

# newsletter

Upper Canada Railway Society



November 1970 ■ 50c



# newsletter

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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.

To avoid delay, please address Newsletter items directly to the appropriate address:

EDITOR: Robert D. McMann  
80 Bannockburn Avenue  
Toronto 380, Ontario

NEWS AND EQUIPMENT NOTES EDITOR: David M. More  
24 Bonnington Place  
Willowdale 441, Ontario

FEATURES EDITOR: John D. Thompson  
20 Preston Place  
Toronto 319, Ontario

TRACTION TOPICS EDITOR: J. A. (Alf) Nanders  
7475 Homeside Gardens  
Malton, Ontario

PRODUCTION: J. Bryce Lee

All Society correspondence, including membership inquiries, should be addressed to: UCRS, Box 122, Terminal A, Toronto 116, Ontario.

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

## Contributors:

Jim Brown Bill Common  
Omer S. A. Lavallee  
Bruce Chapman  
Jack Knowles  
Ron Cooper  
Ted Wickson  
Tom Gascoigne  
Bryce Lee  
Bob Gilmour  
Carl Ehrke  
Stuart Westland  
Andrew Merrilees  
K. G. Clarke  
Bob Sandusky  
Dave Stalford  
Tom Henry  
Mike Filey



## The Cover

CANADIAN NATIONAL U-1-f 4-8-2 No. 6076 heads train 75 through Bayview Junction on a blustery October day twelve years ago. (Bill Common)

## 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.

Nov. 27: Hamilton Chapter meeting, 8:00 p.m. in the CN (Fri.) Station. James Street North, Hamilton.

Dec. 18: Regular meeting. Illustrated address by John (Fri.) D. Thompson on western North American rail-roading.

1971.

Jan. 15: Regular meeting. John H. Walker will give an (Fri.) illustrated address on Toronto Railway Company wooden cars.

Jan. 22: Hamilton Chapter meeting, 8:00 p.m. in the CN (Fri.) Station. James Street North, Hamilton.

Jan. 24: UCRS Steam 'n Snow Excursion. CHANGE OF DATE. (Sun.) See below.

### IMPORTANT NOTICE --- CHANGE OF DATE!!!

Mark on your calendar the new date for the UCRS Steam 'n Snow Excursion. The new date is Sunday, January 24, 1971. As announced in the October issue, the destination of this winter trip is Orillia. Fares are adults \$15.00 children \$7.50, infants \$2.00. Full details on the trip will be available shortly from the Trip Committee.

## Readers' Exchange

FOR SALE OR TRADE: fifty CN and CPR timetables from the late 1930's to the late 1940's, mostly Eastern District with a few Canada wide issues. Will sell or trade for older issues including Grand Trunk or Canadian Northern. H. J. Ebert, Apt. 210, 2745 Yonge Street, Toronto 317, Ontario. Phone: 485-7586.

FOR SALE: Six copies of the book The Toronto Trolley Car Story by L. H. Pursley. \$15.00 a copy. Mike Filey, Apt. 310, 310 Tweedsmuir Avenue, Toronto 349, Ontario. Phone: 925-1621.

FOR SALE: HO scale brass Alco Products RS1 custom painted for Grand Trunk Western 1951 in green and yellow scheme. Test run only. Make offer. D. M. More, 24 Bonnington Place, Willowdale 441, Ontario.

### GREMLINS! GREMLINS! GREMLINS!

It happens even to the best magazines. Bloopers are the bane of every editor and can creep into magazines undiscovered. The best intentions of the NEWSLETTER staff notwithstanding, some bloopers have crept into recent issues of the magazine that stand to be corrected.

\* The data on lading for the item 'Unit Train to Carry Oil' on page 84 of the August NL is incorrect. Bill Common supplies the correct information as to lading --- for a 42-car train the capacity is 336,000 Imp. Gal, and for a 63-car train the capacity is 504,000 Imp. Gal. (assuming a capacity of 8000 gal. per tank car).

\* The Donald Smith stamp issued by the Post Office was issued on November 4th, not September 12th as stated in the September NL. Thanks to Dave Stalford for this correction.

\* Mr. W. B. Antler of Ontario Northland points out that the new lounge cars of ONR (September NL, page 99) were rebuilt by ONR shop personnel at North Bay, not by CN in Montreal.

Apologies to all concerned for any embarrassment to them

# RAILWAY NEWS AND COMMENT

## RAIL REVENUES OUTLOOK

CN and CP Rail expect profits for 1970 to match or decline from last year's levels. Uncertain implications of current monetary and fiscal policy and the floating dollar will affect revenue. Other important factors are the British Columbia strike situation, the GM strike, and possible operational disruptions caused by a breakdown of internal railway labour contract negotiations. Strikes among nickel and steel producers seriously affected CP Rail revenues for the latter half of 1969. The decline in CP Rail earnings for the first half of this to \$18.07 million from \$19.98 million reflects the slack in the Canadian and American economies.

CN expects net railway operating income, excluding non-rail transport and other services and net interest on debt, to be about the same as 1969 (\$18.4 million). If there is no fall-off in traffic, CN's 1970 rail revenues should surpass 1969's record \$1.014 billion, due to an increase in volume on certain traffic and general freight rates.

Increased express and less-than-carload traffic are contributing to higher revenues on both roads.

Substantial increases in operating expenditures have more than offset increases in earnings. At the start of this year non-operating personnel received a 6.5% wage increase and a new contract is under negotiation with the Brotherhood of Locomotive Engineers.

The financial difficulties of Penn Central Transportation Co. had had little effect on the financial status of CN and CP Rail. CN is normally a net debtor of PC while in CP Rail's case "the situation is enough to annoy but not to cause any major difficulties."

## CPR THIRD QUARTER PROFITS LOWER

Canadian Pacific Railway has reported consolidated net profit of \$50.933 million or \$3.37 a share for the nine months ending September 30th. This compares with a restated \$56.192 million or \$3.74 a share during the same period in 1969. Last year's earnings have been restated to reflect a change in company accounting methods.

CP said railway earnings were higher this year as rail freight revenues climbed sharply in the third quarter. Telecommunications services, the bulk carrier fleet of Canadian Pacific (Bermuda) and the Soo Line Railroad in the U.S. also had gains. Offsetting these gains were reductions in net profit of CP Air, trucking subsidiaries, steamships and lower income from oil, gas and other minerals.

## RAIL FREIGHT NOTES

\* Traffic officers of the U.S. Eastern and Western territories are seeking a 15% across the board increase in railroad freight rates. The increase would result in a yield of an estimated \$1.3-billion annually. The petition will request an 8% increase immediately while the remaining 7% will be added at a later date. Railroads in the Southern territory have not joined the movement for increased freight rates.

\* Canadian National, CP Rail, and Penn Central have introduced a new piggyback service from Montreal and Toronto to Chicago, Cincinnati, Indianapolis, Louisville and St. Louis. The arrangement provides rail ramp to rail service for flat cars of two trailer-loads at freight-all-kinds rates. Single trailers can also be handled but with special arrangements.

\* Effective September 1st, Canadian National, CP Rail and thirteen other minor railways varied railway freight rates by an average of 4% on one-third of all Canadian rail freight traffic. This will add an estimated \$16.5 million to railway freight revenues. This increase follows a 3% average increase which took effect March 1st of this year.

## N. R. CRUMP COMPLETES FIFTY YEARS OF SERVICE WITH CANADIAN PACIFIC

This year Canadian Pacific chairman N. R. Crump completed fifty years of service with the company and was awarded a gold pass. Born in Revelstoke, British Columbia in 1904, he joined the CPR as a labourer on June 24, 1920, and three months later had become an apprentice machinist. After five years as an apprentice, he obtained an annual nine month leave of absence to attend university. Mr. Crump was laid off following graduation and was only able to work ten to twelve hours per month after being rehired in the thirties. Mr. Crump became chairman of CP after serving the railroad in a variety of positions throughout Canada. Mr. Crump sees the real function of CP Rail to be the transportation of freight, primarily bulk commodities. Passenger service will be limited to short runs and commuter service.

## CANADIAN RAIL UNIONS SEEK 16-40% INCREASES

Railway unions representing some 65,000 workers have served notice that they will demand wage increases between 16 and 40% in two-year contracts. They also want a new deal on pensions, sick leave and job security. Bargaining for the new contracts will begin at the headquarters of the Canadian National and Canadian Pacific railways some time after the companies submit their counter-demands within a legal limit of 20 days of receiving notices from the unions.

With crown-owned CN the major employer at the table, the federal government's wage-restraint policy is expected to be a major bargaining factor. The federal government is trying to hold wage settlement increases to a maximum of 6%.

Wage demands submitted come from the 20,000 member United Transportation Union and the seven associated non-operating unions that represent about 45,000 clerks, sleeping-car porters, signalmen, communication workers, maintenance-of-way workers and maintenance men.

Union demands can be divided into several categories:

- \* the United Transportation Union is asking for an increase of \$1.50 an hour from the \$3.40 earned by 8,000 yard service workers.
- \* the same union is seeking a 16% increase for road-service employees--conductors, brakemen, baggagemen and others--now earning an average \$8500 a year with a top of close to \$11,000.
- \* the non-operating unions are seeking for all members average increases of 41¢ an hour in the first year and 40¢ in the second year of the contract. Average now is \$3.20 an hour.

## DECEMBER 11 STRIKE DEADLINE FOR U.S. RAIL UNION

December 11 will be the deadline for a United States wide railway strike unless the industry grants more than the record-high increases recommended by a presidential board. "If I must lead my people out on strike, it should be clearly understood that they will not go back to work until they have received a wage increase which will bring them up comparability with the transportation industry," stated C. L. Dennis, president of the Brotherhood of Railway and Airline Clerks.

Dennis said his union (one of four AFL-CIO unions involved in the dispute) will demand wage increases totalling 40% or more over three years, plus fringe benefits, compared with the 6% pay increases recommended by the presidential board. The BLAC represents some 200,000 of the 500,000 rail workers involved in the dispute. In the event of a strike, the union would offer to continue moving rail shipments of military goods, coal for the generation of electricity and all passenger trains.

On November 9th the presidential board recommended increases totalling \$1.32 an hour on the average over three years, raising the current \$3.68 average rail wage to \$5.00 an hour.



On July 10, 1970, a spectacular runaway and collision occurred on CP Rail's tracks to its carferry dock at Windsor, Ontario. A 40-car cut of boxcars began to roll down a hill to the ferry dock. Engine 6705, shunting the dock, was hit by the cars, and was severely damaged. Two cars were derailed. Crane 414475 is seen cleaning up the derailed switcher and cars.

(Bob Gilmour)

#### BELT LINE AGREEMENT LINKED TO UNION STATION NEGOTIATIONS

Canadian National has withdrawn its offer to turn over the abandoned Toronto Belt Line right-of-way to the City of Toronto for a park on a \$1.00-a-year basis. The move is seen as an attempt to force the City to give up its rights to Union Station, slated for development in the billion dollar Metro Centre Project. In a recent confidential letter to a senior city politician, CN president Norman MacMillan stated that there was little hope of CN giving up its right-of-way free.

The withdrawal came as the City sits down to hard bargaining with CN and CP Rail on the terms of a lease which allows the railways to use the City-owned Union Station site. CN and CP jointly own Metro Centre Developments Ltd., which plans to build the mammoth transportation and office complex along the waterfront, and needs the station site.

The last lease ran out in 1968, and after two years of negotiations the City still insisted on a new lease of several hundred thousand dollars a year; the railways want another very rate like the last lease of \$55,000. At the same time the City and CN have been dickering over the acquisition of the Belt Line, which became a hot issue in the city five months ago.

Alderman William Kilbourn received a letter in late August from the CN president endorsing 'a proposal for a 10-year renewable free lease as 'quite practical... if the City desires to proceed by such a means.' But that recent letter to the alderman which has not been announced to other aldermen, quashes the idea that the Belt Line is free. The letter emphasizes that CN would give up the Belt Line only if the City gives CN some land of equal value in the future. The CN now claims there has never been a straight offer to turn over the Belt Line to the City, only an offer tied to the condition that the City trade off some land of equal value to the CN. And the land of equal value in this case almost certainly is the Union Station site.

Mayor William Dennison issued a firm "no comment" when asked if the 'price' set by CN in any way relates to the Union Station lease price. And Alderman Paul Pickett said the matter of the Belt Line and the matter of Union Station are being dealt with by two separate committees, which do not meet together. But both committees report to the City Executive. The executive disapproves of CN's apparent move to use the Belt Line as a lever to improve the Union Station bargaining.

#### CANADIAN NATIONAL BEGINS CHAIN OF 'SERVOCENTRES'

A nation-wide chain of some 100 'CN Servocentres', designed to form the nerve centres of a new system of doing business with the public, will be established by Canadian National over the next two years, as announced in Montreal October 1st by N. J. MacMillan, CN president.

Implementation of the Servocentre system, described as the most advanced of its kind in North America, has already begun. Upwards of twenty Servocentres are expected to be in operation across Canada by the end of 1970. The first such centre, pilot project for the CN system, was opened in Quebec City in 1969. Its success paved the way for introduction of others, such as the 'customer service centres' in the Atlantic provinces, announced last June. Mr. MacMillan said the Servocentre system was "the culmination of a decade of evolutionary steps in the development of efficient methods of transportation and is in line with CN's established market-oriented policies."

When fully operational, CN Servocentres are expected to:

- [1] Give to industry and individual customers a better coordination of services and readier access to CN staff specialists.
- [2] Set up integrated centres for the total spectrum of services required by carload freight customers--ie, car distribution and movement, documentation, tracing, diversion and special handling, information on service capability, rates, etc.
- [3] Extend widely the advantages of the 'master agencies' introduced in the last decade on CN lines in some parts of Canada--provision of toll-free access by Zenith telephone numbers to principal CN business centres.
- [4] Provide a network of centres located to meet the specific customer requirements of express, piggyback and container services.
- [5] For the carload customer, make available 'on-line' access to CN's TRACS computer-oriented communications system.
- [6] Provide fast response to car tracing enquiries, more effective control of diversions and special handling requirements, and eventually immediate information on CN's ability to provide scheduled siding-to-siding service.
- [7] Supply a direct linking to sales and marketing personnel trained to provide information on CN's capabilities and to assist the customer in resolving special transportation problems.
- [8] Expand direct-line free telephone access to passenger and hotel reservations and telecommunications offices.

Introduction of Servocentres across Canada involves primarily two major services: carload freight and express. For carload customers, the system draws together at main-activity locations what are now separate carload operations--the yard office, which covers car distribution and movement, and the terminal traffic office and line agencies, both of which cover documentation. Parallelling this, and with facilities in some communities located at the same address, will be a network of major centres located ideally to serve the requirements of express, piggyback and container service.

CN is currently adjusting its system on two fronts: opening of the Servocentres over a two-year period, and applying to the Canadian Transport Commission to close out a number of agencies over a somewhat longer period. By taking the two steps concurrently it is planned to avoid disruption in employment as much as possible, matching men and jobs through careful manpower planning. Teams of CN officers are currently conducting an intensive communications program among employees, customers, union and community leaders.

#### GO TRANSIT CONSIDERS HONOR SYSTEM

GO Transit is considering an 'honor system' that would end ticket collecting on its trains. Commuters would be issued passes good for a certain length of time but they would show them only on demand of an inspector during spot checks. Cheaters would face stiff fines. GO Transit manager Bill Howard told Toronto's Junior Board of Trade recently that Hamburg, Germany uses such a system and that GO was taking a look at it.

GO Transit, which operated at a \$2.825-million deficit in 1969, spends about 20% of its revenue printing and collecting tickets.

## SIX MILE COMMUTER LINE PROPOSAL IN SCARBOROUGH

Scarborough Borough works committee has approved a plan for a six-mile low cost commuter line using existing railway tracks, as an extension to Metro Toronto's rapid transit system. Traffic engineer William Bolton has been authorized by the committee to negotiate with Metro, the Ontario Department of Highways, and the TTC for a commuter train operation on the CN Uxbridge Sub which runs north-south through the borough. A side line runs southwest (over the old Canadian Northern right-of-way) to the TTC Warden Terminal.

Mr. Bolton has suggested that a Dayliner could run at 15 minute intervals during rush hours and every 30 minutes for the remainder of the day. Traffic counts over the line indicate light rail traffic at present. CN operates an evening trip using an RDC from Union Station to Markham and deadheading back. GO Transit considered the line in 1965 for possible commuter train service, but it was rejected because of sparse population in the area and the necessity to upgrade the line to handle high speed commuter traffic.

Mr. Bolton envisions the trains picking up passengers at shelters built at crossings of arterial roads, fed by buses bringing direct service from Malvern and the new Metro zoo. Trains would have nine level crossings on arterial roads, however.



Refilling the tanks of vegetation control truck 404, one mile east of Consul, Saskatchewan on the Shaunavon-Lethbridge line of CP Rail, roadmaster Jack Scobie pumps water from a trackside ditch while the truck's crew dump cartons of herbicide into the tanks. (K. G. Clarke)

## AFRICAN RAIL RIVALRY

A major international battle is being fought over transport routes which connect the central African copper mines of Katanga and Zambia to the ports on the east and west coasts of the continent. Rival groups are manoeuvring for a share of the profitable import and export traffic, including the output of more than one million tons of copper from the mines, worth 500 million pounds, which is ferried to the coast each year.

On the east coast, the Chinese have agreed to build and finance a railway 1060 miles long from Dar es Salaam to Kapiiri Mooshi, a village on an existing railway network near the Zambian copperbelt.

On the west side, an international consortium from Britain, Belgium and Japan, is hoping to build a 100 million pound railway linking the Katangese copper mines with the Atlantic coast ports of Matadi and Banana.

In the third project, also on the west side, a British group owning Benguela railway which runs through central Angola to Katanga and Zambia has started to build a new stretch of line costing 10 million pounds which will double the railway's capacity.

## NEW B.C. PORT TO TAP COAL

Canadian National's line to Prince Rupert, British Columbia, may see a substantial increase in traffic if the proposed deep-sea port at Flora Bank goes through. Initial plans call for a five mile causeway over Lulu Island to Kitson Island which is about 15 miles south of Prince Rupert. Coking coal will be mined in north central B. C. for use in Japanese steel mills. Annual shipments could be as high as 10-million tons by 1980. If the port is completed, other coal fields in central B. C. and Alberta will be developed. Final approval by the Department of Transport is required and the signing of a lease development purchase contract the provincial government.

## NEW COAL PROPERTY BEING DEVELOPED IN BRITISH COLUMBIA

Fording Coal, jointly owned by Canadian Pacific Investments Ltd. (60%) and Cominco Ltd. (40%) is pushing ahead with the development of its property 40 miles north of Sparwood, British Columbia. The company has a contract with the Japanese steel industry to supply 3 million tons of high quality coking coal per year for 15 years. Cost of bringing the project into operation by early 1972 is about \$80 million.

A 60 cu. yd. electric dragline costing over \$6 million will be used to remove the coal from the seams. The big machine weighs in at 3600 tons and stands 160 feet from the base to the top of its 305 ft. boom.

Attention has been paid to pollution control measures. Waste water will be recirculated and water runoff will be impounded before being discharged. Filters and scrubbers will be installed in the process plants. An ecological study of the mining area and research on reclamation techniques are also being undertaken.

A 34 mile CP Rail spur to Sparwood is being built to allow the coal to move from the plant to Roberts Bank in 100 car unit trains.

## SNOWMOBILES ON RAILWAY LINES CAN BRING FINES

Anyone caught driving snowmobiles on railway tracks or rights-of-way this winter will be prosecuted for trespassing and could be fined up to \$100. The federal government, in a new section of the Railway Act, has imposed the regulation because of the growing number of people, in a variety of vehicles, who use railways as a right-of-way.

Constable G. B. Harrison, of the CP Rail railway police in Toronto, said that particularly in northern Ontario and across the Prairie provinces, hunters are driving vehicles of every description on the railways. The problem got worse with the advent of snowmobiles, because the tracks are ideal for the machines. Last year, six people were killed because they were unable to hear the sound of an approaching train coming from behind over the noise of their own engines.



On October 13, 1970, the "Limehouse Turn" with CN units 4426, 6528, 6867, and 6767 couldn't hold his air and ran a red light at Humber on the Halton Sub. Train 393 was already on the switch and the resulting collision derailed the "Limehouse" units and one car plus 17 cars on 393. CN's 250-ton crane was busy near North Bay so CP Rail's 250-tonner was called into service. (David More)

## FLYING TRAINS????

Flying trains will become a reality if the Japanese National Railways can obtain the necessary financial backing (about \$3.5-billion) to overcome the design and production problems. The JNR hopes to put the new 'Super-Super Express' in service between Tokyo and Osaka by 1980. The bullet-nosed train will float along just above the ground at speeds of 300 mph or more with 1000 passengers on board.

The train is held above the ground by magnetism. Emile Bachelet, a French inventor, before World War I demonstrated the feasibility of lifting railroad cars off the track and propelling them forward with strong electromagnetic forces. This scheme virtually eliminated rail friction by technology at that time was unable to produce sufficient electricity at a low enough cost.

Modern electromagnets have overcome this problem. Magnets chilled to -450°F. by a jacket of liquid helium become superconductive and as the temperature approaches absolute zero internal resistance to electrical currents virtually disappears. Thus strong magnetic fields can be created in superconductors with a minimum of power.

Stanford Research Institute at Mento Park, California, is also working on a magnetic train. The train rides on a concrete pathway about 12 ft. wide and the ordinary rails have been replaced by two L-shaped aluminum guide strips.

The train could use any number of propulsion systems but linear induction motors are being considered by both Japan and the U.S. For low speed travel, wheels are required but as the train approaches 50 mph 'lift-off' occurs.

As the train's speed increases, currents begin to flow in the aluminum strips, creating a magnetic field. These fields are repelled by the fields created by the train's superconductive magnets and the train is lifted off the surface of the pathway. When the train enters a curve it will drift to one side but repelling magnetic forces on that side will become stronger and ease the train back on course.

\* \* \*

## UCRS NEWS

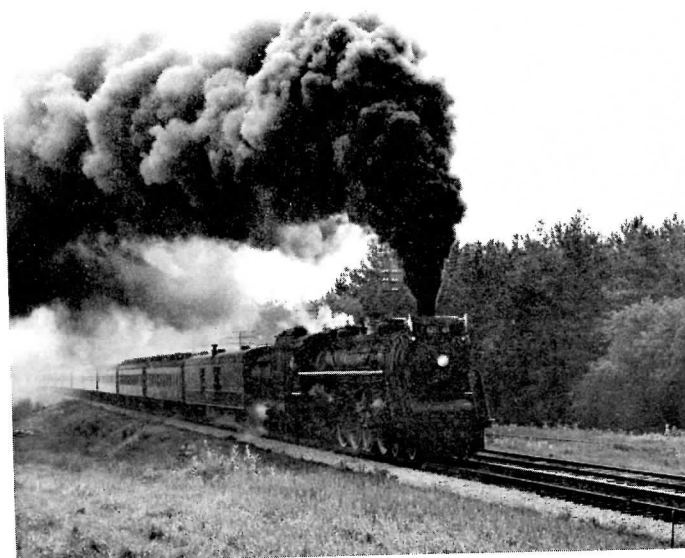
### PRESERVATION COMMITTEE HAS SUCCESSFUL DISPLAY OF 6213 AT THE 1970 CANADIAN NATIONAL EXHIBITION

Again in 1970, Canadian National No. 6213 was open to the public on various evenings during the Canadian National Exhibition. This year, 5548 persons came to have a look at the Northern, a good many of them expressing an interest to compare it with the 'Flying Scotsman'. Attendance fell below last year's total of 7140, partly because the locomotive was open on three fewer evenings. As always, several members of the Society are responsible for the work performed at the Exhibition, and here is the list of energetic railfans who worked so hard this year: Gord Balmer, Bill Herbert, Art Jones, Mal Marchbank, Charlie McGoveran, Darrell Phillips, John Robertson, Bob Baker, and Dave Spaulding. As in previous years, special thanks goes to Charlie McGoveran for supplying us with a small air compressor, by which we ring the bell, operate the tender brakes, run the reversing mechanism, blow the communicating whistle, show pressure on five different needles on gauges in the cab, and make a hissing sound at various places (that is, a hissing sound in addition to the hissing sounds made by some of the visitors.) This year, for the first time, our display was augmented by recorded railroad sounds, and our special thanks for this goes to Darrell Phillips, a stereo bug as well as rail nut. Back in 1968, we decided that the two CN emblems on the tender were starting to look a bit scruffy, so Society member Bill Miller loaned us his professional talents and the emblems were painted over to look good as new. This year, Bill was back again to repeat his excellent job, and for this we offer him our extra special thanks. Bill's name does not appear in the above list because he is not one of our regular crew members—he is instead a 'guest performer'. But to everyone who worked on 6213 this year, I extend the thanks of the Society for their efforts, and I hope they will turn out again next year just as eager as ever to make 6213 look her best.

(David Stalford)

### 1970 EXHIBITION ATTENDANCE

Day	1970	1969	1968	1967
1st Thursday	--	--	263	--
1st Friday	--	--	--	--
1st Saturday	1318	926	1504	957
1st Sunday	--	--	--	--
1st Monday	--	--	--	--
1st Tuesday	655	478	872	519
1st Wednesday	--	--	--	--
2nd Thursday	471	484	--	402
2nd Friday	--	453	--	--
2nd Saturday	2060	2117	1119	1902
2nd Sunday	--	--	--	--
2nd Monday	--	--	--	--
2nd Tuesday	547	631	434	630
2nd Wednesday	--	--	--	636
3rd Thursday	497	630	424	382
3rd Friday	--	702	--	--
3rd Saturday	--	719	--	--
3rd Sunday	--	--	--	--
Labour Day	--	--	--	--
TOTAL ATTENDANCE	5548	7140	4616	5428
Average attendance for these four years:	5683			



Once again in 1970, the Society enjoyed two very successful autumn steam excursions--September 20 to Paris Jct. and October 17 to Lindsay (diesels to Haliburton). Both trips were well patronized. On the Paris Jct. trip the Society played host to a CBC film crew and TV personality Paul Soles of the program "Take 30". They were doing a feature on steam which was telecast October 19th, across Canada. RIGHT: 6218 performs for the film crew and the rest of the train patrons on the first runpast of the September 24th trip at Acton, Ontario.

(NEWSLETTER/Bob McMann)

## WORTH NOTING...

- \* A U.S. Civil Aeronautics Board examiner has recommended that the Southern Pacific Railroad Co., a subsidiary of Southern Pacific Co., and the Atchison, Topeka and Santa Fe Railway Co., a subsidiary of Santa Fe Industries Inc. of Chicago, be allowed to enter the air freight forwarding field. SP estimates its revenue in the first year of operation at \$12-million.
- \* Train engineers in Zambia are to be given breathalyzer tests in a bid to cut railway accidents which averaged one a day in 1969. Engineers failing the test may be fired and face five years in jail or a \$1,250 fine.
- \* A five year agreement has been reached between the Zambian and Canadian governments, under which Canadian National Railways will manage Zambia's troubled railway system. The agreement was reached between the governments through Canada's International Development Agency. Canadians will hold key management posts.
- \* Canadian National has applied to the Canadian Transport Commission to close five railway stations in Southwestern Ontario by 1972. The stations are Hanover, Kincardine, Wingham, Walkerton, and Southampton. The reason given for the closure of the stations is because of their "redundancy".
- \* The National Capital Commission recently called tenders for the removal and disposal of railway track in the Ottawa area. The work involved is the removal of the Carleton Spur, west of Ross Avenue, and the former CN Chaudiere Spur, east and west of Broad Street.
- \* Tenders recently called by Canadian National:
  - the construction of a new station at Houston, British Columbia;
  - the construction of drainage and grading for the Douglas Point line on the Southampton Division, Port Elgin to Douglas Point, Ontario;
  - the construction of the new express terminal at Symington Yard, Winnipeg, Manitoba;
  - the work required for foundations and miscellaneous work for a wheel truing machine in the diesel shop at Toronto Yard;
  - the construction of a new entrance to the Fort Garry Hotel, Winnipeg, Manitoba.
- \* CP Rail has proposed the construction of a train crew rest house at Smiths Falls, Ontario. Planned is a one-storey building with 26 bedrooms, kitchen, dining area, central bathroom and a lounge area. Construction was to have begun in October.
- \* Oshawa, Ontario city council recently approved plans for the construction of a one mile spur line from CN main line to serve a new \$10-million steel plant being constructed on Gifford Farm in the city's harbour area.

### 'FLYING SCOTSMAN' IS ALIVE AND WELL IN TORONTO

Following the completion of 4472's tour of Ontario and Quebec in Niagara Falls, Ontario on October 6th, the remaining portion of the train's tour in the United States was dropped. Cancelled were visits to such cities as Buffalo, Cleveland, and Detroit, and return to Green Bay, Wisconsin for wintering.

Instead, the decision was made to keep the locomotive and train in Canada for the winter of 1970-71. Arrangements were completed with Canadian National for storage facilities, and accordingly 4472 moved out of Niagara Falls on October 31st under her own power--destination Toronto.

At Oakville, Ontario a stop was made to drop off the last two cars of the train--the Observation car and the parlour car 'Lydia'--for winter storage at the plant of Procor Ltd. The rest of the train continued into Toronto.

Upon reaching Spadina, 4472 and her train were turned on the high line so that the exhibition cars could be backed into the coach yard. These cars and the administration car are stored on trackage adjacent to the Turbo servicing facilities. 4472 was then backed to Spadina roundhouse, moved onto the turntable and then placed in Stall 15. 'Flying Scotsman's' fire was dumped, her boiler drained, and on November 1st, her cab was boarded up by train personnel for the long winter's nap in Spadina.

Watch the NEWSLETTER in the spring of 1971 for future news on the plans for 'Flying Scotsman' and her train next summer.



UPPER RIGHT: 4472 passes a wayfreight headed by CP Rail 8143 holding down the main on CN's Oakville Sub. 'Flying Scotsman' has just backed the last two cars of her train into the yard of the Procor tank car works at Oakville, Ontario.

LOWER RIGHT: 4472 rides the table at Spadina roundhouse on the afternoon of October 31st, prior to being placed in winter storage in the roundhouse.

(Both photographs -- NEWSLETTER/Bob McMann)



# PASSENGER TRAIN NEWS...

\* Long distance passenger trains may be fading away in North America but they are still big business in Australia. Airlines are carrying about four times the number of interstate passengers to and from Sydney as the railways, but there are still 2,000 passengers on these rail expresses every day. Yet the question is whether passenger trains are making money. "We don't really expect to make profits from passengers," says Neal McCusker, New South Wales commissioner for railways. "We make money from hauling freight and have a responsibility to the public to provide comfortable transport and an efficient commuter service at a reasonable cost."

\* On August 13th the Canadian Transport Commission ordered CP Rail not to reduce its passenger train service between Montreal and Quebec City. The commission concluded that the proposed single train out of Montreal in the morning and the return trip in the evening would not adequately serve the traffic on the line.

\* The recent cutback in Ottawa-Montreal passenger train service has alarmed the Ottawa Board of Control. They agreed to urge the railway commission to step up service between the two cities. The mayor felt that "better service would almost certainly attract more passenger business" and wondered if the railways might consider experimenting with a speedy express passenger service between Ottawa and Toronto and Ottawa and Montreal.

\* A severe thunderstorm stuck the Sudbury area about 8:30 a.m. on August 20th, causing severe flooding and damage. CP Rail train 428 with Budd car 9112 was derailed when a trestle fell across the tracks.

\* On September 1st CP Rail shifted its passenger operations from the Union Station to the new St. John New Brunswick station located off Dover Road in St. John. The three-storey structure, built at a cost of \$956,000 consolidates marketing and sales, operating, purchasing and claims offices in one location.

\* Canadian National has applied to the CTC for government subsidies to cover losses on its transcontinental passenger services from the Maritimes to British Columbia. This follows a similar move made by CP Rail on its transcontinental operations last June. CN said the application covers its entire transcontinental passenger system, including service from the Maritimes to Montreal, as well as Montreal to Vancouver. The amount of loss on the service was not stated in the brief.

\* The Province of Ontario has made a bid to impose a temporary freeze on applications by Canada's two railways to discontinue some passenger services within the province. The province has asked the CTC for a "minimum, frozen rail passenger service" sufficient to meet the needs of Ontario residents. Transport Minister Irwin Haskett said that only when such a plan is in effect should CP Rail and CN be permitted to apply to end service on Ontario lines not covered by the plan. He said that is common sense to develop a similar plan for the whole country. Haskett said that the railways are determined to eliminate all passenger services in Canada and they should not be allowed to do so through applications made one at a time to end service on small sections of line.

\* Penn Central passenger service through Southern Ontario is still in operation (See September NL.) A United States federal court three judge panel in Pittsburgh denied PC permission to discontinue the service. The court refused to exclude the trains from an earlier order which required the bankrupt road to maintain passenger service west of Buffalo and Harrisburg. Cities and state served by the Buffalo-Detroit trains opposed the request, noting that about one-quarter of the passengers using the service depart from and arrive in the U.S.

\* Canadian National and CP Rail have launched bids to abandon certain passenger services in Alberta. CP Rail had told the Canadian Transport Commission that it wants to abandon service between Calgary and Edmonton, Calgary and Lethbridge and Lethbridge and Medicine Hat because they are uneconomic. CN has an application before the commission to abandon passenger service between Edmonton, Camrose, Drumheller, and Calgary.

The railway committee of the CTC has determined that the Calgary-Edmonton service of CP Rail had deficits in the following years: 1967--\$798,192, 1968--\$887,024, and 1969--694,603. The 1970 loss is lower because in October 1969 the service was reduced to one from three round trips daily. The loss over the last three years on the Calgary-Lethbridge service was \$474,362, Lethbridge-Medicine Hat \$439,500 and CN's Edmonton-Camrose-Calgary-Drumheller service \$1,303,044.

Highways minister Gordon Taylor of the provincial government, said in presenting a brief that the CP Rail services are unprofitable because the railway does nothing to develop its passenger train business.

\* Canadian Pacific has appealed the losses formula by which the Canadian Transport Commission computes losses on passenger services to the Supreme Court of Canada. In a hearing before the court on October 7th, E. E. Saunders, appearing for Canadian Pacific Railway, said that the Canadian Transport Commission is going beyond the intent of the National Transportation Act in the way it computes actual losses incurred by railways on uneconomic lines. He said the government agency is incorrectly interpreting powers given it in the NTA, passed by Parliament in 1967.

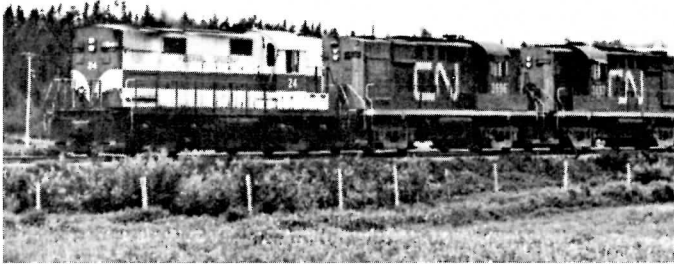
Under the National Transportation Act, the commission was required to settle on a cost formula that would decide whether services involved in rail abandonment applications were actually losing money. If it found the lines were losing money, the commission could either grant applications to abandon the lines or order them continued with Government subsidy. The commission's costing formula, arrived at after two years of public hearings, would not only affect subsidies paid to both CP Rail and CN for lines judged to be uneconomic, but also affects freight rates.



CP Rail FP7a 4068 heads train 232 eastbound just west of Caledonia Springs, Ontario on July 18, 1970. This train was discontinued August 1st. The locomotive made the last run of trains 235, 234 on July 31st.

(Bob Sandusky)

# EQUIPMENT NOTES...



Roberval & Saguenay RS18 24 leads two leased CN RS18's 3696 and 3697 southbound from Arvida, Quebec to Port Alfred on June 29, 1970. (Bob Sandusky)

## CANADIAN NATIONAL MOTIVE POWER NOTES

### \* Retirements:

3820 -- MR-16j -- June 16/70  
8158 -- MS-10b -- June 25/70  
8468 -- MS-7b -- June 29/70  
9037 -- GFB-15b -- July 29/70  
9044 -- GFA-15b -- Aug. 26/70  
9080 -- GFA-15d -- June 16/70  
9126 -- GFA-15d -- July 29/70  
9130 -- GFA-15d -- July 21/70

\* MR-18c class units 3676-3680 were transferred from Montreal Yard to Moncton Yard on July 1, 1970 and units 3681-3685 on Aug. 1, 1970.

\* Units 1271, 1275 (class GR-12k) and 4248 (class GR-17t) have been leased to the Northern Alberta Railways.

## CANADIAN NATIONAL EQUIPMENT NOTES

\* CN has placed a \$4-million order for 235 container flat cars with Hawker-Siddley Canada Ltd. The 85-ft. cars are to be built at the Trenton, Nova Scotia works and the order will be completed in the first quarter of 1971.



This GE-44 tonner belongs to Indusmin Ltd. and works at that company's stone crushing operation in Vaughan Township adjacent to CN's Toronto Yard. The 380 hp. diesel was built by GE 9-1942 (#15124) and is ex-M&StL D842. The engine was rebuilt by GE 2-57. Photograph taken August 17, 1970. (John Thompson)

## BRIEFLY....

\* Pilkington Bros. (Canada) Ltd. of Scarborough, Ontario, has purchased a General Electric 70-ton diesel from A. Merrilees Ltd. of Toronto. This unit, built in Nov. 1949, was formerly Ft. Dodge, Des Moines & Southern Railway 410.

This plant's first engine was a four-wheel diesel with side rods and dual controls. It was built by Ruston & Hornsby of Lincoln, England and was received in Sept. 1950.

## CP RAIL MOTIVE POWER NOTES

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

4718 -- DRF-36a -- June 8/70  
4719\* -- DRF-36a -- Oct. 14/70  
4720 -- DRF-36b -- June 11/70  
4721 -- DRF-36b -- June 17/70  
4722 -- DRF-36b -- June 22/70  
4723 -- DRF-36b -- Sept. 21/70  
4724 -- DRF-36b -- Sept. 23/70  
4725 -- DRF-36b -- Sept. 25/70  
4726 -- DRF-36b -- Sept. 29/70  
4727 -- DRF-36b -- Oct. 8/70  
4728 -- DRF-36b -- Oct. 9/70  
4729 -- DRF-36b -- Oct. 19/70  
4730 -- DRF-36c -- Oct. 21/70  
4731 -- DRF-36c -- Oct. 22/70  
4732 -- DRF-36c -- Oct. 23/70  
4733 -- DRF-36c -- Oct. 27/70  
4734 -- DRF-36c -- Oct. 28/70  
4735 -- DRF-36c -- Nov. 4/70  
4736 -- DRF-36c -- Nov. 9/70

[\*Road number 4719 was to be assigned to the experimental 4000 h.p. M640 unit but now this locomotive will be built after the current order for M636's are completed. The M640 will carry the number 4744.

The 4719 delivered on Oct. 19 is an M636 and fills the gap in the number scheme.]

\* FAL cab 4020, freshly painted in action red, sustained damage in an accident last spring and was scrapped at Winnipeg, Weston Shops on July 11, 1970.

\* Stored unserviceable at Angus Shops is RS3 8455.

\* Illinois Central C636 was returned to its owner on Oct. 1.

\* For test purposes units 4247-50 are running on crude oil from the Athabasca tar sands, while units 4214-18 are burning #2 diesel oil. For the duration of the test, the two sets will operate on trains 903-904.

## CP RAIL EQUIPMENT NOTES

\* Angus Shops will build 50 specially-designed cabooses for CP Rail run-through service. The cars valued at \$1.8-million include all-steel welded construction, spray foam insulation and cushioned underframes.



Pacific Great Eastern has leased two Morrison-Knudsen Alco C636's (5401, 5402) for three months. The first to arrive was 5402 on August 24th. These two units will help PGE out of a power shortage until their new M630's arrive from MLW-Worthington this fall. The MK units are former Alco demonstrator units 636-1 and 636-2. ABOVE: PGE 701 and MK 5402 meet an opposing freight at Lillooet, British Columbia on September 22, 1970. (Tom Henry)



# PASSENGER TRAIN OBSERVATIONS

## AUTUMN 1970

by John D. Thompson.

[Additional information for this article contributed by Andrew Merrilees and Stuart Westland.]

As clocks were being set back to Standard Time on the 25th of October, 1970, only one carrier's winter schedule met the searching eyes of railway travellers. The timetask they saw was that of CP Rail, with its unmistakable cover identified by red, white and black hues, complete with multimark, referred to by railfans as the "dragon's mouth".

On page two of the timetable appears the following ominous notation: "A number of the trains shown in this timetable are the subject of applications to discontinue and are presently being considered by the Canadian Transport Commission are are subject to cancellation." For several years passenger train enthusiasts have observed such notices beside the schedules of various U.S. passenger trains listed in the Official Guide, but the appearance of such a warning in a Canadian timetable brings home how critical the situation is in this country.

The train of greatest concern to railfans is the 'Canadian', whose fate is currently being debated by the railway and the Canadian Transport Commission. Among the measures which have been proposed to reduce the train's deficit are tri-weekly operation, either in winter or year round, limiting the number of sleepers hauled, an increase in sleeping car fares, and trimming dining car expenses.

The latter proposal presumably would involve lowering the quality of the food, reducing the staff, or even replacing the diners altogether with some sort of snack car serving reheated TV dinners. The downgrading or abolition of the dining cars on the 'Canadian' would be a real tragedy, for one of the pleasures of train travel is that of eating a freshly cooked meal at a proper table, complete with linen cloth, silverware, and good china. It would be too much to expect people to subsist on precooked food for three days between Montreal and Vancouver, and if such becomes the case travellers will notice it and realize by this and other corner-cutters that they are unwanted.

Of course, the railway dining car, because of its intensive labour base and short serving hours has always been a hopelessly uneconomic proposition, except in situations where large quantities of liquor have been sold.

Something which railway management and government officials never seemed to have learned is that the public couldn't care less about whether or not passenger services lose money. Thus, when services are reduced, the railway traveller quite naturally becomes resentful. This being the case, if these organizations are sincere about wanting to retain patronage, they will have to put up with certain financial headaches, such as operating sleeping and dining cars where the demand exists. It is not, after all, the fault of the passenger if these services, by their nature, are uneconomical.

Several deletions are evident upon a study of CP Rail's new timetable. The Dayliner service provided by trains 206 and 201 has been discontinued between Montreal and Megantic, Quebec, leaving only the 'Atlantic Limited' on this run. Persons destined for Megantic will have to detrain at 0030, and entrain for Montreal at 0410. A surprising sight on the 'Atlantic Limited' during this past summer was the use of a regular 48-seat Budd built dining car instead of the normal skyline coffee shop car. Such a car would probably come in handy for serving breakfast when an Armed Forces movement to the base at Gagetown, New Brunswick, is taking place, but would scarcely seem necessary the rest of the time. The 'Atlantic Limited' was the last CP Rail train to have a regular line of heavyweight sleepers, usually the rebuilt R-series cars, 8 section-2 compartment-1 drawingroom, or the T-series, of the classic 12-section-1 drawingroom configuration. During 1970 the sleepers were usually stainless steel cars with perhaps one of the Angus-built 'Grove' class cars (10 roomettes-5 doublebedrooms) mingling in. Five flagstops, formerly served by the Megantic Dayliner, have been added to the new schedule.

An attempt to pare the three Montreal-Quebec City trains to one was rebuffed by the CTC in July. However, these trains no longer provide meal service in their skyline coffee shop cars. This is not a real handicap, except in the cars of the 'Frontenac', which leaves at 0800 from Montreal and 0830 from Quebec City, the only one of the trio whose operation coincides with a meal time, under the revised schedules which went into effect last spring.

On August 1, CP Rail's Montreal-Ottawa service was cut drastically. The 'Canadian' is the only train operating over the main line now, the 'Alouette' and the 'Rideau' having been annulled. One Dayliner schedule, No. 133-134, remains on the North Shore route.

Although its disappearance came as no great surprise, having been threatened as far back as 1966, the re-scheduling of the CP Rail-TH&B Toronto-Buffalo operation to a Dayliner daytime run was nevertheless a bitter pill to swallow. On the cool evening of Friday, October 24th, the through sleeping car service to New York City which had begun on May 30, 1897, using equipment of the Wagner Car Company, was ushered out quietly with the departure of train 321-376 for Buffalo, watched by several railfans.

No longer will one be able to board a former NYC or PRR sleeper in Toronto, arise the next morning south of Albany, and enjoy a delicious breakfast in the twin-unit diner as the train speeds along the banks of the majestic Hudson, its waters glistening in the dawn. The final consist of train 322 was as follows: CP Rail MLW cab unit 4097 (still in old paint), CP Angus-built silver painted baggage car 4739, PC coach 3615, and sleeper "Missouri Valley". The second coach, which had carried local traffic between Toronto and Buffalo, had been taken off during this past summer. The through coach, which lasted up until the end, went straight through from Toronto to New York City. The car which will likely be the last PC coach to enter Toronto was a former NYC stainless steel car, refurbished in 1967 for the Empire Service between Buffalo and New York. Both it and the sleeper were typical examples of post-war rolling stock, of which the NYC was the largest buyer. Both cars had arrived from New York on train 322 that morning. This was the general pattern of operations which was adhered to, except in cases where car trouble necessitated the substitution of a CP Rail coach or sleeper. For a few days out of each year CP Rail equipment might be operated to New York as part of the cost-sharing agreement between CP Rail and PC.

OPPOSITE PAGE: CP Rail 8573 departs the TH&B Hunter Street station in Hamilton with train 322 (from Buffalo) for Toronto, in June of 1968. (John Thompson)

# HOW TO GET FROM TORONTO

TO BUFFALO.....

The new way

The old way

CP Rail T.H.&B. P.C. P.C.	321 376 376 62	Miles 18	Eastern Time/Heure de l'est	322 371 371 61	CP Rail T.H.&B. P.C. P.C.
C.P.	*20 50	0.0	Dp... Toronto @ ...Ar	*08 00	
"	21 10	12.8	Port Credit ...Ar	w07 35	
"	21 23	21.5	Oakville ...Ar	w07 24	
"	21 38	32.0	Burlington ...Ar	w07 09	
"	*21 55	39.3	Ar... Hamilton ...Dp	*08 55	
T.H.&B.	*22 05	39.3	Dp... Hamilton ...Ar	*08 45	
"	22 32	69.5	Smithville ...Ar	f 08 13	
"	22 43	70.4	Fenwick ...Ar	f 05 59	
"	*23 00	76.8	Ar... Welland ...Dp	*05 50	
P.C.	23 05	76.8	Dp... Welland ...Ar	05 40	
"	23 40	94.1	Fort Erie, Ont. ...Ar	06 05	
"	00 30	102.0	Ar... Buffalo ...Dp	04 35	
P.C.	02 30	102.1	Dp... Buffalo ...Ar	02 35	
"	03 40	169.1	Rochester ...Ar	01 10	
"	04 50	248.4	Syracuse ...Ar	23 55	
"	05 35	301.2	Utica ...Ar	23 05	
"	07 10	386.8	Albany/Rensselaer ...Ar	21 30	
"	*10 10	538.0	Ar... New York ...Dp	*18 30	

CP Rail T.H.&B. P.C. P.C.	321 376 376 74	Miles 18	Eastern Time/Heure de l'est	322 371 371 71	CP Rail T.H.&B. P.C. P.C.
C.P.	*10 35	0.0	Dp... Toronto @ ...Ar	*18 45	
"	10 53	12.8	Port Credit ...Ar	w18 21	
"	11 06	21.5	Oakville ...Ar	w18 10	
"	11 18	32.0	Burlington ...Ar	w18 55	
"	*11 35	39.3	Ar... Hamilton ...Dp	*18 40	
T.H.&B.	*11 40	39.3	Dp... Hamilton ...Ar	*18 35	
"	12 07	69.5	Smithville ...Ar	f 18 08	
"	12 30	70.4	Fenwick ...Ar	f 17 57	
"	12 30	76.8	Ar... Welland ...Dp	*17 45	
P.C.	12 35	76.8	Dp... Welland ...Ar	17 40	
"	13 00	94.1	Fort Erie, Ont. ...Ar	17 15	
"	13 45	102.0	Ar... Buffalo ...Dp	16 30	
P.C.	14 30	102.1	Dp... Buffalo ...Ar	16 00	
"	15 30	169.1	Rochester ...Ar	14 50	
"	16 50	248.4	Syracuse ...Ar	13 35	
"	17 30	301.2	Utica ...Ar	12 45	
"	19 20	386.8	Albany/Rensselaer ...Ar	11 10	
"	*22 00	538.0	Ar... New York ...Dp	*08 30	

## Explanation of signs

- b Stops Friday only.
- f Stops on signal.
- w Stops on signal for revenue passengers to points beyond Hamilton and to or beyond Sudbury or Peterboro.
- Daily
- Mail station.
- Dayliner Air-conditioned RDC (Rail Diesel Car).

## Explication des symboles

- b Arrêt vendredi seulement.
- f Arrêt sur signal.
- w Arrêt sur signal pour voyageurs payants à destination de gare au-delà de Hamilton.
- w Arrêt sur signal pour voyageurs payants venant de gare au-delà de Hamilton et allant à Sudbury ou Peterboro et au-delà.
- Tous les jours.
- Buffet à la gare.
- Dayliner Autorail climatisé.

## Equipment/Matériel

Nos. 321, 322—Dayliner Air-conditioned Rail Diesel Car. (Toronto-Buffalo).

Nos. 321, 322—Dayliner Autorail climatisé (Toronto-Buffalo)

## Equipment/Matériel

Air conditioned Coaches on all Trains Toronto, Buffalo, and New York.  
Reign assigned Sleeping Cars are all Air Conditioned.  
Tous les trains à destination de Toronto, Buffalo et New York comportent des voitures climatisées. Les voitures lits réguliers qui composent les trains sont entièrement climatisées.  
Nos. 321, 322—Roumiers, Bedrooms (Toronto-New York).  
Nos. 321, 322—Camarotes, chambres (Toronto-New York).

Shortly after 2030 on October 24th PC attendant Mr. Person Bronner welcomed sleeping car passengers aboard car 10136, "Missouri Valley". All six of the bedrooms were occupied, as were several of the roomettes, including two passengers who were to board at Hamilton. There were twenty passengers in the coach. Promptly at 2050, after some final picture-taking by railfans, the idling exhaust of cab unit 4095 deepened into a throaty typically Alco roar. Slowly the train glided moodily past the saddened onlookers and beyond the John St. interlocking tower, the red markers disappearing into the night.

Rather unfortunately none of the PC equipment which had been specially refurbished for the Toronto operation turned up on the final run. Acting at last on travellers' complaints of dirty and broken down rolling stock, the Canadian Transport Commission last summer compelled PC to overhaul some equipment for trains 321-322. As a result, former PRR 10-6 sleepers "Sturgeon Rapids" and "Scioto Rapids" were sent through the Beech Gove Shops at Indianapolis. They emerged bearing the new names of "Toronto Islands" and "Toronto Harbour". The cars were flat-sided Pullman built sleepers, with the PRR tuscan red paint scrubbed from the sides. Sometime before the end of service "Toronto Harbour" apparently developed mechanical difficulties, which was not in itself surprising as only a complete rebuilding could have compensated for years of deferred maintenance. In its place came the shabby "Missouri Valley", complete with interior body repairs made with black friction tape.

Refurbished coaches included ex-PRR stainless steel cars 4044 and 4045, which had been built to match Southern Railway equipment for joint operations of the two railways to the South. A thorough job was done on the interior of these coaches, with new, deep blue upholstery, brilliant fluorescent lights, and mirrors at each end. These beautiful cars showed what could have been done to hold patronage, but tragically was not.

Thus, slightly less than ten years later, the 'Ontarian', as it was known, followed the CN-LV 'Maple Leaf' down the line to oblivion.

There is no doubt that the train was done in by such factors as dirty and malfunctioning equipment, surly crews, poor on-time performance at the New York end, inconvenient arrival time at Grand Central (1010), lack of promotion and advertising, and non-competitive fares (sleepers which were \$30 higher than air fare for a round trip). In short, the railways, especially the PC, never displayed any enthusiasm for the train during its final decade or so of operation. This is in marked contrast to the CN's 'International Limited' which featured good equipment and timekeeping right up to the end.

Despite the use of RDC's, capable of speeds of 89 mph, the length of time taken between Toronto and Buffalo is still incredibly long, 3 hours 10 minutes versus 3 hours 40 minutes for the conventional train they replaced. Even with Customs formalities and a speed restriction on the CN's International Bridge at Fort Erie, it still seems strange that it should take much longer than 2-1/2 hours to cover the 102 miles.

The daytime operation will be of interest to railfans wishing to visit Buffalo, or travel east or west on the PC. However the loss of the overnight train will be a blow for businessmen who do not wish to waste a day travelling, or with travellers connecting to or from steamships at New York. Anyone wishing to travel to Boston on trains 427 and 428 at Albany must now stay overnight in this city. It should be mentioned at this point that one can still get to New York (and Boston) by train, as trains 61 and 62, the overnight trains between Chicago and New York are still running. A railfan could use his auto for transportation between Toronto and Buffalo, and park it in the lot at Central Terminal in the latter city. A slumbercoach room on trains 61 and 62 is available for \$7, plus coach fare, Buffalo to New York. Even though the trains arrive and depart Buffalo in the wee small hours of the morning Buffalo Central Terminal is an atmospheric station, and the enthusiast could probably while away the time by talking with some railroad employees. For the true railfan even putting himself out like this would be preferable to flying.

On the first run of the new schedule CP Rail RDC-4 9251 and RDC-2 9103 departed Toronto with eight passengers aboard. Companion train 322, with the same consist, arrived at 1942 (three minutes early) with 18 passengers aboard. These cars have been apparently assigned to the run; it is not likely that PC RDC's will be seen in Toronto as there are none based in Buffalo, the nearest ones being in Ohio. The continued use of two cars would seem unnecessary with patronage being what it is. A single RDC-2 or RDC-3 would be sufficient for the run, there being no need for an RDC-4 which contains a full baggage section. A single RDC could be operated with a two-man crew, whereas the pair of cars requires a four-man crew because of a clause in the union contract. As previously, a CP Rail crew operates between Toronto and Hamilton, and TH&B and PC crews alternate between there and Buffalo. One fault of the CP timetable in recent years was its failure to mention the availability of dining service on the PC portion of the run.



The final entry in the casualty list was the CP Rail's tri-weekly Owen Sound service, which ended October 30th with the departure of train 307 from Toronto. The next day the RDC was deadheaded back to Toronto, as permission to terminate the service was effective November 1st and the normal southbound trip would have been on Sunday.

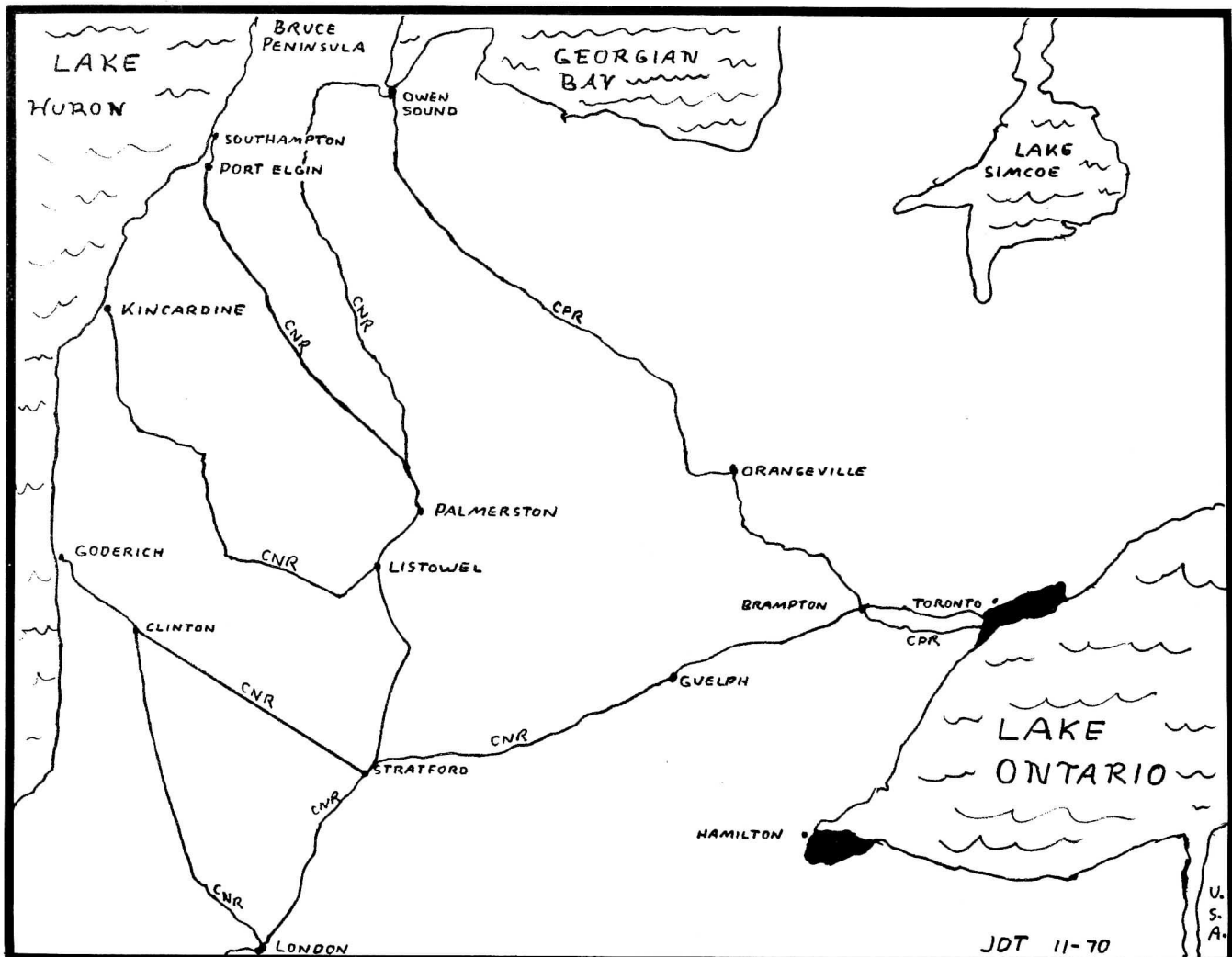
Scarcely had rust formed on the wheels of the Owen Sound RDC before notices appeared at Union Station advising all and sundry that the railway was applying once again to abandon the one remaining daily RDC to Windsor, and all of the Peterborough-Havelock service. It would not be surprising if the CP is successful in their bid to remove the Windsor train this time, as the only community it serves of consequence which is not on the CN is Galt. The Peterborough trains may be another matter, if for no other reason than their use by a considerable number of weekday commuters to and from Agincourt. The prudent enthusiast would do well to ride and photograph these trains without delay.

One final ironic observation come to mind concerning recent CP Rail timetables. Although the number of trains listed is dwindling, the schedules have recently become more interesting visually. The current publication features a beautiful colour photo of the liner "Empress of Canada" docked at a Caribbean island, framed by palm trees, a telephoto shot of the eastbound 'Canadian' (in the old paint scheme) passing a freight near Banff, a yard scene of new image freight cars, another colour view of contemporarily dressed travellers boarding the 'Canadian', and a final view of the train in its colourful new dress crossing the famous Stoney Creek Bridge in British Columbia. Even with all the ominous clouds on the horizon, it is somehow reassuring to see a decent looking timetable printed on good paper, rather than the unimpressive unillustrated folders of U.S. railroads.



This is the scene at Owen Sound CP Rail station as CP RDC car 9115 gets ready to depart for Toronto as train 302. (John Thompson)

There was no CN system timetable issued this fall, so presumably we will have to wait until the New Year for its appearance. The railway has apparently decided to issue such publications only on an annual basis. At present only regional pocket timetables, sans equipment listings, are being distributed, the system schedule issued January 26th having disappeared from view. Perhaps copies are still available at some of the more remote outposts of the CN empire, but locally it has become a collector's item. In any event so many changes have taken place since last January that it would be hopelessly outdated by now.



The rescheduling of the morning Turbo to a departure time of 0910 should make the service more attractive compared to its former 0730 departure, as one can sleep in longer and be in Montreal in time for an afternoon of business appointments after the lunch hour is over. However with both the Turbo and the 'Rapido' operating within ten minutes of each the two trains are in effect competing with each other and both suffer.

Despite the fact that the departure of the 'Rapido' has been changed by only ten minutes, the CN has used this as an excuse to end the complimentary breakfast to club car passengers, even though the meal is still served. In as much as the complimentary meals have been widely advertised for the last eight years, many travellers are undoubtedly under the impression that a club car seat entitles them to a free meal, especially when it says so in the current system timetable. They are in for a shock when they find that such is not the case on the morning 'Rapido'. It would seem that short sighted cost accountants have proposed a measure that will only save, in terms of customer good will, to be self-defeating.

Effective November 8th, trains 48 and 49--the overnight 'Capital' between Toronto and Ottawa stopped operating as separate trains and were combined with trains 58 and 59, the 'Cavalier' at Brockville, the town at which the line to Ottawa branches off. For the previous week, since the 'Capital' was not listed in the employee's timetable which took effect on the 1st, the train had been operating as a passenger extra. The consist of the final eastbound train was as follows: MLW cab 6785, storage mail car 9074 containing mail for Smiths Falls, baggage car 9162, RPO 7847, 6 section-6 roomette-6 doublebedroom sleeper "Greenaway", coach 5492 and storage mail car 9127.

During the first week of November the distinctive full length lounge cars "Happy Haven" and "Harmony Haven", 1920's vintage heavyweight cars which had been rebuilt circa 1966, were removed from the 'Cavalier' for some-unknown reason. In their stead is operated a coach lounge, which contains 44 coach seats and a lounge section.

On October 1st CN was given permission to discontinue all but one of the five Southern Ontario trains which it had applied to the CTC to abandon. The trains cancelled were these from Toronto to Palmerston, from there to Southampton and Owen Sound, and from Stratford to Kincardine and Goderich. The weekday Toronto-Guelph commuter train, 986 and 987, was ordered continued. The Federal government will reimburse CN for 80% of its losses incurred in this operation. The railway was directed by the CTC to replace the 1920's vintage heavyweight clerestory roof 100-seat coaches with more modern stock. Presumably this will take the form of such coaches as the 1935 built 5200 series cars--CN's first semi-lightweight cars, one of which has been observed on the Guelph train on occasion this past summer.



A CN Dayliner operating as train 656-670 lays over at station at Southampton, Ontario on a hot summer's day two years ago. (John Thompson)

Other directives to the CN in the order handed down by the Railway Transport Commission of the CTC were as follows: "CN will make every effort to coordinate and harmonize the operation of trains 986 and 987 with the operation of bus services in the area, with a view to improving service and increasing patronage. [2] CN will, in consultation with the Commission, make such surveys as may be deemed necessary to determine what changes in scheduling or operation of the service might result in greater patronage of the service. [3] The railway will undertake a study of the potential role of trains 986 and 987 in serving the probable future transportation needs of the area (which is a fast-growing corridor of residential and commercial development). [4] CN will make every effort to reduce costs incurred by the service (although this is somewhat questionable how this could be done, unless the Brotherhoods agreed to smaller crews).

At present this train is a distinctive sight, consisting of clerestory roof cars still painted in the beautiful old CN green and black paint scheme, albeit with a gold toothpaste herald on some coach ends (and Canadian National Railways on the letterboards), hauled by one or two of the railway's unique GMD 1900 series road switchers. This run constitutes the last use on the system of these locomotives in regular passenger service. The sight of these coaches in traditional livery, still looking presentable, a full nine years after the current colour scheme was embarked upon, remains an unsolved mystery. It is comforting to see that the railway commission recognizes the need for this important train, especially in the future as development continues and roads become even more congested. Hopefully the train will survive until GO Transit, or some equivalent thereof, is extended to Guelph.

The demise of the branch line Railiners has left several communities, especially on the Southampton line, without direct public transportation to Toronto, or in some cases, anywhere. The automobile had been making inroads on the business for many years, although on summer weekends at any rate patronage on the Southampton line was heavy. The shifting of express to trucks also had a harmful effect on the trains. These trains will be missed by the travelling public and railfans alike, for they afforded a leisurely view of rural Ontario, and access to peaceful unspoiled towns which are a delightful contrast to the deteriorating overcrowded mass of urban sprawl that is Toronto.

For many of course, the atmosphere disappeared in 1958 when RDC's replaced the colourful trains hauled by venerable ten-wheelers. There are undoubtedly many of us who, as this writer does, have memories of riding south to Palmerston in a wooden coach with plush seats and gas light fixtures, or of standing on the quiet streets of Port Elgin on a warm July night not all that long ago and listening to a mournful whistle echoing across town as the engineer of northbound train 179 blew for the crossings.

Several UCRS members were on hand the weekend of October 31-November 1 to make some of the last trips, including one enthusiastic individual who travelled in from Montreal to do so. The trains were well filled those last two days, many of the occupants consisting of fathers taking their children for a first train ride, or simply paying their final respects to a comfortable and dependable mode of travel.

The trains to Owen Sound and Southampton operated daily except Mondays. One wonders if the early south-bound departures on weekdays (0700 from Owen Sound, 0710 from Southampton) were conducive to encouraging patronage. On Sundays the afternoon departures proved useful to people who had ridden the trains north for the weekend. As a rule, the train consisted of three RDC's; at Palmerston they were uncoupled with two going to Owen Sound and one to Southampton.

The service on these four branch lines had changed somewhat over the years. Until October 1958 there were two trains a day between Palmerston and Southampton, a passenger and a mixed. Following the advent of the Railiners the frequency of operation was reduced to one train a day, although Sunday service was provided. The same thing happened to the Goderich line, except that the trains did not run on Sundays.

Until the mid-1950's a gas electric car operated from London to Clinton via Lucan, making connections with the day train to and from Goderich. Kincardine likewise had both a passenger and a mixed train in each direction each day except Sunday, to and from Palmerston, via Govanston. The RDC service, however; originated in Stratford, running via Milverton to Listowel, then to Kincardine.

The Southampton, Owen Sound and Kincardine lines were all similar in that there was a southbound only train on Sunday. The northbound Goderich train connected with train 159, the westbound 'Maple Leaf' at Stratford, while Tempo train 154 provided the eastbound connection to Toronto in the afternoon. The Owen Sound line had two passenger trains a day over it until the late 1950's. Through service to Toronto came about only following dieselization; prior to this Southampton and Owen Sound passengers changed at Palmerston. As can be imagined, Palmerston during the steam age was a hub of branch line activity, and

as such became a mecca for railfans as the era drew to a close. Today Palmerston is only a pale shadow of its former self, with two freights a week to Southampton and Owen Sound. Shortly before the passenger service ended, the siding near the station on which a coach (with stove) and baggage car were stored to substitute for an RDC in the event of a breakdown, was torn up. Currently the 80 lb. rail between Palmerston and Port Elgin is being replaced with 100 lb. rail in preparation for the operation of oil unit trains over the new branch line to Douglas Point. After this work is completed the yard and perhaps even the station may be done away with. At this time the distinctive footbridge over the yard which appears in so many pictures taken at Palmerston, will also disappear. The last RDC from Southampton was 6354, from Owen Sound 6101 and 6110, and from Goderich 6118.

So passed from the scene the passenger service to these Southwestern Ontario towns, a tradition which began over seventy years ago.

## BOOK REVIEW

A TORONTO ALBUM: GLIMPSES OF THE CITY THAT WAS

By Michael Filey, University of Toronto Press, 1970.

Price \$7.95. 112 pages.

UCRS member Mike Filey has produced a book of photographs of Toronto, showing a city that used to exist over twenty years ago. All of the photographs are from Mike's personal collection of historical photographs of Toronto, which have been culled from various sources over the past few years. There are a total of 109 prints in the book, and they cover approximately 90 years of Toronto's history. The earliest views are of the city's downtown streets (Yonge and King) circa 1860 or earlier (there are no horsecar tracks in the streets) and may well represent some of the earliest photographs taken of Toronto (photography was only 30 years old at the time).

The prints used in the book are quite interesting, for they show the general life of the city as it was. They are arranged chronologically and depict the public life of the city as it existed before expressways, subways, high-rise and skyscrapers. They also show that Toronto was a bastion of British virtues--a condition which did not change until after World War II and the influx of new Canadian blood into the city.

For the transportation enthusiast, there is much to recommend this book. All forms of land transportation, water and air transportation are depicted in the book. Many pictures show the stranglehold the railways gained upon the waterfront and still retain to this day. Of particular interest are views showing development of the present Union Station and the approaches to it. The streetcar, for many years the chief public conveyance of the citizens of Toronto is well documented. It was the thing around 1910 to get on a TRC BELT LINE open car and go for a breezy ride around the city on a summer's evening. Another popular excursion of the time was going to Niagara Falls on one of the many excursion steamers that called in at Toronto.

What has Toronto lost? The views in this book give some glimpse. The introduction of the auto onto city streets denuded many streets of shade trees and made them wider and wider. Certain architectural gems of the Victorian era were torn down to make room for utilitarian (and sometimes very ugly) buildings.

The captions that accompany each print give adequate coverage and historical background to the print. Interesting anecdotes are also given for interest. However a couple of minor errors have crept in (it happens to every book). In photograph 21, labelled as the funeral of Algerton Ryerson 1882, if one looks carefully there is streetcar overhead on Yonge Street. This dates the print as after 1892. If so, whose funeral is it??

The artwork and design for the book was done by Alan Fleming. It is very well done, and is a joy to look through. The prints are large enough that one can pick out detail.

All in all, *A Toronto Album* is a fine addition to the stable of books that have been done on the city over the last few years.

-- Robert McMann.

Two views from *A Toronto Album*:



This view looks west across Bay Street to the old train sheds of the old Union Station, in the spring of 1914. Note the helmeted policeman directing traffic across the crossing, and the tank engine in the background, busy battling baggage cars about.

(Photograph 78)

(Mike Filey Collection)



TTC track crews are busy in this photograph rebuilding the specialwork at the intersection of Bloor and Bathurst on July 14, 1922. The ex-TRC wooden car in the background is eastbound on BLOOR. The old house beside the trolley is now the emporium of Honest Ed's.

(Photograph 64)

(UCRS/TTC Collection)

# TRACTION TOPICS

Edited by Alf Nanders.

\* The Toronto Transit Commission has proposed the construction of a \$29-million subway terminal on the site of the present Union Station subway station. The station, largest and most expensive ever constructed by the Commission, is designed to accommodate an estimated 160,000 daily commuters to and from the huge developments planned for Toronto's waterfront. The station would be built on three levels and would contain three island platforms fed by six tracks.

This proposal is in conflict with the desires of the planners of the proposed \$1-billion Metro Centre, who want subway lines pushed south as far as Queen's Quay and the Esplanade near the waterfront at a cost of \$50-million to provide stops right at the Centre. A joint project of Canadian National and CP Rail, Metro Centre will include a communications tower higher than New York's 1472-foot Empire State Building, a multi-million dollar trade and convention centre, a large transportation terminal and clusters of high-rise office and residential buildings. An estimated 25,000 people will live in the centre. It will cover 187 acres bounded by Front, Yonge, the Gardiner Expressway and Bathurst. A portion would jut northward and be bounded by King, Simcoe, and John Streets.

The new terminal is the TTC's answer to demands for expanded subway facilities because of an unprecedented downtown building boom. Metro Planning Board officials estimated that Metro Centre project would create 100,000 new commuters every weekday. Estimates for the \$250-million Harbour Square development and the \$500-million Harbour City in the waterfront area total another 60,000.

The TTC subway terminal proposal includes plans for a medium capacity rapid transit line to serve the projected 60,000 residents of Harbour City--the provincial development proposed for the site of the Island Airport. This light rapid transit line would also serve Ontario Place and an expanded Canadian National Exhibition.

The new Union subway terminal is also designed to handle commuters to and from Commerce Court now under construction and other large developments planned in the downtown area.

The Commission has ruled out as impractical a proposal made by Metro Centre Developments Ltd. that the subway loop formed by the Yonge and University lines at Union Station be pushed further south. This would have meant abandoning the existing Union Station subway station and the construction of three new stations--at University and the Esplanade, at Queen's Quay, and at Yonge and the Esplanade. The Commission's plans for a Union terminal, much more elaborate than previously made public, call for a station on three levels with a pedestrian mall on top, the control or ticket collection area on the second level and platforms on the bottom level. Instead of one centre platform with tracks on each side, the terminal would have three centre platforms with six tracks to triple boarding capacity during rush hours. The new station would be more than double the size of the existing station and would be equivalent to two stations built side by side. The platforms would be 500 feet long.

The Commission's subway construction engineers studied and finally scrapped about a dozen other plans, including Metro Centre's proposal to stretch the loop south. A special briefing session was held at a private meeting Sept. 1 and the Commission voted to approve the plans. The final decision must be made by Metro Council.

\* Trolley coach notes: the numbers of the ex-Halifax trolley coaches acquired by the TTC are 204, 205, 209, 217, 227, 246, 251, 263, 264, 272 (see September NL, page 108).....the numbers of the twelve ex-Cornwall trolley coaches now with the TTC appeared in the July NL, page 80.....TTC 9200 has been operating on route 89-WESTON for some weeks now.....9202 is the most recent arrival in the trolley coach rebuilding program... if you are interested in the trolley coach scene in North America we can recommend the North American Trackless Trolley Association. Write P. O. Box 565, Oshawa, Ontario for details.



TTC 4714 is westbound on Dundas west of McCaul on open track during the track rehabilitation on Dundas from University to Bathurst. (NEWSLETTER/Bob McMann)

\* During September and October TTC track crews were busy with streetcar track rehabilitations on Queen Street West between Dovercourt and Dufferin (75% replacement) and Dundas between University and Bathurst (90% replacement). The track allowances on Spadina between College and Dundas and Shaw between Queen and King have been repaved by the respective roadway jurisdictions without any significant track improvements. Neither pieces of track see scheduled use. Also during September, the southbound track on McCaul between Dundas and College was closed for the installation of a new storm sewer.

New welded rail was also installed on the northbound main on the Yonge Subway between Eglinton and Davisville.

\* A contract for rectifier substation requirements of the North Yonge subway extension, awarded by the TTC to English Electric-AEI Canada Ltd., is worth over \$2-million.

The equipment to be installed in five substations at intervals along the subway extension will include a total of 15,000 kw. silicon rectifiers built by English Electric-Hewittic Rectifiers Ltd. in Great Britain. In the package will be transformers, AC switchgear, DC switchgear, control panels, batteries, chargers and prefabricated rectifier enclosures, much of which will be Canadian built. English Electric-Hewittic Rectifiers Ltd. is a member of the GEC Power Engineering Group which has supplied all 53,200 kw. of silicon rectifiers on the TTC system in addition to 40,000 kw. of mercury arc equipment which has been in service up to twenty years.

\* The Toronto Transit Commission recently ordered a study on whether to install seats on subway platforms for passengers. Commissioner Gordon Hurlburt, who proposed the study, said seats on platforms were common on European subway systems, and would be particularly welcomed by aged and disabled TTC patrons.

We still recall the 'study' of the use of a single bench installed several years ago at the extreme north end of the northbound platform at St. Clair station, where only full length subway trains stopped. The bench was located 400 feet from the entrances to that platform. Many passengers never noticed it or if they did, had no chance to use it, TTC subway train schedules being as close as they are. We wonder, whether the 'pilot project' benches in the Bloor, Wellesley, College and Queen subway stations will be installed in more popular locations.

\* TTC commissioner Taylor Fisher wants subway fares to vary with the distance passengers travel. If Fisher's suggestion is accepted, it would mean checking passengers when they get off the subway as well as when they get on and this would require extra personnel.

\* September was a hectic month for the TTC's Traffic Department. After winding up the usual special routes and extended 'rush' periods with the last day of the Canadian National Exhibition on the 7th, transit operations did not settle down to a routine 'until the snow flies' pattern, as in other years.

At 1:15 a.m. on Wednesday, September 23rd, a 36" water-main ruptured 400 feet north of College Street on Bathurst Street. This main is located four feet beside the southbound car track on the street. Because the main lies about twelve feet below the surface and because the break in the steel pipe was several feet long, tons of debris were hurled up and onto adjacent properties. Several parked autos were overturned and within minutes the entire Bathurst and College intersection was under four feet of water. As more and more sewer catch basins became clogged with debris the flood followed the gentle southward slope of Bathurst Street to the lake and flooded the intersection of Dundas and Bathurst as well. All public and private transportation in the area came to a standstill until the water pressure was turned off. Trapped CARLTON route cars were backed out in both directions. CARLTON night cars were detoured via McCaul, Dundas and Ossington to bypass the flooded Bathurst and College intersection. Cars 4501 and 4554 on the BATHURST route were trapped south of the break. They were backed to Dundas Street and spent the next three days at Roncesvalles Division, as the Bathurst Street trackage is the only link between St. Clair Division and Hillcrest Shops and the rest of the system. Both cars were assigned by Roncesvalles. 4501 was observed by your editor operating as Run 5, LONG BRANCH on September 24th.

After the water had been pumped out of the site of the break in the early hours of the 23rd, a huge crater was revealed that blocked all four traffic lanes on the street. Both sidewalks were sloped toward the roadway and the streetcar tracks were suspended across the crater with ties, concrete fill, and granite setts still in place. The original concrete sub-base had been washed away. Overhead wiring and support poles remained intact.

The BATHURST night buses, normally covering the streetcar route were detoured in both directions via Harbord, Spadina, and College. The were augmented by spare buses from every TTC bus garage to fill the busy daytime schedule with one-minute headways at rush hours. The electronic news media were informed of the transit detour at an early hour by the TTC's Public Relations staff. Information cards, quickly printed by the TTC Advertising Department, graced every BATHURST streetcar stop by the afternoon of the 23rd, advising passengers of the temporary route change. The temporary BATHURST buses used the track area at Bathurst Station, but they turned via Lake Shore Boulevard, Strachan, and Fleet outside the CNE grounds as the Exhibition Loop is not paved.

At 3:25 p.m. on Friday, the 25th, the first BATHURST car passed over the ruptured area again, while fresh ballast was still being tamped into place by TTC Plant Department crews. In frantic, round-the-clock work, Metro Toronto workmen had replaced the broken section of watermain, moved in truckloads of good fill and built an 'embankment' in the center of Bathurst Street, following the removal of the aforementioned 'hanging tracks'. Atop this fill the TTC placed ballast, ties, relay rail, and more ballast. The track area was not paved until the traffic lanes, curbs, and sidewalks on either side of the track allowance were finished. This last work item was completed just prior to reopening the street to autos and night buses on Wednesday, the 30th, one week after the street was closed.

In 1965 the same watermain broke with the same destructive results about 800 feet north of this year's break. Where will electrolysis show up in 1975?

\* The day Bathurst Street was reopened, other problems plagued the TTC. 25,000 subway riders were up to an hour late for work on the morning of September 30th, because an empty subway train derailed and blocked the Yonge Subway between Eglinton and Davisville stations. The derailment occurred in an open stretch of the subway just north of Davisville station at 5:35 a.m., as a yard crew was moving the train north to Eglinton for the 6:00 a.m. opening of the subway. The train went through an open switch and the first two cars (5070-71) of the eight-car train left the tracks, but remained upright and no one was hurt. The derailed cars blocked an adjacent bypass track. Both cars had to be jacked up many times before they could be moved.

Locomotive RT-12 assists in the rerailing of subway cars 5070-71, derailed on the Yonge Subway between Davisville and Eglinton, October 1970. (NEWSTTER)

Extra buses ran an emergency shuttle service between Eglinton and Davisville stations, but they couldn't cope with the rush hour. Trolley buses had to drop their loads at Eglinton to be picked up by the diesel buses. Regular subway operation was maintained south of Davisville by turning trains using the crossover south of the station at the Belt Line Bridge. Delays were encountered northbound from St. Clair all through the morning rush hour, as only one train at a time could enter Davisville, exchange complete loads of passengers, change ends, and leave. Service to Eglinton was restored by 1:30 p.m.

A few minutes later, in a different part of town, PCC car 4696 experienced trouble in its electrical controls, while westbound on QUEEN at Dovercourt Road. The operator decided that the car could not safely run under power, pulled the trolley pole, and ordered his passengers to leave at Beaconsfield. They joined the passengers removed from the following car--4436--and they all boarded the third car in line. In accordance with the PCC Operating Manual, empty 4436 was then coupled to 4696 using the MU couplers, and began pushing the disabled car toward Roncesvalles Division. At approximately 1:45 p.m. this train approached the downgrade to the Queen Street Subway at Dufferin Street. On this day concrete was being poured around new rail replaced as part of a track replacement program. While crossing Gladstone Avenue the operator of 4696 suddenly signalled to the operator of 4436 to stop, when it was apparent that labourers working on the open track were not going to clear the track in the subway. The second car went into full emergency brake application. The strain of brakeless 4696 pulling on the front coupler of 4436 was too great and the couplers parted, the disabled car falling helplessly downhill. As labourers jumped clear, 4696 struck a concrete vibrator and the front truck derailed, fortunately to the north, leaving the eastbound track clear. News of the derailment was quickly passed onto TTC Communications by Plant Department staff at work on the track job. Rerailing 4696 became a difficult job because of the inadequate height of the jacks used in the open track allowance, prior to repaving. Lengths of timber were eventually used under the jacks to compensate for the open track work, and westbound service was restored at 3:15 p.m. During the tieup at Queen and Gladstone, westbound QUEEN cars were observed using Shaw Street south to King, and King to Roncesvalles and back to route. Some DUFFERIN buses were shortturned via Argyle, Northcote and Queen to fill gaps on that route caused by removing two buses for shuttle duties along the blocked part of the QUEEN route, to make sure that no passengers were left without service.

As if that was not enough, some trolley coach overhead came down in the intersection of Annette and Dundas Streets during midmorning, disrupting both the ANNETTE and JUNCTION trolley coach routes. Operations were maintained during the wire repair with the help of 'pusher' trucks. By the time the working masses of people headed home that evening, transit routes passed all three earlier trouble spots, as if nothing had happened.

The 30th again demonstrated the TTC's ability to cope with a number of emergency situations in rapid succession, and still move passengers along established transit routes.

