

ST. CLAIR
WEST TORONTO CP STATIONS



Newsletter

INCORPORATED 1952

NUMBER 370

AUGUST 1980



CNR 6060: HAIL AND FAREWELL

UPPER CANADA RAILWAY SOCIETY
BOX 122 TERMINAL "A" TORONTO, ONTARIO



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OUR COVER: CNR 6060 displays top form racing through Ste. Bruno,
Quebec, en route to Sherbrooke on a May, 1976 fantrip.

--John D. Thompson photo

CONTRIBUTORS WANTED--NO EXPERIENCE REQUIRED

The "new" UCRS Newsletter is now well past its first half-year of publication. Response from the membership has been gratifying--it's obvious, from your cards, letters, and oral comments, that the Newsletter is filling an important need on the Canadian rail enthusiast scene.

The Society owes a debt to the several members whose continuing contributions have helped to make the Newsletter interesting and varied. The Editors are hoping to see the names of further members added to the pages of the Newsletter. In particular, we need correspondents all across Canada, from St. John's to Victoria, to help us report, and record for future researchers, more of the significant railway and transit events which are happening all the time.

For example: suppose you've found out that your favourite railway has bought some secondhand freight cars, and will be retiring some of its older cars; just jot the details down, including dates, places, numbers, etc. and any other pertinent data, and send it in. Perhaps, in the course of your travels, you notice something new or different; a locomotive that's "off-line"; a station being torn down, or with notice of closure posted on it; an unusual piece of rolling stock, be it passenger, head end, freight, or non-revenue; unusual consists (e.g. private cars) on passenger trains; re-routings because of wrecks or track work; lines being torn up or (far more hopefully) new track being laid.

Many members are also interested in the fascinating world of electric transit--past, present, and future. News contributions can include construction notes and vehicle deliveries on burgeoning rapid transit systems such as Calgary, Edmonton, and Montreal; rapid transit proposals in, say, Vancouver or Québec City; or trolley coach extensions, e.g. Vancouver, Edmonton, Hamilton. Incidentally, this is a good point to mention that you don't need to be an Ernest Hemingway to contribute to the Newsletter; we're happy to receive news in note form, or as newspaper clippings or magazine articles.

On the subject of articles, we could use help in the preparation of certain news features. For example, CN is currently involved in a massive grade reduction and line relocation program in the Rockies. While we have a certain amount of resource material on this, there is a need for someone knowledgeable on the subject to prepare a comprehensive review of the project for readers.

If you live in or near the Toronto area, we're always happy to receive phone calls reporting "hot" news items, making suggestions for the Newsletter, or offering possible contributions.

We would like to increase coverage of passenger train news: service changes, consists (particularly if they're out of the ordinary), patronage levels, special movements and so on. These can be gleaned from personal observations; a friendly chat with a (reliable and informed) railroader acquaintance; and newspapers. Speaking of passenger trains, how about an account of your observations and impressions from your vacation-by-rail? Trip accounts, be they in Canada, the U.S., or elsewhere, are invariably of great interest to readers.

Of course, the Newsletter is also concerned with past activities; like Charlie Randall's article in the June issue, it can be an account of a ride on a long-gone passenger train; of a photography day at Palmerston, Bayview Junction, Cote St. Luc or Transcona; of a breezy ride on an 800 class car on Ottawa's Britannia line, of bouncing down the NS&T Welland Sub. on interurban 83, or of the delights of St. Denis Carhouse.

Perhaps you have some views on the railway or transit industry as a whole, or on some aspect thereof, which you'd like to express.

The UCRS is your Society, and the Newsletter is your magazine; with your help we can ensure that valuable information is passed on to your fellow members, while they pass other information on for you, and that it is all preserved for future generations of railfans. Know the satisfaction of seeing your contribution in print, over your name; may we hear from you?

--The Editors

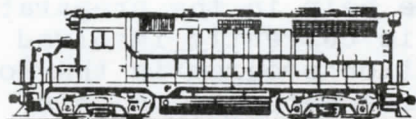


--The Grand Trunk Western, in late June, announced the successful purchase of \$25.6 million in stock of the Detroit, Toledo, and Ironton Railroad from the Pennsylvania Co., a subsidiary of Penn Central Corp., after a three year battle with the Chessie System and the Norfolk & Western for control of this important connecting road. The agreement is subject to final approval by the Interstate Commerce Commission.

This expansion will add 588 miles to CN's subsidiary GTW system, in addition to providing access to traffic from Cincinnati over the DT&I's mainline. The GTW has had traffic interchange agreements with the DT&I for some time, as they were both small railroads in competition with the larger north-eastern railroads.

--George Horner and Brian C. Nickle

The deficit-plagued New York City to Montreal passenger train, the "Adirondack", threatened with discontinuance in August, has won a last minute reprieve from the State of New York. Cancellation notices had already been posted for this Antrak service, but state and federal officials announced in June that the run had been saved. The State of New York agreed to pay up to \$574,000 of the train's annual deficit, thus ensuring continued operation.



MOTIVE POWER AND EQUIPMENT NEWS

edited by Raymond L. Kennedy

ONR Modified GMD passenger 'A' units 1986 and 1987, for use exclusively on Northlander TEE trains, have now been outshopped and are in service. Dates and original numbers not confirmed.

BCOL-BN-CP RAIL Two of the six Remote Control Cars for Locotrol operation recently bought by British Columbia Railway from Burlington Northern are presently on lease to CP Rail: ex-BN RCC 106 and RCC 107 (2nd). All six RCC's were rebuilt during 1971-2 from EMD F3B and F7B (B units). Originally owned by Great Northern and Northern Pacific, they went to stand-by when BN changed over to all RCL (Remote Control Locomotive) type operation wherein the radio receiving equipment is housed in a standard diesel unit rather than in separate non-powered cars. More recently some of these RCC's were on lease to Southern Pacific, a railway that had not been using Locotrol. BN has offered four more RCC's for sale to CP Rail, which uses an all RCC type operation (called Robots) compared to BCOL's part RCC and part RCL system. No other railway in Canada uses Locotrol operations, not even Canadian National

CP RAIL Early in July Lambton Yard (Toronto) received three wooden vans newly rebuilt by Angus Shops as part of an ongoing program to overhaul old cabooses. 438502, 438536 and 438591 were all built in May 1941, are painted in bright yellow as are all vans in recent years, and have been wood sheathed over the normal tongue and groove individual boards, which improves insulation and reduces maintenance. Wooden vans are used only on yard or local assignments, while through freights on the mainline get steel vans with cushion draft gear and electric power. The arrival of the three vans is proof that wooden cabooses continue to serve a useful purpose and will be around for many years to come. If wood vans are used on through freights in your part of the country, write with details.

TH&B Following tonnage tests conducted with CP Rail 8145 around the middle of July, three SW1200RS units, 8142, 8144 and 8152, were sent from Toronto to Aberdeen Yard (Hamilton) on the Starlite on July 19th along with a run-through radio equipped van for use by TH&B during a four week period. This equipment will operate a Nanticoke Turn ex Hamilton handling a special train from Stelco carrying slab steel on flat cars to Stelco's new steel mill at Nanticoke, near Waterford. It will be a 19 car, 3000 ton train. The 8100's have a pressure-maintaining feature, which no TH&B units have. Beyond Brantford, the TH&B branch has light rail, requiring the use of small units. Next May it is planned to begin hauling molten steel to Nanticoke in special Stelco cars. The extremely heavy weight of these "hot" cars requires use of three units and careful special handling.

CPR-ORA-APRA July was indeed a significant month for the preservation of equipment, much of which is being distributed around the country. Ontario Rail Association continues to share in the good fortune, receiving from CP Rail its last sleeper, 'TRAVERS', a heavyweight (90 ton) six wheel trucked modernized car with 12 sections (upper and lower berths) and one drawing room. This car had been stored for some years in Montreal. 435398, a wooden van built circa 1925, arrived from the Dominion Atlantic Ry. (lettered CP). 436954, a wooden van built by CPR Angus Shops (Montreal) in 1928, retired in 1973 and later used in 1974 on the display train in Western Canada (see Canadian Rail Jan. 1976) and more recently used at Bolton to film CP Rail TV football commercials with 4-4-0 136 (dead) has also

been received (in restored condition). Another gift to the ORA is 403967, a 40 foot wood automobile box car, with end doors and Simplex trucks.

Additionally, No. 22, the last diesel hydraulic remaining on CP Rail, was retired in 1979 and later turned over to ORA although it is being held in Angus for safe keeping. This unit replaced 4-4-0's 136 (and 29,144) on the Norton-Chipman, N.B. branch at the end of the steam era.

Alberta Pioneer Railway Association in Edmonton adds to its growing collection of fine equipment with the last CPR Mail & Express car, 3622, a lightweight 85 foot car built by National Steel Car in 1948 and out of service for some years in Montreal. At the end of May the museum was shipped a real prize in the form of CPR 4104, a CLC-built (Fairbanks-Morse) C-Liner 'A' unit, in working condition; it had long been stored inside Lethbridge diesel shop while its fate was debated, having been retired five years ago.

APRA may also get CNR 4-8-2 6060 which finished up operations on July 26th (the NRHS Washago trip). The engine left Toronto on Saturday, August 2nd, on freight train 375 ex MacMillan Yard (Toronto) behind three diesel units, but under steam in order to work the lubricator. It is reported that 6060 will make some runs out of Edmonton, its destination. Final disposition and/or continued operation is not yet certain.

Heritage Park in Calgary also shares in the largesse of Canadian Pacific Ltd., as the former is to receive three pieces of antique equipment. The first of these is car 141, a 65 foot suburban (commuter) coach with open vestibules, built in 1907. In 1951 this car was converted to bunk car 411585 and was later restored for 1973 use in filming the National Dream. It again operated in the 1974 Display Train in Western Canada. Box car 19752 and flat car 221, also used in the National Dream, are also included in the Heritage Park acquisitions. June finally saw another working steam engine outshopped from Drake St. Roundhouse in Vancouver (where all steam are maintained) and sent to Heritage Park. 2023 is a sister engine to their 2024 (o-6-0) which had long operated as "CPR 6269" and was renumbered in 1969. Both are ex-U.S. Army oil-fired engines which worked at Pacific Coast Terminals Co. Ltd. in Vancouver (and ran on some excursions) before being bought by Vancouver Island psychiatrist Dr. P.E. d'Estrube who until recently had the second engine stored inside the E&N roundhouse in Victoria. 2023, ex-4012, #70388 Alco (S) 1942. 2024 ex-4076 #8410 Lima 1944. It is further rumoured that Heritage Park will receive CPR 2-10-4 Selkirk 5931 (presently displayed near downtown Calgary as 5934) and a building in which to house it.

CNR Business cars are being renumbered in 15000 series to avoid conflict with VIA numbers.

MLW An LRC train on a test run between Ottawa and Montreal struck a truck and engine Amtrak 39 went back to MLW for repairs. AMT 38 was delivered to AMT in June.

VIA Locomotive 6532 (GMD 'F' unit) was outshopped from Point St. Charles Main Shop (Montreal) on July 4th in the new VIA grey and yellow paint scheme. Also, coaches 5558 and 5590 have been repainted in these colours to make up a display train.

BCOL-CNR C630 units 2017, 2021, 2036 and 2037 went to the British Columbia Ry. in June on long term lease. Units 2025, 2028 and 2041 were added in July.

VIA-CN It is hoped to reduce maintenance problems and failures in TEMPO passenger train equipment by using Freon 12 gas instead of Freon 22 which has a high operating pressure and temperature as a refrigerant, which causes many electrical and mechanical failures.

The General Motors Diesel plant in London, Ontario is currently working on another order for Burlington Northern SD40-2's, just as was done last summer. This year, the finished units are being moved out of London by CP Rail, and on June 17, 1980 two of the finished locomotives were seen at the CP Quebec St. engine terminal facilities, waiting for their move west. Last year, the new BN SD's were shipped over the Canadian National from their London East yards.

--Brian C. Nickle

I MISCELLANY

contributed by George Horner

--The Canadian Transport Commission has withheld approval of a bid by Conrail to take over four Canadian railway properties, the Canada Southern Railway, the Detroit River Tunnel Co., the Niagara River Bridge Co. and the St. Lawrence and Adirondack Railway, which are held by the trustees of bankrupt Penn Central Transportation Co. and Michigan Central Railroad Co. The Commission's Railway Transport Committee, in withholding approval, suggested that Conrail has not behaved as a good corporate citizen since it took over the operation of these companies on an interim basis in 1976. It indicated that Conrail has been diverting trains from the Canada Southern Railway to Conrail's lines in the United States at the expense of the Canadian operations and Canadian rail workers. The Committee suggested that this could be a prelude to abandonment of the 225-mile double tracked Canada Southern line, which is the shortest rail link between Niagara Falls, N.Y., and Detroit. No other railway or company has expressed interest in taking over this line. The Committee also questioned Conrail's financial reporting.

--A coroner's jury has attached no blame in the death of a B.C. Railway engineman who was killed when two locomotives of a BCR freight train left the track on February 29 and tumbled into Seton Lake Canal. The jury recommended that slide warning devices be installed at critical points near the accident scene. The two units were still in the lake and a decision had not been made as to the feasibility of salvaging them, at time of writing.

--Two yard engines collided in St. John, N.B., on the night of May 12th, upsetting a car containing diesel fuel and derailing another holding bunker C oil in the CNR yard. No injuries were reported and none of the cargo of the two tanker cars was spilled. CN said the accident occurred after a CP Rail transfer engine switching box cars from one track to another passed through a switch and struck a CN yard unit.

--B.C. Premier Bill Bennett and Fred Burbidge, President of CP Ltd., were in Tappen, B.C., recently to preside over a ceremony opening the first phase of CP Rail's \$300 million Rocky Mountain double-tracking project. The first phase of the project, which cost \$32 million, involved the construction of 17 kilometres between Revelstoke and Clanwilliam, in southeastern B.C. The new track will allow more capacity for unit train movements to the port of Vancouver. The \$14 million second phase of the project, proceeding near Lake Louise, Alta.,

should be completed by mid-1981. The third and largest phase, about 20 miles of new track in Glacier National Park, is still being researched. CP Rail says that this section will not be constructed unless the Federal Government revises grain transportation rates.

--CN has initiated a \$400,000 study to determine the best means of double tracking its line between Red Pass Junction and Vancouver. The company has hired a firm of consultants to explore all possible alternatives for doubling capacity on that stretch of line, and some preliminary study results should be available by the end of the summer, with a conclusive report expected in 1981. Work is now under way on double tracking between Edmonton and Red Pass Junction. Completion of this project in about 1985 is expected to provide sufficient line capacity until the mid-1990's. If traffic continues to grow at anticipated rates, complete double tracking of the Vancouver line could be required at that time. Until recently CN felt that it had the Prince Rupert option to move traffic to the West Coast, which line is operating at 20% of its capacity. In spite of that capacity, the railway now feels that it has to be prepared for a significantly increased traffic flow to Vancouver. A second main line, independent of the Fraser Valley, is a possibility. The consultants will be examining the merits of constructing a CN line through the Kettle Valley, between Kamloops, and Hope, B.C. The costs and benefits of that alignment will be measured against those of double tracking the existing line, and the study may come forward with other alternatives.

CN BECOMES SOLE OWNER OF NAR



In an agreement with CP Rail, Canadian National Railways has assumed full ownership of the Northern Alberta Railways Company. Negotiations on the sale of the NAR were initiated late last year and an agreement was reached in early June. Final approval from the appropriate regulatory agencies is now being sought. Plans are to designate the NAR as CN's Peace River Division. The sale, at an undisclosed price, allows Canadian Pacific to retain the right to solicit traffic over the former NAR system through Edmonton. Without this feature of the agreement the sale would likely not have been consummated. The decision to allow CP to retain those rights means that customers on the NAR will retain all of their current options of rates and routings. Customers will have the option of ordering CP Rail cars and will pay the same price regardless of which railway is used. The change in ownership should allow for a more efficient operation and an opportunity to eliminate duplications of service. Plans are to integrate the activities of NAR with the CN system as quickly as possible. A six month analysis period will be required to set out plans for integrating the operations and facilities, determining staff shifts and related activities. The NAR employs between 500 and 600 permanent staff and no layoffs are planned in this group. However, some employees may be shifted to other positions in the CN system. Staff reductions, where necessary, will be achieved through attrition, and layoffs involving short-term staff.

STRATFORD IS NO LONGER A WAYFREIGHT TERMINAL --by Brian C. Nickle

Effective June 29, 1980, Stratford, Ontario ceased to be one of the Canadian National's major wayfreight terminals, as on that date a new program of train reductions and reorganizations affecting the Kitchener-Stratford-London terminals went into effect. The following trains, formerly based out of Stratford, have been abolished: 514--Goderich Subdivision wayfreight; 515--Guelph Subdivision wayfreight; 518--Thorndale & Forest Subdivisions wayfreight; 490--Stratford to MacMillan Yard (Toronto) freight; 491--MacMillan Yard to Stratford freight; 1600--Yard Engine.

Only two wayfreights and a yard engine are now based out of Stratford, and are as follows: 516/517--the tri-weekly Owen Sound wayfreight; 581--a newly created "30-mile radius" switcher; 0800--Yard Engine.

In addition to the train reductions and reorganizations listed above, the Stratford Yard Office has been closed, with the car control work being assumed by the Kitchener Car Control. Also, the home terminal for the CN running trades has been shifted from Stratford to Kitchener.

The Goderich wayfreight, renumbered 511 from 514, is now based out of London East, and will operate to Goderich via the Strathroy Sub. to Hyde Park, Exeter Sub. to Clinton Jct., and the Goderich Sub. to destination. The return route to London for 511 will be the Goderich Sub. to Stratford, and the Thorndale Sub. to London Jct.

Also affected by these changes are trains 411 and 412, operating between Sarnia and MacMillan Yard. These freights will continue to operate via Stratford, but their ordering times have been adjusted to handle the local lifts and set-offs at Stratford, Kitchener, and Guelph. This work was formerly done by the now-abolished trains 490 & 491. As a result of the new ordering times, both 411 and 412 will now operate through the night.

--Trackwork along Canadian National's Dundas Sub. during the month of June caused several westbound CN freights to be rerouted via the Guelph and Thorndale Subs. through Stratford on a fairly regular basis. The trains affected by these reroutings were Toronto to Windsor train 421 (with empty auto racks) and two Toronto-Sarnia freights, B411 and 415.

On June 23, 1980, trains 421 and 415 were combined as one train from MacMillan Yard via Stratford to Komoka, where 421 was separated from 415 in order to run to Windsor. This arrangement was accomplished by having 421's train, complete from power to van, spliced in between 415's power and consist. On arrival at Komoka, 415's engines were uncoupled and pulled ahead, allowing 421 to proceed onto the Longwood Sub., thus leaving the balance of 415's train on the mainline, waiting for its power to back onto it, to leave for Sarnia.

--Brian C. Nickle

CLRV NOTES



As of June 2nd, changes from the April 9th CLRV status summary (Page 7, Newsletter 367) included the following: --18 cars added to acceptance

list for a total of 46; 16 additional cars assigned to Roncesvalles Division (total of 38 available, with cars 4020, 4023, 4025, 4028, 4034, 4035, 4039, 4040, 4043, 4045-4049, 4053-4055 and 4058 having been added, while cars 4011 and 4012 had been removed from the divisional assignment and had joined 4002, held by UTDC for retrofit or test; assigned cars 4022 and 4037 were under repair at Hillcrest.

--14 cars were in process to the TTC: 4038, 4042, 4050, 4056, 4057, 4059-4062, 4064, 4066, 4068, 4072, 4088.

--29 cars were held by UTDC: 4010, 4026, 4051, 4052, 4063, 4065, 4067, 4069-4071, 4073-4076, 4085-4087, 4089-4100.

Cars 4027 and 4029 returned from Boston at 2:45 p.m. on June 6th.

Six CLRV's entered service on the Kingston Road Tripper (Route 503) for the first time in the P.M. rush on June 10th, as follows:

<u>RUN</u>	<u>TIME</u>	<u>CAR NO.</u>	<u>RUN</u>	<u>TIME</u>	<u>CAR NO.</u>
62	15:53	4016	66	16:27	4017
64	16:10	4018	67	16:36	4019
65	16:19	4020	68	16:44	4015

CPR Fairbanks-Morse C-Liner 4104, after being removed from storage inside the Lethbridge, Alberta roundhouse. The distinctive unit is now preserved at the Alberta Pioneer Railway Museum, Edmonton.

- High Iron Photos



CNR St. Clair Ave. Station, Toronto, is still in use, although the railway has applied for permission to demolish the sturdy former Grand Trunk Railway brick structure. The 'Super Continental', and trains 147 & 147, the Toronto-Barrie commuter trains, stop here.

- John D. Thompson photo.



CPR's classic West Toronto Station also faces an uncertain future. The building has been closed and boarded up since 'The Canadian' stopped operating over the CPR out of Toronto, over a year ago. The platform was recently torn up.

John D. Thompson photo.



CPR Battery Car 9002 (ex No. 45) at Guelph, Ontario, at high noon on August 9, 1932, during its later period of operation on the shuttle service to Guelph Jct. Note the batteries, clearly visible in this rare view of the unit with the compartment doors open. Close inspection will also reveal the roller bearing journal boxes, class lights, marker lights, front and rear headlights and number boards, and a bell on the roof above the open baggage door.
- Collection of W. E. Miller



TTC CLRV's have been operating on the St. Clair route on a regular basis since April. Here, 4036 departs Keele Loop (scheduled for relocation one block west in 1981). -J. D. Thompson photo



Early this year, the first of Calgary's new German-built LRV's was unloaded from a freighter at Vancouver's Centennial Pier. This car is the first half of an articulated set. The LRV's, for the Stampede City's first LRT line, are built by DuWag, in Dusseldorf, West Germany.
- Canadian Pacific Ry. photo

CPR BATTERY CAR 9002: AN OLD PHOTO FIND by Raymond L. Kennedy

One of the "fun" things about the rail enthusiast hobby is the way in which some things are discovered, or perhaps more correctly, re-discovered. Recently Phil Brooks of Hamilton, a long time TH&B Ry. enthusiast, was offered the chance to clean out the remains of an old desk at the TH&B, where Phil is well known. Several "goodies" resulted, one of which was a faded old photograph with a hole in it, dated 1932. It is of a very rare piece of CPR equipment, its one and only battery powered rail car, No. 9002. The CNR had several such units, the Temiskaming and Northern Ontario (ONR) had one, and there were many in the U.S.A. None were considered fully successful and most were converted to trailers a few years later. The CPR car was a self-propelled Combination Baggage-Coach unit built in May, 1924 as No. 45, having been renumbered 9002 in 1931. It seated 50 passengers, was 53 feet, two inches long, and weighed 76,000 lbs. (38 tons). The car was converted in March, 1943 to a trailer, at which time it had pilots, batteries, etc. removed and end doors and diaphragms added. It originally ran between Hamilton and Galt, Ontario, later being reassigned to the shuttle run between Guelph and Guelph Junction, a run which in later years was handled by gas-electric car 9004, known locally as "Sparky".

This was the first photo I had seen of this car, although I did know of its existence. Many other people do not know about 9002 and it came as a total surprise to them as it perhaps will to some who are reading this. Fortunately the old photo had been carefully captioned and included the photographer's name and 1932 address. Phil asked me to have the photo copied. However, I soon remembered that I knew the photographer casually from about 20 years ago, back in steam days, so I set about tracking him down. With the assistance of a knowledgeable Toronto rail expert a current address was provided, a letter was sent and in the return mail came both good news and bad news. The bad news was that the photographer, the man I knew, had died about ten years ago, but the good news was that his son, William E. Miller, still has his father's collection of photographs and was quite willing to share it with others. New prints were bought and one is reproduced here; best of all a new friendship had been started. Sharing with others is a great way for rail enthusiasts to enjoy their hobby.

A year or so prior to the discovery of the photo, Hamilton member John Slobodin uncovered a newspaper article from the HAMILTON SPECTATOR of Monday, May 19, 1924, together with a CPR advertisement of May 22nd. The article described the inaugural run of the Storage Battery Car, as it was known, between Hamilton and Galt, under the heading "Storage Battery Car Up To Expectations". At 11 o'clock on the morning of Saturday the 17th, a small party of CPR officials and guests boarded the brand new car at the old TH&B Hunter Street Station in Hamilton for its inaugural run up the steep grade through Waterdown and on to Guelph Junction and Galt. At Guelph Junction the car waited for the arrival of several CPR officials, from Montreal.

While the Hamilton party was having dinner at Preston Springs as guests of the CPR, the car's batteries were recharged. The return trip began at 4:10 P.M. and arrived back in Hamilton shortly after six o'clock.

The one battery car together with its recharging station cost \$65,000; of this total, \$25,000 was for the batteries, which were expected to have a life of from three to five years. International Equipment Co.

of Montreal, supplied the car, while Canadian Westinghouse supplied a portion of its equipment. The battery car was extolled by the SPECTATOR article as the coming method of short haul transportation, and was said to be far superior to other types of self-propelled equipment such as gasoline cars, which required an extra crew for each car. By contrast, two or three battery cars could be coupled together for multiple unit operation.

The Mayor of Galt and the President of the Galt Chamber of Commerce declared their appreciation for the new CPR service and were much pleased with the selection of their municipality as the point to which the first battery car service would operate. Mayor Jutten of Hamilton, prominent Galt citizens and others were all generous in their comments of approval of, and support for the new service and the potential boost for the communities that would be served between Galt and Hamilton.

The Canadian Pacific advertisement previously referred to announced a "New Double Daily Service between Galt and Hamilton" as provided by "the latest type of storage battery car" containing first class, smoking and baggage compartments. The ad also presented the following schedule:

A.M.	P.M.		P.M.	P.M.
8:35	4:10	Lv. Galt (Main St.)	Ar. 12:20	7:15
9:15	4:50	Ar. Guelph Jct.	Lv. 11:40	6:30
9:20	4:55	Lv. Guelph Jct.	Ar. 11:40	6:30
10:00		Ar. Hamilton (TH&B Stn.)	Lv. 10:50	5:40
A.M.			A.M.	P.M.



VIA RAIL CONVERSIONS AND RENUMBERINGS by R.L. Kennedy

All motive power, including RDC equipment, is being overhauled by the CNR in it Point St. Charles main shops in Montreal from 1980 forward, 1979 having been the last year in which CP Rail performed such work on VIA units. As former CP Rail units are outshopped, they are renumbered in the CNR numbering and class system, which has been adapted by VIA.

Modifications to former CP Rail units to make them fully compatible with former CNR units include the following:

- Add front M.U. receptacle
- Add two "Houston" fuel connectors
- Equip cooling water fill connections with both the "Chicago" and the older tapered fittings.
- Equip all 'A' units with main reservoir equalizing, activating and independent equalizing piping.

NOTE: During recent overhauls by CP Rail, all units were to receive the above modifications. However, front M.U. was applied only to 1403, 1416, 1800, 1802, and not to several other units shopped.

E8A Units Upgraded to 2500 HP--During overhaul at Angus (1800 outshopped 10/26/79; 1802 2/8/80), in addition to the above modifications these units were increased from 2250 HP to 2500 HP with BC engine blocks re-manufactured by GMD with 645 power assemblies. Additional modifications included: Change air operated equipment to motor-operated reversing switch with traction motor cut-out feature; install new-style contactors and relays; eliminate dynamic braking wiring (never equipped); replace all forward transition equipment and equip with automatic backward transition; various other modifications included dual sealed beam headlight and rear steam generator train-line power receptacles.

--The first former CP Rail unit to be outshopped by Point St. Charles is 6553, ex-CP 1404, on 7/4/80 (into shop 3/3/80). In shop: 1422, 1425 (all GMD 'F' units).

The following is a listing of former CP Rail units with VIA numbering and classification as to be applied upon completion of overhaul at CNR Shops:

CP Nos. (Present & Former)	VIA Nos.	New Class	CP Nos. (Present & Former)	VIA Nos.	New Class
1400	6550	GPA-17f	B 1416	6564	GPA-17j
B 1402	6551	"	B 1418	6565	"
1403	6552	"	1422(4066)	6566	GPA-17k
1404	B 6553	"	1424(4068)	6568	"
B 1405	6554	GPA-17g	1425(4069)	6569	"
1406	6555	"	B1898(1800)	6598	GPA-25a
1407	6556	"	B1899(1802)	6599	"
B 1409	6557	"	B1961(4473)	6650	GPB-17f
1410	6558	"	1962(4474)	6651	"
1411	6559	"	1963(4475)	6652	"
1412	6560	"	1964(4477)	6653	"
1413	6561	"	B1965(4478)	6654	"
B 1414	6562	"	B8553	3160	MRG-161
B 1432	6563	GPA-17h			

NOTES: 'B' indicates unit painted in VIA blue livery. 1411, 1412 heavily wreck damaged, may not be rebuilt. GPA-17f, 17h, 17j and 17k are FP7A's; GPA-25a is E8A's; GPB-17f is F9B's; MRG-161 is an RS-10.

--CNR Point St. Charles Shops are completely refurbishing the interiors of former CP Rail RDC's and as they are outshopped they are renumbered into the CNR numbering system which VIA Rail has adopted. This system enables quick identification of body type, which is the second digit: 6000: RDC-9; 6100: RDC-1; 6200: RDC-2; 6300: RDC-3; 6400: RDC-4. Cars completed or in the shops include the following:

CPR Nos.	VIA Nos.	In Service	Notes
9063	6123	June 4/79	
9049	6124	June 8/79	A
9302	6125	June 21/79	B
9059	6126	Aug. 31/79	C
9062	6127	Sept. 24/79	
9051	6128	Nov. 1979	
9056	6129	Dec. 3/79	
9057	6130	Jan. 7/80	D
9070	6131	Feb. 29/80	
9055	6132	Apr. 2/80	
9058	6133	In Shop	C
9065	6134	"	
9072	6135	"	
9112	6211	Oct. 19/79	
9105	6212	Jan. 15/80	
9103	6213	Feb. 5/80	
9106	6214	In Shop	
9107	6215	"	

SULZER/CP RAIL--Morrison-Knudsen Railroad Equipment Leasing Co. Inc. unit 5001, a 1500 HP chop-nosed road switcher re-manufactured by M-K

with a six cylinder Swiss-built Sulzer turbocharged diesel in a former GP9 carbody (ex-Union Pacific 278) was tested on CP Rail during the first two weeks of July. M-K built this unit in July 1979 and tests conducted showed 10% less fuel used than a newly shopped GP7 with 1500 HP 567BC prime mover, having 16 cylinders as against the Sulzer Brothers six cylinders. The unit is intended for yard or branch line work and is available ready-to-run or in a conversion kit. M-K claims it will save \$40,000 a year if operated at least 80,000 miles (a modest mileage) based on 75¢ U.S. per U.S. gallon. It is not yet known what the test results are; however, it is rumoured that CP Rail likes to save money, so there is the possibility of direct importing of Sulzer engines from Switzerland although M-K is the exclusive North American agent for railroad applications. In any event the entire re-manufactured unit would not necessarily have to be imported from the U.S.A. thus incurring Customs duty.

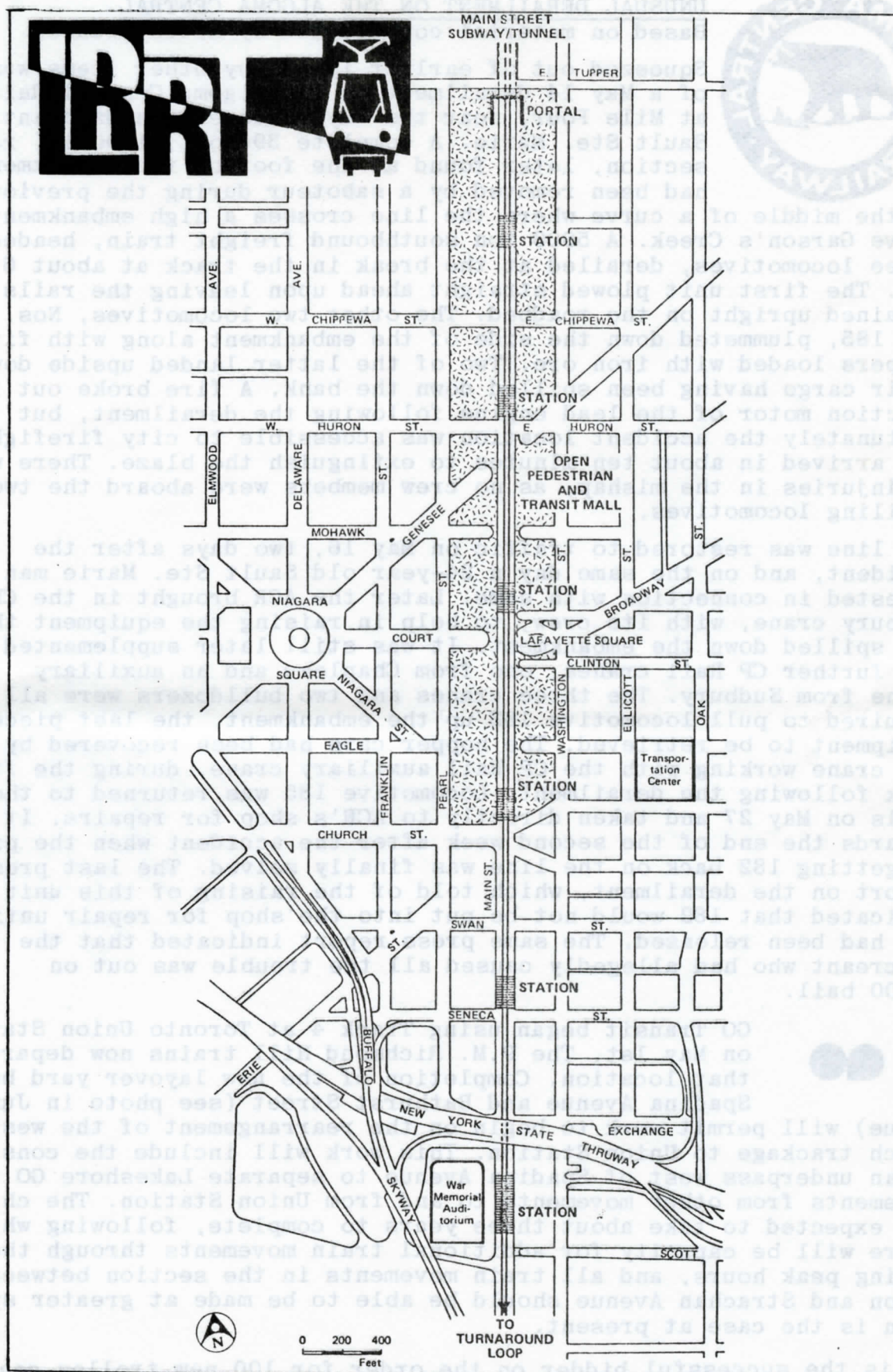
CP RAIL LEASED POWER--Even though a number of old RS-10 units are stored serviceable, leased power is still present. Every weekend several GO Transit units are leased for through freight service out of Toronto. Three Union Pacific SD40's are in use out of Calgary, CP Rail having paid Customs duty in order to use them in Canadian service. Six more units are in reciprocal use also. What has to be one of the strangest leasings is a single Alco RS-3 leased from the Lamoille Valley R.R. to switch the St. Johnsbury, Vermont yard (releasing RS-2 8403 (CPR) to work elsewhere); it is one of two such units LVRC recently offered for lease at the bargain basement rate of \$75 U.S. per day, which CP Rail figures to be less than their cost to maintain such a unit! Since mid-June five SD40's have been leased from Soo Line for work out of Winnipeg.

The map on Page 15 shows the extent of Buffalo's "Transit/Pedestrian Mall" (shaded area), the locations of the four LRRT stations within this section, the conventional street trackage to the south of the mall, and the locations of the two stations in the latter section. The station at Memorial Auditorium is to be the southernmost on the line. The former Lackawanna Railroad station, site of the terminal loop and carhouse, is just off the bottom of the map.

--Map courtesy NFTA

LRT FOR ROCHESTER?

A delegation of municipal and transit officials from Rochester and environs made a day-long visit to Buffalo on May 9th in order to inspect the construction of, and be informed about, the NFTA's light rail rapid transit line. The group was conducted on a tour of the LRRT construction sites by new NFTA Chairman Allen E. Dekdebrun, while, at a later dinner meeting, Buffalo Mayor James D. Griffin presented Joseph Silien, Executive Director of the Rochester-Genesee Regional Transportation Authority with a miniature bison statuette as a memento of the occasion. The visit was in connection with the consideration now being given by Rochester to the possibility of constructing an LRT system. That city had a previous LRT line, locally known as the "subway", which was actually a prw streetcar line which operated until 1956 in the dry bed of the Erie Canal between the north-westerly and south-easterly parts of the city, passing through a short covered structure in the downtown area. This line outlasted the remainder of the streetcar system in Rochester by some 15 years; only two years before the "subway's" abandonment, the management had considered re-equipping the line with Toronto Peter Witt cars of the Canadian Brill-built series 2580-2678, a few of which were set aside at Russell Division for the purpose. The sale, unfortunately, was never consummated.





UNUSUAL DERAILMENT ON THE ALGOMA CENTRAL

Based on material contributed by Bruce Swanson

Squeezed out of earlier issues by other items was news of a May 14 derailment on the Algoma Central Railway at Mile Four, near the Weyerhaeuser Canada plant in Sault Ste. Marie. A complete 39-foot, 1300 lb. rail section, later found at the foot of the embankment, had been removed by a saboteur during the previous night in the middle of a curve where the line crosses a high embankment above Garson's Creek. A 5900 ton southbound freight train, headed by three locomotives, derailed at the break in the track at about 6:40 A.M. The first unit plowed straight ahead upon leaving the rails and remained upright on the roadbed. The other two locomotives, Nos. 182 and 185, plummeted down the side of the embankment along with five hoppers loaded with iron ore. Two of the latter landed upside down, their cargo having been spilled down the bank. A fire broke out in a traction motor of the lead engine following the derailment, but fortunately the accident location was accessible to city firefighters who arrived in about ten minutes to extinguish the blaze. There were no injuries in the mishap, as no crew members were aboard the two trailing locomotives.

The line was restored to traffic on May 16, two days after the accident, and on the same day a 24-year old Sault Ste. Marie man was arrested in connection with same. Later the ACR brought in the CP Rail Sudbury crane, with its crew, to help in raising the equipment that was spilled down the embankment. It was still later supplemented by two further CP Rail cranes, one from Chapleau and an auxiliary crane from Sudbury. The three cranes and two bulldozers were all required to pull locomotive 182 up the embankment, the last piece of equipment to be retrieved. The hopper cars had been recovered by an ACR crane working with the CP Rail auxiliary crane, during the first week following the derailment. Locomotive 185 was returned to the rails on May 27 and taken directly to ACR's shop for repairs. It was towards the end of the second week after the accident when the problem of getting 182 back on the line was finally solved. The last press report on the derailment, which told of the raising of this unit, indicated that 182 would not be put into the shop for repair until 185 had been released. The same press report indicated that the miscreant who had allegedly caused all the trouble was out on \$1500 bail.



GO Transit began using Track 4 at Toronto Union Station on May 1st. The P.M. Richmond Hill trains now depart from that location. Completion of the new layover yard between Spadina Avenue and Bathurst Street (see photo in June issue) will permit work to begin on the rearrangement of the west approach trackage to Union Station. This work will include the construction of an underpass west of Spadina Avenue to separate Lakeshore GO train movements from other movements to and from Union Station. The changes are expected to take about three years to complete, following which there will be capacity for additional train movements through the area during peak hours, and all train movements in the section between Union and Strachan Avenue should be able to be made at greater speed than is the case at present.

GM is the successful bidder on the order for 100 new trolley coaches for ETS, which are to be equipped with Brown Boveri solid state choppers.

--Howard Levine



SOCIETY NEWS AND COMING ACTIVITIES

by Ed Campbell

The Activities Editor wishes to congratulate and thank all of those who were involved in the UCRS CN 6060 trip from Toronto to Niagara Falls and return on Saturday, July 19. It was a very excellent trip. There was mist in the eyes of many a passenger as 6060 raced from Oakville to Toronto at high speed. There are many operating steam locomotives in England and, of course, in Europe; perhaps money can ultimately be found for the restoration of one locomotive which would operate from Toronto.

--The UCRS bus and RDC car trip from Toronto to Havelock and return has been sold out.

--The UCRS trip to Altoona, Pa. has been sold out.

--Do not forget the September 13th evening street car trip starting at 6:30 P.M. from Queen and York Sts. Fares are \$11.50 Adult and \$8.00 Child, and there will be rest and photo stops. Order tickets from UCRS, P.O. Box 42, Station 'D', Scarborough, Ont. M1R 4Y7. See flyers attached to May Newsletter.

Grant Kingsland needs help to staff CNR 6213 during the Canadian National Exhibition. Please contact him right away at (416) 444-4616. The more help he has, the longer that the locomotive can be kept open for public inspection.

--Saturday, September 27 is a day to hold open for the UCRS Fall Excursion. Details soon.

--Cape Race (UCRS No. 13) will go to Chicoutimi on Friday, September 19, leaving Toronto Union Station at 4:30 P.M. with stops at Guildwood and Oshawa, and returning to Toronto at 7:30 A.M. Monday. See the Laurentians in their full Fall glory. The fare of \$390 includes all rail transportation, meals and accommodations. Capacity is ten passengers, so apply at once. If there is sufficient interest, a second trip will be operated one week earlier (September 12th to 14th).

--The Society will have a show and sales booth at the Milton Steam Show at Milton, Ontario Fairgrounds from Friday, August 29th to Monday, September 1st inclusive. Plan to attend this very interesting show.

--UCRS Cape Race Weekend Package, September 27-28: The first part of the package would consist of the UCRS Fall Excursion on September 27th. Upon return to Toronto there would be an overnight trip to Montreal, leaving Union Station at 11:35 P.M. and arriving in Montreal at 7:30 A.M. On Sunday the 28th there would be a steam trip from Montreal to Ottawa (using CPR Pacific 1201), then returning from Ottawa to Toronto Sunday afternoon and evening, arriving at 10:25 P.M. Limited to 15 persons. Fare \$265 plus \$30 if you require sleeping accommodations in Cape Race, otherwise seat accommodation in train. Those buying sleeping car accommodation will have a seat in Cape Race on the Fall Excursion. Rush your reservations now to UCRS, P.O. Box 42, Stn. 'D', Scarborough, Ont. M1R 4Y7. No deposit required at present. Fare includes all rail transportation, meals and accommodations if sleeping fare is paid.

--Friday, August 15: Regular UCRS Toronto meeting will be held at the Strollers' Club, 92 Adelaide St. West, Toronto, at 8:00 P.M. sharp. Entertainment will consist of members' edited 16mm movies, and other interesting 16mm movies. Members with films to show should be at the meeting early so that the program can be organized. Doors open at 7.

--There will be no August Hamilton Chapter meeting, but members are reminded that meetings will start again on Friday, September 26, at 8:00 P.M. in the CNR Station, Hamilton. It is hoped that members will bring their 35mm slides taken during the summer to show them. All UCRS members are always welcome at Hamilton.

--Friday, September 19: Regular UCRS Toronto meeting at the Strollers' Club, 92 Adelaide St. West, Toronto, 8:00 P.M. sharp (doors open at 7). The program will include a talk to be given by Charles Cooper on the Hamilton and Northwestern Railway. Mr. Cooper is the author of an upcoming book on that railway, and will be pleased to autograph copies of the book if it is published in time for the Society to obtain copies. The talk will be illustrated with slides.

--Publications: There will be a post card sale at the regular Toronto meeting on Friday, August 15th. All of the post cards sold by the Society will be available for purchase. This will provide a chance to fill in missing items or to start a collection. Publication Sales has also now available: Vol. 5, CPR in the Rockies, \$4.50; Vol. 1, CNR in the Rockies, \$4.50. These are the same style as the previous volumes; 10% discount to members in good standing. Send orders to UCRS Publication Sales, Box 122, Terminal 'A', Toronto, Ont. M5W 1A2, using money order or certified cheque.

TTC 416 TO BE ON DISPLAY AT THE CNE



For the third consecutive year, a street car from the Halton County Radial Railway museum, near Rockwood, Ontario will be displayed at the Canadian National

Exhibition. This time the car chosen is TTC 416, a low floor, light-weight, double end product of the Ottawa Car Manufacturing Co. (1925). 416 has not been restored to operating condition, although the museum has all the necessary equipment for the car. However, it has been cosmetically restored for its CNE appearance, and will have seats on one side and displays on the other. The car will be displayed at Centennial Square, near the Dufferin Gate, in front of the CNE's recreated early 20th century storefronts. The location is good for photography, although one would do well to arrive early, before crowds develop. Without question 416 will be a popular attraction at the CNE, for railfans and the general public alike. The Exhibition runs from August 13th to September 1st.

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