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Rail and Transit

Canada's Railway Magazine

November - December 1978

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Rail and Transit

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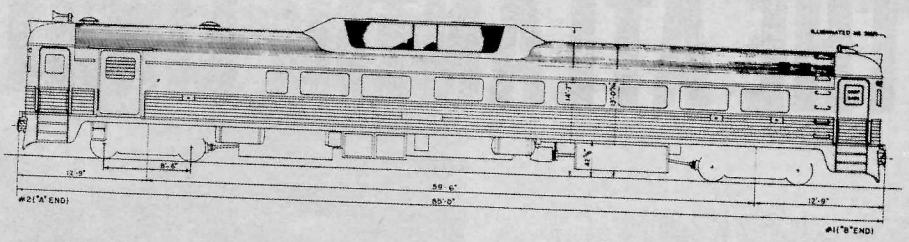

NOVEMBER - DECEMBER 1978

VOLUME 3 NUMBER 6

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FRONT COVER
CP Rail E8A #1802 on the head end of the "Atlantic Limited" at Montreal's Windsor Station. (K.A. Gansel)

BACK COVER
CNR electric mu set #6743 pauses at Portal Heights before plunging into the Mount Royal tunnel on its way into downtown Montreal. (T. Wickson)

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THE ATLANTIC LIMITED

Kenneth A. Gansel

Canadian Pacific's "Atlantic Limited" is the only train operating east of Montreal with a dome car; it is also the ONLY passenger train operating in the State of Maine. The "Atlantic Limited" serves as CP Rail's line with the east and with Nova Scotia via the St. John - Digby ferry.

The Atlantic Limited, CPR train #41 westward and #42 eastward, runs from Saint John, New Brunswick to Montreal 478 miles away. It takes 13 hours for its run using the Maine short-cut, and is the most direct route to Montreal from southern New Brunswick and all of Nova Scotia. There has been talk for a number of years of putting a pool train in service on this route and have the CN run its Montreal - Halifax trains via the CP route from Saint John to Montreal, however this is only hearsay. Of late, there seems to be a renewed effort in this regard, and with that in mind I decided to ride the "Atlantic Limited" so that I could sample it before any changes were made.

My trip aboard train #41 starts out at McAdam, N.B. some 80 miles west of St. John, (McAdam being closer to my home in Saint Andrews). I arrived about an hour before the train was due in order to purchase my ticket, and to soak up the atmosphere of this truly regal station. This being a Sunday night there were no other passengers boarding #41 and the waiting room was empty. Around 22.25, and without any fanfare, #41 came to a stop in front of the water and diesel service area at the east end of the platform. Here the steam generators water tank is topped off, and after about ten minutes the train pulls up to the station. On week-nights, mail is put on the train, but Sundays there is no mail (some CPR mail is put into the baggage car). The conductor comes in and registers in the register book at the operator's window. While this is going on the Pullman porter is putting my bags in my roomette and I am trying to get

Train #42, powered by E8A #1802 prepares for departure from St. John during the snow storm of 8,9,10 March 1975. (KAG)

one more photo before being left behind at McAdam. At 22.40 we are underway behind the smooth power of engine 4075.

About five miles from McAdam another stop is made, this time at Vanceboro, Maine. Here U.S. Customs and Immigration officers board the train and ask those embarrising questions. One must remember that the "Atlantic Limited" is an international train which cuts across Maine for 175 miles and this short cut is the key to the train's schedule of only 13 hours. The stop at Vanceboro takes about 10 minutes for the U.S. inspection. It would take longer if the train were full but there are only three sleeping car passengers and about 15 in the coach. Thursday, Friday and Saturday nights are the busy nights; Sunday is a very light one. We are on our way by 22.00 Eastern time, the border is the time change from Atlantic to Eastern time. With the inspection over, the lights in the dome are turned off and one glides through the woods of Maine, the only lights one sees are the signal lights of the ABS. It is an unpopulated area, the next stop, Danforth, Maine, is a flag stop and the train slows to about five mph for the conductor to check for passengers. There being no passengers tonight we accelerate out of town.

The line from Vanceboro to Mattawamkeg, Maine esed to belong to the Maine Central Railroad, but on the 17th of December 1974 Canadian Pacific took over the line and purchased it outright for $6,000,000.

Mattawamkeg is reached around 23.15. At this point I decided I would retire for the night as I had three days of railfanning in Montreal ahead of me. The "Atlantic Limited" is not turned at Saint John or Montreal and on the westward trip to Montreal the sleeper is located behind the baggage car. This is a very bad position since as all one hears is the diesel blowing for all the grade crossings and it keeps one awake. Also the track of the former Maine Central is very rough and quite bumpy in places. However, during this summer (1975) CP will be re-surfacing the line from Brownville Jct. to McAdam and there should be a great improvement. During the night I was awakened several

The "Atlantic Limited" as train #42 passing Westfield Beach, N.B. E8A #1800 is the power. (K.A. Gansel)

LEFT
Passengers boarding #41 at Farnham, Que. (KAG)
BELOW LEFT
Another view of the "Atlantic Limited" in action. Seen here one mile west of Sherbrooke, Quebec. (KAG)

times by the horn blowing, but never by a stop or start. My hat is off to the excellent engineers assigned to #41 as they know how to please their passengers.

Sometime around 03.30 the train enters Canada between Jackman, Maine and Megantic, Quebec. I can only assume that at Megantic Canadian Customs and Immigration board the train and check over any passengers who boarded the train in the United States. Megantic is also a crew change for the conductors and trainmen, Megantic being the boundary between the Saint John Division and the Montreal Division of the Atlantic Region.

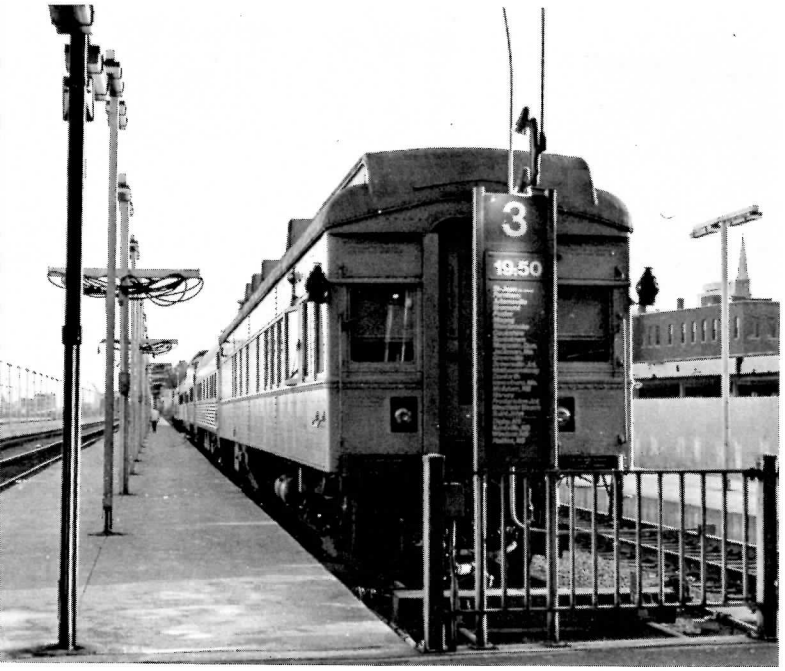
The sun is just coming up as the train stops for 10 minutes at Sherbrooke, Quebec, there is still a maintenance of way truck lettered "Quebec Central" sitting at one end of the station. Sherbrooke is where the first commuters join the train, being only 106 miles from Montreal. In talking with the conductor, he tells me, that there are not any regular passengers but passengers who go to Montreal for shopping once or twice a month. There are however regular commuters getting on at Magog, Foster, Bromont and Adamsville all of which are flag stops. Farnham is the next large town and it is also served by a commuter train (#213) which runs an hour ahead of the "Atlantic Limited". However there are a lot of passengers this morning and the coach is getting full and on Mondays there is an extra coach added at Sherbrook.

The extra coach is added to the "Atlantic Limited" on its eastbound trip Friday nights and returns on the westbound trip to Montreal Sunday and Monday mornings . It returns to Sherbrooke deadhead on Sunday night. The yard switcher assigned to Sherbrooke removes and adds the extra coach to the train. There are a loy of people who come to the Eastern Townships in both summer and winter either to the cottages or for the skiing. The coach handles the overflow crowd.

The most picturesque part of the line is between Magog and Adamsville, the line curves back and forth between the farms and small streams which pass under the bridges. There are rock cuts and tight curves too and, at one point you think the cars will touch the sides, but they don't. Everything is so green in the early morning dew. However black clouds to the west spell rain.

Just after leaving Farmham it starts to rain, and it rains all the way into Windsor Station. There is one stop made at St. Jean and then over the Seaway and up to Montreal West right on time 08.35, then Westmount and finally Windsor Station at 08.50, just in time to catch either the D&H train to New York or at 11.15 the "Canadian" to Vancouver if one so desires.

F-unit #4075 being serviced at McAdam, N.B.(KAG)



ABOVE
CP Rail track recording car #63 at the stops at Montreal Windsor Station, attached to the rear of #42. (K.A. Gansel)
RIGHT
The train board is up and the "Atlantic Limited" is ready to recieve passengers. (KAG)

The "Atlantic Limited" eastbound departs from Windsor Station at 19.50 except during the period between June 14th. and September 14th., when it departs at 18.00 and operates as train #40. This is because of the change in ferry departure time at Saint John. The departure time of #42 is set so that passengers from the "Canadian" must make the connection at Montreal West, as the "Canadian" arrives at Windsor Station at 20.05. There is no connection with #40 during the summer.

At 19.30 the gates of track three are opened and passengers may board the "Atlantic Limited". As I walked through the train shed and out onto the open platform, I noticed that on the rear of the train there was a car with a solarium type end and track inspection lights. At first I thought it was an old solarium-diner, but CP does not have any more of them, or was it a business car? Well it was car 63, track recording car and it was to make the run from Montreal to Saint John to record track conditiond. The car is capable of recording gauge, track surface, level and super-elevation on curves. All this information is recorded on a moving graph. The various roadmasters ride in the car over their territories. Maybe CP can read my mind, because there are spots on the line where this car would get some great readings. After my bumpy trip to Montreal I was delighted to see the Track Recording Car on train #42.

After depositing my gear in the roomette, I set off to photograph the train sitting in the station. At 19.50 we started to move making the regular stops at Westmount and Montreal West. We were at Montreal West for 30 minutes as the Seaway bridge was up for a ship and a freight train going into St. Luc Yard blocked us for another 10 minutes. Finally underway at 20.35, crossing the Seaway, the setting sun glinted off the river and the City of Monreal faded into the twilight as we roared past Delson at around 80 mph (computed by timing mile boards and using the table in back of the employee's timetable). Our engineer was trying to make up for the delay, but we had stops at St. Jean and Farnham. By Farnham we had made up 10 minutes and we slowed for the flag stop at Adamsville, but no passengers were getting on or off tonight. There were some shoppers who had gone to Montreal for the day and were returning home. They got off at Bromont, Foster and Magog. We arrived at Sherbrooke only ten minutes off schedule and stpped for only five minutes instead of the scheduled ten. It was very dark now and I was sitting up in the dome-car waiting for the meet with freight train #949 which took place at Cookshire, I also noticed that the train would dip its headlight when meeting an automobile on the side road which kept close to the tracks. After the m meet I retired for the night to my roomette and this being the eastward trip the sleeper is three cars from the engine and the horn blowing is not noticed, and I slept right through to Mattawamkeg.

Train #40 taking on passengers at Sherbrooke, Quebec. (K.A. Gansel)

Important: All arrival and departure times are in local time.

Montréal | Farnham | Saint John

Read down/De haut en bas — Read up/De bas en haut

40 See/Voir Note B	42 See/Voir Note A	214● Ex. Sat. & Sun. Sam. & dim. exc.		Kilo-metres	Miles Milles	7 E.T.–Eastern Time HE–Heure de l'Est A.T.–Atlantic Time HA–Heure de l'Atlantique	213● Ex. Sat. & Sun. Sam. & dim. exc.	41 Daily Quot.
						Gare Windsor Stn.		
18 00	19 50	17 35	ET/HE	0.0	0.0	Dp... Montréal .... Ar	07 50	08 50
z 18 07	z 19 57	17 40	"	3.2	2.0	..... Westmount	07 43	08 42
z 18 15	z 20 05	17 46	"	7.6	4.7	..... Montreal West.....	07 37	08 35
.. ..	.. ..	17 51	"	11.6	7.2	..... LaSalle	07 30	..
..	..	f 17 54	"	14.3	8.9	..... Adirondack Jct.....	f 07 28	..
..	..	18 00	"	21.9	13.6	..... St. Constant	07 20	..
..	..	18 03	"	23.5	14.6	..... Delson	07 17	..
..	..	f 18 08	"	29.6	18.4	..... St. Philippe	f 07 11	..
..	..	f 18 15	"	40.4	25.1	..... Lacadie	f 07 01	..
18 46	20 36	18 22	"	47.6	29.6	..... St. Jean (St. Johns)	06 56	07 53
..	..	18 25	"	48.9	30.4	..... Iberville	06 51	..
..	..	f 18 29	"	55.0	34.2	..... St. Grégoire	f 06 47	..
..	..	f 18 31	"	59.2	36.8	..... Versailles	f 06 45	..
..	..	f 18 35	"	62.9	39.1	..... Ste. Brigide	f 06 43	..
19 04	20 54	18 45	"	69.7	43.3	..... Farnham	06 40	07 35
f 19 18	f 21 08		"	86.2	53.6	..... Adamsville		f 07 18
f 19 27	f 21 17		"	98.1	61.0	..... Bromont		f 07 10
f 19 39	f 21 29		"	112.0	69.6	..... Foster		f 06 58
f 20 12	f 22 02		"	142.2	88.4	..... Magog		f 06 30
20 40	22 30		"	171.7	106.7	Ar... Sherbrooke ....Dp		06 05
						(Hôtellerie Le Baron)		
20 50	22 40		"	171.7	106.7	Dp... Sherbrooke .... Ar		05 55
f 21 25	f 23 15		"	205.6	127.8	..... Cookshire		f 05 15
f 22 01	f 23 51		"	241.7	150.2	..... Scotstown		f 04 37
22 40	00 30		"	281.9	175.2	Ar... Mégantic, Que.... Dp		04 00
22 50	00 40		"	281.9	175.2	Dp... Mégantic, Que.... Ar		03 50
00 04	01 54		"	351.9	218.7	..... Jackman, Me.....		02 40
f 00 58	f 02 48		"	416.6	258.9	..... Greenville		f 01 41
01 55	03 45		"	470.3	292.3	Ar... Brownville Jct.... Dp		00 40
02 00	03 55		"	470.3	292.3	Dp... Brownville Jct.... Ar		00 30
03 15	05 10		"	540.0	335.4	..... Mattawamkeag.....		23 15
f 03 56	f 05 51		"	587.9	365.4	..... Danforth		f 22 32
04 35	06 30		"	629.9	391.5	..... Vanceboro, Me.....		21 55
05 50	07 45		AT/HA	639.4	397.4	Ar... McAdam,N.B.⊗.. Dp		22 40
06 00	08 00		"	639.4	397.4	Dp... McAdam, N.B. .. Ar		22 25
06 25	08 25		"	670.5	416.7	..... Harvey		22 53
06 55	08 55		"	703.8	437.4	Ar... Fredericton Jct.... Dp		21 30
b 07 55	b 09 55		"			Ar / Dp .. Fredericton .. Dp / Ar		b 20 25
b 05 55	b 07 55		"					b 22 20
06 55	08 55		"	703.8	437.4	Dp... Fredericton Jct.... Ar		21 30
u 07 32	u 09 32		"	752.7	467.8	..... Westfield Beach....		..
08 00	09 55		"	770.4	478.8	Ar... Saint John .....Dp		20 30

Will not operate Mondays May 19, Sept. 1, Oct. 13, and Tuesdays June 24 and July 1. Ne circulera pas les lundis 19 mai, 1er sept. 13 oct. et les mardis 24 juin et 1er juillet.

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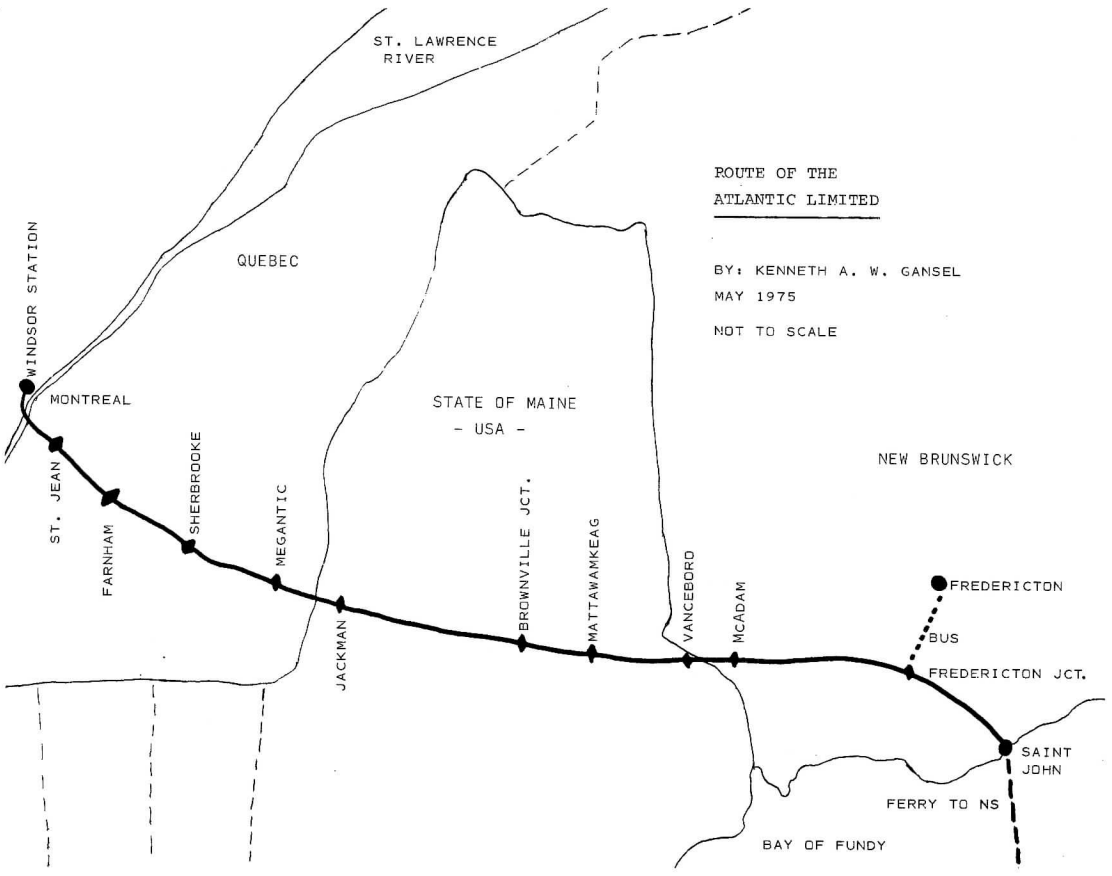
At Mattawamkeg the sun is just coming up, and we were just about back on schedule. After getting dressed I went up into the dome car to watch the scenery which I had missed in the dark of night on my way to Montreal. Most of this part of Maine is woods and swamps and the line is crossing rivers about every two miles or so. A deer races across the tracks and off into the woods as it hears the approach of #1802. To "Atlantic Limited" is assigned #1800 or #1802 which are the only E-8's on the CPR. Another thing missed during the night is the meet between #41 and #42 which takes place at Brassua, Maine about 15 miles east of Jackman, and during the summer with #40 and #41 at Bodfish, Maine just west of Brownville Junction. We slow down for a flag stop at Danforth, Maine but do not stop. Just west of Eaton, Maine we get a yellow signal and as we round the curve we see #949 in the hole for the meet, we hold the main as 949 pu-ls out since its rear is on the main - the siding is not big enough for the freight. After Eaton the train will stop at Vanceboro and just before we do stop a big grey-brown moose runs from the trackside into the marsh and stares with amazement as the train passes by. At Vanceboro the Maine Central engines are being started up. The MEC runs a freight from here to Bangor and return and they are getting ready for their run.

McAdam is reached at 08.00 Atlantic Time as we re-enter Canada and the Atlantic Time zone. We are 15 minutes behind schedule and by the time the train leaves McAdam it will be 30 minutes off its time. The delay came about by the mail which was unloaded and the equipment which is shipped by CP in Montreal to the shop at McAdam. The passengers aboard have just started breakfast in the dome car as the train departs McAdam for the remaining 80 miles to Saint John on the "Atlantic Limited".



New high speed inter-city trains will begin entering service with VIA early in 1980 following the signing of contracts between VIA, the Ministry of Supply and Services, and Bombardier - MLW Ltd. of Montreal.

The contracts, worth $60 million, call for the building of 22 LRC locomotives and 50 coaches. The new trains will be lighter, lower in profile and will provide more speed comfort and economy than existing equipment.

The first trains to be delivered will be used on runs between Ottawa, Montreal and Quebec City where VIA anticipates good traffic growth. As more trains become available, LRC service will be extended to other parts of Canada.

Frank Roberts, VIA president and chief executive officer, said the LRC trains will be the best in the world and will be the trains around which Canada's rail passenger services will be revitalized.

The LRC trains have been developed by three Canadian companies:

Bombardier - MLW
Dominion Foundries & Steel (Dofasco)
Alcan Canada Products

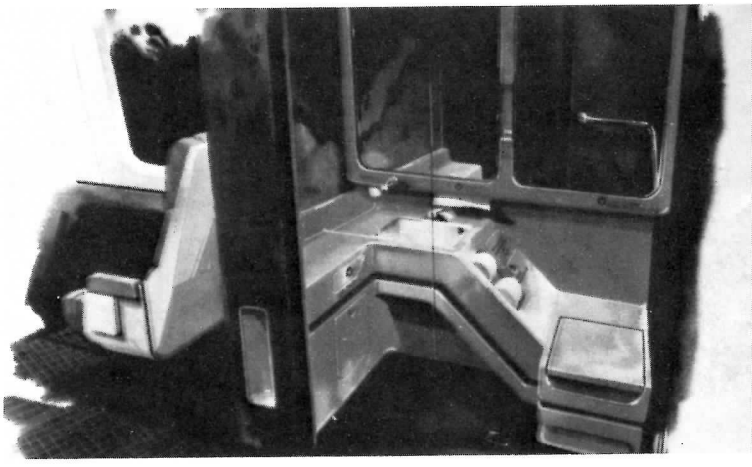
The Canadian designed trains are capable of 125 mph and have a unique banking system using electronic sensors and hydraulic cylinders for higher operating speed on curves and increased passenger comfort.

It is expected that the production LRC's will have a somewhat different appearance to the prototype which was tested on the Toronto - Sarnia corridor.

Part of the LRC programme includes the testing of new seat designs. Passengers abourd trains between Toronto and Montreal are being asked to help choose the design. Six types of seat are being tested in a secially converted coach. Passengers are asked to try them all for comfort and fill out a questionnaire.

VIA VISTAS

ABOVE
Passengers trying out the new experimental seats. (VIA Photo)
BELOW ACROSS DOUBLE PAGE
Artist's impressions of the interiors of VIA's new LRC passenger cars. (All VIA)



As of September 28th. last, CP Rail power was sold to VIA in preparation for the VIA take-over of transcontinental service. The resulting changes saw the ex-CP "Canadian" running on CN tracks from Toronto to Parry Sound via Barrie and Orillia and the ex-CN "Super Continental running on CP tracks from Dorval to North Bay. The "Super" then becomes an ONR train for about a mile before regaining CN tracks. Winnipeg facilities have also been rationalised with all trains now calling at the old Union (now CN) station. They then set out for Portage - La - Prairie on CN tracks.

With the introduction of the new timetable, there is no longer the splitting operations at Sudbury and Capreol repectively. Consequently in the week prior to the change CP Rail moved most of the Budd built equipment from Montreal to Toronto, filling John St. yard with stainless steel "varnish".

Following is a list of CP power sold to VIA:-

TYPE	NUMBER	RUNNING NUMBERS
E8A	2	1800, 1802
FP7A	8	1400, 1402 - 04
		4066 - 69
FP9A	12	1405 - 07
		1409 - 14
		1416, 1418, 1432
FP9B	5	4473 - 75
		4477, 78
RS-10	1	8558

All are steam generator equipped.

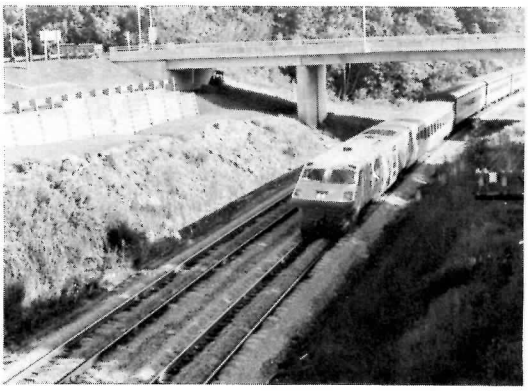
RDC-1	18	9049 - 51
		9053
		9055 - 59
		9061 - 65
		9067
		9070 - 72
RDC-2	8	9103
		9105 - 07
		9111 - 13
		9115
RDC-3	5	9020 - 24
RDC-4	3	9200,9250,9251
RDC-5	4	9302,9306,9308
		9309

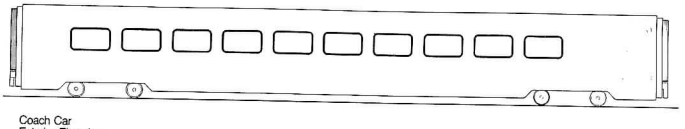
The following newly acquired F-units are to be regeared for 89mph operation and renumbered as follows

TYPE	1st. CP #	2nd.CP #	NEW VIA #
FP7A	1422	4066	1422
	1423	4067	1423
	1424	4068	1424
	1425	4069	1425
FP9B	1900	4473	1931
	1901	4474	1932
	1903	4475	1933
	1905	4477	1934
	1907	4478	1935

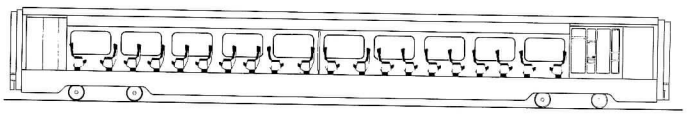
The following are due for immediate new paint jobs:

VIA # 1405,1410,1414,1418,1931,8558.

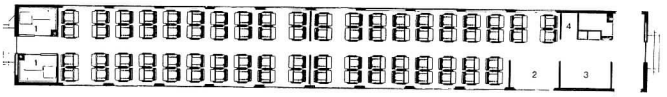




Coach Car
Exterior Elevation



Coach Car
Interior Elevation



Coach Car
Plan View

Seating 76
Pitch 38" (.965 M)
37" (.953 M)

1 Toilet 3 Galley
2 Baggage 4 Valet

TOP & ABOVE RIGHT
The prototype LRC was tested extensively in South-Western Ontario. In these views, the locomotive and passenger car are in Tempo service. It is likely that the production LRC locomotives will have a different external appearance.
(both R. Eastman)
RIGHT
Plans of the VIA, LRC cars with their interior diagrams.

UCRS

AGAWA FIESTA

DAVID W. SMITH
&
MARY F. LAYTON

The weather was typical for early November in Southern Ontario, cool evenings, clear skys and a touch of frost in the morning. The only thing that cooled our enthusiasm was the inevitable wind that blows through the train shed at Toronto's Union Station. The majority of the passengers were below in the warm waiting are by Gate 8, but those who were crewing the train were out in the cold on the platform by track 10. Our train was operating in multiple with the regular Northlander #122 and would leave with #123. Today however #122 was running 20 minutes late, so departure was inevitably delayed. On the arrival of our unit we were met by our ONR hosts for the next few days. In charge of the train was mechanical co-ordinator Dennis Newton, assisted by Rene Ringuette and "Butch" Bauchard. On board services and passenger operation were looked after by Vic Turcotte assisted by Steward Holly Byerlay. The rest of the Dining Car crew were Chef Jean-Luc Trudel and assistant chef Jim Prescott. The hostesses were Rhoma Lajoire, Marianne Brunette and Mary Lee Sheppard, who was known to all as "Peewee".

As was expected by the late arrival of the train, we left Toronto Union late. We left the city by way of the Don Valley and continued north to Washago on the CNR Bala Subdivision. This Subdivision was built in the 1912-13 period by the Canadian Northern Ontario Railway which was a paper company totally controlled by Mackenzie and Mann's Canadain Northern Railway. Our route crossed and recrossed the Don Valley Parkway and passed under the CP Rail mainline at Eglinton Avenue.

Once we had left the Don Valley and Metropolitan Toronto, we crossed the CNR's new Toronto freight bypass line (York Sub.) at Doncaster on a 90 degree diamond. From here to Richmond Hill we were on newly installed double track built for the GO Train service which started this spring. We passed the GO stations at Oriole (Leslie St. & Hwy. 401); Old Cummer (Leslie St. & Finch Ave.); Langstaff (Bayview Avenue and Hwy. 7) and finally Richmond Hill. We also made a stop at Richmond Hill, but at the old CNR station situated ½ mile north of the new GO station. This old station is now boarded up, passengers being served by a new "bus shelter".

North of Richmond Hill we left the populated Toronto area and wound through the sand hills near Ballentrae, joining the Lake Simcoe floodplain at Mount Albert, then passing the small communities of Pefferlaw and Beaverton before skirting the edge of Lake Simcoe into Washago.

At Washago we stopped once more to allow passengers to join the other half of the train and transfered to the CNR Newmarket Subdivision. The Newmarket Sub. was the Grand Trunk Railway's northern line prior to CNR days and Washago used to be a diamond. The station here is at an odd angle to the tracks as it was built alondside the GTR's old alignment. Tracks were changed here when highway improvements were needed. We now follow the old CNoR route to just north of the station yard where "new" tracks swing east to join the old GTR route.

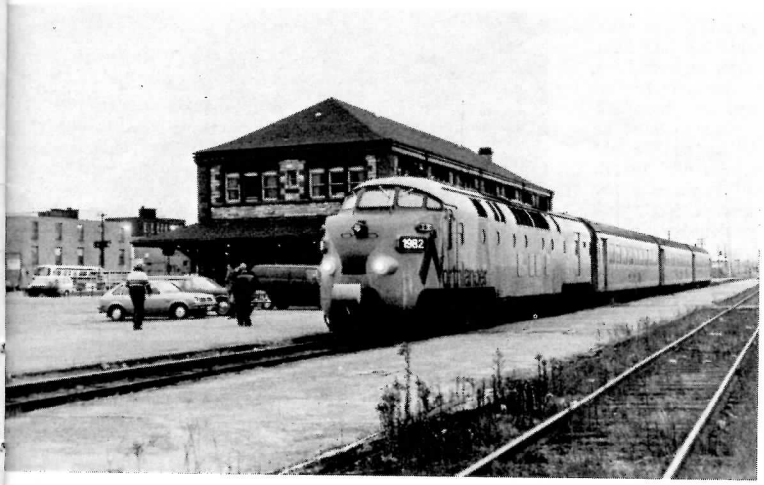
Next stop was Gravenhurst where we changed head-end crews and took on and detrained passengers from the trailing part of the train. For some time Gravenhurst was the most northerly point of rail in the Toronto area when the Toronto, Simcoe and Muskoka Junction Railway was built north from Barrie. As part of the Northern Railway group, the Northern and Pacific Junction Railway then built north to meet the new Canadian Pacific main-line at Callender. Eventually the Northern Railway became part of the Grand Trunk system which ran trains to North Bay from Callender into that town. The reciprocal agreement was that the CPR transcontinental trains from Toronto would use GTR tracks to North Bay. We followed this route making a flag stop at Bracebridge and station stops at Huntsville and South River.

On the formation of Canadian National in 1920, it became obvious that the CNR should consolidate its routes into North Bay. The Canadian Northern's transcontinental line was already in existance so a connection was built to link the GTR and CNoR lines at what is now Nipissing Junction. The balance of the GTR/CPR connection was abandoned as the CPR had by that time completed its own route from Toronto north and no longer used the Grand Trunk.

Heading North-west from Nipissing Jct. on the old Canadian Northern mainline, we passed the wye which marks the eastern end of the ONR yards. After crossing the ONR mainline on a 90 degree diamond, our train stopped to the east of the station in North Bay whilst the crew set the switches for our transfer to ONR rails. Of the two tracks at the station, the southernmost is ONR, the northern is CNR. We arrived at the ONR platform.

We had planned for the train to leave the CNR/ONR station on Saturday morning so that passengers could have the opportunity to ride the interchange tracks from CN toCP by way of the ONR shops. CP had refused to allow passengers on the train during this move so we all left from the CP station. A little after 08.00 we left North Bay heading west for Sudbury. Breakfast was served as we left North Bay. There was a meet with a freight to the east of Sturgeon Falls and as we passed the Sturgeon Falls station, Vic Turcotte announced that this was the home-town of our chef, Luc, and not to blink as you might miss it.

The route west to Sturgeon Falls was completed in December 1882 as part of the Canadian Pacific transcontinental line. At that time a division point was established at Nipissing, which was later re-named North Bay. The CPR facilities then formed the nucleus of the present City.



Northlander unit #1982 at the CPR station at North Bay during passenger loadings on Saturday morning. (D.W. Smith)

Construction in 1883 opened the line from Sturgeon Falls to a point beyond Sudbury Jct. At Sudbury the CPR route split. A temporary main line was built from Sudbury to Algoma Mills. Construction was done from both Sudbury and Algoma Mills, the ends finally meeting at the Vermillion River late that year. Algoma Mills was situated on the north shore of Lake Huron and was used as a staging point for construction work on the north shore of Lake Superior.

Before entering Sudbury we crossed the CNR (ex- Canadian Northern) main line from Toronto and then the junction with CP's Toronto - Sudbury main line. On arrival at Sudbury we came to a halt on the main track behind the consist of #417, which is the local RDC train serving this part of northern Ontario. We were to detrain our passengers for a 1 hour photostop, whilst the residents of Sudbury were invited to tour the Northlander. This was not to be as the local Superintendant in a most obnoxious manner told us to get the **** out of town. He told the ONR people basically what they could do with themselves and the train. Any passengers who left the train would be left on the platform. He was informed of the stop-over (approved by CP Toronto) but refused to allow it. We only hope that there were some potential rail shippers on our train so that they could see at first hand which road not to use next time. We left Sudbury early very much annoyed by this high handed attitude. We followed the Algoma Mills "branch" south-west toward the lake.

This line has most of CP Rail's connections with the Sudbury mining industry and we passed the junction at McKerrow where the ex-Algoma Eastern main line goes to the ore trminal on Manitoulin Island. Further along we found that the harbour of Algoma Mills no longer exists.

After many months of court litigation with the Grand Trunk over rights to enter Sault Ste. Marie, the Canadian Pacific went against a court ruling and extended its branch from Algoma Mills to the Soo. The extension was opened in 1888.

As with Sudbury, there was to be a short photostop at Webbwood, but the same Superintendant would not allow us any stops or runpasts. The best that we could do was to photograph the train at Sault Ste. Marie CP station on arrival in mid-sfternoon. We were to transfer to the Algoma Central and detrain at the ACR station which is across the parking lot from our hotel, but as at North Bay the CP would not allow passengers on the interchange move. Sault Ste. Marie Transit buses had to be provided to ferry passengers the two miles from the CP station to the Holiday Inn. The ONR crew stayed nearby at the Empire.

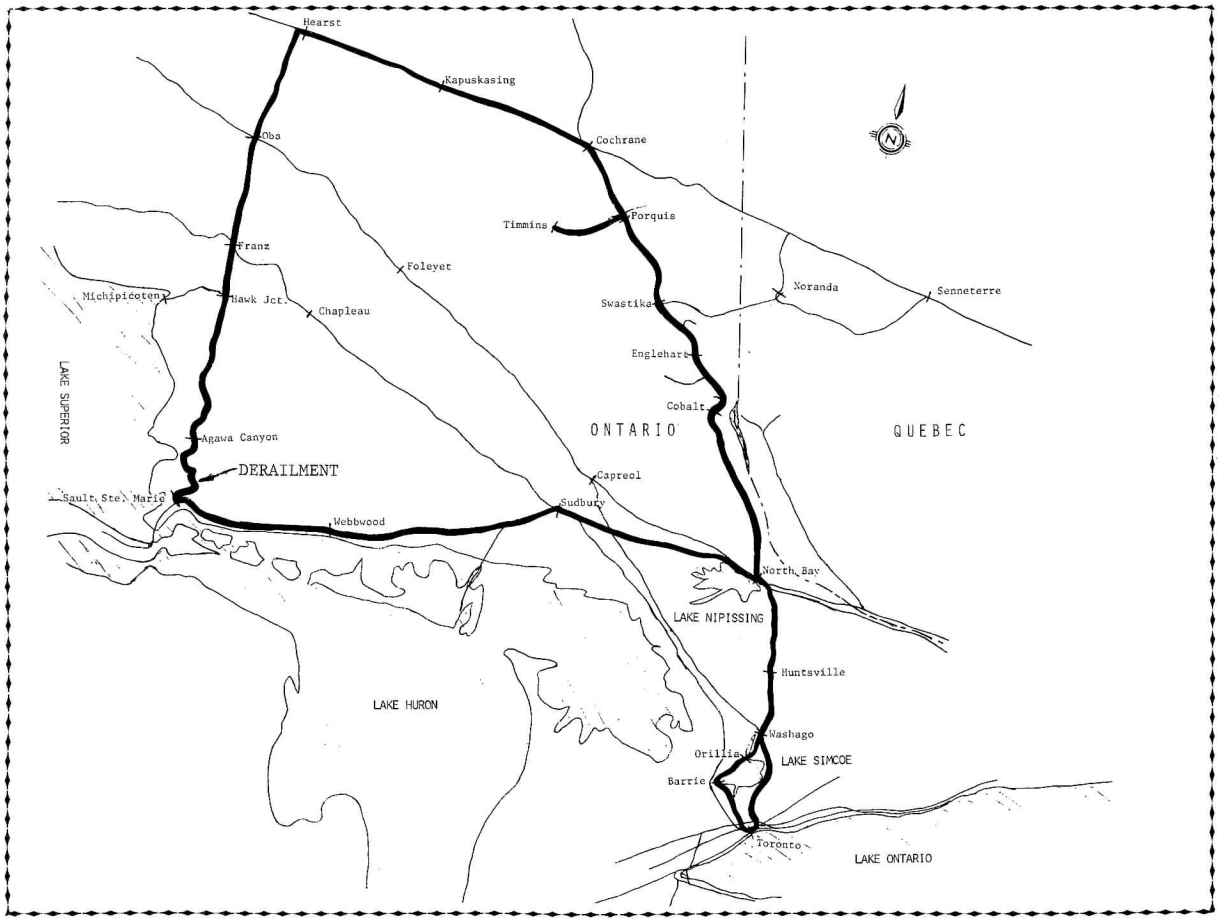
After an eventful journey #1982 arrives at the refurbished CP station at Sault Ste. Marie. (D.W. Smith)

The Discovery train was at the ACR station for its last display stop of the year, which gave our passengers a chance to look over it.

During 1898 a group representing Sault Ste. Marie steel interests promoted a railway to carry iron ore from the mines at Michipicoten to the Algoma Steel mills at the Soo. A railway was incorporated as the Algoma Central Railway, however when construction began in 1899, they set their sights further and changed the name to the Algoma Central and Hudson Bay Railway. Their goal was to build from Sault Ste. Marie to a point close to Moose Factory on James Bay. As it happened the T&NO built there instead. The AC&HBR recieved considerable land grants from the provincial government of the day as a means of guaranteeing bond issues. Part of these grants were the crown lands in the highlands north of Sault Ste. Marie. Proving to be a useful timber and mineral resource area, these lands also proved to be a resource of another kind - a tourist resource, mostly in the form of the Agawa Canyon. Careful promotion of their tourist trains has turned this remote line into one of North America's most popular train rides. When the line was open-

Chartered Sault Ste. Marie Transit buses on hand to take passengers from the CP Station to the Holiday Inn. (D.W. Smith)

Sunday morning and the tour passengers board at the Algoma Central Station. The Discovery Train is visible in the background. (DWS)



ABOVE
The proposed route of the "Agawa Fiesta" showing the derailment location.
BELOW
Off the rails but still upright, Northlander #1982 sits marooned in the bush country.(DWS)

ed to Hearst in 1914, no further extensions were built, so soem ten years ago the name of the line was changed to its original plain Algoma Central Railway.

The ACR wye at the Soo was not big enough to accomodate a Northlander unit so we left the station ten minutes late with the power car trailing. Later events were to show how fortunate we were that the train was not able to be turned. The start out of the Soo was uneventful with the possible exception of the Trudel/Prescott kitchen connection who finished breakfast preparation in record time.

Problems came at mile 42 of the ACR Soo Subdivision. Those on board felt a slight thump some rough running and the brakes being applied at full emergancy - the Northlander had derailed. Those of us involved in operating the train had an opportunity to survay the scene immediately. A tie-bar (fish plate) had fractured on the outside of a curve. The Northlander running with light end first had crossed the joint successfully, but the heavier power-car with its six wheeled trucks was over the joint when it snapped, spreading the gauge. The power car had slipped between the rails, turning over about a quarter mile of rail on the outside of the curve. At this point the track is on a ten foot high fill, so it was extremely lucky that the power was trailing. the leading part of the train had guided it around the curve. It was the opinion of the train crew that had we been running power-car first, the train might well have rolled down the embankment. As it was no one was hurt.

The passenger cars had only superficial damage, the trailing truck of Car A being scored by the turned over rail. The power-car was

The offending rail joint, seen here within minutes of the break. (DWS)

more severely damaged, the rear truck having had its brake rigging torn off and traction motors damaged. A fuel tank had ruptured resulting in a gradual loss of fuel.

As soon as the the derailment was realised the brakemen were sent out to protect the train especially from the rear as ACR #1 was 40 minutes behind us. He arrived at our location on time. There would have been time for ACR #1 to have returned us to Sault Ste. Marie with our passengers and then returned to the wreck site to make a meet with southbound #2 for a passenger exchange. This was requested of the dispatcher by both the conductor of #1 and the train master on the scene. However the Vice-President in the Soo adamantly refused to allow #1 to move until #2 had arrived.

We then transfered our passengers to ACR #1 which had a consist of 2GP-9's, steam generator car, express box car, baggage car, 2 passenger cars and a business car. The train

With 1982 out of sight around the curve, the extent of the track damage can be seen.(DWS)

was then backed to Wabos (approximately 5 miles) where an Algoma Central maintenance of way crew boarded and the conductor provided the railfans with an improptu runpast. As it turned out it was the only runpast we were to have for the entire weekend. With the runpast over #1 returned to the stranded Northlander unit, the two geeps being run-round the train at the first siding south of the site. Some of the food on the Northlander was transfered to #1 in the form of sandwiches. Luc rescued the crepes made for dinner by heating them on the propane stove in the baggage car and borrowing the kitchen of the business car.

Finally ACR#2 arrived at the north end of the disabled Northlander and exchanged passengers and crew with #1. Now as ACR #2 we finally started back to the Soo. Arrival at the ACR station in Sault Ste. Marie was in darkness. Four buses were waiting for us and took us all to the Watertower Hotel. The owner must be commended for the welcome we recieved. At very short notice he had been able to supply rooms for everyone and bring in extra staff to operate the restaurant. The most gratifying part of the experience was the illuminated "welcome" sign in the hotel's entranceway.

Next morning at 07.30 we left Sault Ste. Marie rather ignominiously in three ONR buses bound for North Bay, retracing by highway our steps on the CPR the Saturday before. We had a short coffee break at Espanola which resulted in comments of "This is the first time a U.C.R.S. rail fantrip has pulled into a gas station". At North Bay we made connection with the train that we were scheduled to be on (#122) which had been hurriedly mu-ed to accomodate us. This train now makes timetabled connection with VIA #4, giving our party a chance to look at the new CN route trans-continental train - complete with a stainless-steel CP sleeper at the rear.

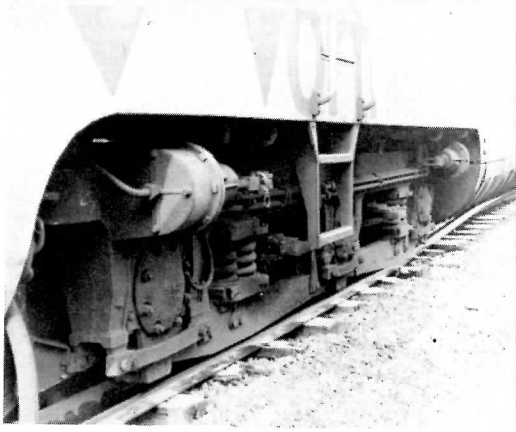
ONR bus #135 during the gas station photo-stop. (D.W. Smith)

From North Bay we retraced Friday's route over the CNR tracks to Washago. One thing that the railfans noticed was by the ONR reclamation yard where the end of a heavy-weight pullman car, painted green and still lettered "Pullman" sits on the top of a heap of scrap steel. As CN train #122 we followed the old Grand Trunk route south from Washago around the west side of Lake Simcoe. As was noted earlier the Toronto, Simcoe and Muskoka Junction Railway built the line from Barrie to Gravenhurst. At Barrie it connected with a branch of the Ontario, Simcoe and Huron Railway that was built from Allandale to Barrie. The present Barrie station is in fact the re-named Allandale station. The OS&H Railway was Ontario's first railway line, celebrating its 125th. anniversary this year. Built originally as a 5' 6" gauge line it was the last in Ontario to be converted to standard. It was never a wealthy road, having a history of near bankruptcy. Built as the OS&H, it was reorganised as the Northern Railway, then merged with the Hamilton and North-Western Railway to form the North and North-Western Railway, finally being bought up by the Grand Trunk.

Heading south from Washago we passed Atherly where the ex-Midland Railway line from Lindsay to Midland joined the GTR route. Also between Atherly and Orillia we ran parallel to an old trackbed that was once the Canadian Pacific line from Lindsay to Port McNicholl. At Orillia, the Midland line goes off as a branch to Midland. At Barrie we joined the old OS&H main-line and parted company with the old Hamilton and North-Western Railway mainline (now the CNR Beeton Subdivision). No more railway junctions were encountered until we re-crossed the Toronto freight by-pass line at Snider. On entering Metropolitan Toronto we travelled through generally industrial areas crossing the CPR cross-town line at grade, then joining the CNR Toronto-Guelph - Stratford route at Parkdale. From Parkdale to Bathurst St. Junction the CN and CP tracks are parallel. This corridor is the remains of a much larger access route. At one time four companies and three rail gauges used the grade all independantly of one another. They were the Grand Trunk (5' 6"); Credit Valley (4' 8½"); Northern (5' 6"); and the Toronto Grey and Bruce (3' 6').

Our arrival at Union Station was a little late as we were held at Lefroy for a meet with the Canadian (VIA #1) which was running some 15 minutes late.

As for the Northlander, #1982, which was left off the rails north of the Soo, it took 24 hours to rerail her, partially because the ACR "hook" was north of us and we derailed at the south end. After a very slow tow back to the shops at Sault Ste. Marie, the brake rigging was removed from the power-car and the unit was towed at 30 mph back to North Bay. Once in the ONR shops new traction motors and brack equipment were installed and the unit was back in service after nine days.



ABOVE
The rear truck of the Northlander sits on the overturned rail where she finally came to a halt. Oil leaking from the ruptured fuel tank can be seen on the rail. (DWS)
BELOW
An impromtu runpast performed by ACR #1 at Wabos. Geep #161 is in the lead.(D.W. Smith)

The derailmant was undouptedly caused by a broken tie bar, the question remains however of how the joint was allowed to get in such a state. The rail ends showed signs of pounding over a long period of time and the cracks in the tie bar were rusted. Is it also a comment on ACR track maintenance standards that we were the fourth derailment that they had experienced in a week and the ninth this year to date?

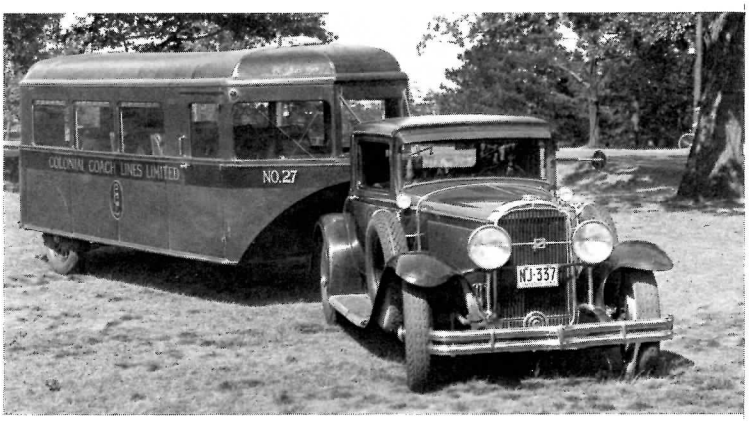
Mention should also be given of the many UCRS members who assisted Jim Walther and the safety crew in moving people and baggage from one train to another and Mary Layton, who along with her dining car crew and the ONR girls kept the passengers occupied during the long wait. The Northlander diner at one time had the air of a casino about it as decks of cards were found and games were started.

Returning to the rails at North Bay, #122 backs into the station. Scheduled unit #1981 is shown here, our unit #1980 was on the heead end. VIA #4 is on the left. (DWS)

Transit Pix

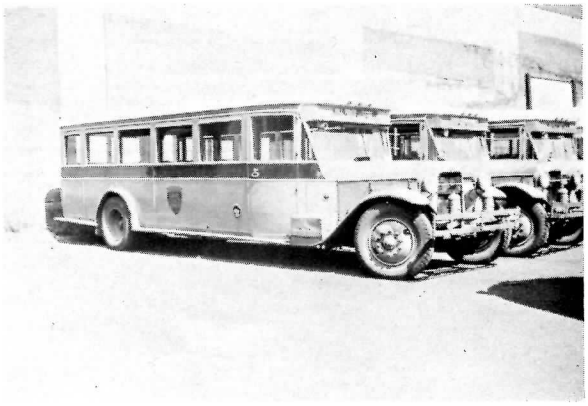
ABOVE:Gray Coach Lines number 612 at the Toronto Terminal in 1945.The bus is a Yellow Streamliner used by G.C.L. in interurban service,(U.C.R.S. Collection,)

What's happening to "Rail and Transit"? Nothing- as the name of this publication states,it is just that-RAIL AND TRANSIT. Not Steam or Diesel or Electric and Streetcar and Subway and Trolleycoach, but Rail and Transit,and Transit includes Buses.We are not going to cover every bus ever made,as we do not cover every locomotive ever made,but are going to include note worthy happenings in the TRANSIT field and transit does include buses.



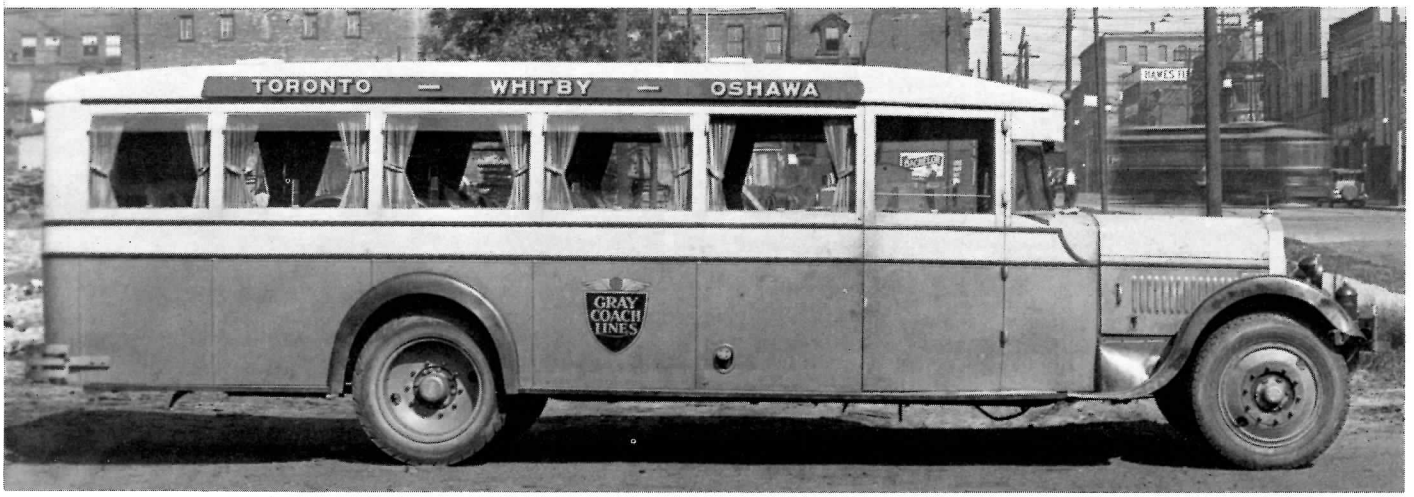
ABOVE:This unusual vehicle was operated by Colonial Coach Lines (now Voyageur) in the early thirties.It has a Buick motor car and a trailer built by Areo. Taken 12 August 1930.(T.T.C. Archives) LEFT: International Railway Company interurban coach #413.Note the sign in the window "Buffalo-Niagara Falls Limited".25 October 1927.Hamilton Bus Terminal (T.T.C. Archives).BELOW LEFT:Gray Coach Lines Flexible Model 33B148 was formerly Roselands Bus #28 prior to the takeover of the operations of the Toronto independent bus operators in 1954.Taken at the C.N.E. 17 July 1958.(T.T.C. Archives).BELOW RIGHT:Another Grey Coach Lines Flexible Highway Coach,this time #8,used in the Oshawa service.Taken at the Toronto Terminal 24 March, 1945.(U.C.R.S. Collection)

TOP:Great Lakes Stages Sleeping Coach taken 2 April 1929 in front of the T.T.C. Head Office at 35 Yonge Street.Note the tarpaulin covering the rooftop luggage rack.(T.T.C.) ABOVE LEFT:Gray Coach Lines Yellow #505 at Hillcrest taken 5 April 1945.The coach is signed for the extra fare HILL ROUTE that ran down Mt.Pleasant and Jarvis to the Adelaide Street Coach Terminal,(UCRS Coll.)ABOVE RIGHT:Gray Coach Lines Twin Coach 645 on the Lambton Route.The interurban route ran from Keele to Prince Edward Ave.now a city route. (U.C.R.S. Coll.)BELOW: Still in TTC colours,Can-Car Brill 1940,was sitting behind the shop of Ontario Bus Industries in early 1977.(A. Gryfe photo .D.W.Smith Coll.)



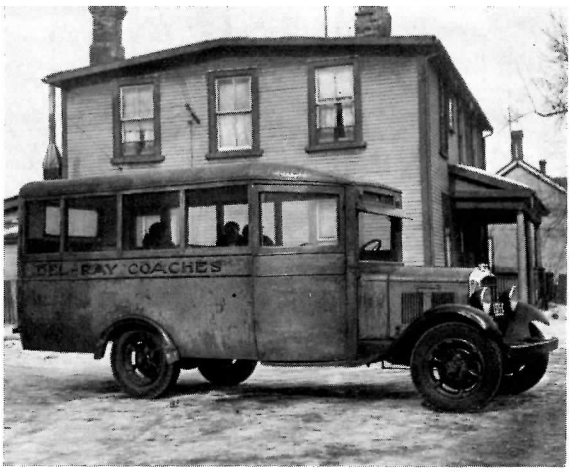
ABOVE: Another Gray Coach Lines Bus,this time a Type Y,built by the Yellow Coach Company,taken at the Elizabeth Street Garage.(U.C.R.S. Coll.)

ABOVE:Another Gray Coach Lines Yellow coach,number 668 used in the Toronto-Oshawa service.Taken outside the Elizabeth Street Garage.(U.C.R.S. Coll.)



ABOVE: Gray Coach Lines number 521,taken 16 September 1929.The bus was built by Leyland in Great Britain and shipped to Toronto for G.C.L. service.Note the route board on the side of the bus instead of a route roll sign.Taken at the G.C.L. garage.(TTC Photo)

BELOW LEFT: Another Gray Coach Lines Flexible Highway Coach taken at the Toronto Coach Terminal 5 February 1945.BELOW RIGHT:Del Ray Coaches transit coach used in local service in the east end of Toronto and in East York.Taken 10 February 1936 on Dawes Road.(TTC) More information on Del Ray Coaches would be welcome.



ABOVE LEFT:Fageol Twin Coach model 41-2 number 1713 of the Toronto Transit Commission was operated by West York as their number 470 prior to the T.T.C. takeover of the independant bus operators in 1954.Taken 28 March 1957. ABOVE RIGHT:Another Fageol Twin Coach,this time Gray Coach Lines 625.Taken at the Canadian National Exhibition Grounds 10 July 1956.Prior to the TTC takeover,it was operated by Danforth Bus Lines as their 85.OPPOSITE:The local transit service in the Town of East York was operted up to 1954 by Hollinger Coach Lines.Their garage,now long gone was at the south east corner of Woodbine and O'Conner.This view was taken 8 Feb. 1936 with one of their buses in the foreground.BELOW:Located at Danforth and Coxwell Avenues,the Hollinger Bus Lines ran most of their transit routes into East York from this terminal. Taken over by the TTC in 1954,the terminal was used by the Commission until the opening of the Bloor Danforth subway.The present Coxwell Subway Station is located where the two houses behind the bus are.The bus is TTC Fitzjohn number 1751 still in Hollinger colours(All TTC)

125 YEARS OF THE GREAT WESTERN

The 10th of November should focus the attention of railfans on the CNR line from Hamilton to Niagara Falls (Suspension Bridge) as 125 years ago on that date,the first regular train operated on the Great Western Railway, original owner of this stretch of track,between the named terminals.The operation of this train marked the beginning of a clourful history for the railway which probably did more than any other to open up and develop South Western Ontario.

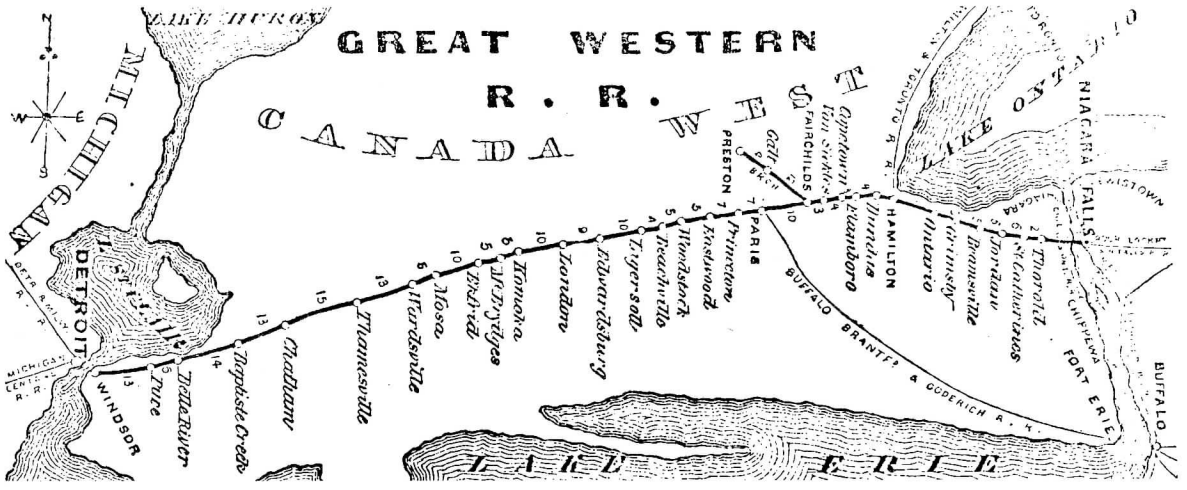
It was recognized quite early in the 19th century that long distance railways (beyond the primitive portage roads) would prove a great boon in Upper and Lower Canada.Seven railway charters of considerable magnitude had been issued by 1841,but none of these had been acted upon up to that time, while railway construction was proceeding apace in the United States.One of these seven unfilled charters was granted in 1834 to the London and Gore Rail Road Company "for the purpose of constructing a single or double track wooden or iron railway from London to Burlington Bay;and also the navigable waters of the Thames and Lake Huron; and to employ thereon the force of steam or the power of animals,or any mechanical or other power".In 1836,a survey for the route was made from Hamilton to the Detroit River.

The original 1834 charter was renewed in 1845,and the name changed to the Great Western Railroad.The power to build was also extended.Still the promoters,who by this time included Sir Allan MacNab,Hamilton's leading citizen of the day,could not raise sufficient funds to begin construction of this important future link in the economy of Canada.By 1851,the only lengthy stretch of railroad in Canada was

ABOVE:"OPENING OF THE CANADA GREAT WESTERN RAILWAY-LONDON STATION" SO says the drawing that appearred in the "Illustrated London News" of 21 January 1854, (CN Archives)

the unfinished St.Lawrence and Atlantic,which was built to give Montreal connection to an all year port at Portland Maine.Only 60 miles of track existed in Canada at this time,as compared to 9021 miles in the United States.

However a variety of political and economic factors combined to produce the railway building boom of the 1830's,the first of three such "booms" in Canadian history,spaced at approximately thirty year intervals.Several railway projects began in earnest at this time,given new



Map of the route of the G.W.R. before the line to Sarnia was built or the Grand Trunk Line that eventually took over the Great Western.Most of the line surveyed abd built by the GWR is still in service as Canadian National. (CN Archives)

life in some cases by promises of government assistance.Two of these lines were major undertakings,the Grand Trunk and the Great Western Railways.The Grand Trunk project was intended as a main line of communication for British North America.This it eventually became, but not as completely so in later years as its original builders had hoped.

The Great Western,by contrast,was designed more as a link route,bridging the gap between Detroit and Buffalo,and securing thus a great proportion of the growing and lucrative traffic of the American Middle West. The southwestern portion of Ontario,or then Canada West,resembles an arrow pointed at the heart of the Continent,a deep southerly penetration of Canadian territory surrounded by American soil.As the greatest towns of the United States were growing up in the latitude of this projection,the promoters of the Great Western hoped to be able to tap the lion's share of the traffic.As construction finally got underway in 1851 (ground had been broken at London in 1849 at a great public ceremony,but nothing had been done further), the railway's backers had the through American traffic in mind.They realized, nevertheless,that the intervening country was potentially a source of valuable on line traffic.

The Provincial Guage of 5' 6" was forced on the railway by the government legislature,and dampened somewhat its effectiveness as a bridge route;nevertheless, the Hamilton group headed by Allan Mac Nab,with English financial backing,pushed the road forward with a speed in peculiar contrast to the years of inaction and indecision which had plagued the project since the original charter of 1834 and survey of 1836. The years 1852 and 1853 were ones of busy activity all along the proposed route,with construction proceeding not in a continuous line,but usually from points where supplies could be assembled most easily and leaving the most difficult segments until the last. Supplies had to be hauled over the uncertain roads of the day,with all of the attendant difficulties and increased expense over rail shipment.

The name of the company was changed to the Great Western Rail-WAY in 1853.The Hamilton-Niagara Falls segment was the first to be opened to regular traffic. This occurred on November 10,1853,when a celebration train composed of six cars of merrymakers left Hamilton heading for dinners at Niagara's Clifton Hotel.The train broke down some miles short of its destination and the "first run" had to be completed by road.Nevertheless the road was open and Hamilton had obtained a very significant connection to the Niagara Frontier.

The construction of this first link was relatively simple,with the ascent of the escarpment posing the only major problem.This was accomplished at Merriton,on much the easiest of the four railway grades up the escarpment east of Hamilton.The route selected was virtually straight from the foot of this grade to the point where the railway came up against Burlington Heights. The servicing and terminal yards at Hamilton were located on a marshy section on the south side of Burlington Bay west of James Street;the passenger station was located at Caroline and Stuart Streets, a location which it maintained until 1930.

Shortly afterwards,(Dec.17) the line to London was opened,the originally planned course of the London and Gore Rail Road.Construction here proved a much more difficult task.In the first place,the railway was located away from navigable water for the most part, so supplies had to be hauled by road. Moreover,some of the most difficult of the morainic hills in Southern Ontario intervened in the path of construction. The crossing of the northeastern corner of Coote's Paradise (a marshy area at the western end of Burlington Bay) required two years of incessant work of filling before a permanent track could be able to be laid across it.

Immediately west of the Hamilton terminal,the line was forced to abandon the straight course it had followed through the Niagara Peninsula and to skirt Burlington Heights,then cross this ridge by means of a deep gravel cutting and bridge the neck of water, which at that time connected Coote's Paradise to Burlington Bay.This expensive routing was the whim of Sir Allan MacNab,who wished to make sure that the railway passed by his estate (now Dundurn Castle on York Street,Hamilton). In an attempt to bridge the neck of water draining Coote's Paradise,great oaken piles were driven into the soft material at the bottom without striking solid rock,The expedient of filling the marshy stretch with loads of gravel was then undertaken.For two years,continuosly 24 hours a day,gravel and rock were poured into the hole;but as this material disappeared and spread out on the bottom,the appetite of the marsh seemed insatiable.Finally,the gravel remained above water level,but even so, it settled and threw the grade out of alignment.Trestling was undertaken at this point;this also sank,but finally after more dumping,the roadbed remained stable and the permanent track was laid across this difficult stretch.

GREAT WESTERN (CANADA) RAILWAY.

R. W. Harris, Pres.; C. J. Brydges, Dir.; W. K. Muir, Supt., Hamilton; J. Movius, Gen. Agt., Buffalo.

Niagara Falls to Windsor.							Windsor to Niagara Falls.				
Mixed	M.Ex.	D.Ex.	Acc.	Night Mail.	Mls.	STATIONS.	Acc.	M.Ex.	D.Ex.	Mixed	Night Mail.
	A. M.	A. M.	P. M.	P. M.		LEAVE ARRIVE	M.	P. M.	P. M.		A. M.
	7 15	10 45	4 50	10 30		Niagara Falls.	12 00	4 45	9 30		5 05
	7 38	11 10	5 15	10 52	9	Thorold	11 32	4 20	8 58		4 40
	7 48	11 20	5 25	11 02	11	St. Catherines	11 20	4 10	8 48		4 30
			5 40		17	Jordan	11 03		8 30		
			5 53		22	Beamsville	10 49				
	8 25		6 05		26	Grimsby	10 37	3 28	8 05		
			6 17		31	Ontario	10 25				
	9 05	12 35	6 42	12 02	43	Ar Hamilton Lv	10 00	2 50	7 30		3 20
	9 20	1 00	6 55	12 10		L've do. Arr.	9 52	2 20	7 15		3 10
	9 37		7 20		48	Dundas	9 29	2 03	6 55		
	9 50		7 30		52	Flamboro'	9 22				
	10 00		7 40		54	Copetown	9 14				
	10 10		7 50		59	Lynden	9 04				
	10 20	2 05	8 00	1 17	62	Harrisburg*	8 55	1 30	6 15		2 09
	10 45	2 35	8 25	1 42	72	Paris	8 30	1 05	5 50		1 44
	11 05		8 45		79	Princeton	8 07	12 45	5 30		
			8 50		81	Arnolds	8 00				
	11 23		9 03		86	Eastwood	7 49				
	11 33	3 20	9 13	2 40	91	Woodstock	7 38	12 16	5 03		12 57
	11 44		9 24		96	Beachville	7 26				
	11 55	3 45	9 35	3 05	100	Ingersoll	7 15	11 50	4 49		12 35
	12 17		9 55		109	Edwardsburgh	6 53	11 30			
	12 24		10 02		112	Waubuno	6 45				
A. M.	12 40	4 25	10 20	3 45	119	Arr London Lve	6 30	11 10	4 00	P. M.	11 55
7 15	1 10	4 40		4 00		L've do. Arr.		10 50	3 40	8 10	11 45
8 00	1 35	5 05		4 30	129	Komoka		10 23	3 15	7 30	11 20
8 25	1 47				134	Mt. Bridges		10 12	3 03	7 05	
8 50	2 00				139	Longwood		10 00	2 50	6 40	10 57
9 30	2 25				149	Glencoe		9 37		5 50	
10 05	2 40	6 10		5 42	155	Newbury		9 32	2 15	5 35	10 20
10 20	2 49				159	Bothwell		9 10		5 10	
10 50	3 09				168	Thamesville				4 30	
11 45	3 40	7 15		6 50	183	Chatham		8 10	1 10	3 30	9 20
12 28					198	Baptiste Creek				2 35	
1 35	4 40	8 15		8 00	212	Belle River		7 05	12 05	11 00	8 20
2 10					221	Tecumseh				1 05	
2 45	5 15	8 55		8 35	229	Windsor		6 30	11 30	12 30	7 45
P. M.	P. M.	P. M.	P. M.	A. M.		ARRIVE LEAVE	A. M.	A. M.	A. M.	P. M.	P. M.

*** GUELPH BRANCH.—Harrisburg to Guelph.**

Leaves Harrisburg (morning) 10 25 A. M.; arrives at Galt 11 15, & Preston 11 30 A. M., & Guelph 12 10 P. M.
Evening.—Leaves Harrisburg 8 05 P. M.; arrives at Galt 8 55, Preston 9 10, and Guelph 9 45 P. M.
Returning.—Morning, leaves Guelph, 7 15 A. M., arr. at Preston 7 50, Galt 8 10, & Harrisburg 8 50 A. M.
Afternoon.—Leaves Guelph at 4 00 P. M., arrives at Preston 4 45, Galt 5 15, and Harrisburg at 6 00 P. M.

Railway Connections are the railways diverging from Niagara Falls, and the Buffalo & Lake Huron R'way at Paris. At Windsor, passengers cross the ferry to Detroit, directly opposite, and take the cars for Western cities.

Time, Hamilton, 30 min. slower than N.Y. Central.

HAMILTON AND TORONTO RAILWAY.

Acc.	Exp.	Acc.	Mixed	Mls.	STATIONS.	Exp.	Acc.	Acc.	Mix.
A. M.	A. M.	P. M.	P. M.		LEAVE ARRIVE	A. M.	A. M.	P. M.	P. M.
7 15	11 20	5 00	9 30		Toronto	9 20	11 17	3 50	9 20
7 30	11 34	5 15	9 54	5	Mimico	9 05	11 02	3 35	9 03
7 48	11 50	5 33	10 22	12	Port Credit	8 50	10 47	3 20	8 42
8 10	12 10	5 55	10 54	20	Oakville	8 30	10 27	2 58	8 17
8 20		6 06	11 10	24	Bronte		10 17	2 48	8 03
8 35		6 21	11 34	30	Wellington Sq.		10 02	2 33	7 44
8 44		6 30	11 46	33	Waterdown		9 54	2 25	7 35
9 00	12 55	6 45	12 00	38	Hamilton	7 45	9 35	2 10	7 20
A. M.	P. M.	P. M.	M.		ARRIVE LEAVE	A. M.	A. M.	P. M.	P. M.

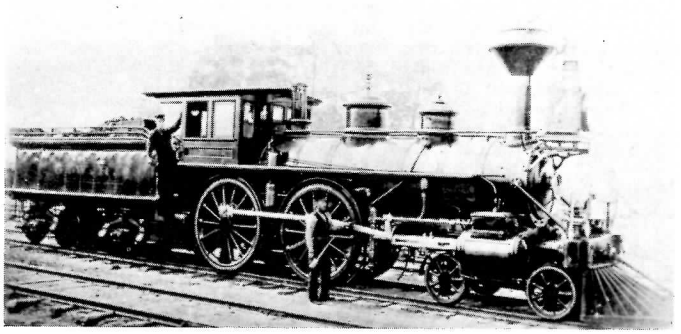
The Desjardines Canal also proved to be troublesome.In order that a railway swing bridge might be built,the course of the canal through Burlington Heights had to be changed.While this work was in progress and the canal blocked,the Great Western paid the town of Dundas an indemnity for the inconvenience it suffered.Nevertheless,by this date,the canal had largely outlived its usefulness.The half mile embracing the crossing of Cotte's Paradise and the canal was undoubtedly the most difficult stretch of construction on the railway and probably,the most difficult piece of railway construction in Southern Ontario.

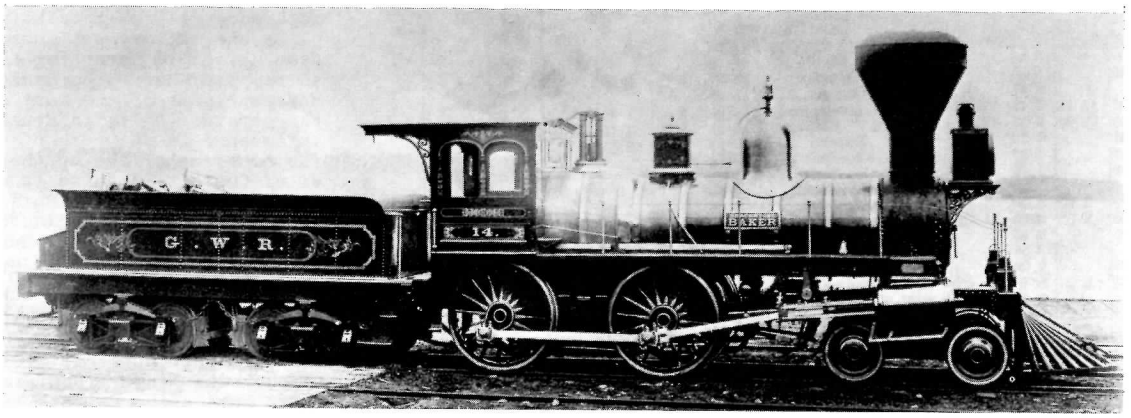
The Great Western main line had to climb from Lake Ontario level (about 275 feet north of Coote'sParadise) to the Lake Erie level (one of 800 feet) in a few miles west from Dundas.This necessitated a long steady grade,one which has been an operating problem right to the present day and which can never be rectified. A long remembered sight were the pusher Mikados waiting at Bayview Junction to assist the next freight train up the Dundas "hill".

In making this ascent,the Great Western could not serve Dundas on the town's own level,but secured a right of way two hundred feet up the escarpment face. This proved to be the turning point in the struggle for supremecy between Hamilton and Dundas,which had been very real up to that time.

The Great Western was quite prosperous for the first few years,and the expected through American traffic arrived,but only because of the fact that an alternate route did not exist at this time-the necessity of changing freight car bodies to wide gauge trucks for the haul over the Great Western was onerous and expensive.Early traffic consisted primarily of agricultural produce from the recently opened Middle West and supplies for the growing towns of this region.The great Niagara Suspension Bridge was opened in May of 1855,greatly facilitating through traffic.The G.W.R. also transferred freight to ships for a time at Hamilton,for transport to Oswego,Cape Vincent and Ogdensburg in competition with the Grand Trunk.

BELOW: Typical of the mid 1800's a high wheeled 4-4-0 was probably found in passenger service more than freight.Although still ornate,it is not as elaborate as a few of the earlier locomotives. (UCRS)



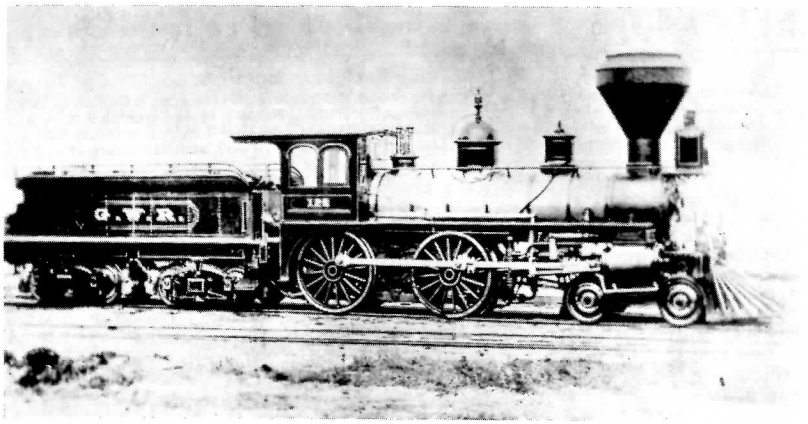


ABOVE: 4-4-0 number 14 shown in apparantly a company photograph,most likely takem at Hamilton.Marked as a Standard Freight Locomotive, it has a very elaborate paint scheme and trim.(CNR)BELOW:Number 12(6) of the era between the top two locomotives.It has lost the elaborate trim of #14 but has not acquired the straighter and more severe lines of the mid to late 1860's.(UCRS)

The G.W.R. ignored the town of Brantford in its westward passage,and this fact gave rise to a rather peculiar layout of rail lines in the vicinity in later years as Brantford grew.The most peculiar is the fact that a segment of the 1853 G.W.R main line north of the town is now totally abandoned.The railway did construct a branch,also now abandoned,into Brantford some 18 years later.West of the Grand River crossing (at Paris),G.W. locating engineers had an easier time of it,and west of London,the table top countryside of the area made for long stretches of tangent.

The Hamilton to London opening was closely followed by the opening of the London-Windsor portion in January and the main line was complete.

Later in 1854,construction of a branch line ,under the charter of the Galt and Guelph Railway from Harrisburg (east of Paris) northerly to Galt,and this line was extended to Guelph on the Grand Trunk Railway main line in 1857.



When operations started though,so did the Great Western's troubles.The Chief Engineer had to tell the Board of Directors that aggregate costs had exceeded his original estimates by more than $1.200.000.It was not known what type of rails would stand up to both Great Western traffic and Canadian weather, so four different weights of rail were installed in the 228 miles of main line.

To add to the troubles,landslides occurred on the Dundas mountain,in the Desjardins gorge,and elsewhere,blocking traffic for days at a time.Finally,there were two Boards of Directors,one in Canada and one in England and naturally, they did not agree.

Despite the hardships,the pioneer made good.By the end of 1854,50 locomotives were on the company roster.In 1855 or so,the Great Western built its own shops for the manufacture and repair of cars and locomotives.

Somewhat earlier,a Hamiltonian by the name of Dan C. Gunn had built locomotives in his machine and boiler shop on Wentworth Street North but he closed his shops in the Depression of 1857.The Great Western had been a customer of Mr. Gunn.

The new G.W.R. shops fabricated the SCOTIA,first locomotive with a steel boiler (previous engines had had iron boilers)

The Hamilton steel industry was born of those rails from England-the could not stand up to the cold Canadian winters and the extremities of climate.It is reported that as many as 20 rails a day would snap in cold weather.To reroll the faulty rails,the Great Western completed in 1864,the first rolling mill in Ontario.The firm,Ontario Rolling Mills Company,was amalgamated years later with four other companies to form the Steel Company of Canada (Stelco),now Canada's biggest steel company.

A 68% increase in traffic was registered in the second year's operation of the railway-the industrialization of the City of Hamilton was given its start with the arrival of the Great Western which made possible the importing of Pennsylvania coal.

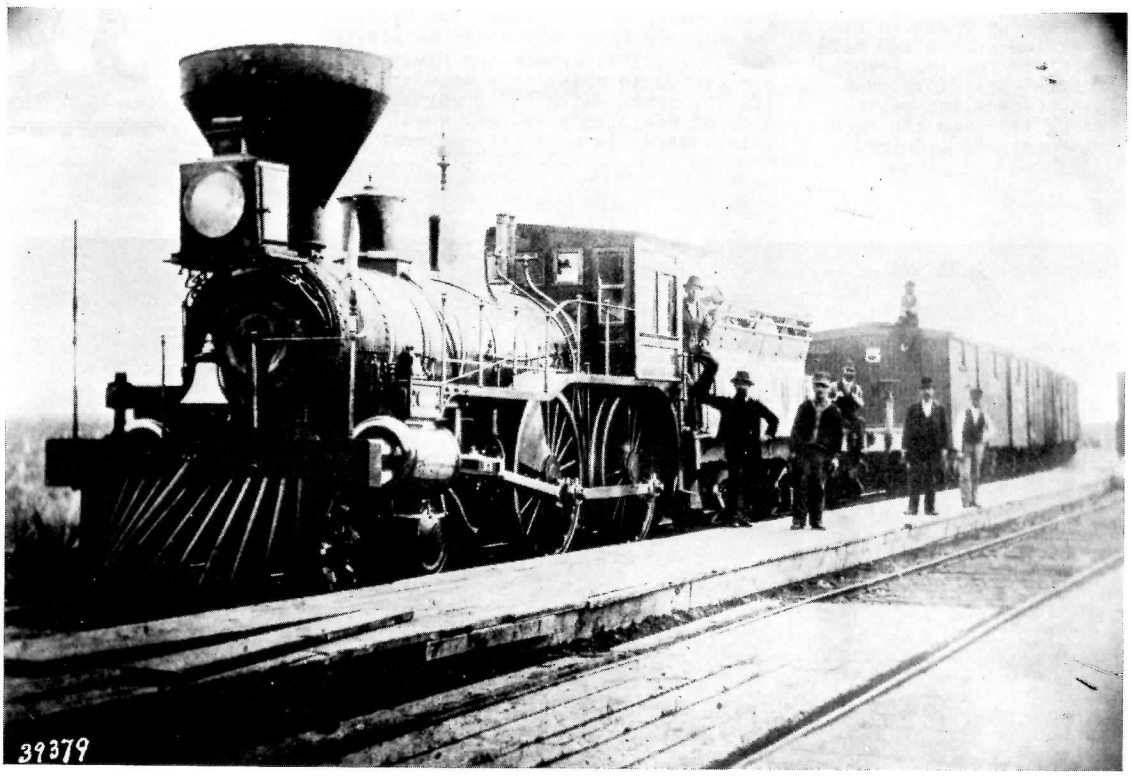
Although the Great Western desired primarily to make its bid for through traffic as a bridge route,the management began to think of attracting more local traffic by constructing a number of feeder lines.In 1855,the company secured control of an enterprise which had had a seperate incorporation as the Hamilton and Toronto Railway,but had not yet completed its line for traffic.The Great Western,in taking over this line as a subsidiary,thought of it as a branch line.Originally,during the time that the railway east from Toronto was under the ownership of the Grand Trunk,this no doubt was true.But eventually,this 40 miles of track became as busy,if not more so than any other line in the country.

The line was actually opened to traffic in December and was accordingly merged with the G.W.R. to form a major feeder for the company.Also completed soon thereafter was a railway from Komoka to Sarnia.The railway now provided a short cut across the circuitous navigation route between Lake Huron and Lake Ontario.

The railway became a major industry for the City of Hamilton, In addition to possessing the company's local head office (aside from the British control),the principal car and locomotive repair shops and a rail rolling mill were located here.The principal shop building was erected in 1849 and became no small factor in the city's growing industrial economy and Hamilton's renown as a railway center grew apace.The shops began to build engines for the road and therby reduced the dependance upon foreign sources for new motive power.A number of famous locomotives of the day were turned out for the systems own use in 1860 and 1861.

In another respect,the shops created a "first".Although it is a very little known fact,the world's first sleeping car was manufactured in the Great Western shops by Master Car Builder Samuel Sharpe in 1857.This was two years before the Pullman and Wagner concerns in the United States brought out their pioneer vehicles. Another Great Western innovation was the practice of sorting letters enroute in order to speed mail delivery.

AN early freight or construction train on the Great Western,Note the outside hand rail running the full length of the boiler as well as the bell mounted on the pilot,The track is the Provincial Wide Gauge of 5'6" (CNR)



Complicating factors entered to disturb the early traffic pattern so well established by the railway.The Grand Trunk cut deeply into Great Western territory with its lines westward from Toronto to London and Sarnia.The attractions of an all Canadian route from the Lower Lakes to Montreal and Quebec was beginning to take its toll of the Great Western traffic.Then the Grand Trunk took control of the Buffalo and Lake Huron Railway,which cut a diagonal swath through the Great Western domain from Fort Erie to Goderich.Although this line was never profitable,it did serve its effect as far as the Grand Trunk had intended.

From 1866,the Great Western was permitted to lay a third rail to standard gauge on its main line,and no break of bulk or truck interchange was thereafter necessary.The "Provincial" gauge (5' 6") was generally abandoned by Canadian railways in the early 1870's and the Great Western's outside rail was all removed by 1873.

However,more trouble loomed for the Great Western as rival lines were constructed.The Lake Shore and Michigan Southern line south of Lake Erie was formed by the consolidation of a number of early short lines and this took away much of the American traffic.On top of this was the incorporation in 1868 of the Erie and Niagara Extension Railway (renamed the Canada Southern in 1869.)This company had as its purpose the construction of a direct route between Fort Erie and Amherstburg ,handling traffic between the two American frontiers.

Construction proceeded quickly on this new trunk line,and the excellence of the resulting piece of railway was a further blow to the position of the Great Western.The Canada Southern was laid out with very few curves and mild grades,and to this day remains perhaps one of the best stretches of railway line,physically,in Canada.The route was opened November 1873 and the Michigan Central Railroad soon acquired a controlling interest in the Canada Southern (diverted to Windsor)-by 1883, the Canada Southern was completely swallowed up by American interests.The Great Western lost a great part of the through interchange traffic when the N.Y.C.-M.C. connection became the Canada Southern line.

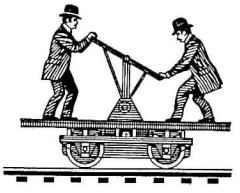
In an attempt to combat the new company more efficiently,the Great Western constructed its "air line",a direct connection between Fort Erie and Glencoe,and one which generally paralled the Canada Southern.This was effective to some extent,and in 1897,the Wabash Railway negotiated trackage rights over the air line to connect Detroit and Buffalo.The agreement is still in force although the trains are now those of the Norfolk and Western,which had absorbed the Wabash in the mid sixties. Except for a short cut off that was constructed from Allanburg to Niagara Falls,the Great Western did not engage in further construction.However,control was acquired through bond purchase of the Wellington Grey and Bruce Railway (Guelph-Southampton-and Palmerston Kincardine),the London,Huron and Bruce Railway (London-Wingham) and the Brantford,Norfolk and Port Burwell Railway (Brantford-Tillsonburg).The London and Port Stanley Railway was leased in 1872 for a period of twenty years.

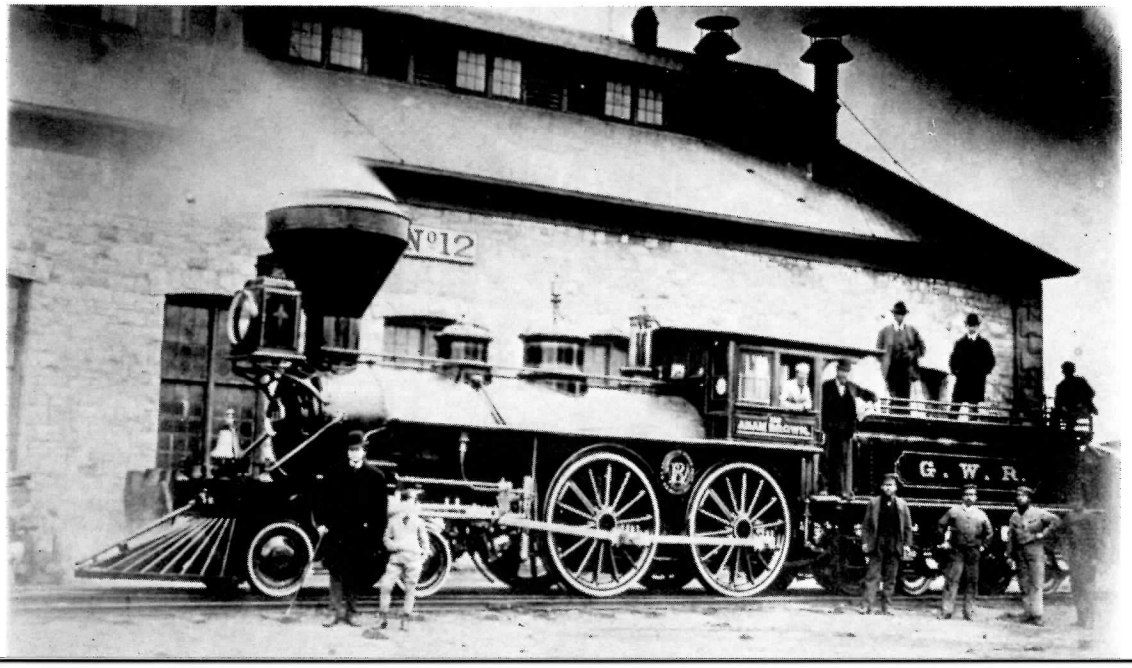
The competition between the Great Western and the Grand Trunk's rival lines in South western Ontario became so intense that both companies were suffering greatly.Then too,the Hamilton directors of the Great Western began to realize that through traffic for their road had better possibilities from the exploitation of an all Canadian route north of Lake Ontario via Toronto,than did any further hope of American traffic.The rival Canada Southern with its magnificant route had forever ended the Great Western chances of having a great share of this.Thus came about the bold decision which was manifested August 12,1882,whereby the Great Western ceased to exist as a seperate entity.The lines which had comprised the City of Hamilton's railway were completely taken into the Grand Trunk fold.

With the merger,the Great Western departments were taken over by Grand Trunk departments located in other cities.The offices went to Montreal, the locomotive shops in Hamilton were closed and the shops in Stratford,operated by the Grand Trunk were greatly enlarged.The machinery installed in the enlarged shop came from the Great Western shops in Hamilton.The car repair shops went to London.The local operating headquarters went to Toronto a more convenient location for the Ontario lines of the Grand Trunk.

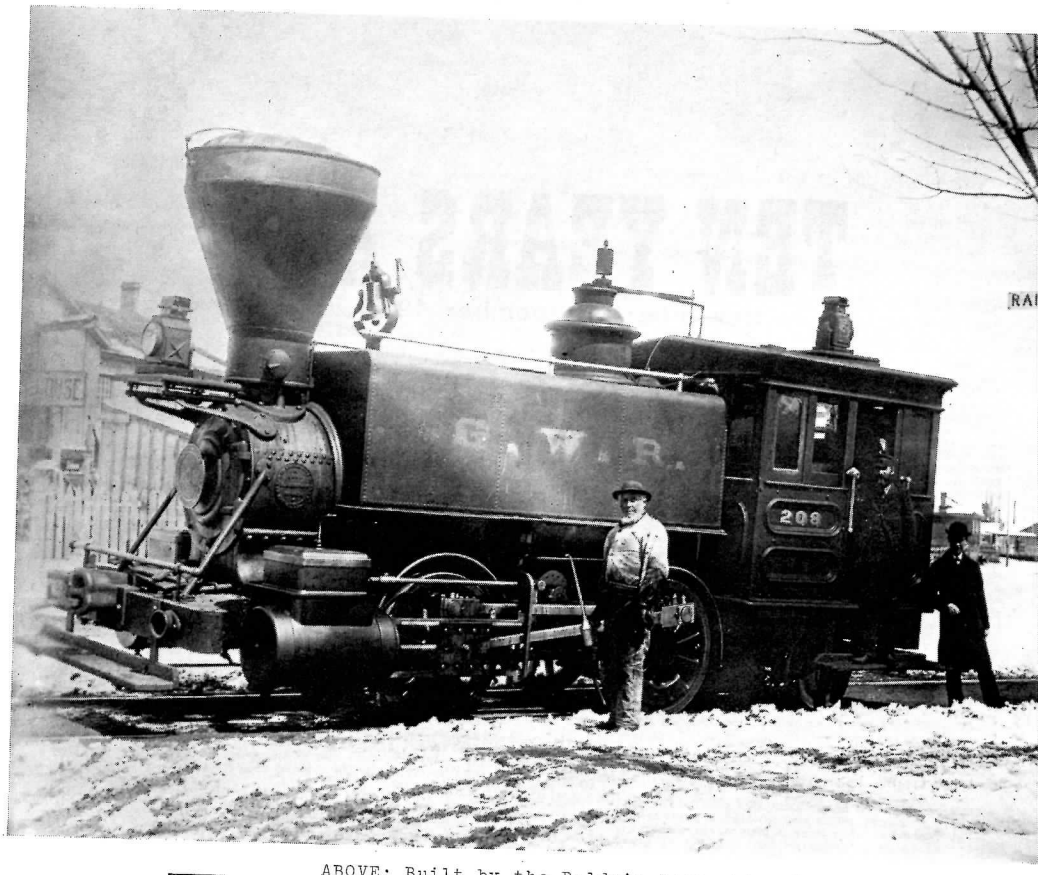
Traffic on the Great Western lines did not suffer from the change in management.Rather,it increased as the Grand Trunk had less occassion to route its through freight via Stratford and Berlin (Kitchener) with the better route through Hamilton available.With the exception of the Lynden-Paris portion all of the Great Western's Toronto-Sarnia line now forms a vital link in the Canadian National main line.The Grand Trunk diverted the main line via Brantford in 1903 when it constructed a cutoff to the city from Lynden,on the old G.W.R. main line and used the Brantford-Paris segment of the old Buffalo and Lake Huron.

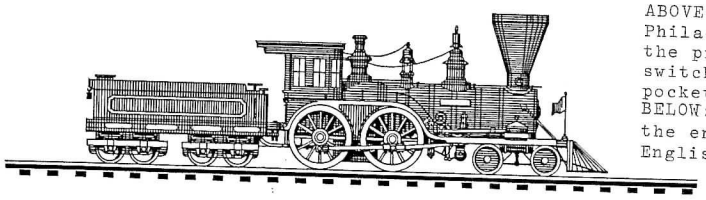
Tangible traces of the old Great Western are very few and far between today. The Toronto passenger station lasted through various subsequent uses until early on 17th May 1952 when it was destroyed in a spectaculer fire.However, many miles of Canadian National right of way remain as a testimonial to the Great Western locating and construction engineers.



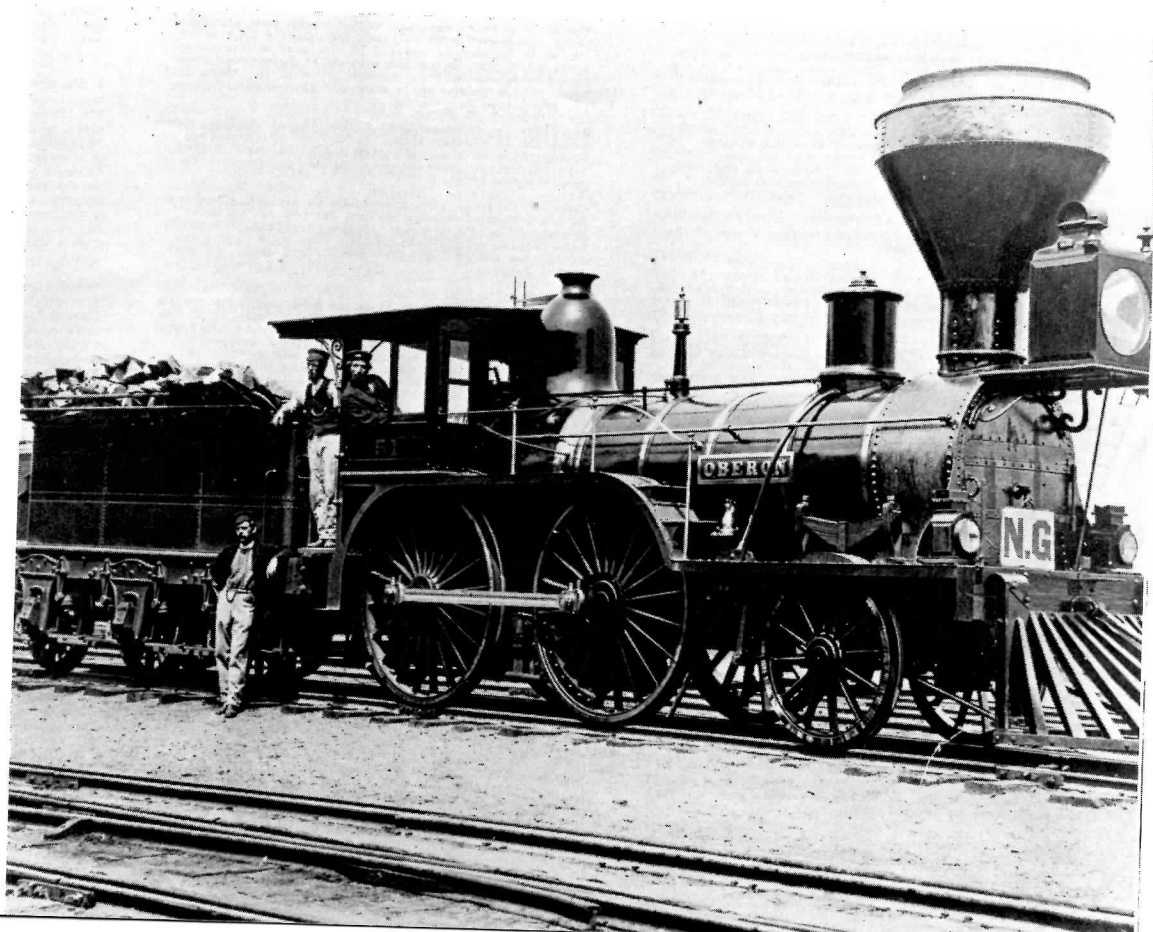


OPPOSITE PAGE:From the number of people and the official looking gentlemen in front of and on the the engine,could the GWR have just taken delivery of the locomotive.Most likely taken at Hamilton, which was the Canadian headquarters of the line. (CNR)





ABOVE: Built by the Baldwin Locomotive Works of Philadelphia Pa.,this 0-4-2 tank engine is obviously the pride and joy of the crew.Most likely used as a switcher,note the link and pin coupler and the poling pocket on the pilot.(CNR)
BELOW: Number 51,the oberon.From that three axle tender, the engine was most likely built in England or to an English design with North American style fittings.(CNR)



TEN YEARS AGO

November - December 1968

TURBOS GO ON DECEMBER 12th!

Canadian National has announced that its long-awaited Turbotrains will begin regular service between Toronto and Montreal on Thursday, December 12th. For the winter season at least, single seven-car Turbo sets will make two round trips daily from each city, departing at 1245 and 1810; no evening trip will be operated on Saturdays.

The Turbos will cover the 335-mile distance in three hours, 39 minutes, for an average speed over the distance of 84 m.p.h. The Rapidos on the same route, billed at their introduction as the 'fastest intercity train in North America', average a sedate 67 m.p.h to maintain their almost-five-hour schedule.

CN's Turbotrains initially at least will observe a 95 m.p.h. speed limit, gaining their time advantage in high speed cornering ability. However, the CN trains have a 120-m.p.h. potential, and the U.S. versions have bettered 170 m.p.h. in tests.

December 12th will be the culmination of nine months of road testing, during which inhabitants of the Toronto-Montreal corridor grew accustomed to the almost-daily passage of the incredibly silent streaks of white. The press will be introduced to Turbotrain on a pair of preview runs on December 10th.

CANADIAN NATIONAL CAR EQUIPMENT NOTES

* CN sleeping car 'Shippigan' (10 section, 1 cpt. 1 DR), recently numbered 15012 and used as a porters' training car at Vancouver, has been approved for scrapping. Replacing it as a 'training car' is 12-1 sleeper 'Chilliwack'.

* To cope with a demand created by the increasing movement of newsprint, CN has placed an order for 650 box cars especially designed for newsprint service. To be built by National Steel Car in Hamilton, the 50-foot cars will be equipped with cushioned underframes. They will start joining CN's 'yellow door' newsprint car fleet in January. Total value of the order is approximately $12-million.

CANADIAN NATIONAL MOTIVE POWER NOTES

* CN has placed an order for fifty 3,000 h.p., six-axle SD-40's with General Motors Diesel Ltd., of London, Ontario. To be delivered in 1969, the new units will probably carry the numbers 5076-5125.

* With the increasing availability of 1900-series road-switchers for transfer duties, a number of the 1,000 h.p. MLW 1700's will be restored from four-axle to six-axle configuration for lighter axle-loading territory in the Maritimes. Units 1708, 1709, 1710, 1716, 1723, 1726 and 1729 will receive the modification at Moncton.

* In cooperation with the National Research Council, CN is experimenting with rotating white lights on several locomotives as a means of drawing attention to the units at grade crossings. The lights have been applied to Tempo units 3150-3155 and Rapido units 6533, 6535, 6536, 6537 and 6540.

* When they are delivered from GMDL, SD-40's 5072-5075 will be equipped with experimental snowplow pilots.

* The last three F-3's on CN, Nos. 9000, 9002 and 9003, were transferred from Canadian operations at Calder to the Grand Trunk Western at Battle Creek, Mich., on October 31st.

* CN reports the removal of eleven further diesel units from its roster, as follows:

39 -- Oct 29/68	3901 -- Aug 29/68
3064 -- Aug 29/68	4481 -- Oct 30/68
3078 -- Aug 29/68	4911 (GTW) -- Oct 31/68
3641 -- Aug 27/68	6803 -- Oct 29/68
3672 -- Oct 29/68	9400 -- Oct 18/68
3818 -- Aug 29/68	

* With the winter timetables came a number of new RDC schedules to southern Ontario, and a corresponding hike in RDC assignment to Spadina diesel shop. The following cars were assigned there in early November, and several more are on the way:

D-101	D-204	D-302	D-401	D-500
D-106	D-205	D-350	D-450	D-503
D-107		D-351		D-504
D-109		D-352		D-505
D-111		D-353		
D-117		D-354		

CP RAIL MOTIVE POWER NOTES

* Diesel-hydraulic switcher No. 14 was sold to Cresbrook Forest Industries, Cranbrook, B.C. on September 23rd, 1968.

* Several more CLC Trainmasters have been scrapped, Dates are as follows:

8910 -- July 7/68
8912 -- July 7/68
8916 -- September 26/68
8918 -- October 24/68

* Four of CP Rail's new Century 630's, Nos. 4500-4503, are working between Coquitlam and Calgary on a temporary basis, to compare their performance with that of the SD-40's under similar operating conditions.

* Robot 2 has commenced its Pacific Region duties, departing Coquitlam eastward for the first time on November 10th.

To ensure continuous radio communication between the control locomotive and the Robot car, a lineside induction wire is to be installed at points where radio reception is poor or non-existant. Signals induced in the wire will be received and acted upon by the Robot just as if they had been received in the normal manner. Previously with Robot operation, a 'hold' signal would be sent to the mid-train helpers as the train reached tunnels or other points of poor reception, so that they would continue to operate until reception was restored. Since the mid-train helpers are programmed to go automatically into idle with any air brake application, their power was lost until the train reached an area where radio transmission could be restored.

NEW CARS ARRIVE FOR GO TRANSIT

* The month of November saw the arrival in Toronto of GO Transit's 14 new coaches, ordered from Hawker Siddeley close to a year ago. Numbered 4740-4753, the new cars embody several design refinements over the earlier units.

Windows on the new cars are double-glazed, and the air conditioning ducts along their lower edge have been redesigned to improve air flow up the glass surface. Extensive use has been made of spray-on insulation materials in the carbody, as a sound deadening medium. The translucent ceiling panels are ribbed for greater rigidity. The new cars are now in regular GO service, allowing the operation of longer peak-hour trains.

PGE AUGMENTS ITS FREIGHT CAR FLEET

* Facing demands of a steady increase in pulp production, the Pacific Great Eastern has placed 60 new 6,650 cubic foot open-top woodchip cars in service. Built at Hawker Siddeley's Trenton, N.S. plant for $16,000 each, the new cars are equipped with full end-doors for rapid dumping. High utilization of PGE's wood chip car fleet is producing an extremely low load-to-load cycle of just six days.

Meanwhile, Squamish car shops have just completed the conversion of twenty 70-ton gondolas into high-side wood chip cars through the addition of new decking, a hinged end and side extensions. Construction of five new steel cabooses is expected to be finished at Squamish by the end of the year.

WINTER SLOWS EASTERN CANADA RAIL SERVICES

Winter hit eastern Canada with a vengeance December 27th. Snow began falling in southern Ontario late Friday afternoon and by Saturday morning most of the area was blanketed with upwards of 12 inches of snow drifting before 30 m.p.h. winds.

The first railway casualty of the storm came early Saturday morning when CN Railiner 668 heading from Southampton to Palmerston stalled in the snow at Harriston. Train 672's RDC, which had arrived at Palmerston from Owen Sound, was sent out to tow its mate in. When both Budds became snowbound, a plow was dispatched to guide the RDC's into Palmerston.

But 672's troubles were not to end there! Running two hours and 40 minutes late, the two-car train reached Weston, only to have both cars die in the snow. The services of two separate yard engines were needed to complete the trip.

Canadian National plow operations on its Bruce Peninsula lines commenced Saturday and did not let up until Monday; CP Rail broke out its Orangeville plow Sunday (discovering in the process that FA-1 4025 is not the ideal plow power) and kept up the fight until the following Tuesday.

The storm intensified as it moved east, and snow buried Montreal and the Eastern Townships to a depth of 32 inches. Plows managed to keep the lines to the Maritimes open until late Wednesday, when CP Rail's eastbound Atlantic Limited became snowbound at Magog. For 20 hours, its passengers plus an estimated 500 stranded road travellers were fed by hotels in the town. Snowmobiles were used as transport between the stalled train and the town. The westbound Limited, No. 41, waited at Sherbrooke until plows and bulldozers freed the stranded train and cleared the line.

CN's Quebec-Montreal Rapido derailed its locomotive in a snowbank near Drummondville Thursday. No one was injured.

At the height of the storm Thursday in Montreal, the high winds became too much for the Man and His World Minirail. A 45-foot section of elevated track plunged to the ground, taking with it four stored trains. Damage to the trains and structure has been estimated at $50,000.

Back in Ontario, plow crews had no more than completed their cleanup when a second storm hit on New Year's Day. This time the 30 m.p.h. winds had a ready supply of snow already on the ground to whip into giant drifts. On New Year's Day, CN Railiner 661 bound for Goderich from Stratford was terminated at Seaforth when the line became impassible. Once again, both railways worked their plows for over 48 hours to clear the Bruce lines.

RAIL UNIONS SERVE WAGE DEMANDS

Eight non-operating railway unions have served Canadian railways with demands of a 32 per cent wage increase in a two-year contract, plus a guarantee of job protection in the face of technological change. The notice covers about 75,000 railway workers not directly involved in operating trains, and would bring their present average wage of about $2.78 an hour to $3.67 by the end of 1970.

Shopcraft unions, representing 22,000 skilled workers, want a similar substantial increase but spread over only one year. This would raise the average shopcraft wage from $3.00 to $3.66 an hour by the end of 1969. The shopcrafts are not asking for the job protection agreement demanded by the non-ops.

Cost to the major roads in wage demands alone would amount to $145-million. Fringe and other benefits will add many additional millions to the proposals.

* TTC's planned $80 million Spadina Rapid Transit Line appears to have suffered another setback. Metropolitan Toronto Transportation Committee on Oct. 10 postponed at least until 1970 a decision on which of the Queen or Spadina subway projects should receive priority. The committee was disappointed at the low passenger volume predicted by the planning board for the Spadina line. Disputing some of its findings, the TTC submitted a further report to Metro stressing the urgent need for the Spadina line. The TTC sees this line as being able to relieve predicted overcrowding on the Yonge subway, especially with the northern extension in operation four years hence. Should the Spadina project not get the speed-up anticipated, the TTC, as an interim measure, will consider paving the right-of-way and operating buses on it in 1975 when the expressway will have reached St. Clair Ave.

The proposed $150 million, 7-mile, Queen subway would be built after the Spadina line, according to the TTC. 1980 has already been suggested as a tentative date for the opening of this subway, coincident with the abandonment of streetcars on Queen St. and whatever remaining carlines might exist at the time.

Duke of York Public School in Toronto and Orangeville District High School recently took possession of 2 PCC bodies from the TTC for use as portable classrooms.....The TTC recently announced plans to relieve the overcrowding at King Station. To cost an estimated $800,000 the alterations include new entrances and exits and direct underground access to the T-D Centre and proposed new Bank of Commerce development.....The two year test of two types of carpeting in subway cars 5044 and 5045 (conducted on behalf of BARTD) has shown wool to be superior than synthetic material..... Scrapped at Hillcrest in the last month were the following PCC's: 4018, 4029, 4057, 4060, 4067, 4073, 4077 and 4259.....Rails in Bay St. south from Albert were removed by the City the week of Oct. 21; the same week saw replacement of specialwork at St. Clair and Robina and a limited amount of track levelling on Dundas, west of Ossington (look for a major track job here next year) .....The training loop at Hillcrest was abandoned Nov. 4 with the removal of overhead.

* Metropolitan Toronto has indicated to the TTC it might be willing to assume the full cost of future subway construction in return for a single fare in Metro. Some sort of arrangement on subway financing is expected to be announced by the end of the year, hopefully permitting the Yonge extension to terminate at Finch (at an additional cost of $26 million), rather than at Sheppard. Metro's decision on the financial role it will play will, no doubt, also influence the timing of the TTC's promised fare increase and the question over the institution of a transfer charge.

* The Nova Scotia Light & Power Co. will not close down its transit division in Halifax at the year end as previously planned. The City of Halifax, with little choice before them, last month agreed to assume any future losses of this transit operation. NSL&P's transit division over the last ten years has experienced an average annual loss of $200,000. Terms of the agreement call for a subsidiary company to be set up under NSL&P with the sole responsibility of running the bus system. The city was not prepared at the time to have the transit system be run by a public commission - perhaps sometime in the future. NSL&P currently operates a fleet of 81 trolley buses (the newest in Canada - built in 1954) on 11 routes and 15 diesel buses on 2 routes.

* Rapid transit history was made on Nov. 18 as the Cleveland Transit System began regular service on its airport extension. Cleveland is now the first city in North America with a direct rail link between its airport and downtown. Construction of this 4-mile extension from West Park Station (western terminus of the original 15-mile line) began in July, 1966, and cost $18½ million, two thirds of which was met by federal grants. Only one fifth of the passengers on the extension are expected to be air travellers. Travel time by 'rapid' from the airport to downtown is 20 minutes.

* At their meeting on October 1, the Toronto Transit Commissioners voted to dispose of the remaining 10 pieces of equipment (out of an original 16 vehicles in 1947) in the TTC historical collection. The National Museum of Science and Technology in Ottawa was donated 9 vehicles: stage coach "John Thompson", 2 horse-drawn omnibuses, horse car 16, sleigh 2 (replica), Fifth Avenue buses 1 (double-deck) and 9 (single-deck), and prize pieces motor 306 and trailer 64. The tenth item, open bench car 327 (replica), was donated to the Ontario Electric Railway Historical Association. At the same meeting, PCC 4000 was also donated to the OERHA.

On Nov. 2, buses 1 and 9 and sleigh 2 were removed to Ottawa from St. Clair Division and on Nov. 4 the remaining equipment with the exception of 306 and 64 was similarly removed. To help raise funds for the shipment of car 327 to Rockwood, the OERHA operated a 6-hour fantrip on Nov. 3 employing PCC's 4228 and 4773. The excursion featured an hour's stop at Hillcrest where all had an opportunity to ride and photograph 327 on the training loop. 327 was moved from Hillcrest to the museum site on Nov. 27.

The future of Peter Witt cars 2778 and 2766, both intact and the latter operational, is not known at this time - these cars not having been defined as part of the historical collection.

WORTH NOTING...

MARY F. LAYTON

Some steam lasts:-
The last steam train on a CPR transcontinental run was in October 1954, 67 years after the first transcontinental train.
The last steam locomotive to haul a train on the CPR was Ale class 4-4-0 #29 which was built in 1887. It hauled a special from Montreal to St. Lin and return on November 6th. 1960.
In the U.S., the last scheduled steam train ran on the Grand Trunk Western on March 27th. 1960.
The last CNR steam locomotive was withdrawn from service on April 25th. 1960.
The last scheduled steam train in the U.K. ran from Brockenhurst to Lymington on the Southern Region on March 30th. 1967. The Hampshire branch had been steam operated since July 12th. 1858.

The four cylinder simple engine was introduced by James Manson on the Glasgow and South-Western Railway (Scotland) in 1897 with a 4-4-0 #11.

Steel plate frames instead of wrought iron were first used by F.W. Webb, who was chief mechanical officer of the London and North-Western Railway (U.K.) in 1886. The plate frame is unique to British and European locomotive practice. In North America, bar frames were used. These frames were first used by Edward Bury of Liverpool, England on engines for the Liverpool and Manchester Railway.

The Isle of Man 3ft. gauge railway system began operation on May 1st. 1873 when the Douglas - Peel section was opened. The system eventually grew to 46.75 miles. Today it is all closed except for the Castletown - Port Erin section which has been preserved.

The first steel rails were made by Robert Forester Musket and were laid experimentally at Derby station on the Midland Railway in England early in 1857. They remained in place on a heavily used track until June 1873.
The first steel rails in Canada were in place in 1875. By 1886, it was reported that 2273 miles of steel rail were in use, which was about 45% of the main routes.

The longest tunnel in Canada is the five mile, 39 yard Connaught Tunnel in the Selkirks on the CP Rail mainline. The headings met 2½ miles below the peak of Mount MacDonald on December 6th. 1916, replacing the difficult route over Rogers Pass which reached an altitude of 4340ft. The tunnel shortened the route by 4½ miles, lowered the summit by 540 ft. and eliminated curves amounting to seven complete circles.

The first train over the Sault Ste. Marie bridge entered Canada on January 9th. 1887.

BOOKS
IN REVIEW

The History of the ST. LOUIS CAR COMPANY "Quality Shops" by Andrew D. Young and Eugene F. Provenzo Jr., 8½" x 11", 302pp 425 illustrations, index, appendix of patents. Hardbound $US 16.50. Published 1978 by Howell-North Books, 1050 Parker Street, Berkeley, CA 94710.

FROM HORSECARS TO STREAMLINERS, an Illustrated History of the St. Louis Car Company, by Alan R. Lind, 8½" x 11", 400pp, over 400 illustrations, index of customers, owners and operators, 84 page appendix of excepts from catalogues and 63 page list of builder's orders 1898-1972 including extensive annotation of known car resales, bibliography. Hardbound $US 22.50. Published 1978 by Transport History Press, Box 201, Park Forest, Ill. 60466.

Occasionally two major books on the same rail history topic appear on the market concurrently. The abcve two books on the St. Louis Car Company, trolley car and rail car builder, are now in print.

This company is of interest to Canadian traction buffs in that it built the body shells of the 594 street cars which were finished by Canadian Car and Foundry. Also, 107 second-hand St. Louis built PCC cars were later imported by Toronto Transit Commission. In an earlier era, St. Louis Car built the Ontario Hydro Electric Power Commission's 301 series street cars for Windsor, which were the forerunners of the Ottawa-built 401 series for Windsor and Mimico. (The Mimico cars are still well remembered by the p-blic in their use on North Yonge Railways). The Cornwall Street Railway imported second-hand examples of three other designs of St. Louis double truck, double end steel street cars, which joined some St. Louis built single-truck Birneys already in their fleet. Other example cited of earlier second-hand St. Louis built street cars coming to Canada.

In the Interurban field, many British Columbia Electric Railway cars were built by St. Louis, as were London and Port Stanley Rly. control trailers 7,9 and 11.

When this builder went out of business, the surviving company archives were turned over to Washington University of St. Louis. Young and Provenzo based their book on these archives but have also consulted extensively the usual standard sources - back issues of transportation trade journals.

In leafing through their book, one initially is impressed by the wealth of excellent illustrative material. The book is however much more than a fine photo album. The scholarly, adequate text recounts the history of the car company in 27 readable, fairly short chapters, with much helpful analysis of the historical facts. Numerous interviews were obtained with former company officials and surviving members of the families of deceased officials. Thus the prominant personalities in the company story are brought to life. Notations in the back of the book give the source of each important statement.

The origins of St. Louis Car Co. and the other car building plants in the area are caregully described, along with the market for their product. Early diversification into self-propelled rail car, automobile and aircraft construction are examined, also wartime military equipment contracts. The Birney car era and the lightweight car construction era are covered thoroughly. The PCC streetcar development and construction periods are particularily well described. The drying up of the PCC and trolley coach orders in the 1950's is related to transit ridership, suburban development and growth of automobile use. Due coverage is given to more recent construction, such as the Illinois Central suburban Chicago Hi-liners and various rapid-transit car orders. Throughout the book the Car Company's styles of management and fiscal problems are explaned, including the circumstances which led to the closedown.

It is felt that this book should be a worthwhile addition to the bookshelf of most any North American traction buff.

A small number of typographical errors were noted. The reviewer claims no expertise on the company's history, having visited the plant only once. His cavils concern more general traction information. In a photo cation on Page 177, the famed Indiana Railroad is called Indiana Railways. In another caption on Page 155, Indiana Service Corporation's small 30 ton car 325 is called a big steel interurban, while a caption on Page 165 describes large 50 ton ISC car 378 as an example of an interurban car design becoming lighter. The omission of any illustration of the Chicago Aurora & Elgin 451 series of 1945 seems unfortunate, as the class represented the final development of the interurban car in America. And surely the drawing on Page 292 is a proposal for the South Bend 810 series city cars (the contract actually went to Cincinatti Car Co.), rather than a series for Chicago South Shore and South Bend. The Cleveland Rapid is incorrectly termed a subway in various places. But these are small points in a book of good quality, and it is felt that any purchaser of this volume will be well pleased.

In summary, Young and Provenzo have written a very good general history of the Car Company, which should have wide appeal beyond the ranks of traction enthusiats.

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Alan Lind's book covers quite different ground from Young and Provenzo's book, concentrating on the cars which SLCC built and, in the PCC era, explanations of why purchasers chose to continue with streetcars rather than convert to buses. This treatment naturally leads to quite extensive descriptions of the properties which operated PCC cars, and their circumstances.

The illustrative material in Lind's book is quite different, with relatively little duplication of the photographs in the Young and Provenzo book. Lind concentrates on reproductions of the builders catalogue pages (which contain numerous touched-up car side views) and on amateur photos of cars in service. The latter photos naturally do not have the sparkling new appearance of builder's photos, but they convey a very good idea of the operators' properties. The paper of Lind's book also causes less satisfactory photo reproduction.

Lind's concentration on rolling stock leads to a very detailed treatment in the text of some car groups. This will suit the rolling stock buff but may make heavy reading for the general historian. The latter reader may feel that Lind strays overfar from the car company theme in his analyses of individual operating properties, but the traction enthusiast will find the analyses enlightening.

The construction order list for 1898-1972 should prove invaluble to rolling stock buffs, and it contains some surprises for Canadian readers. It also reveals the origin of some of the self-propelled Sperry rail inspection cars which were originally built for revenue service.

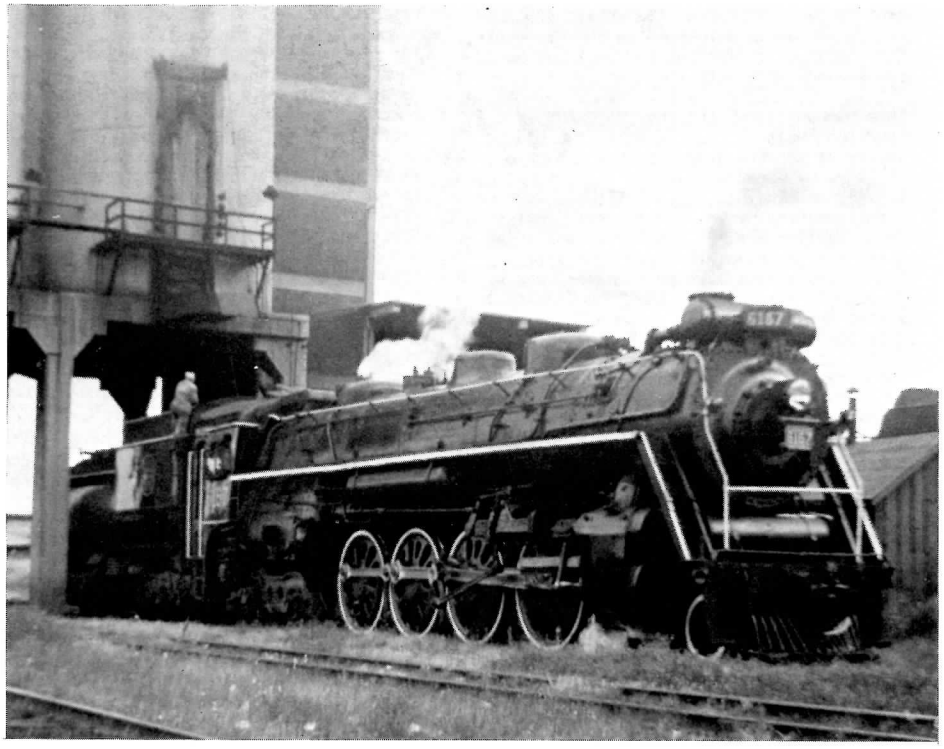
In summary, the two books complement rather than duplicate each other. The reviewer bought both books, and does not regret either purchase. If a choice must be made, the general historian should obtain Young & Provenzo's book while the rolling stock buff should buy Linds book.

J D K

6167·A QUICK LOOK BACK

MIMICO - OCTOBER 1961

- Don Burbridge



DIESEL NOTES

CP RAIL ROSTER

COMPILED BY PIERRE PATENAUDE

AS OF 1 NOVEMBER 1978

TOP RIGHT:Freight 903 at Leaside Ont. with SD40 5550-01 westbound.Note ditch lights on lead unit.(R.Eastman)
MIDDLE:FP7A's 1404,1432,4030 seen at St. Luc Yard 11 Oct Of the three units,two,1404,1432 have been sold to VIA RAIL CANADA.(P.Patenaude)
BOTTOM:1 Feb 1973 saw an Extra West at Cooksville,caught by Robbin Rekiel.The three units,4090,4406,4050 have all been retired.

Road Numb.	Class	Bldr.	Year	Model	
22	DS 5d	CLC	1960	44H44A3	
B100-01	SB 10a	MLW	1951	E1800A	
B102-03	10b	"	1957	"	
1400-04	DPA15a	GMD	1953	FP7A	1. 52.
1405-14	17a	"	1954	FP9A	18. 53.
1416,18	15b	"	1952	FP7A	2. 52.
1432	15d	"	1951	FP7A	3. 52.
1800,02	22a	EMD	1949	E8A	52.
3000-05	DRS20a	GMD	1970	GP38	
3006-20	20b	"	1971	GP38	
4030-37	DPA15c	"	1950	FP7A	19
4038-40	15d	"	1951	FP7A	4. 20.
4061,63	DFA15e	"	1952	FP7A	5.
4066-75	15f	"	1952	FP7A	6. 54.
4200	DRF24a	MLW	1963	C424	7.
4201-32	24b	"	1965	C424	
4233-48	24c	"	1965/66	C424	
4249-50	24d	"	1966	C424	
4427-35	DFA15c	GMD	1951	F7B	8. 22.
4438-47	15d	"	1952	F7B	9. 23.
4459-62	DFB15e	"	1953	F7B	
4473-78	17a	"	1954	F9B	10.55.
4500-07	DRF30c	MLW	1968	C630	24.
4508	30d	"	1969	M630	
4509-12	30e	"	1969/70	M630	
4550-53	30d	"	1969	M630	25.
4554-55	30e	"	1970	M630	
4556-57	30f	"	1970	M630	
4558-61	30e	"	1970	M630	11.
4562-63	30d	"	1969	M630	12.
4564-69	30f	"	1970	M630	13.
4570-73	30d	"	1969	M630	
4700-19	36a	"	1969/70	M636	
4720-29	36b	"	1970	M636	
4730-37	36c	"	1970	M636	
4738-43	36d	"	1970	M636	
4744	36d	"	1971	M640	
5000-01	22a	GMD	1963	GP30	14.
5002-13	25a	"	1964	GP35	15.
5014-23	25b	"	1965	GP35	26.
5024-25	25c	"	1966	GP35	
5500-31	30a	"	1966	SD40	
5532-64	30b	"	1966/67	SD40	
5565-87	30g	"	1972	SD40-2	27.
5589-99	30h	"	1972	SD40-2	
5600-28	30h	"	1972	SD40-2	
5629-58	30j	EMD	1972	SD40-2	28.
5659-74	30k	GMD	1973	SD40-2	
5675-99	30m	"	1974/75	SD40-2	
5700-17	30m	"	1974/75	SD40-2	
5718-57	30n	"	1975	SD40-2	
5758-77	30p	"	1976	SD40-2	
5778-89	30q	"	1978	SD40-2	16.

5800-05	DRF30m	GMD	1974	SD40-2	
5806-35	30k	"	1974	SD40-2	
5836	30m	"	1974	SD40-2	
5837-64	30q	"	1977/78	SD40-2	16.
6500-05	DS 6a	MLW	1951	S3	29.
6509-17	6b	"	1952	S3	30.
6518-22	6c	"	1953	S3	31.
6523-36	6d	"	1955	S3	32.
6537-47	6e	"	1955	S3	33.
6548-59	6f	"	1956	S3	34.
6560-61	6g	"	1956	S3	
6562-99	6h	"	1957	S3	35.
6601-11	6j	"	1958	S10	36.
6612	6k	"	1958	S10	
6614-21	6m	"	1959	S11	37.
6700-03	8a	GMD	1950	SW8	
6705-08	8b	"	1951	SW8	
6710-20	9a	"	1955	SW900	
7010-14	10a	ALCO	1943	S2	
7015-24	10b	"	1944	S2	38.
7025-37	10c	"	1945	S2	
7038-51	10d	"	1946	S2	
7052-64	10e	"	1947	S2	
7067-75	10g	BLW	1948	DS4-4-1000	39.
7076=95	10h	MLW	1948/49	S2	
7096-98	10j	ALCO	1949	S2	
7099	10k	MLW	1949	S4	
7100-08	10k	"	1949	S4	
7109-14	10m	"	1952	S4	
7115-18	10n	"	1953	S4	

7400-05	12a	GMD	1953	SW9	
8013-18	DRS10b	MLW	1959	RS23	
8019-31	10c	"	1959	RS23	
8032-46	10d	"	1960	RS23	
8100-30	12a	GMD	1958	SW1200RS	
8131-46	12b	"	1959	SW1200RS	
8147-71	12c	"	1960	SW1200RS	40.
8400-04	15a	ALCO	1949	RS2	
8407	15b	MLW	1950	RS2	
8409-11	15c	GMD	1952	GP7	
8412-24	15d	"	1953	GP7	41.
8426-46	16a	MLW	1954	RS3	42.
8447-60	16b	"	1954	RS3	43.
8462-82	16c	"	1954/55	RS10	44.
8483-99	17a	GMD	1954/55	GP9	
8500-21	17a	"	1954/55	GP9	
8522-46	17b	"	1955	GP9	
8558-68	16e	MLW	1956	RS10	45 56.
8569-81	16f	"	1956	RS10S	46.
8583-600	16g	"	1956	RS10S	47.
8611-35	17c	GMD	1956	GP9	
8636-99	17d	"	1957	GP9	
8700-08	17d	"	1957	GP9	
8730-48	18a	MLW	1957	RS18	48
8749-800	18b	"	1958	RS18	49
8801-23	17e	GMD	1958	GP9	50
8824	16k	MLW	1957	RS10S	
8825-39	17f	GMD	1959	GP9	51
8921	24e	MLW	1957	RSD17	17.

Notes:

1. 1400-04 orig. 4099-4103. 1401 traded on 5024
2. 1416,18 orig. 4058,4060.
3. 1432 orig. 4041 to 1432 to 4041
4. 4040 orign4040 then 1433
5. 4061 orig. 4061 then 1419
   4063 orig. 4063 then 1421
6. 4066-75 orig. 4066-75 then 1422-31
7. 4200 orig. 8300
8. 4434-35 orig 4434-35 then 1908-09
9. 4438-45 orig 4438-45 then 1912-19
10. 4473-78 orig 1900-1907
11. 4558-61 orig 4513-4516
12. 4562-63 orig 4574-75
13. 4564-69 orig 4576-81
14. 5000-01 orig 8200-01
15. 5002-13 orig 8202-13
16. 5779-89,5860-64 are Ontario Hydro Units
17. 8921 Orig. MLW Demonstrator 7007,CN3899, Pacific Great Eastern 624 purchased 1959
18. 1411 numbered 1867 for Confederation Train in 1967,now r/n 1411
19. 4032,4033 retired
20. 4039 retired
21. 4059,62 retired
22. 4428-30 off roster
23. 4446 off roster
24. 4506 " "
25. 4552 " "
26. 5018 " "
27. 5586 " "
28. 5634 " "
29. 6504 " "
30. 6510,15,16 off roster
31. 6520 off roster
32. 6531,30 off roster
33. 6543 off roster
34. 6550,51,57 off roster
35. 6574,82,86,87,90,97 off roster
36. 6610 off roster
37. 6616 " "
38. 7018 " "
39. 7068,71,73,74 off roster
40. 8148 off roster
41. 8413,14,19,20 off roster
42. 8434 off roster
43. 8448,51,53,54,55,58 off roster
44. 8466,6972-74,81 off roster
45. 8565,67 offroster
46. 8575,78, off roster
47. 8584,90 " "
48. 8739 off roster
49. 8754-8800 off roster
50. 8801-10 " "
51. 8825-39 " "
52. Sold to VIA.
53. 1405-07,09-14 Sold to VIA
54. 4066-69 Sold to VIA
55. 4473-75,77,78 Sold to VIA
56. 8558 Sold to VIA

ABOVE: I.C.Platt Caught 8530 at Smith Falls 15 Oct 1977.The DRS17b class GP9 has been given a chop nose and electric classification lights..BELWO:Freight 908 at Sherbrooke on 16 Sept 1977.RS18 units are 8756,8785,8773,8790.Pierre Patenaude photo.

ABOVE: RDC5 9308 was rebuilt from 9194 by removing the baggage compartment,installing seats,increasing the seating capacity from 71 to 89.Westmount Quebec.9 June 75 Photo by Doug Fleming.

RAIL DIESEL CARS

Road Numb.	Year Blt.	Model	Pass. Cap.	Notes	
9020	1953	RDC3	48	Sold to VIA	
9021-23	1955	RDC3	48	"	
9024	1956	RDC3	49	"	
9049	1955	RDC1	89	"	1.
9050-51	1953	RDC1	89	"	
9053-55	1954	RDC1	89	9053,55 VIA	
9056-57	1955	RDC1	89	Sold to VIA	
9058-60	1956	RDC1	90	9058-59 VIA	
9061-69	1957	RDC1	90	9061-65,67 Sold to VIA	
9070-72	1958	RDC1	90	Sold to VIA	2.
9103-11	1956	RDC2	71	9103,9105-07, 9111 to VIA	
9112-13	1956	RDC2	71	Sold to VIA	
9115	1958	RDC2	71	"	2.
9200	1955	RDC4	Nil	Sold to VIA	
9250-51	1956	RDC4		"	
9300	1955	RDC5	86	Rbt from 9102	
9302	1958	RDC5	89	Rbt from 9199 Sold to VIA	2.
9303	1956	RDC5	89	Rbt from 9110	
9305	1957	RDC5	89	Rbt from 9114	
9306	1951	RDC5	88	rbt from 9116 Sold to VIA	3.
9307	1955	RDC5	88	Rbt from 9100	
9308	1958	RDC5	89	Rbt from 9194 Sold to VIA	
9309	1956	RDC5	89	Rbt from 9109 Sold to VIA	

1.9049 rec'd 1958 from Duluth South Shore and Atlantic 500
2.Units built by Budd,completed under licence by Canadian Car and Foundry.
3.9306 (ex 9116) purchased 1958 from Lehigh Valley

ABOVE: Five CP Rail lie ready for a Monday morning commuter train at Riguad on a Sunday afternoonwhile 9061 and 9196 depart on train 296 for Montreal.December 5 1971.9061 has been sold to VIA while 9196 was one of 4 RDC's(9104,9195-7) sold to CANPAC Leasing and leased to CN as 6207-10.(R.Lampkin)

BELOW:Another view of 9196 and 9061 at Riguad Quebec.(R Lampkin)

Rail and Transit

ABOVE: Train 903 leaving with units 5731,5543,4735,5727,5539, 4728,4727,5561, on 23 May 1977.Pierre Patenaude caught the action at St. Luc Yard Montreal.

Canadian Pacific

UNITS OFF ROSTER

Road Number	Class	Bldr	Year	Model	Notes
10-11	HS 5a	CLC	1957	44H44A1	Retired
12-15	5b	"	1958	"	Sold
16	5c	"	"	"	Retired
17-18	5c	"	"	"	Sold
19	5d	"	1960	"	Sold
20-21	5d	"	"	"	Retired
23	5d	"	"	"	Sold
1401	DPA15a	GMD	1953	FP7A	Trade in
1415	17a	"	1954	FP9A	Retired
1417	15b	"	1952	FP7A	"
1420	"	"	"	"	"
1801	22a	EMD	1949	E8A	"
1902	DPB17a	GMD	1954	F9B	Trade in
1906		"	"	"	"
1910-11	15a	"	1951	F7B	1910 Trade in 1911 Retired
4000-07	DFA15a	ALCO	1949	FA1	Trade in
4008-16	15b	MLW	1950	FA1	4008-14,16 Trade in 4015 Retired
4017-27	"	"	"	"	4017-18,21-24,26-27 Trade in 4019-20,25 retired
4028-29	15c	GMD	1950	FP7A	4028,4032 trade in
4032-33					4029,4033 retired
4039	15d	"	1951	"	retired
4042-51	16a	MLW	"	FA2	4042,47,49-50 retired 4043-46,48,51 trade in
4052-57	16b	CLC	1952	CPA16-4	retired
4059,62	15e	GMD	1952	FP7A	Retired
4064-65	16f	CLC	1951	CPA16-4	Retired
4076-81	16d	"	1953	CFA16-4	Retired
4082-83	16e	MLW	1953	FPA2	Retired
4084-93	16e	"	1953	FA2	Retired
4094-98	16f	"	1953	FPA2	4094-97 retired 4098 trade in
4100	15g	GMD	1953	FP7A	Trade in
4104-05	16g	CLC	1954	CPA16-4	Retired

ABOVE:Pierre PAtenaude caught FP7A 4035 with the modified nose stripe arrangement for 'F' units 19 Dec 76 at St. Luc Yard Montreal.

4400-03	DFB15a	ALCO	1949	FB1	Trade in
4404-23	15b	MLW	1950	FB1	4404-10,16 retired 4411-15,17-23 trade in
4424-26	15c	GMD	1951	F7B	4424,36-37 retired
4428-30	"	"	"	"	4425-26,28-30 trade in
4436-37	"	"	"	"	
4446,48	15d	"	1952	F7B	retired
4449-54	16a	CLC	1952	CPB16-4	retired
4455-58	16b	CLC	1953	CFB16-4	4455-56 sold 57,58 retired
4463-64	16c	MLW	1953	FPB2	retired
4465-70	16c	"	1953	FB2	retired
4471-72	16d	CLC	1954	CPB16-4	Retired
4506	DRF30c	MLW	1968	C630	retired
4552	30d	"	1969	M630	retired
5018	25b	GMD	1965	GP35	Retired
5586	30g	"	1972	SD40-2	retired
5634	30j	EMD	1972	SD40-2	retired
6504	DS 6a	MLW	1951	S3	retired
6506-08,	6b	"	1952	S3	retired
6510	"	"	"	"	"
6515-16	"	"	"	"	"
6520	6c	"	1953	"	"
6530-31	6d	"	1955	"	6530 retired,31 sold
6543	6e	"	1955	"	sold
6550-51	6f	"	1956	"	retired
6557	"	"	"	"	"
6574,82, 86,87,90,97	6h	"	1957	"	6574 sold rest retired

ROBOT CARS:

Road Numb.	Builder.	Year	Notes;
1006-08	CP Angus	1971	ex CLC B units
1009-12	CP Angus/Ogden	72	"
1013-15	"	73	"
1016	"	73	EX H16-44 8719
1017-31	"	74	Built new.

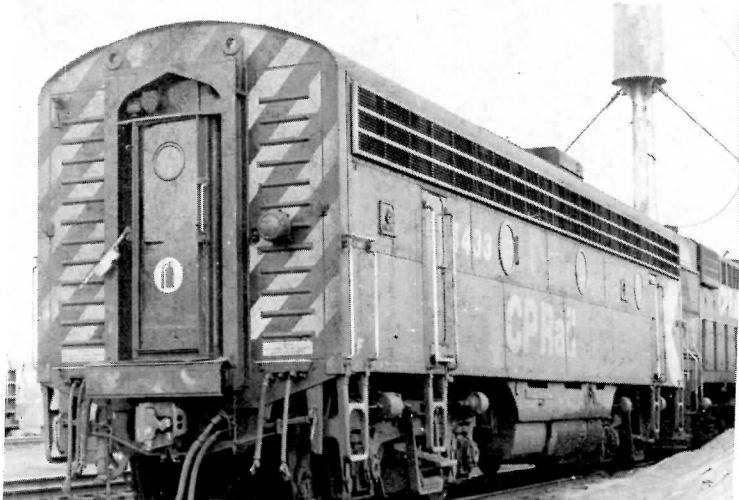
BELOW Left: Time Freight 925 westbound atNorth Bay with M636 4706 and SD 40 5022.(R.Eastman)BELOW RIGHT:RS18 8763 in old paint scheme at Smiths Falls 31 July 76.Class DRS18b (I,C.Platt)

UNITS OFF ROSTER

6600	DS 6h	MLW	1957	S3	sold
6610	6j	"	1958	S10	retired
6613	6k	"	1958	S10	retired
6616	6m	"	1959	S11	6616,23 retired
6622-23	"	"	"	"	6622 sold
6704,09	8b	GMD	1951	SW8	sold
7000	9a	Nat'l Steel	1936		sold-CPR's first diesel preserved at CRHA Delson
7018	10b	ALCO	1944	S2	retired
7065	10f	BLW	1948	DS4-4-1000	retired
7066,68,	10g	"	1948	"	retired
7071,73,74	"	"	"	"	"
8000-12	DRS10a	"	"	DRS4-4-1000	retired
8148	12c	GMD	1960	SW1200RS	retired
8405,06,08	15b	MLW	1950	RS2	8405,08 trade in,06 retired
8413-14,19'	15d	GMD	1953	GP7	8413,20,25 trade in,14,19 retired
8420,25	"	"	"	"	
8434	16a	MLW	1954	RS3	retired
8448,51,53,	16b	"	"	"	retired
8454,55,58	"	"	"	"	retired
8461	16b	"	"	RS10	trade in
8466,69,	16c	"	1954/55	"	8466,72-73,81 retired,
8472-74,81	"	"	"	"	8469,74 trade in
8524	17b	GMD	1955	GP9	retired
8547-56	16d	CLC	1955	H16-44	retired
8557,65,67	16e	MLW	1956	RS10	retired
8575,78	16f	"	1956	RS10S	retired
8582,84,90	16g	"	"	"	retired
8601-10	16h	CLC	1956	H16-44	retired
8709-29	16j	"	1957	"	retired
8739	18a	MLW	1957	RS18	retired
8754	18b	"	1958	RS18	retired
8800	18b	"	"	"	sold
8801-10	17e	GMD	1958	GP9	sold
8825-39	17f	"	"	"	sold
8900	24a	CLC/FM	1955	H24-66	retired
8901-04	24b	CLC	1956	"	retired
8905-10	24c	"	"	"	8905,07-10 retired 8906 sold
8911-20	24d	"	"	"	8911,13-15,19 sold
					8912,16-18,20 retired.

ABOVE:CP Rail maintains an extensive commuter operation out of Montreal,Bi-level commuter coach Control Car 900 waits to lead Train 262 out of Hudson Quebec. 13 July 1971.(R. Lampkin)
BELOW:CP 5580,5547,Leased BAR 79 and 8640 on an extra east on the Nelson Subdivision heading for Cranbrook BC. 15 Sept 72 (R. Rekiel)

BELOW LEFT: F7B 4433 was viewed at SMiths Falls along with RS18 8737 13 August 1977.(I.C. Platt)BELOW RIGHT: Freshly repainted DRS18a class 8735 was caught by Pierre Patenaude 22 May 1977 at St. Luc Yard.




CN Portal Heights
Rail and Transit