

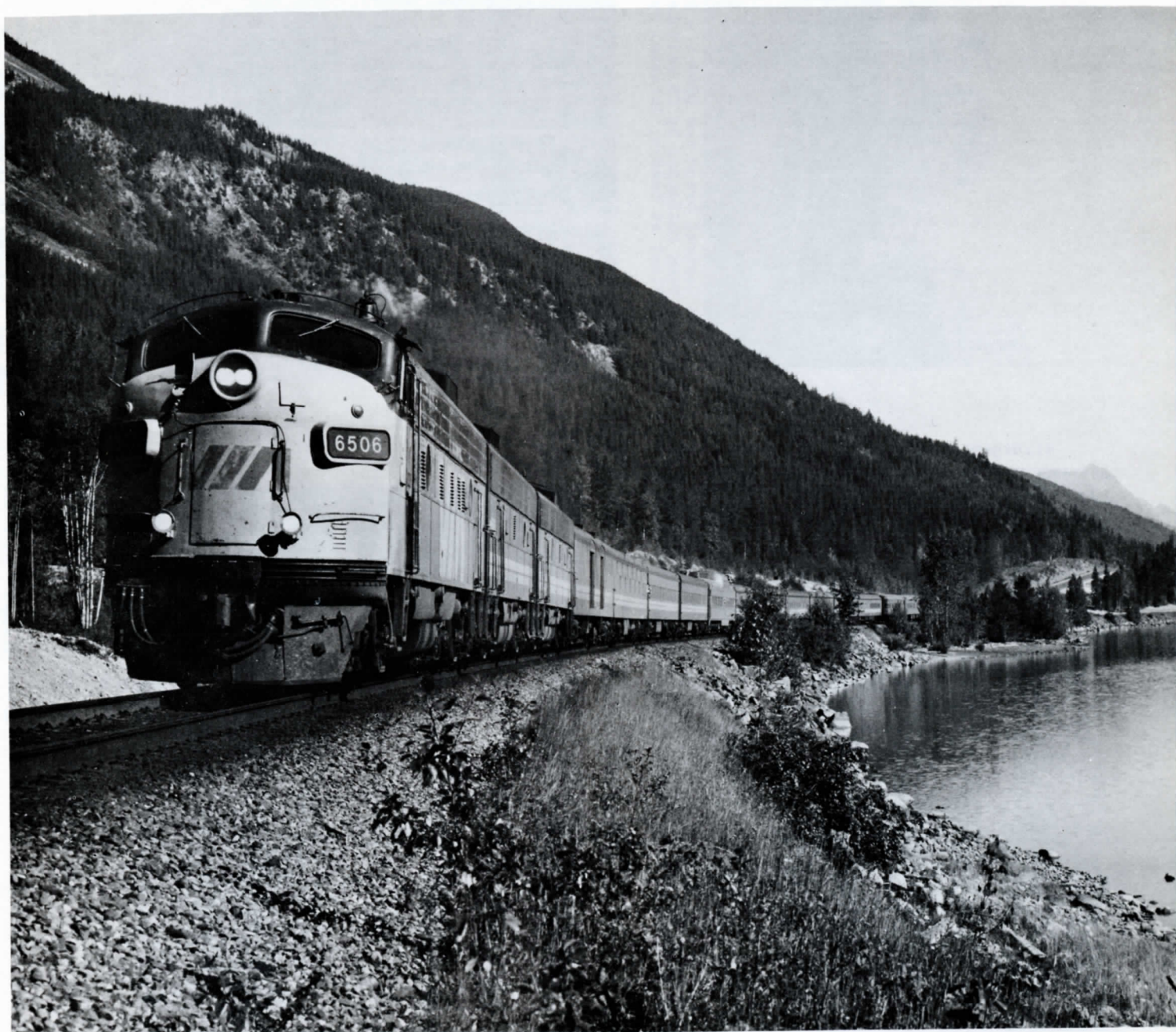


# Newsletter

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





Cut in behind CN M420(W) 2505, two unidentified GP38-2's and a GP9, are NdeM M424(W) units 9530-9533 in transit to their owner. The train is CN B-411 and the location is Bayview Junction, Ontario.

--Dave Stowe photo, from Tony DeSantis



Algoma Central brand new GP38-2's 201 and 200 are pictured just after having been collected by CN switcher 7161 from the General Motors Diesel Plant at London, Ontario. April, 1981. --photo by Ian Platt



TTC A8 class PCC 4504 has been the Commission's PCC training car since the retirement of ex-Birmingham, Alabama PCC 4700 about one year ago. External modifications include the installation of a roof platform for trainee operators to stand on during trolley pole demonstrations; and removal of the water bumper at the front of the car. Built by Canadian Car and Foundry/St. Louis Car Co., 1951, as part of a 50 car order, the TTC's last purchase of new PCC's.

--TTC photo



The distinctive interior of TTC training car 4504, looking towards the back. In the early 1970's the PCC was fitted with these angled perimeter seats to test the concept in service. The first six CLRV's arrived with similar "perimeter" seating, but it did not prove popular with riders and is currently being removed. The 4504 was chosen for training car service to avoid the expense of removing the experimental seating had the car remained in revenue service.

--TTC photo



## EASTERN TRIP REPORT:

by Jim S. Snider

# THE ATLANTIC LIMITED

Having a friend who lives in Glace Bay, Nova Scotia invite me down to the east coast afforded me the opportunity to travel on VIA Rail's eastern transcontinental train, The Atlantic Limited. The train was chosen for two reasons (a) I, being a railfan, and (b) if Mr. Pepin has his way, I would not have the opportunity to ride the route after November 1.

I left my home in Thornhill with ample time to survey equipment at Union Station. However, a delay on the subway (a fire at St. Clair Station) required a hasty exit and a taxi ride to Union Station where I was just in time to catch the 12:25 departure of Train 64 (The Meridian) for Montreal.

The train departed 10 minutes late with VIA coaches 5465, 2513 and 5560. HAMILTON CLUB was used for VIA-1 service. The train had a snack car (number unobserved) as well. Three other coaches made up the consist.

As a quick entrance had to be made on the train, an even quicker exit at Montreal was necessary. As a result the engine and steam generator were unobserved. (The relatively straight route to Central Station didn't help matters either). VIA unit 6542 was seen being shunted out of Central Station five minutes after The Meridian arrived, 20 minutes late in Montreal. The quick exit was a jump from one track to the next as The Atlantic was being held for 100 passengers from The Meridian alone!

Extensive rail replacement on CN's Belleville Subdivision was the reason for arriving late in Montreal. A CN Canron Rail Changeout Machine--RCO (for details see Newsletter 379, May, 1981) was in operation here. The north track was being upgraded with continuous welded rail. As we were on slow order, the work gangs seemed almost endless, stretching for perhaps four miles. An interesting observation was the Holland Company's (Chicago) Mobile Welder Truck working behind the RCO.

CP Rail FP7A 4074 was seen at Ste. Anne-de-Bellevue station (adjacent to the CN mainline) with a consist of bi-level commuter cars. Similarly, CP FP7A 4075 was seen just east of Pointe Claire with single level cars, and unit 4070 at Dorval also with single cars.

The Atlantic was filled nearly to capacity at Montreal. I expected a shorter version of The Canadian upon which I travelled to Thunder Bay (by way of CP West Toronto) in 1978. I was surprised to find out that The Atlantic was longer (that day anyway). The train was made up of 14 cars, and VIA units 6772, 6870 and 6635 on the head end. The train's consist comprised: VIA baggage 9636; VIA coaches 5589, 5512, 5518, 5580; VIA snack car 760; VIA Daynighters 5726, 5747; VIA GREENHURST, GREENSHIELDS sleeping cars; VIA diner 1363; VIA CAPE ROSIER, FRASER MANOR, KAKABEKA FALLS and RIVIERE RAQUETTE. As this train is the only passenger rail service that the State of Maine sees, many people are quite upset over its announced discontinuance. I awoke at 6:00 a.m. while we were stopped at the border town of McAdam, New Brunswick (just after leaving Maine). An elderly lady who had just boarded was overheard saying to the conductor "I don't know what we're going to do". The conductor's reply was "I don't know either; I guess we'll go back to the horse and buggy". I talked to one conductor who said that even in winter the train carries 300 passengers regularly. The bar car (as usual) was always filled to capacity. Seating was hard to come by in the diner and the coach seats were almost filled. Why the government wants to take away an obviously popular and necessary train is beyond me.

An interesting point: the conductor to whom I spoke boarded the train at Lac Megantic, Quebec (a crew change point on the Quebec/Maine border). He rides the train only as far as Brownsville Jct., Maine. The crew are U.S. citizens who work for CP Rail. The conductor told me that there is only one other place in North America where this is the case, in Vermont.

Seeing the sparkling waters of the Bay of Fundy at St. John, New Brunswick in the early morning was fascinating. The sun was shining and there was not a cloud in the sky. I wanted my camera but unfortunately I was eating breakfast in the dining car seven cars away from my seat. We arrived at Truro, Nova Scotia right on time. The weather was a sunny 80 degrees compared to Toronto's cloudy, gloomy picture that day of September 2. The six hour ride to Sydney, N.S. was aboard RDC's 6100, 6205 and a third dayliner. The journey to Sydney from Truro is over a CN single track line which is not in the greatest condition. This explains the running time of six hours for a 230 mile trek.

North Sydney, N.S. is the site of CN Marine's operations (ferries to Newfoundland). CN RS11 3692 was the only engine visible, shunting boxcars and flatcars to CN's PRINCESS OF ACADIA which sails to Argentia, Newfoundland. The United Mine Workers strike on Cape Breton Island has shut down the three coal mines owned by Devco (Cape Breton Development Corporation). All other Devco operations including the company's railway (formerly operated by CN), international piers, coal wash plants and repair shops are affected by the strike. The strike has also forced changes in operations at Sydney Steel Corporation and Nova Scotia's Power Corporation plants. Sysco has stockpiles of coal but these are extremely low. Loaded coal cars (Devco Railway) are idle at Devco's Glace Bay yards as well as at Sydney. Glace Bay's Devco yards are an interesting spot to observe flangers, cabooses and snowplows.

The 6:30 a.m. departure from Sydney was aboard VIA RDC's 6211, 6140 and 6113. The 6113 was removed at Truro while the other two cars continued on to Halifax. I decided to return home





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Quote of the Month (MP Sinclair Stevens (York-Peel) in a recent report  
to constituents): "Commuters in the Toronto area should question the  
(Federal) government's commitment to economizing--this year's projected  
operating loss of \$3.2 million on the three Toronto commuter train runs  
is almost negligible in comparison to the cost overruns that have been  
accumulating on major government projects". (from Dave Stalford)

--CN is testing a new variant in piggyback technology between Toronto  
and Montreal, known as Tri-Pak. Five 150-foot articulated flat cars are  
involved in the tests, each of these units being composed of three 50-  
foot flats permanently connected by means of an articulation joint  
mounted over a common truck. These Tri-Pak cars will carry three of the  
largest CN highway trailers now in use.

--One facet of the observance of the CPR centennial which we could well  
do without is the announced offer of an Edmonton company to sell, to CPR  
employees only, an \$800 Winchester rifle branded with the railway's  
initials and engraved with the company's original herald and a rendering  
of an early CP train on a trestle. CP Rail itself is actively promoting  
these rifles, which are limited to a production run of 5000. Rather than  
CP lending its name to the sale of these weapons, with their ever present  
potential for death or maiming for both man and beast, it would have been  
far more appropriate for the company to have promoted the sale of  
commemorative chinaware and/or cutlery (for example) and to have made  
same available for purchase by all Canadians.

--CP Rail has placed an order for 165 container flatcars with the National  
Steel Car Corporation in Hamilton Ontario. The order will cost nearly  
\$10 million.

--Effective September 15, 1981, the CN train order office at Parkdale was  
taken out of service. The Parkdale station was located at Mileage 2.4  
Weston Subdivision, adjacent to Queen Street West, Toronto.

--two latter items from Brian C. Nickle

COVER: VIA 6506 is on the point of the westbound SUPER CONTINENTAL as  
it passes Moose Lake, British Columbia, some 20 miles west of Jasper,  
Alberta. September 7, 1981.

--by John D. Thompson



on The Atlantic instead of the more northerly Ocean because it would probably be the last time I would be able to view the beautiful scenery of New Brunswick via The Atlantic's route.

The Atlantic departed Truro at 13:00 hours with almost the exact equipment upon which I came down. This time the train was even longer leaving Halifax. There were 19 cars plus VIA engine 6772. Other equipment: VIA 'B' units 6870, 6864; CN baggage 9627; VIA coaches 5649, 5580, 5631, 5541; VIA snack car 760; VIA Daynighters 5726, 5747; VIA 1168 sleeping car; GREENSHIELDS sleeper; VIA 1194 sleeper; GREENHURST sleeper; VIA 1363 diner; VIA CAPE ROSIER, FRASER MANOR, KAKABEKA FALLS and RIVIERE RAQUETTE, which was being used as quarters for the crew.

We arrived at 7:00 the next morning in Montreal after a long but exciting ride. I had decided to take a Daynighter from St. John, N.B. to Montreal. I was quite impressed with the comfort, well worth an extra \$10.

From Montreal it was homeward bound aboard a substituted Turbotrain. For some reason the Turbo had not made the trip to Toronto the day before. This was my first time on the Turbo. I didn't like the ride, which was mostly fairly bumpy, perhaps due to the fact that you ride much lower to the rails than in conventional coaches. CN's rail gangs were out in force again, this time working the south track. We arrived one hour late in Toronto due to the slow orders.

Afterthoughts: The journey was a most pleasant one. Trains were generally on time; staff was very friendly and courteous. VIA should be commended for its fine refurbishing of rather old coaches. In my opinion the coaches look modern, and the seats are quite comfortable. It's too bad that VIA has to cut services instead of trying to improve them. A quote from a lady from Minnesota who has ridden both Amtrak and VIA a number of times seems appropriate: "You have far superior rail service here to that in the United States".



## 2894 VISITS MAYBANK LOOP

TTC Small Witt 2894, one of three Peter Witts which service the Toronto by Trolley Car daily charter operation during the summer months, was used by the Buffalo Chapter of the NRHS on Sunday, September 27th for a two-hour late afternoon tour. This trip followed a visit by Chapter members, by way of a chartered Greyhound bus, to the Halton County Radial Railway's Rockwood museum earlier in the day on the occasion of the OERHA's "Great Fall Colour Trolley Car Extravaganza". The Editor and Assistant Editor of the Newsletter joined the Buffalo group aboard 2894, which left the corner of Wellington and York Streets at about 4 p.m. with well known Toronto street car fan Harvey Naylor standing in the front vestibule, acting as guide. The car proceeded west on Wellington, north on York, and east on Queen with Harvey regaling the group with gems from his extensive fund of knowledge of Toronto's historic buildings. Among many other structures, he made particular reference to Osgoode Hall and the Old City Hall; passengers were amused to hear how the latter's architect, E.J. Lennox, after a spat with Toronto City Council over budget matters, caused a multitude of grotesque and moronic faces to be carved in the stonework, these faces constituting Lennox's impression of the Council members. The architect also contrived by devious and unusual means to have his name cut into the stonework despite the Council having expressly forbidden the use of his name on the building.

2894 continued east on Queen to Broadview, the looseness in its rear truck being rather evident as it passed over specialwork. The turn was made on to Broadview Avenue, with Harvey pointing out the new "Chinatown East" centred on the section of the street between Dundas and Gerrard. This was followed by the curves and ascending grade alongside Riverdale Park, where the Buffalo visitors were afforded the dramatic view of the Toronto skyline to the west and south-west.

After circling Broadview Station Loop (never really noticed before how big that loop actually is), we observed the recently burned out historic Playter Hall at the south-east corner of Broadview and Danforth, then on south on Broadview for a reprise of the Toronto skyline and a turn to the west at Dundas Street. At Parliament Street Large Witt 2424 was encountered, stalled on the southbound track just clear (farside) of the intersection while its trolley pole was being changed off, with its load of Tourtram riders aboard. For a brief interlude, as 2894 passed by, the intersection of Dundas and Parliament really looked like the old days, with a Witt on both streets. Further to the west on Dundas, we picked our way through the traffic congestion in the area lately known as "Chinatown West"; while the previously alluded to Chinatown East had looked reasonably active, its larger west side counterpart was a true hive of activity with all stores wide open and the sidewalks thick with Sunday afternoon visitors and local residents.

Next came a turn to the north on Bathurst Street, followed by a view of a track renewal job north of Ulster Street with some of the replacement rail, which must have been laid just the night before, looking unusually wavy. After "dropping in" at Bathurst Station by way of the loop track, 2894 continued north past Hillcrest Shops where stored PCC's on the boneyard track, of which one or two were visible through the main gate, were pointed out by Harvey Naylor. The "Hill" having been surmounted, the route was briefly to the east to visit the underground confines of St. Clair West Station Loop, which resounded to the whine of 2894's Westinghouse 510A motors as we made the clockwise circuit. The next lap was directly west to the new Maybank Extension and Loop, where a five-minute photo stop was held, with the Small Witt posed for shots standing on the Maybank Avenue Diversion after having made what



was probably the first pass through the loop by a Peter Witt, two months and one day following its opening. Unfortunately the sun went behind one of the very few clouds in the sky just as the photo stop occurred, but we trust that our Buffalo friends obtained some good photos nevertheless. It was noted that all work at the loop was complete, with a standard passenger shelter having been located on the platform.

On the return trip along St. Clair Avenue it was particularly evident, from the number of gapes and stares, that the Peter Witts rarely visit this part of town; by contrast, in the downtown area where the Witts regularly prowl, scarcely a head seems to turn upon their passage. The last lap was south on Vaughan Road and Bathurst Street to a left turn through the grand union at King Street, to let the trip goers off at York Street and at Bay Street. A brief but interesting trip, made all the more enjoyable by virtue of the hospitality and imparted knowledge of Harvey Naylor, had been concluded. Following this the Editors had a pleasant supper in the company of Buffalo Chapter members Al Kerr, Harold Ahlstrom and Dick Olday before the latter boarded the Chapter's chartered Greyhound bus, parked in front of Union Station, to return home.

#### NORTH OF METRO NOTES

Material from Dave Stalford

- CN told Georgina Township in late August that it was not possible to stop track removal on the 9.3 mile Zephyr-Sutton branch, dashing the Township's "too little, too late" plans for a steam tourist operation. The railway pointed out that parts of the salvage operation had already been tendered. Bids on the sale of approximately 23,500 No. 2 softwood ties from the line, latterly known as the Sutton Spur Subdivision, were advertised for by CN, for closing on September 3. The railway intends to sell the ties in a single lot. The Sutton Spur, a segment of the onetime Lake Simcoe Junction Railway (originally Stouffville-Jackson's Point, constructed in 1877, into the Grand Trunk system in 1893) will be readily traceable by railfans in the future, as it will become a public hiking and skiing trail.
- The 200-member Barrie-Toronto Train Passengers Association presented a 36-page brief to the Progressive Conservative Party task force hearing at Toronto's Hydro Place on August 11, stressing the need to preserve the threatened Toronto area VIA commuter services. The brief pointed out that trains are both economically and energy efficient, and safe and reliable, and offer an infrastructure already in place and readily expandable. The Association also repudiated the misleading statement emanating from the Federal Transport Ministry to the effect that the Barrie train was being filled to only 49% of capacity. While only about 50 passengers a day board at Barrie, the seats are quickly filled in the mid-section of the line (Newmarket and Aurora), and the train enters Union Station with every seat occupied.
- The former Newmarket station of the Toronto and York Radial Railway's Metropolitan Division was being offered for sale earlier this year under a real estate listing for \$98,900. As a commercial property, a newspaper ad illustrating the property told of "lots of parking" being available and exhorted prospective purchasers to "start your business here".
- Robert Ward, of Brown Hill, Ont. is the owner of a 1937 McLaughlin Buick limousine which was used by the CPR as a track inspection vehicle in Saskatchewan and later in New Brunswick. A photo of the vehicle, with flanged wheels and a locomotive-type vertical bar pilot carrying flag brackets, and with CPR's beaver herald on the doors, appeared in the Georgina Advocate on August 5 together with the information that Mr. Ward, obviously no railfan, intends to restore the auto as a straight road vehicle.

UNCERTAINTY CONTINUES TO PREVAIL IN VANCOUVER--In spite of the contract signing between the B.C. and Ontario governments with respect to the provision of the ALRT system by UTDC, the Greater Vancouver Regional District continues to oppose that technology and to throw up roadblocks. The District, of course, wants the reliability and economy of conventional LRT with DuWag equipment, which has Edmonton and Calgary off and running, leaving Vancouver in the dust. The depth of feeling between the Provincial and Regional governments over the issue has reached such intensity, according to the press, that both politicians and staff on the two levels are refusing to talk to each other. The GVRD has insisted (wisely) that the ALRT guideway be constructed according to its specifications, which would permit the structure to be converted to conventional LRT in the future. It is also insisting that the \$60 million in federal financing be in hand before construction begins. The press has stated that the adoption of conventional LRT would require the considerable expense of twinning the ex-CPR Dunsmuir Tunnel, through which it is planned to operate the ALRT in double deck configuration; however, on-street running in one direction might well give better downtown delivery and save that additional expense.

The tug-of-war between the Urban Transit Authority of B.C. and the GVRD appears now to extend to the commuter rail proposal, although in somewhat milder form. Despite the fact that it agrees in principle to the establishment of the commuter service between Vancouver and Mission, B.C., the GVRD Board of Directors has advised the UTA that certain specific aspects of the operation should be looked at before there is a positive commitment to it. This reaction is in response to a recent UTA staff report on the proposal. Negotiations have been authorized with CP Rail and Marathon Realty on the design and construction of the physical facilities, which could permit the service to be in operation as early as September, 1982. Neither the GVRD nor the Dewdney-Alouette Regional District have been involved in discussions to date and there is concern that regional considerations are not being properly recognized. The GVRD wants to establish the capital and operating costs which must be borne by it, and is less than completely convinced that the commuter rail scheme "is the best use of transit dollars in the next year"; a GVRD report identifies other matters which in its view should possibly take precedence over the commuter operation. Because the District has a direct responsibility for transit planning within its boundaries, it wants a closer look to be taken at the location of stations and the routing of feeder buses before UTA commits the service. GVRD also questions the number of buses which the UTA report states would be replaced by the use of commuter rail and the savings that would result.

--GVRD Newsletter, from Peter Oehm





# MOTIVE POWER NEWS

by Tony DeSantis  
and  
Bruce Swanson



UNIT ASSIGNMENTS: MACMILLAN YARD as of August 15, 1981

## Road Units

Road Number	Class	Builder's Model	Builder	Note	No. of Units
1204-1215	GR-12d	SW1200-RS	GMD	-	
1227-1238	GR-12f	"	"	-	
1239-1247	"	"	"	-	
1248-1259	GR-12h	"	"	-	45
1315-1329	GR-12r	"	"	-	
1396-1397	GR-12y	"	"	-	17
4000-4001	GR-25a	GP35	"	1	
4002-4010	GR-430a	GP40	"	2	
4012-4015	GP-430b	"	"	3	
4016-4017	GP-430b	"	"	4	17
5042-5049	GF-30d	SD40	"	-	
5060-5075	GF-30d	"	"	-	24
5500-5536	GF-20b	"	GMD	5	37
9508-9530	GF-430b	GP40-2(W)	"	-	
9531-9598	GF-430c	GP40-2(W)	"	-	91
9633-9663	GF-430d	"	"	-	31

Total Road Units - 262

## Yard Units

7026-7028	GS-12e	SW1200	GMD	-	
7033	GS-12f	"	"	-	
7163-7164	GS-8a	SW8	"	-	
7169-7171	GS-8a	"	"	-	
7173	GS-8b	"	"	-	
7178-7179	GS-8b	"	"	-	
7200	GS-9a	SW900	"	-	
7214	"	"	"	-	
7247	GS-9d	"	"	-	
8214	MS-10n	S7	MLW	-	
8225-8232	"	"	"	-	
8234	"	"	"	-	13
8235-8237	MS-10p	S12	"	-	
8512-8522	MS-10q	"	"	-	11
8173-8175	MS-10l	S4	"	-	
8177	"	"	"	-	
8179-8184	"	"	"	-	10



200-208	GH-20b	GP38-2	GMDD	6	9
265-273	GH-00a	HBU-1	"	7	9
303-305	MY-10r	S13	MLW	-	3
354-356	MY-00a	-	CNR	7	3

Total Yard Units 73

Total number of units assigned MacMillan Yard as of August 15, 1981: 335

Notes: 1 - 4000 renumbered to 9300 4001 renumbered to 9301  
 2 - 4002 " " 9302 4003 " " 9303 4004 renumbered to 9304  
 4005 " " 9305 4006 " " 9306 4007 " " 9307  
 4008 " " 9308 4009 " " 9309 4010 " " 9310  
 3 - 4012 " " 9312 4013 " " 9313 4014 " " 9314  
 4015 " " 9315

4 - Units 4016-4017 are on lease to VIA Rail Canada. 4016 renumbered to 9316 Sept. 18, 1981, 4017 renumbered to 9317 Sept. 27, 1981.

5 - Units 5500-5536 are assigned for I.C.C. or International Service.

6 - Units 200 to 208 were formerly 5537-5545 and are now used for hump service.

7 - Unpowered (i.e.: no prime mover) yard booster units or slugs used for hump and other yard service. Such units are equipped with traction motors which draw power from specially modified hump units such as Class GH-20B GP38-2's.

Due to a decrease in traffic, the following units were stored serviceable at MacMillan Yard as of August 15, 1981: 4000 to 4001, 4002 to 4015 (GP35 and GP40 respectively); 5510, 5512, 5513, 5529, 5535, (GP38-2's); 9511, 9522, 9539, 9555, 9565, 9577, 9584, 9593, 9633, 9634, 9636, 9638, 9640, 9642, 9646, 9649, 9653, 9655, 9656, 9663 (GP40-2W); 8179, 8180, 8184 (S4's) 305, 306, 308, 309, 356 (S13's); 459, 461, 462 (GY-00a YBU-2)(GMD 1980), = 51 units stored serviceable.

--Compiled by Tony DeSantis; Source: CN Motive Power Dept., MacMillan Yard, Toronto.

#### SOUTHERN ONTARIO POWER NOTES (TONY DESANTIS):

- On Thursday, April 16 CNR-ONR Train No. 730 (the North Bay to Hamilton Dofasco ore train) was powered by CN units 9566, 9577, 9632 (GP40-2(W)) and GO Transit 501 (GP40-TC). Train 730 passed Bayview Junction at 1910. GO 501 was set off at Hamilton Yard diesel shop and a conversation with the shop foreman revealed that 501 had been rebuilt and was being broken in prior to resuming its usual duties. An inspection of the unit revealed that the paint was still wet. The 501 was returned to Willowbrook Yard (Toronto) via CN wayfreight No. 557 which departed Hamilton at 0650 on April 18.
- On Sunday, March 28 NdeM M-424's 9530 to 9533 inclusive were moved on CN freight No. 415 which passed Bayview at 1635. Local railfans were thus provided with an excellent opportunity to photograph an interesting consist. NdeM units 9534 to 9537 were moved on CN freight 417 on April 3.
- On June 9, 1981 the last units of the NdeM order, numbers 9551 to 9555, were moved on CN freight No. D-411. (Note that 'D' refers to a fourth section of a train). The train arrived at Burlington West at 2103 where it paused for 15 minutes in order that No. 731 could cross over the Oakville Sub. from the north track onto the south track of the Halton Sub. MacMillan Yard Diesel Shop was kind to the numerous railfans present as D-411 was led by GP40-2(W) 9551, hence a rare opportunity to photograph two identically numbered yet very different locomotives.
- On Friday, May 1 CN freight No. 422 moved Algoma Central GP38-2's 203-205 from London to MacMillan Yard and thence northward for delivery to the ACR (see October 1981 Newsletter, P.5). Train 422 passed Bayview at 1631.
- On Thursday, July 30 CN freight B-411 moved FCP units 573-575 (M-424's). These were the last FCP units delivered in the blue and yellow paint scheme. FCP C-30-7 No. 435 was observed at the Erie, Pa. General Electric locomotive assembly plant on July 25, 1981 in the NdeM 'Family Lines' colours.
- On Tuesday, September 15, 1981 CN freight 436 struck a boxcar spotted past the fouling point on a siding at Ottawa St. in Hamilton, resulting in the derailment of 12 freight cars. One car came to rest on Beach Rd. only a few feet from a rolling mill at Dofasco. Fortunately no one was injured. All CN trains were rerouted through an industrial track on the N&NW spur which extends from Ferguson Ave. to Parkdale Yard, Hamilton. Hence, railfans were able to photograph trains 654/646, 641/642, 97/96, 635/636, 639/640, 99/98, 386, 387, 431, 432, 433, 434, and 436 on track designed to handle switching only. A slow order of five m.p.h. was in effect. All trains were escorted by a track gang in case of derailments or spread rails. Rail on the N&NW varies from 105 lb. to 85 lb., not designed to handle trains such as 432 which was powered by units 5073, 2008, 2333, and 2505, and comprised 105 cars.
- That same day (September 15), VIA Train No. 639/40 experienced an equipment failure on its RDC's. Hence it was assisted by CN 4525 from Niagara Falls to Toronto. Train 640 arrived in Hamilton at 1610, approximately three hours late.
- On Tuesday, September 1 the TH&B 'Starlite' was powered by M-636 4712 and M-640 4744. Since that date 4744 has appeared on the 'Starlite' several times, including three times (October 6, 7, 8) in one week.
- As most members may have noticed by now, the entire CN 4000 class (GP35's and GP40's) has



been renumbered to the 9300 series. Like CP Rail, CNR has launched a rebuilding program of its GP9's in the 4100 to 4600 series. The first unit completed was new number 4000 which made its appearance in the Toronto area on Tuesday, October 8 when it was the trailing unit on No. 433. The 4000 went back to MacMillan Yard on No. 436 on Friday, October 9. The unit was inspected by the author at MacMillan Yard on Sunday, October 11. Unlike the CP 1500 series, the CN 4000 series units do not have a square protrusion above the number boards. The chop nose and cab front exhibit smooth lines with the headlight on the low nose and the number boards and classlights located on the cab above the windows. New additions include anticlimbers and plow pilots at both ends. The dynamic brake blister remains, however; the grillework has been removed and paper air filters installed in their place. Unlike standard CN practice, the bell has been mounted on the engineer's side of the hood rather than on the cab front between the number boards. The most surprising feature was the paint work. The unit is painted in the new CN scheme with side stripes. However, only the ends of the cab are painted red-orange, with the sides and roof of the cab painted black. Reminiscent of the old green, yellow and black CNR paint scheme, the 4000's road numbers are gold with a white outline. A new builder's plate has been attached which indicates that 4000 (ex-4100) was remanufactured in September, 1981. At 0023 October 12, 4000 departed MacMillan Yard for Winnipeg (Symington Yard) where it will be permanently assigned.

- During the Thanksgiving Day holiday weekend, on Friday October 9 and Monday, October 12, VIA Trains 81 and 86 between Toronto and Sarnia were operated using LRC equipment.
- On Sunday, October 11, 1981 CPR freight 957 passed Leaside, Ontario powered by two SD40's and F7B unit 4435.
- CN GP40-2(W) 9608 was observed in helper service on the Denver and Rio Grande Western during the last week of September.



**SAULT AREA NOTES** (Bruce Swanson): The Algoma Central has sold several of its old diesels: GP7's 153, 160 and 164 have gone to the Michigan Northern, and possibly one additional unit the number of which is not presently known. Engine 166 has been sold to Canada Cement in Edmonton. GP9 171 has gone to the Maine Central and was to be renumbered 450 on that road. Algoma Steel has been testing ACR 168 in the local plant for possible use there, but no sale had been confirmed at time of writing. Algoma Steel has also transferred a GE 44-ton switcher from its Port Colborne, Ont. furnace to the Sault. This unit is three-foot gauge, and was moved on a flatbed trailer.

--VIA RDC 6000, still in CN grey and black, was seen coupled to the rear of CN caboose 79402 on September 20, 1981. The freight was being pulled by CN units 9312, 9316 and SD40-2 5062. The train was seen at Doncaster on the York Subdivision; transferring south on the Bala Subdivision.

--Jim S. Snider



#### UTDC KINGSTON TRANSIT DEVELOPMENT CENTRE

The Urban Transportation Development Corporation's Transit Development Centre is a comprehensive facility devoted to the development and testing of new transit systems and transit system components. The facility is used not only to test UTDC's own products but is also intended to be made available to governments, to other manufacturers, and to transit operators. The latter may test vehicles and other equipment prior to making a purchase, whereas manufacturers may display their wares to potential purchasers. The Centre is also intended to be used by transit operators for specialized training of personnel.

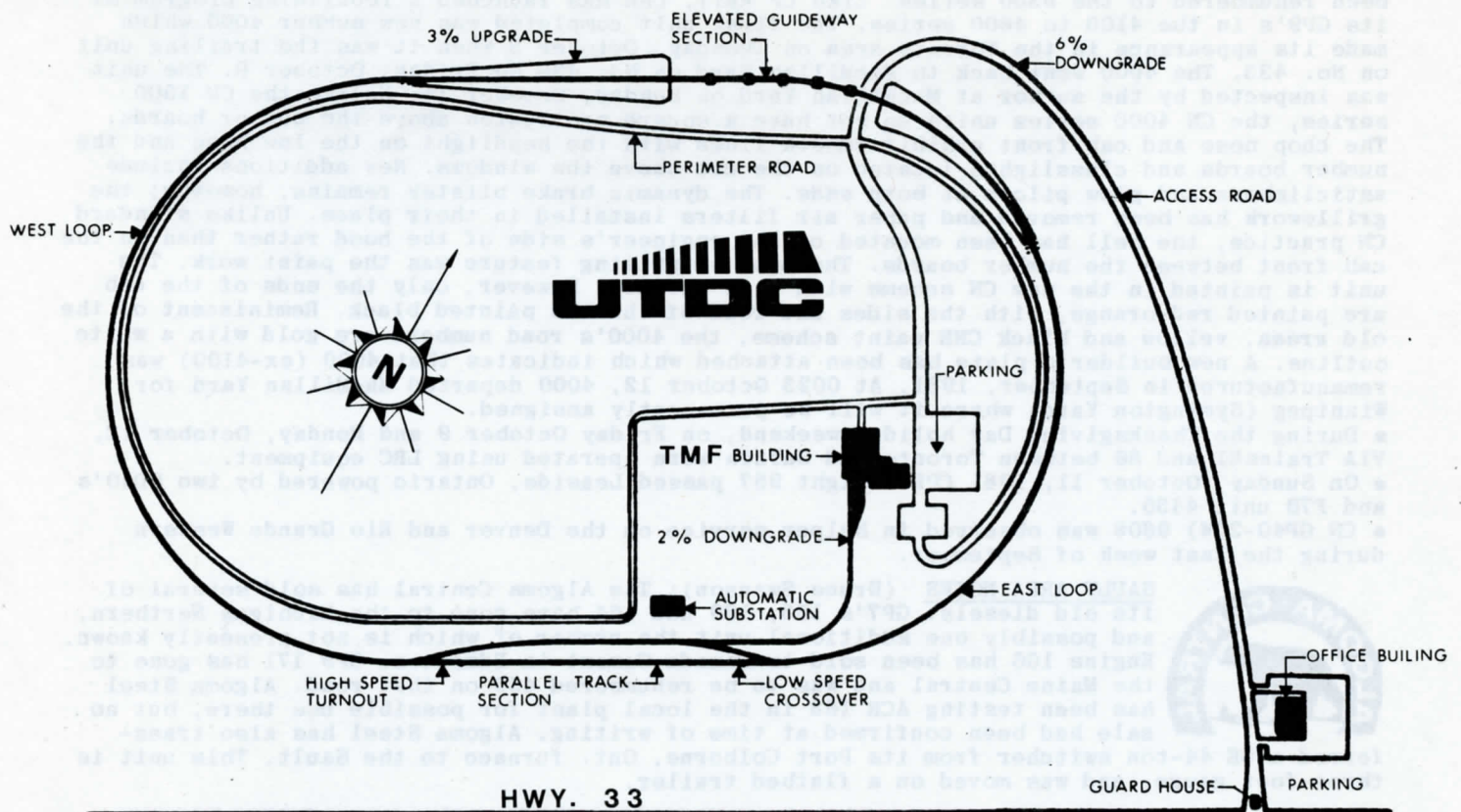
The facility is located on a 480-acre site at Millhaven, Ontario near the intersections of Highways 33 and 133, some 14 miles west of Kingston. Three hundred acres of the total property are fenced for the purposes of the test centre compound. It is in turn circumscribed by a 6168-foot standard gauge ICTS track oval (see diagram). This test track is for the most part at grade but does have an elevated guideway section in the north-easterly portion of the oval, under which the access driveway to the property passes. There is one parallel siding, 968 feet in length, on the south side of the oval, with a high speed switch at its westerly end and a low speed crossover at the east end; from this siding a spur track leads to a Test and Maintenance Facility building located in the south-east quadrant of the oval. The spur track branches into three before entering the building.

The test track is laid on an eight-inch thick continuously reinforced concrete slab. Rail is 115 lb. continuous welded, fastened with Pandrol and Hixon mounting clips. The switches on the "main line" have moveable frogs. The track oval contains 3% and 6% grades and various combinations of spirals, curves and transition sections. The third rail has four separate substation feeds and carries 600 Volts D.C.

The Test and Maintenance Facility building has 27,000 square feet of floor space, devoted to offices, laboratories, machine shops, workshops, storage areas, automatic vehicle control and computer facilities. The centre track in the three-bay maintenance area is a pit track, and is bisected by a lateral pit. The trackage inside the building is non-powered. A 30-foot long enclosed observation deck and control platform affords visibility of the entire test track. There is voice communication with the vehicles and other areas of the Centre.

The computer centre, located below the observation deck, includes vehicle command and a control and communications station as well as a data acquisition facility. Test equipment includes an array of sensors to measure force, displacement, pressure, temperature, stress,





acceleration and deceleration, etc., linked to the data acquisition facility. The Vehicle Command System operates on the moving block concept and permits manual, semi-automatic and fully automatic train operation. A manned "System Management Centre" executes supervisory functions such as scheduling, control of track switches, system startup and shutdown and emergency procedures; a "Vehicle Control Centre" communicates with trains by means of inductive loops located between the rails--on board control receives and verifies commands related to propulsion, braking, door opening and closing and coupling. There is a separate two storey office building near the entrance to the property. The total facility forms the base of operations for 150 engineers and support staff who are involved in both static and operational testing of propulsion equipment, suspension systems and Automatic Train Control equipment. Testing began at the Centre during 1978.

UTDC is developing the other 180 acres of the Transit Development Centre as a transit related industrial park wherein manufacturers can locate with ready access to the test track and other facilities of the Centre. The Corporation plans to construct a test track at the facility for the articulated CLRV (ALRV), which is currently under construction in a plant at Napanee, Ontario.

The Vancouver (Urban Transit Authority of B.C.) contract has precipitated a new \$5 million training centre and a \$4 million ICTS car building plant, both of which are expected to be located in the Kingston area. There will be, in addition, a \$2.4 million expansion of the Transit Development Centre.

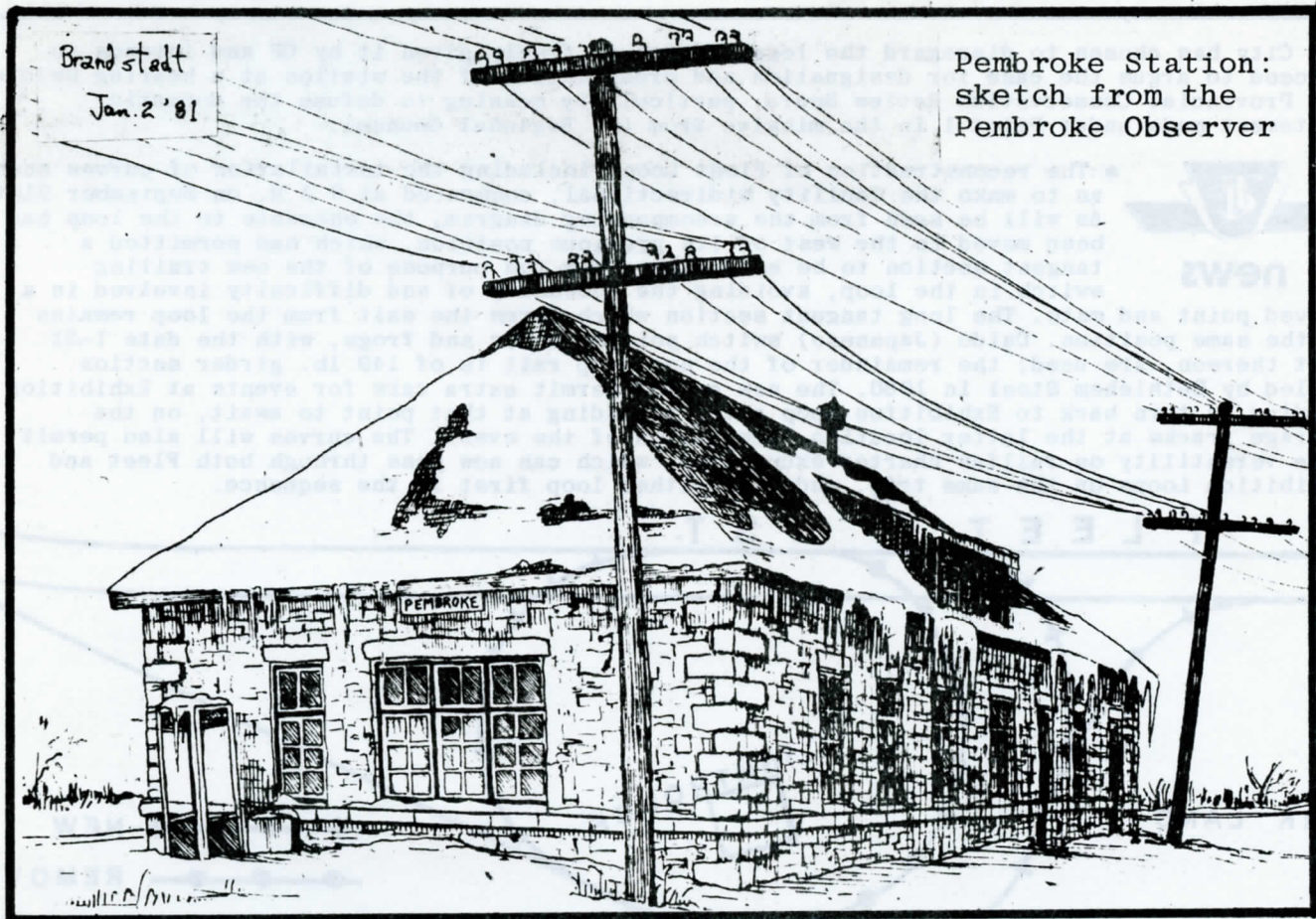


#### PEMBROKE STATION BULLDOZED--"104 years of service razed in two hours"

headlined the Ottawa Citizen in reporting on the September 15th demolition of the old Canada Central Railway station at Pembroke, Ont., an act that was actually accomplished in less than that time. Pembroke City Council had earlier voted 6-3 to delay the issuance to CP Rail of a demolition permit for the limestone structure, in defiance of legal advice. The Council vote had been spurred on by the Ottawa Valley Public Action Committee, headed by local restaurant owner Zolo Demeter and formed in an attempt to save the station. CP had offered the station to the City for one dollar, with a major catch attached: the station had to be moved off CP Rail property at a cost estimated to be in the region of \$100,000. The railway pointed out its policy that stations used for non-railway purposes must be moved off railway property and cited as one reason for this the possibility of death or injury to users of the building in the event of a derailment. In negotiating with CP, Pembroke Council had at an earlier stage endeavoured to convince the railway that the money which it would spend on demolition and the construction of a new \$70,000 structure for VIA Rail should be devoted instead to refurbishing the old station for continued use; this, however, evidently fell upon totally deaf ears.

The Action Committee sent a petition to Federal Transport Minister Jean-Luc Pepin seeking his intervention, but the latter replied by courier on the afternoon of September 15th to





the effect that he could not help. (Why would he help, when he is in the business of murdering passenger trains?) The message came even as the CPR bulldozers moved in on the station, the same afternoon at 4 p.m.; by 6 p.m. only a pile of rubble remained. Pembroke Mayor Angus Campbell had told CP Rail that a demolition permit would be issued at 8:30 A.M. on September 16th if Mr. Pepin's message indicated that no assistance would be forthcoming--the railway declined to wait even for the morrow.

Pembroke Station was similar to other CPR stations at Renfrew, Arnprior, Carleton Place and other Ottawa Valley locations. The structure entered service on October 3, 1876, upon which date the first train on the Canada Central to reach the centre of Pembroke arrived at the station (the railway had reached a temporary terminal in Lower Town in June of that year). The railway was purchased for inclusion in the CPR system in 1881. Fortunately some benches, the ticket window and some other pieces of furniture were salvaged from the station and have been sent to the Champlain Trail Museum.

ARNPRIOR STATION ALSO DOOMED--A three-year battle between CP Rail and the Arnprior District Historical Society over the matter of saving that community's 82-year old limestone station has ended with Arnprior Town Council having decided to withdraw its resolution of intent to designate the building under the authority of the Ontario Heritage Act. As in the Pembroke case, CP had offered to sell the station for a dollar, provided that it was removed from railway property. CP successfully argued that the structure could not come under the protection of the Heritage Act, as the said Act does not apply to stations on operating railway lines. The Town Council was forced to see the railway's point about moving the station (if it was purchased) when, on September 6th, there was an 11-car derailment, causing \$250,000 damage, at a location just one block west of the station. One Town Councillor went so far as to say that "a letter of apology should be sent to CP for the expense that we have put them through". --Information from Peter F. Oehm

Meanwhile, back at West Toronto: The chips are down for CP West Toronto station. The City of Toronto, endeavouring to protect the structure by designating same under the Ontario Heritage Act, has been confronted with a letter of objection from N.A. Chalmers, Regional Counsel for CP Rail, which states the company's opinion that: 1. The subject lands and building are not of architectural and historical value for the reasons set out in the Notice of Intention to Designate, nor for any other reason.

2. The subject lands and building, being a railway station, are within the exclusive legislative authority of the Parliament of Canada, pursuant to the provisions of the British North America Act, and the Ontario Heritage Act, insofar as it relates to the said land and building is ultra vires the legislative jurisdiction of the Province of Ontario.

3. The station in question is no longer required for railway purposes and it should be removed from the property or demolished.

The letter claims also that Provincial lawyers have agreed with the position taken in Point 2. Ironically the communication is imprinted with the centennial phrases "Canadian Pacific 100 Years" and "Yesterday, Today and Tomorrow", rather empty stuff in that particular context.

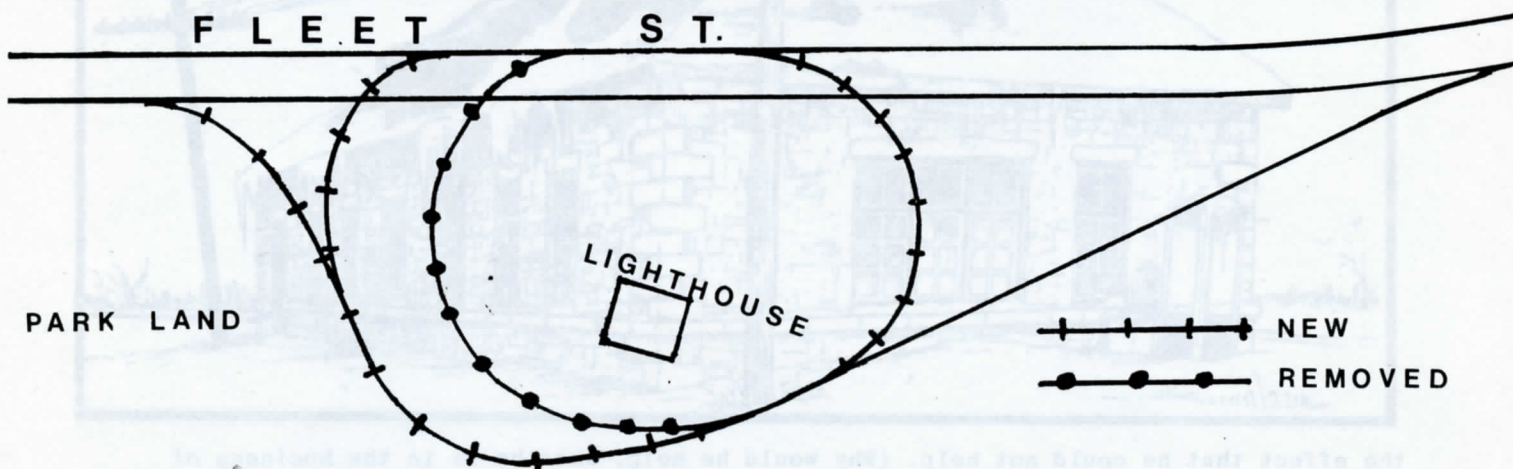


The City has chosen to disregard the legal advice so freely given it by CP and intends to proceed to argue the case for designation and preservation of the station at a hearing before the Provincial Conservation Review Board, particularly meaning to defuse the dogmatic statement made under Point 1 in the missive from the Regional Counsel.



## news

• The reconstruction of Fleet Loop, including the installation of curves such as to make the facility bidirectional, commenced at 9 A.M. on September 21st. As will be seen from the accompanying diagram, the entrance to the loop has been moved to the west of its previous position, which has permitted a tangent section to be established for the purpose of the new trailing switch in the loop, avoiding the necessity of and difficulty involved in a curved point and mate. The long tangent section which forms the exit from the loop remains in the same position. Daido (Japanese) switch points, mates and frogs, with the date 1-81 cast thereon, are used; the remainder of the new loop rail is of 149 lb. girder section rolled by Bethlehem Steel in 1980. The new curves permit extra cars for events at Exhibition Stadium to turn back to Exhibition Loop after unloading at that point to await, on the storage tracks at the latter location, completion of the event. The curves will also permit more versatility on railfan charter excursions, which can now pass through both Fleet and Exhibition Loops on the same trip, and with either loop first in the sequence.



- Subway flat car trailer RT11, which heretofore has been just that, with no special equipment, has had a "cherry picker" installed on it, for use principally by workers changing lights in open cut sections and yards. The car is also equipped with a large vacuum unit, used for cleaning out subway drains, and litter from the trackbed.
- The TTC's Marketing and Community Relations Dept. has produced two fall TV commercials, one concentrating on the high costs of automobile operation and how savings from transit riding can be used for other personal purposes, and the other designed to encourage off-peak riding. CLRV 4048 was used in the filming, operating on St. Clair Ave. --(TTC "Coupler")
- A 1981 yearly ridership of 390 million on the TTC system is being projected, up from the 1980 record carrying of 366.4 million. Over 68,000 Metropasses were sold for October, which is also a record. The Commission, for the first time, is becoming concerned with crowd control on the subway system, and projects that by 1985 restrictions may have to be placed on entry to certain stations at peak periods. It decided on October 20th to install a \$170,000 crowd control centre at the Bloor/Yonge Station using television monitors so that escalators can be deactivated and intending passengers warned not to enter stations when platforms become excessively crowded. A similar system would follow at St. George Station at an estimated \$80,000 cost. The Commission at the same time requested that staff report on the matter of encouraging businesses to adopt staggered working hours. Increasing patronage of the system has prompted talk of certain other capital intensive measures. One could be the purchase of 26 additional subway cars to permit peak headway reduction by five seconds (two minute, ten seconds to two minute, five seconds) on the Yonge-University-Spadina line and by 18 seconds (2'25" to 2'07") on Bloor-Danforth. Another matter under consideration is the inauguration of bus service on Yonge Street to add north-south capacity to and from downtown. Finally, the press has reported TTC General Manager of Operations Lloyd Berney as saying that he would like to see a new subway line connecting Greenwood and Keele Stations by way of the downtown area--while such an alignment is not reflected in any current transit planning in Toronto, it may ultimately come under consideration as a route which could afford relief to both lines of the present subway system.
- Concerned with the continued effects of traffic congestion on operation of its surface system, the Commission inaugurated in September, in conjunction with the Ontario Ministry of Transportation and Communications, a four-month advertising campaign encouraging motorists voluntarily to give transit vehicles the right of way when pulling out from loops, stops, etc. The theme phrase is "Help us move Toronto better" and is being used on posters on the outsides of some 500 vehicles.
- After considering the staff report on Phase 1 of the TTC's proposed trolley coach conversion program (see last month's issue), Toronto City Council decided to advise the TTC that it does not agree with the routes selected for the 1982 program as having the highest priority, and that it wishes the Commission to consider the heavy west end Dufferin route as the first to be tackled.



- The TTC has considered refusing acceptance of the last 17 CLRV's of the 196-car order until UTDC has modified them to eliminate the vibration problems in buildings adjacent to street car lines, and the Commission has asked its legal staff for a report on the matter. The UTDC, in turn, claims that TTC specifications were followed to the letter and points out that there is no contract clause permitting returns or refunds. UTDC also has surprised the Commission with a \$66.2 million bill for the cars, \$3.2 million more than was originally contracted for. The latter has declined to authorize the increased expenditure until a report can be obtained as to whether it, or the Province of Ontario, should be responsible for the increase.
- It has been clarified by Ontario Transportation and Communications Minister James Snow that the proposed waterfront ICTS line (See September issue, P. 14) is estimated to cost \$170 million rather than \$90 million, the latter previously quoted sum constituting the amount that the Ontario government would advance towards the first \$100 million required for construction. Who would take the lead in planning and construction of the facility and when, however, remains as nebulous as ever.
- On October 26 it was observed that removal of the original yellow glass tiles along the south track at the TTC's Union Station was in progress. This is part of the mezzanine expansion and renovation program which has been underway here for several years. The wall tiles are being replaced by yellow Lexalon aluminum strips, a type of installation common in newer subway stations. The vandalism-prone glass tiles on the supporting columns and at platform ends will be replaced by durable ceramic tiles. Paver tiles will replace the original terrazzo floors, which are difficult to repair when cracked. Lexalon strips will also be applied to the ceilings. The sidewalk entrances will be fully enclosed with plastic bubbles. Work on the mezzanine enlargement is substantially complete, and passenger handling at this very busy station is much improved.
- The unstable condition of a building being demolished at the northwest corner of King and Bathurst Streets has had a dramatic effect on the operation of these car lines. Late on Wednesday afternoon, October 21, 1981, a City of Toronto building inspector noticed the building walls swaying. Subsequently, the intersection was closed to all vehicular traffic by the police. Since then, 504-King cars have been diverted via Shaw, Queen and Spadina trackage. A shuttle bus service has been started to serve the by-passed area, between Shaw and Spadina. The bus loops via Crawford, Adelaide and Shaw, then proceeds east on King to Niagara, north to Adelaide, east to Portland, south to King, east to John, south to Wellington, west to Peter, north to King, returning westward via King to Portland, south to Wellington, west to Niagara, north to King, and west to Crawford.

The 511-Bathurst street car route has been temporarily replaced by buses. The bus operates south on Bathurst, east on Adelaide, south on Portland, west on Wellington, and south on Bathurst to the CNE loop. Northbound, the bus proceeds north on Bathurst to Wellington, west to Niagara, north to Adelaide, then east to Bathurst to route.

At time of writing it is uncertain as to how long the diversions will be in effect. Reportedly demolition of the building is proceeding very slowly, due to the extremely precarious condition of the structure.

--Based on information from Harold Glover

- A new transfer table was delivered to the TTC's Hillcrest Shops on October 27, 1981, on a flatbed trailer. Manufactured by the Whiting Corporation, Welland, Ontario, the table was moved into the shop the next day by means of a crane, after a small section of the shop wall was temporarily knocked down to permit this undertaking. The original transfer table dates back to the opening of the shops in 1924. According to a veteran TTC foreman, its running gear consists of streetcar axles, motors and wheels from that era. When the new table goes into operation the old transfer table, which moved everything from TR's to CLRV's up and down the shop over the past 57 years, will be scrapped on the spot.

HELP WANTED-TO RESTORE A VINTAGE CP BUSINESS CAR TO MINT CONDITION--Although this may sound like a UCRS advertisement from 1969, it is actually a plea for help in 1981 made by the Hamilton Region Conservation Authority. As many UCRS members remember, the HRCA built a replica of a Victorian railway station at its Dundas Valley Conservation Area in 1976, with the idea of running weekend excursions from downtown Hamilton to the station and return. Somehow, the plans fell through and the station became the trail centre for the park. Two railway cars were acquired for the park, an old CN gas car, which is used as a ski rental hut in the winter, and ex-CP business car No. 3. According to the HRCA's Brian Laing, he is looking for "retired railway workers or clubs with special expertise to volunteer their labour and refurbish it (Car 3) as a museum piece" with all materials to be supplied by the HRCA. The 1929-built car started life as the "Manitoba" and was later converted to CPR Business Car No. 3. The car has been sitting idle for more than two years as a result of budget restraints imposed on the Authority. Aside from some water damage along the ceiling, the wood trim and most fixtures are in relatively good shape. The car was retired in 1977 and has seen no maintenance of any sort since that time, with the exception of some anti-vandal window bars installed two years ago. For anyone interested in helping to restore the car, please call Brian Laing at 648-6303. For those interested in viewing the car and the station, take Hwy. 8 to Dundas and then proceed west two miles on Hwy. 99 to the "Dundas Valley Conservation Area-Sulphur Springs Station" sign. The station is located on the TH&B Waterford Subdivision.

--Mike Lindsay

--Preliminary construction has begun on a British Columbia Railway 80 mile branch line scheduled to go into operation for export coal service in late 1983. It will handle 6.7 million tons of coal annually. The line will extend from Anzac, 77 miles north of Prince George, to a point near Tumbler Ridge in the coal fields area. The cost is estimated at \$315 million in 1980 dollars. Unit trains will travel through five tunnels and across 16 bridges. Three locomotives on the head end will be assisted by two mid-train units.

--Modern Railroads



PASSENGER SERVICE NOTES

by Brian C. Nickle



• VIA Rail's LRC display train with locomotives 6901 and 6904 bracketing coaches 3309, '3308, and 3306 has been making the public exhibition rounds in Southwestern Ontario since the last week of July. On July 27, 1981, the LRC train was spotted in the Spadina Coach Yards in Toronto while the PR and Advertising Departments did filming for upcoming commercials and advertisements for the media. On July 30, a public display was held at Toronto Union Station, and several test runs were held between Toronto and Oshawa over the weekend of August 1 and 2 (and 8 and 9..Ed.). On August 15 and 16 the display train was in London, spotted on the private car track at the York St. station. Later stops for the LRC display train included Windsor and Sarnia.

• On July 31, 1981, London-Toronto via Guelph Train No. 662, equipped with three VIA RDC's, experienced mechanical difficulties in several of the Budds' motors, which left the train stopped near the CP Rail diamond on CN's Thorndale Subdivision in east end London. By the time that the motors were restarted, the train had lost 50 minutes. To further complicate the situation, Toronto-London via Guelph Train No. 661 was delayed at Stratford to meet the late running No. 662. No. 661, which this day was equipped with a conventional consist of CN RS18 3114 and three coaches, eventually departed Stratford 43 minutes late, and the connections off it for No. 71 at London were not made. No. 661 is normally assigned two RDC's, but had this extra equipment because of the Civic Holiday Weekend.

On July 31, 1981, VIA Toronto-London via Guelph Train No. 665, normally assigned three or four RDC's, was seen operating with CN Tempo RS18 3151 and five coaches, with the extra equipment needed for the long weekend peak travel period. No. 665 returns from London to Toronto as No. 668. August 1, 1981 saw additional conventional equipment on Trains Nos. 663/666 between Toronto and London, this being CN Tempo RS18 3151 with a baggage car and four coaches.

• On July 31, 1981, the City Council of Cambridge, Ontario aired an interesting half hour television documentary on the local cable TV system, which called for the return of rail passenger to that city. Apparently the Council supports the return of passenger service to Cambridge and is actively working towards obtaining those results. One idea put forth in the program was to create a route as follows: Toronto to Woodstock through Cambridge over CP Rail's Galt Subdivision, then over the interchange at Woodstock onto CN's Dundas Subdivision for the balance of the run into London. This scheme would do away with the duplication of passenger stations in London, and shows that the Cambridge Council has done its homework while planning its appeal for rail restoration. The last passenger trains through Cambridge ran in July, 1971 over the CP Toronto-London route. One wishes the city the best of luck, but obviously in these days of route slashing, Cambridge will have a tough battle to persuade VIA Rail and Transport Minister Jean-Luc Pepin to restore the trains onto a route cancelled for 10 years!

• While VIA sticks to its train equipment reduction scheme on the Toronto-London via Guelph route, obvious problems are occurring. On August 18, 1981 a group of about 95 children was to travel from Guelph to Stratford on Train No. 661. As the train was running reduced (since the spring) with two RDC's, the overflow of children had to be bussed to Stratford. That afternoon, when the group wanted to return to Guelph on No. 664 (same equipment as No. 661) from Stratford, the train was again filled, and the overflow bussed back to Guelph. What VIA did to accommodate the normally large groups of passengers boarding at Kitchener is unknown.

• With reference to the above item, even with the start up of the Canadian National Exhibition in Toronto, no additional equipment was added to Trains Nos. 661/664. In addition, on August 20, 1981, London-Toronto via Guelph Train No. 662 was reduced from the three RDC's which had operated for



the past several weeks to two Budds! Of the two RDC's, one was RDC-3 6356 with baggage section, and only half the available seats, even though No. 662 doesn't handle baggage. Where the normally large crowds of people going to the "Ex" were intended to ride in what amounts to just 1½ cars is a matter of conjecture.

- The following two items should be listed under the title: How to Discourage People From Taking The Train! On Sunday, August 16, 1981, Windsor-Toronto Train No. 76 was filled to capacity at London, Ontario, and a large group of Toronto-bound passengers numbering close to 100 was left standing on the platform after No. 76 pulled out. Instead of making other arrangements for these people right at London (such as ordering charter buses from one of the London-based bus companies), VIA officials decided to put everyone onto London-Toronto via Guelph Train No. 666, which was equipped with three conventional coaches this day. Needless to say, when the left over passengers from No. 76 were combined with No. 666's regular passengers, the train was filled to capacity. On arrival at Stratford, only a handful of seats were available, so No. 666 departed leaving a whole station full of ticket holders. These travellers, who had to watch their train leave without them, were put on a charter bus for Toronto, but it left Stratford about two hours after No. 666. The second such incident occurred on August 20, 1981 when VIA assigned two RDC's to London-Toronto via Guelph Train No. 662, at a time when the CNE was in progress in Toronto. The two Budds were filled with standees by the time that they arrived at Guelph, so the train left another station full of passengers at this point waiting for a charter bus ordered by VIA. This bus departed Guelph at 12 noon, the same time that No. 662 is due to arrive in Toronto. No doubt many of the unfortunate people who were inconvenienced by these incidents will never attempt to travel by train again. Can you blame them? If you were going to ride a bus to your destination, you might as well go direct to the local bus depot instead of through the railway station charter bus route, and ending up hours late!

- On the same subject, a recent Letter to the Editor seen in the Toronto Star called VIA's Toronto-Windsor services "overcrowded, and overheated" (no air conditioning) and compared the train to a cattle car.

- During the period that the CNE was in progress in Toronto, conventional equipment was seen replacing the normal RDC assignments along the Toronto-London via Guelph route on an almost daily basis. It was not unusual to see the entire eight Toronto-London via Guelph trains running with conventional consists on any given day, which made train watching quite interesting for those living along the line. VIA FPA4's and CN RS18's were the most common motive power during this period, but the odd FP9/F9B lash-up appeared as well. Other variety included CN GP38-2 5536 with three coaches and a baggage car operating on Trains Nos. 663/666 on August 24, 1981, and CN RS18 3117, VIA F9B 6628 heading six coaches on No. 662 on September 1, 1981. On September 7, No. 662 operated with five RDC's in the form of an RDC-1/RDC-9/RDC-9/RDC-2 lash-up. The regular RDC assignments returned to the route after Labour Day.

- Late trains were quite common during this peak travel period, with delays of between 15 and 30 minutes being about the average. On August 21, for example, Toronto-London via Guelph Train No. 661 was delayed by signal problems near Toronto Union Station, and ended up running 50 minutes late. Needless to say, the connection with No. 71 for Windsor was not made in London. On September 7, Train No. 663 experienced engine problems enroute (CN RS18 3102 and four coaches plus baggage car) and lost time, winding up about 50 minutes late. CN GP9 4503 was added to the train at London to power it back to Toronto as No. 666.

- Turning to other routes, the Labour Day holiday weekend was an interesting period for watchers along the Dundas Subdivision. VIA again leased



GO trains for use between Toronto and Windsor, and the LRC made its first revenue runs between Toronto and Sarnia. A 10 car train of GO bilevel commuter coaches powered by F40PH 511 and GP40TC 505 operated on Windsor-Toronto Train No. 70 on September 5, and several other Windsor runs such as No. 73 also had GO equipment. Marking a first in Canadian rail history, VIA's new LRC train made its first runs on Toronto-Sarnia No. 83, returning as No. 88 on September 4. The first run had locomotives 6901 and 6904 bracketing six LRC coaches. The LRC operated on the same trains on September 5 and 7, obviously pressed into service because of the heavy demands over the long weekend.

- A series of heavy thunderstorms late in the afternoon of September 1, 1981 resulted in several sections of track becoming washed out on CN's Exeter Subdivision near Exeter, Ontario. The line was out of service until work crews were able to repair the damage later that week. While the Exeter Sub. was under repair, CN's London-Goderich via Exeter wayfreight No. 511 was operated via Stratford from London East. The same severe storms also washed out the track on CN's Forest Subdivision at a point near Mileage 20, which is between Lucan and Ailsa Craig. Operations onto the Forest Sub. by the Stratford-based wayfreight No. 581 were disrupted while those repairs were made.

- On Friday, September 11, 1981, VIA Toronto-London via Guelph Train No. 663, which has a normal base consist of two RDC's, operated with VIA FPA4 6781, CN RS18 3128, five coaches and a baggage car. This equipment returns to Toronto from London as Train No. 666 departing the Forest City at 1630.

- On Sunday, September 13, 1981, VIA Toronto-Windsor Train No. 71 was assigned an interesting variety of equipment including VIA FPA4 6765, FPB4 6866 still in CN paint, and a cross-section of VIA coaches highlighted by ex-CP Rail stainless steel Budd-built coach 108. CN's business car Bonaventure was tacked on the rear of No. 71 this day.

- VIA Rail is going to acquire four RDC5's (rebuilt RDC2's) from CP Rail. The Budds, numbered 9300, 9303, 9305 and 9307, were assigned to CP's Montreal-Farnham service until October 2, 1980 when that commuter service was cancelled.

- Further note by Dave Stalford--On Friday, August 14, VIA Rail ONTARIO was the car carrying the markers on the northbound Barrie commuter train that evening. Someone told me that ONTARIO was a lounge car, but I'm not sure. In any event, it certainly isn't a 5200 series coach. Looked like CAPE RACE on the end of a train of Amcoaches.



#### READERS' EXCHANGE

- Thomas A. Breeding, 2006 East Ashman Street, Midland, Michigan, U.S.A. 48640 wants copies of the following CN system timetables: B173 April, 1959; B174 October, 1959; B175 April 1960; B178 or A190 October 29, 1961.
- Pierre Patenaude, 1644 Francheville, Montreal, Quebec H2C 1X6 wants to trade pictures, particularly slides, with railfans in Windsor, Sarnia, North Bay, Sudbury, Sault Ste. Marie, Winnipeg, Saskatoon, Moose Jaw, Edmonton, Calgary and Vancouver. Wants photos of the following CN diesels: 854, 1035, 1277, 1331, 1333, 1340, 1505-1508, 3221, 3238, 3620, 3641, 3672, 3694, 3725, 4011, 4113, 4116, 4128, 4151, 4262, 4286, 4303, 4313, 4419, 4481, 4531, 4562, 4564, 4570, 4573, 4582, 4583, 4591, 4602-4611, 5011, 5018, 5140, 5151, 5253, 6500, 6503, 6517, 6522, 6538, 9028, 9138, 9100, 9110; DW&P 3606, 3607, 3608, 3610, 3613, 5904-5911; Canmore Mines units, Coleman Collieries units, Dofasco units, Algoma Steel units, and Stelco units.

--Ontario Minister of Transportation and Communications James Snow is expected to announce soon (and may well have done so by the time you read this) whether GO Transit will be in a position to take over the VIA Rail runs from Toronto to Barrie, Stouffville and Havelock. The Ontario Government is now studying cost data and the long term implications of assuming the services. Two factors which will play a large part in any decision are (a) whether the CTC would waive upgrading of the roadbed on the routes before a new passenger service could begin and (b) the possibility of intervention by Federal Transport Minister Jean-Luc Pepin such as to reduce or eliminate charges for trackage rights as levied by CN and CP. While the Federal Government has no formal control over these charges, the Ministry of Transport has reportedly instituted a study to determine whether they are fair, and may introduce an amendment to the Railway Act to bring the railways into line on this matter.





# UCRS and other events and activities

by Ed Campbell

The Society now has a sales booth open at its new quarters at the CNR St. Clair Station (Newmarket Sub. at St. Clair Ave. West) on certain days of the month. The next date will be Thursday, December 3 from 7:30 p.m. to 9:30 p.m. This will give you an excellent chance to round out your Christmas shopping; there will be many excellent gifts available. Chris Spinney will be delighted to see you. If you are able to help Chris in this venture, it may be possible to have the booth open more often. Please call him at 267-9298. To get to the booth by TTC, get off the 512 (St. Clair) car at Caledonia Road. The station is on the east side of the railway overpass on the north side of St. Clair, just west of Caledonia Road. If you are driving from the west, look for and pass under the second railway underpass east of Keele Street, then turn sharp left to park near the station.

--Sincere sympathy is extended to Jim Walther and to his mother and family by the Directors and members of the Society. Jim's father died suddenly in late October. Sincere sympathy is also extended to Marg Seidel, whose mother died suddenly.

--Due to circumstances beyond the control of the Society, the excursion to Belleville and Kingston using GO Transit bilevel cars has been delayed again and is now planned for Saturday, February 6, 1982. This coincides with the Kingston Winter Carnival. Available will be round trip tickets to either Belleville or Kingston, at a reduced price for Belleville. This should be a good trip; be sure to reserve the date. Prices not yet available.

--The October 25th street car trip was a resounding success. Two cars were required to accommodate the crowd. Now another "Christmas Lights" trip using CLRV equipment (perhaps two or three cars) is scheduled for Saturday, December 12. The trip, which is of five hours duration, departs from Bay at Wellington at 4 p.m. There is a possibility that the cars may be MU'd in certain parts of the city if there are sufficient passengers. Price is \$12 now or \$14 on the day of the trip. Order early to get a seat from UCRS, Box 42, Station D, Scarborough, Ont. M1R 4Y7, money order or certified cheque.

--The Directors of the Society have announced the appointment of Lloyd Baxter as President of the Society and Dave Smith as Treasurer.

Friday, November 20--Regular UCRS Toronto meeting at the Education Centre Auditorium, south-east corner of College and McCaul Streets, 6th floor. Doors open at 7 p.m., meeting starts at 8 p.m. Ernest Nielsen will show pictures and talk about Siberia as a railfan; there will also be additional entertainment. And, Membership Secretary Marg Seidel will be accepting your 1982 membership dues. She would appreciate your giving her the exact change, a cheque, or money order.

Friday, November 27--Regular Hamilton Chapter meeting at the CN station, second floor, at 8 p.m. The program will consist of members' recently taken 35mm slides. Don't forget that there are two direct GO trains from Toronto, one leaving Union Station at 5:19 p.m., and the other at 6:03 p.m., with three convenient return bus trips, one at 10:35 (train connection at Oakville), an express bus at 11:00 and a Lakeshore GO bus at 11:30 p.m. Bring your slides for showing.



**END OF AN ERA: BAYVIEW JUNCTION CLOSED TO RAILFANS**

by Tony DeSantis

Monday, August 17, 1981 saw the end of an era. That evening, CN Police strung and locked a steel cable across the road leading to Bayview Junction, thus denying loyal railfans access to the famous junction of CNR's Oakville and Dundas Subdivisions. A sign was also installed warning that all trespassers would face prosecution if seen in the wye area, where train-watchers have traditionally parked to witness and photograph the parade of trains operated by five railways. As has been the case elsewhere (e.g., CP Rail's John St. Roundhouse in Toronto) such action results from the irresponsible behaviour of the few, which in turn prevents the majority from pursuing an enjoyable hobby. In the case of Bayview, the decision to lock out the rail buffs stems from a number of reasons and incidents primarily related to irresponsible individual action. Many have blamed an article on Bayview which appeared in Trains Magazine last year. In my opinion this is both unjust and unfair to the author of such an excellent article. (The said author explicitly warned readers to avoid CN property, particularly the wye area where the turnouts are located for the Dundas and Oakville Subs.). While such an article tends to result in an increase in the number of railfans, one can hardly blame its author for the irresponsible actions of others, such as: (a) Garbage--It was not unusual to find garbage and litter such as pop cans, paper, etc. strewn all over Bayview. This did little to further the reputations of the Bayview 'regulars' who would clean it up and who saved their own garbage until they returned home where it was disposed of in a proper manner.

(b) A few individuals, aside from watching trains, have been seen consuming alcoholic beverages while at Bayview.

(c) Parking in wrong areas: a few individuals have been observed driving or parking on CN-CP access roads at Bayview and Hamilton West.

(d) The use of large flash bulbs or hand held spot lamps at night temporarily blinded train crews, making it difficult for them to observe signal indications.

(e) Walking along the right-of-way, which involves a safety factor, particularly as all switches at Bayview are CTC-controlled from Toronto. There have also been several "near miss" incidents in which persons have narrowly escaped fatal injury by not having seen approaching trains.

(f) Some individuals have been observed taking photographs from railway structures such as signal bridges or section men's shanties.

These are the complaints voiced by CN Police constables who have learned of these occurrences through crews who notify the dispatchers. In the past CN Police have tended to bend the rules in the railfans' favour. However, in recent months, the above-mentioned incidents were occurring with increasing regularity. The coup de grace came when a high-ranking CN Police official from London ordered that Bayview be locked up. Thus the efforts of the loyal "regulars" who phoned in to report hot boxes and inspected the running gear of trains passing by at night have proved to be in vain. Hence it is not one individual railfan who was blamed, but all railfans. Though one can still observe trains from numerous other vantage points adjacent to the wye itself, Bayview Junction will never be the same. Hopefully this sad episode shall serve as an example of what not to do on or adjacent to railway property, and prevent similar incidents from occurring elsewhere which would only further tarnish the image of our hobby.

--CN has received permission from the Railway Transport Committee to abandon the Haliburton Subdivision from Mile 0.53 to Mile 55.49. The order, dated September 28, 1981, takes effect within 35 days. Veteran UCRS members will be particularly saddened by this news, for the Lindsay-Haliburton line, traversing scenic forest and lake country, was the locale for club fantrips in 1963, 1965, and 1966. The excursions were powered by CNR Northern type locomotives 6167 and 6218 between Toronto and Lindsay, and by GMD-1 1900 series locomotives over the light axle loading Haliburton branch. Until about 1960, passenger service was offered on the line, including the weekend HIGHLANDER. At Howland, the 53 mile former Irondale, Bancroft and Ottawa line to Bancroft swung off until 1960.

**UPPER CANADA RAILWAY SOCIETY**

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