

# newsletter

Upper Canada Railway Society

TORONTO BELTLINE

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# newsletter

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Robert D. McMann, Editor.

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

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

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

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

\* While David M. More will be on vacation from May 28 to July 23, please address all News and Equipment Notes material to the Editor.

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## The Cover

6218 puts on a fine show for the photographers and tape-recording enthusiasts at the first runpast of the day at Gormley, Ontario, on the UCRS steam excursion to Gravenhurst, July 4, 1970. The trip was most successful, with over four runpasts being staged, one of them twice.

(J. Bryce Lee)

## 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.

Aug. 21: Regular meeting. Movie night, 16 mm films. (Fri.)

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

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

Sept. 19 & 20: Reserve this weekend for two great UCRS (Sat. & Sun.) steam excursions with 6218. Details next month.

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

Nov. 20: Regular meeting. UCRS Photo Contest. (Fri.) Rules below.

### PHOTO CONTEST RULES

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

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

## Readers' Exchange

TRADE: New York area electric slides for fifty feet TTC standard 8 movie film, prepaid film supplied. Want 35 feet of Bloor-Danforth Subway coverage in such locations as the Humber River--Old Mill Station area, Prince Edward Viaduct, eastern extension to Warden, and 15 feet of m-u streetcar operation on Queen Street. Will also pay postage and carfare. Gerald H. Landau, 646-8 Argyle Road, Brooklyn, New York, 11230, U.S.A.

HO EQUIPMENT FOR SALE: Brass locomotives(custom painted) brass and plastic diesels. Rolling stock and RTR kits. Structures, magazines. Wayne McFarlane, Apt. 211, 286 Finch Ave. W., Willowdale, Ontario.

This issue is delayed because your Editor tried to fit in a week's vacation at the beginning of July.



# RAILWAY NEWS AND COMMENT

## TRANSPORT RESEARCH INSTITUTE ESTABLISHED AT QUEEN'S

A new facility for research into ground transportation has been established at Queen's University at Kingston, Ontario. The Canadian Institute of Guided Ground Transport, as the organization is to be known, was established through the efforts of four institutions--Canadian National, Canadian Pacific, the Canadian Transport Commission, and Queen's University. CN, CP Rail and the CTC will each contribute up to \$100,000 a year for five years to the institute; the university is providing accommodation for the institute on its Kingston campus and is making available research abilities of its academic staff.

The main functions of the institute were outlined by Dr. R. A. Bandeen, CN vice-president for corporate planning and finance, and chairman of the 10-man board of directors of the institute. The main functions are:

- \* seeking solutions to some of the problems that face the railway industry;
- \* providing additional opportunities in research and education for students, university staff and employees of industry and government;
- \* increasing the supply of people who have chosen to develop a competence in fields that relate to guided ground transportation in Canada;
- \* establishing a reference centre for guided ground transport to facilitate national coordination within the industry.

Dr. Bandeen said the institute would tackle problems that are critical to the development and evolution of guided ground transport systems, particularly those unique to Canadian conditions. Initially, most problems would come from present railway operations, but some would anticipate new technology, social patterns and economic considerations.

Futuristic systems the institute may investigate include tracked air-cushioned vehicles, monorails, tubes and electronically-guided road vehicles.

A number of preliminary research studies will be started this summer and the institute will begin detailed work in the fall. The institute will be associated with the university, from which it will draw some staff and graduate students. Staff resources will be supplemented by university experts and professionals in government and industry, some of whom will be assigned to special duty periods at the institute.

## CN, CP RAIL PLAN CUSTOMER SERVICE CENTRES IN MARITIMES

Canadian National announced plans to introduce a chain of "customer service" freight centres across the Maritimes in the next two years, closing 87 of the region's 182 railway stations in the process. D. W. Blair, CN's Atlantic region general manager, said that development of the centres and more direct service to customers would mean that many existing stations would no longer be needed. When new methods of freight distribution are implemented, only 15 stations would remain open in Newfoundland. CN is making application to the CTC to close the stations.

CP Rail also has plans to establish a "customer service central system" in Saint John to coordinate services formerly handled by agents in New Brunswick, Nova Scotia, and Maine. The new service would handle all business formerly handled by agents in the smaller stations in each district, such as freight and express shipments, train, air, ship, and hotel reservations, and telecommunications. Customers in each district will be able to reach the new office by a "Zenith phone number", calls on which would be charged to CP Rail. "Satellite stations" will be maintained in the larger centres, including Fredericton, McAdam and Aroostook.

## U.S. SENATE APPROVES 'RAILPAX' LEGISLATION

On May 6th, the U.S. Senate approved legislation proposed by the Nixon Administration designed to save the vanishing American passenger train. By a vote of 78 to 3, the legislation now goes to the House of Representatives for approval.

## SYLVANIA ELECTRIC TO SUPPLY KARTRAK SYSTEMS TO CN

Canadian National has announced the awarding of a contract to Sylvania Electric Products for the supply of eleven KarTrak automatic car identification systems. The new systems are scheduled to be delivered this fall and will be installed at Montreal, Toronto, London, Fort Erie, Niagara Falls, Sarnia and in the Symington yard at Winnipeg. They will form part of a broad network of equipment which will ultimately provide automatic reporting of the progress and location of CN's more than 122,000 freight and passenger cars and locomotives.

Kartrak system uses track-side scanners that read colour-coded labels affixed to the sides of railway cars and locomotives, and are capable of looking three times at each of the labels on trains travelling up to 80 mph. The system ensures that the scanner has read the label properly. The automatic car identification system, developed by Sylvania, was adopted as a railway industry standard in 1967 after extensive field and lab tests conducted by the Association of American Railroads. CN subsequently took the initiative in setting up further field tests near Toronto which were carried out in cooperation with the AAR and the manufacturer. The scanner and decoding systems acquired for the tests have been in operation for almost 18 months. Over 43,000 cars were monitored by the system.

CN leads the North American railway industry in applying the coloured labels with applications completed on over 90% of its equipment.

This information is particularly useful in recording the movement of cars at interchanges between railroads, and one of the three scanners which CN now has in operation is serving this purpose in Toronto. Included in the eleven new systems to be acquired is a new unique, duplex unit for Winnipeg which will scan two sets of tracks. One of the systems will be installed for research purposes in Montreal by CN's Technical Research Centre.

## PENN CENTRAL IN BANKRUPTCY

On June 19, 1970, the Penn Central Transportation Company filed a bankruptcy petition in the U.S. District Court for Eastern Pennsylvania, for reorganization because of a severe cash squeeze and because it had been unable to obtain more money to conduct normal business. The action was taken by the board of directors after an emergency meeting which followed an unsuccessful effort to overturn Congressional opposition to a government-guaranteed loan of \$200-million. The bankruptcy petition filed by Penn Central does not affect the parent company--the Pennsylvania Company, or to the Penn Central Company, or to any other subsidiaries.

The bankruptcy order, signed by Judge William Kraft June 21st, permits reorganization of the company and continuance of its operations (Section 77 of the Act). The court order permits Penn Central to retain possession and continue operation of the railway system and conduct other normal business pending the appointment of trustees by the Court. The trustees must be approved by the Interstate Commerce Commission.

Penn Central Transportation Company lost more than \$121-million in 1969, and so far this year has gone into the red to the tune of more than \$80-million.

The bankruptcy has caused ripples throughout the business community. Other railways are pressing the Court for Penn Central to make payment of interline charges mandatory. A number of electric utility companies on the East Coast are suing for non-payment of power bills, and other creditors are lining up for their bills as well.

The course of PC's bankruptcy and the actions to be taken by the Nixon government will be of interest to all those concerned with the future of railroading in the United States.



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## LINE RELOCATION FOR COLDWATER, ONTARIO

Officials of Coldwater, Ontario and CP Rail are conducting somewhat informal dialogues concerning the utilization of CN trackage between Coldwater and Midland by CP Rail. This would obviate the necessity of building a bridge over existing CP Rail trackage west of Coldwater when the proposed extension to Highway 400 comes about. This would also eliminate the long Hog Bay trestle as the cut-off for Port McNicoll would be to the west of it. The bone of contention with Coldwater officials is the location of the connection with CN tracks: Coldwater wants it to the east of the village to eliminate a bothersome crossing in the village, the CP is looking to the west as a spur of some 700 feet would need to be constructed. Some fill in the latter area has already been dumped. Talks are to continue.

## GO TRANSIT NOTES

\* Experimental Dial-A-Bus service began July 6th in the Bay Ridges and Frenchman's Bay areas of Pickering, connecting with GO trains to Toronto. Five 11-passenger minibuses are providing the service, which costs adults 25¢ each way (10 tickets for \$2) and children under 12 15¢. Customers are able to phone and reserve space on the buses daily, weekly or up to one hour before the departure time of any train leaving Pickering station. During the first week of operation, the patronage increased 45%, from 156 the first day to 225 on July 9th. Officials said it will take several weeks before the success or failure of the service is judged.

\* A new office--the Research and Transit System Branch--has been created within the Department of Highways of the Province of Ontario. Headed by M. D. Armstrong, the purpose of the office is to make sure that the potential of all transportation modes, present or future--by themselves or in conjunction with highways--are coordinated into an integrated system. Air cushion vehicle systems and linear induction trains are some of the more interesting things being studied by the department. On the immediate agenda of the department are: Dial-A-Bus service in Pickering (see above), expansion of GO Transit Express bus commuter service, and the introduction of a unified fare system tying together GO Transit bus and rail operations with Gray Coach Lines buses.

## CP RAIL INAUGURATES COAL TRAINS TO LAKEHEAD

May 4, 1970 saw the arrival of a 100-car CP Rail coal train at Thunder Bay, Ontario, carrying coal from the Kaiser Resources mines at Michel, British Columbia. The coal was then loaded aboard lake vessels for shipment to Hamilton plant of the Steel Company of Canada. Stelco is trying B.C. coal in its basic steel-making operation in Hamilton.

Stelco will be using approximately 200,000 tons of coal this year from the Kaiser Resources mines in British Columbia. CP Rail is hauling this coal from British Columbia to the Lakehead and is employing unit train techniques to move the coal.

Initially CP Rail has assigned to the service 200 bottom-dump hopper cars from its existing fleet. The railway is loading 20 cars a day Monday through Friday at Michel and carrying them 223 miles in regular freight trains to Dunmore. The cars are consolidated at Dunmore into 100-car trains that leave Sunday mornings and reach Thunder Bay Monday afternoons. The empty trains arrive back in Michel on Thursday mornings. The first train covered the 1069 mile trip in 37 hours.

## WHITE PASS RAILWAY EXTENSION

A 100-mile extension has been proposed for the narrow-gauge White Pass & Yukon Railway, the chief supply line for the Yukon territory and main outlet for its mineral riches.

The railway company wants to push the slim rails north along the valley floor of the Yukon River to Carmacks, which is at the confluence of two streams of trucks delivering asbestos and lead and zinc concentrates to the present railhead at Whitehorse. Carmacks stands on the Yukon Highway at the junction with a spur road going east to Anvil Mining Corp.'s \$64-million property in the Anvil Hills. To the northwest of Carmacks is Cassiar Asbestos Corp.'s giant mine.

At Whitehorse asbestos and concentrates are transhipped to the rails for movement to tidewater, over the WP&Y. An extension of steel north will shorten trucking runs and help quieten the complaints of other road users.

## MORE ON THE 'FLYING SCOTSMAN' TOUR

There have been some revisions to the dates published in the May 1970 NL concerning the visit of the 'Flying Scotsman' to Southern Ontario. According to newly received information from Canadian National, the itinerary of the 4472 and her train in Southern Ontario and Quebec is as follows:

On August 31 the train will leave Chicago and travel to South Bend, Indiana via GTW; on September 1, it leaves South Bend for Detroit, again via GTW; the train is on display in Detroit to the 8th, when it will enter Canada at Sarnia and travel to London; on the 9th it leaves London and moves on to Toronto (via the Dundas Sub) and is on display in Toronto to the 16th; Ottawa is the next city and the train will travel to the Capital City via Belleville and Smith's Falls; September 22nd sees the train move to Montreal where it will be on display until October 1st, when it leaves for Kingston; on October 2nd the train leaves Kingston for Hamilton; it leaves Hamilton on the 3rd for Niagara Falls where it is on display until the 6th, at which time it reenters the United States at Buffalo, New York.

Should any additional information be forthcoming about the tour and the schedule itself, it will be passed on to you promptly in the Newsletter.

## TTMA ACQUIRES RAILWAY ARTIFACTS

The Toronto Transportation Museum Association Inc. has acquired from the Ontario Science Centre much of the large collection of railroad artifacts that had been accumulated by the Province of Ontario for display at the Centre. This equipment will form the nucleus of a museum which the Association hopes to establish at Toronto's east suburban East Point Park.

Included in the collection are a two-truck Shay, several 0-4-0 tank locomotives, CP 2-8-2 No. 5361, and CN 4-6-2 No. 5107, as well as a wooden school car (unfortunately heavily damaged by fire), two TTC small Peter Witts, and assorted miscellaneous hardware.

## 'INTERNATIONAL LIMITED' FAREWELL!

by Carl Ehrke.

[A look at the last run of Canadian National train 155, the "International Limited", from Toronto to Chicago, Wednesday, June 10, 1970.]

Canadian National train 155, the "International Limited" pulled out of track 7 at Union Station today on time (2305) and practically unnoticed--an uncharacteristic end for what was for so many years the most famous train in this country. The atmosphere just prior to departure at the end of an oppressive smoggy day was quiet and subdued. Few were aware at the significance of this sad event--certainly not the usual moderate midweek crowd of shoppers and connecting passengers from the "Bonaventure" which had just pulled in along side, occupying the local London coaches at the rear of the train, or the handful of through coach passengers and occupants of three sleeping car rooms (these later were few in number due to the uncertainty during the last four weeks of operation). The elderly sleeping and dining car crew knew as did the three interested railroaders standing on the platform---Jelle Hiel - CN car service man and UCRS member bound for London on company service; Carl Ehrke, who had just completed an afternoon tour of duty at the Union Station Reservation Bureau, and Thomas Johnston of the Long Island Rail Road train inquiry bureau at Jamaica, New York, on holidays.

A quick passage up the platform revealed the train was still awaiting power, and the following consist (all CN ownership):

- 7846 RPO-baggage (still in the black, green and gold paint scheme);
- 9165 streamlined baggage;
- "Ocean Falls", an ex-Frisco 14 roomette-4 double bedroom sleeper (line 5532);
- "Cape Breton" 4 bedroom-buffet-lounge sleeper (line 5531);
- EM coaches 5452, 5495, 5440;
- 9114 streamlined baggage carrying storage mail for London.

Continued on page 73.



As we entered the lounge for some predeparture refreshment the crew was quietly awaiting the passengers and one of their wives was sitting reading. Otherwise the once busy car was empty.

Mr. S. Blake, long time veteran of Chicago Pullman operations served us and mentioned he was retiring along with another man on the run. Mr. Allen, another well known steward had already transferred to the Chicago-Detroit "Mohawk", and expressed concern for the others under retirement age. It was a shame to lose the train but there was nothing anyone could do. Just before departure another gentleman wandered in for a pot of tea, served with the customary courtesy. Pretzels on the sideboard showed some one still cared.

It was now time for us to take our leave of the thrice familiar Pullman cars and walk up to the head end past the darkened and unmanned RPO, where GTW EMD road-switchers 4907/4918 (the trailing unit newly shipped) would slide the train silently on its way.

[As replacement for the "International Limited" between Toronto and London, CN now operates Railiner service between the two cities. Railiner 653 departs Toronto 2310; Railiner 654 leaves London 0645.

As this is being written GTW is still operating the Chicago-Port Huron segment of the "International Limited" pending the outcome of ICC hearings in Chicago on GTW's application to abandon trains 155 and 156 between Chicago and Port Huron. How long the trains will operate remains to be seen.]

A LOOK AT.....

## CP RAIL'S SUMMER TIMETABLE

by John D. Thompson.

Although Canadian National's usual summer timetable was conspicuous by its absence, having been included in a mid-winter schedule, CP Rail continued the pattern of previous years, and brought forth their usual daylight saving timecard. Happily enough, there were no major service abandonments in evidence. There was even some improvement in the quality of service offered.

The setting for this latter situation is CP Rail's Montreal-Quebec City line. Effective with the new timetable, all three of the daily trains are composed of conventional equipment. Thus, patrons can now avail themselves of meal and parlor service, as well as dome cars. Two sets of equipment are used to hold down these schedules, which have been revised slightly to permit this.

Train 155-156, formerly a nameless Dayliner, now bears the "Viger"'s name, formerly trains 154-155. The departure time from Montreal of this latter train has been advanced to early afternoon from late afternoon. All three of the eastbound trains now depart from Montreal at the same time that their westbound mates are clearing Palais Station, Quebec City; these times are 0800, 1300, and 1800. Formerly, the departure times from Montreal were 1000, 1730, and 1940, and from Quebec City 0740, 1330, and 1730.

Missing from the summer timetable is Sunday-only Dayliner 149, which operated westbound only, leaving Quebec City at 1330 and making many local stops. Although train 153-154 now performs several of the local stops formerly made by trains 149 and 155-156, a total of thirteen station stops have been eliminated entirely from the Montreal-Quebec City service. The "Frontenac" and "Viger" stop only at Trois Rivieres and Lorette (eight miles west of Quebec) while the slower 153-154 performs flag stops at five smaller stations. The running time for the "Frontenac" and "Viger" is three hours, twenty minutes, while that of 153-154 is three hours, thirty-five minutes for the 178 mile trip.

Equipment assigned to the Quebec City service is a mixture of Budd stainless steel equipment, of the type used on the "Canadian", and the company-built 2200-series coaches. Meal service is provided in the dome coffee shop car. Motive power generally consists of 1400-series FP7A units, or the two E8's, 1800 and 1802.

On the main line between Montreal and Ottawa the westbound "Alouette" has reverted to its original Montreal departure time of 1700; during the period of the winter timetable it was, for some unknown reason, scheduled out of Montreal at 1555. The later schedule is more convenient for shoppers and workers wishing to leave Montreal toward the end of the day. The "Alouette" arrives in Ottawa at 1930; its eastbound schedule remains unchanged. The rescheduling of the "Alouette" has had the effect of setting back the departure of train 234, the eastbound "Rideau" from 1955 to 2050. Since the equipment of the westbound "Alouette" returns to Montreal as the "Rideau", time must be allowed for servicing it, more than the fifteen minutes which would be available if the eastbound "Rideau" were operating on its old schedule and the "Alouette" on its new one.

Westbound Dayliner train 133, Montreal-Ottawa via the line along the north shore of the Ottawa River, leaves Windsor Station at 1750 now instead of 1825. This reduces by thirty-five minutes the wait which any transferring passengers arriving on train 153 from Quebec City would have.\*

CP Rail's Lakeshore commuter service between Montreal and Vaudreuil and Montreal and Rigaud, is very much in the limelight these days, being the locale for the operation of Canada's first bilevel commuter cars. The increased carrying capacity of the new cars has permitted a reduction in train sets from seven to six. It will be interesting to see with what motive power the Canadian Vickers-built streamlined cars are hauled in the future, for the ageing GMD FP7's which presently fulfill this task must ultimately be replaced.

The issuance of the summer timetable was accompanied by the distribution of a new, fourteen-page, full-colour brochure entitled "The Canadian Way". As the title indicates, the purpose of this folder is to point out features of trains 1 and 2, 11 and 12, to the travelling public. Most, if not all, of the photographs used are of a recent nature, as CP Rail's new paint scheme is apparent on the equipment. In addition, the quality of the photography is high, in several cases being quite imaginative. This is a pleasant change from the stiffly posed pictures of the 1950's, with their perpetually smiling and unrealistic passengers. The text which accompanies the photographs also seems to have a certain fresh look about it, describing the "Canadian" as a train of leisure and comfort, a way of escaping our society's hectic pace.

It is certainly encouraging to see an advertisement produced which is in tune with the times. Extensive advertising of the "Canadian" in newspapers and magazines, together with a continuing high standard of maintenance, have kept the gleaming streamliners well filled during the peak travel months. During a recent trip on No. 2, this writer heard many favourable comments made about the train.

The "Canadian" is not a perfect train; one wishes, for example, that there was more dome and lounge car space provided. However, in this day and age one cannot afford to quibble over blessings, insofar as passenger trains are concerned. The fact that the "Canadian" offers a journey past some of the continent's most beautiful scenery should be ample reason to send railfans hurrying down to the depot.

\* See page 76 for important news regarding CP Rail's Montreal-Ottawa service.



# The TORONTO BELT LINE Story

by John H. Walker.

Late in the nineteenth century an attempt was made to build and develop a combined real estate and transportation venture in the area surrounding the City of Toronto. The railway, known as the Toronto Belt Line Railway, was incorporated in 1889 under an Ontario statute.

Building commenced in 1890 but the line was still incomplete when, because of financial difficulties, the line was leased to the Grand Trunk Railway in 1892. The GTR completed the line, and the railway came into the Canadian National family, when the GTR was absorbed by Canadian National Railways in 1923.

The line consisted of two loops, a larger eastern loop and a smaller western loop. Both loops employed extensive sections of Grand Trunk mainline trackage in order to reach downtown Toronto. [The map shown below shows trackage only of the eastern belt.]

Advertising brochures for the development stressed the advantage of living in the clean countryside (yes! this was countryside in the 1890's) away from the polluted atmosphere of the central city. Development took place in areas close to the various stations, and a number of houses were built. Evidence of these developments may be seen in groups of older homes in such areas as St. Clair Avenue East at Welland Avenue, Spadina Road north of Eglinton Avenue, Fairbank Village (Dufferin Street) and St. Clair Avenue West between Jane Street and Scarlett Road.

The period of the 1890's was one of financial recession and "tight money". The same difficulties which delayed the completion of the line slowed down the development of the residential colonies around the stations. The completed houses were sold at low prices and building stopped. Many building lots were sold but were not occupied for twenty or thirty years, by which time alternative transportation was available.

With few passengers available, service on the line which commenced late in 1892 was soon reduced from several trips per day to one per day and was finally withdrawn completely in 1894.

Besides the obvious problems associated with the lack of development adjacent to the line, there were others. Some of the gradients were steep, particularly those from Rosedale to Moore Park, west of Fairbank and up the Humber valley. Certain stations such as Rosedale were in awkward locations. There were no feeder routes so that development was limited to areas within easy walking distance of the stations. In addition, sidewalks and street lighting were virtually non-existent.

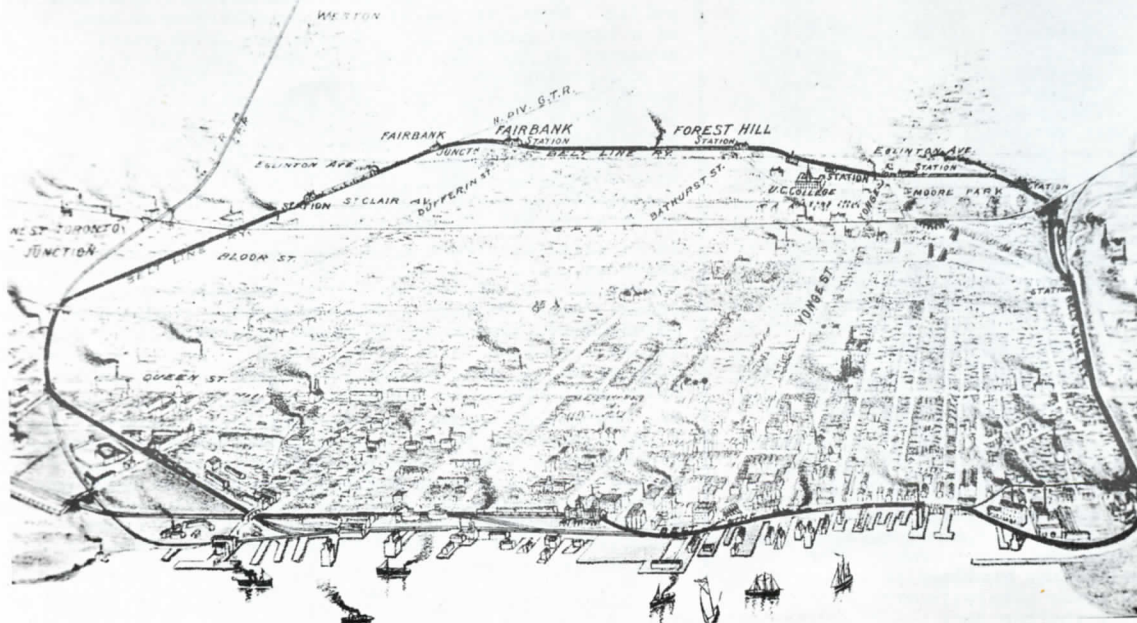
With the cessation of passenger service, much of the line fell into disuse. The section from Don to Rosedale became part of the Canadian Northern Railway about 1908. The Don Station was the last Belt Line station used for its original purpose as a passenger depot.

Ironically, it was the building of other transportation routes which was responsible for parts of the Belt Line becoming useful for other purposes.

The Metropolitan Railway was built along Yonge Street in the late nineteenth and early years of the twentieth century, with the electrified section through North Toronto being opened about 1897. By this time the depression of the early nineties was over and a building boom followed the line north. There was great need for building supplies and fuel, and a number of such depots was developed along the Belt Line between Mt. Pleasant Road and Bathurst Street. Similar developments took place west of Lyon Avenue and along the West Belt east of Runnymede Road. Another short segment in use until 1963 was the spur crossing of the Queensway west of the Stelco plant in Swansea. This spur served a brick yard.

After the Toronto Transportation Commission acquired the Toronto Suburban Railway's lines on Dundas Street west of Keele, the TSR required an alternative route for its Toronto to Guelph interurban. The entrance was effected by joining the existing line to the Belt Line right-of-way near Lambton Park and using this portion of the West Belt to a point east of Weston Road. A new bridge was built over Weston Road and a new station (now the Premium Lunch, and soon to be demolished) was constructed on Keele Street. This construction by the Canadian National Electric Railways took place in 1923.

BIRDS EYE VIEW OF THE  
TORONTO BELT LINE RAILWAY.



LEFT: a map of the east Toronto Belt Line trackage, reproduced from a booklet "Highlands of Toronto", issued in 1891 by the Toronto Belt Land Company, promoters of the Belt Line project. (Mike Filey Collection)

Not shown, the West Belt left the CN Oakville Sub just at the present STELCO plant in Swansea, curved to the north, parallel to the Kingsway, and further up Humbercrest Blvd and Florence Cres then curving to the east well north of St. Clair Ave (and the meat packing plants) to a connection with the CN at Keele & St. Clair.

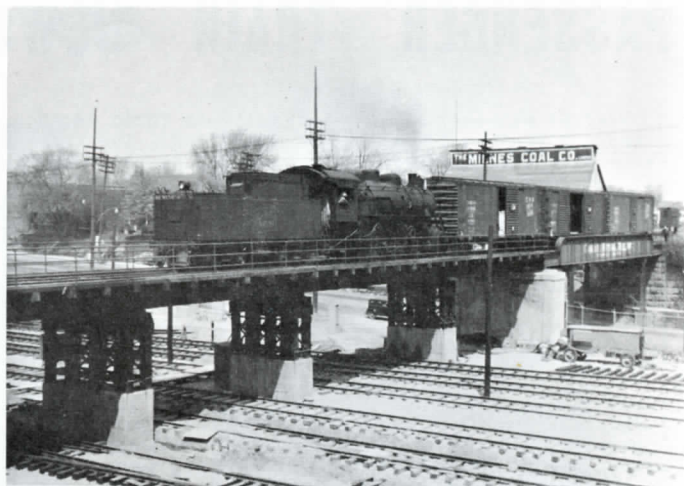


Service on this electric line was discontinued in 1931 and the tracks west of Runnymede Road removed about 1935. The portion between Runnymede Road and Keele Street continues to be used as an industrial spur.

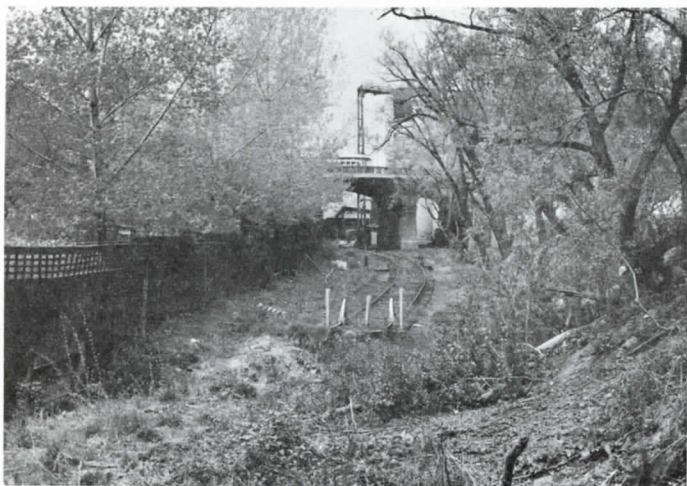
Most of the track on the other abandoned sections had been removed at a much earlier date. Some of the rail from the Rosedale-Moore Park and Humber Valley segments was sent to France during the First World War (1914-1918) to replace rail damaged during the conflict.

Freight traffic has gradually decreased along the remaining segments. In some cases, particularly in the former Village of Forest Hill, there was political pressure to remove building supply yards. In addition, a number of coal yards along the line have closed or switched their activities with the conversion of most homes to other fuels. The building of the TTC Davisville Shops and Yard in the early 1950's and the subsequent deliveries of subway cars to the yard accounted for some business in latter years.

The construction of the Spadina Expressway appears to have assisted in the decision for the abandonment of the section of the Belt Line east of Lyon Avenue. At the present time CN crews have removed track from the right-of-way from just east of Mount Pleasant Road to just west of the bridges over Yonge Street and the subway yards. At the present time the future of the right-of-way east of Lyon Avenue is in doubt, once track has been removed. The City is about to conduct a hearing for proposals for right-of-way utilization within its jurisdiction. The Toronto Planning Board has proposed that portions of the Belt Line be turned into a park. Segments of the original Belt Line which will remain in operation after July 1970 include the Runnymede-Keele and the Fairbank-Lyon Avenue industrial spurs and the section of the CN Bala subdivision between Don and Rosedale.



P-5-f class 0-8-0 8357 pushes a cut of boxcars across the bridge over the subway yards and Yonge Street, July 1953. (Don McCartney)



The Belt Line right-of-way looking west to Mount Pleasant Road, shortly before the removal of track. (Robert D. McMann)



The Belt Line right-of-way looking northwest toward Eglinton Avenue. Track is still in position at this point. (Robert D. McMann)



CN track crews hard at work removing rail from the Belt Line, west from Mount Pleasant Road, May 29th. The "burro" crane was quite adequate to lift rail and other hardware to be salvaged. (Ted Wickson)



The Belt Line bridge over Yonge Street again, this time looking south from the fourth floor of the TTC McBrien Building. Geep 4152 is westbound across the bridge with a cut of cars. (Ted Wickson)



# PASSENGER TRAIN NEWS

\* Canadian National introduced afternoon Turbo service between Toronto and Montreal on June 22nd. The trains leave each city at 1610 daily, arriving in the opposite city at 2015. Stops are made by the Montreal-bound Turbo at Dorval, and by the Toronto-bound Turbo at Guildwood (the reverse of the morning service). Passengers travelling Turboclub on the afternoon service have a gourmet-style dinner served at their seats, by the hostess or steward-waiter. Bar service is also available to patrons of both Turboclub and Turboluxe sections of the train. Turboluxe travellers purchase hot take-out items from the cafe in that section of the train.

Since its introduction on May 25th, traffic on the Turbos has been picking up. The afternoon service is especially popular, with space in the Turboluxe sections almost unobtainable on certain days. All seats are by reservation only.

Currently service is being provided by three Turbo sets, units 1, 2, and 5. Two of the sets are used for the morning and afternoon runs; the third is held as a spare.

\* CP Rail has been ordered by the Canadian Transport Commission to keep its Montreal-Toronto-Vancouver transcontinental train the "Canadian" in operation. The ruling means the Federal Government will subsidize the train's operation at a rate of more than \$1 million a month. Losses on the train were \$15 million in 1968.

By turning down the application by CP Rail to discontinue the run, the CTC ordered CP Rail to propose before July 20th a more economical way to operate the service. Luxury-oriented sleeping car accommodation and meal service were major contributors to the deficits. Severe competition from cars and busses also contributed to the squeeze.

\* CP Rail announced July 10th some passenger train discontinuances in Ontario and Quebec, to be effective August 1st. Service between Montreal and Ottawa has been drastically cut; trains 232, 233, 234, and 235 (Montreal-Ottawa via Vankleek Hill) and trains 131, 134, 137, and 138 (Montreal-Ottawa via Lachute) will no longer operate. Service via Vankleek Hill will now be provided by the "Canadian", and via Lachute by trains 132 and 133. These trains will operate on their present schedule and make the same stops as shown in the current summer timetable.

In Quebec, trains 201 and 206 between Montreal and Megantic will be dropped; service to be provided by trains 41 and 42, making additional stops at Adamsville, Foster, Magog, Cookshire and Scotstown (on flag).

\* For the first year none of CP Rail's "tuscan red" sleeping cars will be in "line" service. The last holdout of the heavyweight cars was the "Atlantic Limited" [trains 41/42]. Although this train often utilized Budd equipment from the "Canadian" in off-season, the summer invariably brought back Standards (12 sec.-DR) or "R's" of the 8 sec.-2 cpt.-DR configuration as well as CP Rail's own streamlined Angus-built "Groves" of the late 1940's (10 rmte-5 DBR). Last summer saw a "T" series Standard and a "Grove" assigned to the train (both often painted a non-traditional aluminum, decidedly unattractive when combined with clerestory roofs). Since the fall season two stainless-steel sleepers have been assigned--at present two "Chateau" series (4 sec.-3 DBR-1 DR-8 dupl. rmte). The "Groves" (of a particularly massive construction for such a recent car) will be particularly remembered for their quietness and smooth ride, even on secondary mainline track such as the International of Maine Division. This series will undoubtedly be retained for spares at least as long as the D&H and Penn Central trains run across the border and need on the spot replacements for bad order equipment. The future is not so bright for the "R's" and Standards.

\* Here is the consist of the Royal Train which was used by the Royal Family during their tour of Manitoba this month:

electric generator car 15300  
sleeper "Extew"  
"Burrard"  
"North Wind"  
car No. 5  
"Bedford"  
diner 1375  
sleeper "Elbow River"  
"Elcott"  
"Ellerslie"  
baggage 9269  
business car 92  
Governor General's car 1  
" " " 2.

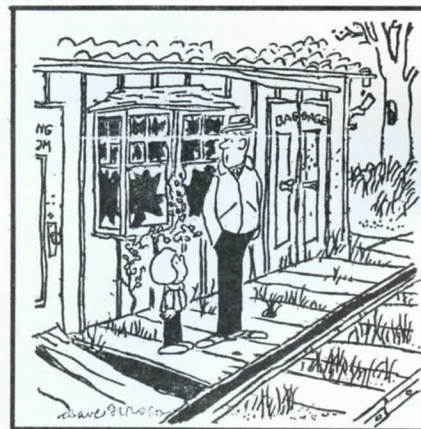
\* A proposal to send the Liberty Bell across the United States aboard a steam-hauled train in 1976, came out of the hearings conducted by the ICC in Cleveland, Ohio recently, on Penn Central's application to discontinue 34 long-distance passenger trains (all service west of Buffalo and Harrisburg). PC was accused of deliberately downgrading trains so that people would stop using them and make it easy for the railroad to ease itself out of the passenger business. There were also charges of impossible scheduling, dirty coaches and stations, faulty equipment, lack of promotion and difficulty in getting train information. Some of the witnesses opposing PC's application to discontinue these trains at the hearing in Cleveland confessed that they did not ride trains.

The hearing in Cleveland was one of 40 that the ICC has held or will conduct in 38 cities along the routes of the 34 trains PC wants to discontinue. Data collected at the hearings will be handed over to the ICC for a decision, which has to be made by October 1st. The ICC can order Penn Central to keep some or all of the trains, but only for a year, after which the railroad can apply again to cut service.

PC originally wanted to axe the trains April 15th, but the PC was ordered by the ICC to keep them in operation until it could investigate to see if the trains are performing a public service. PC estimates that it can save \$16 million a year if the trains can be eliminated.

\* The Illinois Commerce Commission recently approved a fare increase on the Illinois Central Railroad's Chicago suburban service amounting to 32%! The increase affected about 45,000 daily riders.

IC has also sought to increase fares by the following amounts--40% for First Class, 20% for Coach Class--for the rest of its passenger business. To date IC has not received authorization for these increases.



"They were long, gleaming steel things that came roaring in on flying wheels and a terrifying blast on their horns and thousands of people pushed and shoved to ride on them."

(Wall Street Journal)



# RAILWAY NEWS PHOTOS

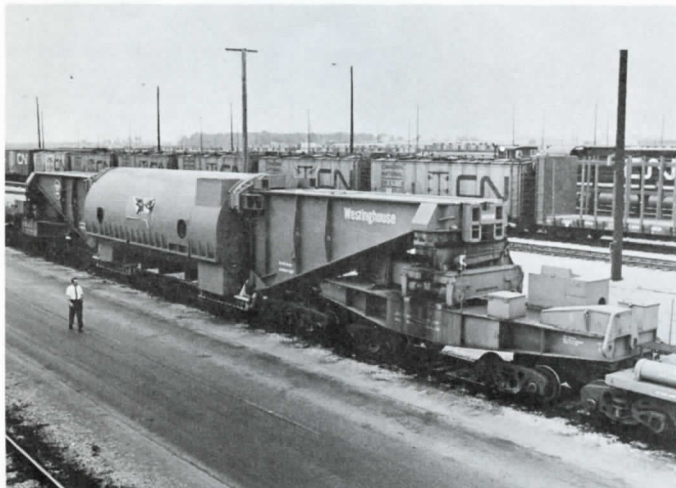


ABOVE: A 300 mm f/4.5 Auto-Nikkor telephoto lens was used on this shot of 6218 meeting a northbound freight headed by CN SD40 5010 at Washago, on the very successful UCRS steam excursion to Gravenhurst July 4th.

(Brian George)

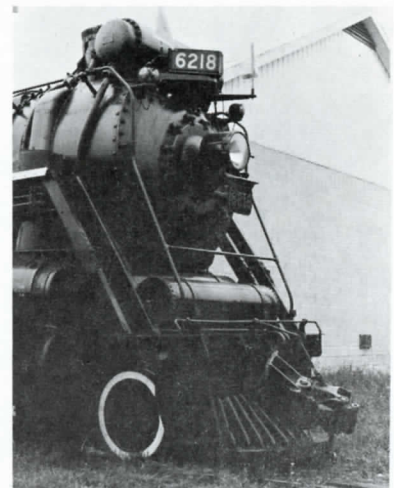
TO THE RIGHT: The companion trolley trip on July 5th was well populated by over 60 trolley fans and used two air-electric PCC cars and operated over some out-of-service trackage in the downtown. 4199 heads 4593 southbound on Bay at Walton over some of this track.

(Tom Gascoigne)



ABOVE: This 743,000 pound turbine generator was the only item carried aboard a special CN train that pulled into Toronto Yard on the afternoon of July 8. The turbine was mounted on a special car--158 feet long, 13 feet five inches wide, weighing more than 300 tons, and rolling on 20 axles. It is one of two owned by Westinghouse Corporation of Pittsburgh, Pa., builders of the turbine. The turbine was destined for the Atomic Power Company of Wiscasset Me., and entered Canada at Fort Erie, CN handling the transportation of the load. It reentered the U.S. at Norton, Quebec and stayed on CN rails as far as Yarmouth Jct. near Portland, Me. The consist of the train was as follows: locomotive, eight "filler" cars, the special car carrying the turbine, and the caboose.

(Canadian National)



While in transit from Montreal to Toronto on June 28th, locomotive 6218's front coupler pocket became damaged, necessitating the engine being set out at Napanee. CN crews from Belleville removed the pocket, welded it, and replaced it on the 29th. On the 30th the engine was again on its way back to Toronto.

(Brian Dickey)



BELOW: CN roadswitcher 1915 and consist wait at London station for the patrons of the excursion sponsored by the Forest City Railway Society (their first trip), to sundry points in southwestern Ontario, on Saturday, June 13th.

(Brian George)







TO THE LEFT: CP Rail RS-2 8454 heads the rail gang train bound for the Chalk River Sub, east-bound at Darlington, Ontario, on May 30, 1970.

(James A. Brown)

RIGHT: Freshly-painted MLW roadswitcher 8732 was on the front of a train of freshly (and gaudily) painted freight cars, being used by CP Rail as the subject of a series of television commercials. The setting for the filming was the rustic Elora branch and the beautiful Credit River valley. The engine and train are seen at Forks of the Credit on June 8th.

(David M. More)



BELOW: Same train and consist at Inglewood on the same day.

(David M. More)





# EQUIPMENT NOTES...

## CANADIAN NATIONAL MOTIVE POWER NOTES

### \* CN locomotive leasings:

- MR-18c units 3696 and 3697 were leased to the Roberval Saguenay Railway as of April 10/70.
- GR-17s 4155 and 4156 leased to the Northern Alberta Railways.

\* CV GR-17j units 4558 and 4559 were transferred to GTW (Battle Creek) as of May 23/70.

\* The game of musical SD40's goes on: coincident with the transfer of units 5004-5007 from Toronto to Calder (June NL), units 5053-5056 were moved from Symington to Toronto, and units 5076-5079 shifted to Symington from Calder.

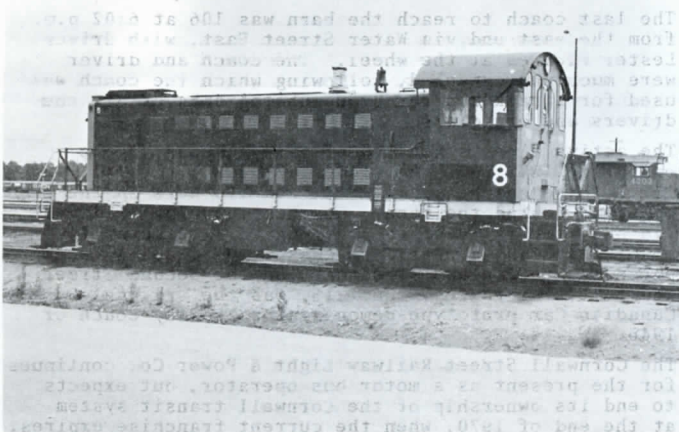
## CP RAIL MOTIVE POWER NOTES

\* GP38's 3004 and 3005 were delivered May 30/70, and are now assigned to Winnipeg.

### BRIEFLY.....

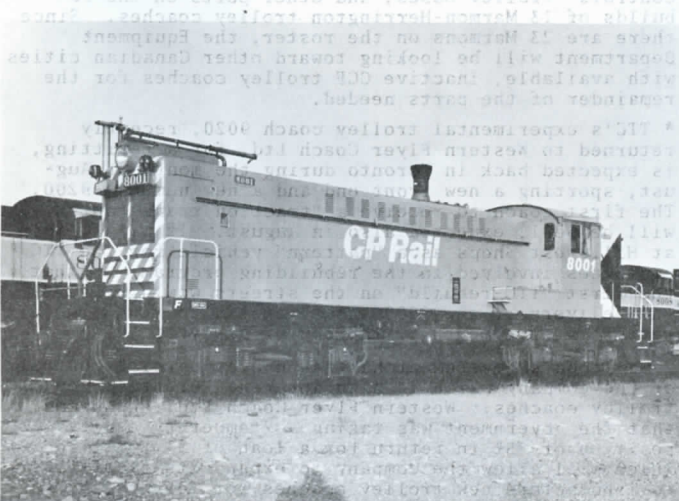
\* MLW-Worthington has won a contract to supply diesel locomotive components to the Australian locomotive builder A. E. Goodwin Ltd. The components will be used in the manufacture of 19 locomotives Goodwin will supply to an iron ore company, starting in early 1971.

The last coach to reach the barn was 100 at 6:05 p.m. from the east and via Water Street East. The coach and driver were met by the train crew and the coach was moved to the siding. The coach was then moved to the siding and the train crew was notified.



CN switcher 8468 has been sold to Vancouver Wharves. Here it is seen at Toronto Yard, shortly after renumbering (to 8), and prior to being shipped west.

(J. Bryce Lee)



The CP Rail paint scheme has penetrated to Vancouver Island, as exemplified by roadswitcher 8001, class DRS-10a. The locomotive, turned out by Baldwin in 1948, posed for its portrait at Nanaimo, B.C., June 18th, fresh from Ogden Shops, Calgary.

(John Thompson)

# TRACTION TOPICS

Edited by Alf Nanders.

\* De Leuw, Cather & Co. of Canada Ltd., rapid transit consultants to the City of Edmonton, is considering placing the first leg of Edmonton's transit system underground. The route, if accepted, would run parallel to Jasper Ave. and would require an expenditure of \$8 million, \$6 million more than a surface facility along the CN right-of-way would cost. The greater costs would be desirable because the route would be used far more if tunnelled, consultants believe. Following completion of the first phase, a second phase across the High Level bridge to the University of Alberta would be constructed.

City council accepted a recommendation recently to expand the De Leuw study--first commissioned last fall--to include the first phase. Tenders had been called on a \$4 million equipment contract, but the decision will probably be delayed until the new study is completed. At present De Leuw, Cather are in the midst of two rapid transit studies for the City of Edmonton. They are investigating several alternatives but the studies are not sufficiently advanced to arrive at conclusions and recommendations.

\* The City of Calgary also has rapid transit under study and it is our understanding that their report will not be completed for about another month.

\* On Thursday morning, June 4th, the second 55-ton shield used for subway tunnelling work was lowered into a 62-foot deep shaft on the east side of Yonge Street north of York Mills Road. Tunnel shields of this size are usually lowered in segments and assembled underground, but this shield is an all-welded structure and was lowered intact.

The shield, together with an identical one already in place, will be used for the construction of twin subway tunnels 16 feet in diameter between the York Mills and Sheppard Stations. This section of the subway project is being built by S. McNally & Sons Ltd. on a \$6,983,000 contract. The shields were designed by the contractor and were fabricated in the Port Robinson, Ontario shops of the James United Steel Company. They cost approximately \$150,000 each, are 17' 6" in diameter and are 13' 3" long.

\* Work has resumed on contract Y3 (Lawrence Station) after it was halted for about eight weeks due to a shortage of steel.

\* Contract Y4, tunnelling south from Ivor Road to Lawrence Station, has run into unforeseen difficulties, which may delay the whole subway project. Work has already been stopped on the northbound tunnel and is expected to be halted on the southbound tunnel soon due to water seepage. As described in the May NL, this contract is being worked without air pressure, as no water was expected. Installation of an air lock and the different work procedures for work under air pressure would not only increase costs, but would also delay the opening of the subway to Sheppard Avenue, planned originally for early 1972. The TTC has yet to decide whether to open the Eglinton-Sheppard section before the entire extension is completed to Finch Avenue in 1973. A lengthy delay on Y4 could eliminate any choice in that decision.

\* The last streetcar to operate on the LONG BRANCH tripper route from Richmond & Victoria Streets in downtown Toronto to Long Branch Loop, was 4419 on run 14, on Friday, June 26th. It left the downtown with seven UCRS "mourners" among its heavy load at 5:35 p.m. Run 15, scheduled to be the last on the service, was cancelled. This occasion also saw the last usage of the hand-held farebox, nicknamed "coffeepot", on a Canadian streetcar in regular service, when the Zone 2 fare was collected on the car at Humber Loop.



SHORT TURN.....add all-electric PCCs 4717, 4725, 4736, and 4778 to the list of cars stored out of service at St. Clair Division [May NL, page 56]....RT-15 (ex-4446), one of the two PCC cars being converted to a subway rail grinding train has been painted yellow with black trim....RT-14 (ex-4410) is still tied up with electrical work at Hillcrest Shops....Small Witt 2778 is presently being regauged in preparation for shipment to the Northern Ohio Railway Museum in Cleveland, Ohio.



CSRL&P 104 was the trolley coach used on an impromptu fantrip in Cornwall on Sunday, May 17, 1970. The sudden announcement of the May 31st abandonment date prompted the trip--the first and only such trip operated. A handful of fans from Ottawa, Montreal, and Toronto spent an enjoyable two hours covering virtually all existing overhead. The unused Belt Line route was of particular interest in that this former carline was retraced and in many places was still very much in evidence (for freight service) as this photo indicates. (Ted Wickson)

\* TTC track crews have been kept busy with a lot of small track jobs this past spring, most of which were originated by the various road authorities. Here is a listing of recent track work:

1. The track rehabilitation on St. Clair Avenue West was completed to Keele Street [See June NL, page 67.] The tail track in Keele Loop was also removed.
2. Trackage on Wellington Street East from Yonge to Church was raised, levelled, and set in concrete. Scott Street special work was removed and replaced with straight rail. The tail of the Scott Street wye was paved over several years ago.
3. Trackage on Church between Wellington and Adelaide was raised, levelled and set in concrete. The last "non-clearance" curve in Toronto at Wellington and Church disappeared when the east to north curve at those streets was relocated to permit two cars to pass there. Wellington Street is a one-way west-bound street and this work was done with a view to future reroutings.
4. Track was raised, levelled and set in asphalt on Victoria Street between Richmond and Queen, including the special work at Queen and Victoria.
5. Worn track was replaced on King Street East between St. Lawrence and River Streets.
6. Tracks, crossties and old ballast replaced on arrival and departure tracks (not storage tracks) of Exhibition Loop to a total of 800 feet, using 85# T-rail.
7. Worn curves east to south were replaced at St. Clair and Vaughan.

\* More long out-of-service trackage disappeared from Toronto streets. Ex-DUPONT route trackage was removed for scrap on Davenport Road between Avenue Road and Bay by contractors doing repaving work. Track on Spadina Avenue from King to Front was removed by TTC forces, including an interesting crossover situated in an S-curve.



Here's the second unit of the TTC's subway rail grinding train--RT-15 (ex A-7 4446), resplendent in yellow paint with black trim, just after it emerged from the paint bay at Hillcrest Shops. (Ted Wickson)

\* Trolley coach operation in Cornwall, Ontario, ended on Sunday, May 31, 1970, after 20 years and 10 months. Only the Second Street route was operated latterly, although overhead was still up on the Belt Line via Ninth Street route, and an enthusiasts' charter had traversed this long-disused line only a week before the end. The Second Street route required four coaches on weekdays. Three coaches were required for the Sunday schedule operated on the last day.

The last coach to reach the barn was 106 at 6:02 p.m. from the east end via Water Street East, with driver Lester Floude at the wheel. The coach and driver were much photographed, following which the coach was used for a backdrop for group photographs of all the drivers and officials.

The active fleet consisted of nine coaches at the end, viz: 100, 102, 104, 106, 107, 108, 110, 111, and 112. Three coaches, 101, 103, and 113 were on the boneyard behind the barn. Coaches 105, 109, 114 and 115 had been disposed of previously. All were T44 model Canadian Car/Brill coaches. Nos. 100-114 were purchased to replace streetcars on the Second Street and Belt Line routes. No. 115, was the original Canadian Car prototype-demonstrator trolley coach of 1946.

The Cornwall Street Railway Light & Power Co. continues for the present as a motor bus operator, but expects to end its ownership of the Cornwall transit system at the end of 1970, when the current franchise expires.

\* The TTC has approved the purchase of the 13 CCF trolley coaches from Cornwall, Ontario as a source of parts. This will allow the TTC Equipment Department to standardize wheels, air compressors, motors, controls, trolley bases, and other parts on the rebuilds of 13 Marmon-Herrington trolley coaches. Since there are 23 Marmons on the roster, the Equipment Department will be looking toward other Canadian cities with available, inactive CCF trolley coaches for the remainder of the parts needed.

\* TTC's experimental trolley coach 9020, recently returned to Western Flyer Coach Ltd. for a refitting, is expected back in Toronto during the month of August, sporting a new front end and a new number--9200. The first coach to receive a "traction transplant" will be 9201, expected also in August. It will remain at Hillcrest Shops as a "pattern" vehicle for the TTC employees involved in the rebuilding program, so that the first "TTC-rebuild" on the streets would be 9202. The delivery of new 9200's is expected to reach the rate of 10 per month by the end of the year.

\* Manitoba's government has taken over partial control of the company which is manufacturing Toronto's new trolley coaches. Western Flyer Coach Ltd. announced that the government was taking a "temporary equity" position of 25% in return for a loan of \$1.5 million which will allow the company to expand its facilities to manufacture new trolley coaches for Toronto and other North American cities.

Company president Donald Kennedy said the government money would be used to acquire a bankrupt manufacturing company at Morris, 50 miles south of Winnipeg, and would provide capital for the expansion of both this plant and Western Flyer's Winnipeg operation.