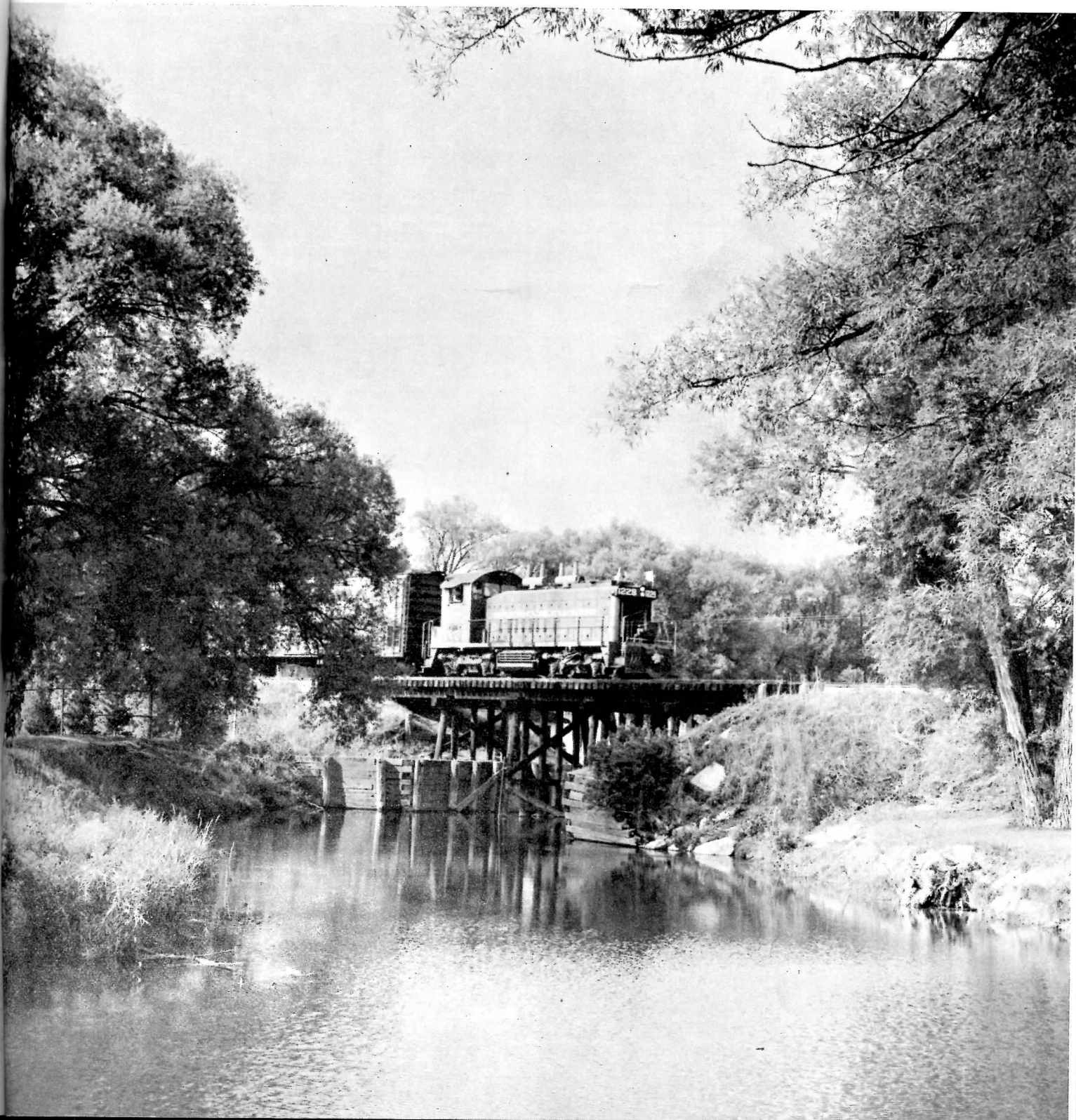


newsletter

Upper Canada Railway Society



August 1970 ■ 50¢



newsletter

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August, 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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The Cover

CN UPON AVON! Here's Canadian National 1229 on an extra northbound for Palmerston on the Newton Sub crossing the Avon River at Stratford, Ontario, just east of the Stratford Theatre.
(W. R. Linley)



Coming Events

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

Sept. 12: Transit Rally, starts from Christie Station on (Sat.) the Bloor-Danforth Subway, 10:00 a.m. Out-of-town trolley fans invited.

Sept. 18: Regular meeting. Illustrated talk by Ivor (Fri.) Walsh on the railways of Japan.

Sept. 19: Six hour TTC streetcar trip, using two MU PCC (Sat.) cars, with some MU operation. Trip leaves Russell CH 9:30 a.m., York & Wellington 9:50 a.m. Fare \$4.00; tickets available from the UCRS Trip Committee.

Sept. 20: The date of the UCRS Autumn Steam Excursion. (Sun.) Trip will cover CN lines Toronto-Guelph-Paris Jct.--Brantford--Caledonia--Hamilton--Toronto. Trip leaves Toronto Union Station 0900. Fares adults \$15.00, children \$7.50, infants \$2.00. Tickets available from UCRS Trip Committee.

Sept. 25: Hamilton Chapter meeting, 8:00 p.m., in the (Fri.) Station Board Room. James St. N., Hamilton.

Oct. 16: Regular meeting. Panel and open discussion on (Fri.) the future of Metropolitan Toronto transportation--expressways or subways??

Oct. 23: Hamilton Chapter meeting, 8:00 p.m., in the (Fri.) Station Board Room. James St. N., Hamilton.

Nov. 20: Regular meeting. UCRS Photo Contest. (Fri.) Rules printed in the July NEWSLETTER.

Readers' Exchange

WANTED: Approximately 25 feet of original Kodachrome regular 8 mm movie film of T&NO 137. Sequence to include a runpast and footage of the locomotive taken from the vestibule. R. D. Webster, 1030 Southhill St., Kamloops, British Columbia.

WANTED: original 35 mm slides of diesels on AC, ONR, NAR GO, other Canadian shortlines. Any pix QRL&P, Levis Tramways. Gerry Burrige, Box 152, Pte. Claire-Dorval 700, Quebec.

WANTED: To buy for cash or will offer to trade for: streetcar, bus, incline railway, horse car, ferry boat, toll gate and bridge tokens and tickets, U.S. and Canadian. Alan T. C. Weighill, 86 Ledbury Road, Toronto 382 Ontario.

RESERVE SEPTEMBER 4th, 5th, and 7th, for a visit to Milton, Ontario, to see the Tenth Annual "Steam Era" sponsored by the Ontario Steam and Antique Preservers' Association. Admission to fairground and grandstand \$1.00 adults, 50¢ children. Car parking on the grounds 50¢. See in operation steam traction engines, gas tractors, gas engines, old vehicles and antique cars, models. Lots of fun for all.

INTERNATIONAL TRACTION MEET October 16, 17, 18, at the Warren Sheraton Motor Inn, 11777 8 Mile Road East, Warren [Detroit] Michigan, sponsored by the Detroit United Railway and Michigan Electric Railway clubs (HO & O gauge traction modelling). Rates \$15 single \$20 doubles daily. Clinics, slides, movies, layout visits, dealers also present. Canadian traction fans and modellers invited to attend. [Russell S. Lyle]

RAILROAD MAGAZINE, commencing with the September 1970 issue, will be printed on high-quality coated paper. Copies will cost 60¢ each; subscriptions \$6 for one year, \$11 for two years (U.S.A. only), elsewhere \$7 for one year, \$13 for two years.

URGENTLY NEEDED are photographs of Canadian National steam power, preferably good action views, for use in the 1971 UCRS Calendar. Look through your collection to see if you have shots available. Prints 8 x 10 glossy preferable. Send them to: Brian West, Apt. 409, 49 Leaside Drive, St. Catharines, Ontario.

RAILWAY NEWS AND COMMENT

STILL MORE ON THE 'FLYING SCOTSMAN' TOUR

The schedule published in the July NL, page 72, has again been subjected to some revision. According to late information received from people within the 'Flying Scotsman' organization and CN, the tour has been moved up in time to permit the 4472 and her train to be displayed in Toronto for the last ten days of the Canadian National Exhibition. In addition, the route of the train from the U.S. border into Toronto has been changed.

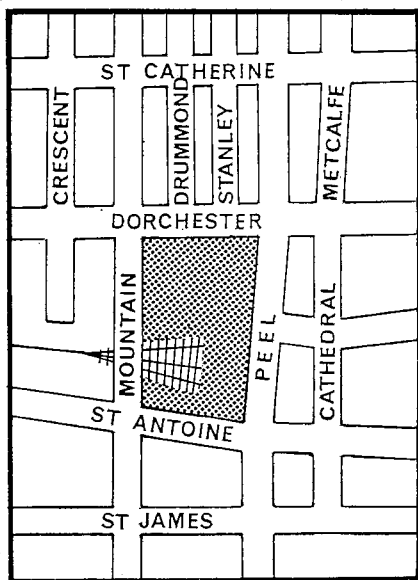
The tour schedule now looks like this:

On August 25, 4472 leaves Chicago for South Bend (via GTW); on the 26th it leaves South Bend for Sarnia, through Durand; on the 27th it leaves for Toronto from Sarnia, going through Stratford. The train is on display at the CNE in Toronto from August 28th to September 7th. It leaves for Ottawa on the 8th, via Belleville and Smith's Falls, and is on display in Ottawa to the 17th. On the 18th it travels to Montreal, via Glen Robertson, and is in Montreal to the 27th. September 28th sees the train travel to Kingston, where it remains through the 29th on display. On the 30th it leaves Kingston and moves westward to Hamilton, with a short stopover in Toronto enroute. On October 2nd it leaves for Niagara Falls where it will be display to October 5th. The Canadian portion of the tour ends on October 6th when the train moves back into the United States at Buffalo (via Fort Erie).

By the time this issue reaches you in the mails, 4472 and her train will be beginning the tour. Watch for a feature on the exploits of 4472 in Southern Ontario and Quebec in the October 1970 NEWSLETTER.

CANADIAN PACIFIC ANNOUNCES PLANS FOR MONTREAL REDEVELOPMENT

Canadian Pacific recently announced plans for a \$250-million building complex for downtown Montreal, to be constructed on the site of the Windsor Station and the Laurentian Hotel, taking in the block bounded by Peel, St. Antoine, Mountain and Dorchester. [See map]



(The Gazette)

Plans for the site include a 60-storey office tower, a high-rise apartment building and at least two other skyscrapers. Architect for the project is Minoru Yamasaki--designer of the World Trade Centre towers in New York City. To disappear are the famous Windsor Station and the Laurentian Hotel, as well as the Provincial bus terminal. St. George's Anglican church on Peel Street would be left intact. The project would also include miniature waterfalls, and some small parks.

At the present time, CPR has yet to submit plans for the development to the City of Montreal Planning Department.

CP NORTH TORONTO STATION TO BE DEMOLISHED

Canadian Pacific's North Toronto Station, a landmark to the citizens of Toronto for more than 50 years, may soon come under the wrecker's hammer, a victim of redevelopment. Recently announced were plans for a new \$30-million residential-commercial complex, occupying a 19-acre site bounded on the north by CP's mid-Toronto freight line, to the west Yonge Street, to the south Price Street, and to the east David Balfour Park. North Toronto Station is part of this parcel of land. A 36-storey apartment tower atop a two-level shopping mall will occupy the west end of the area in the first phase of the project. Also included are two office floors and an additional 16-floor building, giving 800 suites with 20 to 30 stores in the shopping mall. It is planned to provide access to the TTC Summerhill subway station from the shopping mall. Completion of this first phase of the project is for sometime in 1973. A second phase is planned for construction to the east of the first phase, consisting of low to medium rise residential buildings. Completion of this part is for 1974. Construction of this project--Summerhill Square--is scheduled to commence early in 1971.

FREIGHT RATE INCREASES FILED BY RAILWAYS WITH THE CTC

Applications for freight-rate increases, averaging 4% have been filed with the Canadian Transport Commission by fifteen Canadian railways, including Canadian National and CP Rail. The new rates, to affect about 33% of rail freight traffic, would go into effect September 1st if approved by the commission.

The federal Prices and Incomes Commission said in a recent statement the proposed increases fall within its restraining program, aimed at holding any price rises to less than recent cost increases. The last rate change March 1st, 1970, gave the railways a 3% increase.

The new rates would produce an estimated additional revenue yield in one year of about \$16.5-million or 1.3% of the railways' current yearly total freight revenue, according to the Railway Association of Canada. The higher rates are designed to affect short-haul more than long-haul traffic. The increases would also apply to traffic to and from the Maritimes and Newfoundland, where the Maritime Freight Rates Act had previously held user levels below national levels.

TUGS TO AID RAIL BARGES

The oldest operating steamship in the world and her only slightly younger sister ship will be finally demoted to the rank of unpowered barges this autumn, when two tugs ordered by Canadian National arrive. The Huron and the Lansdowne will continue to carry freight cars between Detroit and Windsor, but they will be pushed by tugs instead of relying on their own venerable (and balky) reciprocating steam engines. The Huron, still operating under her own steam, was assembled in 1875 at Point Edward, Ontario, of parts brought from England. The Lansdowne was built in 1884 in Wyandotte, Michigan, with engines taken from another vessel. The Lansdowne suffered a breakdown to her machinery, doing irreparable damage. She broke a shaft and it damaged some of the other machinery, according to R. M. Veemis, CN area manager.

The engines in the two ferries will be left in as ballast when the operation is switched over to tug-barge combination. The Lansdowne is the oldest side-wheel steamship still in operation in North America. Both the Lansdowne and the propeller-driven Huron have hulls of overlapping iron plates--the only two ships of this type still operating anywhere.

UNIT TRAINS TO HAUL GRAIN?

The Federal cabinet has set the wheels in motion for a massive overhaul of the Prairie transportation and handling system. The end result, which will take some years to effect, could be a system in which Canadian grain is handled like a bulk commodity with specially built unit trains shuttling back and forth from a small number of huge elevators strategically located in major producing areas. The advantage of such a system would be substantial savings in moving time and handling costs. It could also mean a drastic reduction in the present number of grain shipping points from about 1800 to perhaps 40. At least part of the savings realized would have to be transferred in some or other to grain producers who face increased truck transportation costs in getting their grain from farm to elevator.

Otto Laing, Minister without Portfolio in charge of the Canadian Wheat Board, has been expected to announce that a study is being launched to consider the best way of bringing about the desired efficiency in grain transportation and handling systems.

Recently R. J. Shepp (special transportation advisor in Mr. Laing's action-oriented grains group) told the Canadian Transportation Research Forum in Winnipeg that something much more than the present prairie branch line abandonment program was needed to improve the system. Mr. Shepp advocated a total systems approach to the problem at hand. Envisaging the kind of system which adoption of the unit train would involve, Mr. Shepp suggested that trains (each with 100 car capacity) might be needed to move an annual crop of 630 million bushels to port, based on a round trip per train of about a week. If the minimum level of service for economical operation of a country elevator is once per week, about 40 locations might be the upper limit on the number of country loading points. Applied to the main producing areas of the prairie provinces, the 40 such points evenly distributed would fall in circles roughly 70 miles in diameter, meaning that producers would be as much as 35 miles in a straight line from the centre of the circle. The efficiency ideal may not be entirely possible, because producer costs to move the grain to the terminals must also be considered. There may be compromises to be made between maximum efficiency of rail and elevator facilities and the added costs to producers.

Officials suggest there are many possibilities for government to consider in determining how some of the savings could be passed back to the producers. If the government endorsed such a transportation and handling system, it could also consider helping those sectors which faced the new investment costs involved, such as trains and elevators. Cost of the new system could be anywhere from \$100-million to \$250 million. The research study being launched should take about a year before final decisions have to be made by the government.

BIG TROUBLE FOR A LITTLE RAILROAD

Michigan's shortest rail line, the Boyne City Rail Road, running 7.1 miles between Detroit and Boyne Falls, has troubles worthy of the giant Penn Central. The Boyne City line has only one engineer, Howard Fineout, 60. Early in July, Fineout slipped on a neighbour's floor and broke his right leg in three places. He is now out of work for ten weeks.

However, the tiny line has an elastic schedule. It makes the connection to the Penn Central in Boyne Falls only 'when there is freight'. Since the Howe Leather Tannery closed down last fall, there has not been too much freight. When and if a run has to be made, Austin Sevensen, 70, is prepared to put on another hat and climb into the cab.

MAIN SQUARE PROJECT BEGUN

Ground was broken on July 14th for a four tower project called Main Square, at Main Street and Danforth Avenue in Toronto's East End, on land leased from Canadian National. It is the first venture in the Toronto area and the largest in Canada, undertaken under a \$200-million federal housing program to encourage new approaches to low cost housing. Scheduled for completion by mid-1972, Main Square will have one tower of 28-storeys, one of 23, another of 22, and a fourth of 9-storeys.

NIXON ORDERS STRIKING RAIL WORKERS BACK ON JOBS FOR SIXTY DAYS

President Nixon ordered striking members of the United Transportation Union back to their jobs July 7th night and headed off for sixty days a threatened American nationwide rail shutdown. The union struck three railroads July 7th morning in a long simmering dispute over restoring firemen's jobs. The railroads threatened a nationwide shutdown if what they called a whipsaw strike against a selected few lines was not ended.

In U.S. District Court Judge Barrington Parker ordered the union to halt the walkout pending a hearing on the railroads' request for an injunction against the walkout. Mr. Nixon's order provides for a thirty-day cooling off period during which an emergency board will conduct hearings and prepare recommendations for settling the twelve-year old dispute. Another thirty-day period will follow during which labour and management must refrain from strikes or lockouts while considering the board's recommendations.

The order is aimed specifically at the three railroads—the Baltimore & Ohio, the Louisville & Nashville, and the Southern Pacific.

Commuters had to find other ways to get to work in several cities. B&O passengers headed for Chicago and Washington were shifted to buses in Garrett, Indiana, and Cumberland, Maryland, to reach their destinations.

An estimated 2500 persons were thrown out of work when Southern Pacific trains were halted in Arizona tying up shipments of copper and foodstuffs. The walkouts spread to the Hazard and Loyall areas of the eastern Kentucky coalfields. Bethlehem Steel said the situation was getting progressively worse at its Johnston, Pennsylvania and Sparrows Point, Maryland plants.

The National Railway Labour Conference representing the carriers urged President Nixon to appoint an emergency board to restore service for sixty days.

GTW LAYING WELDED RAIL

Grand Trunk Western Railroad is installing welded rail on its main line for the first time. It is laying the rail for 18 miles between Vicksburg and Scotts, Michigan. The project is being carried out by a crew of 100 men, more than half of whom are college students from the Battle Creek area. "Installing welded rail instead of the standard kind calls for a great deal of preparation," said B. F. Post, GTW maintenance of way engineer. "But it's more economical in the long run."

The quarter-mile sections were assembled at South Bend, Indiana, in the spring of this year, carried to trackside and left to await installation.

UNIT TRAIN TO CARRY OIL

Imperial Oil Ltd. of Toronto has contracted for a unit train that initially will have 42 tank cars to carry twice-weekly deliveries of heavy fuel oil from its Montreal refinery to Douglas Point on Lake Huron under a five year contract with Atomic Energy of Canada Ltd. The train will be operated by Canadian National.

The train's capacity of 17,000 gallons will be expanded later to 63 cars capable of carrying almost 23,000 gallons. The train will make the 1200 mile round trip in 72 hours, starting in October 1971.

The oil will be used for generating auxiliary steam. An 11.4 spur is being constructed by CN from Port Elgin to the plant [see page 85].

Each tank car will have a larger-than-normal discharging valve and a specially constructed concrete pit under the track at Douglas Point will permit multiple-car unloading. The oil will then be pumped to one of two 180,000-barrel storage tanks on the plant site.



WORTH NOTING...

- * The National Capital Commission of Ottawa recently called tenders for the removal of used railway track material in the Ottawa-Hull area.
- * Canadian National will construct a new 11.4-mile spur line from Port Elgin, Ontario to the new Bruce Nuclear Power Development at Douglas Point, Ontario. The new spur line will facilitate the movement of heavy construction materials and fuel oil to the site, and will serve the needs of the AECL heavy water plant now under construction, as well as the OHEPC nuclear-powered Bruce Generating Station. Work on the line will start as soon as the right-of-way is acquired, necessary approvals are obtained and contracts let. Major repairs are to be made to the existing roadbed leading to Port Elgin and two bridges between Paisley and Port Elgin will be strengthened.
- * The Ontario Northland Transportation Commission, operating the Ontario Northland Railway, and highway transport in Northern Ontario, has been transferred to the new Department of Mines & Northern Affairs from the Department of Energy & Resources Management within the Province of Ontario.
- * The Canadian International Paper Co. of Toronto, is considering a unit train type of operation to link a proposed wood chip mill to be located in the Bancroft district with a kraft paper mill to be located somewhere on the Lake Ontario lakefront between Trenton and Cobourg. Envisaged are 60 freight cars of wood chips a day moving from the chipping mill to the paper mill, when the project is in production, within the next three years.
- * Tenders recently called by Canadian National:
 - [1] construction of a hump office, compressor building, master and group retarders for Calder Yard, Edmonton, Alberta;
 - [2] construction of a station and express facility at Longlac, Ontario;
 - [3] construction of equipment repair shop at Sydney, Nova Scotia;
 - [4] rock excavation at the site of a new passing siding, mile 141.68 Bala Sub, Falding, Ontario.
- * A new 20-ton midway crane was recently installed at CN's Transcona Shops at Winnipeg. The new crane replaces a 10-ton model in service since the shops were built in 1911. The new crane has two hoists, a 20-ton slow-speed one, and a 7-1/2-ton high-speed one. The increased capacity is necessary to handle heavier bundles of steel plates from manufacturers, and the 17-ton six-wheeled trucks for 3000-h.p. diesel locomotives.
- * The CN station at Vancouver still looks much the same on the outside, but on the inside has received the benefits of a complete facelift. The rotunda and ticket counter area have been remodelled; a new passenger service centre has been installed, brightly lighted and designed for efficient handling of telephone enquiries.
- * Carferries S.S. Scotia II (formerly in service between Prince Edward Island and Nova Scotia) and S.S. St. Clair are undergoing renovations at Port Weller Drydocks in St. Catherines. Both vessels are to be used in carferry service between Sarnia and Port Huron by Canadian National.
- * On June 3rd two diesel units (9128/5151) and 63 cars of train 486 from Prince Rupert, B.C., were derailed at mile 41 on the CN's Skeena Sub. 1200 feet of track were ripped up.

CANADIAN NATIONAL TO SPEND \$5-MILLION ON NEWFOUNDLAND PROJECTS

Canadian National will spend almost \$5-million on improving its facilities in Newfoundland in 1970. Capital improvements to the Newfoundland line will cost about \$1.9-million while maintaining existing structures and installing new equipment will cost an additional \$2.9-million.

An extensive track improvement program and the construction of new rail car repair facilities at Port aux Basques highlight the capital improvement side of the budget.

Almost \$1-million will be spent on improving and up-grading the rail line. Included in this will be the laying of 20 miles of 100-lb rail on the main line between Deer Lake and Corner Brook. In addition 10,000 treated ties and 150,000 cubic yards of ballast will be put out. Other roadway improvements include the widening of cuts and banks, the placing of 5,000 tons of heavy rock to protect track structures at various places and the start of a survey which will lead to the replacement of two bridges on the Port aux Basques Sub. The replacement of these bridges will eventually cost a total of \$1-million.

The construction of new rail car repair facilities at Port aux Basques is the second largest item in the capital works program. The new facility will cost approximately \$180,000. The new building will provide an enclosed area in which minor repairs to rail equipment can be done. The new facility will be built on the site of the present ice making plant. This plant is to be demolished because the need for ice is disappearing with the introduction of modern mechanical refrigerator cars.

CN will also continue its program of installing and expanding industrial sidings, spurs and passing tracks. This year the St. Finian's passing track is scheduled to be enlarged to 75 cars capacity at a cost of \$35,000. Requests for private sidings and industrial sidings are dealt with as they are made.

The program of providing maintenance gangs with the latest in railway maintenance and repair equipment will be continued. Four new units of equipment have been ordered, including a switch tamper, a ballast regulator, an air compressor and a snow blaster and boom attachment for a mobile crane.

The range of equipment at the St. John's dockyard will also be expanded. A new electric generator will be installed and a portable welding plant will be purchased. In addition, a forklift truck and a number of air tools will be acquired.

CN PLANS LINE IMPROVEMENTS NEAR KAMLOOPS

A major siding extension program is underway along Canadian National's main line on either side of Kamloops, British Columbia, to handle increasing volumes of freight traffic. The longer sidings will be required to facilitate the movement of unit coal trains, as well as present and anticipated volumes of potash, sulphur and other commodities. A total of fourteen sidings between Blackpool and Spences Bridge will be extended several hundred feet and a completely new siding will also be constructed. The project will involve about 140,000 yards of grading and the installation of nine miles of track. Most of the work will be completed this year. When complete, the sidings will be able to accommodate up to 140 cars.

GRANTS FOR TRANSPORTATION RESEARCH AWARDED

The Canadian Transport Commission has announced grants totalling \$270,000 to five Canadian universities to help develop transportation research and teaching programs. The University of Toronto and York University received a joint grant of \$140,000 toward their combined transportation research centre. The University of British Columbia received \$70,000, and the University of Manitoba and University of Montreal each received \$30,000.

PASSENGER TRAIN NEWS

* CP Rail submitted to the Canadian Transport Commission plans for rationalization of the operation of "The Canadian" July 17th. The proposals submitted consist of the following:

- operation of "The Canadian" three times a week in place of the existing daily service during the traditional low travel period from mid-September to mid-June. Proposed is a schedule listing departures from Montreal, Toronto and Vancouver on Mondays, Wednesdays and Fridays. Daily service would be maintained during the remainder of the year.

- the setting of an upper limit on the number of cars assigned to "The Canadian" from 9 to 12 cars during the off season, and 14 cars during the high traffic summer months.

- an increase in coach fares of 10% and a raising of all-inclusive fares, covering rail transportation, sleeping car space and meals, by 25%.

The plan submitted by CP Rail differs sharply from the directives made by the CTC. In the directive, the commission said cost savings would have to come from changes in present sleeping and parlour car arrangements, and in meal service on the train. CP Rail argues that it is impossible to raise meal and berth prices to a level sufficient to eliminate losses. Doing so would drive away a substantial number of passengers. Reducing the size of the trains would have a significant effect on the standard of service available to the public. This means that fewer passengers would be handled, the quality of service being maintained.

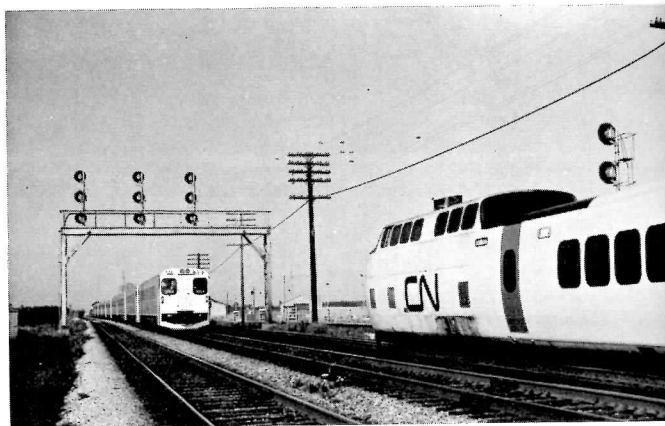
The CTC has called hearings on the rationalization proposal in four western cities during August--Winnipeg August 17, Regina August 20, Calgary August 24, and Vancouver August 27.

* Three of Canada's railway unions have banded together to fight the proposed abandonment of some rail passenger services. The unions--the United Transportation Union, the Canadian Brotherhood of Railway, Transport and General Workers, and the Brotherhood of Railway, Airline and Steamship Clerks--are sponsoring advertisements in selected areas of the country. The advertising campaign has the twin objectives of informing the public and reinforcing existing opposition to proposals by CP Rail and CN to drop some passenger services. The first ads have appeared in Ottawa and Montreal papers (one of the immediate targets was CP Rail's cutback of service between Montreal and Ottawa August 1st); others are scheduled to follow in communities where hearings will be held into petitions by railways to discontinue services. Cost of the campaign is estimated at about \$40,000.

* CP Rail has applied to the Canadian Transport Commission for rate increases on its Lakeshore Commuter service between Montreal and Rigaud, and on other lines in Quebec (Montreal-St. Therese, and to LaSalle and to Adirondack Junction). The increase asked would increase fares by an average of 21% (increases ranging from 10 to 20¢ for individual cash fares Montreal to Rigaud, 10 to 16.5¢ a trip for 10-trip tickets and from 3.95 to 7.25¢ a trip for monthly tickets), and would bring rail fares into line with fares charged by bus operators providing suburban service in the area.

The CTC ordered a 60-day postponement of the fare increases (scheduled to take effect August 1st), in order to allow the regulatory agency more time to investigate the fare proposals, and to provide additional time for public reaction to the fare increases.

* On July 31st, the CTC directed CP Rail to continue Sunday evening passenger service between Ottawa and Montreal along the north shore of the Ottawa River. This service was one of the trains to be dropped by CP Rail (see July NL, page 76). Traffic figures compiled by commission inspectors had disclosed a significant traffic peak into Montreal on Sunday evenings and at the end of holiday weekends. The commission felt CP Rail could not meet its obligations under the Railway Act if service was not available to meet this demand.



This GO train occupies CN's Toronto-Montreal main line to discharge its passengers opposite the Pickering GO station; the entrance to the station was blocked by the stalled Turbo (to the right of the photo).

(Al Kinsman)

* The afternoon Turbo from Toronto to Montreal on Thursday, July 23rd broke down on its run at Liverpool Road in Pickering, stalling precisely where GO Transit trains enter their station at Pickering, tying up all traffic on the main Toronto-Montreal line for more than an hour.

Four GO trains were forced to discharge their passengers a half a mile from the station--GO minibuses being used to carry them to the Pickering station. 350 people were delayed up to half an hour.

Interlocking at the Pickering location was also disrupted, as the stalled Turbo sat over one of the interlocking devices. CTC was knocked out and manual signalling had to be used.

The 188 people on the Turbo were transferred to the Rapido, which left Pickering an hour behind schedule. The breakdown on the Turbo was traced to failure of the auxiliary turbine power unit.

* Twenty passengers were injured in the derailment of Canadian National's passenger train No. 10, on the Skeena Sub twenty miles east of Prince Rupert, British Columbia, on Monday, July 20. Four units, including two coaches dropped down an embankment about 20 feet and landed on their sides on the mud flats of the Skeena River. At the time of the derailment, it was low tide. A few hours later high-tide water from the Pacific covered the cars. Other cars left the tracks but remained upright. Only the diesel engines stayed on the rails. Approximately 200 yards of track were torn up.

Passengers from the train were sent to Terrace, where westbound No. 9 from Prince George was turned around. Passengers bound for Prince Rupert made their trips by bus.



GTW 4901 leads train 156 (the International Limited) out of London Station on June 12th at 6:15 a.m. for the last time. The service is now operated by CN Railiners. (W. D. Short)

EQUIPMENT NOTES...

CANADIAN NATIONAL MOTIVE POWER NOTES

* GP35's 4000 & 4001, and GP40's 4002-4017 were transferred from Toronto Yard to Montreal Yard on June 24th. At the same time, switchers 8180, 8181 & 8182 moved to Toronto Yard from Montreal.

* 4-8-4 6218 received a thorough mechanical inspection in July as a preliminary to an application by the Railway for a one-year extension on tube and flue renewal.

* GTW has ordered an additional nine SD40's from EMD, for August delivery, probably to be numbered 5921-5929, class GF-30j. Nine F3's (9006, 9007, 9009, 9011, 9014, 9017, 9020, 9022, 9023) will be retired as trade-ins to EMD. (June NL, page 64)



Above is brand new CN caboose 79399--the prototype of an order for 110 to be built at Point Ste. Charles. A second order for 75 has already been placed. Much of the basic body structure is derived from 40-foot steel boxcars. Other features include: fully electric operation; oversize corner windows at desk locations at each end of the car; roof ducts to permit smokestacks to be located next to cupola to keep smoke clear of cupola; built-in inspection lights--both ends; chemical toilets; fully self-contained galley; red lamps for interior illumination to preserve night vision of train crews.

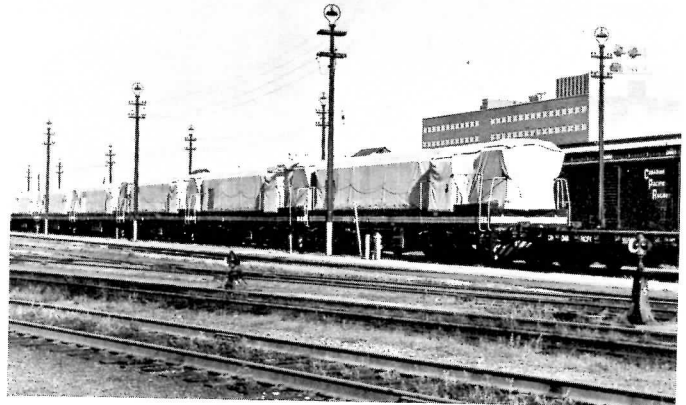
(Alan A. Parkinson)

CN'S INTERNATIONAL CONSULTING DIVISION WINS STUDY CONTRACT IN THE REPUBLIC OF THE CONGO

Since its formation two years ago, Canadian National's International Consulting Division has been earning increasing prestige and profits for both the company and Canada. The latest project for the ICD is a broad study of the narrow gauge railway in the Republic of the Congo, West Africa, running from the Atlantic Coast port of Pointe-Noire to the capital, Brazzaville, with a branch line running north to the border with Gabon. The purpose of the study is to establish and make recommendations for economically sound methods of increasing the physical carrying capacity of the railway system, particularly through the mountainous area where it has already reached maximum capacity.

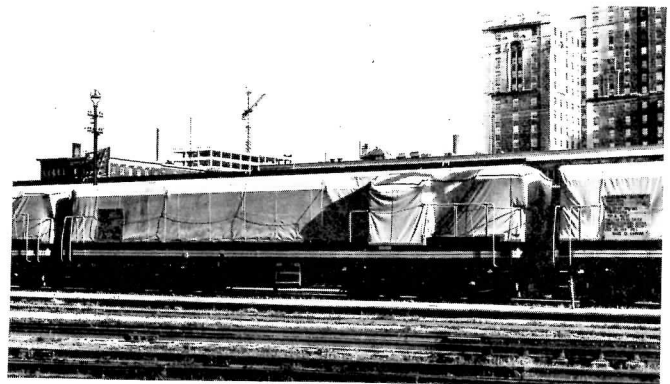
The ICD, working with the Montreal-based engineering consultant firm of TecSult International Limited which won the main contract, will provide seven people from CN for the portions of the project requiring specialized railway knowledge and experience. CN was able to offer French-speaking personnel competent in North American railway technology to assist this African railway whose working knowledge is French. Their headquarters will be at Pointe-Noire and assignments will be for periods of up to six months in the field, followed by preparation of a report in the home offices in Canada.

Prior to winning the Congo assignment, CN had sent experts in transportation and related fields to ten different countries including Korea, East Pakistan and Zambia. Their assignments ranged from setting up the framework of a personnel organization for a railway in Dar es-Salaam, Tanzania, to a study of rolling stock and marshalling yard requirements for the Korean National Railway.

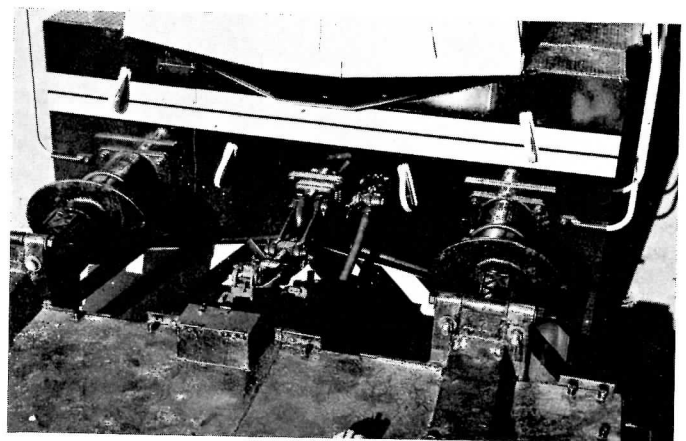


General Motors Diesel of Canada is currently assembling the export order for 37 C-C diesel-electric locomotives for the Yugoslavian state railway, ZTP Sarajevo. Up to the end of July approximately 17 units had been shipped from the Port of Toronto. ABOVE: six of the C-C hood units are seen wrapped in tarpaulins for their ocean voyage--CP Rail John Street Yard in downtown Toronto.

(Jim Brown)



A broadside view of one of the units. (Jim Brown)



A closeup showing the problems encountered in mating the European-style couplers and buffers to North American knuckle couplers. Special idler flat cars were used before and after the diesels in a train to overcome the problem. The cars were fitted with buffers and adapters to take the screw couplers of the diesels.

(Jim Brown)

The Itinerant Railfan:

ACTION AT DONCASTER!

By David M. More
and Ken McCutcheon.

Situated across the northern extremity of Metropolitan Toronto is Canadian National's York Subdivision, running east from the Toronto Yard at Keele Street to Pickering where it connects with the Toronto-Montreal main line. The York Sub is a good line on which to watch trains in action; however there is a stretch of trackage on the York Sub that carries the highest density of traffic anywhere in the Toronto area. This six-mile portion of the line that carries this traffic is located between Toronto Yard and Doncaster, located on Bayview Avenue one mile north of the Metro boundary. Although Doncaster is the recommended spot to watch trains, any part of the line is satisfactory and easily accessible on either Yonge, Bathurst, Dufferin or Keele Streets. The benefit of Doncaster lies in the fact that it is the junction with the Bala Sub running north to Capreol and North Bay and makes train watching much more interesting with the crossovers and signals, the signals often providing the astute railfan advance warning of movements. There are as many as 40 to 50 movements in a 24-hour span, half of these passing within daylight hours.

Arriving on the scene in the early morning (0700), one witnesses the southbound "Northland" on the Bala Sub, usually with an ONR FP7a on the point. Within the next four hours an average of ten trains will appear on the scene. Times are approximate. The authors have been railfanning in the area for a long time, and have found the following to be dependable:

WESTBOUND

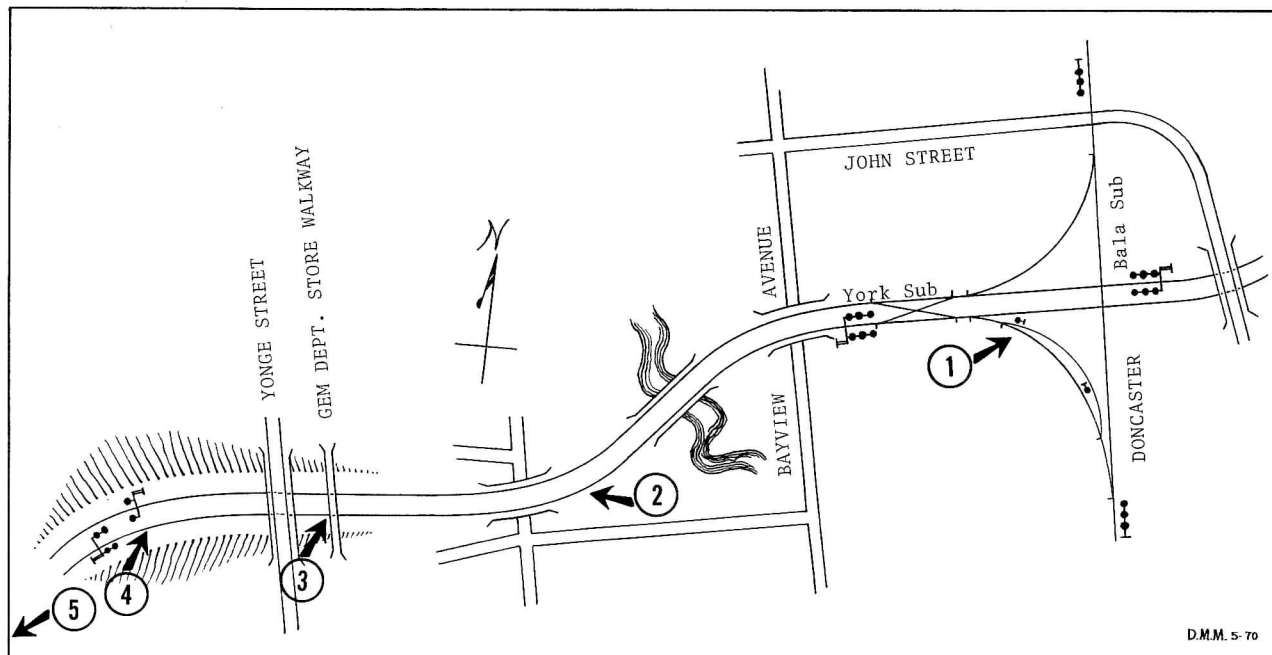
0730: 227 from Montreal
0800: 305 from Montreal
transfer from the south
0830: 391 from Montreal
0930: 218 from the north
1130: 224 from the north

EASTBOUND

There are a number of transfers due out of Toronto Yard between 0830 and 0900. They usually appear around 0930, following one another on a five to ten minute headway. Since they come out in any order it is not possible to tell where they will go, on arrival at Doncaster. Usually three go south, one east, one north.



① Two high horsepower units and four service cars idle at Doncaster on the south wye from the Bala Sub.



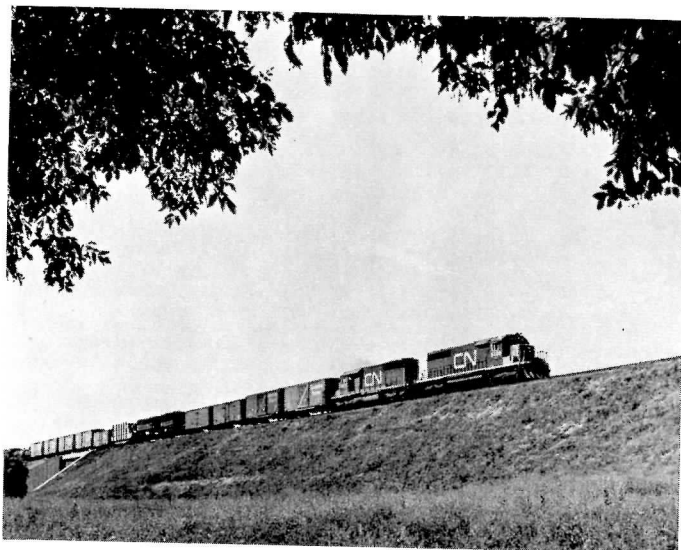
D.M.M. 5-70

The action slackens off for a while, picking up in the early afternoon, when three trains destined north up the Bala Sub appear: 1400: 443; 1430: 309; 1530: 303. About 1400 392 departs for Montreal.

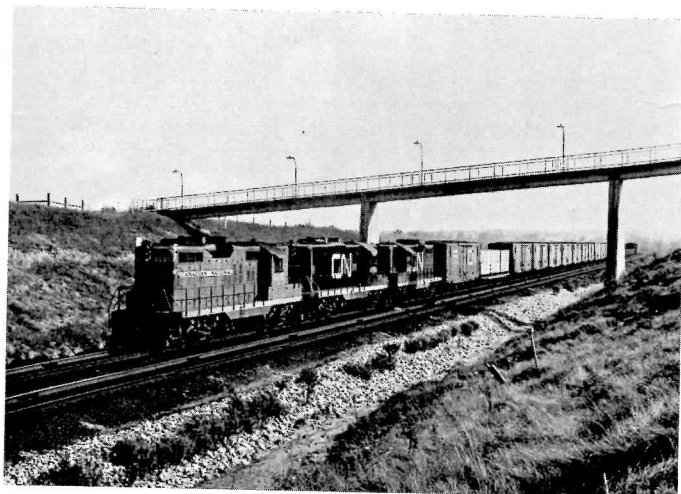
During this period a couple of transfers back from the city usually appear on the scene. Around 1700 the action will pick up again, but from what direction the trains will appear is indefinite, as the five trains expected are apt to arrive in any order. There are two trains operating through, to and from Montreal, and two southbound ore trains from North Bay, as well as a local for Oshawa and a transfer destined for the city.

All in all, any railfan spending a day trainwatching at Doncaster will find the day eventful. To get there, go north on Bayview Avenue, one mile north of the northern Metro boundary at Steeles Avenue to John Street. This will be the first road running east and west north of the railway bridge. Turn right and proceed to the railway tracks. There is lots of room to park and even a junk pile to search through for an artifact or two. At this point you are on the Bala Sub north of the diamond over the York Sub. Alternatively you can proceed north on Yonge Street into Thornhill and turn right on John Street and follow it over to Doncaster.

Remember to observe all safety precautions, and not make a nuisance of yourself on railway property. Watch out for the trains!



② With a high green at the diamond, the hogger has #392 moving at the legal 50 mph. This hot freight can be seen in the early afternoon.



③ ↑ At 1100, #224 nears the end of its journey. This express train forwards newsprint cars from the ONR out of North Bay, daily, except Mondays and Thursdays.

④ One of the numerous transfers ascends the grade at Yonge Street. →



← ⑤

An eastbound freight rumbles through the cut at Yonge Street.

Photography

David M. More.

COMMUTER CARS TO PERU

By Omer S. A. Lavallee.

Twenty-four CP Rail passenger coaches, used over the years in everything from transcontinental to local commuter service, are being sent to Peru where they will begin a new life in a social aid program for the poor people of Lima.

Canadian Pacific donated the former Montreal suburban service coaches to The Peruvian Corporation Limited as a gesture of goodwill. The cars will be used on the Central Railway of Peru in a non-profit venture that will enable 130,000 underprivileged families in Lima to take special excursions into the countryside.

N. R. Crump, chairman of Canadian Pacific, turned over the coaches to Robert Dale-Harris, representing The Peruvian Corporation, at a ceremony in Windsor Station, on June 17, 1970. "These coaches became available when CP Rail introduced new double-deck equipment on its suburban Montreal Lakeshore commuter run in April", Mr. Crump said. "We are delighted to be able to donate them to The Peruvian Corporation for such a worthwhile project."

The brief ceremony was attended by His Excellency César A. de la Fuente Locker, C.B.E., the Peruvian ambassador to Canada; Jean-Pierre Goyer, federal member of parliament for Dollard and parliamentary secretary to the secretary of state for external affairs; Guy Beaudet, manager of the Port of Montreal, as well as officers of Canadian Pacific, CP Rail and CP Air.

The coaches are being shipped to Peru through the Port of Montreal. The National Harbours Board is cooperating in the project by waiving wharfage and switching charges. It is understood that sea transportation to Peru is being provided free of charge by a Peruvian shipping line.

The Central Railway of Peru runs in part between the centre of Lima and its seaport of Callao, through some of the poorest and most densely populated areas of Lima. Acquisition of the CP Rail coaches will make it possible for many of the people living in these areas to take trips to the country that they could not otherwise afford.

The project got underway in 1969, when Canadian Pacific was first approached for a donation of the cars. The approach was made by The Peruvian Corporation on behalf of the government and people of Peru, because the Corporation, whose headquarters are in Toronto, operates the majority of the railways in the Republic. It's Central Railway, whose route heads inland from the Pacific at Callao and Lima along the Rimac River, has motive power available on weekends, but does not possess the necessary rolling stock. Canadian Pacific made the donation contingent upon the cars being used only for charitable, non-revenue service.

The twenty-four cars involved in the transaction are: 1335, 1336, 1345, 1347, 1348, 1349, 1350, 1356, 1360, 1361, 1433, 1441, 1455, 1458, 1459, 1460, 1465, 1467, 1469, 1476, 1479, 1480, 1486, 1854. Individual histories of these cars were published in the NEWSLETTER number 269, June 1968.

No. 1360 was selected to represent the donation in the Windsor Station ceremony, which was also marked by the presentation of a number of kerosens trainman's lanterns painted, appropriately, in 'action red'.

As of the date of the ceremony, six cars were already on the high seas bound for Callao, having been loaded as follows:

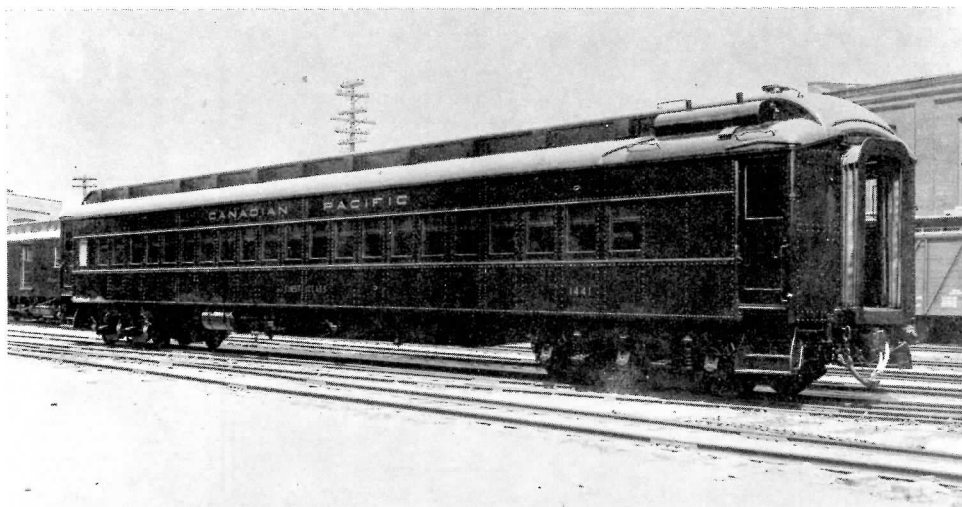
Date	Vessel	Cars
13-5-70	SS SABOGAL	1433, 1441
25-5-70	SS INCA YAHUAR HUACA	1469, 1486
9-6-70	SS CHOCANO	1348, 1455

The Central Railway of Peru, the standard-gauge line on which the cars are to be used, is one of the world's most spectacular main lines, attaining a summit of 15,688 feet above sea level in only 106 miles from sea level at Callao. This engineering feat is accomplished by a combination of six double switchbacks and one single one; 66 tunnels and grades in excess of four percent. The three-miles-high summit, in the Galera Tunnel at the crest of the Andean Cordillera, often affects passengers with a form of nausea caused by high altitude, known as 'soroche'. To minimize its effects, government regulations require passenger trains to carry supplies of oxygen for passengers, administered by a male nurse.

The use of the former CP Rail cars, which at eighty tons are very heavy by South American standards, will be confined to the lower sections of the line in the Andean foothills.

BELOW:

Canadian Pacific coach 1441 is one of the cars donated to the Central Railway of Peru. It is seen here fitted out for first class service, some thirty years ago. (Canadian Pacific)



TRACTION TOPICS

Edited by Alf Nanders

* The Toronto Transit Commission made a profit of \$4,036,762 for 1969, despite a drop in passengers carried, for the first time since 1961. A 0.4% decrease in passengers carried on subways, streetcars and buses was attributed to a fare increase, a long construction strike in the Metro area, and the general slowdown of the economy during 1969.

The profit made on 1969 operations (compared with a deficit of \$1,185,735 for 1968) will not last long, as most of it will be gobbled up by the recent wage contract signed with the TTC's 6600 employees which calls for a \$19,000,000 increase over two years.

A total of 322,193,404 fares were collected in 1969, down 1,288,251 from 1968.

* The TTC has encountered what chairman Ralph Day calls a "horrendous" cost increase on the North Yonge Subway extension. Studies show the Eglinton-Sheppard extension will cost about \$21 million more than the estimate of \$79 million. Details of the cost increases will be made available in August. Day blamed increased labour costs for the largest part of the increase, but added builders had run into "unforeseen soil conditions"—mainly underground—which had pushed the costs up.

Cost of the subway extension is shared on a basis of 70% by Metro and 30% by the TTC, with the province making a contribution to Metro's share. Metro Chairman Ab Campbell said he had heard of the cost spiral and if the TTC was unable to cut costs in some way, Metro would be forced to go to the Ontario Municipal Board for permission to borrow more funds.

* The TTC has been asked by Metro Roads Commissioner Samuel Cass to agree to the elimination of a subway structure on the Spadina Expressway to cut costs of upcoming construction. The structure in question is a turnout and would carry subway trains from the median of the expressway under three southbound lanes to the west where they could run down Christie or Bathurst streets. Costs for the structure have risen \$300,000 to \$800,000. The turnout is located to the south of the Cedarvale tunnel on the expressway, contracts for which were authorized in June. The tunnel contract will cost around \$4 million.

Reasons cited for dropping the turnout are costs, difficulties in construction because of ground water and the crossing of several trunk sewers. W. H. Paterson, TTC subway construction manager, indicated he would recommend that the TTC stick to its earlier request for the Cedarvale turnout. He said the TTC was in the business of designing subways to get maximum numbers of people riding them. He said the Cedarvale turnout had been requested for possible future use for a subway line to serve more people.

* Now available are more details concerning the installation of signal power standby generators for the subway system of the TTC, as reported in the May 1970 Newsletter:

The generators referred to will be installed at Bedford, Orde, Richmond, Asquith, Pleasant, and Davisville traction power substations; one generator per location except for Bedford, where three are required. These substations, in addition to supplying direct current traction power, also supply low voltage alternating current for the signal power requirements in nearby relay rooms. If there is an interruption on the Toronto Hydro distribution system which feeds the substation with high-voltage AC, the signal power supply will be interrupted, and substation traction power output will be lost at that particular location. The traction power system is continuous throughout the subway and, provided that adjacent substations are still producing power, trains will continue to operate, possibly on reduced voltage. The signal power supply system is not continuous, and under these conditions it becomes highly advantageous to relate the availability of DC traction power and signal AC power.

This requirement can easily be met by the provision of DC-powered conversion equipment which can feed AC into the signal system through automatic transfer switches. The role of the switch is to detect the loss of the usual AC source; call upon the conversion device to supply power; and transfer the signal load from the usual source to the back-up source provided by the converter. After restoration of the usual source, a time period is allowed to elapse before retransfer takes place and the converter is automatically shut down.

The converter selected consists of a special constant-speed DC motor, capable of operating over a wide range of DC input voltage, which drives a brushless AC generator rated at 10 KW 208 volts, 60 herz, single phase.

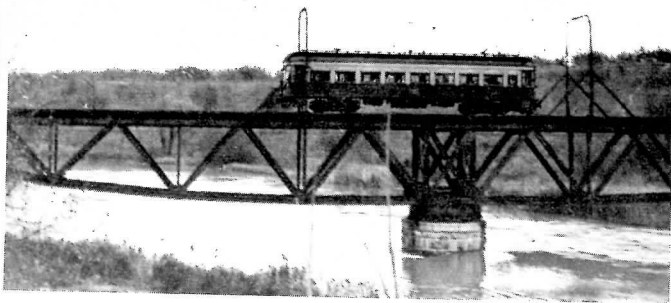
The Bloor-Danforth Subway has an installation of this type at Woodbine, in operation for the past two years. Based on the experience with this unit, similar equipment will be installed at Eglinton, Lawrence, York Mills, Sheppard and Finch signal relay rooms in the North Yonge Subway Extension.

* PCC cars 4396, 4578, and 4597 are the most recent additions to the dead storage lineup at St. Clair Division. At the time of writing there are twelve PCCs stored at St. Clair Division and one at Hillcrest. Eight of these cars are air-electrics and the rest are all-electrics.

* The cost of steel tires for streetcar wheels has increased 80% in 18 months, the TTC learned recently. The commission ordered 1300 tires (the number required during 1971 and 1972) from Kurt Oban (Canada) Ltd. for \$185,814, the lowest of four bids. The wheels are to be made in Japan.

* The TTC has awarded Contract Y-7 to the Foundation Company of Canada Ltd. for the rough construction of Sheppard Station on the North Yonge Subway Extension. Cost of this contract will be \$5,988,144. Station finish and surface structures will be part of contracts to be awarded at a later date.

* The only Niagara, St. Catharines and Toronto wooden interurban car in existence, Preston-built coach 130, has been scrapped at the Magee Transportation Museum, at Bloomsburg, Pennsylvania. The trucks, motors, and electrical equipments were saved, as well as the seats. The seats will be installed in former Lehigh Valley Transit Jewett-built car 801. The trucks, motors and electrical equipment will be used to restore freight motor LVT C15 (the trucks, motors, etc, to go under the 801).



ABOVE: NS&T 130 crosses the Old Welland Canal Bridge on an excursion in 1950. (Don McCartney)



TO THE RIGHT: The builder's name shows plainly on the seats saved from NS&T 130. (Bill Houston)

* Small Witt 2766 has been evicted from its storage place inside Hillcrest Shops and moved up to St. Clair Division for inside storage there. Its space at Hillcrest was needed for the assembly of 9200-series trolley coaches, the first of which are expected in August.

* Water-filled bumpers cut down accident damage, the TTC found after an 18-month experiment. The TTC has now placed orders for the bumpers to equip the remainder of the bus fleet (1003 units) and the 152 new trolley coaches.

* A \$50 million 34-storey office tower and 44-storey luxury apartment-hotel project are being planned for the northeast corner of Yonge and Bloor Streets, by Fidinam (Ontario) Ltd. The project will be built over the existing subway structures of both the Yonge and Bloor-Danforth lines, which cross at this point. Access to the subway station will be provided from the shopping malls planned as part of the project. The structures planned for the development will be built to avoid conflict with the subway structures. The office tower will be founded on a bridge girder frame on caissons which will be completely independent of the Bloor-Danforth Subway, over which it will be constructed.

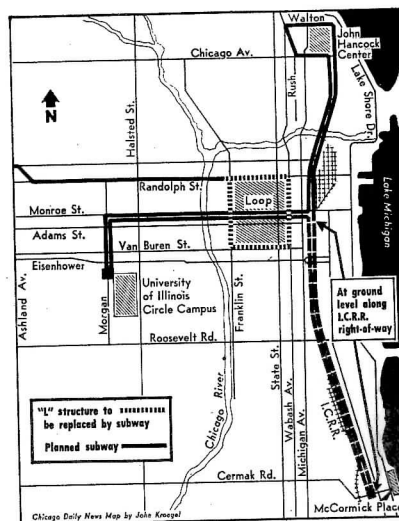
* If the readers of this column would like some cheerful news after years of reading of abandonments, last-day fantrips, scrap lineups, then take note of the following:

- Specifications for new surface cars for San Francisco's Municipal Railway, designed by Louis T. Klauder Associates may be found in the May 1970 issue of "Traction & Models" magazine.

- specifications, drawings, and photographs of the front half of a mockup for new surface cars for Boston's MBTA are to be found in the April 1970 issue of the "Rollsign", published by the Boston Street Railway Association at Box 102, Cambridge, Ma, 02138. These cars are designated "Type Six".

While no new cars have actually been ordered as yet by either city, the possibilities look good. Whenever orders are placed, we will inform you of all details in this column.

* Tenders are being called for contract S-7, for the Yonge Subway by the TTC. The contract is for the construction of a passenger access area at the south end of the King Station, and of a pedestrian tunnel below Melinda Street to connect the King Subway Station with the Commerce Court office buildings presently under construction on the east side of Bay between King and Wellington Streets.



(Chicago Daily News)

* Chicago's famed Loop elevated structure may soon be a memory, thanks to financing approved in a special referendum by Chicago voters. Voters in Chicago's 1st, 2nd, 27th, 42nd, and 43rd wards voted July 6th to approve (11,008 for/6,841 against) a special property tax on themselves--up to a limit of 35¢ per \$100 of assessed value--to provide financing for a \$600-million downtown subway system to replace the elevated structures in the downtown. One-third of the \$600-million needed will be borne by the City of Chicago, the rest by the State of Illinois and the Federal Government.

Features of the system proposed are as follows (see map):

- replacement of the old Lake Street "L" structure as far west as Ashland with a new subway under Randolph Street;
- construction of a new subway in Franklin Street south connecting with the Dan Ryan Expressway line;
- removal of the entire 70-year old "L" structure of the Loop on Lake-Van Buren-Wells-Wabash and the replacement with a subway under Randolph-Van Buren-Franklin-Wabash;
- removal of the old "L" from the Loop north to North Ave. and replacement with a new subway under Orleans and Clybourn;
- Construction of a new subway distributor line from the University of Chicago Circle campus on the Near West Side to the John Hancock Center and to the new McCormick Place convention hall on the lakefront. This \$195-million distributor subway would run under Monroe Street to a point east of Michigan where it would split into two branches--the north branch running underground, crossing the Chicago River to Fairbanks Ct. and north to the John Hancock Center, circling it, then west under Walton Place, south under Rush Street, and east under Chicago Avenue; the south branch would run on the surface along the Illinois Central Railroad right-of-way from Adams to McCormick Place.

Plans call for construction of 13.5 miles of new line (11.5 miles of subway and 2 miles of surface running) to replace 7.5 miles of "L" structure. Other features of the project will include pedestrian walkways with moving sidewalks to connect the system with the commuter railroad stations, and provision of closed circuit television for surveillance of all stations during off-peak hours.

TRANSIT GOES WHERE THE ACTION IS! is the theme of a very attractive multi-coloured poster which has been featured in subway cars and on station platforms throughout the TTC subway system for the past three months, showing patrons of the subway system that transit is 'in' with people today.

(Ted Wickson)



T. G. J. GASCOIGNE
& ASSOCIATES