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Rail and Transit

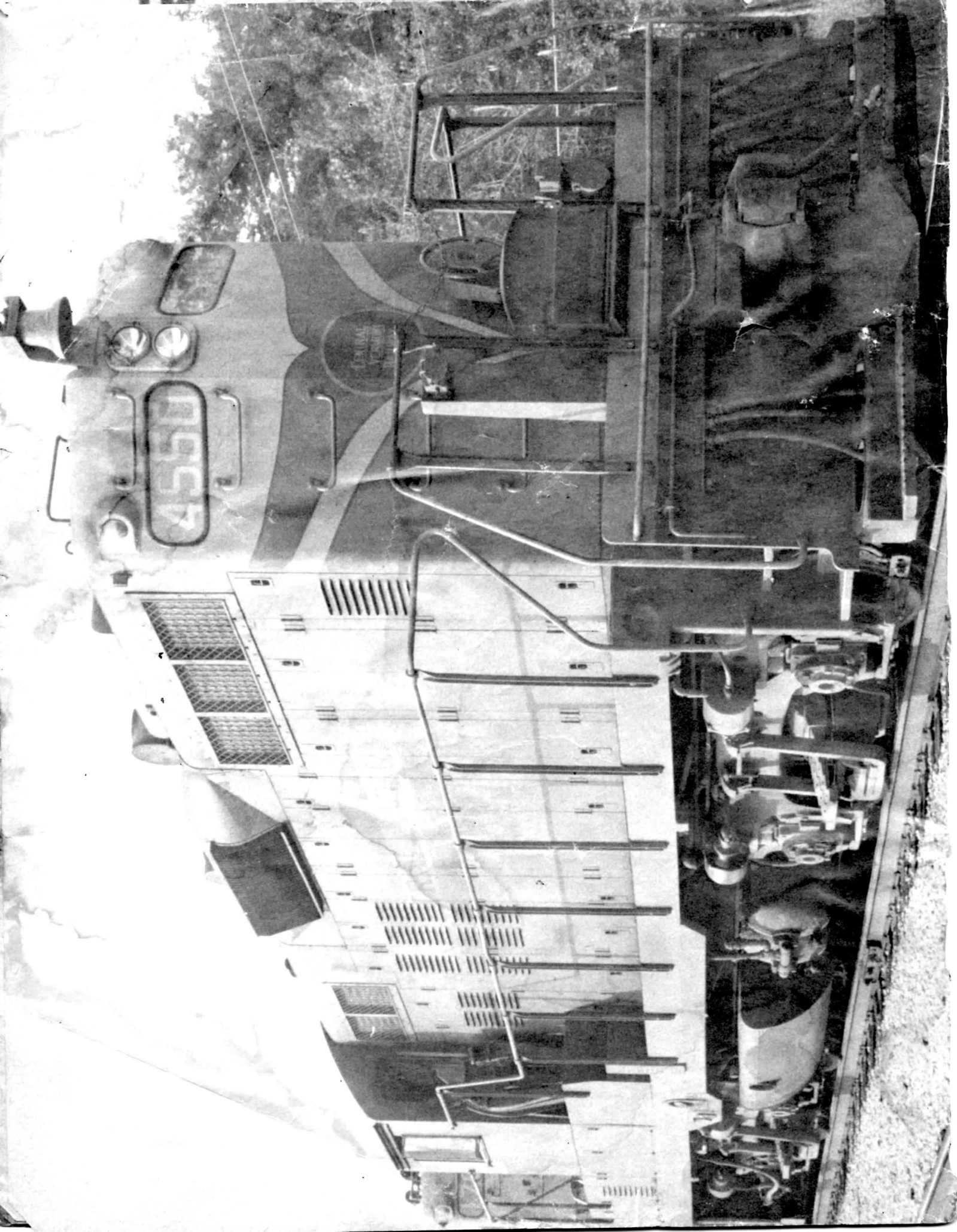
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All photo issue

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FRONT COVER: Mention Canadian Railroading and one of the first things that usually comes to mind is the Rockies. The westbound "Continental Limited" CN Number 1 just east of Jasper Alberta with 2-8-2 3534 as the power. The engine was constructed by MLW August 1923, and retired Oct. 1961. (CN)

OPPOSITE: Central Vermont Geep 4550 was one of two (4550-51) repainted into the older style green and gold from the black and red paint scheme in Aug., 1975. They stayed in that paint scheme until they were rebuilt by St. Albans' Shop in 1979. They emerged from the shop in Central Vermont's new solid green with horizontal yellow stripe above and below the CV logo. (I.C. Platt)

BACK COVER: A train bound for Glen Waverly enters Spence Street Station in Melbourne Australia on Christmas Day 1973. The train in service is composed of red painted wooden equipment dating back over 50 years. (I.C. Platt)

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Canadian National C424 3226 (Class MR24b) backed by SD40 5076 (Class GF30e) working a train into the yard at Belleville was taken by Ron Layton May 1974. 3226 was one of several units leased to MLW and moved to Mexico in Aug. 78.

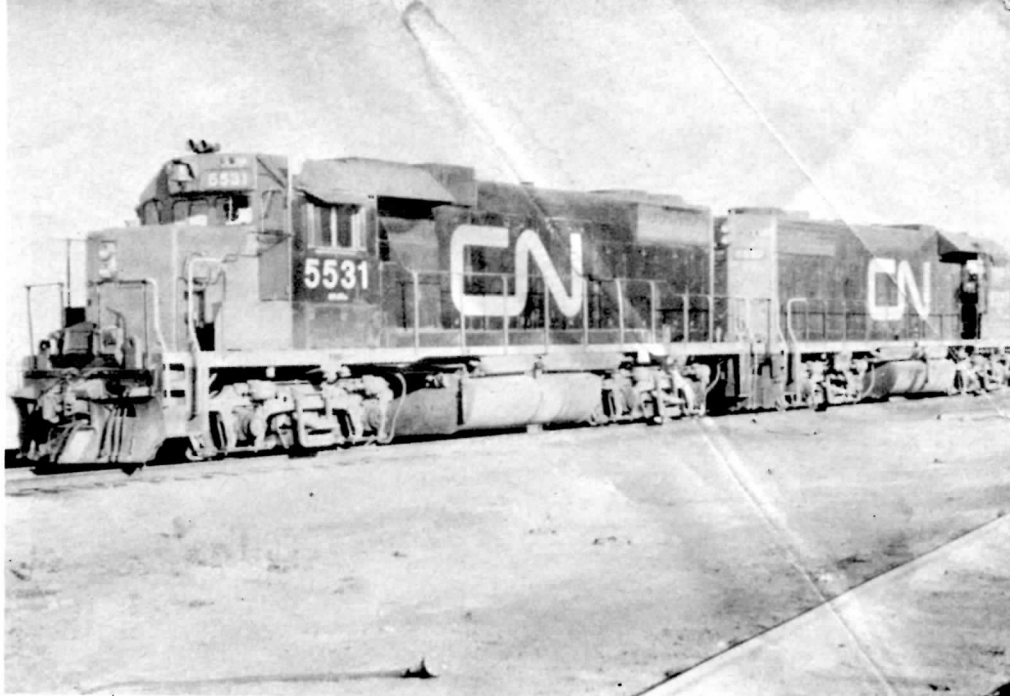


A bright sunny and cold day saw a freight sitting in the hole between Senneterre and Noranda as train 179 passed. The power is M420 (W) 2560 and is classed as MR20c (RWL)



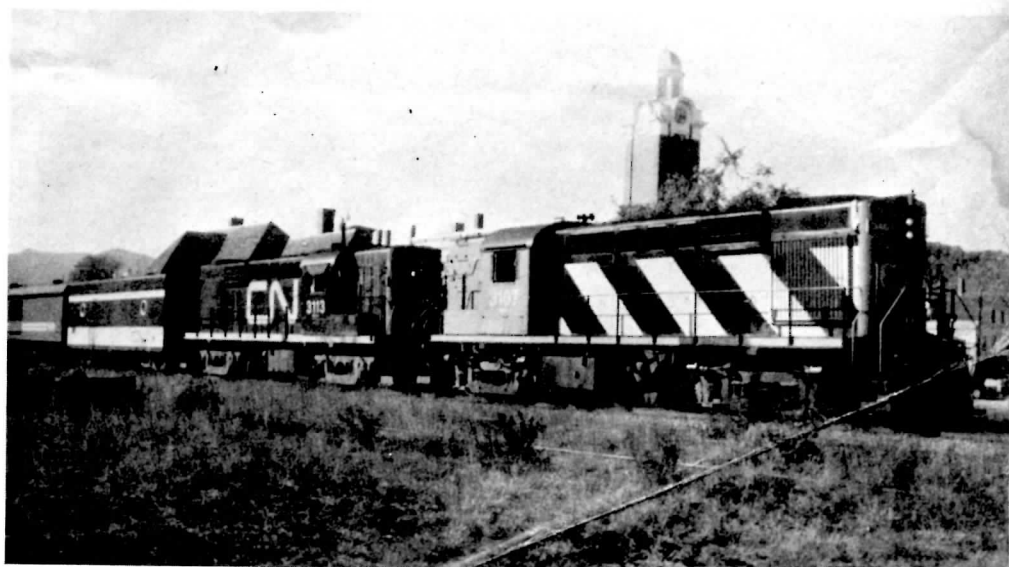
GP38-2 5527 and steam generator provided the power on train 178 from Noranda-Rouyn to Senneterre on a cold day in March 1976. (RWL)

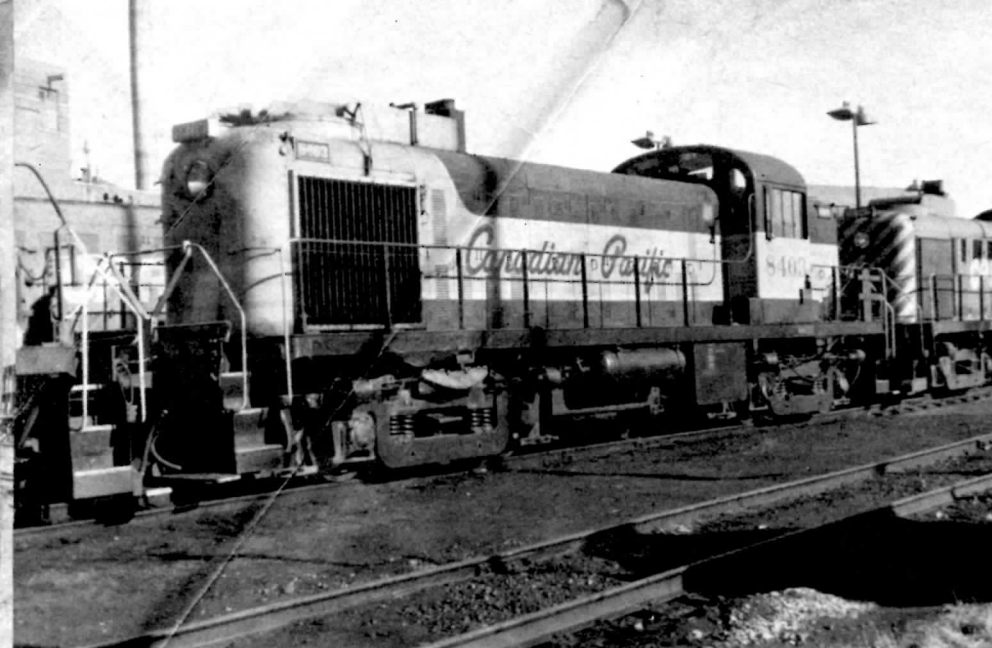
GP 38-2 5531 and 5527 back to back off a run and approaching the shop tracks at Toronto's McMillan Yard. (RWL)



A pair of wide nose GP40-2(W)'s 9401 and 9416 leading GP38-2 5511 on a westbound hotshot near Napanee Ontario 28 June 78. (I.C.Platt)

A St. Lawrence Valley Railway Society fan trip to Gorham New Hampshire saw RS18's 3107 and 3113 doing the honours on the front end. The RS18 is a Canada-only model, spec number DL718. Of the 225 built for CN, 214 are still on the roster. (Larry Eyres)





Canadian Pacific's last RS2 in the old style paint was 8403 assigned to CP's American lines operated out of Newport Vermont. Taken 17 April 1977 by Pierre Patenaude, at St. Luc.



Three engines, three models-RS18 8763, RS10 8566 RS23 8023, all in the old paint and all Canada-only models. Taken 27 April 1978. Pierre Patenaude.



Resting between runs at St. Luc is one of CP's diminishing number of cab units, FP7 4034 still in the old paint. 2 January 1976 Pierre Patenaude.

Canadian Pacific GP9 8652, road class DRS 17d was built by GMD 1957 rated 1750 hp, except in freight service when they are rated at 1600. Taken 26 November 1973 at St. Luc Pierre Patenaude.

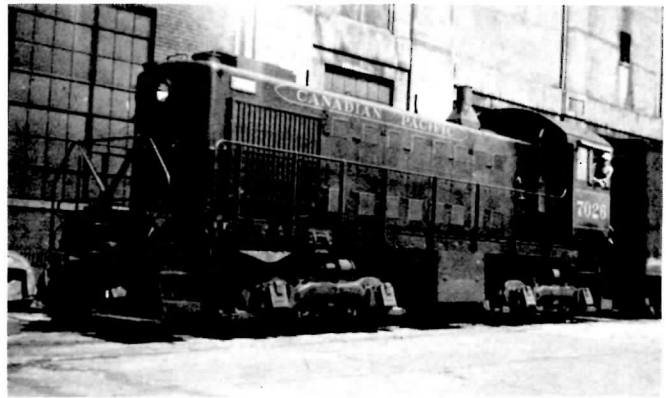
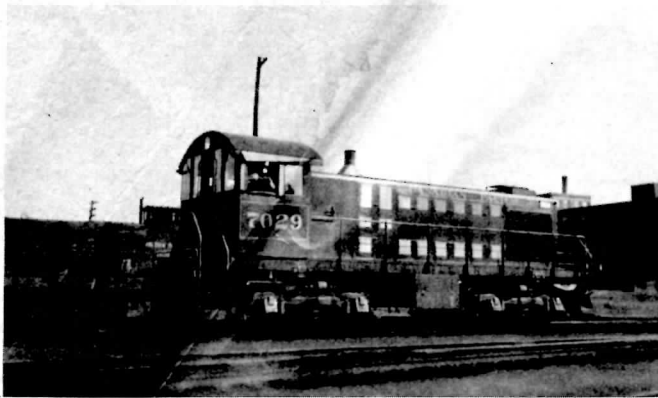


At Sudbury, the Toronto and Montreal sections of the "Canadian" were amalgamated for the run west to Vancouver and on the eastbound run were split into their respective sections. Here the power for the Toronto section is being backed down to the train prior to the run to Toronto. (RWL)

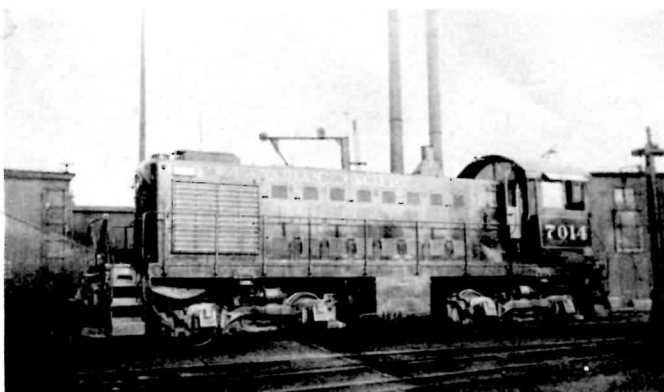


The Montreal section of the Canadian pauses briefly on its run to the west at North Bay to pick up passengers and change crews. During the stop the locomotives will also be refuelled and the water tanks for the steam generators topped up. (R.G. Eastman)





A study in early Canadian Pacific Diesel Yard Power. All are Alco model S2 and wear the first CP switcher paint scheme of tuscan red, black lozenge with gold lettering and trim. All were taken along the Toronto waterfront in the late forties and are part of the J.T.A. Smith/U.C.R.S. Collection. Featured here are CP 7029 (DS10c ALCO 1945), CP 7026 (DS10c ALCO 1945), CP 7021 (DS10b ALCO 1944), CP 7014 (DS10a ALCO 1943) CP 7022 (DS10b ALCO 1944).





Canadian Pacific 8150, SW1200 Road Class DRS 12c, built by General Motors 1960. Taken at Orangeville. (RWL)

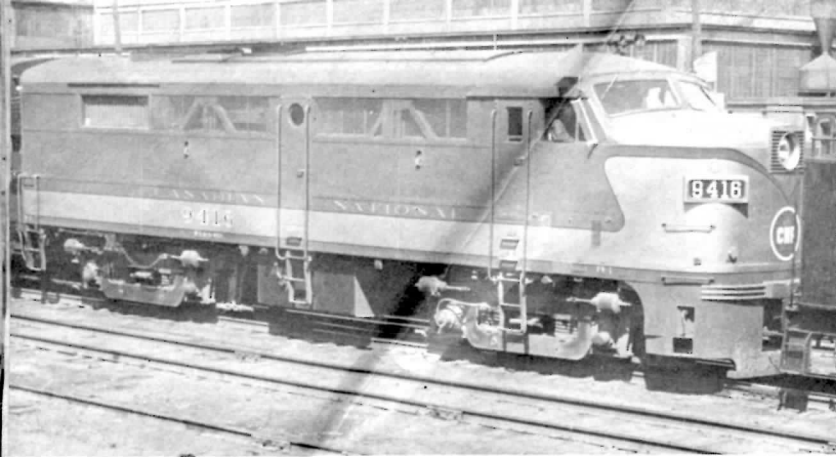


A contrast in the old and new paint. CP 8157, and 8146 dead in transit in an eastbound freight crossing Birchmount Ave., in Toronto June 1974. 8157 is road class DRS 12c, while 8146 is road class DRS 12b. (Dave Booth)



ABOVE: Canadian Pacific 6701 (DS8a, GMD SW8 b1t 1950 along with 6545 (DS6e, MLW S5, 1955) both working the London Quebec Street Facility. 10 April 1978 (I.C. Platt) BELOW: CP 7025 (DS10c, ALCO S2 B1t 1945) working the Smiths' Falls Yard 28 June 78 (I.C. Platt)



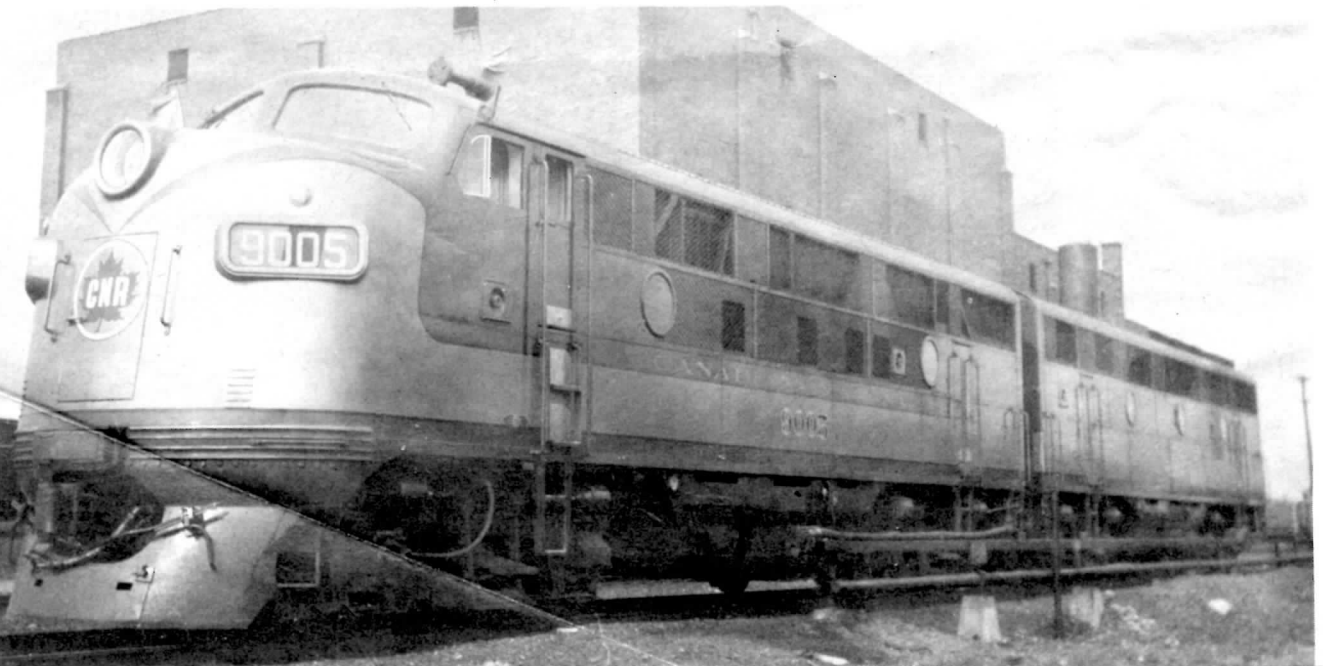
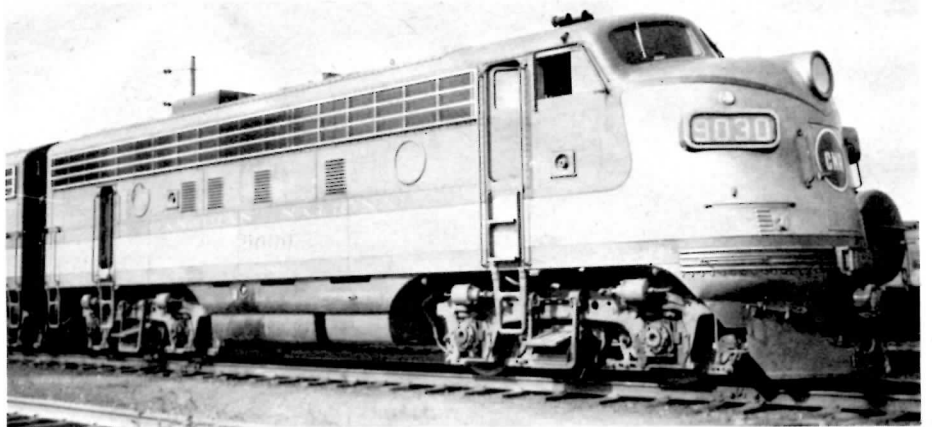


Canadian National 9416 was delivered from MLW in the green and gold paint scheme as opposed to the more familiar green and mustard yellow. The FA2 was originally classed W-1-A-b, and reclassified as MFA 16a. The engine was retired in May 1968. (JTA SMITH/UCRS)

MLW built FA-1 9401 was delivered in the green and gold paint scheme, but with small gothic "sans serif" Canadian National and black numbers trimmed in white. The loco was one of a group traded in to MLW on C424 3206-21. (JTA SMITH/UCRS)



RIGHT: Canadian National F7A 9030 was one 14 in Class V-1-A-b, later GFA15b, comprising unit nos 9028-54, even numbers only, and was retired Apr. 71. BELOW: CN 9005 was built by EMD in 1948 as a part of an order comprising 9000, 9002, 9003 and 9005. The F3A was wrecked in March 1958, and the engine, frame and other equipment used in the construction of GP7 4824. (JTA SMITH/UCRS)



6537 headed up an A-B-A-A lash up on the combined "Rapido-Lake-shore" through Belleville East in May 1974. The combined train was due to a wreck on the CN west of Brighton Ont. The CP tracks from Toronto to Brighton were used to detour trains until M/W crews were able to clear site. (RWL)



CN Rapido, Train #62 at Kingston 30 March 78, with an MLW lash up of FPA4 6773 and FPB4 6864. (I.C.Platt)



LEFT: Two locomotives, two builders-GMD built FP9A 6535 and FPA4 6786 eastbound in front of the Belleville Station May 1974. Ironically, this was the last train over the CN from Toronto prior to the wreck referred to in the top photo. (RWL) BELOW: VIA units 6524-6540 at Montreal Yard on 30-10-77. Note variations on both units as to roof details, with the blue extending into the filter grills on 6540, black on top of nose is different as well as the location of the VIA logo on both units. (Pierre Patenaude)





TOP LEFT:CN 7605 taken 30 October 1949.The original paint scheme is black with yellow-orange,black lettering.The model S4 was subsequently renumbered 8005,and 8152.Retired August 1973.LEFT ABOVE: Electro-Motive built NW2 7936 was constructed in December 1946.The paint scheme is different from the ALCO/MLW switchers ,both of which had certain units painted in an experimental paint scheme. The two paint schemes did not last long and all switchers were later repainted in a standard black with yellow letterboards and black lettering.(JTA SMITH/UCRS)

TOP RIGHT:MLW S2 7976 was built June 1949,in black and orange-yellow, sans Canadian National herald on the cab,in keeping with the rest of the MLW built switchers.Renumbered 8123,the loco was retired Apr.71. ABOVE RIGHT:EMD NW2 7963 was built December 1947,Class Q-5-A.Reclassified as GS10a,the engine was sold May 1969 to PNC and was rebuilt and resold to US Steel Gary Works #33.(JTA SMITH/UCRS)



GMD built SW1200RS 1263 blt March 57 spots UCRS "Cape Race" on the business car tracks at Ottawa Union Station. (RWL)

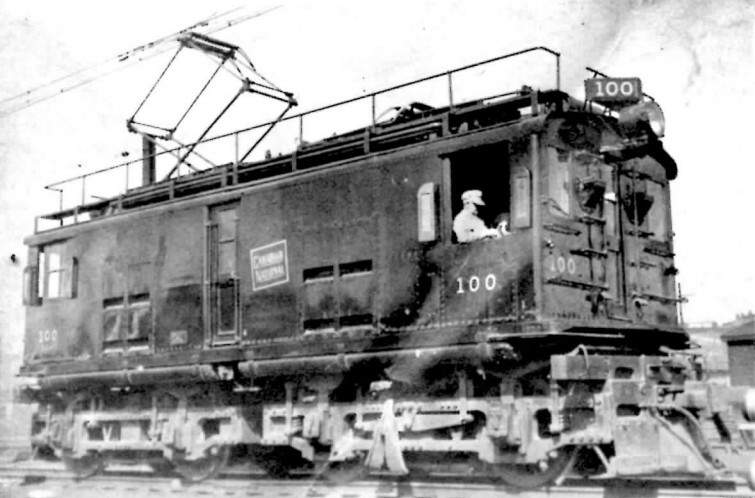


SW1200RS 1209 working the yard at Kitchener Ontario 10 April 1978. Built May 1956 as 1580, the engine is still in service. (I.C. Platt)

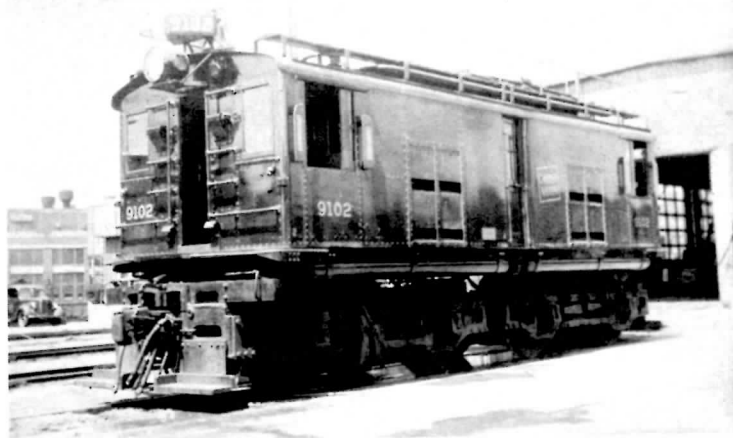
Originally classed as Q-9-a, SW9 7009 later became a member of Class GS12a. Photo taken at Oshawa Ont. (RWL)

OPPOSITE PAGE FAR LEFT: CN 7812 Whitcomb built (CLC) ordered then returned by CN as unacceptable, 1949. Sold to CRI&P 1009, trade in to GE 11/68, sold to PNC for scrap. LEFT: CN 7752 GE 44T Blt 5/47. Renumbered 7751 (12/50), 1501 (9/54) and #2 (6/56). Sold Apr. 65 to Bowaters Mersey Paper Co. #M563. BOTTOM LEFT: 7819, GE 70 Ton, delivered May 1950. Renumbered 7801, 1527, 27. Retired and scrapped April 69. BOTTOM LEFT: 7805 GE 70T, built 5/50. Last road number was #29. Sold May 1970 to Thurso and Nation Valley #11. (JTA SMITH/UCRS)



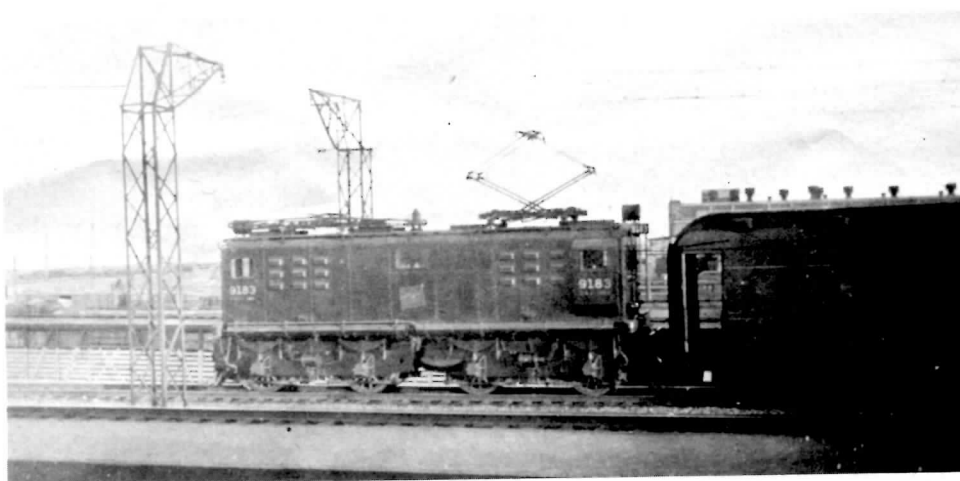


Built for the Mont Royal Tunnel electrification of the Canadian Northern by General Electric as C.Nor.600.The loco was held at G.E. and delivered to the Canadian National as 9100 in December 1916.It was later renumbered 100, and then 6710. (JTA SMITH/UCRS)

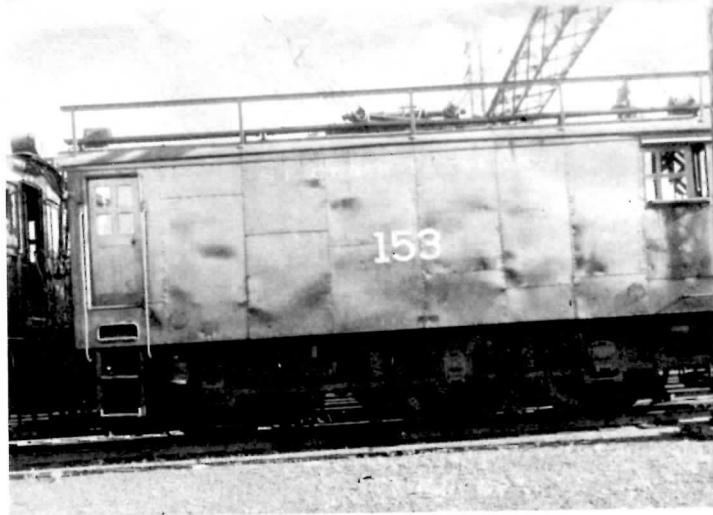


Box cab electric 9102 at the Pointe St.Charles Shop in Montreal.The loco has the same history as #100 ,blt as Can.Nor.602,delivered as 9102,to 102 and 6712. (JTA SMITH/UCRS)

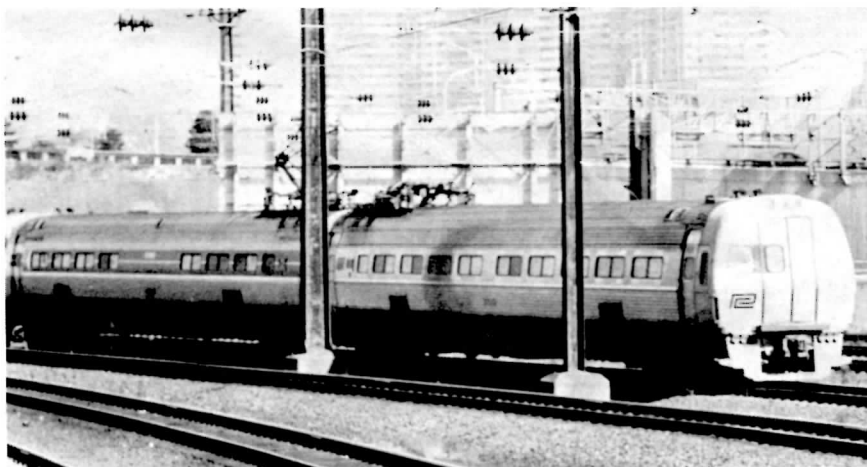
9183 at Central Terminal Montreal, 4 August 1943.Built in 1924 by English Electric/Beyer Peacock for Montreal Harbour Commission Terminal Railway #104,it was acquired by CN in 1940 as 9183,then 183 final number 6719,retired Nov.1971. (JTA SMITH/UCRS)



LEFT AND RIGHT:St.Clair Tunnel Company box cab electrics were used in the steam era to haul trains between Sarnia Ontario and Port Huron Michigan,and replaced a series of 0-8-0 Tank engines.Both 150 and 153 were built by Baldwin/Westinghouse July 1908 as part of an order St Clair Tunnel Company 1310-05 in reverse order and were renumbered as Grand Trunk 2660-55,again in reverse order.Taken over by CN as 1950-55 in 1923, they were renumbered 150-55 and retired in 1959.(JTA\$UCRS)



RIGHT: Double end electric locomotive L1165 shot at Flinders Street Station Melbourne Australia, 25 Dec. 73. The engine is one of a series used by the Victorian Government Railways (VR) and is 5'3" gauge, 1500 VDC (ICP).
 BELOW: Amtrak Metroliner 807, still in Penn Central colours with an Amtrak painted Metroliner behind it, approaching Philadelphia's 30th Street Station. (RWL)



BOTTOM LEFT: Double headed GG-1's on the freight by pass around 30th Street Philadelphia. 4851 was to become Conrail 4851 and was set aside for retirement, as was 4853 which was scrapped 1979. (RWL)
 BELOW: Penn Central E44 4415 was originally Pennsylvania 4415, then PC, later to Conrail 4415. The E44 represented the first large scale use in North America of the Faiveley pantograph. Taken at Philadelphia. (RWL)

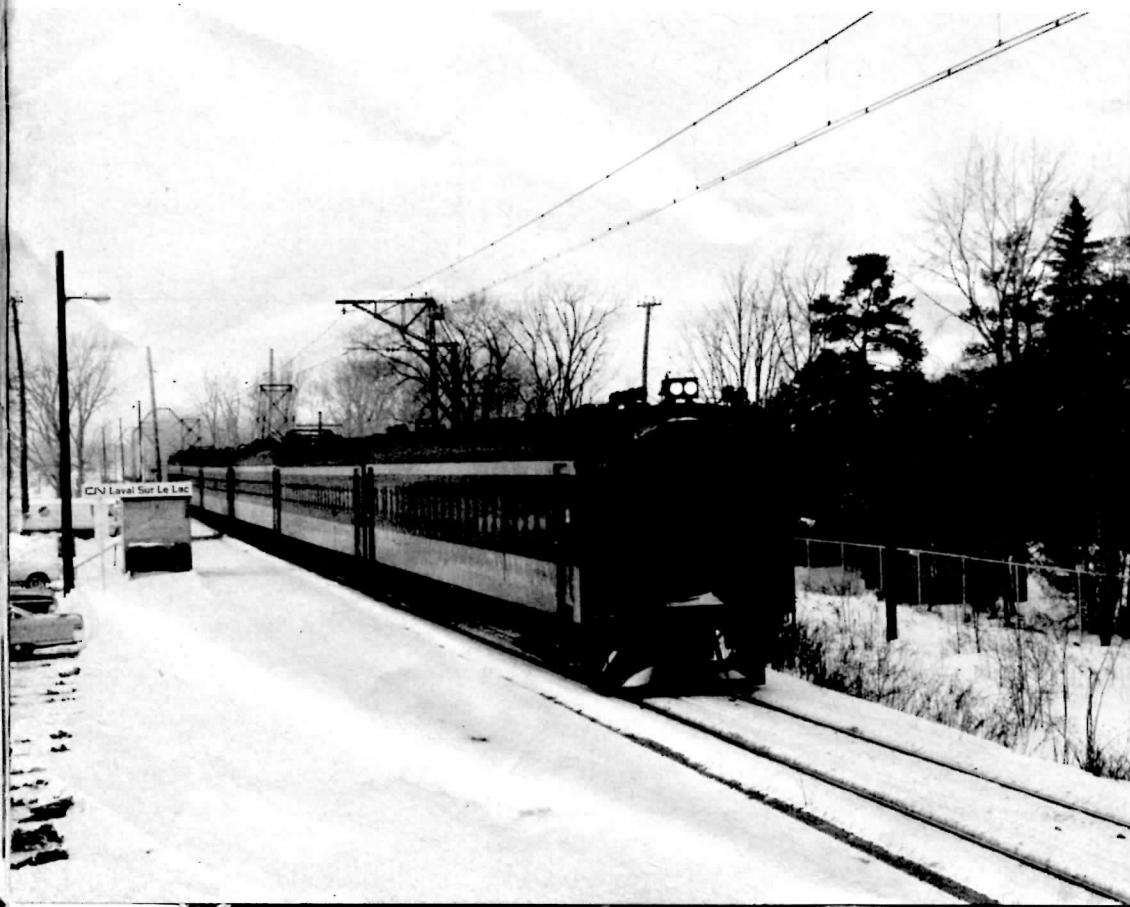








CENTER PAGE:Double headed box cab electrics wheel a commuter train towards Montreal's Central Station at Portal Heights Station, the entrance to the Mount Royal Tunnel.The train is #956 from Roxboro,the lead engine 6722 is one of the Box Cabs built by English Electric for the Montreal Harbour Commission Terminal Rlwy.
(K.A.W.Gansel)



Canadian Car & Foundry built an order of 6 Motors and 12 Trailers for Canadian National in 1952 to modernize the fleet used in the Mount Royal Tunnel commuter operation.The Motor Cars were originally numbered M-1 through M-6 and the trailers were T-1-T12. They were later renumbered 6730-6735, and the trailers became 6739-49 in order of.T12,T1-7, 9-11.(T8 retired in 1960).

ABOVE:Inbound train crossing the Des Prairies River Bridge at Isle Bigras.LEFT:6744 with a southbound train at Laval Sur La Lac.Both 2 Jan.1976.T.Wickson.



ABOVE:Val Royal is the junction of
 the Mt Royal and the Montford Sub-
 divisions.6749 trails train 961 for
 Deux Montagnes,the end of the line.
 RIGHT:6725,27,class Z-5-a leading
 train 951 into Deux Montagnes.The
 engines were two of three built by
 General Electric in 1950.Ordered
 as 9200-02,they were delivered as
 200-02 and later renumbered 6725-27.
 (Both R. Lampkin)





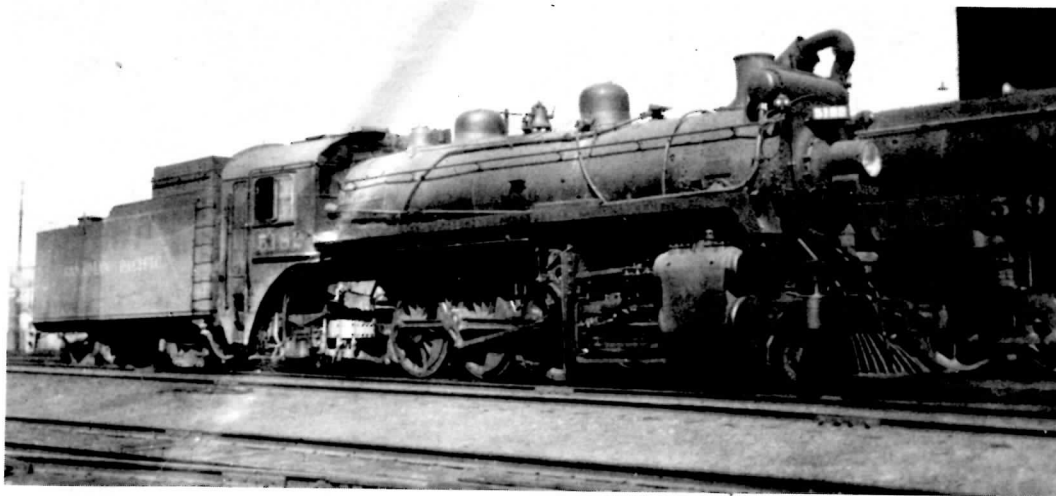
LEFT: A trio of Conrail Geeps, two 7's and a 9 at St. Thomas Ont. 5825 was ex PC, ex NYC 5825, built by GMD, as was the third unit 5822. The middle unit, GP9 7437 was ex NYC and is a GP9. Taken 10 August 1978. (I.C. Platt). BELOW: Conrail U25B 2635 at St. Luc Yard Montreal, was ex Pennsylvania, ex Penn Central 2635. Taken 12 December 1976. (Pierre Patenaude). BOTTOM: Conrail 4752, was originally Niagara Junction 16. Shown switching Foote Yard in Niagara Falls New York, it was built in 1952 and is Conrail Class E10B. (Larry Eyres).



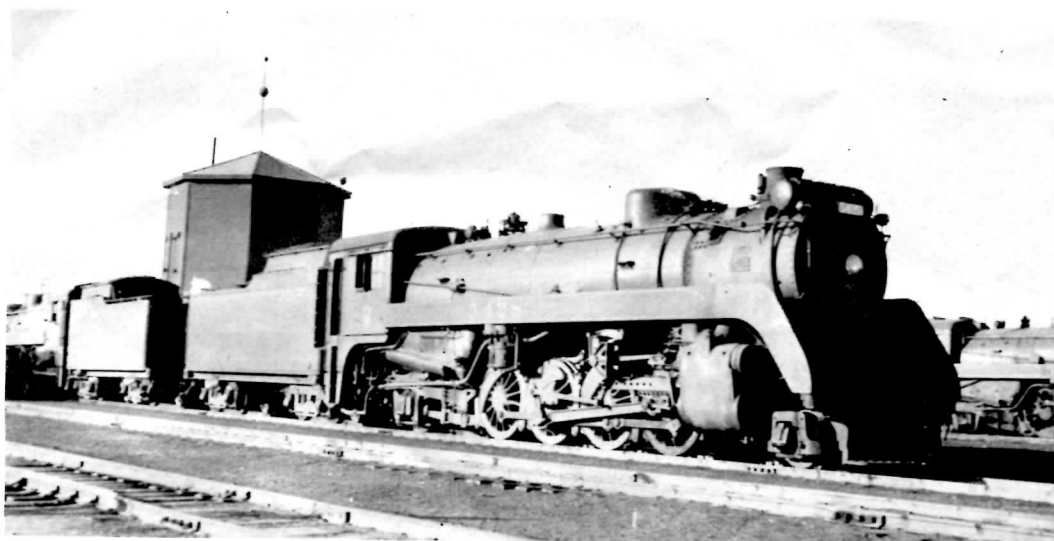


ABOVE:Algoma Central Railway 155 will become the lead unit for the trip back to Sault Ste. Marie from the Agawa Canyon once the switching at Canyon Station is completed.(Collen Eastman).BELOW:The view from the Lookout at Agawa Canyon reveals the excursion train ready for the return trip with 3 Geeps,steam generator and 5 cars before being obscured by the trees.During the summer,the train has run with up to 22 Cars.(R.G.Eastman).

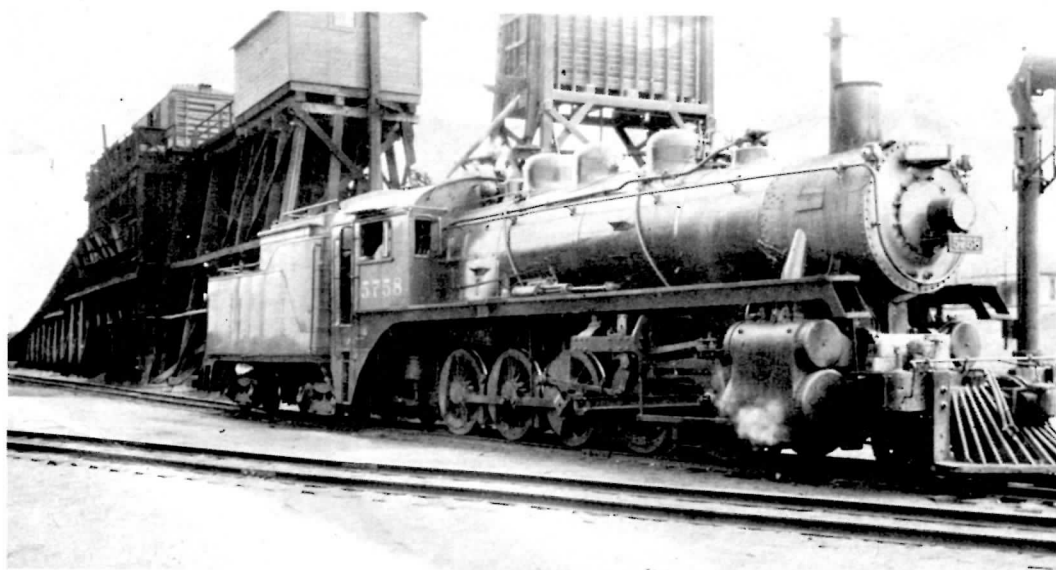




Canadian Pacific Mikado 5182 reposing at Calgary Alberta. The 2-8-2 was a member of Class P-1-e built 1913 by Montreal Locomotive Works. (JTA SMITH/UCRS)



Semi streamlined Mikado 5428 waiting the call to duty. The P-2-h semi streamlined engine was built 1943 by Canadian Locomotive Company of Kingston. (JTA SMITH/UCRS)



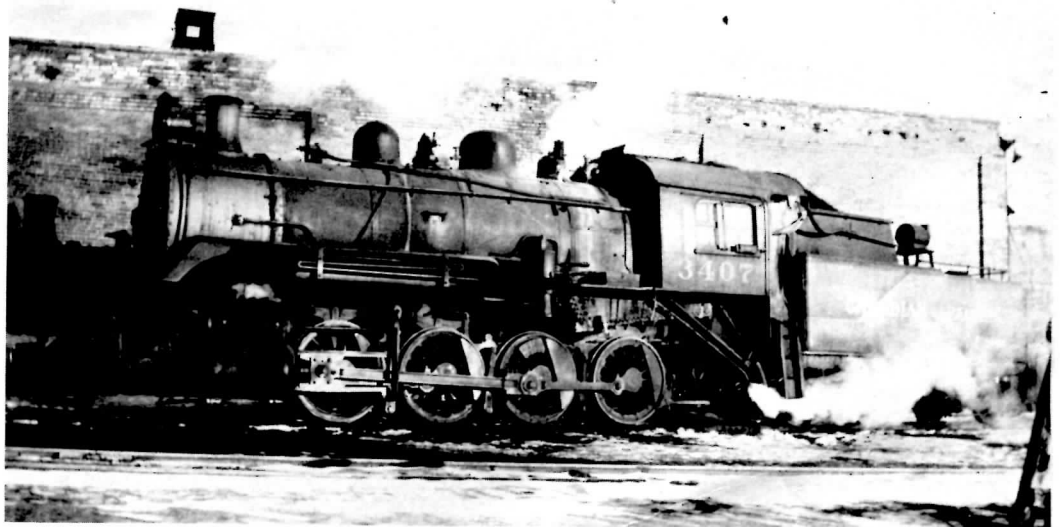
2-10-0 #5753 near the coaling dock at Kamloops B.C. The engine was the first of Class R-3-b, being built by CPR Angus Shops in 1917. (JTA SMITH/UCRS)

Canadian Pacific 2-8-0 3487, working a ballast train, was built by Montreal Locomotive Works as a part of class m-4-g in 1907. (JTA SMITH/UCRS)



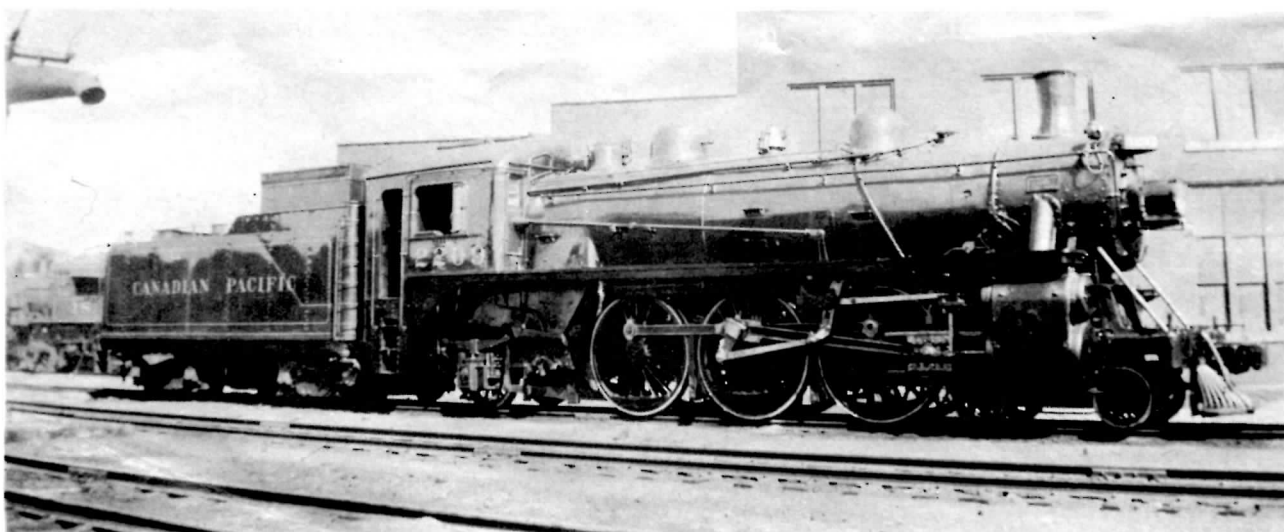
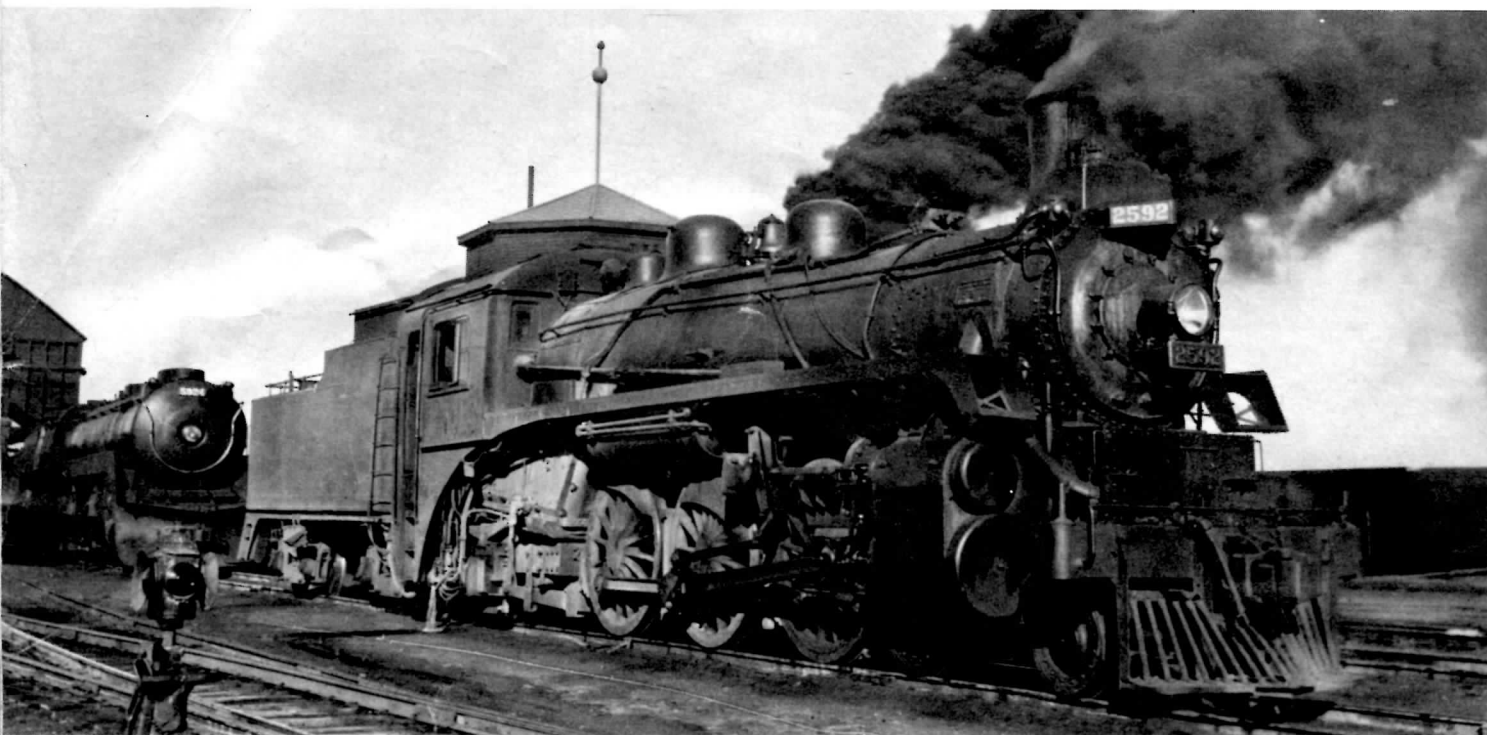
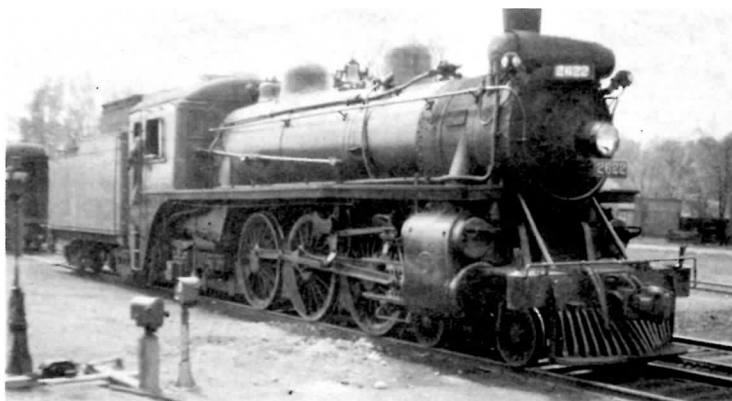
Canadian Pacific 2-10-0 5788 on the servicing tracks between runs at Kamloops British Columbia. The Class R-3-d was built by CPR in 1918. Taken Sept. 1943 (JTA SMITH/UCRS)

Canadian Pacific 0-8-0 3407 at Sutherland Saskatchewan with just a trace of snow on the ground. (JTA SMITH/UCRS)

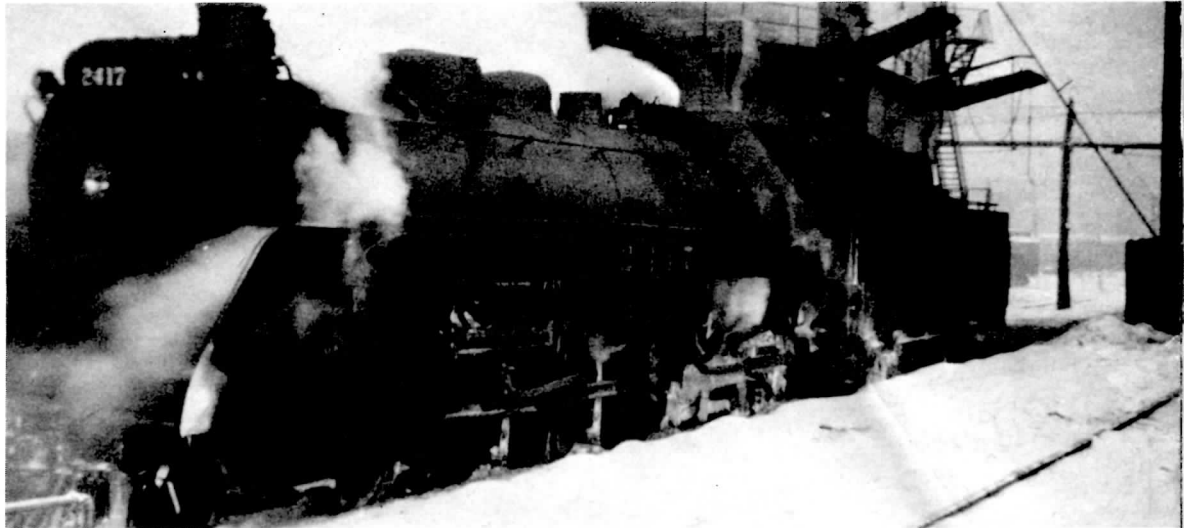


Canadian Pacific G2u Class 4-6-2 2622 on the layover track at Brockville Ontario. The engine was a product of CPR in 1912. (JTA SMITH/UCRS) MIDDLE: Canadian Pacific was a big user of the 4-6-2 wheel arrangement. No 2592, Class G2s had 70" drivers, 200lbs boiler pressure 22x28 cylinders, was built 1907 and had 34% capacity. (JTA SMITH/UCRS) BOTTOM: Another CPR Pacific, this time 2209, Class G1s at the Toronto Hamilton & Buffalo Railway's Chatham Street facility, sometime in 1935.

(JTA SMITH/UCRS)



Semi streamlined Pacific 2417 on cold winter day with a good covering of snow on the ground. The recessed headlight was a unique feature of the Canadian Pacific. Taken at John Street Toronto. (JTA SMITH/UCRS)

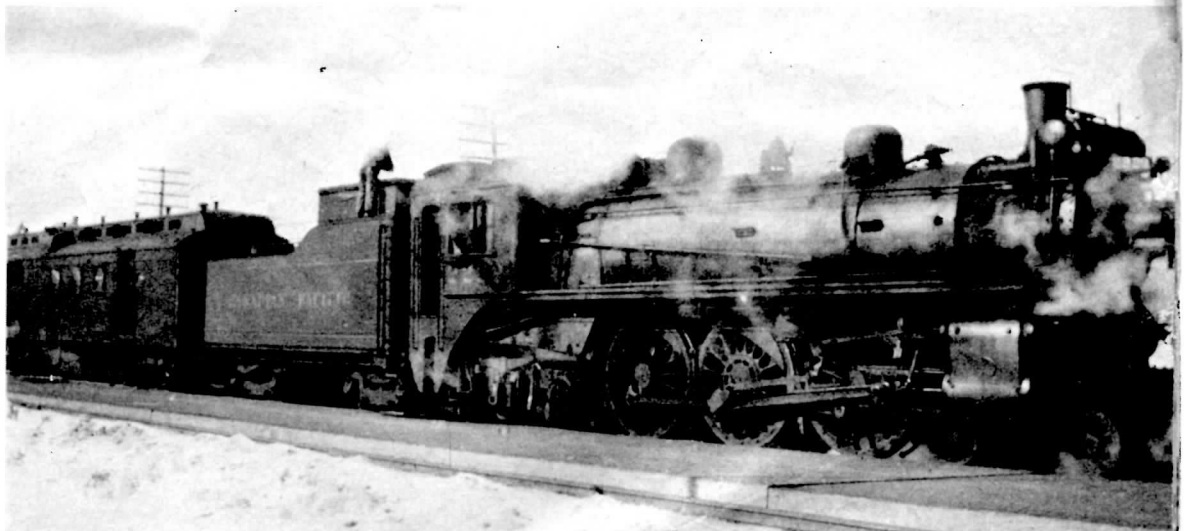


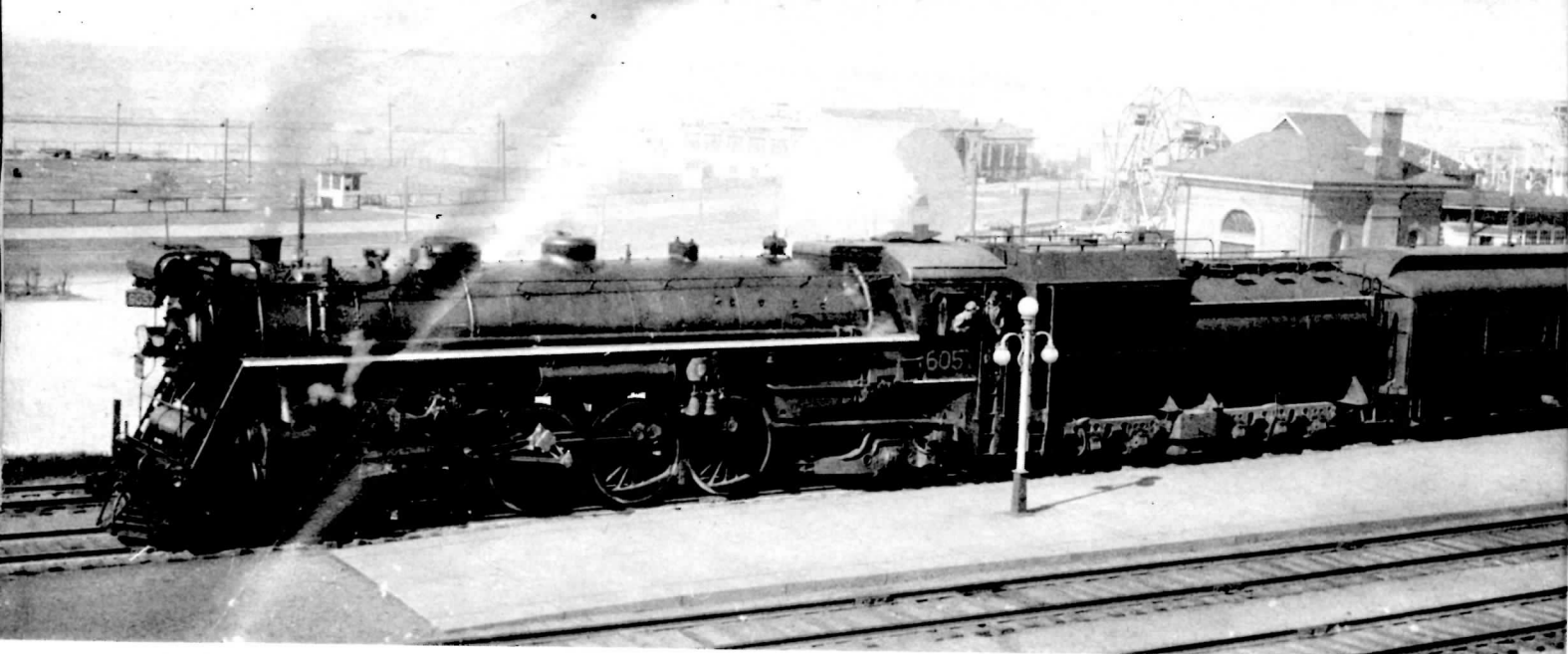
CP Pacific 2348 at Sutherland, Sask., was class G3d, built by MLW 1926. The elephant ear smoke deflectors were only temporary and did not last long. 11.26-38.

(JTA SMITH/UCRS)



As the fireman checks out the level in the tank, the Glu class 2229 has a bit of a break during a station stop. The 75" drivers will soon be rolling the train on its way again through the snow. (JTA SMITH/UCRS)



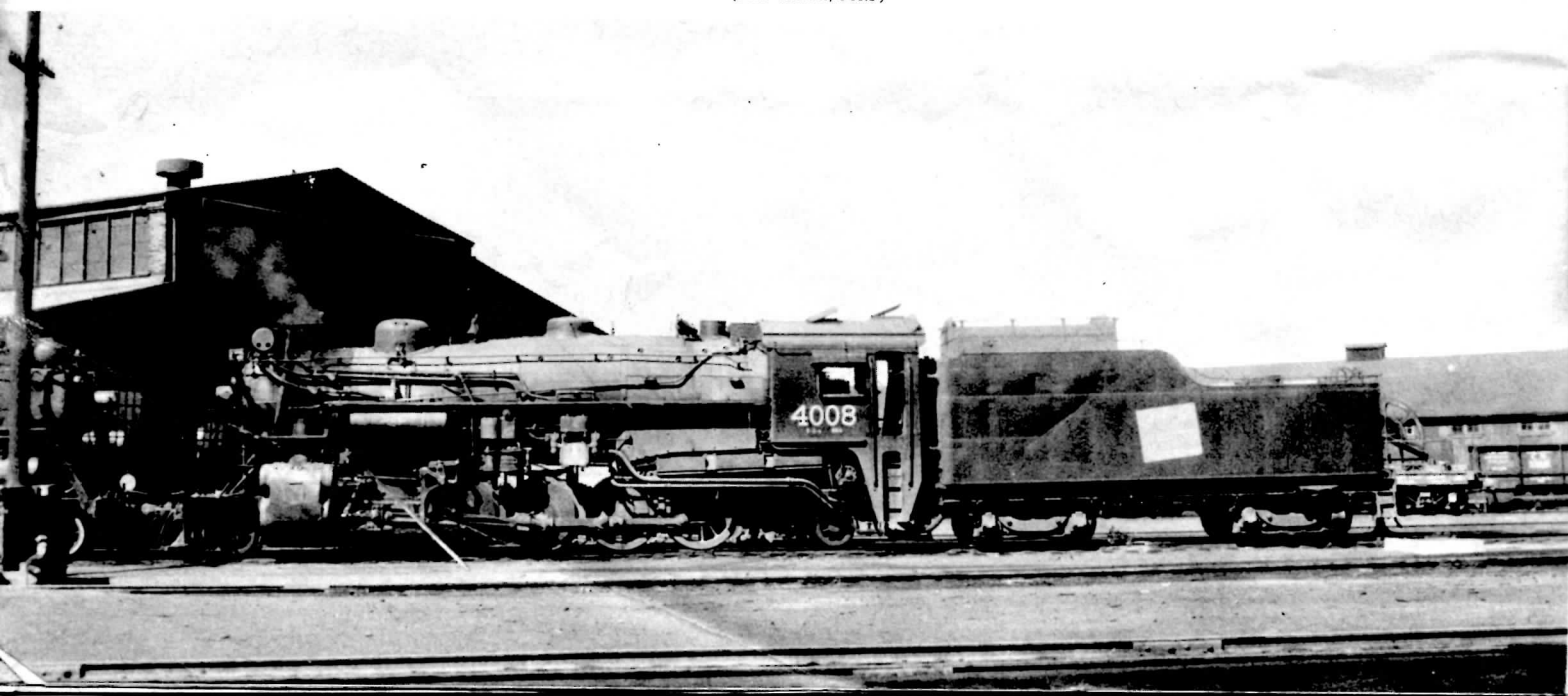


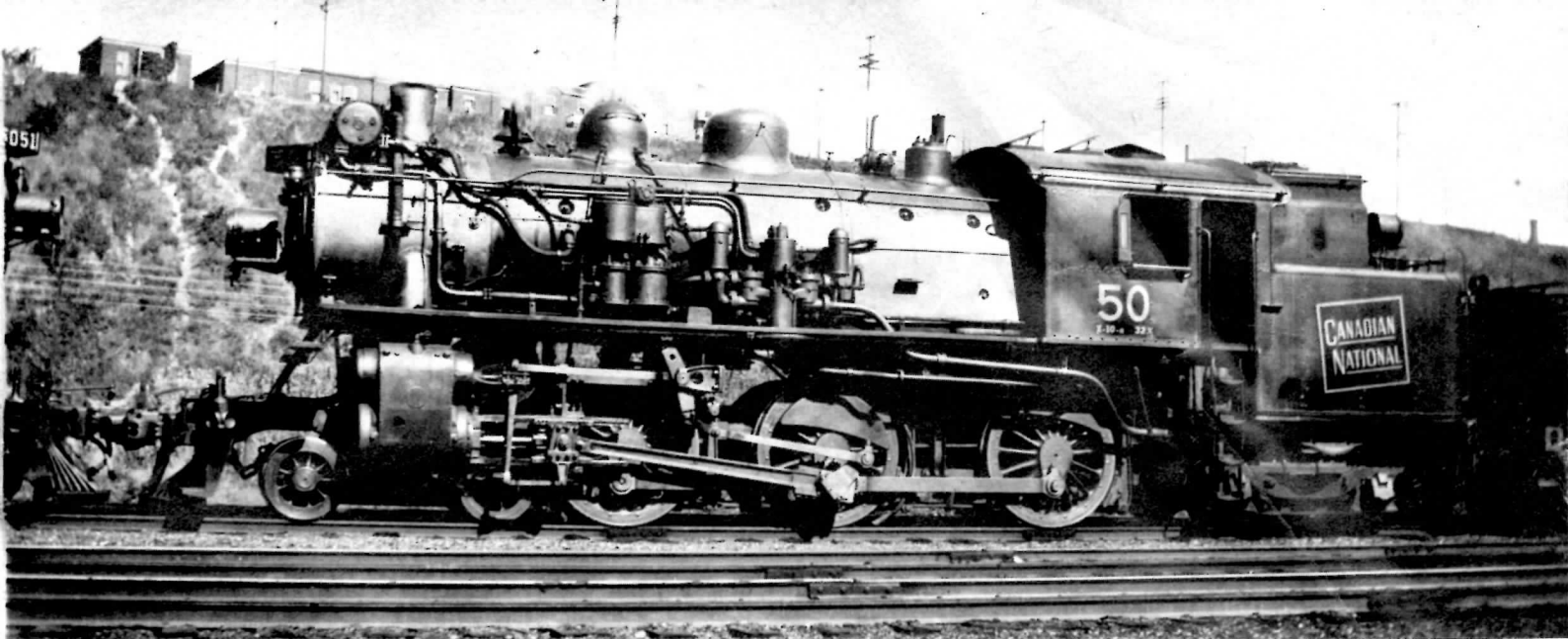
Canadian National Railways U-1-e Mountain type 4-8-2 6057 eastbound with a train making a station stop at Sunnyside Station in Toronto's west end. The engine was built by Montreal Locomotive Works in 1930 and was scrapped April 1960. The Sunnyside Amusement Park in the background has been 'modernized' with the addition of the Gardiner Expressway and new Lakeshore Boulevard. (JTA SMITH/UCRS)



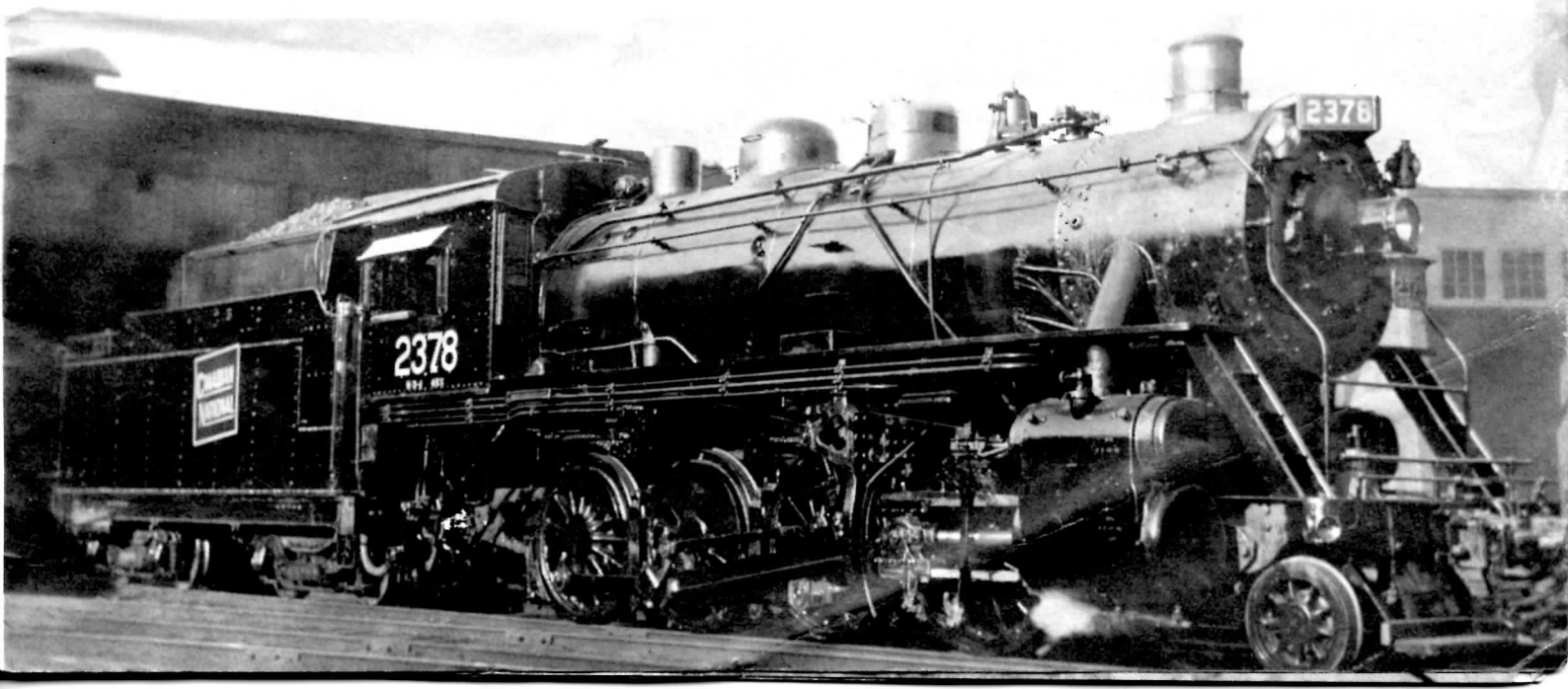
Canadian National 2-6-0 619 has a long history, being built for the Grand Trunk Railway of Canada as 2485, renumbered 1227, then taken over by the CN as 619. It was built by the GTR in 1891 and scrapped June 1941. (JTA SMITH/UCRS)

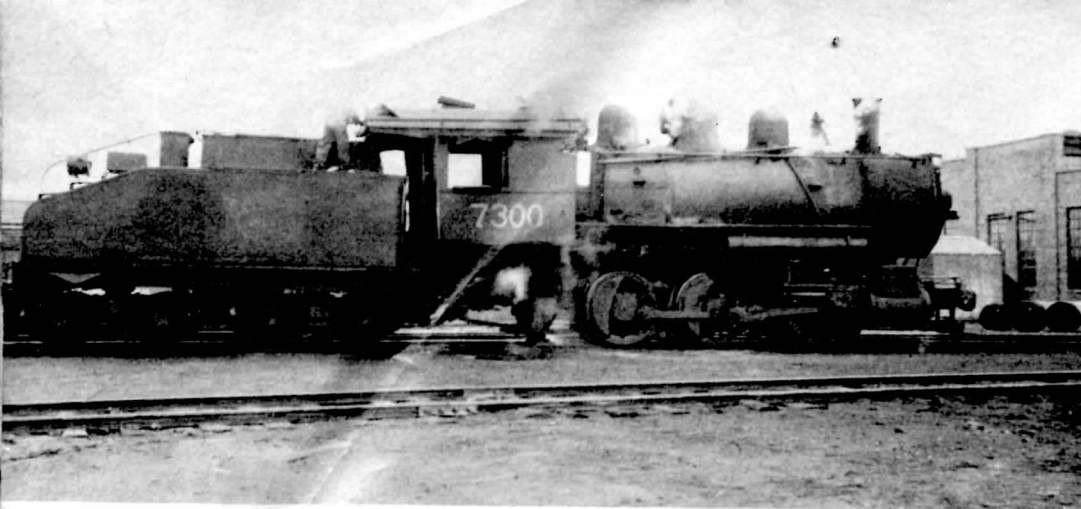
2-10-2 number 4008 was built in 1916 by ALCO (Brooks), while the boiler came from Montreal Locomotive Works, as Canadian Government Railways 2008. Renumbered and reclassified as T-1-a by the CN, it was wrecked at Rainey River October 1959. (JTA SMITH/UCRS)



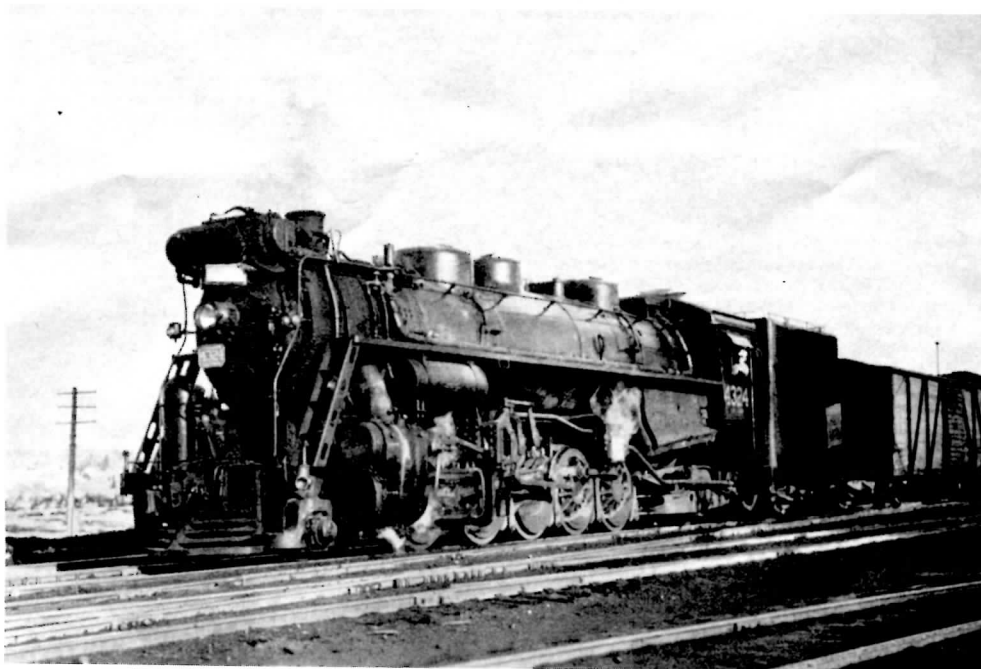


ABOVE: Built for the Montreal-lakeshore Commuter service by the Montreal Locomotive Works for the Grand Trunk, 4-6-4T #50 became CN Class X-10-a. It was retired and scrapped in 1960. (JTA SMITH/UCRS) RIGHT: 2-6-0 757 on the ready track. The engine was built by the GTR 1902 as 1220. Classed as E-7-a by the CN, it was withdrawn and scrapped December 1947. (JTA SMITH/UCRS) BELOW: Freshly shopped and painted, 2-8-0 2378 was built by Canadian Locomotive Company at Kingston for the Canadian Government Railways as #310. (JTA SMITH/UCRS)

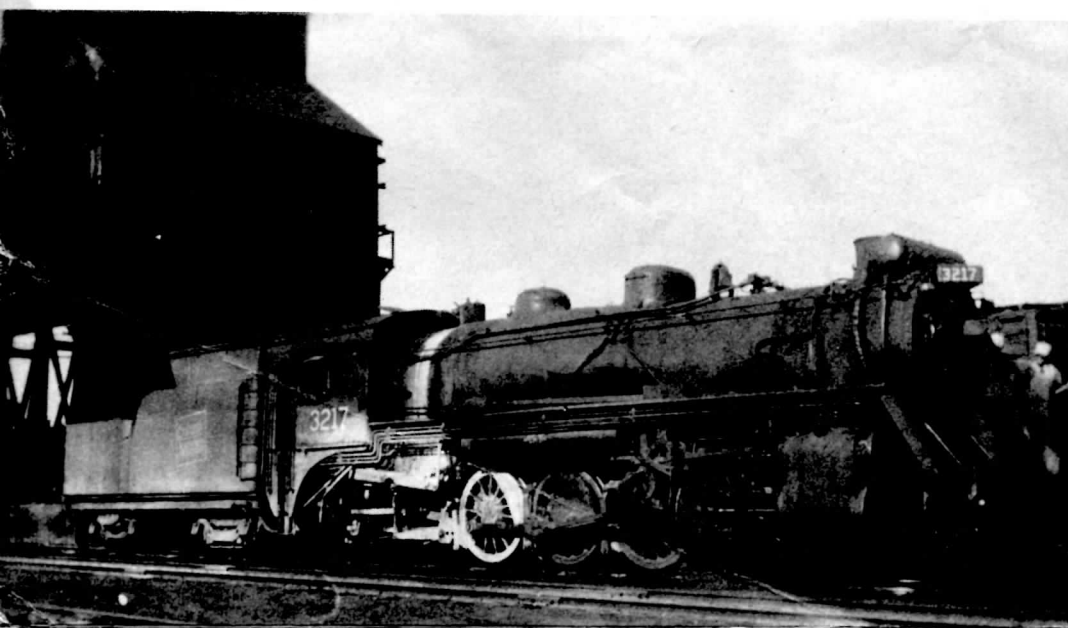




Canadian National O-6-0 7300 was one half of class O-5-a. The engine was constructed by ALCO (Pittsburgh Works) in 1907 as Canadian Northern #308. Scrapped 1954. (JTA SMITH/UCRS)



2-10-2 number 4324 class T-4-b, built for CN by Canadian Locomotive Company 1930. Note the small drivers used for power, not for speed as most of the 2-10-2's on CN were used for drags, transfers and helper services. Also note that the engine has been converted to oil. (JTA SMITH/UCRS)



Built as Canadian Government Railways 2817, this CLC product became CN 3217 class S-1-a. (JTA SMITH/UCRS)

This classic looking structure served as the CN Station in London Ontario, until replaced by a more modern station, that was later replaced by the London "CN Tower". Nov. 1941.

(JTA SMITH/UCRS)



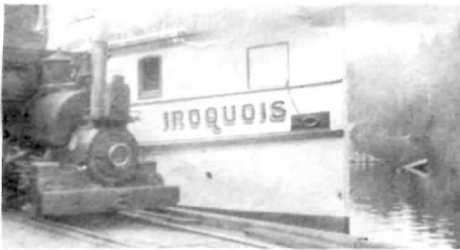
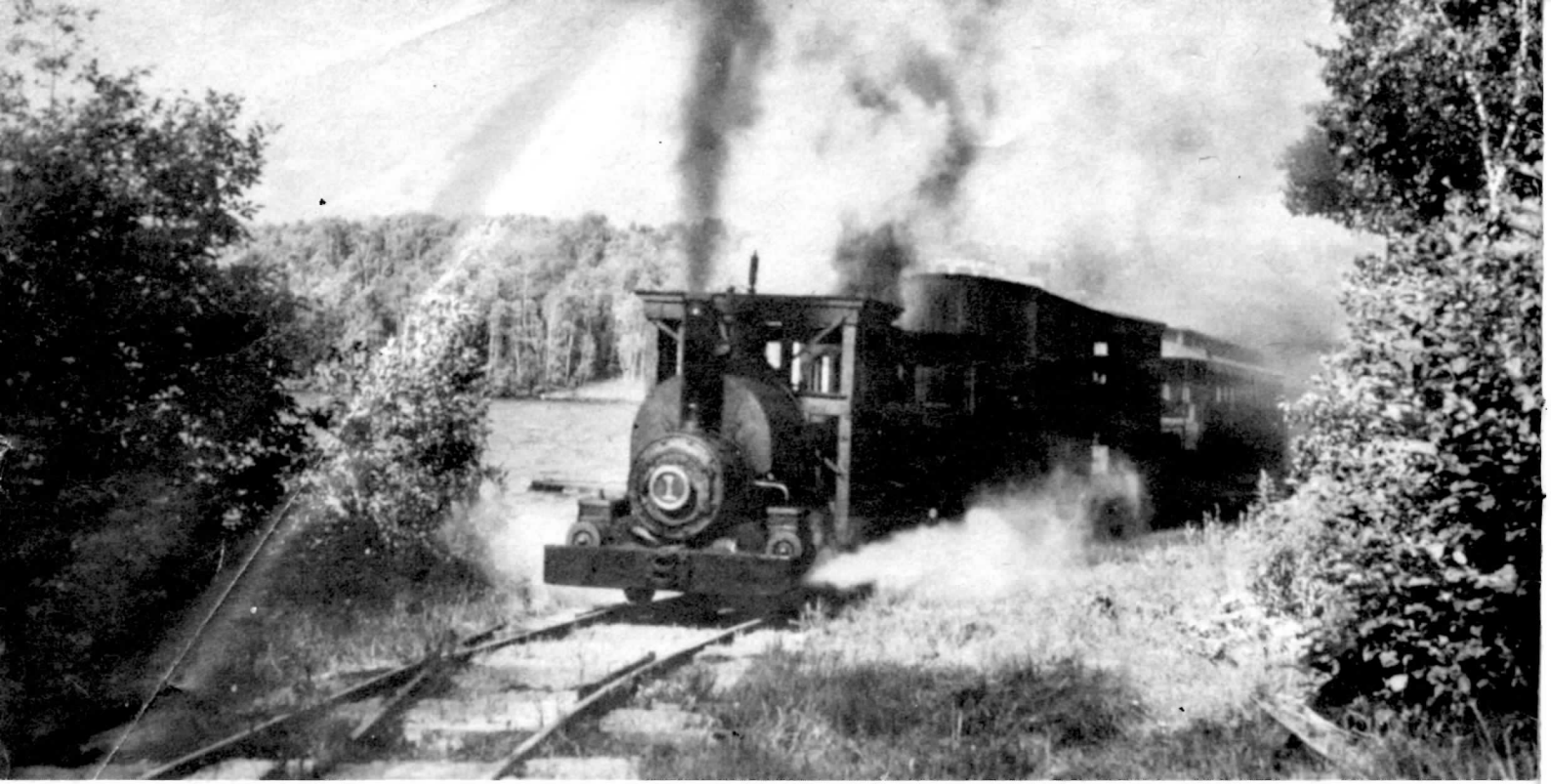
Washago Ontario is located at the junction of the Bala and Newmarket Subdivisions. At one time, the actual junction was south of the station and the tracks passed parallel to the station building. After track relocation that shifted the location of the junction, the building now appears to be located some distance from them, and skewed off to a peculiar angle. (JTA SMITH/UCRS)



The Grand Trunk Railway's station in Montreal was Bonaventure Station. The second station of that name, this present structure, was built in the 1880's as the GTR's premier station. Ironically, in 1943, Canadian National consolidated its intercity and commuter runs in the newly opened Central Station, which was the site of the old Canadian Northern Station, the GTR's arch rival. The building was finally torn down in the late fifties or early sixties. (JTA SMITH/UCRS)

As they built their west, the Canadian Northern had a set of standard plans for stations of various sizes and classes, depending on the city to be served and the size of the community. A great many of these are still standing and in use for the purpose for which they were intended. Chilliwack BC. (JTA SMITH/UCRS)



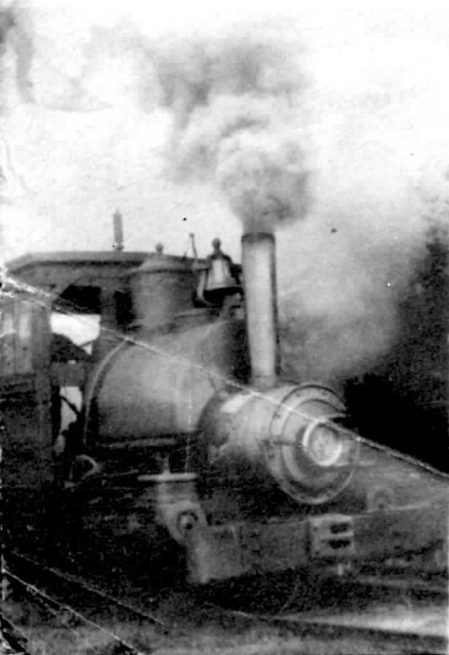


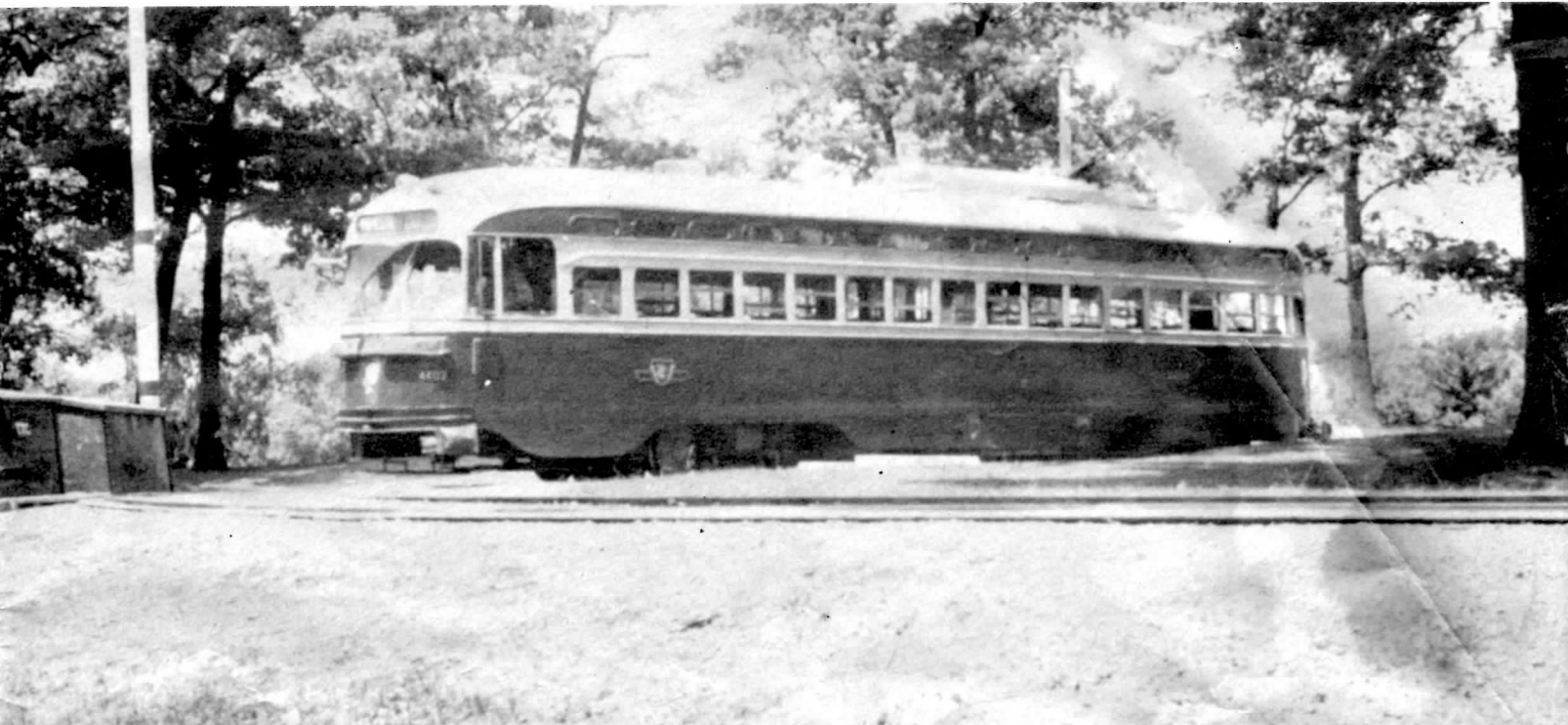
The Huntsville and Lake of Bays Railway was built to link the steamer docks at aptly named terminals of North Portage on Wolf Bay, a part of Lake Peniulans and South Portage at Rat Bay on Lake of Bays in the Muskoka Region of Ontario. The line was used mainly to convey passengers and freight between the steamers operating on the two lakes. Equipment used on the line consisted of two 0-4-0 tank engines, that usually double headed the trains. The trains were made up of two freight cars for passengers' luggage and the occasional freight shipment. Passengers were carried on two open cars, both of which were ex trolley cars, one from Atlantic City and the other from Toronto. When the locomotives, #1 and 2 had to be replaced, two engines were obtained from a quarry, but they were a narrower gauge than the present equipment on the line, so the rails and existing equipment was narrowed to match the two new engines. After the steamer traffic disappeared, the railway carried on for another couple of seasons but eventually folded. The track and cars and locomotives were purchased by a private individual and moved to St. Thomas and restored to operation as the Pinafore Park Railway.

(JTA SMITH/UCRS)



These views give a bit of the flavour of the operation of the line in the heyday of its operation and the locomotives pictured are the original #1 & 2.





ABOVE: Toronto Transit Commission PCC 4402 was a product of Canadian Car and Foundry. Seen here at the western end of the CARLTON route at High Park Loop, one of the more scenic locations on the system. (RWL)

BELOW: The end of the rush hour sees the back of Roncesvalles Carhouse jammed with cars. Toronto has become the home for many second hand cars from U.S. systems as illustrated by the line up: ex Birmingham Electric, CC&F, ex Cleveland Transit and two more CC&F cars. (RWL).



