Canadian Rail

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Number 180

Government of ONTARIO TRANSIT

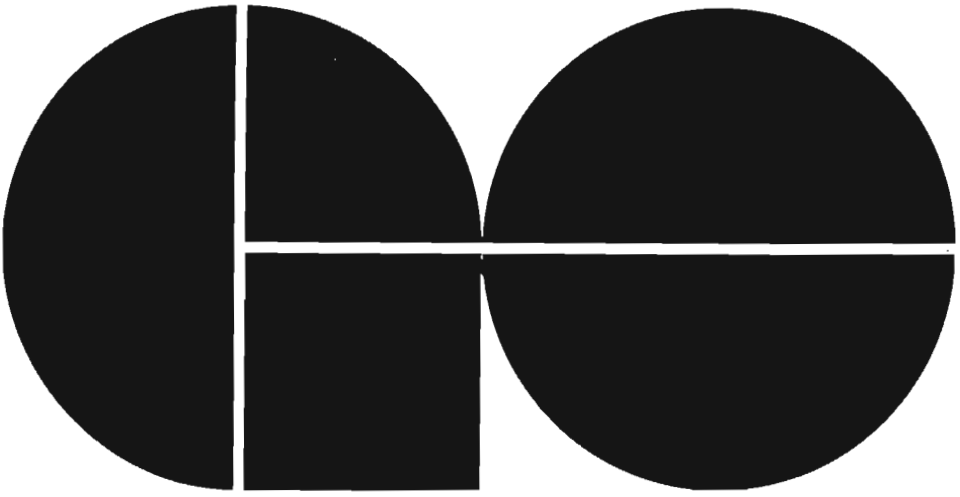
There is an old saying: "opportunity knocks but once". How many times this adage is true is attested to by the multitude who say, "if only I had...". But there are exceptions to every rule and one outstanding exception is taking place at the present time in the areas east and west of Ontario's Capital City.

On Friday, October 15, 1954, Hurricane Hazel blew in over Lake Ontario and devastated large areas of the Greater Toronto locality. There was loss of life, property damage, and transportation arteries were severed in a number of places. Both rail and highway facilities suffered, but as was shown during wartime, the rails made the faster recovery and trains were operating two or three days before the main highways were back in service. Upon restoration of rail service in the Greater Toronto locality, a "temporary" commuter service was inaugurated, and during the first few days of operation the emergency trains carried 15,000 passengers each way. Residents of the area thus favoured might have used this service as the "thin edge of the wedge" as it were, to show that they were indeed interested in having a rail commuter service, as they had previously many times claimed. Within a couple of days of full highway restoration, however, the passenger count figure had sunk back to the normal 2000 passengers per day and the extra trains were withdrawn.

Now opportunity knocks again, and next year residents of the same Greater Toronto area will have another chance to show whether they are ready for rail commuter service, with the establishment of GO GO Transit between Burlington(32 miles west of Toronto) and Pickering (about 20 miles east of the city).

The scheme to provide the residents of Greater Toronto with this service, which presages to be first class in all respects was conceived when the planners of the Metropolitan Toronto and Region Transportation Study group were considering their long-range programme for getting suburban Toronto down to the City Centre every weekday morning and back home again each night. The area already had the well-known superhighway No. 401, as well as a comprehensive network of other highways and streets, but the problem of mass commuter transportation was not being solved -- something more efficient was needed.

With the establishment of the Canadian National Railways classification yard in the northern part of Metropolitan Toronto, the construction of the York & Halton Subs., (Brampton to Pickering) and the opening of the CPR's new yard near Agincourt, through freight traffic between Burlington and Pickering along the Lake Ontario waterfront was eliminated. Arrangements were made between the CNR and the Ontario Government for the utilization of these rail lines ideally located for a specially-developed commuter service. Detailed plans were worked out and on May 19, 1965, an announcement of the scheme was made by Ontario Premier John Robarts and his Highways Minister, C.S. MacNaughton.



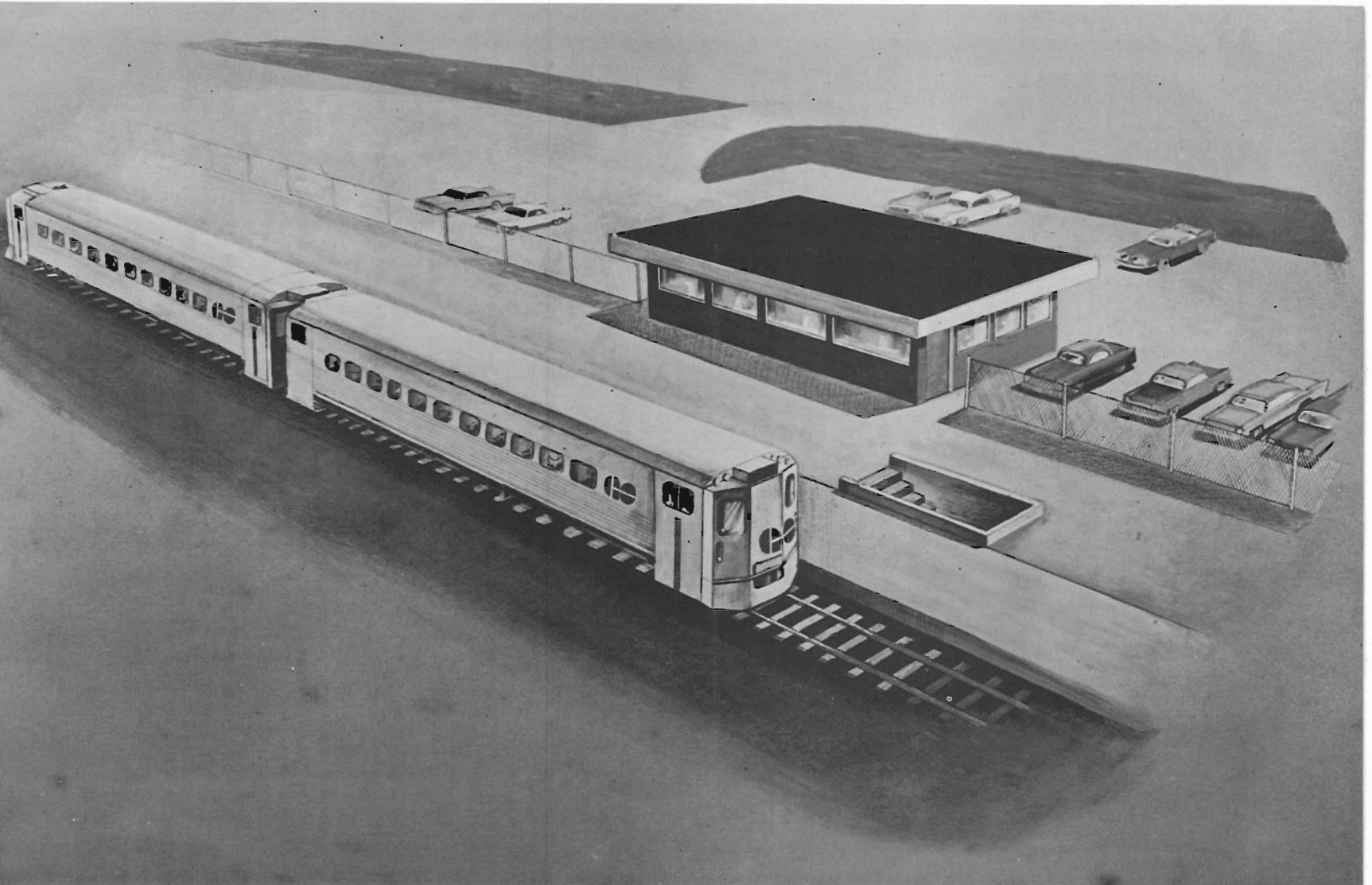
The Government of the Province of Ontario would provide the capital necessary to modify the railway line and purchase the needed rolling stock, while the CN would undertake to operate the service on behalf of the Province. Mr. MacNaughton, who was also Chairman of the Transportation Study group, announced technical details of the proposed service shortly afterwards, and, although there have been a few minor revisions to the plan since mid-1965, the arrangement which is to be put into operation early in 1967 will be essentially as disclosed at that time.

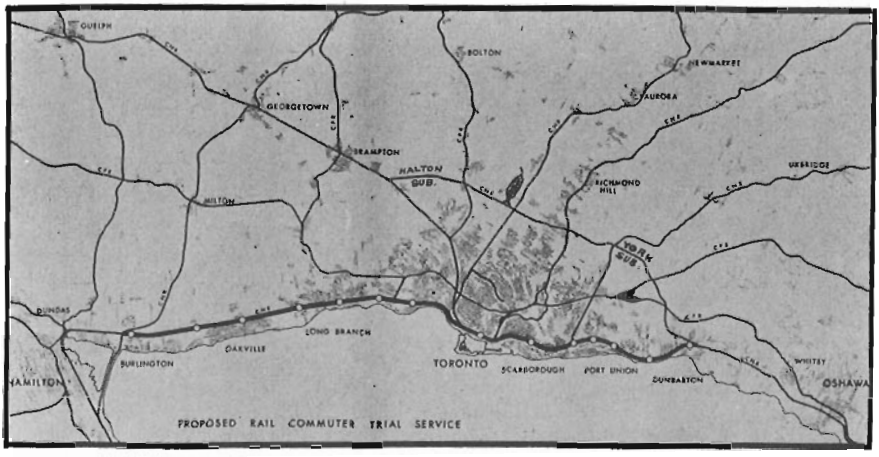
Premier Robarts, in his initial announcement, said that although the operation was somewhat of an experimental pilot project, "the government looks to it with high hope for success so that it might be adopted more extensively in the region and, possibly, other parts of the province". The pilot project will be used to carry out an intensive analysis of the relationship of patronage to service characteristics and development of operating techniques which could be applied to the region. Some of the matters to be studied will include comparisons of different modes of transportation where there are advantages of speed, a matter of choice, and frequency of service; integration of rail commuter operations with other forms of transportation; means of improving patronage under different operating conditions; the types of service operation required to meet differing community characteristics; and the degree to which fares and costs can be adjusted in relation to levels of patronage and system costs. Premier Robarts forecast that the population of the "Lakeshore Corridor" will reach one million by 1980.

The operation was officially named on May 16, 1966, when details concerning the rolling stock and symbol were made public. "Government of Ontario Transit" is to be the official name while "GO Transit" is to be adopted for promotional purposes. The symbol, designed in association with the Visual Redesign Branch of Canadian National Railways, is in the form of the letters G and O in solid green colour, welded together by a white letter T laying on its side. It will be used to identify all trains, stations, tickets, literature, and so on.

COVER PHOTO

An artist's sketch depicts a GO Transit train in a typical station setting, viewed from platform level.

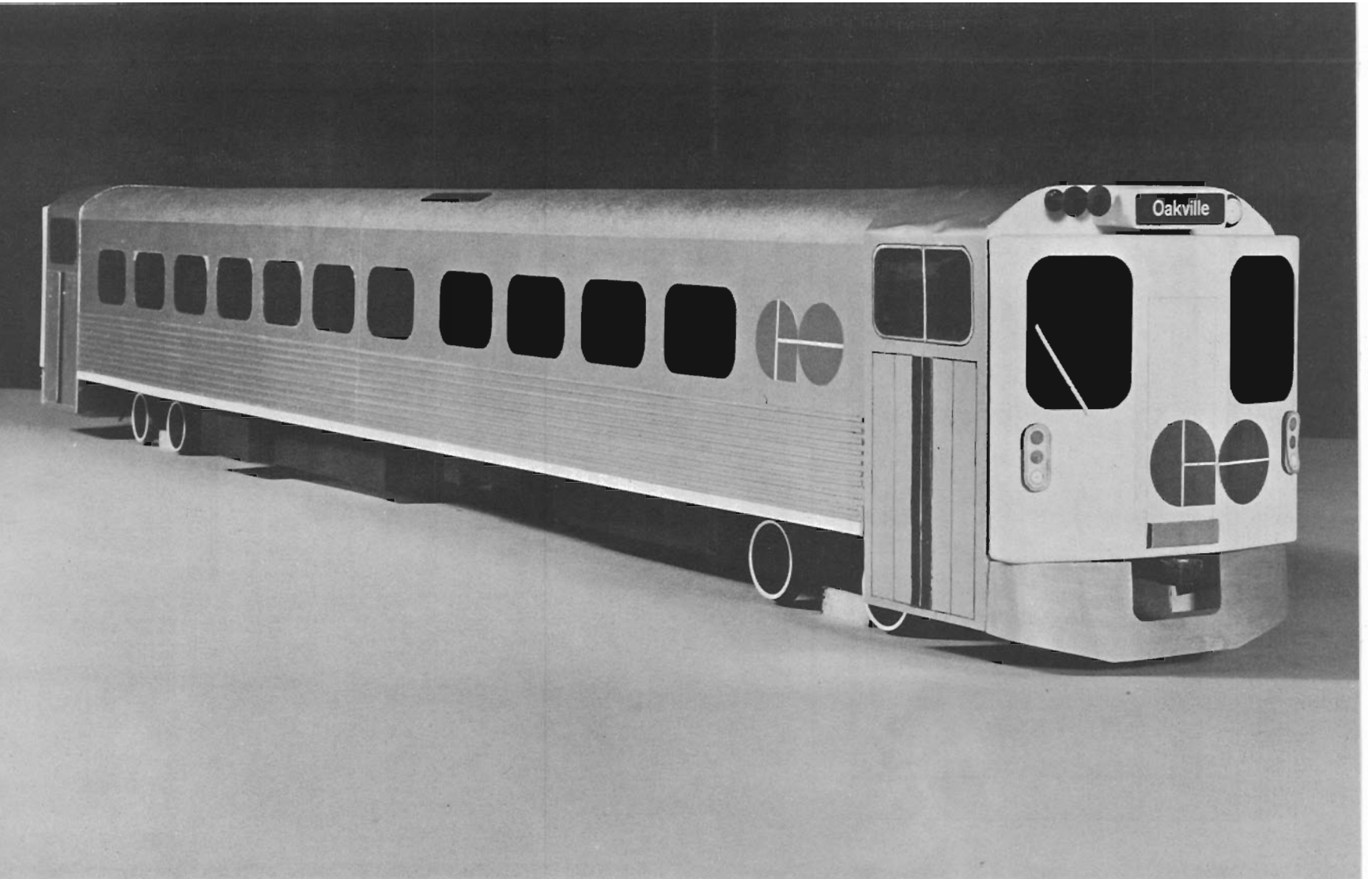




The new GO Transit service will replace the present CN service which operates between Toronto and Hamilton twice daily, but travel time will be about 20 minutes faster. It is planned to have fifteen stations along the route: Burlington, Bronte, Oakville, Clarkson, Port Credit, Long Branch, Mimico, Toronto Union, Danforth, Scarboro, Eglington, Guildwood, Rouge Hill (formerly Port Union) and Pickering (sometimes known as Dunbarton). Rouge Hill, sixteen miles east of Toronto in Pickering Township, has been selected as the "prototype station" and in brief ceremonies last spring, Highways Minister MacNaughton turned the first sod on the site. The $60,000 station complex will cover about three acres and contain parking facilities for 100 cars, a "kiss and ride" area for wives to pick up and drop off commuter husbands, a feeder bus loop, a ticket office, and 14,000 sq. ft. of platform space equipped with shelters. "We are undertaking the construction of this station to test all aspects of the special design that has been created for this service", said Mr. MacNaughton whose department will administer the transit operation.

Feeder bus service will be provided in all areas where they are required, and all stations except Toronto Union, Mimico, and Danforth will be equipped with adequate parking facilities. It is anticipated that there will be some increase in fare rates over those now charged by Canadian National, but prospective passengers are assured that the fare structure will be competitive with other modes of transportation. The service will have an initial capacity to handle 6,000 passengers an hour between Burlington and Pickering. Its potential patronage has been estimated at around 15,000 riders a day during the working week.

GOVERNMENT OF ONTARIO Transit prototype station complex is depicted here in the artist's drawing. The ticketing office will be of modular aluminum and glass construction. Platform stairs lead to an under-track tunnel which connects to a second platform. The station, to be known as Rouge Hill, will cost $60,000.


Oakville

One of the flaws in the original scheme, at least according to residents of the Burlington-Hamilton area, was that service would not be extended west of Burlington, and, incidentally, would provide only four trains daily between Oakville and Burlington, compared with the frequent hourly service (20 minute service at peak periods) from Oakville to Pickering. Since that time, however, plans have been modified and Hamilton may yet get one or two trains a day. The operation of the Burlington to Hamilton section is on-again, off-again -- whether "on" or "off" next spring when the service commences will be recorded at that time.

Rolling stock for the operation of the system is to consist of forty-nine coaches and eight diesel-electric locomotives. Nine of the passenger cars will be self propelled for operation during the non-peak periods, and the other forty will be for locomotive-hauled trains. Contract for the construction of the diesel locomotives was awarded to General Motors Diesel Limited at London, Ontario, and the contract for the coaches went to Hawker Siddeley of Canada Ltd., at Fort William; all deliveries are to be completed by December 31, 1966. Eight of the coaches are to be equipped with controls for a non-reversing push-pull type of operation. In addition, two of the nine self-propelled cars are to be equipped with double end controls for possible operation as single units. Power for the self propelled units is to be provided by Rolls Royce diesel engines, model C8TH-4, mounted under the floor and capable of 330 h.p.

The diesel locomotives for the trains operated at peak-traffic periods are more or less standard 3,000 h.p. road-switchers capable of speeds up to 83 m.p.h., lengthened slightly to provide room for auxiliary power generators. Train heating is to be by electricity and this current, together with that for lighting, etc, is to be provided by the "head-end" auxiliary generator. The self-propelled units, of course, have their own source of current supply.

Details of the interiors of the coaches, the feature most important to the commuting passenger after frequency of operation and convenience of travel, were announced last May 16 by the Ontario Department of Highways, which as noted above, is the agency in charge of the operation. Statistics and photo-drawings released at that time indicate that the Toronto commuter is not to be subjected to any "hard-bench" equipment, but is to be treated to daily "traveliving".

Coaches are to be 85-foot-long units, weighing approximately 65,000 lbs. each (compared to 122,000 lbs. for existing equipment) and finished externally in brushed aluminum with a band of white trim along the bottom edge of the sides. Capacity loading of the 94 seated passengers will be accomplished in one minute by means of 4'6"-wide automatic doors at both ends. Self-propelled units, similar in most respects, will weigh in the vicinity of 90,000 lbs. (compared to 141,000 lbs. for existing models).

Operating ends of the coaches with controls and the self-propelled units will be painted white and all will carry the G.O.T. symbol. In both types of accommodation, passengers are to be seated in spacious comfort. Although the size of the cars would permit 125 seats in each vehicle, a 94-seat plan has been adopted.

"We have deliberately sacrificed greater seating capacity to dispel any feeling of being crowded or cramped. The spacing of seats has been carefully calculated to provide adequate room for passengers to stretch their legs and relax. Considering that we are out to woo the car commuter, it was felt that seating was a highly-important factor in providing a desirable and familiar environment."

A newly-designed "bucket" type seat has been developed to combine with the modern decor of the cars and provide a maximum of passenger comfort. Seat-shells are made of fibreglass, softly cushioned and upholstered in black and sand-brown colours of vinyl. Matching seat dividers will contain recessed ashtrays. Three seats in sand-brown will be installed longitudinally on either side of the vestibule areas, and the remainder of the seats, upholstered in black, will be installed in pairs along both sides. A number of these will be in facing blocks of four for the convenience of commuters wishing to get together for conversation or card-playing.

End panelling in the vestibules will be in a soft shade of green; sidewalls will be doeskin-coloured; bulkheads will have facings of ebony and rosewood; and ceilings will consist of milk-white translucent plastic panelling illuminated by concealed fluorescent lighting. Floors will be covered in a new process of highly durable and easily maintained poured plastic material that will give a marbled appearance of all colours employed in the décor.

The luxurious environment of the modern car interiors is captured in this full-length view. Highlights of the interior décor include a milk-white translucent ceiling that will "shower" the entire car with brilliance from concealed fluorescent lighting, walls finished in beige panelling, black and brown bucket seats, bulkheads sheeted in subdued green, ebony and rosewood colours, and flooring finished in a plastic marbled design containing all interior colours.

GO Transit passengers will be able to relax in bright, spacious comfort. This artist's depiction of an end vestibule section focuses on the bucket-type seats that have been specially developed for installation in all cars. Each car will have seating accommodation for 94 passengers, arranged in fixed positions to face four different directions because all trains will operate on "push-pull" system.

Each unit will be equipped with its own thermostatically controlled air-conditioning and electric heating system to provide complete passenger comfort at any season of the year. It will deliver a constant, uniform flow of filtered air under moderate pressure along the entire length of both sides at window level. All trains will be equipped with a public address system for station announcements and soft music.

All in all, it would seem that GO GO TRANSIT will be as up-to-date as its name: as comfortable, as dependable, as convenient as modern designers and technicians can make such an operation. As Premier Robarts declared during his initial announcement, "The project deserves a bold imaginative approach. We want it to operate under the best conditions within our power, so that it can have the fullest opportunity to prove its function and potential." Commuters in other regions may be pardoned a little covetousness when considering the Government of Ontario Transit operation, but may take some consolation in the fact that the service is admittedly a "pilot project" and its success may herald improved facilities not only "in other parts of the Province" of Ontario, but also where needed elsewhere in the Dominion.

Photographs and information
for this article on GO Transit
provided by Mr.E.Ingraham,
Director of Information Services,
Gov't of Ontario Transit, Toronto.

Canadian Pacific Railway has announced that its second transcontinental railway passenger service during the summer of 1967 will be called "Expo Limited". Operating from April 30th to October 28th, 1967, this scenic dome train will be in operation daily between Montreal and Toronto in the east and Vancouver on the west coast. Passenger cars hitherto held in abeyance against the possibility of restoration of the service formerly provided by the "Dominion" are now being overhauled at Angus Shops in Montreal. Many of the co-alled "standard" tuscan red heavyweight equipment will receive a new silver paint treatment to make it more in accord with the Budd-built equipment now used on basic services.

★ After seventeen years as president of Canadian National Railways, Mr. Donald Gordon will retire under the CN pension rules on December 31st, 1966. He will be sixty-five years old on December 11th. Born in Old Meldrum, Scotland, Mr. Gordon came to Canada as a boy; by the time that he was fifteen, he was working in a bank and progressed steadily in the next two decades. In 1935, he was made secretary of the newly-established Bank of Canada, becoming, in 1938, deputy governor. During the war, he held, for a time, the chairmanship of the War-time Prices & Trade Board. He left the Bank of Canada in 1950 to assume the presidency of Canadian National Railways, steering the National system through the difficult post-war years, and introducing badly-needed new concepts and ideas. His successor is 57-year-old Norman J. McMillan, who has been with CN since 1937. A lawyer by profession, Mr. McMillan is presently executive vice-president of Canadian National, and was born at Bracebridge, Ont. He is a graduate of the Manitoba Law School.

★ Canadian Pacific's new hotel at Montreal, Le Chateau Champlain, will be officially opened to the public in ceremonies lasting from January 11th to 14th, 1967. The new 38-storey hotel is part of a $35,000,000 complex which includes a 28-storey office building jointly owned by Foundation Company and a Canadian Pacific subsidiary. In commenting on the opening, CPR Chairman N.R. Crump said that he expected the hotel "will be an outstanding asset to Montreal in its growing role as an international tourist and conference centre".

★ The House of Commons transport committee will begin public hearings on October 6th on the government's proposed railway legislation which, inter alia, provides for the establishment of a Canadian Transport Commission to take over all federal regulation in the commercial transportation field, gives railways powers to set competitive rates, drop money-losing passenger services and abandon uneconomic branch lines.

★ The Alberta Resources Railway, now under construction between the CN transcontinental main line at Hinton, Alta., and the Smoky and Muskeg Rivers, 111 miles, is expected to be completed over this initial stage by October, 1967. Future plans include a possible tie-in with the recently-completed Great Slave Lake Railway, bringing northwestern Alberta 400 miles closer to Pacific coast ports.

The impending government transport legislation contains provision for a "freeze" on extensive railway branch line abandonment on the prairies for at least eight years, until January 1, 1975. Under this plan, 17,000 miles of railway in the prairie provinces becomes a "guaranteed railway network" evolved after studies with provincial agencies and grain elevator interests. The railways would be prevented from abandoning such lines, but if they can prove that losses are being sustained in operation, the federal government would subsidize them. This leaves some 1,839 miles of rail lines in the provinces of Manitoba, Saskatchewan and Alberta subject to the normal process of abandonment, and it is expected that there will be little public resistance to the removal of these lines. These steps evolve from the adoption, by the two major railways, of a voluntary freeze on abandonment applications back in 1960, when some 4,000 miles were covered by petitions to the Board of Transport Commissioners.

On September 8th, a British Railways ex-LMS "Black Five" 4-6-0, No. 45095, left the running shed at Carnforth, England, and ran by the signalbox. The signalman noted that there appeared to be no one in the cab of the locomotive. Checking with the shed, it was noted that one locomotive was missing. An engine driver and fireman were hurriedly rounded up and placed in an automobile to find and catch the runaway. It went along for nine miles at 20 m.p.h., safely negotiating a level road crossing and passing through two deserted passenger stations. Then it came to a stop, having run out of steam. The crewmen spent an hour searching for it before finding it, dead, in the open countryside.

Pretty pictures of future passenger service in Canada were drawn recently at the Canadian Transportation Research Forum at Niagara Falls, when a CN representative predicted that, a quarter century hence, thirty-two passenger trains would operate daily at speeds up to 200 m.p.h. between Toronto and Montreal. These services would leave each terminal at half-hourly intervals between 8 a.m. and midnight for a two-hour trip at an average speed of 167 m.p.h. It was stated that the present flow of 6,000/7,000 passengers daily between the two cities will increase to 30,000 by 1991.

Canadian National Railways will introduce a new "Rapido" train service between Montreal and Quebec beginning at the change of time, October 30th, 1966. The train will leave Montreal in the morning and return in the evening, operating opposite the present "Le Champlain" service.

It is reported that the Interstate Commerce Commission will take another look at its July 6th decision to allow the Boston & Maine Railroad to discontinue four daily passenger trains between White River Junction, Vermont and Springfield, Mass. Since the service was discontinued in August, there has been no through passenger train service between Montreal and Washington, DC. The decision to reconsider was based on requests from brotherhoods of railway employees and the Public Service Board of Vermont. Casualties of the original decision were the night "Washingtonian" and "Montrealer" and the day "Ambassador" service in both directions.

Ottawa Transportation Commission will start providing a regular bus service between the new Ottawa Station and Confederation Square on October 17th. Details of the financial arrangements under which this will operate are to be worked out. The new station has been without public transportation since opening July 31.

Any illusions which we might still cherish about the stiff decor of the stereotyped Japanese will vanish rapidly upon examination of this candid picture of the youthful engineer of a C62 class 4-6-4 engaged in conversation with the locomotive foreman (whose hat just shows at the bottom of the picture). The JNR has rid itself of the police-type hard uniform hat formerly worn by engine crews, in favour of a soft-crown model; the subject of our photograph flaunts convention even more by wearing his chin strap in "non-operating" position ! Influenced in early days by British practice, the "driver" sits on the left hand side in the land of the Rising Sun.

"Our Man in Japan" Discovers

42-INCH GAUGE HUDSON TYPES

By William D. McKeown.

IF YOU HAVE THE TIME and inclination, Japanese branch line railroading can be a very absorbing experience. With steadily diminishing exceptions, this is the way you have to travel to come up with steam locomotives. Railroading aside, however, the Japanese countryside offers a refreshing balance to the crush of the big cities, and affords, in addition, some interesting insights into Japanese life.

On a recent trip from Osaka to Hiroshima, my wife and I shunned the creature comforts and the four-and-a-half hour schedule of the electric- and diesel-powered Limited Express trains, and routed ourselves over a series of branch lines, a process that would consume some thirteen hours to say nothing of my wife's patience. Diverging from the electrified San-yo Main Line at Himeji, one hour and thirty minutes out of Osaka, we boarded a six-car local train powered by a grimy C58 class 2-6-2, bound for Tsuyama. The trip could best be described as slow and dirty, especially since few windows were closed when our C58 whistled for tunnels. The line from Himeji to Tsuyama followed a series of valleys boxed in by rolling hills, hence the tunnels. Tsuyama is located on a plain and serves as a junction for four branch lines; its facilities consist of a small yard and engine house populated by a few diesel sets and a half dozen C58s.

This is C58 country! These little 2-6-2s are relatively new locomotives built since 1945, and boast all the latest in steam locomotive technology by North American standards, including box-pok drivers. Their speedometers provide for a maximum of 120 kph (75 mph) but are red-lined at 70 kph. Suffice it to say that considering the number and frequency of stations and the topography of the average Japanese branch line, this allowance is more than sufficient. They are used both in passenger and freight service, but in passenger assignments, they alternate with the rail cars.

Passenger service was provided exclusively by diesel railcars over our next hop, from Tsuyama to Niimi. Our two-car set was one of two in shuttle service between these two points, whose one-way schedule consumed one hour and fifty minutes. The topography of this section of the line was quite similar to that between Himeji and Tsuyama, although the approach to Niimi indicated that we were entering the high country. The arrival at Niimi was made on time; even the branch lines maintain the tradition of punctuality which the Japanese National Railways enjoys. Niimi is the antithesis of Tsuyama. The latter is surrounded by flat rice paddies, while the former is sandwiched into a narrow valley between two impressive mountains; a very compact yard and engine house serving three lines was jammed against the base of one mountain. From this point, there is through train service to Hiroshima which consisted, on this occasion, of a spotless C58, one head end car and three coaches.

Twelve minutes after our arrival, this little train left Niimi with cylinder cocks drowning out the soft exhaust common to most JNR steam. Beyond the yard lead, the track angled upward and our speed dropped perceptibly, remaining so for a couple of miles until we topped the summit and dropped down into a siding at a non-station operating point. After a five minutes' wait, the reason for our halt became audible. A pair of D51 2-8-2s hooked to the maximum tonnage slammed past with a freight, describing a giant question mark which terminated on a high curved steel trestle, and disappeared into a tunnel, Niimi-bound. All of this action happened so fast that I was caught with my lens cap on! The smoke was still billowing out of the tunnel when our engine released the air and we slid downgrade into Bichū-kōjiro station which materialized when we popped out of a tunnel. During our station stop, another pair of D51s swept off the line from Yonago and followed the first pair into Niimi. Apparently the line from Yonago to Okayama rates heavy traffic, big power and, consequently, further attention!

This was the high country and some of the grades are fierce, although there is enough tangent track to make time. At Bingo-ochiai, a deadhead C58 was coupled to the rear of our train, going as far as Miyoshi, where both engines were changed off for a fresh C58 and two additional coaches. Our helper emulated all the whistle signals from her sister on the point; the sound effect was spectacular but poorly synchronized. The early autumn night had closed in by Miyoshi so that there was little time for reading on the last lap to Hiroshima.

While in Hiroshima, I was afforded the opportunity to visit the JNR's Operations Centre. My particular interest was the fast-disappearing C62 class 4-6-4 locomotives, the largest and newest of JNR steam and, with the exception of a few D51s, the only stoker-fired engines on the system.

Before electrification of the San-yo Line (Kobe-Shimonoseki), these engines were used on all main line passenger services. When electrification reached Hiroshima in March, 1964, there were sixteen of them in service assigned to the Centre; now there are only eight. Too heavy for branch line service, they have outlived their usefulness and are being cut up. As far as the remaining eight assigned to Hiroshima are concerned, they have an apparent indefinite future as they are used on the non-electrified Kure Line where an electrification plan has been advanced but is not being actively pursued. In the opinion of the Hiroshima Centre's personnel, the C62s will be retained until the electrification becomes fact, rather than be replaced with diesel locomotives in the interim. This also holds true for the handful of D51 2-8-2s which move freight.

The C62s are capable of a top speed of 120 kph in main line service; government regulations, however, restrict all Japanese railways, both public and private, to a maximum speed of 110 kph (66 mph) with the exception, of course,

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Box-pok driving wheels and double-truck tender give an almost North American appearance to this 42" gauge Hudson type. This photo, taken at Hiroshima Operations Centre on October 10th, 1966, shows one of the eight remaining 4-6-4's, No. C62 43, under steam.

In Japan, 2-6-0s are used for switching. Here, No. D50 66 is shown on the turntable at Hiroshima, in for servicing.


C58 257


C62 43
EF 58 83

of the New Tokaido Line. The big 4-6-4s work long-distance local trains between Hiroshima and Itozaki, and between Kure and Iwakuni. In the former service, they are assisted by some C59 heavy 4-6-2s which are assigned to Itozaki. Their service includes one express run, the overnight "Aki" (Autumn) to Tokyo which leaves Hiroshima at 2:20 PM daily and arrives in Tokyo the following morning. This train picks up its electric at Itozaki; interestingly, daily accumulation of power and equipment at Itozaki requires two steam powered runs to return daily to Hiroshima via Saijō, under the catenary all the way.

Hiroshima yard is a flat switching operation of considerable dimensions. It lies east of the station in the direction of Tokyo. On the north side of the yard from west to east in that order are the Operations Centre, the diesel and electric railcar shop and yard and the coach yard. On the south side lie the engine shed and the electric locomotive yard and shop. The yard is switched by elderly D50 class 2-6-0s but is soon to be dieselized. West of the station is an extensive back shop where a steam locomotive can still get a Class 1 overhaul.

As has been mentioned, the Operations Centre has in its province just eight steam locomotives, all 4-6-4s, although it does service power from the branches such as the C58s from Miyoshi (Gebi Line), C59s from Itozaki, the occasional yard engine and, in addition, provides a home for a few electrics. All the trappings of an engine terminal are there -- huge coal dock, a forest of stand pipes, ash pits and a turntable -- everything but a roundhouse, which is, as we have noted, across the yard. There is, however, a two-track doorless shelter for the electrics and a small storage yard for the steam. Adjacent administration buildings keep tabs on the whole operation.

As far as Hiroshima Engine Shed is concerned, I was told that the total roster of steam assigned here (but not including what is serviced for the branches) includes five C50 2-6-0s for yard service; four C11 2-6-4Ts for the Kake Line; three D51 2-8-2s for the Kure Line. There are no diesel locomotives assigned but there are an infinite number of electric locomotives.

Our return to Osaka was made on the Limited Express diesel trainset "Midori" (Green), part of which originated in Kyushu at Oita. It terminated at Shin Osaka Station. A few miles out of Hiroshima, beyond the junction with the Kure Line, the San-yo Line tackles a formidable grade troublesome for its length rather than its steepness. It reaches its steepest ascent at Sēno where there is a helper station teeming with ancient EF 10 and newer EF 57 electrics pensioned from mainline service. Their brown paint is touched up at the body ends with broad yellow stripes to increase visibility.

If I have any conclusions to draw from my visit, among them is the fact that more steam power is based on branches than at mainline division points, even though the branches lack the variety. I was impressed with services on

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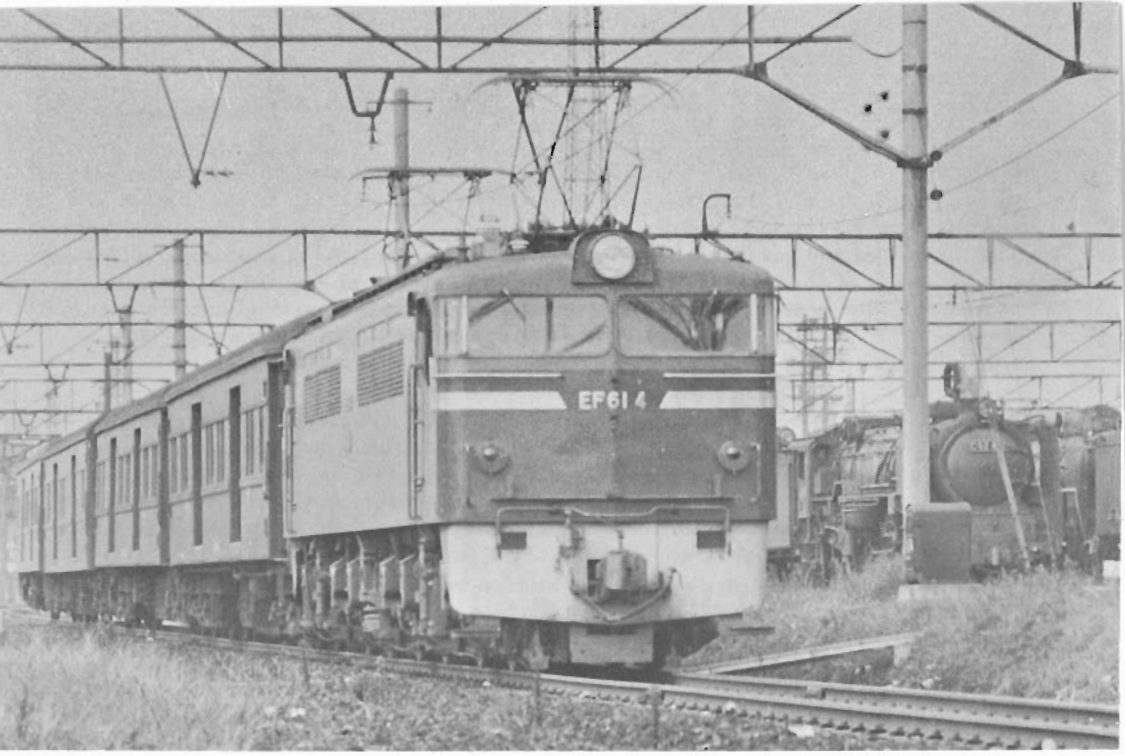
A Miyoshi-based 2-6-2, C58 257, of the type which works over the byway rail route which the author travelled between Osaka and Hiroshima, is shown here at the latter terminal.

The EF 58 class electric locomotives are contemporaries in period of the C62 class 4-6-4s. Here, No. EF 58 83 in its new blue and ivory paint scheme, stands alongside Hudson No. C62 43 at Hiroshima.


EF61 4


C62 15

the branches, finding that station facilities and punctuality are up to main line standards even if the speed and the equipment is not. Even the most remote village stations had a complement of freshly-uniformed staff who stood at rigid attention when trains entered and left the station. Employees take their work very seriously. Steam power based on the branches was in rather better shape from an appearance point of view than on the main lines; for example, the people at Miyoshi never fail to polish a brass fitting.

I was impressed, too, by the C62 4-6-4 locomotives, and by the main line railroading which, in my opinion, is equal to anything anywhere and possibly is superior to most.

In capsule commentary, the JNR is a railroader's railroad and in addition offers courtesy and service to the enthusiast.

ACKNOWLEDGMENT: My special thanks go to Mr. Toshitaka of the JNR's Hiroshima Foreign Affairs Office for his invaluable assistance, and to Road Foreman Mr. Mizuoka for introducing me to his beautiful C62s and positioning them for photographs.

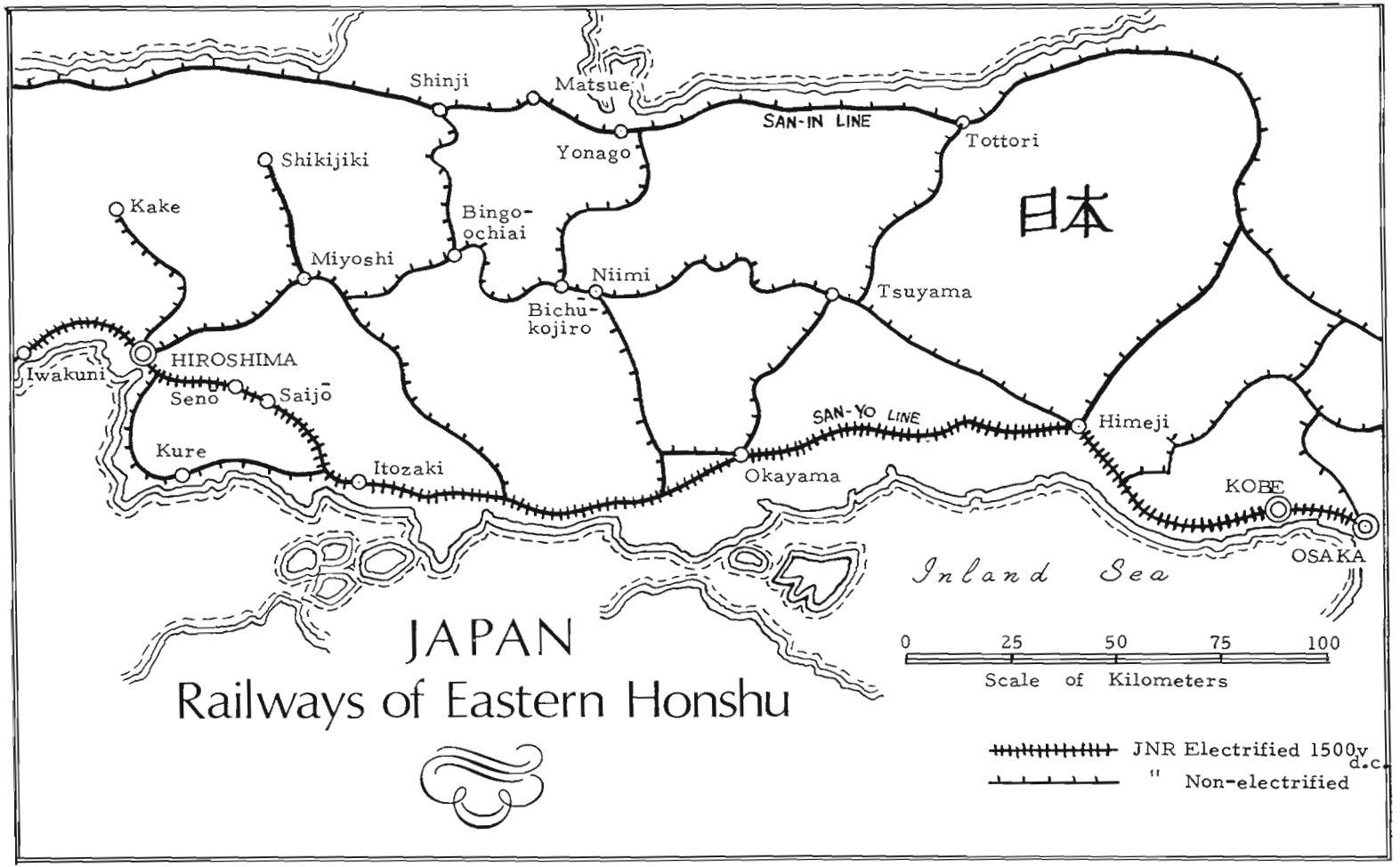
The eastbound main line passes Hiroshima locomotive storage yard. EF 61 4 heads a Tokyo-bound express train past C62s and C59s in the background. The electric engine is in the obsolescent brown livery.

Here, C62 15 moves light in Hiroshima yard. A yardman on the buffer beam signals the engineman, stationed on the left side, with red and green signal flags.

Photos Page 185:

On the trip described in the text, McKeown's train, headed by C58 60, waited in a siding for an eastbound express between Bichu-kojiro and Bingo-ochiai. The date is October 9th, 1966. Note the brass piping.

The inevitable flagman "decorates" the front of C58 61 as it couples on to the rear of the author's train at Bingo-ochiai. Sister engine C58 60 headed the train. Another C58 heads the waiting freight, Niimi-bound.


Shinji
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SAN-IN LINE
Tottori
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Kake
Bingo-ochiai
日本
Miyoshi
Niimi
Tsuyama
Bichu-kojiro
HIROSHIMA
Iwakuni
Seno
Saijo
SAN-YO LINE
Himeji
Kure
Itozaki
Okayama
KOBE
OSAKA
Inland Sea
JAPAN
Railways of Eastern Honshu
0 25 50 75 100
Scale of Kilometers
JNR Electrified 1500v d.c.
" Non-electrified


C-53-11

POWER ..with Murray W. DEAN

CANADIAN NATIONAL

Purchases: up to September 23, 1966.

DL-640A's (railway class MR-24b) arrived as shown below:

3206.....May 11, 1966
3207.....May 11, 1966
3208.....May 20, 1966
3209.....May 20, 1966
3210.....May 31, 1966
3211.....May 31, 1966
3212.....June 13, 1966
3213.....June 13, 1966
3214.....June 22, 1966
3215.....June 22, 1966
3216.....June 30, 1966
3217.....June 30, 1966
3218.....July 15, 1966
3219.....July 15, 1966
3220.....August 26, 1966
3221.....August 26, 1966

GP-40's (railway class GR-30a) were delivered as follows:

4002.....May 21, 1966
4003.....May 21, 1966
4004.....May 27, 1966
4005.....May 27, 1966
4006.....June 11, 1966
4007.....June 11, 1966
4008.....June 29, 1966
4009.....June 29, 1966
4010.....July 2, 1966
4011.....July 2, 1966

Scrappings: up to September 23, 1966.

ROAD NUMBER	RETIRED	BUILT	BUILDER'S NUMBER	NOTES
1610	4/7/66	10/1/52	2663	
1626	1/8/66	16/1/53	2676	
1633	1/8/66	26/8/55	2683	
1639	1/8/66	17/10/55	2689	
2201	9/8/66	22/3/55	2863	
2210	9/8/66	9/5/55	2872	
3002	9/8/66	20/11/53	79126	
3007	9/8/66	30/11/53	79182	
8451	1/9/66	8/12/51	77758	°
9334	9/8/66	9/2/53	2710	
9401	10/6/66	25/4/50	77296	£
9405	25/5/66	29/5/50	77300	£
9418	7/9/66	20/4/51	77629	
9420	4/7/66	27/4/51	77630	
9422	9/5/66	3/5/51	77631	£
9424	10/6/66	18/5/51	77632	£
9427	25/5/66	25/5/51	77709	£
9430	10/6/66	28/2/52	77271	£
9436	6/5/66	31/3/52	77274	£

£ - units so marked were traded-in to MLW for DL-640A's.
° - converted to B-15.
NOTE: 9401 was offered to the Canadian Railway Museum by Montreal Locomotive Works, but was refused account space limitations.

Miscellaneous: up to September 23, 1966.

1) The following additional MR-10 locomotive has been placed on four-wheel trucks: 1726. Since more locomotives with light axle loadings were required in the Maritimes, thr program has been stopped and the remaining C-C units dispatched to the Atlantic Provinces.

CANADIAN PACIFIC

Purchases: up to September 26, 1966.

Delivery of the railway's SD-40's has begun. They are 3000 horsepower and have railway class DRF-30a.

ROAD NUMBER	BUILDER'S NUMBER	DELIVERY DATE
5500	A-2133	July 26, 1966
5501	A-2134	July 26, 1966
5502	A-2135	July 26, 1966
5503	A-2136	July 26, 1966
5504	A-2137	August 20, 1966
5505	A-2138	August 20, 1966
5506	A-2139	September 2, 1966
5507	A-2140	September 2, 1966
5508	A-2141	September 2, 1966
5509	A-2142	September 2, 1966
5510	A-2143	September 19, 1966
5511	A-2144	September 19, 1966
5512	A-2145	September 23, 1966
5513	A-2146	September 23, 1966

This order of 32 units has been increased to make a total of 65 units. No locomotives are being traded-in for this new power. The new order is not necessarily of the SD-40 model.

Scrappings and Sales: up to September 23, 1966.

Three more Canadian Pacific locomotives have been dismantled while a fourth was sold to the City of Port Coquitlam, British Columbia.

ROAD NUMBER	CLASS	BUILDER	DATE BUILT	DATE SCRAPPED	BUILDER'S NUMBER	STORAGE LOCATION
424	D-4-g	CPR	1912	6/66	NONE	Angus
2314	G-3-g	MLW	1923	6/66	64538	Weston
3611	N-2-a	MLW	1911	4/66	50238	Weston
3716	N-2-b	MLW	1912	Sold 4/66	51628	Weston

Rentals: up to May 25, 1966.

DH switchers 3041 and 3042 have returned home.

Rentals: up to June 16, 1966.

BLE units have again been acquired by the CPR. Units 716A and 713B are currently leased.


SPECIAL
9

Rentals: up to August 5, 1966.

More BLE units are leased: numbers 717A, 717B, and 718A. As well, PGE units 614, 618, and 620 have been leased.

Rentals: up to September 9, 1966.

The three PGE units 614, 618, and 620 have been exchanged for three DMIR units: numbers 124, 137, 150.

GRAND TRUNK WESTERN

Rentals: up to September 23, 1966.

GTW has leased four units from the Chicago and Western Indiana Railroad: road numbers 252, 253, 255, 257. See Number 181 for further information.

PACIFIC GREAT EASTERN RAILWAY

Purchases: up to October 7, 1966.

Pacific Great Eastern took delivery of three more DL-718's on October 7, 1966. They carry builder's numbers M-3460-01 to M-3460-03, road numbers 628 to 630, and builder's plate date of August, 1966. The number 627 has been acquired by a rebuilt 616. Units 628 to 630 left Montreal St. Luc on CP Train X PGE629 West at 4:55PM Eastern Standard Time.

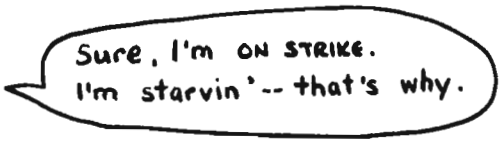
TEXAS GULF SULPHUR

TGS ordered three locomotives from MLW. They bear road numbers 051, 052, 053 and builder's numbers M-3457-01, M-3457-02, and M-3457-03. 051 was outshopped July 15, 1966, while 052 and 053 did not emerge until September 21, 1966. However, all builder's plates show August, 1966 as date built. The units, constructed to specification DL-811 (Model RS-23) are 1000 horsepower and will be used at the Kidd Creek Mine, near Timmins, Ontario.

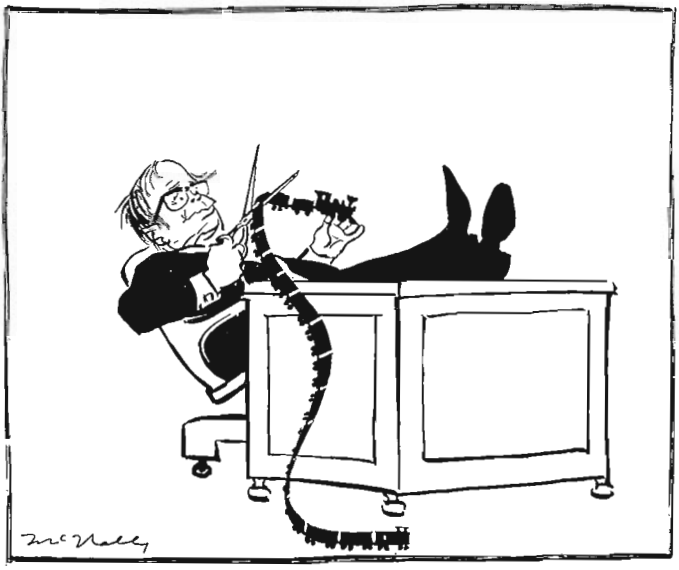
Flash:

Canadian National Railways has placed an order for twenty-one locomotives with MLW. Two of these will be C-630's, 12 will be "trade-in" C-424's, while the remaining 7 are new C-424's. Further data is in Number 181. Also ordered are 6 GP 40's and 8 SD 40's from GMDL.

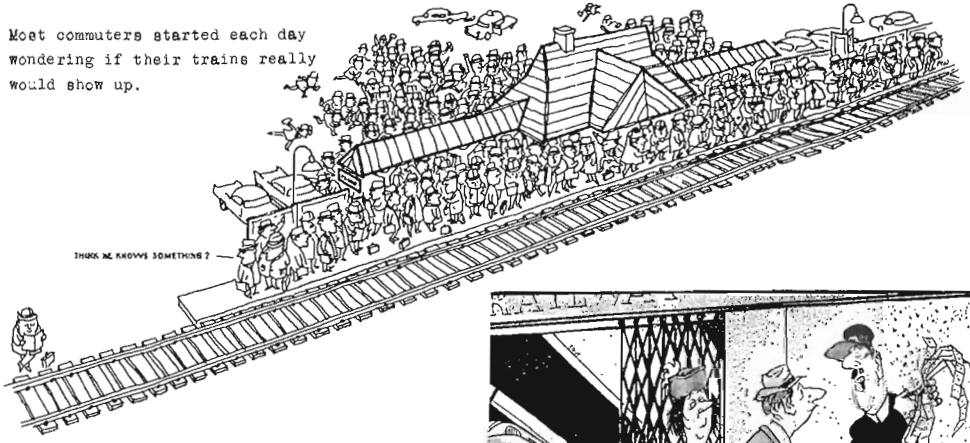
Omitted, unfortunately, from Mr. R.M. Binns' article in the issue on the subject of air brakes on single truck cars, was this excellent and interesting photograph of a group of delegates to the Canadian Street Railway Association Convention at London and St. Thomas, Ont., in October 1912. Mr. Acton Burrows, the founder of the Association, leans on the windowsill of London & Lake Erie Railway car No. 9. (Collection of R.M. Binns)



Before the strike, EVERYONE, (including, apparently, Prime Minister Pearson) thought surely SOMEONE would do SOMETHING to prevent a railway strike.



... Most commuters started each day wondering if their trains really would show up.



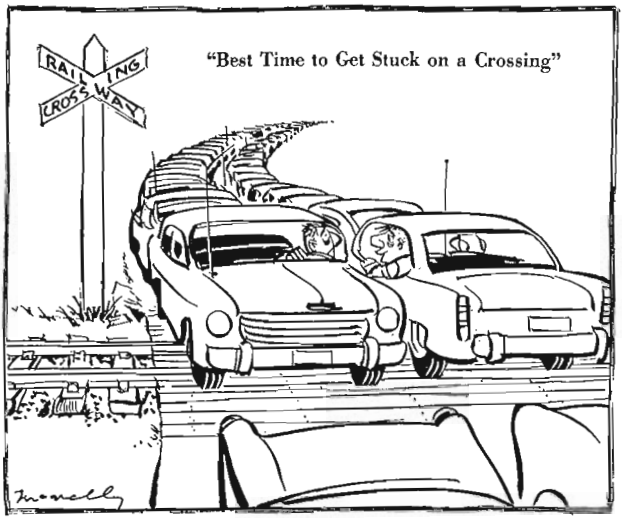
... and, in Vancouver, as elsewhere, the railways weren't making any promises...

"Return tickets! . . . bit of an optimist aren't you?"

Canada's Railway Strike

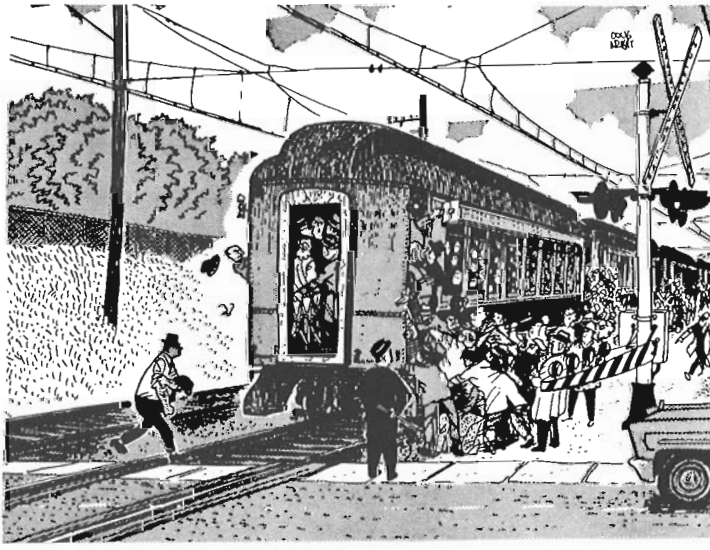
AS SEEN THROUGH THE EYES AND PENS OF EDITORIAL CARTOONISTS

There were some MARGINAL advantages to the strike...



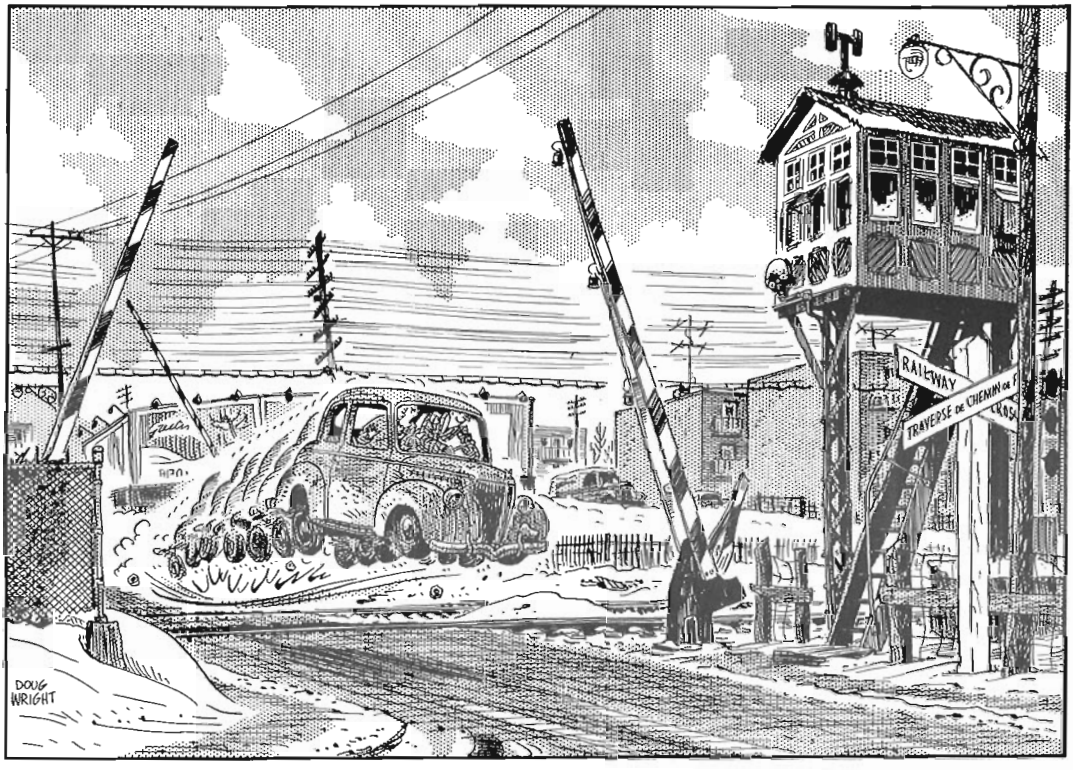
... Then the settlement: "IT'S OVER", said the papers. ("We hope!" said the commuters).

... Finally, back to normal. CNR commuters battle for space aboard the overcrowded Mount Royal Tunnel trains.



STRIKEBOUND

Doug Wright -- Montreal Star



"Even if there ARE no trains, I'd think you'd slow down a little bit for the sake of the poor car!".

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