



# Newsletter

INCORPORATED 1952

NUMBER 439

MAY 1986



**UPPER CANADA RAILWAY SOCIETY**  
BOX 122 STATION "A" TORONTO, ONTARIO



CN Train 318, with HR-420 2586 leading, comes off the York Sub. onto the Kingston Sub., heading eastbound at Pickering Jct., Ont. This location is described in the Itinerant Railfan article in this issue.

--Ron Lipsett



Two of the stalwarts at the UCRS booth at the recent Canadian National Sportsmen's Show were Norm English and Millie Sandusky.

--Mal Smith



Would you believe it? CPR caboose 437010, based at Winnipeg, is used as a mobile train order office. A recent outing was during the installation of CWR on the Carberry Sub., when the unique vehicle protected the work train in the vicinity of Rosser, Man.

--Brian Schuff



Fresh from the GM plant, CP Rail GP38-2 3086 idles at Quebec St. Engine Terminal, London, on Mar. 17, 1986.

--Ian Platt



by Bruce D. Cole

# Want to lose 30 lbs.? Eat Amtrak food

On planning a recent trip to New York and Florida, I decide I want to take the train from New York to West Palm Beach to visit my parents. On checking with Amtrak, and the schedule I had to follow in New York, I find that both Florida trains were sold out of sleeping accommodation on January 28, 29, 30, February 5 and 6: coach was available on all these dates. Yes, I was able to get a bedroom on the SILVER METEOR (No. 97) on Tuesday, Feb. 4. I had never taken the SILVER METEOR before, as all my trips to Florida were on the SILVER STAR.

After having worked hard in New York for two days, I proceed to Penn Station. When it snows in New York, as it is today, traffic is crazy--I'll take Toronto anytime. For those who have not been to Penn Station, it is located at 7th Ave. between 33rd and 34th Sts. West. On top of the station is Madison Square Garden, a name that goes with New York City. When you arrive by taxi, you are under part of the Garden. Then you walk through and down a flight of stairs, where directly in front are the ticket wickets and information area. On one side are shops, and the Amtrak Tour Centre is on the left. You can also get to the station through the underground mall. On one side is an entrance to the Long Island R.R. There are separate ticket counters for Metroliner service and New Jersey Transit. You then go either left or right to the waiting area, which has old wooden benches, and it is not very clean today. You have east and west tracks here, where you go down one long flight of stairs to the tracks. They also have escalator and elevator service to the tracks.

The waiting area has many shops also, and at one end is the checked baggage area, where I check my suitcase until train time as all the lockers are in use. There is construction going on at the west side of the station for new ticket counters, enlarged waiting area, improved access to the platforms and new passenger service facilities. There is also a small Amtrak Service Office. Today there is a selection of black and white photos of the construction of Grand Central Terminal on the construction wall. There are a good number of police in uniform and plain clothes--they are apprehending a person while I'm in the waiting area.

All announcements for trains are done live, not on tape (there's a very comical person doing the announcements today). There is also a departure board in the central area. If you are not aware, Amtrak has no system timetable for their fall/winter/spring schedule; they have eight different timetables broken down into the different regions of the U.S. and Canada. They are very easy to read, using dark and light colours. I was told they are going back to the system timetable with the April 26th changeover. They also have a notice posted with a new timetable for the ADIRONDACK, now going into Central Station, Montreal, even though this train departs Grand Central.

The security at the gates is not controlled, so I go down to see what is in the station. The CRESCENT to New Orleans has approximately 50% Heritage equipment: one baggage car, three sleepers, five Amfleet coaches, one diner and one Amfleet lounge car. In the spring and summer schedule, you can take a through sleeper to Los Angeles, and use the car as a hotel in New Orleans overnight. Also in the station is the 3:00 p.m. METROLINER to Washington (five cars), plus two New Jersey Trains of six cars each, for commuter service.

On Dec. 19, under Fiscal Year 86 Federal Funding, 10 trains are operating at a reduced schedule. They include the CRESCENT past Atlanta (tri-weekly), the PALMETTO (weekends only), and the PIONEER (down to tri-weekly) from Frisco and Salt Lake City. All others are local service out of New York and Chicago; whether these will be reinstated isn't known. The BROADWAY LIMITED to Chicago has 50% Heritage equipment; also one baggage car, two sleepers, four Amfleet coaches and one diner.

One hour before the SILVER METEOR's departure, an announcement is made to passengers, directing them to proceed to the Customer Service Area, where a gentleman explains the meal service and equipment on this train. At 3:50 p.m., I get a red cap to take me and my bag down to the train. No announcement has yet been made. Just after I arrive in my bedroom, they let the coach passengers board. This train has the following equipment: one electric locomotive, 802, one Heritage baggage car, one Heritage dorm-baggage car, two Amfleet lounges, two diners (but it is buffet style in one, and if it gets filled, it's on to the other--they prepare the food in only one), six Amfleet coaches and four Heritage sleepers. In all sleeping accommodation, they have a timetable meal service menu with comments, and a welcome aboard card telling what services are on the train, and the porter's name.

We pull out at 4:15 p.m., on time. We travel through the tunnel (under the Hudson River) and come out in New Jersey. It is still snowing--I can just imagine what traffic is like in Manhattan. As in previous trips on this line, the scenery south is not too terrific. There's lots of traffic in the Corridor at this hour, especially commuter traffic. All rail is welded for a nice smooth ride. They use the light in different positions as the engineers' signals. South of Newark, I clock the SILVER METEOR, and we are travelling at 80 MPH. The service director comes around to make sure everything is okay. He will be back shortly to give out dinner reservations. We are travelling on Track 2 out of four tracks.

The porter comes around and offers the wine and cheese tray and writing kit. Also, I'm informed that all my meals are included in the price--this applies to sleeping car passengers on all Florida trains. He presents me with a menu selection for dinner, which is: salad with choice of dressing; rolls and butter; coffee/tea/milk/decaffeinated coffee; half chicken/seafood catch/ cut

CONTD. PAGE 6



## NEWSLETTER

The Newsletter is published monthly by the  
Upper Canada Railway Society,  
Box 122, Station "A", Toronto, Ont. M5W 1A2.

Editor: Stuart I. Westland, 78 Edenbridge Dr.,  
Islington, Ontario Canada M9A 3G2.  
Telephone (416) 239-5254

Assistant Editor: John D. Thompson  
(416) 759-1803

Activities Editor: Ed Campbell (416) 255-1924

Please address all correspondence relative to  
the Newsletter to the Editor at the  
above address.

### VIA LEGISLATION COMMENT

Serious concerns have been expressed by Transport 2000 and other groups such as Alberta Economic Development about the ability of VIA Rail to meet its cost recovery requirements under the new VIA Rail Act. On the transcontinental services, the 30-year old steam heated equipment--extremely expensive to maintain (\$232,000 per available car in 1983)--will not be replaced by modern equipment in the foreseeable future. The order for new transcontinental bilevel cars has still not been finalized. It might also be much smaller than that expected and required for daily service. In addition, VIA will not be getting the short term avoidable cost formula in its payments to CN and CP, as employed by Amtrak to U.S. railroads. The costing method described in the proposed Act is viewed as ill defined and as too similar to the present unfair CTC R-6313 method. Another concern is the unfair liability provisions in contracts, which assign damages to VIA regardless of fault. For these and other reasons, the proposed Act will likely place VIA in an impossible situation, with almost guaranteed failure. Furthermore, the Federal Government is believed to want to rush passage of the bill through Parliament.

--from Transport 2000 Alberta newsletter

### VIA RAIL 629 AND 630: USE IT OR LOSE IT!

When Messrs. Mulroney/Mazankowski ordered the reinstatement of VIA Rail's ATLANTIC service from Montreal to Halifax via Sherbrooke, Saint John and Moncton, Trains 629/630, Sherbrooke to (and from) Montreal were added to provide service to Quebec centres where ATLANTIC trains did not stop.

From the outset, the two-car Budd trainsets were lightly loaded, with few intercentre passengers. Mostly, passengers travelled to and from Montreal. In the first six months, the two Budds "were not for you", averaging only 47 riders per day, about half of their capacity. Perhaps part of the reason was timing and the interval in advance of the ATLANTIC eastbound. Westbound, 629 enjoyed a definite advantage. Proposed rescheduling of the ATLANTIC service eastbound would not seem to be advantageous. Terry Rolfe, a CN employee who has been riding Train 630--on and off--four times a month for 11 years, confirmed that the service was reliable and good, while the westbound ATLANTIC, Train 11 from Saint John, N.B., was unreliable, generally. Most days, 630 is patronized by occasional travellers, such as the scores of students who use it once or twice per month.

The obvious results of these light loadings was that VIA Rail chief Lawrence Hanigan mentioned that the Mazankowski Disposition might be invoked: Use it or lose it! At once a regional committee was formed, under the chairmanship of Andre Lupien, Mayor of Richmond, Quebec, to save the service. VIA, anxious to maintain the trains, promised to co-ordinate publicity for them and to undertake a market study on scheduling. Jean Charest, PC MP for Sherbrooke, evidently an "interested party", reported that, while nothing specific had been decided at the meeting with Hanigan, the talks had been cordial and positive. Lupien said that, as a result of the meeting, the possibility of introducing service on board the "commuter" train will be examined. His regional committee is asking VIA to explore every possibility for increasing ridership. The two-year "proof of use" period for Trains 629/630 will terminate in June 1986.

--Sandy Worthen

COVER: The first cars of the TTC's order of 126 Class H6 subway cars are pictured at Greenwood Yard about to be unloaded on Monday, Apr. 21, 1986. The cars, 5810-5811, were built in UTDC's CanCar Rail plant in Thunder Bay, Ont. and shipped to Toronto on CP Rail, with CN handling the movement into the yard. In appearance, the cars are similar to their predecessors, the H5s, delivered during 1976-79 for the Spadina Subway, with the exceptions that the ends and roofs are painted gray. Technical improvements include heated couplers and door thresholds to prevent ice buildup, and air dryers to prevent the brake lines from freezing up. In common with the H5, the new cars are air conditioned. They are equipped with motors and controls from Brush Electrical (England) and M.A.N. trucks (West Germany). When the H6 order is completed towards the end of the summer of 1987, the TTC's entire subway car fleet will consist of 623 75-foot aluminum cars, built between 1962 (the 36 Montreal Locomotive Works cars) and the balance that have been built by Hawker Siddeley (now CanCar Rail) since 1965. This will permit retirement of all of the 1950s-vintage red 'Gloucester' cars; get those pictures now!

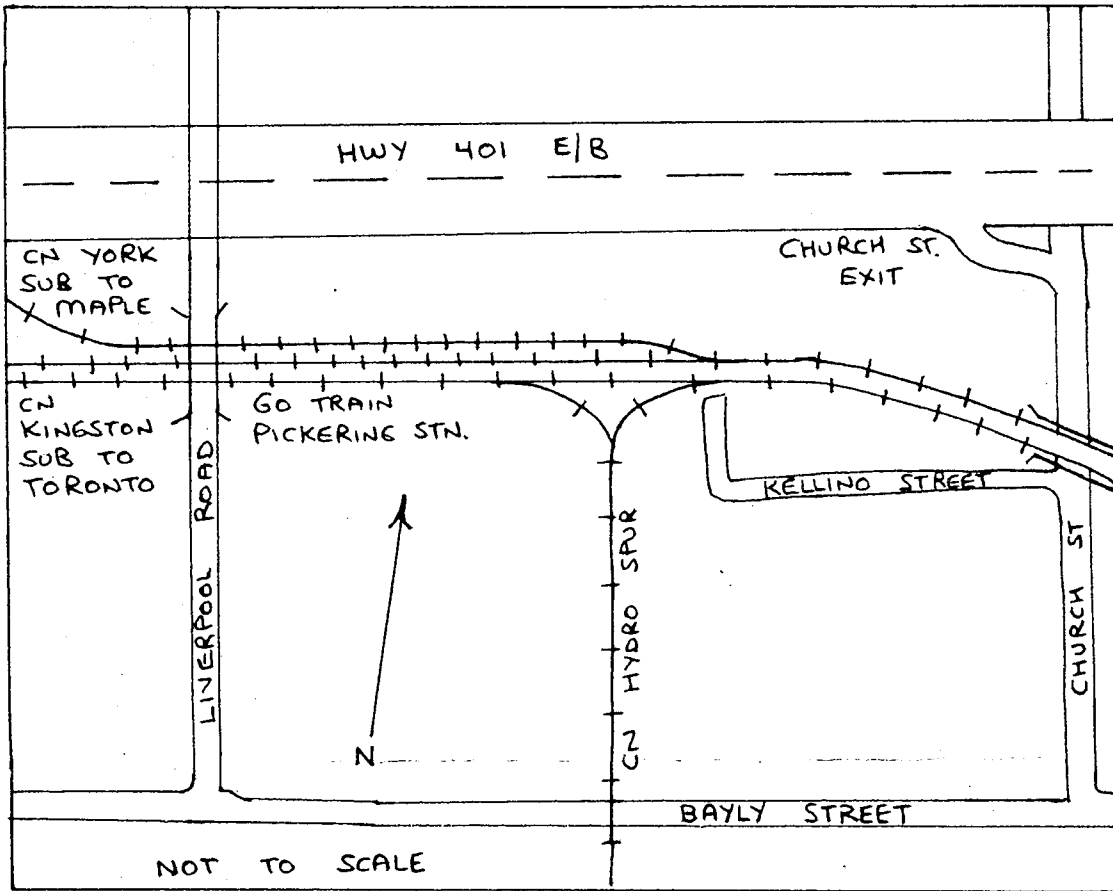
--TTC photo by Ted Wickson



# THE ITINERANT RAILFAN: 3

text and map by Ron Lipsett

PICKERING JUNCTION, ONT. CN KINGSTON SUB. MILEAGE 311.4,  
CN YORK SUB. MILEAGE 0.1



General Location: Pickering, Ont.

How to Get There: Hwy. 401 to Church St. Exit. Go south to Kellino St. and turn right. Go west to end of road and park away from tracks.

Special Note: It is advisable to park away from the tracks and not near any location where Maintenance of Way crews or operations would be affected. Train speeds are very fast at this location and caution should be exercised at all times.

Rail Traffic: Similar to railfan location No. 1 in the March NEWSLETTER, CN freight trains coming off and onto the York Sub. can be seen. Also, the Montreal-Toronto passenger corridor timetable will yield a lot of train movements. CN operates two local switchers out of Oshawa (Nos. 546, 548) which sometimes drop off cars at the Hydro spur to the south. A good vantage point can be gained by going east to a point before Church St. A small hill will yield good shots of a bridge over Church St. and a slight curve to the west.

Note: This location will be changing in the very near future as the new GO train trackage will be constructed on the north side. Trees and some of the charm of this spot will be sadly affected. Fast action to shoot this location now is advisable.

--Certainly April 18, 1986 was the best kind of a spring day and the northeast side of McCowan Rd. in Scarborough, Ont. was the best place to watch freights entering/exiting CP Rail's Agincourt Yard. A long freight from the west was moving slowly in the reception yard, while CP 1615 emerged from the departure side with a transfer of eight cars, mostly bi- and trilevel autoracks, and caboose 434050, heading for Lambton Yard. Meanwhile, CP 1516, 1517 and 1518 were coming and going on the hump lead.

At 1214, at West Toronto, CP Extra West 4225 included that unit plus 4232 and 4278, clattering across the multiple diamonds with at least 47 containers on flats, when all of a sudden the containers were obscured by Extra East 5580, lashed up with CR 7777 and 7778, the latter so dirty that all you could see was the number.

Then at 1351, at Streetsville Jct. (Mile 21.2, Galt Sub.), CP SW1200 switcher 8147 (blt. 7-60; class DRS 12c) came off an industrial spur on the Galt Sub., reversed west over the crossover to the eastbound main and rattled off in the direction of Lambton, with two empty boxcars and caboose 434070.

--Sandy Worthen

of beef with potatoes and vegetables; vegetarian lasagna; children's pasta dish; assorted pies/brownie/carrot cake/ice cream; soda; diet coke. If you were to buy the meal, the price is: chicken @ \$7.25; seafood @ \$7.25; cut of beef @ \$8.00; vegetarian lasagna @ \$5.50; children's dinner @ \$3.25; desserts: pie @ \$1.25/ a la mode @ \$2.25; ice cream @ \$1.00; cheese cake @ \$1.50; carrot cake @ \$1.00. The meal includes salad and coffee/tea/milk. Other beverages: ccke @ 60¢; beer @ \$1.50; wine @ \$1.75.

The conductor takes my ticket and has a hard time reading it--it seems they don't get too many VIA tickets. It is now raining and dark, so you can't really see too much. On walking through the train, I find that the coaches are 50% filled and the sleeping cars 60%; I'm sure we shall pick up lots of passengers along the way. The Heritage sleeping cars are showing a lot of wear now; in my bedroom, the seat has no springs, so it is not the most comfortable. I am glad to see that they have finally moved the sleepers to the centre of the train, so that you won't hear the horn all night.

Outside of Philadelphia, they have taken part of the old section and placed lights all around the perimeter (like Toronto's old City Hall). Over the several blocks where this is done, the view is spectacular. In Philadelphia, we get a lot of passengers boarding. From New York to Washington, we are on Amtrak owned track.

Well, it's 7:00 p.m., dinner time. I proceed to the diner (buffet) car. The beef is so well done that, if you dropped it, you would put a hole in the floor. The Snapper is also well done. They have run out of lasagna already, so I shall have chicken. But wait. the power on the train goes off, so you can't see too well with only emergency lighting. I leave, and sit in the lounge car until the power is restored (in Baltimore). I proceed back and have chicken--edible only. I want a brownie for dessert, but they have already run out. (I ask myself, why do I travel by train)? The crew in the diner is very friendly and helpful, as have been all the crew so far.

We arrive in Washington on time at 8:15 p.m. Off goes the electric power and on comes diesel power, F40's 376 and 395. After Washington, the train is about 75% filled throughout. We are now on Richmond, Fredericksburg and Potomac track to Richmond, Virginia. When you leave Washington, you travel through a tunnel that is about 1½ miles long. The fumes from the diesels fill the car through the air conditioning system--what a stink. After Richmond, it's good night. My bedroom was made up for me after I went to the lounge car.

Good morning, it's 7:00 a.m. and we are in Savannah, Georgia, ontime. We are now on Seaboard Coast Line track. I awoke only once through the night, and we were really moving along. South of Savannah is the Seaboard marshalling yard; they are now expanding it, for more containerized shipments. I left my shoes out to be cleaned in the locker before I went to bed. and this morning they look new again. When was the last time you had your shoes shined on a train? At this point in the day, it is clear and about 50 degrees F. This part of the country is known for its long, slim trees, and they are very evident. I time the speed and we are travelling at 85 MPH. We are travelling on double track, with the SILVER METEOR on the outside track. After approximately 30 miles south of Savannah, we are on a single track. Most homes you see from the train are raised about one foot off the ground. Since New York, this whole trip has been on CTC. At Brunswick Georgia, we pass a huge lumber mill; there must be at least 40 tractor trailers piled with logs waiting to get in. This area, as well as Florida, is very flat.

I'm given my slip for breakfast, and I head up to the diner, which is not too full. I have orange juice, pancakes wrapped in apple sauce, bacon and milk. If you were to purchase breakfast, costs would be: "The American" (cereal and fruit, juice, Danish and coffee) @ \$2.95; scrambled eggs \$4.00; pancakes \$4.00; Old Fashioned Railroad French Toast \$4.00. The above is always served with orange juice and coffee. Service was very good this morning.

North of Jacksonville, we are now on double track, and we pass our first freight of the morning. When I return to my bedroom, my bed is gone and a newspaper is placed on my chair. In Jacksonville, I get off to walk around a very small and quaint station. During the night, a private business car was added to the train, and a SCL switcher took it off here in Jacksonville. It must be in the 70s now--I hope that it stays like this. We leave Jacksonville 15 minutes late and proceed over 10 tracks onto the Central line. Seaboard's marshalling yards here are huge, with a good portion devoted to container service. From Jacksonville, there is a lot of track-work being done, so we are now 45 minutes late. On walking through the train, I find that it is only about 50% filled.

On my return to my bedroom, after reading for most of the morning, the lunch menu is waiting for me. If you want to buy these items, the prices are: beef burger \$4.00; pork barbecue \$4.00; hot sandwich \$4.50; salad platter \$4.00; kids' lunch \$3.25. Desserts are the same as last night.

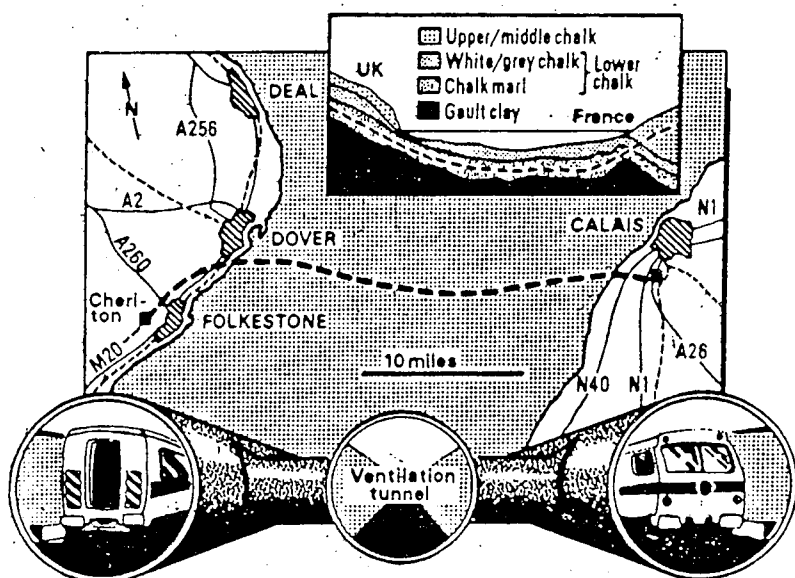
At Deland, Florida, we are further delayed as we have some passengers who are causing a problem, and the police are at the station. Across from the station is the Clyde Beatty Circus--there are a lot of trailers and other items that travel with the circus. We arrive at Sanford, Florida, southern terminus for the Autotrain. Arriving in is an old Union Pacific diner with all its windows broken. the Autotrain departs east of the station, where there is a whole setup, and even a vendor selling food, all ready for the 4:30 p.m. departure. All of the passenger cars are Heritage equipment, looking very clean. They use a dome car on the Autotrain, and they show movies. Across from the station, looking west, are six vintage passenger coaches, all boarded up and not in very good condition. North of Orlando, on the east side, in a siding, I count six business cars that are being restored.

I have a fast lunch, the beef burger, as they will be breaking up the train at Kissimmee. Finally I see the first orange and grapefruit groves from the train, but it is cloudy now. We pass the northbound SILVER METEOR south of Kissimmee--it has the same configuration and number of cars as this one. The breakup of the train takes place at Auburndale. and requires about 15 minutes. One section (engine and eight cars) goes to Tampa, and the remainder goes to Miami.

Between Sebring and West Palm, we pass two freights in the hole. We are still running late, but along this stretch we are travelling at 80 MPH. We are now pulling into West Palm Beach. The

porter is nowhere to be found. There are two other passengers getting off this car here. We all take our bags to the vestibule, where I open the doors and we all get off, bags in tow. The train departs with the vestibule door still open. Anyway, we arrived in West Palm Beach 30 minutes late.

Lounge cars on all Amtrak trains now close at midnight, instead of staying open all night; they open at 6:00 a.m. On-board announcements are made along the route, which makes for a pleasant trip. The on-board Service Director was most visible, making sure that everything was running smoothly. The nicest station along this route is in Winter Park, Florida. Most other stations, especially in Florida, need a good paint job and cleanup. Most Amtrak employees I spoke to are very concerned with President Reagan's budget and the plan to drop all Amtrak subsidies. The lobby effort in Washington is very strong in trying to keep all trains running; only time will tell. Other than the food quality (maybe Amtrak and VIA should give food preparation and service to an outside company) and the porter not showing, it was a most enjoyable 24 hours and 30 minutes.



# CHUNNEL

— FOR SURE!

by  
**Sandy Worthen**

Consequent upon world-wide media reports, the United Kingdom's Prime Minister Margaret Thatcher and France's President Francois Mitterand met in Lille, France on Jan. 20, 1986, to decide on the nature of the project which will realize the 105-year old proposal to build a "fixed link" under the English Channel separating England/Scotland/Wales from France. The options available were described in NEWSLETTER No. 430, August 1985.

While Mrs. Thatcher was enthusiastic about a rail/road connection (EUROROUTE's proposal), President Mitterand was not, being more "comfortable" with the financing of a rail tunnel (France Manche/Channel Tunnel Group: FM/CTG) as a first connection. More "comfortable"? Yes, about \$4.7 billion more comfortable, for the privately financed twin rail tunnels, some 31 miles long, are estimated to cost (1986) \$4.5 billion, with completion in 1993. Mrs. Thatcher agreed with Mr. Mitterand's position only after two weeks of intensive, tough negotiations, it was said.

Sir Nigel Boackes, Chairman of EUROROUTE, maintains that F-M/CTG "could never sacrifice all of the investment" in special railcars and termini for roll-on/roll-off railcars for private autos and trucks of different dimensions, which eventually will be necessary. Perhaps the UK and French governments will absorb this redundancy, together with the cost of duplicate road tunnels, if (when?) they are required.

At the decision making meeting at Lille, President Mitterand declared that the Chunnel Project was the "largest civil engineering project of the 20th Century." It may well be, although surely the Japanese National Railways' Seikan Undersea Tunnel between the main island of Honshu and the northern island of Hokkaido (32 miles) must be a close competitor for the title.

"Chunnelling" is scheduled to begin in the summer of 1987 at Cheriton, between Dover and Folkestone, England, and proceed for about 31 miles, 131 feet below the Channel floor to Frethun, France, near Calais. "About 40,000 workers are expected to be employed by the seven-year project which, with financing costs, perhaps could escalate to the \$9 billion range." This from the Reuter-AP news service.

Although not stated, it is assumed that train operation will be overhead electric; the voltage to be used is also unknown at present. However, it is planned to have a mixture of through passenger and freight trains, with special car and truck carrying shuttle movements at three-minute intervals between expresses. Twenty-four hour a day train operation would help to avoid daytime periods of intensive use.

F-M/CTG claims that London-Paris passenger transit time will be reduced to three hours, 30 minutes, which is faster than the quickest present day surface combination of train/hovercraft, which takes more than five hours to cover the 250 miles. TGV will improve on this time. The time in "Chunnel" will be 30 minutes, as compared to 75 minutes by classic ferryboat and 35 minutes by hovercraft. Critics of the France-Manche/CTG project say that it is a "missed opportunity", ruling out, as it does for the immediate future, a "roll through" tunnel for motorists and truckers.



## BOOK REVIEWS



VERMONT'S GRANITE RAILROADS by Robert C. Jones, Whitney J. Maxfield and William G. Gove. Published by Pruett Publishing Co., Boulder, Colorado. ISBN 0-87108-695-6. Hardbound, 8 $\frac{1}{4}$ "x 10 5/8", 277 + viii pages, about 300 photographs, 14 maps, 12 reproductions of printed matter, index, bibliography, appendix of 10 locomotive rosters.

Reviewed by John D. Knowles

This is a thorough New England shortline study with a strong text, outstanding photographic coverage and very extensive locomotive roster information. The book is dedicated to the late Elwin K. Heath of Barre, Vt., pioneer railfan photographer; many of his fine 1930s photos grace its pages, along with many later ones from prominent photographers. The pictures convey well the shortline atmosphere of the Montpelier & Wells River, the unusual granite quarries setting of the Barre & Chelsea, and the frugal nature of the latter day Montpelier & Barre.

The M&WR gave the Boston & Maine access to Vermont's state capital at Montpelier, while the Barre & Chelsea granite quarry switching operation featured movement of heavy loads down the steepest adhesion railroad east of the Mississippi. Other M&WR connections were Central Vermont at the west end and Canadian Pacific at Wells River. From time to time the connecting roads' trains had to be diverted over the M&WR for the usual reasons.

Opened in 1873 as a weak independent, M&WR later came under Boston & Maine influence. The line passed in 1925 to local management. There were various changes in majority ownership. Remnants went to short line operator Samuel Pinsly in 1956.

The Central Vermont's short branches competed directly with the west end of M&WR. Extensive information on the branches is therefore provided chronologically in the M&WR story.

Historical coverage on the parallel electric traction line at Montpelier and Barre is also included chronologically with the M&WR, along with several interesting electric car pictures, although the demise of the electric line in the devastating flood of November 1927 is not mentioned.

Switch engines owned by local industries are surveyed, with ample illustration.

The story is brought right up to date with coverage of the current state ownership of the remaining trackage and its operating contractor, the Washington County R.R., the principal customer of which is the Bombardier rail car plant at Lower Websterville. Even the recent runaway wreck of the Portland, Oregon light rail car is illustrated.

The photograph selection should satisfy locomotive buffs, both steam and diesel, but there are also numerous pictures of rolling stock, train movements, station and yard facilities. Many pictures are half page size. In summary, this is a personal favourite among the shortline books which I have seen recently.

TRI-TOWN TROLLEYS: THE STORY OF THE NIPISSING CENTRAL RAILWAY by Norman Helm

Published by Highway Book Shop, Cobalt, Ont. POJ 1C0

Reviewed by John A. Maclean

The Nipissing Central Railway has remained until recent times one of the most obscure of Canada's interurban lines: only in the past few years have a few pictures and snippets of information surfaced, usually in connection with histories of its foster parent, the Temiskaming and Northern Ontario Railway. This unhappy situation has now been remedied by the present slim, almost pocket sized, volume--a small book at a small price on a small railway.

The story unfolds in seven chapters, a preface and an epitaph, tracing the development of that portion of Northern Ontario adjacent to the shore of Lake Temiskaming served by the Nipissing Central, from its original settlement to the construction of the interurban line, detailing its operations and trials and tribulations--in which fires played an important part--and covering its agonizing final abandonment as automobiles and improved highways wrought their usual havoc. Considerable background information is given on the Cobalt area mining industry, which played a crucial role in the railway's fortunes, providing it with much of its traffic, and the almost total shutdown of which during the Great Depression of the 1930s provided additional impetus for the line's failure.

Details are provided of the several other local railways proposed for the area served by the Nipissing Central, but never built. Steamboat fans will find some information on the waterborne transportation on Lake Temiskaming which played an important role in the area before, and to a lesser extent during, the railway era. Little is said about the "other" Nipissing Central Railway, the never electrified line from Swastika to Noranda, Quebec, but which was always operated by the Temiskaming and Northern Ontario Railway as an integral part of its own system; thus its story properly belongs in histories of that railway.

A soft cover volume of about 145 pages, approximately 5 $\frac{1}{2}$ x8 $\frac{1}{2}$ ", Tri-Town Trolleys includes 37 photographs (all black & white, naturally), five neatly drawn maps, and a car drawing. This reviewer suspects that the side and end elevations are of different car types, the side view showing the original Preston "Prairie" type cars, while the end view is representative of the two larger and later cars featuring train doors and baggage compartments, exotic touches on a "grass roots" line such as the Nipissing Central. An equipment roster is provided, and while it contains more than a few gaps and question marks, it can only be welcomed as a worthwhile pioneering effort, in view of the paucity of information of this type available at this late date.



It is a matter for regret that the photographs, although numerous, have reproduced uniformly poorly: they are without exception dark, muddy and lacking in fine detail. While this might charitably be excused by reference to the age of most of the originals, it has to be noted that the author has included several of his own views of Nipissing Central remnants, and these show up just as poorly as the old timers. Despite these unkind words about photo reproduction, Mr. Helm's book represents a most welcome and otherwise well executed effort at documenting the life and times of one of Canada's less well known electric railways--both the author and the publisher deserve credit for shedding light on what has hitherto been an obscure part of the railway world.

THE HISTORY OF CANADIAN RAILROADS by Greg McDonnell

New Burlington Books, Canada, for Footnote Productions Ltd., 6 Blundell St., London N6, England 9"x12"; hard cover; colour dust jacket; index; acknowledgements; 159 pp; 36 1/3 pp colour, 220 variously sized black & white photographs. Publisher's price \$24.95; sold for \$12.99 by Coles the Book People, 90 Ronson Dr., Rexdale, Ont. M9W 1C1.

Reviewed by Sandy Worthen

The speed with which author Greg McDonnell takes the reader through the history of Canadian railways is matched only by the haste with which Footnote Productions Ltd. of London, England produced it (through New Burlington Books in Canada) for distribution via Coles-The Book People in the 1985-86 Christmas market.

There are errors in the text and picture captions, some unforgiveable, others trivial. The early history of the Champlain and St. Lawrence Rail Road (which will celebrate its sesqui-centennial this year) is covered in a mere column and a half. Mr. McDonnell says that the first train made the 14.5 mile trip to St. Johns, Quebec in 60 minutes which, if true, was a remarkable accomplishment.

There follows a brief consideration of the Nova Scotia mining railways, the earlier short lines in Eastern Canada and the original "Lakes to the Sea" line, the St. Lawrence and Atlantic/Atlantic and St. Lawrence (pp 8-9). Illustrations in this section include the often presented views of the 'Samson' of the Albion Ry. and 4-4-0 No. 6 of the A&StL R.R., circa 1856.

The Great Western Railway Company of Canada is described, somewhat extensively, on pages 10-15. Immediately thereafter comes the Grand Trunk Railway Company's story, pages 15 to 29, describing the assimilation of regional odds and ends such as the Montreal and Champlain, the Midland Railway of Canada, the Canada Atlantic, the Prince Edward Island Railway and the Intercolonial Railway.

The author's conception of the reasons for and methods of acquisition of these lines is rather original and somewhat different. Some of the illustrations presented are unusual, but most of them have appeared before. They were obtained from CNR and the Public Archives of Canada.

Now we come to the section on the Canadian Pacific Railway Company. While it is a pity to skimp on the history of such a monumental undertaking, there is a limit, to be sure, to what one can do in a book totalling just 159 pages. Questionable emphasis is placed on construction by Canada's Federal Government in the 1870s, and the whole scenario seems to read from east to west, with but brief reference to Andrew Onderdonk's superhuman efforts in the Fraser/Thompson River canyons.

The writing in this section becomes more and more dramatic, culminating in the formal completion of the railway the centenary of which was celebrated recently (Nov. 7, 1985) at a place called Craigellachie, in British Columbia's Eagle Pass. Thereafter, the acquisition of the Kettle Valley Ry. is described, which line formed a second trans-mountain line through southern British Columbia. Pictures in this section, as might have been predicted, are from Canadian Pacific Corporate Archives, with some from Federal and Provincial (Ontario and British Columbia) archives.

The story of Mackenzie and Mann's Canadian Northern conglomerate is detailed, but the account of its absorption into the hodge-podge of the Canadian National Railway Company in 1918 is simplistic. Mr. McDonnell's mortality figures for the various accidents to the Quebec Bridge are no more reliable than those of other recent writers on this subject. The decline and fall of the Grand Trunk empire is described as being due to a self-destructive course that effectively thrust the Company into the hands of Canada's Federal Government.

"New Frontiers", the next section, tells about the White Pass and Yukon Ry., but there is no effort to anticipate its fate. The Algoma Central, Temiskaming and Northern Ontario/Ontario Northland and Hudson Bay Railways (CN's Churchill line), the latter a sad tale, follow, with a glance at Western Canada enterprises, before an unexplained summary of intrusions of U.S. railways in various parts of Canada. The photographs are by Philip R. Hastings, and are excellent, as usual. Others from the Paterson-George collection are interesting.

No history of Canada's railways could be considered by rail enthusiasts and historians to be complete without a section on steam--and diesel--locomotive development. Mr. McDonnell concentrates on steam in this section, describing the "diesel deluge" in a subsequent entry. Photos of steam locomotives were furnished by Jim Shaughnessy, Phil Hastings, the Paterson-George collection, CNR, and Canadian Pacific Corporate Archives.

In the middle of all the black and white photographs, we come now to "The Album", which is a 16-page selection of colour photos of steam, diesel and electric motive power on various Canadian railways. Worthy of special mention are the views of Dale Sanders (BCOL's electrics), Norm Herbert (CNR steam, and "doodlebug" D-1), Jim Brown (Algoma Central's "Agawa Canyon/Snow Train") and the author (CP Rail trilevel autoracks, VIA's LRC, CN's Extra 9565 West). The diesel era on Canada's railways follows the colour section. Much of the information presented has appeared previously and, in fact, seems to be a straight repetition of data from other publications.

Illustrations are by Jim Shaughnessy, Phil Hastings, Bob Sandusky and Jim Brown, among others.

Mr. McDonnell's book concludes with a brief supposition as to what is happening/will happen to the railways (in some parts) of Canada. The author's optimism, alas, is silvered over with the pale cast of events. Several of the Quebec resource railways have run out of product to transport. Bad years on the Canadian prairies have frustrated Federal Government efforts to revive grain transportation to a marked degree. VIA, said to have inherited a "system of 15,389 route miles, serviced by 157 trains", continues to demand more government money, while still struggling to eliminate the bugs from Bombardier produced L and C and sometimes R trainsets. The politician giveth and the politician taketh away: blessed be the name of the politician! The author's optimism is commendable.

A small objection to this history of Canadian railways might be that it tries to condense some 150 years of events into 159 pages, including ample space for photographs. The second and more serious fault lies in the fact that the book cannot claim to be either a history or a picture book, but certainly it resembles the latter. Serious histories invariably contain bibliographies suggesting the sources of the information presented, together with an adequate "acknowledgements" section.

There are some excellent photographs in Mr. McDonnell's selection, but their arrangement by Footnote Productions' Art Director Peter Bridgewater betrays the latter as an art oriented rather than a rail oriented person. Many of the half page size photos are arranged across the "chasm" between the pages. Some are so small in dimension as to be invisible. And the "photo album" presentation (complete with fake adhesive corners!) and the hokey, ex-British Railways section title headings, are frivolous and unprofessional.

On the "plus" side, Mr. McDonnell is to be congratulated for his audacity in undertaking the task of writing an abbreviated account of the genesis and development of Canada's railways and for selecting a commendable spectrum of photos to illustrate the text. Shortcomings in the layout cannot be attributed to the author, unless he had final authority on this point.

And to end with the beginning, the author's colour photo on the dust cover of CNR Freight Extra 9606 East at Diamond, Manitoba in the winter of '81 has to be the best "wrong side of the light" shot of that or any other year.



As of Jan. 12, 1986 CN's portion of the Canada Southern officially became known as the CASO Subdivision, while the existing CASO Yard in Windsor was officially renamed the Van de Water Yard. The renaming of the yard is a tribute to the late George A. Van de Water, a CN official who spearheaded the effort (jointly with CP Rail) to purchase the 225-mile railway from Conrail. After many months of negotiations, some 96% of the former Canada Southern employees have been integrated into the various CN collective agreements. Finishing touches to the rail connections at Chatham and Fargo are being completed to allow CN access to the Canada Southern from the existing Chatham Subdivision over C&O trackage. CN's new international service to Detroit and points south on Grand Trunk Western lines started Jan. 27 with a daily train clipping several hours off previous freight schedules. Great Lakes Region and GTW marketing staffs are working closely in selling the service to prospective customers. An engineering study into the possibility of enlarging the Detroit Tunnel will be commissioned this year. Increasing the size of the tunnel would allow high cube cars to move through it and eliminate the need for costly barge service across the Detroit River.

rated into the various CN collective agreements. Finishing touches to the rail connections at Chatham and Fargo are being completed to allow CN access to the Canada Southern from the existing Chatham Subdivision over C&O trackage. CN's new international service to Detroit and points south on Grand Trunk Western lines started Jan. 27 with a daily train clipping several hours off previous freight schedules. Great Lakes Region and GTW marketing staffs are working closely in selling the service to prospective customers. An engineering study into the possibility of enlarging the Detroit Tunnel will be commissioned this year. Increasing the size of the tunnel would allow high cube cars to move through it and eliminate the need for costly barge service across the Detroit River.



--CN has agreed to turn over to VIA Rail the operation of nearly all passenger stations across the system. The agreement was struck in late December in the form of a 20-year renewable lease. It covers passenger station properties including land, buildings, platforms, parking areas and access roadways. Studies are underway to identify detailed space requirements and exact amounts of surrounding land to be leased. All field work will be finalized and should be approved by June 30, 1986. The stations

fall into one of three categories: (1) VIA takes total responsibility; (2) VIA has responsibility but CN will lease back required space to accommodate operating functions; (3) CN retains full control as the prime tenant. Of the 293 stations under review, 71 are in the Great Lakes Region. Initial studies show that all but Armstrong, Barrie, Hearst and Hornepayne will come under the control of VIA. A final dollar figure has yet to be negotiated but will be based on the net book values of the stations and paid to CN in a lump sum. CN will pay a share of maintenance and operating costs in relation to the portion occupied by it.



A new emergency alarm system is being studied for use at CN's MacMillan Yard, Toronto. The system will be designed to warn railway and other personnel of potentially hazardous situations. It will augment the current emergency procedures, sometimes referred to as the 'Red Book', already in place at the yard. Initial specifications call for a design to have the ability to isolate the yard in whole or in part, depending on the incident. The yard will be zoned into a number of areas, each one equipped with a siren, strobe and wind sock. The siren, with a wail different from any others now in use at the yard, will be backed by a flashing strobe to indicate the troubled area. A lit wind sock will also be used in order that personnel without access to telephone or radio communications will know which evacuation route to use. Plans are to use the diesel shops as the first test location later this spring.

--CN plans to install approximately 60,000 concrete ties between Foleyet and Armstrong, Ont. during 1986.

--Above items from CN Great Lakes Region News

--The Canadian Transport Commission has turned down CN Rail's application to discontinue Northern Alberta's historic "Muskeg Mixed" from Edmonton to Fort McMurray. Transport 2000 Canada's Alberta Branch opposed the service discontinuance in testimony presented by board member Bob Walker.

--Transport 2000 Alberta newsletter

# The Lake Erie Limited

by JOHN A. FLECK

After two successful runs from Erie, Pa. to Buffalo and return on the weekend of Aug. 11-12, 1984 with N&W J Class 611 and 24 cars (see my article in the January 1985 NEWSLETTER), it was great news to hear that the locomotive would run again on the weekend of July 27-28, 1985--this time originating in Buffalo, and running beyond Erie to Albion, Pa.

As I was a principal sponsor at a Filipino wedding on July 27 for the second time in three weeks, only July 28 was open for me. I woke early to a perfect sunny day which fortunately was not hot, and, after picking up Joel Rice and Jack Bell, headed out on the Queen Elizabeth Way for Buffalo. After an enjoyable breakfast downtown, we drove a few blocks to park near the convenient Exchange St. Station just south of downtown. Here 611 was waiting at the west end of a 25-car consist, as follows:

Locomotive 611 and tender; auxiliary tender; NW 1407, baggage/tool car (tape recording); TS 1730, coach, OW, 82 seats; NW 531, 531, 539, 540, 537, coaches, OW, 58 seats (537, 70 seats); RNRH 727, combine (snack), AC, 42 seats; RNRH 1210, coach, AC, 56 seats; NS 28, coach, AC, 64 seats; SOU 841, coach, AC, 52 seats; NS 1069, open car, 84 seats; SOU 4061, Baggage "Commissary" car (food/gifts); TSCX 290, combine, OW, 48 seats; GOLD 4806, coach, OW, 60 seats; FRHS 716, coach, AC, 76 seats; GOLD 4802, coach, OW, 70 seats; ACYX 721, coach, AC, 52 seats; LSR 6450, coach, AC, 64 seats; LSR 3920, coach, AC, 58 seats; GOLD 3370, snack/gift car; GOLD 4804, coach (replaced 5688), AC, 60 seats; PRR 8404, lounge, AC, First Class Only; PM 113, lounge, AC, First Class Only; ECTX 257, observation lounge, AC, First Class Only.

OW = Open Window, AC = Air Conditioned.

Having experienced the excitement of riding in the open sided car N&W 1070 on my previous trip, I headed immediately for the dark red car NS 1069 on this train. At 9:47 a.m., two minutes after the advertised, we started to back eastbound out of Exchange Street (where the former double track line has been reduced to single track) to new tracks built south of the old Central Terminal. Amtrak trains, which used to crawl through one of the platform tracks at Central Terminal, now use the new tracks, at a much higher speed. Soon after we stopped, three new tri-colour signals on a signal bridge changed to yellow over red over green and we proceeded forward, turning left to reach former Nickel Plate rails. Immediately after crossing the Buffalo Creek on a drawbridge, we entered a brand new interlocking called CP Draw, now used by Amtrak's LAKESHORE LIMITED and Conrail freights to reach Conrail's former New York Central main line to the west. The original former NYC routing through Buffalo to Erie and beyond was downgraded to a secondary line. Our train ran straight through and we soon gained speed through Hamburg. At Dunkirk, 41 miles from Buffalo, the train went around a long sweeping curve to the right and the open sided car provided a great view of 611 far ahead!

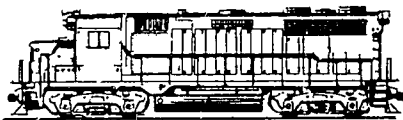
Eight and a half miles further on we stopped at Brockton for our first runpast. After most of the passengers got off, 611 backed her 25 cars down towards Buffalo and then roared past us with whistle blowing and smoke belching out. After boarding, we ran non-stop to Erie and stopped along 19th St. where many passengers got off for eating and shopping while we headed west another 14½ miles to Wallace Junction to turn south and climb towards Albion on the Bessemer and Lake Erie R.R. We stopped there for servicing, 10½ miles from Wallace Junction. Then, very surprisingly, we backed up almost two miles to Conneaut Jct. and were switched onto the same track which we used coming into Albion. We reversed and proceeded around a very tight curve (I understand that the rails were greased for this manoeuvre) to the B&LE line leading west toward Conneaut, Ohio. We reversed again to back towards Albion, then one last reversal to return to Wallace Jct., Erie and Buffalo. Had we backed out of Albion towards Conneaut, only one reversal would have been necessary before heading around the tight curve, pointed in the right direction for Buffalo. As a result, we stopped in Erie to pick up the eaters and/or shoppers 45 minutes late at 4:30 p.m. This line runs through Erie along the middle of 19th St. and the railway crossing signals at each intersection show "No Left Turn" for traffic using 19th St. The CR line runs through Erie on a private right-of-way.

We were informed that there were eastbound Norfolk Southern freights behind us, so we cancelled the planned runpast at Silver Creek, N.Y. and ran non-stop to the Belt Line at Buffalo's Central Terminal where we reversed to back to Exchange Street, stopping there at 7:04 p.m., just four minutes later than scheduled! Congratulations to the Buffalo Chapter, NRHS for a most enjoyable trip and we look forward to more excursions in the future!

A few corrections to note in my previous articles: the fourth line from the bottom on Page 11 of the September 1985 NEWSLETTER should read "the first two being of the searchlight type". The second line in the fourth paragraph on page 10 should read "the Bronx" instead of Brooklyn. Shame on me as this was during my 56th visit to New York City!

On page 7 of the January 1986 NEWSLETTER, I omitted the second reason why I could not ride No.2 to Montreal from Ottawa and No. 39 back, that being that No. 2 often ran so late that it would arrive in Montreal after No. 39 left for Ottawa! Also, thanks to some fellow members with sharp eyes and sharp cameras, I learned that VIA No. 9 does not go into MacMillan Yard to make its wye movement. It does proceed past Snider just far enough so that it can back around the curve from west to south on the Newmarket Sub. and then proceed straight north to Barrie and beyond.

My next article will detail my October 1985 trip to California, during which I rode the Eureka Southern (formerly the Northwestern Pacific R.R.) and the new Sumitomo gallery cars between San Jose and San Francisco.



# Motive power and car equipment

## SUMMARY OF CP RAIL MOTIVE POWER, 1986

Road No.	Model	Class	Bldr/Date	Notes	Road No.	Model	Class	Bldr/Date	Notes
1200-1205	SW9u	DS-12a	G 53/82-3	x7400s Nio	4700-4719	M636	DRF-36a	M 69-70	
1206-1210	SW1200RSu	DS-12	G 58/81	x8100s Nio	4720-4729	M636	DRF-36b	M 70	
1211-1214	SW1200RSu	DS-12	G 58/82, 4	x8100s Nio	4730-4737	M636	DRF-36c	M 70	
1237-1239	SW1200RSu	DS-12	G 59/81	x8100s Nio	4738-4743	M636	DRF-36d	M 70	
1240-1245	SW1200RSu	DS-12	G 59-60/82	x8100s Nio	4744	M640	DRF-36d	M 71	
1246-1251	SW1200RSu	DS-12	G 59-60/84	x8100s Nio	5000-5001	GP30	DRS-22a	G 63	x8200-01:2
1268-1276	SW1200RSu	DS-12	G 58-60/85	x8100s Nio	5002-5013	GP35	DRS-25a	G 64	x8202-13:2
1500-1501	GP7u	DS-15	G 52-53/80	x8400s Nio	5014-5023	GP35	DRS-25b	G 65	
1502-1505	GP7u	DS-15	G 53/81	x8400s Nio	5024-5025	GP35	DRS-25c	G 66	
1506-1509	GP7u	DS-15	G 52-53/82	x8400s Nio	5400-5414	SD40	DRF-30x	G 69, 71	xQNS&L 204-218
1510-1511	GP7u	DS-15	G 52-53/83	x8400s Nio	5500-5531	SD40	DRF-30a	G 66	
1512-1516	GP9u	DS-17	G 54-56/80	x8509/8627 Nio	5532-5564	SD40	DRF-30b	G 67	5560:2 is SD40-2 G 81
1517-1533	GP9u	DS-17	G 54-57/81	x8484/8703 Nio	5565-5588	SD40-2	DRF-30g	G 72	5584:2 is SD40-2 G 83
1534-1546	GP9u	DS-17	G 54-56/82	x8494/8638 Nio	5589-5628	SD40-2	DRF-30h	G 72	5593:2 is SD40-2 G 85
1547-1567	GP9u	DS-17	G 54-58/83	x8483/8819 Nio	5629-5658	SD40-2	DRF-30j	E 72	
1568-1588	GP9u	DS-17	G 54-57/84	x8492/8700 Nio	5659-5674	SD40-2	DRF-30k	G 73	
1589-1610	GP9u	DS-17	G 54-58/85	x8487/8818 Nio	5675-5717	SD40-2	DRF-30m	G 74-5	5693:2 is SD40-2 G 83
1691-1694	GP9u	DS-17	G 59/80-85	x8830s Nio	5718-5757	SD40-2	DRF-30n	G 75	
1800-1805:2	RS-18u	DRS-18	M 57-58/80	x8700s Nio	5758-5777	SD40-2	DRF-30p	G 76	
1806-1811	RS-18u	DRS-18	M 57-58/81	x8700s Nio	5778-5789	SD40-2	DRF-30r	G 78	
1812-1818	RS-18u	DRS-18	M 57-58/82-3	x8700s Nio	5790-5799	SD40-2	DRF-30s	G 78	
1819-1826	RS-18u	DRS-18	M 57-58/84	x8700s Nio	5800-5805	SD40-2	DRF-30m	G 74	
1827-1834	RS-18u	DRS-18	M 57-58/85	x8700s Nio	5806-5835	SD40-2	DRF-30k	G 74	
3000-3005	GP38	DRS-20a	G 70		5836	SD40-2	DRF-30m	G 74	
3006-3020	GP38	DRS-20b	G 71		5837-5859	SD40-2	DRF-30q	G 77-8	
3021-3040	GP38-2	DRS-20c	G 83		5860-5864	SD40-2	DRF-30r	G 78	
3041-3135	GP38-2	DRS-20d	G 85-6		5865-5879	SD40-2	DRF-30w	G 84	
4200	C424	DRF-24a	M 63	x8300	5900-5914	SD40-2	DRF-30s	G 79	
4201-4232	C424	DRF-24b	M 65		5915-5949	SD40-2	DRF-30t	G 79	
4233-4248	C424	DRF-24c	M 65-6		5950-6024	SD40-2	DRF-30u	G 80-1	
4249-4250	C424	DRF-24d	M 66		6025-6054	SD40-2	DRF-30v	G 83	
4500-4507	C630	DRF-30c	M 68		6055-6069	SD40-2	DRF-30w	G 84-5	
4508	M630	DRF-30d	M 69		6700-6703	SW8	DS-8a	G 50	
4509-4512	M630	DRF-30e	M 69-70		6704-6709	SW8	DS-8b	G 51	
4550-4553	M630	DRF-30d	M 69		6710-6720	SW900	DS-9a	G 55	
4554-4555	M630	DRF-30e	M 70		6800-6801	F7B	DS-15	G 52-3/83	
4556-4557	M630	DRF-30f	M 70		7015/7024	S2	DS-10b	A 44	most retired
4558-4563	M630	DRF-30e	M 69	x4513-16, 74-5	7052/7064	S2	DS-10e	A 47	most retired
4564-4569	M630	DRF-30f	M 70	x4576-4581	7076/7095	S2	DS-10h	M 49	most retired
4570-4573	M630	DRF-30d	M 69		7099/7114	S4	DS-10k,m	M 49, 52	most retired

Road No.	Model	Class	Bldr/Date	Notes
8013-8018	RS-23	DRS-10b	M 59	
8019-8031	RS-23	DRS-10c	M 59	
8032-8046	RS-23	DRS-10d	M 60	
8100/8130	SW1200RS	DRS-12a	G 58 many	rbld to 1200s
8131/8146	SW1200RS	DRS-12b	G 59 many	rbld to 1200s
8147/8171	SW1200RS	DRS-12c	G 60 many	rbld to 1200s
8200-8204:3	GP9u	DRS-17	G 54-6/81-4	x8492/8619 Nio
8483/8521	GP9	DRS-17a	G 54-5 many	rbld to 1500s
8522/8546	GP9	DRS-17b	G 55 many	rbld to 1500s
8611/8635	GP9	DRS-17c	G 56 many	rbld to 1500s
8636/8708	GP9	DRS-17d	G 57 many	rbld to 1500s
8729/8748	RS18	DRS-18a	M 57 some	rbld to 1800s
8749/8800	RS18	DRS-18b	M 58 some	rbld to 1800s
8801/8823	GP9	DRS-17e	G 58 some	rbld to 1500s
8825/8839	GP9	DRS-17f	G 59 some	rbld to 1600s
8921	RSD-17	DRS-24e	M 57	



-Compiled by Don McQueen  
-From Tempo Jr.

### General Notes:

**Road No.** / = breaks in numerical order caused by system gaps, sales, rebuilds, or retirements.

:2 = Second use of road number etc.

**Class:** all sub-classes are shown if the group is still in service Jan. 1986.

D = Diesel-electric locomotive;

RF = Road Freight service

RS = Road Switcher service

S = Yard switcher service

00 = horsepower to the nearest 100's

a-z = subclass, in order of acquisition.

**Builder and Date:** (Bldr/Date)

A = Alco-GE

G = GMDL (GD)

E = EMD-GM

M = MLW

'19' not prefixed to date built for clarity; date appearing after the slash is the rebuild date.

### Notes:

x = ex, or formerly

Nio = Not in numerical order (referring to the old numbers)

rbld = rebuilt

A historical roster can be found in Extra 2200 South Magazine, Issues 81-82-83, or Trackside Guide, Bytown Rwy Society.

An individual roster can be found in Murray Dean & David Hanna: Canadian Pacific Diesel Locomotives, Railfare 1981.

### INDONESIAN-BOUND DIESELS ROLL OUT OF LONDON PLANT OF GMD

by Doug Page and Mike Lindsay

On Feb. 26, 1986, a ceremony at GMD in London marked the rollout of the first of a 15-unit order for Indonesia. The ceremony, which involved an order for 626MC-2 locomotives (see April 1986 NEWSLETTER, page 2) was attended by representatives of the government of Indonesia and its state owned railway. The units were custom built by GMD for hauling coal trains on a 410 km line in Southern Sumatra, from the Bukit Asam mine to a new port at Tarahan. From there coal will be shipped to Suralayo to fuel an electrical generating plant.

The units are of a very squat design, to meet bridge clearances on the line, and are painted in a yellow livery with green stripes. The \$23 million order was financed through the Canadian International Development Agency. All of the order was to be crated and shipped this spring. The next order at GMD will be for CP Rail, followed by 20 units for Botswana in Africa. After that, the much-awaited order for VIA's F40PHs will be started.

EQUIPMENT NEWS by Bruce Chapman and Ron Lipsett

VIA Power Notes: --FPA4 6760 is in the shops for wreck repairs following damage at Haley's, Ont. on Train No. 1.

--VIA units involved in the Quebec head-on (Feb. 15, 1986) were 6789 and 6637 on Train 15. The resulting fire in snack bar coach 3246 spread to a Dayniter coach coupled to it.

--VIA has called for tenders for 10 additional diesel units, with bidding having closed by Apr. 2. In all likelihood they will be a further order of GMD F40PH units.

--On Jan. 8 VIA No. 4 with 6623 had a fire at New Westminster, B.C. The fire was extinguished within 50 minutes by the fire department, but not before there had been heavy damage to the unit.

--VIA is leasing from CN on a long term basis: M420 2508 for Gaspé coast (Quebec) service on Trains 16-17; SW900s 7942, 7943 at Mimico (Toronto) for switching service; F7AU's 9151, 9158, 9163, 9168, 9176 for Winnipeg-Churchill service; GP40s 9316, 9317 for Eastern service; on a short term basis, VIA had 9160-9161 as well as GP40-2's 9411, 9412, 9416, 9420, 9423, 9425, 9430, 9431 for Eastern service.

--British Leyland Railbus No. 75 was under test in late February from Jonquieres to Chicoutimi, Quebec. The unit will later be sent to Northern Manitoba for further testing. VIA seems impressed, but Amtrak was not, reporting poor traction on wet or icy rails, and poor acceleration.

CN Power Notes:--HR-616 2116 was severely damaged by fire at Pelletier, Quebec on Feb. 5; the unit may be retired.

--CN 2024 was at MacMillan Yard, Toronto on Feb. 20 with the left side of the cab showing apparent sideswipe damage. The same day, 8707 suffered similar damage at Gordon Yard, Moncton, N.B.

--At Gordon Yard: RS18's 3621, 3628, 3642, 3644, 3645, 3668, 3678, 3639 were returned to service; 3639 and 3830 were out of the paint shop on Jan. 18 and 22 respectively. At present, there are 65 units in the Moncton scrap line.

--Presently stored out of service at Moncton are RS18's HYB 1762, 1767, 1781.

--CN retired a total of 141 units in 1985, 64 prior to November, 77 by Nov. 13. The locomotives were:

RS18: 3105, 3112, 3116, 3117, 3619, 3634, 3638, 3658, 3649, 3660, 3662, 3670, 3680, 3685, 3692, 3695, 3697, 3699, 3700, 3705, 3706, 3709, 3714, 3716, 3722, 3724, 3730, 3734, 3737, 3743. Of these units the following were sold by CANAC to Peru for parts: 3112, 3722, 3724, 3730, 3734, 3743.

C424: 3201, 3206, 3208, 3214, 3216, 3218, 3232, 3235, 3237, 3239.

GP9: 4210, 4215, 4245, 4271, 4274, 4275, 4300, 4306, 4311, 4320, 4334, 4337, 4352, 4362, 4364, 4366, 4367, 4370, 4372, 4376, 4395, 4405, 4416, 4473, 4474, 4489, 4499, 4516, 4525, 4579, 4586, 4587, 4588, 4610, 4611 (last two ex-NAR 209, 210). SW8: 7155. SW900: 7608

--Recent CN Transfers: 1065 Symington to Calder; 1204, 1205, 1206 London to Toronto; 1207, 1247, 1338, 1339, 1346 Sarnia to Toronto; 1250, Symington to Toronto; 1311, 1312, 1313 Toronto to London; 1314 to 1318 Toronto to Sarnia; 7913, 7923 Montreal to Toronto; 9100 to 9104 Symington to Calder; 9164-9165 Calder to London East; 9166-9167 Calder to Toronto; slug 404 Symington to Toronto; slug 457 Symington to Pointe St. Charles for rebuild; 1211, 1271 Port Mann, B.C. to Symington; 1217, 1218, 1220 Pt. Mann to Calder; 9160, 9161 Calder to Symington.

CN News--The railway has embarked on a major switcher rebuild program to combat the impending retirement of many GP9 and SW1200RS units that have come to the end of their useful lives. At Pointe St. Charles Shops several GP9s have been rebuilt and renumbered to mate with slug units for heavy switching. Also, a most interesting unit for railbuffs may emerge, incorporating frames of retired 1200s and hoods from retired GP9s: 7300, ex-1241 and 4233; 7301, ex-1292 and 4269. Up to six more are to be done, depending on the success of the initial pair.

--Two MLW S3 slugs, 354 and 355, are to receive trucks from retired GMD switchers and are to be renumbered 700 and 701, then assigned to Neebing Yard (Thunder Bay), replacing 455, 456, required for the rebuilding program.

--CN tested two CR GE C32-8 units, 6618 and 6619, for a period earlier this year. The engines were seen around Toronto on various trains while being tested. CN loaned CR SD40-2s 5331 and 5332 in exchange.

--New SD50 deliveries: 5433, Jan. 16; 5437, Jan. 16; 5438 Feb. 5; SD60 9900 Jan. 7; on the same day 9901 was returned to DDGM for repairs; 9903 arrived Feb. 18.

--CNR 4-8-2 6060 is now at Jasper, Alta. for repair work, and was expected to be in Vancouver in May for SteamExpo at Expo '86.

--CN units on Train 240, involved in head on collision with VIA No. 15, Feb. 15, 1986: 2538, 2012, 2504; all are to be repaired and returned to service.

--Rebuilt S13 8711, ex-8502, was out of Moncton Shops Dec. 16, 1985; three more GMDs have now been rebuilt using AIA trucks: 1113, ex-1013; 1179, ex-1079; 1150, ex-1050 (1179 ex-NAR).

BRITISH COLUMBIA RAILWAY NOTES

--On Nov. 4, 1985, BCR Train 23 hit a large rockslide in fog near MP 63.6 Leading unit SD40-2 751 rode up the rock debris and slid down a 100 foot embankment with the crew riding; no injuries to headend crew. The second and third units, 761 and M63C 705, went halfway down. All engines were lifted back up to the tracks and taken to Squamish Shops for repairs.

--On Dec. 22, 1985, near MP 40.75, at the north end of Squamish Yard, southbound Omineca-Vancouver freight hit RS10 579, which was switching the yard. The 579 wound up sideways and is to be retired. The units on the mainline train, M630 721 and SD40-2 762, ended up on their sides with the third unit, C425 810, derailed upright, along with 10 cars.

--As if these weren't enough problems to keep them busy, BCR then had a third pileup, on Dec. 24. Train 23, with 754-714-706, hit a broken rail near Clinton, MP 235.3. At this wreck 714 and 706 derailed, along with 19 cars.

--BCR has retired all RS3 and RS10 units, thus ending the story for mainline MLW first generation power in Canada. RS10s 585-586 were sent to Squamish for storage. Seven 1600 hp units were tendered for sale by Mar. 14.

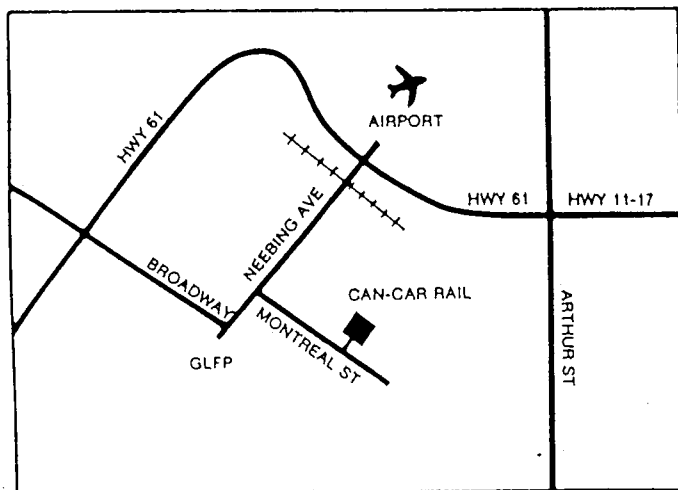
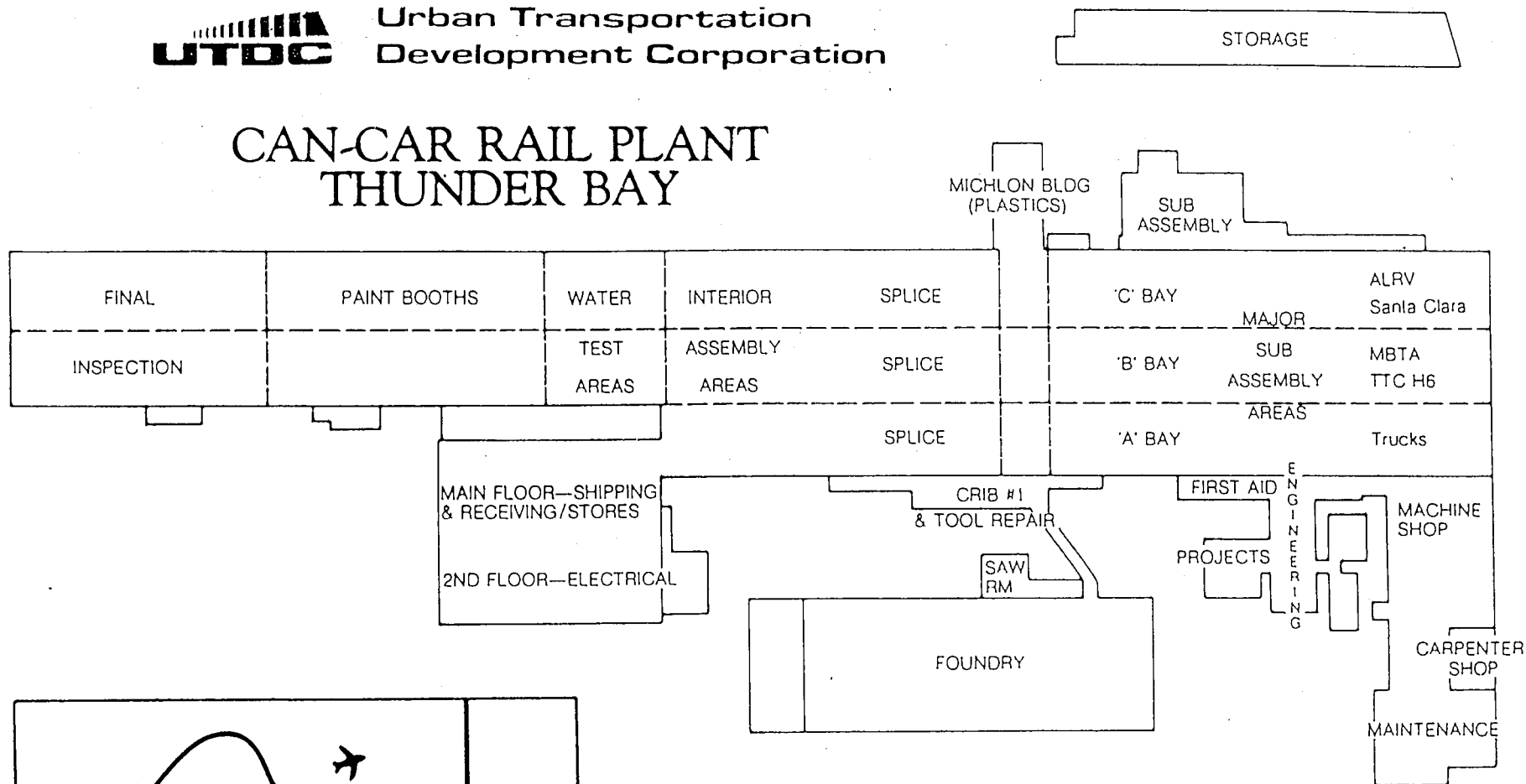
--C425 810 may also be retired, with plans for three more 800 series C425s to go by 1987, and perhaps M420s 640-647. Four C425s, 801, 804, 805 and 812 have been modified and rated at 2200





Urban Transportation  
Development Corporation

## CAN-CAR RAIL PLANT THUNDER BAY



Schematic diagram of UTDC's Railtrans Division's Can-Car Rail plant at Thunder Bay, Ont. Once an aircraft assembly plant, the facility was the scene of Canadian Car-Brill bus and trolley coach production in the immediate post-WW II years, and was used to finish up one series of PCC cars, viz. TTC 4400-4499. In more recent years the plant had been used by Hawker Siddeley Canada Ltd. for the production of railway and rail transit equipment, the function being continued by UTDC. Note the car series identified as under assembly in 'B' and 'C' bays. --UTDC diagram

hp instead of 2500 hp.

--New repaints in BCR red/white/blue scheme are M420B 683 and M630 717. Some BC Hydro units are to receive this livery as well.

--BCR has shown interest in running the Flying Scotsman from Vancouver to Squamish this year (with the way they wreck units it might be required for freight service !!).

#### ONR NOTES

--ONR FP7 units of the NORTHLANDER trains are now sporting ditch lights on the head end. The lights are mounted on circular "cans" similar to those on the tail ends of the original TEE locomotives.

--ONR is now using the following ex-VIA cars: 425 lunch-counter dorm, now ONR 1602:2, MofW; 9476 baggage-express, now ONR 1615, MofW; 9604, baggage with end door, now ONR 413 baggage; 9602 baggage with end door, now ONR baggage 414.

#### CP RAIL NEWS

--RS18U 1828 was sent to the Dominion Atlantic Ry. Feb. 15 for work train service.

--B&O 3718 arrived on the CP Feb. 20; 3714, 3717 on Feb. 21.

--NS SD60 units on test to CP--schedule of operation: arrival Apr. 14. These units have extended range dynamic brakes and were to be partnered with Mechanical Test Car 66 (ex-Amtrak), running long hood forward, 70 mph maximum. They are 3850 hp units. After application of ditchlights at Toronto, plus testing circuits to car 66, they were scheduled to operate to Winnipeg on Train 401 on Day 4. Days 6-8, test on Winnipeg-Bedbury line; days 8-9-10 work to Alyth (Calgary) on Train 481; days 11-14, Alyth-Vancouver and return; days 14-18 Alyth-St. Luc (Montreal) on Train 482; day 18: one unit for static fuel test, the other prepared for adhesion test. One unit then could be sent home to NS. On days 20-24, test other unit on M&O Subdivision. Day 25: removal of ditchlights and deadhead home. Day 27: delivery to NS at Detroit.

--Delivery of new units: GP38-2 order: 3086, 3087 Mar. 17, 3088, 3089 Mar. 19.

--Leased B&O power continues to roll in and out of storage lines, with more units coming back from Morrison-Knudsen. B&O 3707 and 3716 arrived in Toronto on Mar. 18; they are now allowed to lead; the 3712 is also now allowed to lead. The 3733 is at Ogden Shops for an engine change.

--CR leased units: 7770 went home in February, due to fire damage; 7771 was sold to the Ann Arbor. The 7810 may have to go to Angus Shops for generator work; 7823 is currently at Angus while 7763 is out of service with engine damage; this unit might also be repaired by CP.

--CP Rail continues to write off MLW 'S' series switchers at a fast rate; on Feb. 26 Thunder Bay units 6563, 6564 were retired; 6619 was tied up at Sutherland, Sask. on Feb. 26; it was a former Prince Albert unit. Winnipeg units: 7112 tied up Mar. 8; 6620, 7034 to be retired; 6583 sold Feb. 17; 6592 sold for scrap Feb. 21 to Stelco, Edmonton; 6580, 6609, 7034 sold to General Scrap and Car Shredder, Transcona, Man.

--On Mar. 3 engines 7080, 6529, 6612, 6537, 6545, 6588, 6594, 7090, 7099, 7107, 7108, and 7089 were sent to Sidbec Dosco; on Feb. 27 6509, 6527, 6549, 7011, 6552, 7029, 7032, 7061 were sold to IW&S Ferrous Ltd., Hamilton.

--CP hopes to install PTC (Positive Traction Control) in up to 40 SD40-2s.

--CP units now in EXPO paint (all six that were planned): 5610, 5614, 5647, 5698, 5748, 5775.

--Another generation of Master-Robot equipment is now in service on CP; called EPROM 2, it has now been applied to Masters 5805, 5811, 5871 and Robots 5760, 6058, 6059.

#### TORONTO AREA SIGHTINGS by Ben Mills (on CP North Toronto Sub. unless otherwise specified).

Mar.1: CP 5945-4569-3075 wb; 5509-8921 right behind. Mar.2: CP 7028, 8142, 8162 Lambton Yard. Mar.3: CP 5522-5502 eb. Mar.4: CP 5561-QNS&L 205-CP 5546-8921 wb, complete consist of empty autoracks; 8133 Leslie & Commissioners. Mar.5: 9586-9464 (CN) idling Don Yard. Mar.6: CP 5949-ACR 184 eb. Mar.7: CN 7728 Commissioners & Don Rdwy. Mar.8: CP 8142-8123-8124-8153-8167-1246 Lambton Yd. Mar.9: CP 6021-B&O 3712-3737-CP 6033 wb, no train. Mar.10: CP 5991-5902-4704; CP crane 45101 at Cambridge. Mar.11: CP 5968-5909-B&O 3735 eb; 8162 and three cars. Mar.12: CP 3041-B&O 3715-CP 5406 eb; 1578 at container terminal; at Mimico: CN 9316, 7942-7943, VIA 6919; CN 4533 at Kipling Ave. with two cars of rail. Mar.13: VIA 6902 and three cars eb from Union Stn; CP 5533-B&O 3736-CP 5512 eb. Mar.14: CP 1805-1821-B&O 3737-3731. Mar.15: Soo 6623-CP 5698-5551-5929 wb all containers; CN 3678 Castlefield Ave. Mar.16: CP 8162-8139 and about 10 cars, Don Valley; TTC 4340, 4541, 4474 large nos.; Soo 6622-CP 5504-Soo 6619 all containers. Mar.18: CP 5999-4569-B&O 3731-3721 eb; CP 5539-CR 7815-B&O 3735 eb; CP 1537 @ container term. Mar.20: CN 7729 Union Stn. Mar.21: CP 5540-5509-6021 eb; Mar.22: CP 8783-4231-caboose 434730 wb. Mar.23: CN MacMillan Yd.: 1246-1245; 9435-9512-9420 out to east. Mar.24: CP 8162 Leslie & Commissioners; CN Mac.Yd.: 1328 out to north; Don Valley: 9439-9541 sb on CN. Mar.25: CP 8162 and wooden caboose 437076, Leslie & Commissioners. Mar.26: CP 1805-CR 7807-7815-CP 5533 no load wb; 5541-5937-5519-4705-B&O 3719-3737 eb. Mar.27: CP 4512-4728-B&O 3737-CP 4741 eb. Mar.28: CN Mac. Yd: 9546-2517-2506-9167-caboose 79381 in from west; 1207-1214; 9588-9561-4103 out to east; 9509-9442-9521 in from east. Mar.30: Mac.Yd.: 9555-9535-5238-5148 with iron ore train out to west. Mar.31: CP 5506-5519-1517-caboose 434311 wb. Apr.5: CP 4220-4216-4247 and eight vans incl. 434042, 438511 eb; 5511-B&O 3714-CR 7724 wb. Apr.7: CP 5548-5989 wb no loads; CN 9408 switching @ Castlefield & Caledonia. Apr.8: CP 8142 Leslie & Commissioners. Apr.11: CP 5540-4236-caboose 434661 wb; 1833-caboose 434625 eb. Apr.12: Bathurst St. Bridge: CN 4484-VIA 6516 eb; @ Parkdale: CN 9439-3678-4569-caboose 79792, Business Car 94 in front of caboose; CP 4232-4238-4234-caboose 434017 (about 10 cars), Parkdale; CP 1825-4215 eb no load; at Lambton: CP 8133-8147-8167-1240. Apr.13: Mac. Yd: CN 5258-9485-9415 in from west; 9534-2308-2328-3124 left yard; 9409-9581-9407 out to west; LASER 9414-9400-9402-caboose 78118, about 10 cars, in from west. Apr.14: CP 5921-5925-4509-4722 eb. Apr.16: VIA 6923-6912 eb to Montreal; CP 5922-B&O 3711-caboose 434588 eb. Apr.18: CN 7952 wb to Union; CP 4731-5531-5526 wb; CN 9186-9187 at Don Valley Weigh Scale; CP 8133-caboose 434037-8167 downtown area. Apr.19: CP 1610-8123 moving flats at container term.; 8921-4726 arriving. Apr.20: Soo 6618-CP 5400-5545-caboose 434422 (consist about 30% containers) wb; 4556-ACR 184-caboose 434145 wb; 4702-5529-caboose 434813 work train wb.

(The foregoing list verified against CP Rail maintenance sheet and CN list MP-175).

HAMILTON AREA NOTES--by Mike Lindsay and Doug Page

--Throughout March, CN 9400 series GP40-2s appeared to be the primary motive power on conventional VIA trains in the Toronto-Sarnia-Windsor corridors. Also, on weekends, Trains 71, 73, and 659 (and their return counterparts) ran with leased GO bilevel equipment. As a result, GO pressed more of their old single level cars back into service; for example, Train 971 (Pickering-Hamilton) ran with single level cars behind an ex-Rock Island GP40 and an APCU on Thursday, March 27. That morning, VIA 71 ran with 11 GO bilevels, two GP40s and an APCU. Other strange consists in March: on the 18th, No. 81, the INTERNATIONAL, ran with only two Amfleet coaches: the next day, a VIA FP9 headed the regular consist (wonder how far west it went ?)

--VIA's oldest coaches, 4890-95, have once again been making appearances in Southwestern Ontario. These cars, built by Canadian Car & Foundry in 1930, were regulars on the Campers Specials out of Winnipeg the last few summers. Originally built as "BAY" series lounge cars, they have outlived many newer cars as they were equipped with modern air conditioning during one of their many rebuildings. In 1982, they became 62 seat coaches after serving for many years as club lounges used in conventional Tempo train service. At that time, they carried the following names: GREAT SLAVE LAKE, CARIBOU, MUSKOKA, ONTARIO, LAKE COUCHICHING and LAKE MAKAMIK. Easy spotting features: very high roofs, six wheel trucks, and irregular window spacing on carbody.

--CN 'F' units are appearing in the Toronto-Hamilton area with some regularity. F7s 9175 and 9177 have been powering Don Yard based transfers. Blinded F units (controls, glass and number boards removed) 9100 and 9103 have been through this area within recent weeks. Two of the Fort Erie based F7Bs were put back into service in mid-March. Rumour has it that Hamilton-based Train 444 will have its GP9s replaced by F units in the near future.

--One of VIA's ex-CP FP9s, 6557, has been used in Southwestern Ontario service for much of March--lots of red paint showing through the VIA blue.

--CN GP40 9316 failed at Glencoe, Ont. on Good Friday while leading VIA 74 (which is normally an LRC). RS18 3124 was sent out from London for a rescue mission and the train arrived at Toronto Union Station 2 1/2 hours late.

--Sperry Rail Service Car 124 worked much of the Hamilton area March 26, 27, and 28.

--GO commuters between Pickering and Oakville/Burlington can expect some offpeak delays until mid-August as CN continues into the second year of a three year major track rehabilitation program. Many Oakville trains will terminate at Clarkson, with a shuttle bus running between Clarkson and Oakville. (GO doesn't say if the connecting Hamilton bus will run through to Clarkson). In the east, some trains will be terminated at Guildwood with a shuttle bus serving

to  
P. 18UPDATE ON SOCIETY NEWS

as of April 27, 1986

Car 13--As mentioned in the April NEWSLETTER, the Society had received an offer to purchase 13 from Car Custodian Mal Marchbank, and we had agreed to consider this offer. At a recent Directors' meeting, it was agreed that the value of the car exceeded the amount of Mal's offer, and accordingly it was declined. However, due to Mal's special interest in the car, it was decided that he would have the first opportunity to submit a higher offer, should he decide to do so.

With regards to moving of Car 13, it has left its former berth at the Toronto Terminals Railway siding downtown, and is currently stored in a CPR yard. Before the car could be moved into its new home at an Ontario Hydro yard, it was necessary to install about 30 replacement ties at the switch, plus ballast. This work was specified by the CPR before they would move the car in. Much of this work has already been completed and Car 13 should be moved in shortly. It should be quite secure here, as the car will be completely fenced in; unlike the previous location, there is no restriction on access.

Members will be kept fully informed on the Car 13 situation as it develops in the coming weeks, and should the Directors decide to consider further offers for the car, all of the details will be presented to the membership, including the Society's costs associated with the car. In the meantime, any members with views concerning the car--keep or sell-or any suggestions, etc. are urged to write the President.

Toronto Civic Railways Book--The Directors have approved production of this book, and the printer is expected to commence typesetting shortly. It is expected that copies will be available about Aug. 1. The soft cover version will retail for \$19.95, the hard cover for \$24.95; however, Society members will be offered a special pre-publication discount. Watch for details. As mentioned last month, all possible avenues for marketing the book are being explored; members with any suggestions in this regard are urged to communicate them to the President.

1987 Calendar--After considerable discussion, your Directors have approved the production of a calendar, similar in format to that issued in 1986. However, to avoid the possibility of a surplus, we are going to have only the minimum number printed--500 copies. Due to financial restrictions, the calendar will not be given to members this year, but will be offered for sale to one and all. As approximately 500 1986 calendars were sold "over the counter" to hobby shops, to members wanting additional copies, and to the general public at the CRHA Hobby Show, etc., we are confident that the press run of 500 for the 1987 calendar will sell out. The calendar, being produced by member Dave Stalford, will be available later this summer, and details on price, ordering, etc. will be provided in the near future.

St. Clair Avenue Station--A two-year lease for our office space in the basement has been signed with CN, mutually cancellable on 30-days notice. Negotiations have begun with the railway in an attempt to resolve the problem of the lack of heat in winter.

Further news on the above topics will be provided in the JUNE NEWSLETTER. Stay tuned!

--John D. Thompson, President



# UCRS and other events and activities

by Ed Campbell

Toronto members were treated to another excellent slide program by Pete Jobe at the April 18 meeting. The show started with Western Canada scenes, among which there was a particularly interesting sequence showing diverted CN trains operating over CPR trackage during the immediate aftermath of the Hinton, Alta. head-on CN-VIA collision. Each CN freight had a CP unit on the point as a "pilot", and one tail end view caught CN and CP cabooses in tandem. Also of interest were the empty carboodies (on trucks) of CP passenger 'F' units 1416 and 1424 on display in original livery in a park in Medicine Hat, Alta. The show then moved to Southern Ontario, Ohio short lines, followed by the Seaboard Coast Line and Florida East Coast. We extend the Society's thanks to Pete for another highly interesting and well organized presentation. Newscast slides at the April meeting featured the Montreal area (Chris Spinney) and recent Philadelphia traction (slides taken by Philadelphia member Russ Jackson, and presented by John Thompson), including a shop view of one of the ex-Philadelphia and Western's evergreen Bullet cars undergoing a full scale rebuild.

Friday, May 16--The UCRS regular Toronto meeting will be held in the 6th floor auditorium of the Education Centre at College & McCaul Sts. at 7:30 p.m. The entertainment will consist of a slide presentation by Tony Schill of Railroading in the Great American West in the 1970s and 80s, including Rayonier's big Baldwins, Kaiser Steel, California Western, Yakima Valley and City of Prineville, as well as major trunk systems such as UP, SP, AT&SF, BN, and WP. Don't forget your newscast slides, which are always welcome.

Saturday, May 17--Genesee & Wyoming R.R. Co. 6th Annual Open House at Retsof, N.Y., 9 a.m. to 2 p.m. Motive power, freight cars, cabooses, snowplow, track maintenance materials, locomotive components will be on display, and the company's modern grit blast building and paint shop will be open for inspection. No admission charge.

Friday, May 23--The regular UCRS Hamilton Chapter meeting at the CNR station in Hamilton (2nd floor) at 8 p.m. The entertainment will be 35mm slides of rail interest. Why not take your newscast slides to Hamilton, where you are always welcome. There is GO train service direct to the station, leaving Toronto Union at 5:19 p.m. and 6:03 p.m. (return by GO bus or other Toronto members' cars).

Wednesday, May 28--Special UCRS Business Meeting (as mentioned at the Toronto meeting on April 18). 8 p.m., Royal Canadian Legion Hall, 6A Greenlaw Ave. (this street runs south from St. Clair, halfway between Dufferin and Lansdowne; the Hall is about four blocks south of St. Clair). Enter by the side door off the parking lot. Any member in good standing is welcome to attend this meeting, which is being called to permit the discussion of such Society matters as the Car 13 situation, possible future publications, etc. Those attending will have the opportunity to ask questions, put forward suggestions and, we trust, offer their assistance with Society projects. It is to be hoped that the informal, 'round table' format, will result in a productive meeting. No entertainment is being provided.

Saturdays and Sundays May 31-June 1-7-8--One round trip each day of the Western New York Railway Historical Society's special steam powered excursion, the GLASS CITY LIMITED from Buffalo to Corning, N.Y. and return, leaving Exchange St. Station at 7:30 a.m., arriving back there approximately 8:30 p.m. Coach \$50, premium first class \$90. Order (U.S. funds) from Western New York Railway Historical Society, Box 502, Tonawanda, N.Y. 14151-0502. Premium first class includes catered food and beverage service.

Sunday, June 1--Pittsburg, Shawmut & Northern R.R. Co. Historical Society's 5th Annual Railroad, Steam and Hobby Show, 9 a.m. to 3 p.m. at the Allegany County Fairgrounds, Angelica, N.Y. Featured are exhibits of railroadiana, steam engine display, operating HO layout, restored PS&N coach, etc. Admission \$1. Angelica is 60 miles south-east of Buffalo, off the Southern Tier Expressway Route 17.

Saturday, June 7--Toronto Transportation Society Spring Excursion to the Niagara Peninsula, including St. Catharines, Port Colborne, Fort Erie and Niagara Falls. Chartered bus departs Union Station at 8:30 a.m., returning there at approximately 5:30 p.m. Pickup will be made in Burlington if requested. Fare \$25 adult, \$15 child (age 12 and under). Mail orders to TTS at Box 5187, Stn. A, Toronto M5W 1N5. For further information phone (416) 752-6997.

Thursday, June 12--CRHA Toronto & York Div. regular meeting in the "Loft", 235 Queen's Quay West (Harbourfront). Visitors welcome, admission free.

Friday, June 13--OSHOME meeting at Rosedale Presbyterian Church (corner of Mt. Pleasant Rd. and South Dr.), 8 p.m. (this is a non-operating HO gauge model club). Visitors welcome, admission free.

Friday, June 20--Regular monthly UCRS Toronto meeting at the Education Centre, 6th floor auditorium, College & McCaul Sts. The entertainment will consist of a nostalgia (1940s and 1950s) slide and/or movies presentation by Buffalo member Al Kerr. Admission free (as always) and visitors welcome (as always). Your newscast slides are appreciated.

Friday, June 27--Regular UCRS Hamilton Chapter meeting in the CN station, 8 p.m., featuring members' 35mm slides. See May 23 listing for transportation arrangements. Bring your newscast slides.

Saturday, June 28--NRHS Bluewater Michigan Chapter Cadillac Trio trips, with Cadillac, Mich. (north of Grand Rapids) as the departure point. Three short trips to Yuma, Walton Jct. and Marion behind Tuscola and Saginaw Bay motive power.

Saturday, July 26, Sunday, July 27--NRHS Bluewater Michigan Chapter "So Long 611" trips, following the route of the WABASH CANNONBALL from Allen Park, Mich. to Fort Wayne, Ind. This will probably be the last visit (at least for a while) of N&W J Class Northern 611 to Michigan. (the 611 is scheduled to be replaced in excursion service by N&W high speed A Class articulated



(2-6-6-4) 1218, which is now under restoration). N.B.--For fare and other information on the above trips, write to Bluewater Michigan Chapter NRHS, Box 296, Royal Oak, Mi. 48068.  
 Saturday, Aug. 16, Sunday, Aug. 17--The Western New York Railway Historical Society will operate the steam powered SUSQUEHANNA FLYER on a two day round trip to Williamsport, Pa. departing Exchange St. Station, Buffalo at 7:30 a.m. on the 16th. Moonlight cruise on the Susquehanna on a restored paddle wheel steamboat on Saturday evening. Return Sunday trip will be via Corning, N.Y. for a three-hour stopover and visit to the Corning Glass Works. Arrival back in Buffalo will be about 8:30 p.m. For a flyer giving complete details on the trip, send a stamped self-addressed envelope to WNYRHS, Box 532, Tonawanda, N.Y. 14152-0502.

Rouge Hill to Pickering.

--A Canadian Press report of Mar. 22 stated that about half of VIA's 100 LRC coaches and 30 locomotives had been taken out of service for modification and repair. VIA's Cec Jennings said that VIA hoped to have 70% of the fleet back in service by May.

--CP Rail's earnings for 1985 fell to \$124.8 million from \$198.4 million in 1984, chiefly because of drops in coal and grain traffic. Soo Line Corp., CP's 56% owned subsidiary, fell into the red because of high interest charges related to its acquisition of the Milwaukee Road.

--Bombardier will be building 20 new Comet II coaches for NJ Transit and also rebuilding 147 older Pullman-built cars to be compatible with the present Comet fleet.

--IC Industries of Chicago says that its Illinois Central Gulf R.R. unit has agreed to sell 280 miles of line, from Paducah, Kentucky, to Louisville, to a newly formed railway for \$54 million. The "CG&T" is a joint venture among several western Kentucky business people.

--The CTC has ordered CN to keep open the remnant of the Forest Subdivision between St. Mary's Junction and Parkhill, Ont. The section between Forest and Sarnia was abandoned in 1982.

--At the Hamilton Museum of Steam and Technology (on Woodward Ave.), the display entitled "All Aboard, The Story of the Toronto, Hamilton and Buffalo Ry." has been extended until the end of 1986. This exhibit includes the first public viewing of the Andrew Merrilees TH&B model collection, plus much more. On Aug. 3 and 4, operating model steam trains (live steamers) will be featured.

CP Rail Trains into TH&B's Aberdeen Yard (Hamilton): Feb. 25, 1986: Extra Potash: CP 4735-CR 7767-CP 5542-CP 5798; Feb. 26: X-Acid: CP 3080-CR 7771-QNS&L 211; Feb. 28: STARLITE: CP 3084-CR 7779-7800; Mar. 1: STARLITE: CP 5521-CR 7803-7793; Mar. 7: STARLITE: CP 3055-ACR 183-188; Mar. 8: STARLITE: CP 4247-CR 7811-7786; Mar. 11: CP-BU: CP 5521-ACR 188-CP 5540; Mar. 18: STARLITE: CP 5519-B&O 3702-QNS&L 206; Mar. 19: X-Acid: CP 4511-1833-CR 7790; Mar. 21: STARLITE: CP 5502-8921.

--CN may have authority to abandon the Cannington Spur (see NEWSLETTER 436, pages 12-13), but the track is still serving the function of a long siding. The railway is storing assorted out-of-service freight cars (mostly box cars) on the south end of the line, with the string of equipment extending from Blackwater to within 200 feet of the crossing of Highway 7, punctuated by a half-mile gap at Sutherland.

--VIA Rail 9 and 10, the Toronto section of the CANADIAN, runs with a standard consist of six cars; strangely, No. 9 seldom has its ditch lights illuminated, while No. 10 invariably does.

--Dave Stalford

● On April 10, Train 1, the CANADIAN, ran without a dome, catering being provided in cafe-lounge 765, instead of the usual Skyline dome.

● In the March NEWSLETTER, CP switcher 7028 was noted as being leased to Lasco Steel, Whitby, Ont. I noticed what appeared to be a cut-up switcher with Lasco lettering behind the plant in January and am wondering what unit they used previously.

--J.M. Harry Dodsworth

## UPPER CANADA RAILWAY SOCIETY

Box 122, Terminal "A"  
 Toronto, Ontario M5W 1A2

ADDRESS CORRECTION REQUESTED  
 RETURN POSTAGE GUARANTEED

## PRINTED MATTER



**NEWS MAGAZINE  
 PLEASE  
 DELIVER PROMPTLY**



7B