

Upper Canada Railway Society

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TORONTO, CANADA

NEWSLETTER

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SOCIETY ACTIVITIES

The Society will hold a regular meeting in Room 486, Toronto Union Station, on Friday, June 20th commencing at 8:30 P.M.

There will be no meeting held on the first Fridays of July or August. As in previous years, the meetings for the third Fridays of those months will be of the outdoor type, and announcements as to locations will be made in the July and August Newsletters.

PAST MEETINGS:

May 16th - 31 members attended a regular meeting in Room 486 which was featured by a showing of motion pictures from the collection of member John Freyseng, including many steam sequences, and shots of the Montreal & Southern Counties and Niagara St. Catharines & Toronto Railways.

June 6th - About a dozen members enjoyed an evening of train observation at the C.N.R. Port Credit station.

METRO EXECUTIVE VOTES FOR START ON BLOOR SUBWAY

The seven-man Metropolitan Toronto Executive Committee voted 4 to 3 on June 10th to supply the financial assistance required to enable the T.T.C. to make an early start on construction of the Bloor Subway, probably by November 1st of this year. The vote came after the Federal government had finally given indication that no assistance would be given at that level. The degree of Provincial aid is unknown at this time, but in view of the urgency of the entire project, the Metro Committee decided that further delay cannot be entertained.

The next step in the provision of financial assistance is the approval of Metropolitan Council of the Committee's decision on June 17th, it being expected confidently that such approval will be forthcoming. Approval of the Ontario Municipal Board of the municipal expenditure is expected in about another month's time.

The T.T.C. reaction to this favorable news was the statement by Chairman Lampert that once final approval of the financial assistance of Metropolitan Toronto is given, the Commission is prepared to call first contracts for steel, cement, electrical equipment, tunnel segments, rails and cars worth 8 million dollars. Patterns for tunnel segments, identical to those used on the London Underground, have already been drawn by W.S. Atkins and Associates of Toronto. Other contracts which would be let immediately would be for ancillary construction, including underpinning of certain buildings on University Avenue, and the relocation of utilities outside of the path of subway construction.

Detailed engineering plans are underway by the T.T.C., as is detailed planning toward the acquisition of 17 million dollars worth of real property along the route.

The society has under preparation Bulletin 50, which will deal with Sir Adam Beck and his fruitless, yet intriguing plans for a system of Hydro Radial Railways in Southern Ontario some 40 years ago.

THEY'VE ALL QUIT LAUGHING AT THE P.G.E.

by Jay Graham

(Reprinted with Permission from the Imperial Oil Review)

Among the victorious advances recorded by British Columbians in their centennial year of 1958, many found one particular feat almost unbelievable. It was the news that their once-bumbling little railway, the Pacific Great Eastern, had pushed its tracks 265 miles north of Prince George into the Peace River district of B.C.

Most people had come to treat old "Please Go Easy" with good natured raillery. From the time the uncompleted railroad went bankrupt in 1918 and was taken over by the provincial government, until recent years, the P.G.E. had built up a continent-wide reputation as a quaint relic. Its rolling stock was called "a laughing stock" and its antiquated coaches, 15- to 25-mile-an-hour speeds, odd stopping places, rock slides, mechanical breakdowns, uneasy roadbed and shaky finances provoked merriment throughout the province.

Yet in the past three years, P.G.E. engineers and construction workers, using some 300 vehicles along with ballast and steel-laying trains and spiking and bolting machines did succeed in building the big northern extension. They spanned a dozen rivers, including the Fraser, Peace and the Parsnip, with huge steel bridges and creosoted wooden trestles, and they dynamited five tunnels. They built the roadbed through muskeg as deep as 100 feet, crossed the Rocky Mountain Trench and blasted their way through the Rockies via 3,000-foot-high Pine Pass.

From Little Prairie, twin branches run into Dawson Creek and Fort St. John. These carry the Pacific Great Eastern 730 miles north of Vancouver and bolster the claim of "the world's most scenic railway" that is going places and doing things.

From the big port city of Vancouver, Canada's third largest, P.G.E. diesel freight and passenger trains now move through four mountain ranges and past such scenery as the sheer east side of Howe Sound, the spectacular Fraser Canyon and the rolling range-land of the Cariboo. Its trains and stations will soon be linked by micro-wave radio, the only railway in Canada being thus equipped.

The farming, ranching and lumbering industries of British Columbia's central and northern interior and its towns, villages and hamlets have depended on the P.G.E. as a lifeline ever since it was built. Now its centennial-year arrival in the 53,000 square-mile Peace River block opens the way into one of North America's lost frontiers. Lying between the east slope of the Rockies and the Alberta and Yukon borders, this vast triangular prairie is rich in grain, cattle, lumber, coal and natural gas and shows possibilities of large oil deposits as well.

The area, however, has depended almost entirely on Alberta for supplies and markets. Until the building of the Hart Highway from Prince George to Dawson Creek five years ago, it was all but sealed off from the rest of B.C. Rail shipments to the west coast went via Northern Alberta Railways to Edmonton, doubling back westward along the C.N.R. Now the P.G.E. has brought the whole region 525 rail miles closer to the B.C. coast and linked it to the central interior.

JUNE 1958

Because of this and other recent feats, British Columbians are beginning to call the railway "the new P.G.E." - with nostalgia for the passing of its pioneering days.

The story of the old P.G.E. can be told in the puns and wisecracks flung at it over the years. One of the more uncomplimentary epithets, "Puff, Grunt and Expire", began to drop into the discard in 1950 when the railway started installing diesels to replace its steam locomotives. Today the line has 35 diesel locomotives which can haul up to 3,000 tons each. Four full freight trains, with as many second sections, can be found on the single-track line at any time of day. In the first six months of 1957 they moved 19,000 carloads, compared to a total of 15,500 in all of 1952.

Spruce, fir and jackpine lumber from the sawmills between Clinton and Prince George are the P.G.E.'s biggest freight items. Just as important to the local economy are the Hereford cattle that come out of the Cariboo stockyards each year, and the machinery, oil products and hundreds of other consumer goods that go in to the Cariboo. In July 1957, the P.G.E. traffic agent at Prince George booked in 101 cars, twice as many as in the previous July. Half of them carried oil products.

This increasing freight, aided by a recapitalization of the railway, helped pull the P.G.E. out of the red for the first time in 1954 and killed another old nickname - "Province's Greatest Expense". From the time its private builders gave up the ghost in 1918 until five years ago, the railway rapidly became a financial nightmare on wheels. It rolled up debt at a rate of \$5 million a year, not once earning even the interest. The original \$20 million cost rose to a debt of \$152 million - three quarters of the entire provincial debt. Then, in 1953, the provincial government wrote off the \$93 million in interest it owed itself and issued bonds for the remaining amount. By 1956 the railway had shown a profit of slightly more than \$1 million.

In this same period, two more homely little phrases that had bedeviled the railway for years began to go by the board. They were "The Railway that Begins Nowhere and Ends Nowhere" and "Prince George Eventually". Both stemmed from the fact that the P.G.E. started at Squamish, 40 miles from Vancouver, the city it was supposed to serve, and ended at Quesnel, 80 miles short of Prince George, its intended destination.

The grand scheme of the original builders back in 1912 was to link Vancouver with the Cariboo country and with the Grand Trunk Pacific Railway which had just come through at Prince George. In building the line they postponed work along the difficult mountainous terrain outside Vancouver and started building north from Squamish. When they quit in bankruptcy at Clinton with 178 miles of track laid, the government took over and carried on to Quesnel. For more than 30 years, no attempt was made to complete the missing link to Vancouver, and the P.G.E. ran between two villages. To get to the southern terminal at Squamish, passengers had to take a four-hour steamer trip up Howe Sound. Freight cars were barged up the Sound to P.G.E. rails that ran out onto the dock.

Finally, in 1953, the P.G.E. took up the challenge to go farther north and laid down heavy, modern rails over the northern gap from Quesnel to Prince George. The long-standing jeer, Prince George Eventually, fell by the right-of-way. Even then, as the first train

rolled into Prince George, some wag wrote on the arrival board, "Train No. 1 from Squamish due 13.00 o'clock - 40 years late."

The salt-water gap at the southern end remained for only two years after that. On June 11, 1954, the late Ralph Chetwynd, provincial minister of railways, turned to his deputy minister, Joseph Broadbent, and asked: "How long will it take you to build that line to Squamish, Joe?"

"Oh, two years!" Broadbent shot back.

"Good. I'll want it finished to years from today," Chetwynd said quickly.

Later Broadbent, who is now general manager of the P.G.E., told friends, "I was only kidding about it taking two years. It should have been more like four."

But Chetwynd immediately bet his hat publicly that the Vancouver-Squamish extension would be built on time and Broadbent went into a frenzy of activity. Half the 40-mile road had to be blasted out of rock or tunnelled. Men and equipment were landed by boats on narrow ledges of the Coast range and the boats kept cruising around below in case anyone fell off.

The first train ran over the line in two years to the day. "Every man in the P.G.E., including the clerks, was out driving spikes that last week," a railway official quipped.

Government and P.G.E. officials were jubilant. A grand opening day was set for August 28, 1956, and an important guest list prepared for the inaugural run from Vancouver to Prince George. When the historic day arrived, three separate trains were on the track, ready to go: Canadian Pacific and Canadian National diners and sleepers; a Milwaukee dome car with other cars from the Great Northern, Northern Pacific and Union Pacific lines; and the P.G.E. with its old sleepers and diner bringing up the rear.

Premier W.A.C. Bennett, Ralph Chetwynd and Einar Gunderson, vice-president of the railway, and other officials from all over B.C. were on the P.G.E. cars at the North Vancouver terminal. At that auspicious moment, the old P.G.E. hex which had haunted the railroad down the years, decided to put in an appearance. Just before the trains pulled out, word came of a rock slide at Mile 17, near Horseshoe Bay. It would take 10 or 15 minutes to clear the tracks.

Undaunted, the trains moved ahead, pulled up to the slide and waited while bulldozers cleared away the rock. They were there for 17 hours. Vancouver newspapers broke out with gleeful feature stories and cartoons, one of them depicting Premier Bennett sitting by the tracks patiently sipping a cup of tea.

In the end it turned out to be one of the gayest inaugural runs in railroading, with the guests hugely enjoying the stopover and the public equally enjoying the joke.

When the train finally moved ahead it encountered, all along the line, spirited celebrations that showed how much the P.G.E. meant to the people of the interior. Near Williams Lake, a Cariboo town 314 miles north of Vancouver, a masked posse on horseback swooped down on the train and "kidnapped" "Whispering" Bennett, "Please Go Easy" Chetwynd and "Run Again" Gunderson. Hustled into a six-horse stagecoach, they were driven to the station, placed on a makeshift gallows and accused of "cluttering up our railway tracks with trains and engines, also making it unsafe for cows or cowboys to sleep on the right-of-way."

JUNE 1958

Fortunately, the charge was dismissed and the trio was surrounded by a "Gay Nineties" group of Rat Trap Saloon girls and presented with ten-gallon hats. At Quesnel, 3,000 of the village's 4,500 citizens were down to meet the train. At Prince George, thousands whooped it up most of the night, dancing in the streets and watching can-can girls whirl their skirts on a 90-foot long bar, replica of one that had been famous in early days.

Stories of the P.G.E.'s celebrated, if somewhat delayed, advance to the north were just simmering down when, six months later, the railroad startled its fans and critics again by revolutionizing its passenger service. The second-hand sleepers and daycoaches, which had replaced much older cars just a few years before, were taken off the line, and replaced by self-propelled Budd R.D.C. cars.

Five of these cars, operating M.U., now run 150 miles north of Vancouver to Lillooet, where three are taken off. The other two go on to Prince George. Against a backdrop of mountains, lakes, forests and meadows, the silver R.D.C. with its orange and green trim is a post-card-like picture. Passengers sit in the pink-walled interior on upholstered tilt-back seats and look out at the scenery through large picture windows.

Despite its new cars, recent extensions and efficiency, the P.G.E. still retains a unique personal touch. Passengers on any one train never number more than 300 above Squamish, rocks still slide down the mountains to interrupt service, and freights sometimes run off the rails.

But such idiosyncracies seem unlikely to keep the P.G.E. from generating more and more new activity all the way along the line. Especially promising is the fast-developing Peace River block, with five billion board feet of timber locked in its pine, spruce and poplar forests, and 200 million tons of coal that has scarcely been touched. It has also been the site of silver, copper and mercury discoveries.

Its more immediate wealth, however, lies in farming, ranching, oil and natural gas. Three fifths of the block's farm income today is from field crops - wheat, oats, barley and hay - and two-fifths from livestock - mostly beef and dairy cattle and hogs. Some 5,000 head of cattle are shipped out yearly through Edmonton. The grain also goes east - out of Dawson Creek, B.C.'s biggest grain shipping point. Now, P.G.E. officials say, high-quality grains can be shipped south on their line for export from Vancouver. Access to Peace River grains - oats, barley and wheat - will prove a godsend to Cariboo ranchers. In recent years their grass-fed cattle have fetched lower prices than grain-fed animals from other areas.

And, looming larger every year, are the oil and gas resources of the Peace River block centred around Dawson Creek, Fort St. John and Paylor Flats. Eighteen oil wells and scores of gas wells have come on production in the last few years. During a peak month last year two dozen seismic crews and as many drilling rigs were active in the area.

With such new horizons beckoning, the P.G.E. has lately acquired a more complimentary nickname - Patience, Guts and Endurance. At worst, say British Columbians, it was a railway before its time. But the time is now. P.G.E. officials talk of still further advances -

of linking their tracks to the proposed monorail system which the Wenner-Gren corporation, now exploring the Rocky Mountain Trench, may one day build. If not, they may push on alone to Fairbanks, Alaska, some 1,200 miles away. No idle dream, the Alaska railway has been studied for years by U.S. and Canadian engineers and economists.

Whether that materializes or not, old Please Go Easy is now hustling along in a new mood as Canada's third largest railway. It can't really help it if once in a while rocks slide down the hillsides to block its way, if Cariboo cows stray on the tracks and bring train crews out on the chase, or if some little old lady insists on getting off at an unscheduled stop.

MOTIVE POWER NOTES

- The C.N.R. has sold O-6-0 switcher 7439 to the International Harvester Co. for further duty at Hamilton, Ont.

- The C.N.R. has also donated two steam locomotives for exhibition purposes: Ten wheeler 1158 has gone to the Western Development Museum at Saskatoon, while E-10-a Mogul 86 was donated to the London and Port Stanley Railway on April 30th. Details are not as yet available as to why the latter railway would wish to preserve a steam locomotive, nor where the engine will be kept.

- C.N.R. E-10-a Mogul 91, now held as a spare at Lindsay, still sees some service, having made round trips to Belleville in way freight service on May 27th-28th and June 3rd-4th.

- It is reported that the C.N.R. plans to scrap E-7-a Mogul 674, which has been used over the past several years to haul the famous Museum Train. One other Mogul of this class, no. 713, which has been used in this duty over the past year, will still be available.

C.N.R. Deliveries:

From G.M.D. Ltd:

<u>1750 H.P. R-S:</u>		<u>900 H.P. SW</u>		<u>1200 H.P. R-S:</u>	
4255, 4256	Apr. 23	7256	Apr. 24	1300, 1301	May 22
4257, 4258	Apr. 25	7257	Apr. 28	1302, 1303	May 30
4259, 4260	Apr. 29	7258	Apr. 30		
4261, 4262	Apr. 30	7259	May 2	<u>Road Pass "A" & "B"</u>	
4263, 4264	May 3	7260	May 7	6533, 6631	May 14
4265, 4266	May 14	7261	May 12	6534, 6632	May 24
4267, 4268	May 24			6535, 6633	May 30
4269, 4270	May 30				

From M.L.W.

1200 H.P. R-S:	3697, 3698	Mar. 6
	3699, 3700	Mar. 7.

C.N.R. Scrappings:

March 21:	3434, 3720, 5564
March 28:	2381, 5566, 6149
April 4:	2422, 3462, 3482, 5064
April 11:	2402, 2657, 3467, 4045
April 18:	3438, 3510, 3710, 3730, 3739
April 25:	3729, 4191, 5586, 5596, 5608.

- The Montreal Locomotive Works 2400 H.P. Model DL-624 road switcher demonstrator, on the C.P.R. for some months as 7007 and later on the C.N.R. as 3899, was returned from the C.N.R. on March 24th and reshipped on April 1st to the Pacific Great Eastern Ry. (in P.G.E. colours) carrying the number 624.

- The RDC-1 formerly operated on the Duluth, South Shore and Atlantic Railway has been transferred to the C.P.R. and renumbered 9049.

At time of writing, it was expected that the Cumberland Railway & Coal Company would cease operation between Springhill and Parrsboro, N.S. after June 14th. The last run will probably be made by Trains 2 and 3, which have made the trip, daily except Sunday, for many years. The Board of Transport Commissioners approved the company's application to abandon the line after investigation following a bitterly contested hearing held on March 26th at Parrsboro. One mid-day train will continue to make a trip over the short remaining portion of the railway between Springhill and the C.N.R. connection at Springhill Jct.

ELECTRIC RAILWAY NOTES

- The T.T.C.'s program of track renewal on Bathurst Street which has been carried on over the past few years has progressed another step recently with the laying of new rail between Bloor and College.

- The 30 Peter Witt cars retired with the placing in service of the Kansas City P.C.C. cars are now on their way to George Street yard and scrapping. Full details of this will be given in a future issue.

- Niagara, St. Catharines & Toronto line car 30 was transferred to the Oshawa Railway during May. The car travelled on its own wheels just ahead of the caboose in a freight train, and gave considerable trouble because of differences in drawbar heights.

- To commemorate the end of service on the Montreal Transportation Commission's 5 and 5A-Ontario, 9-Rachel and 87-Davidson carlines after the operation of Saturday, June 21st, the Canadian Railroad Historical Association will operate a fantrip over these lines on the last day of operation, using car 1317 (1200 class SE steel two-man, rear entrance, Montreal roof), and a DE car on the Rachel line, which has no turning facilities at its westerly end. The trip will begin at Youville Shop (north end of the 55-St. Laurent bus route) at 12:15 P.M., E.D.T.

- Work has been commenced on a short section of road to link Fifth Avenue, Ville St. Pierre with St. Joseph St., Lachine, a distance of about one half mile. When completed, this road will permit operation of buses from Cote St. Paul to Lachine, replacing M.T.C. car route 91-Lachine, now almost entirely on private right of way. The changeover is now expected to occur some time during July.

- Trackage in the vicinity of the M.T.C.'s St. Henry car barn is being revised to permit the operation of route 17-Cartierville from that division, instead of from St. Denis, as at present.

- A visit to the Montmorency Subdivision of the C.N.R. (the former Quebec Railway's interurban line) around July 26th should prove rewarding to electric railway fans. This year marks the 300th anniversary of the founding of St. Anne's Shrine and also the 350th anniversary of the City of Quebec. The feast day, which should see extremely heavy traffic on the interurban line, falls on a Saturday this year.

CANADIAN PACIFIC RAILWAYCURRENT ROSTER OF DIESEL LOCOMOTIVESA. ROAD PASSENGER UNITS

<u>Class</u>	<u>Road Nos.</u>	<u>No.</u>	<u>Built</u>	<u>Model</u>	<u>H.P.</u>	<u>No. Cyls.</u>	<u>Max. Speed</u>	<u>M.U.</u>	<u>S.G.</u>
DPA-15a	1400-1404	5	GM 1953	FP7A	1500	16	89	yes	yes
DPA-15b	1416-1421	6	GM 1952	FP7A	1500	16	89	yes	yes
DPA-15c	1422-1431	10	GM 1952	FP7A	1500	16	89	yes	yes
DPA-15d	1432-1434	3	GM 1951	FP7A	1500	16	89	yes	yes
DPA-17a	1405-1415	11	GM 1954	FP9A	1750	16	89	yes	yes
DPA-22a	1800-1802	3	EMD 1949	E8	2250	24	85	yes	yes (2)
DPB-15a	1908-1911	4	GM 1951	F7B	1500	16	89	yes	yes
DPB-15b	1912-1919	8	GM 1952	F7B	1500	16	89	yes	yes
DPE-17a	1900-1907	8	GM 1954	F9B	1750	16	89	yes	yes

* = Two engines

B. ROAD FREIGHT UNITS

DFA-15a	4000-4007	8	Alco 1949		1500	12	65	yes	no
DFA-15b	4003-4015, 4017- 4019, 4027	19	MLW 1950		1500	12	65	yes	no
DFA-15c	4023-4037	10	GM 1950	FP7A	1500	16	65	yes	yes
DFA-15d	4038	1	GM 1951	FP7A	1500	16	65	yes	yes
DFA-16a	4042-4051	10	MLW 1951	FA2	1600	12	65-75*	yes	no
DFA-16b	4052-4057	8	CLC 1952	C Line	1600	8	70	yes	yes
DFA-16c	4064-4065	2	CLC 1951	C Line	1600	8	70	yes	yes
DFA-16d	4076, 4078-4081	5	CLC 1953	C Line	1600	8	70	yes	no
DFA-16e	4082, 4083	2	MLW 1953	FA2	1600	12	75	yes	yes
DFA-16e	4084-4093	10	MLW 1953	FA2	1600	12	75	yes	no
DFA-16f	4094-4098	5	MLW 1953	FA2	1600	12	75	yes	yes
DFA-16g	4104, 4105	2	CLC 1954	C Line	1600	8	70	yes	yes
DFB-15a	4400-4403	4	Alco 1949		1500	12	65	yes	no
DFB-15b	4404-4423	20	MLW 1950		1500	12	65	yes	no
DFB-15c	4424-4433	10	GM 1951	F7B	1500	16	65	yes	no
DFB-15d	4446-4447	2	GM 1951	F7B	1500	16	65	yes	yes
DFB-15d	4448	1	GM 1952	F7B	1500	16	65	yes	no
DFB-15e	4459-4462	4	GM 1953	F7B	1500	16	65	yes	no
DFB-16a	4449-4454	6	CLC 1952	C Line	1600	8	70	yes	yes
DFB-16b	4455-4458	4	CLC 1953	C Line	1600	8	70	yes	no
DFB-16c	4463-4464	2	MLW 1953	FB2	1600	12	75	yes	yes
DFB-16c	4465-4470	6	MLW 1953	FB2	1600	12	75	yes	no
DFB-16d	4471-4472	2	CLC 1954	C Line	1600	8	70	yes	yes

* = Speed rating being changed from 65 to 75
M.P.H. with renewals of axle gears.

C. SWITCHERS

DS-5a	6500-6505	6	MLW 1951	660	6	60	no	no
DS-5b	6506-6517	12	MLW 1952	660	6	60	no	no
DS-5c	6518-6522	5	MLW 1953	660	6	60	no	no
DS-5d	6523-6536	14	MLW 1955	660	6	60	no	no
DS-5e	6537-6547	11	MLW 1955	660	6	60	no	no
DS-5f	6548-6559	12	MLW 1956	660	6	60	no	no
DS-5g	6560-6561	2	MLW 1956	660	6	60	no	no
DS-5h	6562-6600	39	MLW 1957	660	6	60	yes	no
DS-5j	6601-6611	11	MLW 1958	660	6	60	no	no
DS-6a	6700-6703	4	GMD 1950	SW8 800	8	65	no	no
DS-6b	6704-6709	6	GMD 1951	SW8 800	8	65	no	no
DS-6a	6710-6720	11	GMD 1955	SW900 900	8	65	no	no
DS-10a	7010-7014	5	Alco 1945	1000	6	60	no	no
DS-10b	7015-7024	10	Alco 1944	1000	6	60	no	no
DS-10c	7025-7037	13	Alco 1945	1000	6	60	no	no
DS-10d	7038-7051	14	Alco 1946	1000	6	60	no	no
DS-10e	7052-7064	13	Alco 1947	1000	6	60	no	no
DS-10f	7065	1	BLW 1948	1000	6	60	no	no
DS-10g	7066-7075	10	BLW 1948	1000	6	60	no	no
DS-10h	7076-7080	5	MLW 1948	1000	6	60	no	no
DS-10i	7081-7095	15	MLW 1949	1000	6	60	no	no
DS-10j	7096-7098	3	Alco 1949	1000	6	60	no	no
DS-10k	7099	1	MLW 1949	1000	6	60	no	no
DS-10k	7100	1	MLW 1949	1000	6	60	no	no
DS-10k	7101-7105	5	MLW 1949	1000	6	60	yes	no
DS-10k	7106-7108	3	MLW 1949	1000	6	60	no	no
DS-10m	7109-7114	6	MLW 1949	1000	6	60	yes	no
DS-10n	7115-7118	4	MLW 1952	1000	6	60	no	no
DS-12a	7400-7405	6	GMD 1953	SW9 1200	12	65	no	no

★ = 7077 built by Alco.

D. ROAD-SWITCHERS

DS-10a	8000-8005	4	BLW 1948	1000	6	60	no	yes
DS-10a	8004	1	BLW 1948	1000	6	60	no	no
DS-10a	8005-8012	8	BLW 1948	1000	6	60	no	no
DS-12a	8100-8130	31	GMD 1953	1200				
DS-15a	8400	1	Alco 1949	1500	12	65	no	no
DS-15a	8401	1	Alco 1949	1500	12	65	no	yes
DS-15a	8402	1	Alco 1949	1500	12	65	no	yes
DS-15a	8403-8404	2	Alco 1949	1500	12	65	no	yes
DS-15b	8405-8408	4	MLW 1950	1500	12	65	yes	no
DS-15c	8409-8411	3	GMD 1952	GP7 1500	16	65	yes	no
DS-15d	8412-8425	14	GMD 1953	GP7 1500	16	65	yes	no
DS-16a	8426-8446	21	MLW 1954	RS3 1600	12	75	yes	no
DS-16b	8447-8461	15	MLW 1954	RS3 1600	12	75	yes	no
DS-16c	8462-8462	21	MLW 1954-5	RS10 1600	12	75	yes	yes
DS-16d	8547-8552	6	CLC 1955	H Line 1600	8	75	yes	no
DS-16d	8553-8556	4	CLC 1955	H Line 1600	8	75	yes	yes
DS-16e	8557-8568	12	MLW 1956	RS.10 1600	12	75	yes	yes

DRS-16f	8569-8581	13	MLW 1956	RS10S	1600	12	75	yes	yes
DRS-16g	8582-8600	19	MLW 1956	RS10S	1600	12	75	yes	no
DRS-16h	8601-8610	10	CLC 1956	H Line	1600	8	75	yes	no
DRS-16j	8709-8728	20	CLC 1957	H Line	1600	8	75	yes	no
DRS-17a	8483-8500	18	GMD 1954-5	GP9	1750	16	65	yes	no
DRS-17a	8501-8521	21	GMD 1954-5	GP9	1750	16	65	yes	yes
DRS-17b	8522-8529	8	GMD 1955	GP9	1750	16	65	yes	yes
DRS-17b	8530-8546	17	GMD 1955	GP9	1750	16	65	yes	no
DRS-17c	8611-8635	25	GMD 1956	GP9	1750	16	65	yes	no
DRS-17d	8636-8708	73	GMD 1957	GP9	1750	16	65	yes	no
DRS-17e	8801-8823	23	GMD 1958	GP9	1750	16	65	yes	no
DRS-18a	8729-8749	20	MLW 1957	RS-11m	1800	12	75	yes	no
DRS-18b	8749-8800	52	MLW 1958		1800	12	75	yes	
DRS-16k	8824	1	MLW 1958		1600	16	75	yes	
DRS-24a	8900	1	CLC-FM						
			1955	TM	2400	12	75	yes	yes
DRS-24b	8901-8904	4	CLC 1956	TM	2400	12	75	yes	yes (2)
DRS-24c	8905-8910	6	CLC 1956	TM	2400	12	75	yes	no
DRS-24d	8911-8920	10	CLC 1956	TM	2400	12	75	yes	no

E. BOOSTER (NON-DRIVING) SWITCHERS

SB-10a	B100-B101	2	MLW 1951					no	no
SB-10b	B102-B103	2	MLW 1957					no	no

F. DIESEL-HYDRAULIC SWITCHERS

HS-5a	10-11	2	CLC 1956		500	6	35	no	no
HS-5b	12-16	5	CLC 1958		500	6	35	no	no

LOCOMOTIVES RENUMBERED AND RECLASSIFIED

<u>Previous Class</u>	<u>Previous Nos.</u>	<u>Present Class</u>	<u>Present Nos.</u>
DFA-15g	4099-4103	DPA-15a	1400-1404
DFA-15e	4058-4063	DPA-15b	1416-1421
DFA-15f	4066-4075	DFA-15c	1422-1431
DFA-15d	4041, 4040, 4039	DPA-15d	1432-1434
DFB-15c	4434-4437	DPB-15a	1908-1911
DFB-15d	4438-4445	DPB-15b	1912-1919
DFA-15b	4016 A	DRS-16k	8824

A = This locomotive wrecked August 8, 1957
and rebuilt as road-switcher.

ABBREVIATIONS:

M.U. - Multiple Unit Control

S.G. - Equipped with steam generator
for passenger train heating.

TM - Trainmaster.