



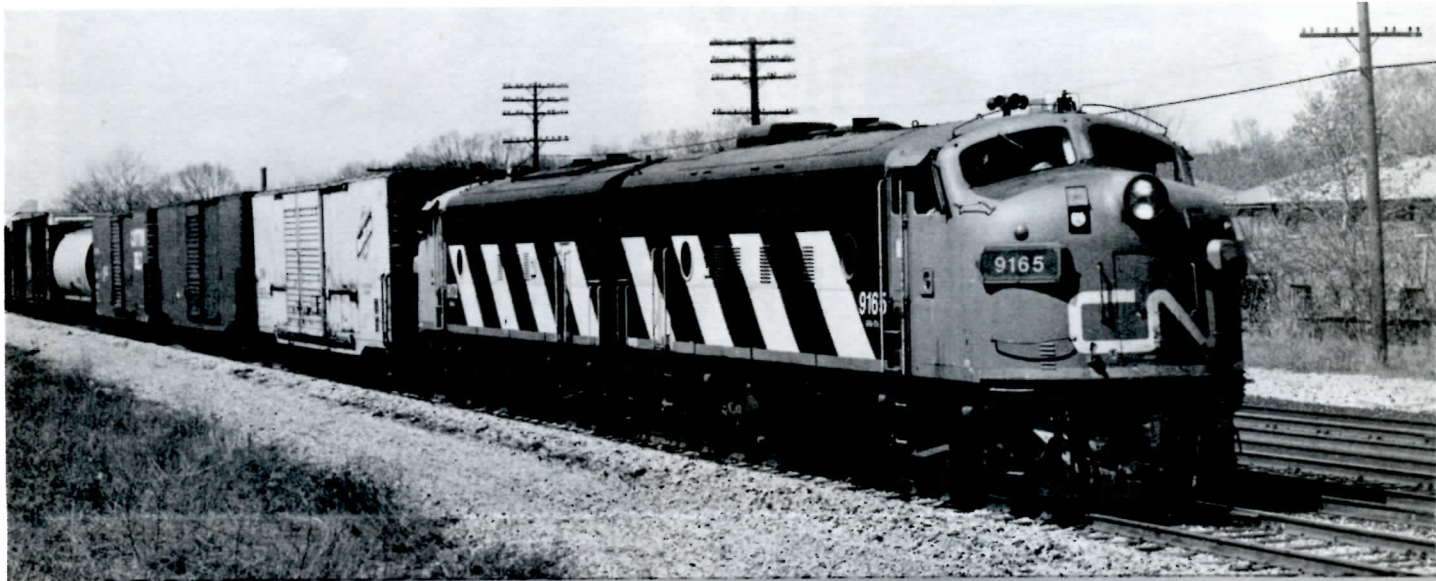
# Newsletter

INCORPORATED 1952

ORA FINDS A HOME

NUMBER 440

JUNE 1986



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



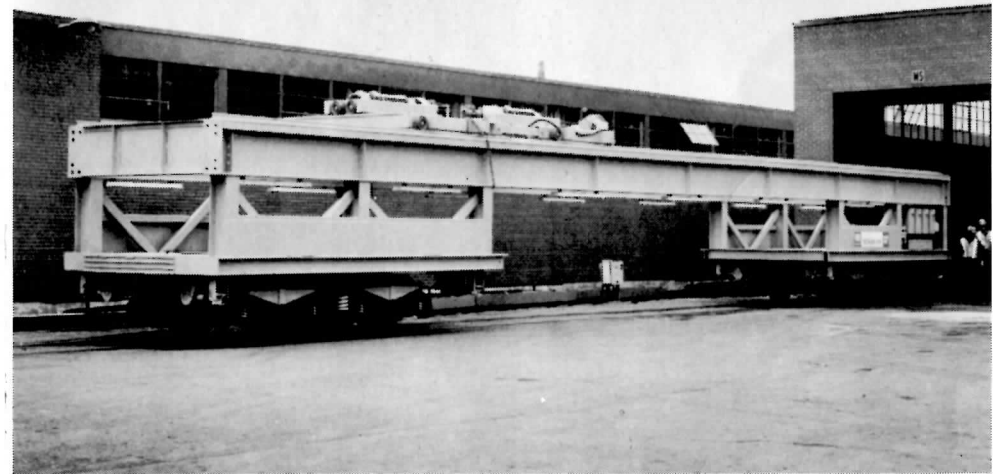
Farewell, Spadina: CN's roundhouse has recently been demolished but in 1963 it was humming with activity, filled with first-generation diesel power. In those days the Toronto skyline was much different, and much better.

--John D. Thompson



They'll run again: two of Ontario Rail Association's steamers, ex-CPR 136 and 1057, are pictured on a 1974 excursion to Owen Sound, north-bound near Shelburne. The Credit Valley name was chosen for the unrealized operation north out of Georgetown.

--John D. Thompson



This strange beast is the latest addition to the TTC's work car fleet. It's RT27, a beam transporter car to be used to replace beams (concrete track slabs) on the Prince Edward Viaduct. The 75-foot car can carry a beam on each end, which is then lowered in place with the travelling overhead crane. The car, which is propelled by one of the TTC's subway locomotives, was assembled by a company in Scarborough, and uses a pair of strengthened Gloucester subway car trucks.

--TTC photo



CN Burro Crane 50452 switches work cars (mostly sleeping cabins mounted on flat cars) in the Main St. Maintenance-of-Way Yard, Toronto. Note adjacent Danforth GO Transit station; until the late 1960s CN had a station on the north side of the platform. Apr. 24, 1986.

--Mal Smith



# OF SPADINA -AND THE DOME

One round structure is being removed for another--under the authority of a demolition permit issued in early April, Greenspoon Bros., Toronto wrecking contractors, were at time of writing laying waste the CN Spadina buildings. Included in the devastation, of course, is Spadina Roundhouse, subject of the NEWSLETTER's November 1985 issue lead article. In the meantime, the coach yard has been in recent months a site for storage of out of service freight cars. The whole scene is one of physical desolation and one such as to instill desolation in the hearts of rail enthusiasts who knew the great days--whether in the diesel or steam era.

To rise partially on the site of the roundhouse (covering more or less its easterly half) will be Toronto's much publicized and still controversial domed stadium--controversial because of its location (many people still feel that the CNE would have been better), controversial because an uncovered (but still first class) stadium could be obtained at much less cost, and controversial because transportation and traffic facilities promise to be less than ideal. The dome is said to be so located as to be well served by transit, but nothing will really serve it directly. A walk of a half mile from Union or St. Andrew Stations faces the TTC subway passenger. This is not a pleasant prospect, particularly in inclement weather, including hot, humid summer days.

Although thought had been given to a new GO Transit station at Spadina Avenue to serve the dome, this idea has now been abandoned--the spacing from Union Station would simply have been too short. The Relief Line in the Network 2011 plan for subway extensions would terminate (from the east) at Spadina and Front, explicitly to serve the stadium (still involving some little walk). But the Relief Line remains even more controversial than the stadium and may not be built at all. Even if it is constructed, the dome will probably operate for some years without it.

The Harbourfront LRT line will not serve the dome very well, as passengers will have to alight at John St. (Rees St.) and walk some distance to the north and west. It seems that the stadium will open with Spadina buses, of all things, coming closest to its doors. The dome provides an eloquent case for a through Harbourfront-Spadina LRT line. A station at Spadina and The Esplanade (West) (the street which is to pass directly in front of the stadium) is under contemplation (and design) for the LRT line. However, the Spadina section of the latter is currently bogged down in local opposition worried about six-inch high median curbs and restrictions on where one can make left turns (the Annex Residents' Association, which will not really have the line penetrating its neighbourhood, has come out saying that it thinks that continued bus operation would be the best alternative for Spadina Avenue!!) After 14 years of study the Spadina LRT line, seemingly vital for access to the domed stadium because of the above discussed remoteness of other transit lines, still appears to be a long way from getting off (onto) the ground.

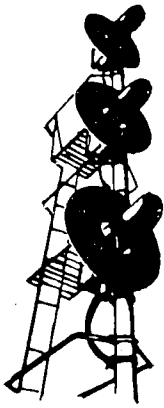
Another weakness in the overall stadium transportation scheme would seem to be the heavy reliance that is being placed on a multiplicity of private parking garages and lots north of Front St. to serve motorists attending events. The frustration that may well result when drivers find these limited capacity facilities already full, having to move on to search for others still with space, may well make many drivers regular users of larger garages in the downtown area, becoming park and ride passengers on the Harbourfront-Spadina LRT line. This is another reason why the Spadina section of the facility could well be of great importance in providing accessibility to the dome. For that matter, if the TTC and GO Transit should be able to work out through ticketing arrangements, GO passengers may ultimately ride the LRT from Union Station to the stadium.

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ONTARIO RAIL ASSOCIATION FINDS A HOME--AT LAST--After some 15 years of false starts, the ORA has, at last, obtained an operating location for its collection of steam locomotives and vintage passenger cars--four miles of the CNR's Beeton Subdivision, between the towns of Beeton and Tottenham, about 45 miles from Toronto. The track is being purchased for \$40,000 (the scrap price) by the Tottenham Chamber of Commerce, and presumably will be leased to the ORA. By the time you read this the Association's collection, comprising CPR 4-6-0 1057, 4-4-0 136, several CPR heavyweight coaches, an ONR Business Car, and other items, will likely have been moved up there from the Toronto area. The impetus for the move was the imminent isolation of the yard at Cawthra Rd., Port Credit, where most of the rolling stock was stored, due to a grade separation project. The locomotives were stored on sidings on the Toronto waterfront.

Although the line north of Beeton is being retained by CN for the time being, the railway considers it non-operational, due to the condition of two bridges. However, the ORA equipment was moved across them on a "one time" basis. South of Tottenham, the line is to be torn up later this year. The southerly portion, from Cheltenham to Georgetown, some seven miles, which ORA had originally sought, has been torn up. From Beeton, it is about 25 miles to the junction with CN's Newmarket Sub. at Allandale (Barrie). The ORA section covers Miles 54.8-58.75.

Much work must be performed before the ORA can commence operations; UCRS members interested in assisting could contact them at Box 64, Brampton, Ont.



## NEWSLETTER

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### UPDATE ON SOCIETY NEWS--JUNE 3, 1986

Car 13--In the last NEWSLETTER, it was reported that the car was about to be moved into its new home in an Ontario Hydro yard. Unfortunately, the curve leading into the siding is of an extremely sharp radius, and the car's front axle has derailed twice while being moved in. It is felt that this may be due to the force exerted by the switcher pushing the car around the curve. Accordingly, once the car is rerailed, it may be pulled into place, using a truck(s). Fortunately Car 13 rides on roller bearing trucks and moves easily. Hopefully by the time you read this it will be safely installed in its siding. We are indeed fortunate that members such as George Meek and Mal Marchbank have had some free time during week days to attend to arrangements involving the move. They and the others involved, such as John Laraway, deserve our thanks.

The problems, including unexpected expenses, associated with the move of Car 13, point out the heavy responsibility that ownership of a railway car by a club such as ours involves. As mentioned earlier, it is only sound business practice for the Society to evaluate the wisdom of continued ownership of the car, in light of anticipated maintenance expenses, continuing storage and electricity charges, etc., in the face of the rather doubtful possibility of operating the car, given the difficulty of moving it in and out of the siding. Therefore, at the next Directors' meeting, we will attempt to resolve the situation, weighing three options: 1) Retain indefinitely; 2) Retain for a given period, e.g., 6 months-one year, to see what the operating climate is, what use can be made of the car for special meetings, etc., and what amount of interest is shown by members; 3) Offer it for sale to a good home. Incidentally, virtually nothing has been received from the membership at large in the way of feedback concerning the car, despite my request in the last NEWSLETTER.

Toronto Civic Railways book--is now in the hands of our printer, and work is proceeding towards an August release date. The response from members has been gratifying, with over 50 orders having been received to date.

Special Business Meeting, May 28--This was an informative and productive meeting, running 3½ hours. Although only eight members, in addition to Directors, attended, the discussion was lively, with a number of interesting suggestions concerning club activities being put forward and, thankfully, a couple of offers of assistance. Various UCRS topics of interest--the Toronto Civic book, Car 13, the 1987 calendar, the NEWSLETTER, office space, and future publications, were all reviewed.

Chris Spinney offered to assist with the distribution of the TCR book to area stores commencing this fall. Ray Kennedy offered his assistance as general advisor on the book's publication, sales and general distribution. Calendar Co-ordinator Dave Stalford reported that it would be available by mid-summer, with a press run of 500. A committee comprising Dave, John Thompson and Art Clowse will discuss pricing, promotion, etc. Ordering information will be provided in the July and August NEWSLETTERS. Some changes to the NEWSLETTER to make it more attractive, such as double columns, were suggested by Chris Spinney. Use of a word processor was considered; Chris was asked to prepare a report on the feasibility of doing so. Art was asked to work on some new ideas for updating our NEWSLETTER addressing procedure. Considerable discussion took place concerning Car 13, with mention of repairs, future uses, etc. being covered.

Our thanks to Al Maitland for arranging the room.

Fantrips--Our Excursion Committee, comprising Ron Layton and Mal Marchbank, has proposed a weekend trip on the ONR. This would involve travelling to North Bay by Chartered bus, then onto a special ONR train. Hotel accommodation would be arranged in North Bay. This trip has not been given full approval by the Directors, pending evaluations and recommendations as to its chances for success by our Excursion Director, Pat Scrimgeour, and Treasurer, John Hesse. Further details as to whether or not this trip goes ahead will be provided next month.

--John D. Thompson,  
PRESIDENT

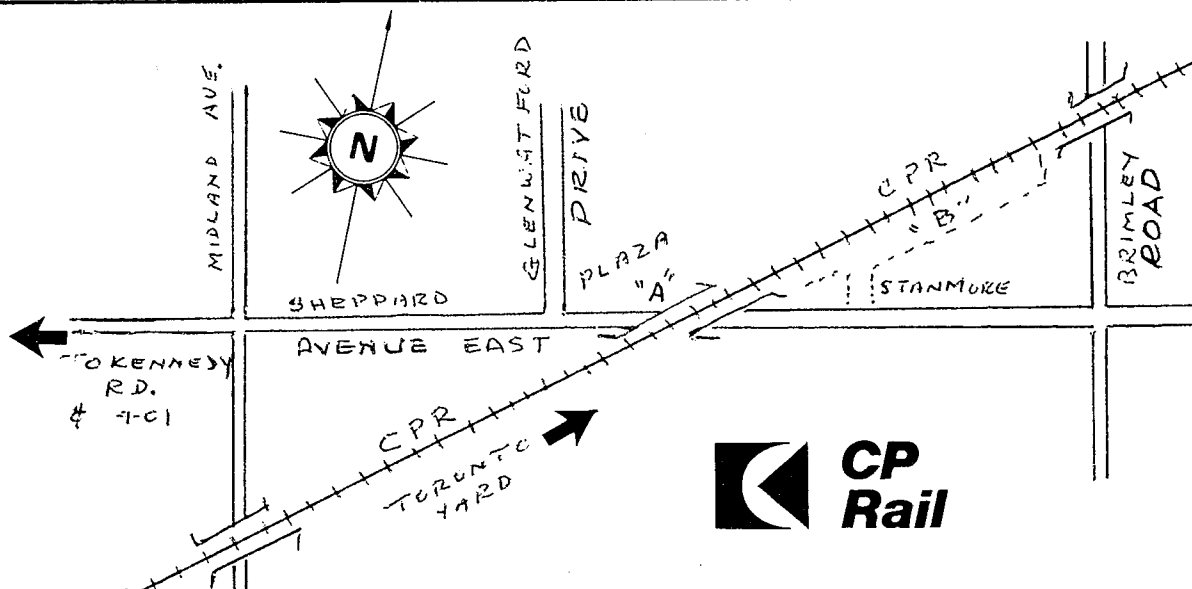
**Cover:** CN 'F' units on a transfer run to Scarborough on a Saturday morning in April 1986.

--John D. Thompson

# THE ITINERANT RAILFAN: 4

Text and map by Denis Taylor

Agincourt, Ont., Mile 96.3, Oshawa Subdivision, CP Rail. General Location: North-central Scarborough, Ont.



**How To Get There:** Location "A": From Highway 401, drive north on Kennedy Rd. to Sheppard Ave. East. Go east on Sheppard to Glen Watford Dr., just before the CPR underpass, at the traffic lights. Turn north on Glen Watford and into the small plaza on the immediate right, park and walk around the buildings to the south-east corner.

Location "B": North from Hwy. 401 to Sheppard Ave. East as above. Continue under the CP overpass to the top of the grade and turn left into the laneway by Stanmore Equipment building on the north side of Sheppard. This is the site of the old CPR Agincourt station.

**Rail traffic:** This line is freight service only, except for the morning and evening RDC to Havelock. Trains run to and from the CPR Toronto Yard as well as the hump switcher movements. CP on frequency 161.475.

**A TIMELY WORD OF ADVICE**—As reported in an earlier NEWSLETTER, CNR E-10-a 2-6-0 No. 96, while sitting in CN MacMillan Yard, had its bell stolen by parties unknown. The railway and the owner of the engine were not too impressed with the act of vandalism. Again the "Ugly Railfan" rises to the surface to give as all a black eye. Rail photo buffs are again reminded to take the time to obtain photo releases and buy their own hard hats for entry to the yard. Show the railways that you are someone who can be trusted and a credit to the hobby! Toronto area rail photographers have had it good for years at our yards, with very easy entrance to engine terminals. One has only to go to Montreal, at the CN or CP yards there, to see the difference. The same situation exists in the U.S. in New England, where the railroads have become very aggressive and hostile to railfans. Obey the rules so that the welcome mat stays out!

--Ron Lipsett



Calls for tenders have been issued for Contract 333-M12-85-BTM for supply and delivery of submerged pumps, control systems and accessories for pumping stations on the west section of Montreal Metro Line No. 5 and Contract 974-V9-86-BTM for the laying of trackways for a part of the west section of Line 5. This line is that part of Montreal's subway system joining the west portion of Line No. 2 at Snowdon with the east portion of the same line near Mont Royal. On most current METRO system maps, Line No. 5 is shown as being "operational" but these tenders, coupled with several explorations of the Snowdon METRO station, confirm that it will be some time yet before service is inaugurated.

--Sandy Worthen

--In a recent issue of CP Rail News, Ken Emmond described the departure from Saskatchewan Minerals' Chaplin, Saskatchewan mine of a 66-car unit train of 100-ton covered hoppers of salt cake (sodium sulphate) for New Zealand, via Vancouver, B.C. The Chaplin mine is 50 miles west of Moose Jaw; the train was assembled at the latter place. The Chaplin mine has a capacity of about 135,000 tonnes per year of salt cake and uses a brining method to produce the chemical. New Zealand Forest Products will use the salt cake in the production of kraft wood pulp.

--Sandy Worthen

--A recent announcement on Toronto radio station CFRB mentioned that the British Rail station at Llanfair etc. etc. had been bought by a Scottish industrialist for 100,000 pounds. British Rail still has access to the platform. A lot of platform tickets only are sold to tourists.

--Denis Taylor

# HAMILTON:

## TROLLEY COACH TROUBLES

On Thursday, May 8, 1986, the Hamilton Street Railway held a public meeting at which Delcan Consultants, hired by the Hamilton-Wentworth Regional Transportation Committee and the HSR, recommended that trolley coaches be phased out by 1988. Bill Dawson of Delcan said that his firm had compared diesel and trolley coach costs and reviewed non-monetary factors between the two modes. He claimed that trolley coaches cost more to buy, are not made in North America (which was later refuted), may have higher maintenance costs (over diesel) and would add \$1 million to the cost of the new HSR garage to be built on Wentworth St. North. He noted that the trolleys use about 35% less energy and offer reduced noise and less air pollution--which he called a secondary factor! He said that his firm recommended phasing out the trolley coaches because "there do not appear to be substantial monetary benefits which outweigh the costs".

An HSR Operator gave a brief at the meeting claiming that, of 300 Operators whom he personally canvassed, 81% were in favour of "getting rid of the trolleys". Of a list of 20 reasons in support of his argument, most were of a complaint nature due to poor maintenance, and creature comfort of the present vehicles. The Hamilton fleet of 56 Flyers is composed of 40 E700s built in the early 1970s using the propulsion equipment from 1950s vintage Brills. All of these have recently had major body work done by Ontario Bus Industries in Mississauga. The 16 model E800s were purchased in 1978. Several other HSR employees spoke up in favour of keeping the trolleys, claiming that poor maintenance was the major source of the problem, along with some extremely poor road conditions in the Region. It was also noted that so many of the trolleys are out of service at any one time that the Cannon route has been involuntarily dieselized for the past two years and that diesels have to be used for rush hour extras on the Barton route.

Hamilton lawyer Alex Pazaratz mentioned in his brief that he personally contacted five North American transit vehicle manufacturers, and none claimed that they had been contacted for the HSR study, furthering the argument that Delcan had used 1950s trolley coach technology versus 1985 diesel bus technology for the purpose of their study. Argument about the inflexibility and operating inconvenience of trolley coaches was shot down by a most interesting presentation, including video, by Bill Cohoe of Garrett-Stromberg of California, representing the Neoplan dual mode trolley coach which has demonstrated successfully in several U.S. cities. The company is presently bidding on a 234-vehicle Seattle order. The dual mode trolley (available in single and articulated versions) has a diesel engine to run the alternator and traction motors, practical if the vehicle has to detour, enter a garage, short turn, or even run at highway speeds if it leaves a built up metropolitan area. The new trolleys have shown savings of 55% in maintenance costs and have up to 33% lower energy costs than diesel or conventional trolley coaches. Overhead wires can also be greatly simplified--no special wires for short turn loops or yard areas. Conversion from electric to diesel mode or vice versa takes 18 seconds. After the presentation, the Delcan consultant admitted that he had never heard of the dual mode vehicle and was not aware that it was built in North America.

Howard Levine, well known transportation planning consultant, spoke in favour of retention and expansion of the present system (new routes to the Westdale and Dundas sections of the Region and particularly a central trunk route up the mountain). Ironically, Delcan mentioned that trolley coaches are favoured in many (?) cities because of their hill climbing abilities and it is truly surprising that Hamilton never considered electrifying the heavy, hill climbing Upper James route. It was also mentioned that Hamilton still operates its routes in a radial grid. All of the major routes on the mountain come downtown, rather than feeding off one central trunk. Phillip Webb, from the Centre for Urban and Community Studies at the University of Toronto, also mentioned that the Delcan report ignored the use of the latest trolley coach technology in Western Europe, and gave examples of English cities that are having problems in trying to re-establish previously abandoned systems.

One extremely negative note: at the start of the meeting only one member of the regional transportation committee was present (Ancaster Mayor Bob Wade, who chaired the meeting). Most of the others wandered in over an hour late (from a recreation club dinner) and unfortunately the member of the committee interviewed on the local TV news (who was actually in attendance for less than half an hour) appeared to write off the meeting as a motherhood issue and seemed more concerned that he saw members of the local Communist party in the audience of 150 people. More news to follow after the next meeting.

--Mike Lindsay (advice of meeting also forwarded by Bill Malcolm)

CN MONCTON SHOP--AN UNCERTAIN FUTURE--A recent announcement by CN Chairman Maurice LeClair contained little to make Moncton, New Brunswick maintenance shop employees very happy. While a tentative contract with one of the shopcraft unions effectively precludes closing the shops in 1986, there are no guarantees that the facilities will remain open longer than that. There are so many factors involved, said Mr. LeClair, that a decision in 1986 on the closure of the shops would be difficult to make. CN Rail has excess shop capacity. Montreal and Winnipeg can take care of present requirements, making Moncton redundant. The review of needs vs. facilities, made public last summer, suggested that some 1,000 jobs could be saved by closing the shops, built at the turn of the century. Montreal's facilities are newer; Winnipeg's are better located to meet CN's western needs.

Moncton did overhaul Bombardier freight locomotives, but with Bombardier now out of the freight locomotive building business, ex-Alco/MLW diesel units make up an ever declining minority in CN's motive power fleet. There is a faint possibility that the General Electric Co., Erie, Pa., might be interested in leasing the Moncton shop buildings to assemble GE diesel locomotives, to offer CN and CP an alternative to power built by Diesel Division, General Motors of Canada Ltd., London, Ont.

--Sandy Worthen



## Windsor service has its problems

by Julien R. Wolfe

The adequacy of VIA Rail's Windsor-Toronto service has received considerable publicity in recent months. The Windsor STAR has highlighted some of VIA's problems this past winter, when trains ran late, or passengers were "bumped" due to inadequate capacity. On April 25, the STAR ran a front page article, complete with a photo showing a mob boarding a train of GO Transit equipment in Windsor, which quoted a VIA spokesman as saying that service is good, and that it is essentially the passengers who are making up the service deficiency stories. Another front page story, with two colour photos, appeared April 28 under the headline "Singin' the Railroad Blues" and subheaded "It has detractors but admirers, too".

Four major problems with VIA's service have, over the past few months, led to mounting complaints, with MP Herb Gray (L-Windsor West) notifying the Canadian Transport Commission accordingly. The Commission, on April 16, announced that it would conduct an investigation into VIA service in Windsor. The city's Mayor, David Burr, and Windsor Chamber of Commerce Manager Blair Hoffman have also publicly complained about VIA. One of the major sources of complaints has been the use of leased GO Transit equipment between Windsor and Toronto during busy weekend and holiday periods. In an unusual weekday appearance, GO equipment even showed up in Windsor on Thursday, March 27, the day before Good Friday.

Passenger aversion to the GO equipment includes the lack of luggage space, the use of non-reclining seats for a four-hour trip, and poor food facilities, which usually consist of sandwiches and danish spread out on a wooden board placed over two facing sets of seats. (In fairness, it should be stated that the trains made up of GO Transit cars are usually more reliable, and on time more frequently, than VIA's standard or LRC trains, and the GO cars certainly ride as well as most cars, and far better than the Tempo cars, a series of equipment permanently relegated to the Windsor/Sarnia to Toronto service. As if to acknowledge their limited appeal, VIA distributes coupons to its "GO" passengers, entitling them to a 25% discount on their next VIA corridor trip.

On Thursday, April 24, VIA's Director of Media Communications, Paul Raynor, flew to Windsor from Montreal to address a Rotary Club lunch, and among other things was quoted as saying, about perceptions of second class service, that "they are illusions created by an active imagination or, more kindly, a simple misunderstanding of the facts. I am here today to dispel some of these ghosts". Raynor also said that there were actually people who liked riding the GO cars, but stated that "the truth of the matter is that we would prefer not to have to use GO equipment on the long haul runs to Windsor at all, (but) it does bridge the gap between demand and supply". He promised that regular weekend use of GO equipment is only "temporary" (though this has happened with regularity at least since 1981), and that equipment availability should improve over the next several months. When told of these comments, MP Herb Gray said "It's an insult to the people of Windsor. These people are not imagining these experiences. I'm glad I wasn't there. I think I would have reached over and choked him". A question not asked was to the effect that, if the Windsor route is not targetted for second class service, why does VIA not rotate the GO trains to Ottawa or Montreal during busy periods, rather than only to London and Windsor.

A second complaint has been with respect to late trains. Certainly, the punctual operation that CNR was known for in the late '60s and early '70s has long passed away. This writer's observations during the past winter were that perhaps one out of four VIA trains, on average, could be expected to be from 15 minutes to one hour late. Some delays have been severe, including an approximately four hour delay to Train 76 on Mar. 20, discommoding, among others, the Mayor of London. Due to an LRC engine failure, a not uncommon experience, passengers from Train 79 arrived in Windsor at 0305 by bus from Chatham on Friday morning, May 2.

Two additional complaints are related and have created a mini trans-border dispute. Ever since VIA installed its computerized ticketing system, it has controlled passenger boardings, acting as if corridor trains were airplanes (the ultimate insult--Ed.). At various times many trains have "sold out", a preposterous situation for an intercity corridor, not duplicated anywhere on Amtrak or European corridors, except for select trains such as the Metroliners or TGVs. At these times VIA passengers must fend for themselves. Even VIA acknowledges this, with Raynor having been quoted, "The days are long gone when you could walk down to the station and be assured of a seat". Of course, during busy times many passengers would rather stand than be turned away, and indeed people do stand between Detroit and Chicago, New York and Washington, or Zurich and Berne, Switzerland, to name a few of the many corridors worldwide where the rail operator doesn't turn down revenue producing passengers--but not Montreal, Toronto, London or Windsor. Even worse, VIA will deny boarding even to ticketed passengers when equipment shortages or other problems cause passengers to outnumber seats on a particular train. Unlike the airlines, however, VIA apparently feels that it has no other obligation to these "bumped" passengers, as buses are not chartered to substitute for the train, nor are hotel or other expenses provided.

Coupled to this intolerable problem is the fact that up to 50% of the seats on peak period trains leaving Windsor are blocked to Key Tours, a Windsor based firm that sells tours primarily to Americans, usually from the Southeastern Michigan area. As the VIA spokesman agreed in Windsor, this is a difficult problem, as VIA needs the revenues to continue operating the trains, yet it is difficult to justify bumping Canadians seeking local transportation in favour of Americans who are on tour. However, if this heavy American market wasn't there, fewer trains would serve Windsor.

Other problems have surfaced through this public disclosure of VIA's shortcomings. For one, VIA admits that during 80 degree weather in April it ran hot trains because its air conditioning

season starts May 1. Why such a ridiculous policy remains is hard to understand, as April usually has several 60, 70 or even 80 degree days. Perhaps VIA should seriously consider moving its season back to April 15, to coincide with reality. Not mentioned in the press, but just as real, is the fact that few VIA coaches appear to have been washed since last September, coinciding with VIA's move to its new Mimico shop. At least the windows are hand washed in Windsor, a new and positive step taken since VIA assumed all Windsor maintenance functions from CNR on April 4. Other changes include the servicing of locomotives at the station, and the three trains stored overnight in Windsor (Nos. 70-72-74) are now lined up at the station, locomotives being coupled as soon as possible after being turned on CNR's riverfront turntable. No longer are VIA engines stored overnight on the riverfront. Of course, since February perhaps 40% of all VIA trains to/from Windsor have been hauled by leased CNR GP40 locomotives--increasing reliability, but limiting speed to approximately 75 miles per hour.

It is obvious that VIA has its job cut out for itself in the Windsor-Toronto corridor, and it is to be hoped that its new shop facility, as well as the long overdue improvement of its trouble prone LRC fleet, will cure the many problems now afflicting this service.



• **SCARBOROUGH RT STILL HAS NOISE PROBLEMS**--Residents in Scarborough's Treverton Park subdivision continue to complain about noise caused by UTDC's supposedly virtually noiseless ICTS technology. They have told the press that RT operation keeps them awake at night and wakes them up early on Sundays when the trains begin running. A recent TTC report says that the cars are "now in excellent condition and are operating as quietly as can be expected". This follows a reduction in decibel readings in adjacent back yards from 77 to 58. Residents, however, want noise levels further reduced to Ministry of Environment standards (52 decibels in outdoor areas and 40 in sleeping areas). The TTC plans to plant some 800 trees along the line where it is adjacent to residences in an effort further to muffle operational noise.

• **TTC RAIL LINES RECEIVE PLANNING FUNDS**--In spite of refusal by the obstreperous Metropolitan Executive Committee, in a 6-6 vote on May 6, to recommend funds for design and engineering for the Sheppard Subway line, the funds were overwhelmingly approved (31-7) on May 13 by the full Metropolitan Council. Included in the approval is \$2.6 million for design work on the \$500 million first phase (Yonge-Victoria Park) of the line, as well as defining property requirements. TTC Chief General Manager Alf Savage had warned the Executive Committee that failure to vote the funds for any extended period would have probably resulted in the Commission having to lay off design personnel. The opposition came essentially from west end politicians who want the Eglinton line (busway or rail line?) given at least equal time with the Sheppard Subway. York Mayor Alan Tonks tried to have the Sheppard financing vote delayed until after a full scale debate on the Network 2011 priorities. Events, however, are confirming the Sheppard Subway as No. 1, and the Relief Line appears recently to be fading, as even the TTC is apparently seeing less importance in it. One reason for this may be the fact that ridership on the Yonge Subway south of Bloor Station has apparently not increased since 1981. In the meantime, Metro officials are continuing to review the financial feasibility of the entire Network 2011 scheme.

On May 13 Metro Council also authorized the TTC to expend \$1.1 million to complete a study for the Spadina section of the Harbourfront-Spadina LRT line (yes, you read that correctly, \$1.1 million towards a study of a surface streetcar line on which half of the track and overhead is already in place).



**CP Rail**

**LEASIDE VIGNETTE**

by Sandy Worthen

It all happened because I had to mail a parcel.

Millwood Road in Toronto's Leaside district is still reduced to one lane in each direction by construction; it is too slow going. Beth Nealson Drive and Wicksteed Avenue through the Leaside Industrial Park seemed a better way, but CP Rail's Signals Dept. was maintaining the flashers and half barriers at the Wicksteed road crossing with the division's double track at about Mile 205 of the Belleville Sub. Road traffic was being flagged across by CP security personnel (police!).

While the security officers' radios emitted unintelligible squawks and bleats, the half barriers descended silently; no crossing bells, but all lights were flashing merrily. Then Extra 8921 East (RSD-17; rara avis) rumbled across the road at 1438, with Conrail GP38 7799 and CP SD40 5544 hauling two loaded and nine empty container flats and 13 miscellaneous ("Sandersfield", anyone?) freight cars, with CP caboose 434108 bringing up the rear.

But why did the half barriers come down again? Soon an explanation was provided when the CP wayfreight emerged, backing off the CNR Leaside spur. Caboose 434050 appeared first, followed by 13 cars, the whole being pushed by CP 1615 in a spanking new coat of action red paint. Extra 1615 came out on the eastbound main, and after a short move west to clear the crossover switch, it departed rapidly in reverse for Agincourt.

Its departure should have raised the half barriers, but they stayed down. The reason was soon apparent, when the triangular lights of a westbound freight appeared to the east, twinkling through the new green leaves of the lineside trees. Keeping the half barriers down and the crossing warning lights flashing was CP Rail Extra 4211 West (C424, DRF-24b, MLW 1965: courtesy of Don McQueen and TEMPO, JR., UCRS NEWSLETTER 439, May 1986) in a duet with 4245 (C424, DRF-24c, MLW 65/66: same source!). With only 15 cars in the consist, the freight must have been a transfer, headed for Lambton Yard, in Toronto's west end. Caboose 434013 brought up the rear. Time, 1448, date May 12, 1986.



# DETROIT

## ELECTRIC RAILWAY SYSTEM.

### GENERATORS

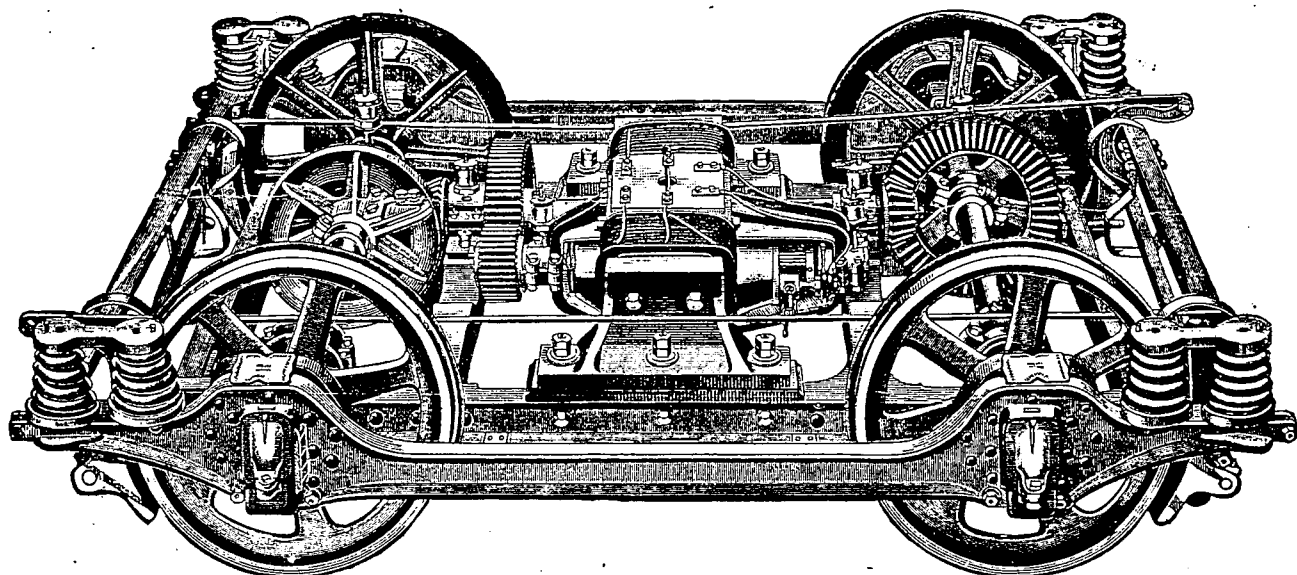
OF ALL SIZES.

### MOTOR EQUIPMENTS

TO SUIT ANY WORK.

### LINE APPLIANCES

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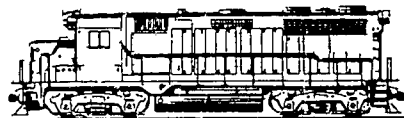
CHATTANOOGA  
F. I. Stone.

Just to prove that old adage that there is nothing new under the sun--lamp that monomotor truck!

--forwarded by Russ Jackson

--It is stated that the Grand River Railway is moving out of its Preston location to the CPR Galt station in June or July, and that the carbarns will be sold or razed, with the red brick building, used as offices at present, to be sold to a private company. If such happens, it will effectively spell the end of the Grand River Railway identity, as the CP-lettered engines will sit in Galt yard and be serviced in Toronto on weekends.

--Mark H. Vondrau



# Motive power and car equipment



**Diesel Division**  
General Motors of Canada Limited

SUMMARY OF NEW ORDERS as of March 7, 1986

compiled by Don McQueen

Contract	Qty.	Model	Serial Nos.	Ry.	Road Nos.	Delivery	Notes
C-455	25	SD50F	A4472-A4496	CN	5400-5424	5-9/85	1,2
"	15		A4547-A4561	"	5425-5439	9-3/85-6	
C-456	45	GP38-2	A4502-A4546	CP	3041-3085	11-1/85-6	
C-457	5	SD40-2	A4497-A4501	BCR	763-767	7/85	3
C-458	15	G26MC-2	A4562-A4576	Indonesia	CC20201-15	2-3/86	4
C-459	20	GT22LC	A4577-A4596	Botswana	D013-32	9/86	
C-460	20	F40PH-2	A4597-A4616	VIA	6400-6419	late '86	
C-461	20	SD50F	A4617-A4636	CN	5440-5459	early 87	
C-462	50	GP38-2	A4637-A4686	CP	3085-3135	3-5/86	
C-463	8	GT22LC-2	A4687-A4694	Mali		early 87	

Notes--1--Road Nos. originally proposed as 5404-5428.

2--Order C-455 is 3600 HP with a 16-645 F3B prime mover.

3--BCR 767 will have Locotrol. 4--42" gauge. --from Tempo Jr.

--On Saturday, April 26, a pair of CN 'F' units were operated on the morning transfer run from Toronto's Don Yard, up the Kingston Sub. and the Geco Spur with about 20 cars, which were dropped off in a siding in the yard north of St. Clair Ave. The train was observed eastbound at Woodbine Ave. (a good photo location) at about 10:55, and of course the sun was favourable at this time of day. After dropping their cars off, evidently on a siding west of Warden Ave., the units and the caboose sat just west of Birchmount for about an hour, 12:45 to 1:45, while, presumably, the crew had lunch. They then returned back down the spur and, presumably, back to the Don Yard where they are based. Informed sources report that this operation is a regular occurrence on Saturdays, so, as they used to say on Hawaii 5-0, 'Be there!' Good locations include the aforementioned Woodbine Ave., Greenwood Ave., the Main St. bridge, west of Main St. (where there is a signal bridge) and, possibly, Victoria Park Ave. and Warden Ave., depending on the foliage, etc. Good luck and good shooting! --John Thompson

--On the very warm afternoon of Mar. 30 (Easter Sunday) in Oro Township, at the Oro Station siding between Barrie and Orillia, Ont., the northbound NORTHLANDER had ONR locomotive 1984. The Toronto-bound CANADIAN had VIA 6506 leading and a 6600 series 'B' unit, with STRATHCONA PARK in the rear. The Vancouver-bound CANADIAN waited in the siding for the Toronto-bound CANADIAN. The Vancouver-bound No. 9 had 6514 and 6635 (the latter very clean) up front and REVELSTOKE PARK at the rear. The baggage car and the first coach were blue with yellow striping, while the remainder of five or six cars (ex-CPR) were stainless steel. All three trains were roughly on schedule. --George Iwanchyshyn



--S2 7024 was repaired by enginehouse crews at Sudbury and sent to White River, Ont.; 7038 was repaired at Thunder Bay and is now working at Ignace, Ont. Also at Ignace is 7102, while 6569 is still at Winnipeg. Also still on the road and working are

7091 at Sudbury and 7062 at Glen Yard, Montreal. The 7016 was laid up at St. Luc on April 10; 7102 was in the Brandon, Manitoba yard.

--Conrail leased unit 7763 is stored at Ogden Shops on account of engine damage. CR 7749 is at St. Luc due to fire damage.

--CP would like to acquire more QNS&L SD40 units, 200-203 in particular. These units may be released by that road later this year or early in 1987. There is the cost of transporting the units by ship from Sept Isles, which is estimated at \$30,000.

--QNS&L 208 headed into Ogden on Mar. 31 for overhaul and wiring damage repair. It will emerge as 5404. The 205 was due to go in next but this has been deferred.

--CP plans for yard power: 6716, left Weston and assigned to Winnipeg to retire MLW 6569. 6702 returned to Victoria.

--More rebuilt GP9's outshopped:

New No.	Old No.	Reblt. Date	Assigned To	New No.	Old No.	Reblt. Date	Assigned
1613	8508	Apr. 4 1986	St. Luc	1617	8708	unknown	Winnipeg
1615	8683	Mar. 31 "	Toronto	1618	8647	May 8 1986	Toronto
1616	8695	Apr. 16 "	Thunder Bay	1619	8706	May 30 "	"

--Units recently transferred from Winnipeg to Alyth (Calgary) include all of the remaining Winnipeg 8800's plus 8702, 8704, 8707. CP 8817 is due for rebuilding this year at Angus. All others will wait until 1987. The four 8200 series GP9s will probably be transferred to Coquitlam (Vancouver) later this year for use on the Esquimalt & Nanaimo.

--Delivery of new GP38-2's continues: 3086-7 ex-GMD Mar. 17, 1986; 3088-89 Mar. 20; 3090-93 Mar. 25; 3094-95 Mar. 27; 3096-99 Apr. 1; 3100-3101 Apr. 11 (Nos. of CP's famous pair of 4-8-4's, both of which still exist).

--CP 7011, 7029 and 6549 were sent west from Toronto to Guelph Jct. and down the Goderich Sub. to Hamilton, on their way to I. Waxman and Sons of Hamilton for scrap.

--8613, rebuilt from 8508, left Angus Apr. 14; the unit will be assigned to St. Luc.

--As of late April-early May the pace had improved with several Milwaukee SD40's coming in on Soo pool trains to Toronto (Agincourt). On May 4 a Soo SD40-2 went east to Smith Falls on 2nd 502 (unit no. not recorded); believed to be first Soo unit to go east. On the same day, Train 500 went east with 6616, a Soo SD40-2 leading, behind the first train.

--CP had to arrange to have CR 7772, 7792 and 7804 at John St., Toronto for inspection.

--B&O 3701 was taken off Angus sheets on Apr. 11 and could now be dismantled.

--CP heavy Pacific 2341 could not be moved by flatcar to EXPO 86 due to clearance problems; reportedly the locomotive's driver brasses are in poor shape, precluding a move on its own.

--4239 is still running with narrow stripes (candy stripes) on the cab; the unit has eluded the paint shop for some time. GP30 5001 was in Agincourt on Apr. 27 with a very faded paint job, almost salmon pink in colour and very dirty.

--CP is again running the Uthoff Turn gravel train; power comprises SD40 units and leased B&O and CR power.

--Due to CP's insistence that a diesel and two idler cars precede UP 4-8-4 8444, that railroad declined to send the famous Northern to EXPO 86.

--CR leasers on CP have started to wander off: GP38 7772 has been sold to the Escanaba & Lake Superior, while Gulf Mississippi has bought 7760, 7781, 7790, 7792, 7811.

--CP 7043 was sold to Sidbec-Dosco, Contrecoeur, Quebec on Apr. 16 for scrap.

--Effective Apr. 28 Soo Line power was given the O.K. to run to St. Luc Yard and return. More and more Milwaukee units are on Canadian lines in this pool as well.

--MUTC is again interested in the 1400 series 'F' units stored on CP property. The 1402, 1403, 1405, 1414 and 1416 are at St. Luc, while 1406, 1413, 1423 and 1432 are at Ogden Shops, Calgary. Not in the list is 1407 at St. Luc which has main generator problems and is considered too expensive to repair.

--QNS&L 211 went into Ogden on May 2 to become CP 5407.

--As CP continues to receive more of its order for GP38-2's, B&O and CR units go into and out of storage. BCR may lease up to eight of the CR leasers by June 1. The three ACR SD40's were returned May 1.

--CP 7047 tied up at Toronto on May 8. 6702 was scheduled to go to Glen Yard, Montreal, after application of communicating air signals for movement of passenger cars.

--A memo to TH&B personnel dated Mar. 3 from CP Rail's Motive Power Dept. states that the TH&B may now handle all six-axle units on the system (including ex-QNS&L 5400's). These units can now work on the Welland Sub. right through to Montrose Yard in Niagara Falls.

--TH&B/CP will move crews and support staff from the TH&B Fisher Yard to Kinneer with no apparent loss of jobs.

--A meeting of concerned Hamilton area railfans took place on Mar 20 and discussed plans to move TH&B 2-8-0 103 back to Hamilton by this summer. Plans also are in the works to move TH&B Jerseyville station, a TH&B caboose and a combine to the Hamilton Museum of Steam and Technology.

--Above CP-TH&B items contributed by Bruce Chapman, Ron Lipsett, Brian Ottaway



--CN 2116, reported to have been destroyed in a fire near Pelletier, Quebec, could be rebuilt and upgraded to 3600 h.p.

--CN 8245, at Moncton Shops, is now for sale at \$27,000. Any stored serviceable RS18's would also be sold at the same price if an interested buyer was found.

--CN has returned to service all remaining M420's and one HR412 which had been stored: 2506, 2515-16, 2518-19, 2532, 2548, 2585, Mar. 13; 3104, 3624, 3648, 3667, 3679 Mar. 24. RSC14 1754 has been shopped and repainted at Moncton.

--The CN Moncton backshops have painted 3659, 2316-17, 2333, 2562. The shop is also rebuilding and upgrading cabs on more SD40 units.

--CR test units C32-8 6618-19 are restricted to the Toronto-Montreal road freight pool. They have been seen with CN HR616 and SD60F units on some trains.

--The big news continues to be the CN 'F' fleet that has come to Toronto and area. Now here are 9169, 9172, 9173, 9175, 9177. Already in the area were snow plow units 9164, 9165-66-67. At present nine F7AU's are here along with three F7B's, (9195-96-98; see other articles on F's in this issue).



#### EQUIPMENT AND OPERATIONAL NEWS

--LRC power continues to be a major source of problems for VIA. At time of writing almost 50% of the LRC's were in the shops for repairs and modifications. VIA was aiming for 70% availability by mid-May.

--VIA announced that its first two Canadian Rockies PAR EXCELLENCE tours, May 18 and 25, had been cancelled, but the June 1, 8 and 15 tours were to operate as planned.

--VIA retired FPA2u 6758 in early January; it was the last such unit to operate. The 6758 was an upgraded locomotive with an Alco 251 engine, replacing the original 244.

--The Federal Minister of Transport has announced that VIA Rail corridor routes will have to cover all direct costs associated with them. Transcontinental and regional services will have to cover 60% of direct costs and remote services 40%. As a result of this, the CP Toronto-Havelock run could be in danger again.

--The VIA order for new SUPERLINER cars has been determined, with the quantity and design of cars finalized. The order will be for the following types of equipment, which will begin service on most major Western runs, and be transferred east during the winter season: 25 combination baggage-coach cafe cars; 38 coaches; 15 diner-lounges; 52 sleepers, for a total of 130 cars.

--VIA was to send RDC-9 (trailer-no cab) 6006 to Victoria for E&N service, during the week of May 5.

#### MISCELLANEOUS LINES NEWS by Ron Lipsett

--ACR has sold GP9 172 to the Essex Terminal, Windsor. It had been out of service for some time

and will require work by ETR. It was moved from Sault Ste Marie Apr. 8 and delivered by CP to the ETR on Apr. 11.

--Dofasco recently converted its last two S2's into slugs, viz. 422, 423. The units are ex-NKP 50 and 70, which became N&W 2050, 2070. Dofasco is now an all GMD-EMD property.

--Stelco had 80 ton GE 53 renumbered to 7 and transferred to Welland, Ont. from Hamilton. Unit 52 has been sent to Edmonton, 50 is for sale as is 51, and 54 is stored out of service. SW8's 71 and 72 have been transferred to Nanticoke with 70, formerly at Nanticoke, coming to Hamilton.

--B.C. Hydro has reportedly repainted one of its units into a new dark blue paint scheme.

--BCR is planning to buy a railgrinding unit. The railway will use it continuously for two years and then possibly lease it out when not required.

--National Harbours Board 1002 is going to the CRHA Museum at Delson, Quebec, in working condition. All others are probably going to Sidbec for scrap.

--Kennecott Copper SD40-2 103, with CP SD40 5514, was observed at Quebec St. Roundhouse, London on April 15.

--Bob Sandusky

# HAMILTON AREA POWER/OPERATIONS NOTES by Mike Lindsay and Doug Page

--CP Rail trains into TH&B Aberdeen Yard: Mar. 21: STARLITE: CP 5502-8921. Mar. 25: STARLITE: CP 4216-CR 7762-7815. Mar. 26: STARLITE: CP 4510-CR 7788-7790. Mar. 27: CP-BU: CP 5540-CR 7765-CR 3006. Mar. 27: STARLITE: CP 4225-CR 7777-CR 8921. Mar. 29: STARLITE: CP 5539-CR 7790-CR 5400. Apr. 9: STARLITE: CP 4567-QNS&L 205. Apr. 11: CP Extra: CP 5539-CR 7774-CR 5403. Apr. 11: STARLITE: CP 4743-CR 7803-CR 8921. Apr. 15: STARLITE: CP 4560-KCC 102. Apr. 16: Extra Acid: CP 5503-8921-8798-CR 7798-7772. Apr. 16: Extra East: TH&B 75-73-403-CR 8798-CR 7798-7772. Apr. 16: Extra Rock Ety. North: CP 8798-CR 7798-7772. Apr. 18: STARLITE: CP 4726-8921.

--Power on the BU-CP and CP-BU: CP 4238-4239-4225; CP 4234-1808-1812.

--On Apr. 16 TH&B Geep 75 on an acid train east of Hamilton reported a broken water pipe in the cab; the unit is now at CP's Agincourt Yard.

--The TH&B began handling the Nanticoke Steel Train once again for a month, commencing May 19.

--VIA 6762 is reported back in service after fire damage repair.

--April 18 saw CP unit 3100, a caboose, and a business car travelling the CN Oakville and Halton Subs., apparently in conjunction with a joint safety program.

--Help is needed to identify an EMD LaGrange builder's plate found on the Oakville Sub. in Burlington. It reads model no. D-100001 and serial no. A 9553. Do any members know what unit this plate may be from?

--More VIA 'F' units were back in service in Southwestern Ontario in May, with fewer leased CN 9400's in use. Many 'F's are in fresh paint: 6513, 6516, 6772 and 6775, for example. The 6775 has a blue VIA logo on the nose instead of the usual red. Also, may appear to be using portable ditch lights.

--The ex-CR Jordan spreader, previously based at St. Thomas, is now in use at Oakville as part of the huge track gang based there for the summer. It is still resplendent in its original faded yellow paint, and lettered CR.

--Milwaukee Road units have finally started appearing on CP 500-501. SD40-2 148 ran with Soo 6623 on eastbound CP 500 on Apr. 13.

--CN 9901 and 9902 were delivered from GMD Apr. 4.

--CR GP9's 7432, 7433 and 7440 were shipped from St. Thomas in early April (via CN) to Altoona. Pa. to join mates 7435-37 and 7439, which were sent there in June 1985. Apparently, the reported sales of these units fell through.

--The only QNS&L units still running on CP in their original paint are 205 and 206 (to become 5401 and 5402).

--All C&O Canadian Geeps (and the remaining switcher) were shipped to a Sarnia scrapper/dealer on April 24 via C&O Wallaceburg from St. Thomas. The units were 5240, 5730-5737, 5744, 5773, 5781.

--GTW GP38 5808 and GP9 4917 were spotted on an eastbound CN freight on Apr. 22, likely on their way to the CV. The CV has been extremely busy as a result of the Guilford strike.

Good news and bad news dept.: The TH&B suffered a very bad washout at Cainesville, near Brantford, circa May 19, forcing the railway to reroute the Nanticoke steel train by way of Welland, CN CASO Sub., and CN Hagersville Sub. from Hagersville to Nanticoke. After two days of this, they turned the train back over to the CN, which is running it with one of the famous A-B-A sets of F7's.

--Hamilton Chapter member Bill MacArthur reports spotting a unique locomotive in Louisville, Ky. on May 13. Seaboard SD40 6382 is sporting the new CSX Transportation System paint job, which consists chiefly of a platinum mist coloured body with a medium blue coloured upper cab and top of the whole unit. There is a small SBD below the number on the cab side, blue CSX logo on the nose and the lettering "CSX Transportation" on the sides of the body. Eventually, all Chessie System and Family Lines units may receive this new post-merger paint job.

--CN has been taking out a lot of newspaper advertising lately with regard to tenders and leases. Up for grabs are the following: For Lease: the old CN station in Kingston, at 820 Montreal St. For sale, Tiffin No. 2 grain elevator in Midland. For removal, the ore dock and approach trestle in Thunder Bay, the track material at Spadina, and the track material on the Beeton Sub. from Cheltenham to Tottenham.

--CP Rail trains into TH&B's Aberdeen Yard (Hamilton): April 18, 1986: STARLITE: CP 4726-8921. Apr. 30: EXTRA ACID: CP 5519-4727-3006-4221-5021. EXTRA ACID: CP 4212-CR 7804-CR 4227. May 4: STARLITE: CP 4720-8921 (same May 5-6). May 7: EXTRA ACID: CP 5542-3104-3111-4236. May 9: STARLITE: CP 5512-8921. May 15: EXTRA ACID: CP 4571-8921-4207-4216.

--TH&B trains on the Welland Sub.: Apr. 30: EXTRA EAST: TH&B 73-403-CR 5012-4221-3006. EXTRA EAST: CP 5012-4221-3006 and TH&B 53 as pusher. May 7: EXTRA EAST: CP 5542-3104-3111-4236. May 16: EXTRA EAST: TH&B 73-75-CR 4216-4207.

--On April 25 a southbound CN freight passing through Ottawa, engines 2014 and 5277, included a CN boxcar painted for EXPO 86, RDC 6144 (damaged with several windows boarded up--wrecked at



Penhold, Alberta, July 24, see August 1985 NEWSLETTER) and a stainless steel coach (no number, CP Rail logo, also with many boarded up windows). --J.M. Harry Dodsworth



## F UNITS--WHERE TO FIND THEM by Ron Lipsett

The four F7B's that were in storage at Fort Erie were pulled out during the second week of March and "fired up" again. CN is pressed for power at the present time. On March 23 a number of F7A units were transferred to Toronto to assist in traffic here: 9169, 9172, 9173, 9175 and 9177. Prior to that, units 9164, 9165, 9166, 9177 were in the Toronto area for use on snow plow trains. Some 'A' units still sport the winter "ear muffs" used for plow service.

In late spring CN had an A-B-A combination of 'F' units in the Hamilton area and these have been spotted in Oakville Yard, tied up. Night train 442 runs out of Hamilton from Tuesday to Saturday at approximately 0300 hours. This job returns as Train 251 around 0600. The CN Nanticoke job, train 725, leaves Hamilton Yard about 1430 daily and goes up the Hagersville Sub. With a scanner you can chase this run to Nanticoke (approximately 35 miles), as the line has a 35-40 mph speed limit. A good spot to get a shot is near Caledonia; Highway 6 runs close to the line most of the way, and the chance to see 'A' and 'B' units operating on freight in 1986 is just too much to refuse.

In the Toronto area the best places to find the 'F' units are at Cherry St. (Don Yard) or at MacMillan Yard in Maple. On Saturday mornings two 'F' units run cars east up the Kingston Sub. past Main St. and up the Geco Spur, where they work the yard and industrial sidings in the vicinity of Birchmount Rd. before returning to the Don.

Other places in which to look for F's are on Fort Erie-Toronto trains and on the line to Stratford; Train 431 to Fort Erie, the "Pulp Train", sometimes has A and B units mixed into the lashup, and Train 409 to Stratford leaves Mac Yard at about 2230 and heads out to Stratford, returning about 0930 the next day (into the sun). The railfan photographer should be prepared to chase these units at night since the majority of runs are during hours of darkness. A great night shot, using tripod, cable release and flash unit (s) is possible. How long the F's will run no one really knows. Now is the time to get them, since it seems that Southern Ontario will be the last stand for the CN 'F' unit in Canada.

WHY SOME OF THOSE F'S ARE HERE--Jimmy Rousseau is a railfan. That's not so unusual, there are hundreds in the area. What makes Jimmy unique is the fact that he gets to do things that the ordinary run-of-the-mill fan just isn't able to do. He's the Master Mechanic at CN in Hamilton and when he heard that some of his favourite old diesel locomotives were stored, and probably awaiting the scrapper's torch, he decided he wanted them. The ordinary railfan would have had to drive nearly 1900 miles to The Pas, Manitoba, just to see them. But not Jimmy. He contacted his supervisors in Montreal and said "Let's make a deal". A few weeks later three locomotives from Hamilton headed west and the three Jimmy fancied arrived in Hamilton. So, why does he want to have these 34-year old machines around? After all they've over five million miles apiece on them and they do need a bit of Tender Loving Care in the mechanical end. The answer is the sight and sound. They certainly look different; better, really, than the new locomotives. Then the sound. It's a gutsy, powerful pitch that gets to Jimmy's ears--that belies the age and mileage of the units. But it's not all an affair of the heart (or eyes and ears). Jimmy's lovelies are good "pullers". They'll haul more tonnage than anything else their size and the enginemen say they ride like Cadillacs--well, like 130 ton steel tired Cadillacs, anyway.

So, if at about four o'clock some afternoon you're hung up at a crossing on Ferguson Ave. and see a different looking train, Jimmy could be in the cab or even running the engines on their regular run, the steel train to Nanticoke.

--Bob Chambers in the Hamilton Spectator, forwarded by Dick Vincent

## MARITIME NEWS by Bruce Chapman, Ron Lipsett and Wendell Lemon

--CTC decision: CN has been given the O.K. to abandon the Centreville Sub. in New Brunswick, from Woodstock, Mile 2.63, to Centreville Mile 27.7. In 1983 this line lost \$289,605. The section from Mile 0.0 to 2.63 in Woodstock will be continued and an attempt to transfer ownership to CP urged. The line had originally been planned in 1909, with construction started in 1912 as the Saint John Valley Railway Company, to join St. John and the Grand Trunk Ry. at Grand Falls, N.B. In 1914 the province of New Brunswick assumed ownership of all existing trackage between Gagetown and Centreville. The section of trackage between Gagetown and Westfield Beach (St. John) was completed in 1919. In 1929 the line was sold to the Federal Government. In 1966 the trackage north of Fredericton was abandoned because of the huge Mactaquac power dam, flooding most of the right-of-way. CP provided running rights from Devon, Mile 70.5 on the CN Oromocto Sub. over CP's Gibson and Shogomoc Subs. The line, during the 1960s, was well known for its rare diesel power (Canadian Locomotive Co. 1600 series units, which provided the power until replaced by RS18 and RSC13 1700 series units). The line was very light in traffic, with potatoes, lumber and wood products the major loads carried.

--With the Guilford strike, CP is running all Maritime traffic on the CNR from Quebec City to Edmundston, N.B. VIA Nos. 11 and 12 were not running through Maine at time of writing but this may be allowed shortly. The first eastbound CP freight through Moncton had 4557, 4726, 4731 and 5405 for power. Crews changed at CN Moncton and the train continued on to St. John, N.B.

--Maine Central 16 has been sold and sent to the Aroostook Valley R.R. (in Maine) to be painted and renumbered AVR 14.



NEWFOUNDLAND--Recent press reports indicate the growing threat to Newfoundland's 3'6" gauge railway system. An unidentified Provincial Government official has said that the Federal Government has offered Newfoundland \$1 billion as well as other incentives to scrap the rail system. A good portion of the money would be used to upgrade the trans-island (Trans-Canada) Highway, while other funds would go to retirement pack-

ages for the 500-odd Terra Transport (CN) rail employees and for incentives for new industrial parks in towns such as Bishop's Falls and Port-aux-Basques which would be hard hit by rail abandonment. Provincial officials and politicians, however, are worried about the possible continued need for the railway in the future, such as for the transport of pipe for offshore oil development. Premier Brian Peckford's official position is that Newfoundland's railway system should be retained and upgraded, while Provincial Government Opposition Leader Leo Barry has proposed a 10-year moratorium on any decisions affecting the railway and on any decision to upgrade the trans-island highway to four lanes.

# SHORT HAULS

by Bruce Chapman

--CN has been held fully responsible because a 12 year old retarded boy had a leg amputated in Campbellton, N.B. after he fell under a train. He had been a frequent visitor to the rail yards and the judge said that CN ought to have known that slow moving trains were attractive to young boys.

--CN is transforming an existing office building next to Central Station, Montreal, into the new headquarters for the St. Lawrence Region. The building had been vacant for two years and will have a tunnel connection to Central Station and the adjoining underground shopping mall.

--The dispatcher involved in the siding head on collision of VIA No. 15 and CN 240, near Quebec City on Feb. 15, 1986, blamed the assistant chief train dispatcher. He claimed that his "train of thought" was interrupted, leaving the switch open to the siding.

--BC Rail reported a 1985 net operating income of \$78 million, but broke even by paying interest charges of \$78 million to its parent, BCR Company, which after consolidation had a net income of \$42 million, compared with \$34.3 million in 1984.

--Ports Canada (National Harbours Board R.R.) has retired six MLW S3 units. Locomotives 1003-1007 and 1009 were in CN's Turcot Yard, Montreal late in 1985, awaiting turnover to Sidbec-Feruni for scrap.

--Christian Bell Porcelain Ltd. of Mount Forest, Ont. has bought ex-CNR 2-6-0 96 from Steamtown. The engine arrived in Hamilton on Feb. 19. History: built in 1910 by Canadian Locomotive Works as Grand Trunk Ry. 1024; subsequently became CNR 926 and 96.

--CP Rail is expanding Manual Block System train dispatching in the Eastern Region. By June 1, 1986, the railway hopes to have it implemented on the Parry Sound Sub. between Mactier and Bolton, on the Port McNicoll Sub. between Medonte and Umthoff, on the Galt Sub. between Guelph Jct. and London, on the Windsor Sub. between London and Walkerville, and on the St. Mary's, St. Thomas, Port Burwell, Owen Sound, Elora, Teeswater and Goderich Subs.

--The Terra Transport (CN Newfoundland) main line between Port Aux Basques and Cornerbrook was out of service for several weeks earlier this year. During the first week of January a bridge 62 miles east of Cornerbrook was heavily damaged by flood waters, causing the closure of the line. Truck transport was used to move traffic.

--Federal Transport Minister Don Mazankowski has stated that he wants branchline abandonments speeded up because there is a higher risk of rail-auto accidents when people do not expect to encounter trains at grade crossings. Those lines currently involved are four in New Brunswick, three in each of Nova Scotia and Ontario, and two in Quebec.

--On May 16 the BCR's Royal Hudson, 2860, travelled to Hope, B.C. from Vancouver over CN's mainline to take part in the opening of the Coquihalla Highway. The train included baggage car PRINCE GEORGE, four coaches, lounge car DISCOVERY, and the lounge-observation car BRITANNIA.

--Marine Industries of Sorel, Quebec, upon completion of an order for government grain hoppers in March, announced that it plans to close its money losing rail car division.

--The Salem and Hillsborough now has ex-CN 2-6-0 1009 ready to roll. On April 5 it was fired up to 100 lbs. pressure and moved back and forth. It has many leaks, but the boiler is very tight. On April 19 it was again fired up and taken out for a couple of miles' run under full steam. The locomotive runs quite freely and can step right out. Much work is still to be done. The tender trucks were replaced with boxcar trucks because of badly worn brasses on the originals. S&H 42 has had all tubes removed and the bottom of the firebox cut away. It will be some time before it is mobile. The S&H is still having trouble obtaining enough staff to run trains. It may have to hire a full time operator of steam.


--In the April timetable change, operating crews on Amtrak's MONTREALER became Amtrak crews to St. Alban's, Vt., replacing B&M and CR crews who had the option of joining Amtrak or going on freight runs. This is the same as for D&H crews on the ADIRONDACK from Albany to Montreal.

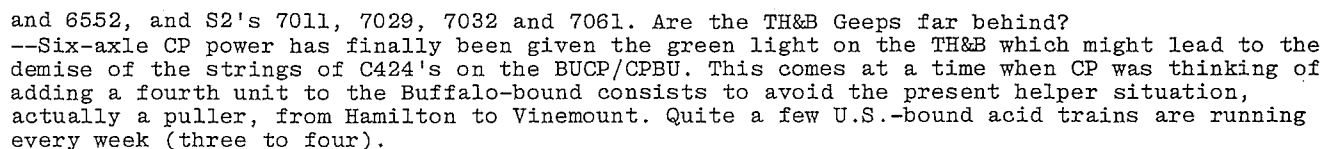
--CTC decisions: NAR-CN is to continue operating Mixed Trains 289-290, Edmonton-Waterways Alta. (a.k.a. the MUSKEG MIXED). With annual losses of \$200,00 exceeded, CN now has approval to abandon a portion of the Pagwa Sub. between Nakina, Ont., Mile 141.45 and Pagwa, Mile 78.6. Train operation is to continue between Calstock Mile 23.9 and Pagwa; the last revenue car was in 1981 to Pagwa, but tri-weekly VIA 272-273 are to continue to operate. The CTC wants CN to retain possession of the land for future use, as the old National Transcontinental Ry. line is the shortest route from Western Canada to Quebec. VIA can now cut passenger service between Pagwa and Nakina 35 days after the issuance of the order (see accompanying map).

--The Soo Line R.R.'s new short line, called the Lake States Transportation Co., is expected to gross more than \$100 million this year, putting it in the Class 1 league.

## HAMILTON AREA NOTES by Doug Page and Mike Lindsay

--Good-bye TH&B? The notice of the Annual Meeting of Canadian Pacific shareholders (dated March 10) holds a rather ominous notation with regard to the future of the Toronto, Hamilton and Buffalo Railway. Shareholders have been asked to approve a "special resolution...by virtue of which the TH&B...will lease its railway and undertaking to CPL (Canadian Pacific Ltd.)". Further on in the notice, mention is made of a 99-year lease and the TH&B will be "hereinafter referred to as the demised railway". Basically, a 99 year lease spells the end of the TH&B as we know it.

--Waxman & Sons of Hamilton have apparently purchased almost all of the stored CP Rail Alco switchers that are presently at CP John St., Toronto. To be scrapped are S3's 6509, 6527, 6549, 



# Sandy Worthen Pieces

## 1 JOTTINGS AT TRACKSIDE

Why wait 'til spring? On a gray March day, with the smell of snow in the air, the graffitied double track, deck plate girder bridge over US Route 30 at Laden, N.Y., 30 miles east of Buffalo, identified the ex-Erie R.R. main line, now used principally by D&H/Guilford Industries freights. There was nothing moving east to Attica, but on the shoulder of the ridge above the valley of Oatka Creek, near Dale, there was a flash of multi-coloured units (three) hauling an equally multi-coloured merchandise consist, heading for Buffalo. A rapid back track to the west side crossing at Attica was too late to see anything except the tail end of the freight, with a Missouri Pacific boxcar, plus a "black box", playing the part of the cabin car/caboose!

Next day, a slushy, snowy Mar. 13, 1986 on the former Erie R.R. mainline to Salamanca, at 0957, two Conrail C30-7 units, 6605 and 6606, leading 43 cars, appeared at Friendship, N.Y. In the consist were two "pigs", four articulated, double stacked container cars and 10 cars of lumber. Extra East 6605 held the main at Wellsville, but the colour light signal and the east switch alignment of the passing track indicated that a train was in the block. At 1046, Conrail Extra West 6792 approached, with SD50 units 6792 and 6753, 66 cars and caboose 24510. Extra 6792 maintained medium speed through Friendship, to Olean (JC 396; pick up 11 cars at 12:48) and Salamanca in the Allegheny River valley (JC 414), around the north shore of Allegheny Reservoir (JC 416), up the hill to Randolph and then down to the level of Lake Clautauqua and Jamestown (JC 447), where Extra West 6792 disappeared in between on-line industries.

Next day (March 14), a leisurely trip in the bright spring sunshine was planned, following the meanders of the Canisteo River east from Hornell (JC 332.3), but this proposal was frustrated by Conrail Extra West 6842 at Adrian, N.Y. (JC ca. 323), with three SD50 units, 6842, 6812 and 6819, hauling 107 cars and cabin car 21264. The freight was wasting no time and pre-empted every road crossing all the way to Hornell. However, on Alfred Hill speed was reduced to 30 mph. Once over the divide, the speed increased, passing Wellesville (JC 358.5) at 0957, Scio at 1008, Belmont (JC 367) at 1019, Friendship (JC 383) at 1054, at which point the exercise was broken off.

Two days later (Mar. 16, 1986) Central Vermont RS11 3604 (class MR-18a) was idling on the Grand Trunk's main line at South Paris, Maine at 1320, with a "train" composed of CN boxcar 550007 and GT caboose 75960. One hundred and eighteen miles further north, same railroad, same day, Extra 2557 East, headed by CN units 2557, 2531 and 2578, was stopped on the main line at Norton, Vt., perhaps waiting for U.S. Customs clearance. The indeterminate consist was completed by CN caboose 78432.

Note: "JC" in brackets refers to mileage from Jersey City.

## 2 GTI STRIKE DISRUPTS CP RAIL--In the beginning, the strike by 123 maintenance-of-way workers on the Maine Central R.R. of Guilford Transportation Industries seemed to be of very little consequence. Without a contract, and concerned by layoffs, the employees wanted the new contract to include improved severance pay. GTI responded by demanding 30% wage cuts to respond to declining revenues from operations.

Two months later, there had been a large number of consequences. When other unionized employees of GTI's MEC, Boston & Maine and Delaware & Hudson Railroads honoured the MofW picket lines, rail commuter services south of Boston were paralyzed until a U.S. District Court issued a restraining order restoring south side services and a limited rush hour service north of the Hub to suburban points. Other court actions were launched to prevent the strike from spreading to the D&H. Some regional shortline railroads, not affected by the strike, were invited to send motive power and crews to strikebound large yards to switch loads and haul out cars destined for customers on their lines. Some freights were handled by "supervisory personnel", but there were scattered reports that some freights were running with engine crews from "foreign" regional short lines, and without cabooses.

By the first week in May, Amtrak crews on New England services were refusing to cross the MofW picket lines. Amtrak tried to maintain its MONTREALER service by reversing the train east out of Springfield to Palmer, Mass., thus reaching the strike free rails of the Central Vermont R.R. for the onward journey north to White River Junction, St. Albans and Montreal. The ADIRONDACK terminated at Schenectady, N.Y., the end of Amtrak and the beginning of the D&H, from whence passengers were bussed to Montreal. But on Monday, May 5, Amtrak gave up on the "Palmer Connection" and terminated the MONTREALER at Springfield, Mass., end of Amtrak trackage. Arrival time there being 1:50 a.m., no bus service onward was provided.

However, what came as a real surprise was the disruption of CP Rail freight service and VIA Rail ATLANTIC passenger service through the State of Maine, when crews at Brownville Jct., Me. refused to take "short line" trains in either direction because, they said, CP Rail had been helping strikebound MEC by delivering carloads of freight to the U.S. railroad at Mattawamkeag. Canadian Press reports on May 5-6 said that CP Rail spokesman Bill Humphreys had confirmed that there were not enough "management personnel" to operate the ATLANTIC service from Boundary to Vanceboro, Me. He added that CP Rail would seek an injunction in U.S. District Court on May 5 to terminate picketing and to insist on compliance with the U.S. Taft-Hartley Act's "cooling off" period, hitherto ignored by the MofW union members.

Meanwhile, ATLANTIC services were rerouted via CN Rail to Moncton and Halifax. CP Rail planned to reroute its freights via CN, if its "short line" could not be reopened.

No one could predict what would happen on May 19 and 26, Canada's Victoria Day and Memorial Day in the U.S. respectively, traditionally the "kick-off" of the summer vacation period. When questioned, Colin Pease, Vice-President of Guilford Transportation Industries, owner of MEC, B&M and D&H, said that there was no end in sight for the strike and no negotiations were





# UCRS and other events and activities

by Ed Campbell

The May Toronto UCRS meeting featured another excellent slide show, this one presented by Tony Schill of Buffalo. In addition to the various railways and industries listed in the program announcement in the last issue, there was coverage of a good number of other Western U.S. operations. A bonus was a concluding series of traction slides ranging from Hong Kong to Pittsburgh, with many stops in between. Thanks again, Tony, and do come back again.

--Note: The July and August Toronto meetings will be held in North Toronto Collegiate Institute, 70 Roehampton Ave. (one street north of Eglinton Ave., running east from Yonge St.). The location is close to Eglinton Subway Station, and free parking is available on the school's east side. Entrance to the school is at the south-west corner--watch for signs directing you to the meeting room.

--Because of the 1986 insurance crisis, and the resultant uncertainty surrounding all special train movements, none are being announced in this issue. If you are interested in an excursion of which you have already received notice, you would be well advised to check directly with the sponsoring group to determine whether or not the trip is "on".

Friday, June 20--Regular UCRS Toronto meeting at the Education Centre, 6th floor auditorium, College and McCaul Sts. The entertainment will consist of a nostalgia (1940s and 1950s) slide and movies traction presentation (Illinois Terminal, North Shore, West Penn, IRC, etc.) by long time Buffalo railfan Al Kerr. Visitors welcome, admission free. Your newscast slides are always welcome. Please remember: Toronto meetings now start at 7:30 p.m. sharp.

Friday, June 27--Regular UCRS Hamilton Chapter meeting at the CNR station in Hamilton, 8 p.m. Members' 35mm slides will be featured, and of course your newscast slides will be welcome. GO Transit has two trains going directly to the meeting site, leaving Toronto Union at 5:19 p.m. and 6:03 p.m. The 5:19 train is express to Oakville, while the 6:03 makes all station stops. Friday, July 18--Regular UCRS Toronto meeting will be held in Room L8 of North Toronto Collegiate, 70 Roehampton Ave. (see note above). The entertainment will consist of members' 8mm movies. These should be edited. Please contact George Meek well in advance at (416) 532-5617 if you intend to show your movies so that he may arrange the program. The meeting will start at 7:30 p.m.

Friday, July 25--Regular UCRS Hamilton Chapter meeting in the CN station, Hamilton. See above for GO trains to Hamilton. Entertainment will be members' 35mm slides. Visitors always welcome. Why not take your newscast slides to Hamilton?

Friday, Aug. 25--Regular UCRS Toronto meeting at North Toronto Collegiate, 70 Roehampton Ave., at 7:30 p.m. The entertainment will consist of 16mm movies. If you have such films to show, please call George Meek as per the July 18 meeting instructions.

--Have you ordered your copy of TORONTO CIVIC RAILWAYS by Bill Hood?

planned. And, the demand for a 30% wage cut still stood.

The plight of some of the New England short lines such as the Vermont Ry. and the Green Mountain R.R., and their customers, can be appreciated. Windsor Minerals, producers of talc at Smithville, Vt., normally ships east over the Green Mountain R.R. to a connection with the B&M at Bellows Falls, or northwest to Rutland and the Vermont Ry. With the VTR having no outlet via the D&H, rail shipments have declined 75%, with product going by truck at double the normal cost. Layoffs at the mill at Smithville are sure to follow.

3



CN'S GENERAL OUTLOOK--CN Rail's multi-billion dollar western expansion plans have been slowed down somewhat by unsettling market trends and the hardening profit squeeze. Capital spending through 1990 will need \$3.5 billion. How can this amount be raised without seriously increasing the company's debt? First of all, says Maurice LeClair, CN's Chairman, the corporation's massive \$3.3 billion debt must be capped

this year, with the reduction process beginning in 1989-90. Already, the 1986 capital budget has been reduced by \$110 million.

The Government of Canada, Canadian National's Midas mentor, has shown no interest in allowing CN to "go public", nor in selling profitable non-transportation holdings. CN's domestic rail traffic fell by 5.2% last year, while Canada's economy grew by 4%. The railway will report a profit of between \$105 million and \$115 million for 1985, but this level is expected to fall to between \$66 million and \$70 million in 1986. Export grain traffic dropped off by 23% in 1985, due to poor crops.

Some 12½ miles of the Edmonton-Vancouver line were double tracked last year, but the emphasis in 1986 will be on yard upgrading. The B.C. North main line between Prince George and Prince Rupert was improved last year to handle Tumbler Ridge export coal shipments coming off the British Columbia Ry., but, to date, traffic is running at about half the expected volume.

Chairman LeClair restated the dilemma that so often faces CN management. As a Crown corporation, CN often is restrained from making good business decisions which may cost jobs and thus make regional politicians unpopular. This has been the case since 1885 and the days of David Pottinger on the Intercolonial Ry. Obviously, the Corporation must have adequate authority in a deregulated environment to improve or eliminate unproductive practices. As of first quarter 1986, this had not been granted.

**4 STRANGE TENDERS**--What surely must be one of the most peculiar ever "Calls for Tenders" appeared in the March 17, 1986 issue of the Montreal GAZETTE: 'CN Call for Tenders-Water Patrol of Victoria Bridge Area'. Description of Work: To patrol the area around the Victoria Bridge to ensure protection for those working on the bridge from April to October 1986. This responsibility will be entrusted to two persons with suitable qualifications, who will patrol the bridge area in two outboard motorboats equipped with the appropriate rescue equipment.

Sealed tenders were accepted until 12:00 a.m. on Mar. 25. Relevant documents and additional information were available from CN Bridges and Structures, CP 8107, Central Station, 4th floor, Montreal, Quebec H3C 3N3.

## Correspondence

To the Editor,

I write this letter, much delayed by press of business, to express my disappointment with Mr. Gordon J. Thompson's rebuttal (NEWSLETTER 437) to my comments on Buffalo's Metro Rail (NEWSLETTER 434). I plead guilty to being a "filbert" for more than 30 years. But I also believe I have enough journalistic integrity to base a critique like "The Ends of Some Eras" on real social, economic, and engineering considerations and not on what I as a trolley fan might like to see. I was not expecting to see semiconvertibles or Witts operating on Main St. I was disappointed, not as a filbert but as a student of rapid transit, in what I did see, and that is what I tried to communicate in my article. I am pleased to hear that MetroRail is as successful as Mr. Thompson reports, and I wish Buffalo the best of luck. But as long as he brings up Baltimore's Metro in his comparisons, let me correct him on one point. Although this line will reach far out into the suburbs with next year's extension, the existing eight-mile line serves heavily populated urban districts, with close together stations on the inner portion, and only slightly larger spacings on the outer. But Buffalo paid over 20% more per mile than Baltimore for a line of lower capacity and lower speed, important factors for the future suburban extensions of both. In this sense perhaps my characterization of Buffalo's MetroRail as "shoestring rapid transit" is incorrect--but not in Mr. Thompson's sense. I do thank Mr. Thompson for pointing out my error about Pittsburgh's Penn Station terminus--this was a case of hasty observation. I do think, however, that he demonstrates a misunderstanding of the proper perspective of the serious amateur. Being a railfan does not disqualify a person from expressing considered opinions on transportation needs.

--Ronald H. Deiter

--CP Parkdale Yard Office, Toronto, was closed prior to April 25; this leaves Parkdale looking quite desolate. There always used to be a number of locomotives and cabooses sitting around there. Traffic patterns have changed with all the trackage revisions in that area. Some of the interesting traffic in the area has either disappeared or has been simplified (e.g. Cabin 'E' area).

--Bob Sandusky

--Apologies are extended to any reader who may live in or near Sunderland, Ont., a community located on CN's Cannington Spur. The note relative to use of the spur for rip track storage (May issue, p. 18) erroneously called the community "Sutherland".

**STOP THE PRESS NEWS:** The TTC has voted to retain trolley coach operations. More details next month.

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