

newsletter

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RAILWAY
SOCIETY



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July/August 1974

Upper Canada Railway Society

MANAGING EDITOR - - J.T. Robbie
PRODUCTION EDITOR - - M.W. Roschlau
EQUIPMENT EDITOR - - R.L. Kennedy
TRACTION EDITOR - - M.W. Roschlau

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Contributions to the NEWSLETTER are solicited. No responsibility can be assumed for loss or non-return of material, although every care will be exercised when return is requested. Please address all contributions to the Managing Editor: J.T. Robbie, 89 Lake Cres., Toronto, Ontario M8V 1W2.

All other Society business, including membership inquiries, should be addressed to the Society at P.O. Box 122, Terminal "A", Toronto, Ontario M5W 1A2. Members are asked to give the Society at least five weeks' notice of address changes.

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Readers' Exchange

WANTED:

- PEOPLE WHO ENJOY RAIL TRAVEL
- PEOPLE WHO ENJOY GOOD FOOD
- PEOPLE WHO ENJOY HISTORY
- PEOPLE WHO ENJOY A GOOD TIME

WANTED, railfans for a UCRS private business car trip to Brockville Ontario. Our car #13 is your home from Friday evening September 6 until Sunday September 8, 1974. Meals: roast beef with all the trimmings to bacon and eggs. Sleeping and all living will be aboard the car. There will be many opportunities to take pictures. Be part of a happening on the CNR or just get away for the weekend on a mini-vacation. Car 13's last outing saw members ranging from a high school student to a retired engineering consultant. Everyone is welcome but space is limited. If the trip becomes sold out, you may still come with us and stay in a hotel in Brockville; come with us to Brockville and continue on to Montreal for the weekend meeting us again on Sunday. There are many possibilities.

For more information and fares write:

Mal Marchbank,
50 Quebec Ave.,
Toronto Ontario,
M6P 2T6 or phone (416)
762-1801 after 5:00 p.m.

In the Future (commencing with the September/October 1974 issue), entries to Readers' Exchange will be charged 10¢ per word or abbreviation.

MY JOB:

It's not my place to run the train,
The whistle I can't blow;
It's not my place to say how far
The train's allowed to go.

It's not my place to shoot off steam,
Not even clang the bell;
But let the damn thing jump the track
And see who catches hell.

The Conductor

Coming Events

Regular meetings of the Society are held on the third Friday of each month at 589 Mt. Pleasant Road, Toronto, Ontario. 8:00 p.m.

- Aug. 16: UCRS Social Night. Professional 16mm movies (Fri.) will be shown and free refreshments served. A special feature will be a movie on the Moscow subway system.
- Sep. 6: UCRS car 13 jaunt to Brockville and return. (Fri.) See separate advertisement this page.
- Sep. 20: Regular Meeting. To be announced. (Fri.)
- Sep. 27: Hamilton Chapter Meeting, 8:00 p.m. in the (Fri.) CN James St. Station, James St. North.
- Sep. 28: UCRS diesel excursion from Toronto to Haliburton and return via Lindsay. Trip leaves (Sat.) Toronto Union Station at 8:00 a.m. Fares - before August 31 - Adults \$12.50; Children 5 to 12 \$6.95; Infants under 5 \$2.00
- Sep. 29: UCRS Streetcar excursion including multiple (Sun.) unit operation. Trip leaves Church & King at 10:00 a.m. Fares are \$5.00 in advance and \$6.00 on the day of the trip.
- Oct. 12: Ontario Government railway excursion from (Sat.) Toronto to Meaford Ont. celebrating the Meaford Applefest. UCRS private car #13 will be included in the consist.

6060 NEWS FLASH!

On July 20th, while en route to Toronto, CN 4-8-2 #6060 suffered serious damage to the bearings in the rear driving axle set. The locomotive is inoperative and the remainder of the trips scheduled for 1974 (see March/April NL) have been cancelled.

NEXT ISSUE:

Rails around Lindsay Ontario

The last of streetcars on Rogers Rd. AND MORE!

Contributors:

George Meek
Ted Wickson
Ken Gansel
David W. Smith
Larry Eyres
Ron Layton
Robbin Rekiel

Distribution:

George Meek
Mal Marchbank
David Morgan
Larry Eyres
John Robertson

The Cover

Newly restored, ex-Canadian Pacific Railway Royal Hudson #2860 and consist of former 2200 series coaches in excursion service on the British Columbia Railway, southbound near Lion's Cove. July 2, 1974. (Ted Wickson)

HALIBURTON



HIGHLANDER

Sat. Sept. 28

Return to the days when the mixed trains and the Friday evening special, the Haliburton Highlander left Toronto for Haliburton Ontario. The mixed is gone, but the name lives on, so come with us to Haliburton over the old Midland and Victoria Railroad to the centennials of Fenelon Falls and the Victoria Railway.

When? - Sat. Sept. 28, Union Stn. at 10:00 a.m.
 How? - By diesel
 Lunch? - Available on train at a nominal cost
 Run pasts - You bet!
 Fun? - We hope.

Toronto to Scarborough will be on the ex Grand Trunk line; Scarborough to Lindsay on ex Midland Railway trackage; and Lindsay to Haliburton on the old Victoria Railway.

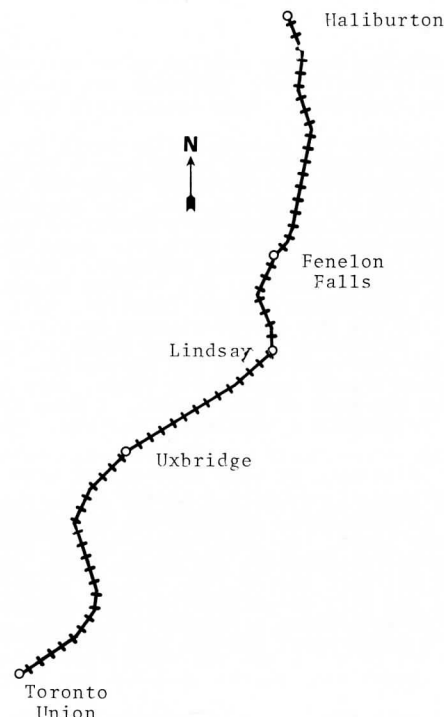
ORDER TICKETS NOW!!

Fares before August 31, 1974:

Adults - \$12.50
 Children (5 to 12) - \$6.95
 Infants (under 2) - \$2.00

Fares after August 31, 1974:

Adults - \$13.95
 Children (5 to 12) - \$7.95
 Infants (under 2) - \$2.25



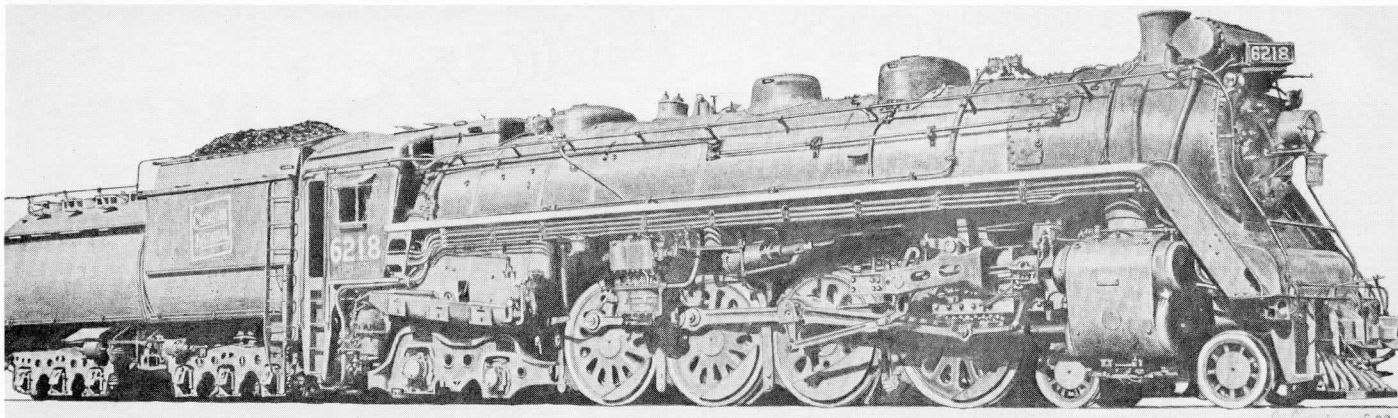
Streetcar Spectacular

Sunday Sept. 29



At 10:00 a.m. on Sunday September 29, a UCRS chartered streetcar trip will leave from the corner of King and Church Streets for a five-hour trip around Toronto. The trip will utilize two PCC streetcars, including multiple unit operation. Many runpasts and photo stops are planned. A lunch stop for the hungry will also be included.

Fares are \$5.00 in advance; and \$6.00 on the day of the trip.



EDITOR'S DESK

Thank you for the replies to my editorial in the March/April Newsletter. Although not overwhelming, they have been rewarding. Some letters ask how I can help.

We receive raw material (the basis for our articles) in many forms. They range from a clipping from a local newspaper to a completely typed and illustrated article ready for printing. We, the Newsletter staff, realize that not everyone is a writer or photographer but we know you will help with your magazine. If you see something in your local newspaper, clip it out. If anything unusual happens, jot it down in point form. Sentences and typing are not required, just the information. If you get a good picture or pictures, send them in. We require 8x10 or 5x7 black and white glossy prints for reproduction in the Newsletter. Your name and address should accompany a title, date and information on the back of your print. I know that you will help us to produce a Newsletter for you, Thank you.

The board of directors of the Upper Canada Railway Society is pleased to announce the appointment of George Roe to the board. Mr. Roe, known to the Toronto members for his reliability and always being there to help, replaces Mr. L.G. Baxter. Mr. Baxter unfortunately had resigned and will be missed. George, however, is now in control as membership secretary and we are very fortunate to have a replacement for his high calibre.

The following is a follow-up to the feature article "Allegany Retreat" by Mr. John B. Ross in former editor J. Bryce Lee's January/February 1974 Newsletter. Mr. Stephen M. Timko of Leavittsburg Ohio is the chief train dispatcher of the Erie Lackawanna at Youngstown Ohio and writes in a letter to Bryce:

"For your information SW-8 units 367, 370, 371 are assigned to Salamanca, Brockway and Jamestown, and are changed out between these three points on a weekly basis. The three units have monthly inspections done at Salamanca. When a quarterly inspection becomes due, it is done at Hornell N.Y. and a 1200 series GP7 or NW2 410 is sent in to cover. Salamanca to Brockway locals usually get two, three or four units and ALWAYS either U-25B, GP-35, C-424 or C-425 models. Nothing else is used on these trains. The branch from Salamanca to Dunkirk has been broken in the middle for about four years due to track conditions between Cattaraugus and Dayton. A 1200 series GP7 works from Dayton to Dunkirk and return Mon. through Fri. and is called on duty in Dayton at 1200 hours. This job usually works 12 hours. A turn is operated from Salamanca to Cattaraugus and return once or twice a week as traffic conditions per-

mit. This job uses the Salamanca yard engine. Salamanca has one yard engine job per day, Mon. through Fri. OCD for 0700 hours works only eight hours. The local freights HF-98 (Meadville 98) and SCX (Scranton Extra) can switch in the yard from 1900 hours to 0700 hours daily. The Brockway Extra is called from Salamanca at 1100 hours Sun. to Fri., the northbound side is called at Brockway at 0800 hours, Mon. to Sat. At the present time, The Erie Lackawanna operates no pool power."

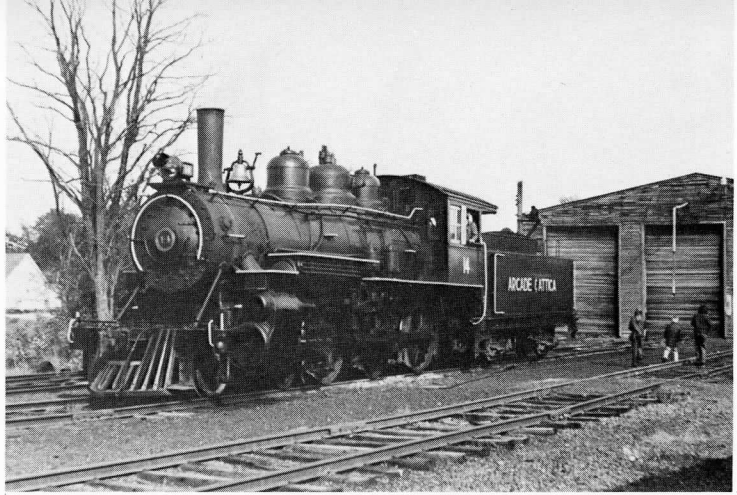
Smoke, cinders and steam at the Arcade and Attica Railway offer a sharp contrast from the diesel operations at Salamanca. The Arcade and Attica is located a few short miles away in Attica N.Y. With the many differences between the Erie Lackawanna and Baltimore & Ohio operations in Salamanca N.Y. and the steam powered Arcade and Attica, a trip to one without the other is a lost if you like both steam and diesel operations. Last runs on the Arcade and Attica are at 4:00 p.m., daily during July and August, weekends only September and October. The steam power is number 14, a 4-6-0



ABOVE:

B&O GP30 #6970 and GP-9 #5963 sit with other units outside the Salamanca engine terminal. The Baltimore and Ohio has a yard with good engine facilities here, evident in the old water tower still standing. Note the many different kinds of diesel power.

The Arcade and Attica on its first week of operation after a day's work in front of the engine shed at Attica N.Y. Number 14 is a Baldwin 4-6-0 built in February 1917.



Backing into the station on the last run for the day, number 14 arrives at Attica N.Y. on Memorial Day Weekend, 1974.

(photos these two pages - J.T. Robbie)

"Pride of Fort Erie" is the new nickname for the famous ex Canadian National steam locomotive #6218. June 30, 1974 marked the official opening for public display in Oakes Park, Fort Erie of the famous excursion engine. The 6218 citizen committee of Fort Erie Ontario have nicknamed the engine "Pride of Fort Erie" and it certainly appears that she was well named for everyone seems to be helping with her reconditioning for permanent display.

The 6218 citizen committee alone have done a great job so far, but are endeavouring to undertake more work. In the end, they hope to have a historical museum with "The Pride of Fort Erie" as the feature attraction. Let's hope that it'll be ready soon.



Many people have asked why the drawing of 6218 is placed over the title of Editor's Desk. The answer to me is simple. Three things have inspired me in the railway field: my grandfather, ex Canadian National/Grand Trunk Western engineer Tom Wakeling; my father J.A. Robbie; and steam locomotives. When I say steam engines I think of 6218. The reasons for this are many, especially being born and raised in Mimico Ontario, home of

the C.N.R. freight locomotives for the Toronto area, many Northern type locomotives were at home here. When I wasn't at home, most likely I would be in Lindsay Ontario, the home of my grandfather. Lindsay was a haven for branchline steam locomotives of the C.N.R., being the centre point of the old Midland Railway. In locomotive #6218 I saw something of all Canadian National steam engines that I remember from the late 50s and early 60s. The feedwater heater, centre mounted headlight, number plate and running board right down to the red emblem on the tender are but a few of the reasons one can pick out a C.N.R. engine in a crowd.

Recently at the Canadian Pacific facilities in McAdam New Brunswick the workers told me of their fond memories of engines 136 and 1057. The former, a famous ex C.P.R. locomotive now Credit Valley 136 was well written about in the twilight of steam while operating out of McAdam. The light rails and weight resistors kept her and another American type locomotive, number 144, running long after the normal retirement age. The May/June 1974 Newsletter brought back many happy memories for the shop crew there seeing 136 and 1057 doubleheading in full steam again.

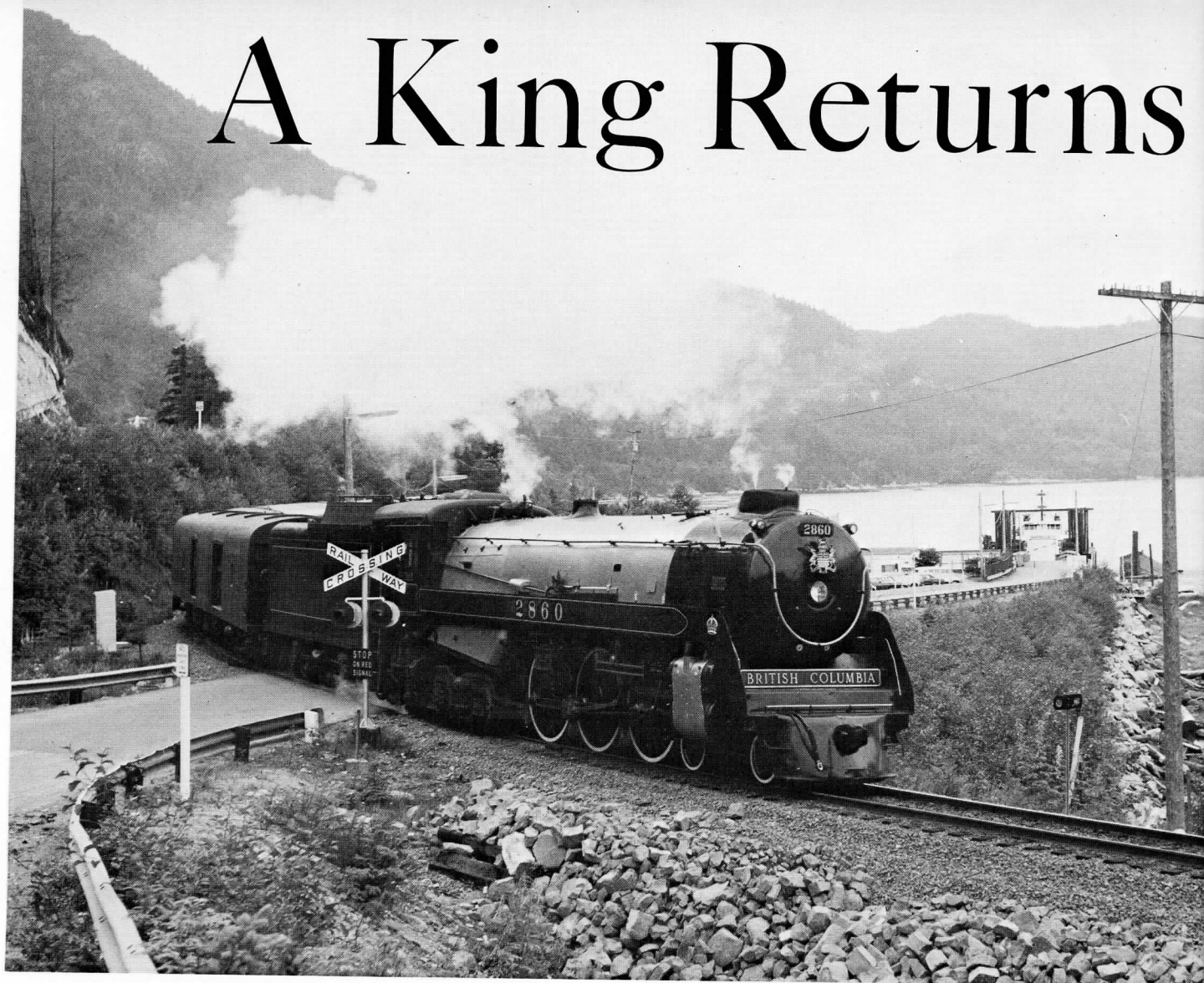
- Of interest - The wooden coaling tower, roundhouse and turntable are still standing in McAdam N.B. When asked about the wooden coaling tower, one answer was that the government doesn't want to tear it down.

India has announced that no more steam locomotives will be scrapped until absolutely necessary. The oil shortage is just one of the reasons given.

Could the two items above have anything in common? There is a rumour that the Canadian government is thinking about manufacturing steam locomotives for export, but that's only a rumour.

Do you think that the covers of our magazine are different? George Meek is doing his darndest to try to make them inspiring. We supply him the picture(s) and he sets to work making a new cover for each issue. Mr. Meek would like to know your opinions and thoughts concerning this matter; in fact, we all would.

A King Returns



In the 1930s, steam locomotives of the Canadian Pacific Railway's 2800 series were the ultimate in power and beauty. With 6' 3" drivers, they were designed to pull trains for long distances, at high speeds, across Canada. Number 2850 was chosen to pull the Royal Train across Canada in 1939 and was later exhibited at the New York World's Fair. The trip passed without an incident to mar the sleek locomotive's record although never before had such a train accomplished such a lengthy run in North America without change of engine.

When the late King George VI and Queen Elizabeth visited Canada in 1939, Royal Hudson number 2850 pulled the 12-car Royal Train 3100 miles across the country. They travelled from Quebec City to Vancouver by way of Montreal, Ottawa, Toronto, Winnipeg, Regina, Calgary and Kamloops.

Another of these magnificent Royal Hudson locomotives, number 2860, has been completely restored and closely resembles the Royal Engine. The Royal Hudson #2860, the only one of its type on the rails today, pulls an excursion train with six contemporary coaches from North Vancouver to Squamish B.C. throughout this summer. On its two-hour trip each way, passengers can experience the double thrill of riding behind one of the greatest steam engines of all time and seeing some of the most magnificent scenery in the world.

The "Royal Hudson" leaves the British Columbia Railway Station, North Vancouver, at 9:50 a.m. daily from June 21 to July 7. Thereafter, Wednesday through Sunday and statutory holidays from July 10 until September 2, 1974.

ABOVE: The newly refurbished Royal Hudson passes the Woodfibre Ferry Landing northbound on June 29, 1974. This ferry is used to transport employees to work on an island.

The beautiful 4-6-4 neared completion of repair work on the June 1 weekend, and was steamed up on Tuesday June 11, running light engine to Coquitlam on June 12. While repairs proceeded, the coaches purchased were refurbished and repainted to the British Columbia livery. They are tuscan red with "British Columbia" on the letterboards. Six cars were ready for transport to the B.C.R. on Monday June 17 behind 2860 which went under her own steam. Of the 15 cars purchased, six were then in operation with the rest to follow.

The Royal Hudson left CPR Drake Street Yard on the 17th at about 1:00 p.m. and coupled to its train at the downtown station. At 1:30 she departed for Coquitlam via the CPR, then took the CPR New Westminster branch as far as Brunette Street where she crossed over to the CNR-BN line back to Vancouver. She then proceeded west, at times up to 60 m.p.h., to the Willingdon entrance to the tunnel, over the new Second Narrows Bridge, and along the old NHB trackage in North Vancouver to the BCR station there.

The locomotive in pronounced in excellent running order, having a boiler certificate valid both by the CTC and ICC. She is presently owned by the province of British Columbia, Department of Travel Industry after being purchased from the former owner, Joe Hussey.

RIGHT: 2860 winds her way around the mountains at Horseshoe Bay B.C. on June 29, 1974.

BELOW: "Splendor sine occasu", the motto of British Columbia is displayed on the B.C. coat of arms above 2860's headlight. This motto means "Brilliance without end", something which can also possibly be applied to our Royal friend, photographed here at Squamish on the 29th again.

(All photos this article - Ted Wickson)





Her external appearance is much the same as a regular 2800 series Royal Hudson, except that there is on the pilot an aluminum plaque reading "British Columbia", where 2850 carried a "Canadian Pacific" plaque in 1939. On the cab sides small plaques reading "Royal Hudson" are carried and on the smokebox front is the British Columbia coat of arms where 2850 carried the Canadian coat of arms. The tender carried the lettering "Canadian Pacific", but this was removed in the last minute. It is planned to later apply the provincial coat of arms on both sides of the tender. The train currently used is as follows:

<u>Former CPR Number</u>	<u>Hudson Train name</u>
2757 baggage	Prince George
2270 coach	Mackenzie
2241 coach	Lillooet
2283 coach	Squamish
2252 coach	Clinton
2271 coach	Quesnel
2242 coach	Lone Butte
2260 coach	2260 (loaned from CPR)

Other cars to be refurbished for the 2860 are ex CPR lightweight coaches 2238, 2263, 2267, 2280, 2286 and 2296; parlour cars 6600, 6601 and 6602. For extended runs, spare tender 415797 from a coal burning 2800 will be used, but this has not been worked on yet.

B.C. Premier Dave Barrett made the initial start-up on Thursday June 20 at North Vancouver and then turned the locomotive over to its engineer, Frank Smith. At Squamish, townspeople welcomed all by providing lunch and a logger show in a park near the track. The same park, incidentally, contains ex-PGE 2-6-2T number 2.

The current schedule is as follows:

1000 Lv. North Vancouver Ar. 1600
1200 Ar. Squamish Lv. 1400

Fares - Adults \$5.00; Senior Citizens and Students age 12 to 16 \$3.75; Children 5 to 11 \$2.50; Children under 5 FREE.

OPPOSITE PAGE:

UPPER: Here we see the 4-6-4 passing through suburban West Vancouver at speed on June 29, 1974.

LOWER: Southbound very near the same spot in West Van. we see her on the next day, June 30, 1974.

RIGHT: This spectacular wooden trestle bridge is located right in the heart of West Vancouver, where this shot was taken southbound on June 29, 1974.

BELOW: In Britannia Beach B.C., #2860 passes under the Anaconda Copper Mine on the BCR main line northbound towards Squamish.



Meet Schnabel

Ontario Hydro is the proud owner of a brand new Schnabel car, but it's not the latest in compact models. Rather it's the largest railway car ever manufactured in Canada. Statistically it is certainly impressive. The car weighs 223 tons and with its transformer load measures up to 158 feet in length. It can carry a load of 500 tons, or one million pounds, on its 40 wheels.

Built by the National Steel Car Corporation of Hamilton Ont., the car was used for the first time on May 9, to deliver a new 340-ton, 750 megavolt amps transformer to Ontario Hydro's Nanticoke Generating Station switchyard from Westinghouse's Hamilton plant.

A "Schnabel style" car, it comes apart in the middle and the transformer is placed between the two ends to form the middle. In design, it resembles a vice. The car is able to shift its load vertically and horizontally by means of a built-in hydraulic jack system and can also be converted into a side-beam or flat car by the addition of beams and other members. Prior to its maiden voyage to Nanticoke, the car was submitted to extensive in-plant tests, and following the loading of the transformer, the car underwent further examination. During the journey to the Lake Erie plant, the train's speed varied from 10 to 25 m.p.h. at two m.p.h. increments, to test the car's dynamic behaviour. As well the train was stopped several times en route to change connections and record measurements, extending the travelling time to almost 12 hours. Once the transformer reached Nanticoke, the jacks built into the railcar lowered the equipment onto rollers so that it could be moved easily to its foundation at railyard.

When the transformer was unloaded, the two ends of the Schnabel car were coupled back together for the return trip to Hamilton for CN inspection, then to the Ontario Hydro Service Centre for storage. The car will be used next in early summer to move a second similar transformer from Canadian General Electric in Guelph Ont. to the Nanticoke Generating Station.

Because of the car's size, the train returning it to Hamilton for CN inspection could travel no more than 40 m.p.h. in accordance with rail regulations. Obviously, Canadian National officials played a crucial role in this successful journey, as did personnel from National Steel Car and Westinghouse.

This is not the first railcar purchased by Ontario Hydro however. It already owns a 135-ton capacity unit which it bought in the early 1950s to transport transformers and generators around the province. But because of the great increase in the size of equipment since then, a new car was needed. Thus, the Schnabel, which will be used to move new transformers from the manufacturers' plants to Ontario Hydro sites, as well as transfer existing units from one location to another in emergencies. When not in use, the Schnabel will be kept at the Service Centre on Kipling Avenue in Toronto.



The largest railway car ever manufactured in Canada delivers a new 340-ton, 750 megavolt amps transformer to the Nanticoke Generating Station switchyard from Westinghouse's Hamilton plant on May 9, 1974.

(photos courtesy Ontario Hydro)



Barrie gets long awaited commuter train

By Kenneth A.W. Gansel (photos by the author)

Monday 1st April 1974 marked the beginning of the new commuter train from Barrie to Toronto. Many obstacles had to be overcome before this train could be started 1) the fares originally proposed were higher than the competing GO Bus fares, 2) the running time and the departure from Barrie had to be adjusted, and 3) the arrival of train 473 from Toronto was also a factor.

On Sunday 31 March 1974 at 12:15 p.m., the passenger cars arrived in Barrie and were placed on the track assigned near the engine service building in the Barrie Yard. The equipment had been washed in Toronto and it shined in the afternoon light. Most of the CN officials showed up in Barrie during the afternoon to have a look at the equipment (see list). Enthusiasm was everywhere. There had been a buzz of activity during the week prior to the start of the service. The ticket office in the Barrie CN station was painted and a new counter top installed. Signs were erected at Lefroy as to where the train would stop and 30-minute parking signs were put up at stations and were removed about a week later due to complaints from passengers.



ABOVE: The equipment for CN's new commuter service arrives at Barrie Ontario as Extra 4105 North on March 31 1974, the day before the first run.

The crew for train 168 is ordered for 0550 hours. The train is backed out of the yard through the cross-over and on to the main track in front of the station. The train is ready for passengers at about 0615. After about 12 passengers (first week count) board the train in Barrie, the train is off on time at 0635. On the first day, the train carried 125 passengers (50 or so were CN personnel or press) but now it is averaging around 95 passengers (figures are total passengers arriving at Union Station).

Upon arrival back in Barrie at 1910, a more complex movement is required to re-position the steam generator and the engine at the rear of the train so it is ready for the next day's run. The relocation of the steam generator on the rear of the train is accomplished after eight moves between the main line and the passing track, the train then being brought to the engine service track for the night. Sometime around midnight, the engine is turned on the turntable by the personnel on duty for the night shift. The reason for doing all this work at night is so that the train is ready in the morning in the event that there are any unforeseen problems. In this way, the train is assured on-time departure in the morning.

Equipment used on the Barrie-Toronto Commuter Train on Monday April 1, 1974:

Train 168

Engine	4105	GMD built GP9, CN type GP-17P
	15477	Steam Generator Car
	5229	} Passenger Coaches
	5200	
	5289	
	5290	
	5306	



ABOVE: The conductor and brakeman of CN train 168 get ready to give the high-ball for the departure in the morning of April 1. Note that the conductor is checking to make sure the train leaves at exactly 0635 hours.

RIGHT: CN train #169 arrives in Barrie on Monday evening, April 1, the train's first northbound run.



CN

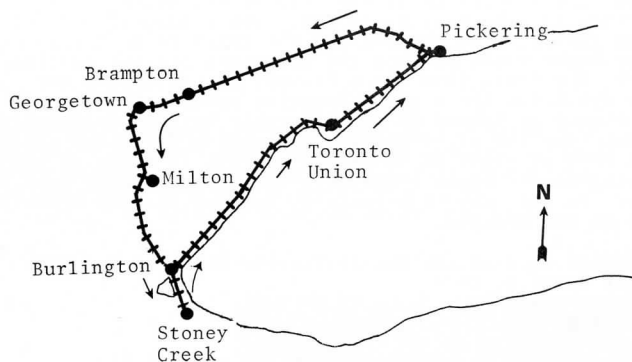
The R.D.C. Extra

By David W. Smith and Larry Eyres

All photos - David W. Smith

At 1010 on Saturday March 9, 1974, approximately 130 railfans (people?) boarded a pair of Canadian National RDCs for a day's outing over some of the Toronto Area's lesser used trackage as far as passenger service is concerned. The routing was from Toronto Union Station east to the Pickering GO Station. A photostop and refreshments later from a CWC (City Wide Catering) truck and also some involved switching enabled us to head up the York Subdivision to arrive at the site of the first runpast. It was held at the Rouge River Bridge and included a very icy slope that was taken in stride by some of the more avid photographers.

Next came a lunch stop at Brampton Station where the train was met by another catering truck. During the stop, there was time to examine the facilities for the new GO Transit rail service and to observe a freight led by an M-420 and a pair of leased C&O Geeps. Upon arrival at the Georgetown Skating Rink (formally called the station platform), there was another photostop and time to photograph the terminal still under construction for GO Transit, due to be opened shortly.



ABOVE: Hustle and bustle! All the members of the R.D.C. Extra excursion hurry to reboard the train after the stop at Pickering.

LEFT: The pair of RDC-is, headed by #6106, crosses the Stewarttown Trestle at speed for the photographers amongst the group.





The second runpast of the day was run across the Stewarttown Trestle where many photos were obtained of a fog bank with a train in it. To the amazement of railfans and berrypickers alike, a surprise stop was made at the old Milton Station on what is now Milton spur. Before the construction of the Toronto By-Pass, the station was on the mainline from Burlington to Georgetown but now is just a spur to serve Milton, the line itself having been elevated several feet, relocated north of the station.

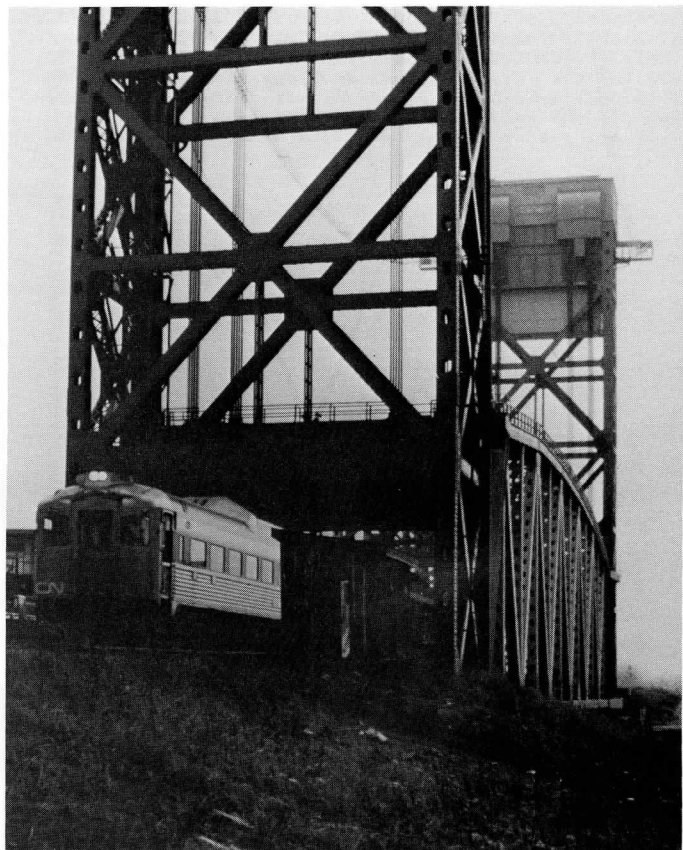
Leaving Milton Spur, our two-car special backed up to the mainline and we headed off to Burlington for a trip across the Beach Subdivision. Enroute to the site of the third runpast, an unscheduled stop was made in order to allow a cottager to remove his automobile from the tracks. The third runpast was held at the Burlington Beach Canal Drawbridge. Runpast number four took place at mileage 6.4 of the Beach Sub. in a very cold wind on the shore of beautiful Lake Ontario.

After completing our journey to Stoney Creek, the special headed back to the Canal Liftbridge for what was supposed to be the last runpast of the day. This was different in that it was a double runpast and was well received in spite of the "gentle" breeze (more accurately described as an abnormally strong wind) off the lake. An impromptu last runpast was then held for the more fanatical members of the trip and much to the puzzlement of several cottagers on the Beach near the crossing of Highway #2.

ABOVE: The CN Station platform at Georgetown was a glaring sheet of ice on March 9, and was therefore nicknamed "the Georgetown Skating Rink". Fortunately, it did not cause any accidents.

LOWER LEFT: At the surprise stop at Milton, passengers were able to inspect the now disused station.

BELOW: The two RDCs cross the Burlington Beach Canal Drawbridge during the third runpast of the day.





Our return to Burlington was marked by yet another appearance of the City Wide Catering truck that provided hot food and beverages for those who wanted them. The train watchers in the group scored well, observing several movements including an inbound Tempo train, an outbound RDC set and many freights. The Starlight heading back to Toronto behind Penn Central GP38 #8111 and a pair of Geeps was certainly a surprise. After re-boarding the cars, a brisk run along the lakeshore Oakville Sub. brought the train back to Toronto Union Station for the end of a very enjoyable day.

ABOVE: Here's looking at you! RDC #6106 gets a rest during the photostop at Brampton Ontario.

BELOW: A hungry group of railfans crowds around the City Wide Catering truck for a hot meal at Burlington.



MAINLINE ELECTRIFICATION

Edited by Ron Layton

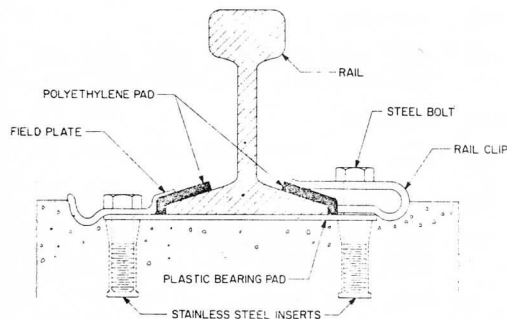
** Some good news and bad news from India. The state railway system has decided that it can no longer support any continuation of a steam locomotive building program. The last steam locomotive was built at the Chittaranjan Locomotive Works early in 1972. However for the good news, two five-year plans were announced to extend electrified route mileage by 1800 km (1125 miles) between 1975 and 1979, and by 3000 km (1875 miles) between 1980 and 1984.

** Soviet Railways plans a considerable extension to its electrified mileage. The end of 1976 will see a further 740 km (460 miles) of route energized. Power was switched on recently on a further 100 km of Trans-Siberian route, the aim for this year being to complete the electrification of 6500 km (4060 miles) of this route.

** Three fully automated 50 kv locomotives have been supplied by General Electric to the Black Mesa and Lake Powell Railroad for hauling coal trains from the Black Mesa Mine to the Navajo power station in Arizona. These Co-Co units have conventional thyristor control with motor field weakening for use at high speeds. There are no high voltage connections in the locomotives, the line voltage is taken directly to the transformer bushing which protrudes through the roof. A vacuum circuit breaker is mounted on the roof to protect other equipment and is tripped magnetically in case of a fault overload. Power is supplied to the axles by six GE 780 traction motors. These units have a single cab at one end and have only one half-diamond pantograph. They are rated at 5100 hp (continuous), are 63' 2" long, 15' 4" high from rail to roof, 17 feet including lowered pantograph and weigh 106 tons in working order.

** New York City commuters can expect a new route in the near future. The Penn Central's Danbury branch is to be re-electrified, platforms at the stations will be raised and new EMUs used. Funds needed are coming from the state.

** A new outdoor test facility has been built by British Rail at Craigendoran in Scotland to test the effects of salt and rain laden air on plastic coated insulators used on 25 kv overhead. The present series of tests are on three foot long samples of resin bonded fibreglass rods fitted with various candidate plastic coatings. These rods are ultimately intended for tension insulators and bridge and tunnel wire supports.



Cross-section of an insulated rail mount on the BART system.

** The introduction of electric commuter trains on Britain's ex Great Northern Railway system (King's Cross/Moorgate to Hertford and Welwyn Garden City) will be delayed by about six months because of late delivery of materials. Full inner suburban service will now be introduced in the fall of 1976 using 64 three-car units. Outer suburban service will start a year later using a further 26 four-car units. The inner suburban units will be unique in the U.K., being able to operate on a 25 kv a.c. overhead and 750 volt d.c. third rail. The third rail section will be in the "tube" tunnel between Drayton Park and Moorgate, taking over from the present London Transport Northern Line trains.

** Since d.c. powered electric railways are becoming more common in and around large cities, authorities are having to contend with increased metal loss on buried pipes due to stray ground currents. The easiest way to eliminate this problem is to bond underground utilities and tanks to the railway substation, a method which is expensive and requires a large degree of inter-departmental co-operation. Stray current corrosion can be completely eliminated by the installation of an insulated return line. The most notable examples of this are the Montreal Metro and the London Underground.

Consideration was given to stray current corrosion problems when the San Francisco/Oakland BART system was under construction. Here, the tracks are used for current return but are insulated from the ground. Some leakage was found mainly in the connections between track and substation. This caused serious interference with underground facilities and led to a series of compromise measures. Power cables close to but not connected to BART were grounded through electrolytic polarisation cells which reduced problems, but natural gas pipelines up to five miles away were affected. Finally tests showed that the installation of diodes between the tracks and the substation grounds would effectively eliminate stray current problems. This has now been carried out.

Alternating current systems are not immune from electrical effects. Single phase a.c. is especially effective in inducing stray currents in lineside equipment. Early in the British Rail 25 kv a.c. electrification schemes it became obvious that lineside telecommunications would have to be buried, some telephone lines had 1000 volts induced in them. The problem of stray ground currents was cured here by placing booster transformers at five mile intervals to force grounded traction current into a conductor that is strung between the overhead gantries. Returning to induction, the Union Pacific Railroad is at present carrying out tests on this problem. It's not just telegraph lines that suffer, Ontario Hydro has found that up to 200 volts can be induced into pipelines that are above grade and close to power lines.



A CN electric commuter train passes through Monkland Station on its way from Deux Montagnes to downtown Montreal Quebec in the summer of '73. (Grant Kingsland)

MOTIVE POWER AND ROLLING STOCK

Compiled by Raymond L. Kennedy

CP Rail

April 30, 1974.

ASSIGNMENT OF POWER

ATLANTIC REGION

St. Luc

FP7A (7) 1400, 1402, 1403, 1404, 1416, 1418, 1432.
 FP9A (10) 1405-1414.
 E8A (2) 1800, 1802.
 FA-1 (4) 4015, 4016, 4019, 4025.
 FA-2 (2) 4042, 4050.
 FP7A (10) 4066-4075.
 FPA-2 (1) 4082.
 FA-2 (10) 4084-4093.
 FPA-2 (4) 4094-4097.
 C-424 (51) 4200-4250.
 FB-1 (8) 4404-4410, 4416.
 FPB-2 (2) 4463, 4464.
 FB-2 (6) 4465-4470.
 GP30 (2) 5000, 5001.
 GP35 (23) 5002-5017, 5019-5025.
 RS-23 (21) 8019-8023, 8025-8031, 8035, 8038, 8039-8045.
 SW1200RS (3) 8131, 8135, 8140.
 RS-2 (1) 8407.
 RS-3 (33) 8426-8452, 8454, 8456-8460.
 RS-10 (28) 8462-8468, 8470-8472, 8475-8482, 8558-8564, 8566-8568.
 RS-10s (33) 8569-8600, 8824.
 RS-18 (50) 8750-8753, 8755-8800.
 44H44A (2) 18, 23.
 S-3 (8) 6500, 6501, 6507, 6508, 6523, 6524, 6529, 6593.
 S-10 (1) 6601.
 S-11 (1) 6622.
 S-2 (Alco) (21) 7010, 7012, 7013, 7014, 7015, 7017, 7029, 7030, 7033, 7034, 7038, 7039, 7040, 7041, 7042, 7045, 7052, 7056, 7057, 7058, 7062.
 S-2 (MLW) (6) 7078, 7079, 7080, 7086, 7088, 7095.
 Booster (2) B-100, B-101.

LEASED UNITS

RS-27 (Alco) (1) PECO 900, 901. (ex Alco Demo 900, 901.)
 GP7 (EMD) (2) P&LE 1527, 1530.
 GP7 (EMD) (4) B&M 1562, 1565, 1567, 1569.
 RS-3 (Alco) (3) URS 15, 16, 17. (United Railway Supply) (ex Reading RR.)

Glen (Montreal)

RDC-3 (4) 9021-9024.
 RDC-1 (20) 9049-9051, 9063-9056, 9058, 9059, 9060, 9064-9072, 9300.
 RDC-2 (9) 9100, 9106, 9108, 9111, 9114, 9116, 9194, 9198.

Kentville N.S. (Dominion Atlantic Railway)

SW1200RS (7) 8132-8134, 8136-8139.
 RDC-1 (2) 9057, 9062.

Bayshore N.B.

RS-23 (6) 8024, 8032, 8034, 8036, 8037, 8046.
 S-2 (Alco) (1) 7046.
 S-2 (MLW) (1) 7076.

McAdam N.B.

RS-23 (1) 8033
 44H44A (1) 22.
 S-10 (1) 6602.
 S-11 (1) 6621.
 S-2 (MLW) (1) 7087.

Brownville Jct. Maine.

RS-2 (Alco) (1) 8404 (no MU).
 S-2 (Alco) (1) 7097.

Newport, Vermont.

RS-2 (Alco) (4) 8400-8403 (no MU).
 S-2 (Alco) (2) 7096, 7098.

EASTERN REGION

Toronto.

M-636 (44) 4700-4743.
 M-640 (1) 4744.
 SD40 (50) 5500-5549.
 SW1200RS (18) 8112, 8116, 8118, 8123, 8124, 8130, 8141, 8143-8147, 8151, 8154, 8156, 8157, 8164, 8168.
 RS-18 (20) 8730-8749.
 RSD-17 (1) 8921.
 44H44A (1) 17.
 S-3 (11) 6506, 6509, 6514, 6515, 6526, 6537, 6544, 6546, 6550, 6552, 6588.
 S-10 (3) 6603, 6612, 6613.
 S-11 (3) 6614, 6617, 6618.
 SW8 (6) 6702, 6704, 6706, 6607, 6708, 6709.
 S-2 (Alco) (6) 7021, 7024, 7026, 7027, 7032, 7043.
 (MLW) (2) 7077, 7089.

S-4 (MLW) (2) 7107, 7108.

SW9 (6) 7400-7405.

John Street (Toronto).

S-3 (9) 6525, 6539-6543, 6545, 6584 (Dual Controls), 6587.

S-2 (Alco) (6) 7011, 7020, 7022, 7047, 7060, 7064.

RDC-3 (1) 9020.

RDC-1 (2) 9061, 9063.

RDC-2 (1) 9115.

RDC-4 (1) 9200.

Ottawa

S-11 (1) 6620.

S-2 (Alco) (1) 7028.
(MLW) (1) 7095.

Smiths Falls

S-3 (4) 6528, 6538, 6551, 6591.

S-11 (1) 6615.

S-2 (Alco) (2) 7016, 7025.

London

SW1200RS (3) 8149, 8150, 8163.

S-3 (3) 6586, 6589, 6590.

S-11 (1) 6616.

SW8 (2) 6700, 6701.

Windsor

SW8 (2) 6703, 6705.

S-2 (Alco) (3) 7023, 7059, 7061.

Preston (Grand River Rly & Lake Erie & Northern Rly.)

SW1200RS (3) 8160, 8161, 8162.

North Bay

SW1200RS (1) 8104.

S-3 (2) 6585, 6592.

S-2 (Alco) (1) 7031.

Sudbury

SW1200RS (9) 8109, 8142, 8152, 8153, 8155, 8158, 8159, 8167, 8171.

S-3 (1) 6549.

S-2 (MLW) (4) 7090, 7091, 7092, 7094.

S-4 (MLW) (1) 7099.

RDC-2 (3) 9103, 9109, 9112.

RDC-4 (2) 9250, 9251.

Chapleau

S-2 (Alco) (1) 7044.

White River

S-2 (Alco) (1) 7063.

Schreiber

S-3 (1) 6527.

PRAIRIE REGION

Winnipeg

GP38 (21) 300-3020.

FP7A (7) 4031, 4034-4038, 4040.

F7B (3) 4441-4443.

F9B (4) 4473, 4475, 4477, 4478.

SW1200RS (4) 8110, 8120, 8128, 8166.

GP9 (114) 8483-8506, 8530-8546, 8614-8632, 8647-8658, 8671-8708, 8801-8809.

S-3 (21) 6502, 6503, 6504, 6512, 6513, 6517, 6547, 6548, 6554-6558, 6562-6564, 6566, 6567, 6596-6599.

S-10 (4) 6604, 6605, 6606, 6609.

S-2 (Alco) (3) 7035, 7054, 7055.
(MLW) (2) 7084, 7085.

S-4 (MLW) (4) 7102-7105.

LEASED UNITS

GP9 (19) PNC (ex QNS&L): 120, 124, 126, 127, 130, 132, 138, 142, 143, 148, 150, 152, 158, 162, 164, 166, 170, 171, 177.

GP9 (EMD) (3) PNC (ex DT&I): 969, 970, 971.

(Re-manufactured)

GP9m(EMD) (1) PNC (ex SP): 3445.

(Re-manufactured, 1800 HP modification).

F7A (EMD) (3) B&LE: 725A, 727A, 728A.

F7B (EMD) (3) B&LE: 712B, 716B, 721B.

GP7 (EMD) (6) BAR: 67, 68, 70, 73, 74, 75.

Weston Shop (Winnipeg).

44H44A (2) 12, 21.

Thunder Bay

SW1200RS (8) 8107, 8108, 8111, 8121, 8122, 8129, 8165, 8169.

S-3 (7) 6555, 6570, 6577, 6580, 6581, 6582, 6595.

S-2 (Alco) (4) 7018, 7048, 7049, 7051.
(MLW) (3) 7081, 7082, 7083.

Booster (2) B-102, B-103.

Dryden

S-3 (1) 6511.

Kenora

S-11 (1) 6623.

Portage

44H44A (1) 16.

Brandon

S-3 (4) 6520, 6522, 6571, 6583.

Minnedosa

S-11 (1) 6619.

Estevan

S-3 (1) 6505.

Weyburn

S-3 (1) 6534.

Regina

S-3 (2) 6521, 6531.

S-10 (2) 6607, 6608.

S-2 (Alco) (1) 7019.

Moose Jaw

S-3 (4) 6510, 6532, 6559.

S-2 (Alco) (2) 7037, 7050.

S-4 (MLW) (1) 7101.

Swift Current

S-3 (1) 6553.

Wynyard

S-3 (1) 6533.

Sutherland

RS-23 (6) 8013-8018.

S-3 (5) 6560, 6561, 6565, 6568, 6569.

S-2 (Alco) (2) 7036, 7053.

Prince Albert

S-3 (1) 6575.

Medicine Hat

SW900 (1) 6720.

Lethbridge

S-3 (2) 6519, 6579.

S-4 (MLW) (1) 7111.

South Edmonton

SW900 (2) 6710, 6711.

S-4 (MLW) (1) 7110.

PACIFIC REGIONALYTH (Calgary).

FP7A (4) 4030, 4061, 4062, 4063.

F7B (17) 4427, 4431-4435, 4438-4440, 4444, 4445, 4447, 4459-4462.

F9B (2) 4474, 4476.

C630&M630 (37) 4500-4512, 4550-4573.

SD40 (15) 5550-5564.

SD40-2 (10) 5565-5674.

SD40-2L (30) 5806-5835.

SW1200RS (15) 8100-8103, 8105, 8106, 8113, 8814, 8115, 8117, 8119, 8125, 8126, 8127, 8170.

GP7 (12) 8409-8412, 8415-8418, 8421-8424.

GP9 (80) 8507-8523, 8525-8529, 8611-8613, 8633-8646, 8659-8670, 8810-8823, 8825-8838, 8839.

H-24-66 (3) 8900, 8904, 8905.

S-3 (7) 6516, 6535, 6536, 6576, 6578, 6594, 6600.

S-10 (2) 6610, 6611.

SW900 (8) 6712-6719.

RDC-2 (3) 9105, 9107, 9113.

LEASED UNITS

GP9 (17) PNC (ex QNS&L): 100, 104, 108, 110, 111, 112, 113, 114, 116, 118, 121, 122, 123, 135, 137, 144, 145.

Ogden Shop (Calgary)

44H44A (2) 10, 20.

Nelson

CPA-16-4 (3) 4053, 4057, 4065.

CPB-16-4 (2) 4104, 4105.

H-16-44 (27) 8549, 8554, 8555, 8556, 8602-8605, 8607-8609, 8709-8712, 8714-8718, 8720, 8721, 8723, 8724, 8726-8728.

S-4 (MLW) (3) 7109, 7115 (Kraft).

Vancouver

S-3 (2) 6518, 6572.

S-10 (1) 6611.

DS-4-4-1000(10) 7065-7070, 7072-7075.S-4 (MLW) (7) 7100, 7106, 7112, 7113, 7114, 7117, 7118.Cranbrook

S-4 (1) 7116.

Victoria (Esquimalt & Nanaimo Rly.)

DRS-4-4-1000 (7) 8000-8004, 8009, 8010.

S-3 (1) 6573.

RDC-2 (1) 9199.

LEASED OUTAlyth to Northern Alberta Railways. 8644, 8665, 8646, 8674.TIED UP UNSERVICEABLEAngusOgden

St.Luc 4042, 4213, 4242.

Alyth

PNC 100, 108.

RETIRED (April)

St.Luc 1415, 1417, 8473, 8565, 8453, 5018, 8903.

Winnipeg 8414.

Alyth 4448.

Nelson 4081, 8551, 8725.

Victoria 8005, 8006, 8007, 8008, 8011.

SUMMARY

	PSGR	RDC	FRT	YD	TOTAL
Atlantic					
Atlantic	19	35	322	50	425
Eastern		11	150	88	249
Prairie		206	84		290
Pacific		4	380	49	433

19 50 1058 271 1398 Grand Total.

NOTE: Yard engines underlined have M.U. controls.



ABOVE: Here she is! Canada's only E-8 units are CP #1800-1802, built by EMD in 1949. The two remaining were recently given a major overhaul at Alyth and have seen service on the Canadian. Here's 1800, 3/2/73.



ABOVE: CP's newest power backs off CP's newest turntable (1964-Toronto Yard). Locotrol equipped SD40-2 #5816 has unique 20.5" longer nose to house the electronic gear which enables the engineer to control mid-train robot units is seen at Toronto Yard on 7/2/74.



ABOVE: This FA-2 is CP's second #4016. The first one was wrecked in Maine when the second one was built by the CPR from the body of 4014 and the main components of wrecked 8557 in 1966.



ABOVE: "B" units are still abundant on the CPR, although reduced in number. They continue to receive major repairs and should exist for a few years yet. Here sits F7B #4440 at Toronto Yard on Dec. 5, 1972.

BELOW: Snow shield and one-piece pilot were new ideas a few years ago when GP35 units hit the scene. Originally numbered 8202-8213, these CP units have been re-numbered 5002-5013 (5000-5001 are GP30s).



BELOW: FP7A cab unit #4037 with blotted out CPR beaver crest is seen on Feb. 4, 1973. Most of these "covered wagons" still remain in service with sister unit #1400 handling the Canadian.

(all photos this page - Robbin Rekiel)



CP Rail						St.Luc	Toronto	Winnipeg	Alyth	Nelson	Off Roster
ASSIGNMENT OF POWER						Newport: 8400-8403 Brownville:8404					
St.Luc	Toronto	Winnipeg	Alyth	Nelson	Off Roster						
						8407					8405 8406
1400											8408
1402-1414					1401				8409-8412		8413 8414
1416					1415				8415-8418		8419 8420
1418					1417				8421-8424		8425
1432					(1419-1431)	8426-8452					8453
1800					(1433 1434)	8454					8455
1802					1801	8456-8460					8461
					(1900-1919)	8462-8468					8469
4015 4016					4000-4014	8470-8472					8473 8474
					4016 (1st)	8475-8482		8483-8506			
4019					4017 4018				8507-8523		8524
4025					4020-4024				8525-8529		
			4030		4026-4029			8530-8546			8547 8548
		4031								8549	8550-8553
		4034-4038			4032 4033					8554-8556	8557
		4040			4039	8558-8564					8565
4042					(4041)	8566-8600					8601
4050					4043-4049					8602-8605	8606
				4053	4051 4052					8607-8609	8610
				4057	4054-4056				8611-8613		
			4061-4063		(4058-4060)		8614-8632		8633-8646		
					4064		8647-8658		8659-8670		
4066-4075				4065			8671-8708			8709-8712	8713
4082					4076-4081					8714-8718	8719
4084-4097					4083						8720 8721
					4098					8723 8724	8725
4200-4250				4104 4105	(4099-4103)					8726-8728	8729
4404-4410					4400-4403						
4416					4411-4415		8730-8749				
					4417-4426	8750-8753					8754
			4427		4428-4430	8755-8800					
			4431-4435		4436 4437			8801-8809	8810-8823		
		4441-4443	4438-4440		4446	8824			8825-8839		
			4444 4445		4448				8900		8901-8903
			4447		4448-4458				8904-8905		8906-8920
4463-4470			4459-4462			8921					
		4473			4471 4472						
		4475	4474								
		4477 4478	4476								
			4500-4512								
			4550-4573		(4513-4516)						
					(4574-4581)						
5000-5017	4700-4744										
5019-5025					5018						
	5500-5549										
			5550-5674								
			5806-5835								
					(8200-8213)						
					(8300)						

St.Luc	Toronto	Winnipeg	Alyth	Nelson	Off Roster	EASTERN LINES	WESTERN LINES	OFF ROSTER
						LEASED		
						PNC	100, 104, 108, 110, 111, 112, 113, 114, 116, 118, 121, 122, 123, 135, 137, 144, 145.	
						6523	St.Luc	6516 Alyth
						6524	St.Luc	6517 Winnipeg
						6525	John St.	6518 Vancouver
						6526	Toronto	6519 Lethbridge
						6527	Schreiber	6520 Brandon
						6528	Smiths Falls	6521 Regina
						6529	St.Luc	6522 Brandon
						EASTERN LINES		
						WESTERN LINES		
						OFF ROSTER		
						8000-8004	Victoria	
						8009 8010	Victoria	
						8013-8018	Sutherland	
8019-8023	St.Luc							6530 Moose Jaw
8024	Bayshore							6531 Regina
8025-8031	St.Luc							6532 Moose Jaw
8032	Bayshore							6533 Wynyard
8033	McAdam							6534 Weyburn
8034	Bayshore							6535 Alyth
8035	St.Luc							6536 Alyth
8036 8037	Bayshore							
8038-8045	St.Luc							
8046	Bayshore							
8104	North Bay							
8109	Sudbury							
8112	Toronto							
8116	Toronto							
8118	Toronto							
8123 8124	Toronto							
8130	Toronto							
8131	St.Luc							
8132-8134	Kentville							
8135	St.Luc							
8136-8139	Kentville							
8140	St.Luc							
8141	Toronto							
8142	Sudbury							
8143-8147	Toronto							
8149 8150	London							
8151	Toronto							
8152 8153	Sudbury							
8154	Toronto							
8155	Sudbury							
8156 8157	Toronto							
8158 8159	Sudbury							
8160-8162	Preston							
8163	London							
8164	Toronto							
8167	Sudbury							
8168	Toronto							
8171	Sudbury							
6500	St.Luc							
6501	St.Luc							
6506	Toronto							
6508	St.Luc							
6509	Toronto							
6514	Toronto							
6515	Toronto							
						6537	Toronto	
						6538	Smiths Falls	
						6539	John St.	
						6540	John St.	
						6541	John St.	
						6542	John St.	
						6543	John St.	
						6544	Toronto	
						6545	John St.	
						6546	Toronto	
						6547		Winnipeg
						6548		Winnipeg
						6549	Sudbury	
						6550	Toronto	
						6551	Smiths Falls	
						6552	Toronto	
						6553		Moose Jaw
						6554		Winnipeg
						6555		Thunder Bay
						6556		Winnipeg
						6557		Winnipeg
						6558		Winnipeg
						6559		Moose Jaw
						6560		Sutherland
						6561		Sutherland
						6562		Winnipeg
						6563		Winnipeg
						6564		Winnipeg
						6565		Sutherland
						6566		Winnipeg
						6567		Winnipeg
						6568		Sutherland
						6569		Sutherland
						6570		Thunder Bay
						6571		Brandon
						6572		Vancouver
						6573		Victoria
						6574		
						6575		Prince Albert
						6576		Alyth
						6577		Thunder Bay
						6578		Alyth
						6579		Lethbridge
						6580		Thunder Bay
						6581		Thunder Bay
						6582		Thunder Bay
						6583		Brandon
						6584	John St.	
						6585	North Bay	
						6586	London	
						6587	John St.	
						6588	Toronto	
						6589	London	
						6590	London	
						6591	Smiths Falls	
						6592	North Bay	
						6593	St.Luc	
						6594		Alyth
						6595		Thunder Bay
						6596		Winnipeg
						6597		Winnipeg
						6598		Winnipeg
						6599		Winnipeg
						6600		Alyth
						6601	St.Luc	
						6602	McAdam	
						6603	Toronto	

EASTERN LINES		WESTERN LINES		OFF ROSTER	EASTERN LINES		WESTERN LINES		OFF ROSTER
		6604	Winnipeg		7059	Windsor			
		6605	Winnipeg		7060	John Street			
		6606	Winnipeg		7061	Windsor			
		6607	Regina		7062	St.Luc			
		6608	Regina		7063	White River			
		6609	Winnipeg		7064	John Street			
		6610	Alyth				7065	Vancouver	
		6611	Vancouver				7066	Vancouver	
6612	Toronto						7067	Vancouver	
6613	Toronto						7068	Vancouver	
6614	Toronto						7069	Vancouver	
6615	Smiths Falls						7070	Vancouver	
6616	London								7071
6617	Toronto						7072	Vancouver	
6618	Toronto						7073	Vancouver	
		6619	Minnedosa				7074	Vancouver	
6620	Ottawa						7075	Vancouver	
6621	McAdam				7076	Bayshore			
6622	St.Luc	6623	Kenora		7077	Toronto			
					7078	St.Luc			
6700	London				7079	St.Luc			
6701	London				7080	St.Luc			
6702	Toronto								
6703	Windsor						7081	Thunder Bay	
6704	Toronto						7082	Thunder Bay	
6705	Windsor						7083	Thunder Bay	
6706	Toronto						7084	Winnipeg	
6707	Toronto				7086	St.Luc	7085	Winnipeg	
6708	Toronto				7087	McAdam			
6709	Toronto				7088	St.Luc			
		6710	South Edmonton		7089	Toronto			
		6711	South Edmonton		7090	Sudbury			
		6712	Alyth		7091	Sudbury			
		6713	Alyth		7092	Sudbury			
		6714	Alyth		7093	Ottawa			
		6715	Alyth		7094	Sudbury			
		6716	Alyth		7095	St.Luc			
		6717	Alyth		7096	Newport			
		6718	Alyth		7097	Brownville			
		6719	Alyth		7098	Newport			
		6720	Medicine Hat		7099	Sudbury			
				7000			7100	Vancouver	
7010	St.Luc						7101	Moose Jaw	
7011	John St.						7102	Winnipeg	
7012	St.Luc						7103	Winnipeg	
7013	St.Luc						7104	Winnipeg	
7014	St.Luc						7105	Winnipeg	
7015	St.Luc				7107	Toronto	7106	Vancouver	
7016	Smith Falls				7108	Toronto			
7017	St.Luc								
		7018	Thunder Bay				7109	Nelson	
		7019	Regina				7110	South Edmonton	
7020	John St.						7111	Lethbridge	
7021	Toronto						7112	Vancouver	
7022	John St.						7113	Vancouver	
7023	Windsor						7114	Vancouver	
7024	Toronto						7115	Nelson (Kraft)	
7025	Smiths Falls						7116	Cranbrook	
7026	Toronto						7117	Vancouver	
7027	Toronto						7118	Vancouver	
7028	Ottawa								
7029	St.Luc				7400	Toronto			
7030	St.Luc				7401	Toronto			
7031	North Bay				7402	Toronto			
7032	Toronto				7403	Toronto			
7033	St.Luc				7404	Toronto			
7034	St.Luc				7405	Toronto			
7035		7035	Winnipeg						
		7036	Sutherland				10	Ogden	11
		7037	Moose Jaw				12	Weston	13
7038	St.Luc								14
7039	St.Luc								15
7040	St.Luc								
7041	St.Luc						16	Portage	
7042	St.Luc								
7043	Toronto				17	Toronto (Goderich)			
7044	Chapleau				18	St.Luc			19
7045	St.Luc						20	Ogden	
7046	Bayshore						21	Weston	
7047	John Street				22	McAdam			
		7048	Thunder Bay		23	St.Luc			
		7049	Thunder Bay						
		7050	Moose Jaw						
		7051	Thunder Bay						
7052	St.Luc	7053	Sutherland		R.D.C.-3:	9020-9024			
		7054	Winnipeg		R.D.C.-1:	9049-9072			
		7055	Winnipeg		R.D.C.-2:	9100-9116 & 9194-9199			
7056	St.Luc				R.D.C.-4:	9200 & 9250 9251			
7057	St.Luc				R.D.C.-1m:	9300. (ex 9102 R.D.C.-2).			
7058	St.Luc								

R.D.C.

DETAILS OF UNITS OFF THE ROSTER

Glen John St. Sudbury Alyth other Off Roster

9021-9024 9020

9049-9051

9053-9056

9058

9060

9062

9064-9072

9100

9101

9106

9108-9111

9114

9116

9194

9300

Reclining seats: 72: 9053, 9055, 9056, 9058.
52: 9105, 9107, 9113.

MODEL DESIGNATIONS

MLW

GMD

FA-1	1600 HP* A unit	FP7A	1500 HP A unit
FA-2	1600 HP A unit	FP9A	1750 HP A unit
FPA-2	1600 HP A unit	F7B	1500 HP B unit
FB-1	1600 HP* B unit	F9B	1750 HP B unit
FB-2	1600 HP B unit	E8A (EMD)	2250 HP A unit
FPB-2	1600 HP B unit		

RS-2	1600 HP* RS	SW1200RS	1200 HP RS
RS-3	1600 HP RS	GP7	1500 HP RS
RS-10	1600 HP RS	GP9	1750 HP RS
RS-10s	1600 HP RS	GP9m	1800 HP RS
RS-18	1800 HP RS	GP30	2250 HP RF
RS-23	1000 HP RS	GP35	2500 HP RF
RSD-17	2400 HP RS	GP38	2000 HP RS
		SD40	3000 HP RF
		SD40-2	3000 HP RS

C-424	2400 HP RF		
C-630)		L:	Locotrol equipped.
M-630)	3000 HP RF		
M-636	3600 HP RF	CLC	
M-640	4000 HP RF		

S-2	1000 HP SW	CPA-16-4	1600 HP A unit
S-3	660 HP SW	CFA-16-4	1600 HP A unit
S-4	1000 HP SW	CPB-16-4	1600 HP B unit
S-10	660 HP SW	H-16-44	1600 HP RS
S-11	660 HP SW	H-24-66	2400 HP RS
			(Trainmaster)

* up-graded from 1500 HP.

44H44A	500 HP SW
	(Hydraulic)

BALDWIN

DRS-4-4-1000	1000 HP RS
DS-4-4-1000	1000 HP SW

11	Retired	4450	Retired, Robot 1011
13	Sold, Coleman Collieries Ltd.	4451	Retired, Robot 1012
14	Sold, Cressbrook Forest Ind.	4452	Retired, Robot 1008
15	Sold, Vennard & Ellithorpe.	4453	Retired, Robot 1015
19	Sold, Penvidic Contracting.	4454	Retired, Robot 1006
1401	Trade In (W) 5024	4455	Sold body PGE, RCC-3
1415	Retired (W)	4456	Sold body PGE, RCC-4
1417	Retired (W)	4457	Retired, Robot 1013
1801	Retired (W)	4458	Retired, Robot 1014
1902	Retired (W)	4471	Retired, Robot 1009
1906	Retired (W)	4472	Retired, Robot 1010
1910	Retired (W)	5018	Retired (W)
4000	Trade In 4227	6507	Retired
4001	Trade In 4203	6574	Sold, Western Canada Steel
4002	Trade In 4236		
4003	Trade In 4225	7000	Display, Cdn Rly Museum
4004	Trade In 4247	7071	Retired (W)
4005	Trade In 4216	8005	Retired (W)
4006	Trade In 4243	8006	Retired (W)
4007	Trade In 4235	8007	Retired (W)
4008	Trade In 4211	8008	Retired (W)
4009	Trade In 4212	8011	Retired (W)
4010	Trade In 4241	8012	Retired (F)
4011	Trade In 4238	8148	Retired (F)
4012	Trade In 4233	8405	Trade In 4217
4013	Trade In 4232	8406	Retired
4014	Trade In 4249	8408	Trade In 4219
4016(1st)	Trade In (W) 8824	8413	Trade In 5015
4017	Trade In 4213	8414	Retired (F)
4018	Trade In 4215	8419	Retired (W)
4020	Retired (W)	8420	Trade In 5016
4021	Trade In 4226	8425	Trade In 5017
4022	Trade In 4248	8453	Retired
4023	Trade In 4220	8455	Retired
4024	Trade In 4223	8461	Trade In 4239
4026	Trade In 4204	8469	Trade In (W) 4202
4027	Trade In 4207	8473	Retired (F)
4028	Trade In 5019	8474	Trade In 8300
4029	Retired	8524	Retired
4032	Trade In 5023	8547	Retired
4033	Retired	8548	Retired (F)
4039	Retired (W)	8550	Retired (F)
4043	Trade In 4224	8551	Retired (F)
4044	Trade In 4221	8552	Retired
4045	Trade In 4205	8553	Retired
4046	Trade In 4250	8557	Rebuilt Angus 4016(2nd)
4047	Retired (F)	8565	Retired (W&F)
4048	Trade In 4206	8601	Retired
4049	Retired	8606	Retired
4051	Trade In 4228	8610	Retired (F)
4052	Retired (W)	8713	Retired (W)
4054	Retired	8719	Retired (W) Robot 1016
4055	Retired	8722	Retired (W)
4056	Retired	8725	Retired (W)
4064	Retired (F)	8729	Retired (F)
4076	Retired (W)	8754	Retired
4077	Retired (W)	8901	Retired
4078	Retired	8902	Retired
4079	Retired	8903	Retired
4080	Retired	8906	Sold, Striegel Supply & Equipment
4081	Retired	8907	Retired.
4083	Retired	8908	Retired
4098	Trade In (W) 4201	8909	Retired
4400	Trade In 4229	8910	Retired
4401	Trade In 4231	8911	Sold, Striegel Supply
4402	Trade In 4218	8912	Retired
4403	Trade In 4237	8913	Sold, Striegel Supply
4411	Trade In 4209	8914	Sold, Striegel Supply
4412	Trade In 4245	8915	Sold, Striegel Supply
4413	Trade In 4214	8916	Retired
4414	Trade In 4246	8917	Retired
4415	Trade In 4244	8918	Retired
4417	Trade In 4240	8919	Sold, Striegel Supply
4418	Trade In 4234	8920	Retired
4419	Trade In 4208	9052	Retired (W)
4420	Trade In 4222	9101	Retired (W)
4421	Trade In 4242	9104	Sold, C.N.R. 6207
4422	Trade In 4210	9195	Sold, C.N.R. 6208
4423	Trade In 4230	9196	Sold, C.N.R. 6209
4424	Retired	9197	Sold, C.N.R. 6210
4425	Trade In 5014	9198	Retired (W)
4426	Trade In 5018		
4428	Trade In 5021		
4429	Trade In 5020		
4430	Trade In 5022		
4436	Retired		
4437	Retired (W)		
4446	Retired (F)		
4448	Retired		
4449	Retired, Robot 1007		

NOTE: (W)= wreck (F)=fire
Units shown in (brackets)
on numerical list are off
roster due to re-numbering.
1400,1900 series Re#4000,4400's.
4513-4516 Re#4558-4561.
4574-4581 Re#4562-4569.
8200-8213 Re#5000-5013.
8300 Re#4200.



ABOVE: CLC built H-liners' opposed piston engines give these units a sound all their own. They are declining in numbers but still hold on in their home territory of Nelson B.C. This view was at Nelson on September 15, 1972.



ABOVE: A genuine honest-to-goodness C-liner, and in the old block lettering yet. All of the famous CPR beaver emblems were removed when corporate changes created CP Rail.

BELOW: SD40 #5517 is one of a huge fleet of such units including Dash-2s still being delivered. Totals to date are 65 SD40s and 134 SD40-2s including 30 5800 series Locotrol equipped units.



BELOW: The newer "jack of all trades" SW1200RSs are a very popular improvement over S-2s, being full equipped for mainline and MU operations. This view of 8114 is at Cranbrook B.C. on September 15, 1972.

BELOW: Durable old RS-3s still haunt CP Rail in a good number and in mainline service too! Some sister engines joined 4000 and 4400 in being re-made by MLW into C-424s.

(all photos this page - Robbin Rekiel)



SUMMARY OF YARD UNITS EQUIPPED WITH M.U. CONTROLS

MLW S-3 660 HP 6560, 6561, 6562, 6563, 6564, 6565,
6567, 6568, 6570, 6571, 6576, 6577,
6580, 6581, 6582, 6583, 6594, 6595,
6596, 6597, 6598, 6599.

MLW S-10 660 HP 6604, 6605, 6606, 6607, 6608, 6609.

ALCO S-2 1000 HP 7030, 7033, 7038, 7039, 7040.
(these units control B-100 & B-101)

BALDWIN 1000 HP 7065, 7066, 7067, 7068, 7069, 7070,
7072, 7073, 7074, 7075. (also 7071 scrapped)

MLW S-2 1000 HP 7077, 7089. (m.u. each other only)

MLW S-2 1000 HP 7100, 7106, 7107, 7108.

MLW S-4 1000 HP 7100, 7106, 7107, 7108.

GMD SW9 1200 HP 7400, 7401, 7402, 7403, (7404, 7405.)
(on rear only)

MLW S-2 1000 HP 7081, 7082, 7083.
(these units only control B-102 & B-103).

NOTES: Units underlined were built equipped with M.U. all others had m.u. added at various dates.
Units 6605-6608 were also ballasted to 215,000 lbs.
Units 6560 6561 were built weighing 212,000 lbs.
Normal weight S-3: 199,000; S-10: 196,000.
This ballasting has the effect of increasing the pulling ability closer to that of a 1000 HP ALCO, which weighs 230,000 lbs.
6560, 6561, were originally built for Dominion Atlantic Railway, and came equipped for road service; class lights, combination pilot/footboards etc.

ROAD UNITS NOT EQUIPPED WITH M.U. CONTROLS

ALCO RS-2 1500 HP 8400, 8401, 8402, 8403, 8404.

SUMMARY OF UNITS EQUIPPED WITH STEAM GENERATORS Feb.1, 1974.

PSGR A units 89 mph gearing (all remaining 1400 series)

GMD FP7A 1400, 1402, 1403, 1404; 1416, 1418, 1432.

GMD FP9A 1405, 1406, 1407, 1408, 1409, 1410, 1411,
1412, 1413, 1414.

PSGR A units 85 mph gearing (all remaining 1800 series)

EMD E8A 1800, 1802.

FRT & PSGR A units 65 mph gearing

GMD FP7A 4034; 4066, 4067, 4068, 4069, 4070, 4071,
4072, 4073, 4074, 4075.

FRT & PSGR A units 75 mph gearing

MLW FPA-2 4082, 4094, 4095, 4096, 4097.

FRT & PSGR A unit 70 mph gearing

CLC CPA16-4 4105.

FRT & PSGR B unit 65 mph gearing

GMD F7B 4434.

GMD F9B 4473, 4474, 4475, 4476, 4477, 4478.

FRT & PSGR RS units 75 mph gearing

MLW RS-10 8462, 8463, 8464, 8465, 8466, 8467, 8468; 8470,
8471, 8472; 8475, 8476, 8477, 8478, 8479. 8480,
8481, 8482. 8558, 8559, 8560, 8561, 8562, 8563,

8564, 8565, 8566, 8567, 8568, 8569, 8570, 8571,
8572, 8573, 8574, 8575, 8576, 8577, 8578, 8579,
8580, 8581.

FRT & PSGR RS units .65 mph gearing

GMD GP9 8507, 8508, 8509, 8510, 8511, 8512, 8513, 8514,
8515, 8516, 8517, 8518, 8519, 8520, 8521, 8522,
8523; 8525, 8526, 8527, 8528, 8529.

FRT & PSGR RS unit 70 mph gearing

CLC H16-44 8555.

NOTE: Many of these units are not in daily passenger service.

Units may not have steam generators in service.

SUMMARY OF UNITS SPECIALLY EQUIPPED VARIOUS CONTROLSEQUIPPED WITH HUMMING SIGNAL APPARATUS AND HUMP CONTROL

MLW S-3 6598, 6599.

MLW S-10 6605.

ALCO S-2 7030, 7033, 7038, 7039, 7040.

MLW S-4 7102, 7104.

GMD SW9 7400, 7401, 7402, 7403.

GMD SW1200RS 8100, 8106, 8115.

EQUIPPED WITH HUMP CONTROL ONLY

MLW S-3 6501, 6540, 6541.

MLW S-4 7110, 7117.

GMD SW1200RS 8112, 8116, 8118.

CLC H-16-44 8714, 8715, 8716.

CLC H-24-66 8900, 8903, 8905.

EQUIPPED TO M.U. WITH HUMP CONTROL UNITS (for use trailing)

GMD SW9 7404, 7405. (M.U. on rear of units only)

GMD SW1200RS 8112, 8116, 8118.

EQUIPPED WITH REMOTE HUMP CONTROL

GMD GP9 8633, 8634, 8635. (also chop nose applied)

EQUIPPED TO OPERATE BOOSTER UNITS B-102 & B-103

MLW S-2 7081, 7082, 7083.

SUMMARY OF UNITS EQUIPPED WITH WATCHMAN STAND-BY HEATERS

MLW S-3 6506, 6514, 6515, 6538, 6544, 6549, 6560, 6561,
6586, 6589, 6590.

MLW S-11 6614, 6617.

ALCO S-2 7021, 7061.

MLW S-4 7105, 7110.

MLW RS-23 8013, 8014, 8015, 8016, 8017, 8018.

GMD SW1200RS 8103, 8104, 8106, 8141, 8142, 8143, 8145, 8146,
8147, 8150, 8152, 8153, 8154, 8155, 8156, 8157,
8158.

ALCO RS-2 8400, 8403.



ABOVE: Only a handful of these well-liked GP38s have been built (21) and are classed as road switchers while all other new generation power is considered road freight. All recent orders have been for six-axle power.



ABOVE: Century 424 units were all re-manufactured by MLW from ALCO and MLW RS-2s, 3s and also FA-2s (A and B units). This one features major components from number 4010, taken at Toronto Yard on March 3, 1974.



ABOVE: Banged-up Baldwin #8007 is one of several recently retired due to wreck damage. These road switchers lasted intact for many years and are still active on Vancouver Island. This view is at Wellcox Yard in Nanaimo B.C. on October 13, 1973.



ABOVE: The GP9 is still a very popular unit and great numbers roam Canada from coast to coast on many railways. On the CPR, most GM power is in the west. Note the old style headlight on #8484.

BELOW: Abundant but never all that well liked (compared to 8700 RS-18 units) are these RS-10 long nose forward 75 m.p.h. units. Many are equipped with steam generators.

BELOW: Workhorse "seventy hundred" ALCO is represented here by mainline equipped number 7043. This unit often runs to Streetsville and Guelph Jct. on the old "stone train" of D-10 steam engine days.

(all photos this page - Robbin Rekiel)



C.P.Rail

Assignment of Power, Changes

NOTE: The changes shown here are for information only, the assignment of power feature is up-to-date as printed.

November 1973

Location	Delete	Add
Toronto		5510-5519
Thunder Bay		6511
Winnipeg	BAR 69, 83.	PNC 970, 971, 3445, 120, 132, 138, 143, 164, 170, 171, 177.
Regina	6511	6607, 6608.
Alyth	5510-5519	

December 1973

St.Luc		P&LE 2809-2811.
Thunder Bay	8110, 8120, 8122, 8125.	8121, 8165.
Winnipeg	8121, 8129, 8165, 8170, BAR 63, 65, 71, 75, 76.	8110, 8120, 8122, B&LE 712B, 721B.
Alyth		8119, 8125, 8129, 8170.
Nelson	8119	
Unserviceable		PNC 148 (Winnipeg)

January 1974

St.Luc	8039, 8040.	P&LE 1527, 1530; URS 15, 16.
Glen		9023
Toronto	6560, 6561.	8039, 8040, 7108.
Sudbury	9023	
Winnipeg		PNC 969
Sutherland		6560, 6561.
Alyth	7100, 7106, 7108.	5806-5809, 6611, 6715.
Vancouver	6611, 6715, 7071.	7100, 7106.
Lease N.A.R.	8669	8665
Unserviceable		9198 (Glen), 9052 (John St.), PNC 132 (Winnipeg), PNC 122 (Alyth).

February 1974

St.Luc	P&LE 2809-2811.	4212-4250, 8039, 8040, B&M 1562, 1565, 1567, 1569, URS 17.
Toronto	4212-4250, 8039, 8040.	5520-5549.
Thunder Bay	8128.	8122, 6511.
Winnipeg	8122.	8128, BAR 75.
Regina	6511	
Lethbridge	6518, 6719.	6579.
Red Deer	6579.	Now assigned NIL.
Alyth	5520-5549.	5810-5829, 6518, 6715.
Vancouver		6611.
Unserviceable	PNC 148, 132 (Wpg)	4042, 8453, 8776 (St.Luc).
	PNC 122 (Alyth)	PNC 166 (Wpg) PNC 162, 3445, (Alyth).

March 1974

Kentville	9059, 8131.	9062.
Sherbrooke	8038, 7078.	Now assigned NIL.
Quebec	7013, 7052.	Now assigned NIL.
St.Luc		8038, 8131, 7013, 7052, 7078.
Glen	9062	9059.
Toronto	6616.	
Thunder Bay	6511, 6607, 6608.	6555.
Winnipeg	6555.	6558.
Weyburn	6559.	6534.
Regina	6510.	6531.
Moose Jaw	6534, 6553.	6510, 6559.
Swift Current	6531.	6553.
Sutherland	6575.	6569.
Prince Albert	6569.	6575.
Alyth	6518, 6611.	5830-5835, 6719.
Vancouver		6518.
Lease N.A.R.		8646.
Unserviceable	8776, PNC 166, 162, 3445.	PNC 122.

Canadian Pacific

Location Delete Add

April 1974

St.Luc	1415, 1417, 5018, 8453, 8473, 8565, 8903.	
Glen	9102.	9300.
Sudbury	9109, 7099.	
Soo	7099.	Now assigned NIL.
Thunder Bay		8111, 8129.
Winnipeg	8414.	BAR 67, 74.
South Edmonton		7110.
Alyth	4448, 8111, 8129.	
Nelson	4081, 8551, 8725.	
Kaslo	7110.	Now assigned NIL.
Vancouver	8005, 8011.	
Victoria	8006, 8007, 8008.	
Leased N.A.R.		8674.
Unserviceable	1415, 1417, 8453, 8473, 8565, 4081, 9198, 9052, 5018, 8903, 8414, 4448, 8551, 8725, 8006, 8007, 8008, 8011.	PNC 100, 108.
	(Above all retired)	
	PNC 122.	

NOTE: Retired units are underlined, plus 9052 and 9198 above.

CP Rail

RETIREMENTS 1973

Unit	Date	Shop	Remarks	Details
4047	May 10/73	Angus	Scrapped.	Electrical fire Mar.28/73 M-9.5 Belleville Sub.
4049	Sept.21/73	Angus	Scrapped	
4083	Oct. 3/73	Angus	Scrapped	
7071	Dec. 4/73	Ogden	Scrapped	Sideswiped at Vancouver
8012	Apr. 11/73	Ogden	Scrapped	Fire Feb.19/73 Port Alberni
8548	June 28/73	Ogden	Scrapped	Fire Spring 1973
8610	Sept.21/73	Ogden	Scrapped	Internal fire 11/10/71
8754	July 20/73	Angus	Scrapped	

PASSENGER EQUIPMENT

SOLD TO BRITISH COLUMBIA RAILWAY

12 2200 series Coaches, lightweight picture window mechanical A.C. 2238, 2241, 2242, 2252, 2263, 2267, 2270, 2271, 2280, 2283, 2286, 2296. (Seats removed for RDC's earlier are underlined.)
 3 Buffet-Parlor cars: 6600, 6601, 6602.
 1 Baggage car: 2757 (ex 4757).
 also one piece of work equipment: 415797 tender (from steam engine)

The above equipment is for proposed steam excursion service in British Columbia using C.P.R. 2860 oil-fired Royal Hudson 4-6-4.

DONATED TO ALBERTA PIONEER RAILWAY ASSOCIATION (EDMONTON)

1 Sleeper; 1 Drawing Room, 2 Compartments, 8 Sections: REDVERS.

NOTE: All of the above equipment was to be moved from Glen Yard in late February 1974.

New Units: SD40-2L (Locotrol) All assigned to Alyth.

Unit	On Roster	Unit	On Roster
5806	Jan. 26/74	5821	Feb. 20/74
5807	Jan. 26/74	5822	Feb. 21/74
5808	Jan. 28/74	5823	Feb. 21/74
5809	Jan. 28/74	5824	Feb. 23/74
5810	Jan. 31/74	5825	Feb. 23/74
5811	Jan. 31/74	5826	Feb. 26/74
5812	Feb. 5/74	5827	Feb. 26/74
5813	Feb. 5/74	5828	Feb. 28/74
5814	Feb. 8/74	5829	Feb. 28/74
5815	Feb. 8/74	5830	Mar. 4/74
5816	Feb. 14/74	5831	Mar. 4/74
5817	Feb. 14/74	5832	Mar. 8/74
5818	Feb. 16/74	5833	Mar. 8/74
5819	Feb. 16/74	5834	Mar. 13/74
5820	Feb. 20/74	5835	Mar. 13/74

UPDATE

CANADIAN NATIONAL RAILWAYS

Leased Out	Effective	Returned
4016 GO Transit		Feb. 3/74
4017 GO Transit		Feb. 3/74
4152 N.A.R.	Feb. 22/74	
7960 Northwood Pulp & Paper (Prince George B.C.)	Feb. 6/74	Mar. 6/74
4154 N.A.R.	Mar. 21/74	Mar. 21/74
4348 N.A.R.	Mar. 23/74	
8497 Indusmin (Acton Ont.)	Mar. 18/74	May 7/74 *
4147 N.A.R.	Apr. 27/74	
1294 Donahue Bros. (Claremont Que.)		May 25/74
1303 Donahue Bros.	May 25/74	
7180 Abitibi Paper (Pine Falls Man.)	May 21/74	
* Sold to Indusmin, May 7/74.		

ON LEASE

GTW 4540 Spadina	Feb. 9/74	
GTW 4544 Spadina	Feb. 9/74	
GTW 4900 Spadina		Feb. 11/74 *
GTW 4909 Spadina		Mar. 27/74
GTW 4433 Spadina	Mar. 28/74	
GTW 4552 Spadina	Mar. 9/74	
GTW 4553 Spadina	Mar. 9/74	
GTW 4557 Spadina	Mar. 10/74	
GTW 4912 Spadina	Mar. 9/74	
GO 9808 Toronto	Jan. 26/74	
GO 9809 Toronto	Jan. 26/74	Apr. 24/74
GO 9811 Toronto	Jan. 26/74	Apr. 24/74
GO 9810 Toronto	Jan. 28/74	Apr. 13/74
DMIR 115 Symington		Feb. 8/74
DMIR 124 Symington		Feb. 11/74
DMIR 132 Symington		Feb. 8/74
DMIR 142 Symington		Feb. 16/74
DMIR 144 Symington		Feb. 12/74
DMIR 149 Symington		Feb. 19/74
DMIR 150 Symington		Feb. 9/74
DMIR 152 Symington		Feb. 16/74
DMIR 157 Symington		Feb. 8/74
DMIR 164 Symington		Feb. 19/74
R&S 26 Montreal	Feb. 16/74	Apr. 16/74
R&S 27 Montreal	Feb. 16/74	Apr. 16/74
C&O 5922 Montreal		May 19/74
C&O 5973 Montreal		May 16/74
C&O 6004 Montreal		May 17/74
C&O 6026 Montreal		May 15/74
C&O 6027 Montreal		May 9/74
C&O 6033 Montreal		Mar. 14/74
C&O 6035 Montreal		May 19/74
C&O 6036 Montreal		May 8/74
C&O 6037 Montreal		Mar. 13/74
C&O 6038 Montreal		Mar. 12/74
C&O 6045 Montreal		Mar. 12/74
C&O 6070 Montreal		May 19/74
C&O 6095 Montreal		May 8/74
C&O 6140 Montreal		May 1/74
C&O 6151 Montreal		May 14/74
C&O 6153 Montreal		May 16/74
C&O 6154 Montreal		Mar. 12/74
C&O 6157 Montreal		May 17/74
C&O 6161 Montreal		May 19/74
C&O 6166 Montreal		Mar. 13/74
C&O 6168 Montreal		May 15/74
C&O 6178 Montreal		May 9/74
C&O 6183 Montreal		May 16/74
C&O 6193 Montreal		May 16/74
C&O 6196 Montreal		Mar. 10/74
C&O 6198 Montreal		May 16/74
C&O 6202 Montreal		Mar. 12/74
C&O 6203 Montreal		Mar. 14/74
C&O 6247 Montreal		Mar. 14/74

ASSIGNMENTS

Spadina

GO 9808	
GO 9809, 9811.	
GO 9810	
GTW 4552	
GTW 4553	
GTW 4427, 4428.	
4016, 4017.	
8174	
8515	
8518	
8153 (Retired)	

Delete

Add

Mar. 8/74	Jan. 26/74
Mar. 8/74	Jan. 26/74
Apr. 4/74	Jan. 28/74
Apr. 5/74	
May 7/74	
May 5/74	Feb. 3/74
May 24/74	May 24/74
May 7/74	

Toronto

GO 9809, 9810.	
GO 9811	
9400, 9401 (new GP40-2F)	
9402, 9403	
9404, 9405	
9406, 9407	
9408, 9409	
9410, 9411	
9412, 9413	
9414, 9415	
9416, 9417, 9418, 9419.	
8515	
8518	

Apr. 24/74	Mar. 8/74
Apr. 13/74	Mar. 8/74
	Mar. 19/74
	Mar. 23/74
	Mar. 27/74
	Mar. 29/74
	Mar. 30/74
	Apr. 8/74
	Apr. 11/74
	Apr. 16/74
	Apr. 19/74
May 24/74	May 24/74

Montreal

2530 (new MLW M420F)	
2531	
2532	
2533	
2534	
2535	
2536	
2537	
2538	
2539	
2540	
2541	
2542	
2543	
2544	
2545	
2546	
2547	
2548	
2549	
2550	
2551, 2552.	

Apr. 3/74
Apr. 4/74
Apr. 5/74
Apr. 9/74
Apr. 10/74
Apr. 11/74
Apr. 12/74
Apr. 17/74
Apr. 19/74
Apr. 20/74
Apr. 25/74
Apr. 27/74
May 2/74
May 4/74
May 5/74
May 15/74
May 11/74
May 16/74
May 18/74
May 23/74
May 29/74
May 31/74

9420, 9421.	
9422, 9423.	
9424, 9425, 9426.	
9427, 9428.	
9429, 9431	
9430.	
9432, 9433.	
9434, 9435.	
9436, 9437.	
9438, 9439.	

Apr. 24/74
Apr. 27/74
Apr. 30/74
May 7/74
May 10/74
May 8/74
May 14/74
May 16/74
May 17/74
May 23/74
May 25/74
May 29/74
May 31/74

9440, 9441.	
9442, 9443.	
9444, 9445.	
5222-5240 (19 units)	
2330-2339 (10 units)	

Apr. 15/74
Apr. 30/74

Moncton

2330-2339 (10 units)	
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Apr. 30/74

Neebing

1900, 1901.	
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Apr. 18/74

Symington

5222-5240 (19 units)	
5076-5090 (15 units)	
7213	
7245	
1900, 1901.	
7944 (Retired)	

Apr. 15/74	Apr. 15/74
Apr. 10/74	Apr. 10/74
Apr. 10/74	
Apr. 18/74	
Apr. 9/74	

Calder	Delete	Add
5076-5090 (15 units)		Apr. 15/74
6113 (RDC)	Mar. 27/74	
9056 (Retired)	Apr. 9/74	
9088 (Retired)	Apr. 3/74	
9174 (Re-Manufactured)		May 4/74

Prince George

7960 (Retired)	Apr. 9/74
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Saskatoon

6113 (RDC)		Mar. 27/74
7213	Apr. 10/74	
7245		Apr. 10/74

Halifax

8234	May 31/74
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Stratford

8234		May 31/74
8497 (Retired)	May 7/74	

Fort Erie

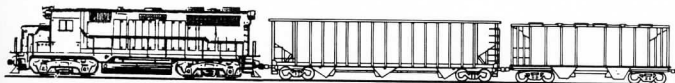
8174		May 7/74
8114 (Retired)	May 7/74	

St. Albans (C.V.)

4552 (temporary)	GTW	Apr. 4/74
4553 (temporary)	GTW	Apr. 5/74

West Virginia (DW&P)

4427, 4428 (temporary)	GTW	May /74
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BELOW: Spanking newly rebuilt F-unit number 9175 is seen westbound on CN's train #9 at Smithers B.C. on June 23, 1974 enroute to Prince Rupert. This unit was outshopped on June 14. (Ted Wickson)

RAILWAY NEWS

THREE FIRMS TO BUILD 4000 HOPPER CARS

Three contracts to provide 4000 new hopper cars valued at about \$128 million for grain service have been announced by Otto Lang, minister responsible for the Canadian Wheat Board. The Trenton N.S. plant of Hawker Siddeley Ltd. of Toronto is to provide 1400 steel cars valued at \$43 million; Marine Industries Ltd. of Sorel Quebec will build 1000 steel cars valued at \$31.5 million; and National Steel Car Ltd. of Hamilton Ont. will manufacture 1600 aluminum cars costing about \$54 million. Mr. Lang said the steel cars will be identical to the 2000 already in service. They will have a 4550 cubic feet capacity, weigh 61,000 pounds and have a load limit of 202,000 pounds. This means they will carry about 3000 bushels of grain compared with 2000 for a standard box car. The aluminum cars will be slightly smaller, having a 4100 cubic foot capacity with a load limit of 180,000 pounds or 2700 bushels of grain. These lighter cars will be capable of operating over secondary main lines such as the line to Churchill Man. Mr. Lang said the first cars will be delivered in the final quarter of 1975 and most are expected to be in service for the start of the 1976-77 crop year.

UNITED AIRCRAFT ENDS PASSENGER BUSINESS

United Aircraft Corp., which designed the Turbo train, first introduced in Canada, is leaving the passenger train business. A spokesman for the CNR, which is leasing three of the Turbos said withdrawal of the company will have no effect on its current Turbo service between Toronto and Montreal. He noted that CN is operating the trains on a three-year lease from December with an option to buy at the end of that time. United Aircraft gave no reasons for quitting the field, but it has found few buyers for its trains. Seven trains were built, five by MLW Industries Ltd. of Montreal and two by the Pullman Co. in the United States. They were powered by PT-6 turbine aircraft engines built in Canada by United Aircraft Ltd. Since re-entering service in January of this year, the CN-operated Turbos have built up a high level of reliability and no trains have been withdrawn, on-time record ranging between 80 and 90%. The trains have also proved popular with the travelling public, load factors averaging very high, quite often being sold out, especially on weekends.



TRACTION TOPICS

Edited by Mike Roschlau

TORONTO HOSTS E.R.A. CONVENTION

From July 5 to 7, Toronto once again became the host city for the Electric Railroaders' Association's annual convention. With the Rogers Rd. conversion only being three weeks off, this date became even more suitable. A total of nine fun-packed events were planned for the weekend, all available at a total cost of \$45.

This was the ERA's 40th anniversary convention and the headquarters were located at the King Edward Sheraton Hotel on King St. just east of Yonge. On Friday morning at 10:20 a.m. a trolley bus fantrip left Lansdowne Stn. to cover much of the west end division with several photostops. The tour was over in time for the out-of-towners to view the evening rush hour at its height. On Friday evening at 7:30 p.m. a movie show was held at the hotel completely FREE of charge. Films from the TTC library were shown, including an excellent official Kansas City Public Service "War Effort and Safety" film shot in the early 1940s. After this (at about 10.00 p.m.), a moonlight Peter Witt tour around Toronto was operated with both #2766 and #2894. This included some normally unused trackage downtown and a fast trip out to Long Branch.

Saturday morning held in store for the members of the convention the FIRST EVER chartered subway train in the history of the TTC. This left from Davisville Stn. southbound at 8:30 a.m. taking the railfans right to Greenwood Yard via Union Stn. and the lower level of Bay Station. At Greenwood, all work equipment except RT-3 and RT-6 was spotted beautifully in front of the shop for photography. A tour was given of the main shop and of the inside of RT-14/15, the rail grinding train. Following is a roster of TTC subway work equipment:

RT-1	Rail Maintenance car	rebuilt in 1953 (1909 vintage)
RT-3	Wall Washer car	rebuilt in 1953 (1922 vintage)
RT-6	Snow Blower Car	rebuilt in 1954 (1922 vintage)
RT-7	Rail Corrugation Grinder	rebuilt in 1967 (1915 vintage)
RT-10	Refuse Collection car	built in 1967
RT-11	Non-motored Flat car	built in 1967
RT-12	Electric Locomotive	built in 1968
RT-13	Crane car	built in 1968
RT-14/15	Rail Grinding train	rebuilt in 1970 (1949 vintage as PCCs 4410 and 4446)
RT-16/17	Non-motored tunnel washing train	built in 1973



At Greenwood Yard, the members of our tour are shown around the facilities and are able to photograph the work equipment, spotted precisely in the right place for photography. (Mike Roschlau)

Near the end of the tour at Greenwood, everyone congregated around the chartered train ready for reboarding. (Mike Roschlau)



RIGHT:

Our train poses for her portrait in the lower level of Bay Station. Note the new "Museum" rollsign, the old non-digital clock and run number "99". (Mike Roschlau)

BELOW:

Ex Ontario Northland FP7-A APCU #9861 is seen at the end of the ERA's three-car excursion train leaving Union Station at 12:30 p.m. on July 6, 1974. (Mike Roschlau)



After leaving Greenwood, the chartered train proceeded east to Warden Stn. and then west to the lower level of Bay Station where a photostop was held. The train then went south on the University line to drop passengers at Union and King Stations. The cars used were G-1 & G-3 class cars #5011, 5210, 5211 and 5010 marked as being "extra specially clean".

About an hour was allowed for lunch before the chartered GO Transit tour was scheduled to depart from Union Station. Headed by brand new GO GP40-2 #9810 and topped off by APCU (ex ONR FP7-A) #9861. The trip went northwest to Georgetown, south to Stoney Creek and back to Burlington via the soon to be abandoned Beach Subdivision and back to Toronto via the Lakeshore route.

After a cocktail hour beginning at 6:30 p.m., a sumptuous full-course dinner was served at 7:30 (in the hotel of course). Following the dinner, Mr. Raymond F. Corley, Superintendent of Design and Development, TTC Equipment Department, also assigned to the UTDC as Project Engineer of the Light Rail Vehicle Program addressed the Association. Immediately after the banquet, a second moonlight Peter Witt tour was operated with a completely different routing as the previous one.

On Sunday a "PCC Supertour" was operated. This was one of the most complex PCC tours ever operated by railfans in any city. After departure from the pickup point, a total of six cars (three at any one time) were run at various times over varied routings. All cars eventually covered the same ground, some of it together and some separated. Featured was a round trip on the Rogers Rd. route and MU operation on the Queensway from Roncesvalles to Humber Loop. Many interesting photostops and runpasts were also held.



UPPER: TTC Small Witts #2766 and 2894 make a photostop at Main St. subway station during their moonlight tour on Saturday evening, July 6, 1974. (Mike Roschlau)

LOWER: Just after the MU run along the Queensway, PCCs #4496 and 4675 are uncoupled at Humber Loop. This was part of the intricate PCC Supertour on Sunday July 7, 1974. (Mike Roschlau)



TTC WANTS END TO FEDERAL TAX

The Toronto Transit Commission has sent telegrams to Ottawa asking the Federal Government to enact by Order in Council a new regulation to eliminate the 12 per-cent federal sales tax on public transit vehicles. The telegrams ask the new Liberal Government to include the exemptions as soon as possible to save Metro taxpayers hundreds of thousands of dollars this summer. The tax elimination would save the TTC over \$1 million on its 128 new buses being placed in service this summer. A substantial saving would also be incurred on the 88 subway cars due to start delivery this fall.

TTC IGNORES PLEA, WORKS FULL SPEED ON SUBWAY

Planning and construction of the \$155 million Spadina Subway will proceed at full speed despite a Metro Executive Committee directive to the TTC asking it to cease work on some drawings for the project. The TTC unanimously and emphatically said NO to the Metro directive on July 17, and fired off a report to Metro showing that conforming to its request could add more than \$12 million to the subway's total cost. Metro executive, led by Toronto politicians, had asked the TTC to cease work on the drawings for the proposed Lowther Station and Dupont Stn. until the costs of eliminating the Lowther Station could be determined. The TTC, however, says it needs the Lowther Station to provide an alternative transfer point from the

Spadina line to the Bloor-Danforth line and the proposed Spadina streetcar line. The commission authorized its engineering staff to continue its planning work at "full speed as planned".

TORONTO TRANSIT STRIKE A POSSIBILITY

It is a possibility that Toronto transit riders may face a crisis sometime in August. Members of the Amalgamated Transit Union, Division 113, are meeting to vote on recommendations by the union's executive board dealing with a contract offer from the TTC. The detailed proposals are being awaited by the union's negotiating committee and will be dealt with soon. Among 142 proposals submitted by the union to the TTC are a wage increase of 40%, a cost-of-living escalator and reduction of the current 10.5-hour spread over which regular operators can be required to work their eight-hour day. A reduction in the 13-hour spread for spare operators is also being sought. The bargaining is at the conciliation stage. A rejection by the membership of the contract proposal would carry strike authorization. However, it probably would be three to four weeks before the union could be in a legal strike position. Additional bargaining and mediation would take place before a strike deadline.