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Bloor-Danforth Subway Extensions to Kipling and Kennedy

UPPER CANADA RAILWAY SOCIETY
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The Newsletter is mailed monthly to members of the Society in good standing. Membership fee is \$17 for January 1981 to December 1981 inclusive.

COVER - A pair of TTC H5 subway cars were appropriately decorated for the official opening of the Bloor-Danforth Subway extensions, on Friday, Nov. 21, 1980. --TTC photos by Ted Wickson

QUOTE OF THE MONTH- (Extracts from an editorial in the Toronto Star of November 5, chosen by the Newsletter particularly to mark the completion of the Kennedy and Kipling extensions): "In the past two years the politicians...have ducked the hard decision about investing in the TTC as a force that could determine the future development of Metro--the fastest, most convenient form of public transit is the kind that runs on fixed rail such as the subway or LRT--Even in the fitful economy of the '80's, a new transit line can have a stimulating effect. Metro needs more of them. The next obvious one is an east-west line along Eglinton, Sheppard or Finch Avenues--If politicians show a bit of nerve and build fixed rail transit into thinly populated areas, experience has shown these soon become thickly populated areas. The fixed rail facility will begin to pay its way and the whole transportation system will become more convenient and efficient--Toronto invested heavily in fixed rail transit in the '50's and '60's, and gained in return years of prosperity and an efficient public transit system. Now it's time to invest in a public transit system for the '80's and '90's."



The Rochester Chapter of the NRHS owns an ex-Buffalo, Rochester and Pittsburgh Railway caboose, a flat car, a Chesapeake and Ohio baggage car and a Long Island coach, all of which will eventually be displayed at the Chapter's railroad station, presently undergoing restoration at Rush, N.Y.

The last Rochester Subway car, No. 60, which belonged to the Chapter for many years, was donated to the State of New York for ultimate inclusion in the State Museum at Albany. The Chapter engages in the publication of books on railroad history, including "When Rochester Rode By Rail" (now out of print) and "The Water Level Route" (available from the Chapter for \$5.95 postpaid); further works, on the Rochester Subway and on the Lehigh Valley Railroad's Buffalo Division, are presently in preparation. The Chapter also has an active trip program. Monthly meetings are held on third Thursdays at the 40 and 8 Club, 933 University Ave., Rochester, at 8 P.M. For further information about membership, write to the Rochester Chapter, NRHS, P.O. Box 664, Rochester, N.Y. 14602.

- The CN Barrie commuter train is now running eight cars daily, and recently on a single day carried 480 passengers. --Dave Stalford



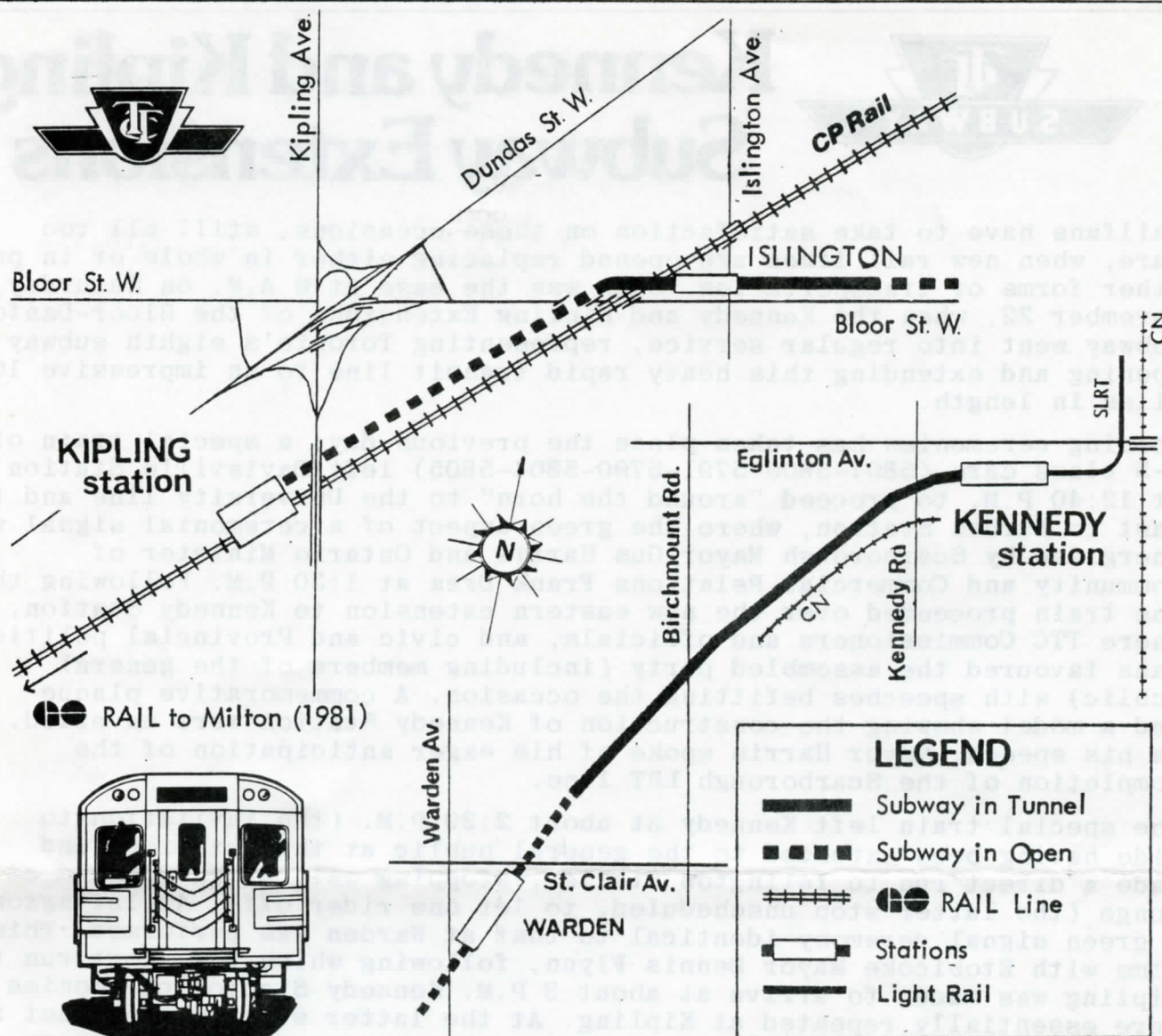
Kennedy and Kipling Subway Extensions

Railfans have to take satisfaction on those occasions, still all too rare, when new rail lines are opened replacing either in whole or in part other forms of transportation. Such was the case at 6 A.M. on Saturday, November 22, when the Kennedy and Kipling Extensions of the Bloor-Danforth Subway went into regular service, representing Toronto's eighth subway opening and extending this heavy rapid transit line to an impressive 16 miles in length.

Opening ceremonies has taken place the previous day: a special train of H-5 class cars (5807-5806-5791-5790-5804-5805) left Davisville Station at 12:40 P.M. to proceed "around the horn" to the University line and then east to Warden Station, where the green aspect of a ceremonial signal was energized by Scarborough Mayor Gus Harris and Ontario Minister of Community and Commercial Relations Frank Drea at 1:30 P.M. Following this the train proceeded over the new eastern extension to Kennedy Station, where TTC Commissioners and officials, and civic and Provincial politicians favoured the assembled party (including members of the general public) with speeches befitting the occasion. A commemorative plaque and a model showing the construction of Kennedy Station were unveiled. In his speech, Mayor Harris spoke of his eager anticipation of the completion of the Scarborough LRT line.

The special train left Kennedy at about 2:20 P.M. (the invitation to ride having been extended to the general public at that station) and made a direct run to Islington Station, stopping only at Warden and at Yonge (the latter stop unscheduled, to let one rider off). At Islington, a green signal ceremony identical to that at Warden was performed, this time with Etobicoke Mayor Dennis Flynn, following which the short run to Kipling was made, to arrive at about 3 P.M. Kennedy Station ceremonies were essentially repeated at Kipling. At the latter station many past and present UCRS members convened in groups, all sharing in the headiness of the occasion. Included among them was veteran member Ralph Oakley, who had travelled all the way from Vancouver for the event. Also observed to be in attendance were staff personnel of Buffalo's NFTA. Finally, at 4:10 P.M., the special train departed Kipling Station eastbound to enter regular service at Islington. Both of the new stations were open for inspection by the general public between 1 P.M. and 5 P.M. on the 21st.

Kennedy Extension The 1 3/4 mile eastern extension, upon which construction started in January, 1978, is located for the most part in a cut and cover box subway structure paralleling, and on the right-of-way of the CNR Geco Loop line (originally occupied by the Toronto-Ottawa line of the Canadian Northern Ontario Railway, constructed in 1913). It had been planned originally to construct the extension on the surface, but the protests of adjacent residents and the problems involved in crossing railway spur lines forced a decision to go underground, in spite of the successful above ground alignment between Victoria Park and Warden Stations. An Emergency Service Building is located about half way along the extension, at Birchmount Road, and contains a turbine generator. The two main tracks continue as tail tracks to a dead end about one train length east of the east end of Kennedy Station. The station itself is a four-level structure (subway platform-mezzanine-ground level bus transfer-LRT), to have automatic transfer between all modes. There is a direct escalator connecting ground level and the subway platform. The station is quite colourful, with extensive use of glazed facing tiles and floor paver tiles. The station has four separate vehicular entrances, a Kiss



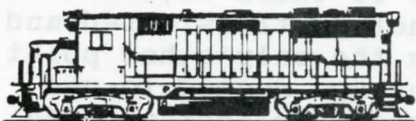
'n' Ride carousel, and a parking lot for almost 600 automobiles; seven feeder bus routes operate to the facility.

Kipling Extension The western extension, about 9/10ths of a mile long, ascends a 3% grade in a long curve to the south-west from the west end of Islington Station, emerging from a portal to cross Bloor St. West on a bridge and run in the open, at grade level, to Kipling Station, west of Kipling Ave. Again, twin tail tracks carry west from the station. The line parallels and abuts the right-of-way of CP Rail's Galt Subdivision, on the north side of the latter. Kipling Station lies opposite the junction between the Galt and Canpa Subs. (see Newsletter 371, Page 6). The station has a prominent "barrel" roof and is a three-level structure (passageway level to future adjacent GO Transit station-subway platform-bus and future LRT platform). There is a Kiss 'n' Ride carousel and two parking lots (one on each side of the CPR) having a total of 1331 spaces. Eight TTC feeder bus routes are handled at the station.

General The extensions have been constructed with 115 lb. rail and concrete ties. Natural rubber components (as on the Spadina line) support the track in the subway sections, designed to reduce ground-level vibrations. Both of the new stations incorporate an electrical substation. The easterly extension cost \$71.4 million and the westerly extension \$38.6 million, for a total of \$110 million, 25% under budget. Coincident with the opening of the extensions, the Bloor-Danforth Subway will be operated on "low performance", adding some six minutes to the former Warden-Islington running time. This would indicate the possibility, if not the

probability, of the Gloucester cars making their appearance on this line, which has a much much more level profile than Yonge-University-Spadina. Bloor-Danforth trains will operate on approximate two minute, 30 second rush headways and five minute headways at other times. A one way trip between Kennedy and Kipling will have a 48 minute running time.

Completion of the extensions will bring subway construction in Toronto to a halt for the first time since the 1959 commencement of work on the University Ave. line. Although LRT lines will apparently dominate rapid transit expansion in Metropolitan Toronto over what will probably be a lengthy period in the future, the Editor prognosticates that further subway construction will be seen. Northerly extensions of both the Yonge and Spadina lines are a distinct possibility, and a second major east-west crosstown facility could probably do more to convert auto drivers to transit riders in an energy short future than other conceivable transit improvements in the Toronto area.



MOTIVE POWER AND EQUIPMENT NEWS edited by Raymond L. Kennedy

CP Rail-Current Motive Power Situation: This past summer's unusually large decline of traffic on Eastern Lines, which was severe enough to abolish some yard jobs in Toronto, caused the storage of 18 units with 244 prime movers (RS-2, RS-3 and RS-10 models) leaving in service only those units restricted to yard service and some Via Rail protect power (RS-10's with steam generators) to be leased on a per trip basis if and when required. Leased SOO Line and Union Pacific units were returned. However, all of this changed by the beginning of October. With increased power requirements all stored units were returned to service and 15 C&O units (GP-30 & GP-35) were leased for 30 days (on October 5 they began arriving through the Detroit-Windsor gateway), just long enough to tide CP Rail over until some of its own new units (SD40-2) were received. The first two units, 5950 & 5951, of this order (75 units) were delivered on October 17, and deliveries will continue on into March 1981. All are expected to be assigned to St. Luc, which does not have any SD40 power. It is interesting to note that, during all of this, GO Transit units continued to be rented each weekend. RS-10's have been sighted in and around Toronto (Orangeville, Hamilton, etc.) including 8599 still in old paint, working through freight, local and yard jobs. These engines are making their last stand on the mainline and railfans would be well advised to observe and photograph them now, as they will soon be retired and scrapped. The current order of 75 new units has sealed their fate. Not far behind the RS-10's will be the RS-3's in yard service at Winnipeg and St. Luc. The only question mark is those steam generator units, but don't depend upon CP Rail not retiring them soon in spite of the potential rental income from Via. The yard service units are threatened because of their very high maintenance costs, and the fact that they are years overdue for major overhaul, such work having been suspended on all 244 engined units as a preliminary step towards their eventual retirement as they fail, one by one.

The yard units are presently being replaced by the new GP9y units being outshopped by Ogden (see June issue). The first upgraded re-manufactured GP9(y) yard unit, 1512, was turned out this summer, and after a few days of test operation in Alyth Yard (Calgary) it was sent to work Winnipeg Hump Yard, which has parallel humps. The north hump is a retarder operation, while the south hump is a rider one. Both are worked by two pairs of RS-3 units modified for yard service (including chop nose). 1513 was next and it went to Thunder Bay for a week or so of test operation after which it too was sent to Winnipeg where 1514 had already joined 1512. These hump units do not make transition and are restricted to only 35 m.p.h. maximum speed. They have chop nose to improve the engineer's view and are truly "new" locomotives, rather than having been

just overhauled, in that they have been heavily rebuilt with all new wiring, new cab stand controls and more. Readers in and near Winnipeg are also advised to go out and observe/photograph the RS-3's now, as they will soon be gone; similarly, Montreal area people should consider a visit to St. Luc Hump Yard because those RS-3's are likewise on borrowed time. Ontario fans would be well advised to journey to Toronto Yard (in Agincourt, not Agincourt Yard), because the Hump and Pulldown power will undergo a complete change just as soon as the new yard units arrive from Ogden, which could well be during this coming winter. It is expected that two sets of triple units will be assigned to hump work replacing the 7400's and three specially-modified SW1200RS's, 8112, 8116, 8118 (all are 1200 HP) which are presently used in various combinations of triple unit sets. The six model SW9's, 7400-7405 will then likely be used in pairs and assigned to Pulldown work replacing the two sets of MLW S2/S4 1000 H.P. m.u. yard units (7077, 7089, 7107, 7108) and the pair of 660 H.P. m.u. MLW S3 units (6576, 6594). While all of these latter units will not be retired immediately, they may or may not be transferred and could be just used as single units. Thunder Bay is the only other point using several m.u. yard units, Winnipeg having long ago ceased to use them as have Vancouver and Montreal. It is quite possible that all 244 engined units (with the possible exception of the RS-2 non-m.u. locomotives) will be retired and scrapped before next summer, perhaps as soon as Dec. 31.

Toronto is the last area in which all Via RDC's are still in ex-CP Rail condition. These cars, along with a few at other points, represent your last chance to see and photograph such equipment as refurbished RDC's continue to be turned out by CNR at Point St. Charles main shop in Montreal. RDC-1 9050 (still in Canadian Pacific lettering) which had been stored at Glen Yard, Montreal earlier this year, was returned to service in Montreal and then transferred to Toronto (first trip Sept. 25) to allow RDC-5 9308 to be returned to Montreal, last trip on the 24th. 9061 was to have gone to Montreal upon arrival of 9111, but 9050 has been returned instead (there goes your chance to photograph an RDC still in old paint). Many more changes can be expected as soon as the final few remaining ex-CP RDC's go in for refurbishing and renumbering.

GO Transit - has purchased its first piece of rail work equipment, a four wheel self-propelled crane (similar to a Burro crane) built by Pyke and delivered from Oshawa on Oct. 2. It is numbered P80 901, and is in use by CP Rail in rebuilding the Galt Sub. for the Toronto-Milton commuter service. This replaces a rented CP Rail Burro crane which was no longer available.

CN - recently retired its first steel caboose (Hawker-Siddeley built 79200). Steel road cabooses are numbered 79200-79897 with 686 remaining, 12 having been retired over the years.

GMD - (CN/BN): Following delivery of Order C-426 for 30 SD40-2's, CN 5324-5353 (November Newsletter, P.8), another 30 SD40-2 units were built for the Burlington Northern, as Nos. 7206-7235.

(CN): The Canadian-only HBU-4 (Hump Booster Unit), of which four more (279-282) were built for the CNR in July, were joined by yet another Canadian-only model, the YBU-4. This is a Yard Booster Unit similar to the HBU except for having DC traction motors to match up with older model yard engines, while the HBU model has AC traction motors to draw power from newer road switchers (GP-38). Booster units do not have a prime mover and take their electrical power from the "mother" unit.

(NZR): September saw the production of more GL22MC model units, for New Zealand (Government) Railways. Ten of these units were shipped on Sept. 12 to St. John, N.B. for boat loading and a further eleven units went on Sept. 23.

(BCOL): SD40-2 units have been delivered starting Sept. 29 (worked via

CNR); this is the first order of GM diesels for the British Columbia Ry., which is otherwise all MLW and Alco. Frequent weekend leasing of GMD SD-40-2 units from CN must have influenced this order.

(CP Rail): Delivery commenced on Oct. 17 with the first two units of an order for 75 SD40-2 units, the largest such order ever placed by CP.

BOMBARDIER - Twelve 2400 HP units valued at \$13 million, as well as the installation of new engines in and overhauls to seven units at \$4 million are being financed by the Canadian Government as aid to Bangladesh.

(Mexico): 69 units are to be built for two Mexican railways, valued at \$47.5 million; no further details are available at present.

(CN): An order for 20 units, valued at \$20 million, has been placed by the CNR, due to be delivered at the end of 1981. These locomotives will be Model HR616, 3200 HP C-C, and will be the first high horsepower six-axle power sold in Canada for several years.

--Mexico and CN items also from Brian C. Nickle

LIMESTONE QUARRIES LTD., UHTHOFF, ONT. - Unit No. 3-6902, an 800 H.P. GMD diesel-hydraulic switcher, was sold to Capital Equipment Ltd. of Toronto and subsequently stored, then was repaired and painted at CP Rail's John St. Roundhouse, following which it was re-sold (unnumbered) and shipped to Raritan River Steel Co., Perth Amboy, N.J. (This company is a wholly owned subsidiary of Co-Steel International Ltd. of Whitby, Ont. - a consortium of LASCO (Lake Ontario Steel Co.) and Fenco Engineering Co. of Whitby). The New Jersey installation is a \$140 million steel making and rod rolling plant, officially opened on Sept. 10, 1980 by U.S. President Jimmy Carter (who made no mention of the Canadian Connection). The locomotive was built in Sept., 1959 as GMD Devco unit 800, and was later used by ERCO at Port Maitland, Ont. before going to Limestone Quarries.

AMTRAK - offered for sale, in September, its entire fleet of United Aircraft built Turbo trainsets. These include the original Turbo trains as purchased new by Penn Central as well as identical equipment bought from the CNR. The trains, out of service for over three years, are offered "as is". They consist of one trainset with two power cars and two coaches plus two sets each comprising two power cars and three coaches, and are more particularly summarized in the following:

<u>Trainset Number</u>	<u>One</u>		<u>Two</u>		<u>Three</u>	
<u>Type of Car</u>	<u>Car. No.</u>	<u>Seats</u>	<u>Car No.</u>	<u>Seats</u>	<u>Car No.</u>	<u>Seats</u>
Power Coach	50	52	52	52	56	46
Coach	70	48	73	48	-	-
Coach-Snack	71	40	74	40	78	38
Coach	72	48	75	48	79	56
Power Coach	51	52	53	52	57	46
<u>Total Seats</u>		240		240		186

A supply of spare parts (2300 items) is included in the sale offer. It will be interesting to see if anyone buys these trains for operation.

VIA RDC'S AND LOCOMOTIVES BACKSHOPPED (See August 1980 issue, Page 13):

<u>CPR NUMBERS</u>	<u>VIA NUMBERS</u>	<u>IN SERVICE</u>	<u>NOTES</u>
9058	6133	May 15, 1980	
9065	6134	June 20, 1980	
9072	6135		
9067	6136		A
9106	6214	Sept. 11, 1980	
9107	6215		
1422	6566		
1425	6569		



A - 6136 to be equipped with new Cummins diesel engines; 6130 also newly equipped.



Diesel Division
General Motors of Canada Limited

SUMMARY OF RECENT LOCOMOTIVE ORDERS

by Don McQueen

ORDER NO.	BUILDER'S NUMBERS	BUILT DATE	QTY.	MODEL	BUYER	ROAD NOS.	NOTES
C-416	A3688-A3752	1ST Q 1980	65	G22W-AC	Egypt	3833-3897	
C-421	A3853-A3858	MAR. 1980	6	G26CW	Yugoslavia	664-059 to 064	A
C-423	A3915-A3944	MAY-JUL. 1980	30	SD40-2	BN	7206-7235	
C-425a	A3859-A3862	JUL. 1980	4	HBU-4 (AC)	CN	279-282	B
C-425b	A3863-A3874	JUL. 1980	12	YBU-4(DC)	CN	451-462	B
C-426	A3875-A3904	APR.-MAY 1980	30	SD40-2	CN	5324-5353	
C-427	A3905-A3914	3RD Q 1980	10	GL22MC	New Zealand	(see note)	B,C
C-429		4TH Q 1980	12	SD40-2	BCOL	901-912	D
C-430		4TH Q 1980-1ST Q 1981	75	SD40-2	CP	5950-6024	
C-431		4TH Q 1980	10	SD40-2	CN	5354-5363	E
C-432		1ST Q 1981	4	GP38-2	DEVCO	220-223	E
C-433		1980	1	MP15DC	QI&T	10	
C-434		2ND Q 1981	4	GT22LC	Ivory Coast		
C-436		3RD-4TH Q 1981	7	GT26CW	ENAFER (Peru)		
C-437		3RD Q 1981	6	GP38-2	ACR		

NOTES:

Q = quarter of year. QI&T = Quebec Iron and Titanium.

A = Delivered partially knocked down, painted primer and underbody only.

B = Dates given were due dates only.

C = New Zealand Rys. locomotives with road nos. 6219, 6225, 6231, 6248, 6254, 6260, 6277, 6283, 6300, 6317 (originally to have been 1671-1680; changed account NZR renumbering scheme).

D = British Columbia Ry. order increased from 10 to 12 units account two units wrecked.

E = Road nos. given are presumed only.

TRIP REPORT: 1980 ARM CONVENTION

by Eric Wilde

The 1980 convention of the Association of Railway Museums, held in New Haven, Connecticut, began on the evening of Friday, Oct. 10. In order to arrive in good time I set out from Oakville on the previous morning on Train 70 and transferred to the Morning Rapido for Montreal. The Rapido arrives in Montreal three hours before the 19:05 departure of the Montrealer. I put this time to good use in securing dinner (a step which I advise anyone riding the Montrealer to take as the Amdinette food is atrocious at its best).

The Montrealer was heavily patronized that evening due to the upcoming Thanksgiving holiday. The consist included the usual dormitory, sleeper, Amdinette and Amcafe cars plus a new addition, a Slumbercoach. I thought that this was a special addition for the holiday traffic (all rooms were sold), but on consulting the Official Guide I see that it is a regular piece of equipment, added in the past few months. The trailing coach was an LRC unit, presumably being ferried south to New Haven.

Arrival time in New Haven was 4:45, so I booked passage through to Washington. I turned around there and returned to New Haven on the Merchants Limited. Amtrak is currently carrying out extensive upgrading of the physical plant in the Northeast Corridor. Welded rail is being laid in most areas and cement ties were being placed between Baltimore and Washington. This track is in extremely good shape and provides a superb ride at high speeds. A note of interest to electric fans is that the number of GG1's appears to be diminished since I was last in the N.E.C. in May.

Arrival in New Haven was nearly half an hour late, due presumably to delays and slow orders caused by track reconstruction. Amtrak has a phone number for one to call to obtain up-to-date information on all N.E.C. slowdowns.

I spent three days in New Haven at the A.R.M. Convention, during which time the conventioners were treated to operating sessions at the Branford Electric Railway Museum, lectures and presentations, movies, two dinners and the usual amount of elbow bending. The last day held a bus



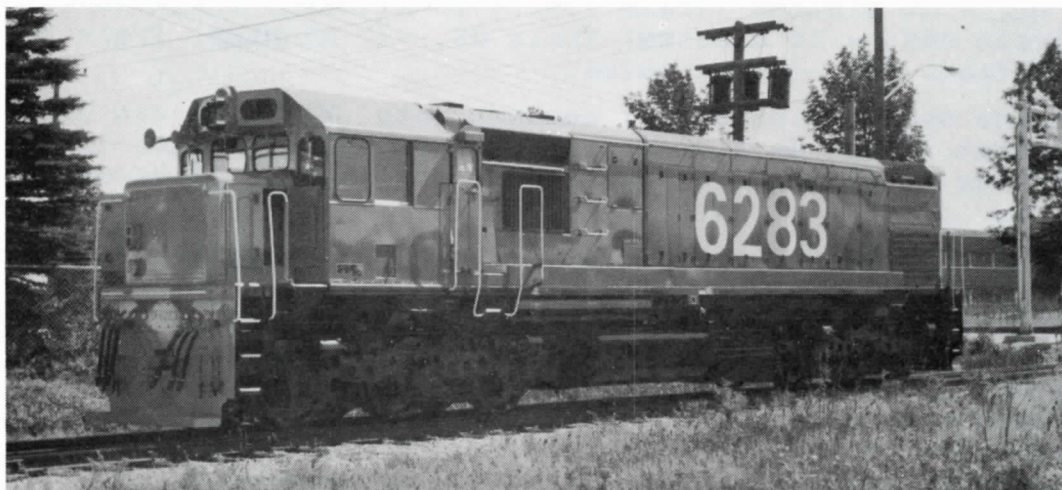
--TTC photo by Ted Wickson

An aerial view of Kipling Terminal, just prior to the opening. Note the CPR Galt. Sub., centre, the curved station roof sections, and the substation and Kiss 'n' Ride Carousel (upper left). View looks northwest.



--TTC photo by Ted Wickson

The TTC's subway rail grinding train, rebuilt from a pair of 4400 series MU PCC's, smooths the rail just east of the Kipling Ave. overpass. The station is in the background. Nov. 5, 1980.



--photo by Brian C. Nickle

New Zealand Government Rys. narrow gauge C-C locomotive DF 6283, built by GMD, London, Ontario, is shown being tested on the multi-gauge test track north of Oxford St., London, beside GMD's East London plant. Sept. 18, 1980.

trip to the Valley Railroad in Essex, Connecticut and the Connecticut Trolley Museum in Warehouse Point.

At the conclusion of the convention I headed north to Boston on the Liberty Express. Prior to boarding my train I spotted a pair of Budd SPV 2000's which are now in regular service on the New Haven/Springfield run. On the run north I also noticed several long stretches of cement ties in the Providence, R.I. area.

At South Station an LRC trainset with No. 35 on the point was spotted in an ideal location for photography. The presence of GO Transit single level coaches behind MBTA 'A' units was reminiscent of Toronto a few years ago (although I think purple is probably worse than chlorophyll green).

Later that afternoon I left Boston on Train 449, the Boston section of the Lakeshore Limited. This train consists of an Amcafe, two or three Beech Grove rebuilt coaches, and one sleeper. It can easily be considered a means to an end (that being to get to the New York section of the Lakeshore Limited). One encouraging note is that my sleeping car porter was extremely friendly and courteous and under 30.

I left the Lakeshore at Albany and stayed overnight so that I might catch the Adirondack to Montreal. This train arrives at Albany spliced inbetween the motive power and consist of the Niagara Rainbow. The Rainbow's engine pulls forward and switches to an adjacent platform track. The remainder of the Rainbow is pulled off the rear by a Conrail switcher and then shoved up to meet its engine. The Adirondack leaves while this is going on.

The run to Montreal takes place over what the Amtrak ticket agent claims is the most beautiful track in North America. While I feel that the San Francisco/Los Angeles Coast Starlight holds claim to the title, this run could easily place second. The view is breathtaking, especially in October when the colours are turning. This trip is a must for anyone who lives as close to Albany as most of our members do.

The Adirondack terminates at Windsor Station in Montreal, which is its only disadvantage. This results in a cross-town taxi ride somewhat akin to the Grand Central Station/Penn Station hop. Montreal cabbies are just as friendly and receptive to making this dollar and a half trip as are their New York counterparts.

I returned to Toronto via (no pun intended) the overnight Cavalier. This train is one of my favourite Canadian trains. With its padded schedule it can't help but arrive on time, a trait which I admire greatly in trains. The last leg to Oakville was made on the morning Tempo.

On-time performance was as follows: Train 70, - one minute; Train 62, On-Time; Train 61, - 10 minutes; Train 176, - 28 minutes; Train 190, - 27 minutes; Train 449, - 15 minutes; Train 69, -31 minutes; Train 59, + three minutes; Train 71, - six minutes.

Average performance was 12 minutes, 47 seconds late. Via Rail did best with two out of four trains on time and an average of one minute late. Amtrak had no trains on time and an average of 22 minutes, 12 seconds late.



Canadian National has placed a \$25 million contract with National Steel Car of Hamilton for 550 fifty-two foot gondola cars. NSC will commence building and delivering the cars in the first quarter of 1981 and is expected to complete the order in the second quarter. Another order for CN has gone to Marine Industries of Sorel, Quebec for 200 flat cars. National Steel Car is currently at full production capacity, with orders for 800 grain cars for the National Wheat Board (\$42 million, delivery scheduled for completion in March, 1981), boxcars for the Grand Trunk, and covered hopper cars for the Santa Fe. --Doug Page

THE OPERATING DEPARTMENT

by Raymond L. Kennedy

CP Rail Montreal commuter services to Ste. Therese and also to Farnham, Quebec were cancelled effective Oct. 26. Trains 213 and 214 between Montreal and Farnham were recently declared to be commuter in nature (see Sept. issue, P. 18). This has the effect of removing them from qualifying for an 80% subsidy by the Federal Government or 100% by Via. 1979 losses were approximately \$460,000 and the trains carried an average of 55 passengers each way each day on the Farnham run. The Ste. Therese service lost an average of more than \$200,000 annually for the last three years, latterly handling about 80 passengers each way daily.

Both trains comprised a single RDC. CP Rail Montreal area commuter services in total lose more than \$5 million annually. No level of government expressed any interest in providing assistance for the Ste. Therese and Farnham services. The discontinuance of these two passenger runs may result in an additional four RDC's being sold by CP Rail to Via. The Montreal Urban Community Transportation Commission (MUCTC) will however take over CP Rail's Montreal-Rigaud "Town Train" which uses the double deck cars as well as the older 800 series coaches.

VIA RAIL Sudbury-White River Trains 417-418 have been suspended effective Sept. 29 for the so-called off-season, with service provided by the new daytime schedule of Trains 1-2, The Canadian. The Sudbury RDC pool consists of cars 9024, 9111, 9250 and 9251; RDC-3 9024 has been transferred to the Glen (Montreal); RDC-2 9111 has been transferred to John Street (Toronto), and RDC-4's 9250, 9251 have been sent to the Glen for storage.

GO/VIA Units 502 and 511 with nine double decks ran on No. 79 Friday, Aug. 29 from Toronto to Windsor and returned on No. 70 Saturday. The same was done the previous two weekends, Aug. 15-16 and 23-24. Use of GO units was known to include the following:

Aug. 3 No. 71-76, unit 501 with seven Tempo cars.

Aug. 4 No. 73-78, same.

Aug. 23 No. 73-78, unit 501 with nine Tempo cars.

Sept. 1-2 No. 77-70, CN 3153-GO 501, Via 15302 (Electrical Generating Unit), nine Tempo cars.

CP Rail Statutory holiday weekends sometimes produce unusually interesting sights for viewing or photographing; witness the Aug. 4 weekend when 403 was operated from Toronto via Parkdale to MacTier. This Northwest train (term applies to trains going north thence west to Western Canada) was ordered for 2230 Aug. 2 with units 5948, 5790, 4502, 4501, 4715, 5020, 5024, 4226, 5002, 4214 (ten units!). This same weekend saw 937 ordered 2100 Aug. 3 to Toronto Yard with units 5523, 5767, 5659, 5925, 4724, 4504, 4739, 4556, 4736, 4707, 4719, 4200: 12 units! (Only the first four working, all others on idle).

CP Rail The turntable at Havelock was dismantled in September; a short wye had been built earlier to replace it.

CP Rail Track work between Peterborough and Indian River was being carried out with a Burro crane, including the replacement of old 33 foot rails with standard 39 foot rails, on Oct. 8. I did not think that such short rails remained in use.

MONTREAL COMMUTER SERVICES - are to be aided by the Federal Government; the Ministry of Transport will provide \$50 million (CN is expected to add another \$10 million). Funds will go mainly for line improvements and new equipment for the CNR Montreal-Deux Montagnes route which presently handles about 7,000 passengers daily. The CP Rail Montreal-Rigaud line and a CN south shore line are also to be upgraded with new track and signals at an estimated cost of \$41 million. The Quebec Government says that it will match Ottawa's allocation and has also offered MUCTC

operating subsidies of \$1.3 million for the CNR line and \$1.1 million for the CP route. The master plan calls for handling 40,000 passengers daily within five years, with trains in peak periods running every 7½ minutes.

VIA Dominion Atlantic Railway's rescheduled passenger operation between Yarmouth and Halifax is enjoying a dramatic increase in patronage, even more than had been hoped for, and appears to be headed for success. The new schedule and refurbished equipment attracted an average of 76 passengers per train during the first month of operation, compared to the previous five-year average of 17 passengers per train. A refurbished RDC with a CTC-ordered snack bar is in service along with two other Budd Cars. The three assigned cars (two RDC-1's and one RDC-2, all transferred from the Halifax pool) are in place of the long-standing two cars and are still maintained at Kentville (rather than by the CNR as had been previously thought). Incidentally, the snack bar is licensed, which will increase revenue. An aggressive promotional campaign, unlike anything seen before, included public display of the newly refurbished RDC, while a clown dressed as a diesel (?!) appeared in local parades and festivals.

VIA Power requirements were changed effective Sept. 29, doing away with four-unit consists on Toronto-Sarnia/Windsor passenger trains. The new assignment schedule has one unit handling between one and five cars, two units for six to 10-car consists, and three units for trains of 11 or more cars.

AROOSTOOK VALLEY RAILROAD Controlling interest (86.7%) in this 36 mile Maine shortline was sold by Canadian Pacific Ltd. on Oct. 17 to Arbox Three Corporation of New York.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY (MBTA) - will convert all 93 of its remaining serviceable RDC's into all-electric locomotive hauled coaches. Two others will be scrapped due to extensive fire damage. Weight will be reduced by 15% and seating capacity will be increased from 89 to 95. Cost is estimated at \$343,058 per car compared to about \$479,500 for new coaches. This Boston area commuter service requires 37 locomotives (plus five spares) and 146 coaches (plus 14 spares). It has been known for some time that MBTA was having increasing difficulty in keeping its RDC's working due to the advancing age of their propulsion equipment. Often cars were operated with one engine dead, and finally the situation resulted in the rental of Boston & Maine GP7 units to haul trains of RDC's with just one of their engines in idle for electric power generation only. In 1972 a test program was started, involving the re-engining of RDC 6148 with new Cummins 310 HP NT-855-RS engines and two speed twin disc transmissions. Tests with this car indicated it to be more powerful than the standard RDC with Detroit Diesel engines, and quite capable of hauling a non-powered trailer car. However, some problems with the transmission were encountered. It is not known if this was overcome, but the lack of a decision to continue with a program of re-engining the cars could indicate that all was not well. In any event it has always been stated that Budd Cars are cheaper to operate in trains of one, two or three cars, that four is about break-even, and that five or more cars are cheaper if operated with conventional locomotive-hauled equipment. A ten car train has 20 diesel engines and transmissions to maintain, yet can be hauled by just one F40.

SPV-2000 Budd Co. has its third order for its new model RDC. New York's Metropolitan Transportation Authority (MTA) has ordered 10 cars with 108 passenger seating. Delivery is scheduled for June-July-August 1981. They will replace old RDC's between Poughkeepsie and Croton-Harmon and between Brewster and Dover Plains. The purchase is being financed by the Triborough Bridge and Tunnel Authority, under a longstanding arrangement whereby part of its tolls from motor vehicles goes into mass transit improvements.

Earlier this year Budd delivered 13 SPV-2000's to the State of Connecticut Department of Transportation (ConnDOT). One car runs five round trips daily on Conrail's South Norwalk-Danbury commuter branch, which is state-subsidized. ConnDOT 50 began running Apr. 23. The other 12 cars are Amtrak 988-999, which will be operated and maintained by that company under a lease arrangement with the state. These SPV's seat 85 passengers. The new services will be provided by Amtrak without any operating subsidy from the state. Assigned to the New Haven-Hartford-Springfield line the new service includes additional daily round trips (increasing from seven to 12) specifically scheduled to accommodate New Haven and Hartford rush hour commuters. The agreement also provides for Amtrak to transfer some of the eight RDC's now in use on the New Haven-Springfield line to the state for use on the Danbury and Waterbury branch lines or elsewhere, if needed.

One other SPV has been sent to the Federal Railroad Administration (FRA) for what is believed to be testing only-this may actually be the Demonstrator Car. The first order was placed in 1979, for six cars for the Moroccan State Railways in the Kingdom of Morocco.

NEW JERSEY TRANSIT CORP. - took over from New Jersey Department of Transportation (NJ DOT) -see Oct. issue, Page seven--effective Dec. 11, 1979. It acquired ownership of NJ DOT's 486 miles of commuter railroads including all of the former E-L, CNJ, NY&LB, and PRR operations, and 107 locomotives, including ex-E-L U34CH's, CNJ GP40P's and GP's, PRR/NY&LB E8's and GG-1's, plus DL&W and PRR MU cars. Over 130 stations and 1,637 buses are included.

AMTRAK - trains 68 & 69, the Adirondack, between Montreal and New York, last ran with Rohr Turboliner equipment on Aug. 2; the following day the train was equipped with an F40 and Amfleet cars. It is now combined with the Niagara Rainbow between New York and Albany, to reduce the New York State subsidy from a projected \$888,000 for 1981 to not more than \$574,000. Passengers are up 15% on this state-subsidized service and it is this new arrangement which has enabled it to be kept on.

LRC Amtrak was expected to introduce new LRC schedules effective Oct. 26 between New York and Boston. One locomotive and two coaches began revenue service on Sept. 29 with a daily round trip on the 135 mile New Haven to Boston run. Some coaches were being tested with other equipment. The second trainset was delivered in the second week of October. Amtrak will lease/purchase the trains for 15 years (after which it will own them) or they can be returned in two years with the government buying them back for \$8.3 million.

● CNR E-10-a Mogul 86, displayed at the Western Fair Grounds in London, Ont. since shortly after retirement, is no longer wanted by that city but is coveted by St. Thomas, Ont. The London Public Utilities Commission decided in mid-October to divest itself of the locomotive in lieu of investing in an estimated \$50,000 in repairs. As of that time four municipalities and historical associations had indicated interest in assuming ownership, including CRHA, the Hamilton-Wentworth Regional Conservation Authority and the Town of Kennington. The City of Stratford had earlier made inquiries, but withdrew because of anticipated transportation difficulties. St. Thomas, one of Ontario's premier rail-road communities, has evidently searched for a lengthy period for a steam locomotive without success, and the availability of 86 would come just in time for the City's 1981 centennial celebrations. In spite of the direct ex-L&PS line between London and St. Thomas, discussions relative to moving the locomotive seem to be confined to moving it south by road. The Newsletter has not received advice to time of writing as to finalization of sale of the Mogul, to St. Thomas or to any other purchaser.

--Mike Lindsay

VANCOUVER TROLLEY COACH NOTES

● The extension of three existing trolley coach routes in Vancouver and Burnaby is included in a \$125.7 million package of improvements to the Greater Vancouver transit system recently approved by the GVRD Board of Directors. The subject routes are (1) a three km. extension of overhead to the University of British Columbia from the present trolley terminus at the Blanca Loop; (2) a two km. extension of the 9-Broadway route from Boundary Road east to the Brentwood Mall; (3) a 2 km. extension of the 8-Davie, 19-Kingsway and 41-Forty-first Avenue routes from the Joyce Loop east along Kingsway to a new loop near Nelson St. in Burnaby, providing a direct no-transfer service to Burnaby's proposed town centre. In addition to these overhead extensions, there will be a \$500,000 expenditure to replace wooden overhead poles and make wire changes. The Urban Transit Authority estimates that the extensions will produce annual operating cost savings to the system of \$320,000; by way of more specific example, the UBC extension would result in an annual operating saving of some \$65,000 over diesel bus operation, and would release between 12 and 16 of the latter vehicles for use elsewhere on the system. The proposed line would use a combined street light standard and overhead support along University Blvd. The three overhead extensions will cost an estimated \$1.5 million and will be undertaken in the 1980-81 fiscal year. There is also a possibility for a new north-south T.C. route in Burnaby in the more distant future, linking the Broadway and Kingsway extensions.

--Jeremy Lambert, Mike Roschlau

● The Urban Transit Authority of British Columbia has ordered 150 new trolley coaches for the Vancouver transit system, with an additional 50 on option, for a total of 200. They will be Flyer E901 model, with Westinghouse electrical equipment, motors and chopper control. These will be the first trolley coach components built by Westinghouse in over 20 years, including chopper control packages to be retrofitted on the 50 existing Flyers in Vancouver's 315-trolley coach fleet. These Flyers are of the E800 design, built in 1975 with electrical equipment from ex-Kitchener and B.C. Hydro T-44 Brill trolleys.

The 150 new coaches on order will have double-stream front and rear doors with two-and-one seating, an oversize front destination sign as well as a "kneeling" capability for handicapped passengers. The double-width front doors will mean a shorter wheelbase, due to the necessity of moving the front axle back to accomodate the additional door. The coaches will also have off-wire capability over limited distances through battery power. They bear a unit price tag of \$212,425 and have an 84-passenger capacity including standees.

Even if the option for 50 more is exercised, the Vancouver fleet would consist of 250 Flyer trolleys, compared to the estimated service requirements of 350 coaches in the mid-1980's. Thus the best of the existing T-48 Brills, most of which are 30 years old, will be selected to continue running indefinitely (100 coaches). The first units of the new order are expected on the property before the end of next year (late 1981).

--Mike Roschlau

- New diesels for the British Columbia Railway from G.M.D., London, left MacMillan Yard, Toronto, as follows: BCR 751 & 752 on Train 303, Oct. 1, 1980; BCR 753 & 754 on Train 303 Oct. 2; BCR 755 & 756 on Train 303 Oct. 4; BCR 757 & 758 on Train 303 Oct. 10; BCR 759 & 760 on Train 309, Oct. 12.

- Quebec Iron and Titanium 10 passed through downtown Toronto on CN Train 392 on October 25; this is a new EMD SW1500, and was shipped by boat from Montreal.

--George Horner



UCRS EVENTS AND ACTIVITIES

by Ed Campbell

The UCRS 1981 calendar has been mailed to all 1980 members. Included within it is a catalogue of publications available from the Society at 10% discount to members in good standing. The calendar also contains 14 photographs, suitable for framing, of steam and diesel power. Each date has space for reminder notes. Price \$2.50 for extra copies.

Two flyers have been included along with the calendar. Great trips have been planned; make your plans right away. Watch for future flyers; the Trip Committee is working on short walking tours to be announced shortly.

It is important to remember that two UCRS committees provide most of the activities of the Society. Why not attend and help to work out the plans? This note is being repeated in the hope that more members will take part.

1. The Program Committee meets on the first Wednesday of the month at 8 P.M. in the Yarmouth Church, which is located on the north-east corner of Yarmouth Road and Christie Street, Toronto. 18-Caledonia buses run on Christie Street and 4-Annette T.C.'s run along Dupont Street; Yarmouth Road is one block south of Dupont.

2. The Trip Committee meets on the second Friday of the month at 8 P.M. at the home of Ron Layton, 46 Sir Bodwin Place, Markham. Phone (416) 294-1925. For those using public transit, Markham Transit buses pass the end of the street and connect with the Yonge Subway at Finch Station. Call 297-1900 for Markham Transit route schedules.

Harold Glover has resigned from the UCRS Directorate, with John D. Thompson having been appointed to take his place. It is to be hoped that Harold will again take an active role in Society affairs as soon as his circumstances permit, and we thank him very much for his services as a Director.

- Friday, Dec. 19: Regular Toronto meeting at the Strollers' Club, 92 Adelaide Street West, Toronto (doors open at 7 P.M.). Meeting starts at 8 P.M. sharp; entertainment will consist of a program of steam and traction movies to be presented by Buffalo railfan John Prophet.

Special Note: The Publication Sales Department will have various books and items for sale at the December 19th meeting. This will afford an opportunity to make late Christmas gift purchases.

Friday, Dec. 26: Regular Hamilton Chapter meeting at the CN station, 8 P.M. The program will consist of members' 35mm slides. Dec. 26 is a holiday, affording non-Hamilton members an excellent opportunity to attend the Chapter meeting and to contribute to the slide show. All UCRS members and guests are always welcome at Hamilton meetings.

The Directors of the Society and the Newsletter Editors wish all members and readers a very Merry Christmas and the best railfanning ever for 1981.

GENERAL MOTORS DIESELS, the planned publication to update the original book LOCOMOTIVES FROM LONDON, is still stalled. The Society has been trying on and off for several years to assemble the necessary data to accomplish this but has not been able to complete the work. This is in spite of having assurance, in writing, from the Diesel Division of General Motors in London, that co-operation would be provided. Another source had likewise promised to help and failed to provide that assistance. While the UCRS is anxious to complete this project, it appears that it will not be possible until accurate and complete information is forthcoming, to bring you this interesting reading. Those who may be willing to assist in this project are invited to contact Raymond L. Kennedy, whose address and phone number appear on Page 16 of this issue.



DOES NOT WANT THE SOUTH END OF THE L&PS

According to the London Free Press, Canadian National Railways appears "determined to yank the last spike on the London & Port Stanley rail line between St. Thomas and Lake Erie". The St. Thomas City Council learned recently that CN, which took over the line from the City of London in 1966, has applied to the Canadian Transport Commission for permission to abandon the seven miles of track from Sunset Drive to Port Stanley. CN's petition states that there has been no inbound or outbound traffic on the line since February, 1976. There are still cars, though, in the yard at Port Stanley, most of them being vintage tank cars owned by Sterling Petroleum of London. Although the line has been without service for some time, much of it is still listed in fair to good condition, including work last done in the late 19th century. A washout in 1976 suspended usage of the tracks, but strangely CN is spending about \$300 a month on maintenance of some level crossings, keeping the warning flashers in good working order. CN's submission states that "the community of Port Stanley will not be affected by abandonment", but the town government thinks differently. The CN proposal seems to contradict Federal and Provincial Government decisions to pump \$1.8 million dollars into the village for redevelopment over the next few years. Many Port Stanley residents have never given up on the idea of improved rail service which would complement the growing use of the port for bulk shipping. If CN does obtain permission to abandon, the local municipalities on the line want the right-of-way deeded to themselves, rather than to local landowners, so that they could possibly operate the line themselves or use the right-of-way for public utilities. Local takeover, however, is a last resort. For the time being there are signs that abandoning the line, opened in 1856, could be a tough fight for the CN. Local politicians believe that the issue is not one of nostalgia. It is their belief that the port is on the verge of its first growth in years and that a rail service connecting lake traffic with the centre of Southwestern Ontario's breadbasket makes good business sense. --Mike Lindsay



READERS' EXCHANGE

● Neal Wilson, 155 Prince Charles Dr., Georgetown, Ont. L7G 3W1 has for sale the following items, all 4"x6" size and all in mint condition (some never used):

1) two copies of the Grand Trunk Railway System Rule Book, 1898, @ \$50.00 each.

2) one copy CNR, GTR, DW&P, and CVR Rules, 1929, @ \$30.00.

3) two CPR Air Brake Rules, 1937, @ \$6.00 each.

4) one CPR Air Brake Rules, 1924, @ \$6.50.

5) one CPR Air Brake Rules, 1912, @ \$7.50.

6) two copies CPR General Rules, 1944, @ \$9.00 each.

7) rate of Pay, CPR, 1948, two copies, at \$1.50 each.

8) rates of pay, CPR, 1929, one copy, \$4.50.

9) rates of pay, CPR, 1920, one copy, \$4.00.

10) rates of pay, CPR, 1945, one copy, \$3.50.

● Pierre Patenaude, 1644 Francheville, Montreal, Quebec H2C 1X6 wants information on the disposition of LaSalle Coke MLW S-3 80986, built 1954; RCAF Downsview Air Base 1697, GE 50-ton 31696, built Dec. 1952; Normetal Mining (Normetal, Quebec) GE 80-ton 28481, built Oct. 1946, and photos of the following CN units: 1035, 1340, 3221, 3239, 3725, 4531, 4538, 4562, 4564, 4570, 4582, 4583, 4591, 5011, 5018, 5140, 5151, 5253. He is looking for persons to trade slides in Winnipeg, Saskatoon, and Edmonton.

● Raymond L. Kennedy, P.O. Box 8, Stn. 'D', Toronto, Ontario (phone 241-9180) wants TH&B employee timetables: No. 91, Oct. 1972; No. 88, Apr. 1971; No. 87, Oct. 1970, and any others from 86 backwards, other than 68, 64, 63, 58. Will buy or trade. State prices in first letter.