



# Newsletter

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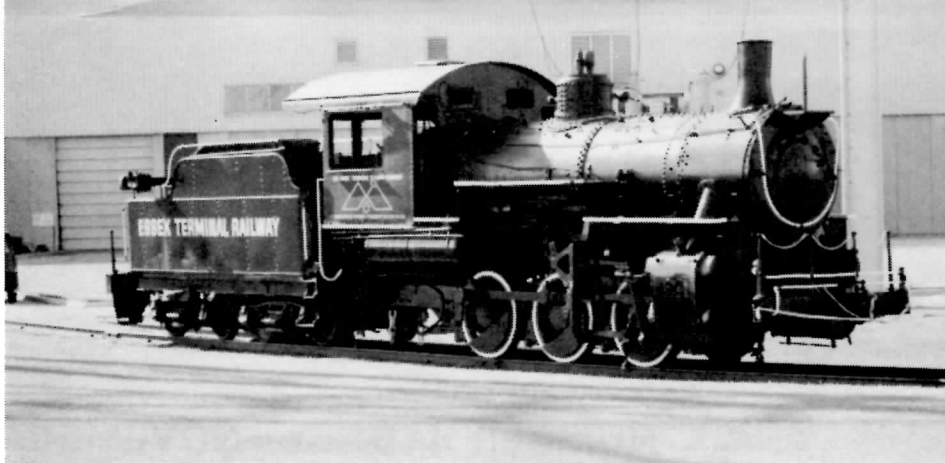
LAWLESS ON THE CNR

NUMBER 445

NOVEMBER 1986



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



Essex Terminal Ry. 0-6-0 No. 9 poses at its new home at the Nanticoke Generating Station, shortly after arrival. The switcher last operated circa 1961.

--Dave Spiegelman



CN GMD-1 1124 has now been rebuilt to a B-B wheel arrangement and renumbered from 1024. Because the units are now on Flex-coil trucks and the GMD-1s had their sand boxes on the old trucks, the shops had had to construct body-attached sand bins and loading pipes to the rebuilt units. With the upgrading of many Western lines the need for C-C wheel arrangement units has declined. Clover Bar (East Edmonton), June 13, 1986.

--Ron Lipsett



Calgary Transit's Bow River Bridge takes shape during the summer of 1986, in this view looking south towards downtown. The structure will be used by LRVs operating on the new Northwest Line, scheduled for January 1988 opening.

--M.F. Jones



## According to LAWLESS

(Excerpts from an address by Ronald E. Lawless, President and Chief Operating Officer, Canadian National, delivered earlier this year.)

The Move to Regulatory Reform--On the horizon are two sets of national economic activity that will alter forever our individual, corporate, and national ways of doing things. The more immediate of these is Canada's program for reform of regulations governing the way business operates. The second activity lies in the current discussions regarding a negotiated system of freer trade between Canada and the United States. The matter of freer trade is still in the stage of preliminary discussion, but if and when it comes about, there will be major shifts in the railways' traditional markets, and in our competitive environment. Nearly 30% of CN's traffic flows north-south, so you can understand why we have a deep interest in the freer trade issue.

I want to deal with regulatory reform in the transportation sector and with the implications of this action, as well as other aspects of our changing environment, for Canada's railways. We in Canada now find ourselves late in the most recent march toward regulatory reform in transportation. Back in 1967 we gained a big step against competitors in the U.S., with the passage of the National Transportation Act, which gave us relative freedom to set freight rates, subject to protection for so-called "captive" shippers--that is, shippers with access to only one rail line. Since then, U.S. railways more than made up for this by the passage, in 1980, of the Staggers Rail Act which, among other things, permitted U.S. lines to negotiate confidential contracts with shippers. In Canada, of course, no such competitive action was permitted. The Canadian railways were, and still are, required to make their freight rates public by filing them with the Canadian Transport Commission. Any competitors can examine them and react as they wish.

We, in Canada, didn't take this lying down. We protested to the Federal Government that we ought to have the same freedoms as our U.S. competitors to make private agreements on trans-border freight.

Three Principles--Fortunately, we received a sympathetic hearing, and the result was publication, last July, of the discussion paper "Freedom to Move", in which Transport Minister Don Mazankowski set forth his proposals for regulatory reform in the transportation sector. He said that he was guided by these three principles: (A) Less regulation, leading to less government interference, will encourage innovation and enterprise; (B) Greater reliance on competition and market forces will result in lower unit costs, more competitive prices, and a wider range of services to shippers and the public; (C) Canadians require a regulatory process that is open, accessible, and not excessively costly or time consuming.

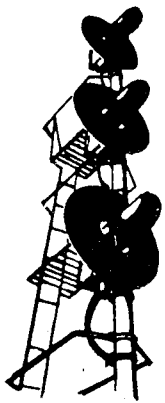
How these principles get translated into actual legislation and regulation remains to be seen, but the process is now well underway. Public hearings before the House of Commons Standing Committee on Transport were completed last fall, after more than 100 interested parties, including the railways, had made their views known to legislators.

Among the many briefs presented was a submission by the Board of Trade of Metropolitan Toronto which, with more than 15,300 members, claims to be the largest board of trade or chamber of commerce in North America. The Board noted that "a succession of deregulatory initiatives in the U.S. has increased the level of competition for Canadians." "External forces", it added, "are especially important for Canada because we are so dependent on international trade. As a consequence, regardless of whether a Canadian organization sells primarily in the domestic market or beyond, it must face the impact of increased international competition. Canadian business must continue to strive to be cost efficient and responsive to market demand, and to accomplish this we must examine every element of product cost."

Freedom to Manage--That passage touches on one of the most important aspects of the proposed regulatory reforms. I refer to the need to balance freedom to move with freedom to manage. Without such a balance, the competitive environment that most business people anticipate will prove illusory. For, unless Canadian railways are freed from some of the restraints on their abilities to cut costs, we cannot afford, nor will we see, the kind of freight rates that shippers may expect, indeed require, to remain competitive in international markets. What are these restraints? One is the fact that railways cannot enter or withdraw from markets in response to changing demand, not without long, drawn out procedures before the regulatory agency--if at all.

It is now nearly two years since CN applied to the agency for permission to run cabooselless trains, a move which would save us approximately \$30 million a year. Trains are being operated every day without cabooses in many parts of the U.S., and in Europe, with no detrimental effect on safety. In the report issued by the Standing Committee on Transport upon completion of the public hearings, it was stated, in part, "...if the railways are to become more efficient as we desire them to do, they must be able to reduce their costs...We urge the Government to work with both labour and industry to reach agreement on the elimination of unnecessary and outdated regulation and practices."

Light Density Lines--Also, to be more efficient, we have to be free to do something about our light density rail lines. About 1/3 of CN trackage carries almost 90% of our total business, so obviously it is very productive. One third carries 9% of traffic, a ratio that suggests the need for closer analysis. But, the final third of CN trackage carries only 1% of total traffic,



## NEWSLETTER

The Newsletter is published monthly by the  
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the Newsletter to the Editor at the  
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**CALENDAR CALL**--The 1987 UCRS calendar has been received from the printer and all outstanding orders have been filled. If you haven't bought your calendar yet, or if you want to order an extra one for the office or to send to a friend, NOW is the time to buy. They'll be on sale at the Nov. 21 Toronto meeting, the Banquet Nov. 22, and at the Hamilton Chapter meeting Nov. 28. The price is \$6.42, including tax, when purchased in person; the price by mail is \$8.56, including postage and handling. Remember, our stock of calendars is very limited, with supplies dwindling rapidly; buy your calendars IMMEDIATELY, to avoid disappointment.

Orders should be sent to Calendar Sales, Upper Canada Railway Society, Box 122, Station A, Toronto, Ontario M5W 1A2. Please keep calendar orders separate from those for other Society publications, or for membership renewals, as these are all filled by different people.

--Our usually very reliable printer guffed up the reproduction of the Scarborough RT newspaper article in the last issue by cutting off the bottom two lines. The missing lines are reproduced below; you would do your NEWSLETTER collection a favour by taking the trouble of getting a photocopy of this page and mounting the lines at the bottom of page 16 of the October issue; remember that any future successors to your NEWSLETTER collection also benefit when corrections such as this are made.

tions, after UTDC "assurances" slowly or stopped in certain spots Special rings had to be added to  
that the system would work. on the line lose contact with the the wheels to cut the noise, the

--We also apologize for the less than acceptable reproduction of the photo of TTC 4600 in the October issue, a picture the significance of which certainly deserved better. Rest assured that the process by which this photo (and that on page 10 of the same issue) were reproduced will not be used again.

## Correspondence

Dear sir,

I am writing to you concerning the late delivery of the NEWSLETTER. Recently, the NEWSLETTER has been arriving in the latter portion of the week when the monthly meeting is scheduled. However, the October issue arrived after the meeting. I would appreciate receiving the NEWSLETTER earlier in the month. Since Canada Post seems incapable of providing quick delivery, would it be possible to prepare and mail the NEWSLETTER earlier, so that I can receive it prior to the monthly meeting?

--Grant Baines, Scarborough, Ont.

(The NEWSLETTER has never really had a copy deadline as such, and the pages are kept open into the first week of the month of issue in an effort to catch time sensitive late items. Production and mailing have always been aimed at getting copies into Toronto area members' hands (at least) by the time of the 3rd Friday Toronto general meeting. However, as our correspondent observes, the Post Office at times seems to take a very casual attitude towards prompt delivery, to say nothing of its penchant for ripping the back page off of some copies and delivering only that page. We will continue to strive to mail the issues on time, and maybe the day is not far off when we will go to envelopes.--Ed.).



## READERS' EXCHANGE

- Gerry Burrige, Box 152, Pte. Claire-Dorval, Quebec H9R 4N9, has Canadian streetcar/interurban negatives for sale/trade on approval, fair to average quality and priced accordingly. Wants Quebec City/Levis steam, electric, fixed plant.
- Ken Davis, 55 Wynford Hts. Cr., Apt. 304, Don Mills, Ont. M3C 1L4, wants photos and/or scale drawings of the passenger equipment of the Kettle Valley Ry. at the turn of the century. Phone (416) 447-3747.

**Cover:** The TH&B Hunter Street Station and Headquarters, Hamilton, currently facing closure and sale by the CPR (see article this issue).

--John D. Thompson



which means that it is clearly uneconomic for us to maintain that portion of our network. How can we be expected to compete with major U.S. lines which have an average traffic density ranging from 14.5 million gross ton-miles per mile of track (Union Pacific) to nine million (Missouri Pacific)? At CN the corresponding figure is seven million. The disparity springs in large part from the fact that, since passage of the Staggers Act in 1980, U.S. lines have been free to abandon thousands of miles of light density trackage. By contrast, we were recently denied permission to abandon a section of track in Eastern Canada which had seen only one carload of traffic in the last five years. The simple truth is that we in Canada have too much railway, and a lot of it is in the wrong places. On the other hand, there are areas in Western Canada where traffic volumes demand the expansion of rail services.

Willing to Compete--We Canadian railways look forward to the opportunities implicit in the spirit of regulatory reform; we are more than willing to compete, for the benefit of all Canadians. But, what worries us is the possibility of lingering and potentially onerous regulation over those aspects of railway operations which have clearly become costly anachronisms. At CN, we're working to position ourselves for the changes that lie ahead. And that strategy, that way of thinking, is not a new phenomenon for Canada's national railway.

CN of the Future--Our vision of the CN of the future is a company equipped to respond immediately to the demand for our services, ready to innovate and experiment with new concepts in physical distribution--and free to do so. We see a railway concentrating human and financial resources on main line services, with expanded intermodal feeder services to give customers door-to-door transportation. We know that to contain escalating costs and improve productivity, we must operate with a smaller workforce, from the unskilled labour level right up to the executive suite. We will be demanding more of our people, and more of ourselves as managers. And, we must make more productive use of all of our facilities, all the capital available to us.

However, much of what we have in mind will inevitably affect people and communities, just as the switch from steam to diesel power, in eliminating the need for locomotive maintenance facilities at regular intervals across the system, resulted in the withdrawal of a major CN presence in many cities and towns. But we believe that Canadians want CN to be the most efficient transportation company it can be. We think that they understand that economic growth comes about through economic efficiencies that lower the cost of doing business and help to make Canadian industry more competitive. And that is the key to achieving genuine job security, now and in the future.

If we at CN are given the opportunity to respond effectively to changing economic forces, to stay on the leading edge of new technology, to structure the railway to the needs of the marketplace, and to manage the organization as efficiently as possible, we will be able to deliver the efficient transportation services that Canadian shippers need to remain competitive in a changing world. That is our mandate as an organization, and our source of pride as individuals in that organization.



PORT STANLEY TERMINAL RAIL 1986 PROGRESS--A recent issue of PSTR "Rail-talk" has come to hand, presenting information of the tourist railway's activities during the spring and summer of this year, some of which are reviewed in the following.

The Ontario Municipal Board held a hearing at St. Thomas on June 12 and 13 to consider PSTR's application to extend its operation over the 3½ miles from Union to St. Thomas. The Board advised at the outset that it regarded the railway as good for the area, and that the hearing was essentially for the purpose of determining what had to be done to permit expansion of the operation. PSTR had engaged consultant Robert F. Sward, a former Divisional Engineer for CP Rail, to perform a full inspection of the Union-St. Thomas section of the former London and Port Stanley, and his report had been filed with the OMB. The hearing also examined the railway's liability insurance coverage and the Board concluded, on the basis of the condition of the insurance industry, to waive the \$5 million minimum coverage which it had stipulated in its original order. Finally, the Board decided that PSTR should incorporate as a Provincial railway company, to place it directly under OMB jurisdiction and subject to the Regulations under the Ontario Railways Act. PSTR is taking steps to accomplish this.

In the end, the OMB decided to approve the St. Thomas extension, subject to reincorporation as aforesaid and completion of the work pursuant to consultant Sward's recommendations. These recommendations involve a number of things including reflectorized warning signs at road crossings, work on culverts and ditches, etc., but the most formidable task is the replacement of some 1000 ties to bring the track up to FRA Class II standards (25 mph maximum speed). PSTR is working towards getting the section of line from Union north to Whites (County Road 51) up to these standards before the end of 1986.

The line has purchased a ballast car, which was used in work at the Union golf course culvert. A runaround siding has been constructed at the St. Thomas end of the line, using materials obtained from CP Rail, and formerly located at Ingersoll. The crossing at County of Elgin Road 45 was raised, at the request of the County. Several passes of ex-C&O SW9 5242 tested the work. The Southdale Road crossing also was rebuilt, at the request of the Township of Yarmouth. As of mid-October PSTR was hoping to place its tank car "billboard" on a track panel adjacent to the main line in St. Thomas. Train operation is continuing up to Christmas, with Sunday-only departures from Port Stanley at 1 pm and 3 pm.

--The Railway Transport Committee was scheduled to commence a hearing in Toronto on the subject of caboosless freight trains on Nov. 17.

--IT'S ALL OFF AT MONCTON--Late breaking news (Nov. 6) is that GE has decided to forget the idea of building locomotives at the CN shop at Moncton, N.B. The reason given is resistance on the part of the union on behalf of the present shop employees.

# Notes from Ottawa

by J.M. Harry Dodsworth and Dave Stremes

--VIA Rail has announced plans to lay off 180 marketing employees.  
 --An argument erupted between Transport 2000 and the Minister of Transport after allegations were made that the funding necessary to enable VIA to buy adequate new equipment would be cut.  
 --CP has announced the sale of Cominco, a major lead and zinc producer at Trail, B.C., and is restructuring its non-rail activities to make them more profitable.  
 --Both CN and CP have announced studies of massive rail abandonments, involving possibly up to half of their existing trackage.  
 --CN Marine has been renamed Marine Atlantic.  
 --On Sept. 21 LRC 6911 failed totally just before leaving Ottawa for Toronto on Train 45, due out at 1700. Conventional Train 35 arrived late from Montreal and was used to replace the former. VIA was short one unit and train all evening, and even Train 49 (2359) was late leaving, as its power deadheaded in on Train 39 (2345).  
 --On Sept. 30 Train 43 (1145) for Toronto was made up of FPA4 6780 and FPB4 6862 and two coaches. B units are rare in Ottawa as few trains exceed four cars.  
 --The CANADIAN, however, is usually composed of six cars (regularly five since the beginning of October) and an FPA4. On Oct. 1 Train 1 arrived late with engine 6778 in trouble. Meanwhile, 6784 had been turned at the M&O wye and replaced 6778, which deadheaded back to Montreal on Train 38 (1950).  
 --On Thanksgiving Day, Oct. 13, LRC Train 45 was strengthened to six cars (engines 6904 and 6914) while a six car consist on Train 36 included two stainless steel coaches (106, 115) which are not normally seen in Ottawa.  
 --Sperry Rail Service unit 118 was in Ottawa on Oct. 16.  
 --Because of track conditions and insurance problems, no steam (1201) trains have run to Wakefield this year, although it is still hoped to reopen the line in the future.  
 --The Thurso and Nation Valley logging railway (latterly the Thurso Ry.), running north from Thurso, Quebec, has been abandoned, and the track is expected to be lifted by next summer.  
 --VIA Winter Timetable; (1) Ottawa-Toronto: Contrary to earlier rumours, the overnight train is continued. Service might be considered as having been improved as the advertised time on LRCs has been reduced to three hours 59 minutes again (my personal best is 4-59). This involves an unrealistic two minute station stop at Brockville. The fastest running time is on morning trains 40 and 41 as these have added a Belleville stop. Allowing five minutes for slowing and the station stop, Train 40 covers 145 miles in 102 minutes net from Guildwood to Kingston, or an 85 mph average. Train 41, like all westbound trains, is allowed five minutes more. Prevailing winds?  
 2) Ottawa-Montreal: Evening Trains 38 and 39 have been discontinued; however, the timetable still shows five daily trains, as the CANADIAN (Trains 1 and 2) now carries passengers officially between the two cities again (some were carried previously despite the timetable denial). This is on a space available, special reservation basis. There may not be much space, as the first winter schedule Train 1, on Oct. 26, was only three cars (engine 6764, combine 9301, cafe-lounge 756 and sleeper EGERTON). The schedule may work eastbound IF Train 2 is on time (Ottawa departure 2055) but the last westbound train is 37 (Montreal departure 1755).  
 --I rode Train 46 on Nov. 2. At Oshawa, we slowed and crawled about two miles in 30 minutes. An onboard announcement (almost inaudible) was made, blaming the delay on an electric switch (whether this was a track switch or a control switch was not clear). We arrived in Ottawa 37 minutes late.  
 --On Oct. 27, a new Montreal Metro station was opened at Cote Vertu on Line 2 of the STCUM. The same day, a renovated waiting room was opened at Beaconsfield on the Lakeshore commuter line.  
 --The future of the CN workshops in Moncton remains in doubt as CN shopcraft unions nationally rejected a plan to allow CN to contract out some work in the shops, a condition necessary for a proposed GE takeover (now apparently aborted--see elsewhere--Ed.).  
 --Algoma Steel has, during contract talks, proposed closing the iron ore mine at Wawa. If enacted this could mean the end of the Algoma Central Railway.



ONTARIO NOTES--The most northerly seven miles of the Haliburton Sub. has had the track left in place against the possibility of the institution of a tourist railway. The seven miles have been written off the CN books and the remainder of the track on the abandoned branch has been lifted.  
 --At Windsor, CN is performing preliminary work (tree cutting and grading) for a track connection between the CASO Sub. (Van de Water Yard) and the

Essex Terminal Railway.

--The City of Cornwall wants CN to relocate a section of the original Grand Trunk Ry. of Canada main line (relegated to an industrial spur with the line relocations associated with the construction of the St. Lawrence Seaway). The purpose of the now contemplated relocation is to permit expansion of the City's street system.

--Other CASO Sub. notes: The Fargo-Chatham connection (CN to CASO) was completed in the early spring of 1986; Chessie has vacated its Windsor-St. Thomas line and is now running on CASO all the way across Southern Ontario; the results of a study of alternatives for enlarging the Detroit River Tunnel are expected by the end of this year; the Automatic Block Signal System on the CASO Sub., a one-time symbol of New York Central R.R. operating sophistication, is the subject of a current application by CN to the Railway Transport Committee for permission for removal and replacement by train order operation; the CASO is to be single tracked between Essex and Hewitt (near Welland), with double track remaining Essex-Windsor. This has been the de facto situation for some years, with portions of the second track functioning as a long storage siding.

--The contract for rail removal on the Cannington Spur was expected to be awarded on Oct. 31.

--The RTC has granted authority to CN to abandon the Deseronto and Gananoque Spurs.

--CN has authority to abandon the section of the former Canadian Northern Ontario Ry. Toronto-

Ottawa line from Strathcona (five miles north of Napanee) to Smiths Falls, but no contract for track removal has been awarded. There is some possibility of a tourist operation on the section between Smiths Falls and Chaffey's Locks.

--Track has been removed on the Kincardine Sub. from Mile 54 back to Mile 33.



--GO Transit is expected to commence the laying of track on its own line (former GO-ALRT) between Pickering and Whitby during 1987. The alignment for the Whitby-Oshawa portion has yet to be decided.

--VIA Rail will move from the ancient Burlington West station to the GO Transit Burlington station around the fall of 1987.

--The TH&B station and office building in Hamilton will reportedly be closed on Dec. 26, 1986, with the staff being transferred to other locations, including Toronto. The building, constructed in the early 1930s, is being offered for sale by the CPR for \$2.4 million. The last passenger train, the Toronto-Buffalo RDC run, passed through here in the spring of 1981.



## By Sandy Worthen

• An editorial entitled "Smartening up at the Bottom", by Editor James Abbott in the June 1986 issue of the United Kingdom's MODERN RAILWAYS had a final paragraph so startling to Canadians as to defy comment utterly. Mr. Abbott's thesis was that British Rail is lacking when it comes to personal contact with the customer, and that the road to success surely must lie in building an "esprit de corps", with suitable training at all levels to assure customer satisfaction and user popularity.

The terminal paragraph of Mr. Abbott's editorial read: "We end with the suggestion that BR should emulate the example of VIA Rail, Canada's passenger train corporation, which has adopted a measure which both makes senior managers aware of the problems there are at the sharp end and gives front line staff more respect for their bosses. ON VIA Rail, all managers take one day a year in a front line job; the President becomes a train conductor and so on. The sight of Sir Robert Reid punching tickets would convince us that BR cared about its customers."

• No doubt about it: Nov. 7, 1985 was "The Day" for CP Rail at Craigellachie, B.C.

"The Day" in 1986 was Oct. 14, not quite temporally or geographically similar, when "a deafening blast and a huge rush of air" marked the end of 29 months of tunnelling 290 metres under Rogers Pass in BC's Selkirk Mountains. Who else but CP Rail's President Russ Allison depressed the battery box plunger to detonate 200 kg of explosives? When the dust settled an hour later, the last 100 cubic metres of rock could be mucked out and hauled away.

The new 14.6-kilometre Mt. Macdonald Tunnel, to be handed over to Operations and Maintenance by 1988, will take the new westbound main line from the Beaver River Valley to west of Glacier on a gradient of less than 1%, eliminating helper locomotives on westbound freights required by the 2.2% for years and simultaneously increasing westbound line capacity from 15 to 20 trains daily.

• An item appearing in an early October 1986 issue of the Montreal GAZETTE had an interesting "kicker". The report said that CP Rail planned to spend \$570,000 to repair its 99-year old bridge over the east arm of the Ottawa River, between Sainte-Anne-de-Bellevue and Ile Perrot, Quebec, part of a \$14 million repair, upgrading and equipment purchase program, begun this summer.

CP Rail's Jim Forbes said that the bridge needed maintenance on three concrete footings, 15 masonry piers and abutments, and on some of the metal superstructure. The work should be finished by the end of the year. There might be minimal disturbances to freight traffic, Forbes said, but passenger trains (VIA Rail and MUCTC commuter trains) would not be affected. CP had also replaced 5000 wooden ties between Dorval and Windsor Station, Montreal.

The Kicker? Forbes said that CP was also building 21.7 miles of new track between Dorion and the Ontario border. Rigaud, on CP's M&O Sub. (presently authorized for abandonment by the CTC) is 16.5 miles from Vaudreuil (Dorion).

• Usually birthdays are occasions for celebrations and rejoicing. Oct. 14, 1986 came and went in Montreal with little mention and no commemoration of the 20th anniversary of the opening of Montreal's Metro, that remarkable rubber tired rapid transit system. It is hard to believe that the first 26 stations were opened on Oct. 14, 1966, about six months before that other Jean Drapeau wonder, EXPO '67, was unveiled.

The STCUM/MUCTC (but mostly the former), to commemorate the anniversary, had ready a package of statistics. In 20 years, the Metro has carried three billion passengers. Its 759 cars have run about 38.5 million miles per year. It welcomes daily more than 700,000 travellers. The majority of the 150-odd bus lines of the transport network operated by the STCUM terminate at a Metro station. And finally, one citizen in four of greater Montreal uses the transport network for various activities. No statistics were available for vehicle availability or for number of rubber tires required annually.

The Montreal newspaper LA PRESSE noted that, in order to prove conclusively in the future that this system is "the most complete, the most extensive, the fastest and the most developed and perfect in the world", the ratio of ridership ought to be two out of four citizens, since four out of four would be Utopian. And, the reason for an annual operating deficit in Metro's operation would not be because only 700,000 residents of greater Montreal use the system; it would be because 700,000 other residents don't.

• The report which follows is, to a degree, self-explanatory. It appeared in the Feb. 11, 1882 issue of the Swanton, Vermont COURIER. It suggests that New England railroads of that day were not always victims, but sometimes were victors!

Novel Railway Case--Two days of last week were consumed in a jury trial before Justice W.P. Smith, of the St. Johnsbury and Lake Champlain R.R. Co. vs. B.A. Hunt of Johnson, Vt. The case was substantially based on a calf's tail, but there were one or two important issues after all.

It seems that Hunt owns some land in Johnson, on the line of the railroad, and that his pastures are not fenced to keep the cattle off the track. On the second of last November, a certain freight train was holding an even tenor of its way, some of Hunt's cattle got on the track and, in spite of every effort to avoid hitting them, a young heifer was struck and carried some distance. The testimony of one of the section hands tended to show that the heifer was somewhat downhearted but uninjured, except to the tail. Soon after, Hunt made up his mind to teach the Company better manners, and got out a body writ against the engineer of the heifer-lifting train.

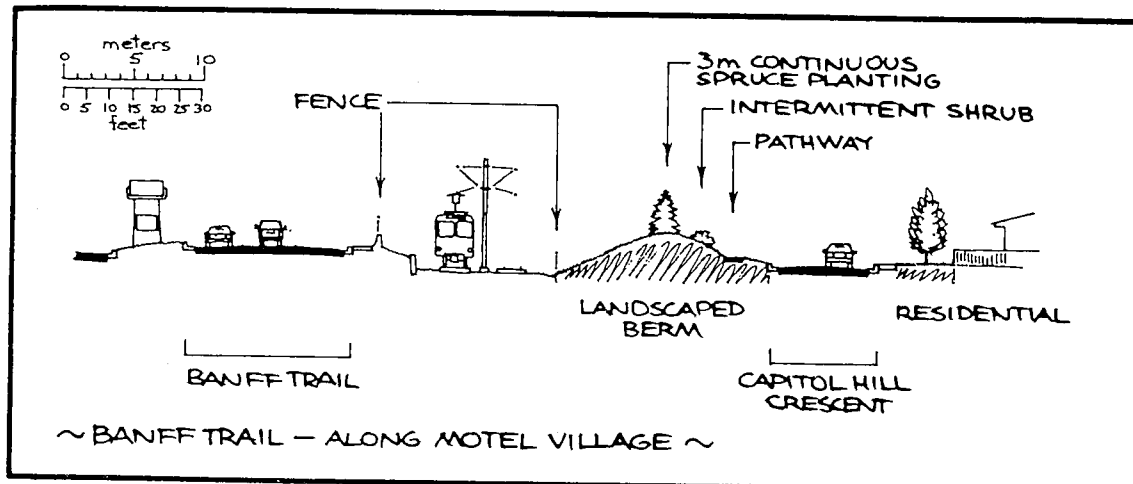
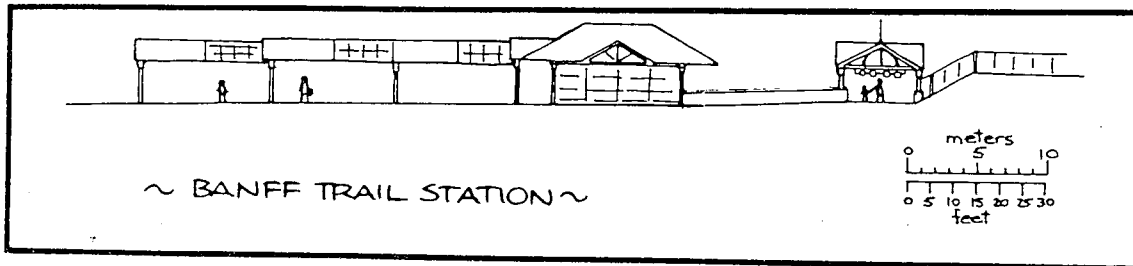
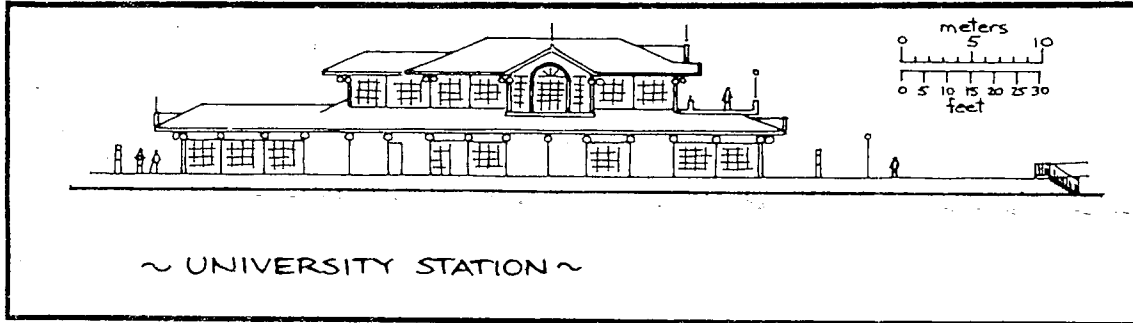
About the seventh of November, somewhere near three o'clock in the morning, Hunt sent a sheriff out to the track with a danger signal, stopped the train and arrested the engineer, claiming that the damage to the heifer's tail amounted to \$20. The Company did not relish this dangerous method of interfering with the running of their trains, and brought suit as above. The jury gave a verdict of \$25 in favour of the Company.



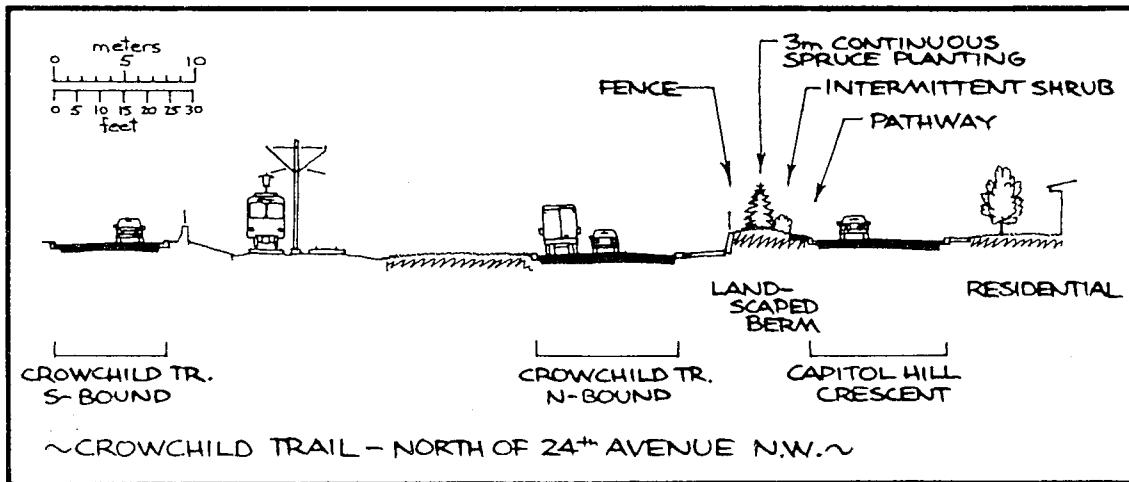
## THE CITY OF CALGARY L.R.T. CONSTRUCTION DIVISION

The diagrams reproduced below are taken from a pamphlet issued by the City of Calgary showing station designs and roadway--LRT cross-sections to give residents near the line an advance look at the physical nature of the NWLRT. Note the double track side-of-the-road operation along Banff Trail and the landscaped berm which will double as a railfan photographer's perch.

--forwarded by M.F. Jones



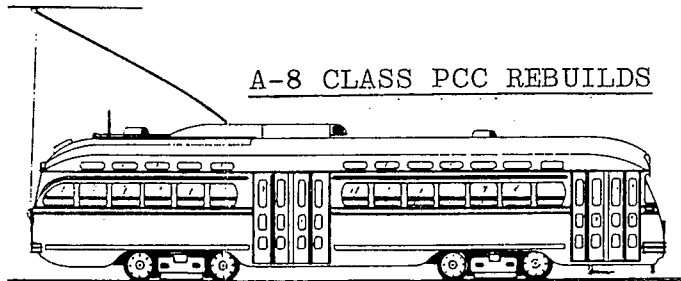




## Toronto Transit Commission



### A-8 CLASS PCC REBUILDS



--As recorded in previous NEWSLETTER issues, the TTC has effected the major rebuilding of two PCC cars, Nos. 4505 and 4512, as a demonstration project to determine the practicality of refurbishing some 20 to 25 cars. This complement of older cars would be expected to last for about 10 years and would permit the surface car fleet to supply the Harbourfront-Spadina LRT line (s). Car 4505 was rebuilt by Harvey Shops forces and emerged in mid-September as No. 4600, Class A-15. Car 4512 (4601) is undergoing reconstruction at UTDC's (Venturetrans) plant at Millhaven (Kingston), Ont., and is expected back on Toronto rails in the near future.

The 4505/4600 rebuild, commenced last March, was completed on time and under budget. Rust corroded sections of the car (damage which is ironically symptomatic of society's pandering to the private automobile) were removed and a new subframe built. All major structural supports, window posts and exterior panels below the windows, and the floor, were replaced. All of these components were assembled in the Harvey Shops. The heating system was upgraded and fiberglass insulation was added to the walls and ceiling, ensuring a warmer car in winter.

As for the mechanical systems, the trucks, axles, gear boxes, accelerator, brakes, controls, Motor Generator set, etc., were completely rebuilt. All wiring was removed, renewed and installed in stainless steel ducts. The 600 volt cable formerly located near the Operator's area has been transferred to a mid-car compartment, in the standee area. Traction motors were found to be in good shape, and did not require rewinding.

Within the carbody, CLRV type (Otaco) seating has replaced the traditional PCC seats, and the centre stepwell and treadle exit are of the CLRV type. A new tail light assembly has been applied, which incorporates (again like the CLRVs) separate vertically positioned brake and tail lights.

About 40 shop personnel worked on 4600 at various stages of reconstruction. The report from the shop is that there was genuine enthusiasm for the project, as the rebuild was regarded as something different and challenging. The car as completed stands as another tribute to the skills and ingenuity long displayed at Harvey Shops. Some statistical data on the new A-15 class follows.

Old No. (class)	Date Unloaded	Placed in Service*	Mileage at MRB	Into Rbld.	New No.	Test
4504 (A-8)	Feb. 15, 1951	Feb. 21, 1951	1,070,716	3-17-86 +	4600 (A-15)	9-11-86
4512 (A-8)	Feb. 19, 1951	Feb. 27, 1951	1,089,196	3-11-86**	4601 (A-15)	

\* 35 years old at time of major rebuild.

+ Stored June 18, 1984 as result of collision; to Harvey Shops Mar. 3, 1986; work commenced Mar. 17.

\*\* Shipped to UTDC Mar. 6; work commenced Mar. 11.

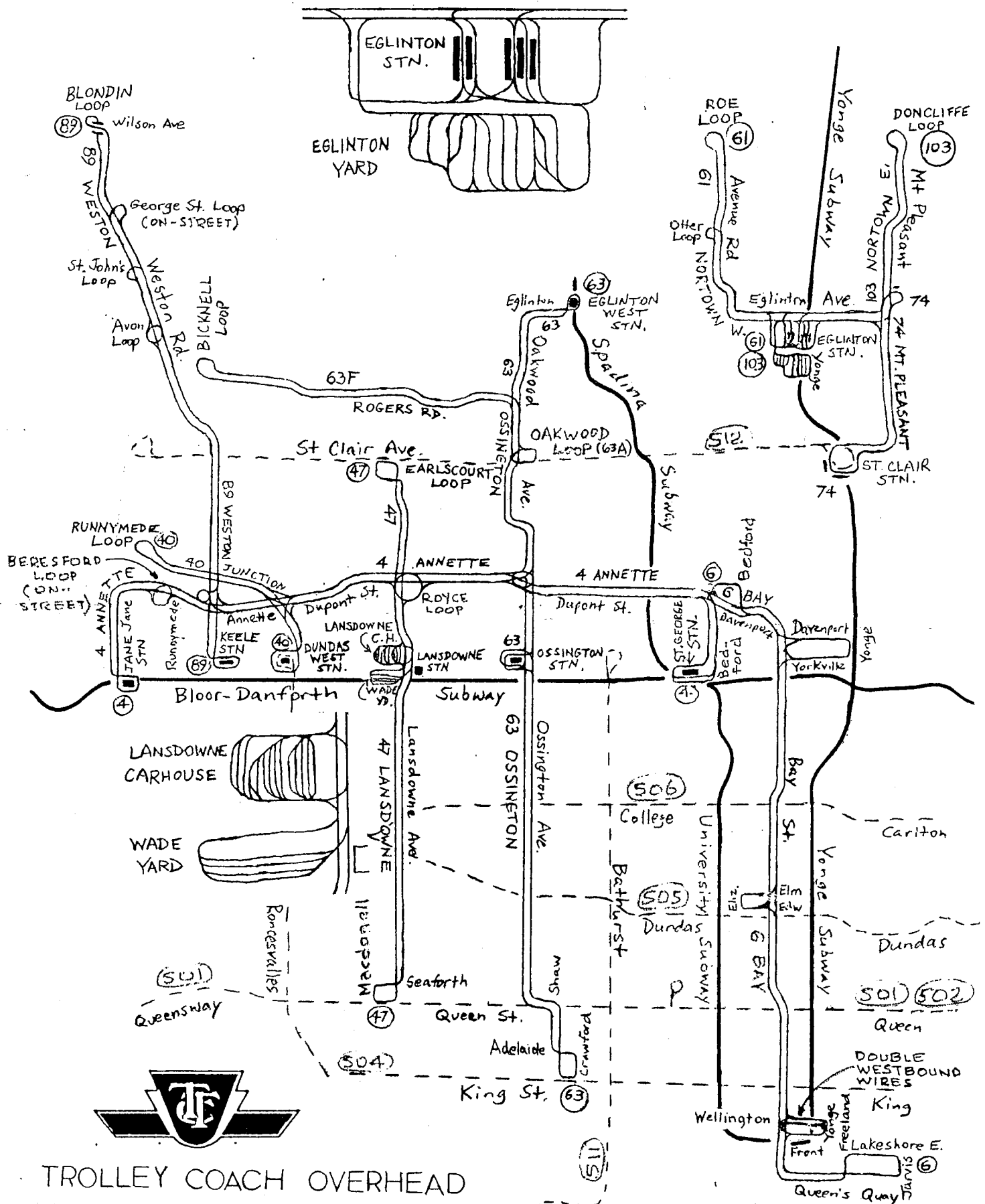
--4600 was sent to Roncesvalles Carhouse on Sept. 19, 1986 following release from the shop, and entered revenue service that day (PM Run 37, Route 501).

--based in part in information in TTC "COUPLER", with additional data from Ray Corley.

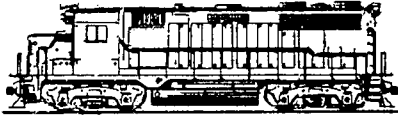


--The Edmonton Radial Railway Society (Fort Edmonton) recently received ex-Saskatoon Municipal Railway combination tower car/sweeper 200 from the Western Development Museum, Saskatoon.

--Colin Hatcher



--map drawn by George Chaisson



# Motive power and car equipment

by Bruce Chapman and Ron Lipsett

## CP RAIL NEWS

--CP has accomplished a big turnaround in business. With the end of the western grain handlers' strike and fall/winter traffic flow growing, all stored power has been moved out and is on the roll again. All CP 4500, 4700, 8000 and 8100 series power is running also. The stored Chessie power is back running while all Conrail power was going home. This plan was changed and now up to 16 CR units will be retained for CP use, including 7774, 7798, 7810 and 7823 which are stored on the BCR. CR units 7822 and 7803 in Toronto are going home. Also leased are ACR 183, 185, 188.

--CP 4229 arrived in Angus Shops on Sept. 12 for shopping and repainting. It emerged with wide stripes on Oct. 6, the last active Alco in candy stripes. Many Western SD40-2 units in the 5700 and 5800 series still have narrow stripes.

--CP 7016 and 7063 have been sold to Andrew Merrilees Ltd. of St. Martin Jct., Que.

--An elderly wooden baggage car, still in passenger colours for CPR, No. 404905, ex-4170, was at St. Luc Yard recently, waiting to be sent for scrap.

--On Sept. 17 at MP 1.0, Little Current Sub., CP Extra 8758 (work train) was almost stopped when it was hit head on by the Espanola Turn, powered by RS-18u 1832 and C-424 4221. The work train had two cars plus crane-pile driver 414212. The 8758 had several members of the work train crew in the cab plus the running crew, one of whom, the head-end brakeman, was fatally injured. The 1832 rode up on the frame of 8758 and it is expected that the RS18 will be retired. The 4221 was derailed but was only slightly damaged. The Espanola Turn had 24 loads and a caboose. The area is controlled by MBS dispatching from Sudbury and it was believed that a dispatching error might have been the cause.

--Ex-QNS&L SD40s now equipped to lead on the Roadrailer trains are 5407, 5410, 5411, 5412, but radio problems have not allowed them to take the lead yet.

--Delivered to CNR for scrapping were ex-CP 6569, 7102, 7064, and 7047 on Oct. 8; 6529, 6612, and 7080 preceded them on Oct. 2. The units were to go to Contrecoeur for scrap, with CN handling the movement. Still at St. Luc Yard awaiting movement on Oct. 2 were 7063, 7021, 7028, 7112, 7038, 6563.

--CP is now allowing only eight units on any one train; the limit was formerly 12.

--CP tested doublestack container cars on Sept. 29 (see article elsewhere in this issue). A test train was comprised of four ex-QNS&L units, CP 66, three cars, dynamometer car 62 and 10 loaded 70 ton freight cars. Work was done at St. Luc Yard and testing took place on the M&O Sub. between MP 11.5 and MP 13, west of Montreal.

--On Oct. 3 MUCTC 1302 hit stored CP RS23s 8023 and 8039 at Glen Yard. All three units were taken to Angus Shops for minor damage repairs.

--Ex-CPR Business Car No. 9 (NEW BRUNSWICK), stored at a lumber mill west of Revelstoke, B.C., was damaged recently in an attempt to save the car from a fire. The car was pushed clear of the burning lumber mill by a bulldozer, damaging the end frame.

--Ex-CPR Business Car ALBERTA is now at Three Valley Gap Motel and Museum in British Columbia, near Hwy. 1.

--All seven Kennecott Copper Corp. SD40-2s were sent to the BCR on Sept. 19 at Mission, B.C. The units involved were 101-107.

--CP GP9 8688 is out of Ogden Shops as rebuilt 1629 and has been sent to Nelson, B.C. CP 8626 was due to go into Ogden on Sept. 23. Next to be done was 8651. CP 8493, following Ogden rebuild, becomes 1631, and is going to Alyth. CP 8817, an Angus rebuild, becomes 1630 to go to either St. Luc Yd. or Hochelaga Yd. CR 7784, which was at Ogden for quite a time, was repaired and sent home.

## CN NEWS

--CN 5107 is not in EXPO colours as reported earlier.

--CN SW900 7917 was leased to the Shawinigan Falls Terminal Ry. on May 1. That line is still leasing CP RS23 8031 and CP caboose 434133.

--CN 9900's builder's plate shows it as model SD50AF. This unit was seen on VIA No. 14 (the OCEAN), in Moncton, N.B. on June 15.

--Four ex-GP9 slugs are now at work: 216, 217 are at Neebing, with 218 at Symington and 219 at Sarnia.

--CN has the following units for sale: 1779, 3105, 3116, 3617, 3619, 3634, 3649, 3660, 3670, 3680, 3737, 3206, 3218, 3232, 3235, 3237, 3239, 8192, 8194, 8195, 8239, 8240, 8242, 8243, 8244, 8245.

--Presently stored at Moncton are: 2506, 2510, 2512, 2514, 2515, 3632, 3671, 3674, 3682; on Prince Edward Island are 1742, 1755; also stored are 2001, 2004, 2008, 2020, 2038; Calder has in storage some GP38-2s, including 5513 and non-control A's.

--On July 8 3110, 3693, 3732, 4253, 4302, and 4565 were retired. On Sept. 15 3630, 3667, 3740, 4240, 4301, 4309, 4576, 4605, and 9315 were retired.

--CN HR-616 2116 was released from Moncton Shops on Sept. 29. It was load tested at Gordon Yd., Moncton and the new V16 251 engine was found to be putting out 3,643 HP at 1050 rpm. It was left at that rating since this is a one-shot test unit. The locomotive also received new wheels and a full paint job and was sent out on Oct. 14 to Sydney, N.S. on Train 340.

--CN, having pulled many RS18 units into the scrap line, has started a branchline unit replacement program. As part of this, the railway has planned on renumbering 2500-2519 to 3500-3519 (minus 2511; wrecked in Quebec several years ago) this fall, as well as adding a small rear pilot. The units will also have their fuel and sand capacities reduced by half.

--On Sept. 17 2502 was shopped and painted at Moncton Shops; 2568 received similar treatment on Sept. 25; 1327 was repainted here on Sept. 2.

--On Sept. 20 CN 2565 received severe cab damage at Napadogan, N.B. (MP 106.6 of the Napadogan Sub.) on Train 207 when it hit a log truck; the unit is being repaired at Moncton.

--The following Toronto units were sent to scrap at Sidbec-Feruni: 8166, 8173, 8175, 8183, and 8184. Hamilton units: 8164, 8167, 8169, 8171, 8172.

--CN's new Business car TAWAW, No. 15165, replacing 15102 at Toronto, is a former FORT series sleeper-buffet-observation car from the 1920s.

#### VIA NEWS

--RDC 6450 has been moved from Sudbury to Toronto for repairs and ditchlight application. VIA 6006 on the E&N was released and arrived back at Toronto (Mimico) on Sept. 13 for maintenance.

--Ex-VIA Buffet-lounge 4884 has been installed near the IGA store on Dalton St. in Sutton, Ont. It is to be used as a tea room. The car was originally a GTW, then CN, passenger car. Ex-TH&B caboose 67, built by American Car & Foundry in 1918, was also added to become part of a small museum.

--VIA diner 1374, ex-CN, has been sold to the town of High River, Alberta, located at MP 38.9, Macleod Sub.

--VIA has announced that commencement of delivery of its order of new F59PH locomotives is not expected from GMD until January, 1987, with 20 units coming during that year. Another 10 will be received in 1988 and a hoped for 18 additional units could arrive in 1989 (if an 'add-on' order is placed?--ed.). They will be used on Trains 9 and 10, then 1 and 2

#### MISCELLANEOUS CANADIAN ROADS

--The B.C. Hydro Ry. was running British Leyland railbus units comprising cars 55590 and 55640 between New Westminster and Abbotsford, B.C. on three round trips daily during part of the summer. The set tied up at Huntingdon, three miles east (geographically south) of Abbotsford each night, and made no stops except for Abbotsford. The return fare was \$8 with a running time of 90 minutes, although the run could be performed in 65 minutes if the Fraser River bridge was not up for boat traffic. The cars were also tested on the BCR, from North Vancouver to Squamish, about June 20, running as Passenger Extra RB100. The cars run back-to-back and have a cab on each end. Unit 55640 is equipped with a washroom.

--In early September an Illinois Central Gulf R.R. caboose was seen in the BCR shops in Prince George, B.C. by railfan Glenn Courtney of Edmonton. The unit was 199451, a wide vision car.

--Ontario Northland has cannibalized 1515 at North Bay. Units 1306, 1308, 1400 and 1401 are still stored, together with six former Milwaukee Road 'B' units: 73B, 84B, 89B, 121B, 126C, 125B.

--Cartier Railway's ex-CP nee NYC round end stainless steel observation cars SEAVIEW and RIVERVIEW were sold to customers in the Chicago area.

--National Gypsum at Dartmouth (Wright's Cove) N.S. has purchased a brand new Hunslet 0-6-0 diesel switcher, serial no. 9266, no road number.

--Canadian General Tower of Oakville, Ont. has acquired a former Florida East Coast round end observation car, ST. LOECIE SOUND; it was built by Budd in 1947.

--Ontario Rail Association's former CN parlour car CHEPHRON has been sold to the President of the Buffalo Southern Ry.

--Essex Terminal's (ex-ACR 172) 102 was painted July 2-4 and was working by July 7. It is yellow with black (not green) extending down from the roofline. A stylized herald is affixed to the rear quarter of the unit. Beneath the radiator air intakes the locomotive is painted green. The handrails and frame are black and the engine is now sporting a chopnose. (Note: the NEWS-LETTER needs a black and white picture of this unit.)

#### ESSEX TERMINAL RAILWAY STEAM LOCOMOTIVE NO. 9 by Dave Spiegelman

Essex Terminal 0-6-0 9 has been relocated and is in the care of a new club. The engine and tender were moved from a long term storage location at Milton, Ont. to the Nanticoke Generating Station on Lake Erie on Friday, July 4, 1986. The engine is leased to the Southern Ontario Locomotive Restoration Society. The club is a non-profit, volunteer organization that plans to restore No. 9 to operating condition. This will be done as time, manpower and funding permit. The engine is in relatively good condition but has been damaged by rust in several key areas and a full assessment will be carried out before a full scale overhaul.

The move of the engine and tender was carried out by Anderson Haulage of Stouffville, Ont., and the Nadrofsky Crane Corp. of Brantford. Nadrofsky supplied their new Krupp hydraulic crane for the Milton end lift. Ambler-Courtney Construction Co. of Toronto generously paid for the trucking, with the Society paying for the balance of the move. The costs of the move were very reasonable and the Society was able to "pull it off" without going into debt. The unloading was done with the turbine hall gantry crane in the Nanticoke powerhouse. To facilitate road and truck clearances, the Society removed the locomotive's cab, stack, steam dome cover and front buffer beam; the engine was reassembled at Nanticoke upon arrival.

As our name implies, we are interested only in the restoration of No. 9 and we have not set a date for completion nor do we have any definite long term plans for it. A conservative estimate of restoration time would be two to three years depending upon materials availability and the engine's condition.

Just as a word of caution, the Nanticoke Generating Station is a secure and restricted area. Anyone caught entering, or on the grounds without prior clearance, will be in big trouble. If you wish to see the engine and watch restoration in progress, a phone number and address is provided below. Contact us with sufficient notice and we will try to set up a tour. The Society also solicits memberships, associate and active, and information may be obtained via the same address: Southern Ontario Locomotive Restoration Society, Box 196, Jarvis, Ont. NOA 1J0, 1-519-587-4270. Dave Spiegelman, President.

(Thanks also to Bruce Acheson, who forwarded a Hamilton SPECTATOR article on the No. 9 restoration project. This article indicated that the locomotive is still owned by the Essex Terminal Ry. of Windsor, and that the Nanticoke group has assumed a lease once held by Ontario Rail).

--Distribution Crew, October NEWSLETTER: Norm Cardswell, Dave Scott, Don McCartney, Mal Smith, Ben Mills. Stu Westland, John Thompson.

## CP REBUILT GP9u ROSTER ASSIGNMENTS

by Ron Lipsett

Present No.	Former No.	Assigned To	Present No.	Former No.	Assigned To
1500	8412	T	1530	8485	TB
1501	8409	T	1531	8667	W
1502	8421	T	1532	8532	TB
1503	8422	A	1533	8703	W
1504	8415	A	1534	8538	T
1505	8424	W	1535	8620	A
1506	8411	A	1536	8632	A
1507	8417	A	1537	8495	T
1508	8423	St.	1538	8521	A
1509	8416	St.	1539	8534	A
1510	8410	S	1540	8494	TB
1511	8418	A	1541	8504	E
1512	8510	W	1542	8614	TB
1513	8512	W	1543	8546	TB
1514	8627	W	1544	8637	E
1515	8545	W	1545	8638	E
1516	8509	T	1546	8612	E
1517	8486	T	1547	8691	St.
1518	8539	T	1548	8819	St.
1519	8489	T	1549	8651	St.
1520	8544	A	1550	8490	L
1521	8624	A	1551	8513	L
1522	8642	A	1552	8506	S
1523	8689	A	1553	8623	MJ
1524	8655	W	1554	8499	MJ
1525	8484	A	1555	8618	MJ
1526	8503	A	1556	8507	S
1527	8658	W	1557	8664	A
1528	8640	W	1558	8498	TB
1529	8622	TB	1559	8540	A
1560	8488	TB	1599	8815	St.
1561	8483	A	1600	8690	E
1562	8537	TB	1601	8520	WN
1563	8500	TB	1602	8818	St.
1564	8463	E	1603	8661	TB
1565	8514	MJ	1604	8543	St.
1566	8491	TB	1605	8613	B
1567	8531	A	1606	8536	St.
1568	8505	R	1607	8682	St.
1569	8625	R	1608	8611	St.
1570	8629	WN	1609	8670	NB
1571	8700	WN	1610	8675	T
1572	8516	St.	1611	8821	A
1573	8628	TB	1612	8519	St.
1574	8517	TB	1613	8508	St.
1575	8679	A	1614	8823	T
1576	8633	TB	1615	8683	T
1577	8662	W	1616	8695	TB
1578	8542	T	1617	8708	W
1579	8634	C	1618	8647	T
1580	8635	C	1619	8706	T
1581	8535	C	1620	8659	K
1582	8497	C	1621	8808	T
1583	8671	MH	1622	8649	K
1584	8526	W	1623	8525	C
1585	8533	W	1624	8515	T
1586	8501	W	1625	8652	Location Unknown
1587	8496	W	1626	8698	C
1588	8529	WN	1691	8832	W
1589	8644	C	1692	8833	A
1590	8523	W	1693	8837	E
1591	8487	W	1694	8831	TB
1592	8646	MJ	1695	8839	A
1593	8807	E			
1594	8660	SU			
1595	8899	SU			
1596	8805	CH			
1597	8687	T			
1598	8803	St.			

Location Symbols

A -- Alyth Yd.; B -- Brandon Yd.; C -- Coquitlam Yd.;  
 Ch -- Chapleau Yd.; E -- Edmonton Yd.; K -- Kamloops Yd.  
 L -- Lethbridge Yd.; MH -- Medicine Hat Yd.; MJ -- Moose  
 Jaw Yd.; NB -- North Bay; R -- Regina Yd.; S -- Suther-  
 land yd.; St. -- St. Luc Hump; SU -- Sudbury Yd.  
 T -- Toronto Yd. Hump; TB -- Thunder Bay Hump;  
 W -- Winnipeg Hump; WN -- Windsor Yd.

--CN is now planning to transfer much of the Point Ste. Charles (Montreal) shop work to Trans-  
 cona (Winnipeg) with up to 1700 jobs being eliminated at the Montreal facility. With 1987  
 bargaining coming up, the railways and unions are sure to be in a real fighting mood.

--Ron Lipsett



TORONTO AREA SIGHTINGS by Ben Mills

Sept. 4: CP eb 5967-5733-5688-434054; wb 5939-4218-4234-434509 (no train). Sept. 5: West of DY CN 7904 and cars wb; Dock 35, CP 8136-434043 switching container; cars; CN 2524-9447-79242 at CN Tower eb; CN 7731; DY, load of CWR near Eastern Ave.: 40 cars with rail piled five high, eight across, no loco or caboose. Sept. 6: Mimico, CN 9412, 9423, CP wb 6540-5508-434043; Oakville, CN 9413 eb. Sept. 7: VIA 6100-6102-6105 eb into U; CN 9433 on psgr. w. from U.; CP Parkdale, 1211-434017 wb; eb Parkdale CP 8124-434064 container train. Sept. 8: VIA 6782 + five cars e. to U. Sept. 9: CP wb 5567-5746-5732; wb, 5400-5505-5409-434021-434036; VIA 6214-6127-6120-6225 e. into U.; CN 7948 U. to Mimico; CP 8120-434017 container train near U; wb to U, 6925-6907. Sept. 10: CP eb 5696-5518-5963-5939-SOO 6614-CP 5751-434679. Sept. 11: Amtrak 345 e. to U; L&C, CP 8132-434021. Sept. 13: CN 9425 on psgr. e. to u (Oakville); CP wb 4223-4213-4220-TH&B 57-434058; CP eb 5502-5514-1810-434018. Sept. 14: U out w, CN 9425 and nine psgr. cars; near U, CP 8136-434055 eb; VIA 6790 and three cars Mimico to U; CN 9409 and nine psgr. cars; w. out of U, VIA 6114-6005-6205-6125-6002-6214; CP John St., 6593, 7021, 7028, 7047, 7064, 7083, **all NIS**; Amtrak 280 eb in; VIA 6518-6619 backing to Mimico. Sept. 15: VIA RDCs 6114-6126-6113-6215 empty into U. Sept. 16: CN MY wb in, 2314-9566-9599-9245-79147 (tool boxcar 52257 cut in ahead of caboose); from Newmarket Sub., 9414-79316; eb out, 9426-9667-2034-4220-79794; wb out, 2103-9545-9418-79770; into MY, 9403-79581 plus about 12 cars; wb in, 9484-9438-9400; at carshop, 7730; at Jane & Trethewey, CP 6021-5788 making pickups; CP wb 5583-5549-5508. Sept. 17: CN MY, 1245-1242 at auto rack area; 7918-79738 at carshop; eb out, 5161-5181-5100-79598; eb in, 9520-5280-cabeese in centre, 79691-79281-79541-at end, 79532; eb in, 9418-9545-2103-79668; wb out, 5259-5228-5284-79543; eb in, 5286-3702-9597-2306-79221; out Newmarket Sub., 9538. Sept. 18: CN MY, wb in, 2038-5129-5275-79792; CP eb 3063-4200-434013; eb, 5517-5563-5403-434014; wb, 5542-5510-434143, no train; CN High Line eb, 9604-9612; w. to Mimico, 9433-15455 plus eight cars NIS. Sept. 19: VIA 6768 e. to U; CP 1244-437133 Front St.; CN 7952 w. light to Mimico; Amtrak 346 e. to U; CN MY 5345-9491-9571-79543 eb out; 2007-9580-2314-79598 wb out; 9402-2306-2564-79611 eb in. Sept. 20: CN MY, 4029-5042-2037 wb out; 9418-5360-9545-9477-4484-9416-79199 eb out; 2103-9424-2324-79312 eb out; 9615-10 cars-79681 nb, in from city; 1243-1246 on pulldown track; CP 8921-5519-5554-434013-434484-431776-434017; CP eb 4501-4707-434555; CP Parkdale, eb 8156-434013. Sept. 21: Amtrak 309-VIA cars 352-370-372 wb; eb from W.Tor., CN 1383-1350-76550; backing to U, VIA 6510-6788. Sept. 22: CP wb 9586-5519-434054. Sept. 23: CN DY 9165-9172; CP wb 5516-5557-5517-4248-434515; at Lambton, 5534-5525 wb with autoracks; at U, CP 3132-VIA 6550-6623 on CANADIAN; VIA 6313-6107 into U; VIA 6787-6755-6557 in from north; at CP Parkdale, 8156-434055 wb; Amtrak 263 in on INTERNATIONAL. Sept. 24: CN MY, 4104-79777 eb autoracks; eb out, 2034-2320-9630-79867; eb out, 9429-9444-4502-76515; wb to Bramport, 2037-5042-2003-79402 container train; wb in, 2016-5078-79401, incl. gondola carrying Geep carbody in primer paint; nb off Newmarket Sub., 9413-10 cars-79514; work train eb, 9583-79568 and 21 cars of ballast. Sept. 25: CN MY, 1244-1215; 9413-79874 in; wb out, 2023-2320-9630-79506; wb in, 9550-10 cars-79299; eb in, 9491-9577-9596-5274; wb in, 9405 with ballast cars-79229. Sept. 26: CP eb, 5538-5507-5541-434449; wb, 5757-5730-5924-434710; wb, 4220-4213-434055; 8120-434071 at Geary Ave., no cars. Sept. 27: at Barrie, CN 3122-79672; nb 9529-9443-9479-79566 slag train, 50 empties; VIA Train 9, 6526-6630-6510; CN 4-6-0 1531, MLW 1910, on display near station; VIA No. 10, 6569-6610. Sept. 28: Amtrak 295 and Tempo cars 372-370-352; CP 8139 at Strachan Ave. VIA 6768 and five cars backing to U; CN wb at Parkdale, 7947; psgr. 6768, three RDCs on rear end, 6147-6101-6226. Sept. 29: CN from W.Tor., 7729-10 reefers-76673; CN 1537-1350 at Caledonia Rd., switching grape cars; VIA 6768, U to Mimico; VIA wb at Parkdale, 6001-6109-6127; CP 8120-434017 at CN Tower. Sept. 30: CN 9412-15405-four cars on psgr.; CN 79349-7727-9629-9586 backing to Mimico; eb to U, NIS, VIA 6216-6110-6109.

MARITIME SIGHTINGS by Charlie Randall

- A visit to the Salem and Hillsborough R.R. (see lead article, October issue) should be a must for every railfan. Where else in Canada can you ride in vintage coaches or open sided boxcars equipped with bench seats behind an ex-CN 4-6-0? This line is located approximately 15 miles southwest of Moncton, N.B. Various types of diesel power were evident, but the treat for me was S&H 4-6-0 1009, ex-CN 1165, and the five mile ride between Hillsborough and Salem, N.B.
- Driving on to the Cape Tormentine-Borden water crossing to Prince Edward Island, my very understanding wife and I were greeted by two CN MLW MR-14b roadswitchers, 1750 and 1751, idling at Borden. Other equipment stored there included plows 55168, 55242, 55606, 55624 and flangers 56214 and 56471. At Charlottetown we saw 1754 working in the yard, together with caboose 79911. Most rail lines on the island are pretty rusty and weed covered.

For the past five or six years, seven MR-14b roadswitchers have been assigned to Charlottetown, nos. 1750-56. Today all units of this series are assigned to Moncton where three of them, viz. 1752, 1753 and 1755, sit stored serviceable while 1756 is operating in the Maritime mainland. It would appear that the days of the three remaining active units are numbered as rumour has it that the rail operations will be converted to piggyback some time early in 1987.

WESTERN CANADA RAIL SIGHTINGS by Larry D. Morrill

Sept. 19: Kimberly Clark 6539 (ex-CP 6539), Terrace Bay, Ont. Sept. 24: CN 9158 (F7Au) on VIA 6, Jasper, Alta. Sept. 24: CN 4331 and test cars, Lucas, B.C. Sept. 25: CN 5420, 5400 (SD50Fs) unit train coal empties, Kwinitsa, B.C. Sept. 25: CN 5408, 5435 (SD50Fs), unit coal train loads, Tyee, B.C. Sept. 29: BCR 6005 (GF6C); CN 9901 (SD60F); CN test cars, Modern Rail Exhibit, EXPO 86, Vancouver, B.C.; CN units open to the public. Oct. 1: Kennecott Copper 101, 102, 104, 105, BCR Shops, North Vancouver, B.C. Oct. 3: CN 4106, CP 3133 and CN SIR SANFORD FLEMING, Chapmans, B.C. Special train run for EXPO 86--Modern Rail Conference, using CN tracks to Cisco, CP from Cisco to Spence's Bridge and returning down the Fraser River Canyon to Vancouver via CP. Oct. 3: CO 3000, North Bend, B.C. Oct. 4: CP Business Car VAN HORNE on tail end of Train 404, Sicamous, B.C. Oct. 4: SRS 139 (Sperry Rail Detection Car), Revelstoke, B.C. Oct. 5: CP 4744 (M640) with test car on wb frt., Greely, B.C. Oct. 5: CP 5802, 5826, 5695, 5750 (headend); 5904, 5771 (helpers); 5667, 5617, 5902, 5677, 5654, 5982 (pushers) on wb unit coal train, Rogers, B.C. Oct. 5: BCR RCC7 (Robot Control Car) on eb CP frt., Golden, B.C. Oct. 7: CP 5005 (GP35), Banff switcher. Oct. 10: CN 1160 (GMD1m), Melville, Sask. Oct. 10: CP 5698 (EXPO-painted unit);

BN RCC106; BCR RCC8, Bredenbury, Sask. Oct. 10: CN 1067, 1068 (GMDls), Neepawa, Man. Oct. 11: CP 5014 (GP35, Kenora, Ont. Oct. 12: CP 5698, eb grain train, Ignace, Ont. Oct. 13: CP 4237, VIA 5502, 6637 on VIA 1, Schreiber, Ont. Oct. 13: CP 5006 (GP35), Schreiber. Oct. 14: CP 5684, 5721, 6019, 6016, 5408 on eb unit grain train, Sudbury, Ont.

#### NOTES FROM THE HAMILTON CHAPTER by Doug Page and Mike Lindsay

--Plans to move TH&B 2-8-0 103 from Wentworth Heritage Village to the Hamilton Museum of Steam and Technology have been stalled by bureaucratic red tape. According to the Oct. 22 Hamilton SPECTATOR, the problem is just "snarled communications". Hamilton Alderman Bill McCulloch claims that the "103 buffs" thought that their plans to move the engine had the green light, and that wasn't the case. The Regional Economic Development Committee has yet to approve the \$24,000 moving cost. McCulloch also says that, before he votes in favour of the movement, he wants to investigate why the cost of moving the engine has increased six times over the cost of the original trip from Hamilton's Gage Park to Rockton in 1977. Meanwhile, John Spring, head of the railfan group that has been doing volunteer maintenance on the engine, has resigned over the City's lack of action. In an emotional letter to the SPECTATOR, Spring claims that "the City, which can spend millions of dollars to raise two ancient warships from the bottom of Lake Ontario (two 1812 hulks), can't even find enough money to do a minimal amount of maintenance on this piece of Hamilton's own history..."

--Look for ex-CPR 2-8-2 5361, which has been rusting away at the brick plant on Lawrence Rd. in Hamilton, to be moved to a Buffalo area museum very shortly. (Editor's Note: The 5361 was originally bought from the CPR by the Ontario Government in the early 1960s for a proposed railway museum that was supposed to be part of the Ontario Science Centre; the railway portion of the museum was cancelled, and the various engines collected ultimately sold elsewhere, the 5361 going to the Ontario Rail Association. ORA never intended to operate the 5361, due to its poor condition and excess weight for their branchline operation; intended by them for stationary display, the Mikado was sold to Buffalo railfan Terry Sprague for \$6000 as ORA needed the ready cash. The engine will be displayed in the yard of the Buffalo Southern R.R. in Hamburg, N.Y.).

--With the start of the third Hamilton GO train on Oct. 27, GO Transit has also announced the approval for a Burlington East Station to be built in the Appleby Line-Fairview St. area, with a tentative completion date of Spring, 1987.

--On Sept. 25, Boston's Massachusetts Bay Transportation Authority announced that it has selected AMTRAK as the new operator of the Boston area commuter rail service. For the last few years, the Boston and Maine had held the commuter contract. AMTRAK's simplified labour contracts and the B&M's (Guilford Industries) recent strike may have helped decide the awarding of the contract. (L. Eyres).

--Tender time again (all by CN) for (1) the removal of the rail on the Smiths Falls Sub. from Chaffey's Locks to Strathcona, Ont., Mile 63 to Mile 99.30; (2) for the removal of rail from Blackwater Junction to Woodville, Ont. (Cannington Spur), Mile 0.0 to Mile 12.55; and (3) removal of the Parry Sound Industrial Spur.



## Schedule Changes

### OR WHAT ISN'T HAPPENING IN CANADA

by John A. Fleck

Some major changes, including terminations, were made in VIA's Corridor Services effective Oct. 26, 1986. Between Montreal and Ottawa, the final trains of the day, Nos. 38 and 39, have been eliminated, leaving RAPIDOS 36 and 37 as the last services originating in Ottawa and Montreal. However, Nos. 1 and 2, the CANADIAN, now carry local passengers, with the restriction that reservations can be made only up to three days in advance for No. 1 and only on the day of travel for No. 2. As No. 2 originates in Vancouver, its Ottawa departure is often delayed by several hours. No. 1, however, should be quite dependable.

The big change between Montreal and Toronto is the cancellation of the SIMCOE RAPIDO trains, except on Fridays and Sundays. Its previous numbers, 68 and 69, are now assigned to the BONAVENTURE, making the same stops as the previous BONAVENTURE's Nos. 55 and 56. However, they now leave Toronto at 4:50 p.m. and Montreal at 5:15 p.m., and they are the last services until the 11:35 p.m. CAVALIERS, except Fridays and Sundays, when Trains 168 and 169 will fill the SIMCOE's time slots. Now, all services to and from Montreal except the CAVALIERS are all-reserved LRCs. Baggage service has been shifted to the CAVALIERS.

Now to what isn't happening in Canada! In the U.S.A., Amtrak has restored hourly Extra Fare high speed METROLINER service between New York City and Washington. The trains have also been equipped with telephone service. Together with hourly (on the half hour) conventional AMFLEET trains, some of which run to/from Boston and/or Springfield, Ma., a 30 minute frequency is maintained between Washington and New York City on Mondays to Fridays between 6 a.m. and 7:30 p.m.! There are less frequent later departures as well as the overnight OWL between Boston and Washington, which includes an "Executive Sleeper" running between New York City and Washington.

During its operation under Amtrak, the BROADWAY LIMITED between New York City and Chicago has had a Washington section which was added/separated first at Harrisburg, then at Philadelphia, then at Pittsburgh. Now, for the first time, the CAPITOL LIMITED will run as a completely separate train between Washington and Chicago, and it will no longer be running with the BROADWAY between Pittsburgh and Chicago.

METROLINER service, New York City to Boston on Friday evenings and Boston to New York City on Sunday evenings has been restored (no METROLINER trains had operated between New Haven and Boston since April, 1984).

In Japan, speeds on the two northern SHINKANSEN lines out of Tokyo have been increased from 210

to 240 KPH (130 to 149 MPH) and an extension of their common line into Tokyo, 26 km from Omiya to Ueno, was opened in March, 1985. Ueno has easy access to and from Tokyo Central Station, where the original SHINKANSEN line to Fukuoka begins, via a very frequent service on a Japanese National Railways Circle Line. Also, new equipment is being built for the SHINKANSEN lines, with two level First Class coaches and diners.

In Europe, the 629 kilometres between Milan and Rome will be covered in 4½ instead of six hours; the station in the Geneva airport will open on June 1, 1987; two new TGV lines are being built in France; a direct TGV service, Paris to Bern, will begin next May; Stuttgart will have rail service to its airport in 1988; new high speed lines are under construction in West Germany; Amsterdam's airport has train service to downtown and even directly to Hamburg, West Germany; Rome's airport will have rail service; Frankfurt's airport is on one of the five hourly Inter-city routes in West Germany; the East Coast Main Line in Great Britain is being electrified from London to York, Newcastle and Edinburgh as well as to Leeds via a branch line from Doncaster; and the Swiss Federal Rys. has actually issued a free booklet listing its trains which provide a forward view called "Timetable for Railfans" with 20 pages!

Finally, for the first time since it began service in May, 1967, GO Transit is running three trains each rush hour period between Toronto and Hamilton, leaving Hamilton at 6:34, 6:55 and 7:19 a.m. (all express east of Clarkson); and leaving Toronto at 4:37, 5:19 and 6:03 p.m., the first running express to Clarkson and the second express to Oakville.

#### TESTS DOUBLE-STACK CONTAINER CAR



A unique double-stack container car has been given a trial run on CP lines in the Montreal area. The CP prototype is of unique design, consisting of three separate platforms coupled with rigid drawbars to form a three-piece car. It was built by National Steel Car Ltd., of Hamilton. Most double-stack cars have a single platform with steerable trucks, enabling

the wheels to turn into curves. CP Rail's prototype links three platforms to form a flexible chassis, securing improved handling without using steerable trucks. The unit's major advantage is that it can be expanded by simply removing the drawbars and inserting additional platforms. The design also reduces downtime for repairs. A damaged platform can be removed while the other two continue in service with or without a replacement platform. The car features a sunken bottom to reduce the above top of rail height of the containers. Each platform can carry one 40-foot or two 20-foot marine containers or a 44-foot, three inch or 48-foot domestic container on the upper level. Conventional container cars have a single 81-foot or 89-foot platform.

CP's prototype car was put through a series of stress tests by the National Research Council before entering trial use. Electric strain gauges measured stress as the car was squeezed in a giant vice, twisted, pulled and rammed during weeks of testing. CP Rail will analyze the results of its operational testing and conduct cost/benefit studies before deciding whether or not to adopt the car for general use. Double stacking containers for rail transport comprises the latest development in intermodal service in North America. The concept enables railways to increase the capacity of container trains significantly without increasing train length.

--CP Rail "Report"

## Short Hauls

by Bruce Chapman and Ron Lipsett

--CP has been asked by VIA to agree to the operation of an RDC service between Ottawa and Brockville.

--The City of London, Ont. is complaining about Moncton, N.B. getting the GE loco plant. The Mayor of London says that it constitutes collusion, and that DDGM would suffer from the competition. Comments by the Mayor were also to the effect that the units would not be 100% Canadian content (engine blocks are U.S. built).

--The family of a 13 year old boy who was hit by a Burlington Northern movement in Vancouver and who lost a foot in the accident are now suing the railroad. They are claiming that, by virtue of the BN having failed to remove a pool of water that had formed in the ballast, the railroad had issued an invitation to "fish".

--CP has agreed to pay the City of Hamilton \$1.83 million in compensation for breaking an agreement that required the continuous running of passenger trains. An 1894 bylaw had the City borrow \$225,000 to subsidize the construction of the TH&B. The agreement between the City and the TH&B stated that the railway would be obliged to repay the subsidy with interest should it stop providing "adequate and regular daily service for both freight and passenger". Initially the City had sought \$40 million, calculating its figure on compound interest.

--The Waterford, Ont. Chamber of Commerce wants to acquire the town's derelict CN (ex-NYC) station and convert it to a tourist information centre and local meeting place.

--CP's old Golden, B.C. station will be closed down soon (due to a line relocation--Ed.) and the Town Council is considering purchasing the building and moving it to a new site.

--VIA will move the bulk of its Winnipeg accounting operation to Montreal, eliminating 11 jobs and transferring 23 others. It will also move part of its Toronto operation to Montreal, eliminating 50 jobs and incurring a \$1 million annual saving.

--Ex-CNR 4-8-2 6060 is in the BCR shops in North Vancouver for further repairs following the EXPO '86 visit. The locomotive's 1986 funding from the Province of Alberta is now exhausted, so it is now stored.

--Over the summer construction crews in Grimsby, Ont. have been at work removing rails in the town's main street from the defunct Hamilton, Grimsby and Beamsville electric railway. The 1894 operation ceased in June, 1931 and the rails, covered with asphalt, continued to appear through the roadway, making for dangerous conditions for automotive traffic. For many years, an old radial car body and wayside shelter were located on a Grimsby area farm. The shelter is still standing, but the car was removed last year when a portion of the farm was sold off.

--Railway crossing signboards on Class 2 and shortlines in Canada are to be of the new international signage as adopted by CN and CP. These lines include DEVOO, QNS&L, Napierville Jct., C&O, Essex Terminal, Arnaud R.R. and Conrail. The changeover is to be completed by Mar. 31, 1988.

--At CP's St. Luc Yard, Montreal, on Oct. 2, the second car from the caboose of an incoming train was a small GE centre cab diesel, painted dark blue and lettered Cont. Carriers Terminal No. 34.



# UCRS and other events and activities

by Ed Campbell

The October Toronto meeting entertainment was provided by the Ontario Rail Association's John Mellow, who told the audience of the Association's history and efforts of recent years to secure an operating location for its planned tourist steam railway. He went on to recount the events which have led to a venue on a section of vacated CNR track between Tottenham and Beeton, Ont. John was assisted in his presentation by ORA members John Spring and Eric Leslie, of whom the former presented an excellent slide sequence of ORA 1970's fantrips featuring the group's ex-CPR steam locomotives, viz. D10 Ten Wheeler 1057 and American Standard 136. He capped off the evening with a slide selection depicting the equipment and operations of West Virginia's Cass Scenic Railroad. The UCRS is grateful to these gentlemen for giving of their time in order that Society members may know more of the ORA.

--There are two important matters for members to attend to right away: (a) the purchase of a UCRS 1986 Annual Banquet ticket; (b) the renewal of UCRS membership. Details for both of these matters were attached to your October NEWSLETTER.

Friday, November 21--The regular UCRS Toronto meeting in the 6th floor auditorium of the Education Centre, College and McCaul Sts., 7:30 p.m. sharp. The entertainment will feature slides by Pete Jobe on Western Canada and the U.S. Guests always welcome; bring your edited newscast slides.

Tuesday, November 25--Ontario Rail Association monthly meeting, 7:30 p.m., Lansing United Church, 49 Bogert Ave., Willowdale (two blocks south of Sheppard Ave., one west of Yonge).

Friday, November 28--The UCRS Hamilton Chapter meeting will be held in the CNR station, Hamilton at 8 p.m. Members' 35mm slides will be featured, including newscast slides from the Toronto meeting. If you care to take the latter to Hamilton you will be most welcome. GO trains leave Toronto Union Station direct to Hamilton Station at 4:37, 5:19 and 6:03 p.m.

Thursday, December 11--CRHA Toronto and York Div. meeting at 235 Queen's Quay West, Toronto, 8 p.m. Admission free.

Sunday, December 7--CRHA Toronto and York Div. TTC PCC car excursion leaving Roncesvalles Carhouse at 2 p.m. Contact the Division at Box 5849, Stn. A, Toronto, Ont. M5W 1P3 for details.

Friday, December 19--Mike Roschlau will present an illustrated program on the railways, including commuter lines, of Australia and New Zealand, as well as streetcars and museums. Location: 6th floor auditorium, Education Centre, College & McCaul Sts., Toronto, 7:30 p.m. sharp. Bring your edited newscast slides.

Friday, December 26--The UCRS Hamilton Chapter meeting will be held in the CNR Hamilton station. All UCRS members and friends are always welcome at Hamilton (Note that, because this is a statutory holiday, the Hamilton GO trains will not be operating).

## LOCOMOTIVES AND LIGHTHOUSES: IS THERE A CONNECTION?

by Cheryl Hart, Museum Intern, Marine Museum of Upper Canada

Initially there may not seem to be much in common between railway locomotives and lighthouses, but in the case of the Queen's Wharf Lighthouse, which now stands at the corner of Fleet St. and Lakeshore Blvd. in Toronto, there is a definite connection. At least once during its 50 year career of service on Toronto Harbour, from 1861 to 1911, the lighthouse used locomotive light equipment to produce its light. The Queen's Wharf Lighthouse was one of two lights that established a range to help vessels navigate around the dangerous underwater sandbar that lay at the southern end of the western entrance to the harbour. Both lights were built by the Toronto Harbour Trust, which was incorporated in 1850 to maintain the port.

Before the establishment of the Dominion Light Depot in Prescott in 1903, Canada had to import proper lighthouse equipment, usually from England. Because of the expense involved, and the relatively small size of range lights, the Harbour Trust adapted other, more readily available equipment for use in the Queen's Wharf range lights.

Rail traffic was established firmly in Toronto in the early 1850s. The first line, the Ontario, Simcoe and Huron Ry., ran tracks right behind the Queen's Wharf along the shoreline to the city centre. As early as 1854, the Harbour Trust recognized the potential of railroad light equipment and placed a locomotive lantern at the end of the wharf. Locomotive light equipment was particularly suitable as it worked on the same principle as lighthouse equipment. The light source was placed in the middle of a curved metal reflector which gathered the rays and sent them out in a concentrated beam. Modern headlights work in the same manner.

In 1880, locomotive light equipment was used again, this time in the two range lights. Noah Piper, a Toronto merchant, acted as the agent between the Harbour Trust and the Kelly Lamp Co. of Rochester, a manufacturer of railroad light equipment. Piper examined the lights and made recommendations which he felt sure would "give double the light of the present burners"\*. To achieve this, he ordered six headlight burners and eight semaphore lenses from the Kelly company. As each of the range lights had three reflectors, the burners were probably divided evenly between the two. The semaphore lenses, which were designed to be placed over signal lights installed beside railway tracks, were placed in the lighthouse lantern glass, opposite the reflectors. The lenses would have magnified further the light emanating from the reflectors. Half of the lenses were ruby coloured and were placed inside the Queen's Wharf Lighthouse. The



lighthouse had a red coloured light which distinguished it from the other range light. Initially only three lenses were installed, opposite the reflectors, equidistant from each other.

These lenses still remain in the lighthouse lantern and it may be seen that the fourth lens was installed some time later, between two of the lenses. The remaining clear coloured lenses were placed inside the other range light. At the time when the locomotive light purchase was made, the lighthouses were still burning kerosene, a fuel that was used extensively for locomotive headlights. Just one year later the lights were converted to gas, which would have made the recently purchased burners obsolete, as gas requires a different type of burner.

In 1911, a new, deeper western entrance was built south of the old one to accommodate the larger ships navigating the lakes. By 1912, the old range lights were no longer used. The white light was destroyed in 1916, and the red light was surrounded by landfill and commercial development. In 1929, the Harbour Commissioners decided to move the light to its present site, (in the middle of the TTC's Fleet streetcar loop--Ed.) some distance southwest of its former location in order to preserve it as a historic landmark.

In 1961, the Toronto Historical Board assumed responsibility for the structure. Research on the lighthouse has been conducted and as a result of this research, the THB has produced a special travelling exhibit on the lighthouse, recounting, among other things, its use of locomotive equipment. From August to mid-September, 1986 the exhibit was on display at the Marine Museum of Upper Canada, located in the Exhibition Grounds. Following that it is being shown at the Toronto Harbour Commissioners' building at 60 Harbour St. Information regarding the exhibit, and the lighthouse is available from the Marine Museum at (416) 392-6827. The Queen's Wharf Lighthouse itself, complete with its locomotive lenses, can be seen from the 511-Bathurst streetcar or by walking or driving past its site at Fleet St. and Lakeshore Blvd.

\* Noah Piper to the Toronto Harbour Commissioners, Sept. 20, 1880, Records of the Board of Commissioners, Toronto Harbour Commissioners Archives, RG 1, box 1, folder 10.

**ADVENTURE IN RAILFANNING**--Sometime in 1977 or so, while stationed in Montreal, I decided to take the night train to Toronto for a visit. Arriving in Toronto early in the morning, I spotted a light steam engine in the station (ex-CPR 4-6-0 1057 ?), ready for a fantrip. Assuming that it would proceed through the Don Valley (and I was right), I proceeded to the only viaduct I knew of, just east of Bloor and Yonge, to take photos. Shortly, the train arrived and I snapped away. Just then, a Police car arrived, the doors were flung open and two officers jumped out, much to my astonishment, as the car made an abrupt stop at the very spot where I was standing. What would Police Officers ask you? I soon found out. "Did she go through yet?" "Yes", I said. They climbed back into the car and headed Cabbagetown way (an area I had not yet visited at the time) at record speed.

A few years later, I met one of the Police Officers, who was an air force reservist, while stationed at Downsview. We had a good chuckle over that episode!

--M.F. Jones

## Australian Electric Traction Association

"ET" (Electric Traction), the Australian journal of urban transit and electric transport news, is published monthly by the Australian Electric Traction Association. For a free sample copy and subscription details, write to: AETA Publishing Dept., GPO Box 1017, Sydney, N.S.W. 2001, Australia.

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