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QUOTE OF THE MONTH (A letter to the Editor of LOCOMOTIVE ENGINEER, issue of January 16, 1981, contributed by George Horner): "After reading the comments in the Mail Bag about working attire worn by CN engineers I was moved to offer my own comments. The winter of 1977-78 really took its toll of the Louisville and Nashville's fleet of locomotives, and the carrier leased some 90 engines from CN which were used for about a year. About 45 of them were four-axle units and the rest were six-axle. When we received them they were in A-1 condition: neat, clean and everything worked. Heaters worked, windows moved with ease, and some even had working hot plates on them. It was a pleasure to climb aboard. I can well understand how the engineers on CN dress as if they are proud to be engineers. It sure would be interesting to know how they enforce condition control. You BLE'r's on CN know what I mean after having received those engines from us when we were through with them. I apologize on behalf of those of us who care. I sure wish someone other than the engineers cared."

MANIWAKI REPRIEVE--The life of the CP Rail line from Hull to Maniwaki, P.Q. has been extended at least to 1984 by the Canadian Transport Commission despite company claims that it has lost \$716,000 on the line between 1976 and 1978. The Commission's decision says that the 72-mile branch line should continue in operation having regard to various factors, including Quebec government support for the establishment of a large forest products complex at Maniwaki, currently a high unemployment area. CP has been instructed to consult groups interested in the line's survival and to report annually to the Commission on the prospects for creating traffic. The CTC will review the situation in 1984.

DETECTORS--CP Rail will spend about \$600,000 to install six hot box detectors on track in British Columbia in 1981. Five will be installed on the main line between Mission and North Bend and one between Field and Revelstoke. The detectors are designed to pinpoint an overheated journal on a specific car within a train. Systemwide, the CPR will install 30 hot box detectors this year, with 12 in the Pacific Region to include the aforementioned six in B.C.

--George Horner

COVER: Detroit Department of Street Railways PCC 208 is inbound on Woodward Avenue at Richton, headed for downtown. The handsome cream and red streamliner, built by St. Louis Car Co. in 1949, is passing the Detroit Public Library. Photographed March 24, 1956, by Bob Sandusky.

A BUS MAN TO CONTROL VIA RAIL

Robert Titley, former Vice-President, Operations, of Voyageur Inc., Canada's largest intercity bus operator, has been appointed Director of the Railway Passenger Branch of the Ministry of Transport, the agency which has control of VIA Rail's capital investment program. Transport 2000 has issued a news release on the matter, expressing its surprise and concern at the appointment. The release points out that the Ministry has from day one resisted hiring anyone with a demonstrated commitment to rail passenger service. Ministry personnel with air and highway backgrounds have been recruited, but one searches in vain for rail expertise in the organization. The Ministry has "utterly failed to appreciate the beneficial national economic impact of passenger trains. For example, the Ministry's impact upon the government's National Energy Program was nil, except to preserve an energy-intensive status quo in the troubled 80's."



Transport 2000 charges that the foundation of VIA Rail Canada in 1977 was accompanied by a well-orchestrated campaign to substitute buses for trains on many routes. Ministry of Transport consultants appeared at Canadian Transport Commission hearings in opposition to the overwhelming public support for trains. They urged the dropping of practically all services east of Montreal and promised instead tens of millions for highways. These promises were made in an unsuccessful attempt to muffle opposition from the Maritime provinces.

Secret Ministry documents leaked to the press in 1979 contained alarming revelations of MOT-bus industry collusion, such as the following: "Future involvement by the Railway Passenger Branch will be to ensure that bus industry complaints are taken into consideration when determining future fare policy." More disclosures last year confirmed the Ministry's desire to replace trains with buses on up to half of VIA's existing routes.

"Canadians have been pressing for improved rail services for the better part of the past decade; at the same time service has deteriorated steadily, the direct consequence of lavish government subsidization of competing modes - air and road - at the expense of rail. The creation of VIA Rail has not altered this imbalance in any appreciable way. Air Canada continues to get federally-financed airports. The bus companies enjoy virtually free use of an extensive freeway system, while VIA has received only a token order of 50 coaches, some locomotives, and a coat of blue paint to redecorate the rest of its 30-year-old fleet.

Passenger rail needs the green light. Transport Canada must immediately and clearly demonstrate its commitment to this mode if Canadians are to get the service they need for mobility in the 80's. This will only come about if the Ministry is responsive to the transportation needs of citizens, rather than to the pressures of highway and aviation interests."



WOODSTOCK (ONT.) AREA REPORT

by Burt Van Rees

With the conversion of C-424's and GP-30's and 35's to road switchers, the motive power for the Tillsonburg-St. Thomas-St. Mary's turn has changed. The aforesaid models are now making numerous appearances on these trains. The units are unable to turn, so they run long hood forward for half of the trip. The RS-10's have not been seen for some time now, and with the rebuilding of the RS-18's they too will probably disappear from these branch lines. The snow plows have also brought unusual motive power this winter. Besides the usual RS-18's, SD-40's have been used on three occasions. Again, half of the trip has to be operated long hood forward. The SD-40's have gone all the way to Port Burwell. The section south of Tillsonburg to Port Burwell is not in regular service, but it is maintained.



Motive Power Roster

M A R C H 1 9 8 1

CLASS	B U I L D E R	NO. OF UNITS	ROAD NUMBERS	YEAR BUILT	H.P.	MAX- IMUM SPEED (MPH)	CONTIN- UOUS TRACT- IVE EFFORT (1000#)	WEIGHT IN WORKING ORDER (1000#)	ON DRIVERS	TOTAL
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NARROW GAUGE

GR-9b	GM	6	800 to 805	1956	875	60	17	111	166
GR-12a	GM	3	900 to 902	1952	1200	60	40	221	221
GR-12b	GM	6	903 to 908	1953	1200	60	40	222	222
GR-12g	GM	24	909-911, 913-919, 921-934	1956	1200	60	40	226	226
GR-12p	GM	3	935 to 937	1958	1200	60	40	227	227
GR-12x	GM	9	938 to 946	1960	1200	60	40	227	227

STANDARD GAUGE

BOOSTER UNITS

MH-00a	CN	9	160 to 168	1964-65	-	40	36	259	259
GH-00a	GM	19	260 to 278	1978	-	65	49	258	258
GH-00b	GM	4	279 to 282	1980	-	65	49	258	258
MY-00a	CN	6	351 to 356	1964-65-66	-	40	36	253	253
GY-00a	GM	12	451 to 462	1980	-	65	49	258	258

ROAD SWITCHERS

ER-6a	GE	3	30, 35, 41	1950	600	55	23	140	140
GH-20b	GM	14	200-202-204-206-208-210-212	1972-73	2000	65	49	257	257
GH-20b	GM	9	214-216-218-220-222-224-226	1972-73	2000	65	49	257	257
			201-203-205-207-209-211-213	1972-73	2000	65	49	257	257
			215-221	1972-73	2000	65	49	257	257
GY-12d	GM	2	425-426	1956	1200	65	40	246	246
GR-9a	GM	1	854	1954	875	65	32	171	171
GR-12m	GM	29	1000 to 1028	1958	1200	65	30	159	239
GR-12s	GM	5	1029 to 1033	1959	1200	65	30	158	238
GR-12t	GM	15	1034, 1036 to 1049	1959	1200	65	30	160	239
GR-12w	GM	18	1050 to 1067	1959	1200	65	30	160	239
GR-12s	GM	8	1068 to 1071, 1073 to 1076	1960	1200	65	30	159	238
GR-12d	GM	(13	1204 to 1216	1956	1200	65	40	225	225
		(3	1217 to 1219	1956	1200	65	40	246	246
GR-12f	GM	21	1227 to 1247	1956	1200	65	40	225	225
GR-12h	GM	21	1248 to 1268	1956-57	1200	65	40	226	226
GR-12k	GM	15	1271 to 1276, 1279-1280,	1957	1200	65	40	226	226
			1282 to 1288	1958	1200	65	40	225	225
GR-12i	GM	16	1289 to 1304	1958	1200	65	40	225	225
GR-12r	GM	31	1305 to 1330, 1332	1958	1200	65	40	223	223
			1334 to 1337	1958	1200	65	40	223	223
GR-12n	GM	19	1338-1339, 1341 to 1357	1959	1200	65	40	223	223
GR-12y	GM	40	1358 to 1397	1960	1200	65	40	222	222
GR-12e	GM	5	1504 to 1508	1955-56	1200	65	40	246	246
MR-14b	MLW	7	1750 to 1756	1959	1400	65	30	160	240
MR-14c	MLW	31	1757 to 1787	1960	1400	65	30	160	240
GRG-12n	GM	4	1900 to 1903	1958	1200	65	40	246	246
GR-12n	GM	14	1904 to 1917	1958-59	1200	65	40	246	246
MR-20a	MLW	30	2500 to 2529	1973	2000	65	50	262	262
MR-20b	MLW	30	2530 to 2559	1974	2000	65	50	260	260
MR-20c	MLW	20	2560 to 2579	1976	2000	65	50	260	260
MR-18e	MLW	30	3100 to 3129	1959	1800	80	44	235	235
MRE-18g	MLW	(4	3150-3152-3154-3155	1960	1800	92	38	255	255
MR-18g	MLW	(2	3151-3153	1960	1800	92	38	239	239
MR-24a	MLW	2	3200-3201	1964	2400	75	47	260	260

MR-24b	MLW	19	3202 to 3220	1966	2400	75	47	260	260
MR-24c	MLW	18	3222 to 3237, 3239-3240	1967	2400	75	47	260	260
MR-18b	MLW	54	3615 to 3619, 3621 to 3640, 3642 to 3670	1957	1800	75	47	246	246
MR-18c	MLW	28	3671, 3673 to 3693, 3695 to 3700	1957-58	1800	75	47	246	246
MR-18d	MLW	44	3701 to 3724, 3726 to 3745	1958	1800	75	47	247	247
MR-18f	MLW	13	3830 to 3842	1959	1800	75	44	233	233
GR-25a	GM	2	4000-4001	1964	2500	65	49	257	257
GR-430a	GM	9	4002 to 4010	1966	3000	65	50	260	260
GR-430b	GM	(4	4012 to 4015	1967	3000	65	50	259	259
		(2	4016-4017	1967	3000	89	50	259	259
GR-17p	GM	(7	4100 to 4106	1957	1750	89	33	238	238
		(23	4108 to 4112, 4114-4115, 4117 to 4127, 4129 to 4133	1957	1750	65	44	236	236
GR-17y	GM	7	4147, 4150, 4152 to 4156	1959	1750	65	44	235	235
GR-17n	GM	21	4206 to 4217, 4219 to 4227	1957	1750	65	44	232	232
GR-17q	GM	16	4228 to 4230, 4232 to 4244	1958	1750	65	44	232	232
GR-17t	GM	23	4245 to 4249, 4252 to 4261						
			4263 to 4270	1958	1750	65	44	230	230
GR-17u	GM	66	4271 to 4285, 4287 to 4312						
			4314 to 4334, 4336 to 4339	1959	1750	65	44	229	229
GR-17s	GM	13	4340 to 4347, 4349 to 4353	1959	1750	65	44	229	229
GR-17a	GM	26	4400 to 4418, 4420 to 4426	1955	1750	65	44	248	248
GR-17f	GM	44	4451 to 4480, 4482 to 4495	1955-56	1750	65	44	247	247
GR-17g	GM	6	4496 to 4501	1956	1750	65	44	240	240
GR-17h	GM	35	4502 to 4530, 4532 to 4537	1956-57	1750	65	44	247	247
GR-17m	GM	22	4560-4561, 4563, 4565 to 4569, 4571-4572, 4574 to 4581, 4584 to 4587	1957	1750	65	44	247	247
GR-17r	GM	13	4588 to 4590, 4592 to 4601	1957-58	1750	65	44	248	248
GR-20b	GM	38	5500 to 4436, 5560	1972-73	2000	65	49	257	257
GR-20c	GM	50	5561 to 5610	1973-74	2000	65	49	257	257

ROAD PASSENGER

GPA-17a	GM	11	6501-6502, 6504 to 6512	1954-55	1750	89	33	256	256
GPA-17b	GM	1	6513	1955	1750	89	33	256	256
GPA-17c	GM	7	6514 to 6516, 6518 to 6521	1957	1750	89	33	256	256
GPA-17d	GM	10	6523 to 6532	1957	1750	89	33	257	257
GPA-17e	GM	9	6533 to 6537, 6539 to 6542	1958	1750	89	33	257	257
GPB-17a	GM	9	6602 to 6607, 6610 to 6612	1954-55	1750	89	33	256	256
GPB-17b	GM	1	6613	1955	1750	89	33	256	256
GPB-17c	GM	7	6614 to 6620	1957	1750	89	33	256	256
GPB-17d	GM	10	6621 to 6630	1957	1750	89	33	256	256
GPB-17e	GM	7	6631 to 6637	1958	1750	89	33	256	256
MPA-18c	MLW	2	6758 - 6759	1955	1800	92	38	261	261
MPA-18a	MLW	6	6760 to 6765	1958	1800	92	38	259	259
MPA-18b	MLW	26	6767 to 6791, 6793	1959	1800	92	38	258	258
MPB-18c	MLW	2	6858-6859	1955	1800	92	38	258	258
MPB-18a	MLW	7	6860 to 6866	1958	1800	92	38	258	258
MPB-18b	MLW	5	6867 to 6871	1959	1800	92	38	258	258

SWITCHERS

MH-10r	MLW	5	106-108-110-112-114	1959	1000	40	49	258	258
MH-10r	MLW	4	111-113-115-117	1959	1000	40	49	258	258
MY-10r	MLW	10	300 to 309	1959	1000	40	47	253	253
GY-9d	GM	6	400 to 405	1958	900	40	36	253	253
GS-12a	GM	10	7000 to 7009	1952	1200	40	36	247	247
GS-12e	GM	11	7020 to 7030	1956	1200	40	36	246	246
GS-12f	GM	3	7031 to 7033	1957	1200	40	36	246	246
GS-12g	GM	2	7034-7035	1959	1200	40	36	246	246
GS-8a	GM	22	7150 to 7171	1951	800	40	36	232	232
GS-8b	GM	12	7172 to 7183	1951	800	40	36	232	232
GS-9a	GM	24	7200 to 7218, 7220 to 7224	1953-54	900	40	36	229	229
GS-9c	GM	10	7233 to 7242	1957	900	40	36	232	232
GS-9d	GM	10	7243 to 7252	1958	900	40	36	233	233
GS-9d	GM	3	7605, 7606, 7608	1958	900	40	36	249	249
GS-10a	EMD	1	7941	1946	1000	40	31	248	248
MS-10e	MLW	5	8028 to 8031, 8033	1954	1000	40	34	230	230
MS-10g	MLW	41	8036 to 8046, 8048 to 8077	1955-56	1000	40	34	230	230
MS-10h	MLW	2	8078-8079	1955	1000	40	34	231	231

MS-101	MLW	30	8163 to 8175, 8177	1956-57	1000	40	34	229	229
			8179 to 8184, 8186 to 8195	1957	1000	40	34	228	228
MS-10n	MLW	27	8606, 8208 to 8232, 8234	1958	1000	40	34	232	232
MS-10p	MLW	11	8235 to 8245	1959	1000	40	36	233	233
MS-10q	MLW	23	8500 to 8522	1959	1000	40	47	246	246
MS-10r	MLW	7	8607 to 8613						

ROAD FREIGHT

MF-30a	MLW	2	2000-2001	1967	3000	75	73	386	386
MF-30b	MLW	42	2002 to 2043	1967-68	3000	75	74	388	388
MF-36a	MLW	12	2305 to 2310, 2313 to 2317	1970	3600	75	74	388	388
			2319						
MF-36b	MLW	17	2320, 2322 to 2329, 2332	1971	3600	75	74	388	388
			to 2339	1967	3000	65	74	389	389
GF-30c	GM	8	5000 to 5007						
GF-30d	GM	66	5008 to 5010, 5012 to	1967-68	3000	65	74	388	388
			5017, 5019 to 5075	1969	3000	65	74	389	389
GF-30e	GM	50	5076 to 5125						
GF-30h	GM	48	5126 to 5139, 5141 to	69/70/71	3000	65	74	388	388
			5150, 5152 to 5175	1971	3000	65	74	388	388
GF-30k	GM	50	5176 to 5225	1971	3000	65	74	388	388
GF-30m	GM	15	5226 to 5240	1975	3000	65	74	385	385
GF-30n	GM	20	5241 to 5252, 5254 to 5261	1975	3000	65	74	385	385
GF-30p	GM	17	5262 to 5278	1976	3000	65	74	387	387
GF-30q	GM	15	5279 to 5293	1976	3000	65	74	384	384
GF-30r	GM	20	5294 to 5313	1977	3000	65	74	384	384
GF-30s	GM	10	5314 to 5323	1979	3000	65	74	387	387
GF-30t	GM	30	5324 to 5353	1980	3000	65	74	387	387
GF-30u	GM	10	5354 to 5363	1980	3000	65	74	387	387
GFA-17a	CN	30	9150 to 9179	72/73/74	1750	65	44	229	229
GFB-17a	CN	10	9190 to 9199	1972-73	1750	65	44	230	230
GF-430a	GM	(50	9400 to 9449	1974	3000	80	47	262	262
		(40	9450 to 9486, 9488 to 9490	1974	3000	65	50	262	262
GF-430b	GM	40	9491 to 9530	1974	3000	65	50	262	262
GF-430c	GM	102	9531 to 9632	1975	3000	65	50	263	263
GF-430d	GM	35	9633 to 9667	1976	3000	65	50	261	261

U.S. LINES - ROAD SWITCHERS

GR-12c	EMD	4	1500 to 1503	GTW	1955	1200	65	40	248	248
GR-12j	EMD	2	1509, 1510	CV	1957	1200	65	40	247	247
GR-12za	EMD	(1	1511	CV	1960	1200	65	40	247	247
		(8	1512 to 1519	GTW	1960	1200	65	40	247	247
MR-10e	ALCO	2	1950, 1951	GTW	1957	1000	60	34	247	247
MR-18a	ALCO	15	3600 to 3614	DWP	1956	1800	65-75	44	227	227
GR-17x	EMD	6	4134 to 4139	GTW	1957-58	1750	65	44	246	246
GR-17b	EMD	14	4427, 4428, 4430 to							
			4441	GTW	1954	1750	65	44	245	245
GR-17d	EMD	9	4442 to 4450	CV	1956	1750	65	44	247	247
GR-17j	EMD	7	4539, 4540, 4542 to							
			4546	GTW	1957	1750	65	44	245	245
		5	4547 to 4551	CV	1957	1750	65	44	245	245
		6	4552 to 4557	GTW	1957	1750	65	44	245	245
		2	4558, 4559	CV	1957	1750	65	44	244	244
GR-18a	EMD	7	4700 to 4704, 4706,							
			4707	GTW	1960	1800	65	44	246	246
GRG-17c	EMD	2	4900, 4901	GTW	1954	1750	83	36	254	254
GR-17e	EMD	5	4902 to 4906	CV	1956	1750	65	44	239	239
GRG-17k	EMD	(11	4907, 4909, 4910,							
			4912, 4913, 4917,							
		(to 4922	GTW	1957	1750	83	36	251	251
		(2	4914, 4916	GTW	1957	1750	65	44	251	251
		5	4923 to 4927	CV	1957	1750	65	44	251	251
GR-17s	EMD	1	4928	CV	1957	1750	65	44	251	251
GRG-17w	EMD	4	4930 to 4933	GTW	1958	1750	65	36	252	252
GR-20a	EMD	12	5800 to 5811	GTW	1971	2000	65	48	252	252

U.S. LINES - ROAD FREIGHT

GF-30f	EMD	12	5900 to 5911	GTW	1969	3000	65	70	367	367
GF-30g	EMD	9	5912 to 5920	GTW	1970	3000	65	70	367	367
GF-30j	EMD	9	5921 to 5929	GTW	1970	3000	65	70	367	367

U.S. LINES - SWITCHERS

GS-12b	EMD	5	7010 to 7014	GTW	1952	1200	40	36	247	247
GS-12c	EMD	2	7015, 7016	GTW	1953	1200	40	36	246	246
GS-12d	EMD	3	7017 to 7019	GTW	1955	1200	40	36	246	246
GS-9b	EMD	7	7225 to 7229, 7231, 7232	GTW	1956	900	40	36	230	230
GS-9e	EMD	7	7262 to 7268	GTW	1958	900	40	36	232	232
GS-10a	EMD	4	7904, 7906, 7907, 7911	GTW	1941-42	1000	40	31	247	247
		6	7966, 7967, 7969, 7970, 7972, 7974	GTW	1947-48	1000	40	31	247	247
MS-10d	ALCO	1	8027	GTW	1953	1000	40	34	230	230
MS-10f	ALCO	2	8034, 8035	GTW	1955	1000	40	34	234	234
MS-10j	ALCO	(2	8080, 8081	CV	1955	1000	40	34	232	232
		(1	8082	GTW	1955	1000	40	34	232	232
MS-10k	ALCO	4	8084, 8085, 8087, 8088	GTW	1955	1000	40	34	232	232
MS-10a	ALCO	(1	8093	CV	1942	1000	40	34	230	230
		(3	8111, 8120, 8121	GTW	1944-46-47	1000	40	34	230	230
MS-10b	ALCO	1	8162	GTW	1951	1000	40	34	234	234
MS-10m	ALCO	5	8199 to 8202, 8204	GTW	1956	1000	40	34	231	231



The Provincial Government of Newfoundland is contemplating a request to the Federal Government for no less than \$1 billion to convert the island's railway system from 3'6" gauge to standard by 1985. As one of CN's money losing operations (in the form of Terra Transport), and with some suggestions having been heard in recent times to the effect that the Province's entire rail system might be abandoned, the likelihood of an investment of this scale by Ottawa has to be questioned. A fairly little known fact is that there actually is some

standard gauge track in Newfoundland, at Port Aux Basques, on which standard gauge cars brought over from the mainland are handled. CN units 1327 and 7941 are stationed at Port Aux Basques to switch this trackage (October 1980 assignment list) although they are officially attached to Rockingham (Halifax).

In the meantime Terra Transport is making an extensive changeover to containers. The piggyback express freight traffic is the first casualty of the container program, which is designed to handle shipments efficiently through the changes of gauge and former "break of bulk" points, and making the rail ferry link across the Cabot Strait in effect simply a portion of a continuous mainland-Newfoundland railway system. While the container operation possibly will be the salvation of the island railway, it would seem to make its conversion to standard gauge even less likely.

Bombardier Ltd. has secured a contract for 180 rubber-tired Metro cars for the Mexico City rapid transit system. The order is valued at \$100 million. Delivery of the first car is scheduled for mid-1982. The new cars will be required for extensions to the Mexico City system, the first line of which was opened about 10 years ago.

--Bob Halperin

Return to the Golden Age

CONCLUDED

According to a U.S. Department of Transportation study, big trucks improved their fuel economy 1.1 % from 1972 to 1977. During the same period railroad energy efficiency was improved 5.7 %. As the Association of American Railroads notes, trucks, which now provide a quarter of total U.S. intercity freight service, consume 24 % of the petroleum used in the transportation sector. In dramatic contrast, railroads provide 35.8 % of freight service but use less than three per cent of this petroleum, and less than one per cent of total energy consumed each year nationally.

Railways are almost certain to be given more of the nation's freight to carry during the years ahead. As a result there should be an increase of 17 % in CN Rail's total fuel requirements, from approximately 290 million gallons in 1980 to some 340 million gallons projected in 1985. During the 1970's, the U.S. has experienced a diesel fuel price increase somewhere between 500 and 700 %. By the mid-1980's, prices are expected to triple as the price of crude moves closer to the \$50 per barrel mark. Our own experience shows that, in little more than a decade, gross ton miles increased by a third. However, our diesel fuel costs multiplied tenfold.

A recent study shows that an 80 car CN piggyback train carrying a payload of 160 loaded highway trailers would consume approximately 60,000 gallons of diesel fuel on a trip from Toronto to Vancouver - travelling at express train speeds. If the freight was loaded in boxcars and moved in ordinary freight service, the fuel consumption would be only approximately 25,000 gallons. Moving the same trailers over the highway to Vancouver would consume about 93,000 gallons of diesel fuel.

This imposed demand on the railways is coming at a time when increasing world population and the burgeoning of Third World economies are creating an unprecedented demand for commodities that are ideally and almost exclusively adapted to railway haulage - basic commodities such as potash, coal, sulphur, forest products and petrochemicals. It is the development and movement of these basic natural resources that have led to the coming of the age of the Western economy and to the challenge to Bay Street for economic supremacy.

Also it may not be a surprise, then, to learn that railways are experiencing substantial increases in intermodal traffic. Intermodal is the term used to describe the business of hauling truck trailers and containers on flat cars and naturally this increase is in the long distance moves. As a matter of fact, on May 9th of last year, CN held the official opening of the Brampton Intermodal Terminal. This terminal was built at a cost of \$20 million and started into operation late in 1979. Brampton handles both highway trailers and containers. Activity at the Brampton Terminal, however, is concerned mainly with trailers or, as railroaders describe it, "piggyback" traffic. It contains 27 miles of trackage and 35 acres of pavement within its limits.

The Brampton Intermodal Terminal handled some 65,000 trailers in 1980 and is expected to handle as high as 300,000 trailers per year by the turn of the century. At the 65,000 trailer level, this diversion from road to rail will result in the saving of close to 10,000,000 barrels of oil per year.

Generally speaking, CN experienced a very good year in 1980, although the level was somewhat below that experienced in 1979. It is expected that CN's year-end statement will show a net income of about \$185,000,000 -

down from last year's high of \$208,000,000. The surplus - after a 20% dividend to the Federal Government - will be re-invested to help finance part of next year's capital expense of \$723,000,000, up \$53,000,000 from the 1980 level.

The outlook for 1981 is clouded by uncertainty about world oil supplies and interest rates in the United States. Recovery and economic activity in Canada is expected to be slow in the coming year because of the continued recession in the United States and the increase of the inflation rate in Canada. One of the major problems facing CN today is the need for massive capital spending in order to expand facilities to keep pace with the growing need for rail transportation and especially for the carriage of bulk commodities in the far West.

Grain, shipped at statutory rates, provides a good example of scattered loading points. Last year, the railways served 1,500 origin stations where 25 million tons of grain were funneled from 43.5 million acres of farm land. CN Rail's portion, 12 million tons, converted into approximately 180,000 carloads. Getting grain to export positions in Thunder Bay, Ont., Churchill, Man., Vancouver and Prince Rupert, B.C. required a massive distribution and consolidation of rail cars. If we had fewer stations from which to draw grain, it would mean fewer miles to travel, less equipment, and fewer trains. All of this would translate into fuel savings for the train.

Storing grain at select stations would necessitate construction of higher through-put facilities. Major investments would be needed. Yet grain shippers are caught in the same capital trap CN Rail is.

On the operating side, CN has just completed a five year, \$100 million program by which all sidings between Toronto and Winnipeg were extended to a capacity of 125 cars. Major extensions were also made to the important marshalling yards at Capreol and Hornepayne. In addition, the signal system was much improved and tied in with power switches at all of these locations. This has had the effect of increasing greatly the railway's capacity to handle traffic from the central provinces to Winnipeg.

Another very ambitious program is under way at this time, essentially between Edmonton and the West Coast. This program is vital for, if action were not taken immediately, we would run out of capacity at about 1985. Again, in this case, sidings are being extended and many sections of double track are being built at strategic locations in order to be able to handle the vast increase in unit trains hauling coal, sulphur, potash and other raw commodities to seaboard. Present plans call for the double tracking by 1988 of the 308 miles between Edmonton and Red Pass Junction. This work, coupled with the rehabilitation of the Prince Rupert line, will give CN the equivalent of two main tracks between Edmonton and West Coast ports.

On the main line between Montreal and Toronto, 55 miles of 132 lb. continuous welded rail was laid last summer in the area between Belleville and Kingston. This relay program started on April 28th, and was completed by mid-July. The rail for this program was produced by the Sysco Steel Mill in Sydney, Nova Scotia, and shipped to the Belleville Yard in 78-foot lengths where it was butt welded into continuous lengths of 1482 feet. These long strings of rail were laid in track, both rails at the same time, by a new \$2 million Rail Changeout Machine. The old jointed rail that was released from the track was loaded on cars in 1480 foot strings and returned to the Belleville Rail Yard where it was unbolted and sorted either for re-use or for scrap. Also, over this same stretch of track, some 50,000 new creosoted ties were installed by a mechanized tie gang. In addition, 100,000 tons of nickel slag ballast from Sudbury was installed in the track structure. Our present five-year Plant

Improvement Program calls for the replacement of the jointed rail between Montreal and Toronto at a rate of approximately 50 miles per year, so that by the year 1985, the entire Kingston Subdivision will be laid with continuous welded rail.

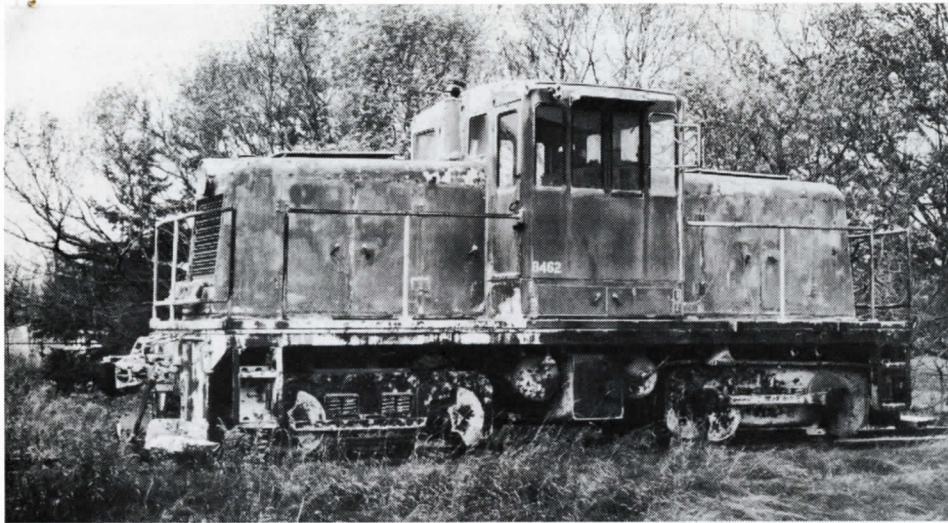
CN has under its control approximately 100,000 rail cars and 2,200 locomotives. Replacing these today would cost between \$6 and \$7 billion. Our ability to adapt swiftly to new forms of energy-saving technology is limited by the amount of capital we have at our disposal. This capital comes from our retained earnings...in other words, our profits. Like most individuals, Canadian National must set financial priorities and must balance its budget. Capital intensive programs in which CN is active, but the major effects of which will impact fully only in the longer term, include:

1. CN Rail's locomotive simulator - a device run by a computer to duplicate various field characteristics, such as terrain, as well as train size, speed and weight. The objective is to teach our engineers to drive locomotives safely using the least amount of fuel.
2. Continuous welded rail, concrete ties, reduced curves and grades, streamlined and lighter equipment and self-steering trucks are principally meant to reduce resistance and hence save fuel. Welded rail and concrete ties also provide a smooth ride for fragile products. With 22,000 miles of mainline track in our system, the conversion must be a gradual one.
3. Engineering and construction problems, along with a plentiful supply of cheap fuel, may have accounted for the endless curves in our rail network. Railway builders followed the path of least resistance. The challenge now is to reduce the number of severe curves and to lower the grade where possible.
4. By streamlining equipment and developing lighter cars, we can reduce air resistance and total weight. Fuel consumption is then reduced. In fact, we now reduce drag by ensuring that all doors are closed on empty boxcars.
5. Self-steering trucks, which are being developed now, can be hauled smoothly through curves in the track rather than being dragged. This reduces the resistance of the wheels which normally grind against the rails. Tests with self-steering trucks suggest a saving of up to 10% can be achieved on runs of 500 to 700 miles.
6. Our research group has developed an electronic positive traction control device to monitor power requirements. It maximizes the traction between the wheels and the track. It virtually eliminates wheel slippage.

During the winter of 1979-1980, another interesting experiment was held on the Montreal - Toronto line. A new highway vehicle known as the Road-Railer was hauled back and forth for two months as a cold weather test. This vehicle is a specially designed highway trailer that can travel on both the road and the rails. A road-railer transfer takes place in an area paved to the top of the rail including the space between the rails. A two man crew consisting of one ground man and one truck driver using a tractor equipped with an elevating fifth wheel and large capacity air reservoirs can make up or disassemble a road-railer train. These have already been tested at the U.S. Federal Railroad Administration testing grounds in Pueblo, Colorado, where they will run at speeds up to 110 miles an hour forward and 76 miles per hour in reverse. The day may be coming when solid trains of these vehicles will be whistling up and down the line.

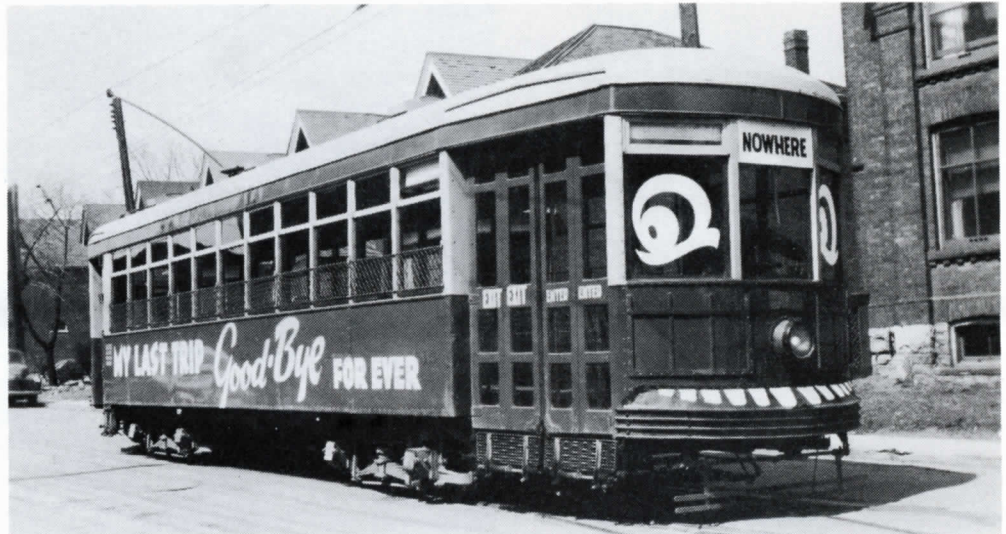
As I wind down my remarks, I would like to say a word about our main line from Toronto to Montreal. Opened in 1856 by the Grand Trunk, it will this year have been serving the people and industry of Canada's two largest cities for 125 years.

The Grand Trunk story began in November of 1852 when the Parliament of



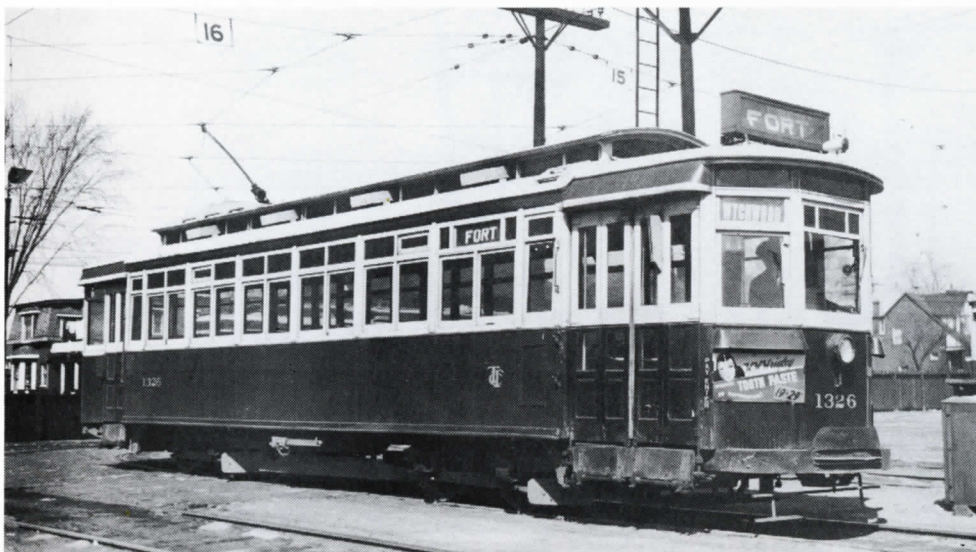
--Photo by John D. Thompson

St. Lawrence Cement Co. 50 ton GE locomotive 8462, at SLC's Clarkson, Ont. plant, in Nov. 1980. The unit, builder's no. 27939, was built in Dec. 1946 for the Highway Paving Co., Montreal. In May, 1952, it was transferred to Associated Quarries and Construction, Toronto, then later to Hagersville (Ont.) Quarries. The red GE arrived in Clarkson a few years ago, but reportedly sees little use.



HSR 515, decorated for the last day of streetcar operation in Hamilton, April 6, 1951. The car is on Wilson St., behind the Sanford Ave. Carhouse. National Steel Car Co., Hamilton, built the 515 in 1927, one of 48 such cars. The 521 is preserved at the Halton Co. Radial Ry. Museum, Rockwood, Ont.

--Bill Hood Collection



TTC ex-Toronto Railway Co. wooden car 1326 still had three years of service left when it posed for Bill Hood's camera at St. Clair Carhouse, April 22, 1948. Destined to be the last TRC car to operate in Toronto, the 1326 was preserved by the TTC and today may be seen in operating condition at the Halton Co. Radial Ry.



DSR 207 speeds inbound along the Woodward Ave. centre reservation, south of the Fair Grounds terminus, on April 7, 1956, the day before the end of street car service in 1956. Twenty-five years later, this median strip still survives. Will LRV's someday make their appearance here?

--Photo by Tom Dworman



On March 25, 1956, DSR 269 is seen from the rear window of another PCC, on Monroe near the City Hall (the impressive building with the clock tower). The car was operating on the Gratiot line, whose last day this was to be.

--Photo by Bob Sandusky



DSR 231 has just left the street running behind on Woodward Ave., just north of Six Mile Rd., and can now make some real time on the private-right-of-way section which continued another four miles to the Fair Grounds. Although the car's destination sign reads "River", it is outbound rather than inbound.

--Photo by Dick Glaze

the Province of Upper Canada passed the Grand Trunk Act. At the same time, charters for the Montreal and Kingston, and the Kingston and Toronto Railways were cancelled. At a later date, the company was empowered to amalgamate with the Quebec and Richmond Railway, the St. Lawrence and Atlantic, and the Toronto and Sarnia Railway.

The main Grand Trunk line between Montreal and Toronto consisted of three districts, opened for traffic as follows: Montreal to Brockville, November 19, 1855; Brockville to Belleville, October 27, 1856; Belleville to Toronto, August 11, 1856.

The first through train ran from Montreal (Point St. Charles) to Toronto (Don Station) on Monday, October 27, 1856. A sister train made a journey in the opposite direction. These were each composed of three First and three Second Class coaches. One train left Toronto at 7:00 a.m., and the other left Montreal half an hour later. The trains passed at about 2:00 p.m. in the vicinity of Kingston Junction, where a 30 minute stop was made for lunch.

On March 23, 1857, the schedule was improved by the provision of a night service as well. This included crude sleeping accommodations and the run occupied about 15 hours.

Track in these early days presented a very different character from that laid today, the rails being composed of wrought-iron with pear-head sections, with chairs of the same material being used at joints. The ends of the rails were slipped into these chairs, which measured about six inches in length, being spiked to the ties, and as the connection thus obtained lacked rigidity, travelling over such track proved rough and noisy. Despite this a speed of 60 miles per hour is claimed to have been made frequently.

After all, this was only at the dawning of the Railway Age and only 26 years from the opening of the first commercial railway in the world. Even though somewhat crude in application it was an unprecedented improvement over the former barges and stages.

It has been said, and rightly, that the railways found Canada a string of settlements along the navigable waterways and made it a nation.

Some 12 years later in 1868 when Canada was celebrating its first birthday, the timetable showed the following pattern: The Day Express left Montreal at 8:30 a.m., and arrived in Toronto at 12:30 a.m.; the Night Express left Montreal at 7:30 p.m., and reached Toronto at 12:15 p.m. the following day. In the opposite direction, the Day Express left Toronto at 6:00 a.m., and arrived in Montreal at 10:00 p.m.; the Night Express departed at 5:30 p.m., and arrived in Montreal at 10:45 a.m.

The track gauge at that time was 5'6" and it was not until 1873 that the road was finally converted to the standard or so-called Stephenson gauge of 4'8½". During the middle 70's as many as 40 trains per day were moving between the two large centres. Selected sections of double track were built until finally, in 1901, double track was opened all the way.

At a midnight date in January of 1905, the trains on the double track sections of the Grand Trunk - which had been running on the left track in the English fashion - changed over to the right.

When the first through trains were inaugurated in 1856, the First Class fare was \$10.00 single. This was about the amount that a rail labourer would earn in a month. Average speed between terminals of the earliest trains over the route was about 24 M.P.H. but decreased as more halts were added. In the early years there were 64 stops in the 335 miles separating the cities..

Even at the time of Confederation, Standard Time had not been introduced and cities used local solar time. Trains operated on Montreal time, which was $8\frac{1}{2}$ minutes faster than Brockville time, 12 minutes faster than Kingston time, $14\frac{1}{2}$ minutes faster than Belleville time, and 23 minutes faster than Toronto. On these early trains, the coaches of which were painted Grand Trunk reddish-brown, "ticket punchers" wore plug hats, long tail coats and high choker collars. Conductors were provided with large cardboard boxes to collect cash fares and also with huge cardboard tickets that were used many times.

I thought that you might find some of these remarks timely as we approach the 125th anniversary of rail service between Toronto and Montreal. As a society interested in history, you may wish to plan some activity to mark this event - as I am sure many other groups will be in the towns and cities along the original Grand Trunk route.

Now that we have looked a bit at the old and new in railroading - let me repeat once again my conviction and that of many others that diminishing energy supplies will inevitably point railways of the world in the direction of a renewed "Golden Age", and in saying thank you, I would like to leave you with this thought: in the field of transportation - as in practically every other area of technology - significant changes are taking place at an extremely rapid rate. It took 100,000 years to get man off his feet and on to a horse, and another 6,000 years for him to learn to hop aboard a train. Less than a century after that, he was driving his own car. Within another 40 years, he was crossing the oceans in a jet. Then, 20 years later, he was on the moon. What will be next?

(Editor's Answer--let's hope that man will soon realize that he was best off when he was on the train).



Canadian Transport
Commission

RAILWAY TRANSPORT COMMITTEE



CP Rail



DECISIONS

from Peter F. Oehm

- The RTC has ordered (Saskatoon, February 9, 1981) that VIA Rail and CN shall not discontinue the operation of passenger trains 148 and 149 between Winnipeg, Manitoba and Farlane, Ontario. It is further ordered that VIA shall prepare a feasibility report concerning the combination of Trains 148 and 149 with Trains 144 and 145 and submit same to the Committee by March 31, 1981.

- The CTC's Review Committee on February 10th considered various applications for review of the RTC's Order R-31079 dated July 3, 1980 which authorized VIA Rail and Canadian Pacific to integrate during the off-peak season transcontinental Trains Nos. 1 and 2 and the service provided by Trains 185 and 186 between Sudbury and White River, Ontario. On the basis of the review the Committee ordered as follows:

- Effective February 25th, during the off-peak (winter) period VIA Rail and CP shall operate a tri-weekly passenger train service in each direction between Sudbury and White River, Ontario. Annually, during the period May 15 to September 15, the frequency of the service shall be increased to six days per week in each direction between Sudbury and White River. VIA Rail shall ensure that detailed and widespread notice of these service changes be given to the population of the Sudbury/White River area, and to all local media, municipalities, and to hunting, trapping and tourist associations, and further, notice shall be posted in a conspicuous place at each station served by the trains and in those cars on Trains 1 and 2 which are designated to carry local passengers between Sudbury and White River.

SOUTHERN ONTARIO POWER OBSERVATIONS

by Tony DeSantis

- CNR F7A(M) 9179 has appeared on mainline freight service on at least three occasions. On February 14, 1981 it was the lead unit on Hamilton-Sarnia freight No. 401; on February 19, 9179 was the trailing unit on Toronto-Fort Erie freight No. 431 (the "Pulp Train") and returned to Toronto's MacMillan Yard at 0013 on CN Fort Erie freight No. 434 on February 20.
- CNR F7A(M) 9178 has been assigned to mainline road freight service while 9179 has been returned to Stratford for plow service. 9178 has appeared particularly on No. 431. On Sunday, March 8, 9178 was the lead unit on No. 434, which passed through Bayview Junction at 2350.
- Milwaukee Road F7(A) Nos. 63-A and 104-A arrived in Sarnia on Friday, February 20 at 2340. 104-A was moved to MacMillan Yard on CN freight 412 on February 23, and was moved northward to North Bay on March 1st, departing MacMillan Yard at 1420. As of March 11th 63-A remained at Sarnia awaiting new wheels before being moved eastward. It will in all probability also be moved on No. 412.
- On Monday, March 9, CN freight No. B-417 had four M-420's for the National Railways of Mexico spliced in behind CN units 9662, 5560, 3712 and 2531. The NdeM units were numbered 9526, 9527, 9528 and 9529. B-417 departed Burlington West at 2115. Railfans should be on the lookout for similar moves on CN Sarnia-bound freights as the NdeM order with MLW-Bombardier is for 72 units. The order comprises the following M-420's:

Unit Numbers:

9500 - 9552 for Nacionales de Mexico
 560 - 575 for Ferrocarril de Chihuahua Al Pacifico
 525 - 527 for Ferrocarriles Unidos del Sureste

Possible freights on which similar moves could be made include No. 393, No. 415 and No. 417 on the Dundas Subdivision.

- Sperry Detector Car 126 arrived in Hamilton on Saturday, March 7 and was seen at TH&B's Kinnear Yard at 0841. On March 10, 126 had a meet with the TH&B west local at Summit at 0815 and was also seen on the Welland Sub. This may have been prompted by recent press and political attention focussing on the decrepit condition of TH&B's yard trackage.
- Friday, March 6 proved to be a busy day for CP Rail's Hamilton Subdivision, as there were nine moves to the TH&B:

Location:	Time	Despatched	Direction	Notes
Move 1	0901	'Extra Ham.'	West	Units 5732, 4712
" 2	0930	No. 50 RDC's	"	Toronto-Buffalo
	1157	'Extra Ham.'	East	
" 3	1405	'Acid Train'	West	Units 5003, 6010
	1559	" "	East	
" 4	1633	'Starlight'	West	Units 5732, 4510
	1824	" "	East	
" 5	1950	No. 51 RDC's	"	Buff.-Tor., meet
" 6	1950	Goderich	S - W	Goderich Sub. train
" 7	2230	Rock Train	"	" " "
" 8	2347	'Kinnear'	West	Conrail
" 9 (March 7)	0059	CP - BU	East	TH&B 401, 402, 403

- The upcoming Amtrak New York to Toronto trains have been assigned numbers 97/96 for the eastbound section and numbers 98/99 for the westbound portion. The odd-even designations are due to the fact that the trains change direction at Bayview.
- CP Rail FA-2 No. 1100 arrived in Agincourt (Toronto Yard) on March 1st. Lacking a prime mover, 1100 now acts as a mid-train air car. Fortunately, 1100's external appearance is unblemished.

POWER RENUMBERINGS

● ONR TEE Train FP7A rebuilds:

<u>Former No.</u>	<u>New No.</u>	<u>Former No.</u>	<u>New No.</u>
1519	1984	1501	1986
1518	1985	1510	1987

● Northern Alberta Rys. renumberings:

<u>Class (CN)</u>	<u>NAR Nos.</u>	<u>CN Nos.</u>
GR-17za	201-205	4602-4606
GR-17zb	206, 207, 211, 209, 210	4607-4611
GR-12zc	301-305	1078-1082
GR-12z	311, 312	1072, 1077
	401-404	5700-5703

ALBERTA NEWS

by N.C. Marshall

● CN is undertaking a \$60 million yard improvement program at Edmonton over a five-year period (1979-1984) to increase train handling capacity. Yard facilities in the city had capacity to handle about 2600 cars per day prior to the program. Upon completion, capacity will have escalated to the region of 3800 to 3900 cars per day. Traffic will be split by type among the three yards: unit trains will be processed through Bissell Yard, while Clover Bar Yard will handle petrochemical traffic and automobile shipments. Bissell will be primarily a receiver and dispatch centre, with some equipment facilities. The \$38 million being spent at Calder Yard is for a by-pass track, an intermodal facility, changes to the diesel shop and equipment facilities, and a new transportation centre building having administrative and control functions. The changes to the Edmonton facilities are part of the \$2 billion CN program to upgrade and expand line and terminal capacity in Western Canada over the next 10 years.

● Thirty-seven cars of a 104-car CN freight were derailed at Entwistle, Alberta, west of Edmonton, at 1 P.M. on March 5th. The derailed cars caught fire, and helicopters were pressed into service to dump water on the conflagration, which was fed by cars carrying lumber. CN crews used bulldozers to separate the cars so that they would burn themselves out. The accident was believed to have been caused by a broken rail. CN freight trains were rerouted through Calgary on CP Rail tracks while the line was closed, and VIA Rail passengers were handled by bus between Edmonton and Jasper. The accident merited two colour photos in the Edmonton Journal of March 6. On March 4, four CN units and an empty grain car had left the track near Opal, north-east of Edmonton, being the equipment at the head end of a 36-car freight. Fortunately the train was travelling at only about 18 M.P.H. and the equipment remained upright, although it took 12 hours to rerail it.

--The Toronto Area Transportation Operating Authority has called tenders for the construction of the second phase of the redevelopment of the GO Transit Oakville Station facilities. The first tender is for the construction of a 3000 square foot station building to replace the present ticket booth; the new building will include ticketing and waiting facilities, washrooms and a link-up with the existing pedestrian tunnel to the platform. The second tender covers expansion and improvement of the bus terminal facilities used by GO Transit and Oakville Transit buses, as well as the addition of a 200-car parking lot on the south side of the tracks to replace the spaces lost to the bus area expansion. The total cost of the renovations is expected to be \$1.5 million, with completion scheduled for the fall of 1981.

The first phase of the work at Oakville, completed in the fall of 1980, included the construction of a four-acre parking lot, increasing station parking capacity to 1310 spaces. The single access road off Cross Avenue was replaced with two new roads, and a kiss 'n' ride area was installed

to serve the west platform access tunnel. TATO A plans to acquire additional land on the south side of the tracks to permit ultimate expansion of the parking capacity to between 1500 and 1600 spaces.

--CTC Order R-31315, which permitted various Toronto area station closings by CN (see Newsletter 372, Page Eight) has been the subject of applications for review in respect of the removal of the agency position at Newmarket, including those from the Town itself and from the GO North Committee, and single applications in respect of the removal of the agency positions at Barrie, Bradford and St. Clair Avenue. The CTC has appointed Keith W. Thompson, Senior Counsel, to inquire into the applications, who conducted a hearing in the matter at Newmarket City Hall on March 24th. The Town authorized Mayor Ray Twinney to make the presentation on its behalf, on the stated reasoning that "if you lose the agent, you ultimately lose the building."

--Dave Stalford

--Recent Havelock Budd Car assignments: On March 9th VIA 6110 and ex-CP Rail 9071 were assigned to Train 188 to Havelock; on March 10th 6110-6127 formed the consist, and from March 11th to 13th 6010-6110 were used, with 6127 added as a third car on the Friday.

--Denis A. Taylor

Florida Colours

by Jim S. Snider

A trip to Florida during the first week of March resulted in the observation of several railroads operating in the state. The colours of three major roads were seen in the Ft. Lauderdale area.

While approaching I-95 southbound to Miami from Commercial Blvd. in Ft. Lauderdale the double-tracked main of the Seaboard Coast Line can be seen from the entrance ramp of the highway. While this was my third visit to Florida, one only needs to visit the state once to notice the straight, flat roadbeds of the railways. From the ramp I could see clearly down the line for two or three miles.

Just as my thoughts were "I'd love to see an Amtrak consist", sure enough a bright headlight could be seen one mile down the track. As the northbound train approached, our car was descending the on-ramp of the Interstate. Unfortunately when our car paralleled the train, the view was blocked by several industries next to the highway. But I did have enough of a view to notice an Amtrak consist. The reds and blues of the two engines could not be mistaken. Considering the time of day (2:00 P.M. - 4:00 P.M.), Amtrak's Train No. 82 departing Miami at 1400 hrs. bound for New York had been spotted north of the Fort Lauderdale station on the SCL.

Two days later, while westbound on East Oakland Park Blvd. in Fort Lauderdale, our car came to a red light. We were fortunate enough to be stopped right in front of the Florida East Coast main. Before the stop-light could turn green, the bells and flashers at the crossing went off and down went the barriers a yard in front of our car! A glance to the right noticed a small train approaching. At closer view, Florida East Coast (blue and yellow) GP9 654 was the only power heading this assigned 12-car local. Southbound it went, down the straight, single track of the FEC.

The next night was interesting as all that remained was to see a train at night. The opportunity presented itself when a policeman's directions to a mini-golf course included the words "turn left on the other side of the railroad tracks". This time as we approached southbound I-95 from the on-ramp, no action could be seen on the double-tracked SCL. Leaving I-95 about five miles south, we crossed over the SCL and travelled under the I-95 bridge above state road 84. The area was pitch black.

Returning from our golf game we came upon the same crossing. It was 11:00 P.M. Would luck set in for a second time during the trip? Yes! Just as we were about to cross the tracks, the bells and flashers went off. Again, barriers came down right in front of the car. A look to the left saw the tracks being illuminated by a bright headlight. A train was rounding a slight curve. As it thundered through the level crossing with horn blaring, the distinguishable red, yellow and grey of the Seaboard Coast Line could be seen in the night air as our high-beams lit up the crossing. Three black and white SCL units trailed the lead engine. Obviously the tonnage was heavy! The TOFC unit train must have been close to a mile and a half long. Two grey bay-window cabooses on the end of the train whizzed through the crossing minutes later. A conductor could be seen sending signals with a flashlight to someone parked beside us in a van. We caught up to the train as it paralleled I-95 northbound, but no engines were in sight as they were on their way into northern Florida and perhaps beyond!

One other observation caught my eye. A single track crosses Lejune Blvd. outside of the PanAm hangar near Miami International Airport. As we crossed over this track to return our rent-a-car to the nearby lot, I thought it a strange location for a track considering the amount of traffic here (to and from the airport during rush hour) and the fact that it paralleled the airport property. If a train was to cross now, six lanes of traffic would be blocked for miles. Well, a few minutes later, while waiting for my buddy outside the rent-a-car lot, I noticed the traffic on Lejune Blvd. There were three lanes of northbound traffic backed up as far as the eye could see. In the southbound lanes on the south side of the track...nothing. This could mean only one thing...an approaching train.

Sure enough, an SCL freight with a single road unit appeared across the street. The train was reduced to minimum speed and blocked traffic for a good 15 to 20 minutes. The train consisted mainly of open hoppers and tank cars. Replacing the caboose on the end of the train was one of SCL's strange-looking U-boats (?). With the motive power on either end, this train looked more like a GO train traversing the Bala Sub.

One final note. A trip would not be complete without sighting a CN box-car. I happened to notice a lone CN car sitting in a siding somewhere near I-95 in south Florida. Another CN boxcar made up part of a mixed freight in Fort Lauderdale, perhaps on its way home northward as I would be a few hours later.

CN FOREST SUBDIVISION THREATENED - AND OTHER NOTES

by Mike Lindsay

- From the London Free Press it has been learned that Middlesex County Council will spearhead opposition to CNR's bid to close an 83 kilometre stretch of track from Lucan to Sarnia, known as the Forest Subdivision. So far, objections to the closure have been raised by the seven municipalities which would be directly affected - Parkhill, Lucan, Ailsa Craig, and the Townships of Biddulph, McGillivray, East Williams and West Williams. The municipalities have complained that agriculture, lumber yards and industry would suffer without rail service. Parkhill's resolution stated that half of its industrial property abuts the rail line and that closure would kill the town's industrial growth. A major Parkhill business, Waters Elevators Ltd., claimed that it would have to truck produce 28 kilometres to a main line if local service was halted (this sounds very similar to the complaints of Western farmers re the closing of the Prairie branch lines). CN's submission states that use of the line dropped from 321 cars in 1975 to only 139 cars in 1979. Figures for last year are not yet available. Service is on an "as required basis".
- In other Western Ontario news, a Dresden couple have spent more than

\$65,000 to renovate the 97-year old "Chessie" Dresden station into a first class restaurant. Mr. and Mrs. Robert Hyatt opened the "Dresden Station Restaurant" in the 1,200 square foot building in late January. The couple purchased the building from the Chesapeake and Ohio Railway a few months ago and are now leasing the site on which the station stands. Unfortunately, the railway has stipulated that a high fence be constructed between the station and the tracks, which has effectively killed use of the platform. This would be to protect patrons from the two Sarnia locals which use this line.

• The Inverness, Nova Scotia Miner's Museum is presently in the process of acquiring memorabilia to commemorate the "Judique Flyer", a train which ran from Port Hastings to Inverness in the period 1901 to 1952. Two coaches have been acquired and are to be used as an interpretive audio-visual centre to explain the history of the area and its railway. If time and finances permit, displays will be added and the coaches will be restored to their original appearance. Presently the museum is looking for written and oral histories of the train and artifacts, particularly a conductor's uniform and lanterns used on the line. The museum can be reached at (902) 258-2097 for aid or enquiry.



TTC TROLLEY COACH SYSTEM TO BE DOUBLED--WITHOUT BUYING ONE NEW COACH

On March 10th the TTC adopted a report of its staff which proposes the conversion of ten diesel bus routes to trolley coach operation. This announcement, however, is tempered by the fact that most of the existing trackless system would be partially dieselized. This paradoxical situation results from a "transit electrification" plan which seeks to maximize the use of the existing trolley coach fleet by keeping as much of it as possible out working during off-peak periods, while supplementing it with diesel buses on all of the major routes during the peaks. An expenditure of some \$11 million for overhead and five new substations would permit the electrification of the following routes, with vehicle types (peak hours) assigned as indicated:

<u>ROUTE</u>	<u>T.C.'S</u>	<u>BUSES</u>	<u>ROUTE</u>	<u>T.C.'S</u>	<u>BUSES</u>
BATHURST	24	9	SHERBOURNE	3	4
DUFFERIN	11	18	SPADINA	7	16
EGLINTON WEST	17	12	SPADINA NORTH	1	1
PARLIAMENT	2	--	VAUGHAN	2	6
RUNNYMEDE SOUTH	2	--	WELLESLEY	5	6

The routes to be converted are shown by heavy solid lines on the accompanying map. It will be seen that they represent an intensification of electric operation in the sector of the TTC system in which trolley coach operation is now concentrated (the near west end and near north end) with a northward projection beyond that sector, paralleling the Spadina Subway line, and a limited eastward projection near the downtown area. Quite naturally, it is not desired to convert routes which are excessively remote from the present trolley coach divisions, Lansdowne and Eglinton, in a situation where no expansion of the fleet is contemplated. A reallocation of coaches, however, would place 41 more of them at Eglinton (exclusive of spares) than at present, constituting the complement for the Bathurst and Eglinton West routes.

The report on the conversion reveals that only 114 out of the total of 150 available coaches are required to service the P.M. weekday peak schedule (111 for the A.M. peak). The report continues to tabulate the vehicle total as 151, although coach 9214 has never operated since being fire damaged at Wade Avenue Yard in January, 1973 and, in its presently stripped condition, is not expected to be repaired; 9283 was destroyed in the same incident. The mid-day, evening and weekend coach requirements

drop to between 22% and 36% of the total fleet, as will be more particularly seen in the following assignment table:

	<u>Daily</u>				<u>Saturday</u>		<u>Sunday</u>		
	<u>AM</u>	<u>PM</u>	<u>MIDDAY</u>	<u>EVE.</u>	<u>MIDDAY</u>	<u>EVE.</u>	<u>MIDDAY</u>	<u>EVE.</u>	
Annette	10	10	7	6	7	5	6	5	
Bay	27	28	13	4	8	4	6	4	
Junction	5	6	3	3	5	3	3	3	
Lansdowne	7	8	4	3	4	3	3	3	
Mt. Pleasant	3	3	3	2	3	2	2	2	
Nortown	15	15	4	3	6	3	4	3	
Ossington	29	29	12	8	14	8	8	8	
Weston	<u>15</u>	<u>15</u>	<u>7</u>	<u>5</u>	<u>7</u>	<u>5</u>	<u>6</u>	<u>5</u>	
TOTAL	111	114	53	34	54	33	38	33	

Available for Service

131

Spares and Maintenance

20

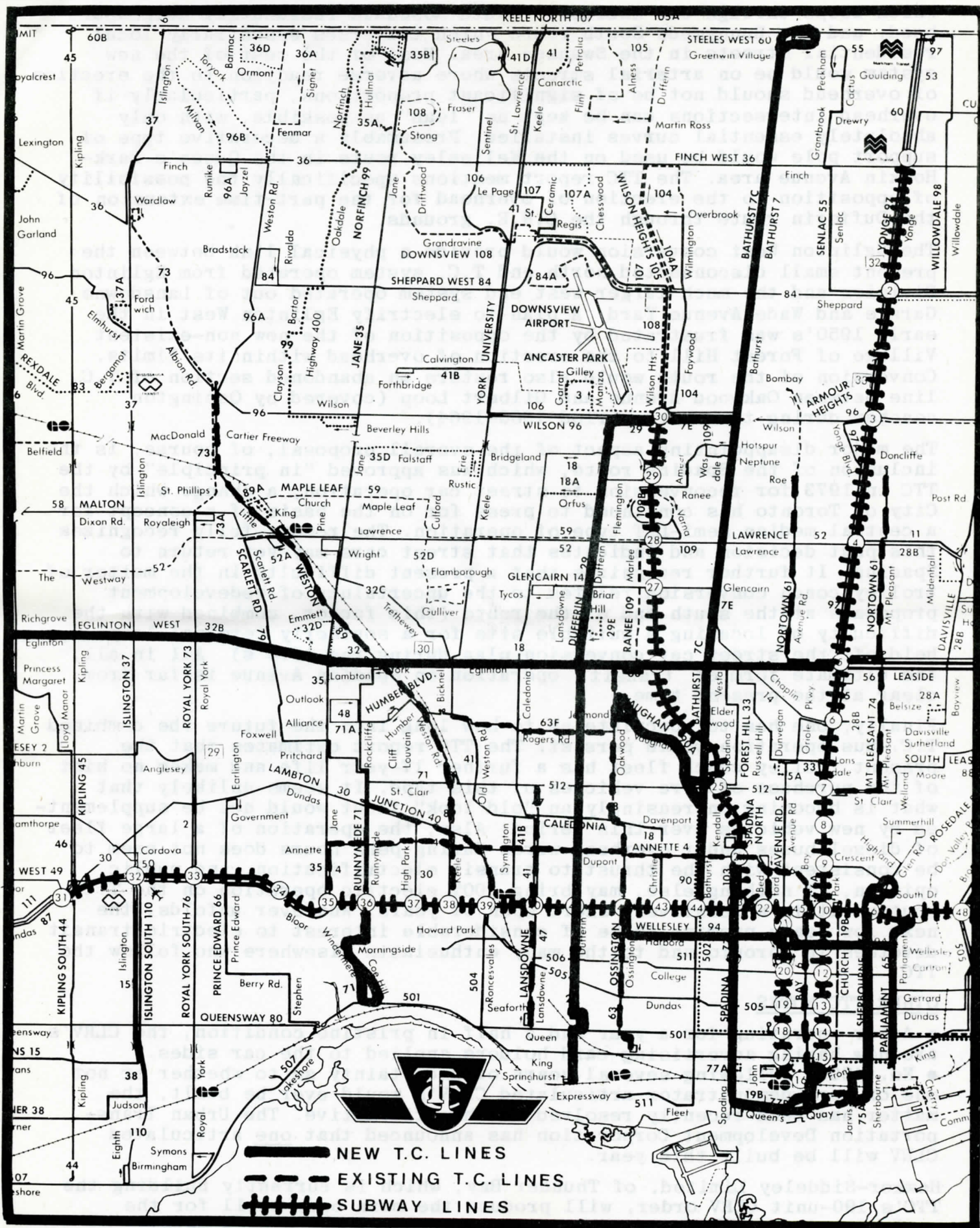
The vehicle assignments (peak hour) for the present T.C. routes, following the conversion program, would be as follows:

<u>ROUTE</u>	<u>T.C.'S</u>	<u>BUSES</u>	<u>ROUTE</u>	<u>T.C.'S</u>	<u>BUSES</u>
ANNETTE	7	3	MT. PLEASANT	3	--
BAY	13	15	NORTOWN	4	11
JUNCTION	3	3	OSSINGTON	12	17
LANSDOWNE	8	--	WESTON	7	8

The coach assignments as shown in the route listings would represent a daily and Saturday mid-day base period usage of around 130 vehicles, producing an 86% off-peak usage of the total fleet following electrification of the ten suggested routes. Considering that 20 of the coaches are classified as a reserve for maintenance, the plan would see what in effect would be 100% operation of the available fleet not only in peak periods but also in a significant part of the off-peak. The net result of the strategy would be an 8% saving in the consumption of diesel fuel on the system with four million annual miles of bus operation being replaced by T.C. operation.

The approval of the plan by the Commission on March 10th sets in motion Phase 1 of the conversion, which would involve the Wellesley, Sherbourne and Parliament routes during 1982, using up the presently spare coaches. This portion of the total program is regarded as "cost effective", whereas the remainder is not at this stage because trolley coach operation under present conditions, even with the rapidly escalating prices of petroleum products, is still not regarded by the TTC to be as economical as bus operation, and would not be until sometime between 1988 and 1992. However, in recognition of the recent Provincial announcement of subsidies in excess of 75% for conversion costs and the ongoing operation of electrically powered transit systems, the Commission has decided that the Ministry of Transportation and Communications should be requested to confirm these arrangements on an immediate basis. A positive Provincial response would presumably cause Phase II (the balance) of the conversion program to follow directly from Phase 1.

Parts of the planned overhead extensions could be expected to raise community opposition, most notably the north end of the Sherbourne route



which loops through the exclusive South Rosedale residential neighbourhood, and the Runnymede South route which traverses essentially local residential streets in the Swansea area. Most of the rest of the new system would be on arterial streets where adverse reaction to the erection of overhead should not be of significant proportions, particularly if overhead intersections can be kept as "lean" as possible, with only absolutely essential curves installed. Presumably a decorative type of support pole would be used on the Wellesley route in the Queen's Park-Hoskin Avenue area. The TTC report mentions specifically the possibility of opposition to the erection of overhead for the part-time extension of the Dufferin route through the C.N.E. grounds.

The Eglinton West conversion would provide a physical link between the present small disconnected north end T.C. system operated from Eglinton Division and the much larger west end system operated out of Lansdowne Garage and Wade Avenue Yard. A plan to electrify Eglinton West in the early 1950's was frustrated by the opposition of the now non-existent Village of Forest Hill to the erection of overhead within its limits. Conversion of the route would also restore an abandoned section of T.C. line between Oakwood Avenue and Gilbert Loop (covered by Ossington coaches during the short period 1960-1964).

The major disappointing aspect of the overall proposal, of course, is the inclusion of the Spadina route, which was approved "in principle" by the TTC in 1973 for reconversion to street car operation, a change which the City of Toronto has continued to press for on the basis of a concept for a central median semi-LRT type of operation. The report fully recognizes this past decision and indicates that street cars may yet return to Spadina. It further recognizes that a present difficulty in the matter of trolley coach conversion relates to the uncertainty of redevelopment proposals at the south end of the route (this factor, combined with the difficulty of locating a suitable site for a southerly terminal loop, held off the street car conversion plan during the 1970's). All in all, the ultimate form of transit operation on Spadina Avenue is far from clear at the present time.

Finally, one has to speculate as to how long into the future the combined T.C.-bus operation would persist. The TTC report estimates that the present trolley coach fleet has a further 17-year life and makes no hint of the purchase of more vehicles of this type. It seems unlikely that what is becoming increasingly an "old look" fleet would not be supplemented by new vehicles over this period. Also, the operation of a large fleet of diesel buses under overhead wires during peak hours does not seem to be consistent with the thrust to transit electrification, and public opinion, if nothing else, may bring 100% electric operation on the T.C. routes within a relatively short span of years. Whatever unfolds, the next few years promise to be of considerable interest to electric transit devotees in Toronto and to the many enthusiasts elsewhere who follow the TTC.

OTHER TTC NOTES

- After operating for a year and a half in pristine condition, the CLRV's are now having advertising card holders applied to the car sides.
- No. 4200? Following several years of uncertainty as to whether or not one or more demonstrator articulated CLRV's would ever be built, the matter has been recently resolved in the affirmative. The Urban Transportation Development Corporation has announced that one articulated CLRV will be built this year.

Hawker-Siddeley Limited, of Thunder Bay, which is currently building the TTC's 190-unit CLRV order, will produce the main body shell for the articulated car. Final assembly work will be completed by a metal

fabrication shop in the Kingston area (UTDC's Intermediate Capacity Transit System test facility is located near this city), with detailed technical work (installation of motors, wiring, controls, etc.) likely being performed by UTDC personnel. It is hoped that completion will be by this fall.

Originally it had been proposed to construct two articulated CLRV's. To this end, the TTC's original order of ten single unit CLRV demonstrators from the Swiss Industrial Company was reduced to six, at UTDC's request, back in 1977. At this time it was thought that SIG would be contracted to build the articulated versions also, but for various reasons this did not materialize.

As originally planned, UTDC will use the articulated CLRV as a demonstrator for potential buyers in the U.S. and, hopefully, Canada. Since the LRV test track at Kingston has not been built, and no definite plans for its construction have been announced, conceivably the articulated CLRV might be tested on TTC trackage. --Based on information from Ted Wickson

- Any speculation that the special livery applied to the CLRV's may ultimately be replaced by a more standard form of TTC paint job has recently been set back, at least to some degree, by the application of CLRV colours to a bus. At time of writing, one of nine new TTC Orion buses, which themselves were delivered with a decidedly non-standard (although red and cream) livery, had been repainted in the CLRV colour scheme, allegedly because of Commission dissatisfaction with the colours applied by the builder.
- M-1 class subway cars (5300-5335) have recently been confined to operation in unbroken six-car sets and apparently are no longer mixed with H class cars. The reason for this is not known at this writing.
- New single leaf "push only" doors have been installed at certain TTC subway stations. These doors, which replace the heretofore standard double leaf outward opening doors, are resistant to the air drafts caused by the piston action of subway trains and also permit a smoother flow of passengers to and from connecting surface vehicles. The doors are obviously of a stock design produced for the Montreal Metro; not only are they bilingual, they actually carry the Metro's arrow-in-a-circle logo (a TTC herald can be expected to cover that). One of these doors was installed some time ago on an experimental basis at Old Mill Station.

WESTERN ONTARIO NOTES

by Brian C. Nickle

--In the early hours of February 17, 1981, five cars of a Canadian National freight train derailed just west of Stoney Point on CN's Chatham Subdivision. Nearly 1200 feet of track were torn up, and both mainlines were blocked with the debris. All operations on the line were halted, including CN freight, VIA Rail Windsor-Toronto schedules, and Norfolk and Western freight trains, until the track was reopened late the same day. While the clean-up proceeded, VIA Rail was forced to turn all its Toronto-Windsor trains at London, and passengers bound for beyond London were bussed. No cause or damage estimate was released, and there were no injuries in the accident.

--The historic station located at St. Mary's Jct. on CN's Thorndale Subdivision has been completely fenced, thereby stopping the repeated vandalism which was common at that location. This station has been the centre of a preservation effort (see Newsletter 369 for story and photo), and until plans can be finalized this fence should provide suitable protection for the structure.

--On February 19, 1981, London-Toronto Train No. 666, departing London at 1630, was overwhelmed with an unusually heavy passenger load boarding in that city. No. 666 was equipped with three RDC's, which is the train's normal base consist, and on this particular day apparently there were

quite a few standees right out of London. As there was no room left on board, a bus was chartered to handle the local passenger traffic from Stratford to Toronto, which includes five stations. This did not sit too well with the passengers that had to watch their train depart on time, and then wait for the charter bus, which of course was running over an hour behind the train's schedule.

--It is interesting to note with respect to the above item, that VIA Rail has been considering a reduction of the normal base consist of the RDC trains on the Toronto-Stratford-London route from three to two Budds, on the non-peak weekday schedules. In fact, Train No. 663, returning as No. 666, has been operating from time to time recently with two conventional coaches and steam generator, instead of the three RDC's. Quite possibly two car trains will become a regular happening on this route.

--On March 13, 1981 VIA Rail London-Toronto RDC Train No. 662 experienced an equipment failure that shut down the motors on the leading Budd, just after departing London at 0905. Because of this problem, the three car train was turned on the wye located east of London Jct. on the Thorndale Subdivision, and continued on to Stratford with several motors shut down. The shopmen at Stratford were able to restart all of No. 662's motors upon arrival there, but the train was one hour and 17 minutes late departing for Toronto. Passengers wishing to make a connection with the Northlander in Union Station had to settle for the evening Northland, or cancel their trip altogether. Instead of a half hour connection, these passengers bound for Northern Ontario had to wait nearly 10 hours in Toronto for the Northland's 2125 departure.



Motive Power News

Edited by Raymond L. Kennedy



CURRENT POWER SITUATION --It seems that Mother Nature fooled the Power Planners by spreading severe cold weather with 30 degree - 40 degree below zero F temperatures over a much wider area of Canada than normal. Even Toronto,

which usually has somewhat mild winters in comparison to Northern Ontario was hit hard, causing many brake problems even with reduced consists of shorter train lengths. Some trains were unable to leave the yards at all; even one with only 35 cars had trouble. This cold weather hit just as Christmas arrived and continued for some days afterwards. Coupled with the need to run more trains of shorter length was the requirement to supply power for snow plows. While freight traffic was below normal due to the holiday season, the suspension of deliveries of new units (while 10 units were being built by GM for the CNR), plus GM's holiday shutdown, made the decision to start tying up power in storage a premature one. That decision caused much delay to traffic due to the inability to operate trains, with many being "held for power". To help alleviate this situation four FP7 units, 4030, 4034, 4036 and 4063, just tied up, were returned to service, and all other GM road power scheduled for storage prior to December 31st was kept operating (FP7A's 4031, 4035, 4037, 4038, 4061 and F7B's 4421, 4432, 4440, 4441, 4444). Only the MLW units were tied up, as detailed in the January issue. All GM units were finally tied up during the first few days of March.

New units resumed arriving with pairs received on January 14, 16, and 17, starting with 5985, and continuing into March until all 75 had been received (5950-6024). Twenty of the current units (5985-6004) are being assigned to Weston Shop in Winnipeg, the first such occurrence. 6005-6024 will join 5950-5984 at St. Luc, another first in assignments. All of these will be welcome additions to ease a still tight power situation.

LOCALLY--Remanufactured GM CP yard units finally began arriving at Toronto Yard, with the first two, 1500 and 1501, arriving dead on the nights of January 17 and 18 respectively. These were the first GP7 units outshopped. Previously outshopped GP9 1516 was sent to Angus for "show and tell" to enable that shop to see just what a completed unit was like, since Angus will change over from RS18's to GP's later this year. For one thing, the new chop nose was checked out as only Ogden had done this modification to GP9 units previously. 1517 arrived dead on the night of January 29th; 1518 finally arrived dead on the afternoon of March 3rd. Only five units were to be assigned; however a sixth unit, 1502, arrived dead later on the night of March 23rd. The units were given a 1000-mile run-in prior to their movement to Toronto, which accounts for some of the delay in their arrival. Initially 1500 worked the 207B shed job on January 19 and 20, following which 1500 and 1501 worked as trailing units on first the Pulldown jobs and 1501 later on Hump jobs. More recently one three-unit set of 1500's has been working one Hump job. This is being discontinued due to visibility problems during backup moves. It is expected that units will be assigned with one 7400 (SW9) as lead unit with two 1500's trailing on both Hump jobs. Also, one 7400 (or 8112, 8116 or 8118) leads with one 1500 trailing on Pulldown jobs. Pairs of 7400's and/or 8100's on Pulldown will still result at times when enough 1500's are not available.

M.U. yard units 6576, 6594, 7077, 7089, 7107 and 7108 were all removed from Pulldown jobs and were used singly out of West Toronto on yard and local jobs. Starting at 12 Noon on Friday, March 13th, 6576-6594 in M.U. worked the Big Lead job at Lambton hump. Unfortunately this lasted only a few days, then all six units were abruptly transferred from John St. Roundhouse to Sudbury, where they are used on various jobs, including North Bay and Sault Ste. Marie.

HAVELOCK--Clarifying comments in the January issue, both 5000's and 4200's in any combination of three or four units are used on the West Way Freight; while one of these works the East Road Switcher (ordered for Noon), the remaining two or three work the morning Mine job (Nephton Road Switcher). Following their return to Havelock they are reassembled for the run to Toronto Yard, lifting Peterborough's unit if necessary, taking it in for servicing or change off. Incidentally, the Havelock West Way Freight is ordered in Havelock for 1500 on Sundays only (Monday-Friday 2000) and thus provides one of the few daylight freight train moves you can see on this line.

TORONTO--Many 5000's (now Road Switchers) are showing up on jobs where they have never been used before, in some cases replacing 8700's, 8100's and even yard engines. All 8700's are assigned to Montreal as are the RS-10's; up to 10 of these RS units were in daily use on industrial jobs (Scarborough Ind. and Agincourt Ind. ex-Toronto Yard (but frequently with a yard engine)- Leaside Local normally got only a yard engine, or sometimes an 8100). All three assignments often get 5000's now as do some Parkdale jobs that transfer to/from Lambton and Obico such as the Circle jobs and the 1730 Piggyback transfer that normally had 8100's. Even the Obico yard switcher frequently gets a 5000 in place of the 8700 which has been assigned for years and was in fact the first yard or local job to regularly be assigned such a big road engine, at one time being the only job so supplied. Switching the big Intermodal (piggyback and container) trains to and from Montreal and now Western Canada requires more H.P. than can be supplied by any one yard engine.

1802 worked through Toronto staying long enough to work the 207B Shed job at Toronto Yard on January 29th. This was only the second remanufactured 1800 to be in Toronto, the units usually working out of Montreal. By March a few more had shown up, with some local use including 1804 working out of Orangeville (as of time of writing, March 27th).

ORANGEVILLE--Remains busier than usual due to export grain traffic moving out of Owen Sound to West St. John, N.B. Some years back, a lot of grain was shipped from Owen Sound, requiring extra grain trains. While extras have not been required, regular trains have often run with three 4200's (C424), and sometimes with only two units. This is the biggest power (2400 H.P.) to regularly work these trains (except for last summer's movement of hay). In the past 1600 H.P. and 1800 H.P. MLW units were "big power" compared to normally assigned 8100's (1200 H.P.). Since many 4200's are now Road Switcher units, it is possible to use heavier power. This heavy traffic is reminiscent of when the hay trains were moving last summer, when a severe drought caused Western Canada farmers to buy hay feed from Ontario. Special reduced freight rates were agreed to by the railways to aid the farmers, and for awhile there was a delay as large quantities of box cars had suddenly to be rounded up and moved to branch lines in farm country in order to load hundreds of carloads of hay.

Normally the Bruce Branches are served by only two jobs: The Roustabout, a way freight operating out of Orangeville in the morning (six days, excluding Sundays) north to Owen Sound and points on the Walkerton Sub., then on alternating days running over the Teeswater Sub. instead. The other assignment is the "Moonlight": a pickup, No. 90 and No. 89, operates Daily except Saturday ex-Orangeville to Lambton Yard at night, using the power off the Roustabout. It also covers the Elora Sub. when required, and sometimes the Roustabout will go instead if traffic is light elsewhere. The units are serviced at West Toronto diesel shop or traded off if necessary to go to Toronto Yard for maintenance. Initially pool crews from Toronto were deadheaded to Orangeville to operate a second day train north of Orangeville, thus providing daily service on all lines. Later a second assignment was created at Orangeville for a short time, something that has not existed for a number of years. July, 1980 saw two, three and four-unit consists of solid 5000's operated, plus mixed 5000/8700 consists. While hay is not heavy (about 15 tons per carload), and it moved downgrade, just getting the empties up the steep grade from Forks of Credit to Cataract at only 1100 tons per unit required lots of power to handle trains of up to 82 empties and four loads one night. Due to the combustible nature of the hay, box car doors were blocked open for ventilation. During the hay movement, just to make things interesting, on several days a work train was on the road as well! Shades of the past. Incidentally, hay moved on other lines too, including a Kingston Turn ex-Smith's Falls on July 25th. CN lines in the Bruce Peninsula and elsewhere were busy.

VIA RAIL--CP Rail assigned RDC's at John Street underwent changes recently when the previously predicted arrival in March of refurbished cars occurred. VIA 6101, 6110, 6127 replaced 9061, 9070, 9071. 6101 is ex-CNR 6101; 6110 is ex-CNR 6110, originally Budd demonstrator 2960; 6127 is ex-CP Rail 9062. These cars have all been used on the Peterborough run, and recently one (along with an old combine RDC) on the Buffalo run, which is due to be replaced at the change of time (April 26th) by the new Amtrak/VIA Toronto-New York train.

At 1 P.M. on February 20th CN GP38-2 200 and a booster unit, which had been switching the hump at the north end of MacMillan Yard, ran away up the tail track, mounted the embankment at the end of the track and came to rest with 200 just inches away from Jane Street. A CN spokesman told the press several days later that it was still not certain what had caused the runaway. Jane Street was closed to traffic for two hours while officials inspected the damage, and CN crews worked throughout the following night to hoist the units back on to the rails.

--Jim S. Snider

ANNIVERSARIES

The past month has seen the anniversaries of three events of significance to electric railway enthusiasts. A capsule review of each follows:

Toronto--March 30th was the 30th anniversary of the ceremonial last run of a Toronto Railway Company (wood) car on TTC trackage (the last operation in regular service had been on the Kingston Road Tripper on March 14, 1951). The ceremonial run used car 1326 on a complex noon-hour circuit of downtown Toronto streets, followed by new A-8 class PCC 4501. TTC officials and invited guests (including several UCRS members) boarded the cars at the old TTC Yonge and Front Head Office. Aboard 1326 was also a barber shop quartet, whose rendition of "period" ballads regaled those on the street, being projected through speakers mounted on the car roof. The two-and-a-half hour trip, most of which was marred by a driving rain-storm, ended at the King Edward Hotel at 1:30 P.M. 1326 became a member of the TTC's relic collection immediately following this event, but three years later, as is well known to most traction enthusiasts, its true destiny became apparent as its threatened disposition launched the Ontario Electric Railway Historical Association and its Halton County Radial Railway Museum, in whose collection 1326 continues to form the centrepiece.

Hamilton--One week after the above event, on April 6, 1951, the Hamilton Street Railway abandoned all street car service with the substitution of buses for the famous Belt Line (the Belt Line routing itself died with the cars). Rail operation had been scheduled to continue until 1954, but the negotiated removal in early 1951 of a gross receipts tax levied by the City of Hamilton carried with it the stipulation that bus substitution be effected as soon as possible. The last regular service run was No. Two on the Inner Belt, operated by car 519 with nine railfans aboard (mostly from Toronto), completing the April 5th schedule around 1 A.M. on the 6th. At 11:00 A.M. a ceremony occurred at King and James Streets, the principal downtown intersection, to mark the conversion and to commemorate the final disappearance of electric railway operation in a city which had once been truly a traction centre. Decorated cars 515 and 529 took part in the ceremony, one positioned on the Inner Belt track and the other on the Outer Belt. Newly-purchased Canadian Car-Brill 36-passenger diesel buses, in the then-new red and cream paint scheme, were also on hand to provide the contrast in vehicles which conversion festivities traditionally strive to achieve. Officials and guests on the two 500's enjoyed a last ride directly back to the East Barn (Sanford Ave. Carhouse), no attempt being made to execute a last circuit of the full Belt Line. As is well known, the HSR endeavoured concertedly to sell the 47 remaining single-ended steel cars of the 500 series (523 had been lost in a collision with a gondola car), and a glossy brochure describing and portraying the cars had virtually world-wide distribution. By abandonment date it had become apparent that there was no market for the fleet as operating equipment, and a sale was made to a local salvage dealer. As good fortune would have it, the bodies of a few of the 500's were resold by the dealer, and that of 521 was ultimately retrieved by the Ontario Electric Railway Historical Association and is now at the Rockwood museum awaiting restoration.

Detroit--April 8th marked the 25th anniversary of the abandonment of street car service on Detroit's Woodward Avenue line, as the last act in the premature closing of a system that had been considerably modernized after World War II. The last car in regular service, PCC 223, left the line at the Highland Park Carhouse at 6:10 A.M., April 8, 1956, with 20 railfans and General Manager Leo J. Nowicki aboard. A parade of 24 PCC's carried about 2000 passengers in a ceremonial last operation with car 237, the last in line, entering the carhouse at 5:30 P.M. A Michigan

Railroad Club sponsored five-car fantrip, complete with police escort, had closed out the Gratiot line on the previous March 25th, the last car in regular service having operated early that morning. A sale of most of the PCC fleet (involving 183 units) to Mexico City had already been consummated and the cars were rehabilitated and converted for the Mexican operation by the DSR. With the shop forces occupied in this work, maintenance of the PCC's still in Detroit service was neglected and breakdowns so reduced the operable fleet that bus substitution was necessary on some Gratiot runs before the abandonment date. Now that Mexico City has, 25 years later, divested itself of almost all of its once vast street railway system, making most of the PCC's surplus, DSR 268 is returning to its home state for exhibition at Mount Clemens.

O.R.A. COLLINGWOOD-THORNBURY TOURIST RAILWAY

The Ontario Rail Association, in recent discussions with various Collingwood area groups, has revealed that it has approached CN with a proposal to operate diesel-powered freight service between Collingwood and Meaford in conjunction with the operation of a steam tourist operation on the 12-mile Collingwood-Thornbury portion of the line. CN is planning to make application to the Canadian Transport Commission for permission to abandon the line and is reportedly not opposed to the ORA proposal to operate freight service. If the arrangements are concluded, CN would retain ownership of the line, with ORA awarded trackage rights. The Association would be required to make application to the Ministry of Transport and the CTC to obtain charter railway status.

The Association would operate 4-4-0 136 and 4-6-0 1057, both ex-CPR, together with eight passenger cars, including ex-ONR business car TEMAGAMI. In the spring of 1980 the group received \$50,000 from Wintario towards the restoration of equipment and artifacts and a like amount from the Ministry of Industry and Tourism towards planning and engineering studies being carried out by Cole, Sherman and Associates. The Association is hoping also to establish a museum in the station building at Collingwood, which will be constructed using the components of a dismantled station which the group has in storage currently in Milton. Collingwood Town Council, although approving the project in principle in the fall of 1980, has yet to approve a location for the station, and is still considering ORA's proposal to place same in Harbour View Park. Association President Marvin Mooney estimates that as much as \$4 million will have been expended by the time the tourist railway is operational, including the value of motive power and car equipment.

One thing which the project definitely does not need is the clamour raised by a group of vacation property owners in Collingwood Township who feel that the occasional passage of a steam-powered train will interfere with the "quiet enjoyment" of their properties. ORA has heard them out and has endeavoured to respond to the expressed concerns, but is not confident that the owners will be swayed. It is to be hoped that the enthusiasm of the Town of Collingwood for the project will be such as to more than cancel out this opposition. The broader view stresses that the steam powered operation will bolster tourism in the lower Georgian Bay area and will benefit the area further through related industry and employment.

--The turnout on the CN Uxbridge Sub. leading to the Hydro substation at Kennedy Rd. and Lawrence Ave. has been removed, possibly in preparation for the Scarborough LRT line. Removal was completed on Wednesday, Mar. 18.

--Denis A. Taylor

--A silver content dollar to celebrate the CPR's 100 years is being minted in 1981. More details will follow, but in the meantime members are asked to please hold off buying these coins, as the UCRS is looking into obtaining a supply to sell to members and friends.



UCRS and other events and activities

by Ed Campbell

--Peter Oehm, as a Director of the Upper Canada Railway Society since 1974 and President since 1977, and who has stepped down this year from that position, wishes to thank all of those Directors and members who have been so generous with their help and support to make his job an enjoyable one. He wishes Bob McMann and the new Directors every success and looks forward to working with them as occasions arise.

--Bob McMann, our new President, thanks members and Directors for electing him President, a post he has held on two previous occasions, and is looking forward to taking on the challenging years ahead for the Society.

--The Algoma Easter excursion to the Agawa Canyon on April 17-19 has been cancelled due to a lack of interest. Please note that on the back of the same flyer advance notice is given of the "Summer Rails and Trails" and "Autumn Rails and Trails". If you wish to go on either or both of these trips, order right away to take advantage of the Early Bird discounts. There is a good possibility that the fares may have to be raised before the date of the trip, but the Early Bird fares will be honoured. Orders are coming in now for these trips--don't delay yours.

--June 6 and 7--Saturday and Sunday trip to Montreal and return from Toronto. Minimum fare \$199.00 (see flyer). This should be a great weekend, and if you think the price is high, the Trip Director and Vice-President took considerable time to explain at the Annual Meeting how the prices are arrived at. You cannot think in 1974 price terms any longer, and prices promise to be a lot higher. You will get good value on this Montreal trip, so order your ticket(s) right away and enjoy an organized weekend. You will not regret it.

--Grant Kingsland is looking for help to get CNR 6213 in good shape for the summer and for the Exhibition. He will also need more people this year to help at the CNE so that the locomotive can be open to the public for longer hours. Call him at 444-4616; he will appreciate your help. Saturday, April 11 and Sunday April 12: Lindsay Model Railway Show will be held in Lindsay Collegiate gymnasium on Kent St., Noon to 5 P.M. on Saturday and 1 P.M. to 5:30 P.M. on Sunday. The UCRS will have a booth at the show.

Friday, April 24--Regular Toronto UCRS meeting, please note date, to be held in the Toronto Board of Education building at the south-east corner of College and McCaul Streets. This location is a short walk west of Queen's Park Subway Station, and it is on the 506-Carlton street car line. Free parking is available on College St., and in the Board of Education parking garage on the west side of McCaul St. just south of College. Enter the Board of Education building by the main doors on College St., take the elevator to the sixth floor, then go to the auditorium on the west side of the building. The program will consist of a 35mm slide show by our new President, Bob McMann.

Friday April 24 and Friday May 22--Regular Hamilton Chapter meetings at 8 P.M. in the CN station. The programs will consist of members' showing of 35mm slides. All members are always welcome at Hamilton meetings and your slides will be shown. The Hamilton Chapter decided not to change the dates of its meetings although they are on the same dates as the Toronto meetings, which are being moved to the fourth Fridays because of the Easter and Victoria Day weekends. (Perhaps the new Directorate of the Society will move to retain Toronto meetings on third Fridays in the future, to rectify this untenable situation of duplication--S.I.W.).

Saturday May 9--London, Ontario: The Forest City Railway Society's Annual Print and Slide Trade Show will be held between 1 P.M. and 5 P.M. at All Saints Anglican Church Parish Hall, on Hamilton Road, two blocks east of Adelaide Street (in south-east London).

Friday May 22--(Please note date)--Regular Toronto UCRS meeting; time, place and program to be announced.

At the UCRS Annual Meeting on March 20, 1981, the following persons were elected as Directors of the Society: John Laraway, Bob McMann, George Meek, Irene Shadlock, and Marg Seidel. On March 24 a Board Meeting was held at which the various positions of responsibility were filled, as follows: President: Bob McMann; Vice-president/Trip Director: Ron Layton; Treasurer: Raymond L. Kennedy; Corresponding/Recording Secretary: Irene Shadlock; Membership Secretary: Marg Seidel; Publications Sales Director: Chris Spinney; Entertainment Chairman: George Meek; Newsletter Co-ordinator: John Thompson; House Manager/Archivist: John Laraway; Car 13 Chairman: Mal Marchbank; CNR 6213 Chairman: Grant Kingsland; Excursion Safety Chairman: Dave Spaulding.



Saturday, May 2nd: The Massachusetts Bay Railroad Enthusiasts will operate the "Constitution Flyer" on a triangular route from Boston via Springfield, New Haven and Providence, using diesel-hauled Amfleet equipment. Departure from South Station is at 8:15 A.M., with return scheduled for 7:30 P.M.

Alternative side trip options are to the steam powered Valley Railroad (Essex, Conn.) or to the Mystic Seaport Museum.

Adult fare is \$39.95, with the side trips an additional \$6 and \$7 respectively. Payment by money order to Massachusetts Bay RRE Inc. Trip Committee, P.O. Box 136, Ward Hill, Mass. 01830, U.S.A. Orders for tickets received after April 22nd will be held for pickup at trainside.

The first run of the new Amtrak Toronto-New York train is scheduled for Sunday, April 26. Reportedly it will bear the honoured name "Maple Leaf" after the famous CNR-Lehigh Valley train which made its last run between those cities in 1961. A number of UCRS members, in the grand railfan tradition of riding first runs, will be taking the train to Buffalo or Rochester that day, returning in the evening (Rochester is the easternmost point at which one can detrain and catch the westbound trip). Departure time from Toronto Union Station is 0905, return is at 2035. See you on board!

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