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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.

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Please address all other Society correspondence, including membership inquiries, to: Upper Canada Railway Society, Box 122, Terminal A, Toronto 116, Ontario.

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

The Cover

PASSENGERS walk out to board waiting Dayliner train 339 at CP Rail's London station on the day before Christmas, December 24, 1967. (John D. Thompson)

Readers' Exchange

SWAP: Slides of the TH&B-CP Rail Dayliner (first run) in Buffalo and other Buffalo shots (passenger) for those of last trip of overnight TH&B-CP Rail Ontarian from Toronto and Hamilton of this train with PC power on head end. Dale Madison, 342 Shepard Avenue, Kenmore, New York, 14217.

WILL BUY: UCRS Bulletins 1 to 14 inc., 16, 17, 18, 23, 31, 37 & 43. Also NEWSLETTERS 1 to 13 inc., 40, 48, 63, 67, 69, 73, 75, 89, 90, 93, 97, 107, 108, 109, 117, 128, 136, 139, 140, 141, 145, 153, 158, 167, 169, 170 & 171. W. E. Miller, Apt. 16, 260 Southwood Dr., Galt, Ont.

WANTED TO BUY: Action and still photos of Canadian Pacific solarium-lounge car River Clyde, Cape Churchill, and Business Car 36 for forthcoming publication. James E. Lanigan, 4280 8th Avenue, Regina, Saskatchewan.

FOR SALE: About 2000 negatives of Canadian and U.S.steam & early diesel, years 1934 to 1959, some electric negs as well. Also have a group of CERA Bulletins for sale, 1945 to 1957. Please write stating interests to R. A. Paterson, 451 Maplehurst Avenue, Oakville, Ontario.

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.

Mar. 19: (Fri.) Regular meeting. To be announced.

Mar. 20 & 21: (Sat. & Sun.) Farewell to 6218 Steam Weekend. See details below.

Mar. 26: (Fri.) Hamilton Chapter meeting. 8:00 p.m. in the CN Station. James Street North, Hamilton.

Contributors:

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6218 RETIRES

Mr. D. V. Gonder, vice-president Canadian National Railways Great Lakes Region, announced January 29th that famed steam locomotive 6218 will be withdrawn from revenue service as of Wednesday, March 24, 1971. In announcing the decision to retire the engine, Mr. Gonder noted that soaring costs of operation, diminishing availability of qualified operating and maintenance personnel and the need for extensive boiler and running gear repairs necessitated the move.

The Upper Canada Railway Society has the honour of operating the last rail organization trips to be sponsored with 6218. A "Farewell to 6218" steam weekend will be operated by the Society to mark the engine's retirement on the weekend prior to the actual date of retirement--March 20 and 21. Keep this weekend open for these trips--from Toronto to London via Stratford on Saturday, March 20; from Toronto to Paris Jct. via Guelph Jct. and Lynden Jct. and returning to Hamilton through Caledonia on Sunday, March 21. Also in Hamilton, a special commemorative banquet will be held to mark the retirement of the locomotive at the Royal Connaught Hotel. Guest speaker will be a prominent railway official.

Fares and Prices: For each individual trip--adults $15.00, children (5-12) $7.50, infants $2.00. Banquet prices adults $10.00, children $7.50. A Special Weekend Package for both trips and the banquet is being offered--adults $36.00, children $20.00. Because of limited space on the trips and at the banquet, seats will be sold on a RESERVE BASIS only. Orders will be filled on a first come basis and no guarantee is made that tickets will be available on the day of the trip. Mail orders only; no telephone orders will be accepted. Order your tickets now--use the coupon on the special flyer available from the Trip Committee. Send orders to: Trip Committee, Upper Canada Railway Society, Box 122, Terminal A, Toronto 116, Ontario. Ensure that full remittance either by certified cheque or money order accompany your order.

THIS IS ONE WEEKEND THAT YOU WILL NOT WANT TO MISS!!! Reserve your tickets now!

RAILWAY NEWS AND COMMENT

RAIL SHOPCRAFT UNIONS REJECT SETTLEMENT

A tentative contract settlement negotiated by eight railway shopcraft unions has been rejected by the membership of five of the unions. One of the three that approved the terms did not submit them to the members. The decision by the majority of the unions that participated in the bargaining to turn down the settlement was kept secret.

Meanwhile, the shopcraft unions have deferred further action for 30 days (from January 19th). There are indications that some shopcraft unions hope that within that period the non-operating unions (mediation between the seven non-operating unions and the railways is continuing) may be able to bargain a better agreement than did the shopcrafts and that any superior terms would also be applied to them.

The Brotherhood of Railway Carmen in the United States and Canada did not submit the tentative agreement to its 10,000 members. Approval was given by elected officers. The other shopcraft unions whose members turned down the agreement were the International Brotherhood of Electrical Workers, the United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry, and the International Brotherhood of Boilermakers and Blacksmiths (which count for two unions in the vote). The terms were approved by a narrow margin by the 600-member railway group of the International Association of Sheet Metal Workers and by the 30-member unit of the International Molders and Allied Workers Union. To be binding, the settlement had to be approved by a majority of the eight participating unions.

The non-operating unions want a greater pay increase than the shopcraft unions accepted, but possibly more contentious in their bargaining with the railways are three issues never raised by the shopcraft unions. These are the right to bargain on job security, pensions, and proposal for a plan of accumulated sick leave. The larger union group, which was resentful that an agreement signed with the smaller shopcraft group was being used as a pattern for the non-ops, also wanted more than the shopcrafts accepted for the medical and surgical plans [See January NL, page 3]. Acceptance of the terms was one of the sore points with the membership. The non-ops want the railways to pay $20 a month for each employee for medical and hospital benefits and $8 for a supplimentary plan they want to negotiate.

Recent bargaining has focussed on the job security demand. The unions want not only improved cushioning provisions against the impact of technological and operational changes but a guarantee that employees beyond a specified seniority level would have full job security. The railways were prepared to discuss improved cushioning arrangements with the shopcraft unions after an agreement was signed, and offered the same proposal to the non-ops. Both unions were parties to the so-called job security agreement under the old contract.

A demand for other improvements by the non-ops on the sick pay plan has been complicated by the Federal government's proposed changes in the Unemployment Insurance Act, which will also cover sickness benefits after a waiting period.

Rejection of the shopcraft agreement has created a dilemma for Labour Department negotiators. Should they attempt to salvage the shopcraft agreement by some modifications or concentrate on the non-ops in the hope that they can set a new pattern?

CP RAIL TO REMOVE CERTAIN PRAIRIE STATION AGENTS

The Canadian Transport Commission has accepted an application from CP Rail to remove 56 agents, nine caretakers and four caretaker-agents from railway stations in Saskatchewan and four agents and three caretakers from stations in Alberta. Permission is contingent on CP Rail establishing a customer service centre in Saskatoon to provide free long-distance information and reservations service to customers.

ENGINEMEN SHOW DISCONTENT OVER CONTRACT NEGOTIATIONS

Engineers in two parts of Canada have shown their discontent over contract negotiations with the railways. Enginemen in Montreal booked off sick on January 21 and 22 and attended a union meeting held to review the status of the negotiations. Canadian National was the road affected, and officials reported that four of seventeen scheduled commuter trains were cancelled on Thursday, the 21st. The other trains were operated by supervisory personnel.

Approximately 200 engineers stayed off the job in Vancouver on January 28th to attend a series of grievance meetings over the negotiations. No CP Rail freight moved in or out of the city. Canadian National had 25 supervisors trying to operate some freight trains in the Vancouver area, but their service was also very severely disrupted. No passenger services were affected.

The Brotherhood of Locomotive Engineers has been negotiating a new contract with the railways since April 30, 1970. Last October a three-man conciliation board was established to try to reach an agreement, after talks had bogged down. A conciliation board report was due in mid-February. If the report is not favourable to the union, strike action has been threatened for seven days after the report comes down. The engineers want a 20% wage increase in a one year contract.

HOW RAILS FARE IN AN INTERCONNECTING NATIONAL TRANSPORT SYSTEM

How do railways and rapid transit fare in an interconnecting national transportation system for Canada? The following is abstracted from a report on transportation prepared by the Minister of Transport, Don Jamieson:

"Transit innovations may be expected, for travel within a number of Canadian metropolises and to international airports which are located some distance from the population centres which they serve. Most likely of these is the subway system, such as now operates successfully in both Toronto and Montreal and is being seriously considered in at least three other cities. Other possibilities include tracked air-cushion vehicles, magnetic suspensions, or the minirail which proved so popular at Expo.

Railways may well win back a good portion of medium distance passenger travel through well populated areas as, for example the CN Turbotrain between Toronto and Montreal. An interesting concept, which will go into effect where it can still be done without excessive land costs, is the development of transportation corridors. These are wide rights-of-way which can contain multiple transportation facilities such as railway lines, highways, landing strips for STOL aircraft, pipelines and lines for communications. Much of the land can be farmed or used for other purposes until needed.

Despite the opportunities for railway passenger service in heavily populated transportation corridors, there seems little doubt that railway passenger services on the whole will continue to decline. Railway freight activity, however, will continue to hold up well. Developing rail technology, while not sharing the glamour of supersonic aircraft, for example, is providing central traffic control, improved control over the disposition of rail, cars, and other measures that make for an efficient and more economically-operated railway freight service.

Transportation is vital to Canada. Rail transport ensures that the grain products of the prairies reach our harbours and that the bulk natural resources of Western Canada such as potash, coal and mineral ores reach their markets.

NEW GENERAL MANAGER FOR TH&B

Mr. Henry M. Babcock has been appointed general manager of the Toronto, Hamilton & Buffalo Railway. Mr. Babcock succeeds Percy W. Hankinson, who has retired as vice-president and general manager of the TH&B. Mr. Babcock began his career in railroading in 1929 as a brakeman, and was previously superintendent of the Canadian division of Penn Central.

RAILWAY FREIGHT RATES INCREASE

Increases on normal and competitive tariffs averaging 6% in rail freight rates for traffic carried within Canada have been filed with the Canadian Transport Commission by the Railway Association of Canada. The tariff adjustments, to become effective March 1, will provide $25-million of additional revenue to the railways over a 12-month period. They will be applied by 22 railways, including CN and CP Rail.

The railway association says the increases are designed to have a relatively lower effect on long-haul rather than short-haul shipments.

All traffic to, from and within the territory covered by the Maritime Freight Rates Act, which extends east of Sherbrooke, Quebec, throughout the Atlantic Provinces, and which has freight rates about 6% lower than elsewhere in Canada, also will be affected.

Not affected by the increases, which the railway association says are necessary to offset rising material and labour costs, are statutory rates on the movement of export grain and flour, international traffic between the United States and Canada, and traffic carried in Canada at tariffs related to U.S. levels.

'SUPER CONTINENTAL' DERAILED AT DUNROBIN

The eastbound 'Super Continental' was derailed late in the afternoon of December 29th, at mile 25.4 of the Beachburg Sub at Dunrobin, Ontario. Nine cars of the 12-car consist were derailed, including the three locomotives (6509 [engine 1967 of the Centennial Train], 6602 and 6625). Passengers were shaken up, the most injured passengers being removed to Ottawa by snowmobile and ambulance. A special three-car train backed from Ottawa to the wreck scene to remove the uninjured passengers.

CN crane 50022 (from Capreol) worked on the west end of the derailment, CP Rail crane 414480 on the east end, until replaced by the CN crane from Montreal. Temperatures during the cleanup procedures hovered around 0°F.

CN DERAILMENT AT BOUNDARY

CN's main Quebec-Maritimes freight line was blocked by the derailment of 35 cars of a 98-car freight at Boundary, Quebec, on January 16th. 600 feet of track was torn up. There were no injuries. Cause of the derailment was not known.

Passenger services on the Sunday stopped at Edmundston and Les Etroits, and travellers were transported in between by bus and taxi.

TWO TRAIN ACCIDENTS OUT WEST

* 28 cars of a 70-car Canadian National freight were derailed near Waldron, Saskatchewan, on the morning of January 3rd. There were no injuries. CN's main line was blocked, forcing the diversion of the 'Super Continental'.

* Two CP Rail freights met in a head-on collision, 15 miles west of Blairmore, Alberta on January 19th. The engineer of the westbound 94-car freight with four units was killed in the crash. A trainman riding in the caboose of the eastbound freight also died.

METRO CENTRE NEWS

Look for construction to begin on the $1-billion Metro Centre project to begin within the next six months. Revisions have been made to the original design of the project as the result of the decision made to operate the new Union Station as a through station rather than a terminal station. This will permit the railways to reduce the number of tracks required for the transportation centre, thus allowing the designers to change the configuration of the rail corridor, highway approach ramps, and the esplanade. Also permitted will be a different form of massing the buildings of the complex, allowing for the construction of an additional high-rise.

The transportation complex involves an integrated transportation terminal, a proposed convention hotel, convention and trade centre, offices for CN and CP Rail. The terminal is designed to bring together mainline railway passenger facilities, GO Transit facilities, a new regional bus depot, airport destination services, and connections to the rapid transit system.

Metro Council decided recently that the TTC subway will not be extended through the development. The council indicated that an intermediate form of transit should be built through the centre from the Union Station subway terminus. Precise form of the intermediate type of transport to service the project has not been decided. It could be buses, monorail, air-cushion vehicles or minitrains.

The first stage will be three years under construction, and will include the transportation terminal, convention and trade centre, CN and CP Rail offices, communications tower and a portion of the residential area.

Metro planners have estimated that $100-million worth of municipal services, including roads and transit lines, will be needed to serve the centre and other waterfront projects. Metro Council and Metro Centre Developments are currently considering the size and cost sharing scheme for the convention and trade centre. A liaison committee composed of representatives from Metro Centre Developments, the province, the city and Metro Corporation will negotiate the sharing of the cost of public works required to serve Metro Centre.

RESOURCE RAILROAD SHOWS FREIGHT GAINS

Freight handling on the Alberta Resources Railway is increasing each month, according to provincial treasurer A. O. Aalborg. Mr. Aalborg, chairman of the AAR Corporation, said that figures showing the increase during the railway's first 11 months were supplied by Canadian National. CN is operator of the railway and will gain ownership of the line in 20 years.

During the period, the Alberta government received $354,534 in tonnage rentals from CN, through the corporation. During the month of October 1970, 1254 cars carried freight out along the line to the CN mainline at Brule. In November the figure was 2931--the increase being mainly in grain shipments. Mr. Aalborg said that the tonnage rentals indicated a deficit will be incurred on the principal and interest payments for the first year's operation, but this situation was expected for the first few years.

6218 puts on a fine show for (left to right) 'coptercaders, trip patrons, and a CBC television film crew from the program "This Land" at the first runpast site near King City on the UCRS Winter Steam trip to Orillia, January 24, 1971.

6218 will be a featured performer on the show "This Land" on Wednesday, February 24th. (NEWSLETTER/Bob McMann)

CN LETS RAILWAY HOUSING CONTRACT

For the second year in a row, the Railway Equipment Division of ATCO (Quebec) Ltee., has been the successful bidder to Canadian National for the manufacture of flatcar mounted housing units. The tender calling for 226 units of various designs was issued to a list of potential bidders considered by the railway as being capable of filling the contract requirements.

ATCO was low bidder and reportedly considered the most attractive in all respects resulting in a contract being issued amounting to more than $1.5-million.

The units will be constructed in one of ATCO's Montreal plants. Production began the first week of December and the units are being finished at a rate of approximately four per day until completion of the contract in time for spring startup of railway maintenance work.

This contract is the second in a series of annual contracts which will upgrade the living conditions of all CN maintenance employees who are required to live away from home. It is anticipated that the total program will take approximately five years for completion. At that time, the CN employee will reportedly be the best-housed in the entire North American railway industry.

CN HANDLES FREIGHT MORE EFFICIENTLY

Canadian National is now able to handle 50% more freight than it was able to nine years ago, and with 20% fewer people. This was revealed as one of the examples of increased productivity of CN, as outlined in an address to the Moncton Lions Club (Moncton, N.B.) given by D. W. Blair, general manager of CN's Atlantic Region.

Mr. Blair was speaking on the new equipment, new technology and new methods the railway was introducing to improve its productivity and efficiency. He said the railway had to take these steps to survive...at the rate that labour and other costs are increasing, the expense of maintaining old methods of doing things would have been so high that the Canadian taxpayer would long ago have refused to put up with it. "Competing modes of transportation would have moved into the vacuum, and, as a result, the cost of living would have been much higher for all Canadians today."

Mr. Blair pointed out that CN in fact earned less today for hauling one ton of freight a mile than it did a decade ago. A comparison between the revenues per ton of freight per mile between 1959 and 1969 showed a decrease of 7%. In the same way the revenue for hauling a passenger one mile had decreased 11% between 1962 and 1969.

NATIONALIZATION OF U.S. RAILROADS WOULD COST BILLIONS

Benjamin Biaggini, president of the Southern Pacific, has warned that any attempt to nationalize the U.S. railroad industry would cost taxpayers more than $100-billion in the first ten years. Speaking to the National Press Club in Washington, he said it would cost the government $60-billion to buy the railroads, $36-billion during the next tenyears for new equipment, and $1-billion a year would be lost in state, local and federal taxes.

"From my standpoint, it seems to be good sense to put aside any ideas of nationalization of railroads, or any other transportation," he said. Rather than nationalization, he called for a reform of the government's regulatory policy. He proposed a "program of creative federal involvement" which would include faster action by regulatory agencies, tax relief for the railroads, and the "removal of barriers" to ownership of different forms of transportation.

96 years old and still going strong! Canadian National railroad carferry "Huron" departs her dock at Windsor with a load of cars for Detroit on December 20, 1970. (John Bascom)

FINANCIAL AID TO PENN CENTRAL

President Nixon signed into law the Emergency Rail Act of 1970 on January 9th authorizing the U.S. Government to guarantee up to $125-million in trustee certificates of railways that are in reorganization proceedings. Penn Central was the chief beneficiary of the funds, applying for $110-million to keep the railway operating through the first quarter of this year. Part of the money went to retroactive pay settlements.

Penn Central has made all rental payments due on the Canada Southern Railway Co. (71.4% owned) and the St. Lawrence & Adirondack Railway Co. (100% owned), because the Canadian Government doesn't recognize the PC reorganization. The two properties are considered vital to PC's operations. As a result of the payments, Canada Southern declared a semi-annual dividend of $1.50 on January 19th, payable February 1st to shareholders on record as of the former date.

Penn Central has deferred payment on some equipment trust obligations to stretch cash reserves. The payments deferred were for $7-million due General Motors for diesel locomotives making use of a grace period.

Five other railroads have taken an unusual step to help ailing PC along. They have put up 30% of the cost of 137 diesel locomotives for PC. General Motors has set up a leasing company to finance the balance.

U.S. FREIGHT RATE STRUCTURES INVESTIGATION

The U.S. Interstate Commerce Commission will investigate freight rate structures in the United States as well as the lack of incentive for the railways to improve services. The study will also determine whether the figure of net railway investment, which is being used in measuring the rate or earnings return, is the proper basis for such measurement.

WORTH NOTING

* Canadian National has called tenders for the demolition of the frog shop and oil storage building at Transcona Yard, Winnipeg, Manitoba.
* Michigan's Boyne City Railroad may go British this summer. The 7.2-mile line has developed plans to institute summer tourist operation, using British rolling stock. All ready on the property are three ex-British Rail coaches, and the railway will take delivery this summer of a tank locomotive with which to haul the tourist train.
* The Commonwealth Railway of Australia made a profit of $651,688 for the year ended June 30, 1970, and set records for freight and passenger traffic.
* Canadian National's carferry Bluenose had its busiest year on record in 1970, carrying 106,257 passengers and 35,076 vehicles on the Maine-Nova Scotia service. Even with competition on the service the ferry managed to hold the traffic, with a shorter crossing time. The vessel is being prepared to handle even more passengers in 1971. Current accommodation is 600 passengers and 150 automobiles.
* Damas & Smith Ltd. have been retained as consulting engineers to prepare the design for a study to evaluate new approaches and solutions to problems created by railways in urban areas. The study will be carried out as a pilot project in Winnipeg [see December 1970 NL, page 143].

CP Rail Considers Electrification

Canadian Pacific is considering the possibilities of the electrification of its main line in the Rockies from Calgary to Vancouver. This exciting development was revealed by S. M. Gossage of Canadian Pacific in testimony to the Canadian Transport Commission.

Electrification is being considered by CP Rail as the way to increase the carrying capacity of its main line through the Rockies in order to meet projected increases in coal and other mineral traffic that will tax the capacity of the line to the hilt if the increases in the minerals traffic prove true. Sometime before the end of this year, the railway will make the decision on whether to go ahead and electrify 641 miles of main line between Calgary and Vancouver, and 223 miles of branch line (to the coal fields) which connects with the main line at Golden, British Columbia. A feasibility study is currently underway to assess the economics of the electrification.

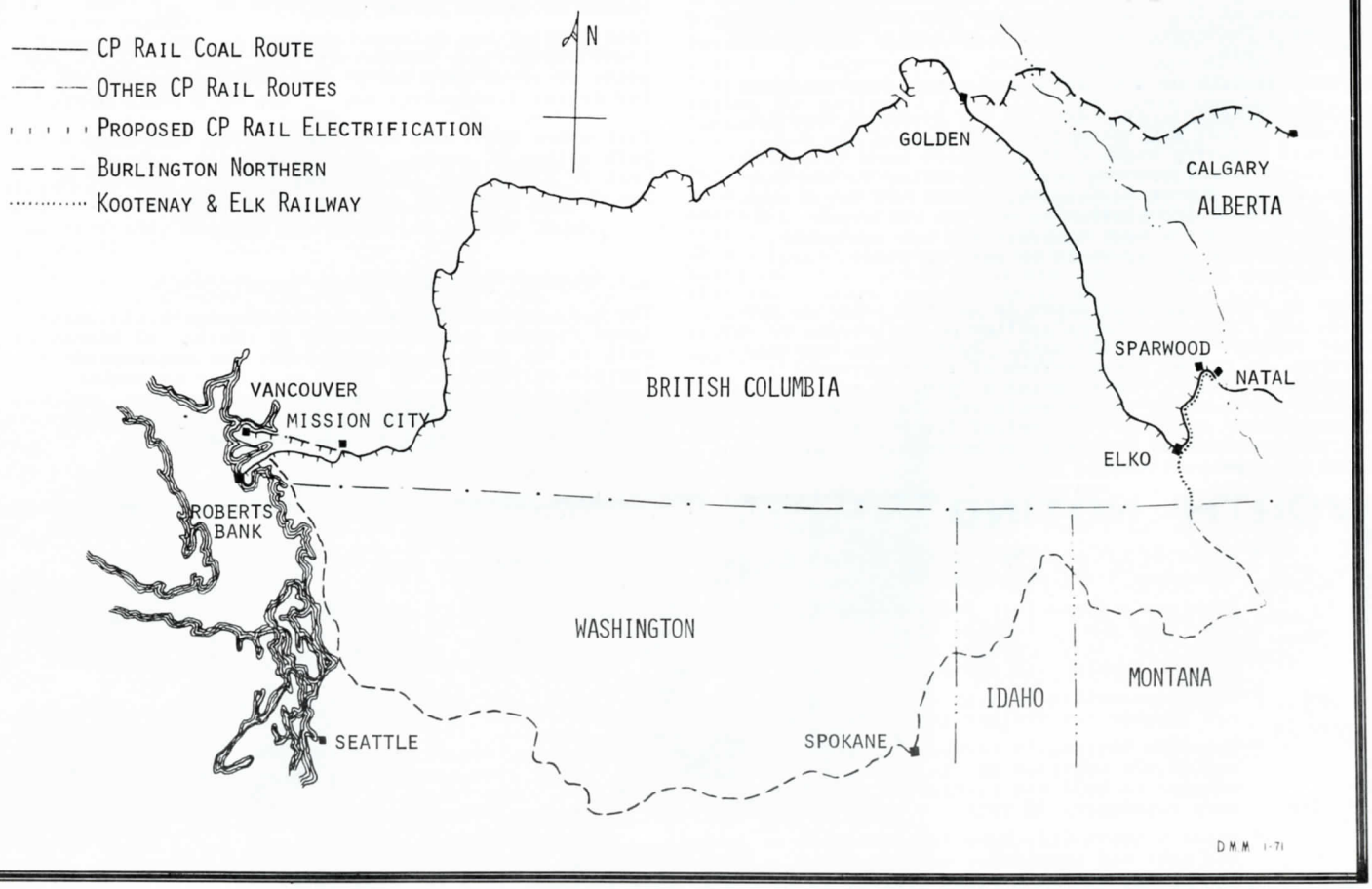
Contemplated is the installation of 25-kilovolt AC catenary, using high horsepower (4000 hp. or greater) solid state rectifier locomotives as the prime movers on solid unit trains of coal, potash and sulphur. With up to five fold increases in bulk exports funnelling through the Rockies to tidewater contemplated by both railways in the next ten years, CP Rail considers that electrification will speed up the movement of traffic on its line. Electrification becomes economically feasible with the coming increases in traffic and the use of high voltage AC solid state rectifier electric locomotives to speed the traffic. Such locomotives have fewer working parts and are substantially more reliable and easier to maintain than diesels.

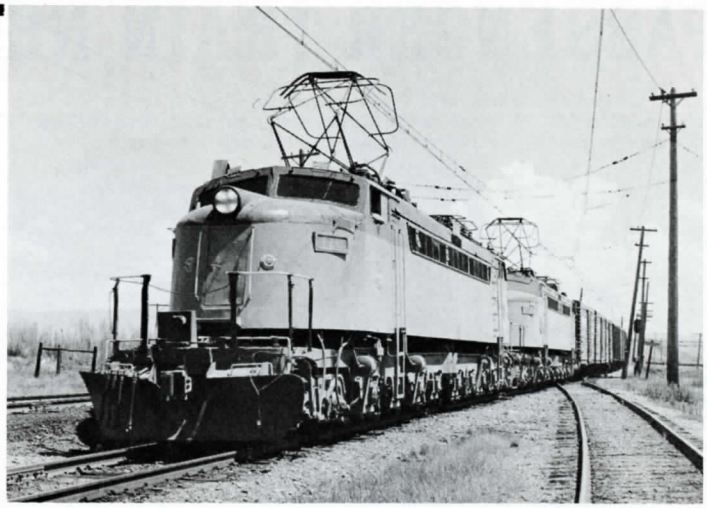
At the present time, CP Rail pushes slightly more than nine through trains daily across the mountains to the coast. To meet the anticipated traffic expansion it plans to put through almost 17 diesel powered trains a day by 1980 and even more could be scheduled if the line is electrified.

Along with electric locomotives, the railway is seriously considering another method of increasing the capacity of the single track main that winds through tunnels and up steep grades across the continental divide between Revelstoke and Golden. This is the use of a super gondola car--a 66-foot 150-ton monster supported on two six-axle trucks. These cars, coupled in 105-car unit trains, would add one-third to the payload and would be whisked through just as fast as a lighter train using diesels--and even faster using electrics.

CP Rail's line from Vancouver to Calgary and the spur to the coal fields from Golden cross some of the toughest terrain in North America, with the line rising at one point to 3700 feet above sea level. The line is all single track, except for passing sidings, and the task of maintaining uninterrupted traffic while electrification work was in progress would pose massive problems. No other railroad has attempted electrification on such a scale in such rugged country since World War II.

The 25 kilovolt AC electrification by British Rail between London and Merseyside during the 1960's cost $302,000 for each mile of single track. Given this as a cost figure, CP Rail's proposed electrification would cost $260.9-million, which is half of what the railway earned in passenger and freight revenues in 1969. The cost figure for the CP Rail electrification will be greater, since the British were faced with fairly level track, could gain access to it by road at almost any point, and could divert traffic so as to give engineers continuous possession of the track.





Will the CMStP&P electrification have a neighbour to the north? GE-built "Little Joe" E21 heads a sister on a freight westward out of Butte, Montana. (David More)

The only other long distance electrification remaining in the Rockies is the 640 miles of the Chicago, Milwaukee, St. Paul & Pacific Railroad 3400 volt DC catenary between Tacoma, Washington and Harlowton, Montana. This mileage is broken into two sections, with a 216-mile gap of dieselized operation between Othello, Washington and Avery, Idaho. A study has been made of whether to rip out the existing catenary, installed between 1916 and 1920, or upgrade electric equipment and span the 216-mile gap.

The outcome of the Canadian Transport Commission hearings on the Kootenay & Elk Railway Co.'s application to construct a line to haul coal from the fields around Sparwood, British Columbia to a connection with the Burlington Northern at Roosville on the United States border will have a definite impact on CP Rail's decision on whether or not to proceed with electrification.

Proceedings before the CTC railway committee in Ottawa on January 15th have threatened to turn the K&E application into a constitutional issue. Canadian Pacific counsel E. E. Saunders charged that Kootenay & Elk is not a properly incorporated company because the British Columbia government has no legal jurisdiction over the railway. Under the British North America Act, the provinces have jurisdiction over local railways only. Citing a battery of legal precedents, Mr. Saunders attempted to show that because the K&E would join an American line, the federal, not the provincial government, has jurisdiction. He also cited evidence admitted earlier in the hearing that without Burlington Northern's part in the scheme, the Kootenay & Elk line "could be built, but it would serve no purpose." The fact that Burlington Northern is necessary to the success of the Kootenay & Elk plan "is almost proof in itself that Kootenay & Elk is not a local undertaking," he said.

A vital point in the hearings of the CTC is the concern of the Japanese steel-making industry that a lack of sufficient coking coal for its furnaces will prevent expansion beyong the 140-160 million tons annually which is projected for 1975.

The emergence of this touchy constitutional issue has forced the Kootenay & Elk railway hearings into extra innings, probably during March. Chairman Pierre Taschereau of the CTC's railway committee, citing the existence of considerable public interest in the case, told the hearing January 15th that the legal standing and, therefore, constitutionality of the Kootenay & Elk Railway Co. will be considered in detail by the committee at a later date. Now, no matter in whose favour the committee rules, the case is considered likely to end up in the Supreme Court of Canada because the authority of either the Federal Government or the Province of British Columbia will be challenged.

It is of interest to compare the physical characteristics of the two competing lines of CP Rail and K&E-BN in the haulage of coal to tidewater at Roberts Bank.

CP Rail describes its 692-mile haul from Sparwood to Roberts Bank as the toughest railroading of its type in North America. The CP Rail route is speared by the Selkirk range, which carries the line to a summit of over 3700 feet. CP Rail unit coal trains (there are three in service) make the round trip of 1384 miles in 72 hours, taking on and shedding extra power as the grade stiffens or eases. To haul a laden 88-car unit train, carrying 9000 tons of coal, westwards over the Selkirks, on a rising grade of 2.2%, requires eleven diesels. This impressive assembly of motive power can put out a whopping total of 33,000 h.p.

Engines are run at the head, spliced in the middle and positioned at the rear of trains tackling the summit. The all-up weight of trains during this part of their journey is 14,000 tons. By contrast, the same 88-car trains require only four diesels to amble them across the flat alluvial plain of the lower Fraser Valley.

By 1972 CP Rail will be moving a unit train a day for Fording Coal Ltd., in addition to the unit trains now running for Kaiser Resources Ltd.

If the Kootenay & Elk is granted running rights over existing CP Rail trackage between Sparwood and Elko it will only have to build 28 miles of new line south to connect with the Burlington Northern at the border. If it has to construct a new line throughout it will have to lay 66 miles of track. As well as the above applications, the K&E, in concert with BN, is applying for permission to carry coal to Roberts Bank. This involves 10 miles of new trackage on the U.S. side of the border to link with existing BN rails.

Originally the K&E and its U.S. partner offered an alternative route of almost similar length as CP Rail's and with easier grades. The K&E-BN proposed that trains travel 701 miles over a line dominated by a summit several hundred feet below that faced by CP Rail, to reach Everett, Washington, and then return to Canada and Roberts Bank. The highest point they faced was at the eastern entrance to a long tunnel piercing the Cascade Range at 2900 feet.

However, last November, BN abandoned 73.84 miles of trackage south of Roosville West to skirt the new Libby Dam reservoir of the Kootenay River. By this move, BN, at the cost of a seven-mile tunnel and a new 3692-foot summit, has lopped 14.53 miles off its main line. But the switch puts a kink into the proposed K&E-BN coal line and extends its mileage to 731. Further, the composite route is now less favourably placed as to grades.

The line revision means that the K&E-BN route has a summit only 443 below that of CP Rail and offers 8.5 miles of grade in excess of 2% as against CP Rail's 10 miles of similar grade. On the other hand the southern route is 39 miles longer than that of its northern competitor. But the K&E-BN partnership is claiming that operating differences should be considered as well as the physical nature of the lines.

The allies say that the CP Rail route is too heavily trafficked (22 trains a day) to be able reliably to deal with a major upsurge in the coal carrying business. They point to BN's main line (eight trains a day) as well capable of meeting fresh traffic. Further they claim that theirs is the faster route, with freights freights permitted in places to go up to 60 mph. By comparison freight trains on the CP Rail line are held to 50 mph.

PASSENGER TRAIN NEWS...

* The Canadian Transport Commission on February 1st announced that it will undertake a study to rationalize transcontinental passenger service on both major railways--but in the interim told CP Rail it must continue daily operation of its major transcontinental train, the Canadian. The CTC said it will study rationalization of passenger service after determining CN losses on transcontinental passenger service.

CP Rail's application to abandon the Canadian was turned down by the CTC last June. It ordered the railway to propose plans for more economic operation of the train. CP Rail came back with proposals to operate the train thrice-weekly in both directions from mid-September to mid-June, with daily service in the summer peak travel period. 14-car trains would be operated in this time, 9-car trains for the rest of the year. Increases were also proposed for fares and sleeping car accommodation and meals. Such changes would have reduced the deficit to $10-million from $20-million in 1969.

The CTC agreed that the CP Rail proposals would reduce the deficit but added:
"While we do not reject out of hand every aspect of the CP plan of rationalization for the Canadian, we have come to the conclusion that we should not accept, at this time, the proposal for a reduction in the frequency of service.

It is our view that the elimination of needless duplication of service and possible reductions in the frequencies, should be considered as a single problem in relation to the transcontinental passenger service of both railways....

Because an application by Canadian National respecting its transcontinental service has recently come before us, and because of the high level of subsidy likely to be required, we intend to consider the rationalization of the transcontinental passenger services of both railways as a single problem.

As soon as the actual losses on the transcontinental passenger services of CN can be determined, the commission proposes to undertake a comprehensive study of of passenger train services of both railways from Montreal and Toronto to Vancouver."

The CTC heard a variety of proposals from interested groups on improvement of transcontinental rail service at its hearings on the rationalization of the Canadian service, in Western Canadian cities last fall. Among the proposals were the recommendations that the privately owned company be nationalized, either the entire corporate structure of the company, just its railway operations, or just those parts of CP Rail providing passenger service. The CTC said that nationalization proposals of the entire rail operations were beyond the scope of its hearings on the Canadian. The proposition that CP Rail passenger services be nationalized fell within the purview of the study--but the CTC saw little merit in the proposal.

The CTC said that it must ensure the provision of essential passenger facilities from Montreal and Toronto to the West Coast and the intercity sections along both rail routes. But while the service will be eligible for 80% government subsidy of any losses it incurs, the commission said subsidies can be justified only as long as there are enough passengers to make the service worthwhile.

The CTC indicated it does not intend to recommend indefinitely subsidies for luxury sleeping and dining services on transcontinental trains:
"We cannot agree that is is in the public interest to provide travellers with beds, meals and luxury service at the expense of the Canadian taxpayer.

We believe, therefore, that any plan of rationalization of the Canadian or any other passenger train should provide for the elimination of losses on these services. Or, if that is not feasible--the elimination of such services within a reasonable period of time."

(GLOBE & MAIL)

* Canadian National has withdrawn all Turbotrain service between Toronto and Montreal temporarily because of mechanical difficulties. Alexander Olynyk, CN general manager of passenger sales and services, said February 1st, "Since the present serviceability of equipment is inadequate to ensure an acceptable level of on-time performance it has been decided to suspend all service until the problems have been overcome." Spokesman for CN and United Aircraft would not say what the difficulties were.

This is the second time that the Turbos have been withdrawn from service. The revolutionary trainsets were first placed in Toronto-Montreal service on December 12, 1968, but withdrawn January 6, 1969 because of problems caused by cold weather operation. Three of the five trainsets were modified and they were placed in service on May 25, 1970.

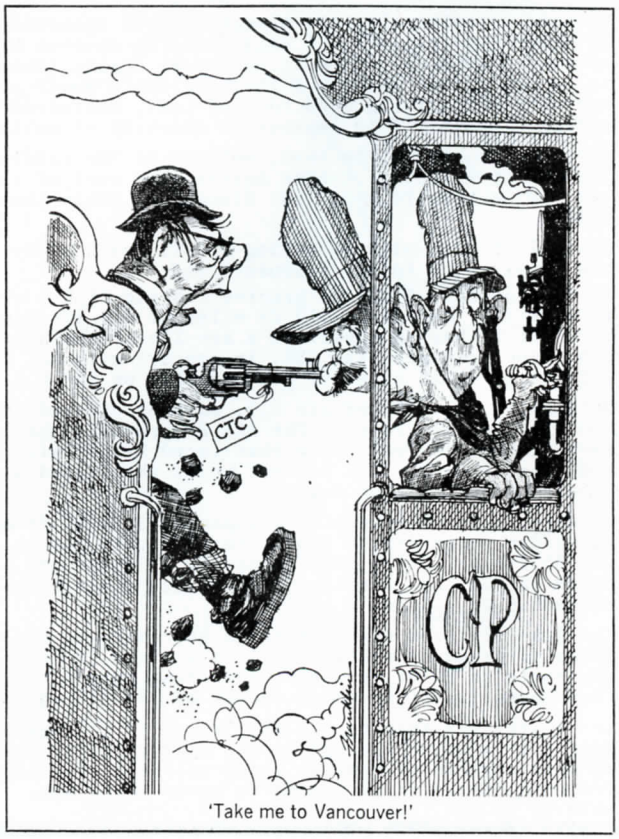
Extra equipment has been added to the Rapido services to make up for the loss of the Turbo service.

A new system timetable for CN was released on February 1st. Among the changes noted are new departure times for trains in the Toronto-Montreal corridor. Morning Rapidos leave at 0940 while the afternoon departure time is now 1600. The morning Lakeshore service now leaves at 0930, and the afternoon Bonaventure leaves at 1710. The overnight Cavalier departs at 2345.

Club car accommodation is now available on trains 30, 31, 36 and 37 Monday to Friday, in the Montreal-Ottawa service. The dining service was replaced by snack-bar car service.

* Ontario Transport Minister Irwin Haskett has called for the establishment of a network of passenger trains for the province. At the recent CTC hearings in Toronto the minister's intentions were revealed. A letter was read, written by the minister to Federal Transport Minister Don Jamieson.

"I would like to arrange an early meeting of senior executives of the Ministry of Transport, CP Rail, CNR Ontario Northland Railway, GO Transit and my department to prepare a proposed network.....for discussion purposes," the letter stated. The proposed plan would then be considered at a federal-provincial meeting which would develop a cost-sharing formula.



'Take me to Vancouver!'

* The Canadian Transport Commission has ordered Canadian National to set up a Railiner service to serve communities in Northern Ontario between Nakina and Capreol. In handing down the decision, the CTC said that outside the 428-mile stretch between Capreol and Nakina the schedule of the Super Continental would be more convenient to local passengers than the schedules of (the now discontinued) trains 7 and 8, 107 and 108, and that the Super would be able to meet the needs. The Super's schedule between Nakina and Capreol would not be convenient for local passengers, the CTC said. It added that Railiner service between these two points should be set up to operate three days weekly in both directions. The CTC added that regular traffic counts of revenue passengers using the service must be reported to it and that it would review the need for this increased accommodation before May 1, 1971.

* CTC hearings on CP Rail applications for Toronto-Windsor and Toronto-Havelock service abandonments and the CN application to abandon the Toronto-Markham service, were resumed in Toronto on January 5th.

Counsel for CP Rail told the commission that the second car added to the Havelock service would be kept for the indefinite future. The car would be left on until the CTC decided that they are not needed or until such time as the ridership pattern changes. CP Rail also was prepared to maintain the service and improvement, but that it wanted federal subsidy to do it.

The present service was described as an unworkable hybrid. Kirk Foley, director of economic analysis for the Department of Transport for the province, said the only feasible way to operate the line would be to split it in two: a commuter train on the outskirts of Toronto, and a fast through train to Peterborough (and for operating reasons to Havelock). Half of the present passenger load is carried in the 15-20 miles closest to Toronto. The present plan could impede the aims of the Toronto-Centred plan, which aims to direct the development of the region between Peterborough, Kitchener-Waterloo and Georgian Bay for the balance of the century. The plan would restrict urbanization to the 10-15 miles along the lakeshore from Oshawa and Hamilton, with a surrounding greenbelt of varying width. In the third zone, development would be encouraged in specific centres such as Galt, Barrie and Peterborough.

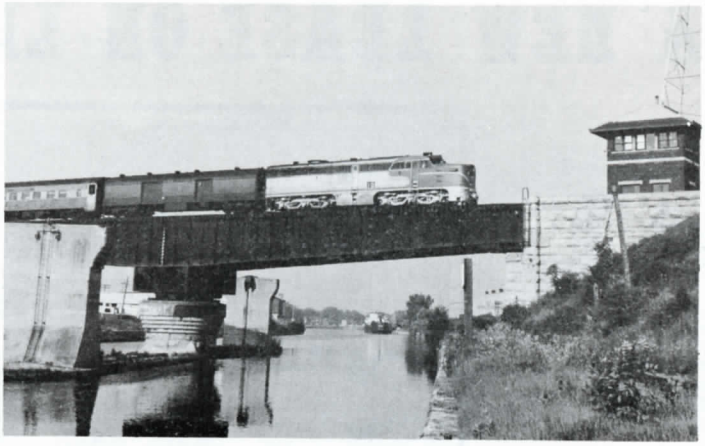
In evidence presented to the commission on CN's application to drop the Markham service, it was revealed that the railway has written off the service as being not worth saving. Losses on the service amounted to $64,303 in 1969. The single RDC car leaves Toronto weekdays at 1720, travelling 22.3 miles to Markham with stops at Agincourt, Milliken and Unionville. The car is normally 60 to 70% filled when it leaves the city, but 50% of the passengers get off in Agincourt and the average load factor over the entire trip is 35%. The car returns empty to the city.

Dubbed the "One-Way Wonder", CN said that fares on the train would have to be increased to more than seven times their present level if the service was to move out of the red. Commuters in the area served by the train have many alternatives in transportation to and from the city. Railway spokesmen said that even with 100% loads, there would not be a significant loss reduction.

Hearings ended in Toronto on January 13th.

* Protests against increased CP Rail excursion fares on the Esquimalt & Nanaimo Dayliner have been sent to the Canadian Transport Commission. Robert Buckie, president of the Juan de Fuca Railway Association, said the fourfold increase indicated that CP Rail wanted to discourage groups from chartering the Dayliner.

* Commuter lineups in Windsor Station at Montreal are a thing of the past now with the introduction of the Montreal Trust "Telereserve" Centre which began selling CP Rail commuter tickets January 26th. Passengers can buy 40 trip tickets to Westmount and Montreal West and 10 trip tickets and Flash Cards for all points to Rigaud. The Centre is equipped only to handle this type of ticket. Student tickets and single trip tickets will only be available at Windsor Station. The "Telereserve" centre, located on the Place Ville Marie Shopping Promenade in the front of the Montreal Trust offices, is open weekdays 8:30 to 5:30 and offers CP Rail commuter tickets with no change in the rate.



Delaware & Hudson's Laurentian service to Montreal may come off May 1st when Railpax takes over operation of certain routes in the United States. The train may be saved if New York State creates a intercity transportation authority to take over passenger train services in the state excluded from Railpax.
ABOVE: With PA-1 #19 on the point, train 9, the Laurentian crosses the Lachine canal in June, 1968.
(Bob Sandusky)

* The U.S. National Rail Passenger Corp. will begin May 1st the operations of passenger trains. Five more pairs of cities were added to the basic network by Secretary of Transportation John Volpe January 28th. The city-pairs that will have service are New Orleans-Los Angeles, Seattle-San Diego, New York-Kansas City, Washington-Chicago, Norfolk-Newport News-Cincinnati. In addition trains would also be operated in a service to the west coast of Florida (St. Petersburg-Jacksonville).

Revisions of the earlier Railpax network include route specifications between certain cities. The Chicago-Seattle service will pass through Minneapolis-St. Paul, the San Francisco service through Denver, and the Los Angeles service through Kansas City.

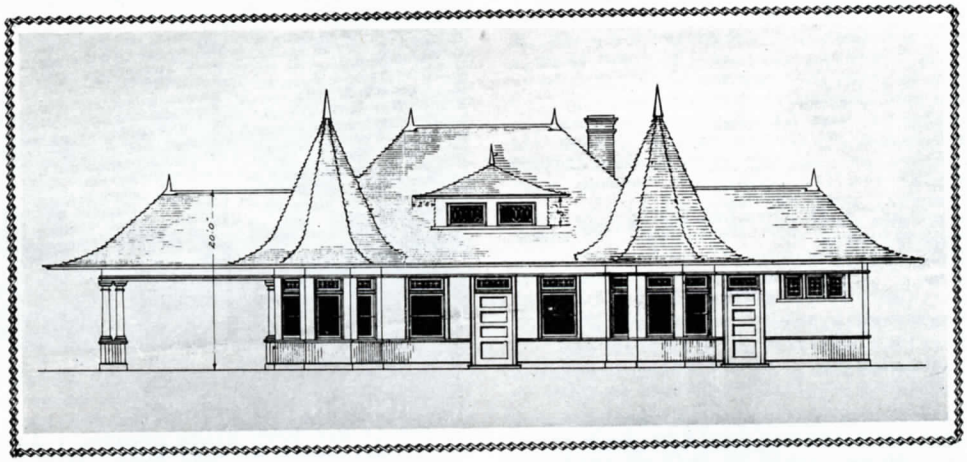
However, service in the country will decline to 165 trains daily, compared with 366 currently operating. There will be whole states and cities left without service. There will be some famous trains that will go. One of these casualties may well be the D&H Laurentian, between Montreal and Albany-New York. Maybe soon there will be no more wood smoke curling up from the diner "Mount Timpanago"'s wood stove in Windsor Station. Yet even the service might be saved. New York State Attorney General Louis J. Lefkowitz has proposed that an intercity transportation authority be established by the state to take over services excluded from the Railpax service. The proposal calls for the state agency (to be financed by the sale of bonds) to operate trains between New York, Albany and Montreal; New York and Chatham, and on other routes where there is a need.

In Michigan, four Grand Trunk Western trains between Chicago and Port Huron with stops at Battle Creek, Lansing and Flint, will be discontinued May 1st with the establishment of Railpax operations.

* The Metroliners are winning. Passenger travel between Washington and New York has increased 39.5% since the Metroliners began operating early in 1969. The high speed electric trains have begun to narrow the wide gap between the volume of rail and airline travel. In fiscal 1970, the 12-month period ending last June 30, total railroad travel using both Metroliners and conventional trains between the two cities was up 14% from fiscal 1969, while estimated airline usage declined 1%.

* The U.S. Government has made a two-year $3.8-million grant to United Aircraft Corp. to continue the Boston-New York Turbotrain service until 1973. The agreement with UAC provices for the addition of new cars to increase capacity to 240 passengers from 144, and direct service from Boston's South Station into Penn Station in New York.

A NEW LEASE ON LIFE...



...FOR AN OLD STATION

What happens to old railway stations once they have outlived their usefulness to the communities they have served? Where do old stations go when the passenger trains that once stopped at their platforms are discontinued? Most often, old stations just fade away into the background like old soldiers; to be sold and demolished, or converted to other purposes not intended when they were built.

However, for a few railroad stations in this country and in the United States, something better in life awaits them. A fortunate few stations are preserved and restored to their original function in the communities they have served; others are saved and become an asset to the community by serving as a home for a public-spirited organization in the community. Other stations are saved and become museums to a bygone era.

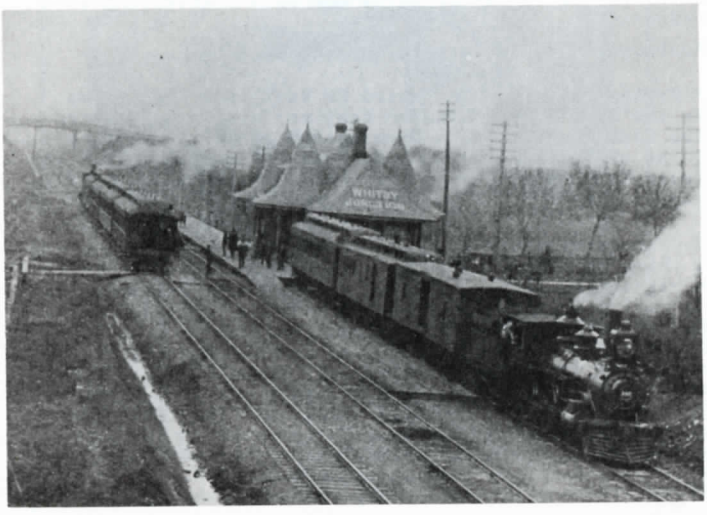
Whitby Station is one station that has been saved to become a definite asset to the town it once served in a rail capacity. The new home of Whitby Arts Incorporated, the station stands in a new location in the town of Whitby, Ontario, refurbished and restored to serve as the premises of Whitby Arts and their objectives of the promotion and encouragement of the visual and creative arts of every kind within the community. The station was acquired from Canadian National by Whitby Arts in the summer and fall of 1969, largely through the efforts of two dedicated women members of the organization and their "save the station" campaign.

The Whitby station had become redundant to CN's needs, as a new passenger station had been constructed between Whitby and Oshawa to serve both communities. Upon learning of the impending demolition of the building, the two women began their campaign to save the station as the result of conversations at a cocktail party. If the station was to be saved, it had to be moved away from its location on the CN Kingston Sub. Investigations were made as to a new location and whether the station could be moved. Whitby town council was approached on the project, and the council gave its approval to the plan. It was decided that the Town of Whitby would own the building and lease it to Whitby Arts Incorporated who would then operate and maintain it.

A location was found on land owned by the Ontario Government, and a small plot of land was purchased in one corner of the property to be the site of the new home for the station. Some delay was encountered in the moving date for the station, as permission to close the station was slow in coming from the CTC. Finally in the fall of 1969, permission was granted and the station was closed. In January, 1970, work began on digging under the station in preparation for the move. On February 16, 1970, a crowd of 300 huddled in the cold to watch the station bounce across the CN main line to Montreal, and across a field to its new site at the corner of Henry and Victoria Streets, just south and west of Highway 401.

All through the spring, summer and early fall of last year, a dedicated group of volunteers worked hard to restore, refurbish and fix up the station both inside and out, even to the extent of putting a basement under the structure. Finally, the station was opened to an admiring public on Saturday, September 26th. Response has been so good that the station has been open on Saturdays and Sundays since then.

Let us look back in time and take a look at the history of the Whitby station and its predecessor buildings.



RIGHT: Whitby Junction station as it appeared around 1903. To the left is a GTR local train for Toronto. To the right is a local train bound to Lindsay.

The story begins in 1856, when on August 25th of that year the Grand Trunk Railway of Canada opened its Toronto-Montreal main line as far as Oshawa. A station was constructed by the GTR at Whitby, on the north side of the tracks, east of the base line crossing. A complex of freight sheds and other buildings surrounded the station, including a railway hotel on the south side of the track. The station served Port Whitby, a more active community than the Four Corners during the 1850's. At this station distinguished visitors such as the Prince of Wales, Prince Arthur and Baron Lisgar, the Governor-General, were greeted when they stopped at Whitby on their way to Toronto.

In 1872, the Port Whitby and Port Perry railway was built from Port Whitby to Port Perry, forming a junction with the Grand Trunk near the station. A passenger station was built on Dundas Street east to handle traffic from the north.

By the 1890's, a legal dispute developed between the Grand Trunk and the Town of Whitby over maintenance of railway property. Many residents felt the station was too far removed from the business centre of town which had shifted from the harbour to the Four Corners in the 40 years since the first station was built.

In 1902, the town and the railway reached an agreement. GTR constructed a new double track through Whitby, closed level crossings at Byron and Centre Streets, erected new bridges at Brock and Henry Streets, and demolished the old station.

The new station at Byron Street, known as 'Whitby Junction', was built in the autumn of 1903, serving as a passenger stop and telegraph office. The name 'Whitby Junction' was spelled out in coloured shingles on the roof at each end of the building.

The first stationmaster at the new building was Fred Allin, who formerly tended the GTR Pickering station. William Vanvalkenburg was baggageman and later stationmaster.

A horse-drawn omnibus service was operated by William Newport to the junction station from the Ontario Hotel at Brock and Elm Streets. His bus met all passenger trains arriving at the station to take railway travellers up to the Four Corners. In 1910, the business was taken over by Joseph Heard.

In 1917, the Ontario Hospital for the Insane at Whitby was taken over by the Federal Government for use as a military hospital. In March, 1918, the Dominion Military Hospitals Commission built a railway line from the hospital to the Grand Trunk line at the station in Whitby. An agreement was made between the Military Hospitals Commission and the GTR, whereby the commissior operated a donkey locomotive and a tramcar over 0.75 miles of track from the GTR freight siding at Whitby Jct. station into the hospital grounds. The donkey engine operated for a short while, but a Grand Trunk way freight with a coach made trips to and from the hospital as required.

Whitby Junction Station as it appeared about 1906.

The Port Whitby and Port Perry Railway was extended to Lindsay in 1877 and later taken over by the Midland and the Grand Trunk systems. Although the trackage to Lindsay was abandoned about 1941, the uptown station remained in use as a freight office until 1963. In December 1969, the building was demolished.

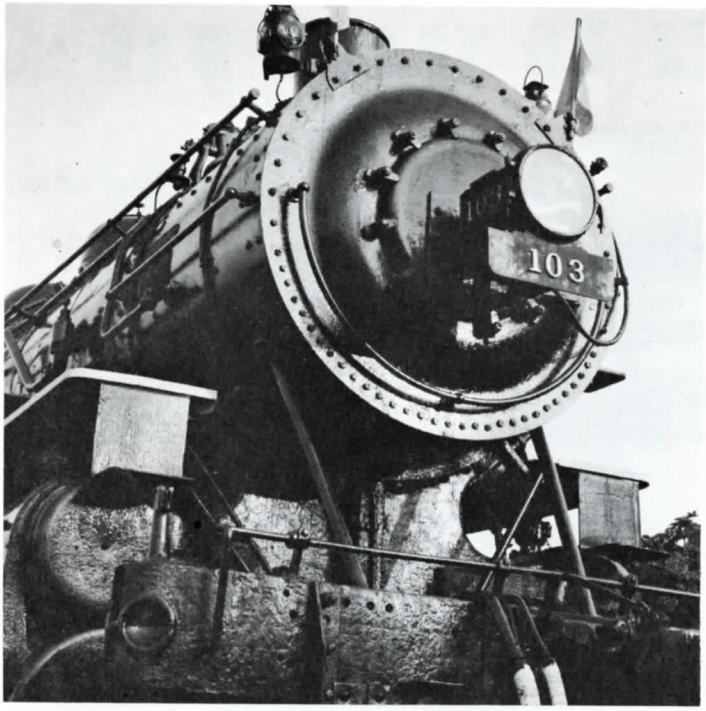
In 1922 the Grand Trunk system was nationalized by the Federal Government and incorporated into the Canadian National system. Canadian National operated Whitby Junction station until late 1969, when it was closed.

An art gallery now occupies the space formerly utilized by the baggage shed. A modern kitchen occupies the former dispatcher's office (the office, completely restored, sits in another part of the building). A potbellied station stove completes the restoration, serving now only as a receptacle for cash donations.

Whitby station continues to serve the town of Whitby as the home of Whitby Arts Incorporated, after many years of use as the CN passenger depot. The members of Whitby Arts are to be congratulated for their tremendous efforts in the preservation of the station, its moving, and restoration and refurbishing. It is hoped that other groups may undertake similar projects to save and preserve railroad depots in their local communities in the future.

[Material for this article kindly supplied by Mrs. W. G. Irwin of Whitby Arts Incorporated, and Mr. George Horner.]

Canadian National MLW C630 2022 is on the point of a westbound freight as it passes Whitby Station in the spring of 1969. (David M. More)



Beauty Treatment For An Old Lady

by C. A. Doubrough.

In the spring of 1970, the members of the UCRS Hamilton Chapter took a very critical look at preserved TH&B locomotive 103 in Gage Park, and decided that 1970 was to be the year for a complete overhaul of the engine from pilot to tender. Subsequently, during the long summer evenings and on most weekends, busy volunteers spent many hours scraping off old paint, patching metal, repairing and removing rotted woodwork. After the basic repairs and cleaning had been completed, a local painter was called in to spray the locomotive with two coats of black paint. The work force then proceeded to the job of trim painting, stencilling and replacing the windows in the cab.

Unfortunately, the iron steed is placed adjacent to three ball diamonds at Gage Park, making it a target for vandalism by the children in the area. We felt that by using a thicker plexiglass in the cab windows and by replacing all glass parts on the locomotive that we could reduce the damage considerably. The last job on the repairs list was the repair and installation of lighting equipment. With this completed, additional police protection was requested from the Hamilton Police Department and excellent cooperation was received from them. Happily we are able to report that vandalism has declined since these added precautions have been in effect.

Funds for the renovation of 103 were raised by various projects of the Hamilton Chapter, including raffling of photographs and sale of railroad articles on steam excursions. This was supplimented by money supplied from the Preservation Budget of the parent Toronto organization.

It was rewarding to see the interest shown in the project by the public in general. We received favourable coverage from the local news media. The Spectator carried an article on the work being done and radio station CHML interviewed the coordinator concerning the history of the locomotive and the aims of the Society.

Locomotive 103 was donated by the Toronto, Hamilton & Buffalo Railway and was presented by its vice-president and general manager, P. W. Hankinson to the City of Hamilton. It was put on display in Gage Park in October 1956. Through an agreement drawn up by the Hamilton Parks Board and the UCRS, the Society assumed the responsibility for the maintenance of the locomotive. This we have tried to do in 1970 as we have done in the past, and the Hamilton Chapter takes great pride in the final result.

I personally am grateful to all those who donated their time, effort, and material to the successful completion of this project.

TH&B 103 -- QUICK FACTS

Type: 2-8-0

Class: G

Builder & Date: Montreal Locomotive Works, 1910

Cylinders: 23" x 28"

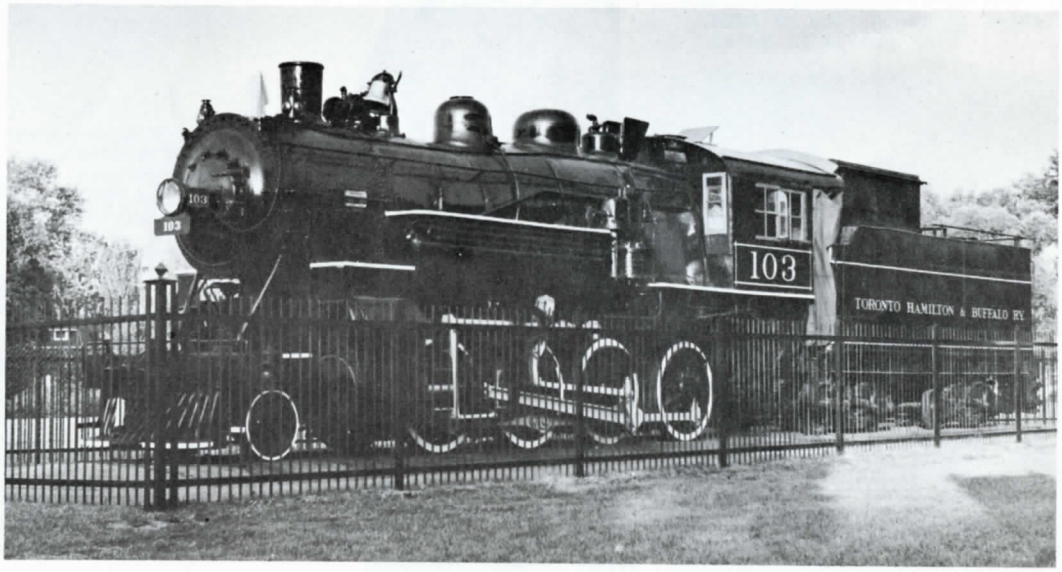
Drivers: 55"

Pressure: 200 psi.

Weight: 204,500 lb.

Other Numbers: 52 & 72.

[All photographs this page William E. Blaine]

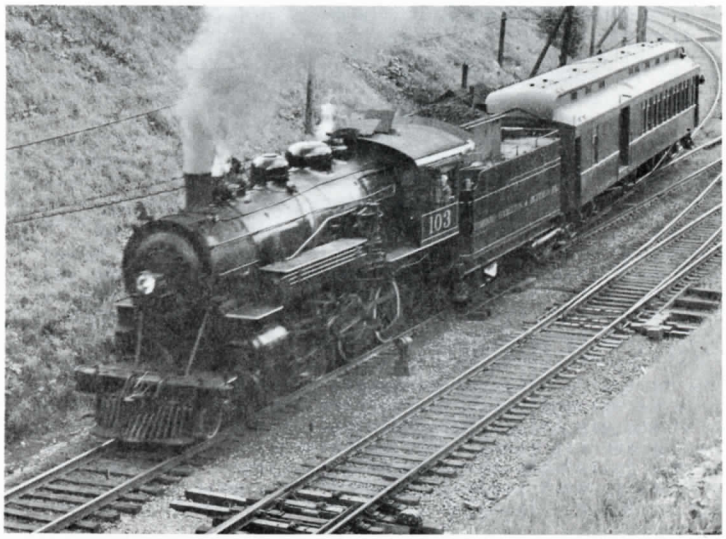


UCRS Hamilton Chapter members (left to right--Carleton Smith, Bryant Barbour, Chuck Doubrough, Phil Brooks, Stan Jay, Russ Leitch, Eric Orr, Charles Doubrough Jr., Bill Common) are hard at work scraping down TH&B 103 in preparation for spray painting. June 6, 1970.
(The Spectator, Hamilton)

Carleton Smith takes time off to give the boss a few words of wisdom while Bryant Barbour keeps hard at it wire brushing the paint off the smoke box.
(Chuck Doubrough)

Phil Brooks is busy putting the final coat of paint on the interior of the cab of the locomotive. (Chuck Doubrough)

TH&B



TH&B 103 is seen in local service.
(Reg Button/ Wm. Blaine Collection)

EQUIPMENT NOTES...

CANADIAN NATIONAL MOTIVE POWER NOTES

* New motive power orders for both CN and Grand Trunk Western:
  - fifty SD40s from GMD (no's 5176-5225, class GF-30k), deliveries through 1971;
  - twenty M636s from MLW-Worthington (no's 2320-2339, class MF-36b), deliveries January-April 1971;
  - twelve GP38s from EMD for GTW (no's 5800-5811, class GR-20a), February 1972 deliveries. On this order there will be trade-ins, possibly 9000s, but exact units are not known at present.

* RDC transfers (from Spadina):
  6453 to Saskatoon, Nov. 4/70
  6354 to Moncton, Nov. 6/70
  6353 to Mountain Region (Calder), Dec. 1/70
  6118 to Pt. St. Charles, Jan. 5/71
  6350 to Saskatoon, Jan. 6/71
  6000 to Pt. St. Charles, Jan. 11/71.

CP RAIL EQUIPMENT NOTES

* CP Rail has placed an order for 600 steel bulkhead flatcars with National Steel Car Corp. of Hamilton. Deliveries of the cars on the $9.5-million order will commence this March. The cars will be used to carry primarily lumber and plywood products between Canada and the United States.

BRIEFLY.....

* B.C. Hydro's single SD38 will be built by EMD in the United States and will be imported into Canada. GMD does not wish to set up a production line for a single locomotive.

* PGE M630 units 705 and 706 ran through Calgary on December 20th on their way to their owner from MLW. Units 707 and 708 were seen going through Smiths Falls on December 25th, on their way out west.

* On those Yugoslavian units: GMD has built 35 C-C 2000 hp. units for Jugoslavenske Zeleznice. Most were shipped from Toronto prior to the General Motors strike last September. Road numbers and builder's serial numbers are 234-241 for serials A-2435 to A-2442, and 301-327 for serials A-2443 to A-2469. The order was increased by two more units with serials A-2491 and A-2492, carrying the improbable road numbers I and II.

* U.S. railways ordered 8164 freight cars in November 1970, compared with 3053 the previous month and 8264 in the corresponding month a year earlier. Backlog as of December 1, 1970, totalled 28,644 units, compared with 20,049 a month earlier and 43,460 a year earlier, according to the monthly report of the American Railway Car Institute and the Association of American Railroads.

* Roberval & Saguenay 2-8-0 #17 (CLC #1959, 1940) has been sold to John E. Thompson of Monee, Illinois. The engine will be restored for eventual operation on a proposed tourist line southwest of Chicago.

CONSTRUCTION BEGINS ON FIRST LRC COACH

MLW-Worthington has begun construction of the first car of the experimental LRC (Lightweight, Rapid and Comfortable) train. The 82-foot aluminum coach will ride on a pair of four-wheel trucks and the design exploits existing railroad technology to the utmost. Once completed, the coach will be tested in high-speed service on various trains to test its riding and tracking characteristics.

The design for the train employs concepts different from United Aircraft's Turbotrain. As power a pair of MLW model 251 V-12 diesels will be used, one in each power car at the ends of the train. Drawings of the train show it to be rather squared in design, with horizontal wedge front ends. The guided axles and pendulum suspension systems of the Turbo will not be employed.

CP Rail GP9 8635 has received a chopped nose. The unit is the first of three being chopnosed by the railway for Alyth Yard hump service. The work was done at Alyth Shops at Calgary, Alberta.
(Robert A. Loat)

CP RAIL BUSINESS CAR PRESERVED

Former CP Rail business car 36 (solarium lounge, ex-River Clyde, Cape Churchill) has been purchased and placed on display by the Interprovincial Steel & Pipe Corp. Ltd. of Regina, Saskatchewan, alongside former CP 4-8-4 3101 at Ipsco Park, two miles east of Regina on Highway 6. The car was purchased last autumn and will be used as an executive dining room for the company's officers and as a reception area for visiting officials and dignitaries.

Car 36 is a sister car to UCRS Private Car 13.

EXPANSION PLANS FOR CN DIESEL SHOP AT WINNIPEG

Canadian National is to spend $4-million during the next three years to expand its Winnipeg maintenance operations. Plant space will be built alongside the shops at Transcona Yard and will be equipped to overhaul the high-horsepower diesel locomotives now on the roster and the new units which will be arriving in the future. It is estimated that $1-million will be spent this year and in 1972 and the remainder in 1973.

CANADIAN NATIONAL DEVELOPS NEW TEMPERATURE CONTROL DEVICE FOR DIESEL LOCOMOTIVES

Testing of an advanced electronic water temperature control device for diesel engines, designed and built by a research team at Canadian National's technical research centre in Montreal, has been completed, and technicians are now studying the possibility of adapting the control unit to other types of engines.

CN has awarded world-wide rights for the manufacture and marketing of the electronic device to Vapor Canada Ltd. of Montreal. Canadian and United States patent rights were granted during the past month.

Railway officials say the new device represents a major advancement in one of the critical operating areas of diesel locomotive engines by providing greatly increased protection against temperature control problems. The device utilizes mechanically protected thermistors and electronic circuitry to activate the various control relays and has been found to have greater reliability in the locomotive environment.

John McDonald, vice-president of Vapor Canada Ltd., said that with testing now completed, plans are being made to market the CN-designed units on a wide scale. "We are also investigating the possibility of making this device adaptable to other types of engines," Mr. McDonald said.

The water temperature control unit is one of the latest in a growing list of technical devices developed by CN researchers. Other patents sold recently include an automatic journal box oiler, an electronic scale that weighs rail cars in motion, an electronic speedometer, and an electronic measuring device used to quickly calculate rates for parcels handled by all transportation modes. Most of these developments have been made available to railways and to companies not necessarily operating in a railway environment.

TRACTION TOPICS

Edited by Alf Nanders.

* Canadian National has announced April 1, 1971 as the takeover date for the Cornwall Street Railway Light & Power Co. operations. Electric operation in Cornwall will come to an end possibly by the end of April.

* The TTC has forecast a deficit of approximately $7.109-million for 1971. This would require raising present transit fares to 40 cents cash or three tickets for $1.00. The Ontario Government has hinted at financial assistance for urban transportation, but has not announced when or in what form it would come.

* A firm of Toronto traffic consultants has recommended that Metro Toronto abandon its plans to build the $200-million Queen subway. The recommendation is based on a study of traffic patterns projected in 1995 which predict that patronage of a Queen line would be so low that riders could easily be accomodated on either the Bloor-Danforth subway or on the GO commuter line.

The study was made by Keats, Peat, Marwick and Co., and was kept under wraps by the Metro planning department until it was introduced at the current hearings on the Spadina Expressway before the Ontario Municipal Board by J. J. Robinette, counsel for citizen groups opposing the expressway.

* The TTC has ordered a start to engineering studies for a possible short-turn subway service on the Yonge Subway between Rosedale and Union Stations. The service would allow rush-hour trains to handle an expected 'flood' of new passengers with the 1973 opening of the North Yonge Extension to Sheppard. TTC commissioner Taylor Fisher predicted Yonge trains would be flooded with passengers when the extension opened.

* All class PCC cars 4670 and 4671 have emerged from Hillcrest Shops without their MU couplers. The last six cars of the A11 class are expected to lose their couplers as well. Such a pool of MU couplers will enable the TTC to commence a program of overhaul of a certain number of couplers on the MU fleet.

* TTC W-28 has received a complete overhaul at Hillcrest Shops. Corroded wooden siding on the car was replaced with plywood sheeting for the first time on this single truck rail grinder.

* Ten PCC car bodies have been sold by the TTC to Inland Iron and Metal Co. of Sutton. The bodies of 4220, 4245, 4261, 4275 and 4290 were shipped from Toronto the week of January 15th. Other car bodies shipped will be published as soon as the information is available. Only 4247, 4578, 4593, 4597, 4776 and 4778 remain in dead storage at St. Clair Division.

* Trolley coach notes: TTC 9202 is currently operating out of Lansdowne Division on route 89-WESTON. 9202 is the first new trolleycoach (other than 9200) to meet the public.....9201 remains at Hillcrest..... As of January 25th the highest numbered trolleycoach shell received from Western Flyer is 9224.....Also at Hillcrest is Dayton (Ohio) City Transit Co. 900, a demonstrator coach built by Western Flyer and being finished by the TTC for the Dayton system. DCT 900 was delivered after TTC 9222. It is expected to undergo road tests in Toronto before shipment to Dayton..... The TTC's Advertising Department has printed advertising cards that will appear shortly in each of the old trolleycoaches. The cards feature a drawing of an old trolleycoach, and apologizes for its appearance. In the corner appears a drawing of a shiny new trolleycoach. The intention is to draw attention to the rebuilding program.

SHORT TURN: The first two H-2 class subway cars (5500-5501) are not expected to be delivered to the TTC by Hawker-Siddley until late April or early May.....TTC subway patrons, who for years have heard the public address system summoning numbers ("99 call control"), now know what's happening. A car card on each subway car now tells them that 99 is an equipment mechanic, 26 is a signal mechanic, 57 is a subway electrician, 70 a turnstile mechanic and 77 a track patrolman.

* The Ontario Municipal Board hearings on the $237-million Spadina Expressway and Rapid Transit Line started on January 4th, 1971, as scheduled.

Metro Toronto solicitor A. P. G. Joy, arguing for completion of the expressway, is pitted against J. J. Robinette, counsel for the Spadina Review Corporation, before OMB chairman J. A. Kennedy. The Spadina Review Corporation is a group of ratepayers raising money to pay for the fight against the expressway. Both lawyers have called numerous witnesses to support their sides of the argument.

The hearings were opened after more than a year of bitter controversy between supporters and opponents of the expressway. Metropolitan Toronto finally asked the Municipal Board to decide the whole matter because it needs board approval for the $66-million excess costs over the original estimate, approved in 1962. The fate of the rapid transit line planned for the centre of the expressway also depends on the outcome of these hearings. As this is being written the hearings are still in session and we cannot speculate on their outcome. During cross-examination by anti-expressway counsel J. J. Robinette on January 5th, Samuel Cass, Metro Toronto Roads and Traffic Commissioner, said it would take six years to complete the road project. While the planned rapid transit line does not follow the expressway right down to its southern end, its eastward swing to St. George Station is so close to it that the same amount of time can be assumed for the completion of the subway structures. Track laying, station finishing and electrical work would probably add another year. Thus it is evident that subway trains would roll into Downsview no earlier than 1978, if present plans are approved early this year. However, if approval of present plans is delayed in the event of an appeal against the final OMB decision, or if the final OMB decision calls for a rerouting of the expressway or for its downgrading to a less disruptive roadway (as planned in 1949), then the completion of the associated subway line would become anyone's guess. A detailed review of Metropolitan Toronto's transportation policies, as requested by the Spadina Review Corporation, could take several years, while all work on the expressway would be halted.

* The edge of a winter blizzard crossing Southern Ontario caused a sudden temperature drop of 10°F. during the afternoon of January 26th. While the snowfall in the Toronto area amounted to only one inch, gale force winds whipped it into drifts in some places and reduced visibility to a few feet elsewhere. The quick freeze left most roads with a sheet of ice. This was one of the factors in the cause of two almost simultaneous accidents on the Don Valley Parkway, which forced the closing of the expressway to all traffic. This in turn helped precipitate one of the worst traffic jams in Toronto's history.

Most TTC surface routes were running late because of the storm by the time the evening rush hour began. Most trips were prolonged from their usual 30 to 45 minutes to between three and four hours in some extreme cases.

Eglinton Subway Terminal was the worst spot in the TTC's operations on the evening of the 26th. Congestion was so bad that incoming trains were turned without unloading passengers, because of the fear of pushing people off the platform. Finally the escalators were turned off and the doors to the station closed to prevent unnecessary crowd movement. The problem, of course, was the complete standstill of some of the bus routes out of Eglinton (notably those to the northeast and east) that normally remove the people away from the terminal very efficiently. Transferring passengers kept arriving at the station at the rate of 1200 every 2-1/2 minutes--subway trains being unaffected by the storm.

Again, the TTC is to be commended for the handling of the situation at Eglinton. Cool and organized handling of the situation prevented accidents.

* Canada Cement Lafarge Ltd. announced on January 21st that it will close its cement plant at Point Anne near Belleville, Ontario by September of 1973. Costs of modernizing equipment and installing antipollution equipment make future operations uneconomical, the company said. The plant at Point Anne, dieselized for many years, was formerly an overhead trolley operation, including a 2-1/2 mile main line north to connect with Canadian National.

* Some further details are now available for contract Y-23--signal system and installation--which the TTC awarded to the Uniswitch Division of WABCO in mid-November last.

The contract total of $5,052,303 includes items of $873,360 to upgrade the existing Yonge Subway signal system between Union and Eglinton; $286,156 to add remote control facilities at the crossover north of Bloor station; and $3,892,787 for the new system on the North Yonge extension from Eglinton to Finch.

Improvements to the existing Yonge Subway signals, originally supplied in 1953 by SGE (a British firm which was later taken over by a large electrical manufacturer), will make their operation compatible with the University and Bloor Subway signal systems. Additionally, the changes will make it possible to operate Montreal and Hawker trains at their maximum acceleration rate of 2.5 mph/sec., and at minimum headways of two minutes. This compares with a minimum headway of 2 minutes-19 seconds presently scheduled on this route, using trains at the low rate of acceleration imposed by the performance limitations of the Gloucester cars. Not only will the passenger-carrying capacity be increased because of the reduced headway, but also this modernization would permit integrated operation of the Yonge and Bloor-Danforth routes, using high rate trains throughout (after the Gloucester cars are replaced). Integrated operation at low rate was tried for a six month period in 1966.

The Bloor crossover improvements will provide remote control of the position of four track switches (which are presently hand operated), either from Hillcrest Signal tower, or from a local panel at the north end of Bloor station northbound platform. The crossover would be used for turnback operations in either direction, in the event of an emergency condition such as train breakdown or power failure. It is not intended for normal use.

It should be noted that, along with the signal changes described, additional equipment will be provided to permit sectionalizing of the traction power system at the crossover. TTC forces will install motor-operated 600 volt DC disconnecting switches, remotely controllable from Hillcrest Power Control, which can be used to isolate sections of the contact rail, whilst maintaining power on the rails required for the turnback operation.

The wayside signal system for the 5-1/2 miles subway extension will be the first supplied by Uniswitch for the TTC. It will include code transmission equipment at Eglinton Station which will handle all remote control functions and signal and track switch indications to and from Hillcrest Tower. In turn, the five signal interlockings at Finch, Sheppard, York Mills, Lawrence and Eglinton, and the Davisville Yard zone, will be tied by direct wire links to the Eglinton coding facility. At the five interlockings there will be auxiliary control panels which will permit local operation if necessary.

The present schedule calls for the completion of the Yonge Subway signal improvements by the end of 1971. The work for the subway extension id due to start in June 1971 and to be completed as far as Sheppard by February of 1973, with the final stretch to Finch completed a year later.

1921 1971
50 YEARS OF SERVICE

Do You Remember?

Do you remember when Toronto trolleys met all the trains. For many years, certain Toronto streetcar routes had as their downtown terminus Station Loop. Entirely on city streets, Station Loop was comprised of trackage on Front, Simcoe, Station St., and York, the cars looping counterclockwise on the aforementioned streets. The trolleys stopped on Station Street under a canopy connecting the old (1872) and new (1891) Union Station buildings. Train patrons could have trolley service right to the station door!

The loop was opened in 1895. Trolley routes operating to Station Loop in 1921 when the TTC took over streetcar operations were CHURCH and YONGE. Routes using Station Loop as of July 1923 were BAY, YONGE and SHERBOURNE.

In 1927 the present Union Station was opened by the Prince of Wales. In August of the same year, the BAY cars were rerouted down to the ferry docks over the temporary Bay Street wooden bridge over the railway tracks. Finally on April 1, 1928 the Station Loop was closed for good, and the streetcar routes that used it assumed different looping arrangements. The old Union Station building of 1891 did not last much longer, and was demolished.

A new streetcar loop was built on Front Street immediately to the west of Simcoe. Simcoe Loop, as it was called, opened to YONGE and SHERBOURNE streetcars on September 22, 1930.

(RIGHT) The old (1891) Union Station building looms in the background as a YONGE train headed by large Witt 2904 awaits a break in the traffic on Front Street to turn into Station Loop.

The date--March 3, 1928, less than a month before the loop was closed forever.

(UCRS/TTC Collection)