

newsletter



Upper Canada Railway Society

September 1970 ■ 50c



newsletter

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

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OCTOBER WILL BE A VERY BUSY MONTH FOR 6218!

October 10: Expressfest to Kitchener Oktoberfest festivities from Toronto. Departs 0830 EDT Union Station, return from Kitchener 2330 EDT. Fares \$7.75 return. For information and tickets contact Big Brothers of Metro, 504 Jarvis St., (925-8981); Big Brother House, 111 Duke St., Kitchener. Tickets also available Toronto Union Station.

The Cover

THE MOTORMAN of this WINCHESTER route car waits to turn the corner at the intersection of Queen and Church in the downtown Toronto, while linecrews are busy putting the finishing touches to the overhead special work over the rebuilt intersection. The date: October 5, 1921; this intersection was one of the first rebuilt to wide devil-strip (to permit operation of new Witt equipment on the BROADVIEW route) by the Toronto Transportation Commission. (Toronto Transit Commission)

Coming Events

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

- Oct. 16: Regular meeting. Panel and open discussion on the future of Metropolitan Toronto transportation--expressways or subways?? (Fri.)
- Oct. 17: UCRS Fall Foliage Excursion to Haliburton. Steam (behind 6218) to Lindsay, diesels to Haliburton. Trip leaves Toronto Union Station 0830 EDT, return 1700 EDT. Fares adults \$15.00 children \$7.50, infants \$2.00. Tickets available from UCRS Trip Committee. (Sat.)
- Oct. 23: Hamilton Chapter meeting, 8:00 p.m., in the CN Station Board Room. James St. N., Hamilton. (Fri.)
- Nov. 20: Regular meeting. UCRS Photo Contest. Rules below. (Fri.)
- Nov. 27: Hamilton Chapter meeting, 8:00 p.m., in the CN Station Board Room. James St. N., Hamilton.

PHOTO CONTEST RULES

1. Photos must be of rail interest, but need not show a train or locomotive.
2. There will be three classes:
 - [1] Black & white prints, 8x10 or larger.
 - [2] Colour prints, 5x7 or larger.
 - [3] Colour slides, 2-1/4 or smaller.
3. Each entrant may submit up to three entries, divided among any of the classes.
4. All entries must have been photographed by the entrant.
5. Entries must not have won or placed in a previous contest.
6. The entrant must be a member of the UCRS.
7. The entrant must not be a professional photographer.
8. There must be no identifying marks on the front or viewing side of any slide or picture. The entrant's name is to be on the back of prints. Slide mounts should be marked with a number or letter code, and a separate sheet supplied showing the code and the entrant's name.
9. Entries will be judged to salon standards.
10. The rules of the contest will be based on those in common use at photo contests and will be explained by the judges.

Readers' Exchange

COPIES of original 1915 GE detail drawings of London & Port Stanley Railway 60-ton electric cab locomotives are available from R. A. McLarty, 27 Pittsford Close, Waterloo, Ontario. Additional information on request.

WANTED: Slides of CN-CP Rail work equipment, also will trade passenger train consists. Richard S. Brundage, #16, 1211 South 107th East Ave., Tulsa, Ok., 74128.

October 24 & 25: Michigan Railroad Club is sponsoring a weekend of steam. On the 24th steam from Windsor to St. Thomas; on the 25th steam one way Windsor to Toronto (return by diesels). Both trips leave Windsor same time each day (0745 EST); return to Windsor 1915 EST on the 24th, return to Detroit 2200 EST on the 25th. Fares (for each trip) adults \$15.00 children (under 12) \$12.00, infants \$1.00. Contact Michigan Railroad Club, 71 Brush St., Pontiac, Mich., 48053.

RAILWAY NEWS AND COMMENT

CN TO STUDY FEASIBILITY OF NORTHWEST TERRITORIES RAILROAD

Canadian National has started a study project to examine feasibilities of all types of surface transportation that may lead eventually to the construction of a railway across the Northwest Territories. CN will work with Alberta Gas Trunk Line Co. of Calgary at first to engineer the task of freight movement required for the construction of a \$1.5-billion gas pipeline that AGTL proposes to build by 1974.

R. A. Bandeen, CN vice-president for corporate planning, said in a news conference in Edmonton recently that projected freight movement with a planned gas pipeline that would run from the North Slope of Alaska along the Mackenzie Valley to join existing AGTL networks, would be at least five times the total gross volume of freight shipped in the Northwest Territories in 1969. "Our involvement with AGTL will provide an opportunity to probe into the future shape of transportation that will be required in the North country," he said. Whether rail transportation will provide the answer to the development of overland links with the Northwest Territories and with the Arctic remains to be seen, although he envisaged a possible combination of several modes of transportation possibly involving rail, pipeline and waterborne methods.

AGTL is one of the two major trunk line companies to have announced plans for the construction of multi-million-dollar gas link between Arctic areas and southern Canada. The Federal Government has stated that only one major gas-and oil-carrying pipeline will be permitted across the north, following the Mackenzie Valley transportation corridor.

CN will work with Northern Transportation Co. Ltd. of Edmonton in implementing the freight movement for the proposed AGTL gas line. The railway already has a link into the Northwest Territories in the shape of the Great Slave Lake Railway, built to move minerals from Pine Point. It also has wharfing and shipping terminals and a rail extension to Hay River on the south shore of Great Slave Lake, and a major embarking point for freight destined North.

GTW TO EXPAND CTC

The Grand Trunk Western Railroad is expanding its Centralized Traffic Control system through Pontiac, Michigan, in a move to speed up freight system traffic through the area. Some track changes are to be made and the railroad will construct nine new signal bridges for the electronic CTC system. The system enables direction of trains from a centrally located electronic control board.

CTC TO HOLD INQUIRY INTO THREE RAILWAY ACCIDENTS

The Canadian Transport Commission announced August 12 that it would hold a public inquiry into three railway accidents which occurred in late July and early August between Toronto and Montreal. Two people were killed and three were injured in the accidents, two of which occurred on the Canadian National's main line and the third on the main line of CP Rail. No date or location was set for the inquiry.

The accidents occurred within ten days of each other and are detailed below:

* On July 30, one man was killed and two injured when 21 cars of a 110-car CP Rail freight derailed near Cobourg and crashed into a stationary work train. Two bunk cars in the work train rolled over--the man was killed as he tried to leap from one of the cars as it toppled. An overheated journal box on a boxcar in the eastbound freight was found to be the cause of the derailment. The boxcar was derailed in the train; the cars following telescoped into each other, smashing against the work train.

* On August 6, 14 cars of a CN freight were toppled 30 feet down an embankment in the town of Port Hope. An unknown quantity of dinitrophenol from a ruptured tank car in the consist was washed into Port Hope Harbour where the town draws its water supply. Ontario Water Resources Commission officials ordered the intake pipe shut off until it was determined whether the chemical contaminated the water supply. There were no injuries in the derailment.

* On August 7, the Rapido collided with a track motor car on the CN mainline near Brockville, killing one sectionman and injuring another.

A spokesman for the CTC said the inquiries were being held because of commission concern over a strong upswing in the number of railway accidents in the past year. In 1969 there were 224 derailments--while in the first six months of 1970 there were 142. Last year there were 41 collisions between trains. In the first six months of this year there have been 27.

CP RAIL LINE RELOCATION IN BRITISH COLUMBIA COMPLETED

Recently completed in British Columbia were ten miles of the CP Rail Crownsnest line from Cranbrooke to Fort Steele, eliminating the Eager, Isadore Canyon and Wardner sections built in 1899. The \$2-million grade alteration was necessary with engineering for the Libby Dam establishing a 2459-foot altitude maximum level for the 92 miles pondage on the Kootenay River above the dam, which will stretch 42 miles into Canada and be above the level of the existing railway bridge across the Kootenay downstream from Wardner.

Next Month...

What are these men doing to this engine? Why, polishing her till she shines! Getting her ready for her entry into the pages of the October NEWSLETTER.

Be with us as the exploits of this apple-green locomotive---LNER 4472 'The Flying Scotsman'---and her train on their visit to Southern Ontario and Quebec are recorded in the NEWSLETTER.

This issue will be a special commemorative issue to mark the visit of 'The Flying Scotsman' and to mark the Silver Anniversary of the UCRS NEWSLETTER.

(Robert D. McMann photograph)



ALBERTA PREMIER SUPPORTS PEACE RIVER RAIL LINK

Premier Harry Strom of Alberta supports a proposal to extend the Alberta Resources Railway north from Grande Prairie to loop up with the Great Slave Lake Railway. The premier said the proposed link has merit but he said building a railway link between Fairview and Rycroft across the Peace River would be more reasonable under agreement with the Northern Alberta Railway.

CN'S TECHNICAL RESEARCH CENTRE MENDS ALL

Canadian National operate a small and highly efficient clinic in St. Laurent, Quebec, that has all the characteristics of a well-run hospital. Tests are given, samples are analysed in its laboratories and cures are effected in its operating rooms--but all of the clinic patients are railway equipment. CN's \$2-million Technical Research Centre provides all this attention to the equipment it operates, from the digestive system of a locomotive to the smallest laceration in a conductor's pants.

F. E. King, manager of the centre says his staff is concerned with anything that affects the safety of passengers and the safe-handling of a shipper's goods. "Our objective is to try and head off trouble before it starts, rather than lay blame after the fact," he said. "As a result, we're constantly performing failure analyses and tests on every that CN uses, from fabrics and paint to materials to heavy machinery."

The research centre is staffed with approximately 100 engineers, chemists and technicians moving about in an environment of Florence flasks, electronic panels and computers.

"Nothing is left to chance," King says. "We even run tests on the soil and ballast along our rights of way. One test that is constantly under way is the analyses of oil in locomotives. Each month samples of oil are taken and forwarded to the centre for study. We can tell, by the amount of metal wearings in a given sample, when that piece of equipment should be removed for servicing." The study of operating problems is not enough, King adds. "We have to also come up with solutions and, in many cases, our solutions are unique--things that have never been done before." For example, the centre developed an electronic scale which can weigh rail cars moving at a speed of 12 miles per hour, with an accuracy that satisfied the federal department of weights and measures. "This greatly reduces time and costs in the marshalling yards," King says, "and gives us an accuracy in weight of $\pm 0.075\%$, a variance of 80 lb. on a car weighing 125,000 lb."

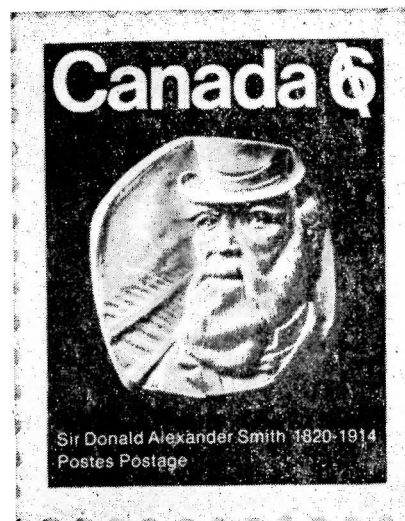
"Innovation also helps our shippers. An electronic volume measurer was developed here which permits express handlers to measure and compute the volume of freight in seconds. CN has applied for Canadian and U.S. patents and the EVM will be sold by CAE Industries Ltd. for approximately \$2000."

"Another of the centre's inventions is called a track recorder car--a converted passenger car--that is capable of measuring and evaluating the surface condition of track at speeds up to 100 miles per hour. CN is negotiating with private companies interested in purchasing manufacturing rights for the car."

"We have also invented an automatic journal box oiler," King says, "which not only increases efficiency but further prevents oil spillage pollution in the soil. World-wide rights for the manufacture and marketing of this device have been awarded to Ramsey REC Ltd. The oiler services cars while moving, at speeds up to three miles an hour."

"All of the things that have been created at the centre take the responsibility of judgement away from the individual," the manager observes. "In many cases, we can't find a manufacturer to build what we want, so we have to build it ourselves."

Another section of the research centre is devoted to analyzing fabrics of one kind or another. The cloth used in uniforms, carpeting, linens and seat coverings, is pulled, stretched, rubbed and torn. A 'tensiometer'--sensitive enough to determine the strength of a single strand of hair--tests the fabric for use in any given textile application. Near the machine five or six boxes of earth were stacked on top of each other. "We even bury cloth in these boxes," King says, "to see how long it takes to rot."



(Canadian Press)

POST OFFICE ISSUES NEW STAMP HONOURING CPR BACKER

Sir Donald Alexander Smith, the first Baron of Strathcona was honoured on a new stamp released by the Canadian Post Office September 12th. He used much of his fortune to back the building of the Canadian Pacific Railway and drove the last spike when completed in 1885.

RAILWAYS TOLD FREIGHT RATES MUST BE CUT

Increased taxes may be imposed on railway interests by the three prairie provinces unless Canada's major railways reduce their freights--so warned the Prairie Economic Council at their meeting in Winnipeg July 30.

Premier Ross Thatcher of Saskatchewan told a news conference after a day-long meeting of prairie premiers that the attitude of the railways to repeated requests for lower freight rates for the prairies was 'outrageous'. He said representations made to the Canadian Transport Commission and CN and CP Rail during the last few years have been most ineffective.

During the last legislature session, Saskatchewan passed legislation providing for 'very heavy taxation' on mineral production on lands held by the railways unless lower freight rates are instituted.

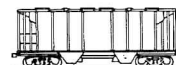
Mr. Thatcher emphasized the legislation has not been proclaimed and enactment of the law depends on how fast the railways act. "We want fast action and we're not going to wait indefinitely."

Premier Ed Schreyer of Manitoba agreed and said he was prepared to look at the Saskatchewan legislation. He said increased taxation on the railways 'may well be a desirable course of action'.

Premier Harry Strom of Alberta said that Alberta has made no firm decision but the province viewed the Saskatchewan developments 'with keen interest and we are watching the results'.

Action was deferred on a Manitoba suggestion to increase tonnage through the northern Manitoba port of Churchill.

Mr. Schreyer said his province's suggestion to establish a 'port promotion authority' was made before the federal government announced it was considering eliminating the National Harbours Board. Perhaps a port management authority, made up of one or two people from each province will now be needed. Mr. Thatcher said Saskatchewan was actively supporting traffic through Churchill and 'is willing to take some additional action in this support.'



CN OFFERS TO LEASE BELT LINE RIGHT-OF-WAY TO CITY OF TORONTO

Canadian National Railways has offered to lease the right-of-way of the old Belt Line to the City of Toronto. This was the content of a letter September 11 from CN president and chairman Norman MacMillan to Toronto alderman William Kilbourn. CN has offered the City a ten year renewable lease on the right-of-way. The ownership of the Belt Line right-of-way was also offered to be conveyed to the City on the understanding that the city would convey to the railway land of equivalent value at some foreseeable date in the future. The property was valued by Mayor William Dennison at \$6-million.

The fate of the abandoned railway has been a political football in Toronto since last June. The city planning board has proposed that the 2.8-mile line be turned into a park complete with walkway and bicycle path. This has met with heated opposition from the residents of the Forest Hill section of Toronto through which the line passes--the residents near the line claiming that proposed park would be a breeding ground for vandalism and invasion of privacy. City fathers have yet to decide on the question.

TORONTO UNION STATION POWER FAILURE

There was a power failure at Union Station August 7, and before it was restored almost ten hours later, tickets were sold by the light of emergency lamps, and arrivals and departures could not be announced because the public address system was not working. Hundreds of weekend travellers and GO Transit commuters groped in darkness to find their departure gates. Reservations could not be made or confirmed because the electrical reservations machines weren't working. There were no hot meals in the restaurants, and cold drinks and sandwiches were eaten by the light of candles.

Power failed at 3:47 p.m. and was traced to one of the building's main transformers. The power was restored at 1:30 a.m. August 8. Cause of the failure has not been determined.

John Marois, assistant station master, considered calling out the arrivals and departures with lung power but gave it up "because no one could have heard me in the huge station."

WABCO CONSIDERING NEW HEADQUARTERS SITE

WABCO Ltd., a subsidiary of WABCO Inc., of Pittsburgh, Pa., is considering a transfer of its Air Brake Division from Hamilton, Ontario to an 18-acre site on the Queen Elizabeth Way in Saltfleet Township, approximately one mile east of Hamilton. D. J. Price, vice-president of WABCO Ltd. confirmed that he met with Ben DesRoches, chairman of the Saltfleet Township Industrial Committee, to discuss the matter.

Mr. Price hoped that final arrangements for the site will be completed later this year. Plans include a 140,000 square ft. office and manufacturing complex. Total investment in the business, after completion of the project, will exceed \$6-million.

The present plant, now occupying a building in Hamilton where the air brake business was started by George Westinghouse in 1897, employs 350 people. The annual payroll is in excess of \$2.5-million.

CN TELEVISION COMMERCIAL WINS AWARD

Canadian National's two-minute television commercial, 'The Canadian Dream', seen often last season on both the CBC and CTV networks, was among the prize-winners at the annual awards presentation of the Canadian Public Relations Society. The award, a parchment scroll, recognizing excellence in design and workmanship was presented at the Society's annual conference at Winnipeg's Hotel Fort Garry, in early July.

NEW YARD SCHEME FOR WINDSOR TO BE STUDIED FURTHER BY CN

Changes in traffic patterns and economic conditions have extended study by Canadian National of plans for the construction of a marshalling yard in the southeast area of Windsor, Ontario. D. V. Gonder, CN vice-president of the Great Lakes Region, said in Windsor July 23rd that the yard was under 'very intensive study'. He declined to estimate when the study might be completed.

PREMIER BENNETT WANTS CN LINK WITH NORTH B.C. RAILWAY

Premier W. A. C. Bennett of British Columbia called on Ottawa August 10th to link the Canadian National to his government's own railway to help open up British Columbia's north country. The premier indicated that he has abandoned, at least for the time being, a plan to extend the Pacific Great Eastern Railway to tide-water at Stewart, B.C. It now runs to Fort St. John, B.C., and a branch line is being constructed from Prince George to Dease Lake, 420 air miles to the northwest.

Mr. Bennett told a questioner that there should be 'some federal connection' to provide a northern Pacific outlet for PGE. He explained that he expects Ottawa to build a link between existing CN trackage and the PGE. He said the junction should be around Hazelton and the link would be 'about 50 miles' long.

NEW CN HOSTEL AT ARMSTRONG, ONTARIO

Canadian National will begin construction of a modern hostel for train and engine crews at Armstrong, Ontario this autumn. The railwayman's 'home away from home' will be constructed according to standards established by CN and its unions for all such structures. The facility will include a lounge, kitchen, recreation and dining facilities, as well as 72 single bedrooms for the crews. There has been a need to improve facilities at Armstrong for some time, but action was delayed while CN discussed with its unions ways and means of extending train runs on the northern lines. This issue is still unresolved, but the need to improve the accommodations was pressing, so CN is going ahead with construction of the new hostel.


FREE BUS RIDES FOR RAILWAY PATRONS IN OTTAWA

Free bus transportation is now being provided for patrons of Ottawa Union Station from the station to Confederation Square by Canadian National and CP Rail.

When the new Ottawa station was opened in 1968, the Ottawa Transportation Commission extended its bus route 21 to include a stop at the station. The stop was withdrawn in December of that year. Since then, Queensway Taxi has operated a shuttle bus service on behalf of the two railways.

CN SYMBOL PARTICULARLY DISTINGUISHED

The July 1970 edition of EXECUTIVE magazine carried an article entitled 'The Corporate Mark' which includes the following comments:

 "...Regardless of its shape, whether it is graphically good or meaningless to any but the most graphically sophisticated, a trademark can only be successful if it is to be used intelligently. The mark of Canadian National Railways, for example, designed by Allan Fleming in 1959, is the well known 'worm'. The trademark is particularly distinguished, and is being used so aggressively--it appears on every piece of product, on buildings, on interior walls--by Canadian National that it could become synonymous in much the same way the name 'Kleenex' is used interchangeably with the word 'tissue'. Further, the most important, by often using the symbol without accompanying copy--Canadian National has strengthened the mark's visual impact. Forced to recognize the symbol as a graphic entity, the consumer reads the symbol as itself; he no longer must doublethink. Unfortunately the same fails to hold true for Canadian Pacific Railways, belatedly following the lead of Canadian National in revamping its trademark. Singularly simple and direct the symbol does not avoid but rather induces misunderstanding and misrepresentation."

The idea behind the mark if inseparably linked to the aesthetic form results in nothing more than a shape which lacks any identifiability when not supported by the corporate signature. The diametrically opposed applications in many instances, do not assist the discernability of representation. The profound paradox of this particular exercise is that it was performed by a U.S. firm that, on an international basis, claims to be the largest in the field. Top management in Canada seem reluctant to take the chance on Canadian talent and so often attempt to seek U.S. support in their insecurity by commissioning a firm with an international reputation..."

RAILROAD NATIONALIZATION COMPLETED IN MEXICO

After fifty years, the Mexican Government has completed the nationalization of the rail system. The final line was bought recently for a token payment of \$5000--the Tijuana Tecate Railway, 43 miles long located in Baja, California. Negotiations involved the Communications Ministry and the Southern Pacific Transportation Company.

The middle link of a projected west coast route extending to the United States complements the Sonora-Baja, California line now operated by the Communications Ministry. Southern Pacific was granted the concession in 1914 because of topographical difficulties in laying the rails along the Southern California right-of-way. SP retains trackage rights for another 37 years and will bear maintenance costs of the line, which is in daily operation.

RAIL WASTE DISPOSAL SLAMMED

The United States Food and Drug Administration has proposed steps at eventually ending the railroad practice of dumping raw human waste along tracks. This was revealed to Congress in testimony given by Commissioner Charles C. Edwards before a subcommittee of the House of Representatives July 28th. However, crusader Ralph Nader told the group that Mr. Edwards' testimony 'amounted to a total surrender to the railroad industry.'

R. R. Manion, representing the Association of American Railroads, said on the basis of a five-year sanitation study 20 years ago 'and on the sharply reduced volume of waste since that time, we fail to see that a problem exists.'

Nader told the subcommittee the railroads are dumping hundreds of millions of pounds of raw human waste, in a practice he said 'allows a unique insight into the intransigence of these corporations and the weak, self-demeaning posture of the Food and Drug Administration toward them.'

The railroads have \$27.9-billion invested in their industry, Nader said, in estimating it would cost \$15-million a year to have the sanitary equipment needed to prevent dumping. But Manion said it would cost between \$80-million and \$100-million to make toilet conversions and install facilities to handle retained wastes.

THE LITERARY CORNER

The Railways of Canada 1870-71, J. M. & Edw. Trout, *The Monetary Times*, Toronto 1871.

Facsimile edition published in 1970 by Coles Publishing Company, Toronto. Price \$2.50.

Coles Publishing Company (of the Coles Bookstore chain) has been publishing facsimile paperback editions of rare old books on Canadiana under the name of the Coles Canadiana Collection. These books are moderately priced and give the reading public copies of rare and long out-of-print books on facets of Canadian history.

The Railways of Canada is the latest addition to the Coles Canadiana Collection. Specially printed on stock resembling aged paper, this little book offers the railfan a most interesting look at the railway industry as it existed in Canada 100 years ago. There are introductory chapters on the early history of transportation in Canada, and the progress of railway construction up to the time the book was published. The main bulk of the book deals with each railway line in Canada either in operation or under construction at the time. For each line there is a short history of the line, information on capitalization, revenues, expenditures, and operating statistics. The information is most interesting to examine. Of great interest are the advertisements at the front and rear of the book for the various companies and suppliers in the railway industry of the period. Included are ads for express companies, hardware merchants, locomotive and rolling stock builders, rolling mills, insurance brokers, and many other purveyors to the trade.

All in all, this little book is a goldmine of information on the railways of this country 100 years ago. It currently occupies a place of honour on my railroad book bookshelf.

-- Robert D. McMann.

FRENCH AIR CUSHION AERO TRAIN MAY DEBUT IN THE U.S.

France's air cushion Aerotrain, a 150 mile-an-hour intercity missile designed to revolutionize ground transportation may find its first paying passenger in the United States. Rohr Corp. of Chula Vista, California, last year bought controlling interest in Aerotrain Systems Inc., an American subsidiary of the private French firm that developed the Aerotrain. Rohr is certain to be a major contender in September when bids are taken for an air cushion system to connect the Los Angeles airport to residential San Fernando valley, and eventually to a new airport in Palmdale, California.

Although still limited to performing on its 11-mile experimental track south of Paris, the Aerotrain has already reached the operational stage. "We could build a system tomorrow," said Leon Kaplan, president of the parent company, Societe Aerotrain, "but the problem has been getting federal participation in the United States. The amounts involved are simply beyond the means of private or state agencies."

In July Secretary of Transportation John Volpe announced that the U.S. Government had agreed to match the \$30-million which the Los Angeles department of airports has slated for such a system.

It initially will involve a 16-mile track using 60-passenger cars cruising at 150 miles per hour, reducing airport connections to minutes. An experimental model reaches 260 miles per hour.

The Aerotrain's weight is supported on 516 sq. ft. of air cushion pushing against the horizontal portion of the inverted T-beam which forms the track. Lateral movement is stabilized by two air cushions of about 120 sq. ft. action on the center leg of the beam.

The Los Angeles system will run primarily along the route of an existing highway, reducing land-assembly costs. The cost of the Orleans track has been put at nearly half a million dollars per kilometer. This does not include signalling systems, stations or right-of-way easement.

Until a year ago, the biggest problem the Aerotrain system faced was the noise produced by the two large turbine engines used to drive the propeller. But last autumn, the development of a large linear electric motor which uses magnetism to 'grab' the aluminum central rail and pull the vehicle ahead eliminated that problem. Although considerably more costly, the linear motor will eliminate the large rear propeller and permit coupling of cars.

* * *

PLANS NEAR COMPLETION FOR NEW CN EXPRESS YARD AT WINNIPEG

Canadian National Railways is completing plans for a new \$5-million express freight terminal at Symington Yard in St. Boniface, Manitoba. Construction of the 500-foot long by 150-foot wide terminal has been scheduled to start this autumn. The new building to be opened in October 1971 will replace the 60-year old express sheds near Main Street station in Winnipeg. The transfer of express operation to Symington Yard will be the first step towards clearing most of CN's Main Street property for commercial and parks development. A total of 55 acres between Main and the Assiniboine River, are to be eventually freed for high-rise apartments, parks and a scenic riverside drive.

The new terminal will be built on a 20-acre site immediately north of the present Symington Yard. With its main entrance facing on Pressis Road, it will be a complete express facility equipped to handle container, express and piggyback shipments. It will also contain the latest automated cargo handling machines. Actual cost of the terminal building will be \$2-million with the remaining \$3-million being spent on ancillary facilities such as car loading platforms, gatehouses, scales and equipment. Construction of the project will take about 18 months.

WORTH NOTING...

* Postcard camera owners will be saddened to learn that Eastman Kodak Co. Ltd. plans to discontinue the coating of size 122 black and white film in December of this year. At present the only film available is Verichrome Pan. Size 122 (3-1/4 x 5-1/2 inches, six negatives per roll) was popular with railfans because of the long horizontal dimension which was ideal for locomotive broadsides.

* Quebec-Cartier Mining Co. is contemplating the construction of an 88-mile railway extension to Mount Wright, Quebec. Its present 191-mile railway runs from Port Cartier to Lac Jeannine. The International Consulting Division of Canadian National has undertaken a railway location survey for the line for Quebec-Cartier.

* A residential-office-commercial complex is being planned by William Teron Associates, Ottawa, Ontario, to occupy the site of the old Fairbanks-Morse (Canada) Ltd. [Canadian Locomotive Co. buildings] plant on the Kingston waterfront.

* Tenders recently called for by the Pacific Great Eastern Railway:

- alterations to the car shop at Squamish, British Columbia to include renovations to the old car shop, construction of machine foundations for machine shop, construction of materials compound and loading platform;
- the fabrication and erection of steel bridge superstructure over the Fort Nelson River.

* Be careful when you photograph trains behind the Iron Curtain! Two British train spotters were held in Poland on the suspicion of gathering classified information. The two men were released after three weeks imprisonment through the intervention of the British Embassy, after it was explained to the Polish authorities that the men were simply innocent train spotters.

* New container facilities for CP Rail at Wolfe's Cove, Quebec are nearing completion. Included in the project are expansion of trackage at the port and the installation of a \$900,000 35-ton portainer overhead crane straddling the terminal tracks, and roadway.

* Canadian National recently called tenders for the replacement of the 140-foot double track wooden trestle over the Neebing River near Thunder Bay, Ontario, with an all steel two-span bridge. Construction is to begin in November of this year and will be completed in time for the opening of navigation in the spring of 1971. The work will be programmed to permit traffic over one track of the double track structure.

* A monorail is planned as the only transportation linking a satellite city to be built near Anchorage, Alaska. There will be no automobiles in this city--Seward's Success, being developed by Tandy Industries.

* Recently called were tenders for extension to the wheel shop at Transcona Yard, Winnipeg, Manitoba, by Canadian National.

* Early in June, CTC was extended 66.1 miles on Canadian National's Kingston Subdivision from Clarke to Moira (0.2 miles from Belleville). The station name of Trenton Junction also reappeared. Prior to April 24, 1966 the station was called Trenton Jct. and after that date the station became simply Trenton. The station Trenton is now located 1.1 miles east of the former location.

NEW LOUNGE CARS FOR ONTARIO NORTHLAND

At a time when Canada's railways make service reductions the prominent feature of the railway passenger business, the provincially-owned Ontario Northland Railway has just placed into its passenger service two ultramodern coach-lounge cars.

Both hot meals and snacks, including hot dogs and hamburgers--previously unheard of on railway diners--will be available, and Allister Johnson, chairman of the Ontario Northland Transportation Commission, says that with the new coach-lounges 'we are able to provide a variety of services that will be much more satisfactory than in the past.'

"We have made every effort to gear our facilities to the passengers' needs. The well-designed coaches allow travellers to seat themselves for a regular meal or to make use of the take-out counter for light meals."

The new equipment was rebuilt in the CN shops in Montreal from standard railway equipment. Some 30 men in various trades were employed on the project.

The outer part of each coach-lounge is done in a deep olive green, the ladders and steps in bright yellow for safety. The identifying 'Ontario Northland' and the coat of arms for Ontario complete the exterior.

The interior is a blend of contemporary design and classic colour. The upholstered seats are russet-coloured and the leather headrests are of a complementary shade. The walls are of subdued orange and beige panels and a gold-and-shell-white fabric wallpaper completes the clean, modern look. The lounge-dining section has been divided for convenience of the passenger. A panelled partition separate the passageway to the take-out counter and other coaches from the dining tables.

CN SLEEPER DONATED TO VERMONT COLLECTORS ASSOCIATION

A 1925-vintage Canadian National sleeper was donated to the Vermont Collectors Association at a special ceremony in St. Albans, Vermont on August 6th. Keys to the car were presented by Raymond Gosselin, CN Champlain Area manager and vice-president of the Central Vermont Railway, to Theodore W. Weber III, president of the association. The car will be put on display in St. Albans on North Main Street near the Missisquoi Valley Railroad branch crossing.

At the ceremony, Mr. Gosselin said the car is 'a relic once used by countless thousands upon thousands of travellers during its 45-year lifetime.' He continued, "Indeed, it seems significant to me that a unit that is only 45 years old can really be regarded as a museum piece. This is a sharp reminder that we are indeed living in a period of rapid change."

The twelve-section one drawing-room car was renamed 'St. Albans' from 'Yale'--its CN crest being replaced with the CV crest. The car weighs 177,500 lb. and is over 82 feet long, coupler to coupler. It was one of 109 such cars of its type in CN service. The car saw international service between Montreal and New York, and sometimes saw service as a troop sleeper.

The Vermont Collectors Association Inc. of South Burlington, Vermont, is a non-profit organization which plans to sponsor school and youth programs centered on the Vermont heritage. The association is trying to get funds to set up 'Tylden Village', a modern reproduction of an old Vermont community.

The dining area seats 25 at one time. Here the seats are done in a forest-green leather and the walls and tables in deep brown woodgrain. The lowered ceiling in this section is covered with fluorescent lighting, concealed in the lattice-work. The lights are set brightly for the meal periods and are turned lower when the diner converts to a lounge.

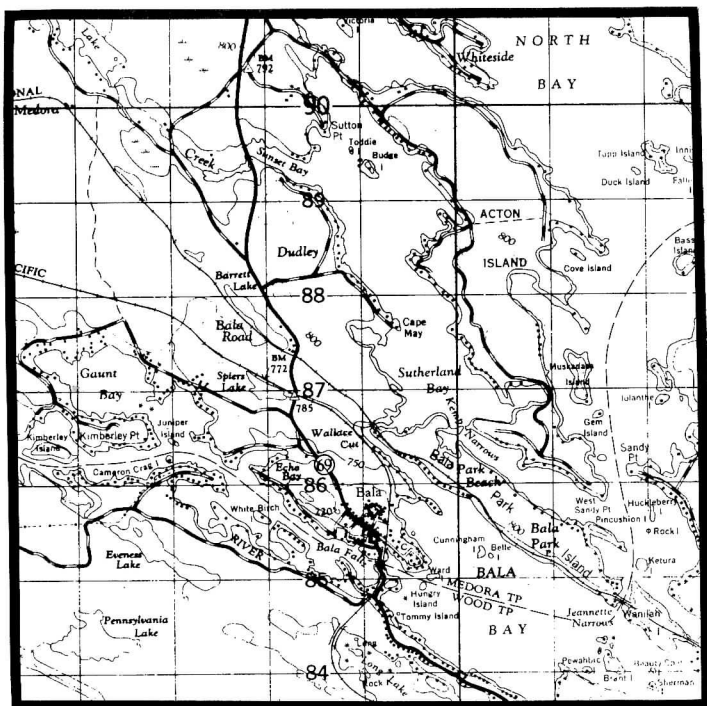
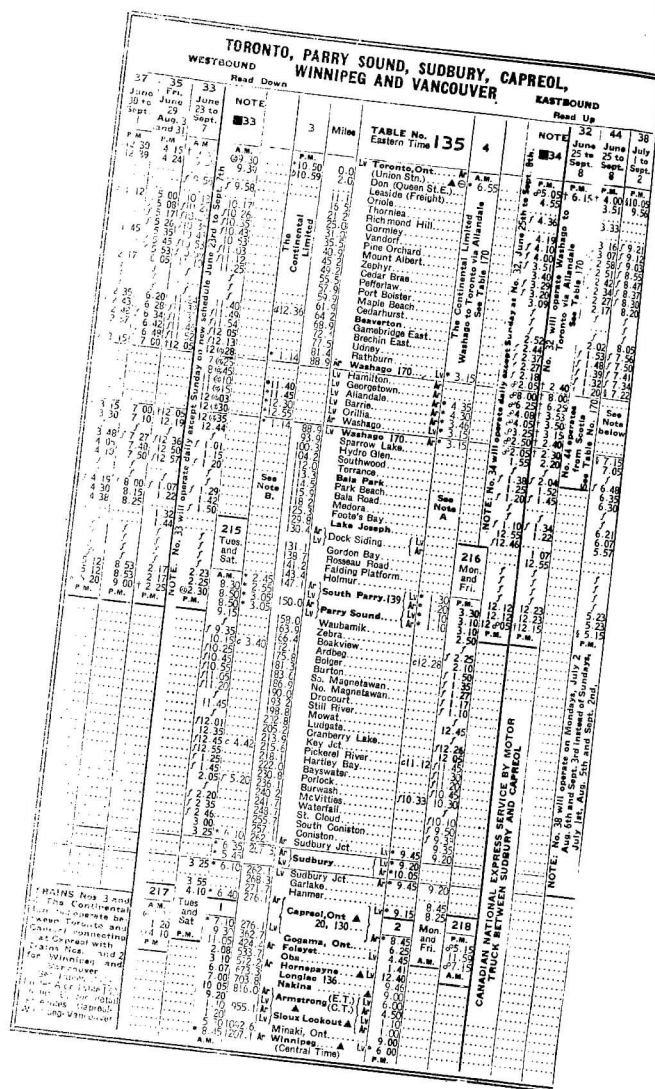
The galley shines with stainless steel. The cooking is done with a microwave oven and four coffee-pot outlets have been installed. A large refrigerated storage area, storage cupboards, sinks, work counters and small appliances have also been installed.

by Jim Brown & Robert McMann.

Do you remember taking the train from Toronto up to the Muskoka Lakes District for a day's outing on one of the steamers that plied the Muskoka Lakes? Do you recall the names of some of the stations along the wayBala Park, Medora, Lake Joseph, Footes Bay? Do you remember standing on the dock at Lake Joseph waiting to see the steamer come into view? Reminisce with us for a while to a more leisurely era (before everyone owned autos) when people took the steam cars to enjoy their summers in one of Ontario's most famous resort areas---Muskoka!



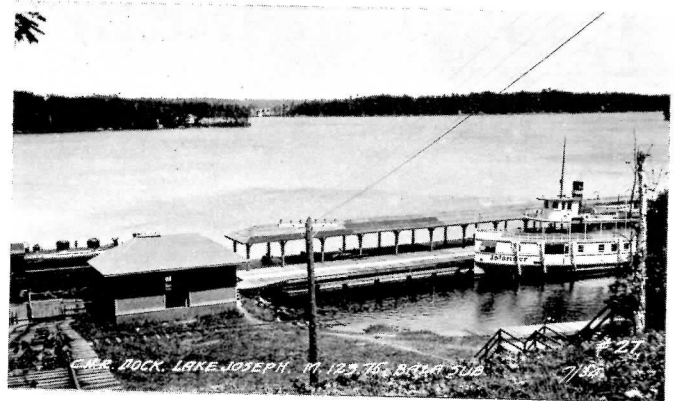
The station at Bala Park.



The dock at Bala Park.



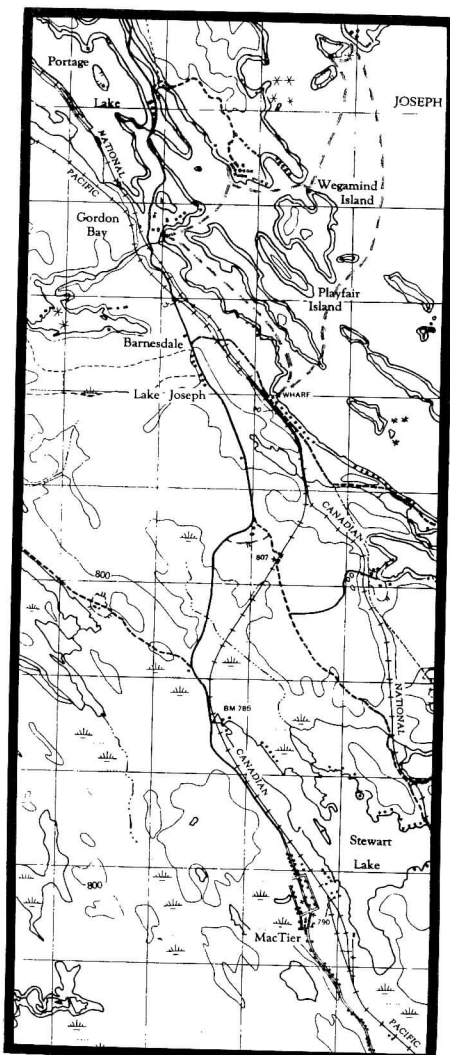
Lake Joseph station.



CN dock at Lake Joseph; steamer "Islander" in at dock.



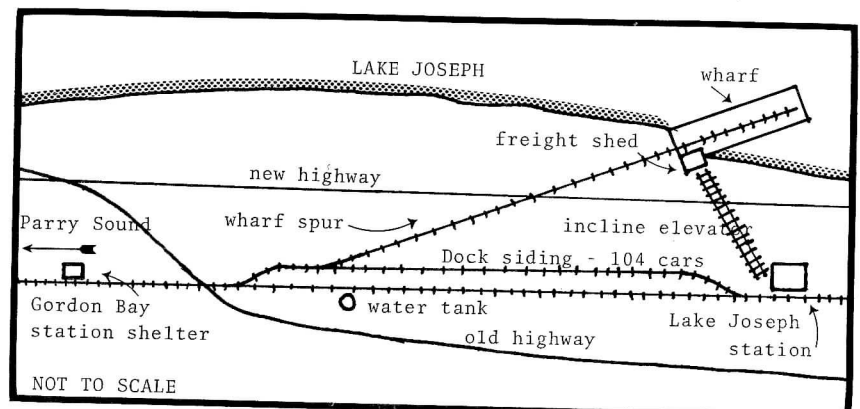
Incline elevator and stairway at Lake Joseph station.



Sketch map showing detail of the station and wharf at Lake Joseph.



The Gordon Bay station.



NOT TO SCALE

PASSENGER TRAIN NEWS...

* Penn Central has received permission from the Canadian Transport Commission to end passenger service in Southern Ontario between Windsor and Fort Erie, effective October 1st. The trains involved connect Detroit and Buffalo and are as follows: eastbound--trains 14 and 52, westbound 17 and 351. These trains were important connections in the PC service between New York and Chicago.

The Interstate Commerce Commission turned down PC's request to drop trains 52 and 351 between Buffalo-Detroit-Chicago, and was considering the application to drop the other two. At present the trains are running on a court order which expires also on Oct. 1st. If the ICC rules that the trains must stay, PC will be required to meet its schedules, which would be a bit of a problem if the Southern Ontario segment of the route is discontinued.

Penn Central had applied to the Canadian Government for subsidies under the 1967 National Transportation Act. Due to the complexities of the act, the Railway Transport Committee had to choose between granting the subsidies or declaring the PC trains 'not a passenger service'. The latter course was chosen in a ruling August 5th. A CTC spokesman said: "As far as we are concerned, they can discontinue the service if they don't think it's bringing in the proper revenues."

* CTC hearings in Victoria, British Columbia, on the CP Rail application to discontinue the six-days a week RDC service between Victoria and Courtenay on the Esquimalt & Nanaimo, which began August 6th, have been very lively. Charges were aired that the RDC's do not connect with the ferry for Vancouver at Nanaimo (arriving too late), and when it gets back to Victoria the ferry connection for Seattle has sailed. The opinion was expressed by P. T. O'Grady, city solicitor for Victoria, that the whole schedule was designed so that the railway ran at a loss.

A brief was presented to the hearing by the 18 bands of the South Vancouver Island Tribal Federation. In it was stated the information that the agreement of the 1880's allowed members of the Indian bands the privilege of half-fares on the railway in return for the granting of right-of-way to the E&N through the reservations. If the RDC service was discontinued, the Indians would consider this a breach of contract, and the lands would automatically revert to the Indian bands.

Yellowing documents of the 1883 agreement with the federal minister of railways and canals, and the B.C. statutes of 1880-84 granting the Esquimalt & Nanaimo Railway charter were aired at the hearing, to show that CP Rail inherited the obligations of the E&N when it accepted E&N assets--one of the obligations being to continue passenger service on the railway.

CP Rail seeks to discontinue the service--on which it lost \$100,000 yearly between 1960-68.

* Canadian Transport Commission hearings in Winnipeg on the CP Rail application to reduce service on its train 'The Canadian' were adjourned to October, as the result of legal manoeuvring at the first session August 19th, when the impartiality of J. W. Pickersgill, commission president was challenged.

The hearing was adjourned after Maurice Wright, counsel for the Canadian Railway Labour Executives' Association, announced he was applying for a court order to prevent the hearing continuing on the grounds of the 'bias, prejudice and partiality (pro-CP Rail)' of Mr. Pickersgill. Mr. Wright cited a speech to the Canadian Manufacturers Association of June 9th in Montreal in which he said Mr. Pickersgill gave an impression of bias against the point of view the rail unions seek to advance at the hearings. The court order was heard in the Court of Queen's Bench. The order was disallowed by the court in a decision handed down on August 21st.

Meanwhile, the hearings moved on. In Calgary on August 25th, Alberta Transport Minister Gordon E. Taylor reached back into history in his brief before the commission. Mr. Taylor told the CTC that the original agreement of 1888, which by Act of Parliament provided the company with land and money, compelled it also to a 'perpetual and efficient operation of a railroad system including freight as well as passenger service.' He questioned the findings of the rationalization plan devised by CP Rail with the intention of reducing the frequency of service of 'The Canadian'. "The people of Canada find it difficult to understand the determination of CP Rail to discontinue virtually all of its passenger service on the premise that it's losing money." He suggested that a three-man commission headed by J. W. Pickersgill consider other substantial profits made by other interests of the company, and declared that since the company's rationalization plan leaves much to be desired it be ordered to produce a new submission.

A statement of clarification was made at the start of the session by the chairman. The CTC was to consider the matter of payment that might be made to CP Rail in the way of subsidies.

* Canadian National announced changes in the departure times of its Montreal-Toronto and Montreal-Ottawa passenger trains, which came into effect on Monday, September 14th. The changes were being made to meet changes in travel patterns which occur in the off-holiday travel season.

On the Montreal-Toronto services, the changes are as follows:

Turbo services have been rescheduled, with the morning trains departing from both Toronto and Montreal at 9:10 a.m. daily except Sundays. Afternoon departures have been changed to 4:30 p.m. The morning eastbound stop at Guildwood and the afternoon westbound stop at the same station have been eliminated. Running time remains at four hours, five minutes.

The Rapido now departs from both cities at 9:20 a.m.; afternoon departures remain unchanged at 4:40 p.m.

Morning departures for the Lakeshore from each city are now 9:30 a.m. Afternoon departures for the Bonaventure are at 4:50 p.m.

The afternoon train out of Ottawa for Montreal will depart Ottawa at 5:30 p.m. instead of 4:40 p.m.

There are no changes in the schedules for the overnight Cavalier between Toronto and Montreal or the Capital between Toronto and Ottawa.

Turboclub passengers on the morning Turbos receive coffee and biscuits in mid-morning with a full luncheon at noon. Bar service is available after 12 noon.

Club car passengers on the morning Rapidos and the Lakeshore are served coffee and biscuits mid-morning as well as the regular luncheon. Club car passengers also desiring a full breakfast will be able to obtain it on a cash settlement basis.

LEFT: Turbo 1 sits in Union Station upon the completion of its afternoon run from Montreal. Both morning and afternoon Turbo times from each city were changed September 14th.

(Robert D. McMann)



EQUIPMENT NOTES...

CANADIAN NATIONAL MOTIVE POWER NOTES

* The following M636 diesel units were received from MLW-Worthington:

2303 -- June 24/70
2304 -- June 27/70
2305 -- July 7/70
2306 -- July 15/70
2307 -- July 17/70
2308 -- Aug. 13/70
2309 -- Aug. 14/70
2310 -- Aug. 18/70

All of the above class MF-36a units are assigned to Montreal Yard.

CANADIAN NATIONAL EQUIPMENT NOTES

* CN has placed an order for 1500 one-hundred ton steel covered hoppers worth \$30-million with National Steel Car Corporation of Hamilton. The cars will be used to transport potash, fertilizers and salt. 500 of the cars will have a continuous hatch to facilitate faster and more balanced loading. Delivery of the order is scheduled to begin this September and continue at the rate of sixteen cars a day.

This order brings to 2500 the number of such cars to be placed in service by CN within a period of twelve months. Delivery on an earlier order of 1000 cars from the Hawker Siddley Co. Ltd. plant at Trenton, Nova Scotia is nearing completion.

CP RAIL EQUIPMENT NOTES

* CP Rail has placed a \$3-million order with Hawker Siddley Canada Co. Ltd of Trenton, Nova Scotia, for construction of 200 seventy-ton steel ore cars. The cars will be used on ore runs out of Sudbury.

BRIEFLY.....

* Pacific Great Eastern has ordered five 3000 h.p. C630M diesel locomotives from MLW-Worthington.

* B. C. Hydro has ordered one SD38 diesel locomotive from General Motors Diesel Limited for delivery late this year.

* Locomotive components (engine and chassis components, electrical equipment, generator control and motors) are to be supplied to Indian railways by MLW-Worthington under a development loan signed recently. The component order is worth \$6-million.



CN steam south of the border. Ex-CN 0-18c 0-6-0 7470 is in storage at MEC Rigby Yard at Portland, Maine. Owner Dwight Smith hopes to operate the steamer, now renumbered 47, on a tourist line.

(Bob Sandusky)



The new CP Rail paint scheme has finally reached down to CLC-FM power. Witness 8719 at Coquitlam, B. C. on May 17, 1970. Other units have received the new scheme as well--8604, 8727.

(Keith Anderson)



Here's what a Yugoslav export diesel looks like without tarps. John Ross snapped this view of one of the units unpainted at the GM diesel plant at London, Ontario.



Steamtown 127 (ex-CPR 1278) has been operating this summer on the Cadillac & Lake City Railroad in Michigan. C&LC will operate weekends up to the end of October should you wish to see this Pacific in operation.

(Jim Brown)

THE PRAIRIE DOG CENTRAL

by Charles A. Evans and John D. Thompson.

Following various delays caused by insurance problems, the diminutive City of Winnipeg Hydro 4-4-0 No. 3 commenced regular weekend operation for the summer of 1970, running over a little-used Canadian National line west of Winnipeg. Hauling an open platform wooden combine and two similar coaches, the engine makes four round trips on Saturdays and three on Sundays. The operation, which is managed by the Vintage Locomotive Society Inc. of Winnipeg, is carried on under the prosaic name of the 'Prairie Dog Central'.

The trackage used consists of the 15 miles of the CN's Cabot Subdivision, a remnant of the former Harte Subdivision between Winnipeg and Portage la Prairie, a distance of some 50 miles. Originally this was the main line of the Grand Trunk Pacific Railway, becoming, after amalgamation, the westbound main track of Canadian National between Winnipeg and Portage la Prairie. The eastbound CN track between these two points was the erstwhile Canadian Northern Railway main line. This route, which ran almost parallel with the Harte Subdivision, is known as the Gladstone Subdivision.

With the advent of diesels and Centralized Traffic Control, resulting in fewer trains, the need for a second track disappeared. Accordingly CN adopted the Gladstone Subdivision as its main line for all trains in both directions. Most of the Harte Subdivision was abandoned, with part of the right of way being sold for use by the Trans-Canada Highway. The portion of the line which remains in existence extends from Searle, part of Winnipeg's western Suburbs, to a hamlet called Cabot. A grain elevator is situated at this point, and occasionally a CN switcher delivers or picks up cars at this facility. If and when this elevator is moved elsewhere, the Cabot Subdivision will no longer be required and abandonment will take place.



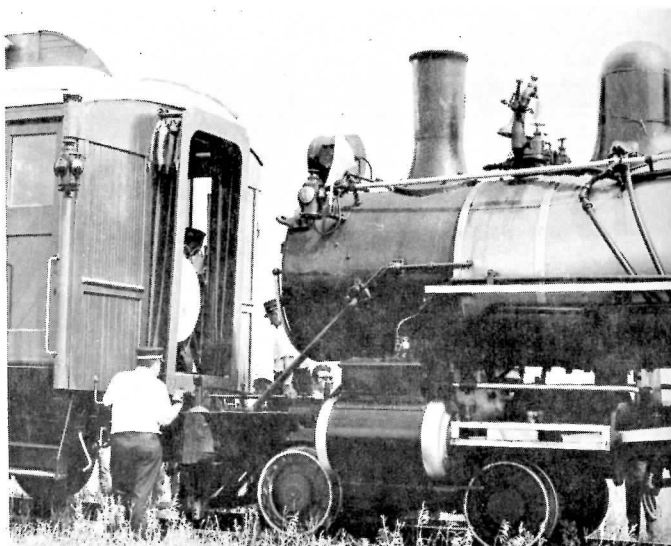
'Prairie Dog Central' 4-4-0 No. 3 and train are shown approaching the station at Beaudry, Manitoba.
(Charles A. Evans)

The excursion train picks up its passengers at Searle and then proceeds westward, crossing the Perimeter Highway and the CP Rail's Souris branch. At Cabot, the locomotive uses a siding to run around its train, then is coupled pilot-first onto the third car to operate in reverse to Searle, there being no turning facilities at Cabot. Coaling and watering of the locomotive are performed at Searle.

The engine was originally built for the Canadian Pacific Railway in 1882 by Dubs and Company of Glasgow, Scotland. Its original number on the CPR was 22, and during the course of the locomotive's career with that company it saw operation between Kenora, Ontario, and Fort William. The engine, which has been extensively rebuilt over the years, was sold to the City of Winnipeg in 1918. It operated over the City Hydro line from Lac du Bonnet to Pointe du Bois, Manitoba until the early 1960's.

On Dominion Day, July 1, 1970, No. 3 hauled Prime Minister Trudeau, Manitoba Premier Schreyer, together with various Federal and Provincial politicians over the CP Rail line from Winnipeg to Selkirk, a distance of 40 miles. The three regular wooden coaches were used for the trip, operated in connection with Manitoba's Centennial celebrations. The Manitoba Government arranged for a \$2-million insurance policy to cover the train's operation on this occasion.

Since No. 3 commenced regular weekend operation, the Prairie Dog Central has become a major attraction for tourists and local residents alike.



No. 3 couples onto the rear of the train at Cabot, the end of the run, prior to hauling the train backward to Searle.
(Charles A. Evans)

Ride the PRAIRIE DOG CENTRAL
1900 era steam train

THIRTY MILE ROUND TRIP
CHARLESWOOD TO CABOT, MANITOBA

Train Departs Wilkes and
Elmhurst Road

SATURDAY AND SUNDAY
10:00 A.M. - 12:30 P.M. - 3:00 P.M.

FARES & SCHEDULE SUBJECT TO CHANGE
DUE TO CHARTER SERVICE.
FOR INFORMATION PHONE 943-4949

Fares

Adults	\$2.00
Children (5-11)	\$1.00
Children (under 5)	Free

Round Trip



The train is hauled in reverse by No. 3 from Cabot back to Searle, Manitoba.
(Charles A. Evans)



A portrait of No. 3 as the locomotive passes the train at Cabot siding.
(Charles A. Evans)

YUKON & WESTERN CANADA OBSERVATIONS

[Notes from a Western Canadian visit by Alan L. Thomas of Boston, during July of this year.]

A correspondent returning from a recent visit to the Yukon reports that the WP&Y's famous Dead Horse Gulch bridge has been out of service since September, 1969. The line at this place now goes further up the side-canyon spanned by the bridge, crosses on a shorter span, then enters a tunnel and rejoins the old alignment.

Business is brisk and in places the heavy mainline 85# rail has been worn down to its web. Minor derailments are not unusual. A lot of container traffic is handled and there are only seven boxcars left on the entire railway.

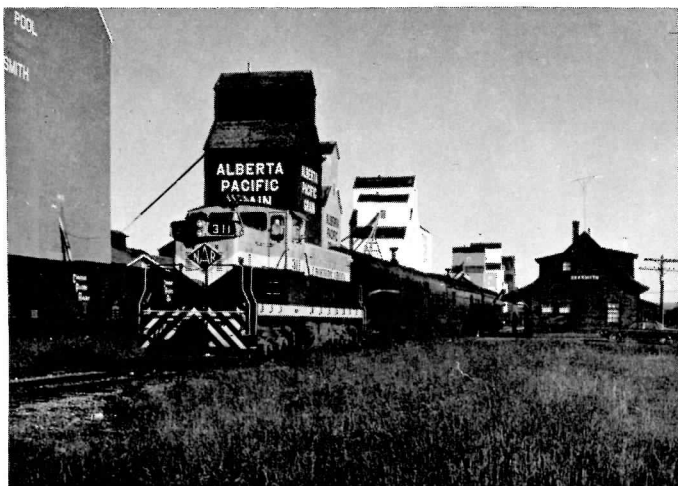
An equipment listing for January 1970 shows 18 locomotives, 30 passenger vehicles, 407 flatcars, 36 tankcars, 26 dumpcars, 7 box, 4 drop-centre, 3 cabooses and 4 pieces of maintenance equipment. Equipment destroyed in the recent fire which swept the WP&Y's 24-stall roundhouse, included new locomotives 102 and 105, 2-8-2 #72, a Plymouth loco and an unidentified passenger car, not to mention a lot of valuable shop equipment. This is a hard blow for an almost self-sufficient rail operation. As the last locomotive to be rescued was being retrieved, the turntable was actually burning. No. 52, a 2-6-0, was stored nearby, having been almost completely restored for exhibit. Its new rods were lost in the fire, the tender burnt and the locomotive scorched. A former army building is now serving as a shop.

The passenger service is handled by the 90-series GE's while the new MLW 100's are assigned to freight. Passenger equipment is beginning to appear in yellow.

Moving up the line from Skagway one sees a disused loco dumped for fill at lineside at mile 2.5 and two more along with a rotary at mile 4.5. At Carcross is the 0-6-0 'Duchess' and a steamer, while at Whitehorse is 2-6-0 #51 (beside Sam McGee's cabin). The steamer S.S. Klondike has been moved up into a town park, while two others, Casca and Whitehorse, languish on the riverbank in badly vandalized condition. Generally it seemed that the condition of the locomotives exhibited in the Yukon was not good.

Moving further southeast to Calgary one finds 0-6-0 6296 (ex- Pacific Coast Terminals) looking resplendent and puffing about Heritage Park. Just in time, for Canmore Mines #4 (ex- CPR 6144) is out of service with worn tires and a broken torque converter. Morrissey, Fernie and Michel coach 60 (ex- Long Island) has had its six-wheel trucks swapped for four-wheelers. Two more recent arrivals are the NAR's 'Dunvegan' and a CPR business car.

At Winnipeg the Greater Winnipeg Water District Railway has, after all these years, altered its schedule so that the line can be ridden in one day. Return trips are offered from St. Boniface on Monday, Wednesday, Friday, and Saturday with the railcar. The 'Countess of Dufferin' is back in a new park not too far from the CP Rail station. Winnipeg Hydro's isolated operation still provides daily railbus service from Pointe du Bois to the Slave Falls power plant. Automation at the plant will require fewer staff to transport and a new, smaller railbus has been ordered for the autumn.



Does this train really exist? A three car, stop-at-every-flag stop train where the engineman and fireman-helper assist the baggageman in squeezing a hefty refrigerator through the baggage car door; which handles a few cream cans and even fewer passengers, and which serves (at best) as a motive power transfer. Yes it does, as is witnessed by Northern Alberta Railway #1 at Sexsmith, Alberta on July 30, 1968. The fireman-helper looks intently from the cab of ex-CN 1072 (now NAR 311) past one baggage car which looks very CPRish but isn't to a slight ripple of activity around the second baggage car and sleeper (which is used only as a coach) awaiting the conductor's 'highball'. Twenty miles to the west, at Wembley, Alberta, #1 will be met by a station agent dressed in a royal blue uniform complete with cap.

Not economic railroading but it stirs the soul.

(Clayton F. Jones)

EXPANDS

by John D. Thompson.

Although the new GO Transit services which came into being on September 8th did not include any additional rail operation, the Oshawa and Hamilton feeder bus services will undoubtedly serve to build up patronage on the Pickering-Toronto-Oakville rail service. Other rail services envisaged in the plan released in November 1969 had been the institution of three peak-period trains on the Canadian National Bala Subdivision between Richmond Hill and Union Station, with bus service during the rest of the day and on weekends.

Following an in-depth study by the railway concerning the feasibility of this proposal, the CNR advised the Ontario Government that the charge to GO Transit would amount to an estimated \$2.5-million per year for a five year period. This figure included necessary track and signal modifications, stations, parking lots, and the purchase of additional rolling stock. It is not known whether the intention was to buy new cars similar to those presently in service on GO Transit's Lakeshore service, or to purchase second-hand mainline passenger coaches from another railway, as has been done on the Central Railroad of New Jersey. A \$2-million annual subsidy would have been required for this operation, which worked out on a per-passenger basis to between four and five times the subsidy on the existing Lakeshore service, computed on projected ridership volume.

In addition, anticipated high operating costs, largely caused by featherbedding union practices, were also responsible for the Ontario Government's negative attitude toward further extension of GO Transit rail services at the present time. However as time passes population density and traffic congestion will undoubtedly increase in the territory surrounding Metropolitan Toronto, and it is to be hoped that consideration of these factors will be sufficient reason for the government to authorize rail extensions to GO Transit at some future date. Possibly the coming years will see costs brought down by means of automatic fare collection and work rule reforms.

For the present, service on the four new GO Transit routes will be provided by a fleet of 15 General Motors buses, of 45-passenger capacity. Four of these vehicles will be assigned to each of the Oshawa-Pickering, Hamilton-Oakville runs. The Newmarket-Toronto route will receive five buses, and a single bus will operate the Barrie-Toronto service. One bus will serve as a spare.

All GO Transit trains terminating at Pickering and Oakville will be met by the new feeder buses. It is planned to continue the operation of the four rush hour Hamilton GO trains for the time being, in order to effect a comparison of patronage of the two modes of transportation. On weekdays there will be 14 northbound GO buses between Toronto and Newmarket, with 13 southbound. Six trips, both northbound and southbound, will be run on weekends. The Toronto departure point is on Front Street at the Royal York Hotel, with in-city stops limited to the Bay and Dundas Gray Coach Lines Terminal, and North Toronto Terminal at Glen Echo Loop.

One weekday trip operates express between Glen Echo and Newmarket. The Barrie bus runs on weekdays only, and performs a non-stop trip north of Toronto. The GO Transit bus operations to Newmarket and Barrie are in addition to the existing, long standing Gray Coach Lines services to these communities.

Much effort has been expended by GO Transit and Gray Coach Lines to arrive at a uniform system of fares and zones for the rail and bus services. For example, between points which are served by both GO Transit and Gray Coach services, such as Oakville to Toronto, the fare is now the same for both modes of travel. There are, of course, common tickets for combined rail-bus journeys on the Lakeshore route. However, this service is not offered on the Northern route, as the Newmarket and Barrie service is known. Separate tickets, albeit both on GO Transit stock, are required for travel on the Lakeshore and Northern Divisions.

The restructuring of GO Transit fares which took effect on September 8th resulted in increases for some journeys. As a case in point, the old Gray Coach Lines fare between Port Credit and Pickering was \$1.70 one-way. The GO Transit fare for the same journey was \$1.45. A joint tariff for the two operations of \$1.60 was agreed upon. The minimum fare on GO trains remains at 60¢. The minimum fare on GO Transit and Gray Coach buses is 35¢. Accordingly Gray Coach tickets having a value of less than 60¢ are not honoured on GO trains. To cite an example, since the Gray Coach single fare between Oakville and Clarkson is 40¢, this ticket is not accepted on GO trains for travel between these two points.

Thus for the time being, GO Transit's additional route miles are being entrusted to free-wheeling vehicles. However, the results will doubtless prove to be of interest. One can only be patient and wait, until that day arrives when GP Transit's new routes incorporate that most efficient of transportation principles, the flanged wheel on the steel rail.



ABOVE: GO Maxibus 1000 was a featured attraction at the GO Transit display at the Canadian National Exhibition, parked beside a mockup of a typical GO bus station. Also featured in the display were a midibus and a minibus. (Robert D. McMann)

BELOW: GO Transit's daily (except weekends & holidays) two trains each way rail service to Hamilton will be continued for the time being. Here we see GO 9801 and train at Hamilton James Street CN Station. (Ted Wickson)



TRACTION TOPICS

* It is good to see that the men who head the Toronto Transit Commission, are finally speaking out clearly on financial problems affecting public transportation. The time was when the TTC Commissioners were only heard during subway opening ceremonies. But this summer several commissioners have indicated they are willing to fight for the transit rider, even at the risk of making a few people feel uncomfortable.

On July 28th, TTC vice-chairman J. T. Fisher said that the commission will consider hiring a permanent labour force for subway construction because of the rapid increase in costs forced by union labour and private contractors in recent years. Mr. Fisher was commenting on a TTC staff report that the Yonge Subway Extension from Eglinton to Sheppard Avenue--estimated in 1966 to cost \$79-million--will now cost \$102-million. It said higher labour costs were largely to blame. Mr. Fisher said he was not proposing hiring non-union workmen. But he predicted the TTC could get along better with unions than construction companies which, he said, have a record of labour problems.

The TTC would "never pay workmen less than the going wage in the community", he said. "You don't get an improved construction picture by trying to chisel on wages--but by continuous productivity improvement and none of this ferment like walkouts over minor union-management disputes." Fisher said a permanent work force would develop a team spirit, and hence improve efficiency. An 'esprit de corps' is usually lacking in construction companies' crews because the men don't stick together over many years, he said.

Of the \$23-million increase in the cost of the Yonge Subway Extension, Metropolitan Toronto's share will be \$12.558-million, the Province's share \$6.834-million, and the TTC's \$3.505-million. Highways Minister George Gomme said the Ontario Government will consider raising its subway subsidy if the TTC asks. Mr. Gomme said that he had had no request so far. The government set aside \$7-million for the subsidy for 1970.

Commissioner Crawford Smythe noted that subway diggers will be receiving 24% more pay next November than they did one year earlier. They now earn up to five dollars an hour.

Smythe also claimed that some subway construction workers earn \$25,000 a year and should take pay cuts to fight inflation. Local 183 of the Labourers Union staged a wildcat strike shortly after release of the TTC staff report and demanded Mr. Smythe's resignation from the Commission at a protest demonstration at the TTC's head office at 1900 Yonge. With unemployment on the increase all over Canada, there is little public sentiment for labourers complaining while getting paid five dollars per hour with large amounts of overtime work at even higher rates. The report, prepared by the Commission's Subway Construction branch for the information of Metro Executive Committee, said "the increase in the cost of common labour on subway work between November 1965 and November 1970 is 77%." At that meeting Mr. Fisher said a fare increase may be necessary during 1971, despite a profit of \$4,036,732 in 1969. The new wage contracts for the TTC's 6500 employees will cost an additional \$19-million over the next two years.

Our own observations confirm the vice-chairman's opinion on a TTC subway digging crew. Employee morale in the TTC's various departments appear to be high. Labour contracts are honoured by both sides until the expiry date. The last strike of transit operators occurred in 1952, but there have been strike threats and mass refusals of overtime work since then to influence wage negotiations. Wildcat walkouts are almost unknown at the TTC. During a strike of TTC electricians this summer, supervisors were quite able to perform repairs to overhead wires, substations, and sundry electrical equipment. When transit operators refused to drive surface vehicles across picket lines set up by striking electricians around subway stations and at divisions, TTC route inspectors took over operation of the vehicles through the subway station and handed the vehicle back to its assigned driver after leaving the picketed area. Thus, unionized transit operators did not feel like 'scabs', the transit passengers were somewhat inconvenienced, and the electricians' strike was eventually settled. Violence was neither threatened nor experienced.

REVISED COST ESTIMATES FOR NORTH YONGE SUBWAY EXTENSION

North Yonge Extension to Sheppard
(All figures in 000's)

		1966 Estimate	Revised Estimate	Difference Increase (decrease)
Right-of-Way	Structural			
	*Y1 - Eglinton Avenue to Orchard View Boulevard	\$ 1,910	\$ 1,600	
	*Y2 - Eglinton Station to Lawrence Station	5,319	7,000	
	*Y3 - (Combined) Lawrence Station and adjacent structures and finish	4,432	11,600	
	*Y4 - Lawrence Station to York Mills Station	4,904	5,900	
	*Y5 - York Mills Station and adjacent structures	3,090	6,800	
	*Y6 - York Mills Station to Sheppard Station	4,501	7,200	
	*Y7 - Sheppard Station and adjacent structures	4,126	6,200	
	*Y9 - Supply of cast iron tunnel linings	6,500	5,500	
	*Y10 - Supply of concrete tunnel linings	4,422	2,550	
	Utilities - Work by various utility companies	898	800	
Finish	*Y8 - York Mills Station	\$10,122	\$33,250	
	*Y11 - Sheppard Station	\$ 1,000	\$ 2,300	
	*Y12 - Eglinton Station	1,500	2,300	
	*Miscellaneous - Generators, Lighting Fixtures, Signs	339	950	
		375	450	
Escalators	*Y3b	\$ 2,262	\$ 1,700	
	Engineering, Administration and Insurance	\$ 7,186	\$10,840	
	Property Acquisition	\$ 6,878	\$ 6,030	
	Contingency	\$ 4,116	\$ 1,300	
	Total Right-of-Way (Metro Share)	\$62,108	\$81,500	\$19,392
Operating Equipment	*Track	\$ 1,980	\$ 2,500	
	*Signals	3,300	3,700	
	*Electrical - traction power, supervisory control, etc.	3,919	5,800	
	*Station Furnishings	200	200	
	*Rolling Stock	3,710	4,700	
	*Engineering, Administration and Insurance	1,791	1,900	
	*Interest During Construction	1,272	1,300	
	Contingency	1,213	800	
	Total Operating Equipment (TTC Share)	\$17,445	\$20,930	\$ 3,505
	Total Project Costs	\$79,553	\$102,430	\$22,897

*Tenders received and awarded.
*Tenders received.
*Tenders not yet called.
**Tenders received on portions of work.

On August 7th, Metro Executive Committee voted to continue construction of the Yonge Subway Extension from Eglinton to Finch Avenue in North York, despite the \$23-million increase in construction costs.

To meet its share of Yonge Extension cost increases, Metro will temporarily reallocate funds planned for the rapid transit line that will run down the median strip of the W. R. Allen (Spadina) Expressway. And while no decision was taken yet, there were indications, the special subway construction levy--now \$10 a year on the average Metro home--would soon be raised to \$12.50 to meet the increasing costs. Metro Chairman Campbell said it was 'urgent' that the Yonge Subway project proceed without interruption, and he was also hopeful--if an increase in the special subway construction levy is approved--that "we might be able to get on sooner with the Spadina." The two-mill levy was introduced to help finance the Bloor-Danforth line.

The yield from the levy--about \$12-million a year--was planned to go to the Yonge Extension up to and including its intended completion year of 1973. Starting in 1974, the money was tentatively scheduled to go to completion of the Spadina line. Under this decision, the \$12-million from 1974 taxes will go instead to meet the increased cost of the Yonge Extension. The remainder of the total \$23-million increase will be made up from TTC and Province of Ontario contributions to the project. In line with this decision, an \$800,000 turnout structure to have been used by the Spadina line has been reportedly been dropped from the Cedarvale Tunnel of the the W. R. Allen Expressway. Originally construction of the turnout was to have been carried out in conjunction with the expressway; however estimated cost of the structure approved last year was \$500,000. Metro Roads Commissioner Samuel Cass said the project has not been cancelled but will be postponed until further finances are available and will probably be located south of the tunnel and west of Bathurst Street. The turnout will be used to route trains south down Bathurst or Christie Streets as the need arises.

Recent developments in the fight against construction of the W. R. Allen Expressway indicate that its completion will at least be delayed if not prevented by the need to spend \$66-million above the previously approved \$75.6-million. The Ontario Municipal Board will make a decision later this year after holding public hearings on the subject. Meanwhile tenders have been called for construction of the Eglinton Avenue bridge across the expressway. This structure will contain a short part of the future rapid transit station below Eglinton Avenue, just as there is a short section of platform under Lawrence Avenue at the expressway.

* The next voice raised on the subject of transit finance problems was that of TTC Chairman Ralph Day when he told a commission meeting that the federal government has not contributed to transit funds on the scale that national governments in Europe and the United States have. The only contribution made by the Federal Government to subway construction in Toronto was in 1966 when it wrote off \$7.4-million of a \$29-million loan for municipal assistance for construction of the Bloor-Danforth Subway.

Mr. Day was commenting on an invitation from Toronto City Alderman Reid Scott to the TTC to make a presentation to a special subcommittee he heads that is studying the status of cities. The commission assigned J. H. Kearns, General Manager of Operations, to prepare a report on the importance of public transit in Metro. Mr. Day said that the needs of transit have far outrun the existing means of financing the construction of rapid transit lines. Scott's subcommittee plans to prepare a brief on the status of cities for presentation to the special joint committee of the Senate and the House of Commons on the constitution of Canada.

* Effective July 22nd, all transit vehicles passing through the paint shop at Hillcrest are being painted with subway red enamel and cream in the standard patterns. This move eliminates the need to order and stock two different shades of red paint. First cars out with the new shade of red were 4625, 4556, 4518 and 4425. There will be more cars in the new shade by the time you read this. The UCRS plans to use one car of each shade of red on the MU fantrip in Toronto on September 19th.

* Still on the subject of paint, subway rail grinding car RT-15 has had V-shaped black zebra stripes added to its front end since its picture appeared in the July NL. Both RT-14 (ex-4410) and RT-15 (ex-4446) will be tested at Hillcrest Shops using a "snake" extension cord (from shunter Y-18 in the yard) since both cars lost their trolley poles when converted for subway use. Both cars will be moved to Greenwood Shop on a road trailer.

* Trolley coach fans---take note! Special trolley coach fantrip in Toronto on Sunday, October 18th. The trip will operate out of Lansdowne Division and will feature as equipment a Marmon-Herrington coach of the TTC, followed in the afternoon by a CCF-Brill. The trip will operate over nearly all of the wire in the west central end of Toronto with these vehicles. Fare--\$4.00 in advance, \$4.50 on the coach on the day of the trip. No refunds fourteen days before trip date. Tickets are available from the Shoreline Division of the North American Trackless Trolley Association, c/o Mr. Tom Gascoigne, P. O. Box 565, Oshawa, Ontario. Make cheques for tickets payable to Shoreline Division, NATTA; do not forget to enclose self-addressed stamped envelope for return of tickets. What time does the trip leave? 9:30 a.m. EDT from Lansdowne Division.

Get your tickets early; only a limited number to be sold to prevent overcrowding.



Alf Nanders photographed TTC 9095 in the spring of this year after the coach had been stripped of parts for the trolley bus rebuilding program. This coach was one of the first to go to scrap in Oshawa in the late spring.

* Shades of National City Lines, Ontario Motor League, and Albert S. Porter! A journalistic low point was reached in an article by Eric Le Bourdais in the June 1970 issue of Toronto Life magazine. This obvious non-expert has suggested in print, in propounding 'a Personal Transit' system (electronically guided automobile and minibus system to blanket the Toronto area) that work on the Yonge Street Subway Northern Extension be immediately halted, the completed part of the work written off and the remainder of the authorized funds diverted into the development of his '21st century alternative concept'. As part of the changed strategy he would have all of the expressways shown in the Metropolitan Plan (not just Spadina) rushed to completion (doubtless without Spadina's central reservation rapid transit line, although he makes no specific mention of this) and presumably he would dearly love to see all kinds of expressways which nobody has thought about yet added to the Plan.

Some of his inspiration seems to have come from an obscure report published in Southern California (where else?) which concludes that subways are 'technologically obsolete', and goes on to pontificate that mass transportation can never be as efficient as the private automobile because of the latter's greater start-to-stop speed (as though this was the sole measure of 'efficiency'). The author concludes that the TTC should be abolished as an independent Commission and become part of an overall municipal department of roads, traffic and transit under the car-oriented present Metro Roads and Traffic Commissioner, Sam Cass. One can only speculate with a shudder as to what would happen to the TTC's surface system under such a proposition.

One wonders if the 'STOP SPADINA' movement is so far out after all!

[S. I. Westland]

SHORT TURN....add PCCs 4228 and 4776 to the scrap line at St. Clair Division. About one streetcar per month has been retired by the TTC so far since last summer.... Western Entrance Exhibition service to the CNE this year is signed EXHIBITION instead of DUNDAS as the route sign, EXHIBITION WEST ENTRANCE/DUNDAS WEST STATION destination signs are the same....several KINGSTON ROAD TRIPPER cars were observed at the CNE Eastern Entrance loop in the p.m. rush on Childrens' Day, Monday, August 24th.

* Trolley coach notes: the ten Halifax and twelve Cornwall trolley coaches purchased by the TTC all in Toronto at Hillcrest Shops where they will be stripped for parts for the rebuilding program....TTC 9200 (alias 9020) undergoing extensive testing at Hillcrest Shopsthe first shell of the rebuilding program received at Hillcrest late in August and is currently inside Hillcrest being fitted out (see photograph).



Here's TTC 9201 inside Hillcrest Shops on August 13th, two days after it arrived from the Western Flyer plant at Winnipeg. TTC shop forces will complete the finishing of the bus--installing motor and traction control equipment, brake equipment, floor, seats, trolley poles, and paint the bus in the standard TTC bus paint scheme. (Ted Wickson)