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# *Rail and Transit*

*Canada's Railway Magazine*

Jan - Feb 1977

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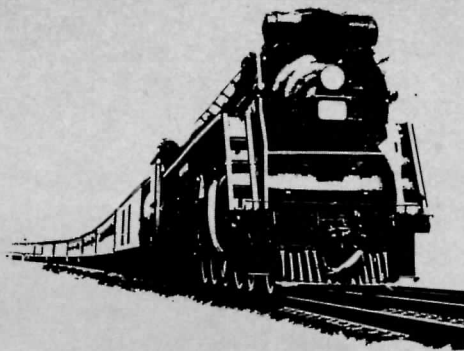
CANADA'S RAILWAY MAGAZINE

#### EDITORIAL OFFICES

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#### FRONT COVER

CP Rail FA-2 4097 blows off the steam from the train heating boiler in Toronto's John Street Yard. The unit had just broken off the Canadian. #4097 is now in storage. (R.W. Layton)

#### OPPOSITE PAGE

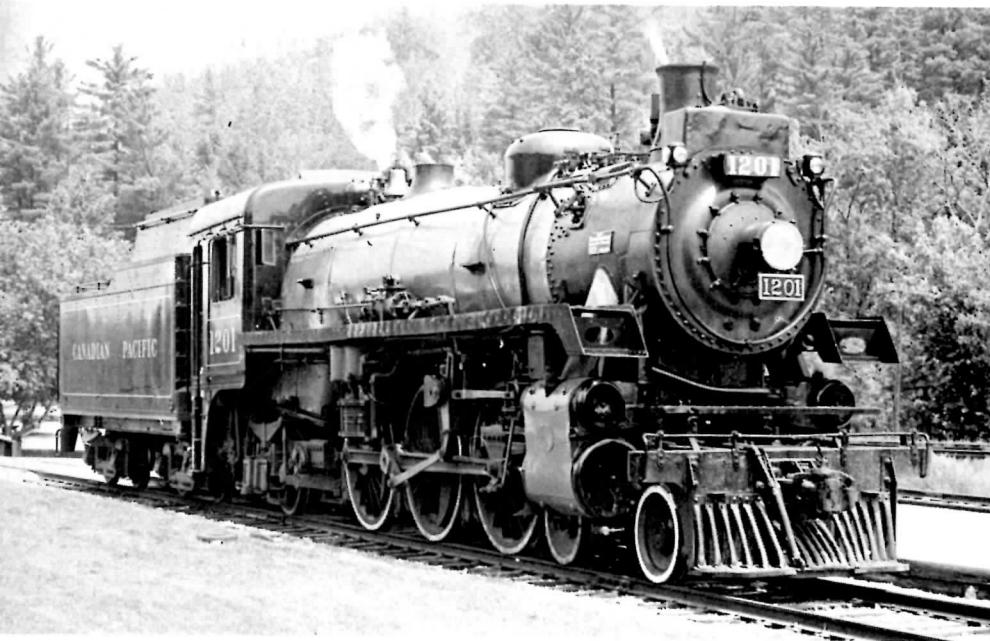
CN RDC-3 6350 makes all of the morning Saskatoon - Regina train. Seen here waiting for its passengers to load at Saskatoon. (R.W. Layton)

#### BACK PAGE

Peter Witt car 2424 at the Halton County Radial Museum at Rockwood, Ontario. The museum is the showplace of the O.E.R.H.A. (Ted Wickson)

# 1201

## IN SERVICE



Ex-CPR 1201 undergoing firebox conditioning outside Toronto's John Street roundhouse early last year. A short time later the locomotive was test run on CP freights in the Toronto area before a ferry trip to Ottawa. (R.W. Layton)

After a long period of restoration ex-Canadian Pacific 4-6-2 #1201 has finally entered service on the tourist run from the National Museum of Science and Technology at Ottawa to Wakefield, Quebec. Using CP trackage throughout the run is one of the most scenic in the Ottawa area.

The service ran all through the summer, ending on the Labour Day weekend and carried many thousands of passengers, amongst whom were not a few railfans.

The 1977 schedule for 1201 is still very much in doubt. CP has applied to the CTC to abandon the line and a combination of financial constraints and "politics" have the museum staff worried for the future of the project.

The museum lies on CP trackage, so that the use of an alternate route would have to be CP. (interline transfers would skyrocket costs) The Wakefield route is the only one containing attractive scenery within a suitable distance of Ottawa.



### ABOVE LEFT

The day after the ferry trip from Toronto 1201 was taken to Wakefield to check the clearances on the turntable there. Seen here on that first visit, June 7th., 1201 was still dirty from the ferry trip. (J. Corby)

### LEFT

1201 leaving the museum siding on one of the first runs to Wakefield. (D.M. Baird)



RIGHT  
Like a scene from the past, 1201 stands alongside the station at Wakefield, Quebec. (Ted Wickson)



BELOW  
A sight that the average person has never seen before. 1201 attracts the crowds as she spins on the turntable at Wakefield. The main subdivision trackage is visible to the right of the train. (Ted Wickson)



With brakeman on the cab steps 1201 moves forward from the station at Wakefield. (Ted Wickson)



# EXCURSIONS '76

By Ron W. Layton

## PART 1 - DIESEL POWERED THE NIAGARA BLOSSOM SPECIAL May 15th. 1976

What luck!, the Niagara Blossom Special chose the only dry sunny day in two weeks of near continuous downpour. The U.C.R.S. three - car RDC train left Toronto Union Station at 08.20, made the statutory stop at Bathurst Street and headed north on the Weston Subdivision. The Weston Subdivision runs between Bathurst Street (Cabin D) and Halwest ( a wye by Halton Airport) and was part of the original Grand Trunk broad - gauge route from Sarnia to Toronto opened in 1857, then narrowed to standard gauge in 1879. At Halton we joined the Halton Subdivision CTC and followed it without stopping to Burlington. The Halton Subdivision from Halwest to Burlington was formed in 1964 out of the old Brampton Subdivision from Halwest (then a new junction) to Silver, just west of Georgetown. From Georgetown the Halton Subdivision swings south using the route of the Hamilton and North Western Railway.

The Hamilton and North Western was opened to Georgetown in 1877 and ran from Jarvis to Stayner and Allendale (Barrie) by way of Caledonia, Hamilton, Burlington, Milton, Georgetown, Cheltenham and Alliston. It merged with the Northern Railway (Toronto - Collingwood) to become the North Western Railway. The North and North Western then became part of the enlarged Grand Trunk. It had running rights over short portions of the Great Western, Buffalo, Brantford and Goderich, Grand Trunk and Northern Railways.

When the old Hamilton and North Western route was rebuilt as part of CN's Toronto freight by-pass, the section through Milton including the station and diamond with the CPR (ex-Credit Valley) was by-passed by a new double track-high level section. The "Niagara Blossom Special" followed the new section, the old route being covered by a U.C.R.S. excursion of March 1973 the "RDC Extra", highballing to Burlington and on to Hamilton via Bayview on the Oakville Subdivision.

As with most passenger extras the crew are normally on freight trains, so we duly stopped at the Hamilton yard office to pick up the Niagara Subdivision orders. When the conductor was half way from the train to the office, the word came on the radio that the orders were at the station office, so after a number of blasts on the horn he was recalled to the train with a red face. Hamilton Station, now reduced to one operational platform, was a pick-up point.

With the switches set and the orders in hand we headed on a tight right hand curve south to the first photo stop, in the middle of Hamilton's Ferguson Avenue. On Ferguson Avenue, the tracks run streetcar style down the middle of the road. A train at any point on the section will operate the protection for the entire three-quarter mile stretch. With this in mind and much to the engineer's delight, when the photo-stop was over we passed red traffic lights and stop signs at the 10mph limit with impunity. The comment from the helm was "I wish I could do that with my car", whilst the rest of the head - end crew started to write out phoney traffic tickets. At the end of Ferguson Avenue is an oblique diamond over the



The Niagara Blossom Special pauses on Ferguson Avenue in Hamilton for a photo stop. (R.W. Layton)

Toronto, Hamilton and Buffalo main - "You can always derail a boxcar backing over that one" - and the main assault on Hamilton Mountain begins. The tracks run along the side of this section of the Niagara Escarpment at a steep grade mostly with a 10 - 15 mph speed limit. Due to the poor stability of the soil the ledge that the track is on is constantly slipping down the mountain and

regularly has to be reggraded and rebalasted. This has resulted in a 5 mph permanent slow order at the steepest section of the grade. No wonder that 6218 needed diesel units to assist it up this grade. The view from this trackage is stupendous with all of Hamilton and the Burlington Bay laid out below. The problem with train operation here is vandalism, with wooded country and slow speeds, the trains are sitting targets for Hamilton's younger set. This has resulted in the cabooses used for the Hagersville Subdivision having wire window shutters. The "Niagara Blossom Special" fortunately was not a victim. At the top of the grade speed increased and we went on to the first runpast at mile 12.3.

The Hagersville Subdivision represents the southern portion of the Hamilton and North Western. Its route through Hamilton can still be traced although it can no longer be run over continuously. It is the Hagersville Subdivision, North and North Western Spur (diamond over Grimsby Subdivision (ex-Great Western Railway) lifted), Beach Spur (connecting curve lifted although still shown on many current DOT maps) and the Halton Subdivision (diamond over Oakville Subdivision (ex-Great Western) lifted).

The run south - west to Caledonia was over gently rolling agricultural land on mostly dead straight track. Once at Caledonia our train made a tight left hand turn on a 5 mph wye track to join the Dunnville Subdivision eastbound. The Dunnville Subdivision is the southern section of the Buffalo, Brantford and Goderich Railway and was opened in 1856. We sped on south - east to our lunch stop at Dunnville, crossing Conrail (previously Penn - Central; New York Central; Michigan Central and Canada Southern) and CN's Cayuga Subdivision (previously the Great Western Railway "air line") at Canfield.

On arrival at Dunnville we were greeted by the Mayor and some of the town council who participated in the runpast at the town station. Dunnville station is still partially standing, the platform is also intact, but the main has been re-aligned so that a space of one track is left between the station and the tracks. The train remained at Dunnville for 90 minutes giving the passengers a chance to see this unspoiled Ontario town and also to have lunch in one of the restaurants, the station is only one block north of the centre of the town. Two blasts on the

After arrival at Dunnville the train carried out a runpast for the benefit of the passengers and the towns people. The mayor of Dunnville was with us in the cab on this occasion. (D.W. Smith)



train whistle brought the passengers back to the train at the appointed time, the return of the crew was a little more leisurely.

We made our farewells to the town of Dunnville and moved off east along the Dunnville Subdivision. From Dunnville to Port Colborne Yard the line generates no regular business and consequently is two streaks of rust in the weeds for some sections. Considering this, the track is in remarkably good shape.

At Port Colborne our train made an unscheduled stop as the Welland Canal drawbridge was open for shipping. This allowed an opportunity for the passengers to photograph the freighter that was blocking our way and to explore Port Colborne station, still in excellent condition although passenger trains haven't come this way for many years. With the bridge down we crossed the canal and stopped for a reversal 100 yards east of the bridge at Nickel.

With the reversal we moved north on the Humberstone Subdivision parallel to the Welland Canal, overtaking the freighter that had barred our way earlier. The Humberstone Subdivision has no scheduled movements but sees transfers and wayfreights of both CN and CP Rail (using TIL&B running rights). This subdivision is the southern end of the old Welland Railway. At the north end of the Humberstone Subdivision is the wye at Yager, the terminal of the weekly 6060 Niagara side trip. The Humberstone Subdivision also therefore has a weekly steam train.

With motors wide the three RDCs accelerate towards the camera on the first runpast of the day. The location is the Hagersville Subdivision, mile 12.3. (D.W. Smith)

The Niagara Blossom Special used the south leg of the wye at Yager to reach the Stamford Subdivision which we used for one mile before taking the west leg of the wye at Robbins. This is a left hand "U" turn onto the Cayuga Subdivision. This section is a recently built detour of both CN and Conrail tracks under the new branch of the Welland Canal. We waited to enter this three-track section so that a Chessie freight could clear the area, then with an empty line we could carry - out a runpast at the west portal of the Welland Canal Tunnel.

This section of track sees the most variety of power anywhere in Ontario. Of the three tracks, the northernmost is exclusively Conrail with running rights to Chessie (C&O) and CP Rail (ex - TIL&B), the centre track is joint CN - Conrail and the southernmost is exclusively CN with Norfolk and Western (ex- Wabash) running rights. There are two passenger trains each way daily, one CP (Toronto - Buffalo) and the other Amtrak

An unexpected photostop at Port Colborne Station while a ship cleared the draw which is located 100 feet ahead of the train. (D.W. Smith)







#### LEFT

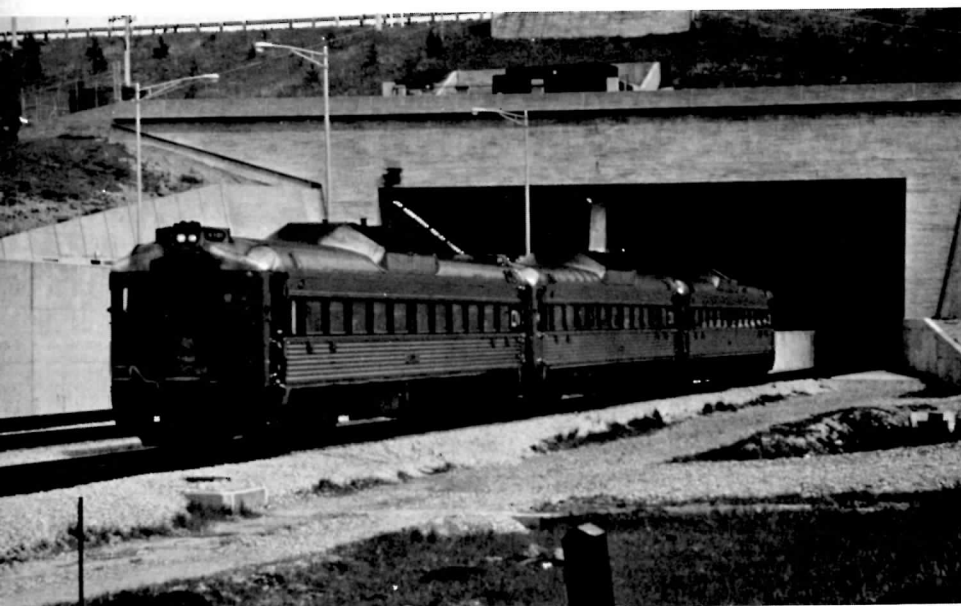
Crossing the Welland Canal at Thorold. The Niagara Blossom Special carried out a runpast, again having to wait for a ship to pass before the draw was clear. (D.W. Smith)

#### BELOW

Three RDC cars leave the Welland Canal tunnel, located just south of Welland. These tracks carry CN and Conrail traffic

#### BOTTOM

Crossing Tunnel Bridge after turning through 270 degrees. The tracks below form the lower part of a spiral. (D.W. Smith)



(Detroit - New York), both on Conrail tracks. The centre track can therefore have trains from any one of six operators.

Our passenger extra carried out a double runpast on the south track and proceeded west to Feeder where on a left hand curve we ran around a railway clover - leaf onto the Canal Subdivision crossing over the tunnel tracks on a high bridge at Tunnel Bridge. Another runpast was carried out here. Unfortunately there was no traffic on the lower tracks to complete the scene.

The Canal Subdivision is mostly new trackage replacing the older north - south trackage in this area now known as the Fonthill Spur. We ran the entire length of the Canal Subdivision to the wye at Thorold. At Welland we were able to see the old NYC and CN drawbridges over an abandoned section of the Welland Canal. The CN bridge is disused and the NYC bridge is now a single track freight spur. The old TH&B main has been completely torn up. We then took the south leg of the wye onto the Thorold Subdivision southbound.

The Thorold Subdivision runs between Merriton and Port Robinson. Between Merriton and Thorold the line is an upgraded section of the Canadian Northern controlled Niagara, St. Catharines and Toronto interurban. South of Thorold the tracks were built by CN. The Thorold Subdivision sees a lot of heavy freight traffic, forming part of the route from Toronto to the U.S. border at Fort Erie.

We recrossed the Welland Canal yet again on the Thorold Subdivision immediately after leaving the wye and allowing a freighter to clear the drawbridge. This time there was an opportunity to photograph the RDC's on the draw as we carried out the last runpast of the day. The location has changed little since 6218 had a runpast here on a U.C.R.S. excursion some years ago.

At Port Robinson wye our extra took the north track and headed up the Stamford Subdivision to Clifton, a familiar run to those riding the summer 6060 side trips. This track is also the northern part of the Welland Railway. Taking the rarely used east leg of the Clifton wye we headed straight into Niagara Falls station.

The Niagara River gorge lies only yards to the east of Niagara Falls station, so those who wished to photograph the river from an unusual angle could stay on the train, those who wished to photograph the train could leave at the station. Our train then moved onto Suspension Bridge so that the railfans and the tourists could have their respective shots. After standing for five minutes we backed to the station and disembarked the passengers for their four hour stay in Niagara Falls.

Return to Toronto was achieved by attaching our 3 - car train to the regular CN 3 - car train, so it was a six car RDC train that left Niagara Falls at 20:15 for Toronto. The route taken is faster but less interesting than the outbound, being double track high - iron. From Niagara Falls to Hamilton Junction, the Grimsby Subdivision traces the original Great Western Niagara - Windsor main line. From Hamilton to Toronto the Oakville Subdivision was only a branch line. The roles these days are somewhat reversed. The Niagara Blossom Special arrived back in Toronto at 10 pm.



# SCHEDULE

LOCATION	TIME	MILES
Toronto Union.....	dep. 08.13	0.0
Hamilton.....	dep. 09.50	62.7
Photostop #1 (Ferguson Ave.).....	dep. 10.10	
Runpast #1 (Hagersville Sub.M12.3)arr.	10.30	75.0
Dunnville.....	arr. 11.20	100.0
	dep. 12.30	
Runpast #3 (Welland Tunnel).....	arr. 13.40	139.6
Runpast #4 (Tunnel Bridge).....	arr. 14.35	146.4
Runpast #5 (Thorold Drawbridge).....	arr. 15.10	157.3
Niagara Falls.....	arr. 15.55	170.0
Photostop #2 (International Bge.)arr.	16.10	170.1
Niagara Falls.....	dep. 20.15	170.2
Hamilton.....	arr. 21.15	215.4
Toronto Union.....	arr. 22.05	252.7



## ABOVE

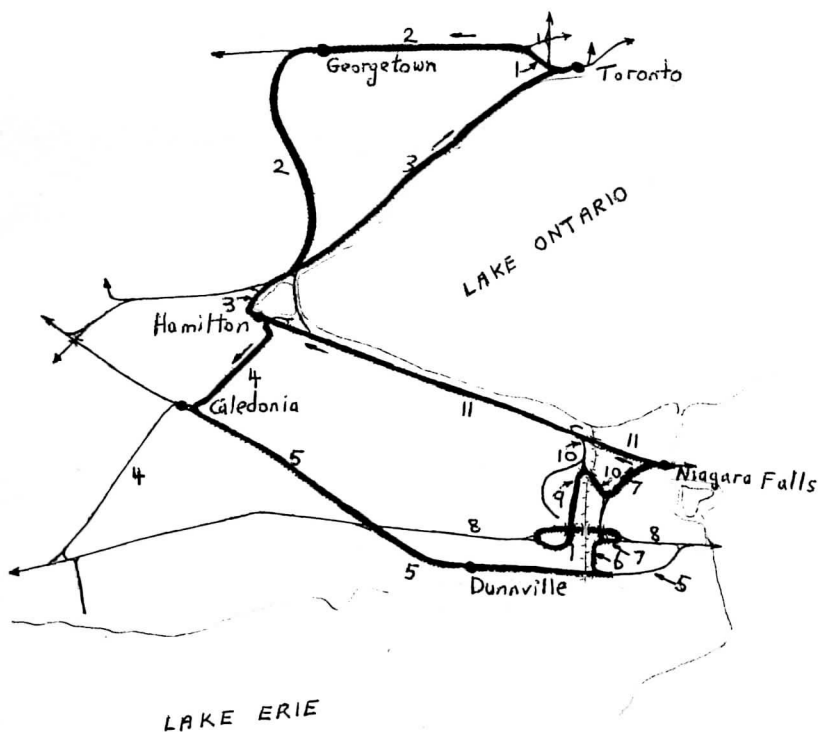
Two vintages of EMD products head up a Chessie freight. Geep 5737 trails at the east end of the Welland tunnel trackage.  
(D.W. Smith)

## BELOW LEFT

Heading up the grade from the Welland tunnel the UCRS RDC excursion moves on to its next runpast location.  
(D.W. Smith)

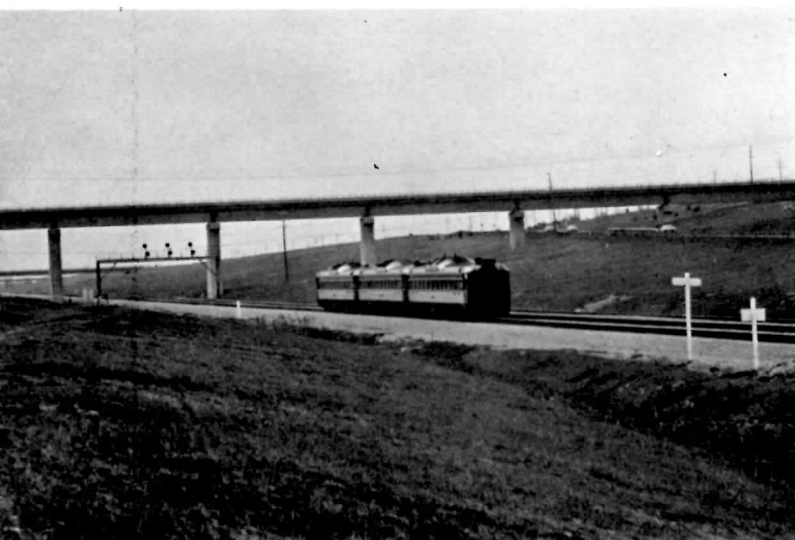
## BELOW RIGHT

Leaving the tunnel at Welland on the double runpast at this location. The wide embankment made an ideal place to photograph passing trains.  
(R.W. Layton)



## MAP KEY

- 1.....Weston Subdivision
- 2.....Halton Subdivision
- 3.....Oakville Subdivision
- 4.....Hagersville Subdivision
- 5.....Dunnville Subdivision
- 6.....Humberstone Subdivision
- 7.....Stamford Subdivision
- 8.....Cayuga Subdivision
- 9.....Canal Subdivision
- 10.....Thorold Subdivision
- 11.....Grimsby Subdivision



# THE EMPIRE LOYALIST LIMITED

## August 7th. 1976

The six car train left Toronto Union Station at 09:30 on the rear of CN's regular Train 44 "Capitol". This enabled us to pick - up passengers at Guildwood, Oshawa and Cobourg without blocking scheduled trains on the mainline. The route from Toronto to Belleville is CN's busiest main line being double track CTC throughout. From Union Station to Pickering, GO Transit and CN's own passenger trains occupy most of the available paths, only two eastbound and one westbound freight use these tracks during daylight hours. From mid - morning to early - evening there is also some wayfreight activity. East of Pickering the freights are more numerous, joining the main at Liverpool from the York Subdivision.

The Kingston Subdivision is Canada's oldest inter - city main line and was the backbone of the Grand Trunk system. Opened as a 5ft. gauge road, it was narrowed to standard gauge during 1879, a month after the lines to the west of Toronto. Close to the turn of the century it was double tracked, CN then installed an ABS train control system. The present CTC was installed progressively from 1965 to 1975.

On arrival at Belleville our section of the train was uncoupled and left at the west end of the platform as the remainder of #44 left for Ottawa. With the block cleared and the switches thrown a pair of MLW built RS-18 road switchers backed onto our cut of cars. These, like other CN first generation road switchers are set to run long hood first - the steam tradition died hard on Canadian National.

The brake test was carried out and our passenger extra backed westward over the Moira River bridge to clear the block at the west end of Belleville Yard. With the switches set we moved forward onto yard trackage. A call came on the radio, we stopped and a westbound freight was stopped - a passenger had been left on the platform at the station, so traffic was halted to allow him to cross the tracks to the yard area where our train now stood.



The way north from Belleville involves taking a tight left hand curve past the roundhouse (still the home of switchers, Geeps and RS-18s), which forms the west leg of the wye onto the Campbellford Subdivision. This trackage was opened in 1852 as the Grand Junction Railway. Its title was borrowed with the Grand Trunk's permission from an earlier project to link Belleville and Cobourg by a northerly route. The Grand Trunk took over this project's survey and name, but neither was ever used by them.

The Empire Loyalist Limited followed the Campbellford Subdivision, pausing for a runpast on a tight right hand curve at the bottom of the line's ruling grade. The start up requiring notch 8 for over a mile with two units on a six car train.

ABOVE - A safety man and two of the passengers study the intricacies of the coupling between Car 13 and the rest of the train. Photo taken at Belleville by David Smith.

BELOW LEFT - CN RS-18 3113 leads the train at the first runpast of the day north of Belleville.

BELOW RIGHT - UCRS equipment director, Mal Marchbank makes an adjustment to the Baker Heater stack on Car 13. Photo taken at the first runpast. (D.W. Smith)





At Madoc Junction, 12.2 miles north of Belleville, we passed the southern terminus of the then narrow gauge Belleville and North Hastings Railway. This line ran from Madoc Jct. to Ontario's first gold mine at Eldorado. The first sod of this line was turned on September 9th, 1875. Before completion it was taken over by the Grand Junction on January 1st, 1880 and converted to standard gauge. The line is still open from Madoc Jct. to Madoc as the Madoc Spur. The Grand Junction Railway was taken over by the Port Hope, Lindsay and Beaverton Railway to be part of the consolidated Midland Railway system. A further name change took place when the Midland was absorbed by the Grand Trunk and finally all were part of Canadian National.

The next chance for the passengers to leave the train was at Anson Junction. This location is familiar to those who rode the 6060 side trips out of Peterborough. Our train stopped on the diamond to allow passengers to detrain and then moved forward to the wye switch and backed around the west leg of the wye to join the Marmora Subdivision at the north switch of the wye. With the passengers back on the train we headed south crossing the Trent Canal drawbridge (non-interlocked with the bridge keeper acting as flagman) and following the widening Trent River.

The CN Marmora Subdivision was built as the Prince Edward County Railway from Picton to Trenton and was opened in the fall of 1879. Like most other lines in Ontario it was built by a contractor and the people of Picton had failed to state the exact location of the station in the town. The contractor therefore built the station at the town line. On June 7th, 1881 the town raised \$1000 and the station was moved to its present location - not without incident. The station buildings were placed on a flat car and pushed along the newly laid extension. Unfortunately the clearances were not checked beforehand and the station was too wide to pass a barn. This was remedied by taking an axe to the barn until there was sufficient clearance.

The line was never very profitable and was sold to some New York Bankers, who resold it to some other Canadian interests. In 1884 it was extended from Trenton to the iron mines at Coe Hill and the name changed to the Central Ontario Railway. It was extended to Bancroft,

then to Maynooth in 1907 and Lake St. Peter in 1911. Also in 1907 the Central Ontario was integrated into the Canadian Northern system. In 1975 the northern section was cut back to the wye at Maynooth. In the 1950's Canadian National built a branch around the north of Picton to serve a wharf on Picton Bay. Since then the line has seen regular iron pellet unit trains.

At Trenton we passed under the Kingston Subdivision (ex-GTR), then crossed a number of streets at grade and moved under the CPR's high trestle before stopping beyond the Highway #2 crossing to pick up representatives from Picton, including a TV crew. Once the dignitaries were on board the engineer was given the highball to proceed to our next run-past at the Murray Canal drawbridge.

There is no interlocking at this drawbridge, train movements being controlled by stop boards on the approaches and hand signals from the bridge-keeper. The passengers detrained on the south side of the draw and the runpast was carried out over the bridge. There was a slight delay on leaving the runpast as the trainmaster groped through the weeds by the track with coffee for the head-end crew - who said trainmasters are all bad?!

Consecon Station was our next stop, and a quick one at that. In order to meet the loyalist parade in Picton, our train had to arrive on time at 3:00 pm. This meant reducing the station photo - stop to five minutes and asking only the serious photographers to detrain. Consecon Station has lost its platform and passing track and is generally overrun by weeds. It is located in open country within sight of Highway #33 and is the only station left standing with the tracks in place below Trenton. Its name boards are barely readable, but for the station lover it is a gem indeed. The last passenger train to stop before us was a single car on a mixed in 1952.

Between Consecon and Picton, members of the U.C.R.S. crew were interviewed by the TV crew and the local newspaper in the lounge of Car 13. Arrival at Picton was exactly on time. Our train was not able to stop at the station as the tracks had been removed from the platform and only two car lengths remain beyond a grade crossing. The train stopped with the head end at the crossing.

3113 and 3119 back the train around the west leg of Anson Jct. wye.  
(D.W. Smith)

Passengers then walked or rode in the parade to mark Loyalist Week to the town park where an address of welcome was given by the Mayor. During the layover the units were wyeed (nobody knows why) and attached to the rear of the train for the return to Belleville.

As our stay at Picton was nearly over the rain began to fall and the clouds thickened to give an almost twilight effect. With the rain pouring it would have been difficult to hold the last runpast and as it was to be a northbound repeat of the Murray Canal run - past it was decided to cancel and to go on directly to Belleville.

At Trenton there is a connecting track from the northbound Marmora Subdivision to the eastbound Kingston Subdivision. This has recently been realigned to avoid a grade crossing on some new highway construction. We took this spur and climbed the steep grade to reach the main line and headed east to Belleville, retracing our steps of that morning.

Passing the station, our train was placed in a siding at the east end of the station to await Train #45. We had a scheduled 30 minute wait which was stretched to 45 minutes before the sound of an A-B-A F-unit lash - up was heard. In the 1975 time card all trains except Turbos stopped at Belleville to change head end crews and we used this time to switch onto the rear of #45, our RS-18's retiring to the roundhouse. After carrying out a brake test we were ready to go.

Darkness was falling as the enlarged #45 ran west towards Toronto, making the same stops as the outward journey. More time was lost so that arrival at Toronto Union was 30 minutes late.

The Empire Loyalist Limited has to date been the longest distance travelled by a U.C.R.S. one day excursion and has been the first in many years to employ a change of power en route. This was also the first time that compartment space has been sold on Car 13 during an excursion. For a premium ticket, these passengers enjoyed lunch and dinner as well as snacks cooked on board.





# SCHEDULE

LOCATION	TIME	MILES
Toronto Union.....dep.	09.30	0.0
Guildwood.....dep.	09.50	12.6
Oshawa.....dep.	10.10	32.0
Cobourg.....dep.	10.45	70.2
Belleville (Photostop #1).....arr.	11.15	113.5
dep.	11.45	
Runpast #1 (Mile 9.3).....arr.	12.00	122.8
Runpast #2 (Anson Jct.).....arr.	12.40	133.5
Runpast #3 (Murray Canal).....arr.	13.30	152.2
Photostop #2 (Consecon).....arr.	14.05	162.2
Picton.....arr.	15.00	179.3
dep.	18.00	
Belleville.....arr.	19.30	222.9
dep.	20.03	
Cobourg.....arr.	20.35	266.5
Oshawa.....arr.	21.15	304.4
Guildwood.....arr.	21.35	323.8
Toronto Union.....arr.	22.00	336.4



TOP LEFT - The Empire Loyalist Limited crosses the Murray Canal drawbridge south of Trenton. (D.W. Smith)

ABOVE LEFT - The U.C.R.S. Excursion Committee pose for the camera along with members of the Picton Loyalist Committee. The picture was taken by the side of the train at Picton. (DWS)

ABOVE - View from the cab of 3113 as our train heads south on the Marmora Sub. north of Trenton. (R.W. Layton)

LEFT - Waiting to return the train to Belleville, 3113 waits on the approaches to Picton Station. As you can see this trackage does not see much traffic. (D.W. Smith)



# 10 Years Ago...

News and Information from Jan - Feb 1967

## GO TRANSIT -- ALL SYSTEMS GO ON MAY 23RD

Government of Ontario Transit trains will begin operating on CN rails between Pickering and Hamilton on May 23rd. The new commuter service will actually be introduced in four stages: The first will provide 17 trains daily Monday to Friday; phase 2, starting June 26th, will add eight daily trains plus a weekend and holiday service; the third phase which will add 14 Monday-to-Friday trains, commences July 17th the fourth will add six trains during business days starting in September, and will bring the total number of Monday-to-Friday trains to 45.

The new fare structure for GO Transit, dubbed "experimental" by Highways Minister George Gomme establishes an average rate of 3.5 cents per mile. East of Toronto, this means that GO will offer rates lower than those of competing buses. However, western commuters will pay more than they presently do on either CN commuter trains or Gray Coach buses. Reaction to the GO announcement has been generally favourable, as the improvements in service and equipment tend to outweigh the increased fares.

Surveys indicate that the GO trains will carry 6,000 passengers an hour or 15,000 each working day in each direction.

## CPR BIDS FOR MONTREAL-QUEBEC TRAFFIC

Extensive renovations to CP's suburban Quebec station at Ancienne Lorette -- including the establishment of a large parking lot -- are being taken as unofficial indication that the line intends to compete for some of the trade now enjoyed by CN's luxury *Rapido* and *Champlain*. CP's *Frontenac* and *Viger* now have a minimum running time of three hours, 45 minutes between Montreal and Quebec -- a schedule which reportedly will be cut by 35 minutes.

Unconfirmed rumors suggest that high-speed RDC trains might be candidates for the speedier services.

## PASSENGER SERVICE INCREASES ANNOUNCED

Canadian National will add a completely new passenger train operating daily between Sydney and Montreal this summer. As well, the *Chaleur*, presently operating between Campbellton and Montreal, will extend its run to Gaspe to provide residents of that area with sleeping and dining car services. The *Ocean Limited* and *Scotian* will continue to operate between Halifax and Montreal. In making the announcement, CN's Atlantic Region vice-president, E.J. Cooke, stressed that the new services were in anticipation of increased travel to Expo, and warned that high passenger volume would be required to ensure their continuance.

## CN APPLIES TO DROP WINNIPEG-PORT ARTHUR TRAIN

Canadian National has made application to the BTC to drop its tri-weekly trains 192/193 between Winnipeg and Port Arthur. The railway claims that the service is losing \$354,000 annually.

According to CN, a 1961 economic study showed that complete discontinuance of the trains was the best course to follow. However, the railway decided to maintain the trains until a highway between Fort Frances and Atikokan was completed. The road was finished in June, 1965 and the resulting improved bus service cut the rail passenger volume sharply.

## CN'S "WRONG WAY CORRIGAN" TRIES OUT CPR

Faces were red in Ottawa on February 5th when CN's Montreal-Ottawa train 133 found itself on CP tracks heading away from the capital. As No. 133 approached Ottawa, it swung into a wye connecting CN's Alexandria Sub. with CP's M&O Sub., preparatory to backing into the new terminal; the train would thus be headed correctly for the return move to Montreal that afternoon. However, the spare engineer, reportedly confused by this procedure (it must be remembered that many alterations have taken place in Ottawa terminal trackage over the past year), failed to stop for the reverse move and carried on over the CP line. CP's dispatcher had the errant train stopped at Navan, ten miles east of Ottawa. There were no CP trains running on the M&O Sub. at the time. The incident is under investigation.

## Rail and Transit

\* The TTC recently announced tentative dates of abandonment of street car service in Toronto. During 1968, the BLOOR and DANFORTH shuttle cars will be replaced by the subway extensions. At the same time, DUNDAS will be cut back to Dundas West Station and will be replaced by the new JUNCTION trolley bus route from Runnymede Loop. No further abandonments are to be effected until 1972, when the balance of DUNDAS will go.

In 1975, ST. CLAIR, EARLSCOURT and ROGERS are to be replaced, supposedly in conjunction with the opening of the SPADINA rapid transit service. At this time, BATHURST would be transferred to Roncesvalles Division.

CARLTON is to be replaced during 1976, with all remaining lines lasting until 1980, when the QUEEN subway should be ready.

\* Following is a complete summary of present locations or use of air-electric cars, effective January 15th:

PCC CARS SCRAPPED (Air-electric) 7  
4052 4063 4123 4159 4179 4216 4227

PCC CARS TO ALEXANDRIA 46  
4002 4026 4034 4036 4049 4056 4069 4071 4082  
4087 4094 4103 4114 4116 4134 4155 4157 4162  
4164 4167 4172 4174 4181 4183 4185 4192 4193  
4195 4196 4209 4240 4244 4256 4260 4262 4263  
4264 4265 4266 4273 4276 4283 4287 4288 4297  
4298

PCC CARS -- DEAD STORAGE AT DANFORTH 28  
4009 4020 4031 4045 4061 4072 4093 4097 4104  
4107 4117 4121 4131 4154 4158 4171 4173 4177  
4184 4191 4194 4197 4207 4208 4215 4219 4243  
4248

PCC CARS -- DEAD STORAGE AT ST. CLAIR 51  
4001 4004 4005 4008 4013 4018 4019 4025 4027  
4028 4035 4040 4041 4051 4053 4062 4068 4073  
4074 4075 4077 4078 4083 4084 4085 4090 4091  
4095 4098 4099 4101 4105 4115 4122 4124 4125  
4126 4127 4128 4133 4135 4137 4138 4139 4150  
4151 4152 4161 4163 4198 4286

PCC CARS -- DEAD STORAGE AT HILLCREST 86  
4000 4005 4006 4007 4011 4012 4014 4016 4017  
4022 4023 4024 4029 4030 4032 4033 4037 4038  
4039 4042 4043 4046 4048 4054 4057 4058 4059  
4064 4065 4066 4070 4076 4079 4080 4081 4086  
4088 4092 4096 4100 4102 4106 4108 4110 4111  
4112 4113 4118 4119 4120 4129 4130 4132 4136  
4153 4156 4160 4165 4166 4168 4169 4170 4176  
4178 4182 4186 4187 4188 4189 4190 4204 4214  
4217 4233 4259 4269 4271 4272 4281 4282 4284  
4285 4289 4292 4295 4296

PCC ROTATION CARS -- STORED AT ST. CLAIR 1  
4015

PCC ROTATION CARS -- STORED AT DANFORTH 8  
4010 4021 406C 4067 4089 4109 4180 4206

PCC ROTATION CARS -- STORED AT HILLCREST 8  
4044 4047 4050 4053 4175 4211 4239 4247

PCC ROTATION CARS -- AVAILABLE FOR SERVICE 82  
4199 4200 4201 4202 4203 4205 4210 4212 4213  
4218 4220 4221 4222 4223 4224 4225 4226 4228  
4229 4230 4231 4232 4234 4235 4236 4237 4238  
4241 4242 4245 4246 4249 4250 4251 4252 4253  
4254 4255 4257 4258 4261 4267 4268 4270 4274  
4275 4277 4278 4279 4280 4290 4291 4293 4294  
4299 plus all of 4575-4601 inclusive.

SUMMARY  
PCC CARS SCRAPPED (Air-electric) 7  
PCC CARS TO ALEXANDRIA 46  
PCC CARS STORED FOR ALEXANDRIA 165  
PCC CARS IN ROTATION 82  
PCC CARS FOR ROTATION BUT STORED 17  
TOTAL AIR-ELECTRIC PCC CARS OWNED 317

\* Two serious accidents occurred during the month of January. LONG BRANCH car 4471 split a switch while looping at Queen and Church, and the rear end of the car swung into the blind side of 4720, westbound on QUEEN. Both cars were virtually empty and no one was injured.

During the height of the evening rush on the 26th, westbound QUEEN car 4431 entered an open switch at Parliament Street and sliced into eastbound QUEEN car 4407, which was jammed with home-bound workers. Fifty out of the 125 passengers on 4407 were injured and many were removed to hospital, however all were released within a short period. Both cars were pushed to Russell, 4407 by 4203 and 4431 by 4226, and were later removed to Hillcrest.

The TTC reported that the NA switch control on 4431 was in proper working order, and no car had previously turned south onto Parliament. Workmen had been salting the switch some ten minutes earlier, but several cars passed the intersection without difficulty before 4431 arrived. It is thought that snow accumulation on the overhead contactor may have operated the mechanism. The mishap occurred during a heavy snowstorm.

A third derailment occurred in January as 4674 on the CARLTON route eastbound split a switch at College and Dundas. 4674 was railed facing west on the eastbound track and was pushed backwards to Hillcrest.

LEFT - CN SD40 5171 leads two GP-38/2Ws 5591 & 5564 and two GP-40/2Ws led by 9594 on a wheat train at Portage - La - Prairie, Man. in July 1976. (R.W. Layton)





ABOVE Royal Hudson 2856 waits with train #38 at Galt, Ontario. Two of these classic engines are still in steam, one in British Columbia and the other in New England. 2856 was photographed here on September 15th. 1945. (UCRS Coll.)

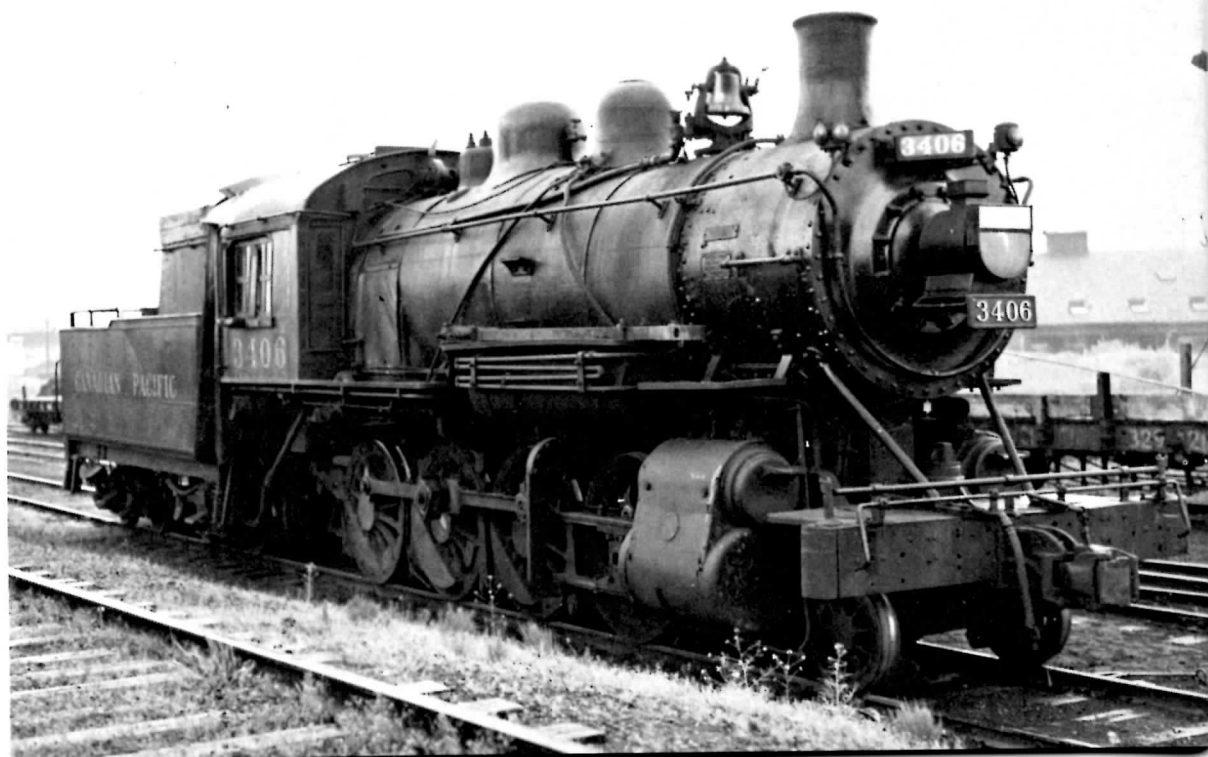


LEFT One of the few 4-4-4 types built, the CPR "Jubilee" F-1-a class #2924 was first steamed in 1938. Seen here at Brandon, Man. on August 5th. 1942. (UCRS Coll.)

CENTRE PAGES The entire passenger fleet and motive power of the Thousand Islands Railway is shown here. The gas-electric (later converted to diesel-electric) locomotive #500 is now on display at Gananoque, Ont. Photo taken at the TIR station. (R. Hope)

# railfotos

With drive rods removed CPR 3406 sits forlornly in Vancouver B.C. The 2-8-0 was built by MLW in October 1904. Seen here on May 31st. 1941. (UCRS Coll.)

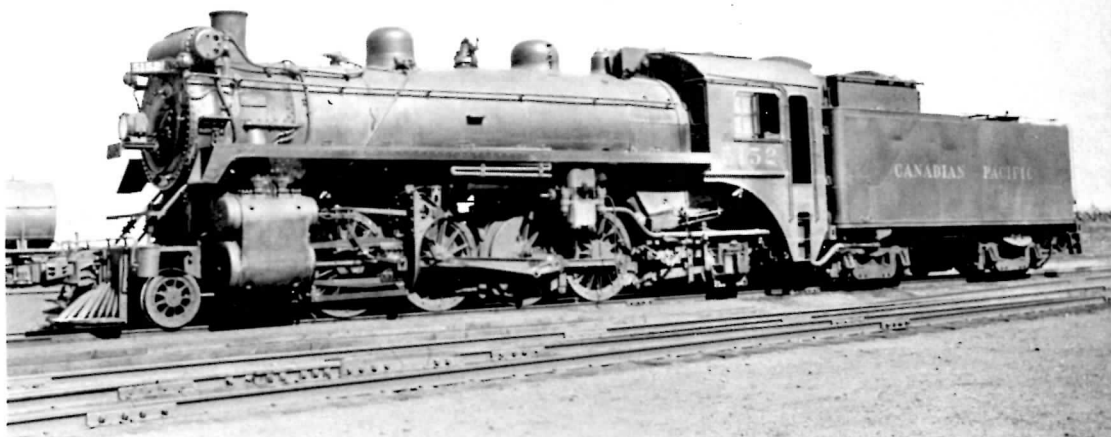




TOP - Think of gas-electric and Canadian National springs to mind. However, a less publicised fleet of gas-electrics was operated by Canadian Pacific. Here CP 9008 gas-electric combine waits with a trailer at Fredrickton, N.B. Photo taken late in 1940. (UCRS Coll.)

RIGHT - CPR 2-8-2 #5152 one of the staples of Canadian Pacific freight power. This type of engine could be seen at work on almost any part of the system. (UCRS Coll.)

BELOW - CPR pacific 2238 at the head of train 632 at Galt, Ont. Photo taken June 21/1944. (UCRS Coll.)













# UNDER THE WIRE

Edited by Ron W. Layton

## AUSTRALIA

The Queensland State cabinet has given the green light for work to start on the Brisbane suburban electrification. Initial plans are for electric services between Ferny Grove and Darra plus a cross-river tunnel link to connect the north and south side systems. The cost is estimated at \$A70 million and trains will be rolling in three years. Further expansion is planned.

## AUSTRIA

German Federal (DB) Class 111 locomotives are now running through Austria on some of the TEE trains. They have been used on the "Mediolanum", "Akropolis", "Istanbul Express" and the newly re-routed "Prinz Eugen". One of the units is on loan to the Vienna West GBB depot for crew training. The crews handling the DB locomotives are based at Innsbruck, Villach and Salzburg.

## BRAZIL

The Brazilian federal railways (RFFSA) has ordered 30 four-car emus for their suburban lines out of Rio-de-Janeiro. The order placed in Japan is worth an estimated \$53 million with delivery scheduled for early next year.

## FRANCE

The first of the new BB 7200 class locomotives, BB7201 and 02 were delivered recently. They are the first of 110 ordered two years ago from Francorail - Alsthom - MTE. Built for the SNCF 1500v dc lines these units are rated at 4160Kw (5600 HP) with a maximum speed of 110 mph.

Italian State Railway 2-C-2 electric locomotive brings a local passenger train into an unidentified station. These units, built in the 1930's are some of the oldest operating locomotives in the world. M.W. Roschlau)

## HONG KONG

The German consortium of AEG - Telefunken and Siemens AG has gained the contract for designing and installing the overhead for the new Hong Kong Metro. 30 miles of 1500v dc catenary are involved.

## INDIA

August 3rd, saw the first through electric working from Delhi to Calcutta. Although the route can be used for speeds of up to 100 mph, no acceleration of train timings have been introduced. The average speed of the Delhi - Calcutta train is still 48 mph, with a maximum speed of 68mph. India's fastest train is the Delhi - Howra Rajdhani with a maximum speed of 80 mph.

## JAPAN

After two years of experimenting it has now been decided that the maximum speed for the southern extension of the "Shinkansen" network should be held at the present 130 mph. Experiments with a prototype class 851 power car has shown that the theoretical 162 mph, maximum would result in a poor ride and braking problems.

## NETHERLANDS

The gap in the wires between Arnhem and Emmerlich has been closed. This now improves the running of heavy freights from the Dutch ports to the West German Rhineland. At Emmerlich where the Dutch 1500v dc and the German 15kv ac meet, the overhead has been designed to be used by both the systems' pantograph profiles (NS has flat-top, DB has curved-top). Interlocking with the signal and switch circuits prevents the wrong voltage being applied to a section of track. All of the freight and passenger tracks in Emmerlich station can be used by either system.

NS is still tetering between German and French technology for its next generation of electric locomotives. It has supplied half of the construction costs of a prototype using synchronous motors being built by BBC-Henschel but it is also to re-test a French BB 7200 class unit.







Chicago South Shore and South Bend Railway motors 704 and 70(?) at Michigan City (Ind.) shops. The ex-NYC electrics were extensively rebuilt by the CSS&SB shop crews. Unfortunately the only freight motors remaining are the three GE built "Little Joes" 800 - 802 and they may not be around much longer. Freight service is now handled by a group of ex-C&O GP-9's, while the passenger service is threatened because of lack of a subsidy and the age of the equipment. (MWR)

#### SPAIN

Two new sections of electrified route were brought into use by RENFE this summer. The sections are from Miranda de Ebro via Castejon to Zaragoza and from Zaragoza via Lerida to Roda. These sections bridge the gap between the north-coast and the Catalanian electrified areas. The "Electrotren" has reduced the Bilbao - Barcelona timings by 90 minutes.

#### UNITED KINGDOM

Work on electrifying the 6½ mile single track branch line from Witham to Braintree is underway. This will allow a through electric commuter run from Braintree (Essex) to London. No extra equipment will be required to operate the service and branch service will remain the same (but electrically operated). The first electric run should be by October next, by which time CTC will be installed on the branch.

Eighty-five years after it was built to do it, the Great Northern and City railway is carrying commuters from the northern suburbs to Central London. Built as a "tube" railway but with main-line clearances it was intended to take the rush-hour traffic from Kings Cross station and also to avoid the Great Northern paying for running rights over the Metropolitan. The GN&CR never came to an agreement with the GNR and sold out to the rival Metropolitan. London Transport then used the tunnels as a branch of the Northern Line until 1974 when it was closed for conversion. As a result of its London Transport ownership the British Rail



Penn-Central (ex-Pennsylvania) MP-54 mu car operating single unit on the Princeton - Princeton Jet. branch in New Jersey. These units have now been replaced with new "Silverliners" and similar modern equipment. (M.W. Roschlau)

commuter line now has cross-platform interchange with the Victoria Line and in-station interchange with the Piccadilly, Northern and Metropolitan/Circle lines.

#### UNITED STATES

Said to top all previously built locomotives for tractive effort, the Electro-Motive GM10B is under test on Conrail trackage. The 10,000HP monster is based with its sister 6000HP GM6C at Harrisburg PA.

Amtrak's experimentals are also seeing some work. The Swedish B-B unit built by ASEA is numbered X995 and the French C-C unit built by Alsthom is numbered X996. Both units and Amtrak's test cars are based at Wilmington, Del. but can turn up anywhere on the North-east corridor system.

#### WEST GERMANY

The German Federal Railway (DB) brought some newly wired stretches of route into service during the summer. They are from Landshut to Plattling on the Munich - Austria mainline which cut 20 minutes from the schedules, the routes from Lehrte and Hildesheim that converge at Braunschweig and onto the East German border at Helmstedt. This last switch-on allows electric service across the Federal Republic. As of June 1st., the DB had 9000 miles of electrified route and 80% of its traffic was electrically operated.



Penn-Central GG-1 910 numbered into the Amtrak roster. The big electrics are now being phased out in favour of the GE E60C's, although New Jersey Department of Transportation has purchased 17 of the locomotives for South Amboy Service. (M.W. Roschlau)





# BRITAIN'S TRAMS

## STILL RUNNING AT CRICH AND BLACKPOOL

By Larry Partridge

Part of the car sheds where the trams are stored at Crich. Here are two museum workers snaking Blackpool 40 out onto the main line for service. To the left we catch a glimpse of Newcastle 102, and partly hidden by #40 is Paisley 68. (LP)

By and large the tramcar is a thing of the past in modern Britain today. (For those of you who are uninitiated, a tramcar is the British word for Streetcar). When the last Glasgow tram turned a truck wheel in 1962, most enthusiasts thought that it was time to "pack it in" regarding tramways. However, that's not the case today.

Back in 1955, a small group of buffs conceived the idea of rescuing several trams then being used in a variety of conditions: chicken huts, as cricket pavillions, sheds, etc., restoring them to their former splendor and running them along a short line of track. Over the years, the search for a site upon which to build this museum grew more intense, as more and more tramcars were acquired by the group. At one time, even London's abandoned Kingsway Tram Subway had been considered for use!

Eventually, in 1959, a site at the small village of Crich, near Matlock in Derbyshire (pronounced Darbyshire) was found, next to a quarry. This site is famous in itself, for this was the site of the Crich Mineral Railway which was built the famed George Stephenson.

And so, it began, until today, after an influx of large sums of money, long hard hours of work, the Crich Tramway Museum is considered as one of the world's finest Museums.

Some of the museum buildings, such as the old Print Shop, are the original buildings on the site built by Stephenson. The track runs from Town End, the southern Terminus to Wakebridge, the Northern Terminus. There is double track from Town End to just past the car sheds; here the track is single line to Wakebridge. When cars meet at the point where track becomes single, motormen must exchange a "token" or ring-like handle. This is done to indicate to an oncoming car that if the token is not on the post at this point, it means that there is a car at the northern terminus and this car must wait until the other has come down. Strict rules on running procedure are kept in force here; hence the operation is smooth running and safety of the public is a must at all times.

At the Wakebridge end, there is a small mining display, showing the various mining

At the wakebridge end, there is a small mining display, showing the various facets of mining operations many years ago. Eventually, the track-work will be extended another 600' but this is a future development to come.

At present, 29 trams are kept in the sheds, and an addition is being made to house more. Several others are kept in various places, some at Clay Cross, which is a storage depot near the Museum. But more on the trams later.

One of the main projects of the Museum is to create an Edwardian Street Scene, typical of that period when the trams were in their heyday. At present, the front facade of the committee rooms of the City of Derby have been erected and house several pictorial displays on trams and various other subjects. Also included is the restoration of the Red Lion Pub, which was donated for use in the scene plans. The restoration will be stone by stone.

The museum has a very interesting book shop, well stocked with just about any conceivable object connected with trams. It's guaranteed to fill your suitcase and empty your wallet in a very short time.

Next to the bookshop is the cafeteria, where light snacks are served, and as well, volunteer members who work at the museum are able to get meals. It's rather interesting to be able to sit and enjoy a tea and cake and watch the trams from several cities and towns pass by as they would have many years ago.

Now on to the trams themselves. Most of the cars are from several cities and systems that were quite large. Several other trams have come from outside the British Isles, such as the U.S.A. and even Czechoslovakia.

Several of the cars have interesting stories. Southampton 45, for instance, was the first car purchased by the museum for the then price of ten pounds (\$50 Canadian at the time). The Oporto car is said to be the oldest tramcar in the world, it was originally built in Britain in 1873.

Prague car 180 was moved out of that city for the museum just two days before the Russian invasion of Czechoslovakia in 1968. Vienna 4225 was given to that city by the Third Ave., Railway Company of New York along with several cars under the Marshall Aid Plan of 1949. Although still in Vienna colours, long range plans call for it to be restored as a Third Avenue Railway car.

Two recent additions at Crich. BELOW LEFT is Manchester single-decker #765. BELOW RIGHT is Newcastle 102, one of the largest passenger carrying trams which can transport 84 persons at one time. (L. Partridge)



And so it is today that trams still carry people in Britain although no longer on their home grounds, but in this way, one very important and interesting form of transport has been preserved in operating condition so that generations to come might be able to ride and enjoy what life was once like in Britain aboard a tram.



Parked inside the works shed is Southampton #45. This tram was the first tram at Crich, and is now undergoing an extensive overhaul before it will be resored to service. (L. Partridge)

The first thing which catches the fancy of many visitors to the museum is its entrance. The museum is located just off a main road, in some of the most beautiful countryside this writer has ever seen. Upon approaching the hill upon which the museum stands one is greeted by the sudden sight of overhead wires and bracket arms, seemingly coming from out of nowhere. Indeed, many visitors more or less "discovered" the museum by accident, as they were out for a Sunday drive and noticed these wires seemingly hanging out in the middle of nowhere.

Entrance to the museum is a small charge, which entitles you to a return journey by tramcar from one end to the other. Most of the trams see service, so that each one gets the same amount of use and this cuts down on the number of cars which must be overhauled and repaired. All of the cars are given regular maintenance and painting, and this is of a professional nature, as great time and care is taken to do a good job. Boarding the car, a conductor comes round. He issues tickets and punches them on an old bell punch, so the little ones, and not so little ones have a souvenir of possibly their very first tram ride. For the older folk, it's a time of remembering when the trams were a way of life, taking them to work or play, and of the magnificent jobs these vehicles did during the war years.

Two very important areas at the museum are the workshop and the electrical room. The Workshop or "Works" as it is known, is where the cars are maintained and overhauled. Many of the cars have been totally stripped down here and completely restored to their original running condition. The electrical room houses the generators needed for supplying the electrical current for the overhead wires.

Crich isn't the only place where trams are still running in Britain; the one system that claims to be the oldest operating street tramway is still running trams.

The seaside resort of Blackpool, in Lancashire on the west coast of England, boasts many fine entertainments, none the least of which is its famous 518' 9" high Tower, a replica of the Eiffel Tower in Paris France. But the one fascination which still captures everyone's fancy sooner or later is the 11 mile promenade tram route that runs from Starr Gate in the south to the Town of Fleetwood in the north.

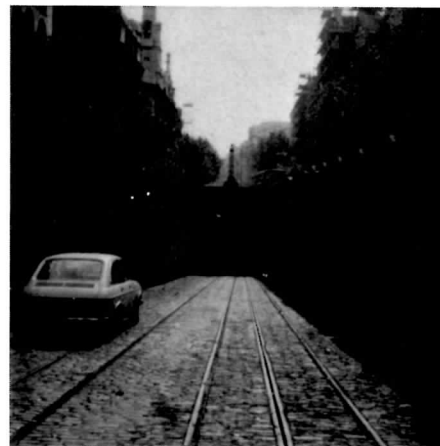
Blackpool has about 95 trams still operating, which include double and single deckers, one man trams "boat" or open air cars. (One of these, 603, is presently running in Philadelphia, as a bi-centennial operation by the two cities). There is even a bit of the past, in Dreadnought car 59, on loan from the Crich Tramway Museum.

As well, during the autumn months of September and October, Blackpool is host to the "World's Greatest Free Show", namely the Illuminations. This is a series of lighting displays that changes every year, decorating the promenade and the areas surrounding it in multi-colour lighting formations. Included in this are the trams; five in number, which depict a rocket, sidewheel steamboat, American Class Locomotive and Tender, hovercraft and navy frigate.

Blackpool started the electric tramway idea in Britain in 1885, first having a conduit system, which proved unsuccessful due to sea and sand entering the slot, and fouling the system. This was replaced by the present overhead wire system. At one time some Blackpool cars carried pantographs, which later proved to be an expensive operation; these were replaced by the

traditional pole. But today, Blackpool has decided to go once again with pantographs, and at the time of writing three one man cars now have the Fairley pantograph installed for use.

The future of the Blackpool trams is hard to determine, but with the continual upgrading of the system as it continues to this day, Blackpool very well could celebrate the 100th anniversary of the very first electric tramway system when 1985 rolls around.

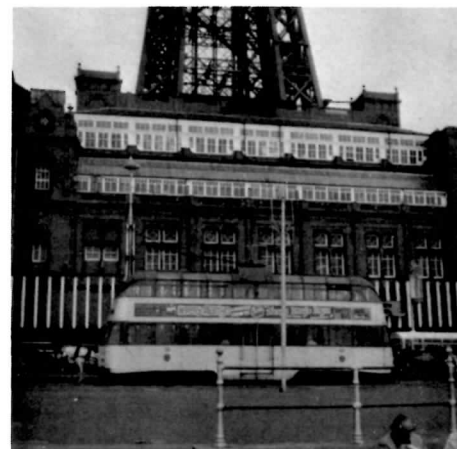


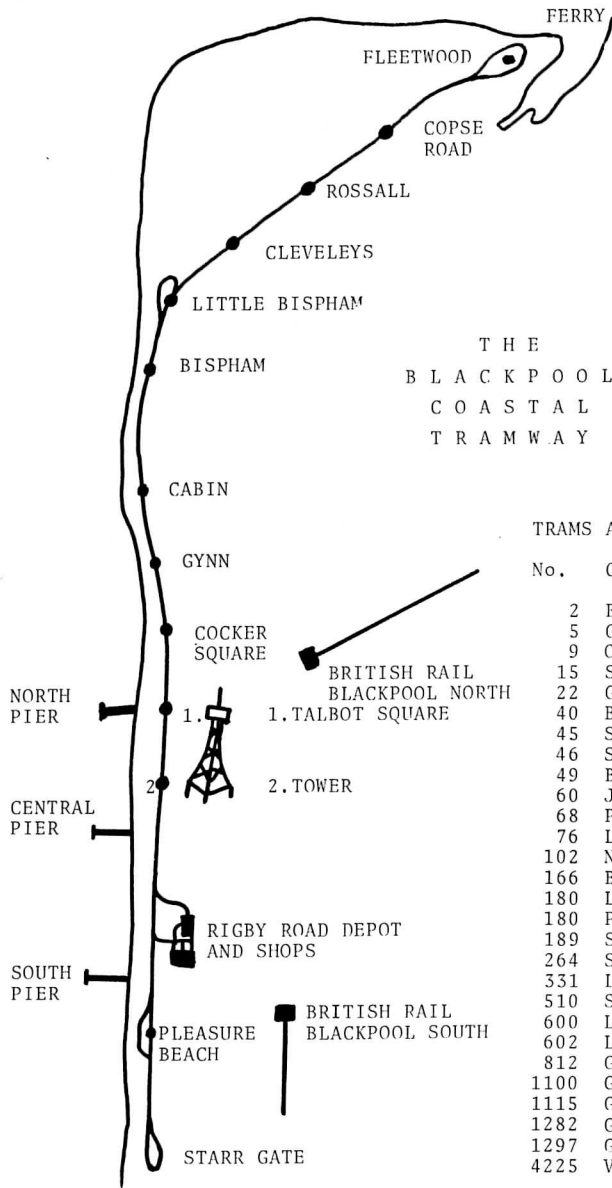
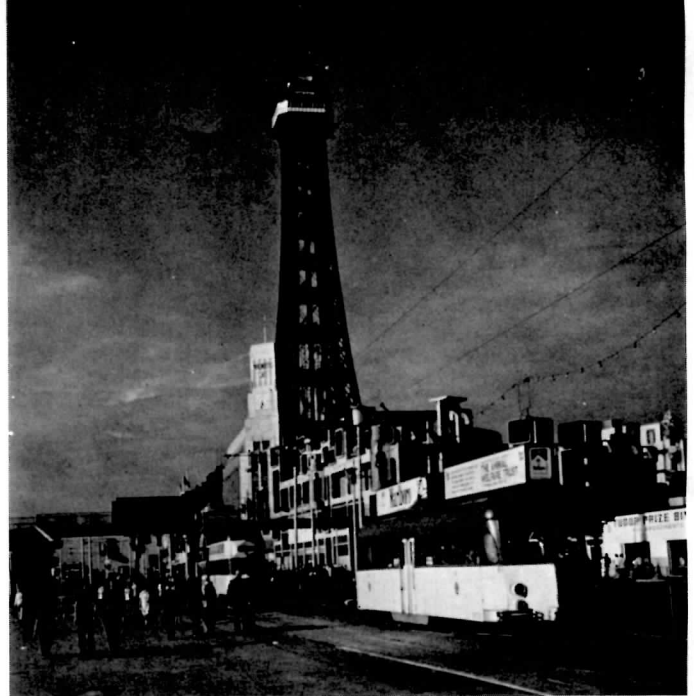
Trams are only a memory in London today, but there is still one artifact of the era left. This is a view of the Kingsway tram subway as it looks today, still in place, seeming to wait for trams to pass along its rails. (L. Partridge)



USE BRITISH RAIL TO DERBY  
CHANGE TO PAYTRAIN TO MATLOCK  
BUS CONNECTION TO CRICH:  
MIDLAND GENERAL E2  
OR  
TRENT 96  
remember; ALWAYS CHECK THE  
SCHEDULE IN ADVANCE

BELOW LEFT - Roberts car 510 was Sheffield's last tram. Seen here running at Crich.  
BELOW - Blackpool double-deck "Balloon" car 722 passing the famous tower. (Both photos: L. Partridge)





#### TRAMS AT CRICH

No.	City
2	Blackpool and Fleetwood
5	Gateshead and District
9	Oporto - (Portugal)
15	Sheffield
22	Glasgow
40	Blackpool
45	Southampton
46	Sheffield
49	Blackpool
60	Johannesburg (South Africa)
68	Paisley (Scotland)
76	Leicester
102	Newcastle
166	Blackpool
180	Leeds
180	Prague (Czechoslovakia)
189	Sheffield
264	Sheffield
331	London
510	Sheffield
600	Leeds
602	Leeds
812	Glasgow
1100	Glasgow
1115	Glasgow
1282	Glasgow
1297	Glasgow
4225	Vienna ( Ex Third Ave. Railway New York City)
765	Manchester

Single-deck car 627 passes the Blackpool Tower on private right of way. These cars were designed for unit construction so that both single and double deck cars could be built from the same basic plans. (D.W. Smith)

AT CLAY CROSS, IN STORAGE ELSEWHERE, ON LOAN OR DISPLAY OR BEING REBUILT.

No.	City
1	Blackpool
1	Derby
1	Douglas Head Marine Drive (Isle of Man)
1	London County Council
10	Hill of Howth (Ireland)
14	Grimsby and Immingham
21	Cheltenham and District
40	Blackpool and Fleetwood
52	Gateshead and District
59	Blackpool
132	Hull
167	Blackpool
345	Leeds
399	Leeds
66	Bolton
869	Liverpool
106	London County Council.

In addition to the trams, there are also several works vehicles preserved.

1	Glasgow (Cable Layer)
2	Blackpool (Diesel Generator)
2	Leeds (Tower Car)
131	Cardiff (Water Car)
330	Sheffield (Rail Grinder)
+	Blackpool (Locomotive)

Double-deck car 709 heads a line at a car stop in Blackpool. (D.W. Smith)





# RAILWAY NEWS

## NEW CORPORATION FOR RAILWAY PASSENGERS?

Otto Lang, the Minister of Transport, stated on the CBC program, "The Watson Report", that the Federal Government was going to establish a new corporation for the running of the Railway Passenger Services in Canada. The Federal plans have been welcomed by both CN and the Canadian Railway Labour Association. CP Rail officials are withholding comment until they have had a chance to study Mr. Lang's comments and a transcript of the TV program.

## BIDS RECEIVED FOR NEW TRAINS

The new train sets for service in the Quebec-Montreal service were bid on by 4 firms. The firms were MLW-Bombardier, General Motors Diesel Ltd., Canadian Vickers Ltd., and the Budd Corporation of Philadelphia. The train proposed by MLW is the LRC, and the GMD proposal is the Futura (R&T Nov-Dec. '75). The Canadian Vickers and the Budd proposal were not revealed. The proposals are being evaluated by CN, CP Rail and the Federal Government. A decision is to be announced by the first of May.

## BRITISH RAIL ADDS 125 MPH TRAINS TO BRISTOL AND SOUTH WALES.

British Rail is now operating the world's fastest diesel rail service. Inter City 125 passenger trains are linking London to Bristol and South Wales at speeds of up to 125 mph. There are 32 high speed services per day Monday to Friday.

The fastest of the day covers the 112 miles from Paddington Station in London

The fastest of them covers the 112 miles from Paddington Station in London to Bristol at an average speed of 92 mph, making the run in 1 hour and 13 minutes.

The best Inter City train from London to Cardiff shaves 23 minutes from the conventional schedule.

Composed of two power cars and seven coaches, the new trains run hourly between 8.00 am and 7 pm. There is also a late departure from London at 9 pm.

The Inter City 125's cost \$2 million each and were developed at the British Rail -owned British Rail Engineering Works and Research Center.

In all coaches, air conditioning, double glazed windows and contoured seats are provided. Air cushioned, disc brakes are designed to ensure smooth riding at top speeds. To ease passenger movement between cars, automatic doors function by stepping on a tread mat. And there is wall to wall carpeting throughout.

Second class coaches seat 72, while first class seat 48. The buffet car has 35 seats and some trains will have a restaurant car seating 24.

The next route to be served by the Inter City 125 will be the London Newcastle-Edinburgh line. The trains are scheduled to go into service on the line in late 1977. They are expected to cut a full hour off the present running time.

## WORK STARTS ON NEW RAIL LINE

The French National Railways (SNCF) have started construction on the rail line from Paris to Lyons. It will be the fastest rail line in the world, with speeds of 170 mph. The 265 mile line will be devoted exclusively to the transport of rail passengers, using 85 trainsets developed by the Research and Engineering Section of the SNCF. The trainsets were developed from conventional equipment currently in service. The TGV - Tres Grande Vitesse - has been running for several years in non-revenue service testing the design and ride characteristics of the trains. Financed by the French Government, the line is expected to be in operation by late 1982.

## SARNIA YARD EXPANDS

CN is spending \$1,000,000 in an expansion of the Sarnia rail facilities in anticipation of a big increase in rail traffic. This will come in 1977 when several new chemical plants in Canada's "Chemical Valley" gear up production.

The new plants represent \$1 billion in new facilities and include Union Carbide, Polysar and Petrosar. Leads into the new plants have been completed from the St. Clair River Spur and 7 new tracks will be added to the local industrial support yard.

## RAIL HARBOR CONTRACT AWARDED

Construction of a rail port ramp will be the first stage of the establishment of a rail-harbour complex in the lower St. Lawrence prior to implementation of a rail ferry link between the north and south shores.

Contract for the work has been awarded to Quebec Engineering Ltd., which submitted a bid of \$6.7 million.

CN has also acquired a 49% interest in Compagnie de Gestion de Matane (COGEMA) which was granted a permit for the operation of a rail car ferry between the South Shore and the North Coast.

The work was initiated when CN purchased control of the Canada and Gulf Terminal Railway, running from Mt. Joli to Matane.

## RAIL FARES GOING UP

Canadian National has applied for an average fare increase of 5% to be effective 1 February. Charges for meals and accommodation will be adjusted selectively to provide for a 5% increase in overall revenue. CN cited continuously rising costs and pointed out that it is the first fare increase since a 15% increase 1 Feb. 76.

Effective 1 February, CP Rail increased commuter fares in Montreal an average of 11%. At the same time, CP announced that the commuter fleet will be cut when some of the cars are retired and will not be replaced. The line carries approximately 15,500 people a day Monday through Friday at a loss of \$2.6 million per year.

GO Transit has recommended to the Province of Ontario that GO fares be raised an average of 8%. The increase would take effect on the 8 of March 1977. The announcement by the Chairman of the Toronto Area Transit Operating Authority, A.T.C. McNab, did note that the increase of last April of 12% was the first increase in almost four years. Reason for the increase was given as rising costs in the areas of labour and fuel.

## ROUND TRIP EXCURSION FARES EXTENDED

Garth Campbell, CN's Vice President of Passenger Marketing announced that the Round Trip Excursion Fares would be extended to be good between any city in the Corridor between Windsor/Sarnia and Quebec City. Previously, the fare was only valid from Corridor points to any of Toronto, Montreal, Ottawa and Quebec. According to Mr. Campbell, public response was encouraging enough to make the fare available between all corridor points. The fare offers a 20% saving on transport costs and is effective until 31 May when the Summer Travel Season begins.

## CN TO GO PUBLIC?

In an address to the Vancouver Board of Trade, CN President Robert Bandeen said that stock in CN or its subsidiaries may be offered to the public in the future. According to him, details are being discussed with the Federal Government in Ottawa and it would, he said, be a great extension of the scope of CN.

At the same time Mr. Bandeen said that CN had a modest profit for the first time in twenty years. He said it was modest but a great accomplishment in time of heavy investment in plant and equipment and a sluggish economy.

## CN MEETS EUROBOND MARKET.

CN's first entry into the European money market - to seek funds for capital expenditures - was so successful that the total bond issue was raised from the initial \$75 million to one of \$85 million.

By the signing date, the issue had been considerably oversubscribed, in spite of the dropping of the interest rate from 8.5% to 8 3/8%. This rate is considerably lower than that which would have been required for an issue in Canada.

The money generated by the issue will supplement CN's normal financing of capital expenditures. CN's last bond issue was in 1960 in Canada for \$175 million and was government guaranteed.

The issue was underwritten by a group of 130 banks and financial institutions in Canada, the United States, Europe and the Middle East and Asia.

Proof of the European investment community's confidence in CN was the fact that it sold for the lowest yield on the Eurodollar Market, at the time of pricing, for 10 year maturity issues.

## AUTO TRANSPORTER FOR ONR

At a press conference in Timmins, the Chairman of the Ontario Northland Transportation Commission, Roy McChesney announced that plans were going ahead for the establishment of an auto transporter service between Cochrane and Moosonee. Mr. McChesney stated that it was a long overdue service and hoped that area residents will make full use of the service.

## T.E.E. SERVICE NAMED

The ONR's new TEE sets for the Toronto to Timmins service will run under the name of the "Northlander" and it is expected that service will commence on 1 May.

Meanwhile, Mr. T.G. Farmer, Assistant General Manager of ONR has been named as TEE Train Co-ordinator and his assistant is W.B. Antler, Director of Public Relations.

Using existing track and rail beds, the trains are expected to cut up to two hours off the present schedules, due to their lighter weight and higher speeds.

## BATTLE OVER CP LINE

A battle is shaping up over the future of the CP line between Hull and Maniwaki. CP Rail is currently carrying out a feasibility study over the possibility of abandoning the line. The 79 mile line now sees freight service as required plus the NCC excursions in the summer using ex CPR 4-6-2 #1201 to Wakefield. Although the study is not completed, chances of retaining the line are slim. A CP spokesman said that if no arguments can be found to counter balance any unfavourable figures, the railway will seek CTC permission to abandon service. However, such a request will be stiffly resisted by both local officials and by the Outaouais Development Corporation, the government agency set up to promote industry and tourism. "Although the railway isn't making money with this line, there is a very bright future for it", said Normand Begin of the ODC.

The development corporation's optimism is based on provincial environment department indications that the practice of floating logs down the Gatineau River will be prohibited in the next few years in an attempt to clean up the river. The only transportation alternative is by rail, Mr. Begin said, noting that this use will likely make the line a paying proposition again. Therefore, the ODC will ask the CTC to provide temporary subsidies to the line until log transportation starts.

## NEW TUNNEL FOR CP RAIL?

CP Rail is contemplating a new 20 mile tunnel in the West. The railway is looking at tunneling as one way of securing a one per cent grade on a new track between Beavermouth and the eastern portal of the Connaught Tunnel.

It is intended to take westbound traffic which at present has to use a great deal of horsepower to surmount the existing mainline graded at 2.2%. The present track would be used for eastbound traffic only.

Several tunneling proposals have been put forward. The most ambitious of all calls for a bore which would be driven up the Beaver Valley, west under the Rogers Pass and parallel to the Connaught Tunnel.

The Connaught Tunnel was originally double tracked, but the second track was taken out and the remaining track centered in order to give clearance to larger cars such as trilevels.

CP has received CTC approval for the double tracking of the line between Revelstoke and Clanwilliam and from Tappen to Notch Hill B.C. Elsewhere, CP has plans to double track the line from Field to Lake Louise.

## CP RAIL (0) COURTNEY (1)

The Federal Government has ordered CP Rail to reinstitute service on the CP owned Esquimalt and Nanaimo between Parksville and Courtney B.C. The order instructs CP to reinstitute the service not later than December 23, 1977. Included in the order is a requirement that the 44 miles of track between the two communities be upgraded as well as the construction of two trestles on the line.

The line was closed to traffic late in 1975 when two trestles on the line were judged to be unsafe.

The order was welcomed by B.C.'s Minister of Municipal Affairs, Hugh Curtis, who said that the re-opening will lower freight costs and will have an overall effect on the cost of living in the area. He said that the ruling will mean that much of the heavy traffic using the Island Highway will be transferred to the rails.

## U.S. GETS NEW SECRETARY OF TRANSPORT.

U.S. President Jimmy Carter has nominated Brock Adams to be the new secretary of Transportation. He is seen as being pro-rail, having been instrumental in the implementation of both the Rail Passenger Service Act of 1970, which established Amtrak and of the Regional Rail Reorganization Act of 1973 which established Conrail. He is 49 and has been a member of Congress for 12 years.

## SOUTH SHORE TO QUIT?

North America's last interurban, the Chicago South Shore and South Bend has applied to the I.C.C. for permission to abandon passenger service between Chicago, Gary, Michigan City and South Bend. The petition is based on the chronic losses of the line, the obsolete equipment and the fact that it would take over a million dollars just to bring the cars up to current Federal safety standards and then it would only be a temporary measure.

The C.S.S. & S.B. said in the past that they would spend the million to keep the old cars running until replacements cars could be delivered if it received assurances that public money would be forthcoming to purchase them.

The Indiana legislature has made several vague promises but there has been no concrete proposals.

At the I.C.C. hearings, the Mayor of Chicago, the chairman of the RTA, the Illinois DOT have all urged that the service be saved but their hands are tied as far as funding a service that lies outside of Illinois. The Environmental Protection Agency has warned that the increased auto traffic pollution would warrant cutting off feder-



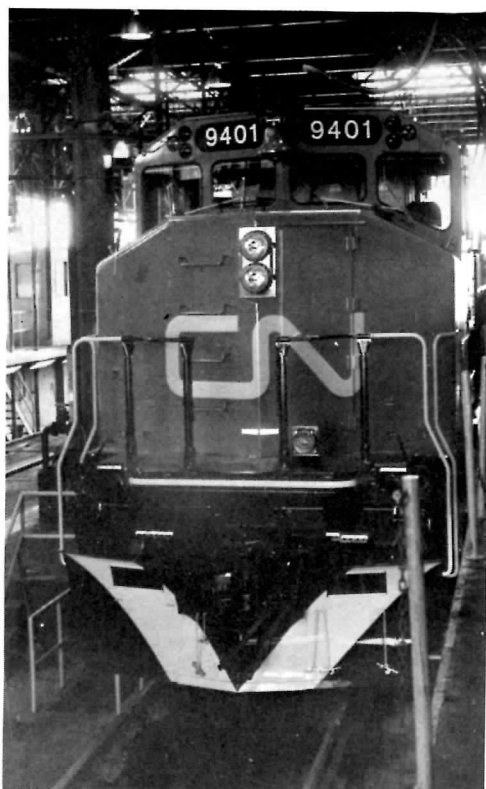
Montreal and Southern Counties #107 shown here at West End Siding near the Victoria Bridge is being restored to operation at the museum of the OERHA at Rockwood Ont. The work is being done by National Steel Car and Westinghouse at Hamilton. Photo by J.D. Knowles, 25 August 1947.

# DIESEL NOTES

The 100 Canadian National units that were on lease to Conrail have been returned to CN. They were all returned by 13 December. The lease for the locos was for 90 days and they had to be returned by the 90 days or they would be subject to import duties. Conrail has replaced them with power from the Chicago and Northwestern.

Canadian National GP 40-2L(W) 9401 Road Class GF 430a inside the service bay at Toronto Yard (Maple)

(photo R.G. Eastman)



al highway money. However everything rests on the action of the Indiana state legislature, and if the state does not come up with some money, it would appear that the petition will be granted.

The most likely outcome would be the granting of the petition in full, and would mean the complete halt to service, or a granting in part, which would see service between Chicago and Gary or Michigan City in rush hours only. The line recently scrapped its electric freight motors in favour of ex C&O diesels and the passenger service must bear the full costs of the electrification.

The date set for the I.C.C. decision implementation is 8 April 1977.



The scene is Conrail Frontier Yard in mid November 1976. The units are from left to right EL (Erie) 1220, PC SW 1500, PC RS3 5452, and leased Canadian National GP40-2L(W) 9500. (Photo D.W. Smith)

## Recent orders from Diesel Division General Motors Canada Limited

Contract	Units	Model	Builders No.	Road	Road No.	Date
C396	35	GP40-2(W)	A3428-3462	CN	9633-9667	3-5/76
C397	20	SD40-2	A3463-3482	CP Rail	5758-5777	2-3/76
C399	2	SW1001	Transferred to E.M.D. as o/n 758024	National Harbours Board	7601-7602	8/76
C401	2	GP38-2	A3493-3494	Texas Gulf Sulpher	054-055	10/76

The missing contract numbers may be explained by the practice (since 1975) of assigning a contract number to a tender. If the contract is not forthcoming, the number goes on to a dead list.



Train number 1, CN's Super Continental at Jasper Alberta with SD40 number 5000, FP9B 6602, FP9A 6505 on 7 August 1975. (Pierre Patenaude)

## WORTH NOTING

- Ontario Northland is ordering eight new vans for delivery this year.
- Toronto's Parkdale Station was moved from its original site at Queen and Dufferin to the site of the old Sunnyside Station on the evening of Sunday 6 February.
- St. Louis-San Francisco R.R. of St. Louis announced that its capital budget for 1977 will be \$65 million. Included is the cost of acquiring 1,100 flat cars and 33 new locomotives.
- Canada and Gulf Terminal Brill built Motor 401 and Trailer 502 have been sold to the Wolfborough Railroad of New Hampshire. They were built for the New York Central in 1928. The C & G.T. is now part of Canadian National



# THE CANADIAN

by Peter F. Oehm

During 1954 and 1955, Canadian Pacific received 173 stainless steel cars. The new equipment, ordered for two transcontinental trains in each direction was built in Philadelphia by the Budd Company. Seven types of cars were furnished: 18 baggage dormitory; 30 coaches; 18 dome-coach-buffet; 18 dining cars; 71 sleeping cars of two types; and 18 dome-observation-sleepers. In all, 18 consists were delivered, the first scenic dome equipped trains in Canada.

The new streamlined "Canadian" continued the high standards established by CPR; operating in connection with the company owned steamships, airlines, and elegant hotels, the new trains were widely advertised and enthusiastically received. During 1967, the Canadian world Fair Year of Expo 67, the silver streamliners carried a record load to and from Montreal.

By 1970, when the operation of passen-

ger trains was considered uneconomic, CP Rail, (the designation for the railroad since 1968) was ordered by the Canadian Transport Commission to continue the operation of the train under Government subsidy. Permission to discontinue the train was denied on the basis of its importance to the nation and a subsidy of more than one million dollars per month was granted the railway to ensure the continuation of service.

In late October 1976, Mr. & Mrs. Art Eyres, my father and myself rode the "Canadian" in both directions to attend the Regina National Passenger Train Conference. It was reassuring to see how well CP Rail has maintained this train. Sure it was expensive, sure it was a truncated consist, but it is still a GREAT train.

## a personal postscript

I well remember standing on the Midhurst Station platform on Sunday April 24, 1955 to see the arrival of the first northbound "Canadian". It was a thrilling event and there were great numbers of people from Barrie, Stayner, Collingwood and all the towns around and about Simcoe County. I was in school in Stayner, and my father, an ex-CPR employee, had our family well addicted to trains by then and, in particular, well primed for the occasion of the arrival of the very first "Canadian". I will never forget that day.

The first two cars, a sleeper and a scenic dome observation were delivered in Montreal in July 1954. A ten thousand mile transcontinental exhibition trip followed, during which, over 200,000 persons visited the two cars. Indians, cowboys, miners, seamen, hunters, rangers, plainsmen, city people, farmers and country folk, some of whom had travelled hundreds of miles, came to examine the exciting new railway cars. It was the first time in decades that a train had created such a stir in Canada.

The "Canadian" was selected as the name of the premier train; the Dominion was continued as the name of the companion service. Before Confederation and the building of the CPR, no generic name described British North Americans. Confederation created the name "Canadian". In honour of the Canadian Pacific Railway as the instrument of Confederation, the name "Canadian" was chosen for the new all stainless steel streamliner.

With the sun reflecting off the side of Tourist Sleeper "Umber", the consist of the first northbound "Canadian" stretches off into the distance. The place is Midhurst Station, the date 24 April 1954. (Photo by Peter Oehm)

The first run of the Canadian Pacific Railway's premier train, "The Canadian" at Midhurst Station 24 April 1955. The second car is one of a number of unstreamlined 14 section Tourist Sleepers that were rebuilt for service on the train. (Photo by Peter Oehm)





The east and westbound "Canadians" photographed at Winnipeg Station during the stop for passengers and servicing. October 1976. (Photo by Bob Chambers)

Bringing up the rear of the Canadian is the requisite Dome Observation Sleeper Lounge with the illuminated drumhead. The winter Canadian carries a total consist of seven cars, seen here at Medicine Hat. (Photo by Bob Chambers)





Above: Number 2, the "Canadian", 10 miles east of Golden British Columbia, July 9, 1973. (Photo by T. Wickson). Below Left: White coated porters standing beside their cars waiting for passengers that are alas becoming fewer and fewer. Ignace Ont., October 1976. (Photo by Bob Chambers) Below Right: FP9A 4066 on the point of the northbound "Canadian" at Emery Ontario. June 13, 1973. (Photo by R. Rekiel).







Evening in Sudbury and the Canadian being assembled. Here the Montreal and Toronto sections are joined for the run west. On the eastbound run, the train is split - one section for Toronto and one for Montreal.  
(Photo: Bob Chambers)



Canadian Pacific

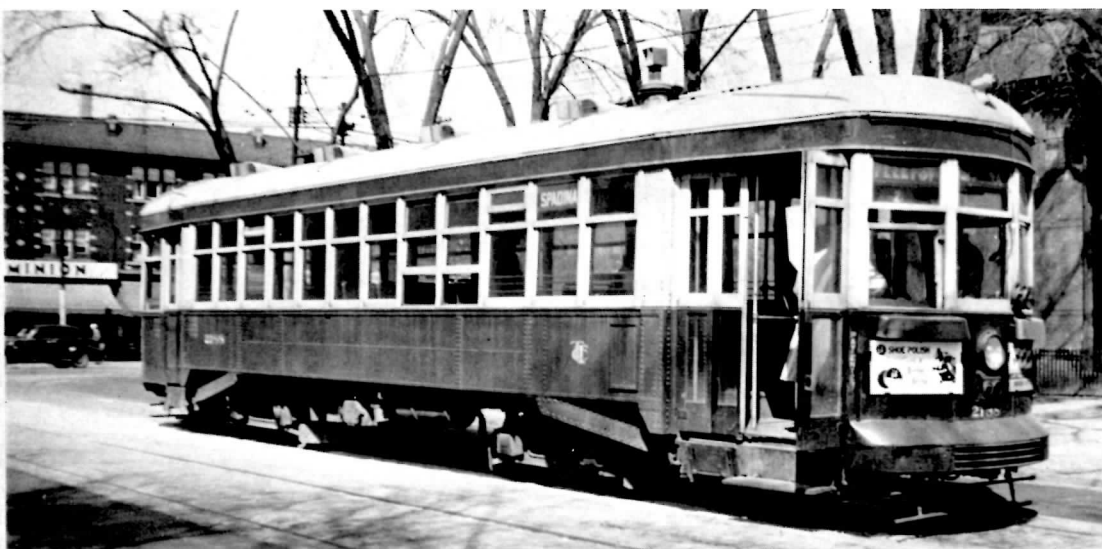
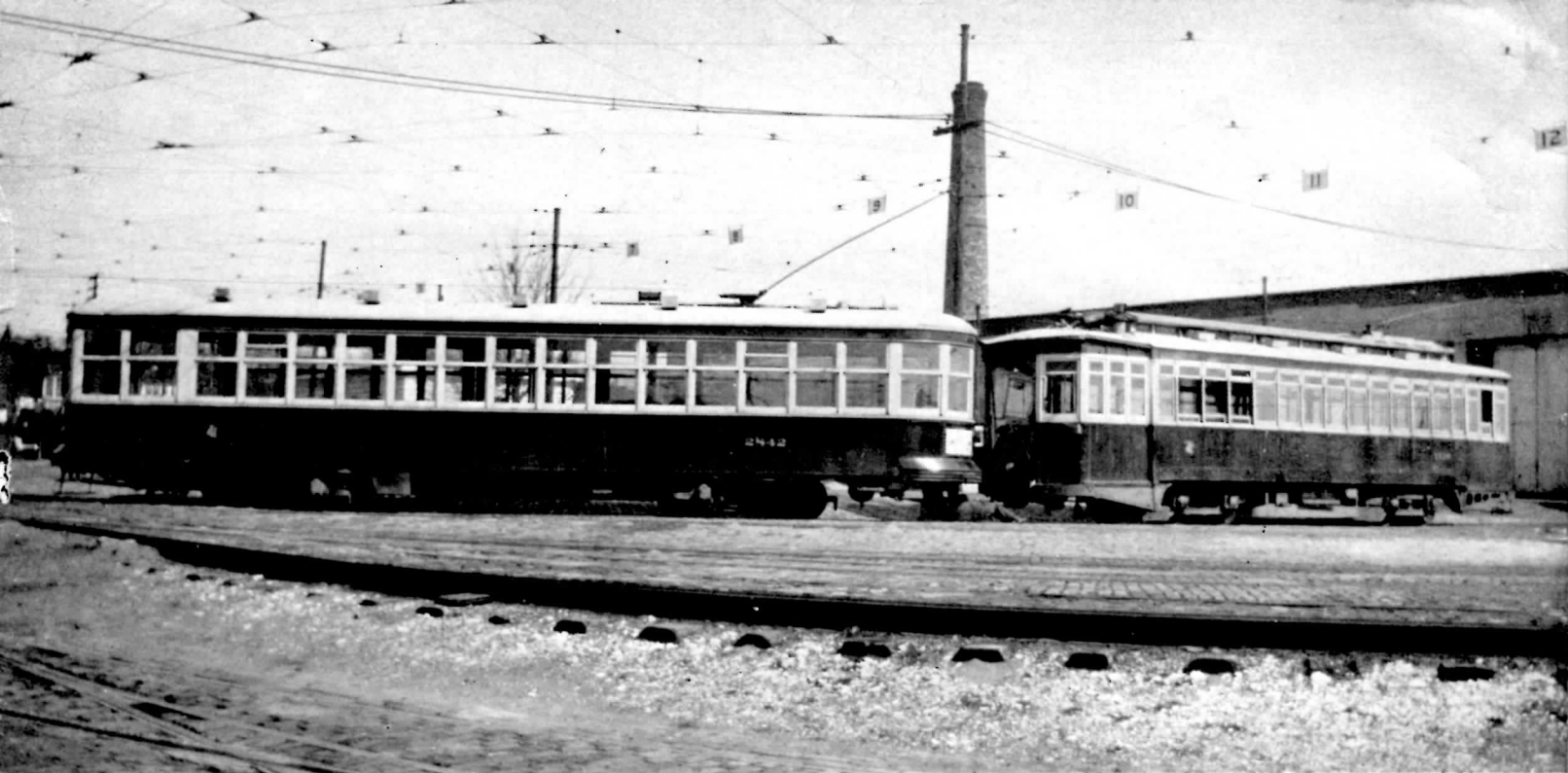
CP Rail

CP Rail

The "Canadian" running westbound just outside of Lake Louise, Alberta. The photo was taken on 9 July 1973 by Ted Wickson.



MONTREAL/TORONTO - WINNIPEG - REGINA - CALGARY - BANFF - VANCOUVER									
Trains 1-11 Daily Quot.	The Canadian						Time Zone Fuseau horaire	Trains 2-12 Daily Quot.	
Train 1	0	0	Dp	MONTREAL, QUE.	●	Ar	ET/HE	Train 2	
11 15	3	2		Westmount	●	Ar	ET/HE	20 05	
11 21	7	5		Montreal West	●	Ar	ET/HE	19 58	
11 27	15	9		Dorval, Que.	●	Ar	ET/HE	19 50	
12 32	92	57		Vankleek Hill	●	Ar	ET/HE	18 45	
13 35	175	109		Ottawa, Ont.	●	Ar	ET/HE	17 55	
14 20	226	141		Carleton Place	●	Ar	ET/HE	16 55	
14 55	264	164		Arnprior	●	Ar	ET/HE	16 15	
15 20	294	182		Renfrew	●	Ar	ET/HE	15 51	
16 14	349	217		Pembroke	●	Ar	ET/HE	15 00	
16 55	384	239		Chalk River	●	Ar	ET/HE	14 30	
19 35	573	356		North Bay	●	Ar	ET/HE	11 50	
21 15	700	435	Ar	SUDBURY	●	Dp	ET/HE	10 00	
Train 11	0	0	Dp	TORONTO, ONT.	●	Ar	ET/HE	Train 12	
15 30	7	5		West Toronto	●	Ar	ET/HE	16 10	
15 40	211	131		MacTier	●	Ar	ET/HE	15 50	
18 40	249	155		Parry Sound	●	Ar	ET/HE	13 05	
19 09	418	260	Ar	SUDBURY	●	Dp	ET/HE	12 25	
21 35							ET/HE	10 10	
Train 1	700	435	Dp	SUDBURY	●	Ar	ET/HE	Train 2	
22 25	755	469		Cartier	●	Ar	ET/HE	09 20	
23 20	974	606		Chapleau	●	Ar	ET/HE	08 35	
02 50	1183	736		White River	●	Ar	ET/HE	05 15	
06 10	1374	854		Schreiber	●	Ar	ET/HE	01 40	
09 15	1588	987		Thunder Bay	●	Ar	ET/HE	22 25	
12 55	1824	1134		Ignace	●	Ar	ET/HE	19 10	
14 53	1926	1197		Dryden	●	Ar	ET/HE	15 00	
16 00	2060	1280		Kenora, Ont.	●	Ar	ET/HE	13 41	
17 52	2262	1406		WINNIPEG, MAN.	●	Ar	ET/HE	11 58	
20 45	2351	1461		Portage-la-Prairie	●	Ar	ET/HE	09 20	
21 43	2476	1539		Brandon	●	Ar	ET/HE	07 38	
23 28	2552	1586		Virden, Man.	●	Ar	ET/HE	06 16	
00 17	2687	1670		Brookview, Sask.	●	Ar	ET/HE	05 13	
02 00	2837	1763		Regina	●	Ar	ET/HE	03 46	
03 55	2904	1805		Moose Jaw	●	Ar	ET/HE	01 45	
05 00	3082	1915		Swift Current, Sask.	●	Ar	ET/HE	00 55	
07 10	3319	2063		Medicine Hat, Alta.	●	Ar	ET/HE	22 43	
09 02	3602	2239		CALGARY	●	Ar	ET/HE	18 50	
12 55	3734	2320		BANFF	●	Ar	ET/HE	15 35	
15 10	3789	2355		Lake Louise, Alta.	●	Ar	ET/HE	13 00	
16 55	3822	2375		Field, B.C.	●	Ar	ET/HE	12 05	
17 15	3878	2410		Golden	●	Ar	ET/HE	11 10	
18 30	4024	2501		Revelstoke	●	Ar	ET/HE	09 40	
20 55	4126	2564		Salmon Arm	●	Ar	ET/HE	05 40	
22 38	4230	2629		Kamloops	●	Ar	ET/HE	03 25	
00 45	4426	2751		North Bend	●	Ar	ET/HE	01 30	
04 40	4521	2810		Agassiz	●	Ar	ET/HE	21 40	
06 33	4566	2838		Mission City	●	Ar	ET/HE	19 35	
07 11	4606	2863		Coquitlam	●	Ar	ET/HE	18 55	
07 47				(New Westminster)	●	Ar	ET/HE	18 17	
08 25	4633	2880	Ar	VANCOUVER, B.C.	●	Dp	ET/HE	17 45	



ABOVE - TTC small Witt 2842 with a battered ex-TRC car 1518 in tow. Seen here at Danforth carhouse on April 3rd. 1945. (UCRS Coll.)

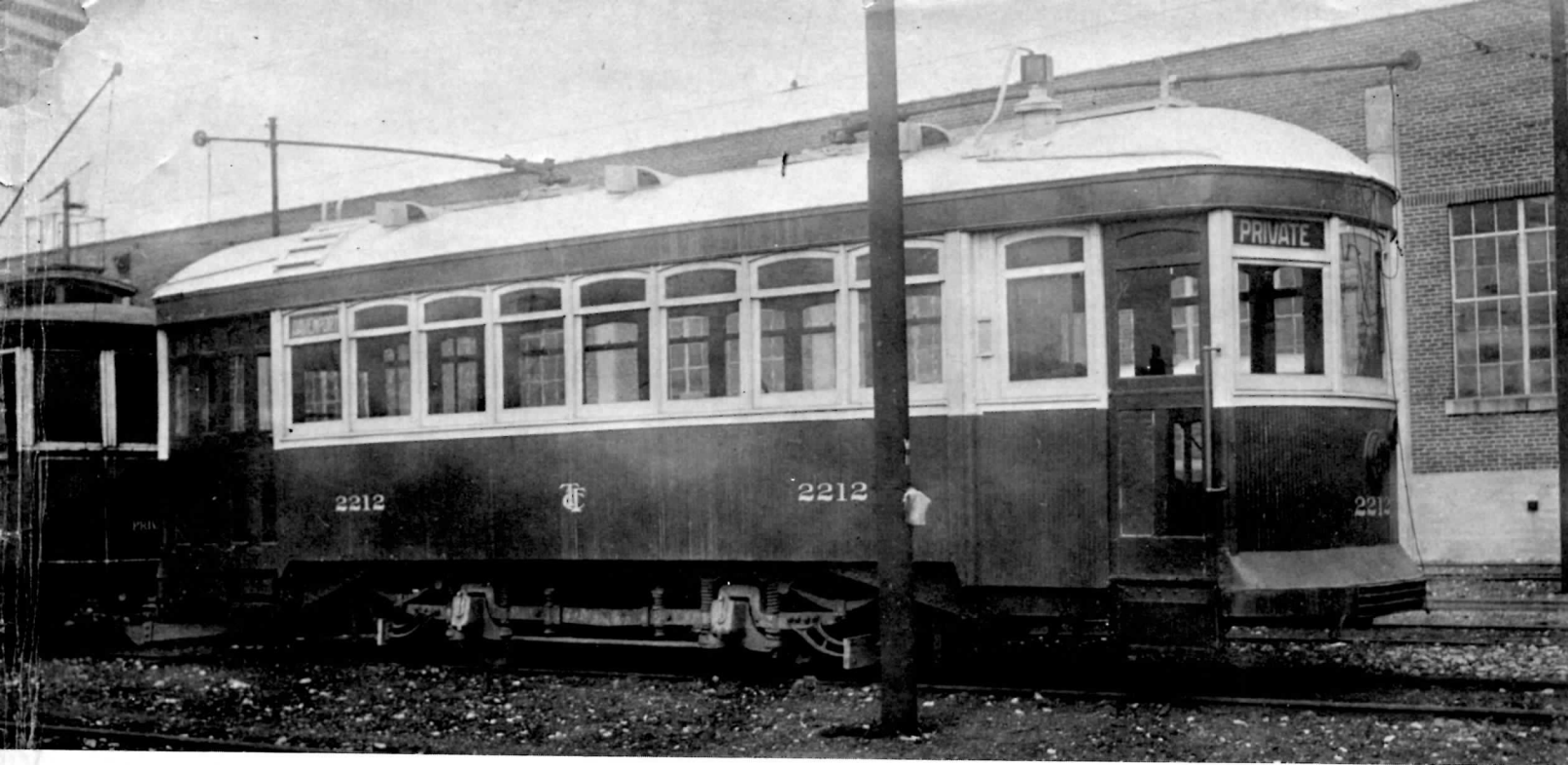
OPPOSITE PAGE TOP - Ex- Toronto Civic Railway Burney Car 2212 at Wychwood carhouse. This car had been converted to a snow scraper. Note that ahead of 2212 is the rear of a TRC private car. These were never officially taken into the TTC roster. (UCRS Coll.)

LEFT - Built for the Toronto Sub-urban Railway and transferred to the TTC these cars were used on the SPADINA carline for many years. Here 2188 is being reversed at Bloor St. for its run back to Fleet St. Photo taken April 10/1945. (UCRS Coll.)

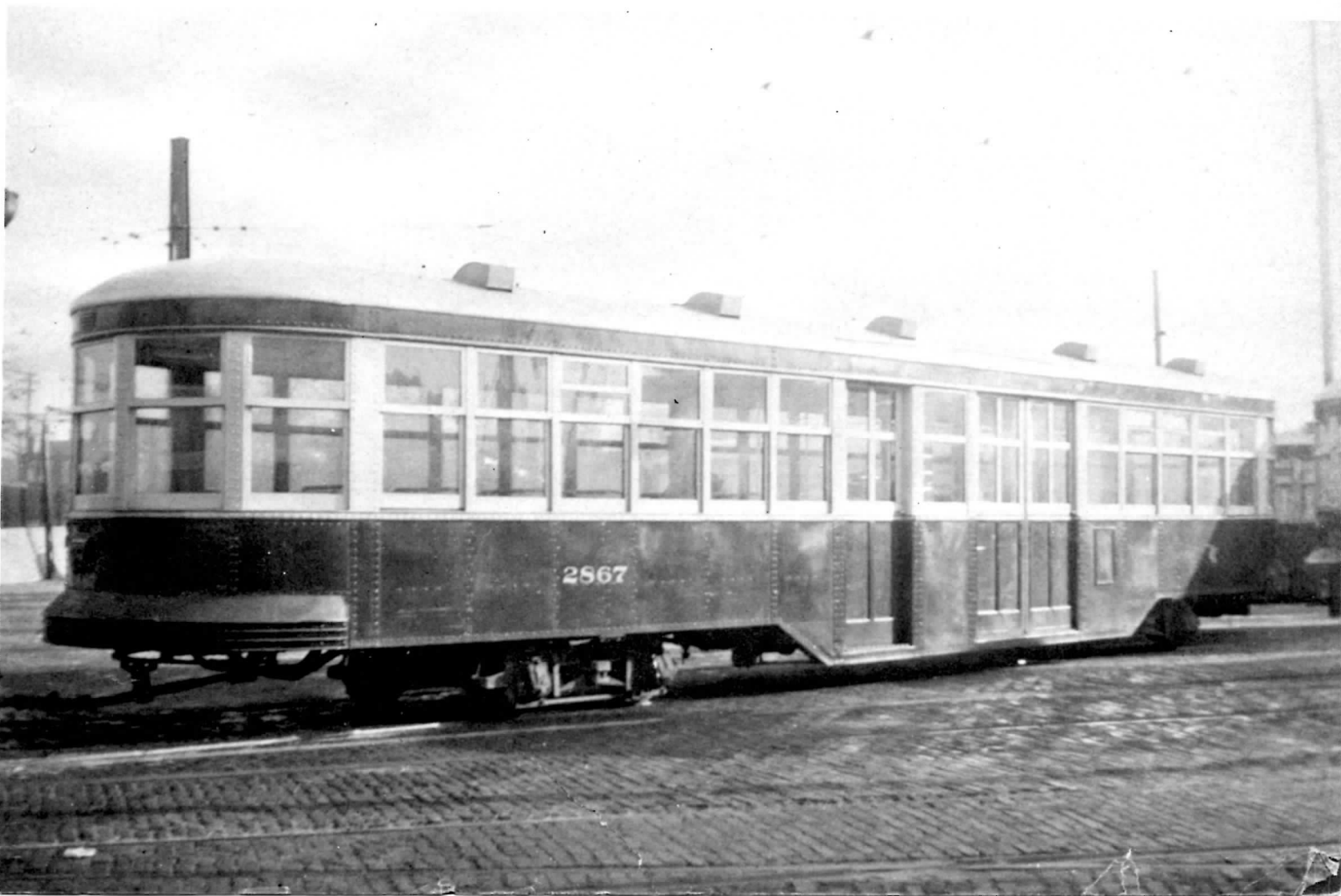


BELOW LEFT - TTC class A-2 air electric PCC car 4279 at Vaughan Loop on a BATHURST run. In 1966 the BATHURST carline was cut back to the Bloor subway, the tracks north of Bloor being used for out of service cars moving to and from Wychwood Carhouse. Vaughan Loop was torn up. Photo taken April 8/1945. (UCRS Coll.)

OPPOSITE PAGE BOTTOM - Three door Witt trailer 2867 was built by Canada Car & Foundry and is seen here at Eglinton Division. These trailers were all scrapped in 1954 with the opening of the Yonge subway. (UCRS Coll.)



**transitpix**







CITY HALL

GUELPH

22

SHORT  
TURN  
CAR

2424

NORTH  
VAN  
DEPT

*Rail and Transit*