



# Newsletter

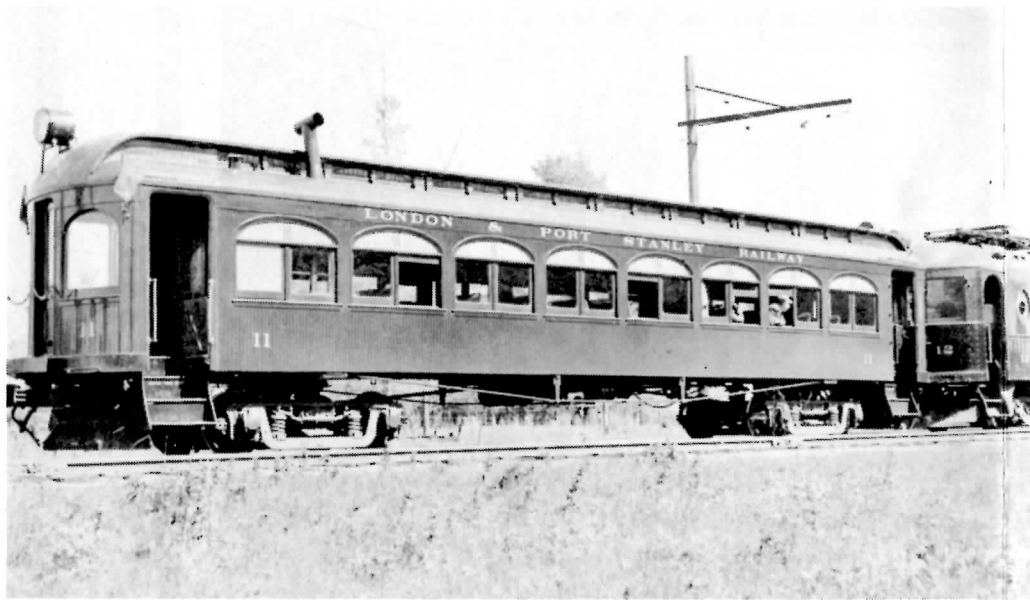
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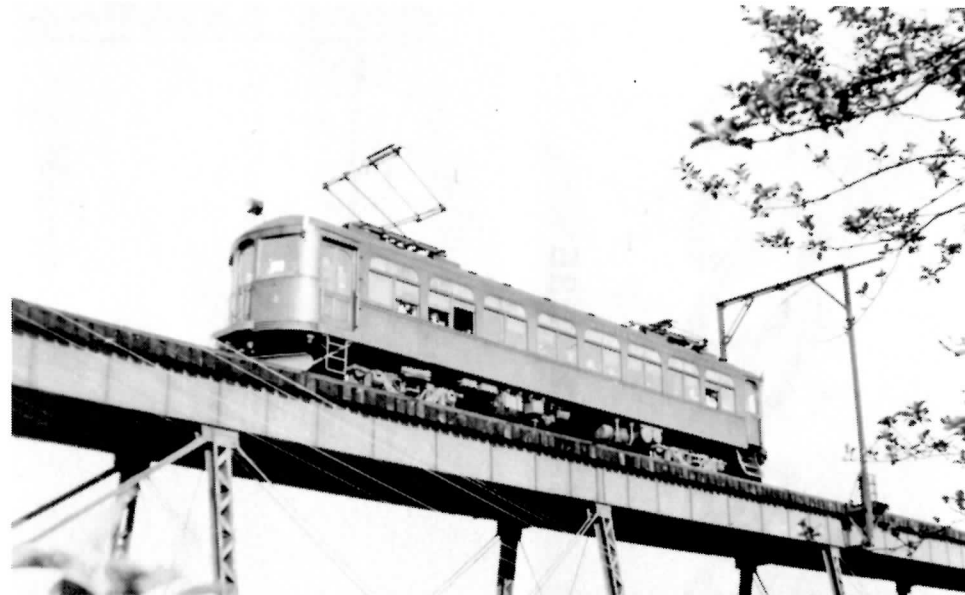
MARCH 1985



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



L&PS wood control trailer 11 (St. Louis Car Co., 1915), coupled to 75' steel Jewett motor car 12.



Spotted on the Kettle Creek steel trestle bridge north of St. Thomas on a May 1946 fantrip is car 4.



L&PS 60-ton box cab electric locomotives L1 and L2, CGE products of 1915, at the Phillip St. yard in London.



General Motors 1310 H.P. diesel locomotive L4 (later CNR 991), on its inaugural run on the L&PS, Sept. 15, 1955.

--all photos by William J. Miller

# The London and Port Stanley Railway

## by William J. Miller

On Saturday, May 11, 1963 the London & Port Stanley Railway, the oldest railway in Canada operating under its original name, ceased the use of its last remaining passenger car in service. The London-St. Thomas freight-express train pulled by diesel L4 spotted motor car 8 to rest at the Phillip St. car barn in London, Ontario. The crew "booking off" were "Bus" Fralich, Jack Sproule, "Hank" Dyson, and Doug Allan; and this last ride on car 8 brought back many memorable events to us, including some fast runs, and some amusing as well as unpublished incidents that took place on the road in its heyday, as well as the first Michigan Railroad Club fantrip over the L&PS, on Aug. 13, 1939.

The London & Port Stanley Railway was chartered on May 23, 1853, with the Town of London as its major stockholder, and was opened for traffic on Oct. 2, 1856 as a steam operated road with two locomotives, three passenger coaches, 42 freight cars, and two baggage cars on its roster. The original railroad was 5½ foot (Provincial) gauge, with 56 lb. rail, and bridges were of wooden construction. The first steam drawn train chuffed from Port Stanley to London, arriving 1½ hours late because of difficulty in "keeping her hot" enough to make the grades north out of the "Port". And to add insult to embarrassment, it climaxed its arrival in London by ramming into a freight car, causing considerable damage to the locomotive.

In spite of first run headaches that day, it was a gala event as well as an historical one, and officials from all surrounding areas (including the USA) attended to drink a champagne toast to the Queen. Before the ceremonies were finally over, almost every railway construction engineer and gandy dancer had been toasted, and the only scarce beverage in evidence seemed to be water!

Difficulties beset the treasury of the L&PS right after it began operating, principally because the cost of construction had exceeded the estimated cost of the line by \$400,000, resulting from the necessity for heavy clearing of lands, long embankments, and expensive bridges. The continued inability of the road to meet its capital obligations, and the recurring calls for municipal assistance, finally resulted in a reorganization, out of which developed the lease of the line to the Great Western Railway on March 24, 1874. Four years later the gauge of the L&PS was changed to 4'8½", which the Great Western had adopted, and on August 12, 1882 the Great Western was absorbed by the Grand Trunk Railway of Canada, which now placed the L&PS under new management. In 1892 the Grand Trunk evidenced the desire to acquire the L&PS, but many citizens observed what they believed to be an attempt on the part of the GTR to force the City of London to sell at a low price; London did not respond to pressure, negotiations failed, and the Grand Trunk withdrew its rolling stock, refused to give further service, and, on the day of departure, stations, shops and the line were stripped clean, even to the water barrels from the bridges.

The abandonment of the L&PS was followed by negotiations between London and a group of American capitalists known as the Millar Syndicate, who represented extensive coal mining interests in the USA. They appointed John Larmour, a former Grand Trunk official at London, as their Superintendent, and shipped two mountain type locomotives (obviously not 4-8-2's--Ed.) from Philadelphia, Pa. for operation on the L&PS. Inspection revealed that they were too heavy for the bridges and right-of-way, and the engines were eventually re-shipped to Virginia. Operation was not attempted, the Syndicate forfeited \$25,000 which had been deposited with the City of London, and that was that.

Meanwhile, arrangements were made under which the Michigan Central Railroad operated the L&PS on a month-to-month basis, but the MCRR tired of the proposition and requested the City to place the L&PS in other hands. Then followed the completion of an agreement on December 1, 1893 under which the Lake Erie & Detroit River Ry. leased the line for a period of 20 years, but in 1906 the Pere Marquette Ry. took over the LE&DR, again placing the L&PS under a different management.

The years following the operation of the L&PS by the Lake Erie & Detroit River Ry. and the Pere Marquette saw the line falling into a state of decay; light rails and poor roadbed, antiquated coaches and infrequent slow service contributed to a steady decline in passenger traffic. Finally, in 1912, the subject of electrification was taken under advisement; the L&PS had now become simply a coal drag road.

Adam Beck (later Sir Adam of Hydro fame), who became Mayor of London, was very much in favour of municipal ownership of public electric utilities, including possession and control of the L&PS. He supported its electrification, and contended that the City would realize great benefits through public management. Mr. Beck's faith in his principles never wavered, and well in





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#### PRESIDENT'S MESSAGE

Dear Fellow Members,

Another year has passed since I last wrote you and I trust that 1984 has been a good year for the Society.

However, one matter of concern to me is membership, where we appear to be slipping slightly every year. As we don't advertise, we must rely on the membership to supply new leads and I encourage you to put potential members in touch with our Membership Chairman, Al Maitland. I feel that fan trips, of any kind, would rejuvenate our membership and I hope the Board will give this every consideration in the future.

I wish to extend my thanks to Stu Westland who continues, with the help of John Thompson and Ed Campbell, to put out a topnotch railfan publication on time each month. Thanks also to George Meek who mails each issue to you.

We had several offers to purchase Car 13 during the year, but we have decided to retain possession and hopefully your Board will come up with some thoughts as to how it could be used by more of the membership.

We held 12 excellent meetings last year, highlighted by our Annual Dinner in October, when we took a steam tour of China. Again, I invite out-of-town members to plan your trip to Toronto to coincide with our third Friday monthly meetings at the Toronto Board of Education Auditorium at 155 College Street. You will be glad you did!

My thanks to retiring Board Member Norm English who devotes so much of his time to club activity and to Irene Shadlock who had to step down for health reasons. As my term of office also expires, I shall take a rest and wish the new Directors the best of luck and I know all will continue to perform with the best interests of the members at heart.

Sincerely,

C.P. Randall, President (1984)

--William J. Miller, author of this month's lead article on the London & Port Stanley Railway, is UCRS member 1639 and Michigan Railroad Club member No. 1.

--For the record, UCRS member Ray Corley was responsible for the design and production of the series of historical data sheets on TTC equipment which have been distributed to members with copies of the NEWSLETTER, including the Gloucester subway car brochure which accompanied the February issue.

--The new Montreal Metro Line 6 is to be steel wheel-on-steel rail subway type rapid transit (HRT). No other details were released but the choice of this new (for Montreal) mode suggests that part of the route, at least, will be out in the open air. The higher initial cost referred to in the press release suggests that its underground portions will be less convoluted than the rubber tired Metro (which winds up, down and around watermains, sewer pipes and conduits). Approved Line 7 and projected Lines 10 and 11 (see map in NEWSLETTER 419, page 5) are to be LRV (presumably Portland style cars). --Omer Lavallée

HO-HUM DEPT.--The Supreme Court of Canada has ruled that CP Rail can be prosecuted for demolishing West Toronto Station on Nov. 25, 1982. CP could now be fined up to a maximum of \$5000. So what, more than two years after the fact.

COVER: London and Port Stanley Railway steel Jewett motorcar 4 at Port Stanley station. The railway's typical steel lattice overhead pole with bracket arm shows clearly in this view.

--William J. Miller photo

advance of the expiration of the lease of the railway to the Pere Marquette, his efforts led to the establishment of the London Railway Commission, which would be charged with management, control, construction, maintenance and operation of the L&PS. It was on this proposal that the City of London was authorized by the citizens in a special election, held Oct. 22, 1913, to construct and equip the road at a cost of \$700,000. Bids were secured from manufacturers of railway materials, deliveries were completed, and construction and installation of the London & Port Stanley Ry. electric line began in the fall of 1914, and on July 1, 1915 regular service commenced.

Rolling stock was the finest luxury equipment of the time, and consisted of five 80-foot all-steel multiple unit control 1500 Volt DC motor cars with pantagraph pickup from catenary overhead; there were also three 60 foot wood trailer cars with steel underframes; cars rolled on 80 lb. rail.

The first year's operation proved that Port Stanley was a "natural" as a summer resort area; the park and grounds, as well as the beach, were taken over by the London Railway Commission and cleaned up. Facilities and accommodations were added to attract pleasure seekers; a new bath house and cafeteria were built, and attractive picnic areas were provided along with water and sanitary conveniences. The fact that these improvements were appreciated by all who went to "Port" was evidenced by the handsome financial benefit to the L&PS; the development of patronage was such that the equipment provided was insufficient to handle the crowds in the new regime. Passenger patronage that year reached a record of 548,326, as compared to 105,559 in the last year of steam operation. Consequently, seven additional trailers and two 72 ft. steel motor cars were purchased to handle the traffic, and coaches from steam roads were also rented for exceptionally busy days. Express and package freight were handled by a 60 ft. motor express car which many times hauled two or three light boxcars.

The major portion of the freight business of the L&PS consisted of coal traffic secured from the boats at Port Stanley, and hauled north by three multiple unit control 60 ton steel box cab electric locomotives which proved their worth for road business and switching at St. Thomas and London. During World War I one of these engines often handled 14 car troop trains to relieve the regular motor cars.

The following is an interesting excerpt from the 99 year lease agreement as entered into by the London Railway Commission: "That semi-weekly excursion trains from London to Port Stanley and return on the same day will be run each week from the fifteenth day of May to the fifteenth day of September, in each year during the said term of 99 years by the said parties of the second part. The fare from London to Port Stanley and back on such trains shall not exceed thirty cents current funds for each person, and such fare shall entitle the passenger to be carried to the terminus at the beach south of the present picnic grounds at Port Stanley".

Excursions to the beach resort on Lake Erie were very popular for many years, and millions of people travelled on the L&PS for holidays and picnics there, as well as the daily commuters and others who depended on the railway for transportation. The road was a profitable venture for many years, but in the 1930s shared the same fate in operating losses as did other electric lines because of overwhelming inroads made by the automobile. Fortunately the line continued to operate passenger service instead of giving way to abandonment as did other electric railways during that era.

The L&PS was host to a variety of unusual events during its existence, which included washouts, landslides, crippling ice storms, wrecks, and the line was even machine gunned from the air by a trigger happy RCAF pilot. The road bravely answered the call of duty during World War II by carrying hundreds of thousands of military personnel, plus civilians who turned to the rails when the automobile was "grounded" because of fuel and rubber rationing.

On September 15, 1955 the first General Motors diesel locomotive was put in service for road work and through freight to Port Stanley. Subsequently another similar unit was acquired. They were numbered L4 and L5 and gradually replaced the L1, L2 and L3 boxcabs, which were assigned to work the London yard area.

Passenger traffic continued to decline after the war, and when the end came, there were only 14 trains (running both ways) compared to 54 on the timetable in 1941. In spite of some so-called attempts by management (resulting from pressure groups and interested citizens) to stem or recover losses, the L&PS finally abandoned passenger service on Feb. 18, 1957 when Train 15 clattered into London at 9:05 p.m. from Port Stanley. A memorable service made its last bow without fanfare or ceremony; the passengers alighted, the crew fulfilled its last duties, and the London to "Port" run was over. From then on, passenger equipment gradually disappeared via the torch and junk yard; a few cars were sold to interested individuals (minus trucks) or were earmarked for museums, and vandals received special mention for their fiendish acts of destruction.

Car 8 served a dual purpose in its last years, in that it was operated under its own power when the occasion required, as well as being coupled to the through freight for cutoff at St. Thomas. There it would be unloaded, and northbound items put aboard, then be picked up by the Extra from Port Stanley bound for London. Car 8 made its last run prior to all overhead wires on the road being pulled down; an OCS box car then served as the express car to accommodate shipments.

Finally, on Dec. 31, 1965, the last London & Port Stanley Ry. train in history rolled into the London yards from Port Stanley quietly, thus ending an era in Western Ontario. That same afternoon the power was shut off at the Phillip Street Shops to make sure the overhead wires in the yards were dead, so the electric locomotives which had been used in yard service would also become relics of the past. The crew that brought in the last L&PS train from "Port" were Bert Hammersly, James Boyce, Walter Yeo and Jack Sproule, and certainly the occasion must have

# THE London & Pt. Stanley Railway

Provides Rapid and Efficient Passenger  
Service between

LONDON ST. THOMAS

PORT STANLEY

and Intermediate Points

## TIME TABLE

No. 94

EFFECTIVE SEPTEMBER 25, 1955

Close connections out of St. Thomas and London to all points east and west on Canadian National, New York Central and Canadian Pacific, and passengers ticketed through to all points on these lines.

### NOTICE TO THE PUBLIC

The time schedules given herein show the time at which trains are expected to arrive at and depart from the several stations shown; but it is not guaranteed, nor does the Railway hold itself responsible for any delay or inconvenience resulting from the failure to move its trains on scheduled time, nor for errors in the printed schedules.

### FOR INFORMATION TELEPHONE

London: Dial 4-1121 St. Thomas: 140  
Port Stanley: 2-3232

V. A. McKILLOP

General Manager

### Read Down SOUTHBOUND—LONDON TO PORT STANLEY DAILY EXCEPT AS NOTED

Train No.	Daily Except Sunday			Daily Including Sunday			
	2	4	6	8	10	12	14
	AM	AM	AM	PM	PM	PM	PM
London	5.15	7.55	9.30	1.00	3.45	5.15	6.55
Westminster	5.30	8.09	9.45	1.20	4.00	5.30	7.10
Glanworth	5.39	8.17	9.54	1.29	4.09	5.39	7.18
Yarmouth	5.48	8.25	10.03	1.38	4.17	5.48	7.26
St. Thomas-Talbot St.	5.55	8.32	10.10	1.45	4.24	5.55	7.32
N.Y.C. Depot							
St. Thomas-Talbot St.	6.15			2.05			
Crafts	6.23		10.18	2.13			7.43
Port Stanley	6.35		10.30	2.25			7.55
	AM	AM	AM	PM	PM	PM	PM

All Trains Local.

C—Sunday only Train No. 8 will leave St. Thomas at 1:45 P.M. and arrive in Port Stanley at 2:05 P.M.

### Read Down NORTHBOUND—PORT STANLEY TO LONDON

Train No.	Daily Except Sunday			Daily Including Sunday			
	3	5	7	9	11	13	15
	AM	AM	AM	PM	PM	PM	PM
Port Stanley	6.40		10.35	2.33			8.05
Crafts	6.51		10.46	2.44			8.16
N.Y.C. Depot			11.00				
St. Thomas-Talbot St.	7.02	8.40	11.05	2.55	4.30	6.05	8.27
Yarmouth	7.09	8.46	11.12	3.02	4.36	6.12	8.33
Glanworth	7.18	8.54	11.21	3.11	4.44	6.21	8.41
Westminster	7.27	9.03	11.30	3.20	4.53	6.30	8.50
London	7.45	9.19	11.45	3.35	5.08	6.45	9.05
	AM	AM	AM	PM	PM	PM	PM

Above: Reproduction of the last public timetable of the L&PS

FORM 25

## LONDON AND PORT STANLEY RAILWAY

Auditors Stub of Passengers  
10 Cent Fare Receipt

TO BE USED ONLY WHEN  
REGULAR FARE DOES NOT  
EXCEED 10 CENTS

No. 6202

The London and Port Stanley Railway

FIRST CLASS

ST. THOMAS  
— TO —  
LONDON

GOOD FOR ONE YEAR FROM  
DATE OF ISSUE

LONDON AND PORT STANLEY  
RAILWAY MEMORABILIA FROM  
THE COLLECTION OF  
WILLIAM J. MILLER

20101

AUDITOR'S PORTION—Ticket Receipt of Single Fare Paid in Full

To be included with cash collections daily.

THE LONDON & PORT STANLEY RAILWAY

THE LONDON AND PORT STANLEY RAILWAY

LONDON  
— TO —  
ST. THOMAS

Good for one year from date of issue

08820

brought back memories of better days when 44 passenger trains and a dozen or more freights kept the rails shiny between London, St. Thomas, and Port Stanley in 1925.

Effective that midnight, the Canadian National Railways took over the L&PS, choosing to keep the diesel units. On Jan. 4, 1966 the CN operated its first train over the line under sunny skies, which was ironically quite a contrast to the bleak rainy night when the last L&PS freight terminated at London on the last day of 1965. The CNR train was handled by a five man crew, which included a fireman; at the head end the former L5 still had its original colours, but had been renumbered 992; radios had been installed, plus some other exterior facelifting.

For the few remaining employees on the L&PS roster when the end came, it was a heart breaker, since they had devoted most of their lives to the operation of the 26 mile railway. Job security to some degree was provided by the City of London with the Public Utilities Commission, but for the men who had kept the London & Port Stanley Ry. rolling until December 31, 1965 it was the "End of the Line".

#### Supplementary Extract from UCRS' NEWSLETTER 134 (March 1957)

Passenger operations on the London and Port Stanley terminated with the last scheduled trips on Monday, February 18th. The abandonment was quiet, with no special observance on the last trip. Because of the awkward time of the week, no railfans are believed to have been present, but it is known that a few London citizens made the last round trip for sentimental reasons. Nevertheless, there was considerable railfan observance of the unfortunate event on the previous day (Sunday the 17th), as a two-car excursion of Detroit's Michigan Railroad Club made a lengthy round trip on the line, and highlighted the day's activities with a slow trip between St. Thomas and Port Stanley using only the distant London power supply (the St. Thomas supply was discontinued on February 1st). The northbound climb from Port Stanley was barely more than a crawl, but the two fully loaded cars finally made St. Thomas. (Because of the power situation it was originally intended to send only one of the two cars to Port Stanley, but one car proved too small for the 93 passengers). Several UCRS members were among the large party that made the trip.

#### London and Port Stanley Railway 1943 Equipment Roster

<u>Nos.</u>	<u>Type</u>	<u>Seats</u>	<u>Trucks</u>	<u>Builder &amp; Date</u>	<u>Notes</u>
2, 4, 6, 8, 10	66' steel DE MU psgr. motor	56	Baldwin	Jewett, 1913	
12,14	75' steel DE MU psgr. motor	68	"	Jewett, 1917	
16,18	steel SE MU psgr. motor	48	Standard	Kuhlman, 1909	A,B
1,3,5	wood DE MU psgr. control trailer	52	Taylor	Preston, 1915	
7,9,11	wood DE MU psgr. control trailer	52	Baldwin	St. Louis, 1915	
21	steel SE MU psgr. control trailer	48	Baldwin	Kuhlman, 1909	B,C
23	steel SE MU psgr. control trailer	48	Baldwin	St. Louis, 1907	B,D
13,15,17, 19	wood psgr. coach trailers	60	?	? c.1895	E
E-1	wood MU express mtr.		Taylor	St. Louis, 1915	
L1,L2,L3	boxcab loco, MU			Cdn. Gen. Elect., 1915	F
B-1	wood express trailer		Archbar		G
C-3	wood caboose		"		
FA1	wood flanger auxiliary		"	L&PS, 1938	H
--	wood line car, box body		"	" ?	
--	line handcar, steel				
SP1	snow plow, steel		"	" 1936	J
100-105	air dump ballast cars		"	Western	K
200,202- 205	wood flat		"		L
300-302	wood boxcars		"	L&PS, 1935	M

Notes: A--16,18 acquired 1941 from The Milwaukee Electric Railway & Transport Co. Parlour Observation motor cars 1135 ("MENOMINEE") and 1136 respectively; rebuilt as coaches 1942 by L&PS, one door at one end, control at other end only.  
B--16, 18, 21 and 23 MU with themselves only.

C--acquired 1941 from The Milwaukee Electric Railway & Transport Co. Coach motor 1128; one door at one end, control at other end only.

D--acquired 1941 from The Milwaukee Electric Railway & Transport Co. Parlour Observation 1134 ("WAUBEESEE"); L&PS rebuilt as coach with baggage compartment at one end; one door at one end, control at other end only.

E--used in MU train operation, but without controls; acquired after 1917 from Wabash Ry., originally Pennsylvania R.R. coaches.

F--CGE builder's Nos. 5000, 5001, 5002; L2 with SKF roller bearings.

G--former Pere Marquette Ry. boxcar, acquired 1915-16.

H--body rebuilt from caboose C-1.

J--built from flatcar acquired from Pere Marquette Ry.

K--25'9" length, 60,000 lbs. capacity; acquired prior to 1927, believed from Michigan Central Railroad.

L--203 from Pere Marquette Ry., 1915-16; 204 acquired C.1928-31; 205 from CNR, 1932 (originally Grand Trunk Pacific); 200 built L&PS, 1924

M--capacities:300=60,000 lbs.; 301 and 302= 80,000 lbs.

# The little red caboose (no longer?) behind the train

Herein follow the principal portions of the texts of three recent documents bearing on the growing controversy surrounding the efforts of CN and CP to rid themselves of the necessity of having a hind end crew on freight trains together with the traditional item of rolling stock in which that crew has ridden since the early days of railroading. The first is a brief presented to the Railway Transport Committee of the CTC for its Dec. 3 hearing at Hull, Que. by a group known as M-TRAC (Metropolitan Toronto Residents' Action Committee) for Rail Safety (pronounce that very carefully or it will come out "Amtrak"), being a sort of federation of ratepayer associations generally concentrated in midtown Toronto in areas adjacent to the CP Rail North Toronto Sub. This group was formed after the November 1979 CP derailment on the Galt Sub. at Mavis Rd. which resulted in the evacuation of some 225,000 persons. The second item is the body of a letter sent by M-TRAC to municipalities in the Metropolitan Toronto area following the organization's attendance at the Hull hearing. Finally there is the text of a letter sent under date of Dec. 7, 1984 to the City of Toronto by Don Mazankowski, Federal Minister of Transport.

Cabooseless Trains and Their Impact on Public Safety--In devising the End of Train Unit, both national railways should be commended for this technological achievement. It is not, in a sense, new, since somewhat similar models have been in operation in parts of the United States. However, the Canadian railways have, in the past, been sharply criticized for their lack of technological progress and here is a case where they deserve some praise. As we understand it, the End of Train Unit is a useful adjunct since it provides instantaneous readings of air brake pressure and with more recent innovations will provide the means of applying the brakes at the rear of the trains through mechanical delivery. But the End of Train Unit--a small metal box weighing about 30 pounds--is not an electronic robot. It is simply a mechanical sensor and electrical transmitter, limited to air brake pressure and train balance. It is not a lookout that can report track or cargo irregularities and it does not have the capability of human judgement in the event of a serious chemical spill.

We accept that the caboose, as designed about a century ago, is antiquated and expensive. There has been very little redesign of the caboose concept in the past 100 years. Heated by oil stoves and containing sleeping accommodation no longer in use, the caboose is probably a good example of railway obsolescence. If the railways complain that these cabooses cost about \$175,000 each to produce, you would wonder why the railways did not devise a less expensive cabin for the train conductor's use. Perhaps the caboose should be only half its present size and still allow the conductor to go about his business in that cabin with a modest degree of comfort.

But what the railways propose is elimination of these cabooses and removal of the conductor from the rear of the train, replacing him and the caboose with this \$5000 End of Train box. The argument is being made that the United States has already approved removal of the caboose from 25% of U.S. traffic, through Presidential order, and there has been no perception of any degree of deterioration in safety as a result. It has been brought to our attention that what happened in the U.S. was a pretty fast shuffle, catching the railway employees to some extent offguard. Some States have reviewed what has taken place and it is reported to us that these States have started to take action to block the use of cabooseless trains over their territory.

We can imagine that, where there is perfect track and perfect concrete ties and no obstructions on the track and where the trains are in perfect running order, cabooseless trains and even completely unmanned trains, operated by robots, can be handled safely and the public should not not be concerned. But that is not the case today. Many of Canada's trains are still run on jointed rails, pegged (Sic) to wooden ties and over roadbeds that need constant attention. The trains themselves have become longer. Their cargoes of dangerous goods have increased. And it is these dangerous cargoes that concern us most. You will recall that Mr.



Justice Grange in his report on the Mississauga derailment stated that "The public has an interest in the running of trains when those trains are carrying dangerous goods" and it was to that interest that Mr. Justice Grange gave considerable attention.

One of the jobs of the railway employees running a train is to keep an eye on the wheels to detect sparks or smoke that might indicate a hot box. That, you may say, is now the job of the hot box detectors, when they work, and we are told that there are cases where they do not. Moreover, the detectors are spaced 20 miles apart in urban areas and we know there can be burnouts between one detector location and another. So, it is still essential that train employees keep an eye on the wheels and you have to say: How far back can a person riding in the front cabin (locomotive cab) see? Can he see as far back as 20 cars, 30, 40? Certainly he cannot see as far back as 120 cars or 150 cars, which are not an uncommon sight today. The length of trains may be 6000 feet or more, although Mr. Justice Grange suggested a limitation of 4000 feet. In fact there is no regulation limiting the length of freight trains--even freight trains carrying huge volumes of dangerous chemicals.

Very large quantities of these dangerous chemicals pass through high density areas every day. In some cases the high density areas could not be evacuated in time in the event of a serious chemical spill. The risks of such a spill have been evaluated by the Railway Transport Committee. The document known as the Burton-Post Report has provided ample warning of the situation which exists in Metro Toronto. We claim no special privileges for this area. All such problem areas should be treated in the same way, if they are confronted by the same situations. But we concentrate on Metro Toronto because there is a staff study before the Railway Transport Committee and it points up the potential for catastrophe that already exists. To test the End of Train Unit in open areas where people can escape is one thing; to test it on dangerous freight trains in high density areas is another. We plead with you not to allow removal of the caboose and the trained railway employee from the end of the train hauling dangerous chemicals through high density areas.

If this is just a matter of testing, why is it necessary to test the End of Train Unit on dangerous goods trains, and especially dangerous goods trains proceeding through high density areas? What purpose is served by this added risk which the public must bear? What purpose is served, other than a possible conditioning process where the public would have to conclude that no danger exists because the tests proved successful? We are not suggesting that test results can be predetermined. But we are suggesting that conditions surrounding planned tests undertaken for specific purposes may not be the same as normal operations. And even planned tests can meet unforeseen events. Why, then, are we imposing these added risks on dangerous goods trains in high density areas? We submit that the application of these tests to dangerous goods trains in high population districts be abandoned. Moreover, we apply this appeal to the specific area of Metropolitan Toronto where, as the Burton-Post Report concluded, the potential for catastrophe already exists and will only grow worse unless some relieving action is taken. It is almost two years since that report was placed in the hands of the Railway Transport Committee. Recently, there were press reports that this report has been placed in "abeyance". We are puzzled and alarmed by the use of this word. What does the word mean other than that the report has been pigeonholed? How is Metro Toronto to obtain the needed relief if the Railway Transport Committee does not take some initiating action?

Earlier this year we had a situation in the MacMillan Yard (CN's main Toronto sortation yard) where the scientific advisor to the Railway Transport Committee stated in evidence that a catastrophe might have been a possibility had the tank car involved contained a full load of its original product. There is another aspect of this planned cabooseless testing that raises public concern: the bunching up of all the train employees to the front of the train, along with the shipping papers pertaining to dangerous and other goods. What happens if there is a head-on collision and the engineer, brakeman and conductor are knocked unconscious or killed? Is the End of Train Unit going to raise the alarm? Not likely. Accident statistics are available dealing with the relative safety between the front and rear portions of freight trains. There can be no argument that the front portion is the most vulnerable. Why, then, are we imposing these added risks?

It is argued that the railways need to reduce their operating expenditures in order to remain competitive. It appears that someone in the railway industry has come up with a cost effectiveness factor which suggests the caboose must go, even if it means eliminating the trained employee from the rear of the train. And we can see the eventual possibility that the conductor will be eliminated altogether, for further savings. The public would like to be assured that such steps will not add to public risks. Our perception of the matter suggests a likelihood that risks will increase and we appeal to the Railway Transport Committee to see to it that that prospect does not materialize.

--Harold Morrison, Chairman, M-TRAC

To the Mayors and Councils--The railways have launched a determined drive to remove trained railway personnel from the rear of freight trains and replace the caboose with a mechanical device measuring air brake pressure. The proposed cabooseless trains would include the carriage of dangerous goods in urban areas.

A public hearing on the question of the safety of such cabooseless trains opened in Hull, Que., Dec. 3, 1984, under the direction of the Canadian Transport Commission. M-TRAC had two representatives at the week-long hearing as a Party of Record. The public hearing now resumes in Moncton and will continue in January in Winnipeg and Vancouver before returning to Hull for Final Argument on Jan. 28, 1985.

There is a grave concern expressed by railway personnel and by M-TRAC that the removal of the caboose and human judgement from the rear of freight trains carrying dangerous goods will increase public risks in urban areas. M-TRAC argued before the Transport Commissioners that the question of economic need for such action should be examined before any tests are allowed,

especially in the handling of dangerous goods traffic. The Transport Commissioners ruled that only the question of safety will be examined at this stage. Widespread operation of cabooselless trains under "test" would be allowed right across the country if the Railway Transport Committee of the Canadian Transport Commission finds in favour of the railways. From evidence presented at the Hull hearing it appears that the Railway Transport Committee had planned earlier this year to proceed with authorization of such cabooselless tests but was deterred by a public outcry. Although the Railway Transport Committee had set up a so-called Technical Group to devise the cabooselless test plan, there is no indication that emergency response forces in the municipalities of Canada had been consulted or invited to participate in the Technical Group. The evidence also indicated that the so-called Technical Group became disjointed with internal protest but much of what went on in the Technical Group is still undisclosed.

It is the concern of M-TRAC that, because of the high flow of chemical traffic and the resistance of the railways to lower speeds, Metropolitan Toronto receive as much protection as possible from the risks of such traffic and the possibility of another Mississauga-type derailment and chemical spill. M-TRAC has advised the Railway Transport Committee that it will plan to resume its presence at the public hearing at the Final Argument stage on Jan. 28, 1985.

--Harold Morrison, Chairman, M-TRAC



Minister of Transport      Ministre des Transports

Place de Ville  
Ottawa  
K1A 0N5

I know that many Canadians are very concerned about the potential impact of the removal of the cabooses, particularly with respect to safety. My colleagues and I share that concern.

Regarding the railways' application to the Canadian Transport Commission to eliminate the caboose, I can inform you that the government supports the CTC's plan to hold

public hearings before the proposed testing program begins. Public hearings will allow railway organizations, municipalities and other affected parties the opportunity to present their information and document their concerns before the CTC decides whether to proceed with the testing program.

The CTC had originally scheduled the public hearings to take place in Ottawa/Hull only, commencing Dec. 3, 1984. On behalf of those concerned, I wrote to the Honourable Jean Marchand, President of the CTC, urging him to hold the hearings in other areas of Canada as well. I am pleased to indicate that the CTC has agreed to expand the public hearings to Moncton, Winnipeg and Vancouver. The additional sittings will occur in Moncton Dec. 11-14, Winnipeg Jan. 9-11 and Vancouver Jan. 14-18. This will allow interested parties the opportunity to participate and will provide the CTC with valuable information on which to evaluate the proposed tests. I would like to point out that written submissions can be sent to Mr. John O'Hara, CTC Secretary, and will become part of the official evidence of the public hearing.

The issue of rail safety has long been a prominent interest of mine. Please be assured that I will continue to maintain that concern with respect to cabooselless trains. --Don Mazankowski

#### THE OTHER SIDE OF THE CABOOSELESS QUESTION

To state their position concisely and understandably on the question of the operation of freight trains without cabooses, CN and CP have jointly issued a brochure entitled "Cabooseless Operations: Safe and Sound". The text is paraphrased in the following:

Historical: One of the early effects of longer trains was the need for extra crew to assist in train movements. In the mid-1880's a car for the shelter of crew members not riding in the locomotive came into use and was dubbed the "caboose". The crew in this car had various duties to perform, including that of applying handbrakes on the rearmost cars to slow the train, when so whistled by the engineer. Cabooses serve as a tool and supply depot carrying lamps, flags, flares, chains and other tools and spare parts to assist in light repairs. The crew provides flag protection to the rear of the train, throws switches and receives hand signals about the condition of the train from ground personnel or crews on passing trains. The caboose also serves as an office for the conductor to perform his paperwork.

Technological Change: The advent of the automatic brake system eliminated the original need for the caboose, by eliminating hand braking. The supply and repair role of the caboose has been replaced by light repair shops and mobile repair crews. Most of today's main line train movements are controlled by CTC and other automated signalling systems, eliminating the need for flagging following trains. Power and spring switches have eliminated the need for the train crew to hand throw switches where there are such installations. Radio communication permits instant communication directly between the head end crew, the dispatcher and ground personnel, ensuring a greater degree of safety and a shorter response time in an emergency.

Electronic Scanners: Hot box and dragging equipment detectors perform inspection duties heretofore carried out by the caboose crew. When a problem is detected, the information is radioed immediately to the train crew. Computer information systems have greatly diminished the amount of paperwork necessarily performed by the conductor in the caboose. The accommodations in modern diesel locomotives are ample to permit the conductor to have a work station. Cabooses no longer have a significant function as living quarters for train crews, as over the past two decades personnel have been provided with modern and comfortable accommodations at crew change points.

End-of-Train Unit: The recent development of the ETU and associated devices, which register brake system pressure, measure distance travelled and indicate when the rear of the train is in motion, further supports the feasibility of cabooselless operations. The unit, mounted on the last car of the train, emits radio signals to a display unit mounted in the locomotive cab.

This display indicates brake pressure at the rear end and eliminates the need for tail end monitoring from a caboose. The unit and accompanying equipment also monitor the distance over which the train travels and indicates when the last car is moving and in which direction. (The rear of a train can move independently of the locomotive on the basis of slack running in or out). This enables the head end crew to ensure that the main stem is clear when a train goes into the hole, and that grade crossings are not blocked. CN & CP have tested the ETU under normal operating conditions during in excess of 700 test hours over more than 18,000 miles of track. The results show that the ETU is as safe as, and more reliable than, having the conductor monitor brake pressure in a van. Other advances contributing to safer operations include heavier rail, CWR and a wide range of other track improvements, as well as roller bearings on car equipment.

U.S. Experience: The Florida East Coast Railway has been operating all trains without cabooses for more than 10 years and its safety record has been outstanding; the Norfolk Southern is running as many as 25% of its trains without cabooses, with similar percentages applying on Seaboard Coast Line, Conrail, Illinois Central Gulf and Southern Pacific. A U.S. Presidential Board said in 1982 that cabooses could be eliminated without undermining safety and operational considerations.

Productivity: Cabooseless trains are more productive; operating the existing fleet of crew cars costs CN & CP nearly \$60 million per annum. Cabooseless operations are consistent with the responsibility for operating a safe, efficient and productive railway system.

(Editor's Note:

In spite of all the eloquent justification in the foregoing, a freight train without a hack tied on the rear end still looks like a dog with his tail cut off!)

--Our contemporary "The Fractured Frog" (Cincinnati RRE) reports that B&O trailer trains are now cabooseless.

#### NOTES FROM OTTAWA by J.M. Harry Dodsworth

--On Sunday, January 13 Train 44 from Toronto to Ottawa was made up of a locomotive and three cars (the regular LRC being presumably unavailable). While passing through Nepean, the engine caught fire, stopping the train. Passengers were evacuated into the snow; the train was pulled into Ottawa by another engine about an hour late after Nepean firefighters had put out the fire.

--On Saturday, January 19 LRC Train 46 from Toronto to Ottawa stopped at Leeds, east of Kingston, when a hot box warning light came on. The crew tried to cut out the offending car but in the weather conditions (-10 degrees Centigrade) and with the coupling and connectors iced up, it took almost two hours. Meanwhile the passengers were without light and heat and got very cold. They complained that the crew did not offer blankets, help or information. Mr. Brian Heath, VIA Rail's Public Relations Manager, was quoted in the Ottawa Citizen as saying "It must have been uncomfortable but did anyone die of frostbite?"(!) VIA subsequently apologized and said that LRCs will henceforth carry blankets (this may cause problems as space is limited on LRCs).

--The changes announced in January by Transport Minister Don Mazankowski will challenge that troubled organization. Rail service is to be reinstated on six routes although VIA is already short of rolling stock. More LRCs are to be built for short haul services and double deck cars for long haul. It is hoped to export these to unspecified markets. This is all to be done while budgets are reduced!

#### NOTES BY JOHN WELSH

• Tenders have been invited for the removal and sale of surplus track material from CN's former Ottawa, Arnprior and Parry Sound line, as follows:

- (a) Between Renfrew and Barry's Bay, Ontario (approximately 53.71 miles)
- (b) Between Barry's Bay and Whitney, Ontario (approximately 36.55 miles).

The work is to be performed in the Spring of 1985. The successful bidder must execute CN Contract 3819-B, and submit a guaranteed deposit of \$20,000 in the form of a certified cheque or bid bond.

• Bombardier Incorporated's United States assembly plant is located in the suburbs of Barre, Vermont, part way up Websterville Mountain. Last Dec. 4 a Light Rail Vehicle being assembled for Tri-Met (the Portland, Oregon transit system) got loose from the trackmobile that was pushing it and rolled out onto the main line of the Washington County R.R.--once the Montpelier and Barre--down the steep grade of Quarry Hill. Out of control, the runaway careened across busy Quarry Hill Road, derailed and plunged into the woods, sustaining heavy damage.

• For about 30 years, ex-Boston and Maine R.R. 4-4-0 No. 494 and a B&M caboose have been preserved admirably in the Town of Hartland, just across the White River from White River Junction, Vt. Now the locomotive and caboose have been refurbished and repatriated to the Town of White River Junction, to a location on a new site just opposite the Hotel Coolidge. A Central Vermont flat car has been added to the "consist".

• Vermont Valley R.R., organized to perpetuate steam excursions from Riverside (Bellows Falls, Vt.) to Chester (12 miles), managed to realize a deficit of \$35,000 in 1984, while maintaining the State of Vermont's image as a steam powered passenger train operator. Now Vermont Valley has turned over operation to its principal creditor, Green Mountain R.R. The only major change reportedly planned for 1985 by the new operator is the elimination of the one hour layover at Chester. To facilitate this improvement in the schedule, GMRR has purchased two cab control cars from New Jersey Transit and will use them this spring in push-pull service, thus eliminating the locomotive runaround at Chester--or anywhere else on the line, for that matter. This turn of events suggests that the GMRR train ride will be diesel powered, except for occasional steam powered trains, running on the old schedule, with a one hour layover at Chester.

--Latter three notes based on information in the Rutland (Vt.) DAILY HERALD

# Fares

Somewhat belatedly, because the item was squeezed out of a brimming February NEWSLETTER, the details of new year's fare increases on three transit systems are presented herewith.

**Toronto**--The annual increase took effect on Jan. 2, reflecting an average increase of 5.7%, following approval by the TTC in December. Adult fares have risen to eight tickets or tokens for \$5.90 (73.75¢ per ride) from seven for \$4.90, with the cash fare increasing to 95¢ from 90¢. Senior Citizens' fares are now eight for \$2.95, up from five for \$1.75, while children's tickets are four for 95¢, compared to four for 90¢. The Metropass, commencing with the February pass, sells for \$38.50 instead of \$36.50, with the Seniors' pass increasing to \$25.25 from \$24. Old tickets were accepted at face value up to Jan. 31, with a 5¢ supplement through February, and may be cashed in at Head Office thereafter.

**Hamilton**--New Year's Day saw higher fares in effect on the Hamilton Street Railway. The adult cash fare went from 85¢ to 90¢, while tickets are now available at 10 for \$8.50 instead of the previous 10 for \$7.50. Children's fares, by contrast, actually dropped, from 30¢ to 25¢ cash, with tickets now five for \$1.25 instead of five for \$1.50. Students' and Seniors' tickets escalated from five for \$2.25 to five for \$2.50. The Adult Monthly Pass went up from \$30 to \$32, while Student/Senior monthly passes rose from \$17 to \$20.

**Montreal**--MUCTC fares also went up on Jan. 1, to the levels as shown in the following segment of a newspaper advertisement:

New fare tickets, C.A.M. and C.T.A.M. cards for January will be on sale beginning December 26, 1984.

Commuters wishing to use up their old tickets may do so by adding five cents (5¢) to make up the difference in fare.

## Regular Adult Fares

Cash	\$ 0.90
Book of 15 tickets	\$11.00
C.A.M. card	\$26.00

## Reduced Fares

Students and senior citizens, 65 and over	
Cash	\$ 0.35
Book of 10 tickets	\$ 3.00
C.A.M. card	\$10.00

C.A.M. = Carte Autobus-Métro

C.T.A.M. = Carte Train-Autobus-Métro

### Note:

No mention of service past Ste-Anne-de-Bellevue or Roxboro or to St-Hilaire, on the South Shore (still CN Rail).

## Suburban Trains

The chart below shows the CTAM (train-bus-métro card) fares for commuters living on the island of Montréal. The price of one fare, whether paid in cash or with tickets, will be double the new bus or métro fare. For commuters who live outside the Montreal Urban Community boundaries, the total fare increase will be 7.5%

## Montreal-Two Mountains Line

	Regular	C.T.A.M. Reduced
Portal Heights, Mount Royal, Vertu, Monkland, Val-Royal stations	\$32	\$16
A-Ma-Baie, Roxboro stations	\$35	\$17.50

## Montreal-Rigaud Line

Westmount, Montreal West stations	\$32	\$16
Grovehill, Dorval, Pine Beach stations	\$35	\$17.50
Valois, Cedar Park stations	\$38	\$19
Beaconsfield, Beaurepaire, Baie d'Urfé, Sainte-Anne-de-Bellevue stations	\$41	\$20.50

--MUCTC information from Sandy Worthen

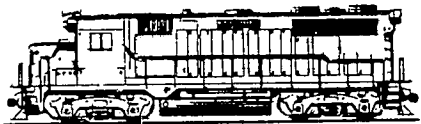
**MIMICO AND WILLOWBROOK**--On Saturday, February 2 I attempted to see the new VIA maintenance facility at Mimico, but found the site protected by guards with guns and dogs (!!) If this situation continues after the facility opens, such that even peripheral encroachment is made impossible, we will be at a loss as currently one can view Spadina Yard from Front St. and Spadina Ave.

On the same day, two structures looking like catenary towers outside the west end of GO Transit's Willowbrook Shop, presumably for GO-ALRT, were observed. Also, an additional fuelling bay using the body of a covered hopper has been erected on a track outside of the west end of the shop. F40PH 513 was being fueled at the facility. --Dave O'Rourke

--Removal of Toronto Harbour Commissioners' trackage along the centre median of Queen's Quay West between York and Rees (John St.) is scheduled to commence on May 20.



# MOTIVE POWER



## and car equipment



The following units are equipped with End Window Glass (FRA Type 1) and Side Window Glass (FRA Type 11) in accordance with United States Department of Transportation FRA Safety Glazing Standards. The list is as of Jan. 30, 1985.

### CN Units Assigned to FRA Service

<u>Class</u>	<u>Unit Nos.</u>	<u>No. of Units</u>	<u>Assigned</u>
GR-12	1377, 1378, 1388, 1389	4	Neebing
MR-20	2521-2525, 2529, 2560-2575	22	Taschereau
	2520, 2530-2534, 2536-2551, 2553-2559, 2576-2589	43	Gordon
GR-17	4589, 4590, 4592, 4595, 4596, 4599, 4601	7	Fort Erie
GF-30	5008-5010, 5012-5017, 5019-5029, 5200-5223	44	Symington
GS-12	7720-7725	6	Fort Erie
GR-430	9302-9317	15	Fort Erie

New or Remanufactured CN Units Equipped with FRA Glazing

<u>Class</u>	<u>Unit Nos.</u>	<u>No. of Units</u>	<u>Assigned</u>
MF-32	2100-2119	20	Gordon
GR-418	4000-4036	37	Senneterre
	4100-4116	5	Sarcee
GF-30	5324-5343	20	Calder
	5344-5353	10	Thornton
	5354-5363	10	Symington
GPA-418	6300-6304 (VIA)	5	Symington



The following Southern Ontario switcher units are being renumbered as follows, to clear number blocks for rebuilds:

<u>London</u>			<u>Fort Erie</u>			<u>Windsor</u>		
GS-9a	<u>Old</u>	<u>New</u>	GS-12e	<u>Old</u>	<u>New</u>	GS-9a	<u>Old</u>	<u>New</u>
"	7200	7900	"	7020	7720	"	7201	7901
"	7203	7903	"	7021	7721	"	7202	7902
"	7215	7915	"	7022	7722	"	7220	7920
"	7222	7922	"	7023	7723	GS-9c	7236	7936
	<u>Mac Yd.</u>		"	7024	7724	"	7239	7939
"	7204	7904	"	7025	7725	"	7240	7940
"	7206	7906				"	7241	7941
"	7214	7914	<u>Sarnia</u>			<u>Hamilton</u>		
"	7218	7918	GS-9a	7207	7907	<u>GS-12a</u>	7001	7701
"	7221	7921	"	7208	7908	"	7002	7702
GS-9c	7242	7942	"	7209	7909	"	7003	7703
GS-9d	7243	7943	"	7210	7910	"	7004	7704
"	7247	7947				"	7005	7705
"	7248	7948				"	7006	7706
"	7252	7952				"	7007	7707
GS-12e	7026	7726				"	7009	7709
"	7027	7727				GS-12f	7033	7733
"	7028	7728				GS-12g	7034	7734
"	7029	7729						
GS-12f	7030	7730						
"	7031	7731						
"	7032	7732						

The new classes of remanufactured locomotives will be numbered as follows:

Class GS-418, Road Nos. 7000 to 7199; Class GY-418, Road Nos. 7200 to 7299.

The 1985 work program will include 14 locomotives of each series, GS-418 units 7000 to 7013 and GY-418 units 7200 to 7213.

GY-418 rebuilds will include 4511 to 7206, 4575 to 7207, 4580 to 7208, 4515 to 7209, 4584 to 7210, and 4592 to 7211.

--The following GR-17p and GR-17y class locomotives have been renumbered to make the 4100 number series available for GR-418 rebuilds: 4110 to 4369; 4117 to 4373; 4118 to 4374; 4120 to 4376; 4127 to 4381; 4129 to 4382; 4133 to 4385; 4150 to 4391; 4153 to 4393; 4154 to 4394. Unit 4147 was not renumbered 4390 as originally planned but was retired on Oct. 11, 1984. Also, units 4124 and 4132 were not renumbered 4379 and 4384 as previously intended but have been remanufactured from GR-17 to GR-418 class locomotives and renumbered 4109 and 4110, respectively.

## POWER NOTES BY BRUCE CHAPMAN



--CP FM Trainmaster 8905, at the CRHA Museum, Delson, Quebec, has been cosmetically restored.

--7077 left St. Luc Dec. 21, destined for Delson.

Rebuildings--8164 to 1251, left Weston Dec. 21; 8588 (ex-8529), left Ogden Dec. 28 and was assigned to Toronto; 8646, suffering damage from an accident at Kamloops, B.C. Dec. 20, entered Ogden on Jan. 3 to become 1592; 8773 emerged from Angus on Jan. 13 as 1827, while 1828, formerly 8793, emerged Feb. 8; 5583 was released by DDGM as a rebuild on Feb. 5; it is assigned to Coquitlam, B.C.

Retirements--Approval has been received to scrap RS2's 8403 and 8404 at Angus. These 1949-built Alcos were familiar sights for years on the Newport-Wells River, Vt. line. Also facing scrapping are 7037, 7058, 7076, 7095.

--The former GRR-LE&N interurban shop at Preston, Ont. was closed on Jan. 7, so units 8160 and 8161 are being maintained at Toronto.

--4744 will receive controlled field testing in restricted revenue service on the M&O Sub. until Oct. 1985. A DRS-18 or DRS-24 will accompany 4744, and the other unit is to have the dynamic brake working. Later, up to three QNS&L units with dynamic brakes will be required for the tests.

--7080 was leased to the Shawinigan Falls Terminal Ry. in Quebec on Dec. 30.

--It is reported that 4-6-2 1201 will be towed out to Craigellachie, B.C. this November for the 100th anniversary of the driving of the last spike on the transcontinental railway.

--Business Car "LAURENTIAN" was severely damaged in a fire at Glen Yard, Montreal, probably beyond repair, during recent renovations.

Orders--CP has ordered 45 GP38-2s from DDGM for delivery in late 1985, with work to begin in July or August, and the first delivery scheduled for September.

--SD40-2s 6062, 6063 were received on Jan. 14; 6066-6068 Jan. 26.

## CP INVENTORY CHANGES, DECEMBER 1984

## Additions

No.	Class	Type	Year Built	H.P.	Remarks	Date
5871	DRF-30w	Road	1984	3000		Nov. 30, 1984
5872	"	"	"	"		"
5873	"	"	"	"		"
5874	"	"	"	"		Dec. 5, 1984
5875	"	"	"	"		"
5876	"	"	"	"		Dec. 14, 1984
5877	"	"	"	"		Dec. 15, 1984
5878	"	"	"	"		Dec. 14, 1984
5879	"	"	"	"		Dec. 15, 1984
6055	"	"	"	"		Dec. 18, 1984
6056	"	"	"	"		"
6057	"	"	"	"		Dec. 19, 1984
6058	"	"	"	"		"
6059	"	"	"	"		Dec. 20, 1984
6060	"	"	"	"		"
6061	"	"	"	"		"

## Deletions

7037	DS-10c	Yard	1945	1000	Retired at Weston	Dec. 18, 1984
7058	DS-10e	"	1947	"	" " Angus	Dec. 10, 1984
7076	DS-10h	"	1948	"	" " Weston	Dec. 18, 1984
7095	DS-10h	"	1949	"	" " Angus	Dec. 10, 1984



Rebuildings--6529 to 6311, outshopped Pt. St. Charles Dec. 28; on the same date 6532 emerged as 6310. Next in line: 6506, 6507.

Orders--VIA is reportedly considering an order for 11 F40PH-2s.

Transfers--RDC 6124 returned to Calgary and then hit an automobile near Ponoka, Alta. on Feb. 3, and was destined for CN, Transcona, for repair; and now 6147 will move from Calgary to Toronto.

--The following ex-CP RDCs are now back in service: 6131, 6133, 6207, all of which had fire damage. 6104 and 6144 are back at Calgary, while 6205 is in Toronto.

--6314 is to be the last rebuild for VIA pro tem.

Retirements--E8 1898, ex-CP 1800, was scrapped at Ogden Jan. 5.

Miscellaneous--VIA has decided not to convert the ex-CP Budd stainless steel passenger equipment to HEP.

--TH&B 77 is stored unserviceable at Toronto, as is B&O 3700.

--The BCR has ordered five SD40-2s for May delivery, at a cost of \$6.8 million. Two of them will replace 755 and 760, retired following a June 18, 1984 head-on collision. The new order will give BCR 134 locomotives, including the seven electrics. The SD40-2s will be painted in the new red, white and blue colour scheme. As of Jan. 2, 1985 all locomotives will be outshopped in this livery, at the rate of 15-18 annually.

--On Feb. 16 a CP Rail air repeater car (dark blue livery with red and white Multimark) was spotted in a piggyback train backing towards Campa Jct., being used presumably because of cold weather.

--A mid-February check of Spadina Roundhouse found CN 2109 ("Draper Taper"), CP 5655 (SD40-2) and ONR 1802 (GP38-2) outside, together with LRC's and RDC's, but no F's were in evidence except for one 'B' unit (shades of things to come).

--Above two items from Dave O'Rourke

--Another one bites the dust: The TH&B has lost another engine. GP9 401 had a major electrical failure while in use on the Toronto-bound BUCP on Feb. 4 near Bayview Junction. Incredibly, the train's other unit, a GP7, forwarded the 60 car train to Agincourt on its own. The TH&B is now left with three road switchers: two GP7s, 73 and 75, and one GP9, 403.

--Conrail power on the BUCP and CPBU from Jan. 25 to Feb. 19, 1985: 7969-8231-8223, all GP38-2s; 7878-8231-8223, GP38, GP38-2, GP38-2; 8223-8231-3350, GP38-2, GP38-2, GP40-2; 8223-8231-3317, GP38-2, GP38-2, GP40-2; 7994-7700-7863, GP38-2, GP38, GP38; 5824-7438, GP7, GP9 (Canadian units)

--Above two items from Doug Page and Mike Lindsay

CP RAIL MOTIVE POWER AND ROLLING STOCK ON ORDER AS OF JANUARY, 1985

Diesel-Electric Locomotives

Qty.	Description	Purchase or Lease	Date Ordered	Builder	Delivery Schedule
30	3000 HP SD40-2	purchase	Jan. 10, 1984	DDGM	22 shipped, balance Jan. 1985
45	2000 HP GP38-2	"	Dec. 24, 1984	DDGM	Sept. 1985- Feb. 1986

Freight Equipment

654	Steel covered hoppers, 100-ton, 4550 cu.ft. capacity	Purchase by the Cdn. Wheat Board	May 16, and Sept. 12, 1984	Nat'l. Steel Car Ltd.	650 shipped, balance Feb. 1985
50	Air dump cars, 70-ton, 40 cu. yd. capacity	purchase	July 17, 1984	"	Feb.-Mar. 1985
271	Steel covered hoppers, 100-ton, 4550 cu.ft. capacity	Purchase by the Cdn. Wheat Board	May 16, 1984	Marine Industries Ltd.	Uncertain due to strike

VIA RDC ASSIGNMENT LIST by Bruce Chapman

Halifax\* 6106, 6108, 6115, 6119, 6122, 6128, 6130, 6138, 6139, 6141, 6142, 6143, 6218, 6219, 6220, 6221, 6222, 6223, 6224.

Moncton\* 6112, 6118, 6136, 6137.

Montreal\* 6100, 6101, 6107, 6111, 6116, 6131, 6140, 6200, 6203, 6204, 6206.

Toronto 6000, 6001, 6002, 6003, 6004, 6005, 6006, 6113, 6120, 6126, 6132, 6133, 6135, 6203, 6207, 6212, 6215\*\*6102, 6105, 6109, 6114, 6123, 6127, 6129, 6148, 6202, 6205, 6211, 6217, 6225.\*

Calgary\* 6104, 6124, 6144, 6147. Victoria\*\* 6125, 6134

Pte. St. Charles\* 6110, 6121, 6145, 6208, 6209 (all Toronto cars except 6145=Montreal)

Transcona\* 6214 (Toronto car)

\* All units assigned have Cummins engines; in Toronto listing, includes cars 6102 to end of list at 6225.

\*\*Have GM engines; in Toronto listing, includes cars from start of list (6000) to car 6215, inclusive.

Stored Unserviceable 9053, 9113, 9200, 9020, 6401, BC40, BC41, BC42, 6117, 6146, 6210, 9250, 6450, 6453, 6475, 9251.

Total 77 cars (58 Cummins, 19 GM)

**Toronto Transit  
Commission**



**News**

• The threat to the Howard Park Ave. portion of the 506-Carlton carline appears to have subsided, at least in part. The local ratepayer association, which initially supported a March 1984 petition organized by a City Alderman seeking bus substitution, has more recently formally stated in a communication to the City that it realizes the value of having a through service to the central part of the city, and that it is no longer pushing for conversion. It also states its recognition of the desirability to the community at large in having an excellent transit service directly into High Park. The Association does urge, however, that the TTC and the City work on the track and track allowance in an effort to stifle noise and vibrations. The two local Aldermen are now urging that the TTC divert Carlton cars to Dundas West Station after 11:30 p.m. (this route change is now made at 1:15 a.m.) and that day service not commence on Howard Park Ave. until 8:30 a.m. on Saturdays, Sundays and Holidays.

• While nothing in the way of hard information has been released as to how the facility will be served, TTC Chief General Manager A.H. Savage says that the site chosen for Metropolitan Toronto's proposed domed stadium (virtually on the location of CN's Spadina Roundhouse) will be the easiest site for transit to serve of all of those that were seriously considered. He indicated that the facility may provide the impetus for the Spadina street car line finally to see the light of day, which may have loading platforms constructed into a rebuilt Spadina Bridge. The stadium would also be closely accessible from the Harbourfront LRT line (if same is constructed), from the intersection of Queen's Quay and John St.

• As the scheduled opening day for the Scarborough RT line draws nigh, TTC and UTDC forces have been working around the clock at McCowan Carhouse and St. Clair Carhouse on modifications to the car equipment (some of the cars have been moved to the latter location for retrofits).

Changes to six power control units (traction power and auxiliaries) on each car have been required, the problems being exacerbated by snow and wet weather. Power units have also been shipped back to Canadian General Electric for retrofit. Trains have been operating 24 hours a day during the recent severe winter conditions to prevent snow and ice buildup on the power rails--there have been what TTC personnel have described as "arcing and bouncing" problems with pickup shoes. Stan Lawrence, the TTC's General Manager of Engineering and Construction, has speculated that snow has probably never drifted at UTDC's Millhaven test track in the way that it has on the Scarborough line. The feverish activity on the rolling stock is leading up to the March 22 ceremonial opening of the RT line and the March 23 startup of regular service. Due to car shortages the initial service schedule will not include Sundays, while operations will cease at 10 p.m. on other days.

- TTC CLRV 4000 was observed inside Hillcrest Shops on Feb. 25, 1985, in the process of being restored to its original red, grey, white and black livery from its yellow and blue Provincial Bicentennial special paint scheme which it wore from June of last year.
- The Commission's 1985 Surface Track Rehabilitation Program includes the following:

#### A. Tangent Track

<u>Street</u>	<u>Section</u>	<u>Distance</u>	<u>Scheduled</u>
Bingham Ave.	Kingston Rd. to loop entrance	175'	Early May
King St. W.	University to Spadina	2700'	Sept.
King St. E.	Sherbourne to 115' w. of Berkeley St.	900'	Late Sept.
Roncesvalles Ave.	Queen to Wright	2320'	Late May-early June
King St. E. & W.	Bay to Toronto St.	1250'	Oct.
Dundas St. W.	Bloor to Edna*	520'	Early May
Broadview Ave.	Danforth to Erindale*	590'	Late June
Dundas St. W.	Yonge to McCaul	2600'	May
Dundas St. W.	Howard Park to Lansdowne	1250'	Early July
The Queensway	Roncesvalles Yard to Claude Ave.	1350'	Early Sept.
St. Clair Ave. E.	Yonge to St. Clair Station	595'	Late May-early June

#### B. Intersections

Dundas and Lansdowne, late July-early Aug.; Queen and Shaw, July; St. Clair and Old Weston Rd., late Aug; King & York, Apr.

#### C. Miscellaneous

Russell Carhouse (unspecified), Sept. or Oct.; Humber Loop, Apr.; Rail replacement at car stops, continuous between last week of March and end of October.

Notes: All tangent track projects involve 100% new rail except St. Clair Ave. E., which will have 130' of new rail and the balance retaining existing rail; all tangent track distances are in double track feet, except single track on Bingham Ave.

\* indicates that project also involves special trackwork rehabilitation.

- One of the TTC's most notable properties, the former Danforth Carhouse and yard, which once accommodated over 200 streetcars, is in some danger of disappearing. Used exclusively as a bus garage since the carline abandonments consequent upon the 1966 opening of the Bloor-Danforth Subway, the facility is under pressure from neighbouring residents who are seeking its relocation. The concerns of the latter relate to nighttime engine idling noise and fume emissions from the property generally, two problems which were not present when it was used by streetcars. The TTC had been seeking a developer who would build over the property, thus enclosing it, but a press report at time of writing suggests that the TTC may consider vacating the property entirely if a suitable alternative location can be found.

#### HAMILTON STREET RAILWAY NOTES

The 3-Cannon trolley coach route may have seen its last operation with the electric vehicles. Diesel buses were substituted last fall as street reconstruction work took place at two locations on the route, and the diesels are continuing to operate although the road work has long since been completed. De-electrification of the Cannon route had been rumoured for some period of years, even before the more recently threatened phase-out of T.C.'s on the system generally had been mooted. All overhead remains in place on the Cannon line, nevertheless, apparently in useable condition. The route was Hamilton's original T.C. line, dating from 1950.

--Recent newspaper articles have suggested that the HSR's Sanford Ave. carhouse/garage/shop facility may not be reconstructed after all, and that the property may be sold for redevelopment, removing the system's last real link with street car days. A new lower town garage/maintenance facility would be constructed at a location in the industrial north end of the city.

--Information from Dick Vincent

--CP Rail has awarded a contract to Dominion Bridge Ltd. of Vancouver for the construction of a three-span, single track railway bridge over the Illecillewaet River, a short distance east of Revelstoke, B.C. The bridge consists of two flanking spans, each 28 feet long, and one 145 foot centre span, and will be installed adjacent to the existing single track bridge. The project is part of the railway's five-year double tracking project underway in the Selkirk Mountains. Installation of the bridge is to begin in March and is scheduled for completion in June.

--CP release

--The CP station at Cassidy, B.C. (Vancouver Island), Mile 64.8 Victoria Sub., on the E&N, burned down the night of Jan. 18.





# UCRS and other events and activities

by Ed Campbell

--Three UCRS Directors resigned at the end of the year. These were Charles Randall, Norm English and Irene Shadlock. They all have been very devoted servants of the Society and will be very much missed. I am sure that the members thank them very much for the fine work that they have done.

--Four members were nominated at the Feb. 15 Annual Meeting to fill the three vacant positions. Ballots were cast resulting in a three-way tie; something new, I believe, to the Society's elections. A second ballot was cast, resulting in the election of Sandy Worthen, Pat Scrimgeour and John Fleck. We wish them well. The responsibilities of the individual Directors will be announced in the next issue of the NEWSLETTER.

--Please note the change of date for the Toronto meeting to March 22, to be held at the Education Centre.

--Help is still needed for the Sportsmen's Show, March 15 to March 24. The Society's booth at the show needs to be staffed at all times. Please call George Meek at 532-5617 or John Laraway at 425-3162 if you can help--do it now!

Thursday, March 14--CRHA Toronto and York Division meeting at Harbourfront, 235 Queen's Quay West at 8 p.m. Admission free; visitors welcome.

Friday, March 15 to Sunday, March 24--The Canadian National Sportsmen's Show at the Coliseum, CNE Grounds, Toronto. See note above.

Sunday, March 17 and Sunday, March 24--Delaware and Rutland Model Railroad Club Open House, 1 to 5 p.m., 7 Oakland Ave., Weston. Admission: Adults \$2, Children 50¢.

Wednesday, March 20--The Upper Canada Society of Model Railroaders meet in Bathurst Heights Collegiate, Room 204, at 7:30 p.m. No admission charge; John Vincent will speak on wiring.

Friday, March 22--UCRS regular Toronto meeting in the 6th floor auditorium of the Education Centre, corner of College and McCaul Streets. Doors open at 7:30 p.m. for pre-meeting get-together outside auditorium. Meeting will start at 8 p.m. sharp. The previously announced program will not be available (it is hoped to present it at a later date). In substitution, member Albert D. Kerr of Buffalo will present a slide show featuring

Colorado railroading and traction, including rare views of the Rio Grande Southern narrow gauge, and Fort Collins and Denver streetcars. This promises to be one of the most outstanding meetings of the year, so plan now to attend. And, don't forget to bring your newscast slides.

Friday, March 22--The UCRS Hamilton Chapter will meet at 8 p.m. in the CN station, Hamilton. All members are always welcome. Be sure to bring some of your 35mm slides, as a slide showing will be the feature of the meeting.

Saturday, March 23--The Lake Shore Model Railroad Association will hold a model flea market from 10 a.m. to 3 p.m. in Lynwood United Church, 1465 Leda Avenue, Mississauga. Admission \$1.

Saturday, March 30--A model railroad tour from 10 a.m. to 9 p.m. For information write 2 Forfar Ave., Kitchener, Ont., for tickets and maps. Admission \$1.50.

Saturday, March 30--Annual Banquet, Buffalo Chapter, NRHS, at Salvatore's Italian Gardens, Depew, N.Y. (Buffalo suburb). Speaker: James Bistline, Norfolk Southern Railway. Information: call Al Kerr, (716) 836-0872.

Thursday, April 11--CRHA Toronto and York Division meeting at 235 Queen's Quay West at 8 p.m. Visitors welcome; admission free.

Friday, April 12--Ontario Society of HO Model Engineers meeting at Rosedale United Church, 8 p.m. Visitors welcome; admission free. The church is located at the corner of Mt. Pleasant Rd. and South Dr., Toronto.

Friday, April 19--Regular UCRS Toronto meeting in the 6th floor auditorium of the Education Centre at the corner of College and McCaul Streets. There will be the usual get-together outside the auditorium at 7:30 p.m. so that the meeting may start at 8 sharp. Bring your newscast slides and enjoy the program, which will consist of 16mm sound movies of Ontario Rail Association steam trips of the 1970s, and ex-CPR Royal Hudson 2860, provided by Adrian Schuman.

--Mr. Robert Halperin, Director of Marketing, Urban Transit Equipment, Bombardier Inc., Mass Transit Division, in addressing the Annual General Meeting of Transport 2000 Ontario on Feb. 16, revealed that the Federal Government plans to call for bids on behalf of VIA Rail on 208 units of passenger train equipment of Amtrak Superliner design, and valued at over \$400 million. The plans to develop a separate Canadian design for bilevel long distance equipment would seem to have terminated with the demise of the Liberal government. Mr. Halperin indicated that the equipment order would likely be shared by Bombardier and UTDC (Railtrans), with Bombardier building the car bodies at its Quebec plant, and UTDC producing the suspension, interiors and probably the undercarriage. Bi-level cars cost about \$2 million each. But in a 1983 study, Transport 2000 found that operating such cars in transcontinental service--sleepers, coaches, diners, and lounges--would cut VIA's expenses by 31.6 %. Currently, VIA is field testing borrowed Amtrak Superliner equipment between Winnipeg and Edmonton. In addition to the VIA deal, there is also a possibility that Bombardier will manufacture between 40 and 80 additional cars for Amtrak, if the U.S. agency survives a threatened 100% subsidy cut in President Reagan's proposed budget. Negotiations on the VIA order are currently taking place between the Department of Transport and the builders. Any order is subject to Treasury Board approval.

#### CALGARY-EDMONTON DAYLINER CANCELLATION : THE ALBERTA VIEW

VIA Rail will phase out its so-called "death train", the Dayliner between Edmonton and Calgary. Seven people have died in 11 Dayliner accidents in the past two years. Edmonton Mayor Laurence Decore has applauded the Dayliner cancellation, saying that it would have no negative impact on his city. "It is a seedy, tacky service used by very few people," he says. "Its 200 level crossings make it an absolute calamity that has caused too many deaths." His Calgary counterpart, Ralph Klein, also expressed little regret. In fact, the Mayor gleefully began speculating on the prospects of building a super-fast "bullet train" along the corridor instead.

--extracted from "Alberta Report", forwarded by M.F. Jones

HOLD THE PHONE--THE CALGARY-EDMONTON RUN WILL NOT BE CANCELLED;  
TRANSPORT MINISTER MAZANKOWSKI HAS INTERCEDED TO SAVE IT.

#### UPPER CANADA RAILWAY SOCIETY

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