

newsletter

December 1969 • 50c



Upper Canada Railway Society



newsletter

Number 287

December, 1969.

Published monthly by the
Upper Canada Railway Society, Inc.,
Box 122, Terminal A, Toronto 116, Ont.



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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ATTENTION TROLLEY COACH FANS! Hamilton Street Railway trolley coach fan trip, Sunday, April 5th, sponsored by the Ontario & Erie Shoreline Division of the North American Trackless Trolley Assn. Tickets are \$3.50 before the day of the trip, and are available from Tom Gascoigne, P. O. Box 565, Oshawa, Ontario. Pickup (for those going to Hamilton by CN) will be at the corner of Barton & Hughson Sts. at 10:40 a.m., ½ block from the CN Station. For those travelling by auto, a pickup will be made at Civic Centre Loop at 10:50 a.m. (If coming in via the Chedoke Expressway, exit at the Main St. interchange to the Civic Centre parking lot.) No refunds one week before the date of the trip; enclose self-addressed stamped envelope for ticket return; make all remittances payable to Tom J. Gascoigne. 50¢ surcharge on tickets bought on the day of the trip.

The Cover

Called from Roncesvalles Division to do battle with an evening snowfall, TTC sweeper S-39 poses on Dufferin Street in front of the gaily decorated Canadian General Electric plant on December 28th, 1966.

John D. Thompson.

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.

Mar. 20: Regular meeting. The UCRS Annual Auction night. Guest Auctioneers Messrs. Jim Brown, Ray Corley, and Omer Lavallee.

Auction Rules:

Objects to be auctioned should be brought in by 7:30 p.m. to allow for necessary bookkeeping.

All types of railway objects are acceptable, books, pictures, magazines, timetables, tickets, artifacts, etc. Persons bringing several objects should supply a list of the objects to assist the recorder.

A tag label or pencil note containing a code and number for each object corresponding to the list will greatly assist the auction recorder to get the proceeds to the proper party.

15% of the selling price will go to the Society and the remaining 85% to the seller.

5% Provincial Sales Tax will be collected from the purchaser on the selling price. Note that timetables, albums, catalogs and manufacturers' literature are taxable. Magazines and some books are exempt.

Reserve bids will be allowed of five dollars and over. If the object is not sold, fifty cents will be collected from the would-be seller for the Society.

The auctioneer's decision on who bid and how much is final.

Mar. 27: Hamilton Chapter meeting, 8:00 p.m. in the CN Station Board Room, James St. N., Hamilton.

Apr. 17: Regular meeting. Ross Hoover "Railways of Manitoba." (Fri.) Illustrated by slides.

Readers' Exchange

WANTED: UCRS Newsletters, no.'s 1 to 13, 40, 48, 63, 67, 69, 73, 75, 78, 90, 93, 97, 105, 107, 108, 109, 117, 128, 136, 139, 140, 141, 145, 153, 158, 167, 169, 170, 171. Also wanted UCRS Bulletins 1 to 14 inc., 16 to 18 inc., 23, 31, 37, 43. W. E. Miller, 76 Rose St., Galt, Ontario.

WANTED: Information and photos on the Standard Power Company at Fuller, Ontario. I heard that at one time this company used ex-GT 0-6-OT 2578. Is this firm still in business and what type of power do they use?

Also wanted: Information concerning the Manitoba Sugar Company at Winnipeg, Manitoba. Wanted particularly information on ex-GWWD 2-6-0 No. 5, used by the company, i.e., when scrapped, and what type of power the company uses today.

Edward Emery, 398 Runnymede Road, Toronto 160, Ontario.

FOR SALE: Steam locomotive, narrow gauge, runs on 3½" track. Full information on the same. F. Birch, Box 34, Essex, Ontario.

WANTED: Information on the Tillsonburg Car Company, background information on the company, date of incorporation, etc. Also needed are photographs of WE&LS and DP&T cars built by the company (preferably in service shots). Bill Houston, 53 Halliwell Drive, Kitchener, Ontario.

WANTED: Information and photographs of historical nature relating to construction and operation of the Brandon, Saskatchewan and Hudson Bay Railway, a Great Northern subsidiary between St. John, North Dakota and Brandon, Manitoba. K. Gordon Younger, 267 Vernon Road, Winnipeg 12, Manitoba.

WHITBY ARTS INCORPORATED is seeking information on the CN Whitby Station, recently purchased by the foundation for use as an art gallery. Specifically needed are details on a lawsuit between the Town of Whitby and the Grand Trunk over the station at the turn of the century, names of former station masters, and any other detail of note pertaining to the past history of the station. Contact Brian Winter of the Whitby Historical Society, 500 King Street, Whitby, Ontario.

RAILWAY NEWS AND COMMENT

OTTAWA TO REVAMP DEPARTMENT OF TRANSPORT

An imaginative and wide ranging reorganization of the huge federal Transport Department will begin early in the new year. This unwieldy department, which some ministers in the past felt should be made into two departments, will be turned into a Ministry of Transport with agencies for air, land and maritime transport responsible to it.

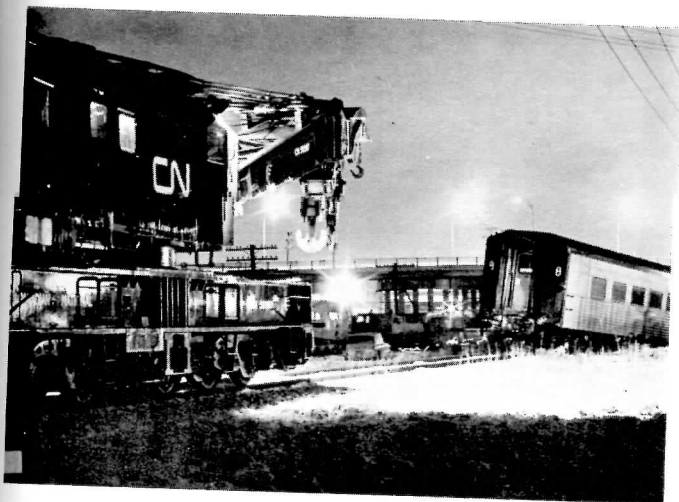
Under the scheme as discussed in cabinet, the St. Lawrence Seaway Authority and the National Harbors Board will be placed more directly under the departmental wing in the Maritime Transport Agency. Canadian National Railways and Air Canada will continue as separate crown corporations responsible to the ministry, while the federal transport regulatory agency, the Canadian Transport Commission, will continue to report to the ministry although it is understood that its jurisdiction may be more closely circumscribed.

The Minister of Transport, Don Jamieson, has accepted the main features of the task force report and most of the major changes proposed by cabinet.

The Minister of Transport, Don Jamieson, has accepted the main features of the task force report and most of the major changes proposed have been approved by cabinet. It will probably take many months to phase-in the proposed new set-up. The ministry will be a central core organization with the appended agencies given a more autonomous role than are the various divisions at present. Aside from the air, land and maritime agencies, there would be a Transport Development Agency to handle research in transport economics of the various agencies.

The present Department of Transport is responsible for government railways and airlines, canals, marine services, nautical services including the coast guard, air services including airport operations and meteorological services as well as federal land transport. Its services involve so many types of work and cover so much of Canada that it has been debated for years whether the department ought not to be broken up into two or three departments, or, at least have an associate minister to help the full minister.

* * *



CN's Toronto Yard crane 50397 waiting for work to begin rerailling of of the derailed cars.

-- J. Bryce Lee.

CN TEMPO WRECK IN WESTON KILLS ONE PERSON

CN's Tempo trains are certainly a set of hard-luck trains. They have been involved in three wrecks since their introduction, each one claiming a life. The most recent wreck occurred on the evening of January 7th, in Weston, when the Sarnia-bound Tempo was derailed at a facing switch into a siding at the Face-elle plant. The locomotives and the first truck of the first coach passed safely over the switch, the rear truck derailling, and the remaining three coaches ending up in the premises of the plant and along the right-of-way, one of the coaches coming to rest near an 80,000 gallon fuel tank and a propane storage tank. Fourteen people were injured, four seriously; one girl dying of her injuries in hospital twenty days later.

Subsequent investigation into the cause of the wreck traced the cause to the failure of an eight inch steel bolt, one of three controlling the movement of the switch.

While the wreck was being cleaned up, trains were diverted over the Newmarket and Halton Subdivisions, Wednesday night, and part of Thursday.



How not to enter the Face-elle plant! Three of the Sarnia bound Tempo cars derailed on the siding adjacent to the plant in Weston, Ontario.

-- James A. Brown.



CN linemen hard at work removing downed communications lines from around one of the derailed cars.

-- James A. Brown.

The Metroliner--the Penn Central's silver-skinned, high-speed passenger train--celebrated its first anniversary of service recently and has proved to be a big hit with travellers. But it is so hounded by mechanical bugs that the men who planned it say they wish they could go back and design it over again.

Since the Metroliner began streaking between New York and Washington at up to 125 miles an hour a year ago, it has carried almost 700,000 people and dramatically reversed a long decline in rail passenger travel between the two cities. The number of travellers who made the 226-mile trip by rail--bypassing airliners, automobiles and buses--increased almost 46% over the previous year. It was the first increase of any magnitude since at least 1953. It was in 1953 that the Penn Central Company began keeping separate counts on travel between different cities. The Metroliners make the trip in as little as two and a half hours nonstop, or two hours and 59 minutes with stops at Newark, Trenton, Philadelphia, Wilmington and Baltimore. The fastest regular train makes the run in three hours and 40 minutes.

With clean, modern interiors, upholstered seats, snack bars and at-your-seat meals in parlor cars, the Metroliner is regarded as the first modern American train with the speed and comforts to rival jetliners. One measure of the Metroliner's first-year success is that business on Eastern Airlines' popular no-reservations-needed 'shuttle' flights between New York and Washington increased only 0.4% during 1969. This was a sharp decline from previous years, when increases had run 3 to 15%.

The Penn Central says the Metroliner appears to be making a profit, although company spokesmen point out that accounting procedures make it difficult to separate it from other operations. The Metroliner's popularity seems to have provided at least interim evidence that some Americans still like to use inter-city trains. Its success at drawing passengers is expected to be cited during upcoming Congressional debates on proposals for new federal programs to subsidize rail passenger service.

Robert Smith, director of the demonstration projects in the Department of Transportation Office of High Speed Ground Transportation, said of the Metroliner recently: "There is no doubt that it has been, for the most part, a big success with the public; the statistics on passenger traffic are pretty good proof of this." But he said the Metroliner experiment--especially during recent cold weather--had been a disappointment to officials from a technical standpoint. "We've had all kinds of mechanical problems that we just didn't foresee," he said. "I think if we had to do it over again, we would have gone much more carefully. Instead of jumping into it as we did, I think we might have built a prototype train and tested it carefully. Then, you could have built a production train with the modifications that are being done piece meal while trying to keep trains running."

When the service began January 16, 1969, it was already more than two years behind schedule because of difficulties experienced by the Budd Company, which makes the train units, and the Westinghouse and General Electric companies, which manufactures its electric propulsion systems. The Penn Central had wanted to have nine trains running daily in each direction by last summer. But because the equipment was not running right, it could only manage to get six into service by Oct. 26. Previously there were three. The continuing 'reliability problems' in the trains, plus government complaints that the railroad had not improved the New York-Washington roadbed enough to stop a swing-and-sway of the Metroliners at some parts, have delayed initiation of a formal federal demonstration program of the service. This test, for which the Penn Central is to receive \$12.9 million, will offer variations in schedule and service in an attempt to learn what makes rail service most attractive.

The Nixon Administration has proposed legislation for the creation of a semi-public corporation with powers to take over and modernize the ailing American intercity passenger train system. The corporation would be patterned after the Communications Satellite Corporation which operates telecommunications satellites. To be called Railpax, the company would have up to \$300 million in initial resources to revitalize passenger service on a network of routes around the country to be selected by the Secretary of Transportation.

Railpax would have the power to discontinue service on routes selected if, after a suitable trial period, it was determined that there was not enough public demand for the service rendered, or there was no local agency willing to absorb the loss. Congress would be able to veto the discontinuation of service once it had been included in the system.

Under the proposal made, the new corporation would receive \$100 million in Federal aid over a three year period to buy new trains and other equipment. The Federal money would include \$40 million in grants and \$60 million in long term Federally insured loans. Stock in the corporation would initially be owned by the railroads. As a condition for turning over to Railpax passenger trains that the railroads no longer wanted to operate, the lines would be required to buy stock in the corporation, to donate equipment to the corporation or both.

The corporation would eventually be capitalized at around \$200 million from the aforementioned sales of stock, plus the aid from the Federal government. Railpax would eventually sell stock to the public.

Most of the Federal money would be spent to upgrade service in medium-haul "population corridors" rather than on long distance trains. It is expected that certain long haul trains would be kept also.

It will be interesting to follow the course of this proposal through Congress, and what kind of reception it meets from the American railroad industry.

CTC APPROVES 4.35-MILE MONORAIL SYSTEM

The Canadian Transport Commission recently gave Niagara Monorail Ltd. authority to build a monorail system that will run 4.35 miles along the Niagara River at Niagara Falls. Detailed plans of the system, however, must be approved by the engineer of the railway transport committee before construction begins.

The announcement by the commission said Penn Central Transportation Co. had consented to the application for the monorail which will run along the Penn Central line from Queen St. in Niagara Falls to Front St. in the old village of Chippawa.



Here's CP Rail's "The Canadian", headed by 4097, southbound at speed, throwing up a cloud of snow as it passes. The scene: Bolton, Ontario.

-- James A. Brown.

RAILWAYS TO START SELECTIVE FREIGHT INCREASES FEB. 1

The filing with the Canadian Transport Commission of selective increases in rail freight rates for traffic carried within most of Canada under normal and competitive tariffs was announced by The Railway Association of Canada. The new rates are to become effective February 1 and will be applied by fifteen railways including Canadian National and CP Rail. They will supersede temporary increases of two and four percent which were applied to competitive and normal tariffs last September. The temporary increases expired at the end of 1969.

The adjustments are designed to have a relatively lower impact on long-haul than on short-haul shipments. Compared with the levels in effect in December 1969, the new rates will represent an average increase of three percent to shippers. This is expected to produce an additional yield to the railways of approximately \$13 million or one percent of their total annual freight revenue. The new rates will affect about 35 percent of all freight traffic moved by Canadian railways. They are being put in to help offset higher operating costs which face the railways, including a 6½ percent wage increase which current labour contracts will give to substantial number of rail employees January 1.

The increases will not apply to statutory rates on the movement of export grain and flour, on international traffic moved between the United States and Canada or on traffic carried in Canada at tariffs related to U.S. rates. Nor will they apply on normal rates on shipments to, from or within the territory covered by the Maritime Freight Rates Act which extends East of Levis and Sherbrooke, Que., throughout the Atlantic Provinces. In the latter territory, class and normal commodity rates were increased on September 23, 1969, following the government decision to lift the Maritime Freight Rates freeze. This increase, the first of its kind in the Maritimes since 1958, brought rate levels in the Maritimes closer to those in effect in the rest of Canada. Further action to close the balance of the gap on a gradual basis in 1970 is under study.

Unlike the surcharge, which was introduced Sept. 1, the February increases will be built into the rate structure itself. The two and four percent surcharges were applied as flat add-ons to the total freight bill after it had been computed in the ordinary way at so many cents per one hundred pounds. The surcharge was an emergency measure to cover falling revenues. It was applied to a domestic carload rate structure that had been increased April 1 by a general six percent. The railways also moved during the past year to increase rates under agreed charge contracts--negotiated rates with large volume shippers between stated points--by a general six percent and this process is expected to continue until at least mid-1970.



GO 604 is seen leaving Toronto Union Station with CN Tempo 145 for Windsor. GO units are occasionally used in Tempo service on Fridays and Sundays.

-- James A. Brown.

CP RAIL TO BUILD \$200 MILLION SOLIDS PIPELINE FOR B.C. COAL

CP Rail's wholly-owned subsidiary, Cascade Pipe Line Ltd., announced plans to build a \$200 million solids pipeline to carry British Columbia coal from the Kootenay area of the province to Roberts Bank, a newly-built port in the Vancouver area. The pipeline would be 490 miles long and would move coal in slurry form.

Notice of plans for the project was published Dec. 11 in the British Columbia Gazette. The application will be made under the Pipe-Lines Act of the Province of British Columbia.

Canadian Pacific said preliminary timetable for the project calls for completion of engineering studies, surveys and right-of-way development during 1970 and 1971. Construction of the coal slurry pipeline could start as early as 1972. Construction details and the exact size and location of the pipeline will depend on further development of the East Kootenay coal fields and future sales of coal to Japan and other export markets. The company said the coal fields referred to weren't necessarily those owned by CP Rail but included deposits owned by others.

Cominco Ltd., a subsidiary of Canadian Pacific Investments Ltd., itself a CP Rail subsidiary, and Wright Engineering of Vancouver have undertaken development and testing of grinding processes that would enable coal to be carried by pipeline. CP Rail's present contracts with Kaiser Resources Ltd., a subsidiary of Kaiser Steel Corp. of Oakland, Calif., and with Fording Coal, a Canadian Pacific subsidiary, to move coal from British Columbia fields to Roberts Bank won't be affected by the pipeline operation. Coal for the latter two companies will be moved by CP Rail freight trains.

Preliminary engineering work on the pipeline has been conducted by Williams Brothers Canada Ltd., a subsidiary of Williams Brothers Co. of the U.S. - one of the world's largest pipeline engineering firms. Research and development is being done by Shelpac Research & Development Ltd., of Toronto, a company formed earlier this year by CP Rail and Shell Canada Ltd. to study all aspects of the transmission of solids in pipelines.

UNIT TRAINS TO MOVE SULPHUR ON CP RAIL

Alberta-produced sulphur destined for world markets has begun moving to the Pacific Coast by unit trains. The CP Rail sulphur unit trains--the first for western Canada--are operating initially on a twice weekly basis from Shell Canada's Waterton Gas Processing plant at Pincher Creek, Alta., to bulk terminals at Port Moody, and North Vancouver, B.C.

Planned to haul half a million tons annually the operation calls for three 65-car train sets, each train moving some 5500 tons per trip. A total of 205 hopper cars, including ten spare units have been permanently assigned to the service.

Operating through the Crowsnest Pass and over the newly-upgraded line between Colvalli and Golden, B.C., the sulphur trains will require up to six 3000 hp. locomotives over the Rogers Pass between Golden and Glacier, B.C.--three lead locomotives and three assisting locomotives coupled into the train ahead of the last 20 cars.

As well as guaranteeing an annual movement of 500,000 short tons of sulphur, Shell Canada installed additional loading tracks at the Waterton plant. In addition, by handling its own in-plant switching and weighing, the plant can have 65 loaded cars coupled to a solid train ready to be picked up at the same time the empties are delivered.

A Canadian National spokesman said Jan. 9 the French islands of St. Pierre and Miquelon off Newfoundland's south coast were being considered as a stop on the summer ferry service between Argentia, Nfld. and North Sydney, N.S. The spokesman said CN officials visited St. Pierre, the island's capital and major port, earlier this week to inspect berthing facilities. He said no decision has been made. Approval would have to come from the transport department, which owns all CN ships.

The 8,500 ton passenger and car ferry AMBROSE SHEA is scheduled to begin the Argentia-North Sydney run in May. The May-October service was introduced two years ago as a summer alternative to the regular North Sydney-Port aux Basques, Nfld. service. It gave travellers the choice of an eight hour ferry trip across Cabot Strait and a 560-mile drive across Newfoundland or an 18 hour sea voyage and a 50-mile road trip between Argentia and St. John's. But the Argentia run attracted fewer passengers than was anticipated and CN now is apparently hoping to put the service on a more profitable basis by including St. Pierre. The islands are visited by about 10,000 tourists annually. They travel by small vessel from Fortune, Nfld. and by air from St. John's and Sydney, N.S.

FERRY OPERATION FOR SARNIA

Canadian National has released plans to construct a ferry slip at its Sarnia yard to accommodate international traffic moving between Sarnia and Port Huron. The rail tunnel connecting Sarnia and Port Huron will continue to be the principal channel for moving international trains through this gateway but the ferry operation will provide a supplement service and be able to handle over-size loads which now have to be re-routed because they do not meet tunnel clearance.

Canadian National will assign the S.S. St. CLAIR to the ferry service. A feasibility study will be made on the merits of operating the St. CLAIR as a barge with tug assistance. Some revisions will be made in the yard trackage at the Sarnia terminal to serve the new ferry slip.

The St. CLAIR is the old Chesapeake and Ohio ferry PERE MARQUETTE 12, which has not been in service for sometime, although it is in working condition. The ferry currently is tied up at the C&O dock in South Port Huron. It is 400 feet long, 54 feet wide and has gross tonnage of 2,767.

The technique of using a ferry as a barge is widely employed in other centers, the new owners point out. In this area the practice has been adopted by the Norfolk and Western between Windsor and Detroit where it has been under study by CN.

GENERAL MOTORS DIESEL LTD ANNOUNCES EXPANSION

A 77,000 sq. ft. extension to the plant at London, Ontario, of the Diesel Division of General Motors of Canada, Ltd., will be erected during 1970. Land improvements, including roadways, railway track spurs and paved storage areas will be constructed as necessary to service the new facility. F. W. Walker Jr., vice-president of General Motors of Canada Ltd., and general manager of the diesel division stated that demand for all of the division's products has been increasing.

Locomotive production is to be doubled in January, and in June will be increased by a further 25%. GMD is currently building 3,000 h.p. units for CN and recently received an order for 2,000 h.p. units from CP Rail. Demand for the company's buses remains strong. Effective in March, the coach schedule will be increased by 50%. The third major line of products built in London is Terex earth-moving equipment.

FORMER CANADIAN PACIFIC STEAMSHIP "ASSINIBOIA" DAMAGED IN FIRE

The former Canadian Pacific Great Lakes cruise steamship "ASSINIBOIA" was swept by fire at her moorings in the Delaware River near Philadelphia, Pa., last November 9th. No one was injured in the blaze. Damage to the ship was estimated at \$300,000. The ship was left listing heavily 40° to port from the fire. A spokesman for the owners, the Assiniboia Corp. of Philadelphia, said the loss was total. The firm had planned to convert the ship into a high class restaurant and banquet facility.

FIRE DESTROYS WP&Y ROUNDHOUSE

The White Pass & Yukon Railway's roundhouse at Skagway, Alaska, and several adjoining buildings were gutted by fire on October 15th, 1969. Burned were Mikado 72 (used for steam heat), two of the new MLW-Worthington diesel electrics (see UCRS NL #280, page 58), Plymouth switcher no. 3 and a caboose.

This iron-clad building had been enlarged to 20 stalls during World War II, when 35 locomotives were working on the 110-mile line, forwarding supplies being used to rush the strategic Alaska Highway to completion. In recent years much of the roundhouse was used as a car shop.

Brooks 1881 mogul no. 52 barely escaped damage, standing just beyond the fire area. This engine was retrieved in 1964 for display purposes from the site of the portage tramway at Taku, British Columbia.

CP RAIL BRIDGE FALLS LIKE 'CARD DECK' WITH ASSISTANCE FROM PGE

Can there be any personal satisfaction in blowing up one of your competitor's bridges?

For the PGE's Doug Whiffin, Engineer Special Duties, it was all in the line of duty.

Engineer Whiffin leads a double life. When not working for the PGE he is Major Doug Whiffin of the 6th Field Squadron, North Vancouver.

Recently Major Whiffin was commander of an exercise involving the demolition of a huge railway bridge at Mile 22.7 on the abandoned CPR Kettle Valley Line in the Coquihalla Valley.

The 375-foot long timber trestle bridge, built by the CPR in 1948 and abandoned in 1959, required two detonations to bring it down. The bridge belonged to North Pacific Mines and company officials plan to salvage the timbers for shoring material in the mines.

With a look of total satisfaction, Major Whiffin observed: "After the second detonation the structure came down like a deck of cards."

It required 300 pounds of plastic explosives to bring it crashing into the Valley.

Major Whiffin's Squadron was assisted in its venture of destruction by a 17-man contingent from 409 Engineer Company, U.S. Army Reserve from Everett, Washington, under the supervision of their executive officer, Lieut. Dave Robertson.



MacMillan Bloedel has stated their railway operations will be closed down within three to four months, with a full conversion to truck. Work has been progressing on construction of a logging truck road to connect the Nanaimo River operation with the Copper Canyon operation, and then use that road directly to the mill at Chemainus. Copper Canyon is itself a former rail operation. Reportedly it is high freight rates being charged by CP Rail (which itself owns controlling interest in M & B) to haul from Diamond Yard to Chemainus that are forcing the change. The M & B railway did not run to the mill, but only out to a connection with CP Rail which then linehailed the logs to the mill.

This leaves the future of Comox Logging's railway in shadow, as they shared fifteen miles of joint trackage, using M & B locomotives whenever their Baldwin diesels broke down. Whether CL&R purchases a second locomotive, obtains an agreement with M & B to retain a locomotive for protection, or itself eventually goes over to truck operation remains to be seen.

Meanwhile, on the 16th of December, 1969, M & B steam locomotive 1055, operated for the last time on the line, hauling a load of 30 flats with 2000 tons of logs.

BRITISH RAIL BRANCH LINE ABANDONMENTS

Branch-Line subsidies and closure threats are not confined to Canadian railways. British Rail announced in December that 58 million will be the cost of maintaining 120 unprofitable services in 1970, and that after 1971, six northern lines may have to be closed. In some cases, these lines have survived public inquiries about their usefulness within the past five years. An extension of service would be possible if municipalities or local development groups offered subsidies.

The lines under the shadow of the axe, and their 1970 grants, are:

Oldham to Rochdale	(approx. 8 miles)	£469,000
Bury to Rawtenstall	(approx. 12 miles)	£104,000
Huddersfield to Wakefield	(approx. 16 miles)	£47,000
Haltwhistle to Alston	(approx. 18 miles)	£43,000
Keswick to Carlisle	(approx. 25 miles)	
to reach main line at Penrith)		£95,000
Inverness to Kyle of Lochalsh	(approx. 90 miles)	
to reach main line at Dingwall)		£179,000

LARGE EXPANSION FOR WHEEL SHOP AT CN'S TRANSCONA COMPLEX

A \$600,000 expansion of the wheel shop in Canadian National Railway's Transcona Shops complex was announced in Winnipeg Dec. 23. Work on the project will begin in the spring and will be completed in 1971. The increasing demand for wheel repairs and the congested conditions of the present wheel shop have made the expansion necessary. CN officials estimate that wheel maintenance work at Transcona will undergo a significant increase in the next few years and could double by 1982.

In addition to the building expansion, a new wheel lathe will be installed to increase production. The present lathe will be moved to CN's car shop at Port Mann, B.C., to assist with that shop's increased work load resulting from the introduction of unit coal trains between Alberta and the West Coast.

The present Transcona wheel shop will be extended an additional 140 feet in length and 72 feet in width. The larger area will permit installation of three production lines; space for new roller bearing servicing facilities as well as enlarged lunch and locker rooms. With the completion of the shop expansion at Transcona and the re-location of the wheel lathe at Port Mann, demands in wheel repairs for the Prairie and Mountain regions will be adequate for the foreseeable future.

The Keswick line has been in use 105 years, and at the time of World War I carried half a million passengers a year. No comment is made on the relative costs of maintaining it as compared to improving the overcrowded Lake District roads to bring tourists in.

The Kyle of Lochalsh line, serving ferries to Skye and steamers to Skye and Lewis, is a spectacular piece of Highland railway construction, well described in Nock's BRITISH STEAM RAILWAYS. Unfortunately, disputes with landowners when it was built caused it to avoid centres of population, such as they are in the Highlands, and it is almost exclusively a tourist line. The Scottish Railway Development Association is discussing its future.

Groups of interested organizations are already preparing to resist closure of the shorter lines, on the grounds that they are important local amenities.



WORTH NOTING...

- * Construction of the \$1 billion Metro Centre redevelopment project of CN and CP Rail in downtown Toronto will commence in early 1970, officials of the project stated recently. The project will cover 190 acres of railway property in the downtown area and take 15 years to complete.
- * The recently retired carferry, S.S. Prince Edward Island, 55 year veteran of P.E.I. ferry service, has been sold for scrap to a Charlottetown scrapdealer for \$20,000.
- * Noted TV personality Pierre Berton has been working on a two-volume history of the building of the Canadian Pacific Railway between 1871 and 1885. The first volume--The National Dream--will be published in the fall of 1970; the second volume--The Last Spike--will be brought out a year later.
- * Operation of unit trains to the new Roberts Bank superport near Vancouver should begin in late January, if all goes well. Construction of the connecting railway is progressing rapidly and rail laying was begun in late October. Little heavy construction work remains, except positioning of a highway overpass bridge.
- * Great Northern discontinued trains 357 and 358, the Morning International, Vancouver to Blaine, with a last run October 25th. This leaves only one train on the Vancouver-Seattle run. During its last week, 357 and 358 were running with two F units and one coach. There are no turning facilities at Blaine. Previously the baggage car had gone along, also. On the last run the entire consist (357 and 358 were operated with lay-over equipment off 359 and 360) of five cars, parlor car and all, went along.



EQUIPMENT NOTES...

CN MOTIVE POWER NOTES

* Delivery of SD40's continues from the Diesel Division of General Motors of Canada:

GF-30e: 5123 -- Dec 12/69
5124 -- Dec 12/69
5125 -- Dec 23/69

GF-30h 5126 -- Dec 23/69
5127 -- Jan 15/70
5128 -- Jan 14/70
5129 -- Jan 20/70
5130 -- Jan 20/70

* GR-30 class units 5000-5075 were re-classified GF-30, effective Jan 1/70. Rear footboards will be removed from these units at next shopping.

CN EQUIPMENT NOTES

* Hawker Siddley's Trenton, N.S. plant will build five 100 ton aluminum hopper cars for experimental purposes. They are designed to test the possibility of carrying heavier loads and improved trucks and vibration control systems. Delivery is scheduled for August with the test lasting from six to twelve months.

* Grand Trunk Western has acquired 40 surplus cabooses from Sante Fe, and will rebuild them at Port Huron shops for GTW service.



Some of the ex-ATSF cabooses purchased by GTW at Port Huron, Michigan.

-- James A. Brown.

GO TRANSIT NOTES

* GO Transit has ordered 15 suburban buses from G.M.D.L. for delivery this fall. (see Oct-Nov/69 NL for possible routes).

CANADIAN EXPORT LOCOMOTIVE ORDERS

* General Motors Diesel Limited of London has an order to build 35 general purpose C.C. diesel units for Yugoslavia. The 2000 h.p. locomotives are to be delivered this July.

* Sierra Leone Development Corp. has ordered three general purpose 2000 h.p. C.C. units from MLW-Worthington for delivery in April.

BRIEFLY.....

* Midland Ry. of Manitoba diesel #1 has been sold to B.C. Hydro and renumbered 931.

* PGE should begin to test Locotrol or Robot operation in late December or early January. Conversion of the ex-SP&S FB-2 diesel unit to a control car is progressing slowly. The master control locomotive will be one of the new C-630's.

* Great Northern is converting several freight F-7 units (reportedly 10 units) into passenger locomotives and renumbering them into the 380 series. The newer units (1953 vintage) are being converted while the older passenger units are being downgraded to freight service.

CP RAIL MOTIVE POWER NOTES

* The annual migration of U.S. motive power north to CP lines is in full swing. At the end of January, the following power had been leased:

- Lake Superior & Ishpeming:		Maintained Winnipeg
U23C: 2300-2302:		
- Bessemer & Lake Erie:		Maintained St. Luc
F7A: 719A	"	"
F7B: 712B	"	"
RSD-15: 881-886		Winnipeg
- Boston & Maine:		Maintained St. Luc
RS2: 1508, 1512, 1517,		
1518		
F7A: 4266A	"	"
F7B: 4266B	"	"
- Illinois Central:		Maintained St. Luc
C636: 1100-1105		
- Alco Products (demonstrator):		Maintained St. Luc
C636: 636-3 (one unit)		
- Precision Engineering:		Maintained St. Luc
RS-27's: 900-901		
- Chicago Great Western (now owned by C&NW):		Maintained St. Luc
F7A: 110C, 115A, 115C,		
116C		
F7B: 101D, 103B, 105B,	"	"
109B, 112D, 114B		

* Twelve further units have been outshopped by MLW-Worthington:

M636: 4706 -- Dec 8/69
4707 -- Dec 10/69
4708 -- Dec 12/69
4709 -- Dec 17/69
4710 -- Dec 18/69

M630: 4509 -- Dec 23/69
4510 -- Dec 30/69
4511 -- Jan 12/70
4512 -- Jan 19/70
4513 -- Jan 20/70
4514 -- Jan 22/70
4515 -- Jan 27/70



Illinois Central Alco C-363 coupled to CP Rail MLW DES 18-b 8754, about to depart Agincourt Yard with a Montreal bound freight. January 24, 1970.

-- John D. Thompson.

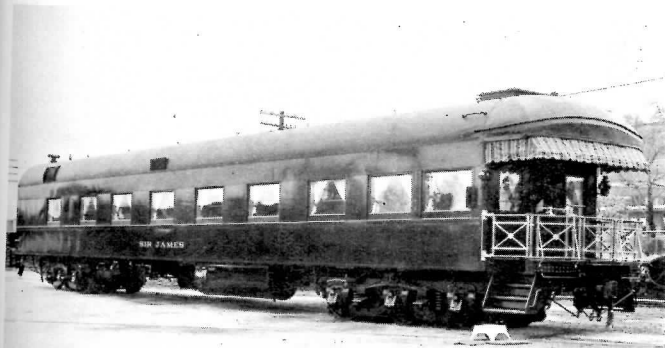
CP RAIL EQUIPMENT NOTES

* Penn Central Shops are to build 34 60'-9" box cars for delivery in January and February this year for CP.

* CP Rail has placed an order worth \$8 million with Marine Industries Ltd. The 400 steel covered hopper cars will be built by the Sorel, Que. plant with deliveries to start in 1970.

SIR JAMES

THE FIRST ALL STEEL PASSENGER CAR IN CANADA.



-- Andrew Merrilees Limited.

by Andrew Merrilees.

In September 1910, the Preston Car and Coach Co., Ltd. of Preston, Ontario completed the official car "Sir James" for the use of Sir James Whitney, then Premier of Ontario. This car was the first all steel passenger train car built, or used in Canada, preceding Canadian Pacific's famous steel coach 999, usually accorded this honour, by almost two years. (The 999 was built by Angus Shops in June, 1912.)

When built, the "Sir James" carried on its letterboard the name "Ontario Government Railway", as did all the passenger cars of the then Temiskaming and Northern Ontario Railway (now Ontario Northland) at that time. It was one of a number of notable "firsts" on that railway--another being that the T&NO operated the first all steel passenger train in Canada, over its own lines and those of the Grand Trunk, between Toronto and Timmins, Ontario in June 1914.

Two months later, in August of that year, CPR Angus Shops turned out the first of that railway's steel passenger cars, other than the experimental car 999 previously mentioned. In that same month, World War I was declared, and further steel passenger car construction by the CPR was shortly afterward discontinued for the duration of the conflict.

Of the various component railways which formed the original Canadian National amalgamation of 1918, only the Canadian Government Railways (former Intercolonial) had a few steel passenger cars, dating from the period 1913-15. The Grand Trunk, which was taken into the system five years later in 1923, owned none other than a series of steel postal cars built in 1921.

So it remained for one of Canada's smaller railways--the Temiskaming & Northern Ontario--to order not only Canada's first steel passenger car, but also to order and operate the country's first complete steel passenger train!

Regarding the "Sir James"--the Canadian Railway and Marine World issue of October 1910 says in part: "It is unique, and is the first of its kind, either built or used, in Canada. The underframe is entirely of steel, the centre member being a box girder, composed of two 20" channels, extending continuously from buffer beam to buffer beam, boxed top and bottom, with ½" by 20" steel.

The draft gear is encased in the end of the box girder. On the side framing, which is of structural steel, cased with wood, is a steel plate, extending continuously from end to end of the car, from the outside sill to the sash stool. On the top of this is rivetted a compression member of 3/4" x 6" steel extending from end to end of the car body.

There are no under truss rods of any description.

The trucks are composed entirely of steel, each having four side bearings. On the top of each journal box there is an equalizing spring soft enough to take care of the inequalities of the rail, and still not stiff enough to communicate the jolt to the car.

The car is lighted with both Pintsch gas and electricity. The electric current is obtained from a Tate bifunctional accumulator storage battery, which is the first of its kind used for car lighting.

The interior is finished in quartered oak, inlaid with white holly and ebony of plain design--all polished. The observation room is situated in the rear, with an open platform. There are three staterooms, dining room, two sleeping sections, heater room, servants' room with upper and lower berths, toilet room and kitchen.

The observation room is equipped with a speed indicator and air gauge piped direct from the train line and back of the cylinder, so that observations can be made."

The "Sir James" was the only business car ever built by Preston Car and Coach Co. Ltd., which had only been in business two years at the time, and was noted mainly as a builder of street cars and interurban cars. While the company did, over its fourteen year history build a small number of steam railway passenger cars, this was the only business car ever built by them, and was by far and away the most handsome and important product ever to come out of their plant.

Despite its being of all steel construction, the "Sir James", as built, had the appearance of a wooden car. To make it conform in appearance to most of the other wooden equipment then in service, it originally had simulated wooden sheathing between belt rail and skirt.

The windows also originally had semi-elliptic upper sash, in the upper portions of which were mounted special opaque glass. This was in keeping with common practice then effect on much of Canada's railway equipment at that time.

The car was extensively used by Sir James Whitney, until his death in office in 1914, and also by the T&NO Railway Commissioners on inspection trips.

Photographs show it in the consist of the first train into South Porcupine in 1911, and it is known that it was also on the rear of the first trains into Timmins, Iroquois Falls, Larder Lake, Noranda and Moosonee.

On July 15, 1932, Mr. George S. Henry, Premier of Ontario, rode to Moosonee in "Sir James" where he drove the last spike of the T&NO Cochrane-Moosonee extension, exactly 300 years after Captain James (after whom James Bay is named) arrived at that point in his English ship.

Hon. Mr. Justice Latchford, who officiated at the turning of the first sod of the T&NO Railway at North Bay in 1902 was also present, and assisted in the proceedings.

The car also has many associations with Sir Adam Beck, who used it when travelling around Ontario addressing audiences on the benefits of publicly owned power. These efforts eventually brought forth the huge Ontario Hydro system of today.

Over the years, "Sir James" has endured many structural changes, so that it would be hard for any but a real expert to recognize the original car from its appearance today.

Firstly, its trucks were changed from the original Pennsylvania Railroad standard type to the Pullman standard type in 1914. This gave the car better riding qualities.

The car was renamed "Whitney" in 1918, Sir James Whitney having died in 1914.

In 1927 the car was completely rebuilt by National Steel Car Corporation of Hamilton, Ontario. At this time, the simulated wooden sheathing was plated over, as was the semi-elliptical window sash. The Pintsch gas lighting was completely eliminated, and in all respects the car was made to conform with the very heaviest and latest equipment being constructed in that year, which was the peak of the heavyweight passenger equipment era.

The magnificent brass end platform of "Sir James" remained unchanged.

In 1946, all business cars on the T&N were given numbers, and "Sir James", by then "Whitney" was renumbered 210. In 1951 it was again given a name--this time "Moosonee".

In this same period, the roof was altered from the full Monitor type to an arch construction, as was most ONR passenger equipment at that time. This gives more room for cooling ducts, etc.

In November, 1965 the car was renumbered 1626, which is in the railway's boarding car series of numbers.

The accommodations and appearance of the car remained unchanged however, and the car was taken to Moosonee where it was used as a dormitory for the girls working on the restaurant car "Meechum" of the "Polar Bear Express" operating between Cochrane and Moosonee.

With the acquisition of the present business car "Moosonee" from the Frisco Lines in September, 1965, it was felt that the ONR had one business car too many, and the original "Moosonee" (ex "Sir James"; now 1626) was offered for sale to Andrew Merrilees Limited, railway equipment dealers of Toronto, in February 1967.

Mr. Andrew Merrilees, president of that firm, and a founding member of the Upper Canada Railway Society, journeyed to Moosonee for the purpose of inspecting the car. Upon arrival the temperature was -45°F. and the car was sheathed in ice.

Mr. Merrilees was familiar with the history of the car, and entered a successful tender on it. It was then shipped direct to Hull, Quebec, where the Merrilees firm had in progress a large CPR track removal project of several main lines and yards in the Ottawa Hull area.

Throughout the summer of 1967 the car served as headquarters, office and dormitory for supervisory personnel of the Merrilees firm, saving many hotel expenses.

Among those resident on the car at this time was Commodore James Plomer, R.C.N. (Retired), who was associated with Mr. Merrilees on this project. Mr. Plomer is a noted railway historian.

In the late fall of 1967 the car was brought to the Merrilees yard at West Toronto, where it has since remained. In the summer of 1968 a considerable sum was expended on redecorating the interior of the car, which was handled by a well-known firm of Toronto interior decorators.

Paint was stripped off the magnificent brass end platform, and this was polished to something like its former brilliance. At the same time the car was repainted its original dark Pullman green colour, and given back its original name "Sir James".

"Sir James" is now in top condition in every way, and is for sale to anyone who has the asking price. Since track lifting jobs of the size of the Ottawa-Hull project are few and far between in Canada, it seems doubtful if "Sir James" will be needed in the future as a dormitory by the Merrilees firm.

Therefore, until a buyer enables a new chapter to open for Canada's first steel passenger car, it is being given "tender loving care" in the Merrilees equipment and material yard at West Toronto.



The observation-lounge area of "Sir James", looking toward the observation platform. Note the modernistic and comfortable interior appointments.

-- Andrew Merrilees Limited.

SOME SCENES FROM THE BIG STORM OF 1944.

All photographs TTC.



College and Bay, looking east, December 13, 1944, showing the street cleared of snow just to the width of the tracks.



Scrapper 2120 hard at work clearing snow from the North Yonge right-of-way, Yonge Street south of Finch Avenue..



Brand new scarifier-plough TP-10 at Roncesvalles Division in 1946.



The scene at Queen and Yonge looking west, December 13, 1944.

the Big Storm of 1944.

December 1944, is a month of many memories to many people. For some, this month is remembered as the last ditch attempt by the German Third Reich to prolong the Second World War, in the famous Battle of the Bulge. However, to the citizens of Toronto, a equally famous battle with Mother Nature occurred in mid-December, which for four days--December 11th, 12th, 13th, and 14th--pushed the war news into the background. This event is written into the memories of the people who shovelled their way out of it as the Big Storm of 1944.

Toronto had large snow falls before this particular storm, and has had bad storms since. But this one will be remembered for the quantity of snow dumped on the city--21 inches in less than twelve hours, and the chaos to the transportation system caused by the snow; the transportation network all ready overtaxed because of the war effort.

Let us take a brief look at how strained were the resources of the Toronto Transportation Commission during those war years. With rationing of gasoline, rubber, metals, and the curtailment of passenger car production made the use of automobiles for private use quite restrictive, and as a result people turned to public transportation. The following is a table of statistics, showing how taxed the TTC was to handle the wartime crush loads:

Year	Revenue Passengers	Total Mileage (Streetcar & Bus)	Total Streetcars
1939	154,089,720	24,086,891	918
1940	168,147,272	24,684,891	899
1941	193,608,478	26,731,914	893
1942	238,991,803	31,999,038	938
1943	278,539,341	35,447,932	933
1944	293,799,883	36,384,867	946

The number of units in the streetcar fleet changed from year to year, on account of scrappings, sales to other systems, rental of equipment, and the purchase of new PCC cars.

The snow-fighting equipment roster of the TTC at this time is most interesting to look at:

TORONTO TRANSPORTATION COMMISSION
SNOW FIGHTING EQUIPMENT ROSTER December 1944.

SWEEPERS (Number, Type, Builder, Date)

S-1	ST SE W	TRC	1892	
S-2	ST SE W	TRC	1892	
S-3	ST SE W	TRC	1893	
S-4	ST SE W	TRC	1893	
S-5	ST SE W	TRC	1894	
S-6	ST SE W	TRC	1895	
S-7	ST SE W	TRC	1895	
S-8	ST SE W	TRC	1895	
S-9	ST SE W	TRC	1895	
S-10	ST SE W	TRC	1899	
S-11	ST DE W	TRC	1899	
S-12	ST SE W	TRC	1901	
S-13	ST SE W	TRC	1901	
S-14	ST SE W	TRC	1901	
S-15	ST DE W	TRC	1901	
S-16	ST SE W	TRC	1909	
S-17	ST SE W	TRC	1918	
S-18	ST DE W	McG-Cumm	1914	ex-TCR 5
S-19	ST DE W	McG-Cumm	1915	ex-TCR 6
S-20	ST DE W	McG-Cumm	1915	ex-TCR 7

S-21	ST SE W	McG-Cumm	1921	
S-22	ST SE W	McG-Cumm	1921	
S-23	ST SE W	McG-Cumm	1921	
S-24	ST SE W	McG-Cumm	1921	
S-25	ST SE W	McG-Cumm	1921	
S-26	ST SE W	TTC	1924	
S-27	ST SE W	TTC	1924	
S-28	ST SE W	TTC	1924	

SCRAPERS

2120 DT DE W McG-Cumm 1912 ex-TCR 120, converted Nov. 1930 from passenger car. North Yonge Railways.

2200	ST SE W	Preston	1915	ex-TCR 50
2202	ST SE W	Preston	1915	ex-TCR 51
2204	ST SE W	Preston	1915	ex-TCR 52
2206	ST SE W	Preston	1915	ex-TCR 53
2208	ST SE W	Preston	1915	ex-TCR 54
2210	ST SE W	Preston	1915	ex-TCR 55
2212	ST SE W	Preston	1915	ex-TCR 56
2214	ST SE W	Preston	1917	ex-TCR 57

Converted from passenger cars, Dec. 1932.

PLOUGHS

W-1	DT SE W	TTC	1922
W-3	DT SE W	TTC	1922
W-5	DT SE W	TTC	1922
W-6	DT SE W	TTC	1922
W-9	DT SE W	TTC	1922

Converted flat cars.

TP-2 DT SE W TRC 1909 ex-TRC 2 (compressor car), ex-T&Y 2 (express car (1927)), cut down Dec. 1936 to plough.

TP-7 DT DE W T&Y 1912
Wedge plough ex-T&Y 7, used on Lake Simcoe Line and North Yonge Railways. (As of Dec. 1944 not used.)

It began to snow lightly on the evening of Monday, December 11, 1944. TTC sweepers were ordered out at around 10:00 p.m. in the evening, with the rail and automotive ploughs to go out later at 2:00 a.m. after traffic on city streets slackened off. Weather reports had called for continuous snow, with an expected fall of between ten to twelve inches. How wrong the weather-men were! By daybreak on the 12th, the city was paralysed with 19 inches of the white stuff on the ground, and more coming. By noon 21 inches of snow were down. Let one think that Toronto was the only locality affected, the storm was widespread throughout Southern Ontario, Quebec, the North-central and North-eastern United States.

All commercial activity in the city was in a state of paralysis. Major downtown department stores were closed; break and milk deliveries were either stopped entirely or greatly curtailed. Schools were closed. At noon of the 12th the Mayor of Toronto broadcast an appeal for workers to stay home, that the transportation services were needed to move essential war workers to their jobs. The TTC was just barely running, as this table will show:

BLOCKED CARLINES -- December 12, 1944.

CARLTON, Howard Park Avenue, 8:00 a.m. to 8:20 p.m.
CARLTON, Parliament to Luttrell, 9:00 a.m. to 5:50 a.m.
December 13th.
DUNDAS, Glenlake to Runnymede, 6:40 a.m. to 8:23 a.m.
DUPONT & BAY, Bay & Davenport N. of Bloor, 9:30 a.m. to 3:30 p.m.
DUPONT, Avenue Road to Christie, 3:30 p.m. to 7:50 p.m.
BAY, Avenue Road Hill, 3:30 p.m. to 6:55 p.m.
BLOOR, Clendenan to Jane, 1:30 p.m. to 2:50 p.m.
BLOOR, Luttrell to Spadina, 12:45 p.m. to 2:00 p.m.
HARBORD, Spadina to Lansdowne, 10:00 a.m. to 7:45 a.m.,
December 13th.
HARBORD, Gerrard to Lipton, 10:00 a.m. to 3:00 a.m.,
December 13th.
KING, at Langley Avenue, 2:00 p.m. to 6:00 p.m.
KINGSTON ROAD, east of Victoria Park, 11:10 a.m. to 1:37 p.m. December 13th.
LONG BRANCH, Roncesvalles to 18th St., 7:40 a.m. to 9:30 p.m.
LONG BRANCH, 18th St. to Small Arms Loop, 7:40 a.m. to 4:45 a.m. December 13th.
PARLIAMENT, entire route, 9:00 a.m. to 3:30 p.m.
QUEEN, McCaul to Roncesvalles, 6:45 a.m. to 12:00 noon.
FORT, Adelaide to Exhibition Loop, 6:00 a.m. to 10:30 p.m.
WESTON ROAD, Avon to St. John's, 8:00 a.m. to 5:30 p.m.
BATHURST, at London St., 9:00 a.m. to 10:40 a.m.
NORTH YONGE, Finch to Pearson's, 9:43 a.m. to 4:15 p.m.
NORTH YONGE, Pearson's to Richmond Hill, 9:43 a.m. to 10:00 p.m.

At 2:25 p.m. on the afternoon of the 12th there occurred the only serious accident suffered by the TTC during the storm. Ex-TRC 1830, operating on the BEACH TRIPPER route, turned over on its side, after splitting a switch at the corner of Queen and Mutual. A sweeper had negotiated the switch minutes before, in order to clean out the snow in Mutual Street Loop, and the switch had been reset. Three cars passed over the switch, and as 1830 negotiated the point, the car swung north into Mutual Street. With a crush load of 170 people aboard the car, it snapped its kingpins and fell over into a snowdrift. One person died and 43 people were injured.

Tuesday the 12th became Wednesday the 13th. By Wednesday morning, all TTC streetcar lines were operating, and most bus routes, with the exception of three. Automobile traffic was banned, except for essential business. As a result the TTC found itself with larger than usual crush loads in the AM rush, and delays to service on most routes. The Commission found itself short of personnel to man 70 vehicles to carry this increased patronage, as the men were needed for snow clearing duties. Most downtown stores reported that they were open for business, in spite of the snow.

On Thursday the 14th, things in the city began to resume their normal pattern of activity. Schools were reopened. The ban on the use of automobiles except for essential service, still remained, and the citizens, many emerging from their homes for the first time since Tuesday, flocked to the TTC as their only means of transportation. As a result the TTC found itself again hard pressed to handle the large crowds, still being short of vehicles. Delays of up to one hour were common on streetcar routes, as there occurred some breakdowns with equipment, but more commonly the obstruction was stalled or snowbound trucks. Much of the snow on streets with trackage had been cleared only to the width of the track allowance.

On the Friday the ban on automobile traffic was lifted. Things eased somewhat for the TTC, as more men, not needed for snow clearing duties again were available to man the streetcars and buses. There were still crush loads being carried, with many people being left at stops. Delays were still common, although not as lengthy as some of the tieups which occurred on the Thursday.

The storm demonstrated that the TTC sweeper fleet, although excellently maintained and considered efficient to handle ordinary snowfalls, was not up to the task of clearing such a heavy accumulation of snow. The need for heavier equipment was indicated. The ploughs on the roster more than proved their worth in clearing the snow. The City of Toronto was criticized for its role in snowclearing. City forces did not start to move until 7:30 a.m. of the Tuesday morning of the storm, and were hampered by the amount of snow being too much to clear with their equipment. The city department responsible was later reorganized.

In the winter of 1945 the TTC ordered two new steel plough-scarifier cars—TP-10 and TP-11 from National Steel Car Co. Ltd. of Hamilton. During 1947 and 1948 twelve ex-TARS double-truck double-end sweepers were purchased, to replace a number of the older ex-TRC sweepers which were scrapped.

The railways were also seriously affected by the storm. Of interest is the following account by UCRS member George Horner:

"My recollections of the Big Storm start with my trip to work as second trick operator at Scarborough station (4:00 p.m. to 12:00 midnight). I started off early at 1:30 p.m. from Broadview and Danforth, where I waited about ten minutes for an eastbound streetcar. This car was a HARBORD car, and when it got to Pape Avenue, all passengers were disembarked, with the intention of the car turning up Pape Avenue to get to its normal route. However after ten to fifteen minutes of digging and sweeping the motorman was defeated by the elements and decided to take everybody back aboard the car and proceed to Luttrell Loop. The trip was slow to Main Street where I got off, due to a number of stalled vehicles which had to be pushed clear of the track. However I arrived at Danforth station about 2:30 p.m., where I was to await the first eastbound train to Scarborough. The Danforth Bus Lines which I normally rode to work, had

ceased operation. They did not resume operation until the third day, at which time the trip I was on, got stuck in the snow between St. Clair Avenue and Midland Avenue on the Danforth Road, from which point I had to get out and walk to work.

Back to the first day, at Danforth station, a local freight to Belleville (No. 442) had gone east about 2:00 a.m., and no other train had used the track, until No. 14 for Montreal left Union Station at 6:30 p.m. Because of the snow conditions it was decided to add a 4100 class helper engine to N. 14 at Block F (east end Don Yard). This particular helper engine had completed its tour of duty and was on the way to the roundhouse at midnight, but was unable to get past Block F due to the storm conditions. Due to the long time on duty for the helper engine, and the engine for No. 14 which had left the shop track at 8:45 a.m., both engines had to take water at Danforth. No. 14 arrived at Scarborough at 7:30 p.m. and stopped to cut off the helper engine, and detain one operator three and one half hours late for work.

This same helper engine returned to Block F, and was coupled to No. 6, to assist this train to Scarborough about 10:00 p.m. It should be pointed out that on the first trip on No. 14 the 4100 was actually ploughing snow, which drifted two and three feet over the rail in various locations.

A snow plough extra arrived from Lindsay during the evening. It went as far as Danforth, took water, and returned to Scarborough and turned on the Geco Branch and proceeded back to Lindsay. No. 95, the passenger from Port Hope via Peterborough and Lindsay, due around 8:30 p.m. was very late, because No. 92 had never left Toronto in the morning, and a train had to be made up at Lindsay to operate No. 95. This train was reported six hours late. A manager of a local firm (Canadian Line Materials) had walked to Scarborough Station and purchased a ticket to Danforth, to ride No. 95 home. As the helper engine was returning to Block F, I asked the engineer if he would carry a revenue passenger to Danforth, to which he agreed. The manager must have appreciated the service, as he called the Agent the next day to express his thanks.

I remember returning to Danforth on No. 95 about 3:00 a.m. Most trains approached Toronto nearly on time, but were delayed because the Toronto Terminal Railway was unable to keep the switches clean. Early in the storm they exhausted their supply of gas for burning out switches, and were unable to have any more delivered because of blocked roads. It was not until late afternoon that they were able to get a yard engine with a flatcar into one of the gas company depots (on the waterfront), secure some drums of gas, then slowly distribute it to all the key locations. It was reported that No. 50 from North Bay due at 8:10 a.m. and No. 93 from Lindsay due about 11:00 a.m., were both on time at Cherry St. Tower, but were nearly twelve hours late arriving at Union Station. Passengers from the west were more fortunate, as many of them detrained at Parkdale and Sunnyside stations and made their way home as best they could, while the trains sat from eight to twelve hours. It is reported that No. 77, the early morning train to London had left Union Station nearly on time, but no more trains arrived or left until No. 14 went east at 6:30 p.m.

A westward freight train had pulled into the siding at Scarborough before midnight (of the 11th), and snow built up around it almost to the car roofs. It was not until about 10:00 p.m. that the engine and several cars of livestock were cut off and moved to Bathurst St. yard. Due to the livestock being long overdue for feeding and watering, it is reported that about 30 head had died while standing in the siding. The balance of the train remained in the siding for about a week, when it was finally moved about ten cars at a time."

Such were the conditions experienced by the railways and the Toronto Transportation Commission around Toronto in the Big Storm of 1944.

TRACTION TOPICS will return next month.