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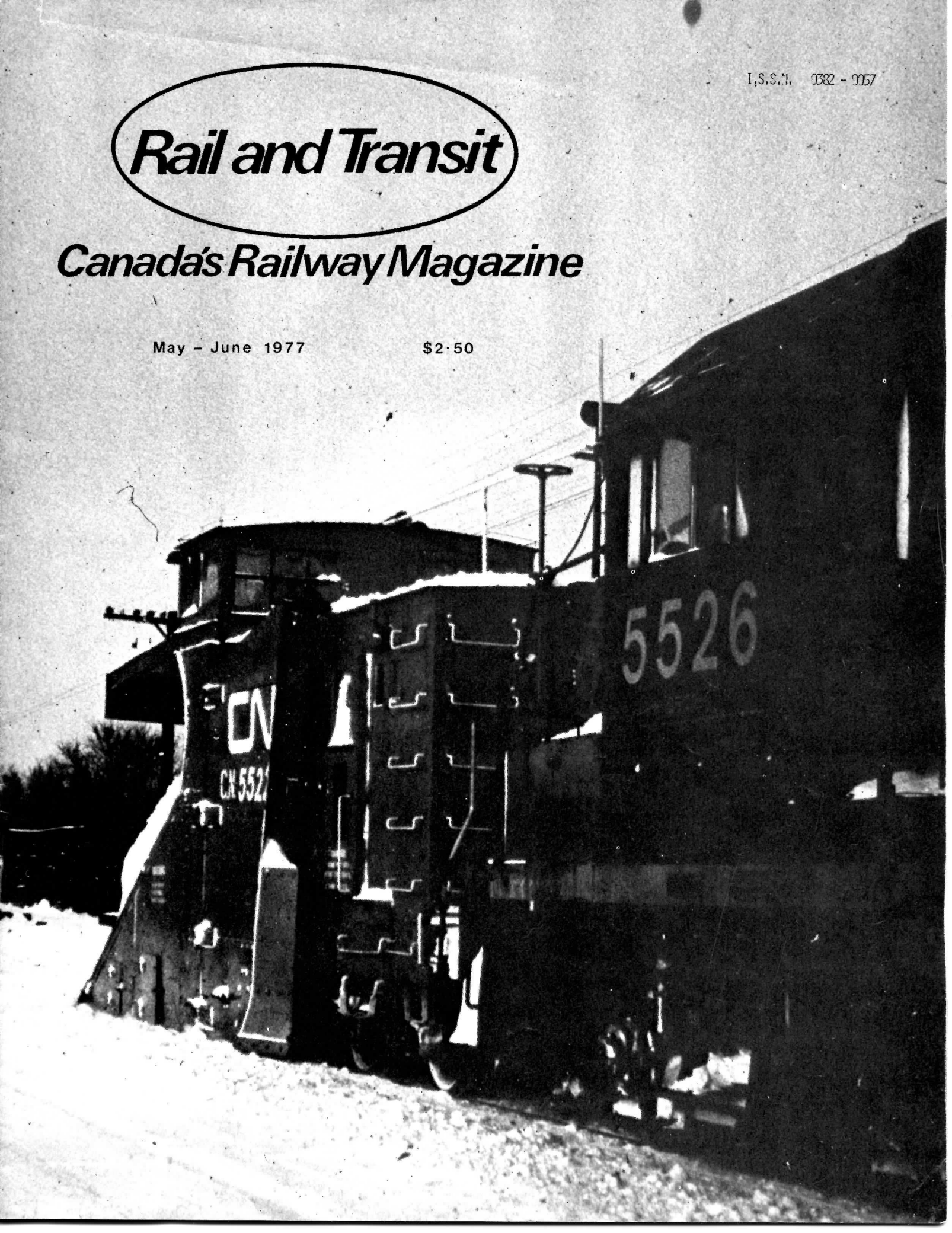
Rail and Transit

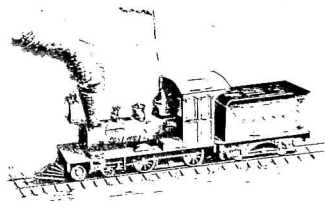
Canada's Railway Magazine

May – June 1977 $2·50



THE TORONTO GREY AND BRUCE RAILWAY

1863-1884



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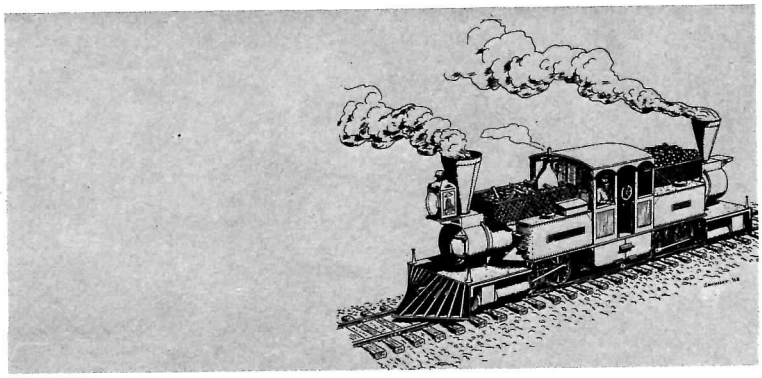
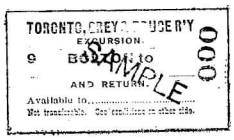
Thomas F. McIlwraith





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by
Thomas F. McIlwraith

A concise history of this early Ontario road

Includes:

- Inception of the Project
- Early Motive Power
- Roster 1881
- Passenger Train Service
- Equipment Summary 1875
- Acquisition by the C.P.R.

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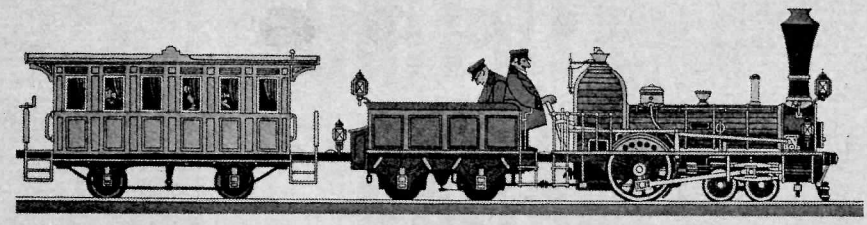

MAY - JUNE 1977

VOLUME 2 NUMBER 3

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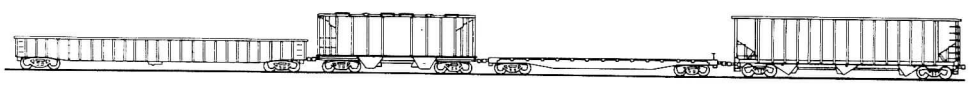

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FRONT COVER
Plow Extra 5526 arriving at Stouffville on a bitterly cold Sunday afternoon early in 1977. (M.F. Layton)
BACK COVER
TTC ex-Cleveland PCC car on a westbound CARLTON run approaches the intersection at Gerrard and Broadview. Photo taken in July 1970 by David W. Smith.

WHERE TO FIND IT OPERATING

ABOVE:Credit Valley Railway 1057 running in service for the National Capital Commission July 1974.It has since been replaced with NCC's own loco 1201.(P.Patenaude)

NOVA SCOTIA

Cape Breton Steam Railway

Operated by the Cape Breton Development Corporation over the tracks of the Devco Railway.Locomotives used are 2-6-0 #42 ex Sydney and Louisbourg Railway,and 4-4-0 #926,ex Southern Railways "Schools" Class (Britain) operates from Port Morien N.S. daily ex Mon. July to Sept.

MONTREAL

The Canadian Railway Museum CRHA

Replica of the "John Molson" 2-2-2 is steamed on special occassions and Sunday and Monday of long weekends. Regular operation is provided on Sunday and Holidays with ex CN 15824 gas electric.Museum located at Delson Que,.

LEFT:Cape Breton Steam Railway 926 & 42 with 4.45 double header bound for Port Morien.27 Aug 1975. R.J.Sandusky.

OTTAWA

National Capital Commission
National Museum of Science and Technology.

Ex CPR 4-6-2 #1201 operates from the Museum grounds to Wakefield Quebec and return.Future of the operation is in doubt as CP Rail has filed an application to abandon operation over the line.

TORONTO/HAMILTON REGION

Credit Valley Railway

Operated by the Ontario Rail Association.Collection of locomotives and equipment in various locations.Two locomotives used in fan trips in southern Ontario area,usually Toronto or Hamilton.Locos used are ex CPR 4-6-0 #1057 and 4-4-0 #136.

ST THOMAS

Pinafore Park Railway

42" guage line uses a pair of 0-4-0 tank engines from the Huntsville and Lake of Bays Railway.Operates on weekends from mid May to late Sept.

TORONTO

Canadian National Railways.

Candian National 4-8-2 #6060 will be in regular service from Toronto to Niagara Falls and return every Saturday from 4 June to 17 September.In addition,there will be excursions on Wednesdays from 6 July to 31 August on the same routing.

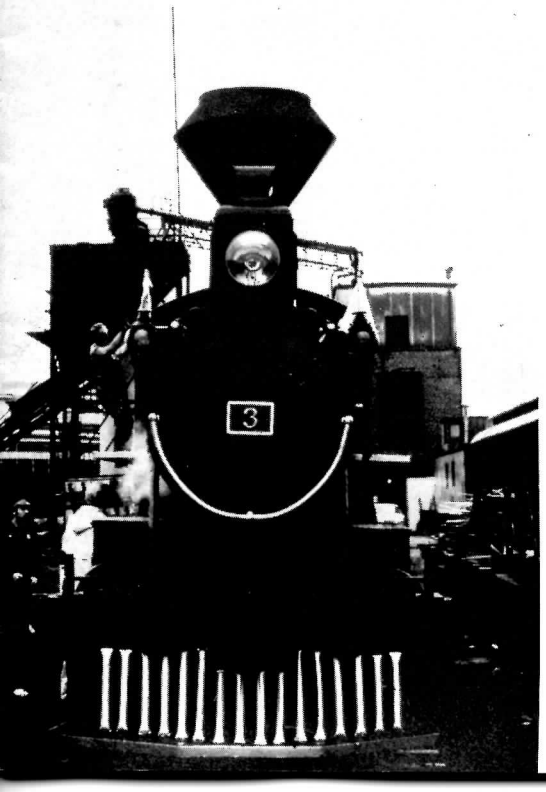
RIGHT:Canadian National 6060 on a runpast during the past excursion season with the Big Green Machine. The 4-8-2 will be in service again this year as outlined.(R.W.Layton)
BELOW:Credit Valley 136 and 1057 double heading on the weekend Owen Sound trip of October 1974.Photo by Dave Stalford.

ROCKWOOD

Halton County Radial Railway

The museum operation of the Ontario Electric Railway Historical Association,it is located north of Highway 401 interchange 38.Cars run frequently on Sundays May through Ocyober.The O.E.R.H.A. owns a large collection of ex T.T.C. equipment as well as cars from several Ontario lines now defunct.

ABOVE: Toronto Transit Commission Large Witt 2424 on the O.E.R.H.A. museum trackage.3 Feb 1974.The car was subsequently returned to Toronto for charter use.(T.Wickson)
BELOW:Prairie Dog Central 4-4-0 #3 adjacent to the CN Coach Yard in Winnipeg.June 1976.(R.W.Layton)

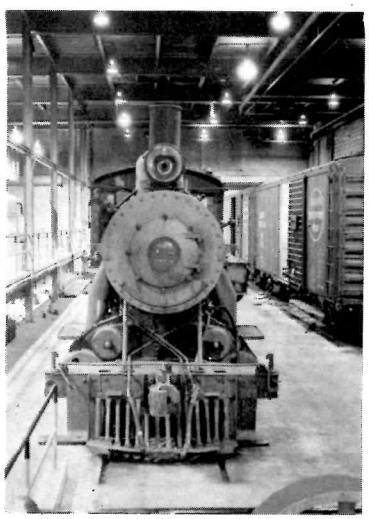


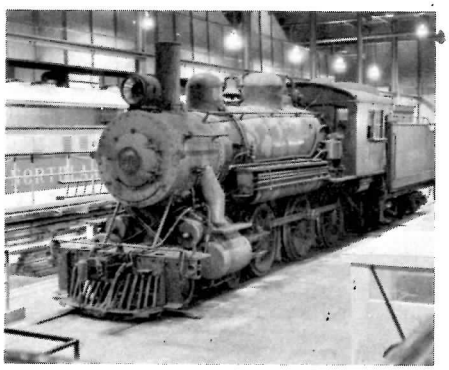
KAPUSKASING

Spruce Falls Pulp & Paper

Ex Temiskaming and Northern Ontario, Ex Normetal Mines 4-6-0 #219

Plans call for steam excursions on weekends using SFP&P trackage for approximently 20 miles north of Kapuskasing.





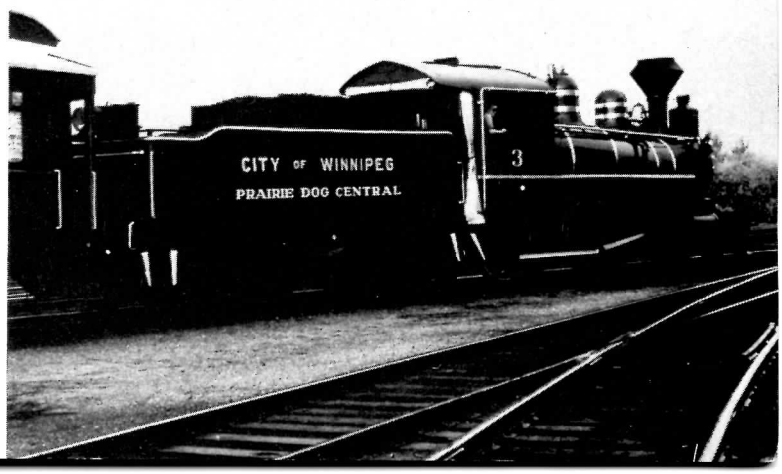
ABOVE and LEFT: Two views of Smoky Line Steam Project 4-6-0 219 undergoing restoration at the ONR Shop at Cochrane Ont. (D.W.Smith)

WINNIPEG

Prairie Dog Central

Vintage Locomotive Society has ex CPR, ex City of Winnipeg Hydro 4-4-0 #3 in service on Sundays and Holidays from June to September.Operates over the tracks of Canadian National from St. James Station.

BELOW: Prairie Dog Central #3 backing down from the CN main line into the CN Coach Yards at Winnipeg.(R.W.Layton)



CALGARY

Heritage Park

Recreation of a western town,using actual buildings,the park is circled by a rail line.Power consists of two 0-6-0's, ex CPR,ex Canmore Mines loco with Caterpiller engine inserted in the boiler and ex U.S. Army Corps of Transportation,ex Pacific Coast Terminals loco painted in CPR passenger paint scheme.Railway operates mid May to Sept.

In addition to the railway there is a replica of Calgary streetcar #14 in operation.

ABOVE:Ex CPR,ex Canmore Mines 0-6-0 at Heritage Park,Calgary Sept.1971.(D.W.Smith)

DUNCAN

Cowichan Valley Railway

Part of the British Columbia Forest Museum,the C.V.R. operates on weekends from May to June and daily from July to Labour Day.The 3' guage line has 3 steam engines in operation as well as 2 gas locos and 2 logging speeders. There are several standard guage locos on display.Locos in operation are 2 truck shay,a 0-4-0T 324-25.

EDMONTON

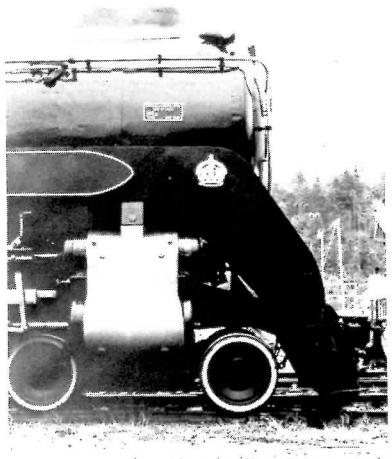
Alberta Pioneer Railway Association

A.P.R.A. has operated steam excursions in the past years,but they are in the process of constructing a museum just north of Edmonton,so it is not known if they will be operating this year. Equipment consists of CN 4-6-0 1392, NAR 2-8-0 73.The APRA also has in its possession ex Manitoba and Saskatchewan Coal Co. 0-8-0 6947 and CN F3 9000.

VANCOUVER

British Columbia Railway

Operates from the BCR station in North Vancouver to Squamish and return Wed-through Sundays plus holidays.Loco-used is ex CPR 4-6-4 #2860.Period of operation is from Victoria Day to the end of October.



VICTORIA

Victoria Pacific Railway

Operates from Victoria over ex CN trackage using ex logging engines. 2-6-2 #16 and Climax #10,ex Hillcrest Lumber Co.

BRITISH COLUMBIA

The Provincial Museum

The British Columbia Museum Train is steam hauled and consists of various displays of the Province's history. Power for the train is ex CPR 2-8-0 3716 alternating with ex MacMillan-Bloedel 2-6-2 #1077.Plans call for the train to visit the Southern Okanogan and Kootenay Region via CP Rail.

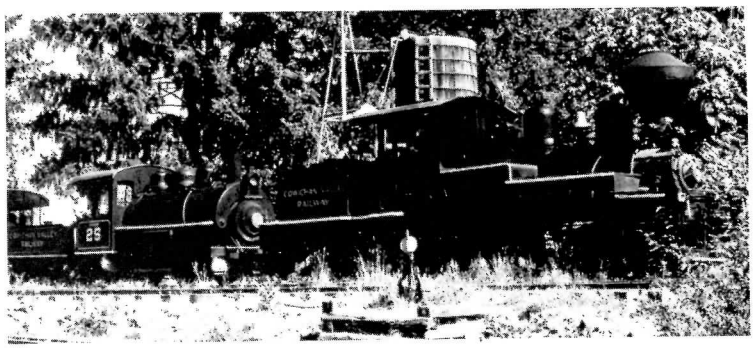
LEFT:The front end and the crown mean that the loco is none other than BCR,ex CPR 2860.Squamish B.C. June 1976.ABOVE:B.C. Provincial Museum 1077 resting inside the CP Drake Street facility Vancouver. June 1976.Both D.W.Smith.

FORT STEELE

Fort Steele Historic Park Railway

Operated by the Fort Steele Historic Park Foundation,the railway circles the Fort Steele Park.Locos are 0-4-4T "Dunrobin" built for the Duke of Sutherland and 3 Truck "Pacific Coast Type" Shay,ex Canadian Forest Products.Operates from May to Labour Day.

LEFT: Victoria Pacific operates outside of Victoria at the intersection of Highways 2 and 2A.September 1972. RIGHT:Cowichan Valley Logging Museum doubleheader with Shay and tank #25. September 1972.Both D.W.Smith.



This is a listing of those lines and or operating museums where there is more than an even chance of finding operation of some sort,be it steam, diesel or electric and is not intended as a complete guide to finding a locomotive or locomotives.There are other museums devoted in whole or in part.For a complete listing of preserved railway equipment in Canada, a handy guide is "The Guide to Preserved Railway Equipment in Canada".

For further information on the operations listed write directly to the group concerned.

Cape Breton Steam Railway
P.O.Box 84
Glace Bay Nova Scotia

Canadian Railway Museum
P.O. Box 148
St. Constant,Quebec

Canadian National Railways
Union Station
Toronto,Ontario.

Ontario Electric Railway Historical Association
Box 121
Scarborough Ontario.

Ontario Rail Association
Box 64
Brampton Ontario.

Pinafore Park Railroad
477 Charlotte Street
London Ontario.

Smoky Line Steam Project
P.O.Box 130
Kapuskasing Ontario.

Vintage Locomotive Society
P.O.Box 1182
Winnipeg Manitoba

Alberta Pioneer Railway Association
Box 6102
Station C
Edmonton Alberta

British Columbia Forest Museum
Trans Canada Highway RR#4
Duncan,British Columbia.

Fort Steele Historic Park
Fort Steele,British Columbia

British Columbia Passenger Depot
1311 West 1 st Street
North Vancouver,B.C.

British Columbia Provincial Musuem
675 Bellville Street
Victoria,B.C.

In addition to the museum operations, excursions are run over the year by the various railfan clubs across the country,including the U.C.R.S.Notice of such trips is usually given in advance through their publications as well as "Trains" and "Railroad" magazines.

WPGCS161
DULYD NEBSC WPGMP FTFSN WPGTL WPGTC WPGPS WVGYD
WPG 20 JULY 1976 0815 CDT

P C LARSON DULUTH
E G WILKINS NEEBING

CC L H B GOODING WPG
CC J E DREW FORT FRANCES
CC R C WELLMAN WPG
CC T C C WPG
CC H H WEITZEL WPG
CC G S SMITH WPG
CC K ERICKSON VIRGINIA

THE DWP WILL OPERATE A "BICENTENNIAL FREINDSHIP TRAIN" BETWEEN DULUTH AND FORT FRANCES ON SATURDAY AND SUNDAY 07 AND 08 AUGUST 1976 AS FOLLOWS:

SATURDAY 07 AUGUST

0830 - LV DULUTH MUSEUM OF TRANSPORTATION AND INDUSTRY
1200 - AR VIRGINIA
1300 - LV VIRGINIA
1700 - AR FORT FRANCES

SUNDAY 08 AUGUST

1000 - LV FORT FRANCES
1430 - AR VIRGINIA
1500 - LV VIRGINIA
1530 - LV SHELTON JCT VIA DMIR
1800 - AR DULUTH MUSEUM OF TRANSPORTATION AND INDUSTRY

FINALIZED MARSHALLING IS (FROM HEAD END):

DWP 3605
DMIR SD-9
BN F9A
BN F9B

1. CN 15204 BATTERY CHARGING CAR
2. CN 15205 BATTERY CHARGING CAR
3. CN 5375 COACH (FORMER CN OWNED)
4. UP---COACH
5. DMIR MINNESOTA II COACH
6. BN 206 BAGGAGE/REFRESHMENT CAR
7. BN 1116 COACH
8. BN 1115 COACH
9. CN(5000 SERIES) COACH
10. DMIR W24 BAGGAGE SLEEPER
11. BN DESCHUTES RIVER PARLOUR
12. BN ST CROIX RIVER SLEEPER/LOUNGE
13. PULLMAN DOVER PLAINS SLEEPER/LOUNGE
14. DMIR NORTHLAND BUSINESS
15. CNW---BUSINESS
16. BN RED RIVER ---BUSINESS
17. CN 15103 WORK
18. CN 92 BUSINESS
19. GTW 15013 BUSINESS

MR J E DREW WILL BE SUPPLIED WITH ACTUAL CONSIST OF TRAIN IN CAR ORDER ARRANGEMENTS HAVE BEEN MADE WITH USA AND CANADIAN CUSTOMS FOR MOVEMENT THROUGH INTERNATIONAL BOUNDARY

MOTIVE POWER WILL NOT REQUIRE FUELING IN FORT FRANCES BUT WILL HAVE TO BE TURNED ON WYE AND INSPECTED PRIOR TO DEPARTURE 08 AUGUST

CARS 1, 7, 9, 16 AND 17 WILL BE FORWARDED TO DULUTH ON TRAIN 406 EX SYMINGTON 1000 HRS 05 AUGUST AS PER MRB-619

UPON ARRIVAL OF BICENTENNIAL TRAIN IN DULUTH 08 AUGUST TRAIN WILL BE DISASSEMBLED BY BN SWITCH CREW AND CN EQUIPMENT WILL BE RETURNED TO WEST DULUTH YARD BY DWP SWITCH CREW APPROXIMATELY 0200 HRS 09 AUGUST.CN EQUIPMENT WILL THEN DEPART ON TRAIN 421 EX WEST DULUTH AT 0900 HOURS 09 AUGUST AS PER MRB-619

USE OF EQUIPMENT FOR THIS TRAIN WILL BE PROVIDED BY CN-GTW-DULUTH MUSEUM OF TRANSPORTATION AND INDUSTRY-BN-DMIR-CNW-UP PER DIEM WILL NOT BE CHARGED TO DWP FOR THE USE OF THIS FOREIGN EQUIPMENT,THUS THE TRAIN WILL NOT BE INTERCHANGED.

PLEASE ADVISE ALL CONCERNED

MRB-648
FILE 4915-2
J A CLARK
GST WPG.

Have you ever stopped to think about what it takes to move a special train? There's a lot of planning that has to go on months before-the equipment,the consist,scheduling and a thousand and one other details-and a lot of them are subject to the final approval of the railway(s) involved.After all is approved,and plans get underway,the railway will issue you the "TA"-the Transportation Advise.They pretty well tell the story of the planned schedule and are very interesting to read.

The Duluth Museum of Transportation and Industry operated a "Bicentennial Freindship Train" from Duluth to Fort Frances and return on the weekend of 7-8 August.The "TA" was two pages

CN System Assignment & Ownership

Jan 1st. 1977

Compiled by Pierre Patenaude

UNIT NOS. ASSIGNED

30,35,40, 41 Charlottetown
854 Symington
1000 Vancouver
1001-1008 Calder
1009-1024 Saskatoon
1025-1028 Symington
1029-1034 Saskatoon
1036-1049
1050-1055 Symington
1056-1064 Calder
1065-1071 Symington
1073-1076
1204-1214 MacMillan Yd.
1215 Sarnia
1216-1221 Calder
1227-1239 MacMillan Yd.
1240-1258 Spadina
1259-1260 Montreal Yd.
1261-1265 MacMillan Yd.
1266-1268 London
1271-1277 Vancouver
1279-1280
1282-1287
1288-1314 Montreal Yd.
1315-1326 MacMillan Yd.
1327 Halifax
1328-1329 MacMillan Yd.
1330 Calder
1331-1337 Vancouver
1338-1339 Calder
1341
1342 Symington
1343-1346 Calder
1347 Symington
1348-1351 Calder
1352-1358 Symington
1359-1361 Calder
1362-1371 Symington
1372-1376 Calder
1377-1378 Neebing
1379 Symington
1380 Calder
1381-1395 Senneterre
1396-1397 MacMillan Yd.

1504-1508 Sudbury
1509-1511 St. Albans

1750-1756 Charlottetown
1757-1769 Moncton
1770-1787 Halifax

1900-1901 Neebing
1902-1903 Symington
1904-1917 Neebing

2000-2043 Moncton
2305-2310
2313-2317
2319-2320
2322-2329
2332-2339

2500-2559 Montreal Yd.
2560-2579 Moncton

3100-3129 Montreal Yd.
3150-3155 Spadina
3200-3220 Montreal Yd.
3222-3237
3239-3240
3600-3614

3600-3614 W. Virginia
3615-3619 Moncton
3621-3640
3642-3671
3673-3693
3695-3709
3710-3724 Montreal Yd.
3726-3745
3830-3842 Moncton
4000-4015 Montreal Yd.
4016-4017 Spadina
4100-4106
4108-4112 Symington
4114-4115
4117-4127
4129-4133
4147-4156 Vancouver
4206-4230 Calder
4232-4240
4241-4264 Saskatoon
4265-4285 The Pas
4287-4299
4300-4312 Symington
4314-4334 Calder
4336-4347
4349-4353
4400-4403 Vancouver
4404 Calder
4405-4414 Neebing
4415-4416 Vancouver
4417-4426 Montreal Yd.
4442-4450 St. Albans
4451-4465 Senneterre
4466-4480 Montreal Yd.
4482-4497
4498-4501 Neebing
4502-4509 MacMillan Yd.
4510-4524 Spadina
4525-4530 Ft.Erie
4532-4537
4547-4551 St.Albans
4558-4559
4560-4561 Ft.Erie
4563
4565-4569
4571-4581
4584-4590
4592-4601
4902-4906 St.Albans
4923-4928

THIS PAGE:TOP.1762 at Moncton N.B. 10 NOv 76.MIDDLE 1776 Moncton N.B. in the now standard paint scheme. 7 Feb. 76.BOTTOM.SW1200RS 1373 in the old green and gold colours at Lynn Creek Yd. N.Van. 14 Aug.75. P.Patenaude.OPPOSITE PAGE:TOP LEFT. GP9 4103 and FP9B 6633 at Kingston 11 Aug.76.BOTTOM LEFT.SD40 and M630 5064 and 2038 just east of Kingston 6 Aug.76.Both photos I. Platt.TOP RIGHT.Freshly painted blue and yellow FP9A 6516 at Pt.St.Charles 1 Aug. 1976.MIDDLE.6539-6624-6635 at Dorion Quebec 14 July 73.BOTTOM.SD40 5051 and 5239 at Ballantyne Que. 27 Jan76. P. Patenaude.

5000-5007 Calder
5008-5010 Symington
5012-5017
5019-5029
5030-5075 MacMillan Yd.
5076-5083 Vancouver
5084-5139 Calder
5141-5150
5152-5199
5200-5219 Symington
5220-5293 Calder
5500-5515 MacMillan Yd.
5516-5559 Montreal Yd.
5560-5590 Symington
5591-5610 Calder
6501-6502 Symington
6504-6515
6516 Montreal Yd.
6518-6521
6523-6537
6539-6542

6602-6607 Symington
6610-6615
6616-6637 Montreal Yd.
6758-6765
6767-6791
6793
6858-6871
9150-9155 Syminton
9156-9160 Pr.George
9161-9179 Calder
9190-9192 Pr.George
9193-9199 Calder
9400-9425 MacMillan Yd.
9426-9459 Montreal Yd.
9460-9486 Symington
9488-9497
9498-9518 Montreal Yd.
9519-9572 MacMillan Yd.
9573-9607 Symington
9608-9617 Neebing
9618-9667 MacMillan Yd.

CN

The first one of class GPA17e, CN 6533 (FP9A) on train 44 at Brockville Ont, 6 August 1976. Photo.I. Platt.

NOTES:

7941 to be used at Port Aux Basques only
8186 to be used at Joliette only
8187-8191 to be used at Cornwall.No 8000 series to be used.
At Oakville use GM units only
One MS 10 permitted at Oshawa;all others must be GM
Following units must not be used outside of Toronto Yard:
7028,7031,8055,8063,8065-8069,8072, 8176-8184,8194-8195.

YARD UNIT ASSIGNMENT:

EASTERN REGION:

MACMILLAN YD: 50

301-306
7028 S
7031 S
7164 PF
7173
7178-7179
8055 MU
8063 MU
8065-8066 MU
8067 MU-PF-S
8068 MU
8069 MU-PF-S
8072 MU-PF-S
8176 PF
8177
8178-8180 PF
8181-8182
8183 PF
8184
8194 MU-H-S-PF
8195 MU-H-S
8230 PF
8231
8232 PF
8233-8234
8235-8236 PF
8237
8607-8611 MU-H-T
8620-8625 MU-H-L

SPADINA: 21

7027 S
8174-8175
8223-8229 PF
8512-8522 WH

HAMILTON: 14

7020-7021 PF-S
7029 S
7033
8164-8165
8166 S
8167-8169
8170 PF
8171-8173

LONDON: 7

7151-7152
7160-7161 PF
7163
7203 PF
7222 SSC

SARNIA: 10

8206 PF
8207-8208
8209-8210 PF-SP
8211-8212 SP
8213-8215 PF

MONCTON: 14

8192-8193 MU-H-S
8238-8239 PF
8240-8242 PF-SSC
8243
8244 PF-WH
8245
8604 MU-H-L
8606 MU-H-L
8612-8613 MU-H-T

HALIFAX: 1

7941

ST.ALBANS: 2

8080-8081

MONTREAL YD.: 78

8028-8029 PF
8030-8033
8036 S
8037-8040
8041 PF
8042 S
8043-8045
8046 PF
8047
8048 S
8049-8050 PF
8051 S
8052-8053
8054 PF
8056-8058 S
8059
8060 S
8061-8062
8064 PF
8070 PF
8071 PF-S
8073
8074 PF
8075 MU-PF
8076
8077-8078 MU-S
8079 MU-S-PF
8163
8185-8191 PF
8500-8511
8600-8603 MU-H-T
8605 MU-H-T
8614-8619 MU-H-L
307-311

WINDSOR: 7

8216 PF
8217
8218 PF
8219 PF-WH
8220
8221 PF
8222 PF-SP

NORTH BAY:1

7183

STRATFORD: 3

7169-7170 PF
7171

FORT ERIE: 9

7022 S-PF-ICC
7023 S-WH-ICC
7024-7025 WH-ICC
7026 S
7165 PF
7166-7168

WESTERN REGION:

SYMINGTON:37

300
312-314
7157 PF
7159 PF
7162 PF
7172 PF
7174 PF-WH
7175 S-PF-WH
7176-7177 PF
7180 PF
7182
7200
7206-7207
7209-7211
7212 PF
7213
7216
7217 SSC
7223 SSC
7224
7235
7246
7600-7604 MU-H-L
7605-7608 MU-H-T

NEEBING: 4

7030
7032
7034-7035

THE PAS: 2

7205
7245

SYMBOLS:

S - Air Signal Line
PF- Pilot and Footboard
WH- Watchman Heater
MU- Multiple Unit
H - Hump Control
T - Trail Unit
L - Lead Unit
SSC Slow Speed Control
SP- Snow Plow Elect. Connect.

SASKATOON: 14

7005 S-PF
7006
7007-7009 S
7181 PF
7214
7233 S
7234
7236-7239
7244

CALDER: 17

7000 PF
7001
7002 S
7004
7201-7202
7218-7219 SSC
7220
7221 S
7240-7241
7243
7249
7250-7252 PF

VANCOUVER: 7

7153-7156
7158
7247-7248

PR.GEORGE: 3

7003
7208
7215 PF

PR.RUPERT: 3

7150
7204 SP
7242

SD40-2(W) R/N 5246 Classed as GF-30n at Clader Yd 3 Aug 75. P.Patenaude

GR-12's with 6SL brakes (1000-1049, 1204-1337,1900-1918) will only MU with other GR-12's or 1750-1787,3100-3129, 3150-3155,3830-3842,3200-3220,4000-4011.

GR-12's with 26L brakes (1050-1076, 1338-1397) will MU with all other units.

GR-12's 1204-1249 when in MU with larger units must be leading account not equipped automatic transmission.

Pacesetter equipped units must not mu with units having slow speed control,without seriously damaging pacesetters.

The following units are unsuited for passenger operation except in emergancy: 2300-2339;2500-2579;5111-5293;5500-5610; 9400-9667.

Transfer freight with a GP 38-2 leading a C424 and an S4 through Pointe Aux Trembles Quebec.Units are 5517,3232 and 8075.Photo by Pierre Patenaude. 3 November 1973.

SPECIAL SERVICE:EQUIPMENT:

SLOW SPEED CONTROL

1230-1231
1359-1366
1396-1397

4405-4414
4442-4443 CV
4448-4449 CV
4468-4469
4498-4501
4563
4597
4599

7217-7219
7222-7223
8240-8242

PACESETTERS:

5000-5007
5111-5132
5241-5261

DYNAMIC BRAKES:

4147-4156
4340-4347
4349-4353
4526-4530
4532-4537
4594-4601
5000-5007
5111-5132
5241-5261

PRESSURE MAINTAINING FEATURE:

All units having a 26L brake,as well as the following 24RL brakes:

4290
4297-4298
4330-4334
4336-4339
9156-9172
9178-9179

ICC SERVICE:

4488-4497
4525-4530
4532-4537
4589-4590
4592-4601
5008-5010
5012-5017
5019-5029
5200-5213
5540-5554

UNITS ON LEASE TO OUTSIDE COMPANIES:

8028	Shawinigan Terminal
4337-4338	Northern Alberta Rlwy
1364	ICC Service -Speno Train on Duluth Winnipeg and Pacific
5505-5506	Grand Trunk Western
5508-5509	"
4003-4004	89 day lease to Louisville
4006-4012	and Nashville R.R.
4015	
5030-5039	
5566	
5569-5572	
5574-5578	

UNITS ASSIGNED TO GREAT SLAVE LAKE

1376,4211,4233,4318,4336,4341,4345, 4350,4351,4352,4353.

Canadian National Units Retired.

991	G-12	6	May	76	Retirement Prog.
992	G-12	6	May	76	"
1700	RSC-13	20	May	76	"
1701	"	6	May	76	"
1704	"	26	Feb	76	"
1705	"	19	Jan	76	"
1707	"	13	Jan	76	"
1709	"	21	Apr	76	"
1710	"	5	Apr	76	"
1711	"	15	Apr	76	"
1717	"	14	May	76	"
1718	"	26	Feb	76	"
1720	"	4	May	76	"
1724	"	13	Apr	76	"
1725	"	20	May	76	"
1727	"	23	Jan	76	"
1728	"	16	Mar	76	"
1800	RSC-24	18	May	76	"
4231	GP-9	18	May	76	Wrk. Welby Sask. 5 April 76
4348	GP-9	8	July	76	Wrk. Pr.George B.C. 10 April 76
5018	SD-40	20	Aug	76	Wrk. on DW&P 14 May 76
7936	NW-2	12	May	76	Retirement Prog.
7938	"	10	Nov	76	"
7956	"	21	Apr	76	"
7957	"	21	Apr	76	"

RAILINERS

6000-6003	Spadina
6004	Pt.St.Charles
6005-6006	Spadina
6100	Moncton
6101	Spadina
6102	Halifax
6104	Calder
6105	Moncton
6106	Spadina

GP40-2L(W) 9400-9401 the day after delivery at MacMillan Yd. Road Class GF430a. Photo by R.G.Eastman

ASSIGNMENT OF STEAM GENERATOR UNITS.

15400	The Pas
15401	Pr. George
15402	Vancouver
15403	Pr. George
15404	Vancouver
15405	Symington
15406	Pr. George
15407	Calder
15409	Pr. George
15410-15411	The Pas
15413	Halifax
15415-15426	
15427-15435	Senneterre
15437-15438	
15439-15440	The Pas
15441	Kamloops
15442	Symington
15443-15445	The Pas
15448	Pr. George
15450-15456	Spadina
15457-15469	Pt.St.Charles
15470-15478	Spadina
15480-15482	Saskatoon
15483-15485	Symington
15486-15488	Calder
15489-15494	Symington

STEAM GENERATOR UNITS EQUIPPED FOR REAR END OPERATION:

15458,15460,15475-76, 15480-15494.

6107	Halifax
6108	Spadina
6109-6110	Pt.St.Charles
6111	Spadina
6112	Halifax
6113-6120	Spadina
6121	Neebing
6122	Calder
6200	Moncton
6202	
6203	Spadina
6204	Saskatoon
6205-6206	Moncton
6207-6210	
6302	Pt.St.Charles
6350	Saskatoon
6351	Spadina
6355	
6356	Calder
6401	Spadina
6450	Moncton
6453	Neebing
6475	

Road Power - as of 1/15/77
Yard " (East) 8/05/76
" " (West) 11/12/76
Steam Gen. and Railiners 11/12/76

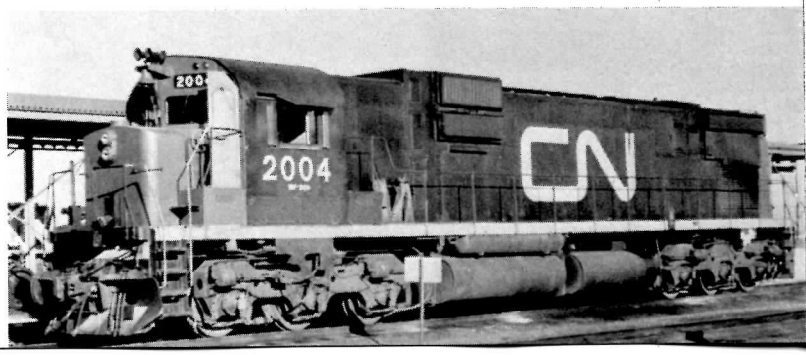
	ATLANTIC REGION STD. NFLD	ST. LAWRENCE REGION	GREAT LAKES REGION	PRAIRIE REGION	MOUNTAIN REGION	CDN. LINES STD. NFLD.	DWP	GTW	CV	SYSTEM STD. NFLD	OWNERSHIP CN STD. NFLD.	OWNERSHIP GTW.
ROAD FREIGHT												
GM 1750hp				6	34	40				40	40 -	-
GM(GF30) 3000hp			46	40	189	275*#		30*		305	237*#-	*
GM(GF430)3000hp		55	80	97		232++++				232	++++	
MLW 3000hp	44					44				44	44	
MLW 3600hp	29					29				29	29	
TOTAL	73	55	126	143	223	620		30		650	350	
ROAD PASSENGER												
GM 1750hp		46		26		72				72	72	
MLW 1800hp		48				48				48	48	
TOTAL		94				120				120	120	
TOTAL DIESEL	235 51	545	412	458	427	2077 51	15	183	32	2307 51	1664 51	188
" ELECTRIC		14				14				14	14	
TOTAL BY MAKE												
GENERAL ELEC.	4					4				4	4	
GMD/EMD	2 51	261	321	458	427	1469 51		154	30	1653 51	1115 51	142
MLW/ALCO	229	284	91			604	15	29	2	650	545	+8
BOOSTER UNITS		5	6	4		15				15	15	
STEAM GENERATOR UNITS	13 2	24	16	22	12	87 2				87 2	87 2	
ELECTRIC GENERATING UNITS			3			3				3	3	
RAILINERS	10	5a	25b	5	3	48				48	48	

LONG TERM LEASE NOT INCLUDED IN ONWERSHIP

++++ 55 3000hp GF 430 4 axle assigned Montreal (9426-9459)-(9498-9518)
++++ 80 3000hp GF 430 4 axle assigned Toronto (9400-9425)-(9515-9572)
++++ 97 3000hp GF 430 4 axle assigned Symington(9460-9497)-(9573-9632)-(9487 Retired)
232
* 30 3000hp GF 30 6 axle assigned GTW (5900-5929)
*# 38 3000hp GF 30 6 axle assigned Calder (5241-5278)

a-includes 2 CPR Railiners
b-includes 2 CPR Railiners

RIGHT: Freight 390 under the charge of GP9's 4550-4926-4924-4551.All four were built by EMD in 1957.4924 and 4926 were originally equipped with steam generators,removed in 1969.BOTTOM LEFT:Sherbrooke-Montreal service is held down by RDC's 6207,6208,6110.CN 6207,6208 were originally Canadian Pacific 9104,9195 respectively and were purchased in August 1973. 6110 was the original Budd Company demonstrator 2960.Acquired by CN Aug.65. Both photos Pierre Patenaude.BOTTOM RIGHT:MLW C630M 2004 suns itself in front of the diesel shop at Toronto and is one of 42 members of class MF 30b.(R.W.Layton)



	ATLANTIC REGION STD.	NFLD	ST. LAWRENCE REGION	GREAT LAKES REGION	PRAIRIE REGION	MOUNTAIN REGION	CDN LINES STD.	NFLD.	DWP	GTW	CV	SYSTEM STD.	NFLD.	OWNERSHIP CN STD.	NFLD.	GTW
SWITCHERS																
GMD 800hp				17	11	6	34					34		34		
900hp				2	33	19	54			14		68		54		14
1000hp	1						1			13		14		1		13
1200hp				12	9	5	26			10		36		26		10
MLW/ALCO																
1000hp	14		72	85			171			27	2	200		172		29
TOTAL	15		72	116	53	30	286			64	2	352		353		
ROAD SWITCHER																
GE 600hp	4						4					4		4		
GMD 875 hp		6			1		1	6				1	6	1	6	
1200hp	1	45	44	73	96	67	281	45		12	3	296	45	282	45	15
1750hp			56	78	108	87	329			54	27	410		331		81
1800hp										9		9				9
2000hp			44	11(c)	31	20	106++			12+		118		19=		
2500hp			2				2					2		2		
3000hp			14	2			16					16		16		
MLW/ALCO																
1000hp										2		2				2
*1400hp	38						38					38		38		
1800hp	104		65	6			175		15			190		175		15
2000hp			60				60+++					60		+++		
2400hp			39				39					39		39		
TOTAL	147	51	324	170(c)	236	174	1051	51	15	89	30	1185(c)	51	907	51	122
															1080(c)	

LONG TERM LEASE NOT INCLUDED IN OWNERSHIP

++41 2000hp GR20 4 axle assigned Montreal (5519-5559)
++81 2000hp GR20 4 axle assigned Syminton (5560-5590)
++20 2000hp GR20 4 axle assigned Calder (5591-5610)
92

+++40 2000hp MR20 4 axle assigned Montreal (2500-2559)
+ 12 2000hp GR20 4 axle assigned G.T.W. (5800-5811)

*Conversion Program

Units on lease to outside companies

1 MLW/Alco 1000hp Switcher from St. Lawrence Region
1 GM 1200hp Road Switcher from Prairie Region
2 GM 1750hp Road Switcher from Mountain Region

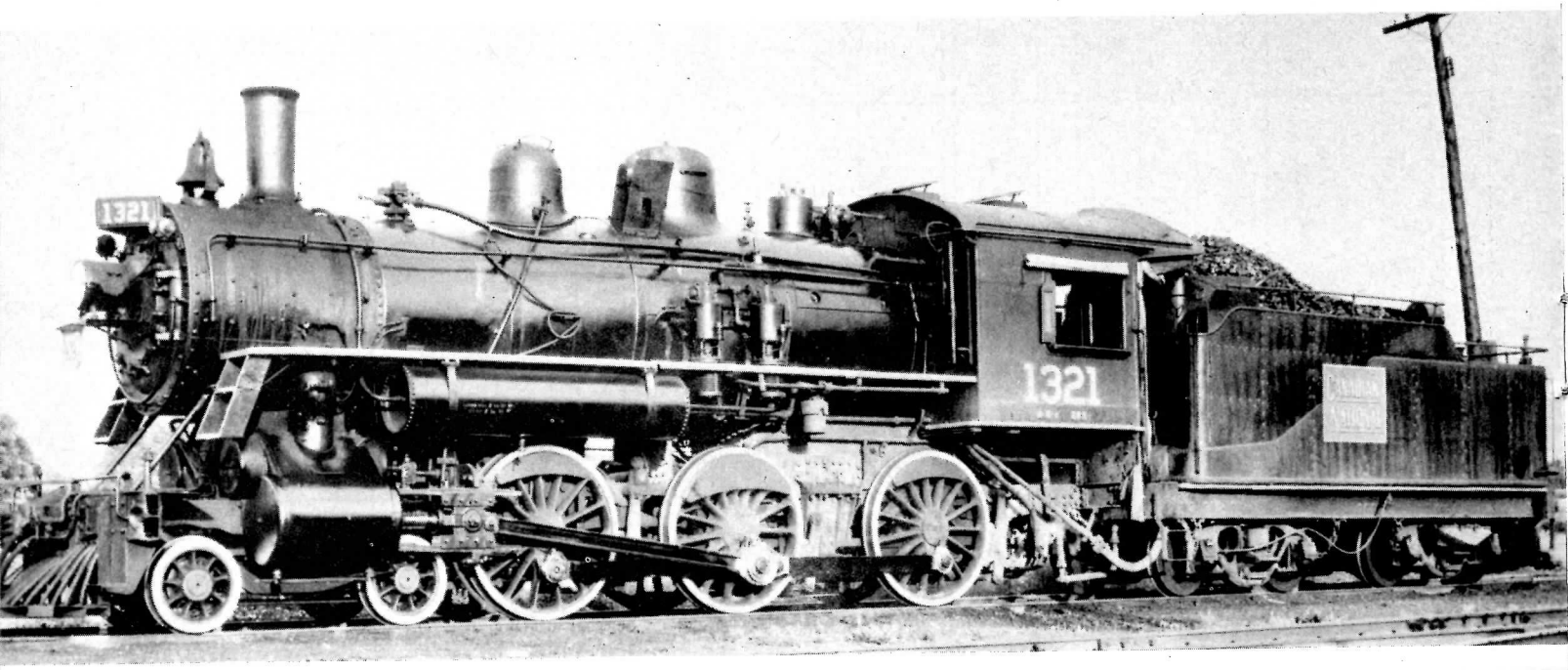
PURCHASED AND INCLUDED IN OWNERSHIP

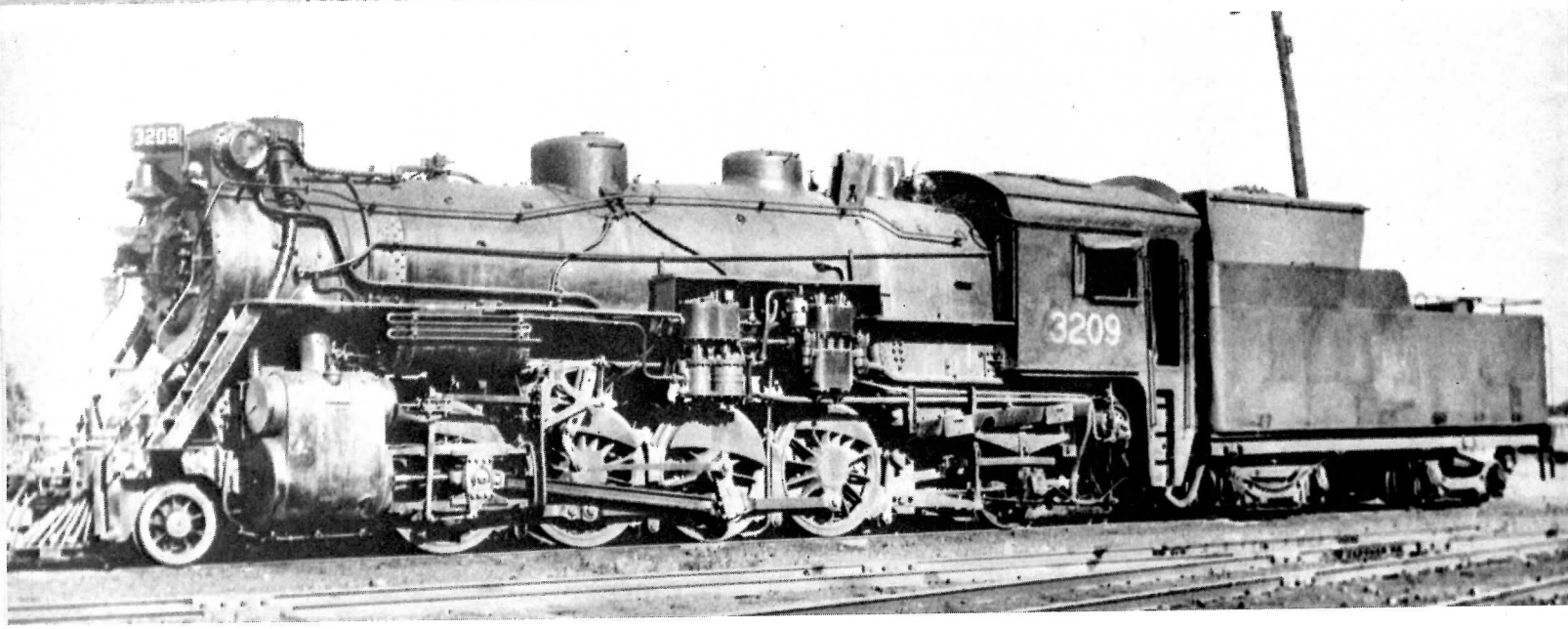
= 3 2000hp GR 20 4 axle assigned Montreal (5516-5518)
= 16 2000hp GR 20 4 axle assigned Toronto (5500-5515)

differences in ownership and assignment totals due to locomotives on lease.

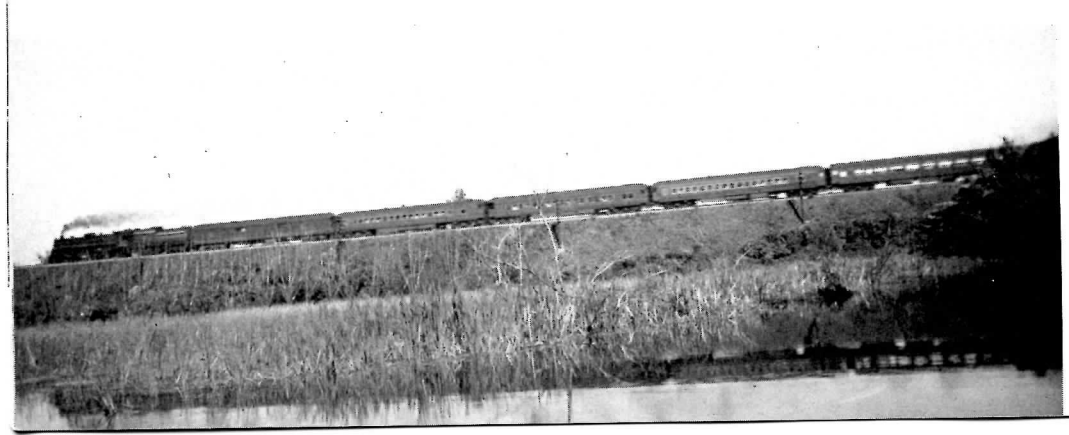
(c)5 GM 2000hp Road Switcher from Great Lakes Region on lease to Grand Trunk Western

BELOW: S4 8042 Class MS 10g pulls two box cab electrics and an unidentified Geep out into the daylight at Montreal's Central Station.(R.W.Layton)RIGHT:Four digits, two numbers,MR 24c 3232 approching the Spring Garden Rd bridge over the Oakville Sub.,by Bayview Jct.14 Aug.1971 Photo D.W.Smith.



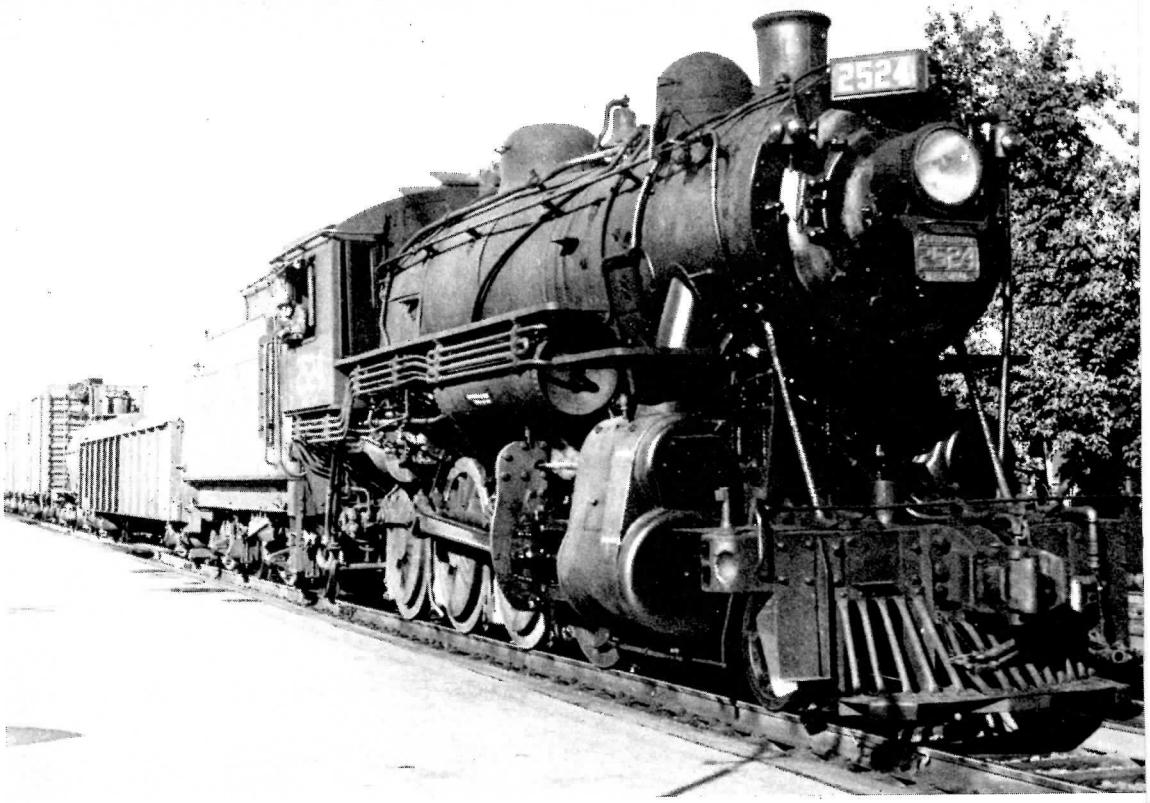


RAILFOTOS

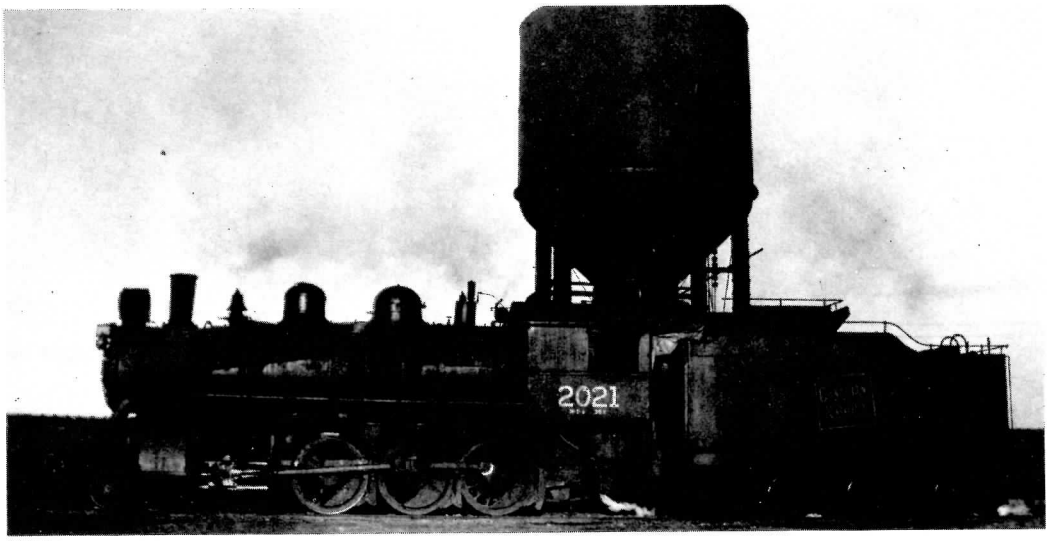


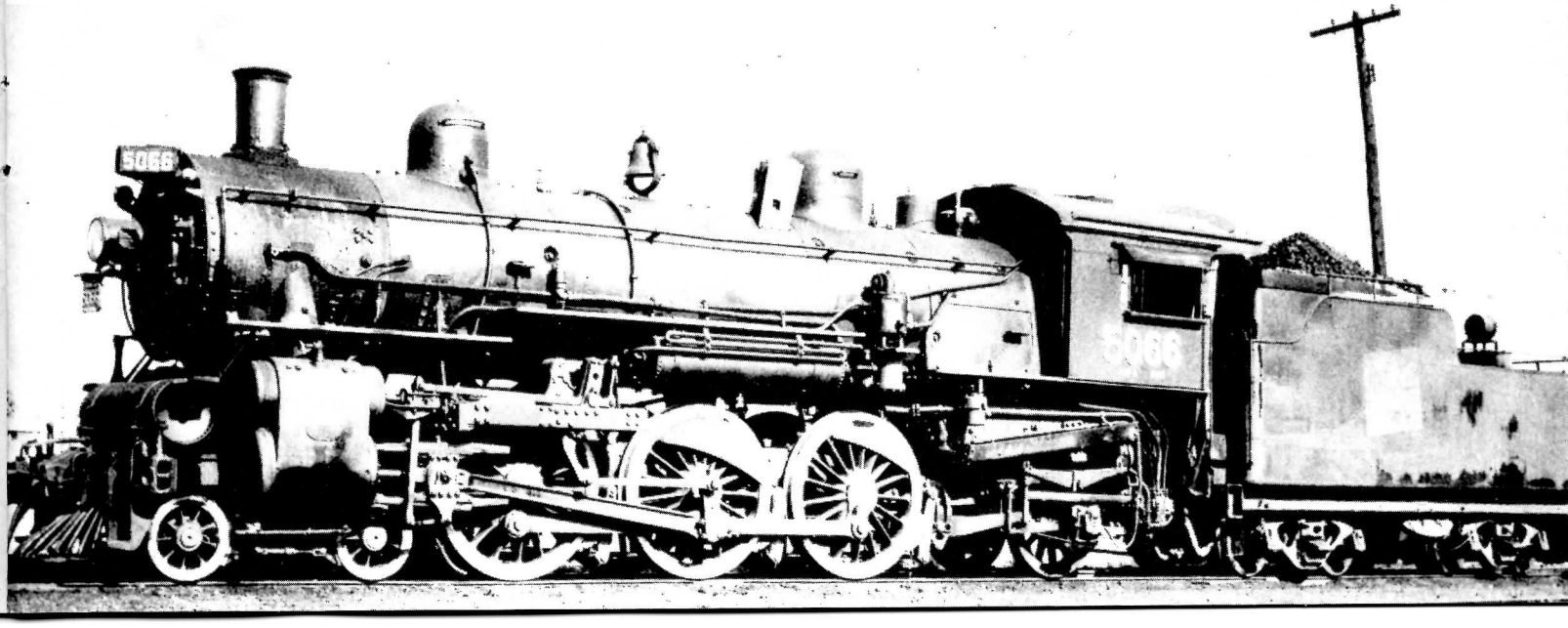
TOP - Ten-wheeler 1321 came to the CNR from the Canadian Northern. Built in 1910 by MLW it ran as CNoR 1321 and retained its number under Canadian National as part of class H-6-c. The 4-6-0 was renumbered to 1530 in October 1956 and was scrapped in April 1960. (G. Janes Coll.)
ABOVE - CN #3209 was built by the CLC at its Kingston, Ontario plant in 1916 for the Canadian Government Railways as 2809. The class S-1-a 2-8-2 was scrapped in October 1961. (G. Janes Coll.)
LEFT - An unidentified bullet nosed U-1-f heads a passenger train passed the mouth of the Rouge River on what is now the Kingston Subdivision. (R.Hope)

CENTRE PAGE - Three CP Rail SD-40's head a transfer on its way to Agincourt Yard. 5501 is seen here threading the trackwork at the west end of Toronto Union Station. (R.W. Layton)



ABOVE RIGHT - This MLW product first saw the light of day as Grand Trunk 660 in 1906. The class J-4-a 2-8-0 was numbered 2524 by the CNR and was scrapped in September 1956. (G.Janes)
RIGHT - This 1933 shot shows class M-1-a 2-8-0 #2021 at Saskatoon, Saskatchewan. Built by CLC in 1907 as Canadian Northern 2021, she was renumbered to 2822 in September 1955 and scrapped in May 1957. (UCRS Coll)
BELOW - CNR 5066 was one of the hundreds of Pacific types operated by that road. This class J-3-e engine was built by MLW in 1913 for the Grand Trunk as #186. She was scrapped in September 1961. (G. Janes Coll)






5501
PRail
5501


5598

GO PLUS 10

by Mary F. Layton

ABOVE: GO Transit C755 (now 105) leading a train across Warden Ave., in the summer of 1968.(D.W.Smith)

The 23rd of May marked an auspicious day for the Government of Ontario Transit (GO Transit) system.It was on that day ten years ago that the first regular service GO train left Oakville for Toronto at 5.50 am.It was the culmination of several years of planning and the start of a new era in public transportation for the Toronto region.

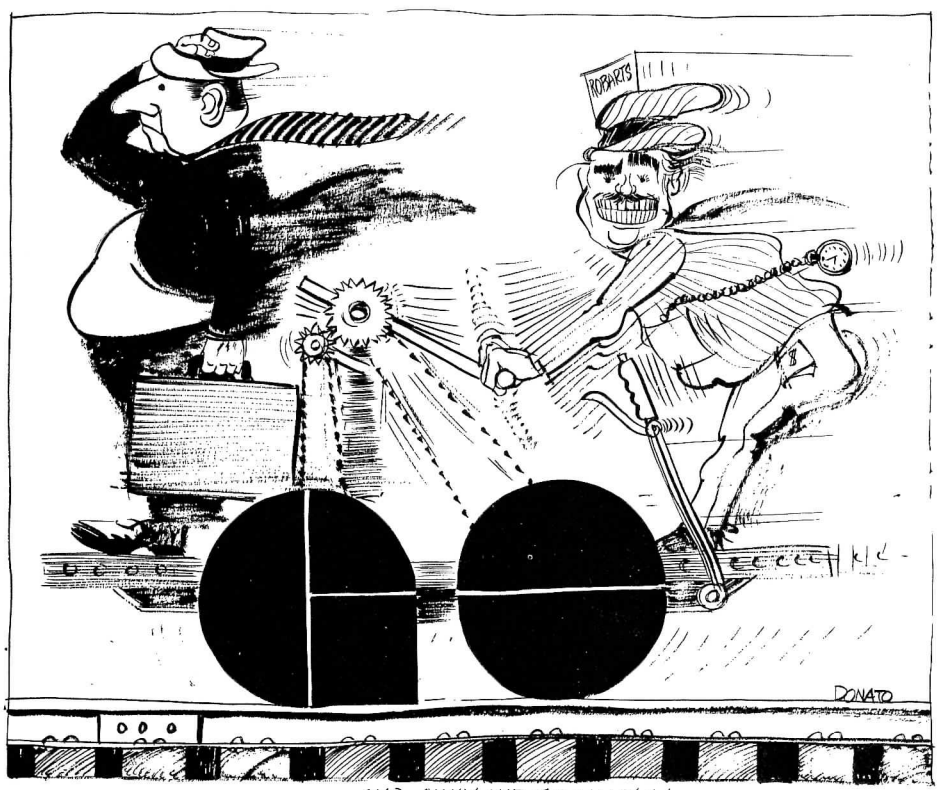
The system had its roots in the Metropolitan Toronto and Region Transportation Study in 1962 that was to "report on an over-all transportation policy for Metropolitan Toronto and surrounding municipalities".In 1965, the Province gave the okay for the establishment of a rail commuter line along the Lakeshore between Ajax to Burlington,although the terminals were later moved to Pickering and Oakville in the final plan.Canadian National participated in the planning of the line and contracted to operate it on behalf of the Province.The projected deficit of the operation was $2 million,which would build ½ mile of expressway in Toronto,while the cost of the entire system ($18 million) would build nearly a mile of elevated highway.

The service was originally along the Lakeshore with trains running hourly outside of rush hour and every twenty minutes during rush hour.As well, there are two trains a day to and from HAmilton.Now GO Trains run to Georgetown with a line to Richmond Hill under construction with another line to Milton and Streetsville under negotiation.

The roster has grown from 8 diesels, 40 coaches,and 9 self propelled cars to 23 locomotives,5 Auxiliary Power Control Units;106 coaches and 9 self propelled units with another 6 locomotives and 80 full length double deck cars on order.Besides rail equipment,GO Transit also operates a fleet of nearly 140 buses on various routes in and out of Toronto,feeding into Downtown as well as several suburban subway stations.

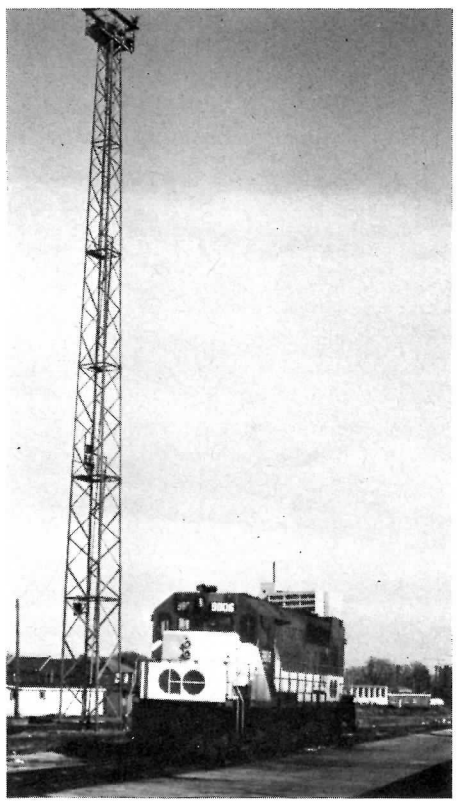
For a system that was not even in existance ten years ago,GO Transit has expanded beyond the wildest expectations of those who originally conceived of it.What will the future bring?The line to Richmond Hill is underway,full service will be extended to Burlington in the next two to three years,and the rail line to Milton via CP Rail is under negotiation.With the takeover of intercity rail passenger service by VIA RAIL CANADA LTD.,the next GO Trains may very well be the present CN services to Barrie and Stouffville and the CP Rail service to Havelock,which is essentially a commuter run.No one knows for sure but only time will tell...and Happy Birthday GO.

BELOW:Cover of the June 1967 issue of the U.C.R.S. NEWSLETTER marking the inauguration of GO Transit 23 May 1967.



.....AND AWAY WE GO!!!!!!!!

BELOW:GO Transit GP40TC 9806 at the Willowbrook maintanence depot.The shops are the old CN car repair shops which GO Transit took over and renovated.The unit is in the green and white paint scheme.(Photo by R.W.Layton)

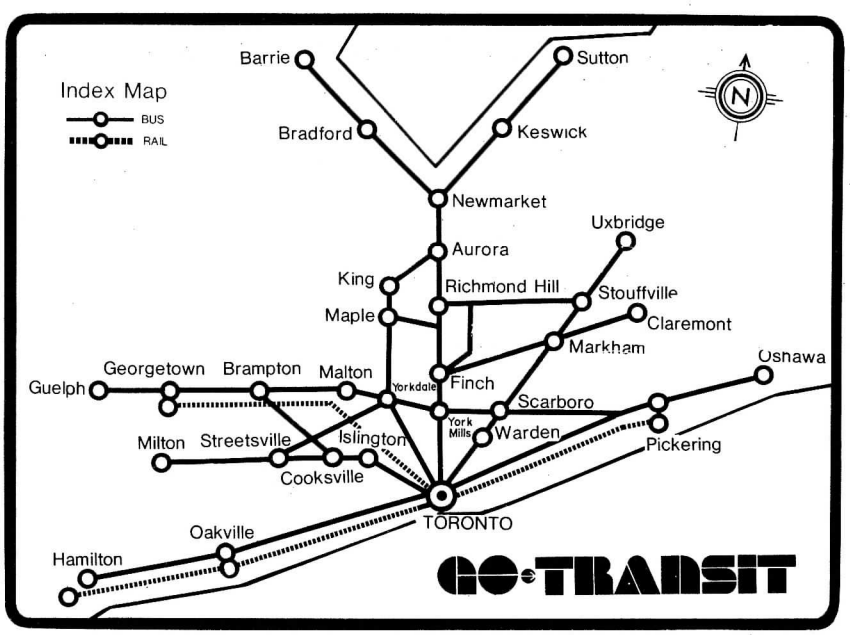


ABOVE:GO 9802 (ex 602,now 502) in the old dark blue and white paint scheme at Guildwood Station.The unit is one of the original 8 GP40TC's acquired for the start of operation in 1967. (R.W.Layton)

ABOVE RIGHT: GO 606 (9806,now 506) at Danforth Station on an eastbound train 13 Feb 1969.(D.W.Smith)

BELOW: Delay in equipment delivery lead GO to use 2 sets of leased ONR F's and cars to permit full service according to schedule in 1968.Ironically ONR 1507 later became APCU 9860,later 902.Taken west of Main Street Bridge Toronto. (D.W.Smith)

ABOVE: GO Transit GP40-2(W) 9809 , (now 702) in the green and white "Hockey Stick" paint scheme at Willowbrook.The cars from the ONR "Polar Bear Express" were a common sight during the winter with a loco at each end. (.R.W.Layton)

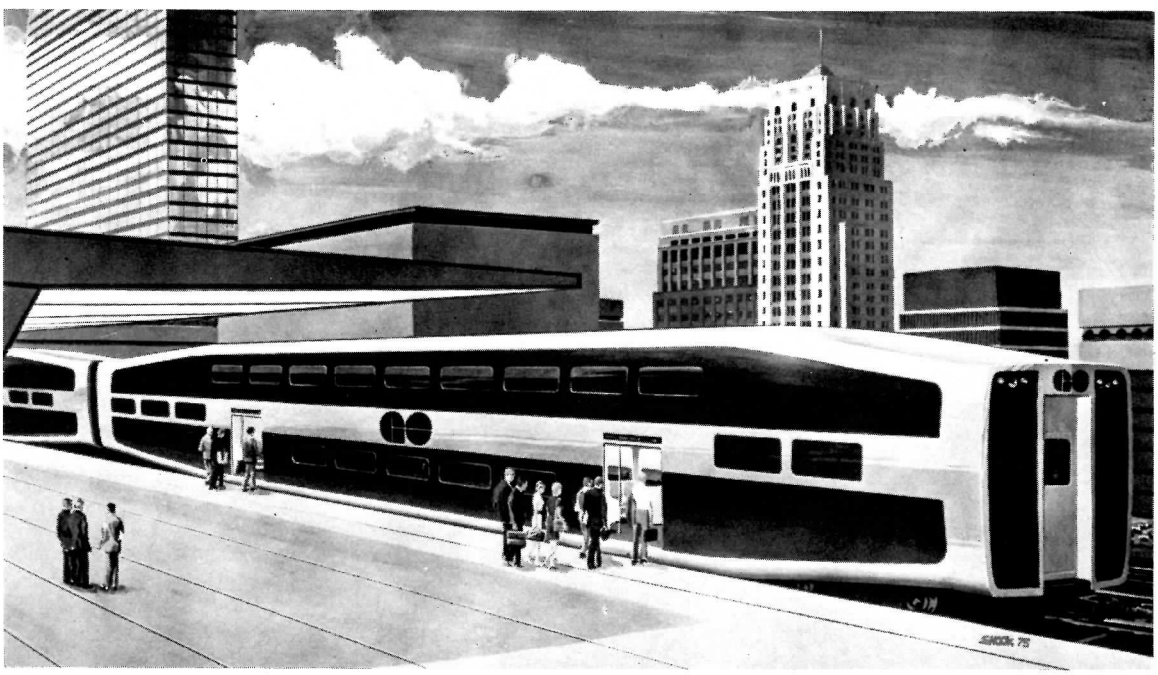


ABOVE:Three car set of the self-propelled cars approaching Toronto Union Station. AT Toronto Union,GO Transit has exclusive use of two tracks with rush hour use of a third.(R.W.Layton).BELOW: Besides rail service,GO makes a lot of use of buses such as these 3 T8H-5307A's at the Gray Coach Elizabeth Street Terminal (D.W.Smith)

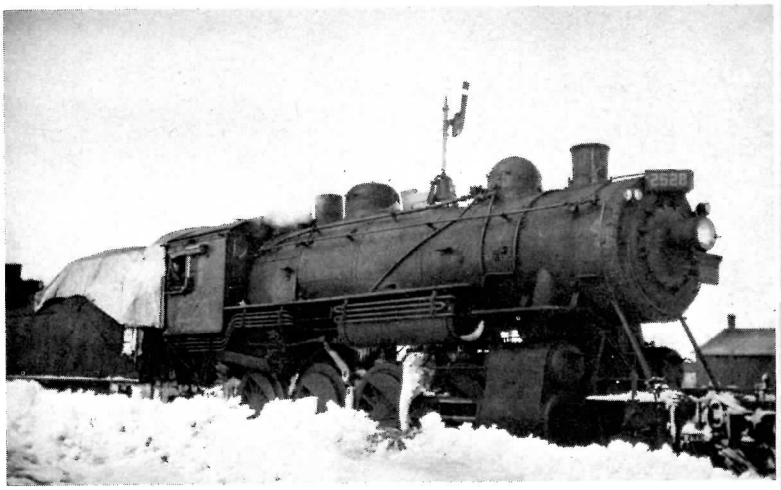
ABOVE: Auxiliary Power Control Unit 9861,ex ONR FP9A 1512.The prime movers have been taken out and replaced with a generator to supply electrical power for the train and also as cab control unit in push pull service. BELOW: 9804,(ex 904,now 504) entering Eglinton Station on a cold winter morning.Both photos R.W.Layton.BELOW LEFT: GP40-2(W) 707 with a train composed of leased Chicago and NorthWestern gallery cars.The cars were leased during the winter and spring of 1976.(T.Wickson)

ABOVE: GO Transit tested two trains of CP Rail bilevels from Montreal.It was during this test that the decision was made to purchase bilevel cars for the GO System.The cars were such a hit with the public that the decision was made before the tests were over.
(Photo:Ministry of Transportation)

BELOW:The shape of the future.An artists conception of the bilevel cars currently under construction by Hawker Siddely.The 80 cars will be put into service on the Lakeshore,freeing cars for use on the Richmond Hill Line and the Milton Line.
(Photo:Hawker Siddeley Canada).



SNOWPLOW



A snow scene is a very picturesque one.The sight of the first snowfall is one that brings a smile to the face of a child or a ski enthusiast. However beautiful it may look,a blanket of snow is one of the last things that railroad operating personnel want to see.To them,snow is a big and unwelcome headache.

Snow is one thing that can get into anything;it can block a line,clog switches,play havoc with signals and communication lines as well as foul air intakes.

In the early days of railroading,snow was dealt with simply-when it got to heavy to move a train through,they just ceased operations until it was clear.However as railroads became more and more important and competitive,it was impractical to do this. And so,various methods were tried in order to keep the line open and the trains running.

The first and most obvious way was to send men out with shovels and clear the line by hand.It was hard work and backbreaking.It could also be an exercise in futility as a blowing snow could cover in the tracks faster than they could be shovelled out.

Engines were equipped with steel plows that fit down over the pilot and were a success in clearing snow off the line and drifts out of cuts.Some roads also fitted their locomotives with a wooden board that was attatched to the lower part of the pilot.This could be raised and lowered from the cab and was used to brush snow off the top of the rails.The Board of Railway Commissioners eventually ruled them to be a hazard and their use was stopped.

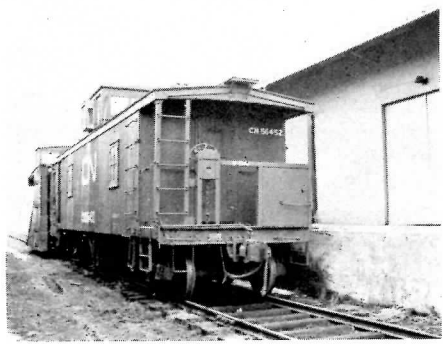
Early snowplows were nothing more then a short plow on a platform weighted with several tons of iron in the nose to keep it from rising over the hard packed snow and derailing.There were times when the plow would get stuck but the engineer would keep the locomotive running and would push its way through the plow.The last of these wood frame plows was withdrawn from service on the Grand Trunk by 1915.

They were replaced by enclosed plows which were equipped with movable wings.The wings could be moved in and out independantly by two large hand operated wheels.They were moved at the direction of the plowmaster riding in an enclosed coupola behind the nose of the plow.

It can be cold and wet being the engineer on a plow extra.2528 was the lead on a two engine plow extra out of Lindsay in the days of steam,Note the tarp to try and protect the coal and keep snow out of the cab.(R.Hope Photo)

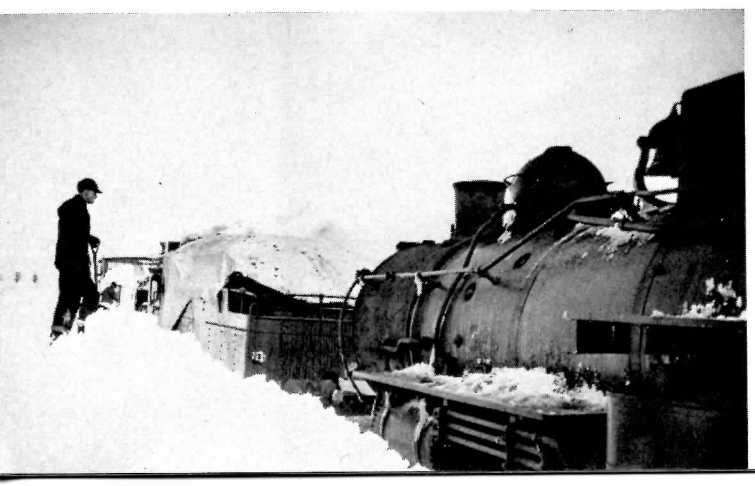
Flangers were used to clear tracks of snow as well as plows.They were equipped with scoops or blades mounted underneath the car.The blade was lowered to clear the flange and had to be lifted to prevent damage to switches and crossings.

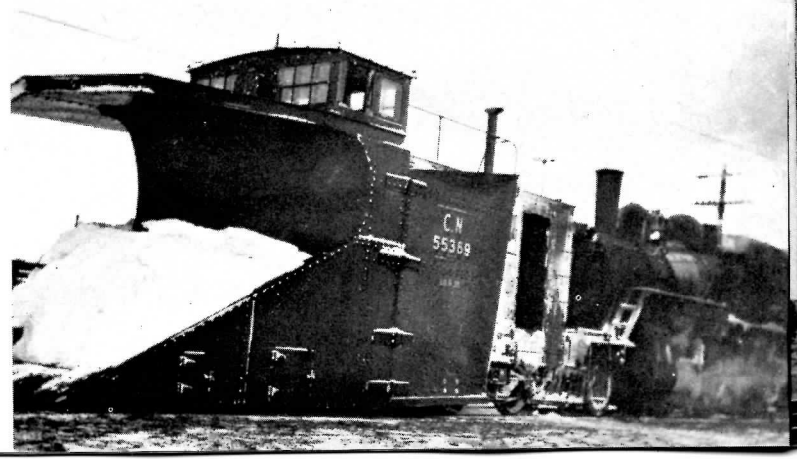
The more modern plow with a drop nose, combines the functions of plow and flanger.Both it and the wings are operated by air and the interior is a bit more comfortable for the crew,but it is still a hard life.



LEFT:CN Flanger 56452 at Lindsay coupled to the Lindsay Plow.The Flanger blades can be seen under the body of the car.(DW.Smith)
BELOW:CN Plow 55369 working out of Lindsay in the days of steam with an unidentified 2-6-0.(Photo by R.Hope)

When the plow gets stuck,the only solution is to get out and shovel your way out.The crewman standing on the drift gives an idea of the size of the drift.(R.Hope Photo)

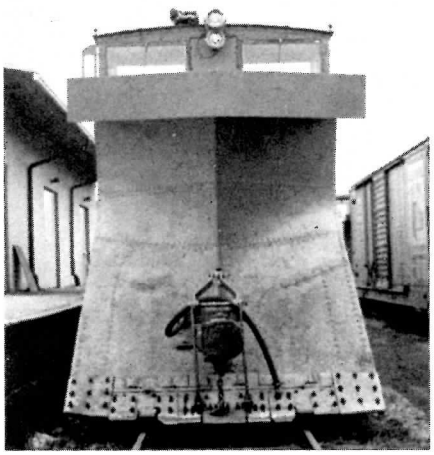


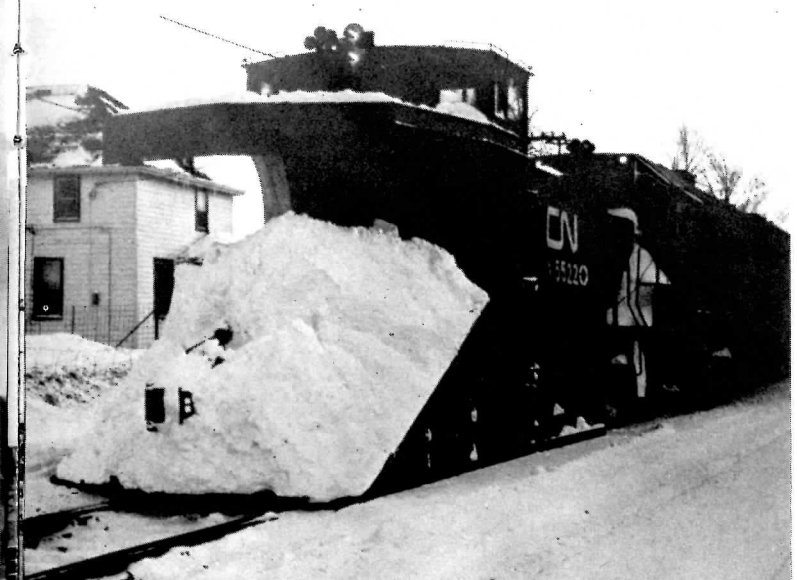


Rare in the east,but common in the west another type of plow developed. This was the rotary plow.The most notable feature of the rotary is the wheel at the front end which cuts into the snow and throws it well clear of the tracks.Steam was the original power for the rotary plow.It was powered by a steam engine that drove a pair of cylinders which turned the wheel through a gear train.Many of the steam rotaries were rebuilt with diesel engines,while others have only motors and receive the necessary power from an old locomotive coupled behind the plow-the Southern Pacific utlized the last of their F7's in this service,renumbering the diesels into the maintanence of way number series.The Milwaukee Road had a rotary plow that drew its power from the overhead on the Deer Lodge electrification,that unfortunately is now but a memory.

Flangers,snowplows,Jordan Spreaders are all used in snow removal and clearance,but the backbone of any snow removal project,big or small,is still the crew.The men who have to go out while everyone else is inside where it is warm and comfortable.It is on their backs that the snow falls the hardest. When a crew is called out for snow duty,they don't know if it will be for a couple of hours or a couple of days.

Left:Typical of the Canadian National plows,is this one sitting in the yard at Lindsay Ontario after a hard season of keeping the lines out of Lindsay opem.Not shown here,the plow is equipped with side wings that can be opened or closed as the situation demands.(D.W.Smith)Below Left:CN Plow 55220 with Two GP38's as power heading north on the Uxbridge Subdivision at Stouffville just at dusk.(M.F. Layton)ABOVE:Plow with CN Geeps 4505 and 4566 as power working their way into Owen Sound from Orillia.(R.W.Layton).BELOW:Conrail rotary plow hard at work in Buffalo N.Y. 3 of Feb. 1977.The abutment to the left is the guardrail for part of the New York State Thruway.(Fred B. Furminger)





Even in the best of times,the North-East is usually hit with a bad winter.This past year was even worse then what could be called normal.The city that bore the brunt of the cold and snow was Buffalo New York and the surrounding area of Erie County.

Because of its location in relation to Lake Erie and Lake Ontario,the area can be covered with a blanket of snow when,just across the lake,the region of Southern Ontario around the "Golden Horseshoe" is receiving a light fall that usually melts on hitting the ground.

This past year was the worst on record when Erie County and the surrounding area of the Southern Tier had to dig their way out of 90' of snow.

These photos on the two pages tell the story of the snow in Buffalo and illustrate the headaches involved with a heavy snow.They were taken by Fred B. Furminger of the Buffalo Chapter of the National Railroad Historical Society.

Top Left is an ex E-L wedge plow (now Conrail) with 3 diesels immediately behind.stuck in a drift that ran from Erie Street north to Porter Ave., a distance of 1½ miles and the drift ran to 15 feet deep.In the distant background,two more diesel units are stuck in the snow.They were originally hooked with the other 3 units,but tried to get out after everything got stuck.They were trapped after the snow drifted in behind them.

The line is double track and out of the picture and to the north 200 yards is another wedge plow that got stuck heading in a southerly direction.

The track is the ex NYC line to Niagara Falls and is the line used by the TH&B and Amtrak to get to Canada via the International Bridge.

Bottom left is a Conrail rotary plow, norally stationed in DeWitt Yard in Syracuse,it was the first time in 10 years that it had been used.The plow had been clearing out the Erie Street tunnel when snow hurled up inside the tunnel packed solid on the roof of the rotary and plugged the heater flue forcing the crew to back out and shovel it off.Both photos were taken on 3 Feb 1977.

Above photo was taken on 18 January 77 and is Chessie System Plow SP25 heading north along Route 240 near Colden N.Y. pushed by 2 Geep 30's and followed by a van.The line is the ex Buffalo Rochester and Pittsburgh Railway that B&O took over in the 20's.This is the line that comes from Salamanca and is about 20 miles south of Buffalo.

RAILWAY NEWS

ONE TRANSCONTINENTAL TRAIN IS THE CTC RECOMMENDATION.

A basic single train western transcontinental rail passenger service to begin operations this fall using the lines of both major railways has been recommended by the Canadian Transport Commission.This is in preferrance to the two daily trains,one operated by Canadian National and the other by CP Rail.

The Commission acknowledged,that in presenting its plan,it was a link between Western and Central Canada that has existed for nearly 100 years and directly involved the livelihood of several thousand men and women who work on the railways.However,the plan, was "the best way to carry people on trains efficiently,economically and comfortably that it has been able to develop."

The plan recommends that a start be made this fall using present or refurbished equipment and that new equipment be purchased within two years.

Under the proposals,westbound trains from Montreal and Toronto wound be combined at North Bay and operate over CP Rail to Winnipeg. At Winnipeg, the train would be split,with one section running over CP Rail through Regina and Calgary to Vancouver.The other section would be run over the CN from Winnipeg,through Saskatoon Edmonton and on to Vancouver.Eastbound trains would follow the same routing in reverse.

However in the three month summer period,two trais a day would be operated over the present routing to accommodate increased holiday and tourist travel.

The Commssion also recommended that the local service on CN in northern and north western Ontario between Winnipeg and Capreol be continued in the nine month off peak season.A one year experimental dayliner service between Toronto and Sudbury was also recommended to test passenger response,although the Commission estimated that it's loss would be $1.000.000 a year.

The Toronto-Sudbury service would use CP Rail from Sudbury to Parry Sound and CN tracks from Parry Sound to Toronto with stops at Barrie and Orillia,

The CTC believes that its plan,with the local and experimental service would save $35 million over the actual costs of transcontinental services in 1975.That year costs totalled $122 million,while passenger revenue totaled $36 million.

The plan follows a government directive to come up with a plan to end the duplication of services operated by the two railways with the objective of reducing costs to curb the rising deficit in rail passenger operations. It was also given a directive to come up with recommendations to improve service.

The preferred plan is to be followed up with a final plan in September to allow time for further modifications to made,if practical,as the result of further discussions with interested parties.The full program will require the approval of the Federal Minister of Transport.

North Bay was chosen as the consolidation point over Sudbury because of the easier access from one railway to another.The Proposed Service will use CN Central Station in Montreal,Union Station in Toronto,CP Stations from North Bay to Kenora,CN Union Station in Winnipeg and the CP Station in Vancouver.

Some of the changes will require some capital expenditures and will be a matter of negotiation between the railway and the Government.The Government currently pays 80% of the rail passenger servbice loss with the rest being absorbed by the railways.The Government has indicated that they will pick up 100% of the losses incurred by VIA RAIL CANADA when it begins operation.

The plan will lengthen the travel time between Montreal and Vancouver;however this travel time,combined with new departure times would have the effect of allowing more reasonable arrival times in some western centers and will also permit daylight trips along the scenic routes through the Rockies and the north shore of Lake Superior.

According to the plan,Via would have full managerial control in operations and that the railways be given incentive contracts to operate the service efficiently.

Also an equipment and station refurbishing program should be set in motion and part of this plan should include the redesign of a more economical high density sleeping car and experiments for the less costly provision of good food service.

HALL COMMISSION ON GRAIN TRAFFIC REPORT RECOMMENDATIONS.

Almost 2.200 miles of railway track in western Canada should be abandoned in the next five years and the railways should turn another 2,300 miles of track over to a new government agency that would determine it fate by the year 1990,according to a report of the Grain Handling and Transportation Commission.

The Commission,headed by retired Supreme Court Justice Emmett Hall,spent two years studying the handling and transportation of grain and found that in spite of some changes,it is still basically the same system that has been used for the past 50 years.

There are 18.736 miles of branch line in western Canada and since the early 60's,the railways have wanted to abandon thousands of miles of track in the area.Ottawa has allowed some of it to go,but abandonment has been prohibited over most of the system.

In December 1974,the federal Government froze about 2/3 of the rail lines in Western Canada.They cannot be abandoned until the year 2000.Almost 6300 miles of track were frozen until the Hall Report.

The Commission recommended that the lines be put into one of three categories.Just over 1.800 miles of track should be added to the basic rail network on the Prairies,2,165 miles of track abandoned and 2,344 miles of track should be turned over to a new Prairie Rail Authority,a new body the report recommends the Government establish.The report also recommends that some track be swapped for efficiency, with CN getting 121 miles of CP track and CP Rail getting 93 miles of CN.

Lines that are abandoned should be turned over to provinces with the property rights free of charge,although the railways would have the right to remove chattels,with the exception of culverts.

The Prairie Rail Authority would contract with CN nad CP for the operation of the lines it acquired.The PRA would lose money,but its losses would be made up by the Federal Government.

However with the creation of the authority and the transfer of the marginal branch lines to it,the subsidies paid to the railways for their operation would end.

The report estimates that the closing of 2.165 miles of branch line would save $254 million in capital costs for the upgrading and rehabilitation of the system. It would also save $16 million in maintenance costs and $6.8 million in operating expenses per year.

Other recommendations were: -- The retention of the Crow's Nest Pass Grain Rate with the railways being paid directly for the difference bewteen the rate and the cost of transportation.

-Grain traffic should be interchaged at a number of open interchange points in Western Canada so that the shortest least costliest route can be used.

-The Government-owned fleet of grain cars should become interchangeable and not assigned to one railway exclusively.

-Terminal elevators should operate 7 days a week as the railways operate on a 7 day week.

-The construction of a bypass around Thunder Bay on the CP Rail main line for through traffic.

-Railway charges for the drop off of cars of grain for storage or processing in Western Canada should be eliminated.

-Eliminate parallel lines through the joint use of one or the other.

-Control of rail traffic over the Frazer River bridge should be in the hands of Canadian National instead of the Burlington Northern.

RAILWAY FOR THE MACKENZIE VALLEY?

In the Report on Grain Handling and Transportation,Mr. Justice Emmett Hall recommended that the Mackenzie Vally Pipeline should be a rail line.

The line recommended was for a 916 mile route from Enterprise on the Great Slave Lake Railway to Inuvik.The line would cost from $9 to 10 billion but adds that the railway is to be preffered as the central transportation mode in opening the North "because of its potential for carrying a variety of traffic in both directions and because it lends itself to a minimal and controled impact on the environment,providing continuous employment in the skilled and unskilled categories."

The report stated that "...the North will change.It is changing now,..it must not be allowed to change uncontrolled but only with the full co-operation of the Dene and Inuit people".

The Commission accepts that railway development will be needed to open Northern Alberta,partly to agricultural developement,it suggests that instead of the authority proposed by the Province of Alberta,Canadian National Railways should create a Northern Railways Developement Department. One of the first jobs the department should tackle is the surveying of a line from Fort St John to the Great Slave Lake Railway.

LEFT: The wreck of CN #252 near Napanee 25 Feb 77.The train was doing 50 at the time of the derailment blamed on a broken tie bar.Both tracks were blocked 24 hours. (I.C. Platt photo.)

CN ANNUAL REPORT RELEASED.

Canadian National earned its first overall profit in 20 years in 1976,exceeding its budgeted breakeven position by a comfortable margin.The company reported a surplus of $11.8 million compared to a deficit of $16.4 million in the year before.

This result was obtained in the face of unsettled world and Canadian economic conditions.Stringent cost control and alert marketing as well as benefits from past technological advances all played a part.

CN

Statement of Income and Surplus - Division Basis

		Year ended December 31 1976	1975
		(in millions)	
Income (Loss) from:	CN Rail	$157.1	$ 23.2
	Grand Trunk Corporation	13.9	3.5
	CN Telecommunications	20.1	22.8
	CN Trucking	1.6	6.6
	CN Express	(35.0)	(39.3)
	CN Passenger	(50.6)	(70.9)
	CN Hotels	(0.1)	3.6
	CN Marine	—	—
	Miscellaneous	33.7	(4.2)
Income (Loss) Before Interest on Debt		140.7	(54.7)
Interest Charges (Net)		128.9	113.4
Net Income (Loss) For the Year		11.8	(168.1)
	Payments under the Railway Act treated as a prior year adjustment upon introduction of payments on a current basis	—	151.7
Surplus (Deficit)		**$ 11.8**	**$(16.4)**

Note 1:
The above amounts are before elimination of interdivision transactions, which have been recorded primarily at market price and, in the case of rail services provided to CN Passenger by CN Rail, according to the formula used for determining costs for Government subsidy purposes.

Note 2:
Included in CN Rail and CN Passenger results are payments under the Railway Act covering losses, mainly branch line (1976 — $60.7 million, 1975 — $36.8 million) and passenger services (1976 — $156.4 million, 1975 — $118.0 million) respectively. Receipts of a similar nature, in respect of prior years, are included in Miscellaneous (1976 — $38.1 million, 1975 — $4.9 million).

NORTHERN ONTARIO TRACKWORK MOVES ON.

Track construction on CN in Northern Ontario has been stepped up as the second phase of a major track capacity improvement program gets under way.

In addition,the annual track maintenance program in Northern Ontario is one of the biggest ever.It will see the replacement of 125,000 ties,including 35,000 concrete ties,a major ballast rehabilitation program and and the laying of 90 miles of rail.

The first phase of the program began last year with the lengthening of 18 passing tracks between Capreol and Armstrong and a 9 million dollar expansion of Hornepayne Yard.

The second part of the program will consist of the lengthening of 25 more passing tracks and a major change of the track arrangement at Capreol.The cost of part two is expected to be $10 million for the passing tracks to be lengthened and another $6 million for the changes at Capreol.

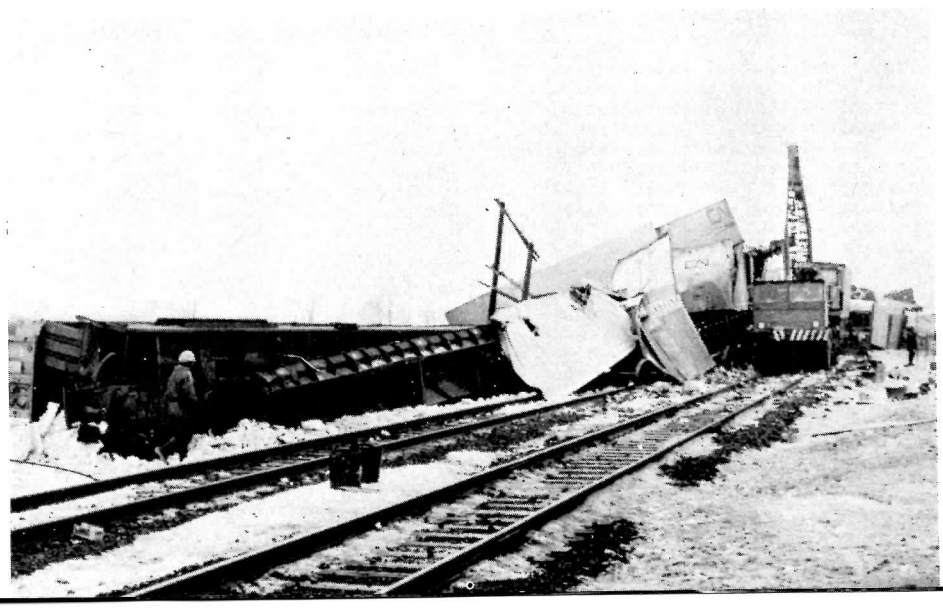
GOOD BYE BRONTE-HELLO OAKVILLE WEST.

With the change of timecard this last spring,a familiar name disappeared as far as CN was concerned.The name of Bronte disappeared from the operating timetable and was replaced with the name of Oakville West.The change was made by CN at the request of the Toromto Area Transportation Operating Authority,who are responsible for the operation of GO Transit.The change was made to reflect the reality of the situation in that Bronte has disappeared into The Regional Municipality of Halton Hills and is now a suburb of Oakville.

GO Transit has awarded a contract for the construction of an enlarged station at Oakville West to Raljon Construction Ltd. of Toronto.The new station will be adjcanet to the Third Line and will consist of a station building of 1.600',a parking lot and a turning loop for the buses of Oakville Transit.

It is expected that the new station will be ready for use by July,allowing the present Bronte rail station to be closed.

As a footnote,the former Bronte CN Station was acquired by the Ontario Rail Association and is currently intact at the Hume Equipment lot in Milton pending movement to the ORA's museum site at Cheltenham Park.



NEW BOOKS

THE COPPER STRIKE by Lone E Janson 11x8½ "175 pages,about 135 photos, one large and two small maps.Hard-bound with dust jacket $8.50 , soft bound $5.95. Published by Alaska Northwest Publishing Co.,Box 4-EEE ANCHORAGE Alaska 99509.

Michael J. Heney of Pembroke Ontario is best known for his feat of locating and building the White Pass and Yukon Railway through difficult mountain territory.His earlier exploits as a contractor on the mountain portion of the Canadian Pacific Railway's transcontinental main line have also received due literary attention.Less well known,at least to Canadians,was his final construction project,the Copper River and Northwestern,a standard guage railroad almost 200 miles long to serve the Guggenheim - Morgan copper holdings in Kennicott Alaska.This railroad's lapse into obscurity results from its abandonment in 1938.

Heney entered the Copper River area with limited support from Close Brothers of London England to build a short line from the good harbour of Eyak, now Cordova,to the coal and oil fields near Katalla,but also surveyed and registered an alignment into the interior.Numerous rival rail projects were being promoted out of Valduz and Katalla shortly after the turn of the century.All were hampered by difficult terrain.The more ambitious projects, seeking to serve the remote copper area and to provide an all American route to the Yukon River,were hampered by extensive continental glaciation and an almost complete lack of knowledge of the topography of the interior.

Heney proved to have chosen the best harbour and route,for eventually,the Guggenheim-Morgan syndicate,after starting to build out of both Valduz and Katalla,purchased his project and engaged him to complete a railroad 196 miles long.

Lone E. Janson,an Alaskan newspaperwoman once resident in Cordova,chronicled the history of the various projects in a thoroughly researched and readable book,placing them in perspective with the detail of the political social and economic conditions.

The strongpoint of this book is its text.While there are numerous illustrations of the pioneer personalities, communities,rail construction work, trains,bridges,and mines,this is not basically a railroad picture book.The pictures have been chosen instead to suit readers with a general interest in Alaskan history.Nor does the book include a grade profile or the locomotive and car roster often found in books of shortline railroad history. The various classes of locomotive are discussed in the text however.

For the enthusiast that enjoys reading about frontier railroad promotion and construction,the book can be recommended.Among other tales,the author recounts the packing overland through rough trackless country,of a knocked down sternwheeler to serve as a railroad contractor's supply line on the Copper River above Abercrombie Rapids. Building of the "Million Dollar Bridge" at Miles Glacier is once more described.This epic of construction has been the feature of at least two previous books:"The Iron Trail" by Rex Beach, a fictionalized account of the building of the railroad published in 1913, in which Mike Heney (Murrary O'Neil) is the central character,and a book for teenagers by Edward A. Herron,a Fairbanks highschool teacher,published in 1960 and titled "Alaska's Rail=road Builder,Mike Heney" Mrs. Janson's book includes an appendix which gives the true names of the characters in the Rex Beach book and sorts out the factual incidents from the fictional.

For the serious historical researcher, Mrs. Janson's book has an extensive bibliography and notes for each chapter.

The only disconcerting thing to this reviewer is the use of an Alaska Railroad ex Panama mogul on the Contents page and again on the title page of Part Three.

The frontier rail enthusiast who likes to read will surely enjoy this book, although it is not unreservedly recommended to anyone whose interest is shortline picture books. J.D.K.

VANISHING MARKERS

BY: Ralph E. Fisher

PUBLISHED BY: Burns & MacEachern $17.95
(in Canada)

Some say that classic railroading came to an end when steam left the rails. In Vanishing Markers, Ralph E. Fisher describes those days on the Boston and Maine RR.

The writes from experience as a one-time brakeman on the B&M in the 40's and 50's. The entire gamut of a brakemans work is covered from the varnish to the plow extra. Chapters are also dedicated to the block signalling then in use, to passenger traffic and to experiences on various freights in different divisions. Appendices include charts of railroading terms, steam roster, division maps and passenger departures.

The author, Ralph E. Fisher, comes from a railroading family, but trained in aircraft mechanics before serving in the Navy in World War 2. After discharge he joined the B&M before entering his own business. A native of Massachusetts, he was appointed curator of the Museum of New England Heritage at the Edaville RR. at South Carver, Mass. in 1975.

Vanishing Markers is a 10"x7" hardbound book of 130 pages. Photographs are included in the text.

For those who have a yen to be a railroader this makes exciting reading and for those who have an eye on the operations side of railroading, this is a book well worth studying. RL

RAILROAD STATION PLANBOOK

EDITED BY: Harold A. Edmonson & Richard V. Francoviglia.

PUBLISHED BY: Kalmbach $4.00

Comprising of seven chapters, each devoted to a different type of station, the book covers North America from West Toronto to Watsonville Junction, California.

Each station covered is shown photographed from different angles. The photographs are accompanied by HO scale drawings giving plan, side and end elevations with dimentions. In some cases more detailed structural information is given in separate drawings.

This book is undoubtedly a very useful tool for the HO gauge scratch builder but could also be a handy reference book for the railfan who is also a station buff. Published with a soft cover the book has 96, 11"x8" pages RL

A SHORT HAUL TO THE BAY

BY: James N.J. Henwood

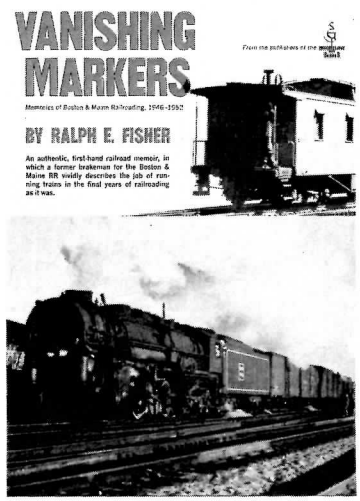
PUBLISHED BY: Burns & MacEachern $4.75
(in Canada)

This 48 page book is a short history of a short line - the 8½ mile Narragansett Pier Railroad. This line operates from West Kingston (connection with Conrail) to Narragansett Pier in Rhode Island. The book traces the history from its building by the Hazard family down to todays corporate operation.

An all time roster is included along with details of the various steam locomotives owned by the line. There is also an interesting section on the various gas railcars (converted buses) and locomotives owned from time to time and a description of how the last passenger trains were reduced to a ride in the Superintendants automobile, the only railcar having broken an axle.

The finances of this line have never been rosy and are followed in the text through various owners and U.S. Government control.

For the short line lover this book is a must. To other railfans it makes interesting reading. The later sections devoted to passenger services might also interest the transit and bus enthusiast. RL



10 Years Ago...

News and Information from May – June 1967

CANADIAN NATIONAL MOTIVE POWER NOTES

-The Montreal press reported recently that Canadian National placed orders at the end of April for a total of 110 new diesel locomotives.

General Motors Diesel Ltd. will build 68 SD-40 (3,000 h.p.) locomotives, probably to be numbered 5008-5075.

From Montreal Locomotive Works will come 42 3,000 h.p. Century 630's, likely bearing the numbers 2002-2043.

No information is available as yet on delivery schedules or proposed assignment of the new locomotives.

-Still more locomotives have been retired from CN's roster:

912 - April 14th;	)	Collision between #203
920 - "	)	and switcher, Sept 13/66
	)	Cornerbrook, Nfld.
1630 - "		Repairs not justified.
2202 - "		"
2204 - "		"
2206 - "		"
2214 - "		"
2215 - "		"
2217 - "		"
3032 - "		"
3035 - "		"
9426 - "		"
3806 - April 20th;		"
3819 - "		"
3822 - "		"

CANADIAN PACIFIC MOTIVE POWER NOTES

-GMD turned over the last two units of CP's current SD-40 order, Nos. 5563 and 5564, to the railway on April 28th.

-Units 5563/64 have replaced Nos. 5523/32 in CP's transcontinental wheel test service.

DINING CARS LEASED BY CN

Canadian National has leased -- reportedly for a two-year period -- six two-car dining car sets from the Pickens Railroad, Pickens, S.C. The cars were purchased by Pickens from the New York Central.

One car of each set contains seating for 68 diners, while the other car contains kitchen facilities and a small lounge. The interconnecting doors are actuated by electric eyes for 'no-hands' operation by tray-laden waiters.

Two sets are operating on the Bonaventure between Toronto and Montreal; it is reported that the remaining sets will cycle in the Panorama between either Toronto or Montreal and Winnipeg.

(The Pickens Railroad operates 9.3 miles of freight-only track from a connection with the Southern Rly. at Easley, S.C. to Pickens. Apparently these cars were purchased as a speculative venture.)

Numbers of the leased cars are as follows:

408-481	489-485
405-478	490-484
407-482	487-483

CN REDUCES DEFICIT BY 26 PER CENT

CN's annual report for 1966 revealed that an operating profit of $40.1-million for the year was turned into a deficit of $24.6-million by 'an extremely heavy interest burden'. However the deficit was 26% lower than in 1965 and the fifth consecutive drop from the peak loss of $67.3-million recorded in 1961.

Gross revenues fell just $1.4-million short of the billion dollar mark, with railway operations accounting for $906.1-million of the total. Freight revenues were up 9.6% -- the highest in CN's history -- while passenger revenues increased by 15.8% to the highest since 1945. The report noted that passenger revenues are rising at a faster rate than expenses, and reiterated CN's confidence that it will be possible to reach an eventual profit position on passenger services; no figures were given on CN's 1966 passenger losses.

ONR'S CENTENNIAL PROJECT -- A STEAM ENGINE

The Ontario Northland has announced that a diminutive train, hauled by a steam locomotive 'under its own power', will visit on-line points during the summer. The locomotive, however, will be available for display only, and it is not planned that it will be used on excursions.

The locomotive, ex-CN 2164, was repainted as Temiskaming & Northern Ontario 137 for display several years ago, and was inspected by excursionists in North Bay during our weekend steam trip of September, 1963. Its display train for this summer's tour will include an old caboose and the former restaurant car "Agumik".

The tour is scheduled to begin on June 12th at Haileybury, visit Cochrane, Timmins and North Bay the weeks of June 26th, July 3rd and August 14th respectively, and wind up at Englehart on September 10th.

U.S. ROADS DROP FARES TO EXPO

* Eastern U.S. railroads have authorized special reduced fares to Montreal, permitting a grand circle tour of cities in the eastern territory within a 30-day period. Round trip coach fare from Chicago and intermediate points in the eastern territory is $75. Passengers leaving from Chicago, for example, might travel first to Montreal, then to New York and Washington before returning; passengers leaving from intermediate cities on the circuit have the same privilege.

CN UP-DATES ITS CAR NAMES

* Effective May 1st, CN introduced new terminology for certain types of passenger equipment on the basis that the names formerly used were no longer appropriate for the functions the equipment served; more 'saleable' terms were needed.

Accordingly, the old Parlor Cars, Buffeterias and Coach Lounges have disappeared, to be replaced by Club Cars, Cafes and Bar Cars.

CN MAY ELIMINATE TRANSCONTINENTALS -- RICHER

Surprising, at least superficially, was the May 9th statement by CN's Passenger vice-president, Jean H. Richer, that the railway may eliminate transcontinental passenger service within the next two or three years, or at least drastically alter it to suit customer needs. At the same time, he revealed that within five or six years the era of meals cooked and served on dining cars will be over.

Elimination of the two transcontinentals would be accompanied by the introduction of a series of inter-city trains to fill one of the two functions -- inter-city and cross-Canada travel -- of their predecessors. Another possibility would be a single daily transcontinental in company with increased inter-city runs.

Multiple unit service is now scheduled to begin at the commencement of the October period, subject to all conversion work and operator instruction being completed by September. Some of the overhead wiring for locking and unlocking contactors at electric switches has been installed, and special work and curves for Neville Loop are being completed at Hillcrest. Rebuilding at Neville will consist of installation of tangent rail in the loop itself to allow coupling and uncoupling to be carried out here after the evening rush hour, and the removal of the exit curves to Nursewood Road.

Humber Loop is scheduled to be rebuilt to include a passing track with a three-car capacity, and perhaps a two-car dead end spur. Work at Russell Carhouse will include installation of an exit track onto Queen Street eastbound from the trailer yard and the relocation of the westbound entrance into the trailer yard to a position slightly to the west of the existing track. Several intersections along Queen Street are receiving minor repair to insure smooth passage for two-car trains.

A test train, consisting of 4493-4691, was operated on March 30th between 1.38 a.m. and 4.44 a.m. on Queen Street and Kingston Road, accompanied by emergency crews and with electric switches plugged to avoid inadvertant operation.

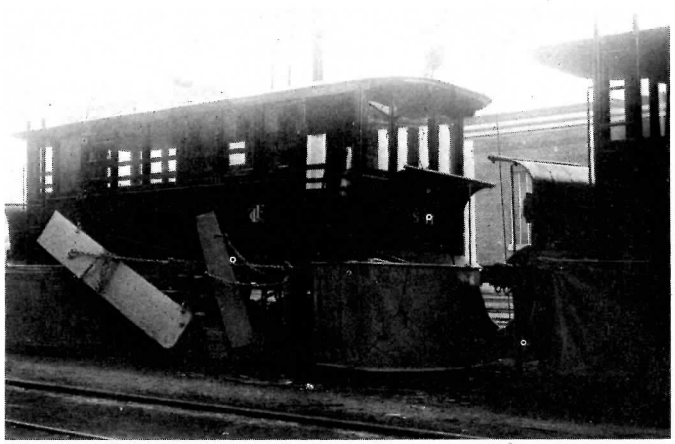
Two diversions of street car service occurred during the past month. On March 29th, at 7.09 a.m., car 4311, entering KING service, split the switch, west to north, at Queen and Broadview, blocking traffic in three directions for twenty-five minutes. KING, QUEEN, DUNDAS and both of the KINGSTON ROAD services were affected with the usual short turn arrangements in effect.

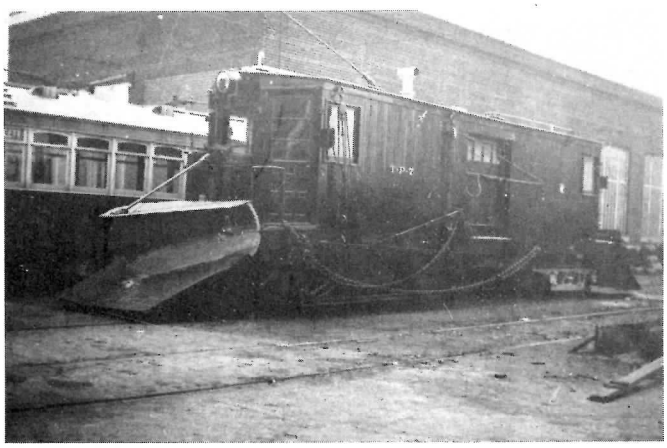
A section of fallen overhead at College and University on April 25th at 9.08 a.m. resulted in westbound CARLTON cars being diverted via Bay, City Hall Loop, Bay, Dundas and McCaul Streets for twenty-two minutes.

The EARLSCOURT route will become a "rush-hours-only" operation effective with the beginning of summer schedules, on an experimental basis. As a result of the change, headways on St. Clair Avenue between Lansdowne and the Subway are to be increased from 3 to 4½ minutes, while headways on the balance of the ST. CLAIR route are reduced from 6 to 4½ minutes. The change is being made to aid inspectors in keeping ST. CLAIR service on a more even keel; under the present arrangement, inspectors cannot pull EARLSCOURT cars off of their runs to fill in for late ST. CLAIR cars as this would upset the schedules for the former service. It is hoped that the new arrangement will result in better service on a overall basis for the ST. CLAIR route.

There is a possibility that the 1967 KING-EXHIBITION service will be rerouted via either Parliament or Broadview and over the CARLTON route to Main Station.

FP-9 6532 on the point of train 174 after leaving Taschereau in northern Quebec. These very short trains are the western end of the Quebec City - Cochrane/Noranda service. Photo taken in August 1975. (R.W. Layton)





TRANSITPIX

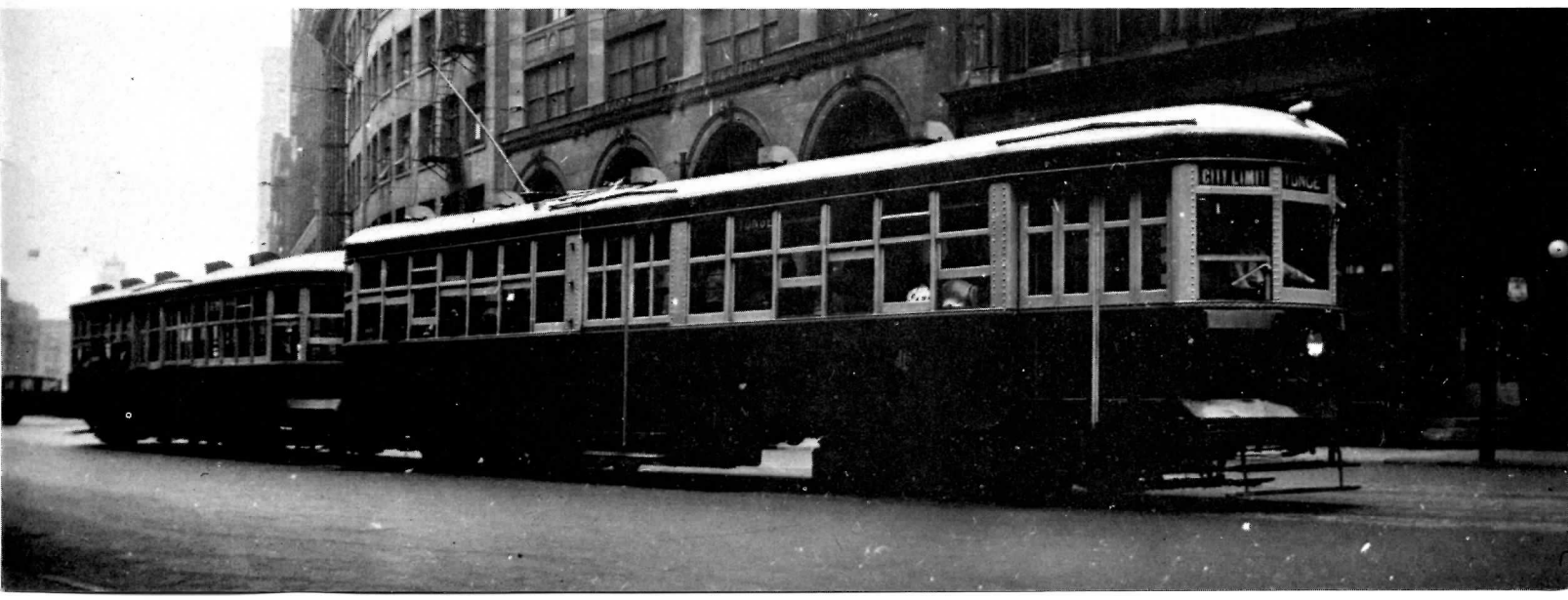
ABOVE
Sweeper S-11 is seen here on September 20th. 1944 at Wychwood Carhouse. S-11 was built by the TRC in 1899 as #11. (U.C.R.S. Coll.)

RIGHT
PCC air car 4198 in trouble. The rear of the car is being jacked to assist in the rerailing. (U.C.R.S. Coll.)

LEFT
TTC W-8 and C-1 at Hillcrest shops. W-8 was built by the TRC in 1909 as #8, C-1 was also of TRC origin being built in 1913 as TRC #1. Photo taken by Ray Corley on September 13th. 1945. (UCRS Coll.)
RIGHT
After a light snowfall TTC Witt 2430 stands in Wychwood Carhouse. Built by CC&F in 1921, this car was equipped with a Tomlinson coupler for train operation. (U.C.R.S. Col.)

LEFT
Double end plow T-P-7 came to the TTC from the Toronto and York Radial Railway. Formerly T&YRR passenger car #57 it was rebuilt as plow #7 in 1912 after recieving fire damage in 1907. Seen here at Lansdowne Carhouse.(UCRS Coll.)

BELOW
A YONGE train northbound at Front and Yonge Streets on July 8th. 1944. 1923 built class L-2 Witt 2992 is providing the power. Union Station can be seen in the extreme left background. (UCRS Coll.)



Rail and Transit