newsletter

Upper Canada Railway Society

1941 1971

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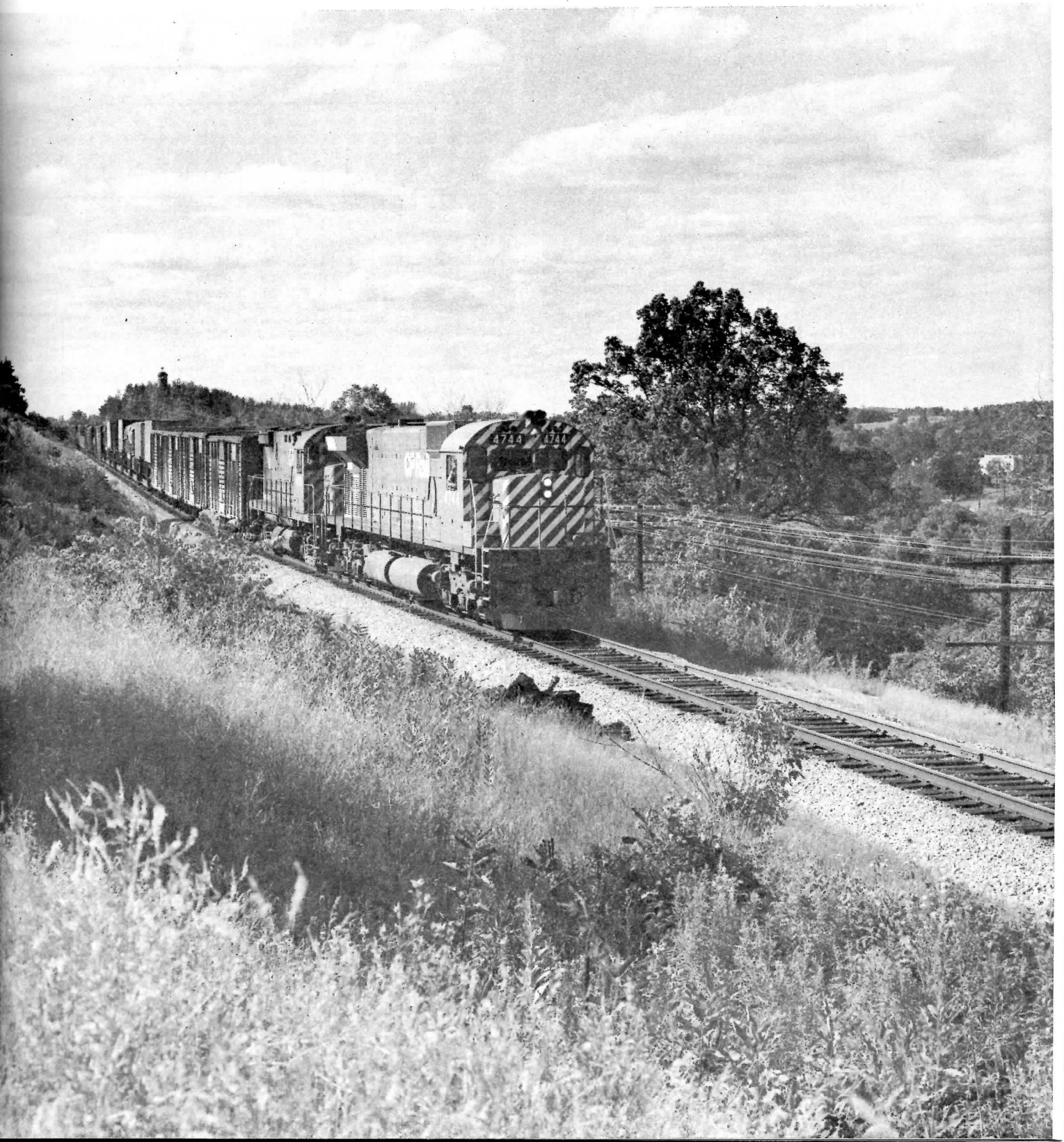

newsletter

Number 309 October, 1971

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The Cover

A DIESEL LOCOMOTIVE A TELEVISION STAR??!! True, and this is the locomotive that is the star--CP Rail's most powerful diesel unit--4000 hp. 4744. 4744 is the star of a television commercial, and those railfans who are also football fans will have seen 4744 on television on Canadian Football League telecasts on the CBC and CTV networks this fall in segments of the program sponsored by Canadian Pacific.

4744 is the most powerful single engine diesel electric in Canada. She is a product of MLW-Worthington, model M640 and was built and turned over to CP Rail in February this year.

In the cover photo, 4744 leads a southbound freight along through Woodbridge, Ontario on a hot July afternoon. The second unit is 4229. (Robert McMann)

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.

Dec. 17: (Fri.) Regular meeting. New England Railroading by John Thompson.

Dec. 27: (Mon.) Hamilton Chapter meeting. Note change of date because of holidays.

1972.

Jan. 21: (Fri.) Regular meeting. Steam in Southern Africa. Doug Sheldrick.

1972 RENEWAL NOTICE

Society members living in the Ottawa and Winnipeg areas under the new postal zone code system could materially speed delivery of their NEWSLETTERS and other material from the Society by enclosing full postal zone information on their renewal notice when they send it in.

Such information will be required of all UCRS members in time as the new postal zone code system is put into use across the country. Receipt of this information now from members living in the two area where the new code system is in use will help ease the burden of the Membership Secretary.

Some difficulty has been experienced in the mailing of the July 1971 issue of the NEWSLETTER. Society members who did not receive a copy of this issue are requested to send a card to the Distribution Committee c/o Box 122. A copy of the July issue will be forwarded to those who did not receive one.

Readers' Exchange

WANTED: Good quality diesel negatives of Canadian class I, shortline or industrial locomotives. Send list or negatives on approval. Steve Timko, P. O. Box 8, Leavittsburg, Ohio, 44430, U.S.A.

RAILROADING

The September 1971 issue of Railroading has a fine eleven page spread of photographs of Canadian National 4-8-4 6218 in an article entitled One More Time: CN 6218. The photographs are scenes of the locomotive in excursion service over her seven years of active life, and a good number of scenes from the last runs on the July 4th weekend. UCRS members will undoubtedly want to have a copy of this fine magazine in their collection, especially for the fine photographs and excellent reproduction.

Price of the magazine is $2.00 a copy and may be obtained from Railroading, Lanesboro Road, Starucca, Pennsylvania, 18462, U.S.A. The magzine is published bimonthly and has some of the finest photographs of contemporary North American steam power and short line railroad scenes in the railroad hobby field. A one-year subscription is $8.00.

RAILWAY NEWS AND COMMENT

50% OF GOODS TRANSPORTED MAY GO INTERMODAL BY 1985

While rail is the largest single mode of transport in Canada today, by 1985 almost half of the goods carried in this country will move by intermodal transport--by two or more forms of transport--according to Dr. Robert A. Bandeen, CN's Great Lakes Region Vice-president. Dr. Bandeen told the Toronto Railway Club September 27th that CN has already decided to move into intermodal transport and cited the company's participation in the Gas Arctic group, which is investigating the possibility of bringing gas from Alaska through the Canadian North by pipeline. CN has also established a solids pipeline study group, and he envisages the day when the company will act as transportation consultants to industry and fulfill to some degree the role now filled by industrial traffic managers.

Dr. Gonder stated that the Canadian North will be an area where intermodal transport will be important. "I do not believe, for example, there is any transport company today which could hope on its own to resolve the transportation problems of the mid and far North." He suggested that a diversified type of transportation company, such as CN is trying to evolve, might, by working with other transport companies and possibly public agencies, be able to overcome some of the difficulties associated with conventional transport systems. It would "enable new communities based on resource industries to be established in remote areas by creating for them unconventional but integrated transport packages consisting of such things as solids pipelines, air shuttle services, and hovercraft linked to a major railroad." This does not mean that railways will not move north. Canadian National already has one line in operation into the Northwest Territories and is cooperating with Queen's University in studying the possibility of pushing a major railway up the Mackenzie River valley to the Arctic Ocean.

While the development of more sophisticated modes of integrated transport will be the work of the Nineteen Seventies, Dr. Bandeen cited three developments in the Nineteen Sixties that formed the basis for the present trend. The passage of the National Transportation Act in 1967 removed the thickets of legislation hampering the growth and evolution of the transport industry. "It seems unlikely we would see in the Seventies and Eighties a development to rival it in significance." The beginnings of intermodal transport were seen in the container revolution and the expansion and refinement of the railhead concept of moving express by road and rail transport combined. CN began to question the traditional way it had thought of itself and adopted a marketing-oriented business philosophy "an important forward step in the evolution of CN from a railway to transportation enterprise and consultant."

Rail is declining in relative importance as a mode of transportation, but Dr. Bandeen noted that as CN moves from being a rail to a transportation company it may find uses for rail service that otherwise might not have been found. He noted that the only way the railway can adopt to other forms of transport is to increase the technological sophistication of railways. "We shall have to make more and more extensive use of automatic systems to perform the routine work which now occupies the time of our people."

Railwaymen will also have to rethink their traditional ways of doing things. "Railwaymen have seemed on more than once occasion in the past to build, not better than they knew, but better than was necessary.....In a society where change is a major constant, they displayed an affection for permanence that, while admirable, has not always been practical."

Passenger coaches, for example, were built with such long-life expectancy that most of the coaches today are still linked to the bygone steam technology. "Planned obsolescence has a dirty name in some contexts; but the lack of it, the lack of a planned rate of change, has been a great difficulty to the railways." He suggested that lease-back and cooperative ventures will be two methods by which CN will increase its capacity to deal with problems.

Dr. Bandeen also noted that CN has announced that it will make an effort to apply rail transport service to urban transit problems. While the announcement did not deal with interurban passenger service, he felt that it is a step in the right direction and perhaps an indication of how an attack on interurban passenger problems might be made. He noted that CN has made a major effort to make its passenger service profitable "and even if we were not as entirely successful as we might have been, the fact remains it is still unthinkable large-scale passenger service should ever disappear in this country, or that the railways should not be involved in operating it."

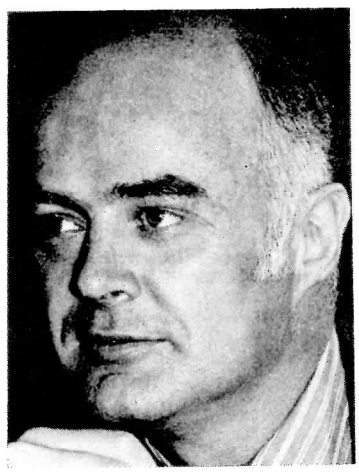
In the Nineteen Sixties, CN made a major effort to make rail passenger services commercially sound and, while the number of passengers carried and revenue increased, a steady rise in costs meant that the gain in revenue did not overtake the gain in costs. "I think it therefore most unlikely on the basis of this experience we shall ever see operated in this country a national passenger train service which comes close to paying its own way."

"And yet, even granting that, I feel I must also ask the question whether or not any major form of passenger travel in this country remains, across the board, a resoundingly attractive commercial proposition when all true costs attached to it are considered."

"Would automobile transportation be so attractive if the users paid all the costs of highway systems?"

"Would air transport be commercially viable if the full cost of all air research, meteorological and terminal services were charges against the airlines?"

"I suspect not."



RIGHT:
Canadian National
Great Lakes Region
Vice-president
Dr. Robert A. Bandeen.

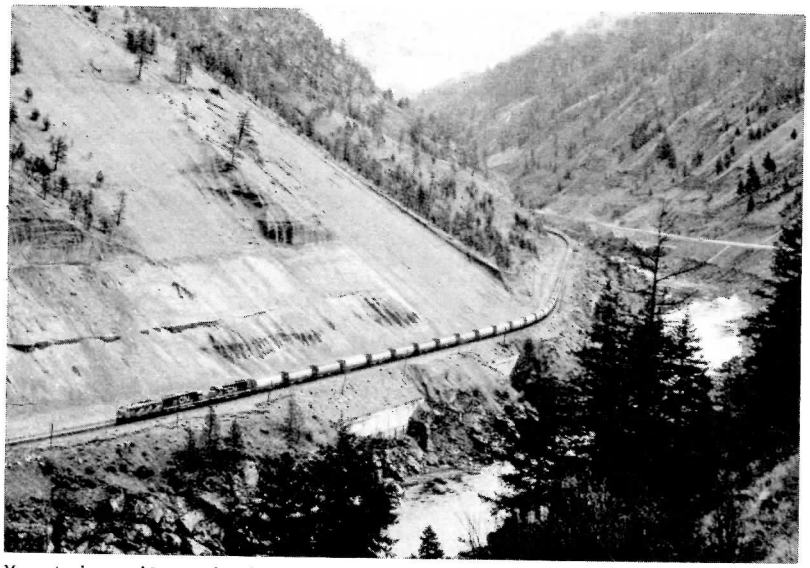
TWO DERAILMENTS

* 22 of 37 cars in the consist of southbound Canadian National freight 218 were derailed on the Bala Sub near Vandorf, Ontario on September 11th. The cars tumbled into dense bush near the Westview Golf Club. There were no injuries. The line was blocked and was finally cleared for traffic on September 14th.

CN officials launched an investigation of the derailment to ascertain the cause.

* Toronto, Hamilton & Buffalo switcher 56 was derailed and badly damaged in a spectacular collision with a tractor-trailer truck loaded with steel coils, at the Beach Road crossing in Hamilton on October 5th. The impact of the crash separated the locomotive from its trucks. The train continued on for 145 feet--ripping up track all the way--until the engine smashed into a grassy embankment and the stone abutment of the tunnel that carries TH&B rails under the CN. The imprint of one of the coils of steel was left in the nose of the diesel. Two empty ore cars were also derailed.

Five members of the crew suffered minor injuries; all were treated at a nearby hospital and released.



Mountain railroading! An unknown CN F7a leads SD40's 5023, 5024 plus a potash unit train along the unstable banks of the Thompson River east of Lytton, British Columbia, on March 16, 1968. (Clayton F. Jones)

NAME CHANGE FOR PGE

A new name and more capital will be given the provincially-owned Pacific Great Eastern Railway, if the British Columbia Legislature approves the suggestion of Premier W.A.C. Bennett and his cabinet. The name: British Columbia Railway.

The cabinet has already approved an increase in the railway's allowable share capital from $160-million to $210-million, subject to legislature approval. Some of this capital may be used in 1972.

Proposed change in the railway's name was announced by Bennett during a ceremonial tour of the line's latest (253-mile) extension to Fort Nelson, recently completed at a cost of $48-million. The railway now runs to within 80 miles of the British Columbia-Yukon border.

There have been indications the line will be extended still further north, although not across the border--such a move would remove the railway from exclusive provincial control.

CN-PGE LINK SOUGHT

Negotiations are underway between Canadian National and Pacific Great Eastern Railway to work out a cooperative plan linking the systems through exchange of running rights or some other procedure in northern British Columbia and the Yukon. N. J. MacMillan, CN chairman and president, said it is considered desirable to extend the provincially-owned railway northward from Fort St. James to Dease Lake, then to Watson Lake in the Yukon.

The PGE has already started construction of an extension to Dease Lake, a distance of 420 miles. Completion is scheduled for 1974.

British Columbia Resources Minister Ray Williston announced in Prince Rupert that CN and PGE are considering a plan for sharing their lines in the north, CN using the Dease Lake extension. In return, PGE would seek use of CN's line from Prince George to Prince Rupert. Talks are in progress between A. L. Peel, chief of the highway and the railway branch of the federal Ministry of Transport, and J. Broadbent, vice-president and general manager of the PGE, who represents the B.C. government.

In addition to the proposed exchange of running rights, MacMillan said the negotiators are searching for ways for the two governments to cooperate on some form of joint financing, which would be necessary if a line is to be built from Dease Lake into the Yukon.

The PGE operates under a provincial charter which does not cover activity outside British Columbia. MacMillan has suggested the PGE turn to a federally-chartered railway to carry a line into the Yukon, with CN possibly being a partner in such a project.

CN

OVER-REGULATION COULD STRANGLE RAIL INDUSTRY

Over-regulation of Canada's railways could result in uneconomic operations which would soon become inefficient and unsafe. R. M. McLearn, counsel for CP Rail, told the Railway Transport Committee safety inquiry in Ottawa that an efficient rail operation is a safe rail operation. "It is our belief that CP Rail is as safe as any railway anywhere," he said.

The lengthy hearings covering all aspects of rail safety ended September 15th-16th with summations by lawyers representing Canadian National, CP Rail, and the Canadian Railway Labour Association.

"Responsible management.....should be extended sufficient freedom to meet the consequences of business with only that degree of regulatory direction which is necessary, consistent with the public interest," Mr. McLearn said.

He siggested the Committee should, as a result of the hearings, take steps to reinforce public confidence in the ability of CP Rail to operate an efficient and safe railway.

He cited the responsible conduct of the Canadian Railway Labour Association at the hearings but warned that joint labour-management consultations, under the auspices of the RTC, should not be extended to include matters properly a part of contract negotiations.

CN called on the RTC to establish a special committee to identify safety problems and establish guidelines for dealing with them. The committee would include representatives of the RTC, the railways and the Canadian Railway Labour Association.

J. F. Walter, representing the CRLA, said a simple tripartite committee "would not be enough to solve the problem that we have. I think that we have to have a change in the basic outlook, the basic philosophy underlying the actions of those people who are responsible for the safety of the railways."

He said the railways "have largely abdicated the trust of self-regulation given them by the judicial interpretation of the Railway Act.

OLD SERVICE CAR BECOMES BRIDGE

What's an old CP Rail wooden service car doing as a bridge on a golf course? This is the question that visitors to the Smiths Falls Golf & Country Club course at Smiths Falls, Ontario ask.

It seems that a wooden footbridge over a stream on the course needed replacement. Through the efforts of Lloyd Dow, CP Rail storekeeper at Smiths Falls, red tape was overcome and the old car was made available to the golf course for use as a bridge.

The car was moved into position with the assistance of a local construction firm, and the ends knocked out of the car to provide passage. The car was painted on the outside complete with the Multimark, and benches installed inside the car to complete the project.

NEW WAYS TO HANDLE MEAT SHIPMENTS

Shipments of fresh meat handled by Canadian National are being taken "off the hook" with the introduction of a new strap device designed to replace metal hooks used to hold the meat in place while in transit. CN has ordered a sizeable quantity of the patented polyester cord strapping called "Caristrap", from the manufacturer, Caristrap Corporation, Montreal.

The switch from metal hooks to the specially designed straps to carry hanging meat in transit is a first in the Canadian meat industry and will result in improved handling for shippers and processors and a better product for the consumer.

The new system is the result of several years of intensive research by CN and the meat industry. Railway officials say test shipments of whole carloads of beef from Western Canada to Montreal, using the new device, have resulted in highly satisfactory performance.

The straps, which are used only once, improve inspection procedures and eliminate friction caused by metal to metal contact when conventional meat hooks are used. The new device has received the approval of the meat inspection division of the Federal Department of Agriculture. The straps are sterile, cannot in any way contaminate the products they come in contact with, and can be used by the shipper, the processor, and through all phases of the meat handling cycle up to the retailing level. Disposing of them after use eliminates the necessity of cleaning and reclaiming the metal hooks and other permanent pieces of equipment.

CN handles the shipment of large quantities of beef from Western Canada destined to all parts of the country in stainless steel-lined mechanical refrigerator cars. This meat, shipped in halves and quarters weighing up to 300 pounds each, is required to be suspended in transit. The strength of the polyester strap has proven to be equal or greater than metal hooks in all tests conducted by CN's research branch.

SHADES OF JESSIE JAMES!

In Detroit, Michigan, bands of young robbers are taking up where Jessie James and the Dalton Boys left off in the 19th century. Their weapon is the safety valve on a boxcar and a Detroit policeman says one of their hit-and-run raids may net as much as $10,000 worth of loot. The train crew is virtually helpless in the face of such a raiding party.

Detroit Police Detective W. E. Rugh said in an interview: "These kids wait until a long freight train has just left the yards and is still travelling slowly, perhaps only two or three miles an hour."

"They wait in the weeds along the track; then, one of the gang will run out and pull the device on a boxcar which sets the safety valve equipment to throwing the emergency brake on a car. The rest of the gang comes out of hiding and pries the door open on the boxcar. Each gang member grabs as much loot as he can carry, usually canned and frozen foods, small appliances and other goods. Because the raid moves so quickly, the train crew can only watch from a distance. Their call for police help usually comes too late to catch the culprits."

TWO AWARDS TO CP RAIL

* A CP Rail television commercial entitled "Quick Change" won the "Clio" award for the top International Corporate Commercial in the 1971 American Television and Radio Commercials Festival in New York. The commercial featured a variety of equipment to meet customer needs.

* A float entered by CP Rail in the 1971 Calgary Stampede Parade won first place among professionally built floats. The entry associated CP Rail's variety of services with mythology. The float was to make an appearance in the 1971 Grey Cup Parade in Vancouver, November 27th.

WORTH NOTING

* Funeral services were held in Edmonton September 24th for John F. Cooper, 72, former general manager of the Northern Alberta Railway. Mr. Cooper began his railway career with Canadian Pacific at Winnipeg in 1914 and joined the Grand Trunk Pacific, later part of the Canadian National system, in 1917. He became manager of the Northern Alberta Railway in 1951 and retired in 1964.

* Tenders recently called by Canadian National:
-- the construction of 4.5 miles of grading and drainage, L'Orignal Industrial Lead, mile 19.84, Vankleek Sub, Hawkesbury, Ontario;
-- the construction of concrete slabs, asphalt paving, oil separating pits and trenches for car shop, Calder Yard, Edmonton.

* A meeting was held between officials of the Canadian Transport Commission, the City of Belleville, and CP Rail, September 30th, to discuss the possible relocation of CP Rail trackage through Belleville.

* Canadian National will build a 10,000 sq.ft. addition to the Hamilton express terminal and a 1200 by 1300 foot pavedcontainer storage yard. The construction is part of an overall expansion program for CN yard facilities in Hamilton to cost approximately $2.5-million.

* Canadian National has placed a $450,000 order for 250 containers with Steadman Industries Ltd. of Toronto. The containers will be built at Steadman's Rexdale plant.

* Canadian National plans to phase out a number in Northwestern Ontario, replaced by its computerized telephone service to customers in outlying areas. Carload freight and express are the two services mainly concerned. Fort Frances area depots affected include those at Devlin, Flanders, Pinewood, Sleeman, Stratton and Barwick. Those affected in the Sioux Lookout region are Hudson, Redditt and Red Lake Road.

* CP Rail has signed agreements with Ford Motor Co. of Canada Ltd., Oakville, and General Motors of Canada Ltd., Oshawa, under which it will distribute up to 40,000 cars and trucks a year from Ontario plants to the Atlantic provinces. After shipment by rail to Saint John, they are to be transferred to truck auto-carriers for distribution in New Brunswick, Prince Edward Island and northern Nova Scotia. Cars for southern Nova Scotia are to be shipped across the Bay of Fundy on the CP Rail ferry service from Saint John to Digby. Newfoundland-bound vehicles are to be transported from Saint John aboard two freighters operated by Apollo Marine Ltd. of Saint John. Cars are to start moving in this new arrangement from the beginning of October. CP Rail is developing a 23-acre storage yard in the port of Saint John.

* The Royal Bank is currently running an advertising campaign featuring railroading as the central theme. Numerous television commercials are making the rounds of the country for the Royal Bank, with segments shot on location on the Strasburg Railroad in Pennsylvania, featuring open vestible passenger cars and ex-PRR 4-4-0 1223. The Royal Bank's main branch in Toronto had an actual live steam locomotive on display for a month. The 3-1/2-ton narrow gauge locomotive from the Toronto Island amusement park railway was moved inside the branch at 20 King St. W. for display as part of the advertising campaign.

* Two New York metropolitan area commuter railways are offering college level courses to passengers aboard their lines. The Long Island Rail Road, which has converted an old coach into a classroom, inaugurated its classes October 18th, all with graduate credit. The Jersey Central Railroad is also offering courses, but with no college credits at least in the beginning.

* Trustees of the Penn Central Transportation Co. have asked for a hearing on a petition to extend by six months the date for filing a plan of reorganization. Penn Central has been in reorganization under U.S. federal bankruptcy law since June 1970.

TRACK CHANGES AT WINDSOR STATION

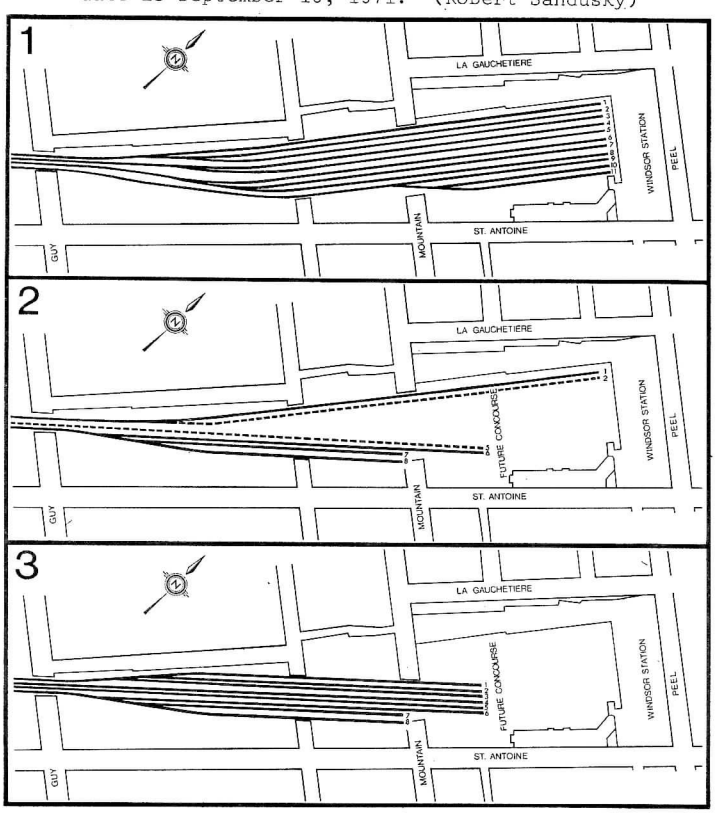
CP Rail's massive $2-million track relocation project of the trackage into Windsor Station in Montreal is moving along rapidly to completion. Completion of all work on the project should be at the end of November.

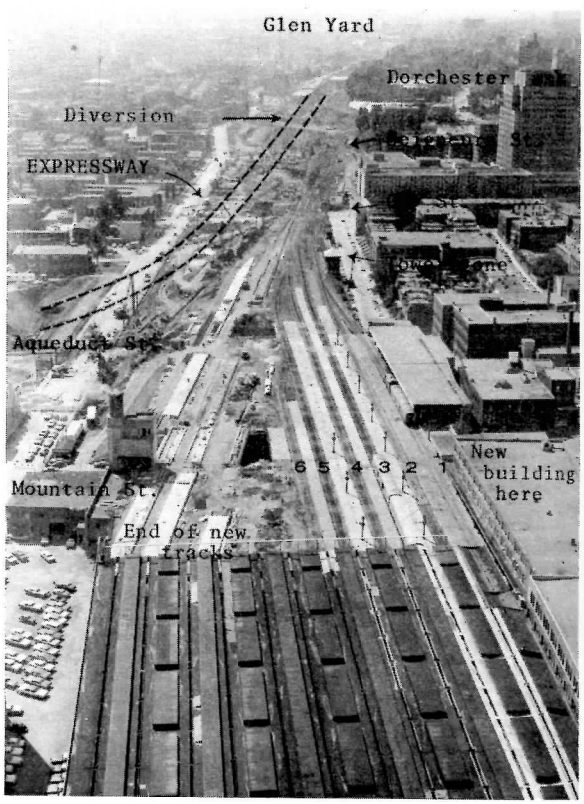
The track relocation program, first announced last April, has also involved the reconstruction of bridges on the approach line to the station at Mountain and Aqueduct Streets. This work is part of preliminary preparations for redevelopment of the Windsor Station area. To date, the relocation job has involved 7000 tons of concrete poured into bridges and platforms, as well as 1200 tons of precast concrete beams and slabs. Two miles of track have been removed; one and a quarter miles have been relocated; three-quarters of a mile of new track and a quarter of a mile of turnouts have been laid and relocated. To date, this work has required 10,000 cu.yd. of ballast.

Oneof the interesting features of this project is the temporary "shoofly" trackage installed between Atwater and Guy Streets to divert railway traffic around the construction sites for two highway underpasses and two overpasses which are being built to carry traffic from Dorchester, St. Marc and Du Fort Streets over, under and onto the Trans-Canada Highway, that is currently snaking its way through downtown Montreal in an over and under fashion (shades of Fred Gardiner!!). This shoofly will disappear toward the end of November when work is finished on the concrete tunnels and abutments south of the big curve. The railway trackage will then be restored to its original alignment.

There are a couple of notable features in this trackage relocation program. Firstly, extra-long continuous welded rail sections are being laid in the final approaches to the station. About 6800 feet of welded rail will be laid, along with special pads to reduce noise and vibration. The rail is being laid in lengths of up to 500 feet. With no expansion joints in the last 500 feet to railhead, the shock of wheel crossing joints is eliminated.

Windsor Station track relocation is being accomplished in three basic stages. Figure 1 shows the former eleven track layout. Figure 2 shows four new permanent tracks in service along with old track 1. (Track 2, shown as a dotted line, will be replaced by new track 5 within two weeks of the opening of the new tracks). Figure 3 shows all eight new tracks in service--scheduled for late November. The accompanying photograph was taken from Windsor Station looking west showing track relocation in progress. Photograph date is September 10, 1971. (Robert Sandusky)





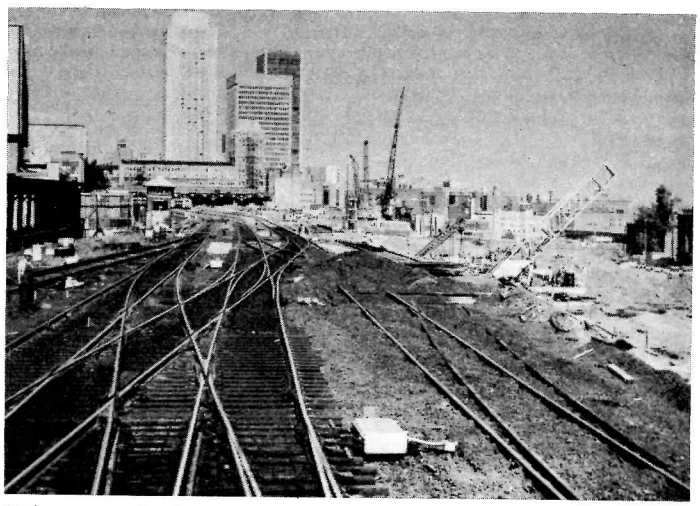
The second item of interest is the installation of a brand-new remote-controlled signalling and switching system to guide trains into and out of the station. The new system, designed by CP Rail signals experts, will replace one which has been in operation for 57 years. The old signal installation was operated from a tower on the north side of the tracks just east of Guy Street. The tower has since disappeared as part of the improvements to the station area.

Controls for the new system will be located at Westmount Station, where a master centralized traffic control board will give a full view of all train movements over the track approaches to Windsor Station. From the Westmount nerve centre, remotely-controlled devices will activate switches and signals to line up routes for trains. While the changeover to the new system is underway, railway train coordinators have been equipped with portable two-way radios. They direct trains by hand signals into Windsor Station from west of Guy Street to ensure safe operation.

The only inconvenience to railway passengers during this period has been the slightly longer walk that they must make to catch their trains. There will be no such inconvenience when the project is completed and the entire passenger station area, including the ticket office, waiting rooms, and terminal supervisor's office, will be situated within easy access of trains. When the new tracks have been installed by the end of November, commuters will use their regular entrances and exits. There will be no change in commuter ticketing procedures.

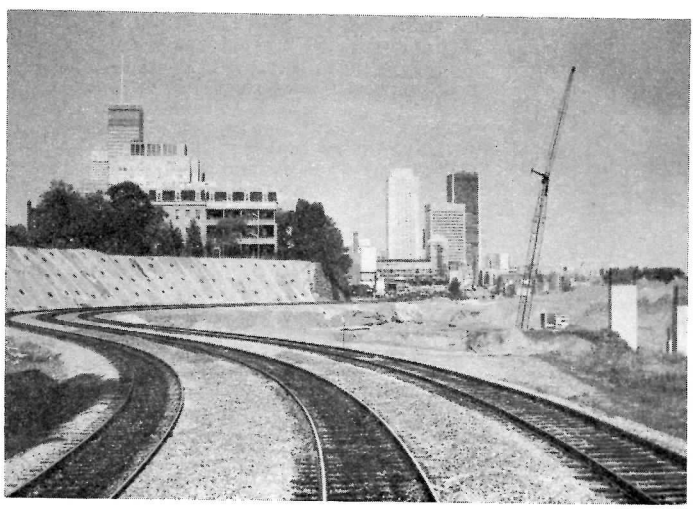
The second phase of the project will begin with the temporary relocation of offices from Lagauchetiere Street extension. This building will be the first to be demolished to make way for a new, modern, air-conditioned office building.

Sitting at soon-to-be-removed tracks 2-4 at Windsor Station on September 10, 1971, are (left to right) 1412 with train 273, 4074 with train 247, and 1405 with train 245. Note the former roof-support girders which used to hold up the now demolished train shed. Over at the right is the construction of the new platforms which terminate at the visible end of the old trainshed. (Robert Sandusky)



This scene looks east to Windsor Station at Guy Street, showing highway construction to the right, and some new trackage laid, but not yet in service. September 10, 1971. (Randy Stavenon)

Quebec City train 153 (lead RDC 9058) is pictured on the "shoofly" trackage, arriving at Windsor Station, September 10, 1971. (Randy Stavenon)



A view of the temporary "shoofly" trackage between Atwater and Guy Streets to divert railway traffic around highway overpass construction. (Randy Stavenon)

PASSENGER TRAIN NEWS

* Canadian National announced September 21st passenger fare increases from 10% to 15%, effective October 1st. A company spokesman said the increases were necessary to bring revenues in line with operating costs and even fares out across the country.

The increases average out about 1/3¢ per mile and apply to all fares. On "red" days, when travel is lightest and fares lowest, coach fare from Toronto to Montreal is now $11.50 from $10. The Toronto to Vancouver fare is now $61 (from $53) and Toronto to Ottawa $9 (from $8.20).

On "blue" days, the peak travel days at weekends and in holiday seasons, the Toronto to Montreal coach fare is now $15 (from $13.60), Toronto to Vancouver $71 (from $62) and Toronto to Ottawa $11.50 (from $10.40).

* Harold L. Graham, vice-president of marketing for the U.S. National Railroad Passenger Corp. (AMTRAK), told people attending the 108th annual meeting of the American Association of Passenger Traffic Officers in Montreal on September 21st, that railway companies should be told they won't get any subsidies unless they provide quality passenger service.

"The railway passenger business can make money, but the companies must provide the service the customer wants. The basic purpose for the building of railways was to carry passengers in the first place. Are the railways now saying that the total concept was wrong?"

He said railway passenger service can be made profitable on main lines such as that between Montreal, Toronto and Vancouver provided modern technology is applied to the railway passenger business.

* Ontario premier William Davis announced October 14th in Ottawa, that commuters living in Weston, Malton, Bramalea, Brampton and Georgetown may be travelling to downtown Toronto on commuter trains by late 1972. But no definite announcement would be made until after a federally convened study (by the CTC) of the economic and technological problems is completed and negotiations begin between the Province and Canadian National.

Mr. Davis also announced that the Province will set up an experimental mass transit line between downtown Toronto and Ontario Place and the Canadian National Exhibition. The experimental line, which will be one mile long and will cost between $1.5-million and $2-million, will use either air-cushion vehicles or some other kind of vehicle using a track or rail. The line, which will be in operation in 1973, is being deliberately located where a temporary breakdown would not disrupt normal transportation.

The experimental line will be part of the Ontario Government search for a medium capacity transportation system to fill the gap between the high-capacity service provided by subways and the low-capacity service provided by buses and streetcars. It was revealed that officials of the Ontario Transportation and Communications Department have been to Germany to inspect new kinds of medium capacity systems. A department task force will make further inspections and will study mathematical models in order to determine which system would best serve Metropolitan Toronto. This experimental line goes in the face of Metro Toronto planners, who have said that such a model will not be workable for ten years, although such models are in use in Europe. Such new modes were proposed repeatedly during the long Spadina Expressway debate, but they were rejected by Metro Toronto. It is not clear where the experimental one-mile line will end in the downtown, as it is two miles from Union Station to Ontario Place.

The announcement of the experimental line helped to mask some of the disappointment of the Davis Government officials that they were unable to reach agreement with Canadian National about establishment of a commuter rail line for the northwest corridor of Toronto.

Asked if CN was indeed reluctant or unwilling to allow commuter rail trains on its rail lines and was using the feasibility study as a stalling device, Mr. Davis conceded only that CN "may be reluctant."

Metro Toronto Chairman Ab Campbell, who took the initiative last year to get the Federal Government to bring agencies together to work out commuter use of existing rail lines, was not displeased with Mr. Davis' announcement. He stated that any commuter rail line to the northwest of Toronto will not be an alternative to the Spadina Expressway.

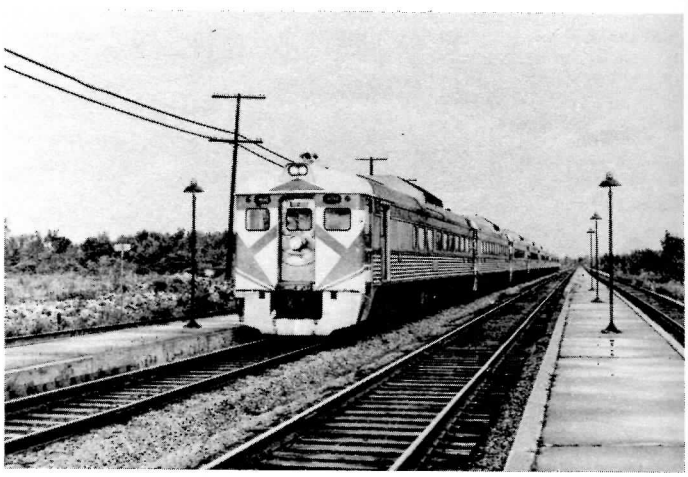
Although Mr. Davis' announcement appeared to upstage the committee, examination of the statement showed that the Province was prepared to negotiate with CN over the commuter use of the line. "But this understanding was always there," according to a senior Metro official.

The railways could still stall the commuter scheme. But Dr. Richard Soberman, head of the Canadian Transport Commission's Toronto commuter rail study, and CTC Research Chief, said the railways are, in fact, actively cooperating to make a commuter rail system a reality. "If the Provincial Government wants to take credit, great," Dr. Soberman said. "I'm a Torontonian too, and it's a shame we aren't using those rail lines. The Premier's announcement doesn't conflict in any way with what we are doing."

Canadian National's line through Weston, Brampton, and Georgetown is one of the two top-priority rail lines in the CTC study. The other is CP Rail's freight only line through central Toronto and Leaside from Streetsville to Malvern in northeast Scarborough Borough. "In preparing our analysis for these lines, we are concerned about the quality of service, not about the number of users," Dr. Soberman said. "We have to talk about maybe 20-minute service in peak periods, and maybe once hourly at other times."

If commuter trains are put on the two-track CP Rail crosstown freight line, Dr. Soberman said, he hoped frequency and spacing of trains could be controlled by signals so that a costly and environmentally disruptive third track need not be added. "We will have to consider environment."

A Davis aide said later that once the go-ahead for a commuter rail line is given, the Ontario Government plans to buy used railway passenger cars from American railway companies that are phasing out their passenger services. He said that a current surplus of railway passenger equipment in the U.S. makes it possible to buy cars for $10,000 that cost as much as $200,000 to build only a few years ago. Such cars, which are already air conditioned, can be refurbished and put into service for only a fraction of the price paid for existing GO Transit equipment, he said.



A recent local bus strike put a little extra traffic on CP Rail's Lakeshore commuter services out of Montreal. Here is a nine-car RDC train headed up by 9104 westbound at Lachine station with train 271 (out of Windsor Station at 1610) October 7, 1971.
(Bob Sandusky)

THE GRENVILLE TRAIN

By Robert Sandusky.

Having read in a recent NEWSLETTER about the changes to Canadian National's one-way Markham service, we are reminded of a slightly similar train still in operation near another large Canadian city. Similar, that is, in the sense of being a 50% deadhead operation.

Looking at the Montreal-Grenville timetable we see one train to Grenville on Friday evening and the return run Monday morning. Now anyone who has seen Grenville will immediately discount any likelihood of a train staying up there all weekend. The answer of course is deadhead.

To see this ordinary-looking train sitting at Central Station, buried in with the others, is not to feel a sudden compulsion to climb aboard just to see where it goes. However, those who care to make the effort will be rewarded to discover, right on their doorstep, a chance to resavour for a few hours the friendly atmosphere of the country branch line.

One Friday night in August we descended to the platform just before 1740 departure time. "Where to?" asked the trainman. "Grenville," we replied. "Well, go right up to the front. We use just one car beyond Two Mountains." Armed with this tidbit of information we hustled along towards the locomotive, forming a mental picture of a roadswitcher and one coach carrying on with the Grenville die-hards.

On the way to Deux-Montagnes we were a suburban commuter train making the usual stops. No. 3106 was passed with an eastbound nine-car freight at Val Royal, then steeple-cabs 6725-6727 with #974 at Roxboro. Finally, in the middle of a downpour between St. Dorothee and Laval Links, 6712-6713 deadheaded by eastbound with thirteen cars.

Stopping on the long curve at Deux-Montagnes we noticed that our last car was a combine (for parcel service as it turned out). Then remembering previous expectations of dropping all but one car, here we awaited the clatter of an uncoupling.....but none materialized. After a ten-minute non-event we departed; road switcher 3123 and all ten cars.

The remainder of the train was now empty and gathered into the first car were five passengers and some of the crew. Everyone was now among familiar faces and the crew could check to see who among their regulars they could expect to pick up on Monday morning.

Once the rather unlikely level crossing with dual-highway 640 had been blasted at and left behind, the line assumed a more relaxed and rural air. City and suburbs were truly behind us. Across the farmlands and orchards to the south, the Two Mountains of Oka became the reference points of our progress.

Fresniere arrived; a small station (with order board) where the train paused. Two passengers left and a trainman hurried over to a nearby store (the only one visible at this country cross-road community). This was the ordering of lunch, to be picked up on the eastern journey.

We moved on a few miles to Grenmont, junction with the line to St. Jerome. With the switch being set normally for that direction, the train pulled up the east fork for a short distance and stopped at a small shack to register for the Grenville branch.

"The branch?" we mused. "How times have changed. That was once part of the Canadian Northern's link between Montreal and the Nation's Capital. The other was a branch reaching north through St. Jerome for a final struggle with a lower-Laurentian inheritance from the days of narrow-gauge and colonization. Now both lines are amputees with the mainline having become the branch."

The train backed up and took to the Grenville branch. Trackside foliage closed in as it picked up speed and waving saplings slapped the passing window posts. A memorable feature of this run on the sultry, open-window days are the twigs which catch the posts, snap off, then hurtle across the coach.

Shortly we realised the line was in open farmland while the train glided along unobtrusively behind a covering of bushes, confined mainly to the right-of-way. The track still conveyed, through the suspension of our 5200-series coach, an acceptable reminiscence of better days (in spite of being largely buried in tall grass).

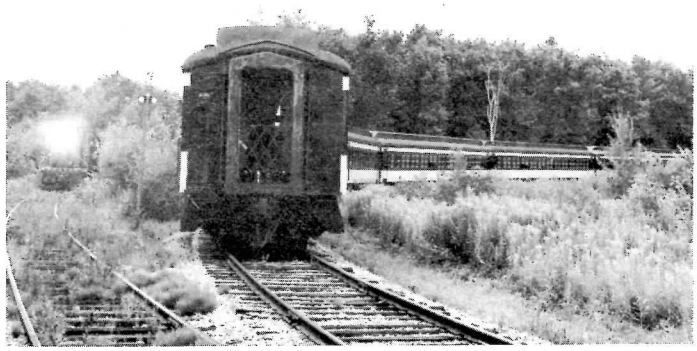
Speed hung between 40 and 50 mph as we trundled by disused stations at St. Benoit, St. Placide and Lalande. At St. Andrews East (as opposed to St. Andrews near Cornwall) the train made its first stop since Fresniere to let off a passenger. No stations were seen at Carillon or Monalea but a small one appeared at Cushing. There, the fourth passenger got off; a business man with briefcase, met by an auto in the middle of nowhere. We visualized the scene Monday morning as the keen eye of the engine driver searched through the early dawn light to find this lonely figure standing in the bushes.

Beyond Cushing we joined the alignment of the Carillon & Grenville (the last Canadian broadgauge, abandoned 1910), and sped on to reach Grenville approximately on time.

The terminus was buried among trees and only a nearby road proclaimed any visible connection with civilization. The disused station sat on a truncated curve to the south. (The line had carried on into Hawkesbury until the early 1960's when the new Carillon dam made the Ottawa River level incompatable with that of the CN bridge.) Concentric with this truncation was another curve forming one leg of a wye. No. 3123 dropped the train there and navigated the remainder of the wye with dispatch so as to commence its rapid return trip.

The fifth passenger? From the Canadian Transport Commission; counting passengers we conjectured. An omen, perhaps, for the future of this interesting service.

Two passengers get off the train, and a member of the train crew orders lunch, while CN 3123 sits at Fresniere, Quebec, with the ten cars of train 187.



3123 wyes in the woods at Grenville, Quebec, August 6, 1971. (Both photographs -- Bob Sandusky)

IN SEARCH OF STEAM

.....WHEREIN TWO INTREPID YANKS TURN HORACE GREELEY AROUND NINETY DEGREES AND HEAD NORTH.....

BY ROBERT SCHMIDT.

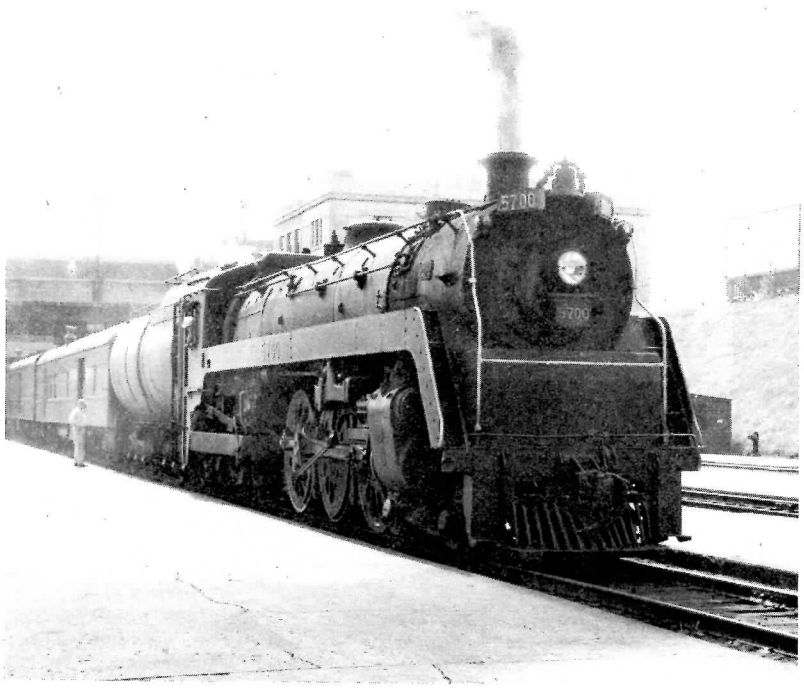
Part 1

The summer of 1958 was depressing for a steam fan in Chicago. The heat was stifling and the last bastions of steam operation, the Nickel Plate Road, the Grand Trunk Western and the Baltimore and Ohio had all dropped their fires for the last time. With the exception of an occasional fan trip, smoke from a steam locomotive would never again float across the skies of the Windy City. Well, if steam wouldn't come to us, we'd bloody well go to the steam!!! As a practical matter, this meant either Mexico or Canada. The size of a teenager's wallet precluded the former, which explains why two eager railroad buffs settled their gear in a Canadian National coach on the International Limited on a balmy summer night in Dearborn Station for a safari to a land where civilization had not yet been swallowed up by progress.

Although Grand Trunk Western still maintained some steam operation in Michigan we managed to miss it on the night train. Just as well, for we were to need all the energy we could muster and a reasonable night's sleep was essential. Passing through Sarnia we saw the black hulks of 6200 and 6300 class 4-8-4's sitting cold and lifeless near the station. Could we have been misled?? Could Rudolph Diesel's ghost have walked the land and doused the fires before we arrived? Impossible!!

Our fears were dispelled after the train lost its race with the rising sun and arrived in London. Reassuring wisps of smoke and steam rose from the roundhouse and ready track, and a light 4-6-2, K-1-a class 5505 came backing down to pick up her train. From here on it was paradise!! We passed several 2-8-2's on local freights and work trains before navigating the wye and backing down to the James Street Station in Hamilton, where we parted company with the International. The station was being switched by a trim 2-8-0, 2655, and a couple of 0-8-0's were busily pottering about the area. All passenger service to Niagara Falls and the bulk of the main-line passenger trains were steam-powered--4-8-2's and 4-8-4's for the most part. We then returned to the station to catch a local into Toronto.

The power on the local exceeded our wildest expectations. The high-drivered Hudson had been designed and built for more glamourous runs than the three-car plug we were boarding, and the sparkle and shine of earlier days were gone, but 5700was a glorioussight nonetheless! We could have remained on the back vestibule watching her smoke trail across the farmlands forever. About halfway to Toronto we took a siding for an express train. The flagman jumped off to protect the rear and then there was an eerie stillness, broken only by the gentle hissing of steam from some point out of sight. The quiet was shattered first by a distant whistle, then by a closer, more urgent blast. A rumbling like distant cannonade, then WHAM.....a Northern blasted by at a fierce rate of speed, shaking the car from side to side and leaving two very excited fans in her wake.



"The high-drivered Hudson had been designed and built for more glamourous runs than the three-car plug we were boarding, and the sparkle and shine of earlier days were gone, but 5700 was a glorious sight nonetheless!" 5700 poses at Hamilton James Street Station with a three-car local for Toronto on July 30, 1958.

ALL PHOTOGRAPHY THE AUTHOR.

Mail and express are unloaded from the head end cars at Hamilton James Street Station, as U-2-g Northern 6211 takes a breather before accelerating her train out of town towards Fort Erie.

The conductor and flagman had seen our antics and were understandably curious. We explained our mission and were treated to our first (and by no means last) example of Canadian hospitality. We were given explicit directions on how to obtain the necessary permits for access to Toronto rail facilities and generally were treated like visiting royalty. When the crew later spotted us standing in line to purchase tickets for the next leg of our journey, they crossed the length of Union Station to see if we were experiencing any difficulties and to wish us well. People like that are made of gold.

After all this CN action, we went over to John Street to see if Canadian Pacific had anything to offer. Unfortunately the only steam-powered train of the day had already left. We did, however, get our first glimpses of a Royal Hudson--certainly one of the most beautiful locomotives on anybody's roster. Undaunted, we went over to Spadina and stepped back twenty years in time. 0-8-0's, 2-8-2's, 4-6-2's, 4-8-2's and 4-8-4's abounded in numbers such as had existed previously only in our wildest imaginings! We spent the rest of the day there, watching the parade of trains in and out of the west end of Union Station, and drinking in the smoke and steam at the engine terminal. Mere photographs and words cannot possibly convey the whole flavour of that experience. At the end of the day, two exhausted but elated fans fell into their respective roomette beds on the Maple Leaf for a sound night's sleep to Montreal.

More action on the morning of July 30, 1958 as CN Mountain engine 6034 eases her train into Hamilton.

6234 puts a fine show as she accelerates her train out of Toronto's Union Station, westward on the afternoon of July 30, 1958.

"".....We went over to Spadina and stepped twenty years back in time. 0-8-0's, 2-8-2's, 4-6-2's, 4-8-2's and 4-8-4's abounded in numbers such as had existed previously only in our wildest imaginings." Steam power awaiting the call to duty, Spadina engine terminal, on the afternoon of July 30, 1958.

CANADIAN NATIONAL

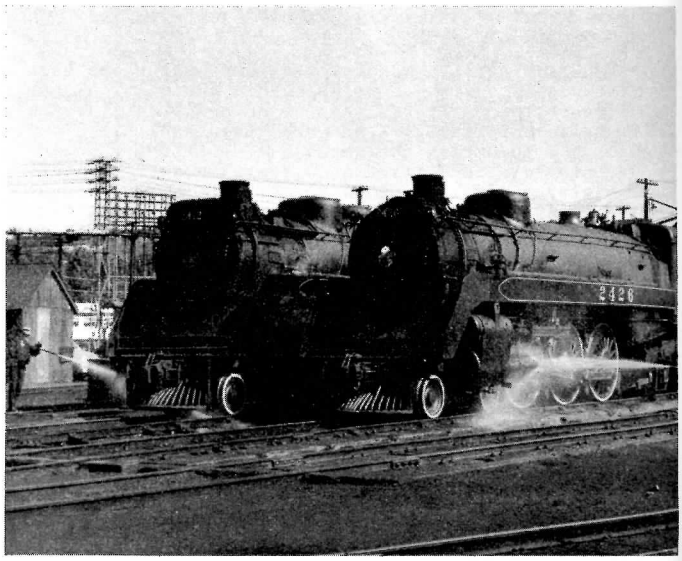
Upon awakening to the sound of steam exhaust, my companion thought his mind had finally snapped. He raised his shade, gasped, then pounded on my door across the corridor. I made it over to his roomette just in time to stare at the main rod of a CP 4-6-2 flapping like a bedsheet in a gale, about twenty yards from the window. The Pacific was hauling a commuter train down the parallel track and the approach to Dorval was spectacular! After the CP and CN main lines separated I consoled myself with views of streetcars running up and down the street paralleling my side of the train.

Canadian Pacific more than made up for its paucity of action in Toronto by its abundance of action in Montreal. We arrived at Glen Yard just in time to watch the passenger power from the morning commuter rush being hosed down and put in the house for the day. This reminds me of the subject of CP's maintenance. I have never seen a steam locomotive on the CPR in active service that was not in superb condition. This was a reflection of a certain pride and sense of propriety that is sadly lacking on today's railroad scene, or any other scene, for that matter.

Action at the Glen! Canadian Pacific 2-8-0 3642 bats cars around Glen Yard in Montreal on the morning of July 31, 1958.

Back to Glen Yard at mid-afternoon, where the morning's processes were working in reverse. A 2-8-0, 3642, clattered about while one at a time the hostler backed out the house, turned on the table, spotted for coal and water and lubricated eight 4-6-2's and 4-6-4's for the evening commuter rush. Then the locomotives formed a parade backing down to Windsor Station, coupled on to their trains, and blasted out of town. It was a sight these eyes will never forget.

With the commuter power taking its daily siesta, we paid a brief visit to Canadian National's Turcot engine terminal. Quite a bit of power was fired up, including one of those wierd 4-6-4T commuter engines, but most of it was in the house on standby only. This seemed as good a time as any to get in some streetcar riding, and we proceeded to do so.



Commuter power for the afternoon rush. Pacifics 2412 and 2426 receive scrub downs from the hostlers at the Glen Yard engine terminal on the morning of July 31, 1958.

Down at Central Station, a set of crisp sheets in a New Haven sleeper waited to enfold a happy traveler on his way to New York. We knew then that the kind of railroading we had been breathing the last two days was doomed. Still, for those days, the imaginative soul could pretend that all was right with the world.

Canadian Pacific Royal Hudson 2822 hurries a passenger train along towards Windsor Station through Montreal West on the morning of July 31, 1958.

Canadian Pacific

TWO VIEWS OF THE AFTERNOON COMMUTER RUSH OUT OF WINDSOR STATION ON THE AFTERNOON OF JULY 31, 1958.

(Above) Pacific 2459 accelerates a train westward a few hundred yards out of Windsor Station.

(Left) Royal Hudson 2826 puts in an appearance on the point of another commuter train near Montreal West.

A GAME REVIEW

C&O/B&O--THE GAME OF RAILROADING

Here is a most unusual game--a little different from the myriad of games of skill that have flooded the market, all competing with each other to try the patience of the participants. C&O/B&O is a game about railroading, and includes two rail networks represented by the main lines of the C&O and B&O railroads. It is basically a two-player came; one is responsible for the movement of all C&O trains, the other for all B&O trains. Each moves his trains over their entire route, across the opponent's tracks if necessary.

C&O/B&O does not include every train running throughout the system, for this would unnecessarily clutter up the trainboard. Departure and arrival time of the passenger trains are as close to their real schedules as possible (the game in its present form was devised in 1969, using the 1969 schedules). Since the freight loads appear at the various terminals at random, the operation of freight trains is left entirely up to the players. Therefore, it is also unlikely that the game will get boring.

Competition is the main part of interest in the game. This is presented in the form of freight load placement at the three intersecting junctions where freight can be picked up by either player. Another form is shown on routes over which both players have train movement; for example, the St. Louis to Cincinnati line. Here, the C&O player must move one train each way over B&O tracks. Therefore each player can delay movement of the opponent's trains by the manoeuvre of forcing collisions. Since it is possible to speed up any train when necessary, this can often be avoided. Because the trains may not be slowed down (except under special situations, i.e. bad fog, derailments, river floods, etc., dictated by the situation cards) the player moving first in each turn may decide upon the movement of his opponent's trains in avoiding a collision (passenger trains take priority over freights).

The dispatcher's manual, included in the game, contains examples of play, rules for solitaire games and a history of both railroads.

Details concerning the game are available from: The Avalon Hill Company, 4517 Harford Road, Baltimore, Maryland, 21214, U.S.A.

-- Mike Roschlau.

EQUIPMENT NOTES

CANADIAN NATIONAL MOTIVE POWER NOTES

* M636 deliveries from MLW-Worthington, Montreal:

2333 -- Mar. 26/71
2334 -- Mar. 31/71
2335 -- Apr. 7/71
2336 -- Apr. 13/71
2337 -- Apr. 17/71
2338 -- Apr. 22/71
2339 -- Apr. 30/71

Units are classed as MF-36b and all are assigned to Montreal Yard.

* SD40 deliveries from General Motors Diesel, London:

5170 -- Mar. 31/71
5171 -- Mar. 31/71
5172 -- Apr. 8/71
5173 -- Apr. 8/71
5174 -- Apr. 14/71
5175 -- Apr. 14/71

Units are classed as GF-30h.

5176 -- Apr. 20/71
5177 -- Apr. 20/71
5178 -- Apr. 25/71
5179 -- Apr. 25/71
5180 -- Apr. 29/71
5181 -- Apr. 29/71
5182 -- Apr. 30/71
5183 -- Apr. 30/71
5184 -- May 7/71
5185 -- May 7/71
5186 -- May 11/71
5187 -- May 11/71
5188 -- May 17/71
5189 -- May 17/71
5190 -- May 21/71
5191 -- May 21/71
5192 -- May 28/71
5193 -- May 28/71
5194 -- May 31/71
5195 -- May 31/71

Units are classed as GF-30k.

All of the above units are assigned to Calder Yard, Edmonton.

* Transfers:

5061-64 Prairie (Symington) to Great Lakes (Toronto) Apr. 1/71
3686-89 St. Lawrence (Montreal) to Atlantic (Moncton Apr. 8/71
5084-86 Mountain (Calder) to Prairie (Symington) Apr. 8/71
1904-05 Great Lakes (Spadina) to Prairie (Neebing)
1906 Great Lakes (Toronto) to Prairie (Neebing) Apr. 30/71
5065-68 Prairie (Symington) to Great Lakes (Toronto) May 1/71
9000, 9002-04 GTW Battle Creek to Mountain (Calder) May 16/71
3690 St. Lawrence (Montreal) to Atlantic (Moncton) Jun. 8/71
1219-21 Great Lakes (Toronto) to Mountain (Calder) Jun. 5/71
1908-09 Great Lakes (Spadina) to Prairie (Neebing)
1910 Great Lakes (Toronto) to Prairie (Neebing) Jun. 5/71
1248-49 Prairie (Neebing) to Great Lakes (Toronto)
1257 Prairie (Neebing) to Great Lakes (Toronto) Jun. 5/71
1218 Great Lakes (Toronto) to Mountain (Calder) Jun. 14/71
1907 Great Lakes (Toronto) to Prairie (Neebing)
1914 Great Lakes (Toronto) to Prairie (Neebing) Jun. 14/71
8211 Atlantic (Moncton) to Great Lakes (Toronto)
8212 Atlantic (Halifax) to Great Lakes (Toronto) Jun. 27/71
1911 Great Lakes (Spadina) to Prairie (Neebing) Jun. 21/71
1217 Great Lakes (Toronto) to Mountain (Calder) Jun. 21/71
1912-13 Great Lakes (Spadina) to Prairie (Neebing) Jun. 30/71

* RDC transfers:

6000 St. Lawrence to Great Lakes (Spadina) Apr. 1/71
6000 Great Lakes (Spadina) to Prairie (Symington)
6475 Great Lakes (Spadina) to Prairie (Symington) Jun. 5/71

* Retirements:

6852 -- MPB-16a -- Apr. 2/71 Sold to PGE, July 21/71
9064 -- GFA-15d -- Apr. 2/71 Retirement program
8123 -- MS-10a -- Apr. 2/71 Retirement program
9030 -- GFA-15b -- Apr. 2/71 Derailed Ashcroft Sub., Jan. 30/71
9039 -- GFB-15b -- Apr. 21/71 Retirement program
8128 -- MS-10a -- May 11/71 Retirement program
9142 -- GFA-15d -- May 18/71 Retirement program
8151 -- MS-10b -- Jun. 4/71 Retirement program
8467 -- MS-7b -- Jun. 4/71 Retirement program
9001 -- GFB-15a -- Jun. 4/71 Trade-in
8094 -- MS-10a -- Jun. 28/71 1972 Retirement program
7914 -- GS-10a -- Jun. 28/71 1972 Retirement program
7901 -- GS-10a -- Jun. 28/71 1972 Retirement program
9076 -- GFA-15d -- Jun. 28/71 Retirement program
9040 -- GFA-15b -- Jun. 28/71 Retirement program
8134 -- MS-10a -- Jun. 28/71 Retirement program
8115 -- MS-10a -- Jun. 28/71 Retirement program

LRC COACH UNVEILED AT OTTAWA

The LRC coach was officially unveiled to officials of the Federal Government, the Canadian Transport Commission, and members of the press, at Ottawa Union Station on October 5, 1971. The journey to Ottawa was made behind a regular CN baggage car, and the distance from Montreal was the first long distance run completed by the prototype coach.

A reception was held at Ottawa Union Station following the arrival of the coach. Alcan Products president Harold Corrigan, described the LRC train as a next generation train that can give high performance within the realities of present-day trackage and signalling systems.

A demonstration run was made from Union Station out to Casselman and return. In addition a standing demonstration was given of the banking system on the coach.

Following the demonstration run, J. W. Pickersgill, CTC president, made some comments about the coach. He said that his first look at the coach had given him "a lot of hope." He advised the developers to "try and get the bugs out of it before they try it on the public." He said that he had ridden it from Casselman, and a few things still needed to be done before the public would be satisfied.

A demonstration is given of the prototype LRC coach's banking system for invited guests at Ottawa Union Station, October 5, 1971. (Alcan)

CP RAIL MOTIVE POWER NOTES

* To ease a severe motive power shortage over the next few months CP Rail has leased the following diesel units:

--- from Bessemer & Lake Erie, eight F7A and B units; 718A, 719A, 722A, 728A; 712B, 716B, 719B, 721B. The units are being maintained at Winnipeg, and were seen in Toronto on September 21, on their way out west.

--- from Duluth, Missabe & Iron Range, eight SD9's; 112, 160, 162, 165, 172, 186 (low nose), 188, 189. Because of special lubrication requirements, these units are maintained at Winnipeg and operate only to Thunder Bay.

--- from Lake Superior & Ishpeming, two U23C's; 2302 and 2303. The units were working on the PGE and were turned over to CP Rail at Vancouver for transfer to Winnipeg where they will be maintained and work between Montreal, Toronto, Windsor and Calgary.

--- from Bangor & Aroostook, ten GP9's; 60, 66, 67, 68, 71, 73, 74, 78, 79. These units are maintained at Calgary.

--- from Canadian Bellequip Ltd., 24 ex-Quebec, North Shore & Labrador GP9 and GP7 upgraded to GP9 units; 100, 104, 108, 110, 111, 112, 113, 114, 118, 121, 122, 123, 124, 126, 127, 130, 135, 142, 148, 150, 152, 158, 162, 166. The units are maintained at Montreal, having been moved down the St. Lawrence from Sept Iles by ship. The QNS&L road name has been painted out and the units have been lettered "BQ" with the road number.

In addition CP Rail still has on lease ten Boston & Maine units--RS3's 1508, 1512, 1513, 1515, 1517, 1518, 1536, and F7's 4266A and 4265B, and two Precision National Equipment Ltd. Alco DL701's 900 and 901.

* General Motors Diesel of London has received an order from CP Rail for 24 SD40-2 diesel electric locomotives for delivery January to March 1972. The units are to be used in unit coal train service in Western Canada.

Two PA's have been saved! Steam Tours Inc. of Akron, Ohio has acquired former Delaware & Hudson PA-2's 16 and 18 on a lease-purchase agreement. The two units have been dubbed "honourary steam locomotives" and are to be used in excursion service, along with ex-Reading 4-8-4 2102.

RIGHT: PA 16 leads the southbound Laurentian at Port Kent, New York, April 24, 1971, six days before Amtrak. (Ted Wickson)

TRACTION TOPICS

* City of Toronto Alderman William Archer has proposed the elimination of the zone fare system on the Toronto Transit Commission and the inauguration of a flat 25¢ fare. This was one of the items mentioned by Controller Archer at a press interview September 10th at the Fifth International Conference on Urban Transportation in Pittsburgh. Speakers at the conference advocated free rides on public transit as a means of luring motorists out of their cars and improving the lot of poor people who have no alternative but mass public transport.

The inauguration of a single flat fare in Toronto would be a necessary step towards the eventual elimination of fares altogether. "By starting with a single 25¢ fare," Archer said, "the TTC could eliminate the expense of tickets and tokens. It would speed up the handling of passengers." But it could not be done, he added, without substantial contributions from the provincial government.

"When Premier Davis killed the Spadina Expressway, he mentioned that there were no alternatives to expressways. The onus is on Mr. Davis to come up with alternatives."

Archer is chairman of the city works committee and has been a Metro liaison representative--as a former chairman of Metro's transportation committee--at TTC meetings.

Alderman Archer also called for an immediate examination of Metro expressways and arterial roads to determine where exclusive bus lanes could be installed. At least five major American cities have successfully installed bus lanes.

* CP Rail diesel electric units retired from service:

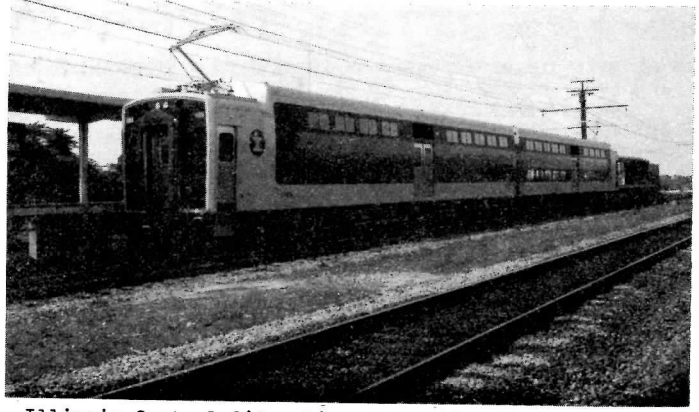
1415--DPA-15--Nov. 28/68
4039--DFA-15--May 6/71
4052--DFA-16--May 5/71
4064--DFA-16--Oct. 2/69
4078--DFA-16--Aug. 13/69
4437--DFB-15--Oct. 2/69
4446--DFB-15--Oct. 20/69
4453--DFB-16--Sept. 27/68
4455--DFB-16--Aug. 13/68
4456--DFB-16--Aug. 13/68
4458--DFB-16--Apr. 27/70
4471--DFB-16--Dec. 21/70
4472--DFB-16--Nov. 27/70
8148--DRS-12--Apr. 22/68
8414--DRS-15--Apr. 10/70
8419--DRS-15--May 6/71
8455--DRS-15--Jan. 15/71
8524--DRS-16--Jun. 30/71
8550--DRS-16--Aug. 8/68
8601--DRS-16--July 5/71
8713--DRS-15--Oct. 2/69
8722--DRS-16--May 5/71
8901--DRS-24--July 5/71
8903--DRS-24--May 5/71
8917--DRS-24--May 5/71

* Metropolitan Toronto wants the Ontario Government to pick up half the estimated $5-million loss that would occur if the Toronto Transit Commission dropped the present two-fare zone system. The Metro Executive Committee has asked its transportation committee to look into the economics of dropping the two-fare system and to see if the province would pick up half the loss. The committee was asked to drop the two-fare system by North York Borough Council as a means of encouraging more people in the suburban municipalities to use public transit. The TTC has refused to eliminate the two-zone structure unless Metro will agree to subsidize all losses in revenue which they estimate at $5-million.

* The Toronto Transit Commission continues to show a passenger increase despite a general decline in many American cities. J. H. Kearns, TTC general manager of operations, had told the commission that passengers had dropped by 5.9% in May 1971 on transit systems in the United States. In the same month the TTC showed an increase of 1.5%.

The decline in the U.S. occurred despite a large-scale promotional campaign to attract people to public transit. "So we are more than holding our own," he told the commission.

TTC Commissioner Crawford Smyth said a Kingston, Ontario test showed passenger traffic would be increased by only 6% if transit rides were free. The test showed operating costs would increase by 73%. Kearns said that costs in Toronto would increase by about $89-million a year if transit rides were free. Smyth said the TTC might be wise to send its own report to the Federal Government on the implications of a free fare system. He contended that some transit consultants had misled Robert Andras, federal minister for urban affairs, on costs and extra traffic generated by free transit rides.



Illinois Central Silverliner cars 1505-1506 stop at the station at Harvey Illinois, on a northbound journey into Chicago, July 8, 1971. (Steve Scalzo)

* A subsidiary of American Motors Corp. has made an agreement with Flyer Industries Ltd. of Winnipeg, giving it world-wide rights to manufacture and market Flyer trolley coaches and diesel city buses and interurban coaches. Terms of the agreement were not announced.

Under the agreement, an American Motors subsidiary, AM General, will purchase exclusively from Flyer Industries the assembled shell of the buses and add the major power train components, seats, and finishing materials. Flyer Industries said AM General will handle all U.S. orders for such buses, and does not intend to market the buses in Canada.

Flyer Industries is planning a production expansion program to meet the anticipated increase in orders for buses. Flyer intends to market completely assembled buses in Canada.

American Motors said preproduction planning already is 'well along' and it can accept orders for buses for delivery in 1972. The buses will be assembled at AM's plant at Mishawaka, Indiana, near South Bend.

Flyer Industries is North America's largest manufacturer of trolley coaches and a major supplier of Canadian diesel transit buses. AM General noted it would be the only American manufacturer offering trolley coaches that are pollution and noise-free.

A major manufacturer of buses in the United States is General Motors Corp., which manufactures diesel city and interurban buses.

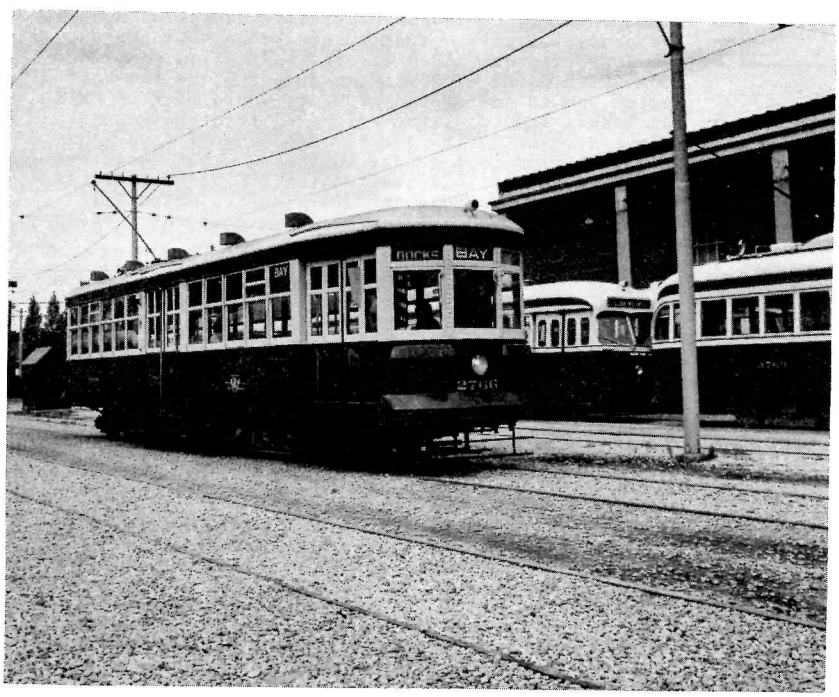
* Illinois Central Railroad has received 16 of its new double-deck electric commuter cars (as of September 20th). Two accidents have recently befallen the new cars on IC. On September 7th, cars 1508, 1511, 1510, 1509, 1504 and 1503 were standing on track #1 of the Randolph Street Station in Chicago, when at 1615 their brakes apparently failed; the cars had just been brought into the station and were standing unattended. The tracks in the station are on a slight downgrade, and as a result 1508 rolled down the slight grade and hit the concrete buffer at the end of the track. The front of the car and the concrete buffer sustained $150,000 worth of damage. There were no injuries.

Then on September 16th, a worse accident happened, involving cars 1518 and 1519. The cars were undergoing tests by St. Louis Car Co. engineers (they had been delivered September 5th) at 95th St. Car 1518, which was headed north, backed into 1519, which was parked facing south, at approximately 20 mph, causing damage that will require the cars to be completely rebuilt. Two St. Louis Car engineers were badly injured; reportedly they were under the parked car checking equipment when the accident happened. Four railway employees were shaken up. The cause apparently was brake failure. The sides of the two cars were buckled the entire length of the car.

* The TTC has begun work on the enlarging of King subway station. Entrances to Colborne and Melinda Streets was closed at Yonge for one year approximately as of September 27th, so that work could begin on the station. Yonge Street was restricted to two lanes of traffic as of October 4th until November 12th so that the roadway could be excavated and temporary decking installed.

Work on the station includes a new mezzanine floor at the station's south end, installation of three additional escalators, and a connection to the Commerce Court Development.

SHORT TURN: September was designated TTC Month by Mayor William Dennison, largely through the efforts of Mike Filey, acting on his own.....TTC lost 370 hours in tie-ups of its vehicles during June, July and August, all because of traffic jams.....Track rehabilitation job done on Rogers Rd. from Bicknell Loop easterly to Old Weston Road, also rehabilitation of trackage on St. Clair from Dufferin west to Lansdowne....contractor now removing decking on Yonge Street south of Sheppard Avenue at the Sheppard Station site; traffic restricted until work completed November 30th.



Looking like a shiny new silver dollar, TTC Peter Witt car was the centre piece of the UCRS TTC fantrip to mark the Commission's Fiftieth Anniversary. PCC car 4199 was used on the September 26th tour, and a visit was made to St. Clair Division to ride and photograph 2766 in the confines of the carhouse property. (NEWSLETTER/Robert McMann)