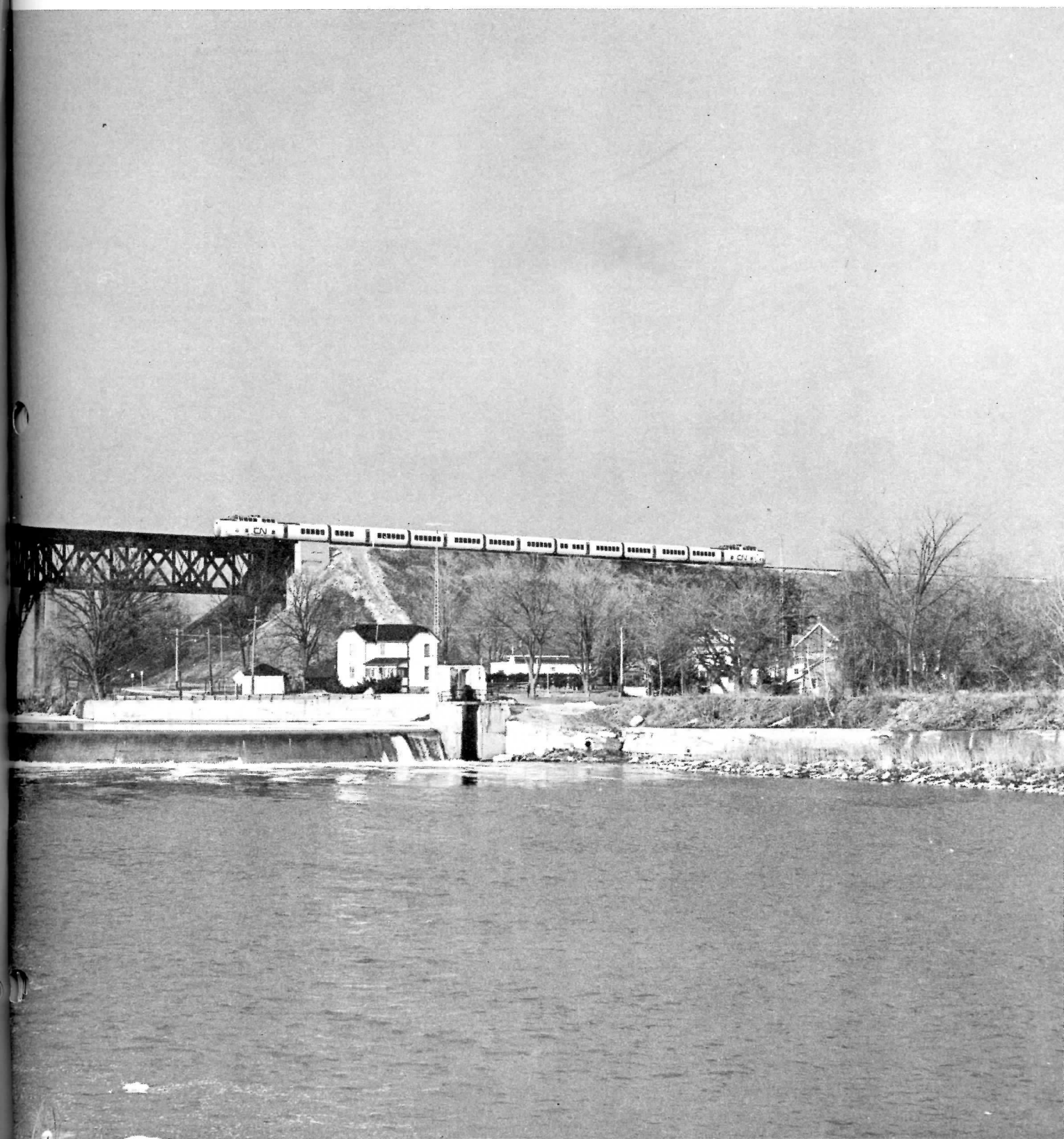


# newsletter

Upper Canada Railway Society



June 1970 ■ 50c



# newsletter

Number 293

June, 1970

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Robert D. McMann, Editor.

Contributions to the Newsletter are solicited. Unless otherwise requested, every effort will be made to return material.

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

\* While David M. More will be on vacation from May 28 to July 23, please address all News and Equipment Notes material to the Editor.

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## 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.

June 19: Regular meeting. A program consisting of short addresses by certain members on interesting railway subjects.

June 26: Special Hamilton Chapter tour. See below. (Fri.)

July 4: UCRS Steam Excursion to Gravenhurst, with 6218 and return. Departs Toronto Union Station 0900 EDT. Fares: adults \$15.00, children (5-12) \$7.50, infants \$2.00. Tickets available from the Trip Committee, c/o Box 122. (Sat.)

July 5: UCRS TTC streetcar trip, using an air-electric PCC car. Departs York & Wellington 0930 EDT, returning to same stop six hours later. Fare \$5.50; out-of-service trackage featured; photo stops & runpasts; lunch stop. Tickets available from the Trip Committee, c/o Box 122. (Sun.)

July 17: Regular meeting. Movie night, 8 mm films. (Fri.)

Aug. 21: Regular meeting. Movie night, 16 mm films. (Fri.)

UCRS HAMILTON CHAPTER is sponsoring a tour of the CN Express Freight Terminal & Diesel facilities in Hamilton on Friday, June 26th. Tour participants are requested to meet at 6:45 p.m. in the board room in the basement of the Express Terminal. Parking is available in the CN lot at Stuart & Hess Sts. If coming into Hamilton via 403, exit at the York St. ramp, down York to Hess, left on Hess over to Stuart St.

UCRS HAMILTON CHAPTER OFFICERS FOR 1970:

Chairman -- W. M. Common

Treasurer -- R. Ruck

Secretary -- W. C. Smith

Entertainment -- W. Matthews

Locomotive Foreman -- C. Dubois

JUNE 13 is the date of a rather interesting excursion being sponsored by the Forest City Railway Society of London, Ontario. The diesel trip will take patrons over much of the freight-only branch line mileage of CN in the London area. The routing is from London to Port Stanley-St. Thomas-Tillsonburg-Brantford-Paris Junction-Stratford-St. Mary's-London. Fares are \$11.00 and are available from the FRCS, c/o Centennial Museum, 325 Queens Avenue, London 14, Ontario. This is the first excursion of the Forest City Railway Society, and UCRS members' patronage on this trip would be greatly appreciated. Trip leaves CN London Station at 0900 EDT.

## Readers' Exchange

LOCOMOTIVE FOR SALE: Tenshodo HO NYC Hudson, painted and lettered as TH&B 502. Test run only. \$50.00 or best offer. James A. Brown, 3 Bromley Crescent, Bramalea, Ontario.

WANTED: Photos of TTC PCC 4575 showing rear end. Also air-electric cars on ST. CLAIR route, in the loops and on St. Clair and Mt. Pleasant Road. G. Muir, 37 Hadley Road, Toronto 298, Ontario.

## The Cover

HERE'S TURBO 2 crossing the Grand River at Paris, Ontario, on its way to London, Saturday, March 21, 1970. At the time the photograph was taken the train was in test operation between Montreal, Toronto and London. For more on Turbo, see pages 62 and 63.

(photograph by James A. Brown)

# RAILWAY NEWS AND COMMENT

## GO TRANSIT SERVICE EXTENSIONS START SEPTEMBER 8

The Ontario Government announced May 5th that GO Transit services would be extended to Barrie, Oshawa, and Hamilton, effective September 8th. The one major change to the plans announced last fall is that there will be no rail link between Richmond Hill and Toronto--the service to be provided with buses. Studies undertaken showed that only two trains in each of the morning and evening rush hours could be fitted into the CN schedule on the line, and the 53-minute travelling time would have no advantage over existing transportation facilities. In addition, the cost to the provincial treasury to subsidize even the minimal train service would be \$2-million a year.

Instead service to the north is to be provided with buses, operated by Gray Coach Lines under a subsidy, with fares and schedules set by the province for off-peak and rush-hour services. Barrie, Newmarket, Richmond Hill, and Aurora would be connected by this service to the TTC Eglinton Terminal. Passenger terminals with parking facilities would be established in Newmarket, Richmond Hill and Aurora, with the GO service integrated with existing local feeder lines. Experimentation with 11-passenger "minibuses" to carry passengers from their homes to the terminal will be tried out in Newmarket, Aurora, and Richmond Hill.

Commuter bus service will start Hamilton-Oakville on the same date as well as Oshawa-Pickering. Minibus experimental service will start this June in the Bay Ridges-Pickering area. Commuter bus terminals are planned for Oshawa & Whitby, as well as Ajax. A new bus terminal will be built at Pickering north of the existing CN terminal to connect with the rail terminal. In the west, bus service will originate from the downtown Hamilton bus terminal, and there will be a terminal in Burlington as well.

GO Transit and Gray Coach Lines have agreed on a common ticketing system within areas of common operation. Studies have also been undertaken with the TTC on automatic fare collection equipment that could be used in a unified ticketing system.

## GTW 'INTERNATIONAL LIMITED' TRAIN-OFF POSTPONED

Discontinuance of trains 155/156--the "International Limited"--of GTW and CN has been postponed until June 10. 155 will make its last trip from Toronto to Chicago on the evening of the 10th; 156 will make its last trip Chicago-Toronto, arriving on the morning of the 11th.

CN is instituting two RDC trains between Toronto and London as partial replacement for the service offered by the "International Limited" in Southern Ontario. Train 653 will make its first trip from Toronto, leaving 2310 for London on the 11th, 654 will leave London for Toronto 0645 on the morning of the 12th.

## CP RAIL UNIT COAL TRAINS IN LABOUR DISPUTE

Freight and passenger movements on CP Rail lines in British Columbia were delayed for two days in the middle of the second week of May because of a dispute involving safety regulations for the new Roberts Bank superport unit coal trains. CP Rail and United Transportation Union spokesmen admitted that there was some confusion regarding the position of the unit trains with respect to the rule book. The rule book calls for certain tests on brakes, couplings, etc., to be made, when a train completes a run and is broken up for reassembly. The unit trains are not broken up when they reach the port, but simply dump their coal, swing around and return for more coal.

66 conductors and other trainmen booked off sick May 5th. CP Rail obtained an injunction from the British Columbia Supreme Court to stop employees from not reporting for work en masse.

## JUDGEMENT RESERVED BY CTC ON KOOTENAY & ELK

The Canadian Transport Commission reserved judgement May 22 on the question of its right to consider an application by the Kootenay & Elk Railway Co. to establish rail service with Burlington Northern Inc. at the international boundary. The commission must decide whether it has the power to consider the merits of the Kootenay & Elk application. If the commission rules that it does not have the power, the case is expected to be considered by the Supreme Court of Canada.

The companies plan to run tracks to within a quarter of an inch of the international border between British Columbia and Montana and thus, it is argued, avoid federal jurisdiction. Their case is that the half-inch gap brings the proposed project within B.C. jurisdiction. British Columbia has approved it.

The project is supported by British Columbia, but is opposed by other Canadian interests, including CP Rail, which is fighting any diversion of the coal traffic to U.S. lines for export. The outcome will decide whether Kootenay & Elk is transformed from a "paper railway" into 70.8 miles of track at an approximate cost of \$27.3-million. The project also gives Burlington Northern a chance to cash in on part of the coal export traffic.

## G. H. BAILLIE, METRO CENTRE BOARD CHAIRMAN, DIES

Mr. George H. Baillie, chairman of the board of directors of Metro Centre Developments Ltd., died at his home in Toronto on May 8th. Mr. Baillie had been associated with Canadian Pacific for over 50 years, having retired as a CPR vice-president in 1968, but remaining on the board of directors until recently.

Mr. Baillie was a native of St. Lambert, Que., and joined the CPR in 1918 as a clerk in the vice-president's office in Montreal. He served in every part of the system in Canada. He became vice-president of the Pacific region at Vancouver in 1947, and in 1950 took over the Eastern region.

## RAIL-EQUIPPED BARGE CONSIDERED FOR CABOT STRAIT FERRY SERVICE

The federal Department of Transport is considering the use of a rail-equipped tow barge to help transport cargo across the Cabot Strait during the summer months to help partially fill the gap left by the sinking of the carferry "Patrick Morris". This information was revealed by Transport Minister Don Jamieson in Parliament May 1. Such modes of transport are common on Canada's west coast.

In addition the department was also searching for a suitable substitute passenger ship for use during the summer months, should a suitable replacement for the "Patrick Morris" in year-round service could not be found in the immediate future.

## SPECIAL POP FESTIVAL TRAIN

A special 12-car train (two engines, a diner, five sleeping cars, two lounge cars, two flat cars, a baggage car and a staff car) has been rented from Canadian National to carry several pop music acts to concerts in Montreal, Toronto, Winnipeg and Calgary in June and July. The major groups to travel on the train announced by David Williams of Eaton Walker are The Band, The Grateful Dead, Delaney and Bonnie and Friends, Ian and Sylvia, Buddy Guy, Eric Anderson, James and the Good Brothers, Tom Rush, Sha-Na-Na, Ten Years After, and Stevie Winwood and Traffic.

Williams said that local groups will be added to the program in each city, making a total of 30 acts in the proposed Festival Express 1970, for which the organizers have allotted a \$500,000 budget. The Show will play in Montreal June 24, St. Jean Baptiste Day. Then it will move on to Toronto for the weekend of June 27 and 28, to Winnipeg on July 1 and Calgary on July 4 and 5 during the Stampede there.



Some scenes of the derailment at Cornwall, Ontario, as photographed by Bill Linley. ABOVE: Two CN big hooks are busy righting boxcars and other rolling stock which blocked the busy Montreal-Toronto main line of CN for two days. BELOW: CN 6533 heads train #60--the morning Rapido past the derailment on May 3rd; Montreal-Toronto Rapidos were rerouted over CP Rail Dorval-Toronto on May 1st and 2nd.



#### WRECK AT CORNWALL FORCES REROUTING OF CN PASSENGER TRAINS

A freight train derailment on the CN Montreal-Toronto main line east of Cornwall forced the rerouting of CN passenger trains around the location of the wreck via CP Rail lines, on May 1st and May 2nd.

On the 1st, trains 54/55 and 58/59 were rerouted between Brockville and Dorval via Smith's Falls over CP Rail. Trains 64 and 65 operated entirely over CP Rail between Dorval and Toronto Union Station.

On the 2nd, trains 50 and 51 operated between Brockville and Dorval via Smith's Falls. Trains 60 and 61 again operated entirely over CP Rail between Toronto Union Station and Dorval.

## WORTH NOTING...

- \* Being contemplated are plans for a 25-mile monorail transportation system from Ste. Anne de la Perade to Cap de la Madeleine, Quebec, by Futura, Inc.
- \* The Quebec Department of Transport & Communications has awarded a contract to Davie Shipbuilding of Lauzon, Quebec, for the construction of two ferryboats for Quebec City-Levis service. The vessels will be double the capacity of the existing ferries, and will be delivered in the spring of 1971. The ferry service provides connections with CN Montreal-Maritimes trains.
- \* PGE recently called tenders for the construction of an addition to the wheel shop building at Squamish British Columbia.
- \* A \$5-million order for steel rails and tie plates placed by PGE with Sydney Steel Corp. of Nova Scotia is nearly 60% completed in delivery. The materials will be used this year in a rail-relaying program from Prince George to Williams Lake, British Columbia.
- \* Ontario Northland Transportation Commission recently awarded contracts for 98,000 tons of crushed rock ballast, and 2870 tons of rail, splice bars, and tie plates (Algoma Steel Corp. Ltd.) as part of their mainline renewal program this year in Northern Ontario.

#### MONTREAL MAY GET NEW TRANSPORT SYSTEMS FOR 1976 OLYMPICS

Montreal may get an unexpected assist from the federal government in devising new transportation systems for the 1976 Olympic Games. Ever since the Ste. Scholastique airport was announced in 1969, the Department of Transport has been studying every mass transit system in existence with a view to moving Montrealers to and from the airport. A spokesman for the airport study group indicated that some interesting concepts have been identified, including some rail lines which could be adapted for a rapid transit system. Benoit Baribeau, general manager of the Ste. Scholastique project said, "We would be delighted to turn over our studies to the city and cooperate with them in any way possible."

Among concepts which the DOT has studied are a train which travels over a cushion of air at speeds of more than 200 miles/hour, roads which have a special divided lane set aside for high speed buses and the use of a turbotrain over tracks which already exist but are not now in operation. "We didn't lay down the tracks or even discover them, but we did figure out some new ways of using them," the DOT spokesman said. Little used branch lines of both major railroads circle and criss-cross the city. Some are used for freight deliveries to manufacturers, while others are not used at all.

"We have talked to city officials but haven't had a chance to make a real sales pitch yet," said Peter Wheatley, general manager of Bertin Research and Development. "You can be sure that we will be sitting on Mayor Drapeau's doorstep when he gets back (from Amsterdam)."

The divided lane for high-speed buses is already in use in some North American cities. Authorities say that it allows twice the number of people to travel at twice the speed as a regular highway. [Rail transit can do the job better for Montreal, Ed.]

#### "TRAIN ROBBERY IS KID STUFF"

A train robbery which occurred recently on the Grand Trunk Western Railroad, did not net any great haul of goods for the accomplices who staged the heist.

The 27-car GTW freight had just stopped in the yards in Detroit to take on supplies, when the conductor of the train looked up from his work into the face of a gun barrel. "Stay here and don't say a word," said a youth of about 17, wearing a wide-brimmed, floppy hat. The bandit and two accomplices broke into two freight cars of the consist. The first car contained sugar. The second car held baby products--strollers, rattles, toys, diapers--consigned to Gold Bell Enterprises Inc.

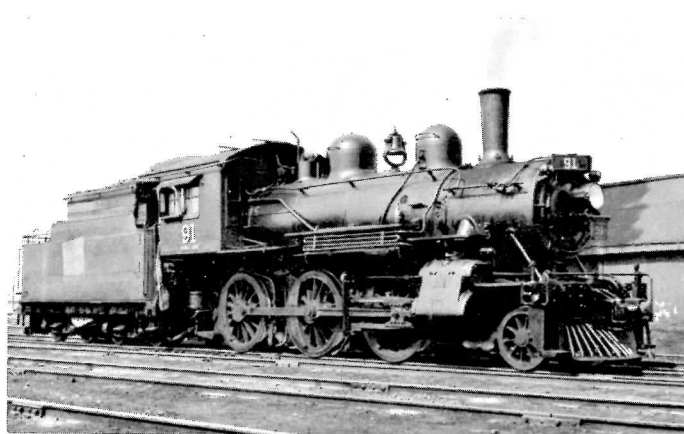
Diapers? Well, a haul is a haul. The three outlaws loaded the baby articles into two ancient autos and fled the scene. No posse was formed to give chase.

#### MORE NEW CARS GO BY TRAIN

More new cars are travelling by rail than ever before, according to figures released by the Association of American Railroads recently. Since 1959, the number of new American automobiles transported by rail from assembly plants increased almost ten-fold--from 538,000 to 5,252,000. The percentage going by train increased from 8% to 49%. After World War II, U.S. railroads carried 40% of the new cars, mostly in specially-equipped boxcars. However this method proved to be expensive and inefficient, and by 1959 90% of all new cars were moving by highway, when the railroads introduced auto-rack cars--bi- and tri-level varieties that carry up to 18 cars at a time.



# Recent Excursions



ABOVE: Eleven years to the day before CN 6218 made its run to Lindsay (April 25, 1970), CN 91 posed at Lindsay shop (almost precisely at the spot where 6218 was coalled) as the last CN engine in steam, Saturday, April 25, 1959 (R. F. Corley)

LEFT: CN 6218 is seen passing through Unionville, Ontario, pulling over 300 excursionists on the UCRS trip to Lindsay, April 25, 1970. (W. R. Linley)

BELOW: The companion TTC streetcar trip on April 26th drew over 70 trolley fans. Here we see PCC's 4512 & 4507 posed for photographs at Woodbine Loop in Toronto's east end. (Robert D. McMann)

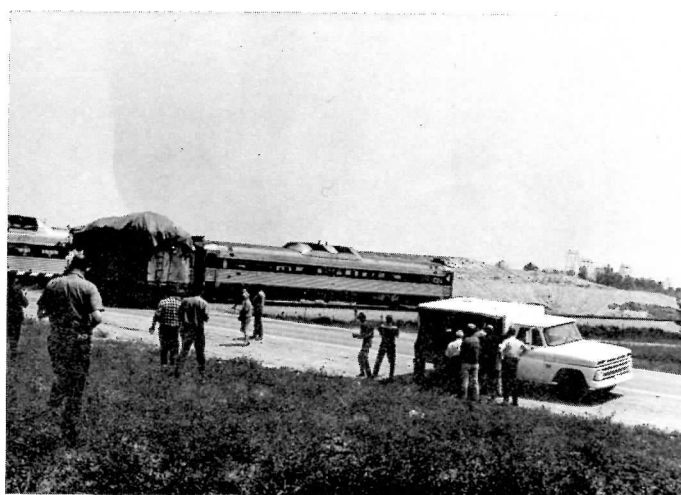
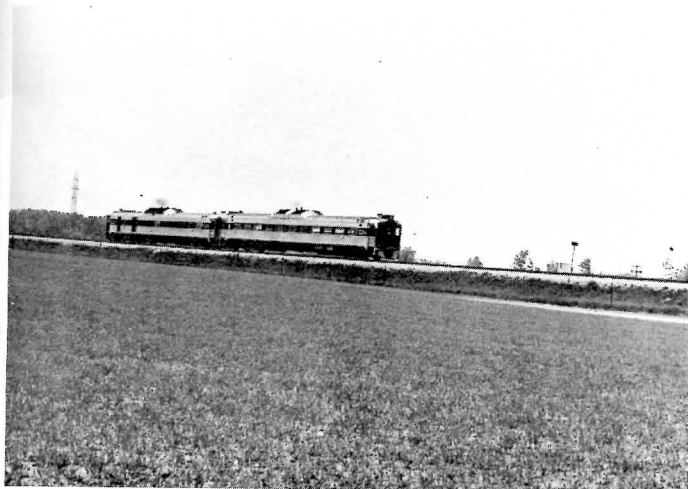


Saturday May 30, 1970 was the date of a most successful RDC trip sponsored by the UCRS. 102 railfans came out for the trip around access trackage to CN's Toronto Yard. ABOVE: The two units used--6110 & 6352--cross the Stewarttown bridge on the Halton Sub on the first runpast of the day. (Robert D. McMann)



BOTTOM LEFT: The two RDC's eastbound on the York Sub at the site of the third runpast.

BELOW: At the last runpast (McGowan's Road), the sudden appearance of a food service van provided a welcome source of refreshment for the passengers and the crew. (Both photos, J. Bryce Lee)



# Turbo's Back!

Turbo is back! CN's sleek seven-car articulated trains reentered service between Toronto and Montreal on Monday, May 25th, 1970. Units 154-129 comprised train #62 which inaugurated eastbound service from Toronto on the morning of the 25th. Units 126-151 on train #63 arrived from Montreal fifteen minutes late to begin the westbound service.

Initially the Turbotrains will make only one trip a day between the two cities. Departure time from each city is 0745 and arrival time in the opposite city is 1150. The run is made in four hours and five minutes and includes one additional stop---at Guildwood eastbound from Toronto and at Dorval westbound from Montreal. The early morning departure means that businessmen in the two metropolitan centres will be able to use the Turbo, and have more than four hours in which to transact business in the opposite city, and be able to return on the afternoon Rapido. At the present time the Rapido service remains unchanged.

CN will introduce afternoon Turbo service later in the summer, depending on the success of the morning runs.

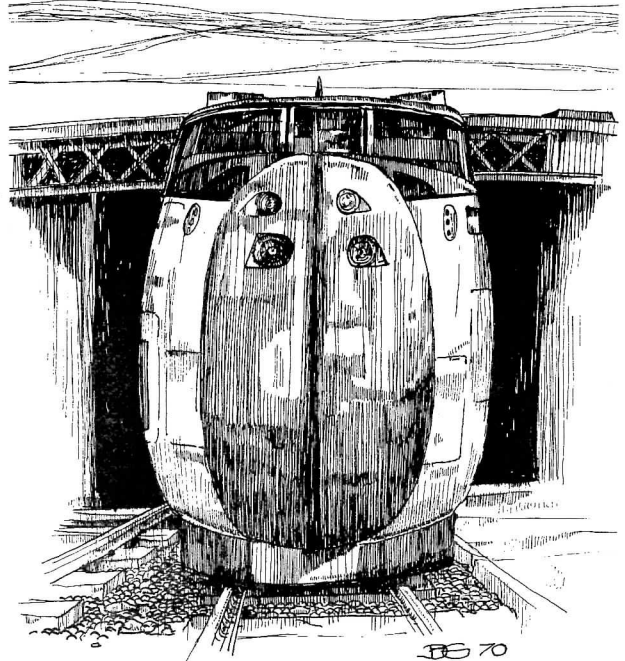
Because Turbo is a premium train with a high standard of service, there is a \$3.00 surcharge for coach service (Turboluxe). The fare for Red days is \$12.90, \$14.90 for White days and \$15.90 for Blue days. The top service and accommodation class--Turboclub--is a standard \$22.90 each way. The same \$7.00 club charge as that for the Rapido has been incorporated into the Turboclub fare. Turboclub service includes meals.

Passengers travelling in Turboclub have their breakfasts served at the seat by hostesses, and receive mid-morning coffee as well. Turboluxe passengers are able to purchase hot take-out items from the cafe. Passengers in both sections have the convenience of fold-down tables mounted on the back of the seat ahead. The Turbo consist is as follows: Turboclub dome, Turboclub car, four Turboluxe cars (one including a cafe), Turboluxe dome (including a bar). Capacity of the train is 302.

The present service is being provided by two trains; the third train is on standby. There is no Sunday Turbo service.

The December 1968 NEWSLETTER covered the inauguration of Turbo service thoroughly, complete with technical descriptions of the equipment. The service inaugurated on the 12th of December 1968, was suddenly cancelled on the 6th of January, 1969, because of problems which cropped up on account of the Canadian winter weather. Since that time, the Turbotrains have undergone extensive testing, with United Aircraft making 85 modifications to the equipment. The modifications included improvements to the electrical system, correction of the failures of the air spring levelling valves, and reduction of noise levels inside the train by the installation of carpeted bulkheads and perforated ceiling panels backed by a sound absorbing fibreglass. Most of the problems except for the noise were attributed to cold weather conditions which resulted in such headaches as the freezing of water systems.

In order to test the improvements, a series of tests were conducted including deluging the train with snow thrown against all air intake areas by snow blowers. The first modified train--Turbo 5--ranged throughout northern Ontario and Quebec for the tests. The train was seen in such unfamiliar surroundings as Longlac and Hornepayne. Early in March of this year, the modified trains began running in test service between Toronto and Montreal. For ten days late in March test operation was extended westward to London, resulting in some of the photographs of the Turbo that you see with this article--in such places as Dundas, Bayview and Paris. The last week of April saw multiple unit operation of two Turbo units between Montreal and Toronto. The trains accumulated 42,000 miles in running tests, 10,000 of those miles in severe winter conditions.



## Turbo

### Welcome Aboard

Canadian National is pleased to welcome you as our guest aboard Turbo -- a completely new concept in train travel. Powered by turbine engines -- the first passenger train in the world to be so equipped -- Turbo has been designed to maintain high average speed while offering maximum passenger comfort and convenience. Your Hostess and Steward will be pleased to make your journey a pleasant one.

### Seating Environment

Your seat has been designed for personalized comfort.

- To recline — use control on arm rest.
- To read — top button in front of arm rest operates light.
- To call for service — press lower button in front of arm rest. Call is registered in galley and by amber light on seat. Pressing button second time cancels call.
- Turboclub Dome — light and service call buttons in ceiling.

### Wining and Dining

For your convenience, a fold-down table is provided in the back of the seat ahead of you. For use with refreshments the table can remain folded, allowing maximum freedom of movement. At meal times the table opens to hold the tray brought by your Hostess. To replace the table, fold it, press the catch under the right hand side and slide the table forward and down. It will then fit compactly into the back of the seat ahead. Passengers facing the end walls will have tables brought by the Hostess or Steward.

### Washroom Facilities

There are washrooms near the entrance doors of each car and to save unnecessary steps, whenever the washroom is occupied, a small white button lights up on the outside aisle wall.

### Places, Please

The complex trackage necessary in terminal areas of a railway sometimes exaggerates the lateral motion of the train and for your comfort may we suggest that you remain seated for the first and last 10 minutes of the trip.

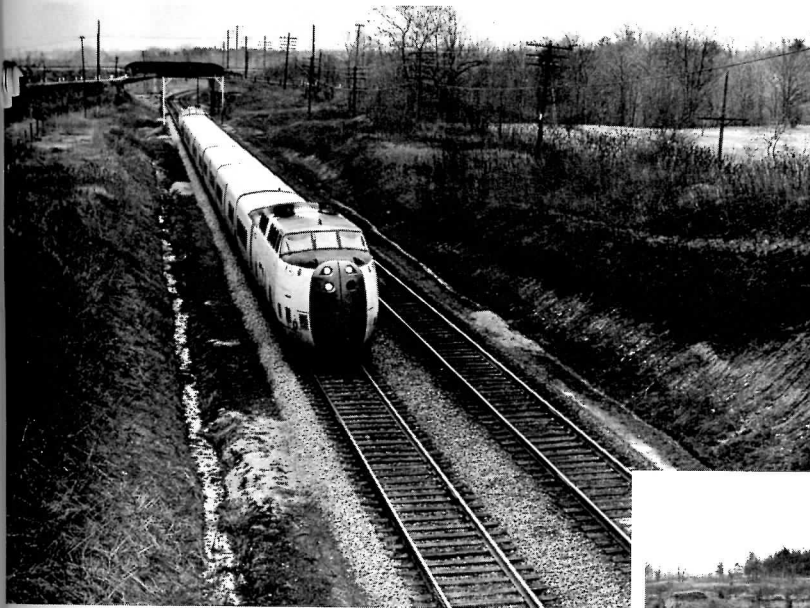
### Vestibule Steps

The steps at the doors of each car are operated by remote control. Please stay clear of these steps at all times.

### Bon Voyage

And now we invite you to settle back and enjoy your Turbo trip.

Turboclub



LEFT: Turbo 2 (126-151) westbound between Bayview and Dundas, having passed under CP Rail's Goderich Sub and the Old Guelph Road, March 21, 1970.  
-- J. Bryce Lee.

BELOW: Turbo 2 westbound approaching the station at Dundas, same day.  
-- James A. Brown.



LEFT: Turbo 1 (125-150) and Turbo 2 (126-151) running multiple-unit are shown eastbound on the line to Montreal just west of the Guildwood GO Station. Note that the end doors have been removed. April 27, 1970.  
-- David M. More.

BELOW: The same units on the 28th of April, westbound, east of the Rouge Hills GO Station. Even 1/500 of a second was not fast enough to stop the units moving by at 90 mph!  
-- David M. More.





# EQUIPMENT NOTES...

## CANADIAN NATIONAL MOTIVE POWER NOTES

\* GF-30h SD40 locomotives continue to arrive from General Motors Diesel Limited:

5157 -- April 28/70  
5158 -- April 28/70  
5159 -- April 30/70

These units all assigned to Calder Yard (Edmonton).

\* Deliveries from MLW-Worthington Ltd., M636's, class

MF-36a: 2300 -- April 24/70  
2301 -- April 28/70  
2302 -- May 13/70

These units are assigned to Montreal Yard.

\* Retirements:

3812 -- MR-16f -- March 23/70  
4806 -- GR-15a -- March 17/70  
4813 -- GR-15a -- Feb. 16/70  
9019 -- GFA-15a -- Feb. 16/70  
9035 -- GFB-15b -- Feb. 16/70  
9074 -- GFA-15c -- March 17/70  
8460 -- MS-7a -- March 23/70  
8498 -- MS07c -- Feb. 20/70

\* Grand Trunk Western plans to retire at least nine of its F3A's in the series 9000-9027 during the coming summer.

\* All leased DM&IR units were returned to owner in March.

\* SD40's 5004-5007, transferred from Calder to Toronto Yard on March 1/70, were reassigned to Calder on May 1/70.

\* SD40's 5912-5920 were delivered Feb. 1/70 to the Grand Trunk Western by EMD. As delivered, these units were incorrectly lettered as class GF-30f. The correct designation, GF-30g, has since been applied.

\* GE 70-tonners 29 & 36 were sold to the Thurso and Nation Valley Railway on April 14/70 for use on the 50-mile logging line east of Ottawa.



Brand-new MF36a 2300 poses for its portrait at CN Toronto Yard. -- James A. Brown.

BELOW: David More photographed Precision Engineering Alco RS27 901 at CP Rail Agincourt Yard on April 28th.



## CP RAIL MOTIVE POWER NOTES

\* GP38 road units, class DRS-20a, are being delivered from General Motors Diesel Limited:

3000 -- May 19/70  
3001 -- May 19/70  
3002 -- May 21/70  
3003 -- May 21/70

This class (3000-3005) will be assigned to Winnipeg. In addition, a further fifteen GP38's, class DRS-20b, have been ordered from GMD, numbers 3006-3020.

\* Trainmaster 8917 has joined sister unit 8901 in transfer service, Montreal Terminals.

\* Deliveries from MLW-Worthington Ltd., M636's, class

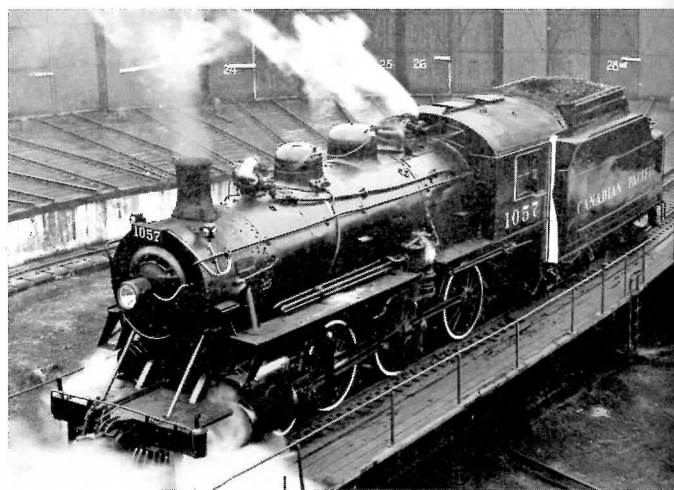
DRF-36a: 4709 -- Dec. 17/69  
4710 -- Dec. 18/69  
4711 -- March 25/70  
4712 -- March 31/70  
4713 -- April 3/70  
4714 -- April 10/70  
4715 -- May 13/70  
4716 -- May 15/70  
4717 -- May 22/70

\* Retirements:

13 -- HS-5b -- April 23/69; sold to Coleman Collieries  
15 -- HS-5b -- Oct. 69; sold to Kennara & Elithorpe Ltd.  
1801 -- DPA-22a -- Oct. 31/69; wreck  
4054 -- DFA-16b -- Oct. 31/69; wreck  
4056 -- DFA-16b -- Oct. 31/69  
4076 -- DFA-16d -- Oct. 31/69; wreck  
4079 -- DFA-16d -- Oct. 31/69  
4080 -- DFA-16d -- Oct. 31/69  
4424 -- DFB-15c -- Oct. 31/69  
4450 -- DFB-16a -- Oct. 31/69  
4451 -- DFB-16a -- Oct. 31/69  
4457 -- DFB-16b -- Oct. 31/69  
8729 -- DRS-18a -- Oct. 31/69; fire damage  
8920 -- DRS-24d -- Feb. 24/69

Although retired, some of these units remained intact as of May 30/70.

\* Former CPR D10 4-6-0 1057 has been purchased by the Illinois Railway Museum of Union, Illinois. The locomotive was formerly owned by UCRS member Don McCartney. The engine was acquired in August 1960 and was stored on the Regal Stationery siding in Leaside, until its purchase by the IRM.



CPR D10 1057 on the turntable at Lambton. This locomotive was one of the three engines on the famous triple-headed excursion to Orangeville on May 1, 1960.

-- A Jorgensen/D. McCartney

BRIEFLY....

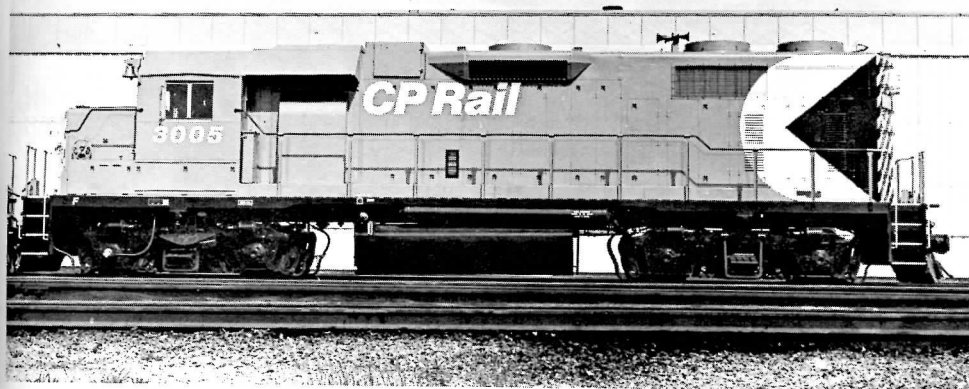
\* PGE has ordered five 3000 h.p. M630's from MLW-Worthington, at a cost of \$1.8-million. PGE may also place a second Robot car into operation this year.

\* B. C. Hydro has tenders out for new power, seeking units of the GP-38 variety. Expected delivery is sometime next winter.

\* There is an unsubstantiated report that CP Rail has sold a large number of its 1300- and 1400-series coaches -- formerly used in the Montreal Lakeshore commuter service -- to the Southern Railway of Peru. Shipment could be as early as the end of May.



# DIESELS in the NEWS



TOP LEFT: 3005 reposes at Agincourt Yard. Although similar to the CP Rail GP35's, the new GP38's sport some differences. Note snow shield behind cab, paper air filter box, two exhaust stacks on either side of dynamic brake fan as on a GP9, placement of horns to the rear, two radiator fans. (David H. More) TOP RIGHT: CP Rail's new GP38's are classed DRS-20a. (James A. Brown)



## 3000's



ABOVE: Designed 34 years ago to do light passenger high speed assignments, F-2a class 3000 of MLW presents a contrast to the new 3000's now gracing CP Rail. (CP Rail)



LEFT: 3000 & 3001 are on the front end of train 904 leaving Agincourt Yard. May 20, 1970. (James A. Brown)

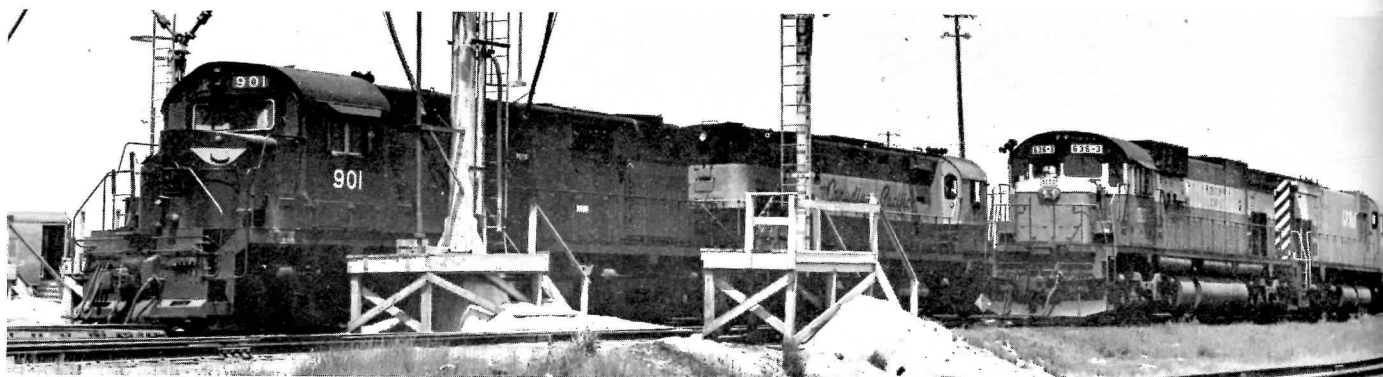


ABOVE: Leased B&M F7A 4266 & RS2 1512 head a westbound freight just east of Campbellville, Ontario.  
(James A. Brown)

RIGHT: LS&I GE U23C 2302 passes the depot at Bolton, Ontario.  
(James A. Brown)



BELOW: Precision Engineering RS27 901 and Alco Products C636 636-3 at CP Rail Agincourt Yard.  
(James A. Brown)





ABOVE: Brand-new CN MF-36a's 2302-2300 head a fast freight westbound through Burlington, Ontario, on May 16, 1970. (J. Bryce Lee)



RIGHT: CP Rail 4093 is on the point of a freight westbound just west of Woodstock, Ontario. (James A. Brown)



## TRACTION TOPICS

Edited by Alf Nanders.

\* An experimental gate has been installed at the south end of the northbound Davisville Station platform. The gate is being tested with a view to future installation at all subway stations, recently approved by the TTC. (See Traction Topics February/March 1970 NL.)

\* Metro Executive Committee has recommended that Frank Young, general manager for Air Canada in the Toronto area, and Gordon Hurlburt, former controller in the Borough of North York, be appointed to fill the two vacancies on the Toronto Transit Commission 5-man commission.

\* This year's first big streetcar track rehabilitation project started on May 11, 1970 on St. Clair Ave. W. at Caledonia Rd. Moving westerly to Keele St., this Metro Roads project consists of replacement of the setts in the TTC track allowance with a concrete road surface. The only track replacements have been at car stops and the specialwork at St. Clair and Old Weston Rd.

When the project moved west of Old Weston Rd. on May 19, ST. CLAIR cars were turned in Townsley Loop from 9:00 a.m. to 4:00 p.m. Monday to Friday, to permit uninterrupted work in the track allowance, while a single lane of traffic was maintained on St. Clair in each direction, which could not be closed to traffic. During that time, RUNNYMEDE route buses were extended along St. Clair and up Old Weston Rd. to Townsley Loop.



TTC PCC 4512 glides along St. Clair Avenue West near Old Weston Road over the location of the most recent TTC track rehabilitation. New rail has been installed at carstops and where else necessary; the old rail has been levelled and a concrete surface poured.

-- Robert D. McMann.

\* A major coup has been scored by a Canadian railway car builder in the American rapid transit car market. Hawker Siddley Canada Ltd. of Toronto has been awarded an \$8.4-million (U.S.) contract to build 46 air-conditioned rapid transit cars for the Port of New York Authority (PATH). The cars will be built at the Thunder Bay, Ontario plant of Hawker Siddley's Canadian Car division.

The 51-foot cars, capable of carrying up to 150 passengers, will operate on the PATH lines under the Hudson River between New York City and Newark and Hoboken, New Jersey. The cars will be slope-sided, to allow more seating capacity, with bodies of welded aluminum clad in stainless steel. They will be similar in appearance to the PA-1 and PA-2 class cars all ready in service. Traction motors and controls will be supplied by Westinghouse Electric Corp. of Pittsburgh.

Construction of the cars will begin following completion of the 76-car TTC order. Deliveries will begin at the end of 1971.





\* The TTC is now replacing the forced air heating system of the G-class subway cars with electric underseat heaters in stainless steel housings. Blowers and heating ducts have been cleaned and repaired on 40 of the 134 Gloucester subway cars at Greenwood Shops. Now these high-maintenance items are being removed from the remaining cars. Strips of arborite material are used to cover the air-intake louvres on the ceilings of the modified cars. In addition, rain gutters are being extended around the car ends to keep water from being splashed along the sides of the moving cars.

\* Metro Council has decided to make a comprehensive study of all transportation needs in the Metro Toronto planning area of 400 square miles, which goes beyond Metro Toronto's boundaries to include Vaughan and Markham townships, and Richmond Hill to the north, Oakville to the west, and Ajax and Pickering to the east. The study will go into all means of transportation--public and private--including subways, buses, streetcars, possible new limited tramlines, GO Transit, feeder lines, including proposed minibuses, minirails and expressways.

It will set priorities and consider senior government involvement and financial aid. It can hardly leave Ottawa out of the picture, because in the overall coordination of services air travel and transport will be involved.

It will study to that extent last year's declining revenues of Gray Coach Lines was created by competition from GO Transit. The future of the TTC, and suitability of the zone-fare system will also come under scrutiny.

The Metro Government transportation study may conflict with revisions now being considered to the province's two-year-old Metro Area Transportation Study. Metro politicians think their own plan will take more direct consideration of Metro's needs than will the Ontario Government study.

\* CN 6734, a motor car on the CN electric suburban line out of Montreal, was derailed in an accident at the CN Cartierville Station on May 10, 1970, at 11:10 p.m., when electric commuter train 986 inbound from Deux Montagnes, was backing from Val Royal to Cartierville to pick up passengers. The train hit the bumper at the stub end and continued rolling some 85 feet, landing on Guin Blvd. Fortunately no one was hurt, but there was damage done to the car itself and the overhead. The wreck train was pulled by diesel 8510 and the crane was 50029.



CN MU electric 6734 is shown standing derailed adjacent to Guin Blvd in Cartierville, Quebec, on the evening of Sunday, May 10.

-- R. Dauphinais.

\* The Toronto Planning Board agreed that Metro should consider rerouting the proposed Spadina Expressway subway line down Vaughan Rd. and Bathurst St. to attract more patronage. The Board warned that the ONLY reason cited for building the line in the center of the expressway, lower costs, could be misleading. Expressway ramps would cost more with the subway line included than without it. Metro planners and the TTC have recommended the expressway center for the north-west subway line because of lower costs, even though a Bathurst alignment would attract a few hundred more rushhour riders.

In 1968, Metro planners estimated the Spadina line would cost about \$80-million to complete to St. George Station on the Bloor-Danforth line. But the Bathurst route, south to Queen St. would cost an estimated \$125-million.

Chief planner Dennis Barker stressed that the city must be given a guarantee by Metro that the Spadina transit line, if built, will open before the expressway. This is the only way subway-riding habits can be formed, he said. If the expressway opens first, most drivers won't switch to public transit later, he added.

Although Metro Council agreed in 1962 that the Spadina transit line would open before the expressway, council in 1965 agreed instead to extend the Yonge line to Sheppard Avenue.

Lacking enough money to build both lines, Metro has deferred construction of the Spadina subway until sometime after the Yonge extension to Finch is completed in 1973. The Spadina Expressway would be open to south of Harbord St. in 1976, if Metro Council decides to complete it as planned. All work on this combined road and rapid transit project has been halted since last December because of rapidly mounting public concern over the deteriorating impact of the expressway on adjacent neighbourhoods.

SHORT TURN Trolley coach operation in Cornwall ended May 31.....a steel supply problem has created a 10-week delay in construction of Lawrence Station on the North Yonge extension....Sheppard Station contract awarded to Foundation Company of Canada by TTC. Contract worth \$5.98-million....Canadian Westinghouse to supply control equipment for TTC North Yonge subway cars....TTC agreed to limited cooperation to sponsors of Don't Drive week (July 12-19)--increased service, broadcasting of music in the subway, allowing musicians to entertain passengers, allowing young lady "greeters" to work from TTC locations, the provision of some advertising space, and liaison with the sponsors.



The former Toronto Railway Company carhouse on Yorkville Avenue in midtown Toronto is now but a memory, having been demolished for new construction on the site in late April and early May. This view was taken on April 25th and shows the north wall on Scollard St. still standing, with some of the interior girders showing.

-- Ted Wickson.