



# Newsletter

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

# Photo NEWS



This is the King (Ont.) station, subject of preservation attempts as outlined in the May 1989 NEWSLETTER. The Aug. 8, 1936 view shows the structure in its Grand Trunk Ry. paint scheme of green and cream, later replaced by the familiar boxcar brown so common to rural CNR stations. In those dear, departed days King was a peaceful farming community and Toronto was, mercifully, a long way away. --Denis A. Taylor



An artist's rendering of Edmonton's upcoming LRT bridge across the North Saskatchewan River, looking towards the Legislature Buildings. In the background is the High Level Bridge, used currently by road traffic, including trolley coaches, and CPR freights; streetcars crossed the structure until 1951.

--ETS photo



This view looking southeast at King and Spadina, Toronto, April 30, 1989, shows the just-installed switches for the Harbourfront LRT line. A track connection running south from here to Lakeshore Road will link the new line with the rest of the TTC's surface rail system. This track is scheduled for completion this fall. There is no diamond at this point, just an east-to-south and north-to-west curve for movements to and from Roncesvalles Carhouse. Streetcars last operated on Spadina below King in, it is believed, 1954. --John D. Thompson

# **CP Rail**

# **PLANNED**

# **MAINTENANCE**

CP Rail is implementing a new maintenance policy for its freight car fleet which is expected to improve maintenance standards and reduce operating costs. The program, entitled *Planned Maintenance*, is being introduced by Industrial Engineering and Operations Improvement, a group in CP Rail's System Mechanical Department, in collaboration with System Mechanical Car Maintenance, Intermodal Freight Systems and Heavy Haul Systems. It consists of the planned, periodic inspection of freight cars, including repair and/or equipment changeout as required, on a mileage or time basis. The program is being implemented on those freight cars which accumulate 20,000 miles a year or more, and on those cars which earn high revenue.

Heretofore, maintenance practice has led to accelerated attrition of CP Rail's freight car fleet, since many company owned cars are currently stored unservicable. These consist of cars that have been found to be in need of repairs that would take more than 40 man-hours to effect. Because of this, these cars have been set aside for main shop repair. It has been common practice to lease cars to make up for shortages, although the availability of lease equipment has been declining as other railroads are trimming their fleets by scrapping surplus cars. Another reason for Planned Maintenance is CP's opinion that freight cars should be given complete overhauls at average intervals of about 10 years. This would require the company to overhaul between 4,000 and 5,000 cars a year, a costly undertaking. The actual number of cars being overhauled is about 2,000 a year, which leaves many cars in unservicable storage. Freight car maintenance thus, unlike locomotive maintenance, is presently random.

There has long been planned maintenance for locomotives, which are shopped for datal inspections every 90 days. With freight cars, common practice has been that only reported, visible or visibly inferred defects are repaired. This has resulted in loss of utilization and the occurrence of defects sufficiently major that they cannot be repaired in a running shop. Other disadvantages experienced heretofore, in terms of costs and reduced car utilization include:

- Switching defective cars out of trains and moving them to repair points;
- Random swings in car repair workload;
- Components worn to the point of not being reclaimable;
- Unplanned material consumption.

Planned Maintenance is hoped to provide a solution to all of these problems. A periodic inspection, performed to a detailed schedule tailored to specific car types, will

monitor car condition, minimizing repair work and inhibiting component failure. Components will be changed out before they become unreclaimable, substantially reducing both labour and material costs. All but the heaviest work, such as modification and special programs or mishap repairs, can be performed in running shops. Periodic inspections will reduce the number of times when cars are sent to repair shops because defects found in trains will diminish. Car utilization will increase, and the overall condition of CP's car fleet is expected to improve, reducing the need to lease cars.

A new maintenance program, based on estimated periodic shopping intervals, has already been introduced at CP Rail's modern coal car repair and maintenance facility at Golden, B.C. Implemented by the Golden Car Department staff, it has reduced the number of bathtub coal cars requiring maintenance at any given time to one per cent from five per cent. Furthermore, this program has contributed to reducing the West Coast coal train cycle time to 85 hours from almost 100 hours.

The various components of freight cars are subjected to different conditions and wear at different rates. Therefore the individual wear rate for each component has to be determined, from which its changeout interval will be established. Once these intervals have been established, the inspection interval for each car type/series can be determined. The inspection interval may be generally considered as a common factor in the wear lives of individual components. Planned Maintenance is being implemented on CP Rail's freight car fleet in three phases:

-Phase One was a pilot program carried out in 1987 at the St-Luc car shop in Montreal. Close to 100 intermodal flatcars were brought into the shop, stripped, and had component measurements taken. The IE&OI group developed the measuring procedures and the documentation for recording component measurements.

-Phase Two covers the taking of wear measurements on selected car types and developing a wear rate data basis. This phase will include replacing the estimated shopping intervals at Golden with shopping intervals based on wear rates. It also entails the development of a computer system to support Planned Maintenance operations. This is currently underway and will be completed by 1990.

-Phase Three will involve the implementation of Planned Maintenance on selected car types, specifically on



## Upper Canada Railway Society

# Newsletter

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## What would Mr. Kenesky have done in 1925?

Plans to run a \$5.5 million tourist train between Waterloo and Elmira, Ontario through Mennonite country may be derailed if some Woolwich Township residents have anything to do with it. "I am certainly getting strong negative comments from industries in Elmira and citizens in St. Jacobs," Mayor Bob Waters told township council on May 9th.

Donald Kenesky, who lives 18 metres (55 feet) from the proposed station or platform in St. Jacobs, said in a letter to the mayor: "I am absolutely opposed to such a ridiculous proposal...to the idea of having two old noisy locomotives running up and down the tracks, polluting the air with soot and smoke and noise and train whistles."

To add insult to injury, Kenesky said, when the trains stopped, they would likely spew soot over his yard and blacken the bricks on his home.

Kenesky suggested the scheme would run contrary to a township bylaw which prohibits any operation which is or may become obnoxious, offensive or dangerous because of its odors, dust, smoke, noise or fumes.

Service could start as early as 1990 according to a feasibility study conducted by Cole Sherman Consulting Engineers and Architects of Toronto. The report estimated that 100,000 people would ride the train annually with the 16 kilometre run starting at the station near Waterloo city hall and ending at Elmira with a stop in St. Jacobs.

"St. Jacobs is already overcrowded on weekends. And we can hardly drive through town now. We don't need any more tourists," Kenesky lamented. "The only people that would benefit are a few business people, at the expense of the rest of us tax-paying homeowners. Tourists around a railroad station would just add more mess and litter and paper and junk to blow over on to our property."

If the tourist train project is approved by local municipalities, a fund-raising committee would need to be established and a

non-profit organization created to find an operator, a professional who would assist in setting up the tourist rail line that would likely operate from mid-May to the end of October. The study says that it would cost \$1,130,000 a year to operate the train, of which \$675,000 would come from ticket sales, \$270,000 from gift shop sales and \$100,000 from food and beverage sales and \$85,000 from movie productions. But private sector interest in the proposal is considered key to its success and, according to Waters, "I have not heard of any company stepping forward with a million dollars to plunk down."

Councillor Pat McLean said some residents have expressed an interest in using the train as a form of transportation to Kitchener-Waterloo. Township planner Bob Black was studying the concept plans and was expected to report back to township council by Mid-June.

--Kitchener-Waterloo Record via George W. Horner.

## NEW BRUNSWICK ABANDONMENTS

CP Rail and Canadian National Railways may abandon little-used rail lines in New Brunswick, as the result of a National Transportation Agency decision. Effective May 2, 1989, CP Rail was free to abandon its 7.5 kilometre (4.75 mile) Canadian Atlantic Railway line between Aroostook and the Maine-New Brunswick border and its eight kilometre (5 miles) of track between Debec Junction and the international boundary near Houlton, Maine, because the lines are uneconomical and are expected to remain that way. The Aroostook line has lost more than \$60,000 a year for the last three years while the Debec line has lost more than \$6,000 a year for the past three years.

CN was given permission to abandon 109 kilometres (62 miles) of track between East Bathurst and Tracadie, including the Shippigan Spur, also effective May 2.

--Julian R. Bernard

## COVER PHOTO:

Fifty years ago, in May and June of 1939, the CNR and CPR hosted the Royal Train on which King George VI and Queen Elizabeth toured Canada. On June 6, CNR Mountain type 6028, specially decorated for its role, brought the special into Toronto Union Station from Armstrong, Ont. This view was taken near Cherry St., about half a mile east of the station. CNR streamlined Northern 6400 and CPR Hudson 2850 are more commonly associated with pulling the Royal Train; both locomotives are preserved in museums.



those types processed in the pilot program. Full implementation is expected by 1991.

### **Freight car truck reclamation**

A major element in CP Rail's Planned Maintenance Program is the development of a new semi-automatic Truck Component Reclamation System scheduled for installation at Winnipeg's Weston Shops during 1989. The system, the first of its kind in the world, will enable CP Rail to refurbish sideframes and bolsters in less than half the time that the manual process now takes. The system cell, about 140 feet long and 70 feet wide, is being built at Arvid Machine Tools Limited, Windsor, Ontario, at a capital cost of about \$11.6 million. When CP Rail's entire fleet has been changed out with components refurbished by this system, it is expected that the company will save about \$7 million annually.

The Mechanical Department's Facilities Engineering group has been planning a semi-automated refurbishing facility for truck components since 1985 to solve one of CP Rail's most serious maintenance problems. The most commonly changed out and costly items of material in railway maintenance are wheelsets, truck sideframes and bolsters. Refurbishing processes for sideframes and bolsters have been mostly of a manual nature, generally involving gouging, grinding and welding. Output has been insufficient and component quality variable. Recent CP Research Department studies into those derailments apparently caused by excessive truck hunting have shown that performance of the truck is heavily dependent upon the wear conditions of sideframes and bolsters. Furthermore, worn truck sideframes and bolsters contribute to accelerated wheel wear, roller bearing wear and rail wear, as well as increased fuel consumption. As CP Rail has targetted more than 30,000 roller bearing freight cars that require maintenance, which translate into 120,000 sideframes and 60,000 bolsters, the Facilities Engineering group has realized that technological innovation is essential to improve the condition of components at a reasonable cost.

The new Weston Shops facility will refurbish all sideframes to a three-button (nominal wheelbase) condition, and the bolsters to original blueprint dimensional standards. Only five men are required to operate the system cell, two on sideframes and three on bolsters. The system will combine the flexibility of individually programmed "computer numerically

controlled" machining centres and welding robots with the process consistency of a transfer line. The system cell is an integrated, computer controlled process network principally made up of a conveyor type spray washer, four CNC machining centres, seven welding robots, and manual work stations for discrete processes, all of which are linked by a palletized transfer line. It will process components which are dimensionally different in random sequence, producing refurbished truck sideframes and bolsters generally superior to the original castings.

The system, designed and built to CP Rail specifications, will have the capability of producing up to 70 truck sideframes and 70 truck bolsters a day. System testing, at the Arvid plant, is expected to be completed in June 1989. The cell will then be dismantled, shipped to Winnipeg, and installed at Weston Shops where it will be integrated into general operations.

Bad order sideframes and bolsters will be delivered to Weston Shops in gondola cars, 85 of which have been assigned to this service over the CP Rail system. Once these cars are unloaded, they will be reloaded with refurbished components for shipment to the line. After inspection, accepted sideframes and bolsters will be loaded into the pallet fixtures by a system operator, who will identify components to the system by keying reference codes into the adjacent computer terminal. A transfer line conveys the components to the in-line spray washer for cleaning, after which they are diverted to either the sideframe or bolster processing line. The sideframe refurbishing line comprises two CNC machining centres, three welding robots, and a manual work station. The truck bolster refurbishing line has two CNC machining centres, four welding robots, a manual work station, and a pre-heating station for the bolster rim replacement process. A rotator will position bolsters for the application of pocket wear plates.

Component turnaround has been estimated at six weeks. Repair shops will change out truck sideframes and bolsters on an as required basis. Bolsters will be replaced independently, whereas sideframes will be replaced in pairs. Currently, the internal (pool) prices of both sideframes and bolsters vary according to size and type. It is intended that, in the future, there will be one price for each, regardless of size or type. As the quantity of components refurbished by the system increases, the internal prices will decline.

CP RAIL RELEASE



## **Edmonton Transit**

### **EDMONTON LRT PROGRESS**

The South Edmonton extension of the ETS LRT line (Phase 1: to Grandin Station) is scheduled to open on September 3 next. The Phase 2 opening, to University Station, is expected for August, 1992. The first phase will see trains travelling west from Corona, then turning south in twin tunnels to a crossover. From this location, trains will use a single track to the Grandin facility to turn back. Grandin Station includes a "pedway" that will link the LRT with the Government Centre complex to the east.

The second phase of the project includes the twinning of the

tracks in phase one, and the construction of a new river bridge crossing located approximately 70 metres (215 feet) west of the existing high level bridge (see accompanying illustration). The new structure will carry two LRT tracks on an upper level, while the lower level will include a pedestrian pathway/bikeway for users of the valley park area. After crossing the North Saskatchewan River, the LRT line will enter a tunnel where the two tracks will merge and travel approximately 440 metres (1340 feet) southwest into University Station. Future plans allow for the construction of a second tunnel into University Station; however, the timing has not been determined for this extension. The 2.4-kilometre (1-1/2 mile) LRT extension is estimated to cost \$142.7 million.

CUTA "TRANSIT TOPICS"

# To the lands of the Geniuses

## Part 4

By John A. Fleck

Sunday, April 17 - Back to early risings for the next few days, today to catch my old friend, the 0558 to Bern. This time I would board the 0648 train to Luzern via the SBB's direct line through Langnau, which was completed in 1875 to give Bern a fairly direct route to Italy via the Gotthard Line, then under construction, before the much more direct Bern Lotschberg Simplon Line (to be described in Part 5) was completed in 1913.

This 95 km single track route runs through a narrow valley and is quite scenic, especially near Luzern where you can see the several mountains in its vicinity. While my train was in a siding, the 0713 train from Luzern to the Geneva Airport via Bern and Lausanne passed by, consisting of the Type III air-conditioned SBB stock with grey and orange livery. These "Swiss Express" cars were operated on the main Intercity runs between Geneva, Bern, Zurich and St. Gallen; however, there were problems with them, and, with their Universal couplings, they could not run with other SBB stock. At present they are used only as above and also from Luzern to Zurich and its airport.

Arrival at Luzern's stub-end station was close to the 0805 advertised, and I walked around downtown and saw the dock in front of the station from which, on May 18, I would ride the 0920 ship to Vitznau.

Luzern is smaller than Oshawa, Ontario; yet its station handles around 500 trains a day! In addition to standard gauge SBB trains, it is the terminal for the metre gauge 74 km Brunig Line of the SBB as well as the 39 km Luzern-Stans-Engelberg Railway, also metre gauge. Fortunately, the LSE also accepts the Eurailpass. All day trains along the Gotthard Line en route between points south and Basel and beyond stop and reverse at Luzern, such as the EuroCity *Tiziano* connecting Milan and Hamburg.

First, the LSE. I headed for the 0925 train to Engelberg which consisted of a motorcoach and coaches, the former providing me with a front view. Prior to our departure, the 0922 Brunig Line train for Interlaken Ost left behind an old Deh 4/6 locomotive (Baggage electric rack equipped; 4 powered axles, 6 axles in total) combined with a new GHe 4/4 II engine (Narrow gauge rack-equipped electric; all 4 axles powered). I taped the departure, and the trackwork is most interesting as it is a combination of both gauges, with tracks of each gauge crossing one another. Just as we left the yard limit, a standard gauge track joined my line and the next few kilometres saw dual gauge track with four rails. Soon my train reached the destination of the standard track—an industrial siding. Here, no switch is required as there are no common rails, so the line just turns off to the right, the left rail crossing both metre gauge rails. Later on, we reached Hergiswil, where the aforementioned Brunig Line train was just leaving, and where the LSE Line itself begins. Up to this point, 8 km from Luzern, LSE trains have running rights over the SBB's Brunig Line. The station here has three tracks, and on the middle one an LSE train and a Brunig train were waiting to complete their journeys into Luzern. Immediately beyond the platforms is a scissors crossover and two single track tunnels, giving the appearance of a double track railway. In fact, the left tunnel is only the LSE and the right only the Brunig Line.

Prior to 1964, the LSE was only the SE as there was no rail connection between Stansstad and Hergiswil, and travellers had to ride on ships on Lake Luzern between L. and S. At great expense, the LSE tunnel was built, and also a new bridge at its far end carrying its single track line, a two-lane road and a four-lane expressway over the Alpnachersee. As a part of this project, line speeds were increased from 40 to 75 km/h and new equipment placed in service.

After Stansstad comes the line's only rack section, from Obermatt to Gherst. It has a 25% gradient and climbs 295 metres in 1.6

km. Unlike the Abt rack I rode on to Rochers-de-Naye yesterday, this rack is the Riggenbach type. It is like a ladder with side rails and rungs, only both are much closer together than those on a ladder! In Switzerland, the law on mountain railway operation demands that all cog (rack) rails withstand six times the cog-tooth pressure of a fully occupied train standing still at maximum gradient without distortion. Prior to the major improvements, banker locomotives were attached/detached for the rack section as the old equipment had no pinions. We reached Engelberg as scheduled at 1020 and I walked to the base of a series of cable cars to ride up to Klein Titlis. A gondola lifted me 784 metres, and two cable cars took care of the remaining 1,231 metres. Unfortunately, visibility was nil at the top, so I headed down to catch the 1250 back to Luzern, arriving there one hour later.

After lunch, I rode to Hergiswil behind a new SBB HGe 4/4 II and back to watch the action there. Then I hopped on the 1522 fast Brunig Line train from Luzern to Interlaken Ost, near my base, Spiez. Upon emerging from its tunnel after Hergiswil, we soon passed Alpnachstad, the lower terminal of the Pilatus Bahn, the steepest rack-and-pinion line in the world at 48%! More on it on May 18.

Our run was fairly level until Giswil, where our Deh 4/6 was exchanged for a GHe 4/4 to engage another Riggenbach rack with 12% gradients up to 1,011 metres above sea level. Although the Deh 4/6 is rack equipped, I noted that trains over the rack sections between Giswil and Meiringen are powered by GHe 4/4's, GHe 4/4 II's or two Deh 4/6's. On locomotive hauled trains, each coach has a pinion on one bogie to assist in braking during descents, such as the one into Meiringen of 408 metres in 5 km. Here we reversed, then ran close to 80 km/h to Brienz, on Lake Brienz. Here the steam operated Brienzer Rothorn Bahn climbs 1,732 metres during the summer. Here also we met a fast Luzern-bound train in the station. The final segment to Interlaken Ost is very scenic along the shore of Lake Brienz with mountains in the background. After the 1720 arrival, I had the choice of the 1725 BLS local to Spiez or the 1739 express. I chose the latter with a 1759 arrival. The weather gradually improved during that afternoon and evening, setting the stage for a perfect, sunny day tomorrow for my spectacular ascent to Jungfrauoch.

Monday, April 18 - The strategic location of Spiez really paid off as I was able to catch the very first series of trains of the day to Jungfrauoch by riding the 0607 BLS local to Interlaken Ost. It would not have been possible to do that even from Bern, let alone Geneva or Zurich, etc.

Upon arrival at I.O. at 0629, I went downstairs to the passageway connecting all the platforms to find my 0635 metre gauge chocolate and cream liveried Berner Oberland Bahn train to Grindelwald. Signs are prominently displayed saying that the three railways to Jungfrauoch do not accept the Eurailpass. When I found the correct platform, the stair on the right was for Grindelwald and that on the left for Lauterbrunnen as the train, both its sections powered by motorcoaches, splits at Zweilutschinen. Only the BOB offers first class accommodations, and the round trip fare I.O. to Jungfrauoch is 114 SF or about \$100 Canadian, but it is well worth it!

Our run to Grindelwald, using sections of Riggenbach rack with gradients up to 12%, took 41 minutes during which we climbed 467 metres. Here I changed to the WAB (Wengernalp Bahn) which has the same type of rack, but a narrower gauge of 80 cm. Its cars have wooden seats and a green and cream livery.

We left Grindelwald at 0718, and descended 90 metres to Grund where the train reversed to attack 25% gradients up 1,117 metres to Kleine Schiedegg at 0754. The WAB is a 100% rack-and-pinion line.

Waiting nearby was a Jungfraubahn train on metre-gauge track equipped throughout with Strub rack, which is a single row of fairly wide gear teeth.

The orange and cream JB train left Kleine Schiedegg at 0802 and ran the first 2 km in the open before reaching the 7 km tunnel which took 14 years to build through solid rock. During the ascent, with gradients of 25%, we stopped first at Eigerwand in the tunnel to walk through a short passageway to windows overlooking the valley below from which we had come. Then came a stop at Eismeer to look at barren rock and ice. Finally, at 0855, we reached Jungfrauoch, 1,406 metres above Kleine Schiedegg, and a destination at which I have been waiting to arrive for years! Its elevation above sea level is 3,454 metres, making it the highest railway station in Europe and the highest underground station in the world. It is between the Jungfrau (young lady) and Monch Mountains and "joch" means the pass or saddle between them.

One could sleep overnight here until October, 1972, when the hotel was destroyed by fire. However, a large new complex of restaurants and a conference room opened here in August, 1987, with an elevator and several levels. First I had breakfast in the self-service "Aletschglacier", then an older elevator took me to the Sphinx meteorological station, 3,607 metres high, from which I had a spectacular panoramic view of the mountains on this perfectly clear day. Interlaken was visible almost two miles below. Next I walked outside near the restaurants to watch people skiing, then had a great lunch in the "Top of Europe" restaurant.



### CN Listowel-Wingham abandonment stymied for 18 months

Premdor Incorporated (Lloyd's Premium Doors) of Wingham, Ontario told a National Transportation Agency hearing last year that it could increase use of the CN line now terminating at that town to 200 rail car loads per year, up from 99 in 1985 and 124 in 1987. Based mainly on the Premdor claim, hearing chairman Edmund O'Brien has denied CN's request to abandon its line between Listowel and Wingham. The abandonment application will be reviewed in 18 months to "allow sufficient time for Premdor to demonstrate to the Agency that they can increase traffic levels on the line," O'Brien wrote in his recently released order.

Premdor, Canada's largest door manufacturer, with seven plants from coast to coast, expects to increase its rail traffic by transferring part of its Toronto operation to Wingham.

Sol Spears, company president, told the hearings last July that without rail service, he doubts the Wingham operation could continue. During the hearing CN and Premdor disagreed on the number of carloads required to make the line profitable. CN said break-even was 466 cars, while Premdor argued it was closer to 170. Chairman O'Brien rejected both figures, but did not put an exact figure on the break-even point. He ruled that "there is reasonable probability of it becoming economic in the foreseeable future" in view of the increased traffic from Premdor and an additional 20 cars from J.E. Hodgins Lumber Limited of Wingham. The chairman did not agree with CN's argument that it would be cheaper for the Wingham companies to use a combination of truck and rail, and he found that CN over-estimated its costs for keeping the line in good running order. Following similar hearings in 1983, the line was ordered to remain open, but CN was granted government subsidies of about \$170,000. per year to cover the loss. (This subsidy is standard practice on all

The time came to descend via the 1300 JB train to Kleine Schiedegg (which did not make any stops in the tunnel), the 1356 WAB train to Lauterbrunnen and the 1508 BOB run to Interlaken Ost. The WAB has a second route which diverges immediately upon leaving K.S. from its Grindelwald line. It is possible for WAB trains to arrive at K.S. from one direction and leave in the other as a turning triangle runs into a tunnel cut into the mountainside. This turning is necessary so that the locomotive or power car will always be at the downhill end. This second route descends 1,264 metres into Lauterbrunnen with an important intermediate stop at Wengen. Between there and Lauterbrunnen the WAB has two routes: the original one with 25% gradients-now used for freight only; and the newer one with about 18% gradients for passenger runs.

From Lauterbrunnen to Interlaken Ost, the BOB carried me in an unusual older first class car with open end platforms. The descent, with sections of rack, is 230 metres. After my 1530 arrival, I rode the BLS 1539 to Spiez, the 1601 back to I.O., then the 1641 Brunig Line train to Giswil, the 1804 back to I.O. and finally the 1939 to Spiez to finish off a perfect and very thrilling day.

In the next day: the BLS to Brig, the Lotschberg and Simplon Tunnels, the Centovalli Line, to Milan Central on the Gotthard Line and return via the Simplon Line, and pantograph equipped Peter Witts in droves in Milan's Republic Square.

railway lines that the government requires railways to keep. -JAC)

KITCHENER-WATERLOO RECORD, VIA GEORGE W. HORNER

### Alberta dam project forces CP Rail line diversion

A new bridge will be constructed by CP Rail over the Castle River alongside Highway 3, at Pincher Creek, Alberta, on the Crowsnest Sub. Work will begin this spring. The bridge, about 65 miles west of Lethbridge, has to be constructed because the Oldman River Dam will have flooded the area of the old bridge, which is made of steel and would not last long if submerged. The new bridge will be 20 to 30 feet higher than Highway 3 and be made of concrete and steel. The old bridge, about a mile away from Highway 3, is 114 feet high and 945 feet long. About four miles of track must be relaid as well. The tab for the new bridge will be picked up by the province. Planning and engineering for the project are already in progress.

The Lethbridge-Crowsnest rail line was built in 1898.

It is a little surprising that CP Rail would agree to relocating the line, even with costs paid by the Alberta government, considering the amount of traffic that uses this line. However, with the threat of competition from Burlington Northern Corporation hanging over CP Rail's head, probably the move is a wise one. CP Rail moves unit coal trains from Crowsnest coal mines to the Chicago area and also to the Lakehead for Ontario Hydro.

In addition, there are reports that BN is challenging CP Rail's monopoly of the export coal market to Japan, via Roberts Bank, by instituting a trail set of unit coal trains running out of Wyoming over BN, Montana Rail Link (MRL) to Seattle and thence to Roberts Bank, B.C. It is not yet known how many trains will be involved nor how long the "trial" period will last.

LETHBRIDGE HERALD REPORT FROM PAT WEBB  
VIA SANDY WORTHEN, WITH COMMENTS BY THE LATTER

OPPOSITE PAGE - The CPR advertisement on the opposite page appeared in "The Message from Mars," a magazine style publication which was subtitled "A Christmas Greeting from the Officers, Non-Commissioned Officers and Men of the 4th Canadian Division (British Expeditionary Force) in the Field—December 1918." The copy for the ad must have been

prepared some little time prior, as the signing of the Armistice on November 11th probably meant that relatively few servicemen actually took advantage of the "Return Tickets at Single Fare" offer of the CPR. "Mars" in the name of the publication, of course, refers to World War I, not the planet.

## BC Transit

Moving ahead  
with you in mind.

# Vancouver: 1988 Trolley Coach Activity

By Angus McIntyre

After many years of rumours, 1988 finally saw the installation of trolley bus service on University Boulevard westward into the campus of the University of British Columbia. The 10 - Tenth had been a trolley as far as Blanca Loop until 1968, when diesels started to run through service from UBC to Kootenay Loop as a local HASTINGS. This link-up was altered to HASTINGS EXPRESS in the early 80's, but now the whole works is electric. Provincial MLA Dr. Pat McGeer was believed to be responsible for delays in trolley installations to UBC, and some credence was lent to this as shortly after he lost his seat (by 80 votes to an NDP candidate) word came out of the trolley extension plans to the campus.

Early in 1988 survey stakes appeared all along the Boulevard, indicating water, telephone, gas and electrical lines. Between the stately trees stakes labelled TROLLEY POLE appeared. In May a small group of men appeared with long shovels and iron spikes, and started to dig the holes for the pole bases by hand. I thought this was a rather labour intensive and expensive way to install 250 trolley overhead poles, until I spoke to one of the men. He indicated that maps of underground utilities were often inaccurate, and digging by hand prevented damage to services. A severed telephone line could cost \$20,000. to splice together. He indicated that B.C. Hydro often digs holes manually.

Once the holes were dug, a crew came by and prepared a wood form around the top of the hole using 2 X 4's. From this form four large threaded bolts were suspended. Later a crew came by with a concrete truck and poured concrete into the 5 foot deep hole. A week or so later a contractor installed the new poles, complete with bracket arms. the general progression of construction was along the north side of the Boulevard from Blanca westward to the UBC Loop, and thence along the south side back to Blanca. Before the new wire was strung, all of the special work was installed at 10th and Blanca by the regular B.C. Transit overhead crews, and at the UBC Loop by a contractor. The stringing of wire started in early August, and went in very quickly. It was all up in less than a week! Starting at Blanca and heading west, a truck with two spools of wire were followed by a tower truck, the crew of which used pieces of bent wire to suspend the new contact wire. Later the K & M hangers were fitted and wire tensioned.

There are three small substations for the extension, all SIEMENS. Three blocks from the terminus on Western Parkway is one, adjacent to a new building. Towards the west end of the university Golf Course is another, named Cleveland, and hidden in the trees. The third is centre of Blanca Loop. All of the feeder cable is underground. Some feeder taps are OHIO BRASS, some are K & M. A special feature of these substations is a window where one

can view gauges that show voltage and ampere draw. Substation delivery was late, and I was told that B.C. Hydro hooked them up ahead of other commitments.

Labour Day, September 5, 1988 was the first day of the new sheet. As the wire went up, I noticed a lack of K & M curve segments, and sure enough they didn't arrive with the shipment of parts. While the curve is very gradual, regular hangers have been used for the time being. On August 25, the wire was up and ready, but the new substations were still not energised. At 9:00 a.m. the overhead crew tapped into the new special work at 10th and Blanca, and at 9:45 a.m. coach # 2777 headed west from Blanca. About 25 officials were on hand for the test run, and when the trolley took off there was an incredible amount of arcing and crackling from the shoes on the new wire. The power was a little low at the UBC Loop, but the coach tracked well through the new wire. Time was spent at the Loop setting contactors for the directional switches - the coach ran on auxiliary power back into the Loop each time. After two round trips the carbons were shot. A few days later three coaches ran together with the Cleveland substation in operation.

On August 13 drove Brill # 2416 on a 4 1/2 hour tour around the system, including a flying run through the new special work at 10th and Blanca which was still without power. we also visited the Kingsway extension to Metrotown (first Brill outside the City Limits) and the Joyce and 29th Avenue Sky Train stations. It was a warm, sunny day, and the sight of a Brill trolley coach on the city streets for the first time in over four years was a treat. This was a 40th anniversary tour (to the day!) for trolley coach operation in Vancouver. It was organised by the B.C. Transit Employees historical group, called TRAMS (Transit Museum Society.)

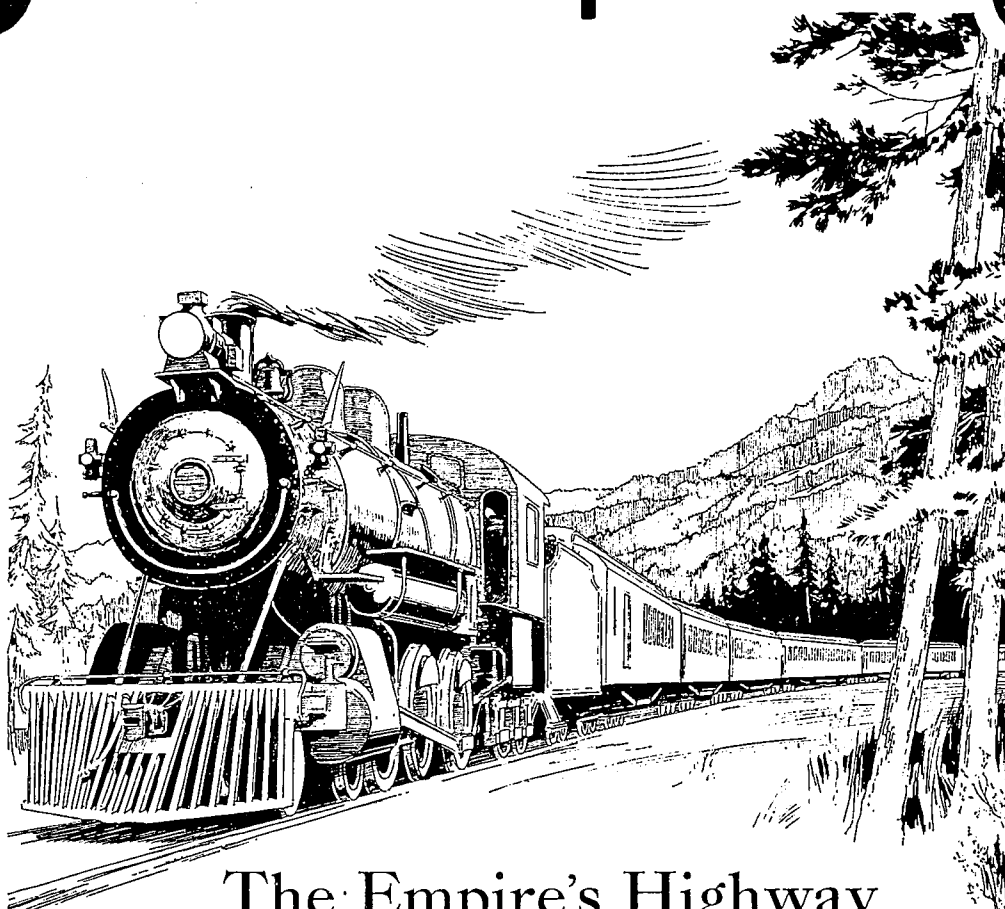
Through all the construction the diesels continued to roar away; 3651 was spotted three days before trolley service started, on a 10 - UBC on the Boulevard. This is noteworthy as this bus is one of the so-called Atlanta Awfuls, a GM Diesel fishbowl that replaced trolley coaches in that American city in 1963. Now trolley coaches were about to replace it in 1988!

I continued to work my regular 4 - to Blanca, and enjoyed the bucolic peace and quiet of the Blanca Loop. All that was soon to end.

Our regular sign-up was delayed a week, but when it finally started I decided to use my seniority for a change. As Labour Day was the first day of the new sheet, with Sunday service, I could pick the first trolley to leave the garage on the 10 line. I would sign it just for that day, and be off by noon. Only a few drivers signed before me, so the first revenue run on the 10 was available. AS I signed it, I couldn't help but thinking what a day it would be. the report time was 5:41 a.m., and I worked a BROADWAY Sunday nights until 1:20 a.m. (B.C. has no law for city transit drivers requiring 8 hours sleep between



# CANADIAN PACIFIC



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# CANADIAN PACIFIC

shifts!) When I finished my Sunday Broadway, I joined a few friends and rode the last inbound 21 - VICTORIA. We boarded at 41st and Granville at 2:49 a.m. and it was pointed out that with the new sheet it would be a 20 - VICTORIA. Once downtown at Georgia and Granville for the 3:10 a.m. meet, we found Flyer 902 diesel # 3334 would be the last regular 10 - UBC diesel. It was a quiet last trip, and a handful of the fans were on board to mark the occasion. We returned to the garage, and then repaired to a 24-hour restaurant (Captain Cook's) on Broadway near Main. After a hearty breakfast and MANY cups of coffee, it was back to the garage. At Oakridge the output sheet indeed showed trolleys on the 10 - HASTINGS line, and # 2798 was to have the honour of being the first revenue run to the campus. Several B.C. Transit officials joined our group at this point, as well as a trolleybus fan from Britain. The full realisation of it all didn't hit home until I saw the destination sign reading 10 Tenth - UBC. We eased out of the yard onto 41st, then north on Oak and west on Broadway. Dawn was just beginning to glow behind the North Shore mountains, and the streets were deserted and silent. Several more friends boarded along Broadway, and when we arrived at Blanca about a dozen fans were there for the inauguration. We had several impromptu photo stops, and upon arrival at the UBC Loop daylight was breaking. From there it was a downtown short turn, then back to the University. Almost forgotten in all this was the inauguration of through service on the #4 line, which is my regular weekday work now. By the time I was finished at noon I was starting to conk out, so it was home for a nap before houseguests arrived.

On Friday September 9 an official ceremony took place at the Blanca Loop, utilising Brill 2416 and Flyer 2901. Some 60 invited guests were on hand, and coffee, tea and muffins were served. a ceremonial pole raising took place with 2416, and then we headed out to UBC. All but a handful boarded 2416, which I drove again as a volunteer with TRAMS. It was quite an experience to drive the Brill with a standing load out to the UBC Loop. The coach ran fine, and on the way back we managed to attain a speed of 50 m.p.h.! (No governor on the Brill.) I made one more round trip for photographers, and then back to the garage.

Registration week was a shambles, with regular coaches to and from campus jammed, pass-ups common, and a driver shortage. Some diesel trippers came out during the day, but all regular 10 service is trolley. Coincidental with the electrification of UBC is the return of trolleys to the HASTINGS EXPRESS after a five year period of diesel operation. Now both local and express service on Hastings is electric for the first time in 20 years.

My evening work on the 4 Fourth - UBC is quite busy, with average counts of 250 to 400. I leave the UBC at 10:11 p.m. with a seated load most days. On Saturday I have a 10 - HASTINGS EXPRESS midrun, with loads in the 580 to 700 range. On Sunday nights I relax on a DUNBAR - NANAIMO STATION with only 95 to 125 average.

One advantage to the electrification is an almost complete lack of diesels on the Granville Mall - the only route so equipped is the 50 - FALSE CREEK SOUTH.

## C.N.R. Wooden Coaches

### An historical summary

By George W. Horner

A Canadian National Railways equipment guide dated July 1, 1930 indicates that the company at that time owned:

- 667 First class coaches, wooden construction, numbered between 3002 and 4096;
- 40 First class coaches, wood, steel underframes, numbered between 4200 and 4297;
- 106 Second class coaches, wooden construction, numbered between 6008 and 6460; and
- 5 Second class coaches, wood, steel underframes, numbered between 6500 and 6550.

The *Official Register of Passenger Train Equipment* dated January, 1952 indicates that C.N.R. owned (no longer distinguished as First or Second class):

- 410 coaches, numbered between 3028 and 4096;
- 87 coaches, numbered between 4200 and 4958; and
- 74 coaches, numbered between 6056 and 6459.

The *Official Register of Passenger Train Equipment* dated March, 1963 indicates that C.N.R. owned (no all-wooden construction cars):

- 49 coaches, wood, steel underframe, numbered between 4207 and 4958.

The *Official Register of Passenger Train Equipment* dated March, 1964 indicates that C.N.R. owned:

- 46 coaches, wood, steel underframe, numbered between 4269 and 4958.

The last round-up of all wooden coaches in Ontario, was as follows:

3544 ex Palmerston	3671 ex Stratford
3558 ex Palmerston	3690 ex Belleville
3600 ex Palmerston	3698 ex Stratford
3612 ex Stratford	3700 ex Palmerston
3619 ex Niagara Falls	3704 ex Lindsay
3621 ex Stratford	3706 ex Stratford
3623 ex Palmerston	3713 ex Lindsay
3636 ex Palmerston	3722 ex Lindsay
3643 ex Stratford	4017 ex Lindsay
3652 ex Stratford	4090 ex Stratford
3653 ex Stratford	6443 ex Toronto

The above cars were moved to London Sand Pit, December 1954, for scrapping.

3543 ex Belleville  
3864 ex St. Marys Jct.  
6286 ex Hamilton

The above cars were moved to London, April 1955, for scrapping.

3605 ex Belleville  
3625 ex Belleville  
3824 ex Belleville

The above cars were moved to London, October 1955, for scrapping.

It will be noted that all wooden coaches were removed from commuter Trains 76 & 79, 74 & 81 between Hamilton and Toronto and Trains 10 & 11 between Guelph and Toronto in the summer of 1954.

## Restore local railway lines

Letter to the editor  
Woodstock Bugle, March 22, 1989

Dear Madam:

In 1976, the railway bridge at Woodstock was completely washed away by flooding. With the support of our elected representatives, local newspaper and radio station the bridge was replaced and service restored.

On April 3, 1987, a small portion of the railway bridge on the Pembroke side of the Saint John River was washed into the river by high water. The bridge has not even been removed from the river, let alone being restored on its foundation and service restored to customers. The railway bridge between Perth Junction and Andover was also washed into the Saint John River, April 3, 1987 and has not been replaced. How do our representatives in New Brunswick compare with Québec?

On April 1, 1987 the CP Rail bridge at Ste-Anne-de-la Pérade was crushed by ice in the Ste-Anne River. Service was disrupted between Montréal and Québec. In November 1987, the Canadian Transport Commission held hearings which resulted in a decision ordering CP Rail to repair the bridge. Québec Mayor Jean Pelletier, one of 30 people who called for the repairs at the hearing, said it was unthinkable that regular service not be restored. They had to be completed by October 1988. Passenger and freight service has been restored.

Many of our people today are senior citizens and prefer taking the train to travelling by car or bus.

In an October 21, 1988 letter to the Woodstock Town Council, the National Transportation Agency acknowledged the town's objection to the closure of the rail line through Woodstock. Why has no action been taken to restore the service?

Abandonment of rail lines and the smaller railroad alternative: In the U.S., 72 new railroad companies came into operation from April 1, 1984 to October 1, 1986. The great majority of the new companies are succeeding. Only a few are still receiving subsidy. Most of these lines would have been abandoned had it not have been for the new companies. In most instances they have provided service and traffic has increased. In Western Canada a short line railway "Central Western Railway" operates between Drumheller and Camrose in southern Alberta. The railway serves 9 towns and has 171 kilometres of track. Tom Payne received a grant of \$1.75-million to help buy the line CN wanted to abandon. Freight rates have been permanently reduced by \$3.85 a ton as a way of repaying the grant.

The new "National Transportation Act" came into effect January 1, 1988. Section 158 (1) of the act provides that, "subject to the approval of the agency," a railway company may enter into an agreement with any other company to sell lease or otherwise transfer to the other company a line of railway or a segment thereof and in such cases, the railway company shall be deemed not to have abandoned the line.

The new act introduces a new provision designed to assist in the improvement or provision of alternative transportation. This involves payments by the federal government to third parties—shippers or provincial governments for example. Under the new act, a buyer will have the option of operating under provincial authority. The concept of short line railroads makes sense, to both shippers and taxpayers.

Looking at transportation on a world scale: England and France reached agreement to build the channel tunnel which will provide a Europe-wide network of high speed trains,

with prospects of speeds up to 300 km/h. These rail lines will carry road vehicles as well as passengers. France and Japan were operating passenger trains at speeds exceeding 200 km/h in 1987. Austria used legislative coercion to fill the federal railway cars.

West Germany makes it too expensive to drive trucks with an annual tax of about \$4,000.00/axle, about four times what Canadian truckers pay. German roads are safe and in good condition and the federal railway is healthy, so much so that Lufthansa contracts with the railway for passenger trains in lieu of flying aircraft on certain routes.

Diesel locomotives emit fewer polluting elements per ton-mile than do diesel trucks doing the same work, a plus for our fragile environment. Another advantage of railways is the relatively small amount of land required for roadbed and track.

New Brunswick Minister of Transport Sheldon Lee requested public hearings be held into the proposed branch line abandonment by CP and CN, and the National Transportation Agency denied his request. The two main themes of Premier McKenna's second legislature were entrepreneurship and environment. Keeping the rail lines open in western New Brunswick and reducing truck traffic on our highways could eliminate the necessity of a of a four-lane Trans-Canada highway in this province which cannot afford to maintain the present two-lane highway.

Our tax dollars should be used to benefit the young people in our province to ensure full employment for the future. We need something more productive than museums and marinas.

R. McLEAN, WOODSTOCK

## GO Transit Board Pleased With Record Ridership Increases



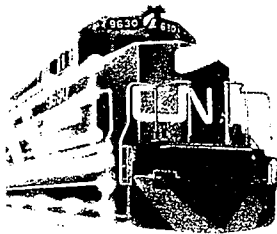
Recent ridership counts on the GO Train system indicate significant increases in patronage. Passenger counts show that weekday ridership in April 1989 was 18 per cent higher than in the same month last year. "We, the Board of GO Transit, are proud of the effort of our employees and contractors to meet the staggering demand for our service, which is reflected in recent ridership figures," GO Chairman Lou Parsons said at the June 2nd monthly meeting of the Board. A comparison of the same two periods on the Milton, Richmond Hill, Lakeshore, and Georgetown lines showed increases of 29.3, 21.4, 17.1, and 13.8 per cent respectively. Much of the growth is due to improvements such as the extension of Lakeshore train service to Whitby, the new Appleby station in Burlington, and extra service on Milton, Georgetown, and Stouffville lines. "We're happy with the co-operation we've from the Province and the regions in responding to the transit needs of burgeoning populations in the Greater Toronto Area," Parsons noted.

The GO Board consists of the chairman of each of the regions in GO Transit's service area: York, Halton, Peel, Durham, Hamilton-Wentworth, and Metropolitan Toronto. (GO Transit release)

## READERS' EXCHANGE

**WANTED:** Hook and horn couplers from Athearn HO gauge freight cars. If you buy Athearn HO freight cars and convert to Kadee couplers, I could use some of your discards. Present requirements are 3 pairs. If you can help, please contact: Dave Stalford, P.O. Box 505, Holland Landing, Ontario L0G 1H0. Telephone 416/895-2894. I expect to be at the June Toronto meeting.

**FOR SALE:** Large collection of traction books (mainly U.S.); also traction magazines. Rod Semple, 416/783-3513.



# Motive Power and Operations

Edited by Pat Scrimgeour

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 Pacific Coast Division CRHA "The Sandhouse"  
 Toronto & York Division CRHA "The Turnout"

## Canadian National



### Vancouver-area intermodal terminals in question

Two proposals for railway intermodal facilities on the south shore of the Fraser River near Vancouver are in limbo. CN's plans are for a \$20 million truck-train transfer (similar to Monterm in Montréal and B.I.T. outside Toronto) east of its Thornton yard in Port Mann. These plans are now opposed by Surrey, the municipality in which Port Mann is located, and other member municipalities of the Fraser River Harbour Commission. Surrey would prefer that the CN terminal be combined with the Fraser Port terminal, now being constructed by the Harbour Commission, west of the Patullo Bridge. This \$5.5 million facility is planned to be a ship-train transfer for containers. Construction of the Fraser Port yard has now been delayed, awaiting clarification of the CN plans. (Surrey/North Delta Now, Vancouver Province via CN Daily Report)

### Fredericton railway bridge to remain

Benoît Bouchard, Minister of Transport, told the House of Commons in reply to a question that CN has no intention of abandoning the bridge used by CP at Fredericton. (Saint John Telegraph-Journal via CN Daily Report)

### CN to lay off maintenance workers

As a result of the mechanisation of track maintenance, 3395 permanent jobs will be eliminated across the country. CN will add 1892 new jobs, for a net loss of 1503 positions, largely in rural and remote areas. Workers had been expecting layoffs, but the number was surprisingly high. The layoffs were most embarrassing to CN in Manitoba, where the railway had only days before assured the Minister of Transport that only three or four workers in the province would be laid off. In partial atonement, CN quickly announced that 40 freight cars would be built at its Transcona shops, thus employing 108 workers, and that \$3.5 million would be spent modernising Transcona. (Canadian Press; Pat Scrimgeour)

### Moncton shops to be demolished

After considering a number of proposals for the use of the abandoned Moncton main shops, CN has decided to demolish

the buildings, and redevelop the land for light industry and businesses. (Globe and Mail via RJ)

### Abandonments allowed

CN has been permitted to abandon 109 km of track between East Bathurst and Tracadie on its Caraquet Subdivision, effective May 2nd. CN originally applied for abandonment of the line in 1986 but the CTC ruled that the line should remain open and the decision would be reconsidered in 1988. (Gord Webster)

The Sorel subdivision will be abandoned from Sorel to Nicolet, Québec, including the Desormeaux spur.

CN crews are tearing-up the Southampton subdivision. This operation began a few weeks ago, and should be complete before the end of June. (Dave Kinzie)

### P.E.I. abandonment applied for

The last day of railway operation on Prince Edward Island was May 31st. Hearings have begun on CN's application to abandon the following lines:

Borden sub, Charlottetown to Borden  
 Elmira spur, Harmony Jct. to Baltic  
 Kensington sub, Emerald Jct. to Tignish  
 Montague sub, Mount Stewart Jct. to Montague  
 Murray Harbour sub, Maple Hill to Uigg  
 Souris sub, Royalty Jct. to Souris  
 Tormentine sub, Sackville, N.B. to Cape Tormentine, N.B.

### NF210s remaining on TerraTransport roster

Twenty-three of the NF210s remain: 914, 917, 919, 922 to 925, 927, 928, 930 to 935, 937 to 943, and 946. Some have been promised to a group which is trying to save the Stephenville subdivision, which was the former U.S. Air Force Railway, for tourist train operations, and two units have been promised from the Town of Bishop's Falls.

### Motive power disposition

CN switcher 8245 is going to the Salem and Hillsborough. ... Canac sold SW1200RSs 1249, 1250, 1255, 1294, 1297, 1299, 1304, 1312, 1313, and 1319 to Manuka, Wisconsin. ... Retired SW9s 7707 and 7708 have been sold to the Delray Connecting Railway in Detroit, Michigan. ... CN 7950 has been renumbered as 901 and sold to the Milford and Bonnington in the U.S. ... CN 7936, sold to Canadian Pacific Forest Products, in La Tuque, will be remote-controlled with a cellular phone, sirens, snow plow pilots, etc. ... CN 7908 is leased to GM Diesel Division in London.

### New information equipment at MacMillan yard

Lights and video cameras have been installed at Jane Street at Mileage 1.1 on the Halton subdivision and at Snider on the Newmarket and York subdivisions. The lights are activated by predictors as train approach and will illuminate approximately 200 feet ahead of the video cameras. The cameras are used to record pertinent car information to the Customer Service Centre. (Gord Webster)

### GMD1 rebuilding programme

1000 to become 1423	1058 to become 1420
1002 to become 1414	1068 to become 1417
1009 to become 1411	1073 to become 1418
1022 to become 1415	1074 to become 1421
1037 to become 1416	1076 to become 1422
1042 to become 1412	
1052 to become 1419	

1400, formerly 1917, was released on February 15th  
 1401, formerly 1916, was released on February 21st  
 1402, formerly 1913, was released on March 7th  
 1403, formerly 1063, was released on March 16th  
 1404, formerly 1057, was released on April 11th  
 1405, formerly 1062, was released on April 21st  
 1406, formerly 1064, was released on April 26th  
 1407, formerly 1065, was released on April 28th  
 1408, formerly 1075, was released on April 27th  
 1409, formerly 1004, was released on May 2nd  
 1410, formerly 1003, was released on May 5th  
 1413, formerly 1045, was released on May 5th

#### GP9 rebuilds and contract rebuilding

CN expects to rebuild 12 GP9s this year, to be numbered from 4117 to 4128, with the first to be delivered on September 12th. Four more GP9s will be rebuilt for STCUM, to be used on the CP line between Montréal, Vaudreuil, and Rigaud.

CN will rebuild 10 Soo GP40s at Pointe St-Charles, in the process removing the turbochargers to create GP38 clones. The first five are ex-Milwaukee 2017, 2029, 2037, 2044, and 2060. The next batch of five will likely include 2040 and 2067.

#### Retirements in 1989

January 18th:

1753, 1755, 1766, 1770, 1771, 1772, 7154, 7917, 7950, 3124, 3127, 3128, 3223, 3236, 9175

January 30th:

4211, 4260, 4345, 4406, 4409, 4421, 4454, 4491, 4596

April 17th:

1250, 1304, 1312, 1313, 1319

#### VIA Rail Canada



#### Last days of the FPA4s (hey, that rhymes)

The final FPA4s and FPB4s in service were: 6761, 6763, 6764, 6765, 6767, 6768, 6771, 6773, 6776, 6780, 6783, 6786, 6789, 6791, 6793, 6860, 6861, 6862, 6867, and 6871.

On March 31st:

#17 arrived at Matapédia at 22:20 with 6761 and 5 cars

#76 arrived at Toronto at 19:40 with 6764 and 5 cars

#84 arrived at Toronto at 14:55 with 6786 and 4 cars

#38 arrived at Montréal at 22:00 with 6789 and 3 cars

These were the last runs with FPA4s in the lead position.

#### Motive power notes

New F40PH-2s are in service at least up to 6445. ... VIA has returned its leased CN road power. VIA had 9420 and 9426 in southern Ontario, 9617 for the Gaspé, 4455 and 4466 in northern Québec, 4808-9156 and 4810-9176 for Churchill. (Remember, 4800s are GP38-2s now.) VIA continues to lease 1293 in Vancouver and 1902 in Winnipeg.

#### Rolling stock notes

VIA used Algoma Central diner 505, while CP borrowed a Skyline car to use during its opening ceremonies for the Mount MacDonald tunnel. ... Tempo cars 352 and 354 were to be shipped from Mimico (Toronto) to Golden, B.C., on the rear of CP Train 409.

#### Service notes

RDC trains in the Maritimes were often run with conventional equipment during a recent bus strike.

#### VIA death watch

The following are a number of short points taken from the newspapers on the imminent reduction in VIA services:

- The Minister of Transport says that only 3 percent of

Canadians use the train, but Transport 2000 says that one train trip is taken per year for every three Canadians.

- Transport 2000 calculates that passenger train use per capita is almost three times higher in Canada than in the U.S., but people travel shorter distances on average, and VIA fares are much lower than Amtrak's. Amtrak's average subsidy per passenger is \$36.30, the lowest ever.
- If the present CN management of VIA were to propose that the entire system be shut down (with the exception of the remote services), the Minister of Transport says he will consider doing so.
- A cross-country tour to protest parts of the federal budget is travelling by train, and arrived in Toronto on June 11th.
- The mayor of Saint John says that the Prime Minister promised in 1984 that VIA service to Saint John would be maintained if ridership targets were met—they were exceeded.
- The minister said that the high-speed train proposal may survive through the present cuts. The minister said that it is unlikely that the government would accept the high-speed train proposal. (Contradictory reports in the Toronto Star and in the Globe and Mail, both on June 8th.)
- The Public Interest Research Centre has concluded that airline deregulation has failed, and that the only possible competition left for Air Canada and Canadian Airlines is VIA intercity service.
- VIA workers have stated that CN-VIA president Ron Lawless is in a position of conflicting interests, and have suggested that he be removed from one job or the other.
- It has been reported that VIA is not now accepting any reservations for travel after September 1st.
- The government has said that it will consider any proposal to take over services now provided by VIA.
- The NTA has suspended indefinitely its inquiry into VIA costs and fares. That inquiry was originally to report by June 14th.
- The Globe and Mail reported that all services may be cut, with the exception of the nine remote services, the "Rocky Mountaineer," the "Ocean," Montréal--Québec, and Montréal--Toronto. The remote services will cost between \$75- and \$100-million per year to operate.
- La Presse reported that the high-speed proposal would remain in the new business plan.
- The Province of Nova Scotia will fight any attempt to remove passenger operations, as it has for freight line abandonments. The Minister of Transport for the province sees the federal plans as a way to transfer the cost of transportation subsidies to the provinces, since the roads will require upgrading for the increased traffic. He said that a one-time payment, as was given in Newfoundland, would not be sufficient.
- The Province of Ontario is rumoured to be considering the assumption of Toronto--Kitchener service if VIA proposes its removal. Under this scenario, there would be no service west of Kitchener to Stratford, St. Marys, or through to London.
- VIA has increased its basic fares by 10 percent, effective on June 15th.
- The Globe and Mail also reported that a leak of the new business plan proposed the elimination of all regional services (e.g., Sydney, Sherbrooke, North Bay, and Vancouver Island), that transcontinental trains be reduced to thrice-weekly, and that the "Rocky Mountaineer" be increased to twice a week. The number of trains in the Ontario--Québec corridor would be reduced from 104 per week to 91, including the elimination of the "Ontarian" and a reduction in Montréal--Toronto trains from 43 to 36 per week.



## Canadian Pacific

**CP Rail**The Kettle Valley winds down

The Spences Bridge-Penticton line saw its last train from Penticton on February 23rd. The line was further curtailed from Princeton at the end of March, with service now only between Merritt and Spences Bridge. ... The last CP barge on Slocan Lake served the Rosebery slip from December 19th to 21st. (PCD "Sandhouse")

CPR 1201 in CAR centennial celebrations

Plans were to have CPR 1201 used in the celebration of the 100th anniversary of the first through passenger trains from Montréal to Saint John. The engine, with its usual train, was to have left Ottawa on June 1st for Mégantic, Québec. On the next day, the train was to go to Jackman, Maine, then run an excursion to Greenville and back to Jackman, and then on to Brownville Jct. On July 3rd, 1201 would run to Onawa, Maine, back to Brownville Jct., and then to McAdam, New Brunswick. On June 4th, the train would travel to Saint John and operate a series of short trips there. Then, the train would return, stopping overnight at Brownville Jct. and Sherbrooke, and returning to Ottawa on June 7th. (BRS "Branchline")

Red Barns returning to service

9000 in service May 11th  
 9001 in service May 15th  
 9002 delivered to CP April 15th, in service April 27th  
 9003 delivered to CP May 5th (?), in service May 10th  
 9004 in service May 5th  
 9005 delivered to CP May 5th (?), in service May 10th  
 9006 delivered to CP April 15th, in service April 20th  
 9007 in service May 15th  
 9009 delivered to CP May 18th  
 9010 delivered to CP April 17th, back to DD April 19th, in service May 5th  
 9014 in service May 4th  
 9015 delivered to CP April 17th, in service April 25th  
 9016 in service May 11th  
 9017 delivered to CP April 15th, in service April 20th  
 9020 delivered to CP May 5th (?), shut down May 6th  
 9023 in service May 5th  
 9024 delivered to CP May 18th

Rebuilt RS18s

1849, formerly 8797, was released on March 6th  
 1850, formerly 8738, was released on March 8th  
 1851, formerly 8737, was released on March 14th  
 1852, formerly 8784, was released on March 21st  
 1853, formerly 8763, was released on March 23rd  
 1854, formerly 8760, was released on March 31st  
 1855, formerly 8749, was released on April 10th  
 1856, formerly 8798, was released on April 21st  
 1857, formerly 8766, was released on April 26th  
 1858, formerly 8778, was released on April 27th  
 1859, formerly 8786, was released on May 17th

8734, to be rebuilt as 1864, in Angus on April 14th  
 8743, to be rebuilt as 1865, in Angus April 24th  
 8765, to be rebuilt as 1867, in Angus May 9th  
 8769, to be rebuilt as 1860, in Angus on March 13th  
 8777, to be rebuilt as 1861, in Angus on March 23rd  
 8781, to be rebuilt as 1863, in Angus on April 7th  
 8786, to be rebuilt as 1859, in Angus on March 6th  
 8790, to be rebuilt as 1866, in Angus May 2nd  
 8792 arrived Angus April 17th

With the most recent arrivals at Angus, all of the RS18s have entered the rebuilding programme.

Further to April Newsletter:

8749 became 1855 (see above)

8798 became 1856 (see above)

Delete the entry for 8789, which was rebuilt in 1987.

SD40-2s renumbered

5840 renumbered to 6071 on March 9th  
 5845 renumbered to 6073  
 5851 renumbered to 6075  
 5852 renumbered to 6076 on March 21st  
 5858 renumbered to 6079  
 5859 renumbered to 6080 on March 9th

In the April Newsletter, the engine renumbered was 5837, not 5737.

Other units

Ex-CP 6705 and 6707, renumbered as 1001 and 1002, passed through Windsor on April 14th, bound for ISTRAC Corp, operators of the Ogeechee Railroad in Georgia, a former Norfolk Southern line.

8122, which had been tied up since the fire at Thunder Bay last year, was returned to service on March 14th.

8921 left Angus on April 7th after the installation of a new main generator.

Leased units returned home

B&O 3706-3711-3719 returned from Winnipeg on March 28th  
 B&O 3736 returned from Toronto on March 28th

Abandonments allowed

Aroostook sub, New Brunswick, abandoned May 2nd

Houlton sub, New Brunswick, abandoned May 2nd

Neudorf sub, from Rocanville to Esterhazy, Saskatchewan, as of June 4th

CP Rail is going ahead with its plans to abandon the line between Elm Creek and Carman, Manitoba. Before CP can abandon the line it must complete negotiations with CN to provide rail service to shippers in Carman who are currently shipping by CP. (Carman Valley Leader via GW)

CP stations in Winnipeg and Moose Jaw

The 85-year old giant on Higgins Avenue in Winnipeg is nearing its end; or is it? The last of the private tenants in the block-long CP Rail station building was to leave at the end of May. There are less than 50 CP employees currently employed in the building. The employees are expected to be out and the building boarded up by the end of July. The station has not seen passenger service since 1978 and CP has admitted to its desire to sell the station. It was feared that the station would be demolished but it promises to be the first station to be saved by Bill C-205, The Heritage Railway Stations Protection Act, passed in the last session of Parliament. CP has not commented on what it will do if no buyer is found for the building. (Winnipeg Free Press via GW) ... And in Moose Jaw, City Council voted unanimously to support in principle a Regina consultant's plans for re-using the station. (Moose Jaw Times-Herald via GW)

Toronto yard 25th anniversary plans

The CP Toronto Division Family Day to be held at Toronto yard is being reconsidered. Due to decreasing revenue, the event has been questioned by IFS officials. GO Transit has agreed to supply trains for shuttle service from Myrtle and Dixie to Kipling to the yard. The Toronto division superintendent has said that Family Day is intended for the families of Toronto division employees and pensioners and is not intended for all the local railway buffs. ... Four CP SW9s used in pull-down service in Toronto Yard have been repainted with a 25th Anniversary logo painted on the cab below the number on each of the units.

CP to ship Hyundai parts

CP Rail won the bid to ship Hyundai auto parts traffic across

Canada. (see December 1988 Newsletter). CP Rail and Hyundai signed a twelve-month contract to handle all containerized knocked-down (CKD) parts traffic to the plant in Bromont, Québec. The CKD parts are being shipped by Hyundai merchant marine from Korea to the Port of Tacoma, Washington. The containers are then trucked to CP Rail's Mayfair Intermodal Terminal near Vancouver or moved by Burlington Northern to an interchange with CP in Vancouver. The new spine cars will be used to move the traffic from Vancouver to Montréal. Conventional flat cars will be used to handle the traffic from BN, but if traffic increases and rail interchange occurs a little more often, the CP spine cars will be used on the BN. Traffic volume is currently at 60 FEU (forty-foot equivalent units) per week but will increase to 150 FEU per week in the fall. CP handles the containers to its Lachine terminal in Montréal where Hyundai then picks up the containers for the 80 km journey to the plant. CP was bidding against CN and a number of U.S. roads proposing to ship the containers along an all-U.S. route from Tacoma through Chicago to Eastern Canada. (Gord Webster)

#### CAR in legal dispute in Maine

CAR is seeking changes to a tax in the state of Maine. The CAR's appeal turned into a resounding endorsement of CP Rail before the state legislature's taxation committee, with U.S. legislators, pensioners, employees and their families and unions behind the railway. More than 175 people turned out to support Fred Green, general manager of CAR, in his appearance before the committee on April 13th. CAR is backing a bill before the Legislature that would provide a more equitable form of taxation for the Maine railroads. The State applies an excise tax in lieu of property taxes. The tax is calculated by taking the railroad's total revenue and then apportioning it to the railway's total trackage. This ratio is then applied to the amount of trackage in the state of Maine. In the last year, this resulted in a tax increase for CP of 1350 percent! Currently, CAR pays 75 percent of the railroad tax paid in Maine, but only has 14 percent of the railroad track in the state. The bill's prime sponsor, Senator Charles Pray stated, "In a time of severe railroad labour unrest in Maine, CP enjoys excellent relationships with its employees and unions. The support you see in the form of all of these railroad employees who took time to come down here demonstrates that relationship. I have seen and ridden on the CP tracks in Maine. CP has a reputation of being a good corporate citizen, works well with local municipalities to develop business, places a priority on safety, is investing in capital improvements and has a strong and positive relationship with its employees. This all stands in marked contrast to what we have experienced with at least one other railroad and I believe that this type of attitude should be encouraged." There was also strong endorsement from union representatives at the meeting. (Gord Webster)

#### British Columbia Railway

##### GE order accelerated

The order for 22 GE Dash 8-40CM units was to have been delivered over four years, beginning in late 1989. BCR announced in February that all of the units would instead be delivered in late 1989 and early 1990. The units will be built at GE's Montréal plant. All 29 of the 3000-horsepower MLW units (C630Ms 701 to 704, and M630s 705 to 710 and 712 to 730) will be traded in on the order. (BRS "Branchline") ... A GE diagram in "CTC Board" magazine shows the new BCR units as looking almost identical to the GM "Draper Tapers."

#### The Manufacturers

##### Telex Internacional: Canadá

El grupo Bombardier ha vendido a General Electric of Canada la factoria de construcción de locomotoras de Montreal

(antiguamente Montreal Locomotive Works), con lo que General Electric y General Motors quedan como únicos constructores de locomotoras diesel en EEUU y Canadá. ("Carril")

#### To all past Bombardier customers

This is to advise you that effective March 8th, 1989, GE Canada has acquired the MLW locomotive, Alco engine and engine parts business of the Rail and Diesel Products Division of Bombardier Inc. This includes all rights and technologies dealing with the MLW locomotive and the Alco 251 and 251+ diesel and gas engines.

It is the intention of GE Canada to operate this business in close co-operation with GE-USA's transportation operation in Erie, Pennsylvania. We intend to continue to serve the market for MLW locomotives, Alco 251 engines and engine parts.

The Dickson street address, phone, and telex numbers in Montréal have not changed, and most of the people with whom you are accustomed to dealing are still in place. Please be assured that GE Canada is taking the necessary action in this transition to ensure that you continue to be well served. (Letter dated March 22nd, on letterhead reading "GE Locomotives Canada")

#### GE rebuilding at Montréal

GE will rebuild 22 older GE locomotives as Dash 8s this year. (Montréal Gazette) ... Western Pacific U33Bs 2252, 2254, 2255, and 2258 are there now, without engine blocks. They arrived via Conrail at Huntingdon.

#### Tourist Railways and Museums

##### CRHA Toronto museum stock

On April 29th, a crew from Ontario Locomotive and Car dismantled part of the cab of the S2 diesel unit for future use as a hands-on display piece at their planned rail line. That afternoon, the scrapper turned up and by Monday, May 8th, the ex-CN engine was just a memory. As a dyed-in-the-wool steam fan, even this writer felt a sense of loss as we watched the main generator being cut up on May 1st.

Most of the remaining rolling stock has been boarded up for the move to their new homes. What is left in Toronto now is the bare bones of a rail museum collection, and should the City decide not to proceed with the John Street roundhouse project, even that may be lost. (Joel S. Rice in "Turnout")

#### Alberta Pioneer Railway Association

Work is continuing on maintaining CN 1392 and on restoring NAR 73 to operation. CN 9000 will receive a new coat of paint and a new load of oil this summer. CN 7944 continues to operate in fine shape. APRA also hopes to acquire CP H-16-44 8554 to give the museum its first diesel road switcher. The association has informed Alberta Tourism that it would like 6060 to be based at its museum, and that it would like the locomotive to be on site for the Association of Railroad Museums Convention in September. CNR 6060 will be at the Calgary Stampede and will be in Edmonton for Klondike Days. (APRA Newsletter)

#### Death of an "R" car

I spent the other day at the morgue. To be more precise, it was the scrap yard of Amix Salvage in Surey. I sat and observed the post mortem of ex-CPR sleeping car "Rosser."

One week after CN pushed the car into the scrap yard, she was unceremoniously pushed over onto her side by a giant log loader. Her trucks and wheel sets were the first to feel the cutter's torch. They, at least, were set aside and will be used for a future restoration project. The loader operator ran his machine the length of the roof members, breaking the steel braces like dry spaghetti. Again, the torch moved in and cut

the car into three equal pieces. The two ends and the mid-section were picked up by the loader and methodically shaken upside down until all the loose seats, broken toilets, and all manner of assorted material was spread over the ground. The remaining steel framework was picked up like a dog picks up a bone and carried away to be further chopped into bits.

In the course of a 7-hour shift, the "Rosser" went from a 1928 "R" class sleeping car to an unrecognisable heap of rusty steel and rotten wood. I'm sure it was more painful for me that it was for the "Rosser."

The "Rosser" was a CPR "R" class sleeper consisting of two bedrooms, one compartment, and eight sections. Her trucks were cast in December 1928, and she went into service in 1929. She remained in transcontinental service until 1969 when CP retired her. In her remaining years, she lingered at the Drake Street coach yards, Lake City, the New Westminster waterfront, and finally in CN's Thornton yard.

Just weeks prior, the CPR #59 met a similar demise and the "Rocanville" joined them within the week. Happily, the "Riverton" was purchased by the B.C. chapter, NRHS, for a as-yet-undisclosed future. (Brian Peters in PCD "Sandhouse")

#### Seashore Trolley Museum

Seashore Trolley Museum, in Kennebunkport, Maine, will be operating its collection of Canadian equipment, including

Montréal 621, 957, 2052, 2652, and observation 2, on July 2nd and July 8th. Also, on June 3rd, the museum was to have operated Montréal and Southern Counties 504, 610, and 621 as a part of Interurban Day.



#### GO Transit

##### Special baseball trains

GO will operate special trains on the Richmond Hill and Milton lines before and after Blue Jay games at the SkyDome. For 13:35 weekend games, trains leave Richmond Hill at 12:22 and Milton at 12:01. For 19:35 weekday evening games, trains leave Richmond Hill at 18:20 and Milton at 18:15. After the game, trains leave Union Station 30 minutes after the game ends. In addition to longer regular trains on the Lakeshore, trains leave Union 30 minutes after the end of the game for Whitby and Oakville. (GO Transit via ML)

#### STCUM - Montréal

On May 17th, STCUM FP7 1300 was testing some of the new Bombardier commuter cars between Rigaud and Montréal on the Winchester and Vaudreuil subdivisions. Control car 702 was on the east end, with 1300 on the west end.

MU cars 6733 and 6735 were withdrawn from service with frame problems; about four electrics have similar trouble.

## Rolling Stock and OCS Equipment

**Edited by Don McQueen and Chris Martin**

CN's second-hand fleet acquisitions continue with numerous ex-B&M ribbed 50-foot XM's being processed at NSC in Hamilton. The cars are built by Evans, 154000 lbs capy and go from B&M 1973- and 1974-built 78000-78350 series to CNA 549000 group with sliding 5 panel doors. A CN group of FMC type XM's in NSC, CNA 549343 were built 4-80; origin?

Also new in town, CN 4650 cubic feet LO ACF 3-bay Centre Flow cars built for NYC series 886000 in 11-66 and rebuilt 8-87 for CN series 383500 (e.g., CN 383569 198000 capy). And on covered hoppers, CN's second-hand fleet also includes NSC 4610 cu.ft. LO cylindrical hoppers from Helm Leasing (HLMX) series 14100-14164 (e.g., CN 383454 at St. Thomas, 200000 capy).

Have you noticed bunches of all-door boxcars on CN's 393/493 and 392 trains in recent months? These cars are former Masonite Corp., Plywood Marketing, and various lumber companies' LU's in USLX 50600 series hauling drywall for Domtar between Québec and Sweetwater, Texas, usually in 5 to 8 car lots.

And NSC in Hamilton is building more of those LO plastic pellet cars in the CGLX (CGTX) 10210-10300 series.

Two short lines in Michigan and one in Mississippi have had active equipment recently in the London area. Detroit and Mackinaw (D&M) had Whittaker (Berbick, Pennsylvania) build them 300 box cars in 10-79 to 12-79. The 20000-299 series (154 50-6 steel rib XM, 1 sliding 10-0 door, 5277 cu.ft.) were brown with white logo and markings. Early this year the lease was transferred to Mississippi Delta Railway (MSDR) by owner-lessor GE Railcar and renumbered to the MSDR 195000-299 series—but not, of course, in numerical order. The group did not all make it south, however, because CN sub-leased 150 of them indefinitely in late March. By April 8th, they began showing up at London East and were stored south of the London Jct. RIP track. By April 22nd, over 30 had been accumulated, with more stored in

Sarnia. Another 45 had been put into the north track at Brydges Street by May 2nd. We don't believe they will get CN markings at this time.

MSDR centre-beam bulkhead flats have been around London as well—but not unless you recognize their new lessor—British Columbia Hydro. BCH 20000-099(?) (200 capy 73-0 FBS) were built at NSC in 1-88 and are black with white lettering, but frame stamped (at the road number end) MSDR.

The second Michigan road to get into the act is the Delray Connecting Railroad Co. (DC). The first sign of activity was the sighting of their DC 3000-3015 series (154 50-6 steel rib XP, 1 sliding 10-0 door, 5277 cu.ft.) in late March, lettered ONTA 3000-3015. This would be the second use of the 3000 series by Ontario Northland: the first series were 12 145 29-6 MWD 30 cu.yd. air side-dump cars, built by NSC 9-52. The DC boxes were built by Golden Tye-Pickens, North Carolina in 2-80, and are brown with white markings.

But besides selling Canadian the DC is also buying Canadian. In March, they bought CN SW9s 7707 and 7709 (originally 7007 and 7009). In early April, they also bought 15 (?) hoppers, presumably for coke service, from CN—cars already in London slated for the one-way trip to the Reclamation Yard. By April 22nd, 14 had been relettered DC from the CN 322000, 323000 and 324000 series: 169-171 40-8 steel riveted HT (triple) 2773 cu.ft., built by either NSC or ECC in 1944, 1957 or 1958. The relettering was done at the RIP track at London Jct. Road numbers remain unchanged—the editors have these if you wish them.

Other triple hoppers being sold rather than scrapped include at least one to Inco (323287 5-58) and one to WPSX (324567 1-44)—whoever that last one is!

CN placed an order in 4-89 for 500 woodpulp box cars with National Steel Car to the tune of \$35 million. They likely will be classed GTS and could be in the 881000 series.

A rather plain-Jane 40-6 steel XM box was at the London Jct.

RIP track on April 1st. CN 566025 (130 40-6 XM 3900; NSC 8-51) had a stencil that was very different from most, however. It said "Switched by steam locomotive--Steamexpo '86, Vancouver, B.C." The box car is obviously in a class almost to itself.

CP Rail has also ordered from National Steel Car. These will be 100 spine cars for containers (classed FCA) in 5-unit sets. Road numbers are as yet unknown. The cars will be

leased through CGTX and Alberta Intermodal Services.

Geogrid-protected auto racks have started to show up locally. The all-black tri-levels look quite dainty when compared to the aluminum-screened predecessors. To date, the Geogrids are on older racks in the 550000 series. All have been repainted without the CP Rail multimark in a 13D black with white lettering.

## The Train Spotters

Recent sightings by UCRS members

### Eastern Metro Toronto (Gregory Danko and Steve Danko)

March 24th:

- 12:30: At CN Lower Don yard, at idle, SW1200s 1321, 1346, 7317, 1327, 1376, and weird geep (CN class GS-413b) 7104.
- 12:36: At Don, VIA #120 with ONR 1986.
- 12:46: VIA #9 with 6409, 6628, 15493, 606, 100, 5584, 506, Carleton Manor, Franklin Manor, Evangeline Park.
- 12:57: At Leaside, a westbound CP extra with 5528 and 5521, hauling general freight.
- 12:46: At Don, VIA #9 with 6405, 6605, 15455, 605, 110, 123, 511, Chteau Lemoyne, Christie Manor, Sibley Park.

April 1st:

- 12:36: At CN Rosedale, VIA #120 with ONR 1987. VIA #9 was held at the Don for #120.
- 13:03: VIA #9 with 6409, 6628, 15489, 606, 101, 107, dining car Champlain, Burton Manor, Abbott Manor, Strathcona Park. Notice that a dining car was substituted for the regular Skyline.
- 13:00: At CN Liverpool (Pickering), CN #233 with 9449-9462-9442, 86 TOFC/COFC, and van 79696.
- 13:15: At Liverpool, CN #318 with 9416-2042-4601-1364-1320-1324-7703, 91 cars, and vans 76541 and 79586.

April 22nd, 13:31: At Liverpool, A work extra heading east with 4113-4207, and 45 non-revenue cars. The train returned west at 13:50 after having been wye'd at the Ontario Hydro spur off the south track of the Kingston sub at Pickering Jct. At 14:30, the engines were switching the cars into the three stub-tracks at Port Union, just west of the GO Rouge Hill station. The yard is home base for the "CN Foreman Rideout" crew presently repairing the Rouge River bridge and doing trackwork.

April 28th, 19:45: At Liverpool, CN #415 with 9517-9591, a van hop heading east to Oshawa to lift an auto and parts train for Sarnia and west. This is a regular weekday event.

May 1st, 20:30: At Liverpool, CN #495 with 4207-4524 (the same engine as on the work train seen earlier), hauling autos and parts from Oshawa.

May 21st, at CN Liverpool:

- 16:45: CN eastbound #226 on the York sub with 9417-9579-5358, 95 cars and a van.
- 16:55: VIA #65 with 6911, 7 LRC coaches, and 6918.
- 16:57: VIA #44 with 6925 and 4 LRC coaches.

Notes: CN #226 was held at Pickering Jct. for VIA #65 and #44, account single track on Kingston sub due to trackwork.

Extra notes: CN rerouted York sub freight traffic May 13th, 14th, 20th, 21st, and 22nd onto the Newmarket and Kingston subs, account trackwork, weedcutting, and the Sperry Rail car working on the single-track section of the York sub between McCowans and Beare. Did anyone record sightings?

May 22nd, at Guildwood:

- 22:55: VIA #69 with 2 LRC engines (numbers unknown) and 10 coaches, 25 minutes late. VIA #69 crews radio chatter: The lateness was due to (a) 10 cars (two over the limit according to the crew), (b) too many stops, and (c) one traction motor cut out, limiting top speed to 85 m.p.h., although #69 did achieve 90 m.p.h. on one downhill segment.
- 23:08 VIA #169 with 6510-6616-6627-University Club-5517-3212-5499-3203-5558-5584-5442-3553-5618-4888-125-5732-3230, 5 minutes late. Radio chatter was exclusively in French. The train required two station stops, because of the excessive train length; the train was heavily patronised. This is the longest conventional train on the Montréal--Toronto route that I have seen in recent memory. Has anyone else reported similar? (The longest I recall was during the air strike in 1978: a 22-car Rapido with 4 FP9s/FPA4s.) Bus fans: how many buses would it take to replace VIA #169 on May 22nd? Railfan note: Wow! did #169 ever sound nice, just like the "old days"... memories of a trio of TH&B geeps.

### Toronto area (John Mitchell)

CN GP40-2 9426 has been seen running around with VIA F9B 6622. On April 17, it was westbound on the CN Oakville sub on an unidentified train consisting of a club car, 2 coaches, and 1 snack/coach. The next day, the same power was seen on Number 75 to Windsor, with a club car, 3 coaches, and a snack/coach.

On April 12th, Number 58 (the Cavalier) had F40PH-2 numbers 6431 and 6409, both facing forward, a steam generator car, a coach/snack, a coach, the sleeper Hudson Bay, baggage car 9645, and deadhead sleeper Evangeline. On April 21st, FPA4 6773 was spotted at TMC, apparently dead. No FPA4s have been seen at TMC since that time.

On May 6th, CN train 318 was seen leaving MacMillan yard with dead GP9s 4299 and 4302 bound for Montreal--for rebuild? --for scrap? The units were separated from the working power by a boxcar, with an additional idler boxcar between the two dead units. It looked as though 4299 had had its prime mover partially dismantled.

### How not to watch trains (Pat Scrimgeour)

On April 23rd, John Carter and I set out from Toronto for Washago to see the northbound and southbound Canadian and as many freight trains as we could manage. In order to follow the main route for freight traffic, the CN Bala subdivision, we travelled around the east side of Lake Simcoe. As well-prepared railfans, we were equipped with employee timetables, maps, cameras, and a radio scanner.

We crossed the Bala sub and Mount Albert and looked both ways, but no trains were approaching. We drove on, and as I

was reading the timetable, I glanced to the right and saw the cars of a southbound piggyback train. This was perhaps 45 seconds after we had crossed the line and had seen no headlights. We drove on.

South of Sutton, the radio began to speak. The northbound Canadian was reported 6 minutes late. The northbound Northlander was given an MBS clearance to leave Gravenhurst after the arrival of a southbound freight led by one of the new SD60s. If we made it to Brechin, we would be within striking distance of both the Bala and Newmarket subdivisions, and could surely see the freight. After we had not heard an MBS clearance for the freight, we concluded that it must be using the CTC-controlled Bala. We then proceeded, crossing the line at every opportunity, and checking all signals. Nothing. Then we found a likely spot for a photograph, and waited. When it became time to move if we wanted to see the Canadian at Washago, we left. We rounded two corners, passed some trees, and saw the southbound ore train pass us.

We saw the passenger train at Washago and bought lunch. Then we set up at the east end of Washago to see another northbound freight we thought we had heard on the scanner. After waiting an hour, we left, so that we could see the southbound Canadian at Orillia.

Returning south, we stopped at Beaverton and looked at the new VIA hut. We saw a green signal for a northbound train at Pepperlaw and looked for a crossing at which we could wait. While we were some distance from the tracks, looking for the next road, we heard the train on the radio calling the signal at Pepperlaw.

Then, before we reached the tracks again, we heard a second northbound train pass Zephyr, 10.4 miles south of Pepperlaw and perhaps one mile from us.

We saw no trains at Mount Albert, Pine Orchard, Vandorf, or Gormley. We did see one freight train, at Leaside on the CPR, a location where we have each seen thousands.

TTC employees at lunch (Dave Morgan and Pat Scrimgeour)  
At 12:15 on May 9th, a short westbound CP freight train on the North Toronto subdivision was carrying VIA Waterton Park a couple of cars ahead of the van, perhaps forwarding it to VIA at Mimico.

#### Sightings from Bayview (Doug Page and Reg Button)

March 12th: CN #387 with 5292-5193  
March 21st: CN #431 with 9567-9164-9165-9483-5009-9481  
March 23rd: CN #431 with 9623-9312-9405  
              CN #417 with 2111-9489  
              CN #420 with 9305-2306-7312  
March 26th: CN #425 with 5357-2040-2339  
              CN #840 with 4008-4374-4116-9576  
              CN #432 with 9430-2036-2305  
April 1st: CN #420 with 5078-5232  
              CN #2/238 with 5165-5036  
              CN #730 with 9489-9568-5358-5355-5352  
April 2nd: VIA #73 with 6516-6764  
              CN #433 with 5349-GM 774-2329  
April 16th: CN #425 with 9569-2337-9440-5195-5165-  
              4276-7313-7316  
              CN #493 with 5265-5226-5155  
              CN #380 with 2026-5030-5107  
              VIA #75 with CN 9426-VIA 6622  
              CN #393 with 2109-2338-5168  
              CN Extra East with 5109-9602-9558  
April 19th: CP Starlight with SD40-2F 9002, a GP38-2, and  
              an SD40 (Mike Lindsay)  
April 22nd: CN Extra East with 2117-5155-9568  
              CN Extra East with 9569-2003

April 23rd: VIA #181 with Amtrak 280-VIA 6902  
              CN #380 with 9511-5512-9500  
              CN Extra East with 9530-2109-9527  
              CN #493 with 9440-9483-2116 on arrival at  
              Burlington. The train went into Hamilton with  
              the units only and came back out with 9440-  
              9483-2116-9532.  
May 9th: VIA #81 with Amtrak 204-VIA 6407 and 3 LRC  
              coaches (Mike Lindsay)

On April 2nd, Train 73 was seen with VIA 6516 and 6764;  
6764 was the last FPA4 that I (DP) saw in this area. Most  
of the VIA trains are using 6400-series units. The new  
F40PH-2 units have been seen on delivery to VIA but have  
not been seen in service in this area.

#### Holland Landing (Dave Stalford)

The following observations give an impression of the type of  
traffic that can normally be seen on the CN Newmarket  
subdivision. The line is used mostly by passenger trains: VIA,  
GO, and Ontario Northland, but also by CN freights carrying  
grain from Midland or aggregate from Uthoff. A careful  
examination of the list will reveal some gold amongst the  
silver. Also, there have been some interesting patterns on  
VIA #9 and #10.

April 4th: CN #716 with 9431-5131-5264-9512 and 94  
              loads of grain  
April 25th: CN #718 with 5522-5512  
April 26th: VIA #10 with 6400-6627  
April 27th: GO #130 with 725-902  
              CN #718 with 5267-5178  
April 29th: VIA #9 with 6427-6611  
              VIA #10 with 6426-6606  
April 30th: ONR #121 with 1986  
              VIA #9 with 6406-6606  
              CN #719 with 9409-9500-9408, and a van with  
              a white bar around the cupola  
              VIA #10 with 6425-6306-6605  
May 1st: VIA #10 with CP 6033-VIA 6420-6610-6634  
              CN #461 with 5362-5357  
May 6th: VIA #10 with 6427-6611  
May 7th: ONR #123 with 1987  
May 8th: CN #545 with 9312-9302  
              ONR #121 with 1508-1986  
              CN #719 with 9506-GM 835-9502  
              VIA #9 with 6406-6606  
              VIA #10 with 6425-6605  
May 9th: ONR #121 with 1984  
              VIA #9 with 6425-6605-6634 and 11 cars  
May 10th: VIA #10 with 6402-6612-6630  
              CN #719 with 5356-9534-9537  
May 11th: GO #130 with 725-801-209  
              ONR #121 with 1984  
              VIA #9 with 6409-6401-6611  
              CN #719 with 9305-2115-9309  
May 12th: CN #545 with 9504 and a transfer van  
              ONR #121 with 1987  
              GO #131 with 209-514  
              VIA #10 with 6408-6622  
              ONR #123 with 1984  
              CN #719 with 5349-5267 and unidentified GP9  
May 13th: VIA #9 with 6408 and 6612  
              VIA #10 with 6403-6626  
May 14th: ONR #121 with 1986  
              VIA #9 with 6403-6623  
              VIA #10 with 6432-6603  
May 20th: CN #719 with 5100-5233-9489  
              VIA #10 with 6408-6612  
May 21st: ONR #121 with 1986  
              VIA #9 with 6408-6612  
May 22nd: ONR #121 with 1984





## UCRS AND OTHER EVENTS AND ACTIVITIES

Edited by Ed Campbell

UCRS members Charlie and Helen Bridges wish to express, through the Newsletter, their appreciation, and that of the other members in attendance, of the trip planning efforts of Rick Eastman and Chris Spinney for the May 20-22 Pennsylvania-Maryland weekend. In addition they wish no less to thank the extra van drivers, John Carter and Gord Webster.

**Friday, June 16** - UCRS regular Toronto meeting, at the Toronto Board of Education, 6th floor auditorium, on College Street at McCaul, at 7:30 p.m. Take the subway to Queen's Park station and walk west, or park nearby. John Mills will speak on electrified railways and electric transit systems of Europe, and will review the 35-year development of the Halton County Radial Railway museum at Rockwood. (Our originally-announced speaker, Gordon Thompson, will be unable to attend at this time.)

**Saturday, June 17 and Sunday, June 18** - CPR 1201 *Renaissance* steam excursions, to commemorate the re-opening of the National Museum of Science and Technology. Trains leave the museum for a two-hour trip through Ottawa and Hull at 10:00 a.m., 1:00 p.m., and 4:00 p.m. on both days. The fare is \$15.00 for adults and \$10.00 for children 12 and under. Order tickets from the Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ontario K1N 8V1, or at Hobby House in Ottawa.

**Sunday, June 18** - UCRS trip to Buffalo, the Arcade and Attica, and the New York and Lake Erie. For details, see the May Newsletter.

**Friday, June 23** - UCRS regular Hamilton meeting, 8:00 p.m. at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. GO buses from Oakville and Toronto stop nearby, and parking is available. The programme each month consists of railway news, and slide presentations.

**Saturday, June 24** - Bus tour of train stations and rights-of-way in the Kawartha area, presented by Dave Savage. (This trip was rescheduled from May 27.) The bus leaves Toronto Union Station at 8:00 a.m., and arrives back at about 8:30 p.m. The fare is \$35.00, or \$40.00 if ordered after June 21st. For more information, call Kingfisher Promotions at 416/462-4594. To order tickets, write to Railfan Ramble, P.O. Box 248, Station M, Toronto, Ontario M6S 4T3. Space is limited, so call for reservations. (Dave's second trip, to southwestern Ontario, has been rescheduled to September 16th.)

**Sunday, June 25** - Summer Extravaganza at the Halton County Radial Railway, from 10:00 a.m. to 5:00 p.m. For further details call 519/856-9802.

**Saturday, July 1 and Sunday, July 2** - Nickel Plate 765 steam excursions from Buffalo (Exchange Street) to Niagara Falls, New York at 9:00 a.m., 12:30 p.m., and 4:00 p.m. Adults \$14.00 (U.S.), children \$7.00 (U.S.). ... **Monday, July 3** - NKP 765 from Buffalo to Hornell, New York, and return, leaving at 9:00 a.m. Fares, \$35.00 and \$30.00 (U.S.). Side trip to Corning, \$17.00 and \$15.00 (U.S.). ... **Tuesday, July 4** - NKP 765 from Buffalo to the Somerset Railroad near Lockport, New York, at 8:30 a.m. and 2:00 p.m. Fares, \$25.00 and \$20.00. Festival Excursions, P.O. Box 502, Tonawanda, New York, U.S.A. 14151-0502.

**Saturday, July 15** - Summer Night Show at the Halton County

Radial Railway, from 7:00 p.m. to 10:00 p.m.

**Friday, July 21** - UCRS Toronto summer meeting, 7:30 p.m. at North Toronto Collegiate Institute, on Roehampton Avenue, just off Yonge Street north of Eglinton. The entertainment will be provided by the members, so please bring your selection of edited slides.

**Saturday, July 22 and Sunday, July 23** - Huntsville Railroad and Steam Era Show, Huntsville Agricultural Fairgrounds, on Muskoka Road 2, west of Highway 11. Hours: 11:00 a.m. to 6:00 p.m. Saturday, to 5:00 p.m. Sunday.

**Friday, July 28** - UCRS regular Hamilton meeting, 8:00 p.m. at the Spectator auditorium.

**Saturday, August 5 to Monday, August 7** - UCRS/TTS Weekend Trip to Montréal. From Toronto, we will travel on VIA Train 60, leaving at 7:25 a.m. on Saturday. In Montréal, there will be visits to railway and transit facilities, and plenty of opportunities for photography. Monday is a working day in Québec (while it is a holiday in most of the rest of the country), so the CN electricies will be operating in rush-hour service. Join us and spend a long weekend in the historic transportation hub and premier city of Canada. The fare of \$185.00 includes transportation from Toronto, hotel accommodation (double occupancy), and all tours and admissions in Montréal. For information or details of other fare combinations, please call Alan Gryfe at 416/447-0214 or Pat Scrimgeour at 416/778-0912. To order, send a cheque or money order (no cash, please) to UCRS, 5 Vradenberg Drive, Scarborough, Ontario M1T 1M5.

**Saturday, August 5** - CPR 1201 *The Highlander* steam excursion from Ottawa to Maxville and Hawkesbury and return. Fares: Ottawa--Maxville \$40.00, Ottawa--Hawkesbury \$55.00, Maxville--Hawkesbury \$35.00. For information or to order tickets, write to the Bytown Railway Society (address at June 17, above).

**Friday, August 18** - UCRS Toronto summer meeting, 7:30 p.m. at North Toronto Collegiate Institute.

**Friday, August 25** - UCRS regular Hamilton meeting, 8:00 p.m. at the Specator auditorium.

**Sunday, October 1** - UCRS/TTS day trip to the Halton County Radial Railway museum in Rockwood for their fall extravaganza. The trip will also stop at locations along the way for railway photography.

**Sunday, October 1** - CPR 1201 steam excursion from Ottawa to Pembroke, \$55.00. Bytown Railway Society.

**Saturday, October 7** - UCRS day trip to ride the R.M.S. *Segwun* from Gravenhurst. This will be a repeat of the well-enjoyed excursion in 1988.

**Saturday, October 21** - Toronto Transportation Society Annual Slide Sale and Swap Day. From 12:00 noon to 5:00 p.m. at the Toronto Press Club, 5 Wellesley Street West. Admission is \$2.00. Dealers are welcome.

**Saturday, December 2** - UCRS/TTS Toronto Suburban Christmas Tour. This bus trip will tour the outskirts of Toronto: railway yards, GO Transit operations, transit facilities, and photo stops.

VIA #9 with 6429-6618-6630

VIA #10 with 6432-6603

ONR #123 with 1986

May 25th: VIA #10 with 6410-6631-6632

May 26th: VIA #10 with 6424-6652

May 28th: ONR #121 with 1800-1985

VIA #9 with 6413-6618 and 11 cars, including two Skyline domes in positions 4 and 8

CN NB with 9481-9444-9526-9612-9663  
VIA #10 with 6401-6620 and 12 cars

On Tuesday, May 23rd, at 18:40, I observed Sperry Rail Service 124 in the yard at Barrie. The strobe light on the roof was flashing, which gave the appearance that it had just arrived. Two days later, on May 25th, I again passed through Barrie and the car was still there. The following day, Friday, May 26th, I was informed that the car had been observed in mid-afternoon southbound on the Newmarket sub through Holland Landing. On Saturday, the 27th, at about 08:00, I saw the car travelling northbound in reverse at track

speed at Mile 38 on the Newmarket sub, and about an hour and a half later it returned working southbound.

In March of 1988 I submitted a question as to the purpose of the pre-fabricated rail joints which had been set out along the Newmarket subdivision in my area. At the time I asked this question, I believe these insulated joints had been there for a few months. My question and the response from PS and AC appeared in the April 1988 Newsletter. Now it is the end of May 1989, and all of these pre-fabricated insulated rail joints remain where they were dropped, untouched, possibly the evidence of a cancelled track programme.

## TTC NEWS



The TTC overhead garage at Hillcrest was demolished over the Victoria Day weekend. It has been replaced by a new Plant Operations Building, which accommodates the overhead trucks in addition to offices.

UTDC demonstrator ALRV 4900, extensively damaged in a rear-end collision involving TTC ALRV 4211 on the Kingston test track on March 24, 1988, has been stripped of TTC owned parts, such as the wheels and axle assemblies. The car now rests on a set of dummy trucks; its future remains uncertain as presumably UTDC has no further use for it.

(Ray Corley)

TTC A-6 class PCC 4367 has been donated to the streetcar museum at Fort Edmonton Park, Edmonton, Alberta. The car was shipped by CP Rail from Hillcrest on May 18, along with some spare parts. It is in running condition, although the trucks will have to be converted to standard gauge from the TTC 4' 10 7/8" measure. The 4367 is the first PCC to reach Edmonton, although former instruction car 4504 was sent to Nelson, B.C. about a year ago for the proposed tourist streetcar line there.

On Sunday, June 4, Bathurst streetcars were short turned at Queen Street, due to track rebuilding on Fleet Street. The diversion, expected to conclude by 7:00 p.m., was via east on Queen, south on Spadina, west on King to Bathurst, with a shuttle bus operated south of Queen. As a consequence, ALRVs were seen in unusual territory, i.e., Spadina Avenue, and King between Spadina and Bathurst. This humble scribe stood on the LRT right-of-way on Spadina bridge ramp and "lined up" an ALRV at King Street, pointing directly at the new southbound trackbed.

The track job on Gerrard Street between Parliament and River Streets was commenced over the weekend of June 3, 1989.

## HARBOURFRONT LRT NOTES

A June 2 walking check of the line revealed the following:

- Bay Street restored and opened between Front and Harbour Streets.
- Open shaft left on west side of street adjacent to Union Station (for lowering/raising items from time to time to/from loop area?)
- Bay route T.C. overhead boards restored through Bay Street underpass (now in channel form as contrasted to simple flat boards used previously).
- New overhead (T.C.) poles mounted in sidewalk on east side of street between underpass and Lake Shore Boulevard (old poles still in place east of sidewalk).
- Bay Street still closed, backfill not placed over LRT station between Harbour Street and Queen's Quay (reason for lack of recent progress in this area not known).
- Tunnel structure apparently close to completion around Bay-Queen's Quay intersection curve (what is believed to be the westerly extremity of the tunnel roof (portal location)) visible.
- Ramp obviously under construction although its still difficult to determine because of obstruction by construction material--short sections of old girder rail (Bay carline) dug out of Queen's Quay pavement lying about.
- A few hundred feet of undisturbed pavement on Queen's Quay immediately west of the ramp location, over which no work whatsoever has yet been undertaken.
- Surface track now complete and paved from Spadina to a point east of York Street; only a few feet at east end with rails still open and Pandrol clips visible.
- No overhead work yet in evidence anywhere on the line; flangeways in paved track filled with dirt; line gives every appearance of one that has operated in the past, but which has been abandoned for some time.
- Substation (at Spadina Loop) appears substantially complete.

Upper Canada Railway Society  
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