

CP DIESELISATION  
WIARTON SUB ABANDONMENT



# Newsletter

INCORPORATED 1952

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**UPPER CANADA RAILWAY SOCIETY**  
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PLEASE ADDRESS ALL CORRESPONDENCE RELATIVE  
TO THE NEWSLETTER, TO THE EDITOR AT THE  
ABOVE ADDRESS.

OUR COVER: CPR E8 1802 (EMD, 1949) was involved in one of the railway's pioneer dieselization undertakings, that of the Montreal-Wells River (Vermont) operations that year. Here, the beautiful maroon and grey locomotive is seen eastbound on the Galt Subdivision, east of Campbellville, Ontario, with a UCRS excursion. John Thompson recorded this scene on October 23, 1965.

CORRECTIONS--Sharp eyed readers have picked up certain errors which crept into Newsletters 363 and 364: The ONR owned originally 22 (not 23) FP7A units, of which 11 remain, 9 have been transferred to GO transit as Auxiliary Power Control Units, and two have been scrapped following wrecks; the C.P.R. Starlight does not use Conrail power, and is confined to CP units--However the Kinnear from Toronto Yard to Kinnear Yard (Hamilton) uses Conrail or TH&B power running through to Frontier Yard in Buffalo; Union Station track numbering requires some explanation: formerly Track 11 was outside the train-shed but was equipped with an umbrella; it was used both as a platform track and as a through track. Two additional tracks are now within the train-shed, these being Nos. 11 and 12; in addition, Track 13, outside the shed and with umbrella, is a platform track.

We are sorry for the "howler" on the front cover of last month's Newsletter, an error that was strictly that of our printer. No, the Newsletter is not in its 364th year of publication: Please strike out the word "Volume" on your copy and write in the word "Number".

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- In a heartwarming reversal of a lamentable trend to relocate railway stations to outlying suburban areas (as in Saskatoon, Windsor, Quebec City, etc.), VIA has opened its first new station in the central core of a city--St. John, New Brunswick. The temporary prefabricated building (to be replaced in the near future by a more substantial permanent facility) is at the approximate site of the old Union Station, demolished in 1970. In the intervening decade, CP's Atlantic Limited from Montreal had terminated at a yard office on the west side of town, while CN's trains to Moncton left from a yard in East St. John. Obviously the St. John city fathers of 10 years ago had little interest in passenger service. There's nothing like a threatening energy crisis to bring home the value of downtown to downtown rail service.



CONSTRUCTION BEGINS ON FIRST TORONTO LRT LINE

by John D. Thompson

In mid-December, 1979, the Toronto Transit Commission awarded the first contract for the four-and-one-half mile Scarborough Light Rail Transit Line. Construction began on January 28, 1980. The \$2,368,000 contract involves the construction of an elevated loop, loading platforms and ramp at the line's southern terminus, the new Kennedy Subway Station. Additional contracts will be awarded as summer nears, so that construction will be well underway by year's end. Opening is scheduled for August, 1982.

The LRT line will link Kennedy Station, the new eastern terminal of the Bloor-Danforth Subway, with the Scarborough Town Centre, site of a major shopping mall and the Borough of Scarborough Municipal Offices. It will be operated with the TTC's new CLRV's, suitably modified for limited stop private right-of-way operation. The cars will stop at low level platform stations which, with the exception of the Kennedy and Town Centre facilities, will be very simple affairs, with fare collection being aboard the cars. This will help to keep the cost of the line down to an estimated \$96.5 million, including rolling stock.

The Scarborough LRT Line represents the first recent North American application of a tried-and-true European planning principle--that of constructing an LRT line (or, if you prefer, a suburban trolley line) into a comparatively lightly-populated suburban area, specifically to stimulate high density development. Scarborough is a more or less typical postwar suburban community, located in north-eastern Metropolitan Toronto, although it already has far more high rise apartments than most U.S. suburbs. The Scarborough Town Centre, opened in 1968 in the approximate geographic centre of Scarborough, was planned to become a regional sub-centre, containing office and apartment buildings, as well as a shopping mall and municipal offices. Rapid transit access was considered essential to achieve these goals; as the projected ridership did not warrant a full-scale subway, the LRT mode was chosen. In light of the worsening energy situation, this was indeed a wise decision. It was made after very thorough studies and evaluation by the TTC and Metropolitan Toronto.

Ample land has been set aside at the Centre for development. Already, a large Bell Telephone office building is nearing completion. Work will begin this spring on a major hotel and office complex east of the Town Centre station, with opening timed to coincide with that of the line. Other developments are in the planning stage. These will provide many patrons for the line, and will promote a balanced two-way movement in peak hours, the best situation for a rail transit facility.

Leaving the upper level of Kennedy Terminal, the LRT line descends a ramp to ground level, immediately north of the Eglinton Avenue overpass, after making a sharp left turn. It then proceeds due north at grade level, parallel to the Uxbridge Subdivision of the Canadian National Railway, and on the west side thereof, in a wide power line right-of-way. North of Eglinton Avenue there will be a 425 foot siding for car storage. Lawrence Avenue, some one-and-a-quarter



miles to the north, is the first intermediate station. This busy east-west street crosses the LRT line on a new overpass. Several adjacent highrise apartments should boost patronage. From Lawrence to Ellesmere the line uses a 29-foot wide right of way obtained from the CNR and some adjacent industrial properties. It is also planned to build an overpass at Ellesmere; application for funding has been made, although completion may not come about until after the LRT line opens. In this case, there will be a temporary grade crossing.

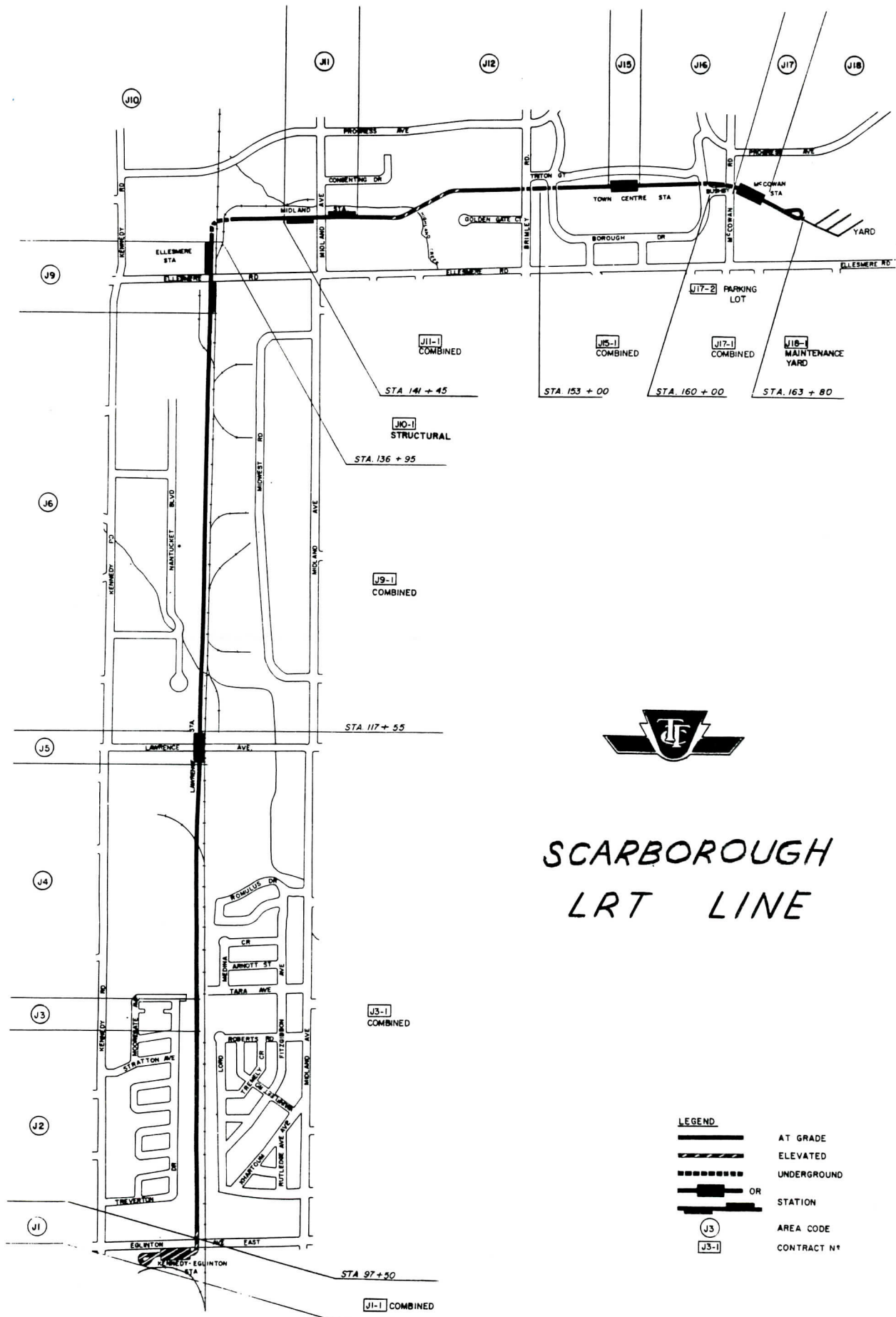
Just north of Ellesmere Station, the line descends into a 450-foot curved tunnel under the CNR. It emerges at surface level in a Borough of Scarborough Works Yard, and proceeds due eastward to Midland Avenue, which is crossed at grade. From here the LRT parallels Highland Creek for a short distance, then crosses it on a new bridge. The route cuts through vacant industrial property, then comes to Brimley Road, western boundary of the Scarborough Town Centre. Passing under Brimley, the LRT continues in a depressed open cut through the Town Centre property, then under McCowan Road (eastern boundary of the STC) and loops in a field. A 500-car parking lot will be installed adjacent to the loop. The Town Centre Station will feature a bus terminal for GO Transit and intercity runs as well as TTC routes. All of the intermediate stations will also be fed by TTC buses.

Initially, service will be provided by two-car CLRV trains, operating on a 3'20" headway in rush hours, and five minutes off peak. Hours of service will coincide with those of the subway--6 a.m. to 2 a.m. Monday to Saturday, and 9 a.m. to 2 a.m. Sundays. The line will be signalized and double tracked throughout, and the level crossing(s) will be protected by CLRV-activated traffic signals. The approximately 20 cars assigned to the line will be serviced at a new, small carhouse and CLRV storage yard at McCowan Loop. As there will not be a physical track connection with the subway at Kennedy, the CLRV's will have to be transported by road vehicle to Hillcrest Shops (the TTC's main streetcar overhaul facility) for major work. Truck work can be performed at the closer Greenwood Subway Shop.

Serious consideration is being given to extending the Scarborough LRT line an additional four miles to the north-east, to the new suburb of Malvern. This community is at the very edge of urban development; at present, open fields exist east of the line's proposed Finch Avenue Terminal. Again, the Malvern Extension would stimulate high density development, at the same time providing high-speed access to jobs and shopping. A possible alignment has already been chosen--partly on the abandoned Canadian Northern Ontario Railway right of way.

After approval is given to the extension, construction could be completed within three to four years. However, it may be a couple of years before work begins. As approval seems likely in the fairly near future, the right-of-way is being protected. A permanent car storage yard and fully equipped shop would be built at the Finch Terminal, replacing the temporary and rudimentary McCowan Road facility. En route, the Malvern Extension would pass through the Centennial College campus east of Markham Road. This educational complex would be a major traffic generator. Highway 401 would be crossed by way of a bridge.





Regardless of the Malvern Extension outcome, both local railfans and those further afield will be watching the construction of the initial Town Centre segment over the next two years with great interest and anticipation. Some of them will reflect on how the wheel has, indeed, come full circle--for, until 1948, the TTC operated another suburban electric line in the form of the North Yonge Railways. This line extended from Glen Echo Loop, northern terminus of the Yonge city cars, to the town of Richmond Hill, some 10 miles distant. It featured centre of the road and side of the road prw.

Toronto has changed tremendously since 1948, but the advantages of streetcars operating on their own rights of way are as strong as ever. When, on a bright August day two short years in the future, the first pair of shiny CLRV's roll smoothly down the ramp at Kennedy Station and races up the open track, veteran railfans present will recall other rides on other suburban lines, and reflect that things are, indeed, looking up.

### PRAIRIE DOG CENTRAL NEWS

by K.G. Younger



Manitoba's Prairie Dog Central tourist railway has purchased Algoma Central heavyweight steel coaches 408 and 409 in order to increase its passenger carrying capacity. The Pullman (1910) built cars were part of a group purchased by ACR from the Denver and Rio Grande Western in 1949. (In recent years ex-CPR 2200 series coaches and second hand lightweight equipment from U.S. railroads have replaced ACR's venerable fleet of heavyweights). The Vin-

tage Locomotive Society Inc., operator of the Prairie Dog Central, hopes to have coach 409 in service by July. The Society has been occupied over the winter with the application of a new canvas roof to its combine 103 and the re-bushing of all side rod bearings on its 4-4-0 No. 3, a large undertaking for a small group of members working Thursday evenings and Saturdays. The Society owns 1905-vintage Central Vermont box car 72051 (later CN 70733--both numbers in non-revenue equipment series) and is endeavouring to learn of the car's history; information is sought specifically as to the original style of lettering used on the car. Also being sought is information on the earlier history of the aforementioned coaches 408 and 409, including the D&RGW numbers and whether there was a pre-D&RGW owner or owners. Any reader who may be in a position to assist with information or pictures related to the above matters is urged to contact the Vintage Locomotive Society at Box 217, St. James P.O., Winnipeg, Manitoba R3J 3R4.

### SAULT AREA OBSERVATIONS

by Bruce Swanson

C.P.R. units currently used in the Sault Ste. Marie area are SW-1200 #8171, S-4 #7099 and bay window caboose 437467. This equipment is used in the local yards and in interchange service to Sault Ste. Marie, Michigan. During the summer of 1979 Algoma Steel Corporation leased a number of 22-foot ore cars to transport pig iron to customers. The Algoma Central has sold a number of 48'6" gondola cars to Algoma Steel for in-plant use, as well as 30 further cars for the transportation of pipe from the main Tube Division to the Tube Divi-



sion in Dafter, Michigan via ACR-CPR-Soo Line. The latter cars are numbered ASCX 100-129. Algoma Central is also rebuilding a number of 52'6" gons for transporting steel coils from Algoma Steel, these cars having round tops similar to the cars used by CN. Three Missouri-Pacific 52' gons recently appeared at the tube mill, these cars being from the group constructed in Mexico.

On the U.S. side of the border, the Soo Line has been using GP-30 #708, with Alco trucks, at St. Ignace, Mich. to load and unload the Straits of Mackinac ferry "S.S. Chief Wawatam". On the other side of the strait the ferry has been handled by rebuilt Detroit and Mackinac RS-3 #975 with chopped nose. Also observed to be on hand was Michigan Northern's leased GP-7 #1601, from Precision Loco Rentals.

### C.P. RAIL DIESELIZATION: PAST AND PRESENT

by Raymond L. Kennedy



*Canadian Pacific*



Dieselization brought with it many improvements to railway operations, together with substantial savings over the more expensive, labour intensive steam locomotives. Diesels permitted the closing of many roundhouses and other facilities, including yards, due to their ability to run long distances with a minimum of attention and having a high availability factor. A key advantage of diesels is their ability to be operated in multiple unit consists under the control of just one engineer, enabling trains to grow to tremendous length and tonnage. In the "good old days" a D10 and 30 cars was a good train and 25 M.P.H. was freight train speed. More powerful steam locomotives allowed 60 to 70 car trains to become common and this was still the case in the early days of total dieselization (the 1960's). C.T.C. and 150-car sidings started to appear, permitting the railway to take advantage of the diesel's ability to haul trains of 6000 to 10,000 tons, with 5 and more units. 125-car capacity is current practice for siding extensions, such as on the MacTier Subdivision, as optimal sized trains have evolved. Operating practices have been adjusted to arrive at the best compromise: no longer is it standard practice to hang everything behind the drawbar that can be pulled; instead, increasingly, consideration is given to getting the train over the road in minimum time. Very long and heavy trains must be operated slowly to prevent breaking in two, etc. and further delay if trains are too long for passing tracks. Slow operation and delays reduce diesel utilization as well as that of rolling stock, to say nothing about the waiting customer. Exceptions exist, of course, but mostly in the form of bulk trains and unit coal trains through the Rockies, etc.

Substantial reductions in the number of employees resulted from dieselization. The requirement for engineers and firemen were affected, the former because of the longer trains hauled by multiple units requiring only one engineer, and because of the elimination of assist engines on most grades, while the latter were gradually eliminated, first in the yards and then on the main line. Conductors and brakemen were also reduced because of longer trains and faster runs. None, however, suffered such drastic cuts as the shopmen did, in roundhouses everywhere. A good example was Lambton Roundhouse in



Toronto which, in all-steam operation in 1955 (yard diesels were at West Toronto Shop and the handful of road diesels were assigned elsewhere), had a total of 222 men. Upon completion of dieselization in 1960 the staff had been reduced to only 49 men, including hostlers, turntable men, and even the clerks. With such reductions multiplied by roundhouses all across Canada, the result was many thousands of men laid off. Competition, not only from other railways but also from other forms of transportation, forced the C.P.R. to be ever more cost-conscious and efficient in providing transportation services, consistent with the normal corporate goals of a profit making enterprise. Profit making is something for which the C.P.R. has long been known, not only in Canada but literally around the world. It has been stated that "no organization on the face of the earth has a greater respect for the dollar than Canadian Pacific". This respect has long been ingrained in C.P.R. officials, who constantly seek out ways to increase productivity and improve profitability, to grow and prosper for Canada (and the shareholders).

In the years following World War II, traffic increases brought about by the normal development of Canada and the increased competition amongst transportation services dictated that growth of railway service be accompanied by more efficient operations. Faster, longer and heavier trains began to appear and eventually became commonplace due primarily to diesels and their ability to handle such trains. Larger rolling stock with greatly increased carrying capacity began appearing in the 1960's and became the rule in the 1970's. More than anything else speed was the noticeable aspect of the "new" trains being operated, as schedules were repeatedly shortened. High-speed, high-horsepower diesels such as the 3000 H.P. General Motors SD-40 model have enabled CP Rail to provide even faster schedules while at the same time keeping operating costs down and profits up. The railway of the seventies became almost unrecognizable when compared with the railway of only 20 years earlier, to say nothing of that of many years past. Forty-foot, 50 ton box cars began giving way to 50-foot, 60 to 70 ton box cars, just as the former had replaced 36 foot wooden box cars years earlier. Piggyback trains are "old hat", containers are increasingly popular and jumbo-sized tank cars are everywhere along with strings of tri-level and bi-level auto rack cars 90 feet long. High cube box cars for auto parts abound as do many other specialized pieces of rolling stock. Unit trains hauling coal, sulphur, potash, grain, acid, oil, etc. are seen all over Canada in long heavy consists, aided over the Rockies by Robot-controlled mid-train diesels and pushed by still further rear end units to boost enormous tonnages upgrade. Twelve thousand tons is common for bulk trains and 14,400 tons for coal trains, with as many as 12 diesels, all of 3000 H.P. These coal trains feature a special "bathtub" gondola with a carrying capacity of 105 tons, designed by A. "Tony" Teoli, engineer of car equipment for CP Rail. Again operating experience dictated a compromise situation when it was discovered that excessive rail wear was resulting from these heavy loads, which were reduced to about 95 tons per car.

Total tonnages moved west over the mountains, most of it for export, have increased almost unbelievably in recent years. This has required bigger and more powerful diesels to haul heavier tonnages and longer trains, faster. The railway cannot afford to stand still, or even pause in the matter of expanding and improving plant and equipment, having become increasingly market oriented.



Many persons continue to confuse today's railway with that of yesterday. Gone are the mixed trains that wandered branch lines all across Canada hauling a few cars of freight and one or two passenger cars, with all too few passengers, operating on an informal schedule subject to change at the whim of the crew or of a customer wanting something switched. Gone too are most local station agents, the way of telephone operators before dial phones (and just as aware of what was happening in the community as were the latter). Usually the agent (and his family) lived right in the station and his contact with the community provided a close personal presence for the railway, one that cannot be duplicated by the impersonal direct phone line to some far-off faceless place where paperwork has been consolidated, in the form of Customer Service Centres. Station closings have been brought about in large part due to the abandonment of passenger and mixed trains, the decline in telegraph usage, the end of L.C.L. (Less than Carload Lot) freight and the changeover of express from passenger trains to trucks which deliver to the door. There has been progressively less need for a station agent in every town.

Also gone are many passenger trains and herein lies one answer to the popular misconception of railroading today. Because of train abandonments, branch line abandonments and station closures, many people mistakenly believe that railways are dying, that they haul only grain and other heavy products, and that trucks move the really important things. Railways are often seen at best as something to be tolerated if they don't generate too much inconvenience with their noisy yards, loud warning horns and building more tracks and facilities (sometimes "in the middle of nowhere"), only to have building development follow next to the yard with people complaining of the nuisance of the railway and how it should be forced to stop at night or, better yet, move to some other place.

Let a major strike occur for a prolonged period and watch what would happen to Canada, and how trucks would fare. Any such strike simply cannot be allowed to linger on, as the Government knows how totally indispensable the railways are to Canada's everyday life. Today's railroad is clearly more than ever a transportation business, yet it remains connected to its past by its steel rails and steel wheels, growing and expanding in an exciting manner.

Dieselization has helped to make CP Rail the success that it is today. Without diesels (or electrification), railways would not be as competitive or profitable; it is questionable how much of the railway system would remain, let alone be vibrant, if it were not for diesels, particularly with coal (formerly \$10 per ton) selling for about \$80 per ton. Simply stated, you could not railroad today with steam locomotives, much as many people would like to see them still operating. Clearly, today in Canada steam locomotives belong only in two places: in museums and working on special passenger excursions, not just to boost passenger traffic but to promote goodwill in the community, especially in these days of citizen complaints (real or imagined) about noisy yards, level crossings and major derailments. Displays of modern diesels and equipment could prove that railways are an up to date transportation system, not just a holdover from the old days of steam locomotives, smoke, cinders and oil lamps.

In the next issue we will start to look at how the Canadian Pacific Railway gradually dieselized its system from Vancouver Island to Nova Scotia, through the Rockies and other ranges, across the Prairies.



ies, along 500 miles of the rugged Schreiber Division including the North Shore of Lake Superior, described as "200 miles of engineering impossibilities," and everywhere else in Canada and the U.S.A. where the C.P.R. operates.



**Diesel Division**  
General Motors of Canada Limited

# LOCOMOTIVE ORDER

by Don McQueen

Builder's Nos.	Order	Quantity	Model	Buyer	Road Nos.
A3688-A3752	C-416	65	G22W-AC	Egypt	3833-3897

## T.T.C. NOTES

by Ted Wickson and others

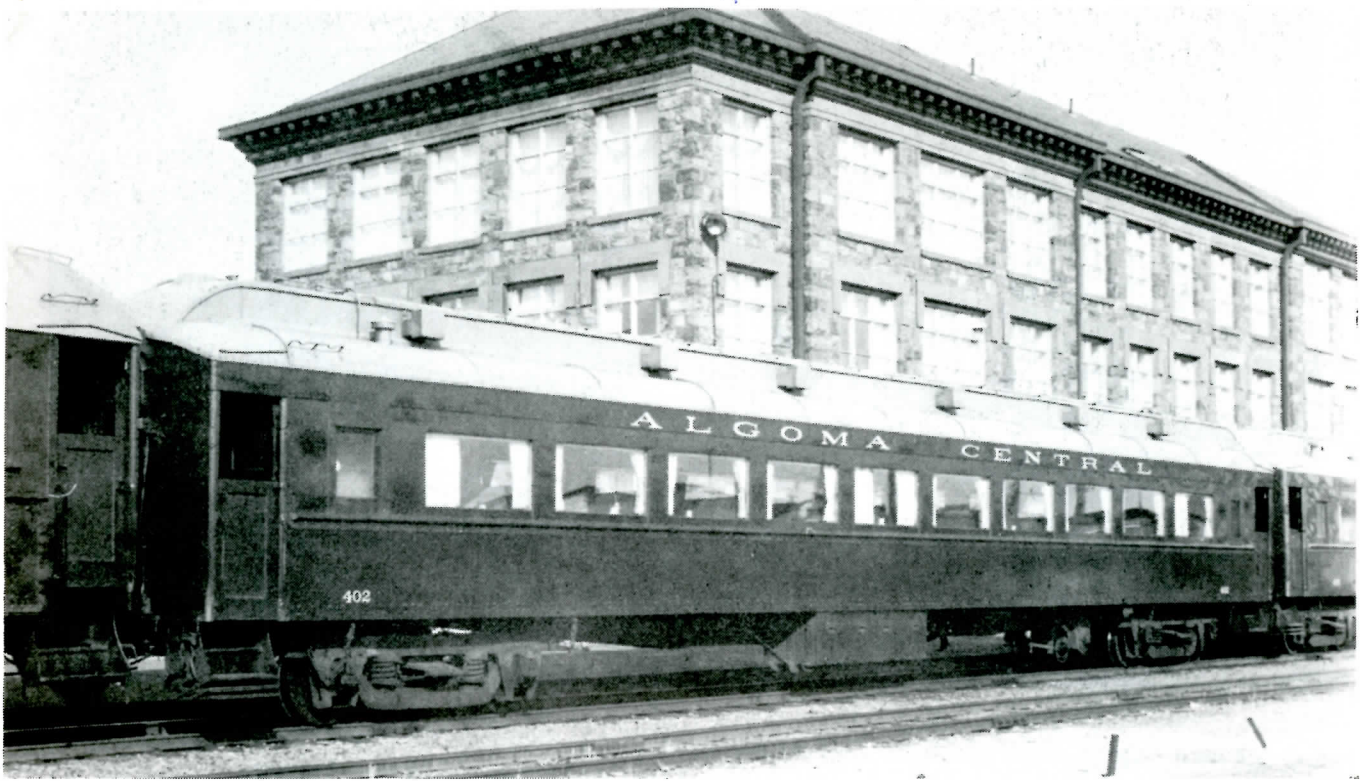
- TTC 4444, a retired Class A-7 PCC, has been selected by the Toronto and York Division, Canadian Railroad Historical Association for preservation at its Harbourfront railway museum.

- Rather surprising news is that the TTC has plans to construct a major new shop facility, to handle work on all types of surface vehicles, some time during the coming decade. Hillcrest Shop is suffering from overcrowding, despite its basic excellence of design and equipment and the considerable sums that have been expended over the years in renovating and updating the complex (the latest change is the installation of a CLRV stores section). Also, Parkdale Garage, the TTC's major bus and truck overhaul garage, has always been a makeshift facility; before it was occupied by the Commission in 1947 it had been the steel fabrication shop of Dominion Bridge.

Two parcels of land are being considered for a new shop site, these comprising the industrial property immediately west of the Hillcrest Shop property and the old Canadian General Electric plant site on Lansdowne Avenue south of Davenport Road (the onetime property of Canada Foundry Co., which constructed steam locomotives at this location). The latter site is remote from the presently active streetcar system, and would necessitate the restoration of trackage on Lansdowne Ave. northerly from College St., a distance of over one mile. Like Hillcrest, the CGE property is adjacent to the CP Rail North Toronto Subdivision.

- 1980 streetcar charter rates have been substantially increased. For PCC cars the rate is now \$40.00 per hour (up from \$36.00); for Peter Witts the rate is \$48.75 (also up from \$36.00); CLRV's are not available for charter this year. Maintenance costs on Witts have steadily increased from 1976 as the use of the cars in charter service has increased (the last year for the TTC-operated "Tour Tram" service was 1975). The only TTC-owned unit among the three cars, Small Witt 2766, was at time of writing in Hillcrest undergoing extensive body and electrical overhauls. Toronto Trolley Tours has again planned a busy season of Peter Witt tours in 1980. As a result of this organization's charter contract with the TTC, a special rate of \$44.00 per hour (described as the breakeven point) has been negotiated. These tours are expected to account for over 50% of the 1980 Witt charters.





Algoma Central heavyweight coach 402 is similar to 408 and 409, sold recently to the Prairie Dog Central. This view was taken in August, 1969, in front of the railway's Sault Ste. Marie headquarters, which also contained the passenger station at that time.

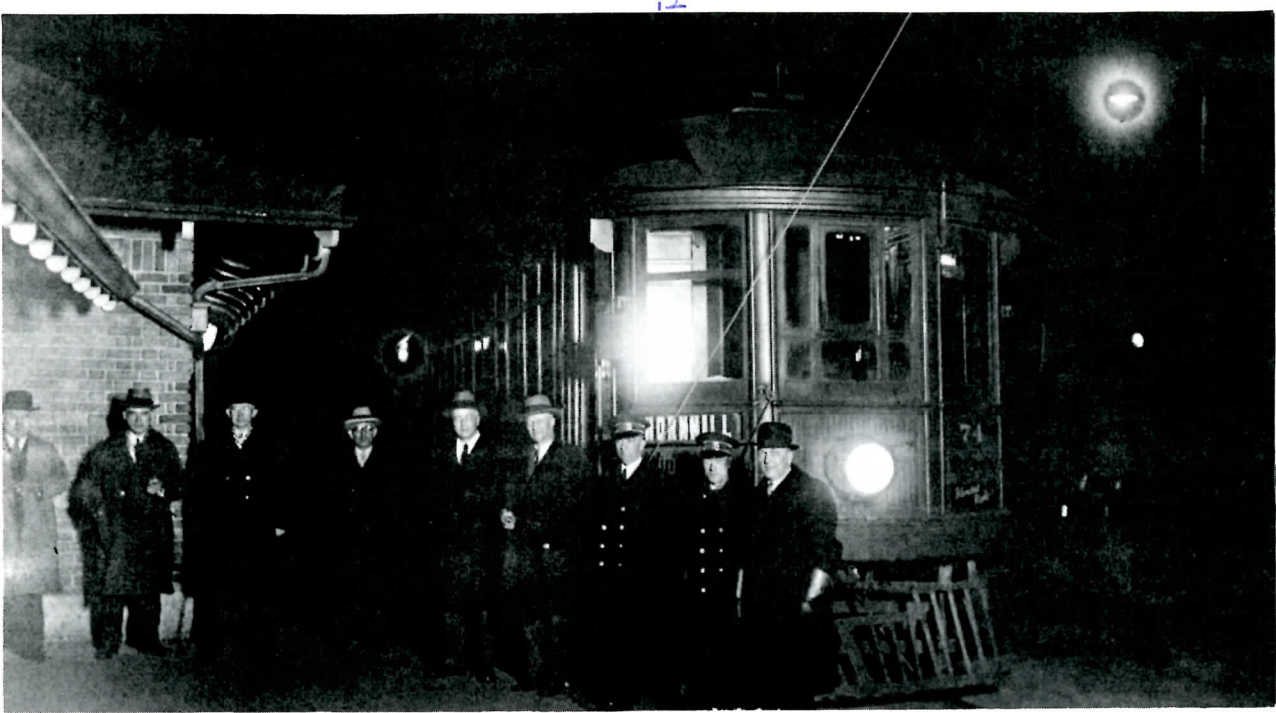
John D. Thompson photo



Winter visitor: CN F7Au 9179 is seen at MacMillan Yard (Toronto), Dec. 28, 1978. This unit and sister 9178, normally assigned to Western Canada, spend winters in Southwestern Ontario plow train service. Rebuilt from F7's, the modifications included upgrading from 1500 to 1750 horsepower, removal of steam generators, and wintertime application of large hoods covering the roof fans as snow protection.

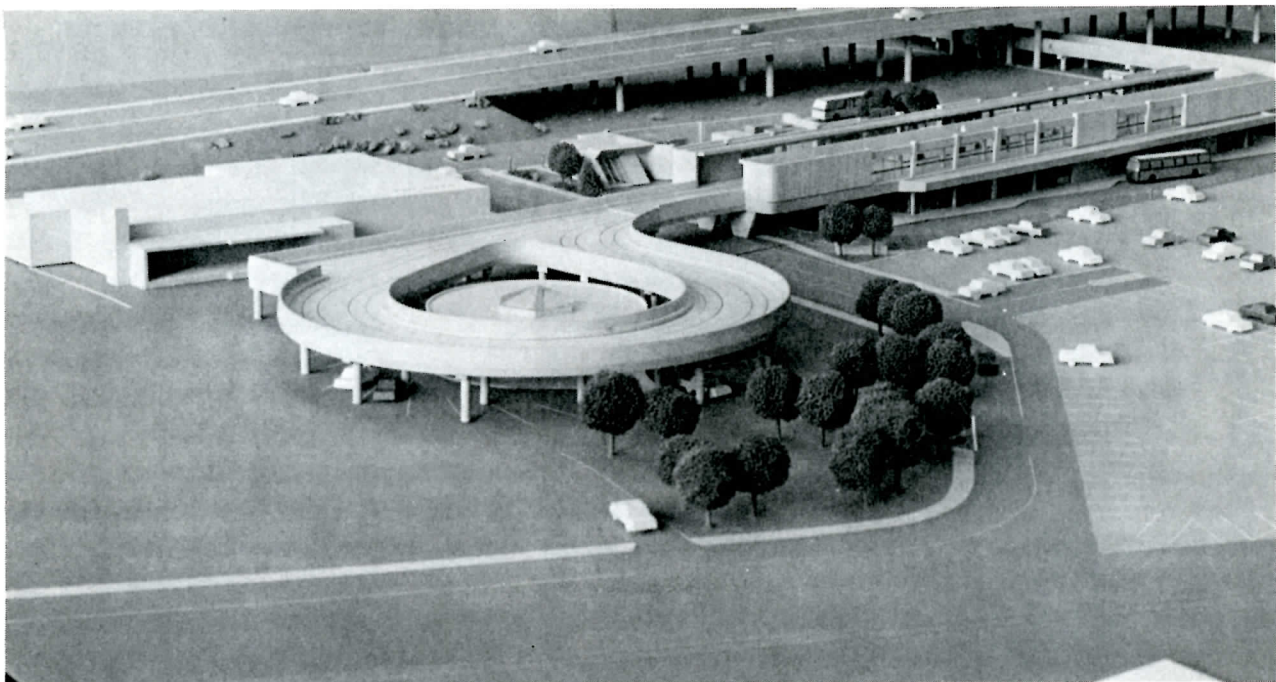
Dave More photo





50 years ago: TTC (Lake Simcoe Line) 74 (Toronto Ry. Co., 1907), one of two m.u. equipped cars on the roster of the former Metropolitan Division of the Toronto and York Radial Railway, stands at North Toronto Terminal after completing the last run over the line. The photo was taken at 1:15 a.m. on March 16, 1930. This side of the terminal saw another 18 years of rail operation in the form of the North Yonge Railways, between July, 1930 and October, 1948, using more modern (ex-Mimico Division) cars 409-416.

--TTC photo



This model depicts the new Kennedy Terminal, scheduled for completion in November, 1980. View looks northeast towards the new Eglinton Ave. overpass. Note the elevated turning loop, and the CLRV loading platforms on the top level of the station. Design changes made since the model was built include elimination of the second track on the loop; the tail track; and the addition of a canopy over the tracks at the loading area. The building beside the loop is the existing Scarborough Post Office.



- 14 cars out of the 138-car H-5 group of subway cars remained to be accepted at the end of 1979.
- The estimated cost of the Kipling and Kennedy Extensions to the Bloor-Danforth Subway have been revised downwards from \$140 million to \$110 million, with completion and opening now scheduled for late November, 1980.
- A TTC source has advised that the information contained in Newsletter 363 to the effect that the 6000 number block had been reserved for light rail vehicles has no official basis, despite the widely held impression among local railfans that such was the case. At the time that bus numbering jumped from 3999 to 7100, it was expected that subway expansion in Toronto would continue unabated and that the 6000 block would be required for subway cars. Official numbering policy is now to rotate numbering within given blocks, and subway car numbering will start back at 5000 when 5999 has been reached. The TTC has decided to eschew 5-digit vehicle numbering in common with virtually all North American transportation operators (Continental Trailways notwithstanding). The master TTC numbering pattern is now as follows:

0-999 Service vehicles (automotive)  
 1000-1999 GO Transit buses  
 2000-2999 Gray Coach Lines  
 3000-3999 Reserve block  
 4000-4999 Streetcars  
 5000-5999 Subway cars  
 6000-8999 Red buses  
 9000-9999 Trolley coaches

- Keele Loop (west end of the 511-St. Clair Carline) is scheduled for relocation in mid-1981 in connection with the development of Weston Road-Keele St. as a southerly continuation of Highway 400. The new loop site is the north-east corner of St. Clair and Maybank Avenues (although a relocation of Maybank Ave. will put the loop on its west-erly side) and will involve the construction of about 1000 feet of double tangent track westerly from Keele Street. A small net increase in the surface track system will result. The cost of the relocation and track extension will be borne by the Province of Ontario. The Runnymede bus route will not use the new loop property but will follow a large clockwise on-street looping via Maybank Ave., Western Road, Keele Street and St. Clair Ave. in order to continue to make a connection with the Weston trolley coach route.



#### CLRV's TO BOSTON

The Urban transportation Development Corporation has shipped three Canadian Light Rail Vehicles to Boston for testing by the Massachusetts Bay Transportation Authority. It is hoped by UTDC that the demonstration will result in an order for some CLRV's from MBTA. This would be the first sale of the new streetcar to another transit operator, and UTDC is anxious to gain a foothold in the U.S. market.

The three cars - 4023, 4029 and 4031 - have been borrowed by UTDC from the TTC. Two cars, 4029 and 4031, were shipped from Hillcrest Shops on a low bed trailer truck on February 29; the third CLRV was due to follow the next week. The trip to Boston was via Highway 401 east to Gananoque, across the St. Lawrence River on the Thousand Islands Bridge, south to Syracuse on Interstate 81, then east on the New York State Thruway and Massachusetts Turnpike. The trip was expected to consume four days, due to speed restrictions and prohibition against such movements after dark on the highways.

The CLRV'S will be off-loaded at the MBTA's Riverside Shop, close to the Massachusetts Turnpike, and the outer terminal of the famous private right-of-way line. The test period will be from 60 to 90 days. Later this spring or summer MBTA will also be testing articulated cars from West German and Belgium builders on their system. A decision as to which type to purchase will be made in September. The need for MBTA to purchase LRV's from other builders results from the extremely poor performance of the system's Boeing articulated LRV's, which suffer repeated breakdowns and are generally unreliable. After delivery of 135 of the 175-car Boeing order, MBTA and Boeing agreed to cancel the balance of the contract.

For service on the Boston system, much of which is either in subway or open track prw, the CLRV's were converted to standard gauge in Hillcrest Shops, equipped with air horns for suburban service, and a different wheel profile.

Naturally the CLRV tryout, as well as that of the European cars, is a bonanza for Boston area railfans. Doubtless, too, many UCRS members will be making the trip to Boston to photograph our streetcars in a different setting. See you there!

Meanwhile, back on the home front, the news has not been good in recent weeks. A successful fall period of operation, commencing with the inauguration of regular service operation of the cars on Route 507-Long Branch on September 30th, seemed to indicate that the teething problems of the new equipment were finally over. However, the cars were suddenly withdrawn from service on the evening of December 19th, upon the occasion of Toronto's first major snowfall of the winter. The cause was electrical grounds in the 600 volt propulsion equipment (terminals and inductors) from salt-laden moisture. A few cars were placed back in service (maximum two per day) from December 28th to the morning of January 2nd, when all cars were again withdrawn for more permanent retrofits to be effected by UTDC.

Press reports since that time, quoting TTC officials, have indicated that other problems had been revealed during the 2½ months of service on Long Branch. The reported problems include:

- What is termed as "lazy pedal control" wherein the brake pedal responds inconsistently depending on where pressure is applied to it.
- The centre doors are unreliable in wet weather, with moisture causing shorts in the treadles, in turn causing the doors to stay open after passengers have alighted.
- A shimmy on worn sections of track.

Attempts to correct the problems have included wiring modifications, at a cost of \$3000 per car borne by UTDC, to eliminate the grounds in the propulsion equipment; unspecified work on the brake pedal, the cost of which would be borne by the Garrett Corporation; correc-



tion of "shoddy workmanship" by Hawker-Siddeley (at its cost) in respect of the treadles, and profile alterations on wheel flanges in an attempt to reduce worn track shimmy. At time of writing two of the cars had returned to service, the first having been car 4011, which went back on Long Branch effective February 1st.

### CLRV'S DEBUT ON BATHURST

The TTC began operating CLRV's on the Bathurst route in revenue service on Friday, February 29. A single car was in service on Friday (#4020 on Run 3) and Saturday; by Sunday, two CLRV's, 4011 and 4018, were in operation.

### CANADIAN NATIONAL RECEIVES PERMISSION TO ABANDON THE WIARTON SPUR

by Brian Nickle

On January 28, 1980 the Railway Transport Committee of the Canadian Transport Commission granted permission under order number R-30288, for the abandonment of the Wiarton Spur by the Canadian National Railways on March 1, 1980.

This line was built in 1882, and was part of the Stratford and Huron Railway which ran from Stratford to Wiarton and also to Owen Sound. It later became part of the Grand Trunk, Georgian Bay and Lake Erie Railway, and was then amalgamated with the Grand Trunk Railway in 1892. The line eventually became part of the Canadian National Railways, and was then named the Wiarton Subdivision, running from Parkhead to Wiarton. In October 1969 the beginning of the end came as Canadian National received permission to close the station in Wiarton. In 1971 the line lost its subdivision status, and became known as the Wiarton Spur, running off the Owen Sound Subdivision at mile-age 59.07. The last train ran over the spur in early 1973, thus ending 91 years service to Wiarton. Since that last train in 1973, the line has deteriorated as a result of deferred maintenance, and today is in poor condition, consisting of mainly 65 & 80 pound rail, with no tie plates, and the right-of-way is overgrown with weeds.

Several years ago, Canadian National built a team track and stock pens at Parkhead on the Owen Sound Sub. and customers on the Wiarton Spur now receive their shipments at Parkhead and truck them to the on line points. Rail service to Parkhead is presently handled by the tri-weekly wayfreight 553/554, which operates between Stratford and Owen Sound on an alternate day basis. The wayfreight now handles the switching on the following lines:

- Newton Sub. (between Stratford and Palmerston)
- Kincardine Sub. (between Listowel and Kincardine)
- Southampton Sub. (between Harriston Jct. and Southampton)
- Owen Sound Sub. (between Palmerston and Owen Sound)
- Durham Spur (between Palmerston and Mt. Forest)

The only open stations left north of Stratford are Palmerston and Owen Sound. As March 1, 1980 arrived, and the Wiarton Spur was officially abandoned, it marked the end of an era of 98 years of rails into that town.

- VIA Rail Toronto-Stratford-London train No. 663, which is shown in the timetable as an RDC schedule, has been operating with conven-

tional equipment on a fairly regular basis. The conventional consist is usually a pair of 3100 series RS-18's, a steam generator, and two coaches. On Fridays, the train grows to five or six coaches, including even club cars such as the "Muskoka" or the "Ontario". No. 663 departs Toronto Union at 1045, and arrives in London at 1340. The equipment returns to Toronto as No. 666, leaving London at 1630 and arriving back in Toronto at 1925. .

The conventional equipment has been running on weekdays, with the weekends seeing the return of the VIA Budd RDC's to the run.

--Brian Nickle

- British Columbia Railway has ordered 10 SD40-2's from General Motors, which will probably be built in London, Ontario during the late summer.

- On February 22nd 13 cars of an Algoma Central Ry. freight train were derailed 46 miles north of Sault Ste. Marie, at a point between Achigan and Ogidaki, Ont. The derailed equipment included eight wood chip cars, three box cars and two flat cars loaded with lumber. The accident tied up the line between the Sault and Hearst for two days as some 250 feet of track had to be reconstructed, and it resulted in the cancellation of the Snow Train excursion on Saturday the 23rd. There were no injuries in the accident, the cause of which was not immediately known.

--Bruce Swanson

#### T.H.&B. 71 LOST IN CRASH

Toronto, Hamilton and Buffalo Ry. GP-7 71 (GMD, 1950) was damaged beyond economical repair in a grade crossing accident on February 12th. In the mid-day collision, a tractor-trailer truck carrying carbon electrodes struck 71 broadside at the Webber Road crossing three miles west of Welland, as the locomotive was leading two other units in hauling a 104-car freight. 71 was overturned into a ditch and caught fire; the flames, which rose between 30 and 40 feet in the air at times, took an hour to extinguish, with two fire companies in attendance. The truck tractor separated from the trailer and was crushed under the locomotive, the driver of the truck perishing in the accident. The line was cleared by the next day.

Two firsts were involved in this unfortunate occurrence: 71 was the first locomotive turned out by the GMD London plant, and becomes the first T.H. & B. diesel to have been lost in an accident. Local railfans have been particularly upset about the loss of this particular unit, as it had been hoped that it would be retired to a museum. Presumably attention will now be turned to T.H. & B. 72 for this purpose.

--Mike Lindsay

#### MISCELLANY

- William Raftus, Vice-President of Via Rail Atlantic, announced that year end figures reveal a 35% increase in traffic between Halifax and Kentville, N.S. and a 38% increase between Halifax and Yarmouth. In the other direction, use of the service was up 19 % between Yarmouth and Kentville and 34% from Kentville to Halifax. Such figures appear to justify the faith of those who pressed for the continuation of the service when efforts were being made to abandon it. Only last year, the future looked bleak for RDC runs over Dominion Atlantic trackage



through the Annapolis Valley. The railway argued that declining revenues justified the application for permission to drop the Dayliner connections. The public, however, felt differently about the matter and the view was expressed that improvements in the service, added to the currently mounting energy crisis, would attract travellers back to the railway. The Halifax-Yarmouth service was given a year's reprieve and its operators were instructed to undertake upgrading. In the meantime DAR mixed trains 21 and 22 between Windsor and Truro, N.S. passed into history last October 28. During 1978 a grand total of 28 passengers (mostly railfans?) rode the one-coach trains, which ran essentially in accordance with freight requirements, 6 days a week.

- Canadian National Railways is studying a truck that will run on rails - or a rail car that will roll on the highway. The Roadrailer, developed by Bi-Modal Corp. of Greenwich, Conn., does both. It has two sets of wheels, flanged steel wheels and twin-axle rubber-tired road wheels, each with its own air suspension and braking system. Roadrailers were demonstrated on Feb. 6 at Montreal's Central Station, preparatory to in service testing. The units have the basic appearance of truck trailers and carry licence plates and standard brake and turn signal lights. When one set of wheels isn't in use, it is retracted. "It provides the flexibility of a highway vehicle for collection and delivery, and the economy of rail operation for the long haul," said Robert Reebie, president of BiModal Corp. The roadrailer is 64% lighter and requires 32% less investment than standard railway piggyback operations, with the lifting equipment the latter need to raise truck trailers onto railway flatcars. Cold weather testing on CN commenced on January 19th, with the first run leaving Turcot (Montreal) at 2100, with the return run leaving MacMillan Yard at 2100 January 20th, with daily operation (alternate day departures from each terminal) since that time.

Power consists of single GR-17 of the 4400 or 4500 classes as well as single MR-18 units of the 3100 or 3600 classes. An adapter car numbered RORA 003 is coupled behind the locomotive, this unit being a former baggage car in which test equipment for Bi-Modal Corp. and accommodation for the train crew has been installed. The adapter car has a standard coupler at both ends as well as a fold-up tow bar on one end for coupling to the two 45-foot roadrailer trailers, numbered RORA 001 and RORA 002. The train carries no caboose, with the tail light of the rear trailer serving as marker lights for the train. Further information on the equipment can be found in TRAINS Magazine for Oct. 1977, Feb. 1978, Sept. 1978, March 1979 and Aug. 1979. The magazine articles indicate test speeds of 105 M.P.H., although CN testing has been restricted to a maximum of 65 M.P.H.

-- George Horner

- Construction is underway on a new CN express terminal in Pickering, Ont., on Bayly Street, between Brock and Liverpool Roads, south of Highway 401. The three-story building is adjacent to CN's main line between Toronto and Montreal and just east of the GO Transit station. The new terminal is expected to be open for business by March 17, serving the express needs of the growing area east of Toronto's Leslie Street, including Scarborough, Pickering, Markham, Stouffville, Ux-bridge and other communities in the northeast corridor. Built by Tricont Projects Ltd. of Don Mills, Ont., the terminal is designed to take more pressure off the terminal at Concord, northwest of Toronto. It is similar to three other centres built by Tricont at Barrie, Brampton and Kitchener.

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COMING ACTIVITIES

The Directors of the Society wish to apologize to Lloyd Baxter, intending provider of the entertainment at the February meeting, and to all others who turned out, for the locked door fiasco which prevented the meeting from being held because of inaccessibility to the quarters of the Strollers' Club. The Club had changed the locks in the doors to its premises during the preceding month and the U.C.R.S. had not been informed. Discussions have been held between the Directorates of the respective societies and all will be well for the March meeting. This meeting, the Society's Annual Meeting, will commence at 8 P.M. sharp on Friday, March 21st in the Strollers Club, 4th floor, 92 Adelaide St. West (ring bell if door locked). Jim Walther (294-2737) is accepting nominations for the office of Director of the Society.

Arrangements have also been made to open the premises at 7 P.M. on all 3rd Friday meeting nights henceforth for the purpose of permitting members to converse and buy, sell or trade material. It is hoped that this will permit the break between the business and entertainment portions of meetings to be reduced to a minimum and discourage the early departures (prior to the entertainment) that unfortunately seem to have characterized U.C.R.S. meetings for some time.

- Friday, March 14 to Sunday, March 23 inclusive- Canadian National Sportsmen's Show, Coliseum, Exhibition Park Toronto. The U.C.R.S. will have a booth as usual and needs members to help staff same and to erect and dismantle it. Call Jim Walther to offer your help at (416) 294-2737.

- Thurs. Mar. 27- U.C.R.S. Trip Committee meeting at the home of Ron Layton, 46 Sir Bodwin Place, Markham, Ont. Phone 294-1925.

- Fri. March 28- Regular Hamilton Chapter meeting in the C.N.R. station, Hamilton, at 8 P.M. Program will be a showing of members 35 mm slides. If Toronto members would like a GO Transit ride, take the 5.19 train from Union Station, Toronto non-stop to Oakville and on to the CN station in Hamilton. You have ample time to go downtown for dinner and get back to the station by 8 P.M. Bring some slides.

- Saturday, May 3- Reserve this date for excursion - details later.

Friday, May 9 to Sunday, May 11- Cape Race (Car 13) weekend trip to Chicoutimi and return. All inclusive cost about 300 dollars. Lay over in Montreal. Lv. Toronto Union at 4:20 pm, Fri. Stops at Guildwood, Oshawa, Belleville. Return late Sunday evening.

- Sat., May 24- Northlander afternoon and evening trip- Keep date open.

- June 2 to June 8- Car 13 to Halifax. Fare about 750 dollars. About 3 days in Halifax and some time in Montreal. More details later.

- Sat Aug. 16- UCRS Steam trip to Niagara Falls- keep date open.

- General Motors Diesels: Work has resumed on a new book revising the original LOCOMOTIVES FROM LONDON. Photos are wanted, both roster shots and action scenes. This is a U.C.R.S. project, so join in and support your Society. Contact Raymond Kennedy, P.O. Box 8, Station D, Toronto M6P 3J5.

- The CNR has received permission from the Canadian Transport Commission to close 28 stations in Saskatchewan and Alberta.

- VIA Rail has raised its fares by an average of 5%. The increase follows hard on the heels of a previous boost seven months earlier. The minimum amount for a round trip excursion rate has been put up from \$5 to \$8.

- The CNR station at Kincardine, Ontario, was ravaged by a fire set by vandals last Halloween. The station, a yellow brick structure on the beach in this Western Ontario town, was last used by passenger trains in 1970, although presumably freight crews and maintenance of way forces made use of it until last fall. Kincardine is the terminal of an 85-mile branch from Stratford.

--Ralph Beaumont and Pete Bowers

With the change of time last Fall, ONR Trains 283 and 584 (the Swastika to Noranda/Rouyn section of the Northland from Toronto) were discontinued. In recent years as few as six passengers per day had used the service. To accommodate through passengers, ONR has negotiated a joint ticket arrangement between Swastika and Noranda/Rouyn on Voyageur buses.

- Cuba tour (possible group tour), May, 1980: An all-inclusive 8 day trip at about \$900; includes air fare, hotels, all meals, etc. Visit and ride the Hershey Cuban interurban line; large numbers of steam locomotives, standard and narrow gauge, operate during the sugar cane season. Contact Raymond Kennedy, (416) 241-9180.

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