

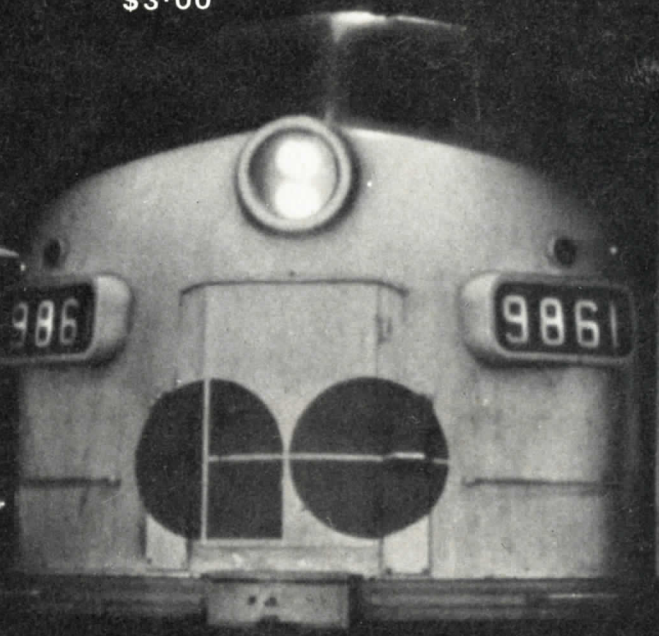
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# *Rail and Transit*

*Canada's Railway Magazine*

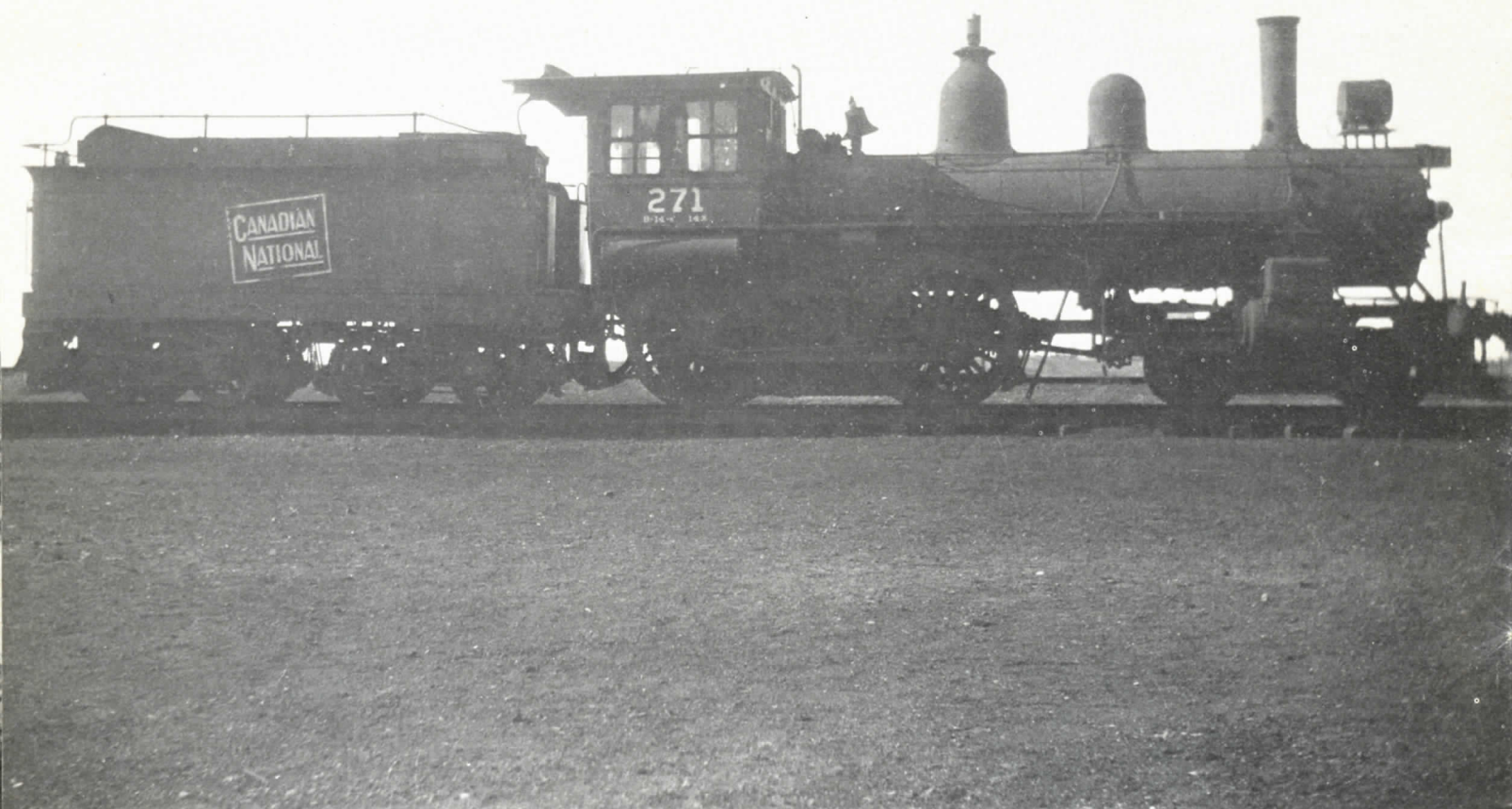
July - August 1977

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## **ALL PHOTO ISSUE**



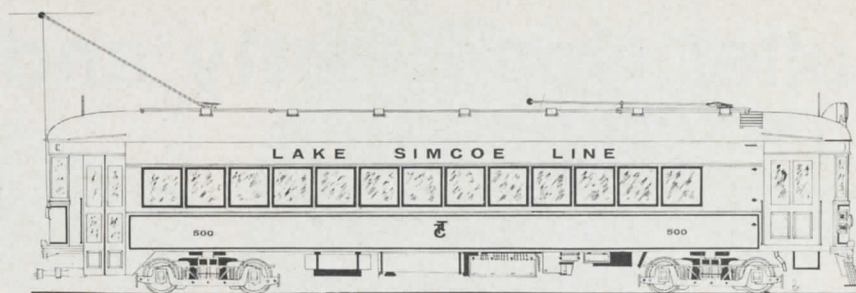




CANADA'S RAILWAY MAGAZINE

#### EDITORIAL OFFICES

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## ALL PHOTO ISSUE

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Unless otherwise credited, the photographs in this issue have come from the files of the Upper Canada Railway Society photo collection.

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#### FRONT COVER

GO Transit APCU 9861 is seen in the gloom of Toronto Union Station. These units are rebuilds of Ontario Northland F-7s. (R.W. Layton)

#### OPPOSITE PAGE TOP

With connecting rods removed CNR 271 waits on the shop lead at Belleville, Ontario. The class B-14-a engine was built by the Grand Trunk as 2198 in 1882. It was scrapped in June 1925. (R. Hope)

#### OPPOSITE PAGE BOTTOM

The streamlined Selkirks were the largest passenger locomotives to run in Canada. Here CPR 5923 stands by the fuelling bay at Field B.C. in September 1942. The class T1b oil-burner was built by MLW in 1938.



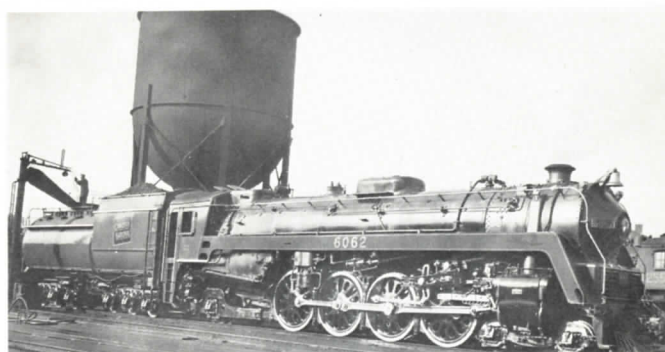
# Bullet Nose Betty and her Sisters

## The CNR U-1-f Class

The original "Bullet Nose Betty". CNR 6060 built by MLW in October 1944, she ran until placed on display at Jasper, Alberta in May 1962 and was restored for excursion service in 1972. Seen here at Harrisburg, Ontario in September 1975 on an NRHS/CNR excursion from Niagara Falls to Guelph. (R.W. Layton)

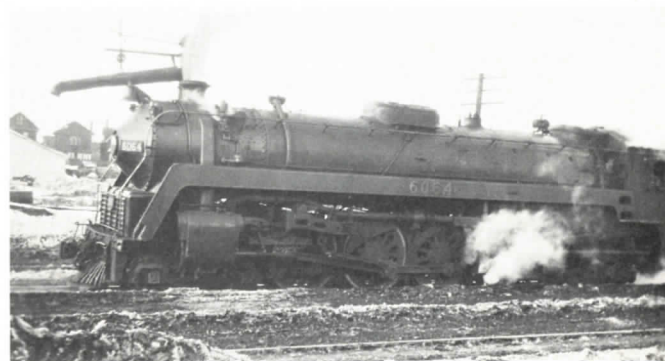


ABOVE - Like 6060, 6061 was outshopped by MLW in October 1944. She was scrapped in February 1960. Seen here in her prime at Spadina Yard, Toronto.



ABOVE - 6062 takes water by the Spadina tower. Built in October 1944 and scrapped in August 1961. Photo taken December 13th, 1944.

BELOW - Pausing for maintenance at Oshawa, Ontario, 6063 had only been in service for two months when this December 1944 photograph was taken. She was scrapped in December 1961.



BELOW - 6064 in mid-winter. She was the last of the October 1944 U-1-f's. She was finally scrapped in April 1960.

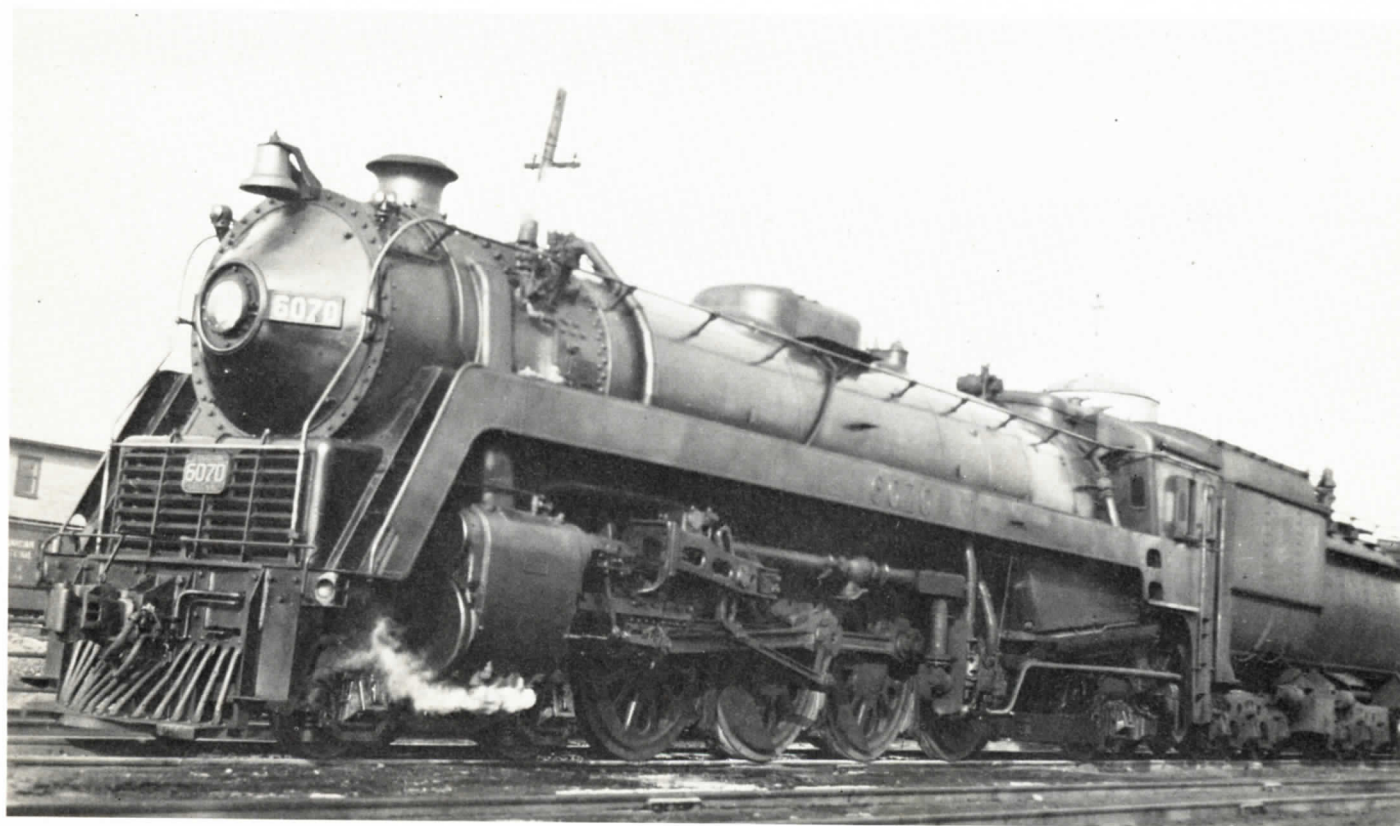




ABOVE LEFT - With the overhead of the Oshawa Railway behind her, 6065 waits for the high-ball. 6065 was turned out in November 1944 and scrapped in March 1960.  
 ABOVE RIGHT - Snow is on the ground as 6066 changes crews at Belleville, Ontario on December 28th, 1944. At this time she was barely a month in service. 6066 was retired in June 1962.  
 LEFT - Back in Oshawa and 6067 loading passengers. Built in November 1944, she was scrapped in 1960.



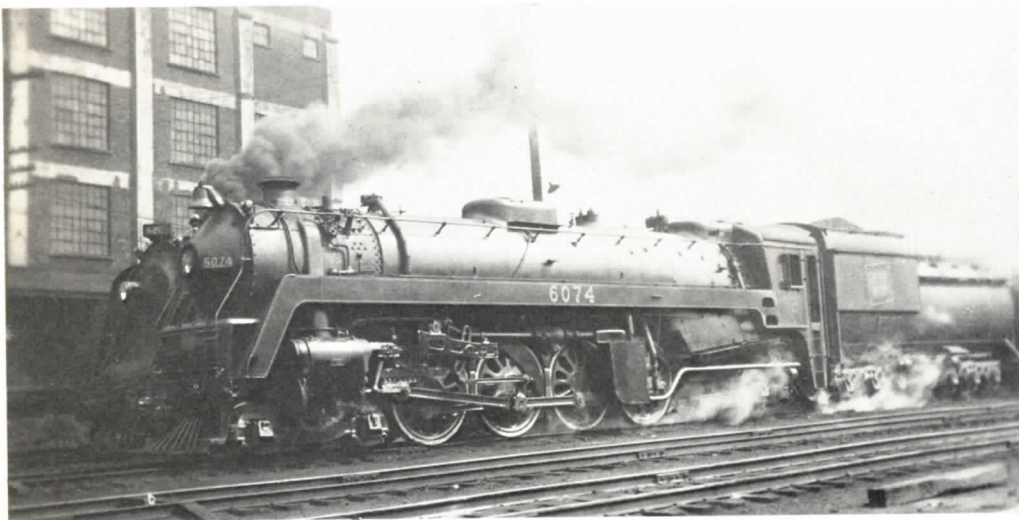
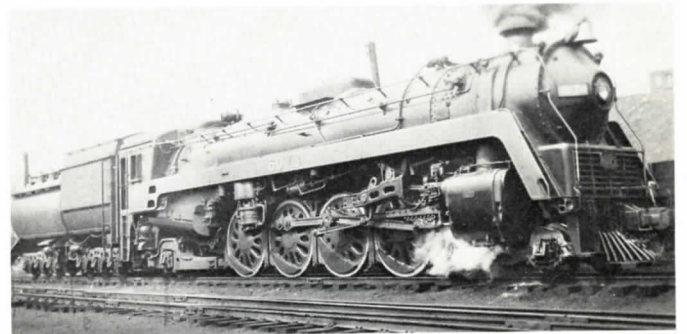
ABOVE - 6068 takes water during a station stop. New in November 1944, she survived nearly 17 years in service before being cut up in October 1961.  
 LEFT - One of the U-1-f survivors, 6059 pauses at Oshawa Station. This engine was placed on display at Sarnia, Ontario in May 1963.  
 BELOW - The Toronto - Montreal run was one of the first assignments for the U-1-f's. More scenes at Oshawa as 6070 waits to leave. 6070 was scrapped in June 1961.







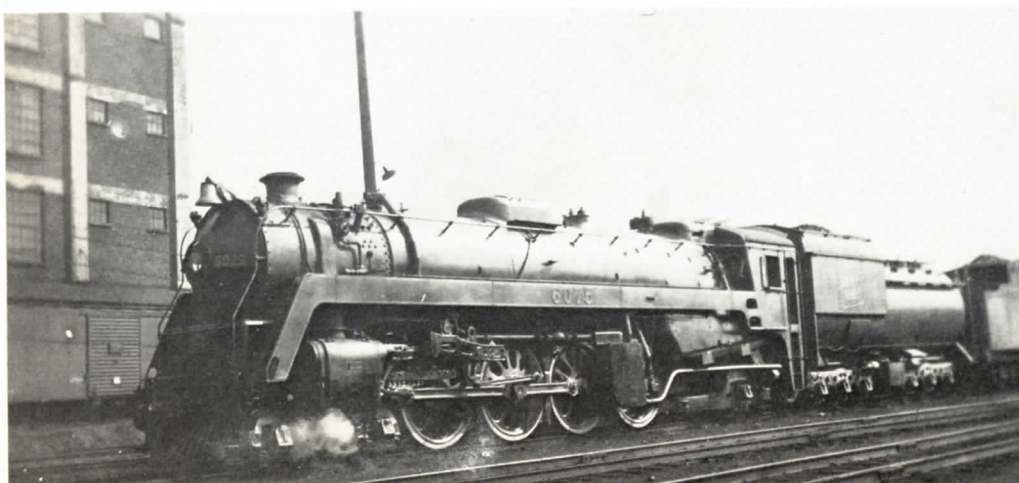
6071 in the snow at Brantford, Ontario on February 3rd, 1945. This engine was scrapped in June 1961.



ABOVE LEFT - A shot by the roundhouse catches CN 6072, the last of the November 1944 U-1-f's. MLW #72769, she was scrapped in April 1960. ABOVE - Steam is up and 6073 is ready for another run from Montreal. This engine was outshopped in December 1944 and lasted until 1961.

LEFT - 6074 waits for work alongside U-2-n Northern 6263. This mountain was scrapped in April 1960.

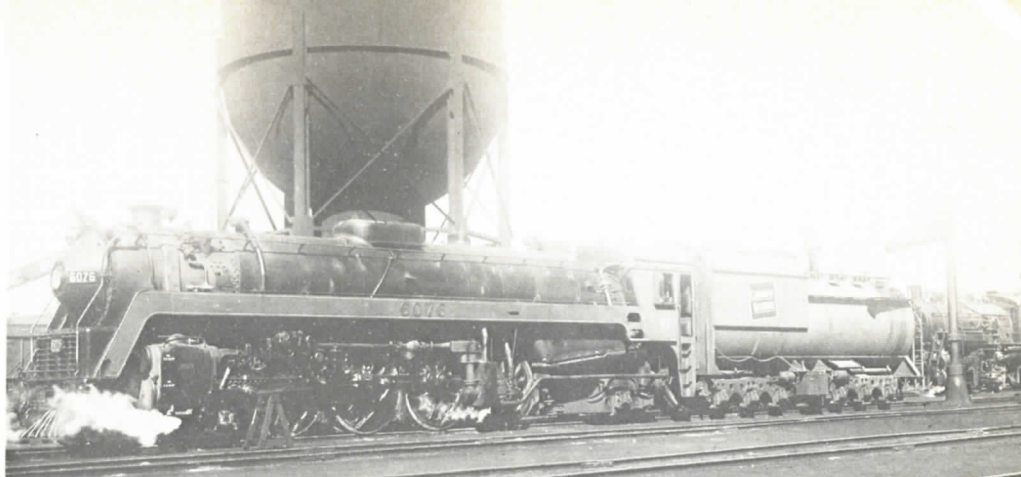
BELOW LEFT - Caught at the same location as 6074, 6075 waits on the ready track. New in December 1944 she lasted until June 1961.



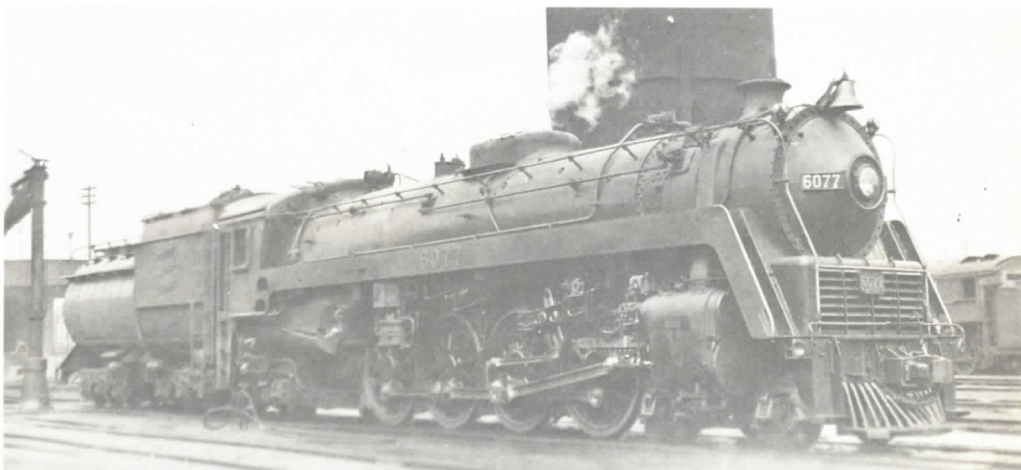
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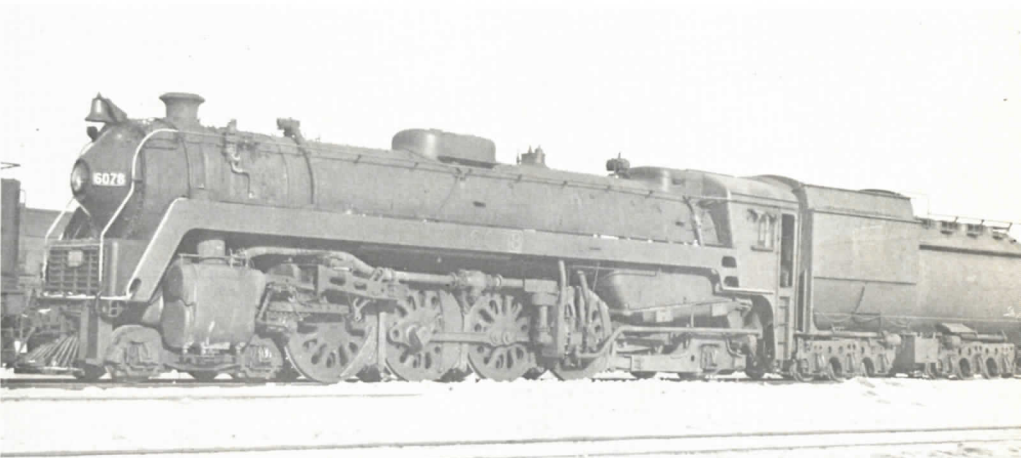
Alongside the water tower in Toronto's Spadina Yard waits 6076 in this September 1945 view. The landmark Royal York Hotel is just visible over class 0-18-c 0-6-0 switcher 7511. 6076 was scrapped in August 1960.



Around the other side of the Spadina water tower we see sister 6077. This engine was on the roster until February 1967 when it was placed on display at Capreol, Ontario.



With rods removed 6078 waits for repairs at Stratford, Ontario in January 1948. She lasted in service until June 1961.



The last of the U-1-f's, 6079, takes water at Oshawa, Ontario. Outshopped in December 1944, she was scrapped in April 1960.







The CNR did not own more than a handful of Hudsons and later-on standardised on the Northern type. Here one of the few, class K-3-a 5701 is stopped at Port Hope, Ontario with a long westbound train. She was built by MLW in September 1930 and was scrapped in March 1960. (R. Hope)

# HUDSONS

CNR 5703 is shown here leaving Toronto Union Station in 1932. Built in October 1930, she was renumbered to 5700 in November 1961 and is now on display at the Museum of Science and Technology in Ottawa.



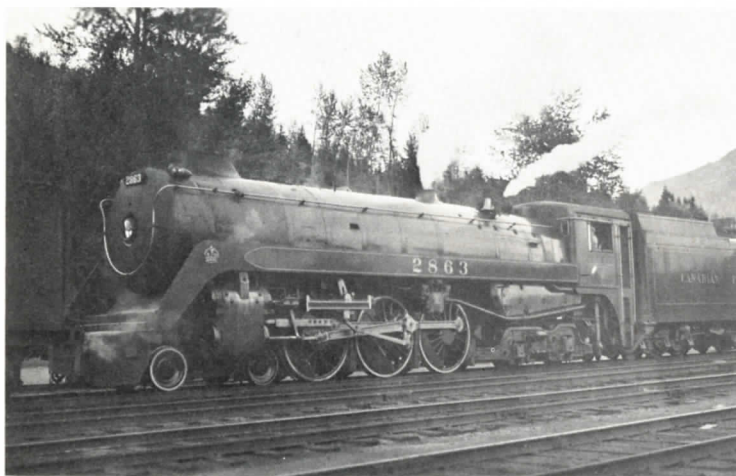
LEFT - 5702 at a station stop. Outshopped by MLW in September 1930, she was on the roster until September 1960 and is now part of the CRHA museum collection at Delson, Quebec.  
RIGHT - Part of the original 1929 CPR Hudson order, H1a 2807 is seen here on January 22nd, 1944 at Oshawa, Ontario on a freight assignment

RIGHT

The Hudson was almost the standard locomotive of the CPR. Not all were streamlined like 2813 shown here. Part of class H1b, she was built by MLW in 1930. Shown here in the Toronto suburbs in the 1930's.

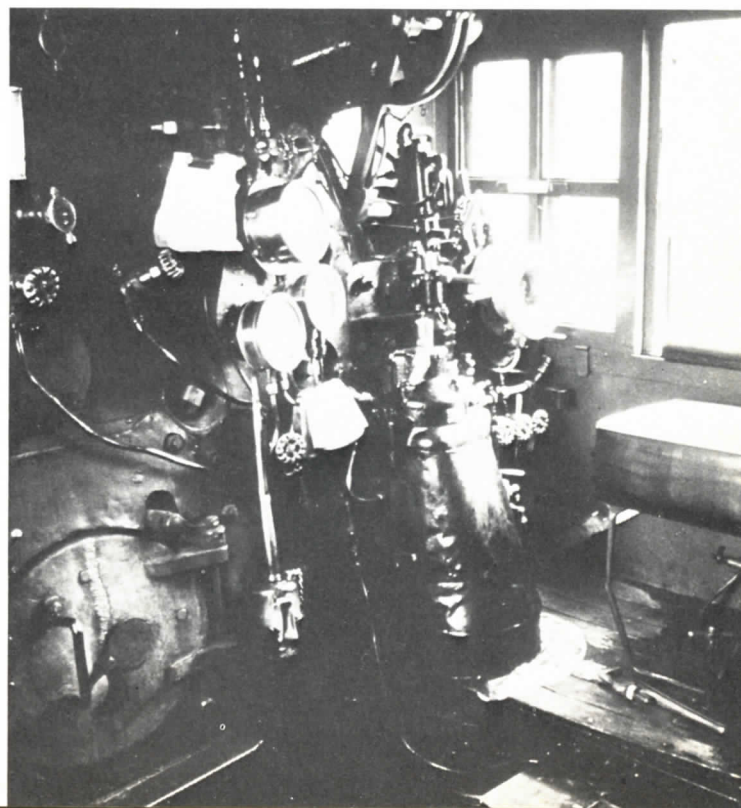
BELOW

The most famous of the CPR Hudsons were the "Royal Hudsons". Class H1e 2863 is second of a double header in the mountains. Sister 2860 is still operating on the BCR.

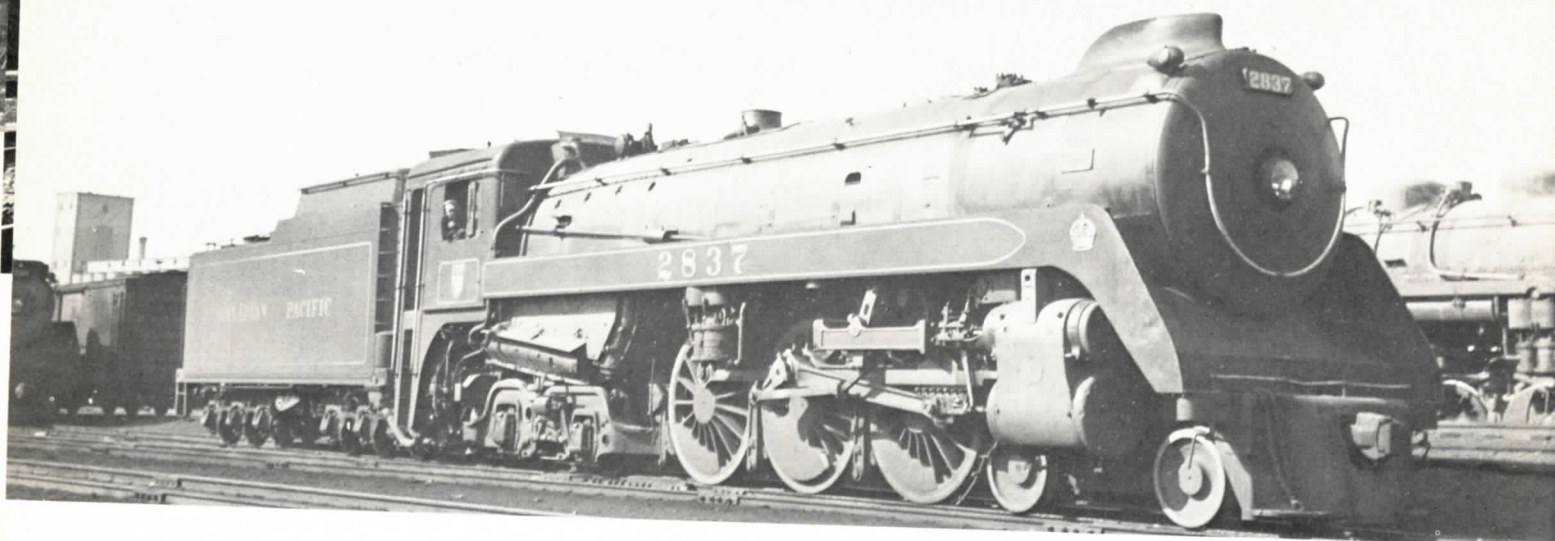


ABOVE RIGHT - Part of the Montreal - Toronto passenger fleet, CPR 2811 at a station stop at Belleville, Ontario. Built by MLW in 1930 she was part of class H1b. (R. Hope)

RIGHT - The business end of a Royal Hudson. The engineers controls of 2860. Photo taken June 1976. (R.W. Layton)

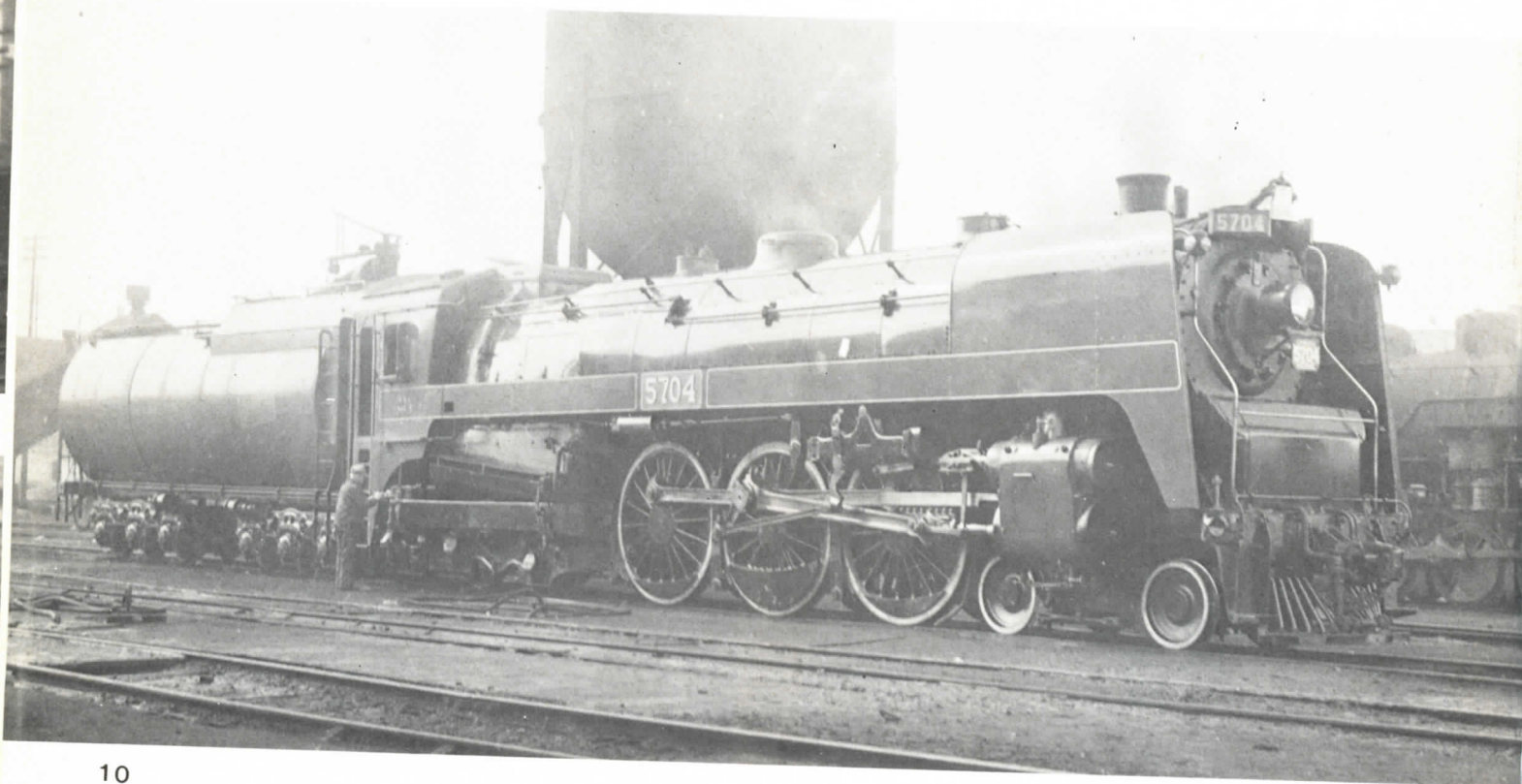


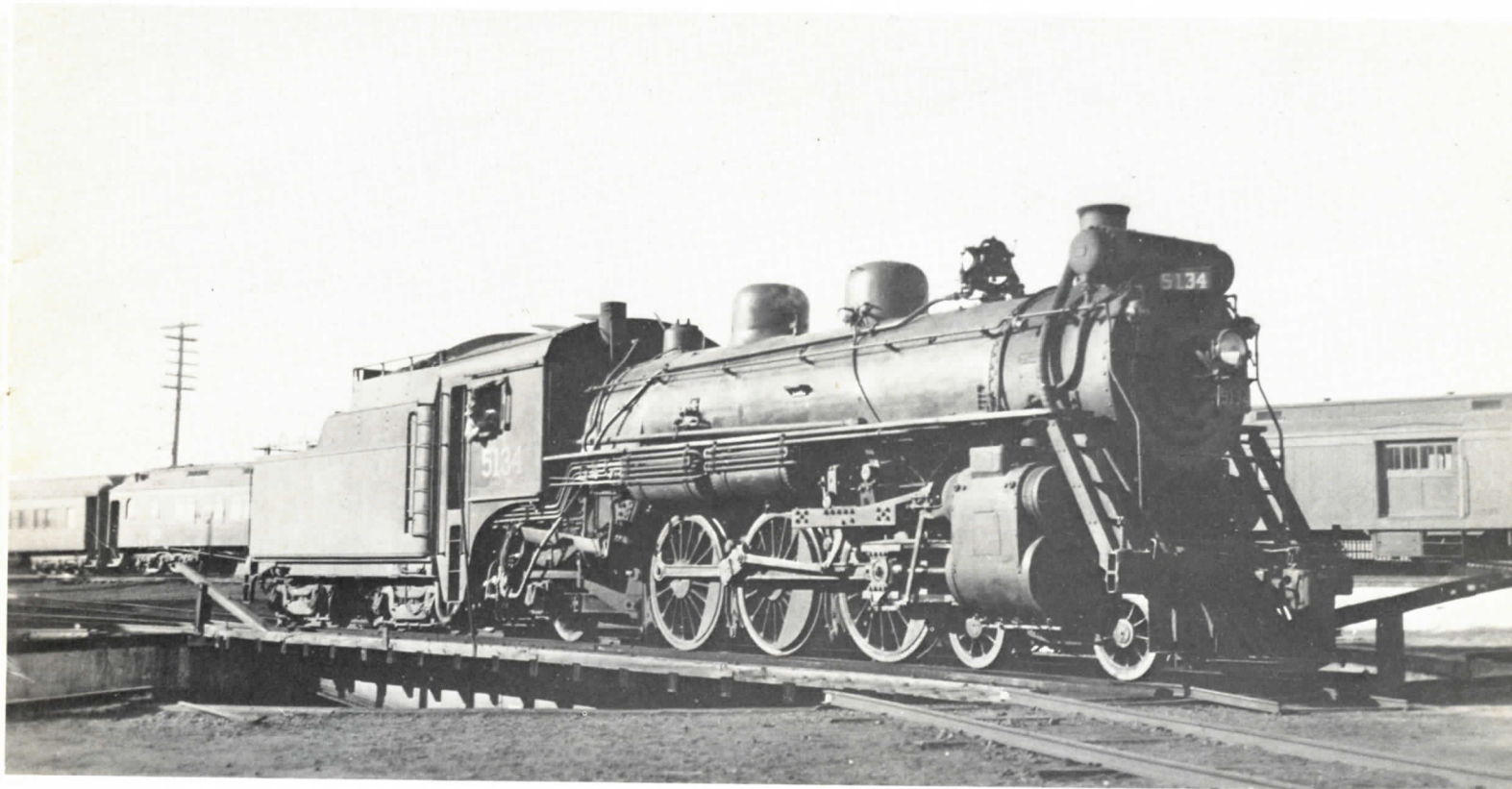




ABOVE  
CPR class H1c 2837 was amongst the first streamlined Hudsons being delivered in 1937. Seen at Calgary, Alberta in May 1944.

BELOW  
Various smoke deflecting devices were tried on the CNR K-5-a Hudsons. Here 5704 is fitted with elephant ears and semi-streamlined front and side panels. 5704 was scrapped in June 1961. Seen here at Spadina Yard, Toronto on April 13th, 1940.

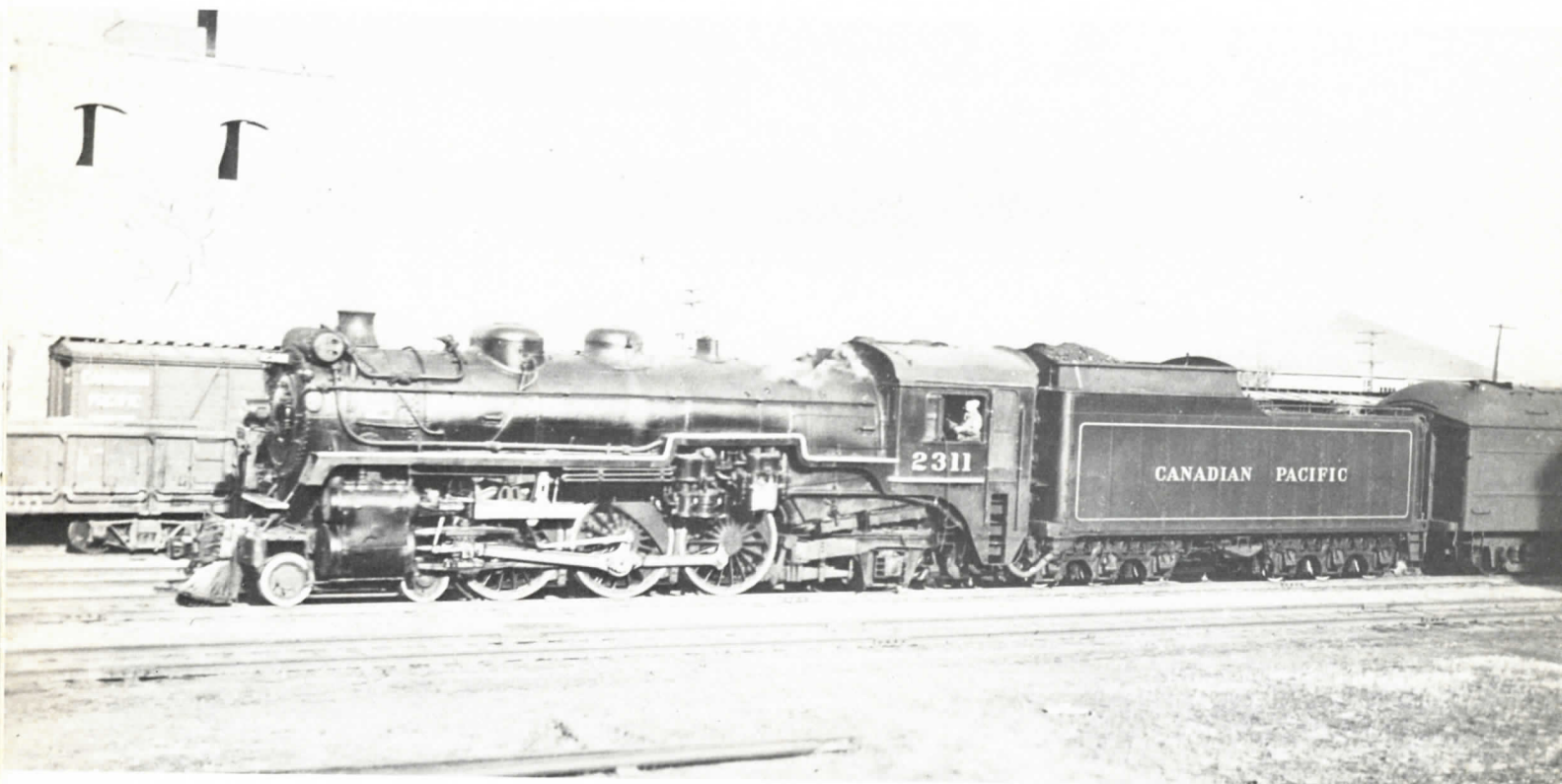




ABOVE - CN Pacific 5134 in the process of being turned. Built by MLW in June 1920 this J-4-a class engine was on the roster until february 1960.

BELOW - Seen here at Brandon, Manitoba on October 1st. 1937, CPR Pacific 2311 was part of class G3c. Built in 1923 she had 75" drivers, a 200lbs. boiler and was rated at 42%.

# PACIFICS







ABOVE

CPR Toronto - Montreal locals were often Pacific hauled. Here class G1v 2231 waits at Belleville, Ontario. She was built in 1914 by the CPR, had 200 lbs. boiler pressure and 75" drivers. (R. Hope)

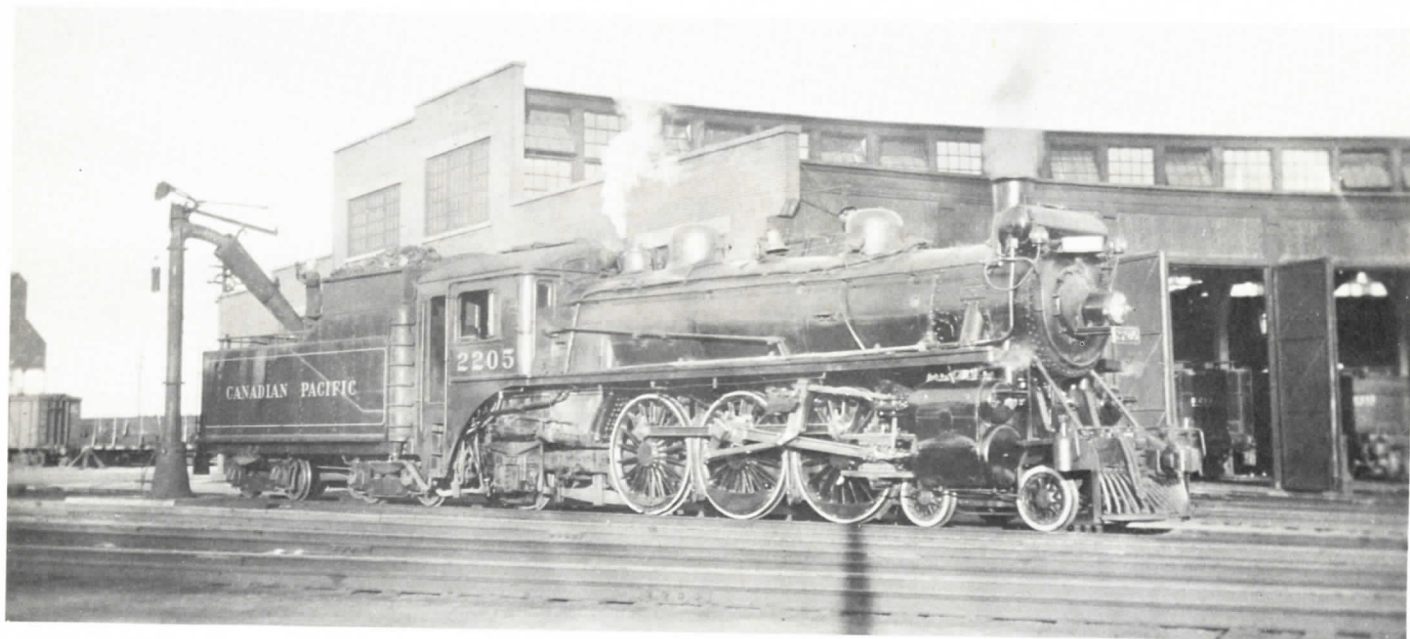
BELOW

The only member of class G1r, 2205 takes water alongside Toronto's John Street roundhouse. Built by the CPR in 1906 she is seen here on June 18th, 1939.

ABOVE - Seen here in the west of Toronto is CP 1222. Part of class G5b she was built by MLW in 1945. Seen here brand new in October 1945.

BOTTOM LEFT - CLC of Kingston, Ontario did not produce very many locomotives for the CPR. 2403 was one of the few. Part of class G3g, she was built in 1942 with a semi-streamlined appearance. Seen here on freight duties at Oshawa, Ontario on October 15th, 1944.

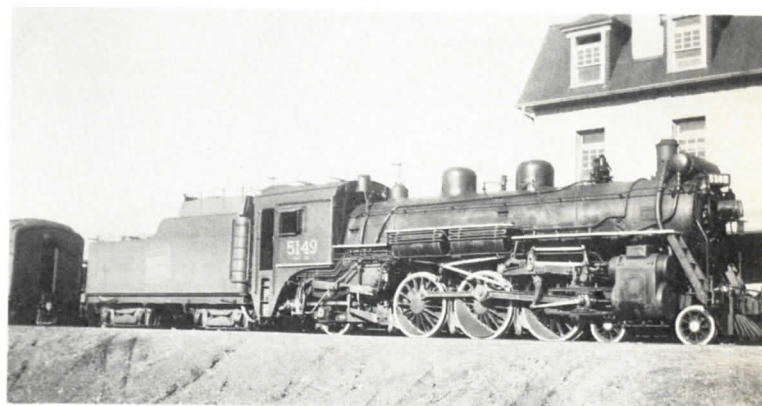
BOTTOM RIGHT - New York Central 4-6-2 4345 entering Toronto Union Station with a New York - Buffalo - Toronto train. This service is now operated by CP Rail RDCs and Amtrak Turboliners. (R. Hope)



Almost before the ink was dry on their charter, Canadian National began obtaining replacement power for their inherited stock. Outshopped by MLW in June 1920, Class J-4-a Pacific 5143 is seen here at Mimico, Ontario in October 1944. 5143 was scrapped in September 1961.

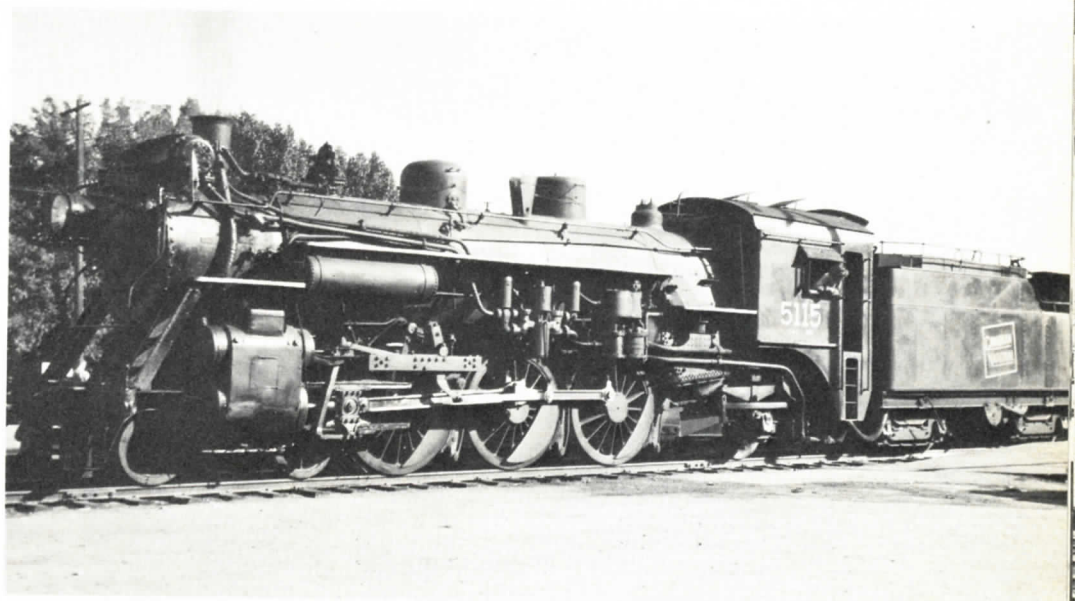


Immaculately turned out 5268 at Moncton, New Brunswick on May 10th. 1939. Fitted with elephant ears by the C&N to lift smoke from the cab, this J-7-a class engine was built by MLW in 1918 as Canadian Government Railways 496. She ran until November 1961.



5149 was another of C&N's 1920 acquisitions. The class J-4-f 4-6-2 was built by MLW and is seen here at Calgary, Alberta in July 1941. 5149 lasted until May 1960.

CN 5115 poses for the camera whilst on a freight working. Part of class J-4-d this locomotive was built by MLW in August 1919 and was sold to the Northern Alberta Railway in March 1960 after which it was scrapped due to wreck damage.







CNR 6775 one of the MLW built, Alco designed FPA-4, 1700HP A units. Seen here at Belleville, Ontario on a Montreal bound "Rapido" in May 1974. (R.W. Layton)

CP FP-9A 1412 on the point of the westbound "Canadian" during a station stop at Ottawa's new Union Station. These units were delivered from GMD in 1954. (R.W. Layton)



# DIESELS



Same model as above but in a different paint scheme. CN FP-9A 6535 leads an MLW A unit into Belleville, Ontario with a westbound "Lakeshore" train in May 1974. (R.W. Layton)





## E's & F's

The last of Norfolk and Western's F-7 units are active on their Canadian Division. Here F-7s 3726 and 3725 haul a caboose past CN's Walkerville Station. N&W use the Wabash running rights over CN. (RML)

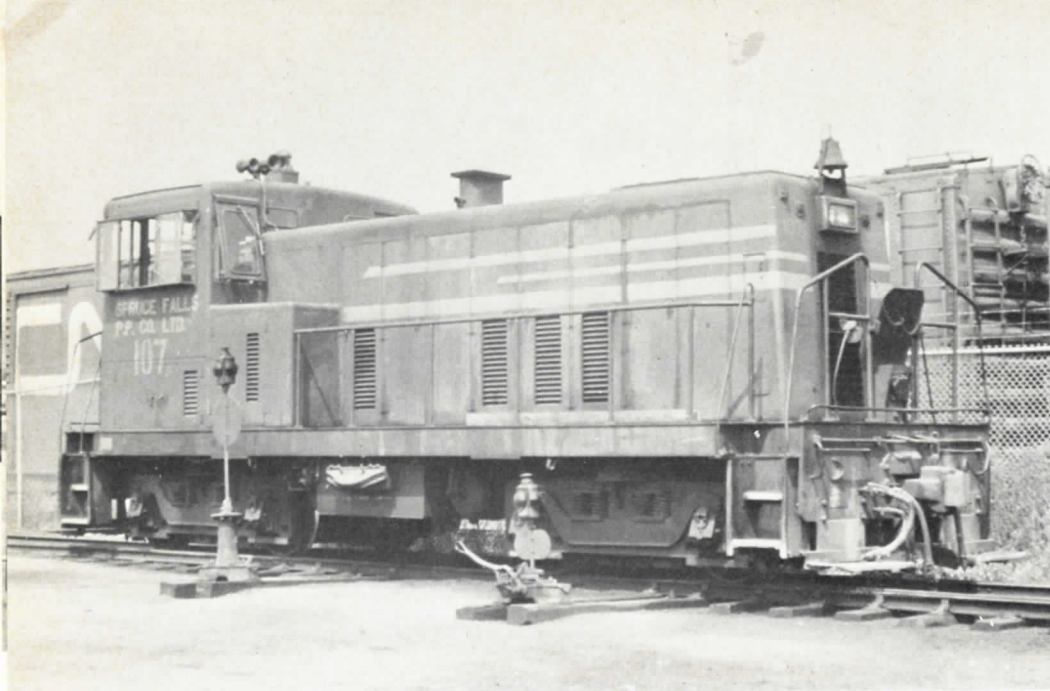
Ex- New York Central, ex- Penn-Central (But still in their paint scheme), now Amtrak 264, E-8 passes the CP/NYC station at Windsor, Ontario with a Detroit - New York train. (RML)



The only FP-7As that now see dual duty operate on the Ontario Northland. In this photograph, taken at Moosonee, 1517 and 1508 have arrived on the mixed from Cochrane and are carrying out the switching chores. (RML)







Spruce Falls Pulp and Paper Company 107. This GE 70 tonner is operated in the plant area at Kapaskasing. Photo taken in August 1975. (RWL)

BELOW LEFT - The second generation of diesel power on the ONR consisted of SD-40s and GP-38s. GP-38 1802 faces the camera and trails an SD-40. Both are pictured at Cochrane, Ontario. (RWL)

LOWER LEFT - Not all road switchers are freight machines. CN operates a small fleet of MLW RS-18s for use on the Tempo service. A head end power generator is located in the extended short hood. Here 3152 waits to leave the CN Windsor Station with a Toronto bound train. (RWL)

BOTTOM LEFT - Chessie GP-7 5773 lays over at Windsor, Ontario. The C&O station, shown here, is only 2 blocks from the CN station (R.W. Layton)



## Switchers and Road Switchers



RIGHT - CP Rail RS-11m built by MLW in 1957. The 1800HP class DRS-18a unit is seen here at Havelock, Ontario in October 1973. (RWL)

BELOW RIGHT - Penn-Central SD-38s 6000 and 6001 running north light engine on the freight trestle that parallels the main line at Philadelphia's 30th. Street Station. (RWL)

BELOW - This strange beast is the GMD shop switcher at London, Ontario. One of only three built, the others are located in the U.S. and South America. (RWL)



ABOVE RIGHT - A trio of CN GP-9s haul a freight westbound out of Cochrane, Ontario yard. 4457 and 4480 lead. Like all CN hood units they are set to run long hood forward. (RWL)  
 RIGHT - Baldwin DRS-4-4-10, CP 8010 lays over at Courtney, B.C. on the Esquimalt and Nanaimo Railway. This 1000HP unit was built in 1948 and was retired in 1974 to be replaced by a jeep. (RWL)







CP GODERICH. Located close to the harbour and the town beach. Now used as office space for the railway, the building is still in excellent condition. (RWL)

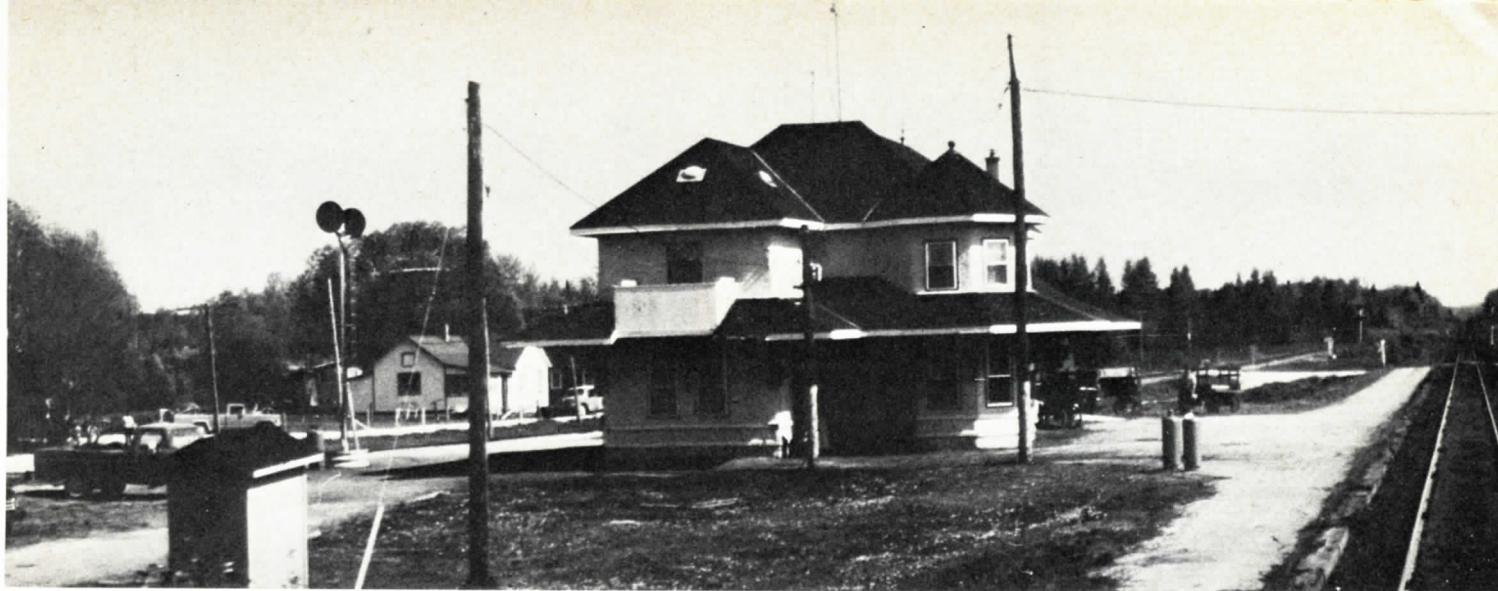
# STATIONS

CN GODERICH. Not to be outdone in deserted grandeur, the station is located closer to the centre of the town than the CP. Neither have seen regular passenger service in over ten years. In this case the station was visited by a U.C.R.S. excursion. (RWL)



CP NORTH BAY. Originally used by both CPR and Grand Trunk trains, this rather austere stone building has served the town for many years. Each "Canadian" calls once a day and across from the platforms is an extensive roundhouse and yards. (M.F. Layton)





ABOVE - CN/AC OBA. Used jointly by the Algoma Central and Canadian National, the station is the largest building in the village of Oba. The left hand (north) platform is served by AC trains whilst the righthand (south) platform is CN. Two ACR and four CNR passenger trains a day stop here. The routes cross  $\frac{1}{2}$  mile east of the station. (RWL)  
 RIGHT - CN MACAMIC. This wood and Insulbrick building was built for the National Transcontinental Railway and is still served by two CN trains a day. This April 1977 photo taken by Mary F. Layton.  
 BELOW RIGHT - CN KINMOUNT. On the line from Lindsay to Haliburton, the building has a patterned frame construction. Built by the Victoria Railway it no longer sees passenger trains and freights only operate on an as required basis (MFL)  
 BELOW - CN AGINCOURT. A Toronto suburban station originally built by the Toronto and Nipissing Railway. Officially closed, the station sees two commuter runs a day. (M.F.Layton)







CP CLAREMONT. Once on the Toronto - Ottawa - Montreal mainline, the route has now been reduced to a twice daily commuter train. Typical of a CP Ontario freight/passenger building, Claremont is one of the last remaining of its type on the line. (MFL)



CN STOUFFVILLE. Ten miles from Claremont and strangely similar in appearance, Stouffville had a totally different and earlier origin. Once a busy junction (20 trains a day) on the Toronto and Nipissing, it is now reduced to a terminal for the Toronto commuter service. It is due to be demolished or moved in the near future. (MFL)

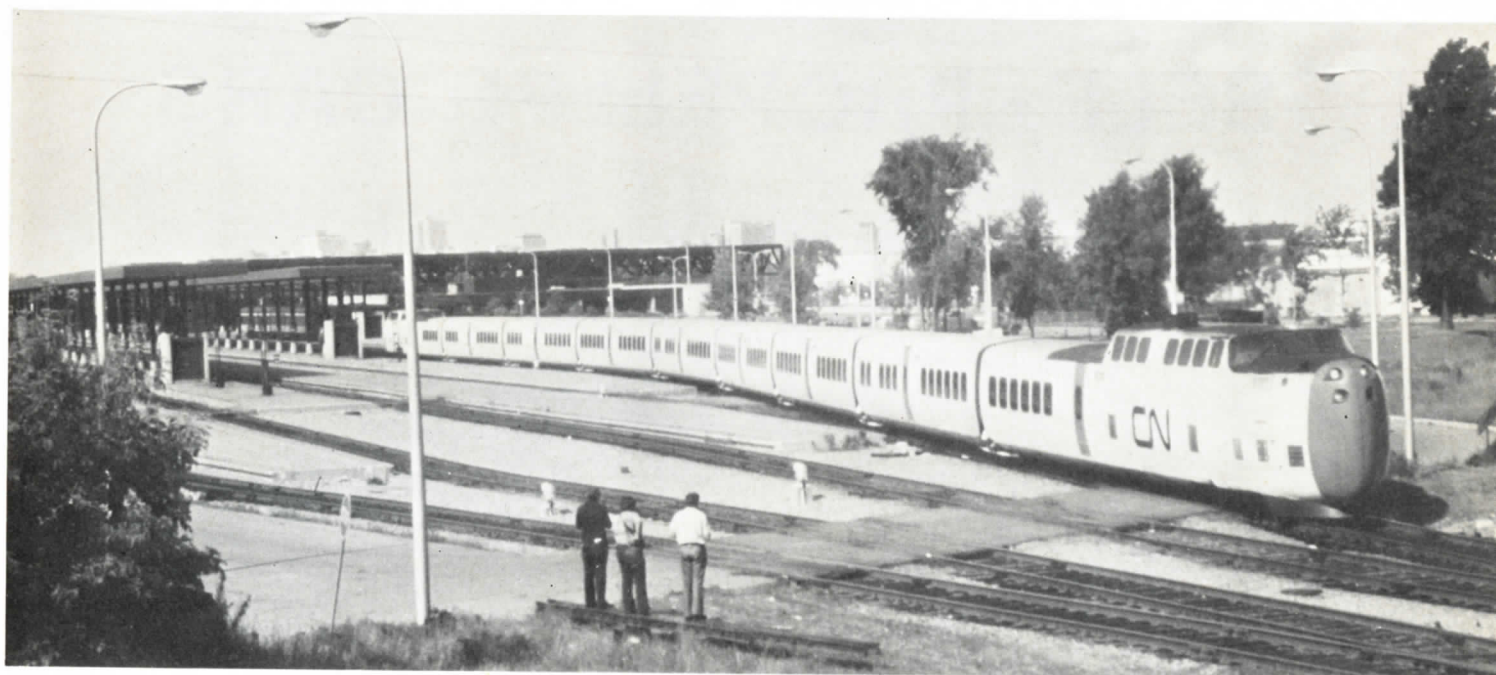


OPPOSITE PAGE TOP LEFT - CP DAGMAR. Not exactly the worlds largest station building but certainly a quaint design. This tiny whistle stop is located in Pickering Township on the old Toronto - Ottawa mainline. It is still a flag stop for two daily passenger trains. (MFL)  
OPPOSITE PAGE TOP RIGHT - CN RAYMORE. A small Saskatchewan way station on the Grand Trunk Pacific route to the west. It is still served by the "Super Continental" in both directions. (RWL)  
LEFT - CN HALIBURTON. Similar in design to its cousin at Kinmount but with an Insulbrick sheathing, the station looks out over Lake Kasagawigamog at the northern end of the Haliburton Subdivision. (RWL)



CN KAPUSKASING. Still an active station on the old NTR route. Kapuskasing is the terminal of the CN/ONR "Northland". Although a CN station the train is more usually Ontario Northland - power and equipment. (RWL)

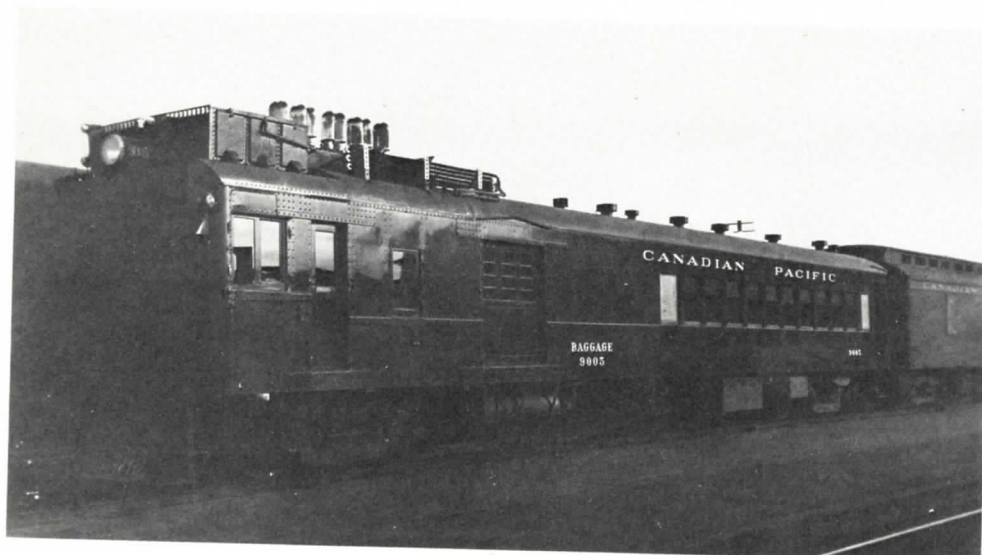




ABOVE  
 OTTAWA UNION. Typical of a modern large station. It was opened to replace the old Union Station which cynics say was closed because being in the heart of the downtown area it was worth too much as real estate and attracted too many passengers. The new station shown here is in the suburbs and compared to the old stub end station is much easier to operate. The short-lived Ottawa - Montreal Turbo train is seen leaving. (RWL)  
 RIGHT  
 CN LA SARRÉ. A modern small station on the old NTR route. Photo taken April 1977. (H.F.Layton)







The first of North America's self-contained cars were the gas - electrics, which unlike today's RDCs were capable of hauling loads. Here CPR baggage combine 9005 with an express car in tow is seen in a yard in the Maritimes.

## SELF - PROPELLED CARS

RIGHT  
A CP Rail RDC-1 is being assisted by CN SW1200RS 1263. Strange sights like this are only seen at Union Terminals. In this case Ottawa. (RWL)

BELOW

Four CN RDC-1s wait at Orillia on the Midland Subdivision tracks. A heavy snow fall has resulted in the tracks being covered. The occasion was a U.C.R.S. excursion to the Barrie Winter Carnival. (RWL)



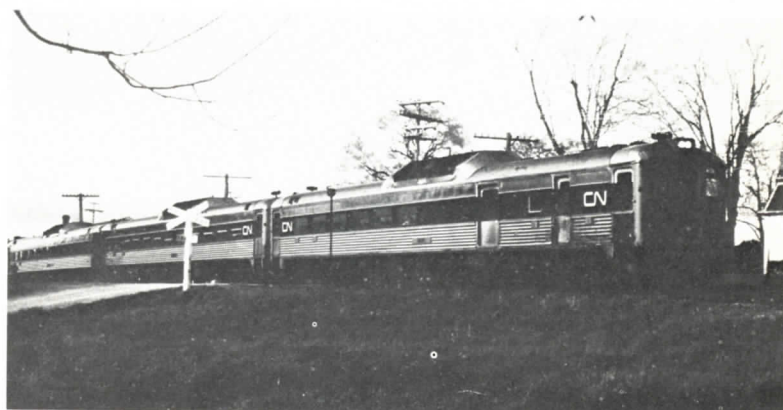


ABOVE - British Columbia Railway RDC-1 #BC 10 (the BC stands for Budd Car). The BCR (ex-PGE) Budds are the only ones in Canada with the fluted sides extended across the cab doors to the front of the car. Photo taken at Lillooet on train #2. (RWL)

RIGHT - A CP RDC-4 and RDC-3 combination make up train #322 from Buffalo to Toronto. 9200 leads the way into Burlington, Ontario Station. For such a relatively short run, this train has travelled on the tracks of five different railways:- Penn-Central, Grand Trunk, Toronto, Hamilton & Buffalo, CP Rail and Canadian National. (RWL)

BELOW - Four CN RDC-1s run along the quay at Owen Sound, Ontario during a U.C.R.S. excursion to the Owen Sound Winter Carnival. (RWL)

BELOW RIGHT - The "Stouffville Streak" (CN #633) on its evening non-stop run from Stouffville to Spadina Coach Yard. This train's usual consist, as shown, is an RDC-3 and three RDC-1s. Photo taken at Markham by Ron W. Layton.





# OVERSEAS



ABOVE - Victoria Railways "R" class 4-6-4 R761 starts up after taking coal at Bendigo. The locomotive was the power for a railfan trip to mark the centenary of the Castlemaine - Maryborough and Creswick - Ballarat lines. Photo taken by I.C. Platt on July 6th, 1974.  
BELOW - An ex-Great Western "Castle" class 4-6-0 on the point of the "Cheltenham Spa Express", at one time Britain's fastest train. Note the typical GWR water tower and signal cabin in the background. (R.W. Layton collection)



ABOVE - Australia's answer to 6060 and 2860. SAR 4-8-4 #520 "Sir Malcolm Barclay Harvey" on returning to Adelaide with its daily excursion in September 1975. (I.C. Platt)  
BELOW - British Rail "Royal Scot" class 4-6-0 #46101 "Royal Scots Grey" at Brackley Central Station on the now closed Great Central mainline. (I.C. Platt)





RIGHT - British Rail B-B diesel - hydraulic D7022 seen during a station stop at Swindon. All of these locomotives have since been scrapped. (RWL)  
 BELOW RIGHT - Railmotor 63RM moves into Bendigo Station to form a train to Echuca. T354 waits on an adjoining track to double head a Melbourne bound train. (ICP)



ABOVE - Victoria Railways class T road switcher T353 arrives at Bendigo with a train from Swan Hill to Melbourne in August 1975. (I.C.Platt)  
 LEFT - Ex-LNER class A-3 Pacific, British Rail 60083 "Sir Hugo" backs away from the stops at London's Kings Cross Station in the summer of 1963. (R.W. Layton)  
 RIGHT - Having a very definite EMD heritage, two Victoria Railways class B units are seen at Bendigo. B74 is on the point of the 07:00 to Melbourne whilst B75 had arrived with a students special from Geelong. (I.C.Platt)

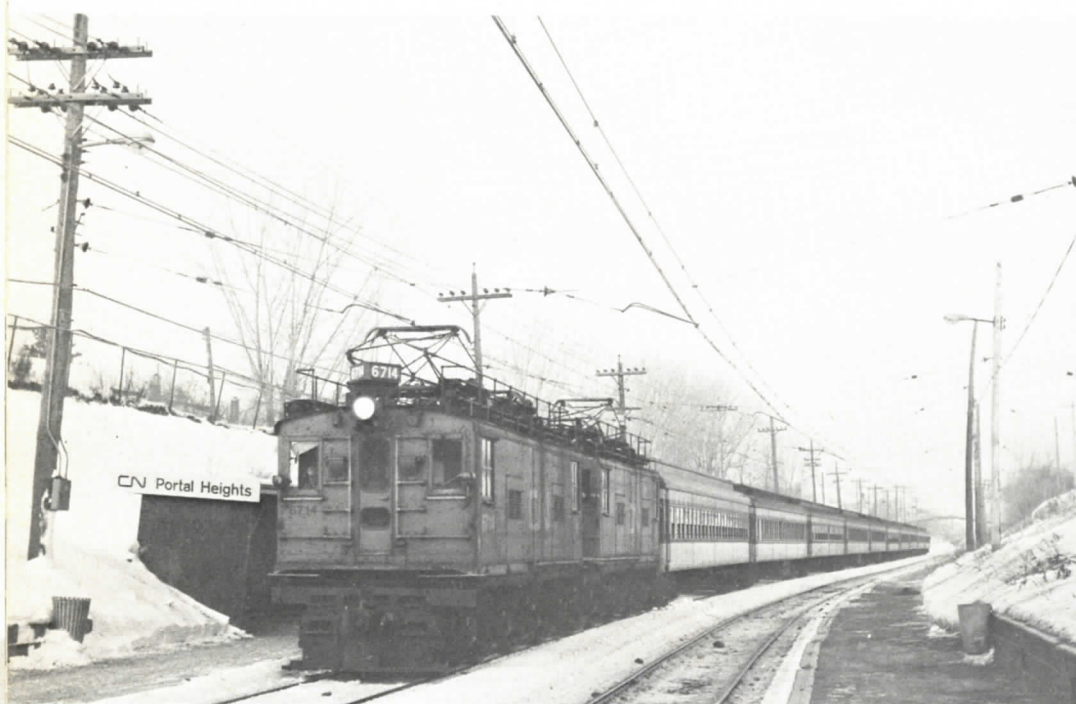






# COMMUTERS

GO Transit 708 arriving at Mimico Station with a westbound train. (RWL)



ABOVE LEFT - GO Transit GP-40N 707 attached to a string of leased Chicago and North Western bilevel gallery cars. Seen here at Willowbrook Depot. (RWL)

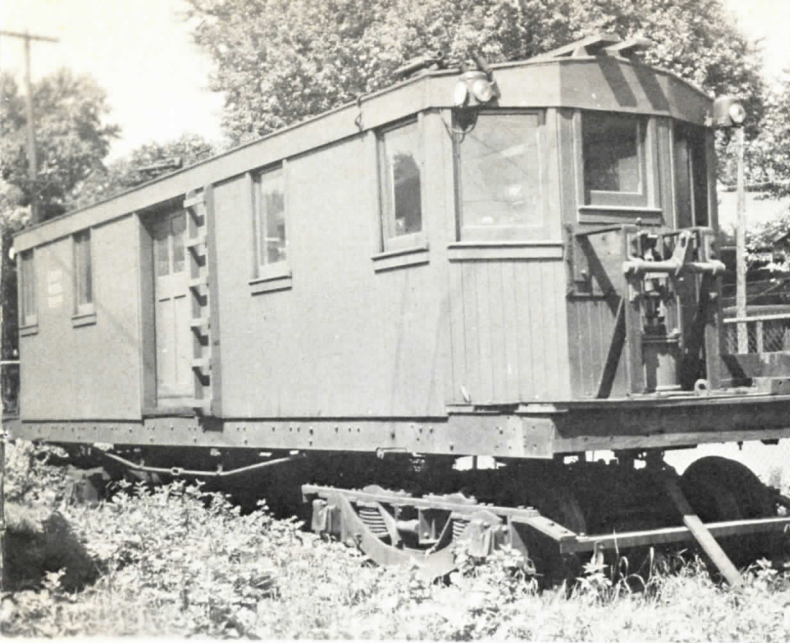
LEFT - CN box-cab electric 6714 heading a train into the Mount Royal Tunnel passes Portal Heights Station. Montreal commuter trains such as this employ the oldest regularly operating locomotives in Canada. (Ted Wickson)

BELOW LEFT - Penn-Central/SEPTA silver-liner mu 285 on the rear of a departing 2-car train at 30th. Street Station, Philadelphia. Photo taken from the high level commuter platforms. (RWL)

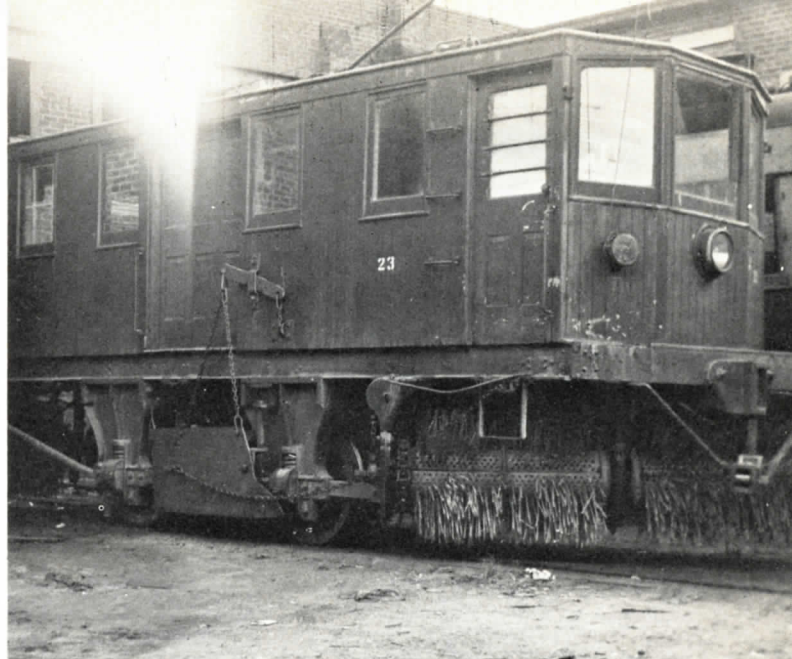
BELOW - Glaswegians ride to work in these 3-car 25Kv emus operated on both north and south Clydeside services. Here unit 027 waits to leave Gourrock on a wet summers day. Note that these units are equipped with a "railfan window" behind the operator. (RWL)



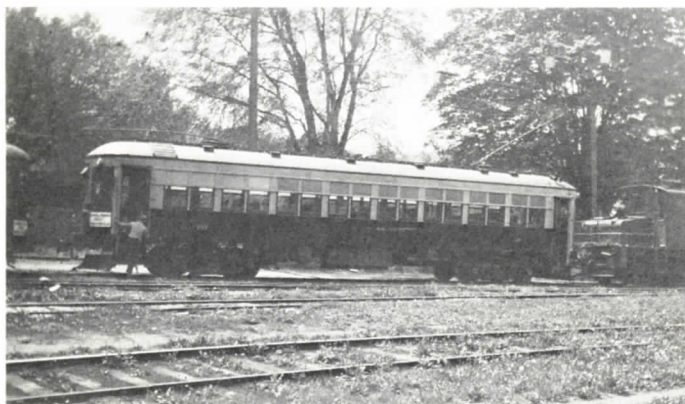
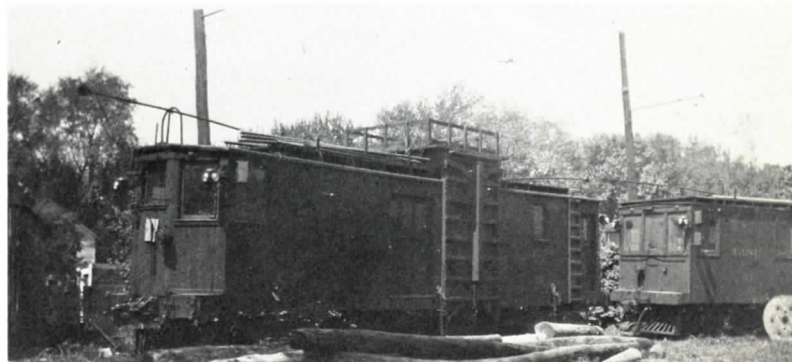




A derelict NS&T snowplow sits in the weeds at St. Catharines.



# NIAGARA'S ELECTRICS



TOP

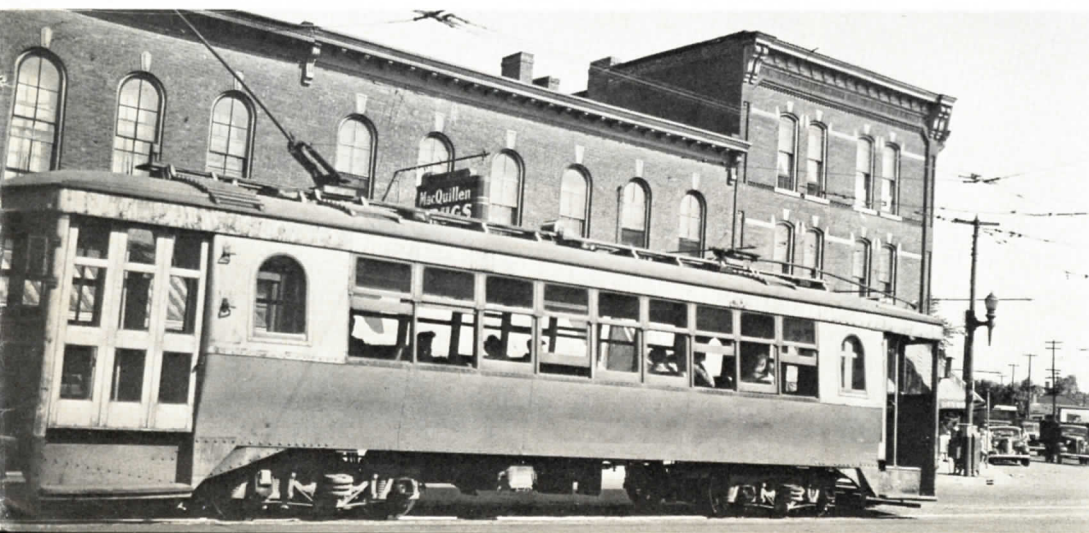
NS&T sweeper 23 noses out of track 1 of the St. Catharines carbarns on November 4th, 1944.

ABOVE

Canadian National (NS&T) line cars 30 and 31 at St. Catharines yard.

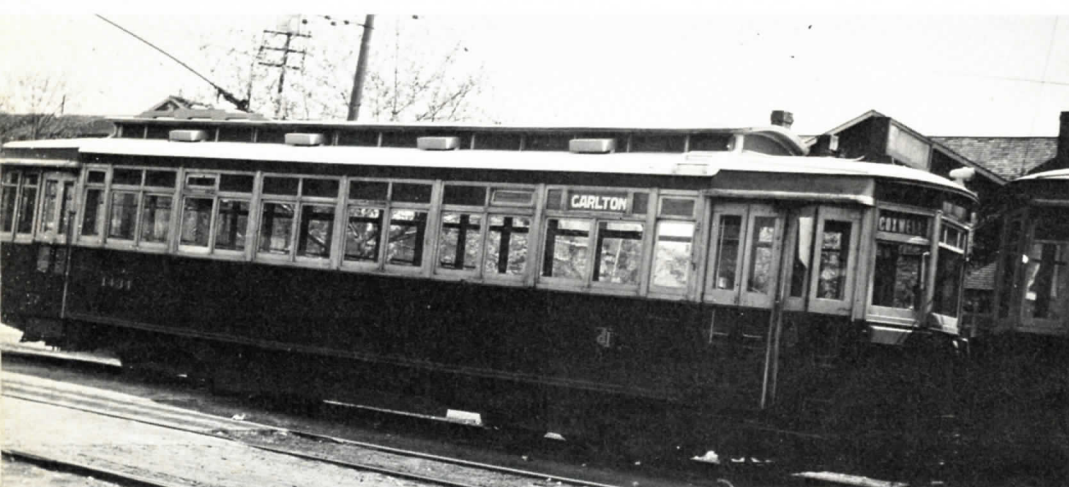
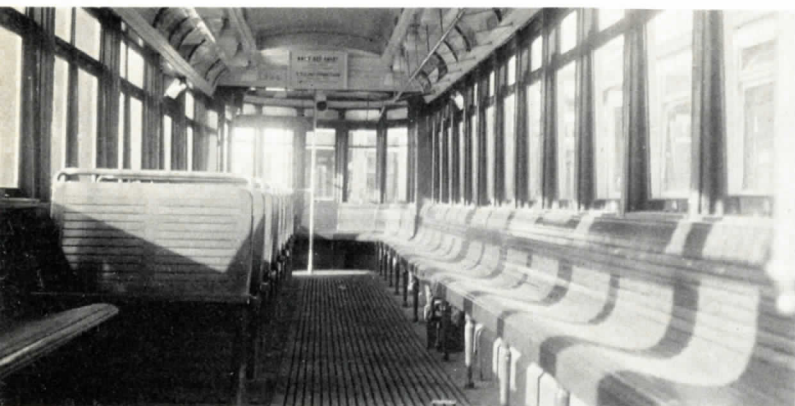
LEFT

Passenger car 80 moves about the yard with a steeple cab switcher.



The NS&T operated as a streetcar system in St. Catharines. Seen here is car 312 on a city route in July 1944.





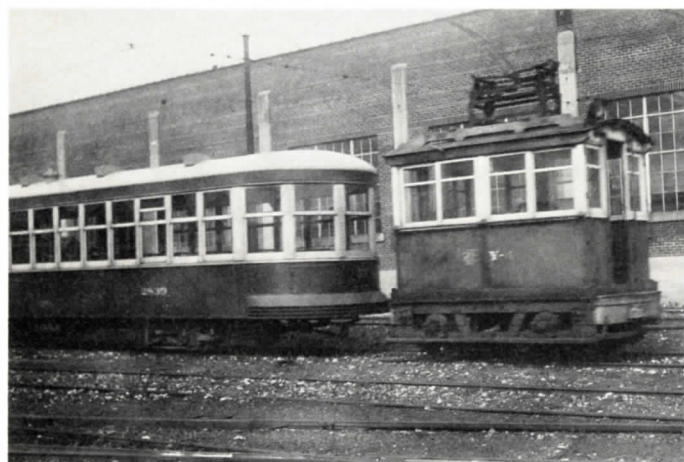
ABOVE LEFT  
The interior of TTC car 1334. These ex TRC cars were equipped exclusively with wooden seats.

ABOVE  
With the advent of the PCC car, passenger comfort was at a much higher standard than in the TRC and early TTC days.

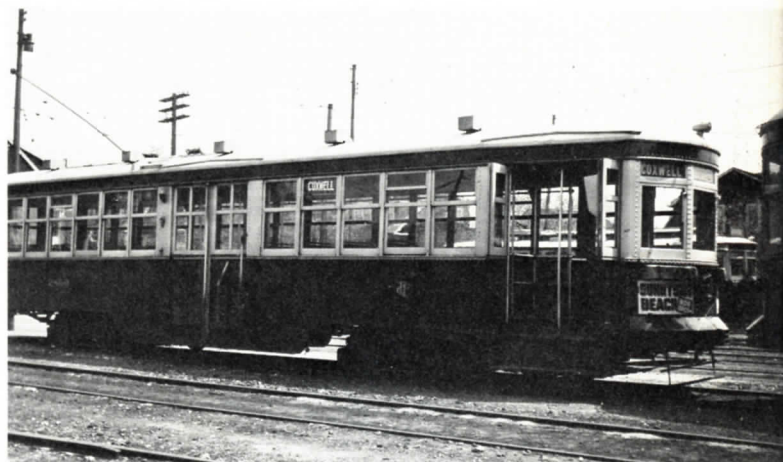
LEFT  
Ex-TRC, TTC car 1434 signed for the CARLTON run lays over at Danforth Division.



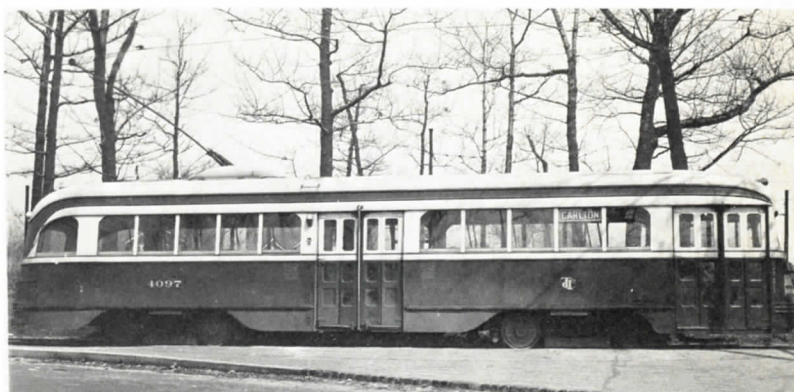
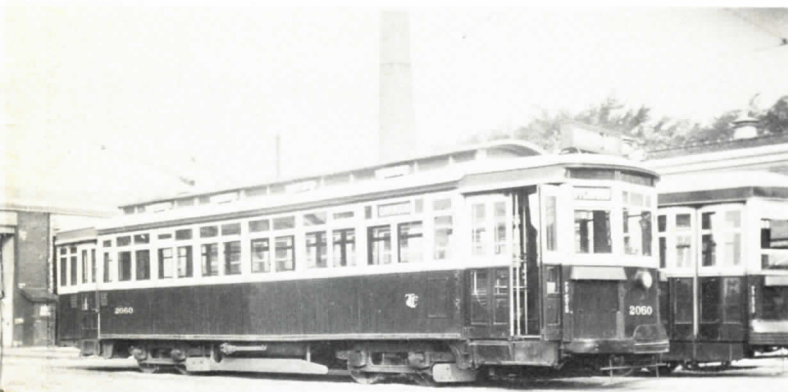
# TRANSIT



TTC switcher Y-4 moves Witt trailer 2839 about Eglinton Division.



TTC small Witt 2860 between assignments on the COXWELL line at Danforth Carhouse.



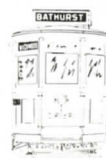
ABOVE LEFT  
TTC/TCR car 2060 at Wychwood carhouse. These cars provided most of the service on the York Township lines. This car was operating on the OAKWOOD route.

ABOVE  
1434's later replacement. PCC air-car 4097 on the CARLTON line seen here at High Park Loop on May 8th. 1944.

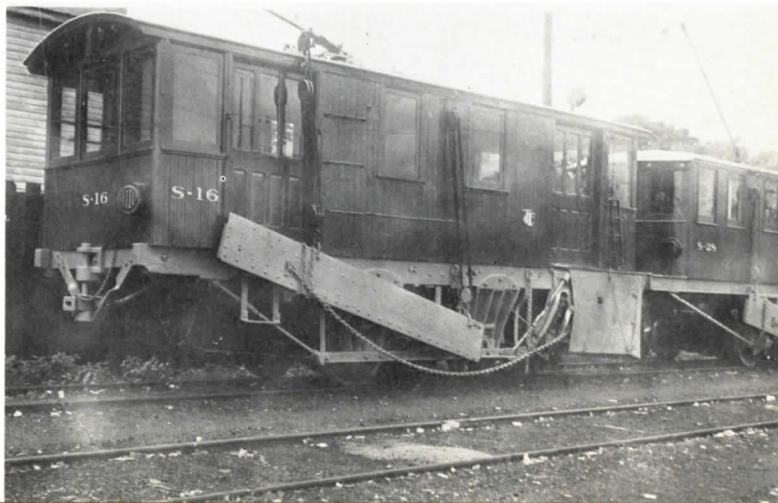
LEFT  
PCC car 4010 on the BLOOR line passes open trackwork at Bloor and Dundas on June 4th. 1944.



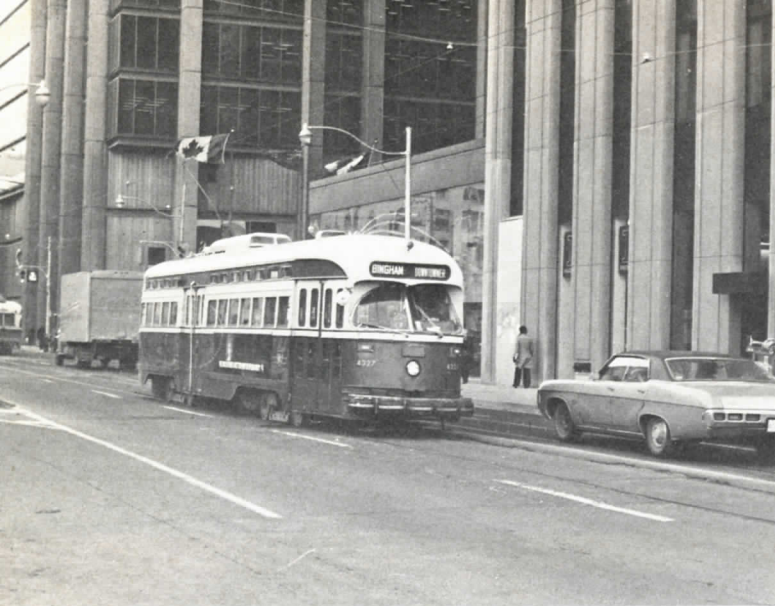
Car 4183 on the DUNDAS carline west-bound on January 10th. 1944. Can anyone supply the location of this shot?



A rear 3/4 shot of TTC sweeper S-16 alongside S-28. S-16 was built by the TRC in 1909 as #16, S-28 was a newer TTC built car dating from 1924.

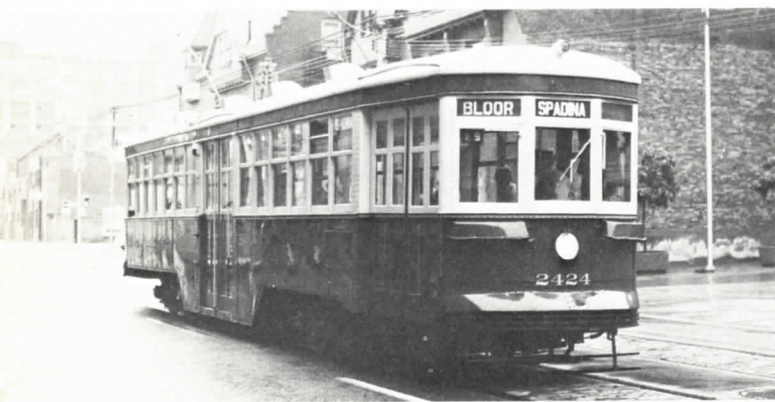






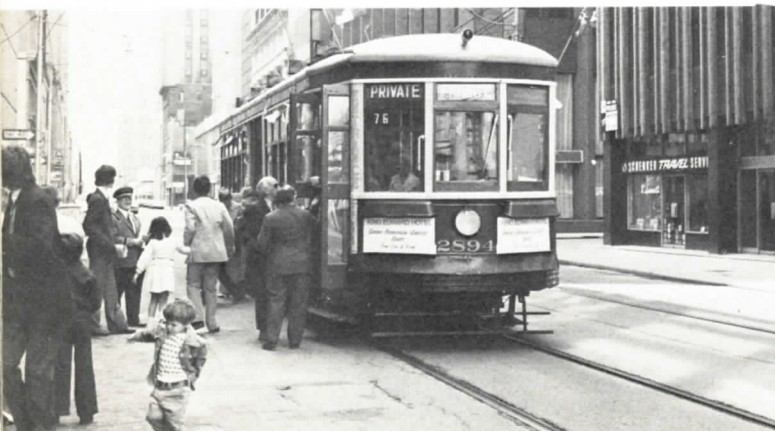
ABOVE LEFT  
TTC 4327 on the DOWNTOWNER route westbound on Queen at Bay.  
Photo taken prior to the BAY trolley coach conversion. (J.D. Morgan)

ABOVE  
In a semi-rural setting P&C car 4545 has just started its  
BATHURST run from the Exhibition grounds. (J.D. Morgan)



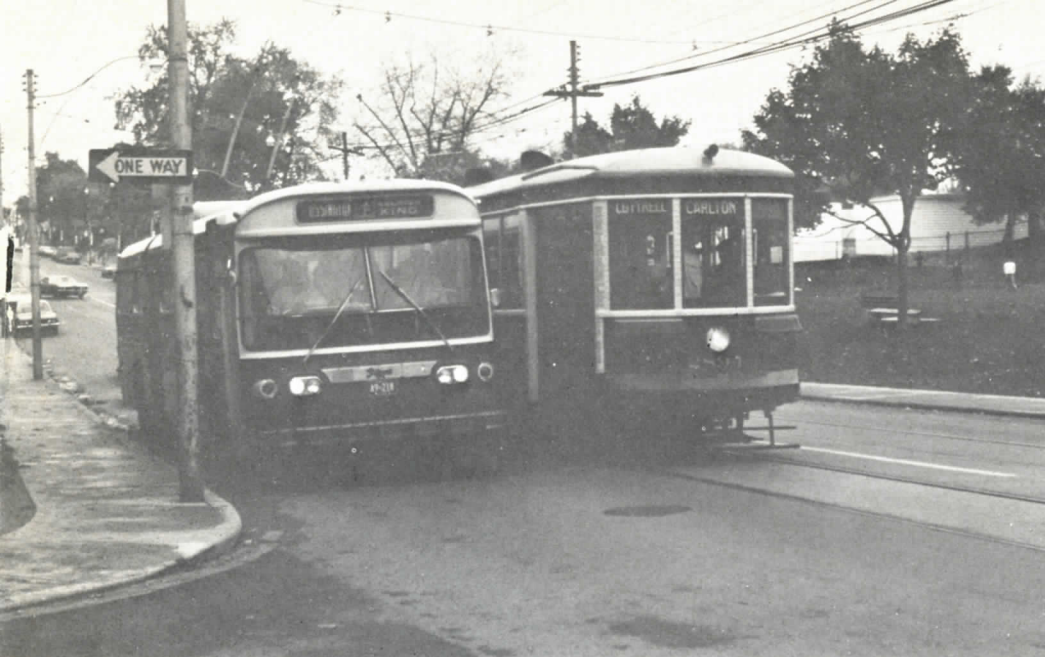
LEFT  
Restored large Witt 2424 seen here on an excursion on Adelaide  
Street. 2424 ran for some time at the OERHA Rockwood Museum and  
is still owned by that organisation. (JDM)

A night shot of a westbound QUEEN car at Connaught Ave. The  
tracks turning off Queen are the leads to Russell Carhouse.  
(J.D. Morgan)



Restored small Witt 2894 loads passengers on York Street for  
the King Edward Hotel Sunday brunch tour. (J.D. Morgan)





TTC trolley coach 9218 overtakes restored Witt 2894 southbound on Ossington Ave. The trolley is on the OSSINGTON 63 route, the Witt is allegedly a CARLTON tripper. (R.W. Layton)



Prior to rebuilding, the TTC's trolleys looked like this. Here Brill 9101 arrives at Eglinton with a southbound YONGE 97 trip. This trolley line was removed when the subway was opened to York Mills. (RWL)



Markham Transit is unique in Canada for operating 15 seat Flexette buses. In this shot 636 makes up MT's entry in the Markham Christmas Parade. The colour scheme is green on white. (R.W. Layton)

BACK COVER  
NS&T car 132 in a siding at Port Dalhousie after arriving with the Toronto boat connection. (D.W. Smith Coll.)





*Rail and Transit*