

Canadian Rail



No. 280
May 1975





POWER

for the People

Text

B.A. Biglow

Photographs

J.J. Shaughnessy

You could say that Canadian National Railways were a little late in dieselizing their passenger trains. The steam engine was quite economical for the tonnages and speeds prevalent at that time and thus the multipurpose steam power was retained for passenger trains and was also available for freight services, in emergencies.

The diesel locomotive models designed exclusively for passenger trains, such as the Es and PAs, were avoided, since the passenger version of the 4-axle freight units had been developed when CN began passenger train dieselization.

Canadian National further avoided large numbers of carbody-style units by using hood-type road-switchers on secondary branch lines. For mainline trains, the Company bought FP 9 models from General Motors Diesel Limited of London, Ontario and FPA 2 and FPA 4 models from Montreal Locomotive Works of Montréal, Canada.

After almost twenty years, only one true FPA 2 unit survives, it being on the St-Hilaire/Montréal, Québec commuter run, Trains 900/991. This unit was built with a model 244 prime mover, which model Canadian National found to be unreliable due to water leaks. Four other units, Numbers 6758, 6759, 6658 and 6659 had the model 244 prime-movers removed and the model 251 installed, making them equivalent to the FPA 4 model. The prime-mover/generator assemblies removed from these units were used to "re-manufacture" the four units of the RSC 24 model, CN unit Numbers 1800, 1801, 1802 and 1803, rated at 1400 hp., of which there are three surviving today. The other FPA 4 units were purchased new. Details on these FPA units were given in an excellent article by M.W. Dean and W.G. Blevins, "Canadian National Railways FPA 2s and FPA 4s", October 1967, Number 192, pp. 214-19, CANADIAN RAIL.

↪ CANADIAN NATIONAL FPA 4 NUMBER 6769 ON TRACK ONE AT THE DIESEL SHOP, Pointe-St-Charles, Montréal, on a warm August evening in 1974. The A-B-A lashup, headed by Number 6769, was rostered for the overnight "Cavalier", Train 59, to Toronto, Ontario.

← JUST OUTSIDE CN'S POINTE ST-CHARLES DIESEL SHOP IS A GROUP OF CANADIAN National FPA 4 units, ready to depart for Montréal's Central Station to power evening trains, east and west.

The MLW units have always been "second sisters" to the GM units on CN's system, except in their stamping-grounds of the Maritimes. West of Winnipeg, Manitoba, repair facilities for MLW units just did not exist. Today, with a reduced number of passenger trains on the average over the system, MLW units are frequently "demoted" to express freight runs, although the schedules of these latter trains are often equivalent to or better than those of passenger consists.

The FPA 4s were popular units with the engine crews, when the schedule called for many stops. These units were able to accelerate a train very quickly away from a station. Crews have claimed time-savings of 1 minute per stop. The MLW units were criticized because of poor conditions in the cab. In summer, the heat from the engine room kept the cab at a very uncomfortable temperature. When the cab windows were lowered to reduce the heat, under the proper conditions of adjustment, the exhaust fumes from the engine manifold could be drawn forward into the cab, thus making things a good deal worse for the crew. In the winter, there were the usual drafts from the panel in the nose. In time, most of these peculiarities were eliminated.

While the MLW FPA 4s never made the mileages run up by the competitor's units on the transcontinental passenger trains, they have worked their fair share of the system mileage, to and from the Maritimes. And if you judge by longevity, they have been very successful on Canadian National Railways.

→ IMAGINE THAT IT'S A WARM EVENING IN AUGUST, 1974, AND THAT YOU'RE standing just outside the Diesel Shop at Canadian National Railways' Pointe St-Charles complex in Montréal. Jim Shaughnessy, that clever photographer, tells you to hold the flash just a little higher, there is a blast of light, and here is the result!

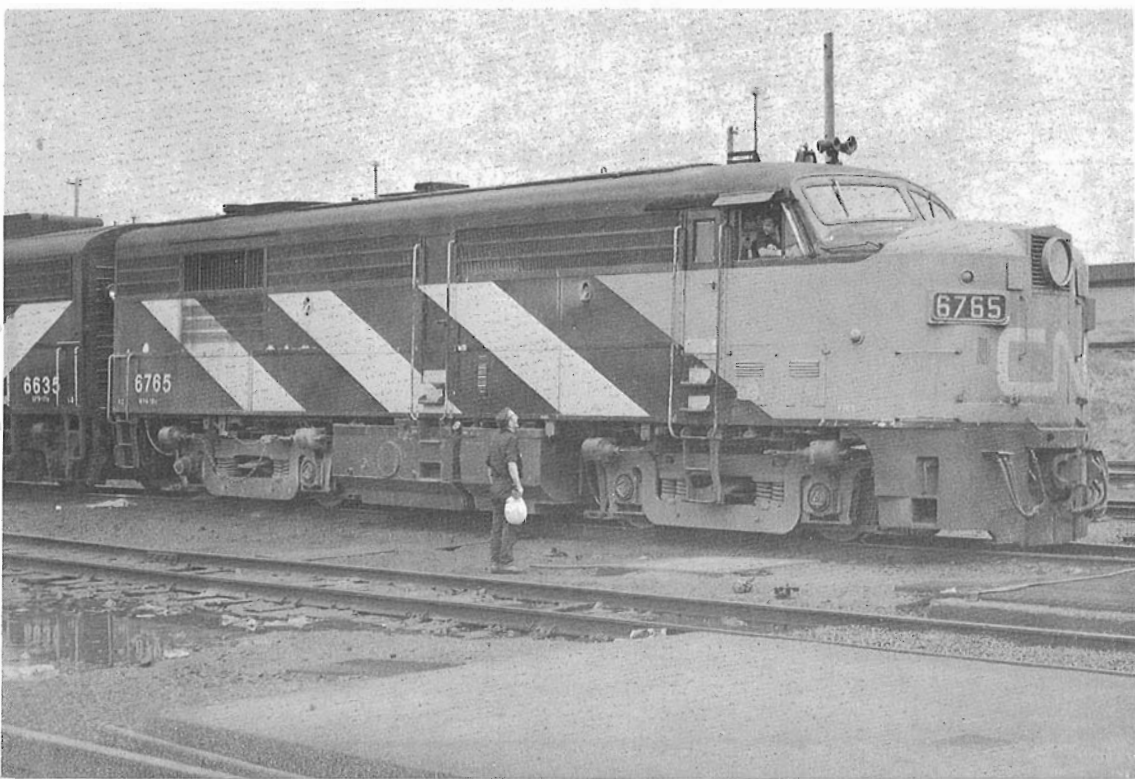
FPA 4 NUMBER 6765 WAS ONE OF CN'S CHRISTMAS PRESENTS IN 1958, BEING delivered on December 12. Sixteen years later, on an August afternoon in 1974, the hostler moves the unit into the Diesel Shop at Pointe-St-Charles, Montréal.

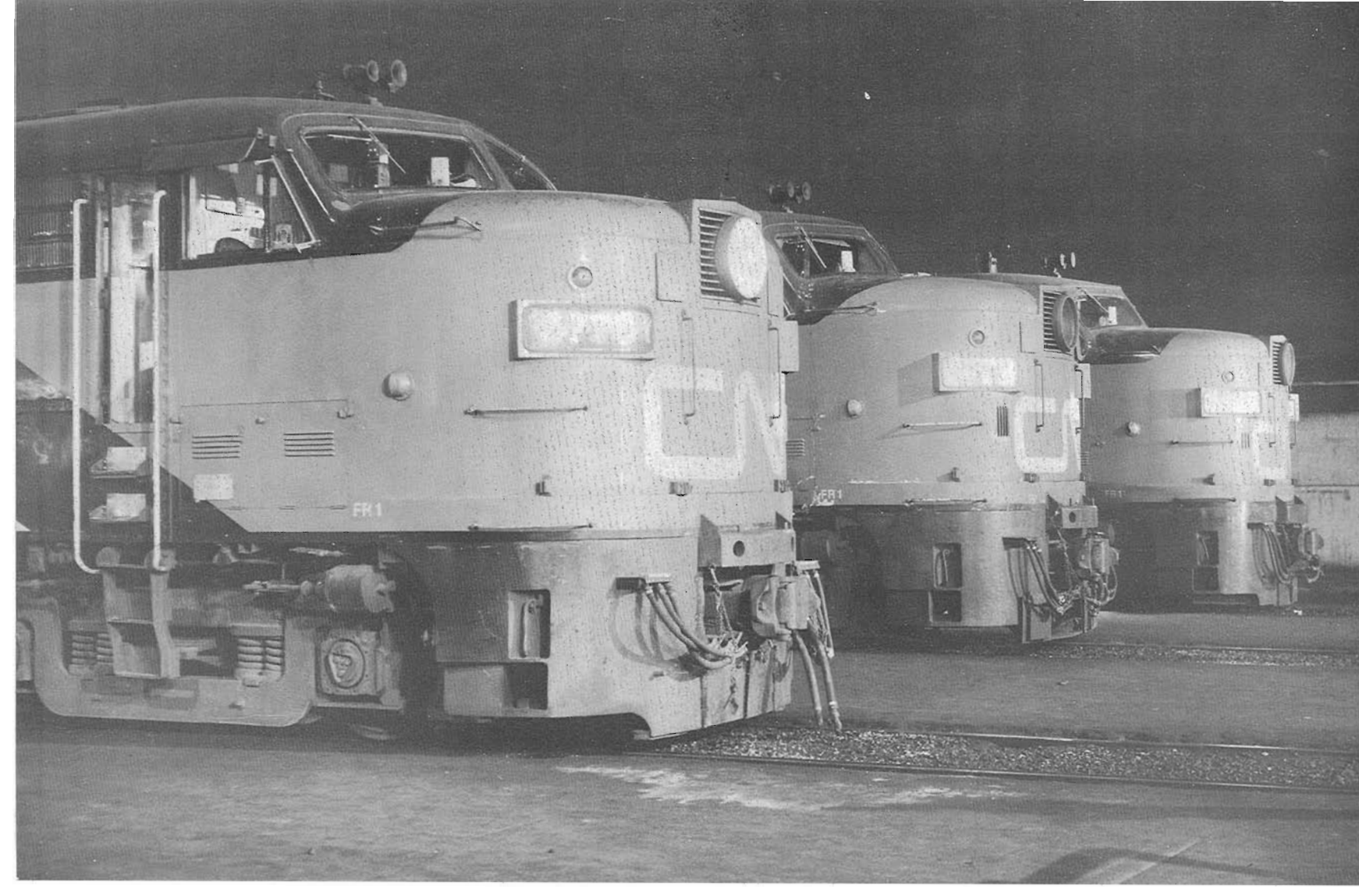
↻ A TRIO OF FPA 4s, NUMBERS 6770, 6778 AND 6787 IN FRONT OF THE DIESEL Shop at Pointe-St-Charles, Montréal, on the same August 1974 evening.

THE FP A-B-A TRIO, HEADED BY NUMBER 6770, HAS LEFT THE DIESEL SHOP at Pointe-St-Charles for CN's Central Station, to power Train 59, the overnight "Cavalier" from Montréal to Toronto, on an evening in August 1974. Number 6778 is running in tandem with two GM units, the "B" of which is Number 6638.

TWO CLASSIC FPA 4 UNITS FROM MLW MONTREAL. NUMBERS 6785 AND 6787 WERE delivered to CN on April 8 and 20, 1959, respectively.

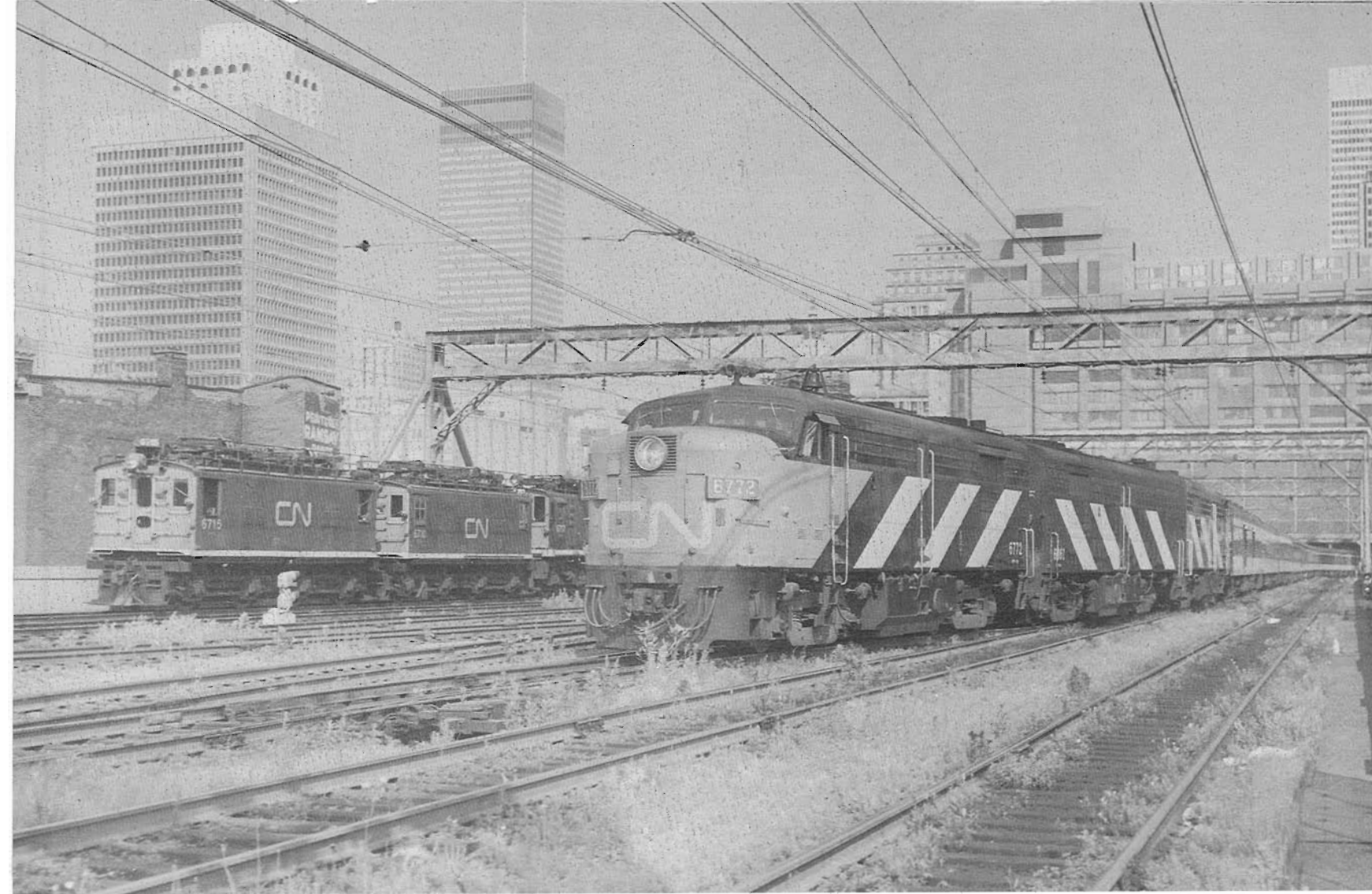
THE ELECTRIC HAULERS ON THE SIDING AT THE EAST END OF CN'S CENTRAL Station at Montréal certify that it is a summer Saturday and the length of Train 51, the morning RAPIDO to Toronto, confirms that it is a busy weekend in August 1972.



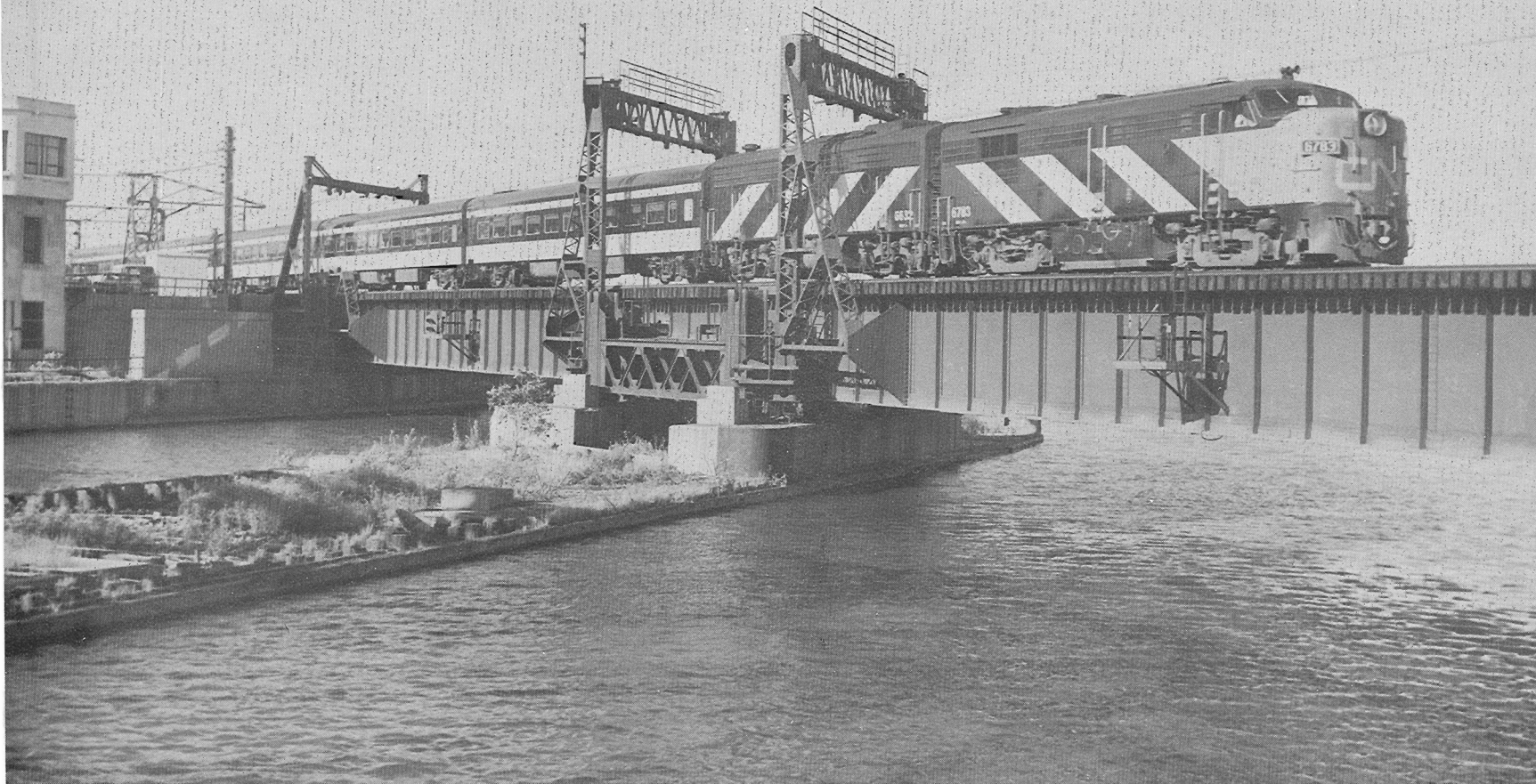








NUMBER 6783 COMBINES WITH "B" UNIT NUMBER 6632 TO POWER TRAIN 37 TO Ottawa on an afternoon in August 1972. The train is crossing the dis-used Lachine Canal on the deck of the former twin-span vertical lift bridge, now chopped down to size. The girders for the wires for the electrification which used to extend from Central Station, Montréal to the Electric Shop at Pointe-St-Charles are visible at the north (far) end of the bridge.



CANADIAN NATIONAL ENGINE NUMBER 6788, WITH FOUR CARS, WAITS PATIENTLY
in the station at Ottawa, Canada, to return to Montréal as Train 130
on a Sunday morning in August 1972.



A

GLIMPSE

OF



S.S.Worthen

Illustrations courtesy of

Toronto Area Transit Operating Authority.

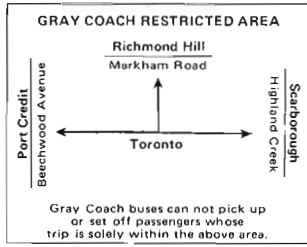
The newspapers of Toronto, Ontario, Canada had every right to boast, early in 1975, that GO Transit was the best thing in urban transit in North America. Although this combined railway-highway bus service for travellers to and from Toronto from neighbouring cities could be said to be an expensive operation, with a per-rider deficit of 33.9 cents, this fact should be weighed against the estimated cost to build sufficient expressway/highway capacity to handle the 6.5 million riders GO Transit carried in 1974. One irrefutable fact emerges: GO Transit is effective and is greatly appreciated by millions of travellers - not just commuters - in the Hamilton-Toronto-Oshawa lakeshore residential areas.

Station parking lots, as might be expected, are an essential component of GO Transit's success; potential expressway drivers are thereby persuaded to leave their automobiles at the station and to use GO trains. Recently, Mr. David Sutherland, Director of Operations, Toronto Area Transit Operating Authority (TATO), announced that additional parking facilities would be constructed at Oakville, Clarkson and Port Credit, Ontario, on GO Transit lines west of Toronto.

But the increase of 16% in passengers carried during October, 1974 caught GO Transit quite by surprise. Since its inauguration, GO Transit's average annual growth rate has been 6%, but the recent increase startled TATO. November 1974 produced a comparable 13% increase.

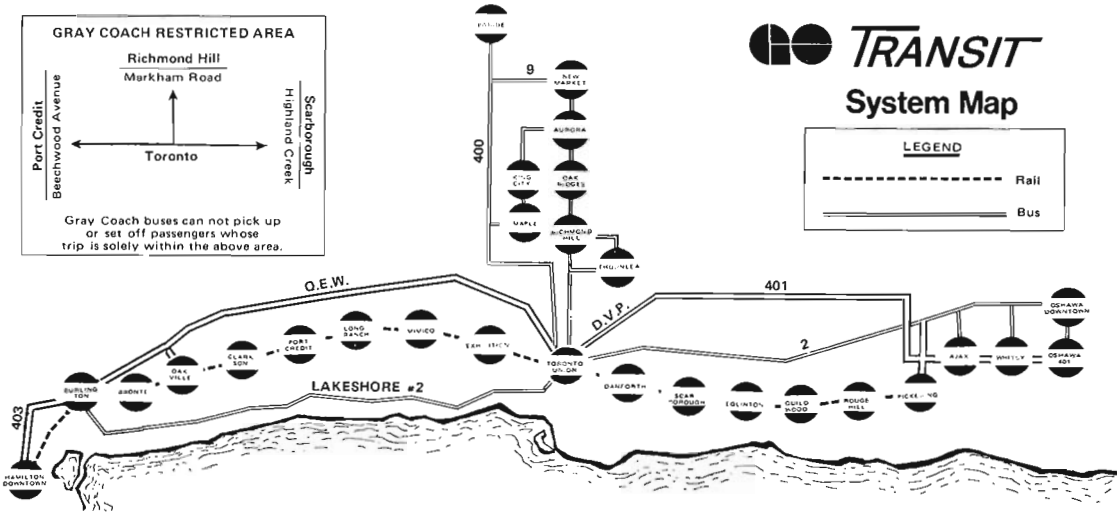
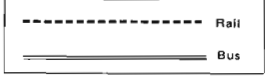
While GO Transit's "Lakeshore Line" (Hamilton-Toronto-Oshawa) accounted for the largest portion of the increase, the Georgetown, Ontario service, introduced on April 29, 1974, carried 55% more passengers last October and now transports nearly 3,000 commuters each weekday.

GO Transit plans to introduce commuter trains from Richmond Hill, Ontario, 21 miles north of Toronto's Union Station in mid-1976, with a limited service similar to the Georgetown operation, with



TRANSIT

System Map

LEGEND


three trains each rush-hour, five days a week. Rolling stock has been ordered from Hawker Siddeley and 30 new passenger cars will begin to arrive in the autumn of 1975.

During 1974, GO Transit exchanged a number of its light-weight passenger cars for an equivalent capacity of CP RAIL bi-level commuter cars, used in the west-island commuter services in Montréal. Both the passengers and TATO were pleased with the results and TATO began studies with the Ontario Transportation Development Corporation and Canadian National Railways, to develop final design specifications for the new cars. These specifications will be ready early in March 1975 and bids will then be invited from car-builders. The contract should be let in mid-1976, with delivery to start in mid-1977.

To suggest that GO Transit's new dual-level cars will be similar to CP RAIL's bi-levels is risky, however. Since the design specifications are being created from basics, there will be substantial differences in the two vehicle types, not the least of which will be full double-deck construction, rather than gallery-type, with a 75% increase in capacity over the 94-rider cars GO Transit presently uses.

Ever conscious of its public image, GO Transit inaugurated two programs in the last half of 1974, the first of which was designed to identify GO trains positively to intending passengers. The second program was designed to reduce motive power noise, particularly in train-servicing areas, the most important of which is Willowbrook, adjacent to a residential section of Toronto.

GO TRANSIT UNIT NUMBER 9805 - PRE-MODIFICATION - ON A WESTBOUND GO Train near Markham Road in the eastern part of Toronto, Ontario. 1973.

GO TRANSIT NUMBER 9859, AN APCU, ON A GO TRAIN ARRIVING AT PORT CREDIT, Ontario, inbound to Toronto. 1974.





The necessity to identify GO trains quickly and precisely arises primarily from the fact that GO trains use Canadian National Railways' tracks between Pickering and Oakville, Ontario, and thus GO passengers can and do become confused in telling the difference between GO and CN mainline trains. Since CN freight and intercity passenger trains do not always stop at intermediate stations, it is most important that GO Transit passengers on station platforms do not stand too close to the track. Conversely, when GO trains do arrive at stations, passengers should leave and board them promptly, to reduce the train's stopping time.

In November 1974, three auxiliary power control units (APCUs, to be described later) were equipped with yellow strobe lights, mounted on their roofs, while, at the same time, two control passenger cars had gyalalites installed on their front-end doors. The strobe lights were permanent; the gyalalites, borrowed from CP RAIL, were temporary. GO Transit's Rail Division and Canadian National evaluated the results early in 1975. It is hoped that these or similar identifying devices will help commuters to distinguish quickly between types of trains on the "Lakeshore Line".

Of more importance to the residents of one part of Toronto was the noise nuisance at Willowbrook Yard, once part of Canadian National's main Toronto freight yard. Just prior to the start of GO Transit services in 1967, Willowbrook was selected to be the home of GO Transit's rail fleet. While the rumble of the prime-movers did not at first seem to annoy adjacent residents, the shrill whine of the diesel-powered auxiliary electrical generators, installed on the eight original GP 40TC units, certainly did. These Detroit Diesel model 149-powered auxiliary generators provide the power for heating, lighting and air-conditioning the GO passenger cars.

While silencers had been fitted to these engines, in practice, they proved to be inadequate. As an initial solution to the problem of noise nuisance, line-side power sources were installed and the auxiliary diesel generators were shut down when their operation was not required.

When GO Transit ordered four new GP 40-2 units from Diesel Division, General Motors of Canada, in 1973, they were specified not to have these auxiliary diesel generators. Instead, GO Transit purchased five trade-in FP 7A GMDL units from the Ontario Northland Railway to house these auxiliary generator sets.

With Canadian National doing the design work and Ontario Northland the physical portion, at its North Bay, Ontario shops, the auxiliary diesel generators were housed in the FP 7A car bodies, making the model 149 Detroit Diesels much quieter than as though they were mounted on the motive power units. These modified FP 7As were re-named Auxiliary Power Control Units (APCUs) by GO Transit.

But the problem of noise generation still existed on the original eight GP 40TC units. Canadian National undertook to solve the problem by modifications in three major areas. The sides of the GP 40TC hood, originally louvered to provide air to the intake manifold of the model 149 Detroit Diesel of the generator set, were blanked off and lined with insulating material. Air intakes were relocated to air boxes, specially designed with smooth ducts to eliminate any whistling due to irregular air-flow patterns. The colling-fan housing was re-engineered to reduce mechanical noise from the auxiliary and the fan itself. Finally, better muffling was applied to the Detroit Diesel's exhaust. These modifications were made at CN's Pointe-St-Charles Shops in Montréal.

GO Transit unit Number 9806, the first of the GP 40TC units to be modified, went to Pointe-St-Charles on October 7, 1974 and was back in GO service by the following December. Number 9805 was next on the list, being returned to service in February 1975, while Number 9801 went to the Pointe. Number 9807 joined Number 9801 early in March and both were back in service by the end of the month. It was planned to have all eight original GP 40TC units modified by the end of 1975.

One further noise-generating condition, that of "cyclic vibration", was thoroughly investigated at Willowbrook. The source was finally traced to low-frequency noise waves generated by the idling 3000 hp. prime-movers. As stopping and re-starting these prime-movers on a daily basis was impractical, it was proposed to erect baffles around the units. This was ineffective, as well as impractical. The procedure finally adopted was to reverse the trainsets, when they were stored, so that the diesel units were farther from the residential areas than they were previously.

This solution proved to be effective and the practice was instituted on a permanent basis, but not without causing some complications. Lineside power installations and unit refuelling facilities had to be relocated at considerable cost, but, in the final evaluation, the result justified the expense.

Early in 1974, GO Transit took delivery of four new GP 40-2 units from General Motors of Canada, the first of two orders, the second of which will provide an additional three. These new units, together with the eight rebuilt 1966 GP 40TCs, will provide the power requirements for the existing GO Transit services, plus the extensions planned for 1976.

Another most significant development in GO Transit's growth will take place in 1975. Studies began early in the year to determine the need and the feasibility of introducing GO services over the Galt Subdivision of CP RAIL to Streetsville (21.2 miles) or Milton (31.7 miles). These studies, to be completed in May or June, 1975, will enable a decision by the Government of Ontario as to whether or not this service should be established.

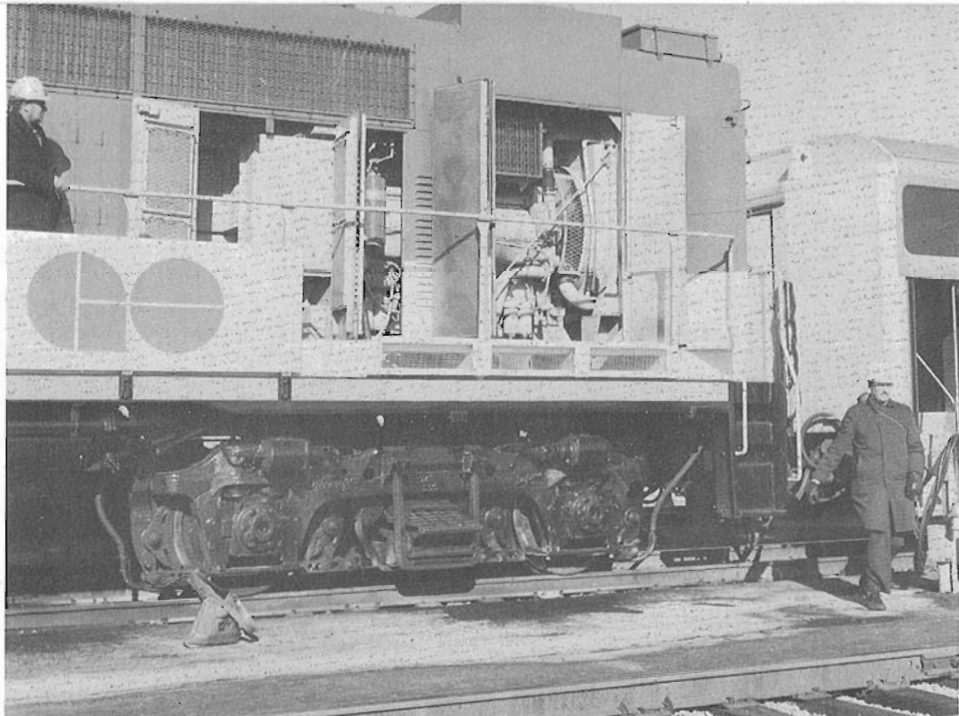
A preliminary report for the Region of Peel predicted that a service on this line, comparable to the existing service on the "Lakeshore Line" would, by 1976, have an even greater potential than that line.

No glimpse of GO, however brief, would be complete without a glance at the GO Bus operations. Starting in September 1970, an agreement was made with Gray Coach Lines to assume responsibility for parts of the GO operation: Hamilton-Toronto, Oshawa-Toronto and Newmarket-Toronto. At the same time, GO Transit established shuttle bus schedules between Oshawa and Pickering and Hamilton and Oakville, connecting with all GO trains and thus expanding rail routes at both the east and west ends of the "Lakeshore Line".

In January 1972, the routes of Travelways of Canada between Toronto and Richmond Hill, Ontario, became part of the GO Transit

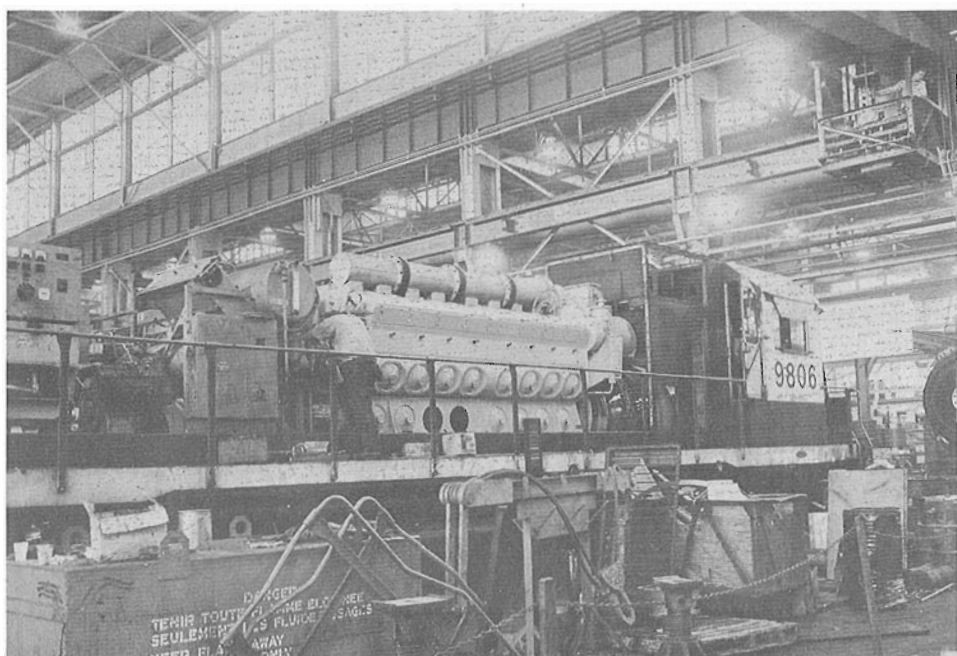
2 GO TRANSIT APCU NUMBER 9861 ON AN EASTBOUND GO TRAIN FROM HAMILTON, at Bayview Junction, where Canadian National Railways' main line from Toronto to London and Windsor, Ontario joins the line from Niagara Falls and Hamilton, Ontario. 1974.





CANADIAN NATIONAL RAILWAYS' NOISE-ABATEMENT ENGINEERS EXAMINE SOUND emissions from GO TRANSIT unit Number 9806. Inside the open doors of the unit is a Detroit Diesel model 149, used for generating auxiliary power. The GP 40-TC's doors, once louvered, are now blanked off and insulated. The auxiliary generator diesel now breathes through three air boxes along the running board. The hood has also been lengthened to accommodate new muffling equipment for the mechanical side of the engine and cooling-fan. The protrusion on the roof accommodates silencing accessories for the exhaust side of the diesel engine. 1974.

GO TRANSIT GP 40TC NUMBER 9806 WAS IN THE MIDDLE OF A MAJOR REBUILDING process on October 17, 1974, at Canadian National's Pointe-St-Charles Shops, Montréal.



system and on April 28, 1974, when the Toronto Transit Commission's subway was opened to Finch Avenue in the northern part of Toronto, this service was converted to a shuttle schedule to the new subway terminal.

GO Transit also has its own fleet of buses. With the delivery of 14 model MC-8 buses, built by Motor Coach Industries of Winnipeg, Manitoba early in 1975, the GO Transit bus fleet totalled 54 vehicles. GO buses are assigned to Gray Coach Lines and Travelways for use on GO services.

GO buses now carry about 14,000 people daily, while rail services carry 25,000 passengers each day. Studies are ongoing to facilitate ticketing of passengers, so that interchangeability and free transfer between GO Transit and other area transit lines may be achieved, thus providing greater flexibility in use of the GO Transit system. The second study is looking at GO stations, for suitability of design and possible improvement.

When GO Transit was established in 1967, it was considered an experiment and therefore, capital expenditure, particularly in the case of stations, was kept to a minimum. After seven successful years of operation, GO Transit is definitely here to stay and certain facilities, particularly stations, must now be upgraded.

Is GO Transit really here to stay? Just ask any commuter. Or, better still, ask any short-distance traveller around Toronto, for GO Transit does not serve just commuters. It serves urban and inter-urban travellers. And, as an index of its popularity, consider the current increases in passengers carried and the potential of routes scheduled for development.

No wonder GO Transit's performance, and its prospects, are the envy of every other large city in North America.

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ACKNOWLEDGEMENT

The author would like to thank Mr. Tom Henry, Information Officer, Toronto Area Transit Operating Authority, Toronto, Ontario, for his kind assistance in the preparation of this article.

➔ ON NOVEMBER 26, 1974, GO TRANSIT UNIT NUMBER 9806, SHINING IN ITS NEW paint scheme, awaited its first assignment at Willowbrook Maintenance Facility, Toronto.

GO TRANSIT'S NEW GP 40-2 NUMBER 9808 WAS PHOTOGRAPHED AT THE DIESEL Division, General Motors of Canada Limited, London, Ontario, in January 1974. This was the first of four identical units delivered to GO TRANSIT early in 1974. These units did not have the diesel-powered auxiliary electrical generator units fitted on the original GP 40TC locomotives. Auxiliary electrical power is now generated in the Auxiliary Power Control Units, built from ex-Ontario Northland Railway trade-in FP 7As.



GO TRANSITRail Equipment RosterMotive Power:

<u>Road numbers</u>	<u>Builder</u>	<u>Model</u>	<u>Year built</u>	<u>Number</u>
9800 thru 9807	General Motors Diesel Limited London, Ontario	GP 40TC	1966	8
9808 thru 9811	Diesel Division, General Motors of Canada, Limited, London, Ont.	GP 40-2	1973	4
9812 thru 9814	Diesel Division, General Motors of Canada, Limited, London, Ont.	GP 40-2	1974	3

Self-Propelled Cars:

9825 thru 9826	Hawker Siddeley Canada Limited	RTC 85SPD	1967	2 (A)
9827 thru 9833	Hawker Siddeley Canada Limited	RTC 85SP	1967	7 (B)

Rolling Stock:

9900 thru 9931	Hawker Siddeley Canada Limited	RTC 85	1967	32 (C)
9932 thru 9945	Hawker Siddeley Canada Limited	RTC 85	1968	14 (C)
9946 thru 9975	Hawker Siddeley Canada Limited	RTC 85	1973-74	30 (C)
9700 thru 9729	Hawker Siddeley Canada Limited	RTC 85	1975-76	30 (C,X)
9730 thru 9875	Hawker Siddeley Canada Limited	RTC 85C	1967	8 (D)

Auxiliary Power Control Units:

9858 thru 9862	Ex-ONR FP 7A units; converted by Ontario Northland Railway	ACPU	1974	5 (E)
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NOTES:

- (A) Double cab. (B) Single cab. (X) On order.
 (C) No control cab. (D) Control cab, one end.
 (E) Converted from ONR FP 7A units Numbers 1503, 1505, 1507,
 1512, 1513. APCUs are equipped with 600 kw., 575 v., 60
 Hz alternator sets for supplying auxiliary train power
 and are used as remote-control position when train is
 operating in "push" mode. They are not capable of in-
 dependent movement.

Bus RosterOperated by Gray Coach Lines Limited:

<u>Numbers</u>	<u>Builder</u>	<u>Model</u>	<u>Built</u>	<u>Cap.</u>	<u>No.</u>
1000 thru 1014	General Motors Diesel Limited, London, Ontario.	5305A	8/1970	44	15
1015 thru 1019	General Motors Diesel Limited	5305A	10/1971	46	5
1020 thru 1024	Diesel Division, General Motors of Canada, Limited	5307A	3/1973	46	5
1025 thru 1029	Diesel Division, General Motors of Canada, Limited	5307A	11-12/1973	46	5

1030 thru 1039	Diesel Division, General Motors of Canada, Limited	5307A	10/1974	46	10
1250 thru 1263	Motor Coach Industries, Limited Winnipeg, Manitoba.	MC-8	3/1975	49	14

Operated by Trvelways of Canada Limited:

300 thru 303	Diesel Division, General Motors of Canada, Limited	5307A	10/1974	47	4
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NOTE: All buses are designed for a maximum speed of 80 mph.

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↓ GO TRANSIT UNITS NUMBERS 9812, 9813 and 9814 HURRY A CANADIAN NATIONAL Railways' freight through Clairville, on the northwest outskirts of Toronto, to Toronto Yard, on December 3, 1974. The three GP 40-2s had just completed their break-in runs and were about to be delivered to GO TRANSIT. Their arrival allowed GO TRANSIT to return FP 7A units Numbers 1504 & 1511, leased since late October 1974, to the Ontario Northland Railway.

↷ GO TRANSIT UNIT NUMBER 9810, ONE OF THE GP 40-2 UNITS DELIVERED early in 1974, pilots a GO train west to Hamilton, Ontario, through Bayview Junction. These four units, with crew-comfort (safety) cabs, were the first GO TRANSIT units to be painted in the current green-and-white paint scheme. 1974.

GO TRANSIT NUMBER 1037 IS ONE OF THE LATEST ADDITIONS TO ITS HIGH-way motor coach fleet. This 53-passenger vehicle was delivered by Diesel Division, General Motors of Canada, on August 30, 1974.

The destination sign suggests that GO Transit may have plans for a westward expansion, in the years to come.

Photo courtesy Diesel Division, General Motors of Canada.







LONDON GO TRANSIT

1037

GO TRANSIT

1037

BMC

MAY, 1975

WAYBILLS

FOR THE EASTERN EXPRESS COMPANY,

McKenney

THE SECOND MAJOR JUDICIAL BLOW TO LANDMARK PRESERVATION EFFORTS IN New York City in less than a year was dealt by a decision from Judge Irving Saypol of the Supreme Court of New York in late January 1975. He invalidated the "landmark" designation of Grand Central Station, the Beaux Arts structure a virtual symbol of the city for many decades and formerly the most famous terminal of the many owned by the New York Central Railroad.

Judge Saypol's decision followed the invalidation of the landmark status of the J.P. Morgan mansion on Madison Avenue by the N.Y. State Court of Appeals in July 1974.

The decision will allow the construction of a 59-storey office tower on top of the terminal, which was originally proposed by the Penn Central Corporation in 1967.

THE BITS AND PIECES FINALLY FELL INTO PLACE ABOUT JANUARY 21, 1975, when it was announced that, after six months of secret negotiations, control of MLW-Worthington, the Montréal-based diesel locomotive builder and producer of diesel engines and other products, is passing to Bombardier, Limited, the troubled snowmobile-maker, that won the controversial contract for METRO vehicles for the MUCTC, last year.

Now everyone can guess where Bombardier will build the new METRO cars. That is, if the Bombardier offer is accepted.

The announcement also said that the Government of Québec and the Government of Canada had been involved in the negotiations. The Government of Québec is interested in keeping MLW-Worthington working in Québec; the Government of Canada is most anxious to repatriate control of the company to Canada and to maintain the firm's broad manufacturing abilities in the public transportation field, thus protecting its interest in the export market.

Les Entreprises de J. Armand Bombardier, Limitée, the family holding company, is to make a cash offer of \$ 21 a share for MLW-Worthington at the end of January, for all the 800,000 shares outstanding, including the 30% holding by Studebaker-Worthington Corporation of the United States. This offer is subject to the usual 90 percent acceptance by the shareholders. The boardroom recommendation, which can hardly be against the offer in the circumstances, will probably be made in the interval.

Mr. R.G. Gibbens, the Montréal STAR's financial editor, said that MLW-Worthington had "never been exactly a money-spinner", since its earnings, volume and employment have varied with the Canadian economic cycle.

Bombardier, struggling to escape from its dependence on the declining consumer snowmobile market, last May won the big METRO contract in competition with Canadian Vickers of Montréal.

Other companies which figured in the negotiations leading up to Bombardier's bid were Dominion Bridge of Montréal, now an affil-

iate of Canadian Pacific Limited, through the latter's control of Algoma Steel, and other companies.

There may be other deals, said Mr. Gibbens, which will follow if the theory about a big public transportation equipment building enterprise is right.

The new streetcars needed by the Toronto Transportation Commission in the immediate future may well be built in Montréal, after all.

S.S.Worthen.

STATISTICS CANADA RECENTLY RELEASED SOME RAILWAY STATISTICS FOR 1973.

John Welsh sent them in and compared them to 1972 figures.

	1972	1973
Average passenger journey (commuter)(miles)	12	12
Average passenger journey (non-commuter)(miles)	289	281
Total revenue passengers carried (commuter)	72.3%	74.5%
Total TURBOTRAIN miles	21,401	nil
Average cars per freight train*	64.4	65.6
Average freight train speed	22.6	22.5
Average cars per passenger train**	19.1	21.1
Average passenger journey on each tocket: CP RAIL	56	
CNR	123	
ACR	110	
BCOL	141	
Canada Southern	17	
NAR	92	
ONR	265	
QNS&L	218	
Other Class 1 Railways	16	

	Average cars per freight*	Average cars per passenger**	Average freight train speed***
CNR	63.3	26.2	23.5
CP RAIL	67.9	5.4	23.8
ACR	56.4	6.3	18.5
BCOL	49.7	2.2	17.8
CanSou	59.3	2.0	17.3
C&O Sys	55.7	-	49.0
NAR	51.7	2.2	18.8
ONR	43.4	5.7	30.0
QNS&L	135.5	9.1	19.0

* including passenger cars

** including freight cars

*** including stops, switching and delays en route

CANADA'S DEPARTMENT OF TRANSPORT, ACTING ON THE RECOMMENDATION OF

Mr. Otto Lang, Minister responsible for the Canadian Wheat Board, has prohibited the abandonment of some 12,413 miles of railway lines in Manitoba, Saskatchewan and Alberta until at least the year 2000. An additional 6,283 miles will be protected until at least the end of 1976, while the remaining 525 miles may be abandoned at any time, apparently.

Of these totals, Canadian National operates about 9,900 miles, CP RAIL about 8,400 and Northern Alberta Railways about 900.

Concurrently, the railways are believed to have applied to the Canadian Transport Commission for higher grain freight-rates. They

have contended that they lose money at the existing rate of half-a-cent per ton-mile.

THE BRITISH COLUMBIA HYDRO RAILWAY HAS PLACED AN ORDER WITH ELECTRO-motive Division of General Motors, La Grange, Illinois, U.S.A., for three MP 15 Diesel units. The MP 15, introduced in 1974 by EMD, is a four-axle, four-motor unit, which combines features of the switcher and road freight locomotive. It utilizes the standard road-freight locomotive trucks and is powered by the GM 645E-series 12-cylinder, non-turbocharged prime-mover. It also incorporates current design modifications which have virtually eliminated visible smoke and have substantially reduced gas emissions. The cab improvements feature electrical heating.

Delivery to the BC HYDRO Railway is scheduled for the fall of 1975.

GM DieselLines.

SWITCH! THE TORONTO TRANSPORTATION COMMISSION HAS ANNOUNCED THE placing of an order for sixty 53-passenger buses with the Diesel Division, General Motors of Canada Limited, London, Ontario.

The order had originally been awarded to Flyer Industries of Winnipeg, Manitoba. However, labour problems there had delayed the scheduled delivery dates and the General Manager of Operations for the TTC suggested that the TTC should not wait for the settlement of these problems and recommended that the order be given to DD GMC. The entire order for 108 coaches will now be built by DD GMC, with delivery scheduled for the summer of 1975.

DD GMC have also received orders from the Red Deer Transit System (Alberta) for three 53-passenger models and from Medicine Hat Transit System (Alberta) for two 45-passenger coaches.

GM DieselLines.

AS A RESULT OF LOSSES IN THE OPERATION OF ITS RAILROAD, THE NORWOOD and St. Lawrence, during the past several years, the St. Regis Paper Company recently decided to donate the railway to the neighbouring Ogdensburg Bridge and Port Authority, which operates the toll bridge across the St. Lawrence River between Prescott, Ontario and Ogdensburg, New York.

The Ogdensburg Bridge and Port Authority has some experience in railroad operation, since it has been providing freight service only on the portion of the ex-Rutland Railroad from Ogdensburg to Norwood, New York, for some years.

The Norwood & St. Lawrence Railroad Company started out as a common carrier and was purchased by the St. Regis Paper Company in the 1920s to haul pulpwood from Waddington, on the St. Lawrence River to Norwood, New York, a distance of about 18 miles. Here, it delivered loads to the New York Central for forwarding to St. Regis' mill. The phasing-out of this pulp mill, the line's chief customer, precipitated operating losses in 1973 and '74 of the order of \$ 75,000.

At the end of 1973, the N&StL had two locomotives, shops, a roundhouse and 18-plus miles of track, valued at \$ 783,073. The two diesels, Numbers 10 & 11, are GE 70-tonners and were built for the N&StL. The railroad also has 15 employees.

The Interstate Commerce Commission ratified the "gift", provided that service to the on-line customers would not be interrupted. There is one industry at Norfolk, where the shops and general of-

ices of the N&StL are located, and a bulk animal feed depot at Waddington. The siding at Chase Mills has not been used in quite some time.

John D. Welsh.

THE ISSUANCE BY CANADA POST ON 15 NOVEMBER 1974 OF AN 8¢ STAMP commemorating the centenary of the birth of Guglielmo Marconi "the father of modern radio", prompted our member Major C. Warren Anderson of Sussex, N.B., to look into his files of pictures. Here, he found the photograph, reproduced herewith, of Signor and Signora Marconi on the rear platform of passenger car Number 4 of the Sydney & Louisburg Railway, at Glace Bay, Nova Scotia, in 1902.

We appreciate Major Anderson's thoughtfulness in sending this picture for presentation.

The first-day cover, also illustrated, was provided through the kindness of Atlas Chemical Industries, Canada, Limited, Brantford, Ontario, to whom our thanks are due.

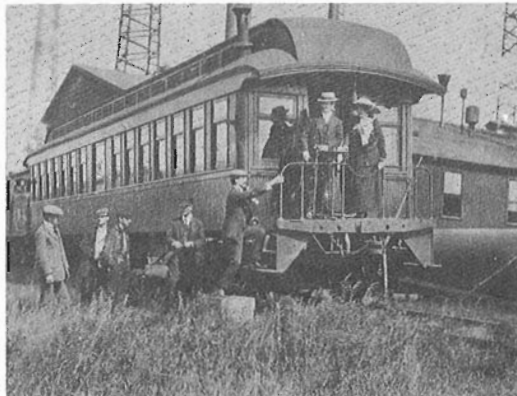
FIRST DAY OF ISSUE JOUR D'ÉMISSION

MULTICULTURE SERIES

Honouring
MARCONI
1874-1937



GUGLIELMO MARCONI
"The father of radio."



NO ONE WOULD EVER RECOGNIZE THOSE BLISTERED, BATTERED, BANGED-ABOUT ex this, that and the other Baldwin RF-16 cabs, in their brand-new colours, as outshopped from Colonie by the Delaware and Hudson! After being all prettied up in pale blue, cornflower and dove grey, Numbers 1216 & 1205 posed for their picture and thereafter went down to Kenwood Yard at the Port of Albany, NY, to pick up the D&H autotrain of trilevels loaded with Volkswagen automobiles. The RF-16 units took the train back as far as Colonie Shops, where alternate power replaced the "Sharknoses". All in all, a very successful trip, duly recorded by expert photographer Jim Shaughnessy, on February 3, 1975. It seems likely that the RF-16s will be used on at least one of the seven excursion trains to be operated in 1975, as recently announced by Tom O'Brien, D&H's Vice-President, Sales & Industrial Development.



IN A LATE JANUARY 1975 LETTER, PAT WEBB OF LETHBRIDGE, ALBERTA REMARKED THAT CP RAIL began operating grain unit-trains with mid-train "slave" units out of Lethbridge in November, 1974. Semi-trailer trucks picked up grain shipments for about 100 miles around Lethbridge.

On December 6, the "Canadian" paid a surprise visit to Lethbridge, due to a derailment on the main line near Medicine Hat. At 14:30, the westbound train arrived with engineer Floyd Yeats of Calgary at the throttle. The consist was nine cars: two coaches, deadheading west (the second a smooth-side, from the "Dominion", formerly a day coach); the other seven cars were the usual "Canadian" equipment.

The crew worked through six subdivisions on the 230-mile run from Dunmore to Calgary. Orders read that the train was not to exceed the maximum of 45 mph. on the freight-only line, which made it a long day for the crews. On the points were units Numbers 1409 and 4069; both were fueled and watered at Lethbridge.

Number 144, the ex-Canadian Pacific Railway steam locomotive, presently leased to Canadian Pacific Limited, is in storage at Lethbridge, in the roundhouse, under a plastic cover and looking fine. Number 144 arrived a couple of days before Christmas 1974 and spent December 25 outside the roundhouse, in company with about 15 diesel units, looking very small beside the SD 40-2 units.

About January 1, 1975, while visiting Calgary, Pat saw nine of the MLW Industries units of the British Columbia Railway in Alyth Yard of CP RAIL, Calgary, apparently on lease to CP RAIL for the duration of the work stoppage on the BCOL.

Our thanks to Pat for the accompanying picture of the "Canadian" on its unexpected visit to Lethbridge, Alberta.



FROM THE "ARCHIVES" OF THE DEPARTMENT OF TRANSPORT, MONTREAL, JACQUES Pharand rescued this print of engine Number 873 with two "platform cars", working on a coffer-dam on the Lachine Canal at Côte-St-Paul, Montréal, on August 15, 1909. Number 873 may have been a Grand Trunk Railway engine, although Jacques thinks she was a Canadian Pacific Railway switcher.



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Editor; S.S. Worthen

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