capital costs would be substantially higher per mile on most of these other lines, there did not seem to be much doubt that upgrading would come, probably one line at a time, having in mind the burgeoning costs of highway and subway construction. Very strong political pressure began to be exerted by citizens and groups in the area north of Toronto for extension of rail commuter operation in that direction through what came to be known as the "GO North Committee", and their efforts engendered considerable newspaper support.

THE JANUARY 1969 REPORT

An announcement by the Ontario Government in May, 1969 indicated that those responsible for GO Transit planning had deviated significantly from the expected course, that the government had no intention of making any early extensions of rail operation, and that a number of alternative strategies were under consideration. This conclusion followed upon the production by the Department of Highways staff of a report, dated January 1969, entitled "GO Transit - Evaluation and Alternatives for Expansion".

The report evaluated the results of the present Lakeshore service, noting that during a 12-month period ending on August 31, 1968 (the first year of full service), weekday trips on the system averaged 15,100, Saturday trips 5300, and Sunday trips 2500. It reported that the total capital cost of the system to the Provincial Government, was $24.1 million, comprised of $8 million as its share of track and signal installations, $4.6 million for station structures, platforms, pedestrian underpasses and parking lots, and $11.5 million for rolling stock, this including the fourteen later ordered cars of series 4740-4753. The operating deficit for the year was given as $2.604 million.

The report cautioned that the maximum one-way capacity of the present system in peak hours is between 9000 and 10,000 passengers, depending on the degree of overcrowding that might be acceptable, and that this level of riding might be reached within three years. Increasing the peak capacity of the system might be handled at that time, as stated in the report, by a reduction in headways or by the purchase of double-deck equipment.

The report then proceeded to discuss expansion of the present rail service in eight directions, two of these being extensions of the present service to Hamilton and Oshawa. The other routes examined, as shown in the accompanying map (fig. 1), were as follows:

INNER TERMINAL	RAILWAY	OUTER TERMINAL
TTC Islington Stn	CP Galt Sub	Milton
Union Station	CN Weston-Halton Subs	Georgetown
Union Station	CN Newmarket Sub	Newmarket
Union Station	CN Bala Sub	Wesley Corners (E of Aurora)
Union Station	CP Belleville-Havelock Subs	Locust Hill
Union Station	CN Kingston-Uxbridge Subs	Stouffville

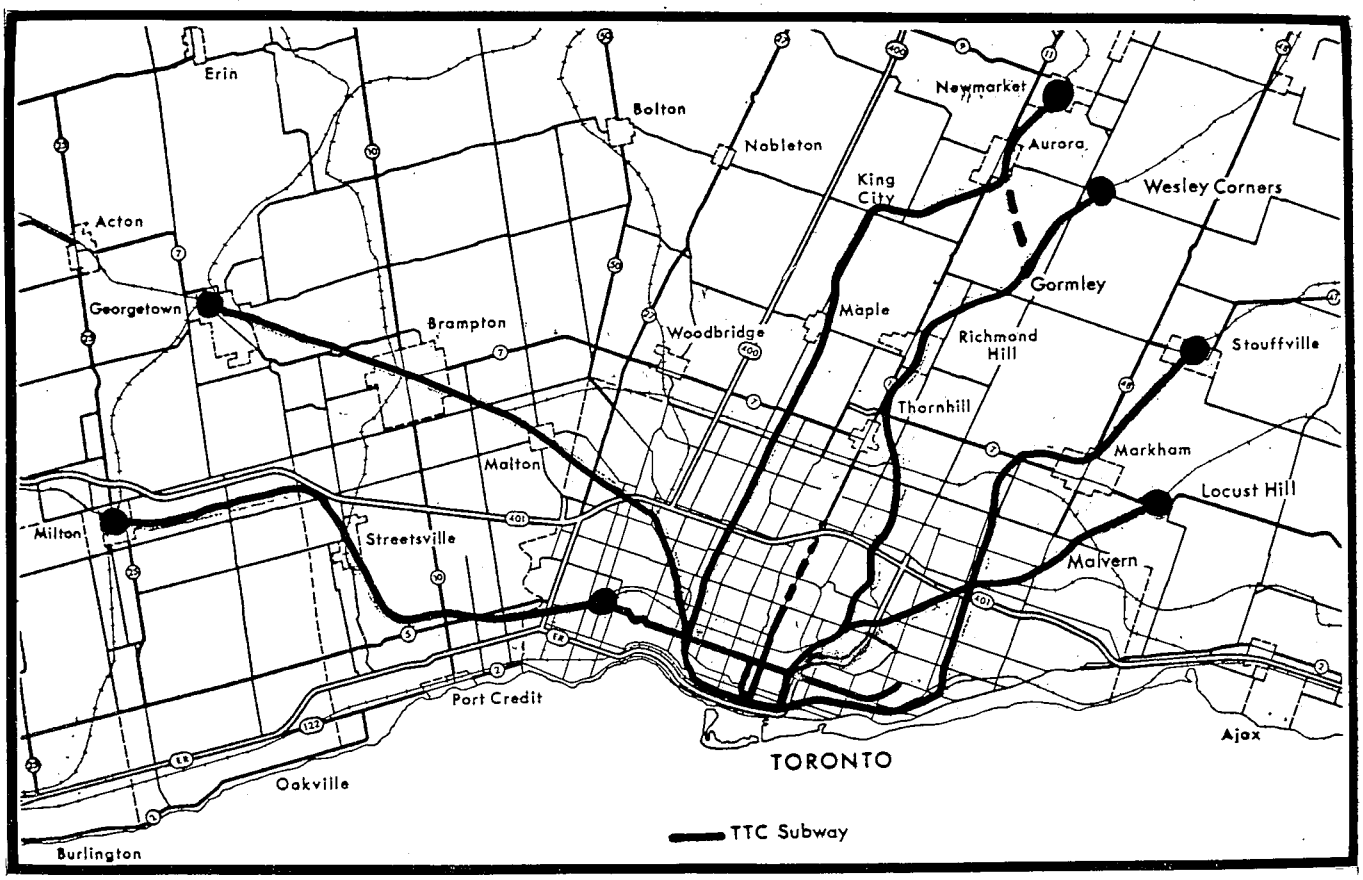


Figure 1.

Also examined was a route to Newmarket via the CN Bala Subdivision to Gormley, thence via five miles of new track on a northwesterly cutoff to a point south of Aurora, and thence via the Newmarket Subdivision.

Limited service only (two or three trains in the peak periods, no service at other times) was considered for the Locust Hill and Stouffville services, while "full service" (hourly during off-peak and weekends and 20-minute headways during peak periods) were estimated on for the other services. Estimates of capital costs, patronage and operating deficits for the various services, as contained in the report, are as follows:

SERVICE	CAPITAL COST (millions)	WEEKDAY RIDERS	YEARLY DEFICIT (millions)
Hamilton	30.0	1000	not given
Oshawa	14.0	1400 (?)	not given
Milton	11.6	4400	1.6
Georgetown	40.4	8700	1.4
Newmarket	35.6	7200	2.0
Wesley Cors.	25.0	6500	1.7
Newmarket (via Richmond Hill)	27.0	6700	2.2
Locust Hill	3.85	1350 (?)	not given
Stouffville	4.20	1250	0.34

The capital costs thus set out are essentially what has given pause to the significant further expansion of rail service. Also pointedly mentioned in the report is the fact that, having made the expenditures required to provide service on the lines, GO Transit would still be subject to decisions regarding headways and schedule times as laid down by the railway companies. This, of course, raises the question, not examined in the report, as to whether one or two of the northern lines might be cleared of all railway movements during the commuter service operating period, with freight movements to on line industries confined to night hours. A telling sentence in relation to costs is "....operation of the service by railway staff will continue to incur unrealistic expense unless changes in the present operating arrangements can be negotiated with the labour unions."

The report thus concluded that it was essential to examine alternatives to further commuter rail operation, but, contrary to the impression given by reports published in other journals, further expansion using conventional rail was by no means ruled out. As an alternative to the further use of existing railways, the report examined a possible basic framework of new lines to serve the area north of Metropolitan Toronto, including services east and west from the Finch Terminal of the TTC Yonge Subway along the HEPC right-of-way then northerly to points generally opposite Newmarket, along Highway 400 (existing) and Highway 404 (proposed). Also indicated would be a cross-country service on future Highway 407 from Woodbridge to Markham intersecting the two north-south lines. These services would be as illustrated on the accompanying map (fig. 2), the dotted lines (other than that for the Yonge Subway Extension) indicating possible later extensions of the north-south lines directly to the proposed downtown Transportation Terminal to be constructed west of the present Union Station.

Referring to these future services, the report said that the choice of mode could range from a conventional rail system to an express bus service using an exclusive roadway or an air-cushioned monorail, and that the use of alternative modes and routes should immediately be investigated to determine whether they offer any significant advantages over the use of existing rail lines.

At this point, the note on which the report ended, a bit of Tom Swift had obviously crept in. The monorail, in its many variants, has yet to be proven to be a useful mass transit carrier, the forthcoming Niagara Falls (Ontario) tourist installation notwithstanding. The monorail continues to be a drum to be pounded occasionally by politicians for their various ends, but it has long ceased to be given any serious credence by the transit undustry in North America. Its consideration for suburban commuter service would appear to be particularly inappropriate.

The above, then, is the background for the November 25th announcement of extended GO Transit service arrangements expected to begin in mid-1970. Bus extensions of the Lakeshore service from Oakville to Hamilton and from Pickering to Oshawa had been mentioned briefly as an alternative to rail extension in the January report, and announcement of their inauguration (using Gray Coach Lines vehicles under an arrangement with the TTC) constituted the only part of the proposals of the report to be implemented in recognizable form in the Phase II expansion. Bus stations and commuter parking lots will be established at several points along the Queen Elizabeth Way (west) and Highway 401 (east), and through ticketing arrangements with the present rail service placed in effect.

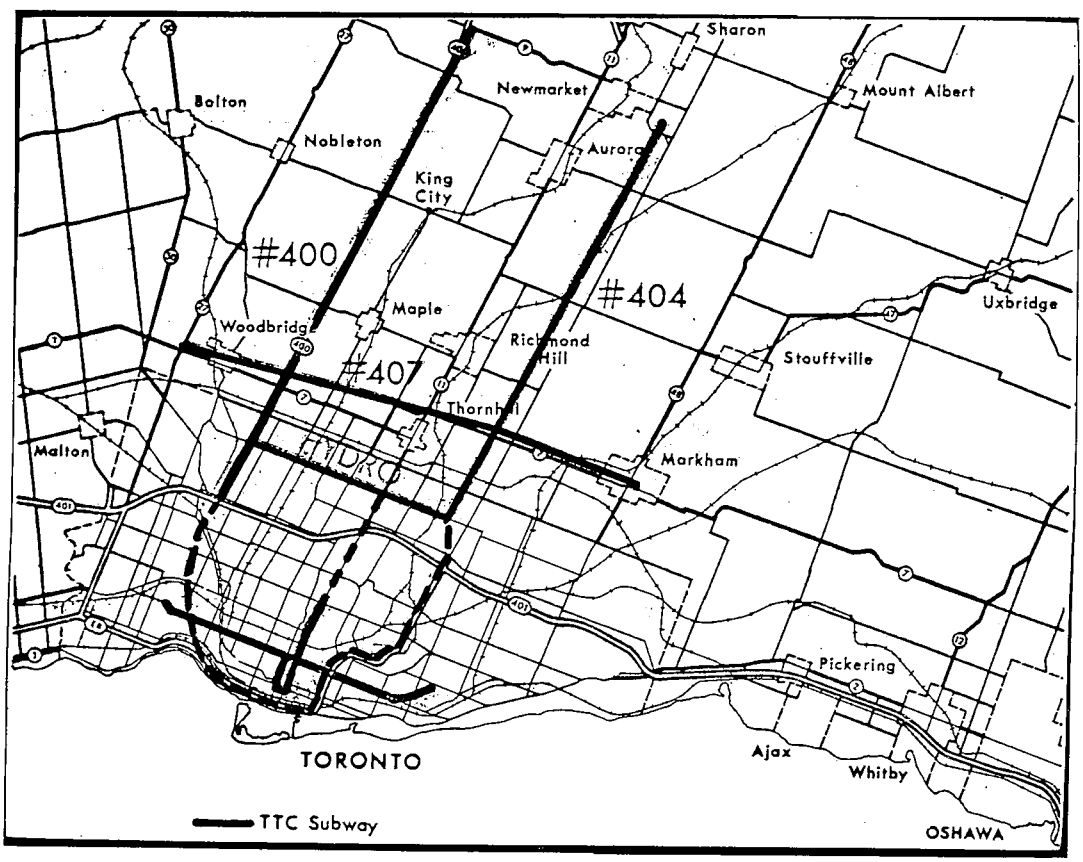
Doubt is cast on the future of the four present trains (weekday rush periods) which operate west of Oakville to Hamilton. While an enforced transfer to buses at Oakville would disservice the present patrons of these trains, there is no doubt that the service on the rest of the line would benefit from having the equipment now occupied west of Oakville in rush hours available on the heavy inner portion of the line.

New service to the north of Toronto constituted the main element of surprise in Phase II announcements. Not only to the plans as revealed bear little resemblance to the pattern advanced in the January report, they involve an extension, albeit on a limited basis, of conventional rail commuter service despite the protestations of the report that an early extension of such operation could not be contemplated. Three trains in each weekday rush period, comprising chartered CN standard equipment (what happened to those picturesque Ontario Northland push-pulls?) will ply the Bala Subdivision from Union Station to Richmond Hill. Connecting bus service, again arranged with Gray Coach Lines, will take passengers farther north to Oak Ridges, Aurora and Newmarket, while another service will operate west and then north on Highway 400 to Barrie. The Newmarket service, at least, is anticipated to operate on an 18-hour day basis and the trips which do not connect with trains will continue south on Yonge St. to the northern terminal of the Yonge Subway. This will become, therefore, in effect a northerly extension of the TTC's North Yonge bus route presently operating between Eglinton and Richmond Hill, and itself the successor to the late lamented North Yonge Railways.

Another feature of the new "package" involves some type of specially arranged bus connection (the details are not clear) between the Scarborough GO Transit Station and the Warden Terminal of the TTC Bloor-Danforth Subway, which would effect a fairly direct and convenient transfer between the two systems, allowing passengers originating in the eastern commuter district good access to the uptown destinations in the city.

The final aspect of the package is the intention of the Province to arrange feeder bus services to a number of stations such as Bronte, Rouge Hills and Ajax. Mentioned in this connection is the possibility that some of these may be arranged on the recently much touted (but as yet nowhere implemented) "dial-a-bus" system using jitneys of about 20-passenger capacity. Apparently GO Transit has no intention of buying new equipment itself for any of the newly announced services, and the success in setting up a comprehensive pattern of feeder bus routes to the present Lakeshore rail service (and its bus extensions) will depend largely on its arranging satisfactory operating agreements with local bus operators now active in the various areas. Two aspects of the feeder program cast doubt upon the likelihood of its success: 1/ it is questionable that many commuters will find a three-vehicle ride (from areas beyond Oakville and Pickering) to very attractive in comparison with driving, particularly in inclement weather with transfers effected in exposed locations; 2/ the dial-a-bus system (a semi-taxi mode of service) is bound to be extremely costly to operate unless high fares are charged, and if they are, away again goes any competitive advantage over driving.

Figure 2.



SIGNIFICANCE OF PHASE II -- AND THE FUTURE

The most significant aspect of GO Transit - Phase II is that the Province and the TTC have agreed to talk to each other and to work out some kind of service integration, even if not as complete as might have been hoped for. This would seem to augur the ultimate formation of a regional transit authority in the Toronto area under which all transit service, including commuter rail, would be operated and completely integrated under a single management. There is doubt that the TTC, with its long standing transit expertise, should be the central element in the creation of any such authority, but that the authority should have as part of its statutory responsibility the continued operation and development of railway commuter services as well as the commuter and interurban bus services in which the TTC has long been involved.

The first step under such unified operation would, of course, be total integration of the TTC and GO Transit fare systems, with economy through tickets to encourage joint usage of the combined facilities. Also to be undertaken immediately would be certain bus route adjustments in the outer Metro area to deliver passengers more conveniently to rail commuter stations with off-street sheltered transfer facilities, as at subway stations.

Significance should also be attached to the decision to go ahead with commuter rail expansion on the CN Bala Subdivision. Once started, commuter rail services become very difficult to dislodge, and intensification of the Richmond Hill service over time can be expected as patronage grows, the Yonge Subway Extension notwithstanding. The best ultimate development of service in the north corridor would seem to be a single strong line via Richmond Hill to Aurora and Newmarket (involving the cutoff proposal in the expansion report) rather than paralleling and competing services on the Bala and Newmarket Subdivisions.

The big gap now is the northwest. The combined rights-of-way of the CN and CP Weston and MacTier Subdivisions through Parkdale and West Toronto to Weston serve a dense employment area and have a very strategic diagonal alignment which no combination of existing roads can match for directness to downtown. Moreover, the existing multiple trackage and additional trackage capacity of this corridor almost beg for use as a mass transit carrier. While necessary multiple tracking and signalling costs beyond Weston dilute the economy of this route, there seems to be little doubt that GO Transit, the TTC, or a combined authority will ultimately take advantage of this valuable corridor to bring rail service to the northwestern area. The possibility of serving Toronto International Airport and the New Woodbine Racetrack add further justification for this route.

To the northeast the CN Uxbridge Subdivision would seem to hold considerable potential for commuter service development, moreso than the heavily trafficked CP lines, although more development in the Markham-Stouffville area may be necessary before much money is invested in improving the undulating former narrow gauge line.

One question should be asked very pointedly of the GO Transit planners, regarding service to Hamilton. The $30 million cost of extending full service west of Oakville is obviously calculated on adding trackage, including the heavy cutting, filling, and bridging what would be necessary, to the main line west from Burlington through Bayview to the present CN James St. Station in Hamilton. Why has the cost of instituting in the alternative service along the virtually abandoned Beach line from Burlington to a point in East Hamilton, which could be instituted virtually without changes in trackage, not been estimated? A large parking lot, with good road connections from several directions and Hamilton Street Railway bus connections, could be established on open land in the vicinity of Beach Road. This routing would also serve the centre of the Town of Burlington very effectively. The bus shuttles beyond Oakville and Pickering are surely only a stop gap; the Hamilton-Toronto-Oshawa corridor deserves a through service offering an uninterrupted ride. Rather than experimenting with untried transportation concepts in the area north of Toronto, this writer feels that the Ontario Government or any transit authority which succeeds GO Transit should lay first emphasis on completion of the Lakeshore service as a unimodal (rail) operation to its logical end terminals.

The central Port Credit-Guildwood portion of the Lakeshore line should be considered for eventual conversion to express rapid transit operation using high platforms and electrical propulsion (overhead current collection) in the manner of the Cleveland Rapid. Such operation would be a blend of commuter train and heavy rapid transit technology, with a higher seating capacity and fewer doors per car than standard subway rolling stock. Much talk has been heard in recent years of a Queen Street Subway or equivalent facility on a somewhat more southerly alignment, closely paralleling the existing GO Transit line. The savings involved in alternatively converting the central portion of the latter to rapid transit (with additional stations introduced) invite serious investigation by the appropriate authorities. The northwest line, to Weston or possibly Malton, should also be considered for similar rapid transit operation.

In summary, a desirable program for longer distance rail transit in the Toronto area calls for a five-pronged operation (Hamilton, Georgetown, Newmarket, Stouffville and Oshawa). Between the role of these (presumably) diesel powered operations on CN trackage and that of the inner city subway system would be interposed a system of intermediate range and capacity operating mainly, but not necessarily exclusively, on railway rights-of-way but electrically powered and using completely separate trackage from that used by mainline and commuter trains. Port Credit-Guildwood and Union Station-Malton are the most obvious lines for the installation of such services, but later extensions in other directions can be envisaged.

The most fruitful direction for further expansion of GO Transit service is to the north-west, to Weston, Malton, Brampton and Georgetown. With the tremendous amount of unused capacity on the combined corridor of the CN Weston and CP Rail MacTier Subdivisions, one must question the logic of any discussion of monorails or buses on separate rights-of-way to provide service in this direction.

/John. D. Thompson.

THE

ALMA & JONQUIERE

Lake Saint Jean Shortline

By William R. Linley. Photography the Author.

The Alma and Jonquiere Railway Company offers a Canadian example of the old shortline adage of just as wide, if not as long as a Class One railway. A mere ten route miles long, the Alma and Jonquiere connects the Lake Saint Jean communities of Isle Maligne, Riverbend, and Alma with the Canadian National's Chicoutimi to Montreal mainline.

Commonly considered as a single economic region, Quebec's Lake Saint Jean country is actually an amalgam of two distinct though complimentary regions of economic activity. To the east in the valley of the Saguenay lies an area of modern industrial activity focussing on the production of aluminum and pulp and paper. To the west around the shores of the lake, fertile soils provide the basis of a diversified farming community. The Alma and Jonquiere follows the boundary of these regions and draws traffic from both agricultural and industrial activities. The movement of aluminum and paper provide a stable traffic base supplimented by seasonal movements of fertilizers and feed.

Construction of the railway was completed in 1923 from Saguenay Power, twenty-eight miles west of Chicoutimi and junction point with the Canadian National, to Riverbend on the north bank of the Petite-Decharge of Lake Saint Jean. Soon thereafter the newly erected Price Brothers paper mill at Riverbend began to ship carloads of newsprint over the line.

During the 1920's, the increasing demand for aluminum led to the construction of the Shipshaw dams and Arvida works of the Aluminum Company of Canada. Subsequently during World War II, a further surge in the demand for aluminum necessitated the erection of an aluminum reduction plant at Isle Maligne. The Alma and Jonquiere was extended from Riverbend to Isle Maligne during this period to facilitate construction of the aluminum plant and of a dam to provide power for the new plant. Evidently, a further extension was planned, as National Topographic maps show a projected line from Isle Maligne to the Peribonca River near Ste. Monique Lac St. Jean. The logical extension of this line to the Peribonca River would have been to Dolbeau, linking up with the Canadian National to provide a circle of track around the lake.

Concurrent with the construction of the dam at Isle Maligne was the erection of Alcan's Isle Maligne works. This plant performs an intermediate function in the aluminum production process drawing cars of alumina from Arvida and sending carloads of aluminum billets to Alcan's Kingston, Ontario mills.

A visit to the Alma and Jonquiere's modern offices in April, 1969 provided an opportunity to meet Mr. M. Lebel, the line's Manager. A tour of the adjoining enginehouse was followed by the presentation of a trip pass and invitation to photograph the railway's engines. Both engines are 1,000 hp. S-4's numbers 10 and 11, built at Schenectady, New York by Alco-GE in 1946. Originally painted in a handsome combination of green, yellow and red, the two engines have recently been painted the bright yellow and red of the nearby Roberval and Saguenay. This change in livery is indicative of the integration of the Alma and Jonquiere with the Roberval and Saguenay during 1968.

Consolidation of operations of the two Alcan lines has brought about many changes in the operations of the Alma and Jonquiere. Significant among these changes is a reduction from fifty to twenty-threein the number of A & J employees. All engine repairs other than routine servicing are now performed at the recently expanded Roberval and Saguenay shops in Arvida. Whenever either of the A & J engines travels to Arvida for an overhaul, it is temporarily replaced by an R & S unit, commonly an RS-2 or RS-10, although low-nose RS-18 No. 25 worked on the A & J early in 1969.

Coincident with the transfer of control to the Roberval and Saguenay was a change in operating pattern of the railway. Formerly a crew went on duty at 5:30 am and performed switching and linehaul work until noon. At 12:30 pm, a second crew began work continuing until 8:30 in the evening. Currently one crew does all work for the line, their activities being controlled by radio from the Isle Maligne headquarters. The crew comprises four men, firemen having been retired from service in 1964. Their day begins at noon and continues until 8:00 pm, occasionally earlier if no early evening switching is required at the Alcan plant.

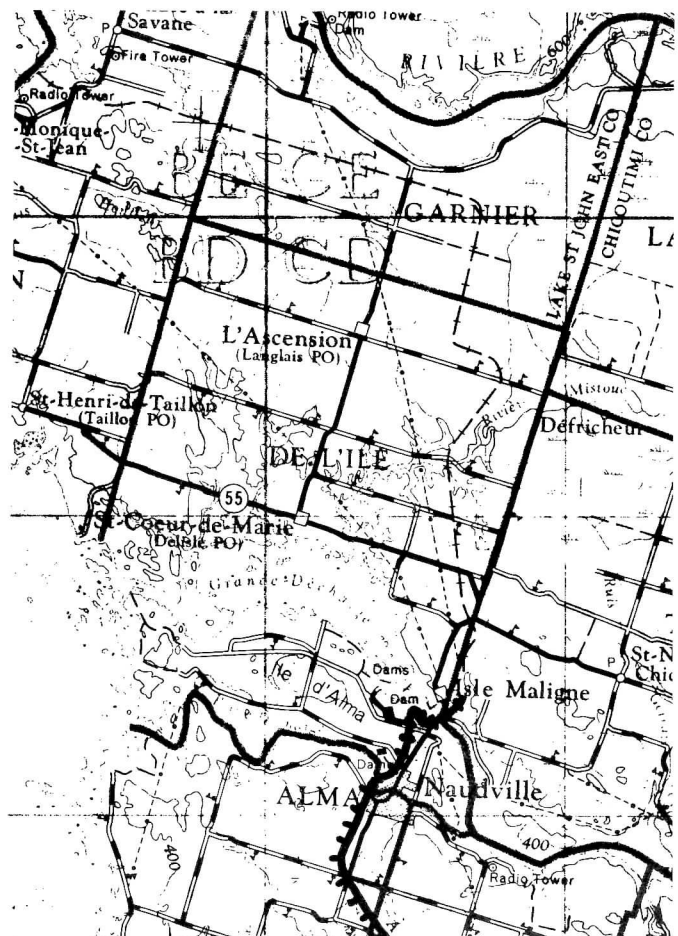
The centralizing of engine servicing facilities at Arvida has rendered surplus the A & J's shop at Isle Maligne. Thus, despite the fact that is is a modern, fully equipped enginehouse, it will soon be closed and the property sold to Hydro-Quebec. By July 1969, an extension to the unused Alma station will provide a home for the two S-4's. The station itself will be reopened to accommodate necessary office personnel and to provide a central distributing point for the Canadian National Express agency.

An operating day on the A & J begins with the short trip from the enginehouse to the Alcan works at Isle Maligne. Here, outbound cars spotted the previous evening are marshalled in a train and departure is made for Alma station, which is actually in Riverbend, across the Petite-Decharge from Alma. Alma station is the site of a large Price Brothers' paper mill. At the station cars are switched and cuts of loaded paper cars are added to the southbound train. Switching at the Price mill is the task of a small 50-ton GE, No. 5, serial #29870, built at Erie, Pennsylvania in 1948.

Following the stop at Alma station, the train descends a steep grade to a crossing of the Petite-Decharge. From this bridge may be seen the twin communities of Alma and Riverbend on opposite banks of the river. The speed of the train decreases rapidly immediately after crossing the river since the train is ascending the ruling grade on the railway. The pair of Alcos can manage only 2000 tons on the winding climb away from the river. The struggle is brief, however, and the 539 engines regain their burbling composure as Alma is left behind. A speed of 30 to 35 miles per hour is easily maintained for the balance of the journey to Saguenay Power as the track crosses the level farmlands which rim Lake Saint Jean.

* * *

Below is a map showing the location of the Alma & Jonquiere Railway in the Lake St. Jean region of Quebec. The town marked Naudville on the map is now called Riverbend. The A & J interchanges with the CN, whose line is at the lower edge of the map.



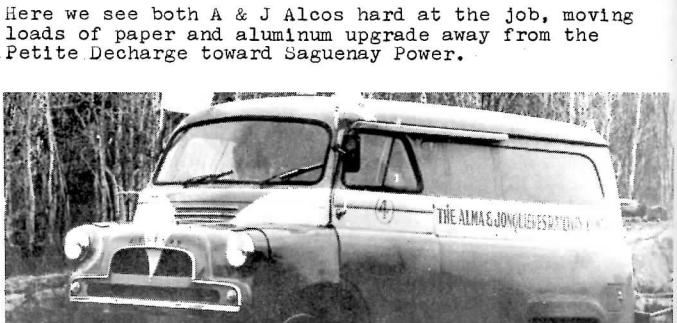
A & J 101, resplendent in its paint scheme of bright yellow and red, pauses to have its picture taken while busy switching loads of newsprint at Alma Station.

The Canadian National interchange at Saguenay Power sees outbound loads of paper and aluminum exchanged for inbound empty paper cars and gondola loads of alumina.

On the return trip to Isle Maligne a stop is often made at St. Bruno station, site of a large feed and fertilizer distributor. Curiously, perhaps uniquely among Canadian railways, mileposts along the A & J are located and lettered for the mid-point of each mile, for example mileboards are passed at mile 1.5, 2.5, and 3.5. The next stop beyond St. Bruno is at Alma station where cars are set off to be spotted at the Price Brothers mill. The remaining cars are conveyed beyond to Isle Maligne where the A & J switches the Alcan plant.

Typically this operating cycle is repeated twice a day, five days a week. Unfortunately, the Alma and Jonquiere like many of her shortline brethren does not operate on weekends, thereby depriving many railway enthusiasts of the opportunity to view an interesting Canadian railway.

Here we see both A & J Alcos hard at the job, moving loads of paper and aluminum upgrade away from the Petite Decharge toward Saguenay Power.



This is Alma & Jonquiere No. 4, a Bedford line truck, the only other piece of motive power other than the diesels. Other pieces of work equipment include a snowplow and spreader.

This is Price Brothers Paper Mill plant switcher, a fifty ton GE switcher, No. 5, #29870, built at Erie, Pa., in 1948. Note the position of the beacon light above the bell atop the cab, and also the location of the horn.

Both A & J Alcos rumble across the Petite Decharge of the Saguenay, enroute to Alma with a single boxcar. The large mill in the background is the Price Brothers Riverbend paper mill. The four distant smokestacks locate the Alcan Isle Maligne aluminum reduction facility.

The Itinerant Railfan:

MANITOBA STYLE!

By John Baker and Brian West. Photos by the authors.

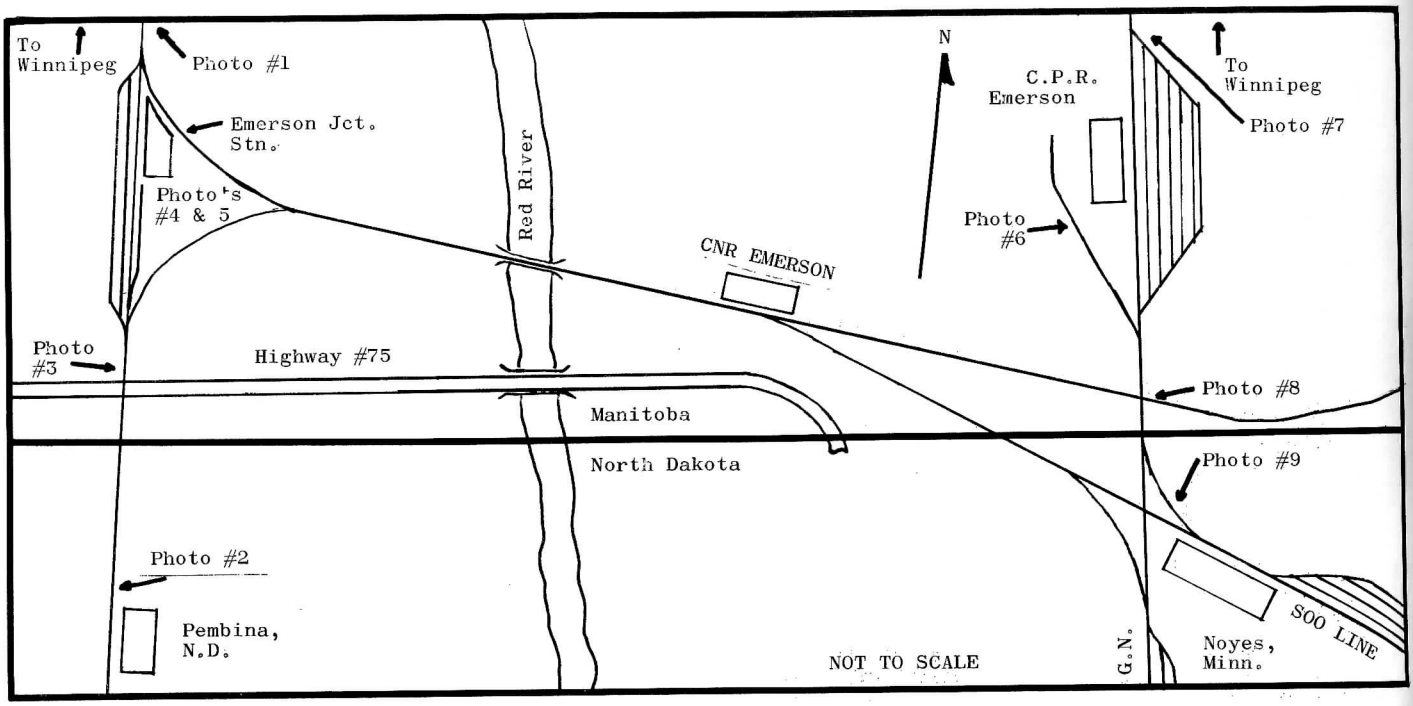
During a trip to Winnipeg last May, both the authors of this article decided to take a look at the operations of Motor Coach Industries in Pembina, North Dakota. (We are also transportation fans as well as being rail fans.) On our way down Manitoba Highway 75, we encountered a local wayfreight on its way to Emerson Junction and Emerson. This wayfreight was powered by the usual CN 1200-1300 combination and consisted mainly of empties being returned to connecting carriers at the border. Not thinking too much further of rail activities, we proceeded to Pembina to inspect the previously mentioned installation.

After taking our fill of photographs of buses, we proceeded back across the border and were intending to return to Winnipeg. However, before we had proceeded from the parking lot, we encountered a Northern Pacific freight heading across to Emerson Junction, and also Midland Railway No. 2 switching the yard at Emerson Junction. Naturally we stopped to photograph the activity. Not five minutes later the wayfreight from Winnipeg arrived, making three railroads switching this small yard at once. One-by-one, they all left in the direction of Emerson, a half-mile away. We hopped into the car and pursued the activity.

Much to our surprise, when we arrived in Emerson we found further activity in the form of a brace of "geeps" at the CP Rail station. We also noticed something switching the north end of the yard, but could not make it out. We again climbed into the car and found a U-33 of the Soo Line doing the honours. So far, on a day when we were not chasing trains, we had encountered five different railroads in the period of about one and one half to two hours.

We decided to proceed to the south end of the CP Rail yard, where we found a diamond, and just beyond our Midland train, CNR train, and Soo Line train, further railroad representation in the form of a "geep" of the Great Northern at Noyes, Minnesota. We didn't stray across the border to photograph the action, but all there was to deter you was a sign saying to the effect that you shouldn't enter the United States illegally.

For a day that started out as a trip to see a local industry, it sure turned into a rail fan's dream. We surmise that this happens quite frequently, perhaps even daily, but are unable to ascertain this for certain. We visited this area on a Saturday. If you are ever out in this "neck of the woods", why not look in on Emerson and Emerson Junction, Manitoba. Maybe you will encounter some interesting rail activities.



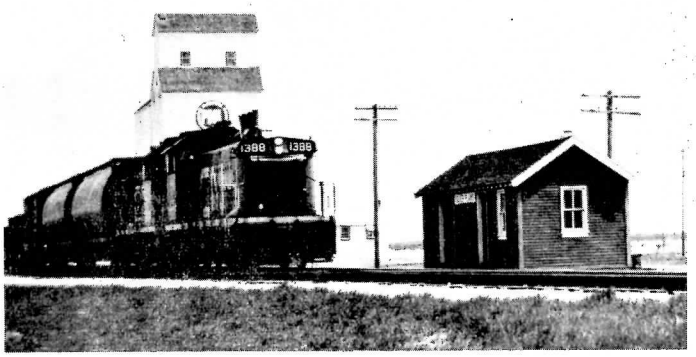


Photo #1: CNR Extra 1388 South passing through Silver Plains, Manitoba, just north of Morris, Manitoba.

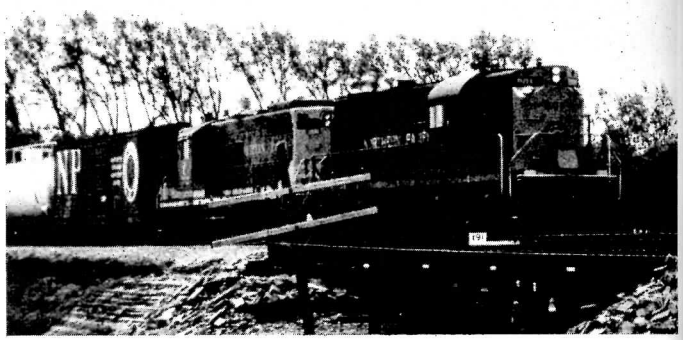


Photo #2: Northern Pacific freight, led by Alco #901, heading north from Pembina, North Dakota, near the International Boundary.

Photo #3: Midland Railway of Manitoba #2 switching Emerson Jct., Manitoba. This locomotive is used as stand-by power on passenger runs by both Great Northern and Northern Pacific out of Winnipeg.

Photo #4: General view of the station area at Emerson Jct. Northern Pacific freight is occupying siding, while Midland Railway unit is moving along main line.

Photo #5: Northern Pacific unit #362 has unusual free-swinging bell from steam locomotive mounted on short hood-kind of takes you by surprise!

Photo #6: CP Rail "Geeps" #8497, 8543 and 8416 await the evening transfer for Winnipeg.

Photo #7: Soo Line U-33 #809 switching the north end of the CP Rail Emerson Yard.

Photo #8: Same Soo Line diesel and "crummy" about to cross the International Boundary on their way to Noyes, Minnesota.

Photo #9: Telephoto shot showing C.N.R. freight, Soo Line freight and G.N. freight at Noyes, Minnesota. White line in foreground represents the Canada-U.S.A. border.

TRACTION TOPICS

Edited by Alf Nanders.

* Seventy TTC air-electric PCC cars have been sold for scrap to Inter-City Steel & Metal Co. Ltd. of Oshawa, Ontario. The sale consisted of 65 cars stored at the TTC's Hillcrest Shops on the soccer field, and five cars stored at St. Clair Division. The scrapper used a low trailer and small tractor in order to haul the carbodies away without cutting them apart. The 70 cars in the current contract were hauled away as follows:

September: 4074, 4139, 4171, 4191, 4194, 4208, 4214, 4215, 4234, 4241, 4243, 4601.

October: 4013, 4016, 4017, 4024, 4033, 4038, 4042, 4064, 4065, 4080, 4081, 4084, 4102, 4106, 4112, 4129, 4165, 4166, 4175, 4182, 4187, 4207, 4230, 4237, 4246, 4252, 4269, 4284, 4285, 4289, 4291, 4294, 4594.

November: 4003, 4012, 4019, 4030, 4039, 4044, 4047, 4048, 4050, 4054, 4055, 4058, 4066, 4079, 4132, 4168, 4176, 4189, 4271, 4296.

November (from St. Clair Division): 4028, 4031, 4078, 4091, 4137.

The five cars from St. Clair were towed to Hillcrest and dismantled in the southwest portion of the yard.

There are now only eight "Canadian" air-electric PCC cars and seven ex-Cincinnati air-electric PCC cars active. The listing of the cars is to be found in the May 1968 NL #268, page 60. This listing does not include 4220 and 4275, both out of service and in storage.

* Attrition is thinning the ranks of the TTC all-electric PCC fleet. Early in December seven all-electric PCCs were sold for scrap to Inter-City. The cars sold were: 4309, 4321, 4333, 4712, 4739, 4755 and 4760.
These cars have stored out of service for a number of months as the result of collision damage or electrical breakdowns of a major nature. All cars were completely stripped of reuseable parts before leaving TTC property.

* TTC surface track repairs were confined to minor jobs during November and December 1969. On Bathurst Street certain worn crossing diamonds were replaced in the intersections with King St., Queen St., Wolseley Loop, College St., and Hillcrest Shops access track. The northbound car stop rails were replaced at Bathurst and Ulster. Unused track diamonds were removed at Bay and College. The centre of the track intersection and some of the curved tangent rails were replaced at Gerrard and Broadview. The facing switch that formerly led out of the Earlscourt Loop south onto Lansdowne from St. Clair Ave. was removed when the worn curve rails were replaced at that location. More of the worn track in this loop will be replaced soon. The facing and trailing switches into and out of Dundas West Station Loop to and from the destination "Runnymede" have been removed.

* KING & CARLTON night cars now lay over at a new night stop on Edna Ave. at the corner of Dundas St. W. to make transfers from the JUNCTION trolley coach easier. The night cars on those two streetcar routes still stop at Bloor St. W. to transfer passengers from the BLOOR night buses.

On November 30th the JUNCTION trolley buses changed their path through Runnymede Loop. Instead of following the former streetcar track and stopping along the west fence, route 40 trolley buses now use the inner loop and stop in front of the passenger shelter inside. Poles and overhead were moved to facilitate the change.

* De Leuw, Cather & Co., Canada's largest transportation consulting engineering firm, is carrying out rapid transit studies for Vancouver, B. C., and for Birmingham and Manchester in England.

The $75,000 Vanvouver study, expected to last six to eight months, will consider the latest existing and futuristic modes of rapid transit and particularly the interaction between land development and rapid transit. Its goal is to determine what role rapid transit can play in the Greater Vancouver area, particularly over the next twenty years. The Greater Vancouver Regional District, which includes seventeen autonomous and adjacent municipalities, coordinates land use and services in the region.

An expected growth in population from the present 950,000 to 1,500,000 by 1986, combined with the mountanous character of the area, poses special problems in land-use and transportation planning which must be tackled on a regional basis.

The British subsidiary now has been given a 12-month $250,000 study assignment for rapid transit planning in Birmingham. The study will cover needs for a conventional subway system, rapid transit bus system and better commuter rail service.

De Leuw has an earlier similar study contract for Manchester city area.

* At approximately 3:30 a.m. on October 17, 1969, a serious collision between two work cars on the Massachusetts Bay Transit Authority's express trolley line from Boston to Riverside, Mass. claimed the life of one employee and injured seventeen others.

Overhead wire car 3283, loaded with heavy reels of copper wire, collided head-on with crane car 2086, which carried a load of replacement rail. The disaster occurred as both cars were headed in opposite directions on the inbound track west of the Brookline Village stop. Apparently neither crew had knowledge of the other. Boston's trolley signal system does not provide for reverse traffic on either track.

Both wrecked cars will be repaired. An interesting sidelight of this tragedy is the loan of former Claremont Railway Co. overhead repair car No. 4 to the MBTA from the Seashore Trolley Museum.

Think of the precedent that action might set for ex-TTC crane C-1 now at the Halton County Radial Railway near Rockwood, Ontario.

-- B.S.R.A. "Roll Sign".

SHORT TURN

* A collision between subway cars 5067 and 5093 occurred at Davisville Yard on November 22nd. Damage was slight.

* On December 2nd, TTC Commissioners decided to order a total of 76 cars for the North Yonge Subway extension now under construction. It is expected that the contract for the new equipment will be awarded early in the New Year.

* In mid-November CP Rail applied to the Parliament of Canada to purchase the rail operations of the Cornwall Street Railway, Light & Power Co.