RE-RUNS 2857 PORT McNICOLL CANNONBALL EXPRESS (PORT HOPE) DEMOLITION NEWMARKET FREIGHT SHED

Newsletter

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ROYAL HUDSON FAREWELL

UPPER CANADA RAILWAY SOCIETY
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OUR COVER: CPR Royal Hudson 2857 and her matching train were superbly immortalized by Jim Walder at the Humber River Bridge runpast, on the occasion of the June 5, 1960 UCRS Port McNicoll excursion.

116 REQUIESCAT IN PACE 616

Somewhat belatedly, the Newsletter sadly takes note of the final passing in Canada, some little time ago, of Kodak's 116-616 size film which, probably more than any other single thing, assisted in the spawning of the railfan movement back in the early to mid-1930's. For a period of perhaps 25 to 30 years, no railway enthusiast could really be said to have belonged to the fraternity unless he actively took, traded and collected 116-616 size "engine pictures" or shots of traction equipment. These were the days when engine terminals and car barns were the meccas for the fan movement--comparatively little thought was given to action pictures or to photographing anything behind the tender. While to-day's more sophisticated (?) railfan, who thinks in terms of 35 mm, "artsy" photography, motorcading and the like probably looks down his nose at his black and white, roster shot predecessor, the old 116-616 based railfan brotherhood seemed much more closely knit and more truly joined by a common bond.

The 116 size film, of course, was ideally suited for rail photography because of its oblong print dimensions--the remaining black and white film sizes, which include the longstanding 120-620, simply do not do the job. Thirty-five millimetre colour has become the new medium, and there is no doubt that its advent and improvement have greatly broadened the horizons of the rail hobby; but the ranks of the dyed-in-the-wool roster/specification/builder and date fan seem to have been significantly depleted, and the versatility of the 35 mm camera can probably be blamed, as much as anything else, for this. Any reader care to comment?

-- While VIA Rail suffers along with equipment and motive power that is at best old, more often antique, and in some cases downright obsolete (especially the worn out A & B units), it waits for long delayed L. R. C. train-sets that in large quantities are still years away. Meanwhile, in Russia in 1978, 2200 new coaches went into use and in 1979-80 the total is 7000, 2000 of which are compartment cars. Twenty-six new trains started operation in 1979 (ten are year-round) and twenty car trains are used. Three point six billion passengers in 1978 travelled 332.1 million passenger/kilometers.

Canadian Pacific

ROYAL HUDSON FAREWELL by John D. Thompson

On Sunday, June 5, 1960 the U. C. R. S. operated what was, in this writer's opinion, the finest excursion ever sponsored by the Society: Toronto to Port McNicoll, Ontario and return behind C.P.R. Royal Hudson 2857. For those fortunate enough to have been aboard on that memorable day, it was a trip always to be remembered.

C. P. R. steam operation in the Toronto area had vanished with the melting snows in the spring of 1960, but the railway had agreed to a final farewell excursion. Three serviceable passenger locomotives remained at Lambton Roundhouse, Royal Hudsons 2839 and 2857 and heavy Pacific 2414.

Although the 2400's were fine locomotives, there was never any question that the honour of powering the last C. P. R. steam-hauled passenger train out of Toronto Union Station would fall to one of the Royal Hudsons--the pride of the railway. Just as the New York Central's great stable of 275 sleek Hudsons symbolized the Water Level Route, so did the C. P. R.'s 45 superb Royal Hudsons carry the railway's standard during its final golden hour. Designed by the C. P. R. mechanical staff, the Hudsons were magnificent performers from the very beginning.

Two years after 2820 left the erecting hall at Montreal Locomotive Works in 1937, Engine 2850 powered the Royal Train across Canada during the visit of King George VI and Queen Elizabeth. The railway was so proud of the outstanding performance of the 2850 that it asked for and received permission to name the 2850 and others of its class "Royal Hudsons," with beautiful embossed crowns mounted at the front of the running board skirts.

During the dark days of World War II the Hudsons did their part with a vengeance, hauling long troop trains as well as the railway's crack limiteds across the country. Before diesels, Royal Hudsons were regularly assigned to the longest steam locomotive runs in the world, covering 841 miles between Winnipeg and Calgary and 711 miles between Toronto and Fort William without change.

Accordingly, the railfans assembled on the platform of Union Station on June 5, 1960 knew that they were watching a champion as 2857 backed down to the excursion train. On that Sunday morning, twenty years ago, the 2857 and train represented all that was best about the C. P. R. The engine was spotless, from the glossy black smokebox through the gleaming gray boiler to the rear of the maroon tender; resplendent in fresh paint, the Hudson had been cleaned and polished by the men at Lambton Poundhouse to the point where it was truly a locomotive fit to wear a crown.

Behind the engine stretched a train to do 2857 justice: a semi-streamlined baggage car, combine 3052 (with lunch counter) and seven of the railway's distinctive 2200 series coaches. All had recently been painted, from trucks to roof, and washed and polished to match the engine. At 8:35 A. M. the conductor gave the highball.

In 2857's cab the engineer released the train and engine brakes and pulled back on the overhead throttle. Clouds of steam shrouded the platform from open cylinder cocks as the great Hudson came alive. The big 75-inch drivers were turning, the exhaust shattering the sky, as 2857 eased the train out of Union Station. Soon we were passing under Spadina and Bathurst birdges, then canting north-westward towards Parkdale, West Toronto and Weston with a stream of gray smoke trailing past picture windows of the coaches. The city was soon behind and our train was reaching open country, lush and green

in early June. As the train approached the first grade crossing, the passengers heard the 2857's whistle for the first time--mellow, mournful, the most wonderful sound in the world.

At mileage 10.5, at the Humber River Bridge at Woodbridge, the first runpast of the day was held. Although the weather was cloudy at this point, this worked to the advantage of the photographers, who otherwise would have been shooting into the sun. The train backed up, then came forward at speed, as hundreds of cameras (all told there were 404 passengers aboard) clicked and whirred.

The second runpast was at Alliston, just north of the station, on a slight curve. At Midhurst 2857 eased to a halt beside the water column. While the tender was filled the fans had more opportunities for pictures. Motorists on nearby Highway 26 slowed down for a look, probably wondering what was going on. Leaving Midhurst, we crossed the high steel trestle over the Nottawasaga River. By this time the rolling Bolton Hills had been left behind, and the train was racing through the evergreen tracts of the Simcoe County Forest Reserve.

At Medonte the train veered off the Toronto - Sudbury main , and onto the branch.to Port Mcnicoll. Owing to the fact that less time was taken at stops than had been anticipated, we were ahead of schedule. Accordingly a third, unplanned, runpast was held at Fesserton. Even so, arrival at Port McNicoll was at 1:10 p. m., twenty minutes early. Obviously 2857's engineer was a real "pro," a man who knew how to get the most out of his engine.

Many of the passengers transferred to waiting buses for transport to Midland where an excellent turkey dinner had been arranged by the Toronto Train Trip Association. The true railfans, of course, relied on the U. C. R. S. lunch service, and stayed on hand to watch the engine being serviced and turned. There was time to explore the "Port"--the main station and the boat station, where C. P. R.'s steamers ASSINIBOIA and KEEWATIN docked. Attractive floral gardens, the agents' pride, surrounded the stations. During this interval a few drops of rain fell but did not dampen anyone's enthusiam.

While the engine was sitting in the yard, this writer had a chance to visit the cab. I shall always remember that--the green slatted cab ceiling, the crunch of coal in the stoker, the rythymic thump of the air pump, the whine of the turbo generator, the warmth of the backhead, the gauge with "Canadian Pacific" on the dial--an experience to cherish. After the buses returned from Midland with well fed passengers, they were loaded with photographers who were transported to the south end of the long wooden trestle over Hog Bay. In due course the 2857 and train arrived and inched across the trestle, the maroon consist a stunning sight against the scudding gray clouds.

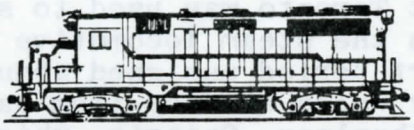
The buses returned to Port McNicoll, where we reboarded the train for the homeward journey. Soon the heavy rail of the main line was regained and the engineer widened the throttle. Suddenly the clouds parted and the afternoon sun burst through, strong and clear. At Midhurst we stopped again for water. Here the finest photo opportunity of the day occurred. The train was in the open, wide and clear. With the sun illuminating the beautiful maroon, gray and black locomotive and matching train, against a backdrop of evergreen trees, it was a magnificent sight. After I had taken my pictures, I stood there trying to freeze that sight in my mind's eye forever and ever. On that Sunday afternoon in June, 1960 it was truly the most magnificent train in the world.

A short time later the CANADIAN was met at Tottenham--with the diesel's fireman shooting movies of our train from his cab! The last runpast

of the day was held at Cedar Mills on a curve through gently rolling hills. The sun was fast disappearing, but held while the faithful aimed their cameras at 2857 for the last time.

Arrival at Union Station was at 8:43 p.m. As we walked out onto Front Street, we heard 2857's bell ringing as the engine left its train and returned to Lambton Roundhouse. It had been a great trip; the 2857 had performed like the champion she was, giving the 404 passengers a chance for photographs and memories which they would cherish for a lifetime. It was the last look, also, at the C. P. R. of old, of a railway that had style, high standards and CLASS--we shall not see its like again.

Unfortunately, the advertising for the trip proved to be true; the June 5, 1960 Port McNicoll trip was the last C. P. R. steam-powered excursion out of Toronto. The 2857 is long gone, but sister 2858 is preserved under cover at the National Museum of Science in Ottawa. When I stand beside 2858 looking up at the sleek boiler, the great drivers seemingly eager to tread the main line once again, I remember that June fan trip two decades ago and think, wouldn't it be nice if . . . . . ?



CP Rail

C. P. RAIL DIESELIZATION: PAST AND PRESENT PART 3 by Ray L. Kennedy

Late 1960 saw the beginning of another modernization and improvement program for C. P. R. diesels. Test trains hauled by demonstrator units borrowed from E. M. D. and accompanied by the C. P. R. dynamometercar operated on various runs, including one from Parkdale Yard (Toronto) to Vancouver. Originally scheduled to test only as far as Calgary, the program was altered enroute to include running tests over the Rockies. The dynamometer crew was surprised by the excellent performance of the units in the mountains. These were the 645 prime movered 3000 H. P. SD40 units that have since been purchased in numbers without precedent. Two orders (65 units) were augmented by the improved SD40-2 model to a grand total of 415 units. At one point E. M. D. had to build thirty units to assit G. M. D. in filling orders for this popular unit. Orders are still being placed for this model; in fact, in recent years it is the only unit which C. P. Rail has bought, except for twenty GP38's (1970-71).

M. L. W. continued (1968) its Century models, first the C-424, now the 3000 H. P. C-630 six-axle, six-motor units, the first since the 8900 series Trainmasters (the G. M. D. SD40 units are also six axle). Changing the model designation to M630 better to reflect its Montreal origin, particularly with the demise of ALCO in the U. S., M. L. W. built 37 of these units, then went on to build 44 units of 3600 H. P. and a single unit of 4000 H. P. Unfortunately problems with these newer 257 diesels (water coolant, oil consumption and other problems especially in the case of the 630 models, discouraged C. P. Rail from buying M. L. W. units after 1970.

Although the M. L. W. C-C units did not prove to be all that was hoped for them, they were nevertheless given main line duties (and are still in full daily use) through the Rockies hauling the first of the now famous unit coal trains aided by mid-train Robot operated units.

Over the years units have moved about in reponse to changing conditions As mentioned earlier, Nelson, B. C. was an all C. L. C. (F. M.) shop; in later years Alyth (Calgary) and Weston (Winnipeg) have become all G. M. D. St. Luc (Montreal) and Toronto Yard have variously been M.

L. W./G. M. D. shops although Toronto Yard is now all G. M. D. and St. Luc is all M. L. W. None of this applies to Alco/M. L. W. and G. M. D. yard and branch line units, which are still scattered system-wide.

Alyth became all G. M. D. when new orders for SD40-2 units finally allowed the troublesome 4500's to be shipped east. At this time the 5300 series was assigned to Locotrol master units for Robot equipped trains; special equipment for this service was removed from the 4500 series which had had various blocks of numbers (some of them through renumbering) to indentify the various items of special equipment.

Nelson was eventually closed and Weston was added as a unit maintenance point to ease the burden on the only other two shops (ST. Luc and Alyth). Toronto Yard was opened in April, 1964 at which time units were maintained in increasing numbers. Alyth is the largest shop on the system.

Smaller facilites are located in a number of places for maintaining yard and branch line units; these include John Street Roundhouse (behind Union Station in downtown Toronto) which services Alco/M.L.W.yard engines only, plus R. D. C.'s. In early diesel days (circa 1956) the old roundhouse at West Toronto was used to service assigned ALCo/M. L. W. diesels and even the steam locomotive erecting shop connected to it was for a short period assigned about twenty units. One other medium sized facility which existed from early diesel days until a few years ago was Chapleau, Ontario, which was all M. L. W. It was phased out because the few units that it was able to handle could be better maintained at St. Luc.

A new diesel shop is to be built at Revelstoke, B. C. midway between Calgary and Vancouver on the main line. An important division point, this shop will be able to handle the Robot unit coal trains which originate west of Alyth Shop, as well as being able to catch everything moving east and west on the main line and to provide relief to the beleaguered diesels fighting their way over the Rockies.

Major overhauls, modifications, wreck repairs, etc. are performed at Angus (Montreal), Ogden (Calgary), and Weston (Winnipeg), all main shops persisting form steam days. The latter shop now concentrates on yard switchers.

Over the years various demonstrator units have been tried out, many being given temporary numbers in the unused 7001 - 7009 slot and being painted in C. P. R. colours and lettering. Complete details are too extensive to include in this article. Beginning in 1963 with Union Pacific Railroad diesels and continuing today, a wide variety of leased diesels have been used by C. P. Rail to fill power needs caused by increased traffic. Additionally, run-through units on trains from the U. S. railroads are used to save time used in changing power while improving the utilization of expensive units.

Complete details are likewise too involved to include here. (Incidentally, leased power did not originate in the diesel era; steam locomotives were also leased, although in smaller quantities and with less frequency. Runthroughs and usage of foreign power was also common in certain locations, including the Toronto area). Another diesel casualty were the electric locomotives used by the subsidiary C.P. Electric Lines (Grand River-Lake Erie and Northern Rys.). A few G700's and 8100's finally dieselized freight operations in 1961, six years after interurban passenger service had ceased.

Aside from the early retirement and sale of 7000, the first diesels to be retired were as a result of wrecks. The 4077 (CLC) was lost in a derailment on October 8, 1955, at Osprey Lake, B.C.; 4016 was

in a head-on collision with 8460 at Attean, Maine, on August 8, 1957-it was rebuilt as 8824, a one-of-a-kind unit; 1959 saw the first RDC retirement when 9101 suffered wreck and fire damage on October 24, at Parkland, Alberta. Passenger train No. 8 was derailed on January 7, 1962, at St. Eugene, Quebec, with 8474, 1902 and 1910 all being retired as trade-ins for 8300 (C-424, renumbered 4200) and GP30's 8200 and 8201 (renumbered 5000 and 5001). A total of 57 units were retired in 1965, including damaged units 4028, 4098, 8461, 8469 and 8547, all from separate incidents. Train No. 2, "The Canadian", hit a washout at Terrace Bay, Ontario on April 17, 1965, retiring 1401 and 1906 as trade-ins on 5024 and 5025. The remaining units were Alco and MLW FA1, FB1, FA2, FB2, PS2 (detailed earlier), traded in for C-424 series locomotives. Trainmasters were heavily retired in 1968 (13 out of 21 units) with prime movers and other components being sold off.

Each year from 1969 has seen small quantities of old units retired, mostly as a result of damage of various kinds. This included many CLC units and Baldwins (two pairs of 8000's were in a head-on collision on Vancouver Island on June 12, 1973). The 8012 was the first Baldwin road switcher out of service, on February 19, 1973, and 7071 was the first Baldwin yard engine retired (December, 1973). Five more 8000 series Baldwins were retired in June, 1975 and the last two, 8009 and 8010, in December of that year. The Baldwin road-switchers were replaced on Vancouver Island by GP9 units. Just as the Baldwin diesels reduced fires when they replaced steam locomotives, the April 1975 re-dieselization of the E&N brought about a decrease in the number of forest fires caused by brake shoe sparks, as the GP9's are equipped with dynamic braking. This side benefit was somewhat unexpected, the advantages of dynamic brake diesels on the heavy downgrades of the Malahat Mountains having somehow been overlooked. The Geeps not only halted dangerous and costly lineside fires; they improved train handling by reducing brakeshoe and wheel wear.

Another PDC was scrapped after being struck broadside on June 17,1972 by a cement truck, just east of Peterborough. June 20, 1975 was a big date for retirements. On that date, three C-liner A units and 26 CLC road switchers were retired en masse. The year 1976 saw the first major retirement of 660 H.P. yard switchers when seven units failed. The last CLC Trainmasters, 8900, 8904 and 8905, were assigned to the Trail, B.C. smelter, working a difficult assignment that combats a heavy grade and at one time used the huge 6600 class 0-8-0's. They were transferred to Alyth, equipped with hump control, and used with 8633, 8634 and 8635 from August, 1973, finally being retired in May of 1976. Their retirement was brought on by complaints from yard office clerks of excessive fumes from these engines, which had not been overhauled in years. In common with other CLC units; later the 244 prime mover FA and FB units; and currently PS3's, RS10's and the 539-engined 660 H.P. yard engines, all units destined for retirement, are allowed to continue operating with major overhauls overdue until such time as they suffer a critical failure such as crankshaft wipe-out, piston through the block, main generator burnout, etc. Units are then cannibalized for usable parts for other units still holding on. Many CLC B-units have been rebuilt as Robot cars to control mid-train slave units on Locotrol-controlled diesel consists. Later additional cars were rebuilt from box cars with special weighting added, and more recently a large number of MLW B-units shells (carbody and trucks minus prime mover, etc.) have been stored for future conversions.

September 15, 1977, was another "big date" in retirements, when the last MLW covered wagons were officially retired (17 A-units and 14 B-units). Officially declared unserviceable on April 20, 1977, these units had in fact long been out of service, and when attempts were made in early 1977 to return them to service to meet winter traffic demands it was concluded that they had deteriorated to the point that it was not economically justifiable to bring such old units back into service. Many had serviceable prime movers and some of these were eventually switched into failing RS-3 and RS-10 units. Many of these latter engines were being tied up unserviceable due to engine failures, etc. caused by their being long past due main shop overhauls. More 660 H.P. retirements (1977: six units, 1978: nine units, 1979: 13 units), including some sales, further reduced this class. Nine RS-3 and 14 RS-10 units were retired in October, 1979 as the failures continued.

By now we have seen the retirement of all CLC (FM) A and B units and road switchers, including the Trainmasters, all ALCo/MLW A and B units, all Baldwin road switchers and all but two Baldwin yard switchers which continue in service. Large numbers of RS-3 and RS-10 units are gone and the balance will follow as they fail. Many 660 H.P. yard switchers have been retired (some sold), with the only exceptions being those with M.U. controls. Many RS-3 units have been modified with chop nose (some with hump controls) and restricted to hump, pulldown and transfer yard service in Montreal and Winnipeg. None have been given overhauls, thus it remains a question as to how long they will continue to operate. These units are very expensive to maintain and are ripe for replacement, perhaps with GP9 units.

Why are diesel units retired when, in theory at least, they can be overhauled and rebuilt again and again? The latter is true to a certain extent but there are many factors which enter into the decision to retire either a single unit or entire types or makes. Units suffering heavy damage in major wrecks, sometimes including that from fire, can be rebuilt provided that the frame, which is the "spine" of a locomotive, is not badly bent or broken. If there is heavy frame damage, retirement normally results due to the high cost of a new frame. Often many parts can be salvaged, even the prime mover itself, for re-use in similar units.

Another reason for the retirement of diesels occurs when a manufacturer ceases production. Resulting "orphans" are the victims of a lack of parts or, at least, very expensive parts due to greatly reduced demand therefor. This happened in the case of Canadian Locomotive Company which constructed diesels to the designs of Fairbanks-Morse. Both builders ceased production as did other lesser diesel builders in the U.S., including Baldwin-Lima-Hamilton. For these and other reasons major overhauls on the products of these builders were stopped, the units allowed to wear out and be cannibalized, with the initial survivors finally retired and scrapped. Baldwins existed only in small quantities on the CPR, with no large road switchers or A and B units having been acquired from that builder. This compounded the problem of parts, which became very expensive.

Additional reasons for retirements include continuing engineering advances, resulting in more powerful and dependable diesels which are less expensive to maintain. Such examples can be found in the MLW diesels built to the designs of the American Locomotive Co. The improved model 251 prime mover replaced the old 244 model used in FA and FB-1 and 2 units as well as in RS-2, RS-3 and RS-10 units. It first appeared in RS-18 units and was used in all subsequent road power, also replacing the even older model 539 prime mover used in S2,

S4 and S1, S3, S10 and S11 switchers. Although the CPR did not buy any 251 engined yard switchers as did CN, it did acquire small 1000 H.P. road switchers (RS-23's 8013-8046) and these are used in yards. The obsolete 244 prime mover was thus destined to be retired, again by the process of ceasing major overhauls, followed by the cannibalization of failed units. First to go were the less flexible A and B units; CPR "A" units were not equipped with M.U. connections on their nose ends, thus only two could be used per lashup (leading and/or trailing only) with B units or RS units inbetween. This presented a problem even in the early days of dieselization, and it was magnified by the need for increasing numbers of units per train. "B" units, having no cab, are even less flexible and present additional utilization problems. Later the RS-3 and then RS-10 units were retired in significant quantities, although many of these units are still in service, long overdue for major overhauls, waiting for a failure to retire them.

This brings us to the retirement of various yard switchers, starting with the tiny CLC-built diesel hydraulics, a design unique to Canada. These twin Caterpillar-engined units (248 H.P.) were ordered to fill special needs in a few places across the system where they could handle the small amount of work to be done. In addition, their hydraulic drive system (to one axle on each side rod equipped truck) in place of the usual generator, traction motors and other electrical gear avoided the need for an electrician at a shop that usually had minimal staff and equipment. Often the hydraulic switcher was the only unit at its assigned location. Number 17 replaced 0-6-0 6275 at Goderich, Ontario, while the 22 worked the same Norton-Chipman (N.B.) branch line runs on which the famed trio of 4-4-0's (29, 136, 144) held on to the end of steam. The extremely light weight of these hydraulic units was another reason for their purchase. Others were assigned to Britt, Ont.; Yorkton, Sask.; Portage, Man.; Sherbrooke, P.Q.; (Quebec Central Ry.) and elsewhere. They were also used as shop switchers at Angus (Montreal), Ogden (Calgary), and Weston (Winnipeg). Eventually these small yards dwindled, and one by one they were closed or the "yard job" on which the hydraulic was used was abolished. The locomotives had been subject to the limitations of a 35 MPH top speed and the necessity to remove side rods when being moved dead to maintenance shops. Several of the units were sold to industries, while others were cannibalized and scrapped; all are now gone from the roster.

MLW 660 H.P. S3 units were the next to be retired, again by stopping overhauls and cannibalizing those which failed first. These units were retired for an entirely different reason from the other models: their service ended principally because they were no longer adequate to switch the long and heavy trains that have become standard operating practice. Never as satisfactory as the turbocharged 1000 H.P. S2 and S4 units, these engines cannot kick cars in the manner of a 7000 as they lack the extra power to get quickly under way. M.U.-equipped S3's, ballasted with lead along their running boards, to increase tractive effort, have continued to be given overhauls as they have more uses when operated in pairs than did the single units.

MLW S2 and S4 units have just been added to the endangered list as 1980 will be the last year for major overhauls. It is not known if M.U.-equipped units will be excepted nor if the "safe" status of M.U. 660 H.P. units will continue. These S2 units had been subject to a recent modernization program whereunder some were given newer A.A.R. style trucks from retired 660 H.P. units to replace their old Blunt trucks. While the latter truck's good tracking ability on rough track is well known, it is expensive to repair, requiring dismantling for

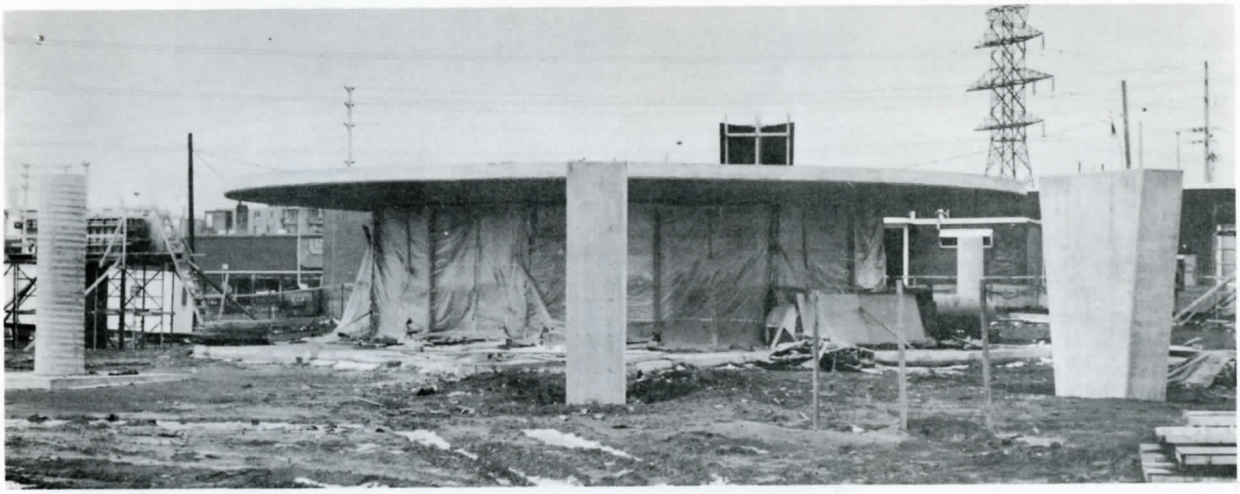
wheel replacement, a labour-intensive situation as compared with the maintenance of newer style trucks. In addition, some S2's were converted to roller bearings, new aluminum cab windows were fitted, and usually twin sealed beam headlights replaced the old single light. This has stopped, and the remaining units to be overhauled this year will not be modernized with newer style trucks and roller bearings. The 1000 H.P. units are being retired not so much for their low power as for the fact that they have become very expensive to maintain due to age, despite regular overhauls. These very rugged, dependable and once well-liked units will be around for a few years yet, and their distinctive turbo "whistle" or whine will continue to please the senses.

An upgrade program was first decided upon in 1972 when 10 GP9 units were scheduled for upgrading during 1973 at Ogden (the units were due for No. One overhaul) and were to be designated as DRS-18c 3500-3509, GP10 units. Unfortunately, this program was killed as too expensive. Further efforts were limited to a few units over a lengthy period. The 8633, 8634 and 8635, which had been equipped with special Remote Hump Control, were modified in March/April, 1971 with chop nose, but were not otherwise upgraded. This simply answered the need for more powerful units for Alyth Hump which has at various times used combinations of 8100's, GP7's, GP9's, F7B units, etc. The 8530 represented the first serious attempt at improving these units. When outshopped from Ogden on March 14, 1975, it had been chop-nosed and, while no modifications were made to the prime mover, it received re-wiring, changes to some circuitry, and partial replacement of components to conform to modern standards. It is still rated at 1750 H.P.

The 8615 and 8619, long unserviceable owing to fire damage, were finally rebuilt at Angus, including chop noses, and returned to service in October, and September, 1977 respectively. The 8492 was chop-nosed in May, 1978 at Ogden, and in July of 1978 Angus rebuilt passenger GP9 8518, removing its steam generator to allow the short hood to be chopped. Until very recently that was the extent of diesel modernization on the CPR other than the earlier trade-in programs.

Manufacturer-upgraded diesels are felt by the railway to be too expensive, as are new yard switchers. CP Rail prefers to continue the practice of buying only standard SD40-2 road freight units, as these are truly excellent locomotives. The displaced older road units are assigned to secondary freight duties and yard switching. To accomplish this program, a number of changes are presently underway that will result in a vastly changed motive power situation on CP Rail.

MODIFICATION PROGRAM- To replace the large numbers of RS-3 and Rs-10 road switchers that have been retired, with the balance soon to be retired, a modification program has been commenced this year, to continue in 1981, which will see all 51 C424 4200 series 2400 H.P. road freight units become road switchers. Essentially this involves minor modifications to meet the requirements of the Canadian Transport Commission, Railway Transport Committee, including application of a pilot on the rear end of the unit, an illuminated rear number board, twin rear headlights, etc. During 1980 all 25 GP30 and GP35 units in series 5000-5025 will become road switchers in the same manner. It is interesting to note that some of these units were built as road switchers; DRS-22a 8200, 8201 GP30 were reclassified and renumbered DRF-22A 5000, 5001 in April, 1965, while DRS-25A 8202-8213 GP35 were at the same time reclassified and renumbered DRF-25A 5002-5013. Only



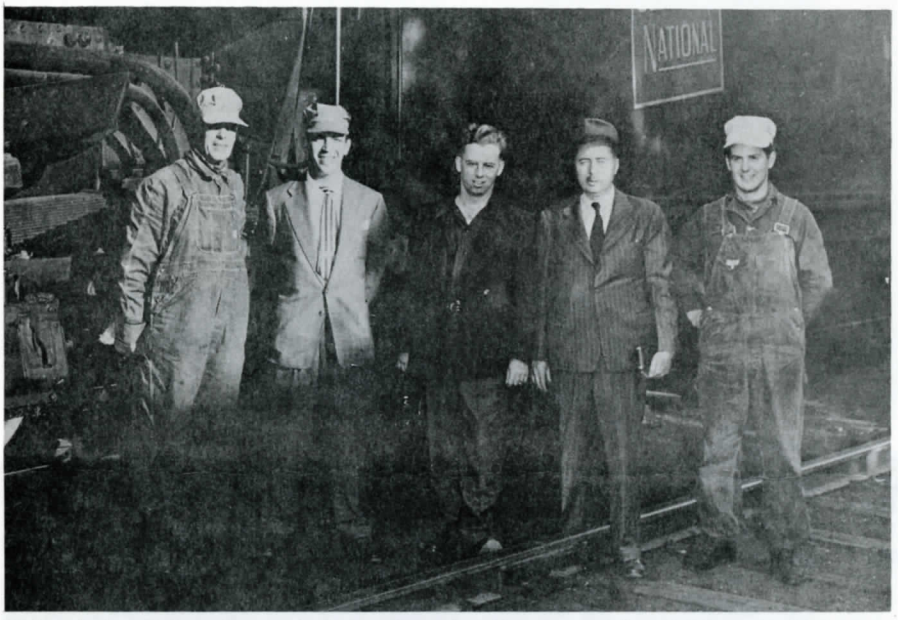
Work is progressing on the elevated loop for the TTC's Scarborough LRT line at Kennedy Terminal. This view, looking west, shows the pillars for the loop, which will circle the passenger pickup carousel.

A TTC worker unfastens a restraining cable securing one of the new Japanese subway work cars to a CPR flatcar. The three cars arrived at Greenwood Yard on April 24, 1980.

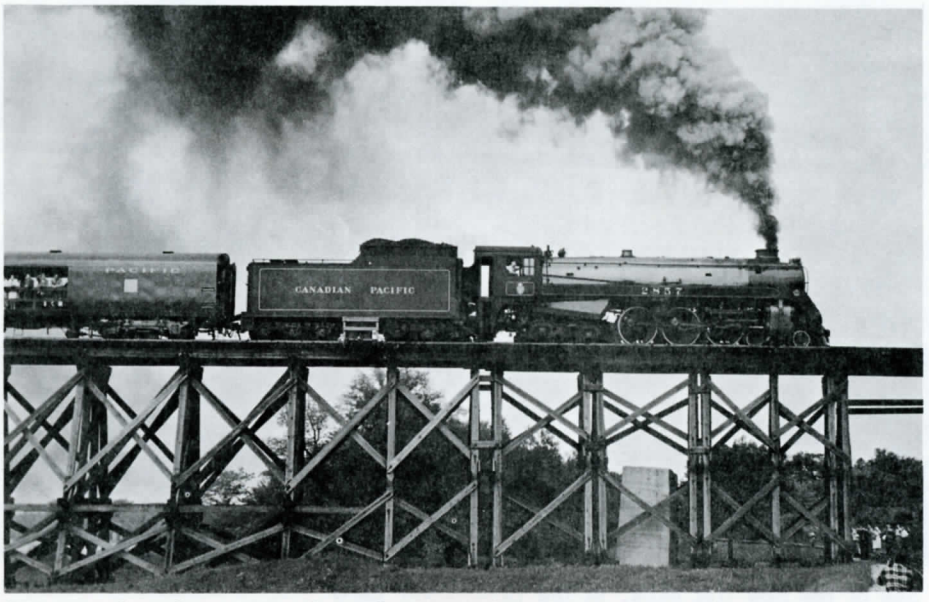
TTC photo.

A broadside of one of the new flat cars, at the Greenwood Yard unloading ramp, looking east. TTC photo.

A CN Burro crane was lifting rail on the north side of Front St. Yard, Toronto, between Spadina Ave. and Bathurst St., on May 6, 1980. The north side yard is being taken over by GO Transit for storage of their coaches between rush hours. The yard tracks are being relaid, and reduced in number from 13 to eight.. Photo by John Thompson



This photo, taken by a photographer for the now-defunct Toronto Telegram, on May 31, 1951, on the occasion of the last CNR passenger train between Port Hope and Peterborough, shows (left to right) Engineer Ernie Flowers, UCRS members Charles Randall, George Horner and Dr, H. G. Walton Ball, and the fireman, whose name was not recorded.



CPR Royal Hudson 2857 shows her trim lines to a crowd of admirers during the runpast across the famous Hog's Bay Trestle at Port McNicoll, Ontario on June 5, 1960. Photo by Jim Walder

TTC Receives New Subway Flat Cars

The TTC took delivery of three new subway flat cars on April 24. The cars, bought from Sumitomo Canada, were built by the Niigata Engineering Co. in Japan. They were shipped to St. John, N.B., and completed their journey to Toronto on railway flat cars. Two of the cars, RT19 and RT20, have cabs and are powered by Cummins four-stroke diesel engines. The third, RT21, is cabless and unpowered. The TTC will use the flat cars for general maintenance of rail, permanent way, open cut lighting, and track cleaning.

DRS-24f 8300 C424 was built as a road switcher; it too was reclassified and renumbered DRF-24a 4200 in April, 1965.

The lighted number boards on the rear of these units were blanked in at that time and must be re-installed; they retained their twin rear headlights but those built as road freight units have only one rear light and will be equipped with a second one. Due to the necessity of replacing much branch line power (RS-23 and SW1200 RS) with larger road switchers and the fact that most of the BLU's have already become defacto yard switchers, an even greater requirement for road switcher power has developed. It was always intended that these BLU diesels would eventually go into yard service. The 8100's are versatile units, popular with their crews, and it is regrettable that more were not acquired before recent high prices discouraged CP Rail from purchasing them or the newer model SW 1500 MP1500. At one time they were frequently used on mainline trains, particularly during power shortages. This was much to the dismay of certain people in CP Rail management as they were on a maintenance program that was designed to reflect their lighter duty service on branch line way freights, etc. Efforts were made to restrict use of the 8100's and eventually their maintenance program was changed. For the most part they were not used in heavy mainline service, and usually worked branches, local road switching runs on main lines, and various yard and industrial switching assignments. A major exception is the total reliance of subsidiary Dominion Atlantic Ry. on these SW 1200 RS units on all trains, due in part to light rail, although the DAR does not represent heavy duty work. Another large pocket of 8100's is assigned to Sudbury, where up to four units work M.U. on local assignments. Most of these RS-23 and SW-1200 RS units are to be designated as switchers and rebuilt as such; only a few will remain as road switchers for specific locations. The 8013-8018, the six very light RS-23's, will remain as road switchers for use on light branch lines out of Sutherland, Sask. Also, 12 of the SW-1200 RS units will remain as road switchers; some will no doubt stay on the DAR, with others for the relief of the DAR units (presently St. Luc keeps some 8100's available to trade off for DAR units going to the main shops). Others may be kept for use at Preston on the Grand River and Lake Erie and Northern, although no specific unit assignments are known presently. The remaining 28 RS-23's and 59 SW 1200RS units are to become yard engines.

A surprise program has also begun wherein all 69 RS-18 units (8730-8800) will be modernized. These units will be renumbered 1800-1868. The original plan was to renumber these units in the 8300 series, but now "horsepower" numbering series will be used. The work will include chop nosing, etc., but the units will remain as road switchers despite the fact that some are used even now in yard switching and transfer

service. These engines have always been well liked and dependable diesels exhibiting the common Alco/MLW trait of being excellent low speed haulers as well as having good kicking ability similar to that of the small 1000 H.P. yard switchers. This feature is not characteristic of the newer 1000 H.P. RS-23 units, even though the "Rockets" are good haulers. The decision to upgrade these engines seems a good one and will permit enthusiasts to watch and listen to these great engines for years to come. The first unit was due out of Angus in April and a total of six are scheduled for 1980 as part of the "Ten Year Rebuild and Modification Program".

Another major part of this 10-year program is the upgrading of all GP7 and GP9 units including rewiring, chop nosing, etc., as well as renumbering and reclassification as DS-17 yard units. The first GP9 was due to be outshopped from Ogden in April, in which facility a total of 10 units are scheduled for upgrading this year. Eventually all will be yard engines except for 8530, 8615, 8619, 8492 and 8518, which will remain as road switchers and be renumbered 8200-8204 duplicating numbers previously assigned to GP30/35 units. The reason for keeping these five units as road switchers is not immediately known, but it may be connected with the capital cost of previous modifications, causing the units to be excluded from the 10-year program.

Three blocks of numbers will be allocated for the upgraded yard switchers:
1500-1511 (12) remaining GP7 units
1512-1690 (179) remaining GP9 units
1691-1705 (15) GP9 units with 26L brake

The GP7 units will receive 566BC blocks and be upgraded to higher horsepower. The more modern 26L brake units (8825-8839) will be kept in a separate block for easy identification. A total of 183 yard units (including four boosters) are due for retirement. In addition to the two remaining Baldwin yard switchers, all Alco and MLW 660 H.P. and 1000 H.P. yard engines will eventually be retired, to be replaced by the aforementioned units. Supplementing the latter will be the eight remaining (two sold) 800 H.P. SW8 units (6700-6709), eleven 900 H.P. SW900's, and six SW9's (7400-7405), plus one more yard engine, 8921.

While it may appear contradictory to retain small 800/900 H.P. non-M.U. switchers while retiring all 660 and 1000 H.P. engines, the explanation is not only that GMD products are more suitable for continued overhaul, but also that the small quantities of the former can easily be utilized on lighter duty assignments, a few of which will always be present on the vast CP Rail system.

This concludes a capsule history of CP Rail dieselization, past, present and future. More details of the Ten Year Rebuild and Modification Program will be published as they become available. Many changes have already been made in the program before the first upgraded diesel has appeared, particularly in the selection of units. Many other GP9 units will be given routine overhauls at Angus (only Ogden is performing upgrading) and the program must be adjusted to work around the passenger service-equipped G(9's, leaving them with steam generators for use as protection power for Via Rail passenger trains (rotated daily as and when required in emergencies). Similarly, RS-10 dual purpose units fill in for Via Rail on Eastern Lines as Via does not have enough power to station protection units all across Canada solely for breakdowns. Data on the rebuild program has been limited in this

article, as much may change in the course of a 10-year program and adjustments may be expected, particularly in the early stages of the program. In any event, watch for GP9 1512 (ex 8510) and RS-18 1800 (ex 8791) coming soon!

Farewell to the "Cannonball Express"

by Charles P. Randall

It was twenty-nine years ago that two present members of the U. C. R. S., George Horner and Charles Randall, and one former member, Dr. H. G. Walton Ball, played "hookey" from work to make the last run of C. N. train 95 from Port Hope to Peterborough. The C. N. R. officially abadoned the line between the two stations when passengers boarded the train at Port Hope at 4:05 p.m. standard time on May 31, 1951.

Thirty-one miles of track were abandoned, including shelters and stations at Quays, Carmel, Millbrook, and Frazerville. Passengers from all over Southern Ontario made the last trip. Dr. Ball's grandfather, Albert M. Ball of Port Hope, was a passenger when the first train ran over the line from Port Hope to Lindsay on October 16, 1857. Another tie to this family lies in the fact that his great great gandfather, Captain Walton, founded Port Hope, with one of the main streets being named after the Captain.

Hundreds of Port Hope citizens were on hand at the Walton Street station as the "Cannonball Express," as it was known to the district residents, pulled out on its way back north. Canadian National men on the train said that if such a crowd could have been enticed aboard every day, the train would have continued running. The railroad was forced to abandon the Port Hope - Peterborough freight and passenger service because it had been losing money for a number of years. The line was almost closed in 1942 when passenger and freight volume had dropped to such a low point that the Board of Tansport Commissioners gave the C. N. R. permission to curtail service. Only the wartime emergency allowed the route to remain open as long as it did, and permission to discontinue the runs was granted again in 1951.

The Toronto Telegram recalled at the time that many people who had never been passengers on the line in their lives jumped aboard and went as far as Quays, four miles out, or Carmel, eight miles away, where friends picked them up in cars to return to Port Hope. When No. 95 arrived in Millbrook, the Millbrook High School Band led by a comely majorette was on hand to serenade the train crew and passengers. Most of the population of eight hundred jammed onto the station platform to get its last glimpse of the train.

Local historians recall that, when the railroad was in its prime, Millbrook was a bustling town of nearly two thousand persons, but as one old sage remarked "as the population declined, so did the railroad: now that the trains have gone, what will happen to our population? It is the sign of the times." The oldest rider on the last trip was Ralph Carlson, eighty-four, of Peterborough, who recalled riding on the train when it was one of the busiest in eastern Ontario, and when at least four passenger trains a day ran each way in addition to freight trains carrying lumber and grain to the then bustling harbour of Port Hope for trans-shipment to England and the U. S. A. (The fears of the old sage have proven groundless, as the 1976 census

figures show the population of Millbrook as 898.)

Another passenger to make the trips was H. R. S. Ryan, K. C. of Port Hope who fought long and hard to try and stop the C. N. R. from gaining approval from the Board of Transport Commissioners to abandon the line, which was first mooted in 1941. One of Durham County's foremost historians, Mr. Ryan said that the municipality of Port Hope had invested nearly a million and a half dollars in the line since it was first incorporated in 1846 as the Peterborough and Port Hope Railway Company. Eight years later the name was changed to the Port Hope, Lindsay, and Beaverton Railway. Two years still later construction began, with the municipality advancing nearly $700,000, a lot of money in those days, and owning about one third of the stock.

By 1865, the Town's accumulated contributions toward the line had gone up to more than a million dollars. In 1869, the name was again changed, to that of the Midland Railway Company of Canada. It was during this era that the railway became mired in financial difficulties, and at one point was forced to suspend operations temporarily, when an angry sheriff blocked the track until the company's obligations were met. In 1893, the Midland Company of Canada became part of the Grand Trunk Railway, which in turn was in 1923 incorporated into the present day C. N. R. system.

At the time of abandonment, section men tore up the sixteen miles of track between Port Hope and Millbrook. The remainder of the track from Millbrook to Peterborough, was to be used for occasional freight service, and the ultimate fate of that section of track or what is left of it today is not known. Though the last physical evidence of the route of the "Cannonball Express" may disappear, railway men and citizens of the Port Hope district fondly remember the train; an old friend and unforgettable link with the past.

For the record, motive power on the last train was supplied by K-3-a Pacific 5575, appropriately a former Grand Trunk locomotive.

-- The former Craig Terminus building of the Montreal Transportation Commission (formerly Montreal Tramways Co.) is being demolished to make way for a park. The highly attractive stone faced structue, located on St. Antoine Street, formed an unusual terminal facility for various street car routes approaching the downtownarea from the east and west, with across-platform transfer accomplished under on the ground floor. The three cement-stone archways in the building are to be re-erected to serve as entrance gates to the park, and will also serve as a last reminder of the street car era in Montreal. -- Bob Sandusky

--Although the installation of route numbers on T. T. C. street car roll sign linens was announced as restricted to heavy rebuild P. C. C.'s, a number of cars scheduled for retirement have been seen so equipped. These include non-rebuilt A-6 4342 and former Cleveland cars 4629, 4674, 4683, and 4687. --Robt. D. McMann.

--The C. N. R. demolished the freight shed at Newmarket Station at the end of April, the structure being reputed to be 125 years old. As the backhoe smashed the board and batten walls into firewood. oats from crops stored in the shed early in the century filtered down from cracks and crevices. -- Dave Stalford

-- Conrail's 4800, the original Pennsylvania Railroad GG 1 and formerly painted in Bicentennial colours, has been acquired by the N. R. H. S. and placed in the collection of P. R. R. motive power at Strasburg, Pa.

SOCIETY NEWS AND COMING ACTIVITIES by Ed Campbell

The U. C. R. S. 1981 Calendar is in the process of being produced by member Dave Stremes. He is looking for good 8" x 10" black and white or extra clear 5" x 7" glossy prints, which should be sent to him at 136 Holland Ave., Ottawa, Ont. K1Y 0Y4. Steam, diesel and traction subjects are needed, and Dave is interested in format suggestions for the calendar as well. His phone number is (613) 729-7850. Early assistance is urgent.

AUCTION - An auction of transit and railroadiana will be held at the June 20th Toronto meeting at the Strollers' Club, 92 Adelaide Street West, Toronto, at 8 p. m. Lists of your items for auction are required as soon as possible. If there is a postal strike telephone Raymond Kennedy at (416) 241-9180; if there is no postal strike, mail lists to R. Kennedy, Box 8, Station "D", Toronto, Ont., M6P 3J5. Please bring your items to the auction by 7 p. m. Here is your chance to turn your spare items into cash. N. E. ("Al") Kinsman has consented be auctioneer. There will be a U. C. R. S. charge of 15% of the selling price and buyers must pay 7% Ontario Sales Tax at time of Sale. PLEASE READ THE FLYERS ATTACHED TO THE MAY NEWSLETTER - Order tickets early as accommodation may be limited on some trips.

--A display and meeting will be held in the Annette Public Library, 146 Annette Street, Toronto at 7:30 p. m. on Tuesday, June 24 to discuss possible uses for the C. P. R. West Toronto Station, now scheduled for demolition. The meeting is being organized by Toronto Alderman David White.

--Notice is posted on the C. N. R. St. Clair Avenue Station of intent to apply to the C. T. C. for permission to remove the agent and the station building and to replace the latter with a shelter. Members are urged to write to the Canadian Transport Commission at once if interested in preserving this station.

--June is the last month in which a walking tour of the Warden - Kennedy extension of the Bloor - Danforth Subway can be arranged. Those interested should call George Meek at 532-5617.

Monday June 2 through Friday July 11: U. C. R. S. exhibit commemorating the 50th anniversary of the abandonment of the Metropolitan Division of the Toronto and York Radial Railway (T. T. C. Lake Simcoe Line) will be on display at the "Radial Line Gallery," Newmarket, Ont.,

Friday, June 13: Excursion Committee meeting at the home of Ron Leyton, 46 Sir Bodwin Place, Markham, Ont. Phone: (416)294-1925.

Friday, June 20: U. C. R. S. Auction (see Above).

Satuday, June 21: U. C. R. S. trip to Upper Canada Village (see may issue).

Sunday, June 22: U. C. R. S. trip on the last of the T. T. C.'s ex-Birmingham P. C. C. cars. (see May issue).

Friday, June 27: Regular Hamilton Chapter meeting in the C. N. R. Station, Hamilton; members' 35 mm slides will provide the entertainment. All U. C. R. S. members are always welcome.

Friday, July 18: Regular Toronto meeting at the Strollers' Club, 92 Adelaide Street West, Toronto; the entertainment will consist of members' 8 mm edited movies or 35 mm edited slides. Why not arrange a segment of the show right away? Doors open at 7:00 p. m. Please be there early if you are participating in the show, which should start at 8:00 p. m. sharp.

Saturday, August 9: Toronto street car tour with recently refurbished Small Witt # 2766 (see May issue).

Sunday August 10: U. C. R. S. bus and P. D. C. car trip to Havelock and return (see May issue).

--The Hamilton chapter will not hold meetings during July and August.

- The provincial government's decision to assume the British Columbia Railway's $700 million debt will free the Crown-owned railway from the burden of paying an estimated $69 million a year in interest and repayment charges. The government said in its recent throne speech that it will put the railway on the same basis as the provincial highway and ferry systems. The government is expected to provide the railway with an annual subsidy similar to that paid the B.C. Ferry Corp. (Last year, the ferry corporation received about $50 million in subsidies based on what the equivalent cost would be to build and maintain a two-lane highway through difficult terrain in the coastal region over the same distance as that covered by ferry routes.) Premier Bill Bennett said that the decision to subsidize the railway was because it appears that most of the railway's problems have been resolved and that it is providing good service. "The need now is to rationalize the finances of the railway - both its debt burden and for operations into resource areas." Both the royal commission report on the B.C. Railway, released in November, 1978, and the Auditor-General's 1979 report to the legislature recommended that the government assume the railway's debt. The commission noted that dreams of the railway becoming a self-supporting enterprise would never be realized if it had to continue to borrow to service the debt.

- A 34-foot long mural of CN 6060 has been used to cover a wall in the Promenades liquor store at Central Station in Montreal. The Quebec Liquor Commission, which selected the photo upon which the mural is based, wished the store's decor to reflect an element in the history of the site. The reproduction was made by photographing a sepiatoned print (the brown tinting was added to a black and white photograph to enhance the nostalgic effect); the colour negatives were used to produce uniformly-toned prints for the 14-panel mural.

- Fares on the Hamilton Street Railway were increased to .50¢ cash from .40¢ on April 1st; passes will now be $18.00, up from $16.00.

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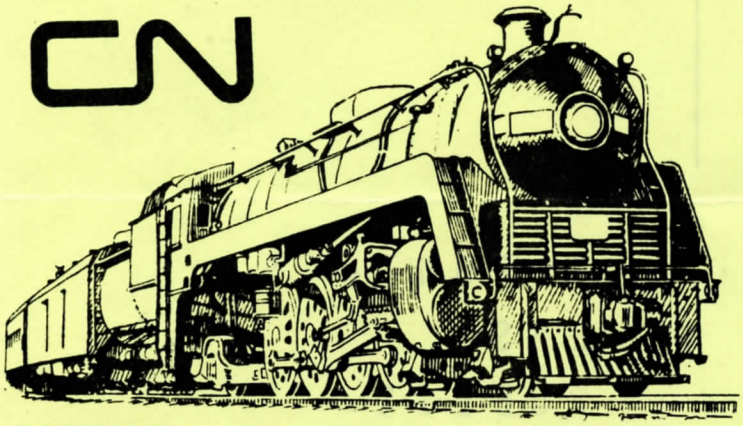

TORONTO-NIAGARA FALLS
SATURDAY JULY 19th. 1980

This will be the Canadian public's last chance to ride a steam train out of Toronto. The train features an open baggage car, snack and souvenier counters as well as our private car "Cape Race", open for all the trip. Runpasts and photostops are included in the schedule. There will be four hours to enjoy the sights at the Falls before returning home. Seats will be assigned at the train gate and space will be held for Oakville and Hamilton passengers.

SCHEDULE

Leave	Toronto Union	9.45 am
Leave	Oakville (VIA Stn.)	10.15 am
Leave	Hamilton (CN Stn.)	10.40 am
Return	Hamilton	6.45 pm
Return	Oakville	7.50 pm
Return	Toronto Union	8.15 pm

Tickets by mail from the Upper Canada Railway Society, Box 42, Stn. D, Scarborough, Ont. M1R 4Y7, or in person at Toronto Union Station after June 17th.

FARES

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Fares quoted are in Canadian Funds. Cheques and money orders should be made payable to the Upper Canada Railway Society. Refunds by mail only at 80% of ticket price. NO REFUNDS on day of trip or after. Ticket orders recieved after July 10th. will be held for pick-up at the train gate.

SUNDAY AUGUST 10TH. 1980

Ride with us as we explore by bus and train some of the stations and scenery between Toronto and Havelock. Outbound by bus we call at most of the historic railway buildings on the way. Return is by one of Ontario's least known scenic rail services.

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Adults $18.50 Children $14.00 (under 12 Yrs.)

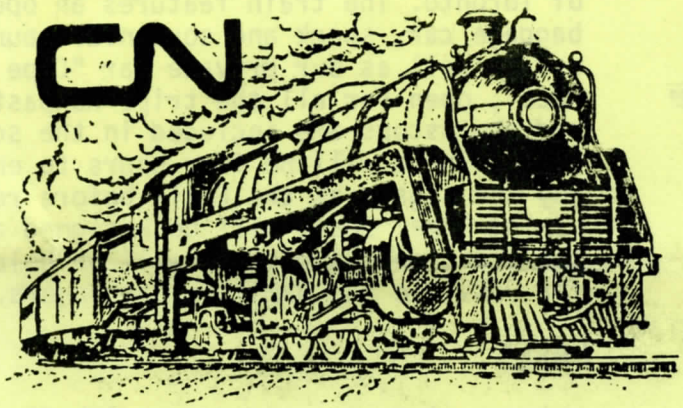
The bus leaves Union Station at 8.30 am, return is by 9.30 pm. Additional pick-ups at Leaside Stn. Agincourt (CP Stn.) and Locust Hill (for Markham)

BY PRIVATE CAR

We are planning fall trips using our private car "Cape Race" on regular trains.

Weekend to Chicoutami, Que. - $390.00
Weekend to Belleville, Ont. - $175.00
Day to Windsor, Ont. - $ 75.00

Fares include accomodation (where applicable), meals and travel. If you are interested in further details please check the box on the order form.



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