

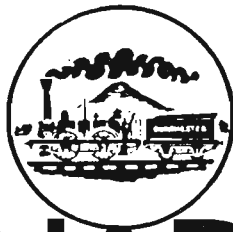
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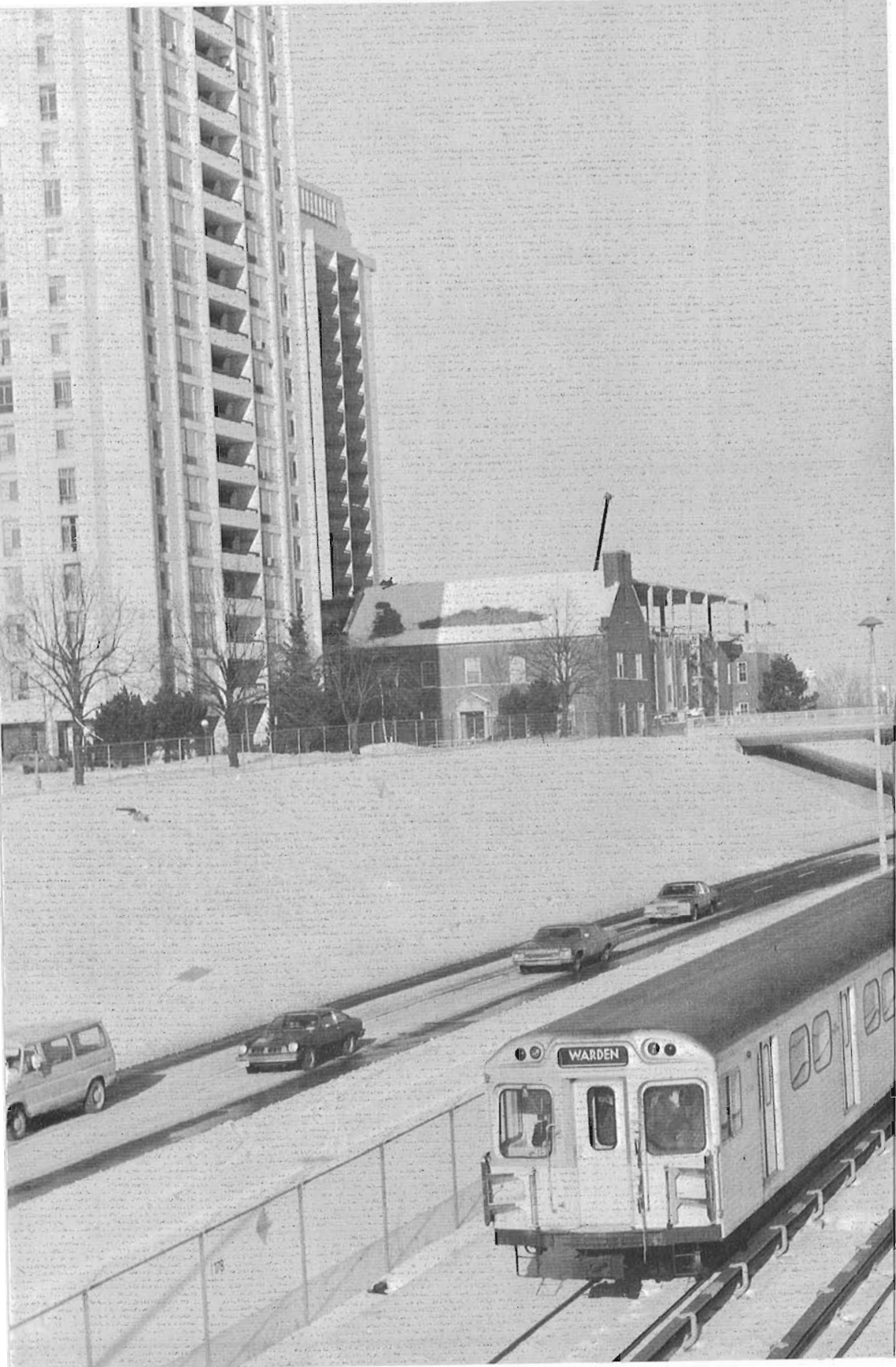
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COVER PHOTO:

A pair of class H-5 subway cars newly arrived from Hawker-Siddley Canada, Ltd. posed in the Davisville Yard of the TTC. Part of a 138 car, \$67 million order, several of the cars are now in service and delivery continues on a regular basis from the builder.

OPPOSITE:

This is the way it was back on July 17, 1948 as TTC Peter Witt #2958 and trailer 3013 clattered over the special-work in front of Union Station. Although these type of cars never gained great popularity in Canada, Toronto depended on the Peter Witt type car to provide the backbone of their service for years. Photo courtesy CRHA Archives, E.A.Toohy Collection.



Toronto Transit

M.P. Murphy

Photos and information by Ted Wickson

On January 16, 1978 Ted Wickson of the TTC caught this test train (for motorman training) southbound on the yet to be opened Spadina Subway approaching Eglinton West Station. As the line was not yet open to revenue passengers the crew didn't worry about such details as a correctly reading destination sign.





Toronto Transit

Most Canadian cities have various modes of public transportation ranging from diesel surface buses to rubber tired subway systems, but no other transit system in Canada has so successfully integrated five modes of public transit as has Toronto's. The Toronto Transportation Commission operates both diesel and trolley buses, streetcars, a subway, and all of these in co-operation with the Government of Ontario's GO Transit rail commuter system. While we have covered several aspects of Toronto's transit scene in past issues of Canadian Rail we are pleased to bring you up to date with the fast moving developments with Canada's most integrated transit system.

The most significant new development is the opening on January 28, 1978 of the new Spadina Subway. This 6.17 mile long addition brings to just under thirty-two the number of miles of subway Toronto has in service. The official opening ceremonies were held at the St. Clair West station on January 27 where at 2:30 PM the Honorable William G. Davis, Premier of Ontario officially opened the line. On Saturday January 28, entrance to all of the eight new stations was free to the public between 6:00 AM and 5:00 PM. Many of the architects and artists were on hand to discuss their part in the project, with the various interested passengers.

The Spadina Subway runs south from a northerly terminal station at Wilson Avenue, and links up with the Yonge-University subway at St. George's Station. Passengers have the choice of a direct, through subway ride to and from northwest Metropolitan area and downtown via the University Avenue, or transferring to the crosstown, east-west Bloor Danforth subway at Spadina or St. George stations.

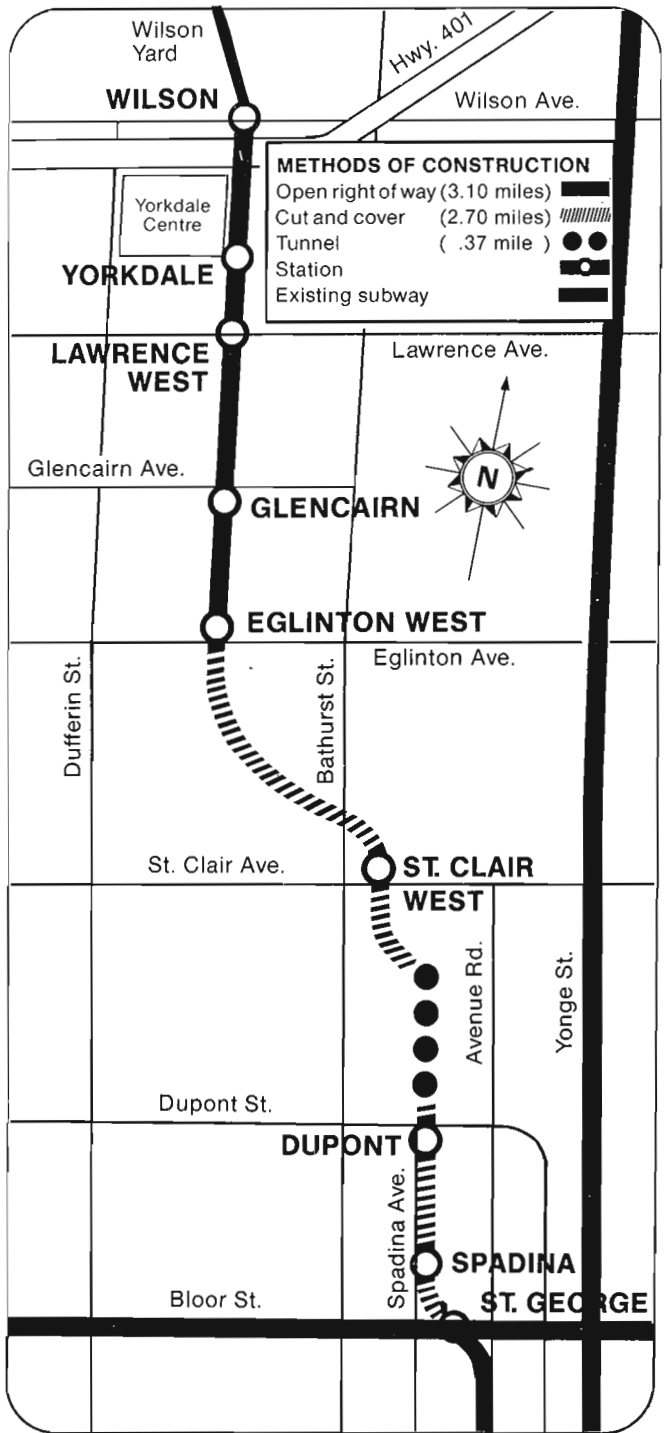
Special attention has been paid to the decor of the eight new stations (Wilson, Yorkdale, Lawrence West, Glencairn, Eglinton West, St. Clair West, Dupont, Spadina) by the creations of nine Canadian artists which grace the interiors.

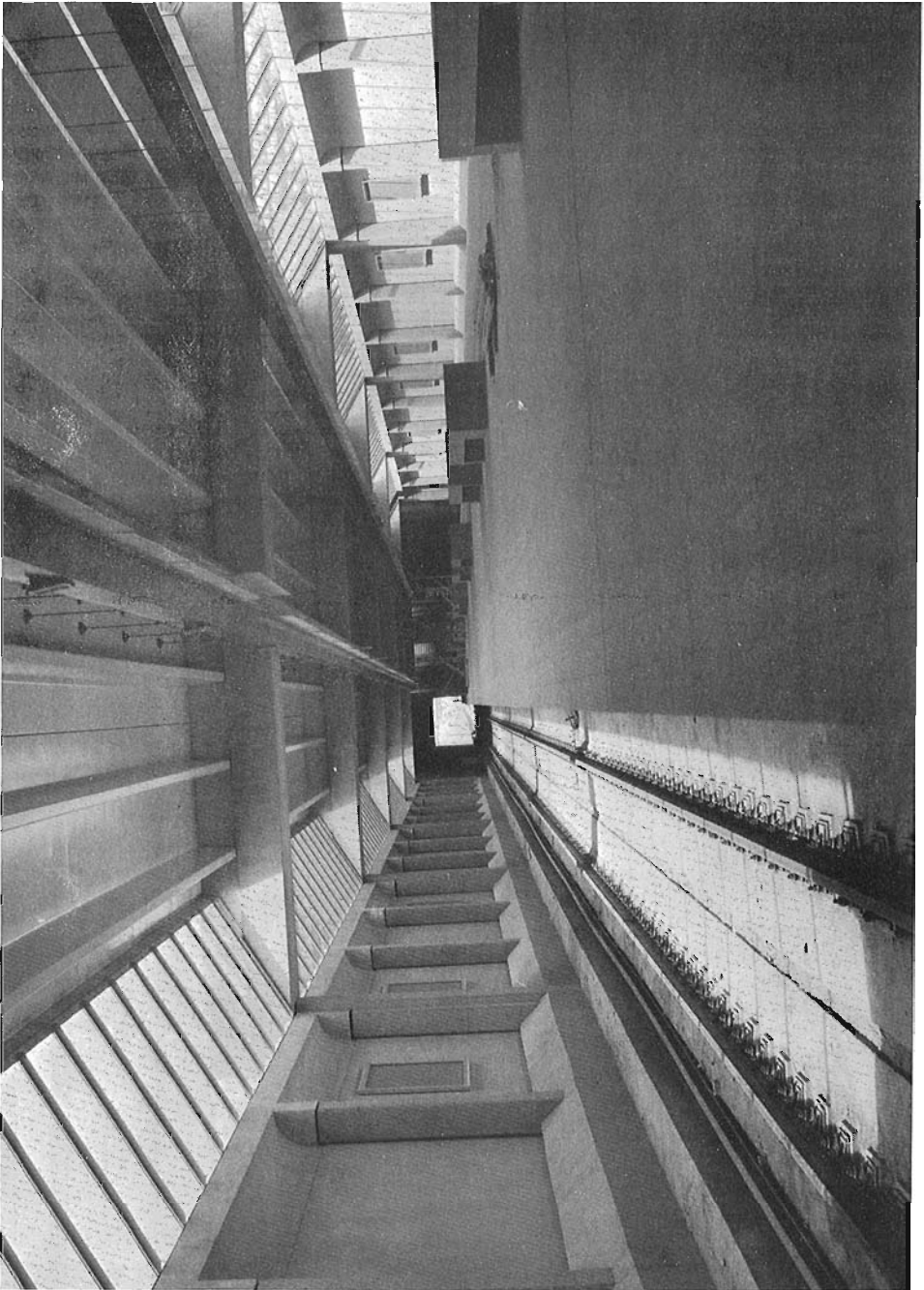
Originally estimated at a cost of \$220 million to construct, the Toronto Star reported that the final cost would be in the order of \$215 million, some \$5 million under the previous projection. This cost is being shared by the Province of Ontario and Metropolitan Toronto, 75% and 25% respectively.

Several methods of construction were used in building the line, cut-and-cover from St. George's Station to Davenport Road, tunnel to the Nordheimer Ravine, and again cut-and-cover to Eglinton Avenue. From Eglinton Avenue the line continues north on the median strip of the William Allen Expressway to the terminal station at Wilson Avenue.

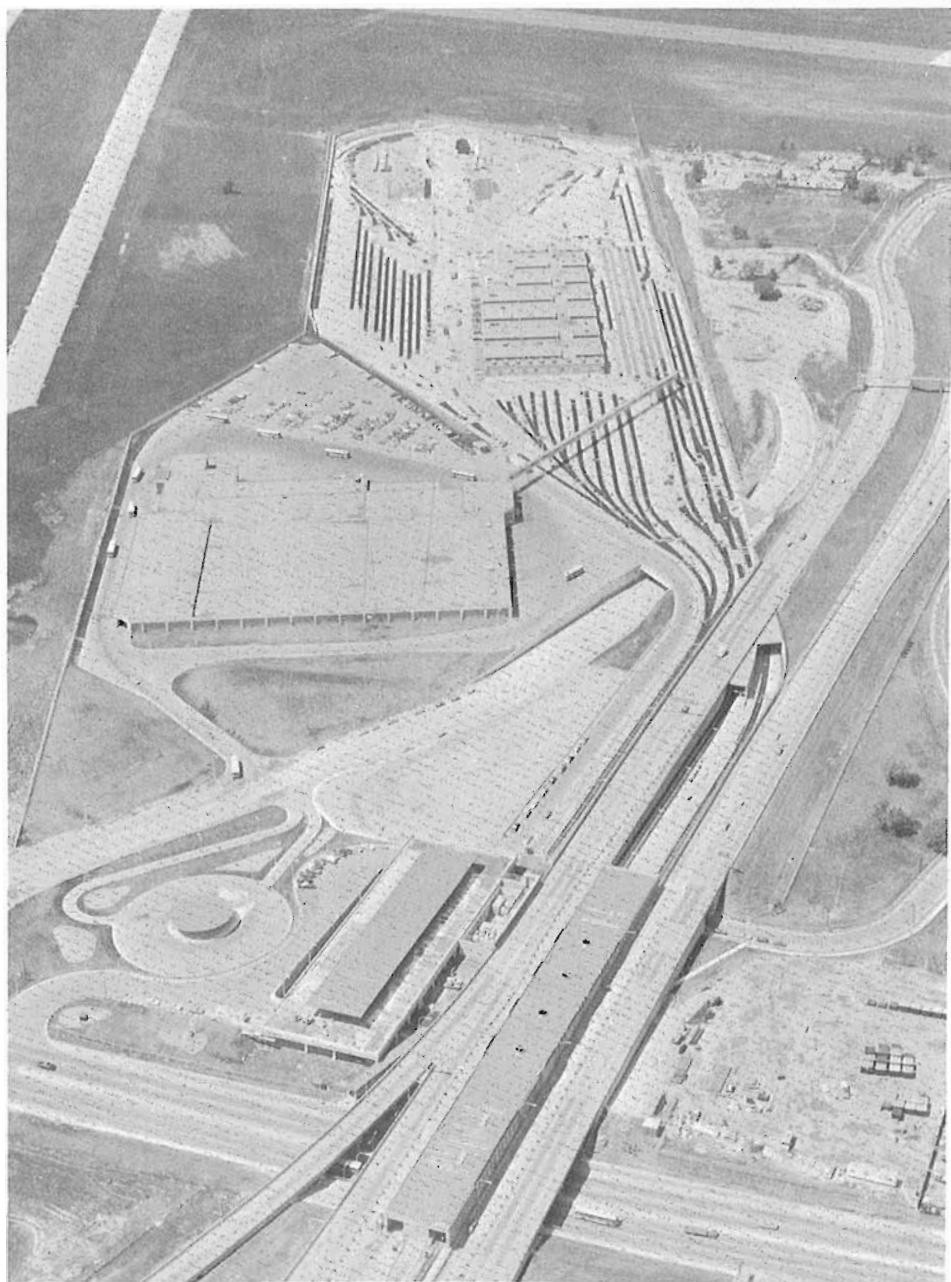
Toronto Transit

Alignment of the Spadina Rapid Transit Line





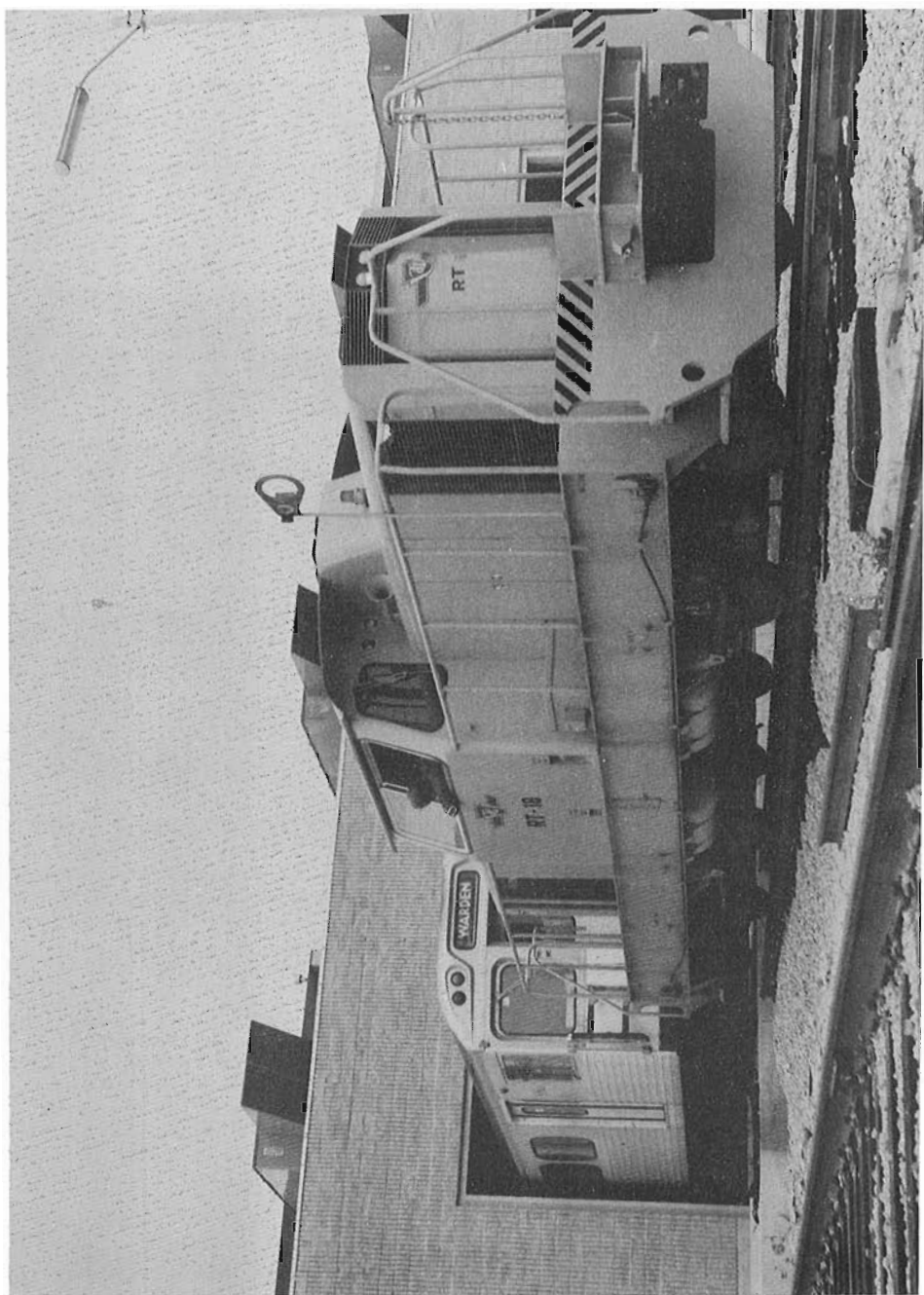
Each station is distinctively different, here we see the layout at Lawrence West Station. Passenger platforms are 500 feet long and the design has been carefully approached with the passenger flow foremost in mind.



This is the impressive TTC facility at Wilson Station (the northern terminal) looking north. The station is bottom center, 'kiss n' ride' loop bottom left, bus garage center left, subway yard and carhouse center top. Note the double tunnel under the southbound highway to permit access to the median strip.



Because of initial equipment shortages the TTC operated some trains consisting of the original Gloucester cars over the newly completed Spadina line. Here we see two trains about to pass each other just south of Glencairn station on February 17, 1978.



TTC's newest subway locomotive RT-18 is seen here pushing dead cars into the carhouse at Wilson Yard for storage until the third rail is energized. The photo was taken by Ted Wickson in December 1977.



Toronto Subway

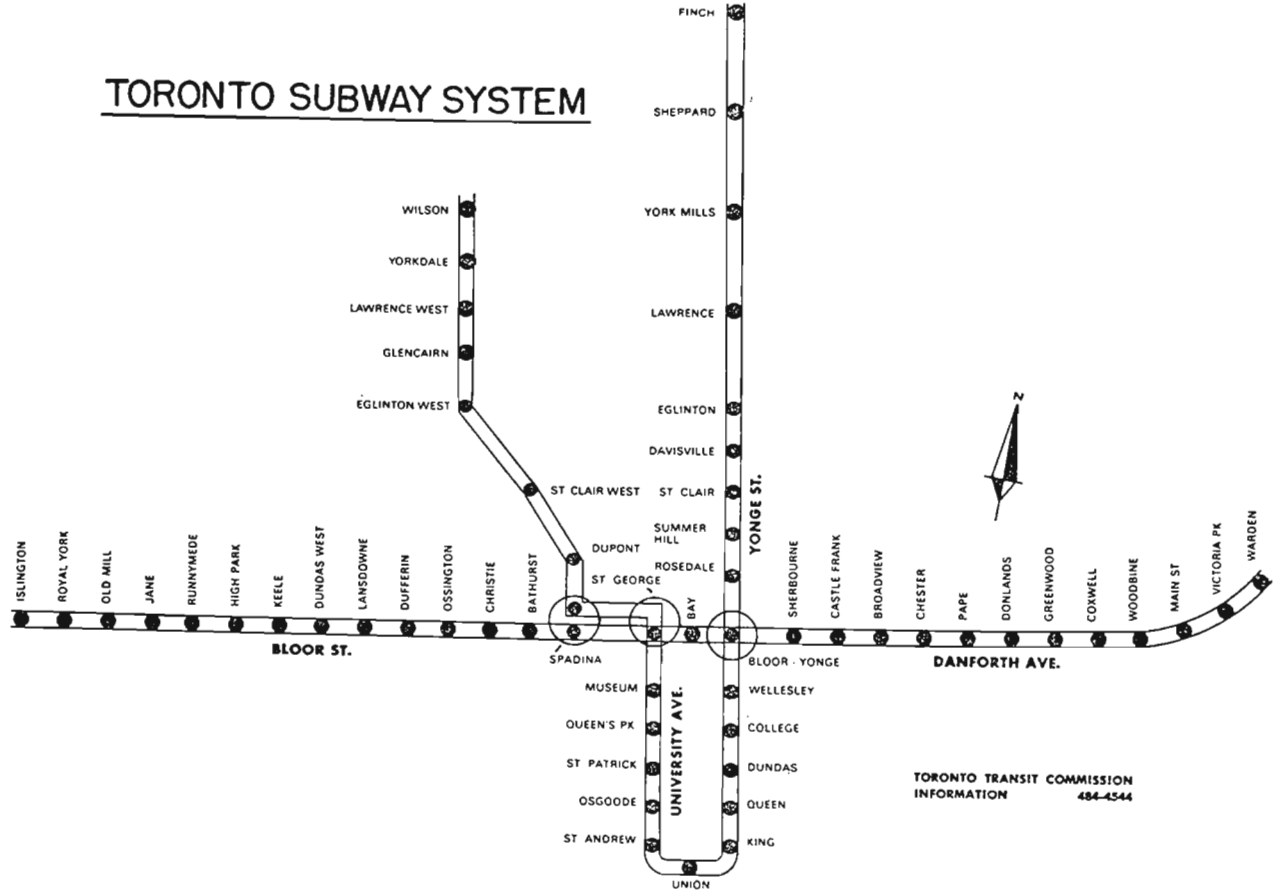
In all underground sections of the Spadina subway, trains will literally ride on rubber. Natural rubber components that float the track-support system have been designed to reduce the problem of ground-borne vibrations from trains. The new system consists primarily of large, pre-cast concrete block double ties supported on resilient pads of natural rubber. The concrete ties are approximately 10 feet wide and 5 feet long. They are spaced about two inches apart and supported on rubber pads measuring 13 inches in diameter and 3 inches in thickness. The ties are laterally supported from the subway structure and from each other with rectangular pads. It is expected that this new double insulation technique will reduce noise and vibration by 12 to 16 decibels.

Track on the Spadina subway weighs 115 pounds per yard rail compared to the 100 pounds per yard rail used on previous subway lines built in Toronto. This change to heavier rail was based on results of a TTC test installation on a section of the Bloor-Danforth subway. The heavier rail noticeably improved train ride and, used in combination with the new concrete ties, is expected to require less maintenance and to have a longer life than lighter rail.

Trains in this new portion of subway will operate in the following manner, during mid-day and evening hours and all day on weekends and holidays, all trains will run from Wilson to Finch station. During morning rush hours, trains will run between Wilson and Eglinton station and between St. Clair West and Finch stations. In the afternoon rush hour period, trains will operate between Finch and St. Clair West stations and between Finch and Wilson stations.

During morning rush hours, trains will run every $4\frac{1}{2}$ minutes between Wilson and Eglinton stations and also between St. Clair West and Finch stations. This schedule provides a combined $2\frac{1}{4}$ minute service over the section of line between St. Clair West and Eglinton stations.

TORONTO SUBWAY SYSTEM



TORONTO TRANSIT COMMISSION
INFORMATION 484-4544

In the afternoon rush hour period, trains will run every $4\frac{1}{2}$ minutes between Wilson and Finch stations and also between Finch and St. Clair West stations. This schedule provides a combined $2\frac{1}{4}$ minute service over the section of line between Finch and St. Clair West stations.

Some typical trip times from the new stations will be as follows:

Wilson to St. George	-	17 minutes
Wilson to Queen's Park	-	20 minutes
Wilson to Union	-	24 minutes
Wilson to Queen	-	26 minutes
Lawrence West to St. Patrick	-	18 minutes
Lawrence West to Queen	-	23 minutes
St. Clair West to St. George	-	6 minutes
St. Clair West to Dundas	-	16 minutes

Related changes in surface transit will affect more than 20 TTC routes. For subway train storage, a new yard at Wilson will relieve the Davisville yard. It is expected that the Spadina opening and related changes will boost annual total rides on the TTC system by 12 million.

In order to provide effective service the TTC had previously ordered 134 new subway cars from Hawker-Siddeley Canada Ltd. at Thunder Bay, Ontario. Costing some 65 million dollars these are the first cars on the system to feature air-conditioning and chopper controls as standard equipment. Classed as H-5's the cars are 74 feet long and will bring to 632 the number of units in the TTC subway fleet. Initial acceptance of the new cars has been help up as some 50 units lie idle because of defective motors, so reports the Toronto Star. The manufacturer, Garrett Corp. of Los Angeles was said to be removing the defective motors and flying them back to the factory for repair. An additional 66 cars are presently under construction at Thunder Bay but delivery may be held up until the TTC is satisfied the motor problems have been solved.

In addition to the passenger cars presently being delivered the TTC has recently taken delivery of its second locomotive. Designed by the Anbel Corporation of Houston, Texas the major assembly was completed in the Toronto area, total cost \$450,000 for the unit.

Unlike the first locomotive which has been in service since 1968 and operates on batteries or power from the subway's third rail, the new locomotive is powered by dual diesel engines and has a hydro-mechanical transmission. These features enable the locomotive to operate in the subway independent of the third rail power system. In the event of a major power failure or de-activation of the third rail because of a disabled subway train or emergency, this facility is particularly important.



The vehicle is capable of maintaining line speeds during regular subway hours and its two diesel engines can produce a maximum of 700 h.p., enough to haul a disabled subway train with relative ease. The new locomotive will also be used to haul the TTC's two-car tunnel wall-washing vehicle and heavy equipment associated with subway construction and rail maintenance.

Principal dimensions of the locomotive are:

Length	-	42' 9"
Width	-	10'
Height	-	11' 9"
Weight	-	100,000 lbs.

It was on March 30, 1954 that Canada's first subway, Toronto's Yonge line carried its first passengers, much progress has been made through the years, and today Toronto possesses Canada's longest and probably most efficient subway network.

While Toronto has progressed with their subway, so too have they taken some decisive decisions regarding their surface transit network, in particular the TTC streetcar operation. When other Canadian cities were committing their trolleys to the holocaust and either ripping-up or paving over their streetcar tracks, Toronto re-committed their belief in the streetcar as a viable means of surface transit in the core area not served by subway. Today the TTC operates 10 streetcar routes using a varied fleet of some 350 aging PCC cars dating back to 1946. The situation is not helped either with the harsh winter climate prevalent, and the abundant use of road salt as a melting (and corroding) agent on city streets.

Having committed to streetcar transit, new rolling stock had to be found, and as reported in the February issue, this took the shape of a prototype order for six modern UTDC designed cars placed with the Swiss Industrial Company (SIG) of Neuhausen, Switzerland. In addition to the six 4 axle cars two experimental 6 axle cars have also been ordered and will remain the property of the UTDC. Recent snags in the articulation joint assembly however, have pushed the estimated delivery date for these units back to late 1979. Although prototypes are being built in Switzerland, the actual production order for 190 cars was signed in November 1977 with Hawker Siddley Canada Ltd.

As a result of visual inspection of the first LRVs completed early in the summer, the TTC decided to amend the paint scheme on the 6-car order. Changes occur in the paint treatment given the doors and in the area around the front destination window. Originally, the doors were to have carried a continuation of the red, white, grey and black livery of the body; however, the TTC has opted for simplicity and both sets of doors will be entirely white. TTC's Safety Dept. had also threatened to order black and yellow vertical hatch marks affixed to the edges of the doors (similar to what has happened to the PCC fleet in recent months) to improve their visibility (when open) to motorist at

TORONTO TR
Equipm
ELECTRIC PASSENGE

STREET CARS

CLASS (Note 3)	CAR NOS. IN GROUP (Note 2)	NO. OF CARS IN SERVICE (Note 1)	BUILDER	DATE BUILT	DATE ACQUIRED	TYPE	SEATING CAPACITY (Note 5)	LENGTH OVERALL (Note 4)	WIDTH OVERALL (Over Belt Rail)	HEIGHT		TARE/EMPTY WEIGHT (Notes 5&6)
										OVER ROOF	OVER TROLLEY HOOD OR BASE	
A-6	4300-4399	96	C.C. & F.CO.	1947-48	DEC. 1947- JUNE 1948	PCC	52	46'-5 3/8"	8'-4"	10'-2 7/8"	11'-4 7/8"	37,100
A-7	4400-4499	98	"	1948	JULY-NOV. 1948	"	"	"	"	"	"	38,460
A-8	4500-4549	49	"	1950-51	JAN.-MARCH 1951	"	"	"	"	"	"	37,200
A-9	4550-4574	24	ST. LOUIS CAR CO.	1947	SEPT.-NOV. 1950	"	50	"	"	"	"	37,300
A-11	4625-4674	47	PULLMAN CO	1946	OCT. 1952- AUG. 1953	"	"	46'-5"	"	10'-3"	11'-1"	40,880
A-12	4675-4699	25	ST LOUIS CAR CO.	1946	OCT.-DEC. 1962	"	58	46'-5 3/8"	"	10'-2 7/8"	10'-10 7/8"	38,880
A-13	4700-4747	11	PULLMAN CO.	1946-47	NOV. 1952- MAY 1953	"	53	46'-5"	"	10'-3"	11'-3"	38,000
L-1	4000-4005	(6)	UTDC/SWISS INDUS- TRIAL COMPANY (SIG)			LRV	47	50'-8"	8'-6"	11'-0 1/2"	11'-10 3/4"	50,200
L-2	4010-4198	(190)	UTDC/HAWKER SIDDELEY (CANADA)			"	"	"	"	"	"	"

SPECIAL SERVICE STREET CARS

K-2	2300	1	C.C. & F. CO.	1921	AUG. 1921	LARGE WITT	58	51'-10"	8'-6"	11'-1 5/8"	12'-0"	50,000
K-2	2424	1	"	"	OCT. 1921	"	"	"	"	"	"	"
P-1	2766	1	"	1923	JAN. 1923	SMALL WITT	49	47'-0"	"	10'-8 5/8"	11'-7"	39,700
P-2	2894	1	OTTAWA CAR CO.	"	SEPT. 1923	"	"	"	"	"	"	"
A-13	4700	1	PULLMAN CO.	1946	MAY 1953	PCC	53	46'-5"	8'-4"	10'-3"	11'-3"	38,000

SUBWAY CARS

G-1	5000-5099	96	G.R.C. & W. CO.	1953	JULY 1953- MAR. 1954	SUBWAY CAR	62	57'-0 1/4"	10'-3 3/8"	11'-11 1/2"	---	SEE NOTE 6
G-2	5100-5106	6	"	1954-55	DEC. 1954- JUNE 1955	"	"	"	"	"	---	A-73362 B-73542
G-3	5200-5227	26	"	1956	JULY-NOV. 1956	"	"	"	"	"	---	A-76548 B-76792
G-4	5110-5115	6	"	1958-59	JULY 1958- MAR. 1959	"	"	"	"	"	---	A-82026 B-82726
M-1	5300-5335	36	M.L.W. LTD.	1962-63	APR. 1962- FEB. 1963	"	84	74'-5 5/8"	10'-3 7/16"	"	---	A-59850 B-59950
H-1	5336-5499	160	HAWKER SIDDELEY (CAN.)	1965-66	MAY 1965- JAN. 1966	"	83	"	10'-4"	"	---	A-56855 B-56175
H-2	5506-5675	70	"	1971	JUNE-NOV. 1971	"	"	"	"	"	---	A-56700 B-56150
H-3	5600-5605	6	"	"	MAY-JUNE 1971	"	"	"	"	"	---	A-62 200 B-68 300
H-4	5676-5663	88	"	1974-75	SEPT. 1974- DEC. 1975	"	77	"	"	"	---	A-57 890 B-57 650
H-5	5670-5807	138	"	1976-77	OCT. 1976-1978	"	76	"	"	"	---	A-67895 B-66350

TROLLEY COACHES

VEHICLE NUMBERS IN GROUP	NO. IN GROUP	BUILDER	DATE BUILT	DATE DELIVERED	MODEL	SEAT- ING CAPA- CITY	OVERALL DIMENSIONS				WHEEL BASE	TARE WEIGHT			WEIGHT LOADED (Note 5)	MOTOR EQUIPME- NT MOTOR (1) H.
							LENGTH	WIDTH	HEIGHT			FRONT	REAR	TOTAL		
									Over Roof	Overall						
9200-9361	150	F.I. & T.T.C.	1968-72	1-1968 151-1970-72	E 700A	40	41'3"	102"	9'-11 1/2"	10'-7 1/2"	284 3/4"	7,200	12,640	19,840	25,375	CGE 1213 1-

NSIT COMMISSION
Department

VEHICLES IN SERVICE

DATE: Jan. 1, 1978

TRUCKS			WHEEL DIA.	GEAR & PINION	MOTOR EQUIPMENT (Note 10)		CONTROLLER (Notes 8 & 9)	REMARKS
TYPE	WHEEL BASE	CENTRES			MOTORS	H.P.		
ARK EQUIP CO. P.C.C. 8-2	6'-0"	22'-9"	25	HYPOID 43.6	FOUR WEC-1432J	55	WEC-XMA 202	4309, 4333 1321, 4396 SCRAPPED. 79 CARS REBUILT 1972-75 (INCLUDING PROTOTYPE 4362)
"	"	"	"	"	"	"	WEC-XMA 452	4410 & 4448 CONVERTED TO R.T. 14 & 16 RAIL GRINDING CARS. 45 CARS REBUILT 1972-73. SEE NOTE 9.
"	"	"	"	"	"	"	WEC-XMA 202	4513 SCRAPPED. 49 CARS REBUILT 1972-1975
"	"	"	"	"	"	"	WEC-XMA 352	PURCH. FROM CINCINNATI STREET RLYWY - 1950. ORIGINAL NOS. 1150-1174. 4664 STORED.
"	"	"	"	"	"	"	WEC-XMA 452	PURCH. FROM CLEVELAND TRANSIT SYSTEM - 1952 ORIGINAL NOS. 4200-4249. BUILT WITH MU CONTROL BUT NEVER USED. CONVERTED FOR MU OPERATION, 1954. 4631 & 4658 CONVERTED 1974 TO SURFACE RAIL GRINDING CARS W-30 & W-31. SEE NOTE 9. 4646 STORED.
"	"	"	"	"	"	"	WEC-XMA 452	PURCH. FROM CLEVELAND TRANSIT SYSTEM - 1952. ORIGINAL NOS. 4250-4274. BUILT FOR LOUISVILLE RAILWAYS 525,501-524 BUT NOT OPERATED. EQUIPPED FOR MU OPERATION, 1963-1954. SEE NOTE 9.
"	"	"	"	"	"	"	"	PURCH. FROM BIRMINGHAM (ALA.) ELECTRIC CO.-1952. ORIG. NOS. 800-847. 4702/03/06-12/14/16-18/20/22/24-36/39-41/43-47 SOLD OR SCRAPPED. 4700 TRAINING CAR OCT./66.
SIC	6'-0"	25'-0"	26	SPAR 50/9 (5.56:1)	TWO GARRETT	186/220	GARRETT	1978 DELIVERY. FIRST CAR (4002) ON PROPERTY DEC. 28, 1977.
"	"	"	"	"	"	"	"	1978-80 DELIVERY.

C. F. & CO.	5'-10"	26'-0"	31	HELICAL 90:17	FOUR WH-533T4	50	K35-XA	SEE REMARK 1
"	"	"	"	"	"	"	"	SEE REMARK 2
C.C. & F. CO	5'-4"	22'-6"	27	HELICAL 69:13	FOUR WH-510A	35	"	SEE REMARK 3
"	"	"	"	"	"	"	"	SEE REMARK 4
ARK EQUIP CO CC B-2	6'-0"	22'-9"	25	HYPOID 43.6	FOUR WEC-1432J	55	WEC-XMA 352	PURCH. FROM BIRMINGHAM (ALA.) ELECTRIC CO.-1952. ORIGINAL NO. 800. TO TRAINING CAR SERVICE OCT. 1966.

C.R.C. & W.CO.	7'-0"	38'-0"	30	D BROWN 52/7 (7.43:1)	FOUR C.P.-C95	68	PCM-14A1	4 CARS DESTROYED BY FIRE MAR. 27/83 5004, 5005, 5068 & 5059. CARS 5033 & 5034 HAD DRIVING CONTROLS REMOVED, JULY 1967.
"	"	"	"	"	"	"	"	"
"	"	"	"	"	"	"	"	2 CARS DESTROYED BY FIRE MAR. 27/63, 5204, 5205.
"	"	"	"	"	"	"	"	ORIGINAL DYNAMIC BRAKE EQUIPMENT REMOVED 1966 & 1967; ALSO CP-C112A1 MOTORS TRANSFERRED TO NEW SERVICE CARS.
DOFASCO ST INBOARD	6'-10"	54'-0"	28	SEE REMARKS	FOUR C.G.E.-1251PA1	120	C.G.E. S.C.M. 17KG192E1	"
"	"	"	"	SAFETY 64/9 (7.11:1)	FOUR A.C.E.C. ES 548-A	121	CWL-XCA248LC	5388 TO 5391 RETIRED DEC. 20, 1976 DUE TO FIRE OCT. 15, 1976.
"	"	"	"	"	FOUR BRUSH TMC 38-42	116	"	"
"	"	"	"	"	"	"	HITACHI CHOPPER	"
"	"	"	"	"	"	"	WCL-XCA248LD	"
"	"	"	"	"	FOUR GARRETT 200052.1	126	GARRETT CHOPPER	5804-5807 ADDED TO ORDER TO REPLACE 5388-5391. AS OF 12/31/77, 40 CARS ACCEPTED, 36 MORE ON PROPERTY.

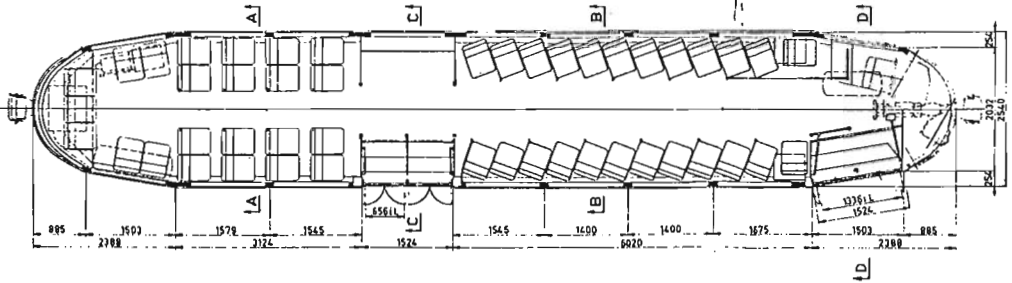
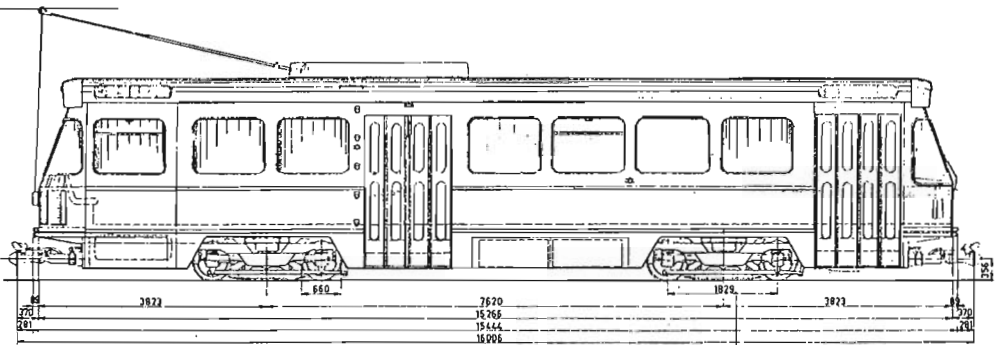
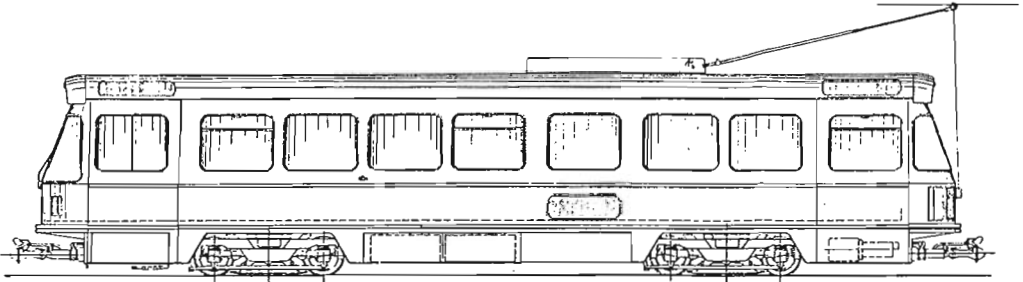
CONTROL	ELECTRIC BRAKING	REAR AXLE RATIO	TIRE SIZE	TURNING - RADIUS BODY CLEARANCE	
				LEFT	RIGHT
CGE TYPE MRC	REGENERATIVE AND DYNAMIC	11.59:1	11.00-20 OR 11.00:22	39' 3"	39' 3"

REMARK 1 FIRST VEHICLE (SERIES 2300-2496) OF NEW CARS PURCHASED BY TTC IN 1921. ORIGINALLY 2 MAN CAR. CONVERTED TO 1 MAN (PROGRESSIVELY) IN 1935/36/40. ASSIGNED AS HILLCREST INSTRUCTION CAR, MARCH 14, 1951. RETIRED APRIL 1963. SOLD TO C.R.H.A. FOR CANADIAN RAILWAY MUSEUM JULY 17, 1963. LEASED TO TTC & RETURNED NOV. 21, 1974. NOT REHABILITATED. TO BE RETURNED TO C.R.H.A. (TORONTO), 1978.



We are pleased to present two views of # 4002 the first LRV to arrive in Canada from Switzerland. The blind side photo was taken on Jan. 11, 1978, the first day under the wire in Toronto. The front 3/4 photo was taken at the TTC Hillcrest shops on February 9, 1978. Last minute news indicates that the second LRV # 4003 arrived on February 24, and will permit MU testing at the TTC. If all goes according to plan Toronto passengers should be enjoying their first new streetcars in 26 years sometime in the month of May.





NUMBER OF SEATS	47
STANDING ROOM $\sim 11\text{m}^2$, 1PERSON PER $0,14\text{m}^2$	84
TOTAL PASSENGERS	131

night. With white doors, the safety people seem to be satisfied and have dropped the hatch marks request.

The other change in the livery involves the band of white along the car sides above the windows. Rather than terminating it short of the destination window, it will now continue around the front of the car above the window (identical to the treatment around the rear destination window).

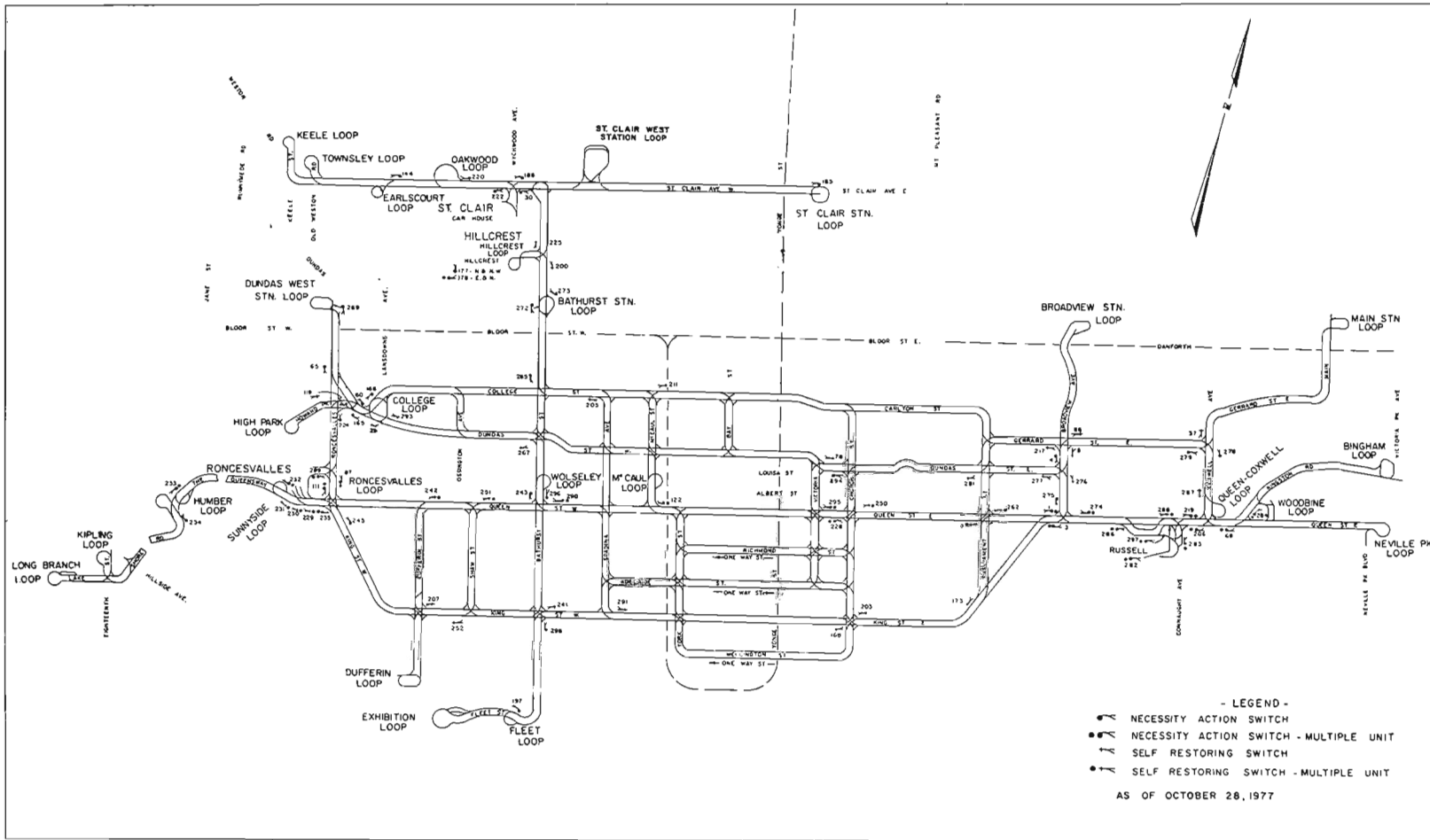
The LRV order recently placed with Hawker-Siddeley Canada Ltd. at Thunder Bay (190 cars) has experienced a delay in start up due to extended negotiations between the Province and the builder over the final price. The Province in July ordered the UTDC to award this contract to Hawker-Siddeley, the second lowest bidder (MLW-Bombardier was lowest), in an effort to keep "a healthy transit industry at home". Deliveries from Hawker-Siddeley will not commence until 1979 but the contract will be completed in 1980.

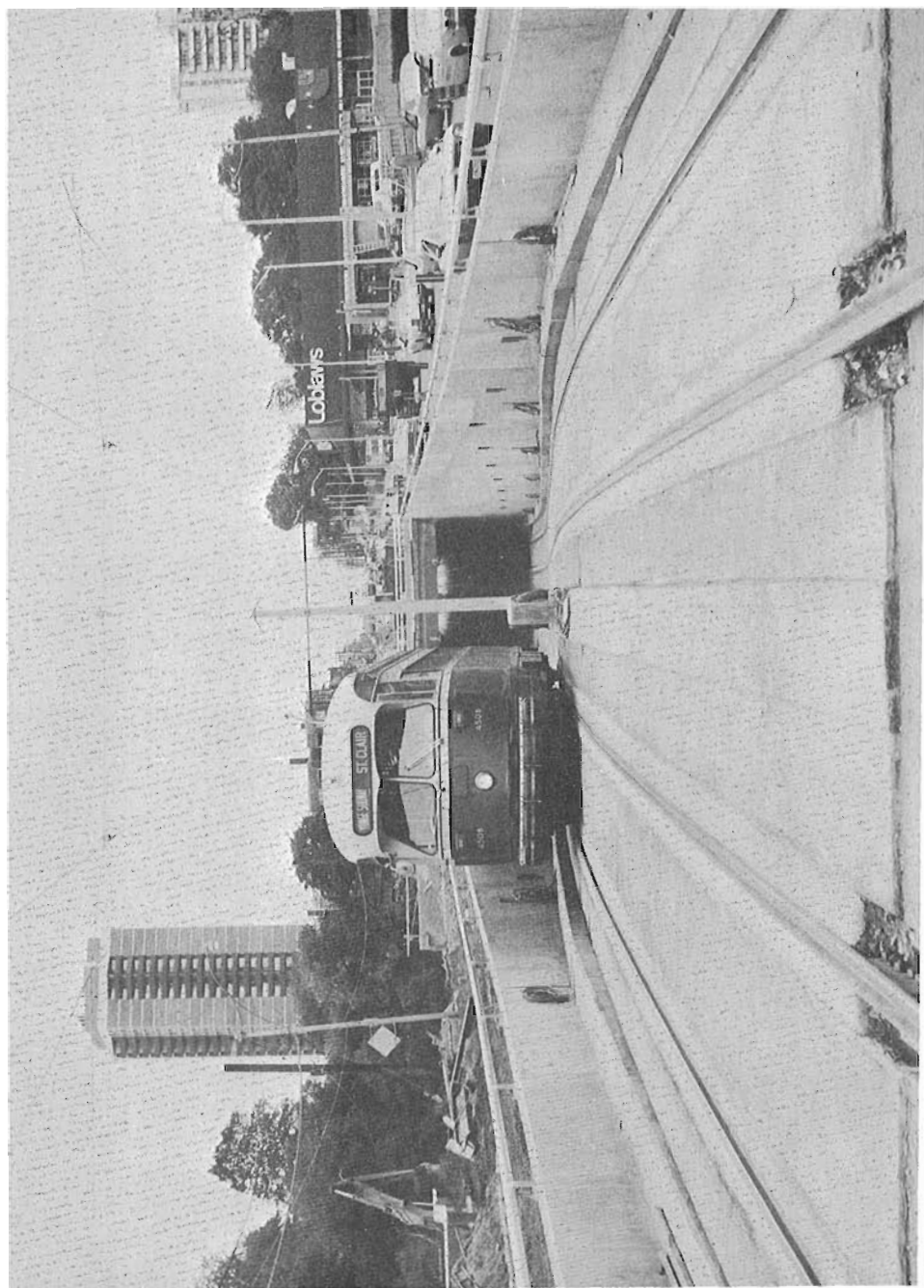
The \$39.6 million order with Hawker-Siddeley entails the construction of vehicle shells and final assembly and finish of the cars. Separate orders have already been placed by the UTDC for the supply of major sub-components, such as the chopper control to come from Garrett. The Ontario Government will pay the full cost of the first 75 cars and 75% of the cost of the remaining cars. These financial arrangements were decided in 1975. The Province, to its credit, realized that after so much research and development had been spent on the CLRV program by the UTDC (with generous amounts of taxpayers' money) there was a genuine fear that the high vehicle cost (about \$475,000 in 1975 dollars), even with the existing generous provincial subsidy, might force Metropolitan Toronto (who also subsidizes the capital cost of the CLRVs) to back down, thereby forcing the streetcar replacement program to be abandoned and leaving the TTC back at square one. In Canada there is no federal aid to mass transit but in Ontario the provincial government has filled this void admirably as evidenced by the Toronto experience.

Not only is Toronto getting new streetcars, they are also getting new streetcar or LRT (light rail transit) routes. Metropolitan Toronto Council, by a vote of 23-8, on June 28th. 1977, approved and authorized funds for the \$108-million 4.4 mile light rail line which will connect the eastern extension of the Bloor-Danforth Subway (to Eglinton & Kennedy Avenues) to the Scarborough Town Centre (located near Hwy 401 and McCowan Rd.). A provincial subsidy will pay three quarters of the cost of the line, which is projected to be completed in 1982 (about 2 years after the subway extension to Kennedy opens).

The high cost of the line may be attributed in part to the desire by planners and Scarborough politicians for it to be a "showcase" for LRT in Metro (this is the first section of an elaborate LRT network planned for the year 2001) and the "rapid transit" nature (grade separations, elaborate station) in the vicinity of the Town Centre itself. It is hoped that, once overwhelming public acceptance of the project is assured, future LRT lines need not be "overbuilt" to this extent.

A future 4-mile extension of the light rail line to the Malvern Town site (in the extreme north-east section of the Borough of Scarborough) has been approved in principle by Scarborough Council but will likely wait another 2 or 3 years before Metro gives its approval.





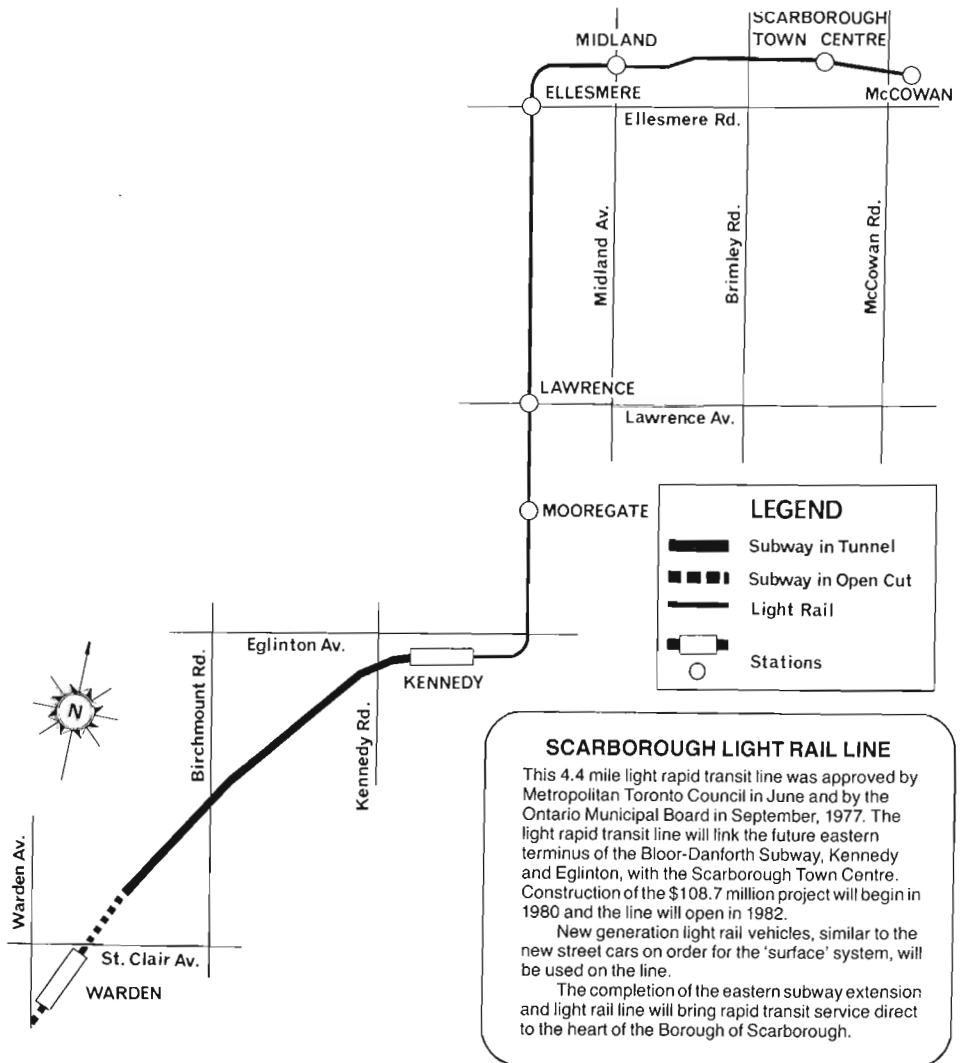
The above ground and below views of the massive Saint Clair West Stn. One thousand feet of ramps were constructed to permit streetcars to descend from St.Clair Ave. to the below ground loading platform. Also included is a car and bus loop which will permit easy access to the cars no matter what the weather.



In the Queen City another form of electric surface transit has received a boost with the announcement that trolley coach operation commenced on Sunday November 20th over TTC's route 74-Mt. Pleasant. Base service over the 1.75 mile route is provided by 3 coaches operating on an 8 minute headway, and rush service consists of 4 coaches on a 6 min. headway.

The mode of transportation on Mt. Pleasant Road has come full circle. Toronto's first "trackless trolley" operation was seen on this street on June 19, 1922 when four Packard-Brill trolley coaches commenced service. This pioneer trackless operation was short-lived and on November 3, 1925, streetcar service was inaugurated on Mt. Pleasant Rd. (an extension of the St. Clair route). Following abandonment of streetcar service on July 25, 1976, the route has been temporarily operated by diesel buses until the trolley coach overhead could be installed.

To sum it all up Toronto has a first rate transportation network, one that all Canadians and indeed especially all Torontonians can be justly proud of.



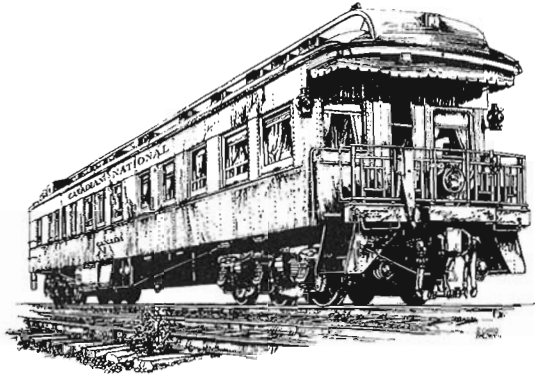
SCARBOROUGH LIGHT RAIL LINE

This 4.4 mile light rapid transit line was approved by Metropolitan Toronto Council in June and by the Ontario Municipal Board in September, 1977. The light rapid transit line will link the future eastern terminus of the Bloor-Danforth Subway, Kennedy and Eglinton, with the Scarborough Town Centre. Construction of the \$108.7 million project will begin in 1980 and the line will open in 1982.

New generation light rail vehicles, similar to the new street cars on order for the 'surface' system, will be used on the line.

The completion of the eastern subway extension and light rail line will bring rapid transit service direct to the heart of the Borough of Scarborough.

The business car



ON YOUR TOES, IF YOU ARE A TRAVELLER PLANNING TO USE AMTRAK'S "Adirondack" out of Montreal's Windsor Station. Departure times have been published as follows:

June /77	8:15 a.m.
Oct. /77	8:05 a.m.
Nov. /77	10:00 a.m.
Jan. /78	9:05 a.m.

Moral: enquire in advance and save yourself some trouble.

But on the bright side, AMTRAK has decided to restore a 12.6 mile length of track near Albany, which will revive direct access to the Rensselaer, N.Y. station, east of Albany, avoiding a time-consuming facking movement that trains must now make. This improvement will cut more than 30 minutes from the schedule of such trains as the Lake Shore Limited.

VANCOUVER BOUND? IF YOU WANT TO EAT IN "RAILWAY FLAVOUR" surroundings, a useful summary appears in the Sandhouse (Pacific Coast Branch, CRHA), Jan. /78. Example, the list is led by "Frisby's Railcar Restaurant, north foot of Carrall Street, in Gastown: 682-6888. Located adjacent to the CP tracks, in CPR car # 8, built 1929". Six establishments are listed, in addition to the snack bars in the two rail stations; plus one in Courtenay on Vancouver Island and one in Lansdowne Park Richmond. Others under construction are mentioned, including one using heavyweight Pullmans.

IMPACT OF TERRORISM - DUTCH RAILROADS ESTIMATES THE STATE-controlled railway system lost the equivalent of between \$6.5 million and \$8.7 million last year because of fears raised by terrorist assaults on trains. "The hijackings (by South Moluccans) have made the public lose confidence in the railroads," despairs M.G. De Bruin, the president-director of the system. He calculates the growth in rail passenger travel has been cut in half since the last attack, when more than 50 hostages were held captive for three weeks.

(Wall Street Journal, Jan. 16/78)

THE ON-AGAIN OFF-AGAIN SAGE OF THE E & N MAY HAVE BEEN resolved by resumption of freight service as of Dec. 16/77 and cancellation of passenger service as of Jan. 31/78. John Hoffmeister of Victoria notes that freight and passenger service was resumed Dec. 16/77 between Parksville and Courtenay (44.5 miles) but Courtenay-Victoria passenger service was subsequently killed by order of the CTC. Regular freight service runs Tuesdays and Fridays from Wellcox Terminal in Nanaimo to Courtenay and appears to be at least the pre-1975 volume of traffic when the line was closed. The bridges at French Creek and Sable River have been rebuilt by CP at a cost of some \$2 million.

COMMUTER COLLEGE ON CP RAIL'S MONTREAL-LAKESHORE LINE WILL REMIND old-timers of the school cars once familiar across northern Ontario; one such car can be seen at the Canadian Railway Museum. But the 1978 version is a joint venture of CP Rail and John Abbott College (Ste. Anne de Bellevue) and involves the use of a two-classroom, sound proofed car outfitted with special educational equipment, running in train # 274, Rigaud-Windsor Station. Registered students may take courses in French and Business Management. Each course runs 16 weeks (from Jan. 30/78) and costs \$75.00 each (transportation not included). Class instruction begins as the train leaves Beaconsfield at 7:48 a.m., with arrival at Windsor scheduled for 8:30 a.m.



MOUNTAIN CREEK BRIDGE, NEAR ROGERS PASS, B.C. IS BEING REPLACED BY CP Rail with a new structure 600 ft. long and 136ft.

above Mountain Creek, 150 ft. upstream from the old one. It will have a concrete ballasted deck for more efficient maintenance and the elimination of fire hazards. The new bridge is the third to span the creek since completion of the line. The original was a timber trestle built in 1885. It was higher (164 ft.) and longer(1086 ft.) than its successors and contained more than two million board feet of timber. By 1902, as rail traffic grew rapidly, a new bridge was opened, 585 ft. long; this was greatly strengthened in 1928-29 to its present capacity. With completion of the current project next summer, an average of 22 trains a day, in both directions, will cross the bridge. These include the road's heaviest solid trains carrying grain, coal, potash and sulphur.



News item from CP Rail News, Photos courtesy CP Photographic Services and Mr. Frank Stelfox.

AND SPEAKING OF COMMUTERS, A COCHRANE (ALTA.) WOMAN HAS BEGUN a petition to have a commuter train service daily between Banff and Calgary, over CP tracks. She claims support from people in Banff, from 28 people in Canmore who commute to Calgary and skiers. "Commuters already crowd the Trans-Canada Highway between Cochrane and Calgary, a distance of about 25 kilometres," she said.

(Canadian Press, Dec. 10/77)

A 25 TON 0-4-0 BUILT BY MLW IN 1917 HAS BEEN LOANED TO THE SIMCOE County Museum at Midhurst, Ontario by Allan Byers of Atherley. It worked in the Kirkfield quarries for many years and was bought from the quarry by Mr. Byers after they were closed. The locomotive rests on a section of track in front of the former CN Gilford station which has been moved to the museum and serves as a boutique.

(Walter Bedbrook in The Turnout, CRHA Toronto & York Div.)

"THE INUKSHUK EXPRESS" IS SCHEDULED TO LINK HAY RIVER AND PINE Point, N.W.T., March 19-25/78, in connection with the Fifth Artic Winter Games at Hay River. This first ever passenger train in the Territories and the first over the Great Slave Railway will carry both athletes and spectators. Peter Lofthouse, who reports this venture (as did George France) promises an article for early publication in "Canadian Rail". Peter explains that an inukshuk is a man-shaped, piled-rock type of marker built by Inuit to facilitate travel across the barren tundra.

ALBERTA'S HERITAGE DAY WEEKEND (FIRST WEEKEND IN AUGUST) WILL include a celebration of the sixtieth anniversary of the Peace River Bridge, reports George France of Peace River. Plans are afoot, with the co-operation of Northern Alberta Railways, to operate a passenger train across the bridge, to Roma Jct. and return.

TREASURE IN THE WEST? SIMPLOT CHEMICAL OF BRANDON, MANITOBA, is rumoured to have an old DL&W SW-1 (# 1) and a GE 44-tonner ex-NYO&W (# 103), reports "The Milepost" of Midwestern Rail Association Inc. Can some friendly spy add details, please?

FANTRIP OVER THE GWWD OUT OF WINNIPEG IS EXPECTED TO BE PART OF the convention program of the National Model Railroaders Association, Thousand Lakes Region, May 26-28, at Winnipeg.

CN ORE TRAIN SERVICE ON THE MARMORA SUBDIVISION WAS SCHEDULED TO end March 31/78 as Bethlehem Steel closed its iron-ore mine in Marmora, Ont. Five-day-a-week service ran Belleville-Marmora-Picton-Trenton-Belleville (138.6 miles) hauling iron pellets to Picton for loading on lake carriers to the U.S. The mine had been producing 500,000 tons of iron ore pellets a year.

(The Turnout, CRHA Toronto & York Div.)

IT'S ONLY MONEY - IAN SINCLAIR, CHAIRMAN AND CHIEF EXECUTIVE officer of Canadian Pacific, was paid a total of \$330,450 in salary and directors' fees in 1977. Total includes fees for serving as chairman and/or director of subsidiaries (e.g. Canadian Pacific Investments and CP Air). F.S. Burbidge, president of CP, received a total of \$193,950. Keith Campbell, company vice-president and senior executive officer of CP Rail, received \$146,550. Sinclair last year received a salary increase of \$3,650.

(Toronto Globe & Mail)

CN'S CENTRAL STATION AT MONTREAL IS SET FOR IMPROVEMENTS AND expansion to cost some \$15-million under a three-phase program to be completed over the next five to eight years. The station's shopping mall will be the first area affected. Later work will encompass changes to the adjoining Queen Elizabeth Hotel, parking areas, office plaza, etc.

(Montreal Star)

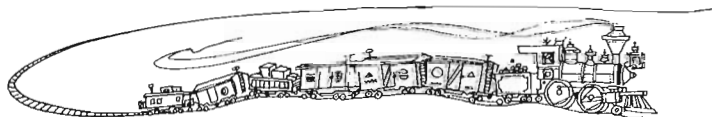
AMTRAK'S "MONTREALER" WAS SCHEDULED TO BE RE-EQUIPPED WITH new Amfleet cars, Feb. 27, despite the train's "uncertain future" (the words used by an Amtrak spokesman in Washington). Ridership figures show 102,910 passengers rode the train during fiscal year 1977, compared to 99,960 during fiscal year 1976. Amtrak routes are being re-examined by the U.S. Department of Transportation, acting under a congressional order. A nominee to Amtrak's board of directors has proposed the Montrealer be eliminated in favor of a day train that would run only as far north as St. Albans, Vt.

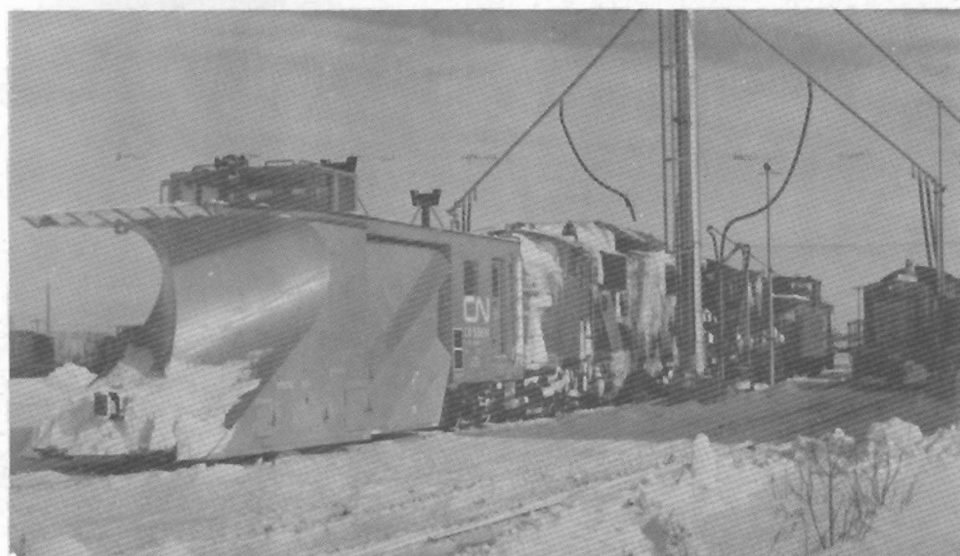
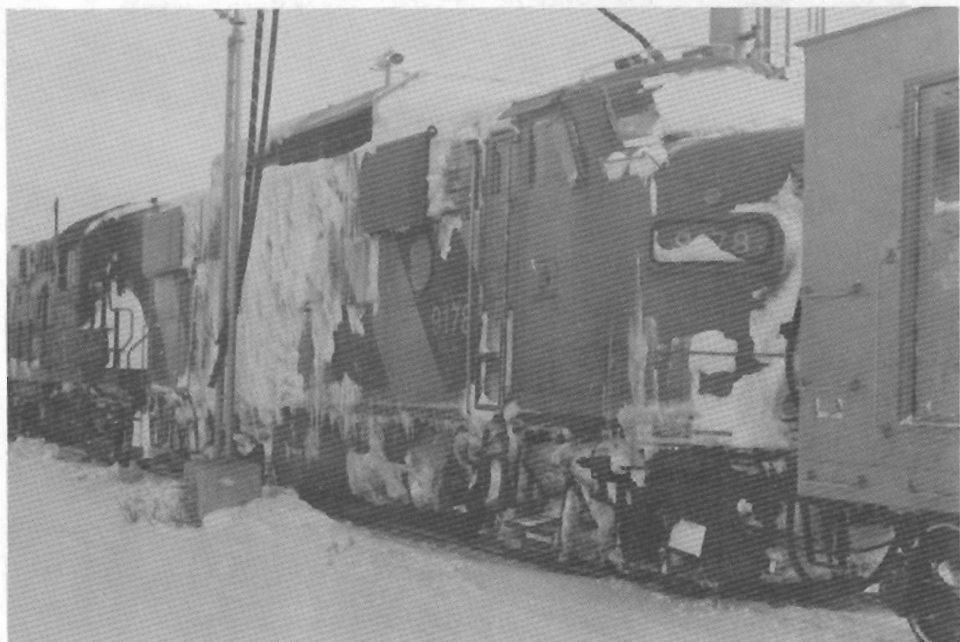
(Ottawa Citizen)

NEWLY-FORMED ADIRONDACK RAILROAD CO., WHICH WILL OPERATE THE ex-NYC Saranac Lake Branch from Remsen, N.Y. to Lake Placid, has added two steamers to its fold, reports "Block Line". Joining ex-FEC 4-6-2 # 148 will be ex-DL&W 2-6-0 # 565 and ex-CP 2-8-2 # 3254 which was formerly stored at Ashland, Pa. The 2-8-2 will be overhauled at Reading Shops and she and # 148 will provide regular power for the Adirondack's passenger trains.

UNITRAIN RECORD - CP RAIL, SOO LINE, BELT RAILWAY OF CHICAGO and Norfolk & Western have been moving 78-car fertilizer unitrains on a 3756-mile route between Calgary and Maumee, Ohio (near Toledo). CP provides the 100-ton cars. Power is changed at Portal, N.D. and Chicago. Round trips are scheduled for a 14-day turn. Service began last October and ended in February as the spring planting season neared.

(The 470 of Railroad Enthusiasts, Inc., Portland Div.)





OLD MAN WINTER MAY HAVE GONE FOR 1977-78 BUT NOT BEFORE DUMPING A crippling amount of snow on the usually balmy Southwestern regions of Ontario. CN was up to mother nature however and had called up cab units 9178 and 9179 to serve on snowplow service in this region. The units were modified in Toronto in early January to include protective screens over the windshields, as well as special protection for the air intake areas. The units were usually assigned in a back-to-back configuration but did operate with regular units on occasion. Called in from Western Canada these two units joined GP-9 # 4530 a native of the region which had also been especially equipped in the above manner. Gord Taylor located the 'plow extra' in CN's Stratford Shops being serviced on January 14, 1978. Our thanks to Gord for keeping us posted on snow removal operations from Western Ontario during that memorable winter of '77-'78.

