

GRAIN TRANSPORTATION



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# Newsletter

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PLEASE ADDRESS ALL CORRESPONDENCE RELATIVE  
TO THE NEWSLETTER AT THE ABOVE ADDRESS.

OUR COVER: TTC CLRV 4005 rounds Exhibition Loop, remote and cold on a  
snowy day, during a test run.

Ted Wickson photo

### BRAMPORT TERMINAL OPENS

The C.N.R. opened its \$20 million Bramport Intermodal Terminal, to be known more familiarly as BRAMPORT, on Monday, November 5, 1979. The facility is located on a 200-acre site north-west of Toronto, more specifically north of Steeles Avenue and south of Highway 7, east of Airport Drive and west of Goreway Drive, and on the CN's access line to MacMillan Yard. The first movement into the yard was a 38-car train from Edmonton, arriving at 8:30 P.M. Crewmen had to wait until 12:30 A.M., however, for a crane operator to arrive before the piggyback trailers could be lifted off the flat cars. The second inbound train came in the next morning at about 6:00 A.M. and the first outbound train left at 3:00 P.M. on November 6th.

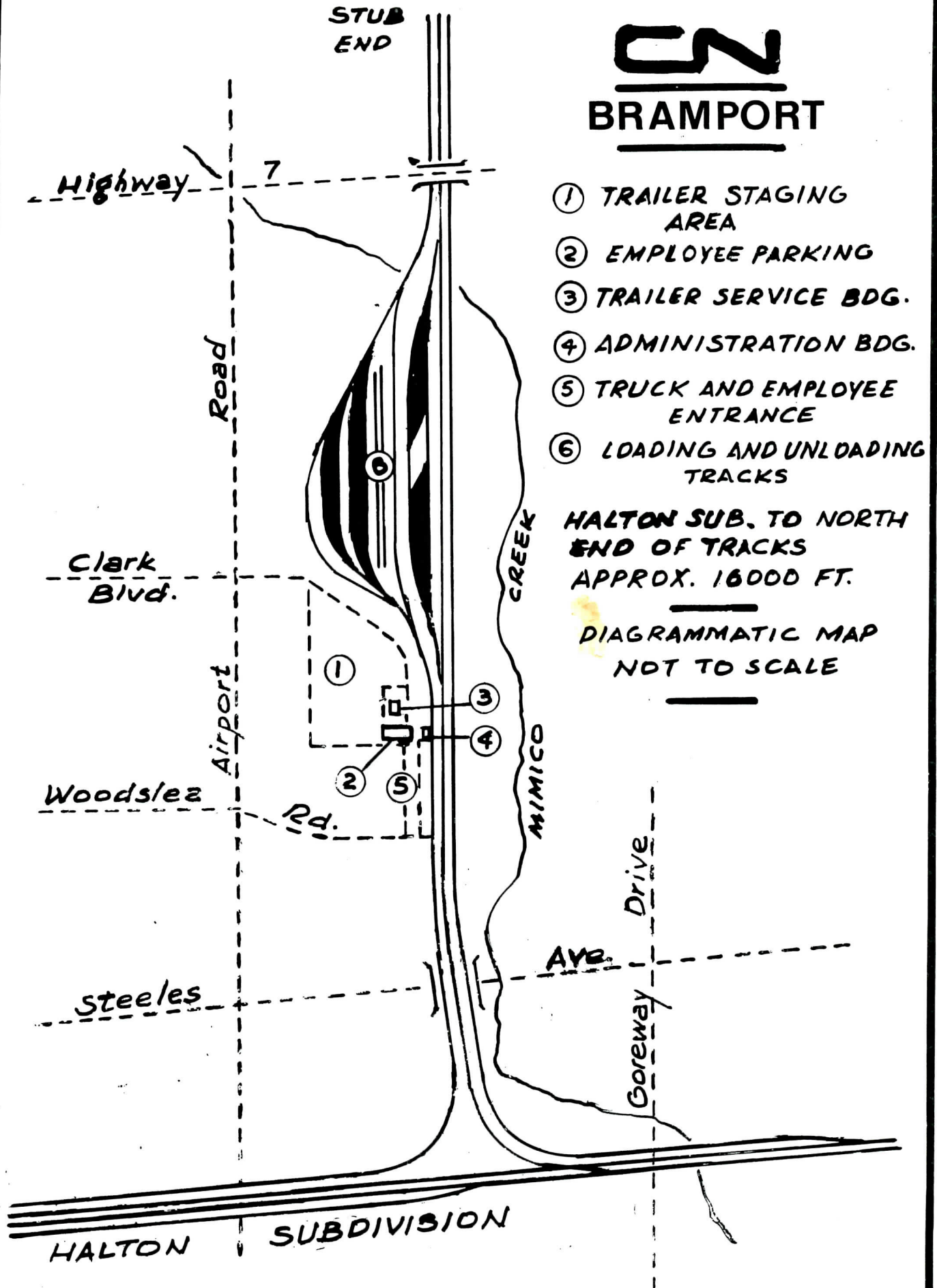
The facility was originally to have been located at Malton (and was to have been known as MALPORT) when announced in 1975, but political and resident opposition caused the railway to seek an alternative location and forced a two-year delay in completion, a scenario which is all too common these days. The terminal will handle traffic from Western Canada, with road delivery and pick-up to and from Brampton, Mississauga, Etobicoke and other parts of Metropolitan Toronto. Included in the installation are two large (50-foot) mobile cranes, administration and trailer repair buildings, a scale house and over 20 miles of track. For the foreseeable future operations at Bramport are expected to include two inbound and two outbound trains per day. The site, however, is capable of future expansion.

Correction - In the last issue it was erroneously stated that the last issue of Rail and Transit numbered in the original Newsletter series was July-August 1978. In case anyone really cares, the correct date was July-August 1976.



STUB  
END

# **CN** **BRAMPORT**



## EXPANSION OF UNION SUBWAY STATION

The enlargement and rearrangement of facilities at Toronto Union Station (new GO Transit concourse and southward expansion of the trainshed area - see photo in the last issue) is to be matched by an expansion of facilities at the T.T.C.'s adjacent Union Subway Station. The increased passenger flow through Union Station with the growth of GO Transit traffic, to be augmented with the opening of the Streetsville-Milton line, is expected to be such that it could not be handled by the present Subway station, the mezzanine area of which is already overtaxed at peak hours. The volume of passengers transferring between GO Transit and the Subway at Union Station has almost tripled since the advent of the commuter rail service in 1967.

Phase I of the Subway station expansion commenced in May of 1979 and consists of a westward enlargement of the present mezzanine area, together with the installation of two additional escalators, one additional stairway and new fare collection facilities. Better access between Union Subway Station and the concourse level of the Royal Bank Plaza, to the north of the station, will result with the westerly shifting of the "paid" area within the mezzanine. Completion of Phase I is scheduled for the spring of 1981, at a cost of \$2.8 million, shared 75% by the Province of Ontario and 25% by Metropolitan Toronto.

Phase II of the expansion has yet to have final authorization by the T.T.C. This more spectacular phase of the project would double the size of both the expanded mezzanine and the platform area with southward expansion of each, together with the installation of two additional tracks south of the present subway structure. The 4-track layout would permit Union Subway Station to function as a terminal, with independent scheduling of trains on the Yonge and Spadina-University lines, or partial through operation and partial turnback service at Union, made possible.

The diagram on Page 5, adapted and simplified from a T.T.C. drawing, shows the layout at the mezzanine level of the station as it will exist upon the completion of Phase I of the expansion program.

### POTPOURRI

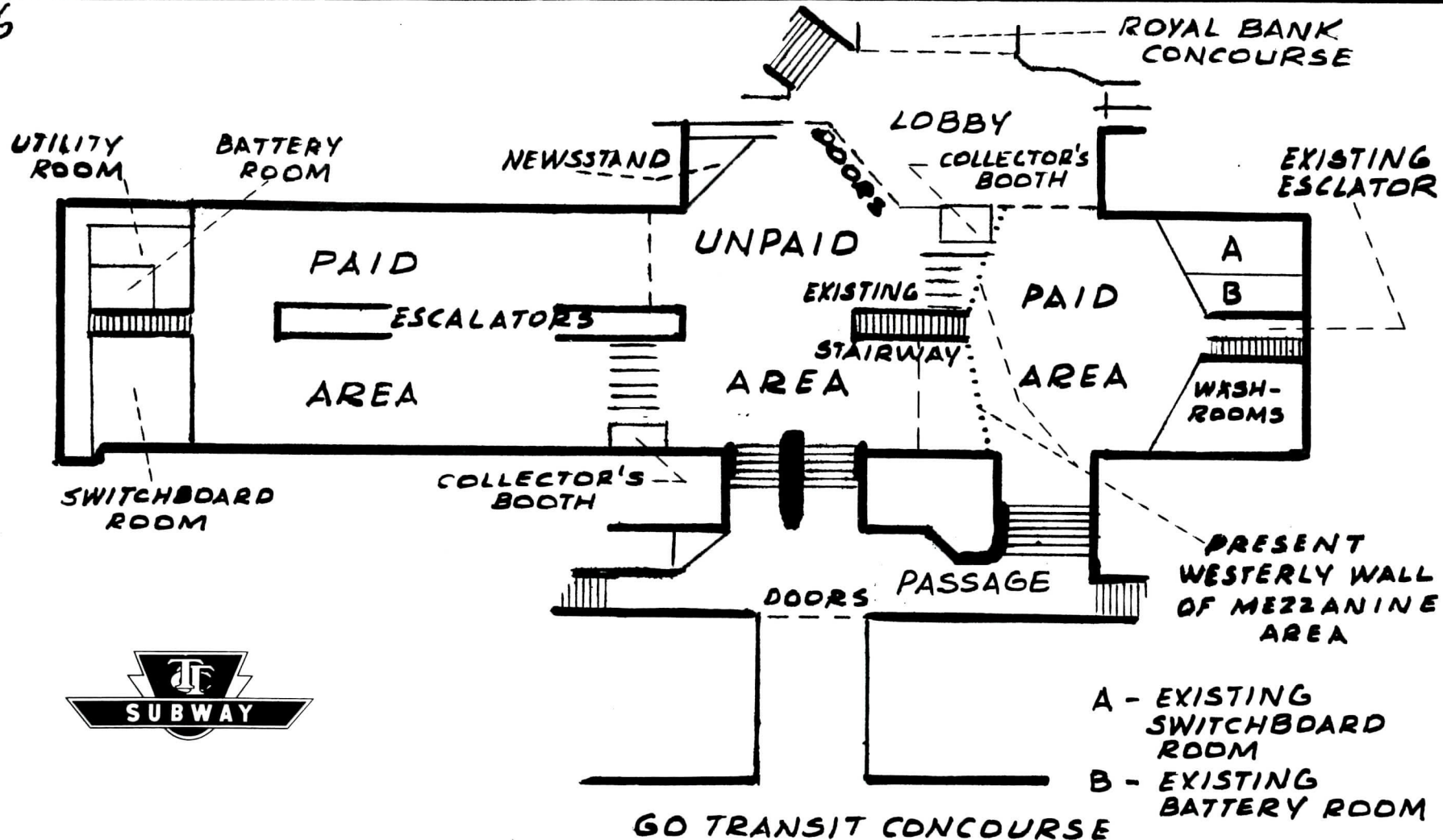
- It is reported that the Algoma Central Railway is seeking to have its passenger service taken over by Via Rail.

- Another Via Rail story currently going the rounds is that the Corporation has already become disenchanted with its logo and blue/yellow colour scheme because of a perceived continuing association in the public mind with CN. The apparent desire is to have a totally distinctive livery and logo (wouldn't it be nice if railways and passenger service operators still wished to have a herald, and called it that?)

- Bombardier Ltd. and Constructions Ferroviaires et Metalliques S.A. (Belgium) have signed an agreement whereunder the former will have exclusive rights to build and market in North America the line of light rail vehicles produced by the Belgian company. CFM is a leading European manufacturer of articulated street cars, which Bombardier would be prepared to construct (in addition to other designs) at its La Pocatiere, Quebec plant.



SIW  
2-80



MEZZANINE LEVEL

# UNION SUBWAY STATION EXPANSION

COMING ACTIVITIES

- Friday, February 15 - Regular Toronto UCRS Meeting at the Strollers' Club, 92 Adelaide Street West. Member Lloyd Baxter will show slides of the CNR in the Port Hope area, and Conrail action at Horseshoe Curve. Please be there at 8:00 P.M. sharp, ring bell if door locked.

- Thursday, February 21 - Special meeting at the home of Ron Layton for the purpose of forming a Trip Committee of about 15 members. Any member interested is invited to attend this meeting, commencing at 7:30 P.M. at 46 Sir Bodwin Place, Markham, Ontario. Please call Mr. Layton in advance at (416) 294-1925 if you can attend. Special Note: Members who are interested in serving on the Safety Patrol, which comes under the supervision of Dave Spaulding, are requested not to attend this meeting.

- Friday, February 22 - Regular Hamilton Chapter Meeting in the CNR Station, commencing at 8 P.M. There will be a members' 35 mm slide show. Toronto members are urged to attend and to bring slides to display to fellow members.

- Saturday, March 1/Sunday, March 2 - 5th Annual CRHA Toronto and York Division Model Railway, Equipment and Hobby Show at Harbourfront, 222 Queen's Quay West, Toronto. The hours are (Saturday) 12 noon to 6 P.M., (Sunday) 11 A.M. to 5 P.M. Admission is 50 cents per person or \$1.25 per family. The UCRS has had a booth at this show in previous years.

- Friday, March 14 to Sunday, March 23 inclusive - Canadian National Sportsmen's Show, Coliseum, Exhibition Park, Toronto (Society booth).

- Friday, March 21 - UCRS Annual Meeting, Strollers' Club, 92 Adelaide Street West, Toronto at 8 P.M. sharp. Three Directors will be elected at the meeting. Jim Walther is Chairman of the Nominating Committee and is now collecting nominations; please call him at (416) 294-2737 with yours. Only members in good standing can vote or be elected to office.

The January 18th meeting commenced with a continuation of the discussions started at the Special Meeting of November 14th and which continued at the November and December Regular Meetings. President Peter Oehm and Trip Director Ron Layton told the good turnout of members of the problems in planning suitable fantrips as resulting from the CN decision to limit the lines available for such trips to those now served by Via Rail or other passenger service. CP Rail is reluctant to handle any special passenger movements and will not permit the use of a steam locomotive on its tracks (see January Informer). In addition, the cost of a full train hauled by CN 6060 is becoming very high, possibly in excess of \$20,000 per trip. Members are asked to phone or write Ron Layton (number and address above: postal code is L3P 2X8) with any ideas or suggestions which they may have in connection with these problems.

In view of the growing difficulties in operating charter excursions, members may wish to ask candidates in the forthcoming Federal Election their views on such excursions in the railway system in Canada as a whole. They may further wish to point out to such candidates the advantages of these trips in pointing out to the public at large the efficiency of railways as a mode of transportation, and their economy in the use of land and energy.



Plans are proceeding relative to the arrangement of a TEE "Northlander" trip from Toronto to London and return via Guelph and Stratford. The trip would commence on a Saturday afternoon, returning during the evening, during the month of April. More information will follow.

- Two steam trips are also being planned, one from Toronto to Niagara Falls in mid-August and one to the Parry Sound area, by way of the Bala Subdivision, in the fall. More information on these trips also will follow.

- In future, insofar as possible, Cape Race (UCRS #13) will be open during excursions.

- Jim Walther still needs volunteers to help at the Society's booth at the Sportsmen's Show. If you can help in any way, be sure to offer your help now. His number, again, is 294-2737.

- An auction of railroadiana will likely be held at the Regular Toronto Meeting in May - watch for details.

- Ray Kennedy is arranging a conducted, all-inclusive one week tour of Cuba for early May. A large number of steam locomotives are still in daily use there. Cost will be about \$900 including air fare via Air Canada. Interested members should contact him at (416) 241-9180.

### THE GREAT CANADIAN GRAIN OPERA

by Keith Hansen

There have been many episodes in the continuing saga of the Canadian railways and grain. The saga began with settlers flooding into the Prairies in the late 1800's and an eventual dissatisfaction with the sole railway then serving the west, the C.P.R. When that railway sought assistance for construction of the Crow's Nest line through British Columbia it afforded an excellent opportunity for political leverage, and the Crow's Nest Pass rates for grain haulage were born, although the existence of these rates did not create any undue hardships for many years. As late as the second decade of the 20th Century new rail construction continued to open up more and more of the Prairies.

A thumbnail chronology of the principal highlights in the history of grain transportation in Canada would include

- 1880's: The Prairies were opened to settlement with the construction of the C.P.R.
- 1897: The Crow's Nest Pass rates were set, in perpetuity, by the Government of Canada.
- 1900-1930: The rail network spread across the Prairies bringing vast acreages into grain production.
- 1968: The National Transportation Act - except for grain, the railways were to be free to set their own rates; in effect a significant deregulation of railway transport in Canada.

- 1977: The Hall Commission report on the Canadian grain handling system.

The Crow's Nest Pass rates have made their mark: many branch lines in the Prairies are now almost grain only in terms of traffic generated, with the advent of the highway system. With revenues running less than costs, these lines have obviously received a lesser priority when it comes to maintenance. In recent years the trend to heavy loadings - 90 to 100-ton capacity for bulk materials - has prohibited the use on the Prairie branch lines of many new cars, while the old box car fleet has been dwindling. To alleviate the car shortage the Government of Canada has instituted a program of direct purchase of hopper cars and a further program of 50% cost sharing with the railways in the rehabilitation of old standard 40-foot box cars. The Canadian Wheat Board has also become involved in the direct purchase of grain hopper cars, as has the Government of Saskatchewan, the latter having purchased 1000 such units.

As the result of a recommendation of the Hall Commission report (the Royal Commission Report on Grain in Western Canada), two years of rehabilitation work have seen several hundred miles of branch lines rebuilt "from the ground up." Also, a grain car co-ordinator has been appointed. Recent developments include (early November, 1979) a Manitoba Government announcement of a plan to lease 400 cars from the potash industry for one year to assist in the movement of grain by increasing capacity by 38 million bushels. Later reports have however stated that this plan is in abeyance. Later in the same month, the Saskatchewan Government indicated that its hopper car fleet would be placed under the jurisdiction of the Federal Grain Co-ordinator. An earlier Government of Alberta plan to purchase 1000 cars was also in abeyance.

In January news of a new study revealed apparent inadequacies in the Royal Commission's findings. Another 600 miles of line, under this study, would be added to the "guaranteed" (to year 2000) network of branch lines; 300 additional miles would be frozen (to an unspecified date), and only 750 miles, out of the 2000-odd miles recommended for abandonment in the Hall Commission Report, could be abandoned within the foreseeable future. The latter mileage would be subject to public hearings and approval of discontinuance by the Western Canada CTC.

The latest pronouncement is that some of the rehabilitation work will be let by public tender. Also, a committee of elevator company representatives, the railway and the Grain Co-ordinator will establish the priority list for line rehabilitation.

Questions remaining to be answered with the passage of time include those of ultimate recognition of the findings of the Snavely Report (under the Crow's Nest Pass Rates costs are greater than revenues); whether the shortage of cars for grain haulage will ever be completely redressed; the eventual scale of Prairie branch line abandonments, and the extent to which the rehabilitation program will reach the lines to be retained.

(Editor's Note: At the January meeting of the Society Mr. Hansen showed a number of slides of rehabilitation work in progress on several Saskatchewan branch lines under the Federal assistance program).



QUEBEC ANNOUNCES MASSIVE INFUSION OF  
FINANCIAL AID FOR MONTREAL TRANSIT SERVICES

On December 17th the Province of Quebec's Transport Minister, Denis de Belleval, announced that his government is prepared to finance a \$989 million 5-year program for improvement and integration of the transit and commuter rail systems in the Montreal area. The Minister said further that the Province is willing to bear the entire announced cost of the program, although he is hoping that the new Federal Government will share the cost of modernizing and increasing the capacity of the commuter rail lines. In brief, the plan entails the following rail and transit projects in addition to certain road improvements:

1. Electrification of certain CNR lines and upgrading of the existing electrified Central Station-Cartierville-Deux Montagnes line to enable operation of a modern MU commuter rail system. The newly electrified lines would be those diverging from the existing Deux Montagnes line at Cote Vertu and extending to Vimont in the Town of Laval and to Repentigny, across the Back River from Bout de l'Île (last end of Montreal Island). These services, to be known as the "Regional Metro," would have 30-minute headways in the base hours and headways as close as 7'30" during peak hours.
2. Improved diesel hauled commuter rail service on the CPR's existing line to Dorion in the west and on the CNR Beloeil line to St. Bruno on the south shore.
3. Construction of a new Metro Line 5 from Snowdon in the west to Anjou in the east, to relieve downtown congestion on the Metro system by routing traffic north of Mount Royal.
4. Extension of the existing Metro Line 2 westerly and northerly through Notre Dame de Grace and Snowdon (connection with Line 5) to College Street in Ville St. Laurent.
5. Construction of a new terminal near Place Bonaventure for South Shore transit buses.

In what seems like a highly accelerated construction schedule by Toronto standards, the "Regional Metro" system would be completed in three years, following 15 months of engineering and 18 months of construction; the new Metro (subway) lines are also to be operational by 1983. Integral to the overall plan would be operation of the entire system, local transit and commuter rail, by the Montreal Urban Community Transportation Commission, the present operator of the city transit system. Montreal would thus follow the Boston and Philadelphia examples of total integration under a single transit authority. A unified fare system would permit the rider ready transfer between the Metro, city buses, the commuter (Regional Metro) system and suburban buses.

Not all would appear to be "clear track ahead" at this point, however; the City of Montreal, with a majority representation on the Montreal Urban Community Council, has objected to the plan to integrate the CP Dorion service into the system and it is not certain that this objection can be removed or overridden by the Transport Minister's announcement. He is alleged to have promised that no municipality would be permitted to block the Provincial Government's decision. Spokesmen for the two railways indicated, immediately

pursuant to the announcement, that detailed negotiations had not commenced on the matter of the operation of "Regional Metro" on their rights-of-way. Notwithstanding this, Yvon Masse, Regional Vice-President of CN, said that his company was "extremely happy" with the Provincial announcement (there go the commuter deficits) and that he expected that CN-Provincial negotiations would shortly get under way.

Both CN and CP have reduced service and raised fares on several occasions to cut losses on commuter operations and have threatened in recent times to abandon the services completely unless government subsidies at an adequate scale were to become available. The Conference of Suburban Mayors, upon being advised of Transport Minister de Belleval's announcement, expressed the opinion that "some sort of improved service" on the Dorion line could probably be expected in six months, although neither the position of CP Rail nor that of the Province in respect to this estimate were immediately known.

In any event, the seriousness of the Provincial commitment seems to presage an interesting period in Montreal's transit history, and the Regional Metro system in particular should add a vital new dimension to the railway scene in the Montreal area.

#### C.P.R. ITEMS:

##### 1. CAR MANAGEMENT CENTRE

CP Rail's new car management centre in Montreal is proving to be a worthwhile investment, with a 5% improvement in car utilization having been recorded over the first six months of operation. With a fleet of 61,000 revenue service freight cars, this increased utilization factor is equivalent to the addition of more than 3000 cars to the fleet. More than a dozen computer terminals monitor the car fleet on a 24-hour basis in addition to approximately 10,000 foreign line freight cars that are in CPR rails at any one time. The computer terminals are linked with customer service centres throughout the country and with car distribution centres at key points on the railway system.

Coincident with the introduction of the car management centre has been the introduction of XT trains, high priority trains comprised of empty cars. These trains, operated to retrieve the MTY's quickly from Western Canada, leave Vancouver five times weekly destined for Toronto. The average consist of the XT trains is 90 cars, and they are estimated to have reduced the critical transit time of empty cars by up to 25%. At the management centre the MTY car fleet is tracked by a 36-foot colour coded magnetic board. There are separate monitoring sections for specialized equipment.

- Bob Sandusky

##### 2. PROGRAM TO INCREASE CAPACITY THROUGH ROCKIES

The first phase of a multi-year project to improve the capacity of the CPR main line between Calgary and Vancouver is nearing completion. Work on the 625-mile route involves reducing steep grades and adding a second track at four locations. Completion of the entire project is expected to boost the capacity of the line by 45%, in terms of both the number of trains able to be handled (from 15 to 19 each way daily) and the increase in tonnage made possible on each train.



The capacity increase is of much greater significance for westbound movements, seven times the eastbound tonnage being handled in that direction. Coal, grain, potash, sulphur and high speed piggyback and container trains dominate the westbound traffic picture. The railway has also undertaken extensive studies in relation to a new 9-mile tunnel to replace the present 5-mile Connaught Tunnel in Rogers Pass. The new tunnel would be part of the program of easing westbound grades.

#### C.N.R. ALSO PLANNING TO BOOST LINE CAPACITY IN WEST

CN is looking to the double tracking of substantial sections of main line in Western Canada over the next ten years. The program has actually been under way since 1974 on an incremental basis, the work to date having included 75 siding extensions, 12 new sidings and about 120 miles of double tracking. 50 miles of double track are to be installed west of Edmonton during 1980. The necessity of a stepped-up program to ease main line congestion is now recognized as necessary in view of the growing movement of resource products. Adding to the pressure is the intention of the Canadian Wheat Board to increase grain exports by 50% by 1985.

Included in the accelerated program is the double tracking of the full 270-mile Edmonton-Red Pass Junction section by 1988; the first section, between Red Pass Junction and Swan Landing, Alta., would be completed by 1985. The line doubling will assist in the handling of coal movements from the Luscar and Grande Cache regions of the Alberta foothills.

10 to 15 miles of double track would be added each year along the CN main line between Winnipeg and Edmonton in the form of new sidings and siding lengthenings. These would be installed to ease identified bottlenecks in the movement of Prairie resource products. While these sidings might ultimately be connected to form a full second main line track between Winnipeg and Edmonton, there is no present date for this to occur.

During the coming spring the CNR will begin a 3-year project to construct a new 12-mile line in the Red Pass area, linking the Prince Rupert line and the main line to Vancouver. The new line will enable westbound trains to be routed off the main line for a distance of some 25 miles west of Red Pass Junction, in effect providing double track over this distance. Included in the project would be the installation of heavier rail and CTC on the section of the Prince Rupert line between Red Pass Junction and the junction point with the new connecting line.

The line capacity expansion program would also effect the main line in Ontario west of Sudbury. Of the total expenditures in the program, some 35% would be spent between Sudbury and Winnipeg and 65% between Winnipeg and the West Coast. The scale of expenditures, on a yearly basis, is expected to range from \$60 million to \$80 million.

#### T.T.C. 1980 SURFACE TRACKWORK PROGRAM

The following list indicates Toronto Transit Commission tangent track and special trackwork planned for rehabilitation during the coming year pursuant to T.T.C. and municipally initiated programs:

1. TANGENT TRACK

<u>INITIATOR</u>	<u>SECTION</u>	<u>DOUBLE TRACK LENGTH</u>
METROPOLITAN TORONTO	BATHURST ST., DUNDAS TO ULSTER *	2400 FT.
" "	LAKE SHORE BLVD., 2ND STREET TO 26TH STREET	6800 FT.
CITY OF TORONTO	CHURCH ST., DUNDAS TO GERRARD	1250 FT.
" " "	COLLEGE ST., CLINTON TO GRACE *	480 FT.
" " "	GERRARD ST. EAST, BROADVIEW TO LOGAN *	1990 FT.
" " "	KING ST. WEST, NIAGARA TO STRACHAN *	1210 FT.
" " "	QUEEN ST. WEST, JOHN TO PORTLAND	2600 FT.
" " "	DUFFERIN ST., KING TO QUEEN	900 FT.
T.T.C.	KING STREET WEST, BATHURST TO NIAGARA * (TO BE DONE IN CONJUNCTION WITH NIAGARA-STRACHAN SECTION, LISTED ABOVE)	1350 FT.
" " "	THE QUEENSWAY, CLAUDE AVE. TO HUMBER LOOP (MOSTLY OPEN TRACKWORK, TO INCLUDE REPLACEMENT OF RAILS AND TIES)	8000 FT.†

\* NEW RAIL TO BE INSTALLED

2. SPECIAL TRACKWORK

T.T.C. (ALL)	QUEEN AND BATHURST DUNDAS AND PARLIAMENT DUNDAS AND MCCAUL ST. CLAIR AND LANSDOWNE ST. CLAIR STATION ENTRANCE MCCAUL LOOP ENTRANCE AND EXIT
-----------------	--

CN-CP-TH&B-VIA NOTES

by Bob Sandusky

- C.N.R. operations in Newfoundland (road and rail but not marine) have been brought under one organization, called TERRA TRANSPORT. At least one locomotive has appeared with the new name, but no further details were available at time of writing.



Clean-up operations following the world-famous CP Rail derailment at Mavis Road, Mississauga, Nov. 10. View looks east from Wolfedale Road on Nov. 17; the auxiliary has just added another tank car to the assemblage of damaged cars on the eastbound main.



Damaged cars on the eastbound track, while the westbound track is used as access to the wreck site. The crane, left, is the Nadrofsky Steel Erecting crane often used in serious derailment cleanups. Beyond is a CP auxiliary working from the east end.

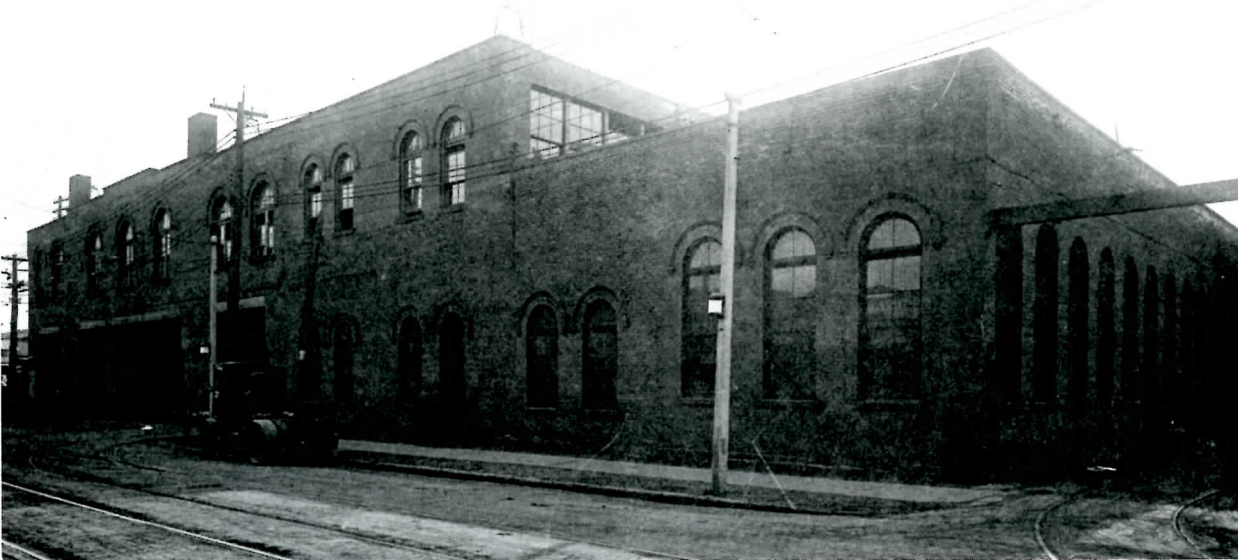


TH&B GP-9 401 arriving at Goderich with grain hoppers, on August 27, 1979.



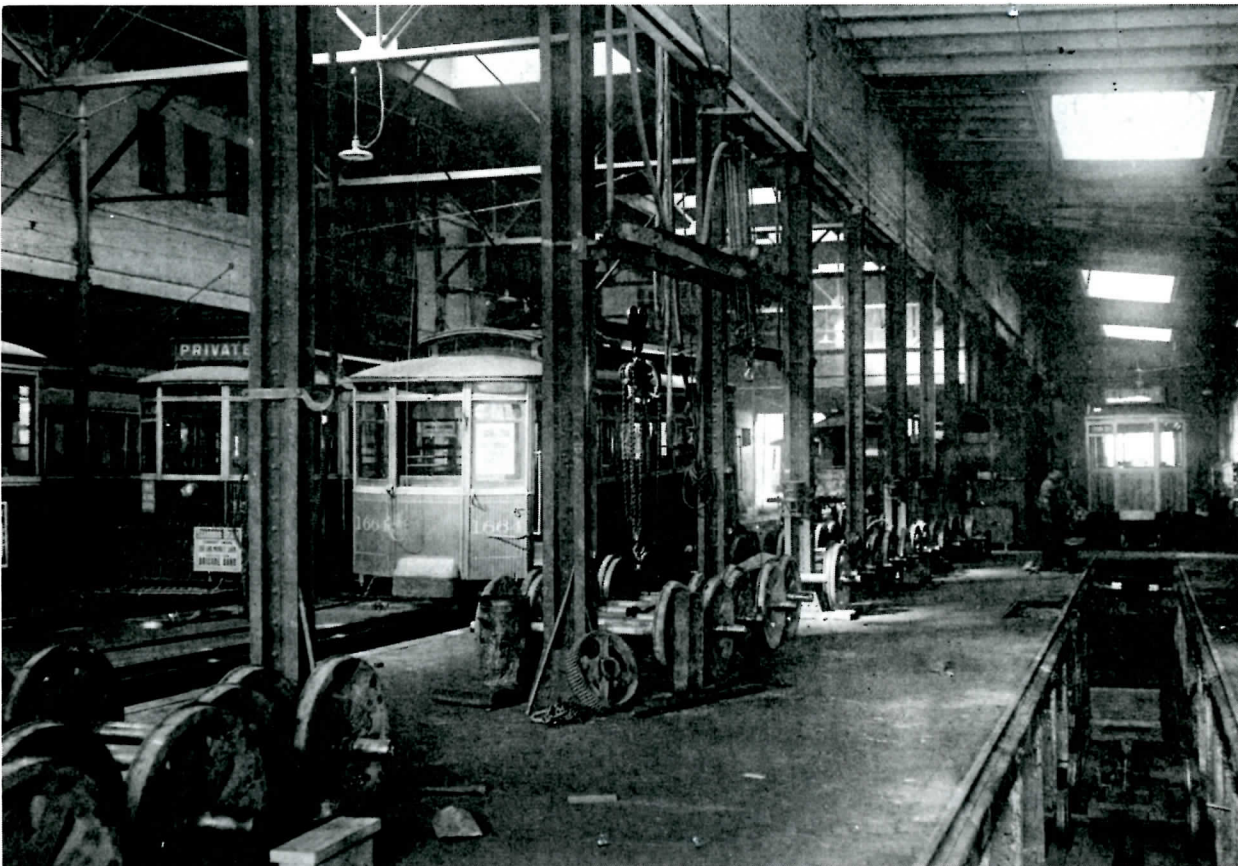
Photos this page by Bob Sandusky





The TTC's subsidiary Gray Coach Lines vacated the old Toronto Railway Company motor shop building (latterly known as Sherbourne Garage) over the weekend of Jan. 5-6, terminating almost 90 years of use of the structure by the Commission and its principal predecessor. The above 1921 view, looking south-westerly from Sherbourne Street, shows the exterior of the motor shop shortly before TTC takeover. The lower photo, taken the same year, shows the interior of the 5-track shop with cars of various types and wheel and axle sets in evidence. The 3 southernmost tracks were eastbound and the others westbound. Use of the building as a motor shop terminated in 1924 with the opening of Hillcrest Shops, although the building saw a few more years of service in the late Twenties as the freight terminal for the TTC Lake Simcoe radial (interurban) line. Use of the property as a bus garage commenced in 1930. The building is to be demolished to make way for a housing project.

TTC photos






- With the 100% C.P. ownership of the Toronto, Hamilton and Buffalo Railway, the latter's locomotives seem to stray off the familiar paths on occasion. Last August 27th GP-9 No. 401 was discovered at Goderich with a train of grain hoppers (see photo this issue). The Aberdeen to Agincourt STARLIGHT still features combinations of TH & B units, or sometimes Conrail, as before the TH & B takeover by C.P.
- During the 1979 period of the Canadian National Exhibition Via Rail opened up about two thirds of the length (repaired) of the old Dufferin Street platforms for use by out of town CNE visitors. Certain arriving and departing Via trains stopped at this location, including, as departures, No. 79 at 19:40, No. 87 at 21:00, Nos. 645/646 at 23:10 and No. 659 at 23:20.
- A recent tour of Southwestern Ontario indicated railway stations still intact at Owen Sound, Harriston, Southampton, Goderich CN and Goderich CP. The former Wiarton station has been moved a few hundred feet to a waterside campground. CN tracks have been removed from the north end of town, and the end of track is now just south of the town area. The remainder of the line to Parkhead remains but is becoming overgrown.

#### MORE ON TORONTO PCC RETIREMENTS



**SALE OF P.C.C. STREETCAR FLEET**

During 1980 and 1981 the Toronto Transit Commission will have available for sale a fleet of about 200 P.C.C. (Presidents' Conference Committee) Streetcars. The cars were built in Canada and the United States during the period 1946 to 1951. The majority of these cars are in operating condition and are currently in revenue service.



The Better Way

For detailed technical information please contact  
 Director of Materials,  
 Toronto Transit Commission,  
 1900 Yonge Street,  
 Toronto, Ontario M4S 1Z2,  
 Canada

Telephone (416)-534-9511, Extension 365  
 Telex 0622601

The advertisement reproduced herewith has been placed in various trade journals. The fact that it mentions the sale of "about 200" cars would seem to indicate that the surplus heavy rebuilds (see article in last issue) may be sold after all, this being dependent, possibly, on the level of response to the advertisement and the price that the cars are found to bring. The ad refers to the period between 1946 and 1951, the age spread of the present active Toronto PCC roster, although the newest cars not subject to heavy rebuild were built in 1949.

With the arrival of CLRV's, PCC cars are entering storage in greater volume as repairs become necessary. The list of cars stored unserviceable at the end of 1979 is as follows:

- (1) Cars entering storage during 1978: 4402, 4405, 4408, 4713, 4737.
- (2) Cars entering storage during 1979: 4389, 4401, 4403, 4461, 4475, 4498, 4552, 4565, 4567, 4568, 4569, 4570, 4572, 4628, 4632, 4638, 4650, 4669, 4670, 4677, 4678, 4679, 4681, 4689, 4699, 4705, 4715, 4719, 4721, 4723.

All of the above cars were stored at St. Clair Carhouse at year end with the exception of 4389, 4401, 4403, 4681 and 4719 (in stripped condition at Hillcrest scrapyard having been authorized for disposal on November 27, 1979) and 4405, 4461, 4475 and 4498 (in Hillcrest Shop being stripped, also authorized for disposal). The working careers of

ex-Cincinnati cars 4570 and 4572 ended abruptly at 5:01 P.M. on December 21, 1979, when they collided in an open switch accident at Bathurst and Dundas Sts., southbound 4572 curving into northbound 4570. Some of the cars at St. Clair had also been authorized for disposal at year's end, their identity to be chosen at a later date, but it would seem probable that they would include 4570 and 4572. The total of the above listed cars is 35, with 15 of same having been authorized for disposal.

Only two cars were disposed of during the year, Nos. 4564 and 4657 having been sold for scrap to B. Wortsman during February and cut up and removed from Hillcrest on March 16th and 23rd respectively.

- The State of Alaska has completed an engineering study for a 268.5 mile railway from Fairbanks to the Canadian (Yukon Territory) border, from which point a south-easterly extension could ultimately link up with the British Columbia Railway and/or the CNR. The study is intended to designate, at this time, a transportation corridor through what is now largely State-owned land. The line would connect at its westerly end with the Alaska Railroad. From Eielson Air Force Base it would follow the valley of the Tanana River and the Alaska Highway, then crossing into the Ladue River Valley to reach the Canadian border. The line profile would have no grades in excess of 1.7%, and most grades would be held to 1%. The study was commissioned by the State during 1978 with an \$865,000 appropriation therefor. An inter-governmental cost/benefit study of the rail line would be the next step.

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