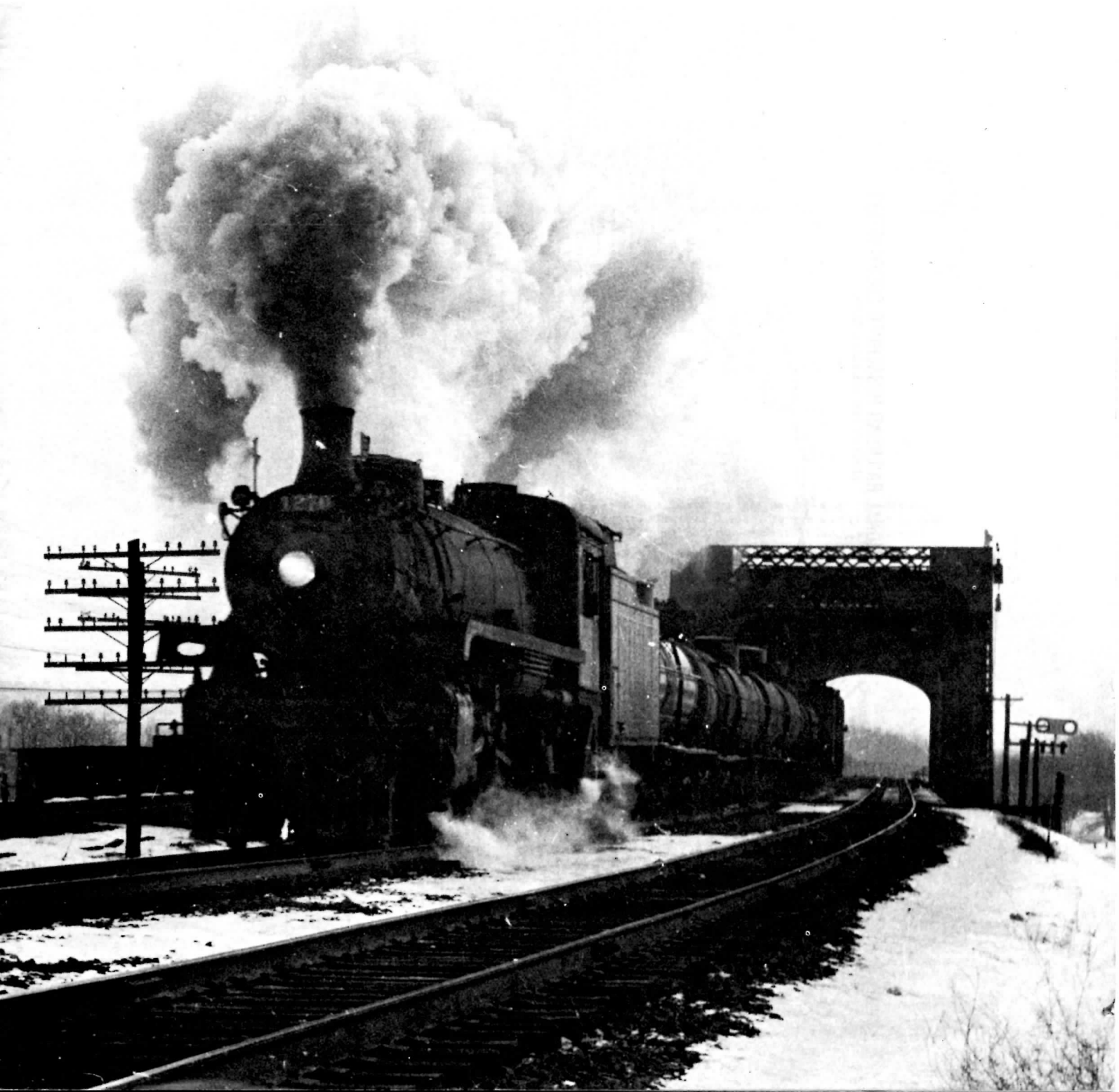


Rail and Transit

Canada's Railway Magazine

July - August 1979

\$2.50



NATIONAL RAILROAD PASSENGER CORPORATION
INTERCITY RAIL PASSENGER ROUTES

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- AMTRAK ROUTES
- - - NON-AMTRAK RAILROADS
- CONNECTING MOTOR COACH SERVICES SHOWN IN THIS TIMETABLE
- oooooooooooooo SEASONAL STEAMSHIP SERVICE

INDEX TO NON-AMTRAK RAILROADS

BCR—British Columbia Railway
CP—Consolidated Rail Corporation
D&RGW—Denver & Rio Grande Western
NRM—National Railways of Mexico
SP—Southern Pacific Transportation Co.
VIA—Via Rail Canada, Inc.

Due to space limitations, not all Amtrak stations are indicated on this map.

Amtrak

KEY WEST

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INDEX TO NON-AMTRAK RAILROADS

<i>BCR</i> —British Columbia Railway	<i>NdeM</i> —National Railways of Mexico
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With DOT cutbacks recently announced and the modifications made by Congress and the Senate, This is the Amtrak system as of November 1st, 1979
(NRPC)



CANADA'S RAILWAY MAGAZINE

EDITORIAL OFFICES:

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Ontario.
M5W 1A2



CP Rail



JULY - AUGUST 1979

VOLUME 4 NUMBER 4

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Compiled from the RAIL AND TRANSIT archives.	
SOLARIUM DEBUT RAIL AND TRANSIT readers copy of U.C.R.S. Bulletin	INSERT
79-2. Reprinted from a 1969 "Newsletter".	

FRONT COVER

Canadian Pacific class G5c 4-6-2 on a short freight passes over the Ottawa River as it heads eastbound towards Dorval, Quebec. In the background is the parallel CNR mainline. Engine #1270 was built by MLW in 1946. (Ian Taylor)

BACK COVER

Ex-TTC Small Witt car #2786 running on the Halton County Radial Railway near Rockwood Ontario. (Ted Wickson)

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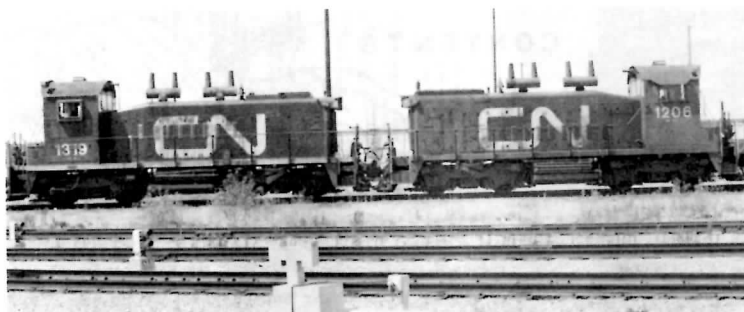
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CN SYSTEM ALLOCATION

as of July 1st. 1979

Compiled by Pierre Patenaude

Unit	Assigned
30,35	Charlottetown
40,41	"
854	Symington
1000 - 1002	Vancouver
1003 - 1005	Saskatoon
1006 - 1010	Calder
1011 - 1024	Saskatoon
1025 - 1028	Symington
1029 - 1034	Saskatoon
1036 - 1049	"
1050 - 1055	Symington
1056 - 1064	Saskatoon
1065 - 1071	Symington
1073 - 1076	"
1204 - 1215	Macmillan
1216 - 1221	Calder
1227 - 1256	MacMillan
1257 - 1260	Thornton
1261 - 1265	MacMillan
1266 - 1268	London East
1271 - 1276	Thornton
1279 - 1280	"
1282 - 1287	"
1288 - 1314	Taschereau
1315 - 1326	MacMillan
1327	Halifax
1328 - 1329	MacMillan
1330 - 1337	Thornton
1338 - 1339	Taschereau
1341	Calder
1342	The Pas
1343 - 1345	Calder
1346	Saskatoon
1347	Symington
1348	Calder
1349	Saskatoon
1350 - 1351	Calder
1352 - 1358	Symington
1359 - 1361	Calder
1362 - 1363	Symington
1364	Calder
1365 - 1371	Symington
1372 - 1376	Calder
1377 - 1378	Neebing
1379	Symington
1380 - 1385	Saskatoon
1386	Calder
1387 - 1395	Senneterre
1396 - 1397	MacMillan
1504 - 1508	Sudbury
1509 - 1511	St. Albans
1750 - 1756	Charlottetown
1757 - 1769	Moncton
1770 - 1787	Halifax
1900 - 1901	Neebing
1902	Symington
1903 - 1917	Neebing
2000 - 2043	Moncton
2305 - 2310	Moncton
2313 - 2317	"
2319 - 2320	"
2322 - 2329	"
2332 - 2339	"
2500 - 2529	Taschereau
2530 - 2559	Moncton
2560 - 2579	Taschereau
3100 - 3129	"
3150 - 3155	MacMillan
3200 - 3220	Taschereau
3222 - 3237	"
3239 - 3240	"



Left: SW1200RS 1319
(GR-12r) 1206 (GR12d)
McMillan Yd. (ICPlatt)
Below: 3 RS 18's 3716
(MR18d) 3713 (MR18a) and
3119 (MR18e) Belleville
I.C. Platt.

3600 - 3605	St. Albans
3606 - 3608	W. Virginia
3609	St. Albans
3610	W. Virginia
3611 - 3612	St. Albans
3613	W. Virginia
3614	St. Albans
3615 - 3619	Moncton
3621 - 3640	"
3642 - 3671	"
3673 - 3693	"
3695 - 3709	"
3710 - 3724	Taschereau
3726 - 3745	"
3830 - 3842	Moncton
4000 - 4010	Taschereau
4012 - 4017	"
4100 - 4106	Symington
4108 - 4112	Saskatoon
4114 - 4115	"
4117 - 4127	Symington
4129 - 4133	"
4147 - 4150	Calder
4152 - 4156	"
4206 - 4230	"
4232 - 4240	"
4241 - 4264	Saskatoon
4265 - 4285	The Pas
4287 - 4299	"
4300 - 4312	Symington
4314 - 4334	Calder
4336 - 4347	"
4349 - 4353	"
4400 - 4403	Taschereau
4404	Thornton
4405 - 4414	Neebing
4415 - 4426	Taschereau
4442 - 4445	St. Albans
4447 - 4450	"
4451 - 4471	Senneterre
4472 - 4480	Taschereau
4482 - 4497	"
4498 - 4501	Neebing
4502 - 4509	London East
4510 - 4530	Fort Erie
4532 - 4537	"
4548 - 4551	St. Albans
4558 - 4559	"
4560 - 4561	Fort Erie
4563	"
4565 - 4569	"
4571 - 4581	"
4584 - 4590	"
4592 - 4601	"
4923 - 4928	St. Albans
5000 - 5007	Calder



M636 2310 Road Class MF36a
at Montreal Yard 27 April 75.
Pierre Patenaude.



5008 - 5010 Symington	5194 - 5195 Neebing	5238 Neebing	6501 - 6502 Symington	9156 - 9160 Pr. George .
5012 - 5017 "	5196 Symington	5239 Symington	6504 - 6513 "	9161 - 9179 Calder
5019 - 5029 "	5197 Neebing	5240 Neebing	6514 - 6516 Taschereau	9190 - 9192 Pr. George
5030 - 5046 MacMillan	5198 - 5219 Symington	5241 - 5252 Calder	6518 - 6521 "	9193 - 9199 "
5047 - 5050 Symington	5220 - 5221 Neebing	5254 - 5313 "	6523 - 6537 "	9400 - 9459 Taschereau
5051 - 5052 Neebing	5222 Symington	5500 - 5512 MacMillan	6539 - 6542 "	9460 - 9486 Symington
5053 - 5066 Symington	5223 Neebing	5513 - 5535 Taschereau	6602 - 6607 Symington	9488 - 9497 "
5067 - 5075 MacMillan	5224 - 5227 Symington	5536 "	6610 "	9498 - 9598 MacMillan
5076 - 5085 Thornton	5228 Neebing	5538 "	6611 - 6637 Taschereau	9599 - 9617 Symington
5086 - 5110 Calder	5229 - 5230 Symington	5560 - 5573 Symington	6758 - 6765 "	9618 - 9667 MacMillan
5111 - 5120 Thornton	5231 Neebing	5574 - 5590 MacMillan	6767 - 6791 "	
5121 - 5139 Calder	5232 Symington	5591 - 5600 Calder	6793 "	
5141 - 5150 "	5233 - 5234 Neebing	5601 - 5610 Thornton	6858 - 6871 "	
5152 - 5193 "	5235 - 5237 Symington	5904 - 5911 W. Virginia	9150 - 9155 Symington	



ABOVE LEFT: Canadian Railroad Historical Association's "Maple Sugar Special" at St. Alban's Vermont. 8 April 72. Power was Grand Trunk 4922 (EMD GP9), Rod Class GRG17k and CN GP9 4497 (GR17j). P. Patenaude. ABOVE RIGHT: M420 2534 (MR20b) and RS18 3742 (MR18d) at Belleville. July 8, 1977. I.C. Platt. LEFT: SD40 5197 (GF30k) on the head end of train B430 to Moncton at Montreal Yard. P. Patenaude. BELOW LEFT: GP40-2LW 9494 (GF430b), 9413 (GF430a), 9506 (GF430b) at Montreal Yard. P. Patenaude. An all MLW ABB set at Brockville Ont., seen below right. The train is No. 43 the Capital, lead unit 6776, road class MPA18b. I.C. Platt.



<u>Yard Units:</u>	<u>TASCHEREAU:94</u>	8045 S	8186 S	<u>MACMILLAN:63</u>	<u>HAMILTON:15</u>	<u>SARNIA: 17</u>
<u>MONCTON: 19</u>	106 MU H L	8046 PF S	8187	200 MU H L	300 MU H T	301 MU H T
	108 MU H L	8047 S	8188 PF	201 MU H T	7020 S PF	305 MU H L
100 MU-H-L	110 MU H L	8048 S	8189 PF	202 MU H L	7021 S PF	302 MU H T
101 MU H T	111 MU H T	8049 PF S	8190 PF C	203 MU H T	7029 S	353
102 MU H L	112 MU H L	8050 PF S	8191	204 MU H L	7033	8206 PF
103 MU H T	113 MU H T	8051 S	8194 MU H PF C	205 MU H T	8164	8207
104 MU H L	114 MU H L	8052 S	8195 MU H PF C	206 MU H L	8165	8208 PF
105 MU H T	115 MU H T	8053 PF S C	8500	207 MU H T	8166 S	8209 PF SP
107 MU H T	117 MU H T	8054 S	8501	208 MU H L	8167	8210 PF SP
109 MU H T	160	8055 MU PF S C	8502	265	8168	8211 SP
226 MU H L	161	8056 S	8503	266	8169	8212 PF SP
8192 MU H S	162	8057 S	8504	267	8170 PF	8213 PF
8193 MU H S	163	8058 S	8505	268	8171	8215 PF
8238 PF	164	8059 S	8506	269	8172	8223 PF
8239 PF	165	8060 PF S C	8507	270	8603 MU H T	8224 PF
8240 PF SSC	166	8061 S	8508	271		8605 MU H T
8241 PF SSC	167	8062 S	8509	272	<u>LONDON EAST: 6</u>	8607 MU H T
8242 PF SSC	168	8063 MU PF S C	8510	273		
8243	306 MU H L	8064 S	8511	7026 S	<u>LONDON EAST :6</u>	<u>VANCOUVER: 6</u>
8244 PF WH	352	8065 MU S PF C	8608 MU H T	7027 S	7150	7003
8245	8028	8066 MU S PF		7028 S	7151	7153
	8029 PF S C	8067 MU S PF		7163	7152	7155
<u>HALIFAX:1</u>	8030	8068 MU S PF C	<u>SYMINGTON: 38</u>	7164 PF	7160 PF	7156
	8031	8069 MU S PF C		7173	7161 PF	7158
7941	8032	8070 S C		7178	7203 PF	7247
	8033 PF C	8071 S	209 MU H T	7179	7222 SSC	
<u>ST.ALBANS:1</u>	8036 S	8072 MU S PF C	210 MU H L	8173		<u>NEEBING: 4</u>
	8037 S	8073 S	211 MU H T	8174		7030
CV 8081	8038 S	8074 S	212 MU H L	8175	<u>WINDSOR: 7</u>	7032
	8039 S	8075 MU S PF C	214 MU H L	8176 PF	8216 PF	7034
<u>SENNETERRE:3</u>	8040 S	8076 PF S C	221 MU H T	8177	8217	7035
	8041 PF S C	8077 MU S PF C	260	8178 PF	8218 PF	
7605 MU H T	8042 S	8078 MU S PF C	261	8179 PF	8219 PF WH	<u>THE PAS: 2</u>
7606 MU H T	8043 S C	8079 MU S C	262	8180 PF	8220	7205
7608 MU H T	8044 S	8163	263	8181	8221 PF	7245
		8185 PF	264	8182	8222 PF SP	
			351	8183 PF		<u>PR. GEORGE: 3</u>
S - Signal Air Line			403 MU H L	8184		7000 PF
PF Pilot & Footboard				8214 PF	<u>NORTH BAY: 1</u>	7001
WH Watchman Heater				8225 PF		7215 PF
MU Multiple Unit				8226 PF		
H Hump Control				8227	7183	
T Trail unit				8228 PF	<u>STRATFORD: 3</u>	
L Lead Unit				8229 PF		
SSC Slow Speed Control				8230 PF	<u>STRATFORD: 3</u>	
SP Snow Plow Elect.Connect.				8231		<u>PR. RUPERT: 3</u>
ICC Certified by ICC for				8232		7208
operation in U.S.				8233		7242
				8234		7248
				8235 PF		
				8236 PF		
				8237		
				8512 S	<u>FORT ERIE: 8</u>	
				8213 S		
				8514	7022 ICC S PF	
				8515 S	7023 ICC S WH	
				8516 S	7024 ICC WH	
				8517 S	7025 ICC S WH	
				8518	7165 PF	
				8519	7166	
				8520	7167	
				8521	7168	
				8522		
<u>CALDER: 33</u>	400 MU H L	7240				
	401 MU H L	7241				
213 MU H T	404 MU H L	7243				
215 MU H T	405 MU H T	7249				
216 MU H L	7002 S	7250 PF				
218 MU H L	7004	7251 PF				
220 MU H L	7031 S	7252 PF				
274	7201					
275	7202					
276	7204 SP					
277	7218 SSC					
278	7219 SSC					
354	7220					
356	7221 S					

SW1200RS 1309 Road Class GR12r Belleville.I.C.Platt



MS10L 8169 MLW built S4 Hamilton 3 July 77.I.C.Platt.



ASSIGNMENT OF VIA RAILLINERS
IN SERVICE ON CN LINES:

SPADINA: 6000-6003,6005-6006,
6101,6106,6109-6110,
6113-6118,6120-6121,
6203,6208-6209,6302,
6351,6355-6356,6475.

Pt.St.Charles: 6004,6122,6453

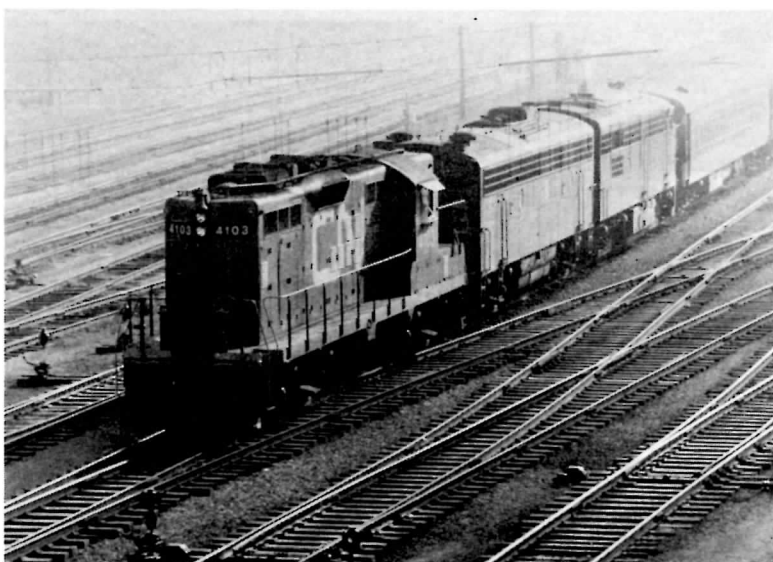
MONCTON: 6100,6105,6108,6111,
6112,6128,6202,6450.

HALIFAX: 6102,6107,6119,6200,
6205-6207,6211,

CALDER: 6104

SASKATOON: 6204,6350

CN 8519 (MS10q) works 2 RDC
units 6115,6120 through the
Spadina Car Washer.The MLW
built S13 is a Canada only
model.8 July 77 IC Platt.



8 July 1977 saw Train 76 headed by GP9 4103,
road class GR17p,6627 (GPB17d) and 6765 MPA18a
at Bathurst St, Toronto. I.C.Platt)

GMD FP9A 6510 (GPA-17a) was the third unit that received the
VIA paint scheme. Taken 25 June 1977 at Pointe Ste. Charles
by Pierre Patenaude.



VIA STEAM GENERATORS:

15400	The Pas
15401	Pr.George
15402	Vancouver
15403	Pr.George
15404	Vancouver
15405	Symington
15406,15407,15409,	Pr.George
15410-15411	The Pas
15413,15415-15426	Halifax
15427-15435	Senneterre
15437-15438	"
15439-15440	The Pas
15441	Halifax
15442	Symington
15443-15445	The Pas
15448	Pr.George
15450-15453	Symington
15454-15456	Spadina
15457-15469	Pt.St.Charles
15470-15478	Spadina
15480-15482	Saskatoon
15483-15485	Symington
15486-15488	Calder
15489-15494	Symington

Equipped for tail end operation:

15458,15460,15475,15476,
15480-15494

Water and Fuel Capacity:

500 Gals.fuel,3000 gals. water:

15400-15463.15470-15478

600 Gals. fuel,4000 gals water

15480-15494

800 Gals. fuel,3000 gals. water

145464-15469



ABOVE:GP40-2LW 9522 (Road Class GF430b)and SD40 5052 (GF30d) on train 403 at Hamilton West on a very soggy day.CN has 230+ of the GP40-2LW's and 241 SD40's on the roster.BELOW:6532,the last of class GPA17d on the point of an ABA set of 2 FP9A's and an MLW FPB4.BOTTOM LEFT:GP38-2 5502 and 5509 passing MLW S4 8032 at West Toronto.BOTTOM RIGHT:9550,road class GF430c with another GP40-2LW and an SW1200RS about to head under Keele St., approaching McMillan Yard. All R.G. Eastman.

UNITS WITH SPECIAL FEATURES:

Slow Speed Control: I.C.C. Inspected for U.S. Operation:

1230 - 1231	2520 - 2525
1359 - 1366	2560 - 2579
1396 - 1397	4589 - 4590
4405 - 4414	4592 - 4601
4468 - 4469	5008 - 5010
4498 - 4501	5012 - 5017
7217 - 7219	5019 - 5029
7222 - 7223	5200 - 5213
8240 - 8242	5500 - 5512

Dynamic Brakes:

4147 - 4150
4152 - 4156
4340 - 4347
4349 - 4353
4526 - 4530
4532 - 4537
4594 - 4601
5000 - 5007
5111 - 5132
5241 - 5252
5254 - 5261
5294 - 5313

5574 - 5590
6632 - 6637
6773 - 6791
6793
6858 - 6871

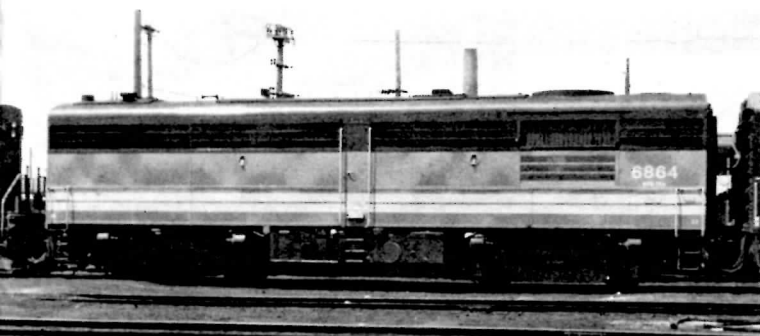
Pacesetters:

5000 - 5007
5067 - 5075
5111 - 5132
5241 - 5252
5254 - 5261
5294 - 5313





Triple A shot-6761 (MPA18a) westbound on the Dundas Subdivision at Bayview Ont.CN is the only operator of the MLW FPA4.RG Eastman.



ABOVE:FPB4 6864 (Road Class MPB18b) in the new VIA RAIL paint scheme.Pictured at Pointe Ste. Charles Shop May 21 1977.Pierre Patenaude.BELOW:GP38-2 5514 and 5566 GP38-2W,in work train service at wreck site Milton Ont., 18 July 1978. I.C.Platt.



GR-12's with 6SL brakes (1000-1049,1204-1337,1500-1510,1900-1917) will M.U.only with other GR 12's (6SL or 26L brake).They must not be mu'd with any other units.

GR-12's with 26L brakes (1050-1076,1338-1397,1511-1519) will mu with all units.They must trail if mu'd with 26LU brake

MR14 (1750-1787) will mu with all units except 6SL brake GR12's.

GR12's 1204-1249 not equipped with automatic transition.When in mu,must be leading.

Units equipped with pacesetters must not be in multiple with units equipped with Slow Speed Control.

Following units equipped with 26L brakes:1750-1787,3100-3129,3200-3220,3830-3842,4000-4010,4147-4156,4340-4353.They may not be mu'd with 6 SL brake GR12's.

Units with Maximum Speed Over 65 mph.

75 mph
2000

75 MPH

80MPH

89MPH

92 MPH

2000-2043

3100-3129

4016-4017

3150-3155

2300-2339

4100-4106

6758-6871

2500-2589

6501-6637

3200-3240

3617

3619

3621

3626

3628-3632

3634-3638

3543

3548-3651

3661-3664

3670

3677

3681-3682

3684

3689

3695

3697

3703

3706-3707

3709

3711

3714

3717-3718

3722-3723

3726

3728

3733-3737

3740

3742-3744

3831-3832

3835

3837

3841=3842



ABOVE:GP38 5555,5533,SD405044 working "wrong line" through Coteau du Lac, Quebec 14 July 73.P.Patenaude.BELOW LEFT:GP40-2LW 2 SD40's and another GP40-2LW with eastbound tonnage approaching Spring Garden Road,Bayview Ont.RGEBELOW RIGHT:3219,3240 a pair of C424 and a GP9 approaching McMillan Yard Toronto. R.G.Eastman.





Reflecting the Upper Canada Railway Society's ten years of ownership of "Cape Race" the following pages are a brief photo-log of the cars travels during that time.

LEFT - Mal Marchbank, the car's head of restoration and maintenance is seen here on the vestibule steps. (M.F.Layton)

RIGHT - First time into her new parking space.

Toronto Terminals Railway track L-330. (R.W.Layton)

BELOW LEFT - At Lakefield, Ontario at the end of track of the Lakefield Spur. (MFL)

BOTTOM LEFT - On a push-pull excursion train, crossing the CNR trestle at Lindsay, Ontario. (MFL)

BELOW RIGHT - Laying over at Vancouver, B.C. (RWL)

BOTTOM RIGHT - Steam's on as Cape Race ready's for departure from Ottawa Union Station. (RWL)





RAILFOTOS

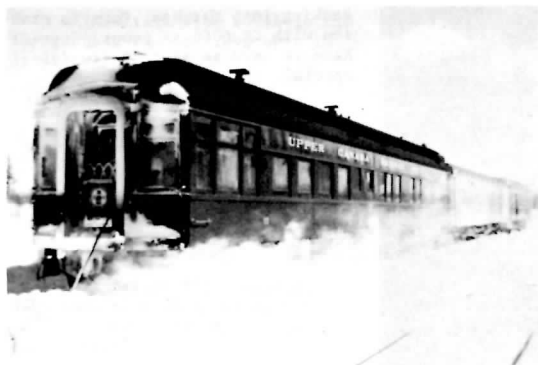
TOP - The setting sun lights the car at Saskatoon, Saskatchewan. (RWL)

ABOVE LEFT - One of the chores that has to be done:- Car cleaning at Saskatoon, Sask. (RWL)

ABOVE RIGHT - On a warm spring morning at North Bay, Ontario. (MFL)

RIGHT - The interior of the car's dining lounge. (RWL)

BELOW - Below zero winds buffet the car at Rouyn, Quebec. (RWL)

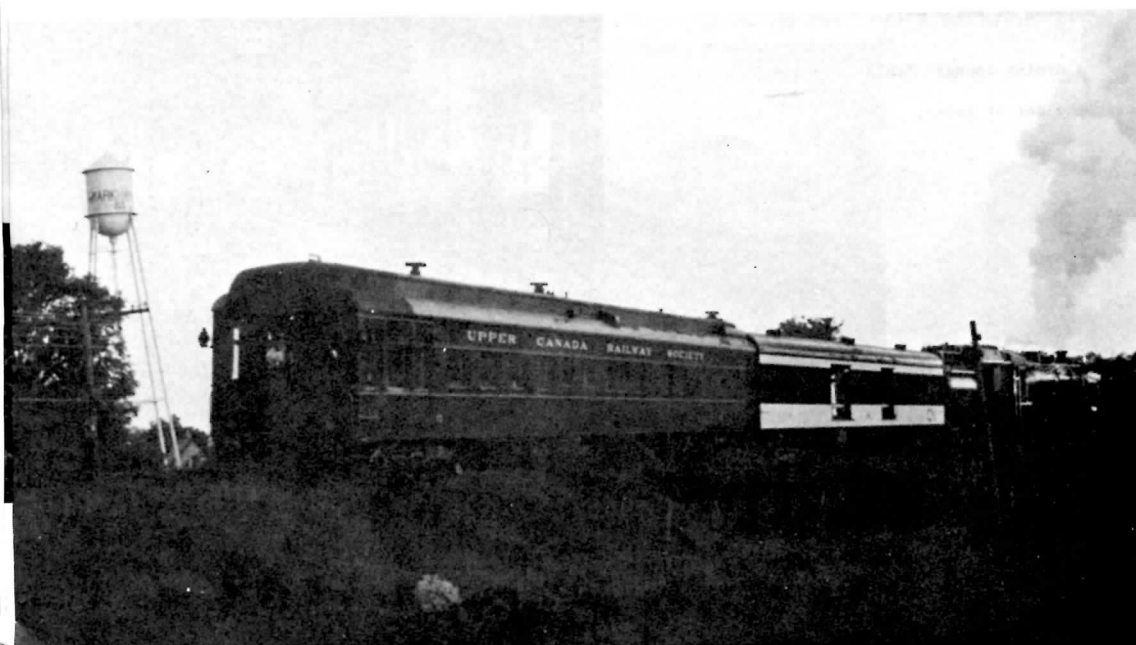




Parked alongside an old CN business car, Cape Race spends some time in Winnipeg, Manitoba. (RWL)



CN switcher #7605 moves the car over Winnipeg's Pea Vine Spur. (R.W.Layton)



Backing into Markham, Ontario station with CN 6060 as power, Cape Race is used as part of a wedding special. (RWL)

On the rear of a Tempo train at Windsor, Ontario, about to return to Toronto as part of a one day excursion. (RWL)



At Jasper, Alberta, Cape Race is parked for the day on the way back to Toronto from Vancouver. (RWL)



With CN Mountain type #6015 in the foreground, the car lays over in Jasper, Alberta. (RWL)



CENTRE PAGES
Posing at Belleville, Ontario,
UCRS Cape Race is shown on its
first non-excursion operation.
(J.T.Robbie)





U.C.R.S. BULLETIN 79-2

SOLARIUM DEBUT

Photos and Tabular Data from James A. Shields

In 1929, Canadian Pacific introduced its first steel solarium lounge cars to Canadian travellers. The latest word in spaciousness, luxury and good taste, the 15 'River' class cars typified the respectable solidity of Canadian Pacific's heavyweight steel passenger equipment that was never quite achieved in the later age of tight-lock couplings, picture windows and smooth contours.

Opulently finished in walnut, the cars afforded the traveller such amenities as individual ladies' and gentlemen's showers, leather-upholstered smoking rooms, ladies' lounge and observation parlor. At the rear, replacing the traditional observation platform -- perhaps for the same climatological reason that favoured vestibuled cabs over their open counterpart on Canadian locomotives -- was a high-windowed solarium, furnished with eight leather chairs. The gastronomical needs of the passengers were satisfied at a small but well equipped buffet. Exhaust fans sufficed for ventilation in a pre-air-conditioned era.

The shells of the 'River' cars were fabricated by National Steel Car, of Hamilton, Ont., for \$66,300 apiece. The interiors were finished by Canadian Pacific's own craftsmen, at Angus Shops.

Though their assignments were by no means continuous, the 'River' cars (and their later metamorphoses) were most extensively used on Canadian Pacific's transcontinental route, or on portions of it. Upon outshopping, 'Rivers' were assigned to the Toronto-Vancouver Dominion and the Chicago-Vancouver Mountaineer. The latter train travelled over the rails of CP-affiliate Soo Line in the United States, and to the Mountaineer's consist the Soo contributed four of its own cars -- Wisconsin River, Chippewa River, St. Croix River and Mississippi River -- which were duplicates of the CPR cars, built in 1929 by Pullman.

As the Depression settled over the country, industries everywhere sought means to reduce their costs of operation, and Canadian Pacific was no exception. Inevitably non-revenue cars were sidetracked, and a line of 'River' cars formed at Angus Shops, to remain dormant until the economy took its upward turn at the outset of World War II. A few cars remained in operation, on the Mountaineer and Soo-Dominion, and in 1936 these were given ice-activated air conditioning; the trend to 'modernization' had begun.

In 1939 another 'River' received air conditioning for a singularly honourable assignment. River Clyde was

assigned to bring up the rear of the Pilot Train for the 1939 Royal Tour.

The year 1941 saw a significant overhaul of the 'River' fleet as Canadian Pacific sought to align its equipment with the travel requirements of wartime. All ten remaining non-air-conditioned cars received the air cooling equipment. Eight of them lost their day sitting room accommodation in favour of sleeping capacity -- four double bedrooms and a single compartment; the buffet, lounge and solarium remained unscathed. With this rebuilding came a name change, to the 'Cape' series.

Two cars, River Rouge and River Dee, were altered even more, as an 18-chair dining section took the place of the former room accommodation and they became Cafe Parlor cars 6590 and 6591.

The five 'River' cars that had been air conditioned in 1936-1939 were also modified to the 'Cape' configuration in 1943-1945, and a general renaming of the 'Cape' cars took place about 1946, to give the car names a Canadian (rather than British) mien.

In the forties, the 'Capes' held forth on the Montreal-Vancouver section of the Dominion, and retained this prestigious assignment until the Canadian's stainless steel and domes displaced them in 1954. This period also saw 'Cape' cars on the Soo-Dominion, on Toronto-Montreal trains 21 and 22, and -- for a short time -- on the Montreal-St. John Atlantic Limited.

By the mid-1950's, uses for the 'Cape' cars were becoming scarce. Budd stainless steel equipment had made significant inroads on the territory that had been the sole preserve of the heavyweights.

The Soo Line's 'River' cars became hospital cars for the U.S. Army in 1943, and the Soo-Dominion/Mountaineer thus provided secure employment for several 'Capes' from that time until 1960. For several years in the mid-fifties, four 'Capes' served Vancouver-Calgary passengers by way of the Kettle Valley/Kootenay Express, operating over CP's spectacular Crownsnest Pass route to Fort McLeod and thence to Calgary; this employment terminated when RDC's took over both the Kettle Valley and the Fort McLeod-Calgary services.

Around 1950, 'Lake' cars (one drawing room, four compartments, buffet-lounge, but no solarium) took over from the 'Capes' on the Toronto-Montreal overnight service. However, it was a relatively common sight to

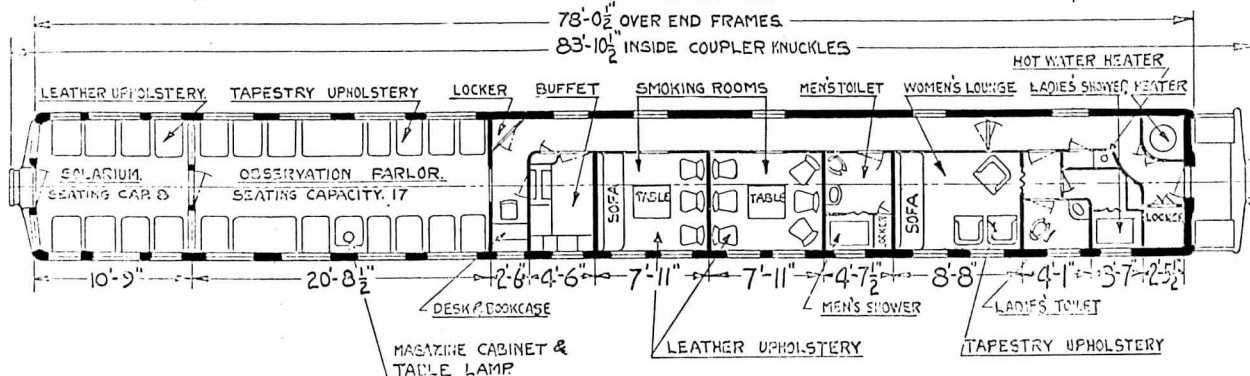
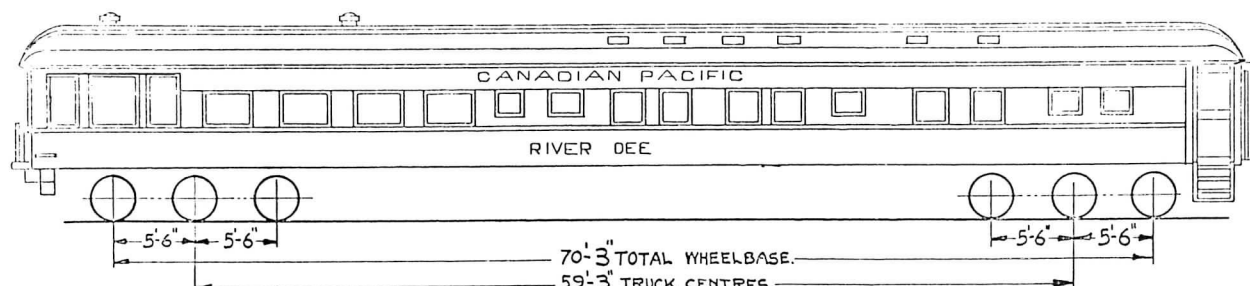
see a 'Cape' on these trains as late as the early 1960's, when equipment shortages rendered the usual 'Lake' -- or latterly the stainless steel 'View' car -- hors de combat.

The first casualties of the fleet occurred in 1960, when the two Cafe Parlor cars were converted to boarding cars -- the only 'Rivers' to meet this fate. From 1962 on, eight cars were converted for official service, requiring little alteration from their 'Cape' configuration; in most cases, this consisted simply of creating a master from two of the original bedrooms, establishing a dining room (or merely dining area) in the lounge, and installing a small stove in the lounge area to supplement the output of the Baker Heater when operating in freight service.

Five of the cars have been scrapped outright, or are awaiting dismantling. Thus, while ten members of the class are still extant, none of them can be considered to be in revenue service.

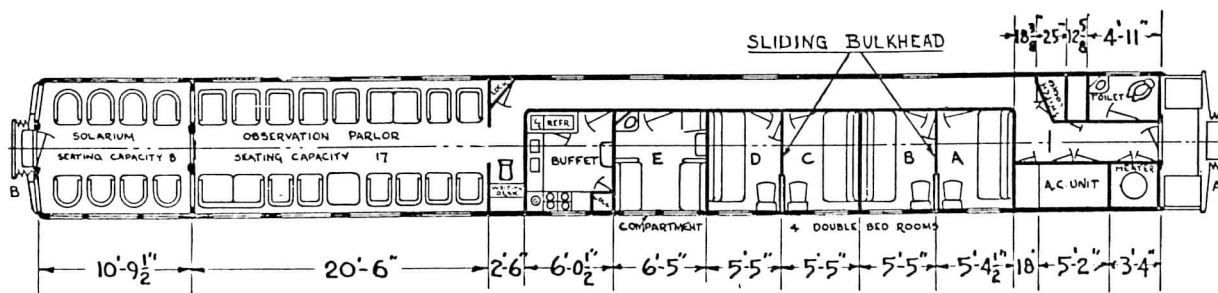


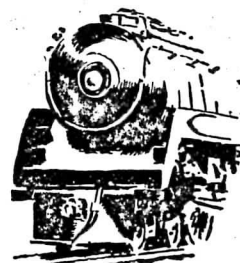
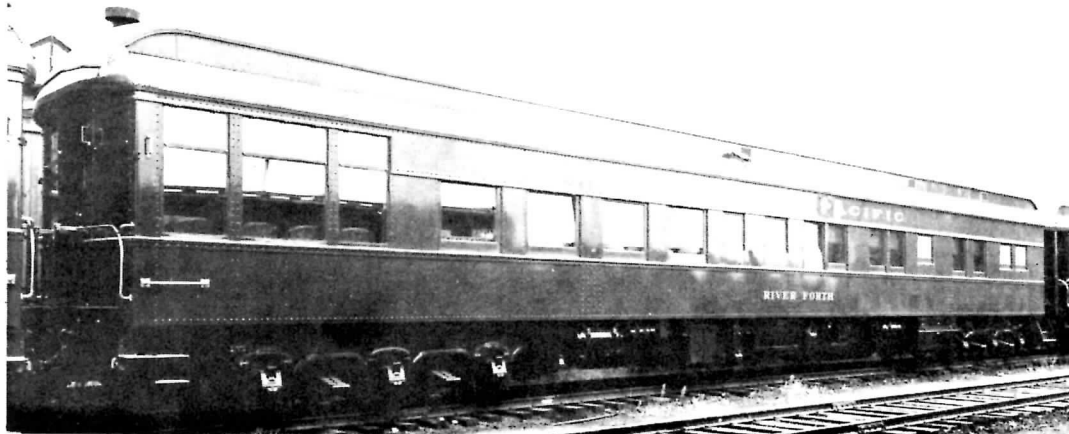
Cape George (above) is typical of these cars as they appeared from the mid-forties on. Newly air conditioned, and finished in the Tuscan Red, striping and crests introduced on the lightweight equipment of the day (below), River Clyde stands ready for duty with the Royal Tour of 1939.



'RIVER' ARRANGEMENT

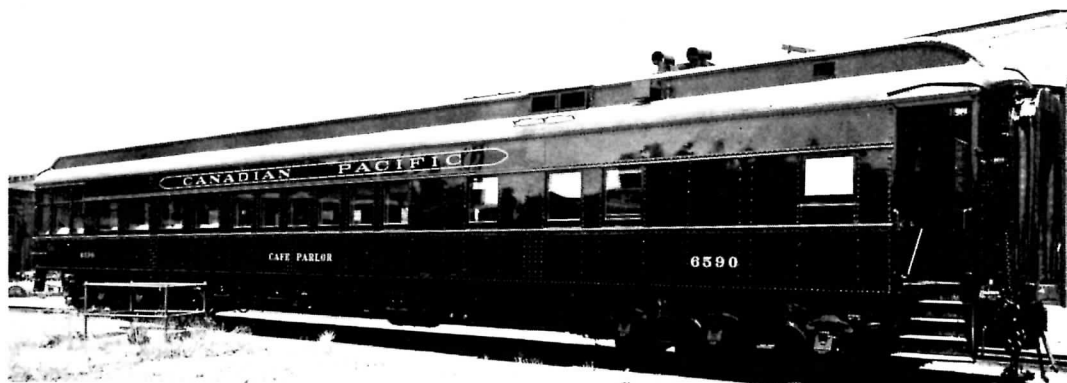
'CAPE' ARRANGEMENT





Diaphragms were omitted from the rear end of the 'River' cars in their early days; River Forth (above) sported a rudimentary railing instead.

Significant changes in window arrangement characterized the two Cafe Parlor cars, 6590 (right) and 6591.



ORIGINAL NAME (1929)	FIRST REBUILD	SECOND REBUILD	RENAMED	DISPOSITION
RIVER FRASER	air conditioned (1936)	CAPE GEORGE (1945)	- -	Conv. to Bus. Car 6 (1962)
RIVER ROUGE	Cafe Parlor 6591 air cond. (1941)	- -	- -	Conv. to Brdg. Car 411294 (1960)
RIVER AVONMORE	air conditioned (1936)	CAPE AVONMORE (1943)	CAPE MUDGE (1945)	Conv. to Bus. Car 37 (1966)
RIVER TYNE	CAPE TYNE air cond. (1941)	- -	CAPE BEALE (1946)	Awaiting Destroyal (4-1969)
RIVER MADAWASKA	CAPE ROUGE air cond. (1941)	- -	CAPE CAUTION (1946)	Scrapped, Angus
RIVER LIARD	CAPE LIARD air cond. (1941)	- -	CAPE RACE (1947)	Conv. to Bus. Car 13 (1963) Sold to UCRS; 3-25-69
RIVER OTONABEE	CAPE DEE air cond. (1941)	- -	CAPE BRETON (1946)	Scrapped, Farnham (1968)
RIVER THAMES	CAPE THAMES air cond. (1941)	- -	CAPE COOK (1945)	Conv. to Bus. Car 15 (1963)
RIVER DEE	Cafe Parlor 6590 air cond. (1941)	- -	- -	Conv. to Brdg. Car 411658 (1960)
RIVER CLYDE	air conditioned (1939)	CAPE CHURCHILL (1945)	- -	Conv. to Bus. Car 36 (1966)
RIVER CLARE	air conditioned (1936)	CAPE CLARE (1943)	CAPE HURD (1946)	Conv. to Bus. Car 14 (1963)
RIVER MOIRA	CAPE MOIRA air cond. (1941)	- -	CAPE BAULD (1946)	Awaiting Destroyal (4-1969)
RIVER SEVERN	CAPE SEVERN air cond. (1941)	- -	CAPE SCOTT (1946)	Scrapped, Farnham (1968)
RIVER HUMBER	CAPE HUMBER air cond. (1941)	- -	CAPE RAY (1946)	Conv. to Bus. Car 4 (1963)
RIVER FORTH	air conditioned (1936)	CAPE KNOX (1944)	- -	Conv. to Bus. Car 21 (1964)

One 'River' car now enjoys the distinction of being privately owned. Car 13, ex Cape Race, Cape Liard and River Liard, came to the Upper Canada Railway Society in April at the conclusion of a 40-year career with Canadian Pacific that took it over Company lines from coast to coast.

Car 13 replaces the all-wood Nova Scotia which was no longer operable without extensive repairs. Nova Scotia has been moved to London, Ontario, where the London & Middlesex Historical Society plans to place it on permanent display together with a number of other railroad artifacts -- a fitting retirement for a fine car!

For the UCRS purpose -- a meeting place, a lounge car for excursions, and a car capable of being handled without restriction on regular trains -- Car 13 is ideal: Its lounge/solarium occupies nearly half of the car's length, enabling groups of up to 30 to ride together or meet for informal gatherings; its rooms provide 'homes' on excursions for such necessary functions as the publications sales desk and the public address system; the glassed-in solarium affords fine all-weather views without the ever-present falling-overboard danger inherent in crowded open platforms; air conditioning gives welcome relief on long, hot journeys; and its all-steel, relatively modern construction will relieve the Car Committee of many of the headaches experienced in keeping the all-wood Nova Scotia on the road.

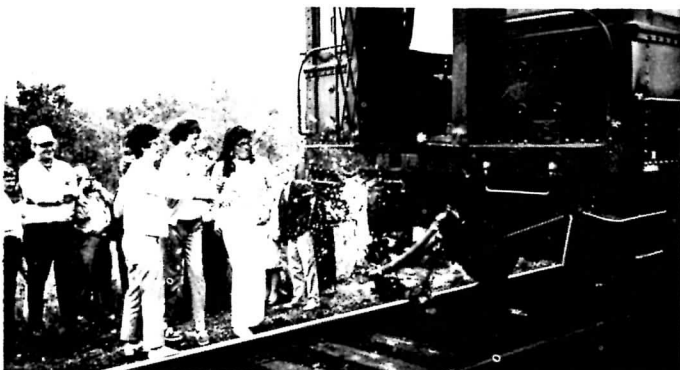
A thorough documentation of the car's assignments since 1929 is not available; possibly some readers of this brief account may be able to contribute additional information. It is known that from the builder's River Liard (as Car 13 was then known) operated in the transcontinental pool until Depression austerity forced its temporary storage. In 1941, with many of its kin, it acquired air conditioning, new accommodations and a new name, and went back to work on the transcontinental Dominion. Cape Liard -- and from 1947 on, Cape Race -- operated for a short time on the Montreal-St. John over-night, and was one of the regular cars operating between Vancouver and Calgary via the Kettle Valley route. In 1963, following its conversion to Business Car 13, it was assigned to the Company's superintendent at Kenora, Ont., where it remained until about 1967, when it was recalled to Montreal for general pool use, and later stored.



Freshly interchanged from the Canadian Pacific, Car 13 poses in front of the downtown Toronto skyline on April 12th.

-- J.A. Brown

Car 13 arrived in Toronto on April 12th, 1969, and was moved immediately to CN's Spadina Coach Yard, where Canadian National contracted to perform the few mechanical inspections that were needed to make it roadworthy. Stalwarts of the UCRS Car Committee initiated the exterior restoration by finishing the car with a new coat of Tuscan Red and appropriate Railroad Roman lettering. And on the July 5th excursion, a simple ceremony near Washago inaugurated officially the Upper Canada Railway Society associations of the gleaming car.



The first operation of Car 13 in its UCRS livery took place on July 5th. The inauguration of the car was made official at Washago, as a bottle of bubbly was broken against the rear coupler knuckle (above) by three distaff members of the Car Committee, Ann Brown, Carol West and Noreen McNairn.

With its sunroom-like lounge, Car 13, seen here at Washago (above right) and Beaverton (right), was predictably one of the train's most popular attractions.

-- photo above; Brian West others; J.A. Brown

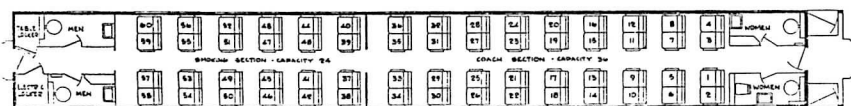




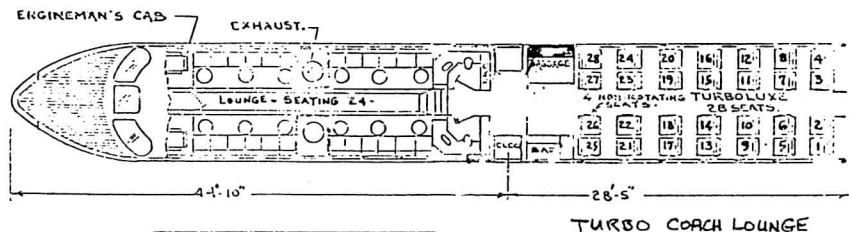
VISTAS

PASSENGER & SERVICE CAR ROSTER

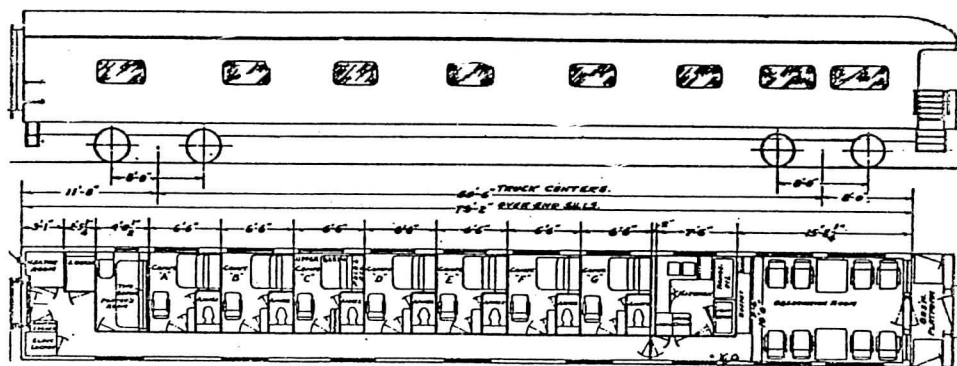
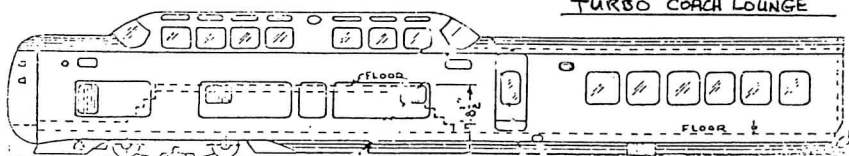
NUMBERS	TOTAL	TYPE	INTERIOR	CONSTRUCTION	LAST OWNER	PREVIOUS OWNERS	BUILDER	YEAR	AIR COND. TYPE	ELECT-RICAL	NOTES
100-127, 129	29	coach	60 seats	S/Steel	CP	none	Budd	1955	Batt/EM	110v	1,2
125, 126, 129	3	Turbo power-dome club	30 seats	Aluminum	CN	United Aircraft	MLW	1968	HEP/EM	460v	1,3
150, 151, 154	3	Turbo power-dome coach/lounge	28 coach seats 24 lounge seats	Aluminum	CN	United Aircraft	MLW	1968	HEP/EM	460v	3
200-204, 263	6	Turbo club	40 seats	Aluminum	CN	United Aircraft	MLW	1968	HEP/EM	460v	3
225-229, 257	6	Turbo cafe/coach	38 seats	Aluminum	CN	United Aircraft	MLW	1968	HEP/EM	460v	3
250, 251, 254-256, 259	6	Turbo coach	56 seats	Aluminum	CN	United Aircraft	MLW	1968	HEP/EM	460v	3
261, 263, 264	3	Turbo coach	54 seats	Aluminum	CN	United Aircraft	MLW	1968	HEP/EM	460v	3
300	1	cafe-bar-lounge	22 lounge seats	S/Steel	CN	RDG	Budd	1937	Batt/EM	64v	4
301	1	coach	54 seats	S/Steel	CN	RDG	Budd	1937	Batt/EM	64v	4
302	1	coach	59 seats	S/Steel	CN	RDG	Budd	1937	Batt/EM	64v	4
303	1	coach	72 seats	S/Steel	CN	RDG	Budd	1937	Batt/EM	64v	4
304	1	snack coach	68 seats	S/Steel	CN	RDG	Budd	1937	Batt/EM	64v	4,5
321-323	3	Tempo club	39 seats	Aluminum	CN	none	Hawker Siddeley	1968	HEP/EM	550v	
340-344	5	Tempo cafe-bar lounge	16 coach seats 24 lounge seats	Aluminum	CN	none	Hawker Siddeley	1968	HEP/EM	550v	
360-374	15	Tempo coach	82 seats	Aluminum	CN	none	Hawker Siddeley	1968	HEP/EM	550v	
375, 376	2	Tempo coach	80 seats	Aluminum	CN	none	Hawker Siddeley	1968	HEP/EM	550v	
425-435	11	dinette	26 seats	Steel	CN	NYC	Budd	1947	diesel/EM	110v	6
500-517	18	dome coach	26 coach seats 24 dome seats 23 coffee shop seats	S/Steel	CP	none	Budd	1954	Batt/EM	110v	
573-578	6	buffet-club-lounge	27 seats 19 lounge seats	Steel	CN	none	CC&F	1930	Batt/EM	110v	7
600-610, 612, 613, 615-617	16	baggage/dormitory	13 beds	S/Steel	CP	none	Budd	1954	Batt/EM	110v	
650-663	14	club-galley	38 seats	Steel	CN	none	Pullman/CC&F	1954	Batt/EM	110v	8,9
750-765	16	cafe-lounge	26 cafe seats 22 lounge seats	Steel	CN	none	CC&F	1954	Batt/EM	110v	10
898, 899	2	diner-bar-lounge	24 diner seats 28 lounge seats	Steel	CN	GTW	Pullman	1954	Batt/EM	110v	11
1082-1089	8	sleeper-lounge	2 bedrooms 2 compartments buffet/lounge	Steel	CN	none	Pullman	1954	diesel/EM	110v	12
1098, 1099	2	executive	7 compartments buffet/lounge	Steel	CN	none	Pullman	1954	diesel/EM	110v	13
1100-1105	6	sleeper	5 compartments 3 drawing rooms	Steel	CN	none	Pullman	1954	Batt/EM	110v	14



Interior plan of the 29 Budd built stainless steel coaches inherited from CP Rail



Plan and elevation of a Turbo power dome coach/lounge.



Plan and elevation of VIA's executive open platform cars "Bedford" and "Burrard".



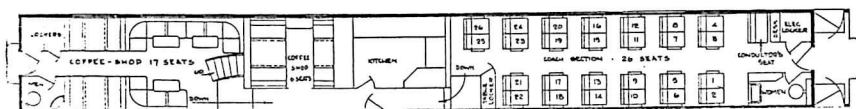
LEFT - CNR GP-40 #4017 wheels through Bayview Junction with ex-Crusader car #304 in tow. The car trails leaving Toronto and on reversal at Windsor, returns on the head-end. (R.G. Eastman)

BELOW LEFT - Another Bayview Junction scene as a Tempo train heads west with two RS-18's, class MRE-18e on the point. (RGE)

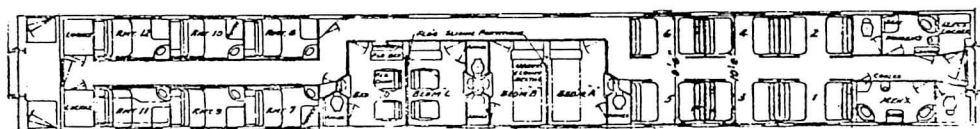
BELOW - A typical off-peak Tempo train waits for departure from Windsor. A CN RS-18 leads a Tempo club, Tempo bar/lounge and two Tempo coaches. (R.W. Layton)



NUMBERS	TOTAL	TYPE	INTERIOR	CONSTRUCTION	LAST OWNER	PREVIOUS OWNERS	BUILDER	YEAR	AIR COND. TYPE	ELECT-RICAL	NOTES
1110-1161	52	sleeper	4 sections 8 roomettes 4 bedrooms	Steel	CN	none	Pullman	1954	Batt/EM	110v	15
1162-1170, 1172-1181	19	sleeper	6 sections 6 roomettes 4 bedrooms	Steel	CN	none	Pullman	1954	Batt/EM	110v	16
1190-1195	6	sleeper	6 sections 6 roomettes 4 bedrooms	S/Steel	CN	BAR/B&M	Pullman	1954	Batt/EM	64v	17, 18
1337-1343, 1345-1350, 1357, 1358, 1360-1372	33	diner	48 chairs	Steel	CN	none/GTW	Pullman	1954	Batt/EM	110v	19
1700, 1701	2	sleeper	4 sections 4 roomettes 5 bedrooms 1 compartment	S/Steel	CN	FEC	Pullman	1954	Batt/EM	64v	20
2000, 2002, 2004, 2005, 2007, 2009-2011, 2013-2015	11	sleeper	24 roomettes	Steel	CN	none	CC&F	1950	Batt/EM	110v	21
2022-2027	6	sleeper	10 roomettes 5 bedrooms	Steel	CN	none	Pullman	1954	Batt/EM	110v	22
2075, 2076, 2078-2084, 2086, 2087, 2089, 2092-2094	15	sleeper	10 roomettes 6 bedrooms	Steel	CN	NYC	Pullman	1949	Batt/EM	64v	23,24
2095-2106	8	sleeper	10 roomettes 6 bedrooms	Steel	CN	Frisco	Pullman	1948	Batt/EM	110v	25,26
2125-2127, 2129	4	sleeper	10 roomettes 6 bedrooms	Steel	CN	NKP	Pullman	1949	Batt/EM	64v	27,28
2130-2141	12	sleeper	10 roomettes 6 bedrooms	Steel	CN	FEC	Pullman	1949	Batt/EM	110v	29,30
2143, 2144	2	sleeper	10 roomettes 6 bedrooms	Steel	CN	CMStP&P	Pullman	1948	Batt/EM	110v	31,32
2149	1	sleeper	10 roomettes 6 bedrooms	Steel	CN	EL	Pullman	1949	Batt/EM	110v	33
2239, 2245-2249, 2256, 2257, 2260, 2261, 2272, 2278, 2279, 2292, 2293	15	coach	68 seats	Steel	CP	none	NSC	1948	Batt/EM	32v	



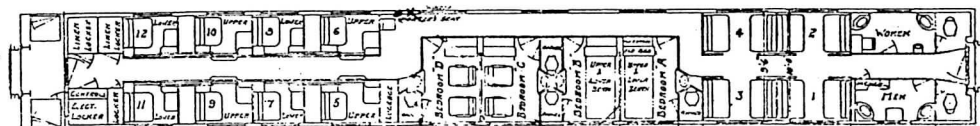
Lower floor plan of ex-CP Budd built dome/coffee shop/coaches numbers 500-517.



Interior plan of the "Green" series sleepers.



Interior plan of the VIA diner/lounges.



Interior plan of the "E" series sleeping cars.

The first day of the VIA "Canadian".
 #1 and #2 meet at Maple, Ontario.
 Typical base consist of the Canadian is Baggage/Dormitory; Manor sleeper; Daynighter; 2 coaches; Skyline dome; 2 Manor sleepers; Diner; Manor sleeper; 2 Chateau sleepers; Park dome sleeper.
 Photo by Ian McCallum.



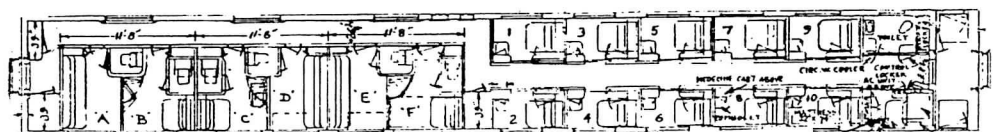
RIGHT - Train #58 (Toronto - Montreal overnight) seen in the early morning at Dorval, Quebec. This train typically holds down a base consist of Baggage; 4-4-5-1 sleeper; 2 coaches; Cafe lounge; Daynighter; 2 sleepers. Cars 2,3,4 operate Toronto - Ottawa, balance Toronto - Montreal. (Pierre Patenaude)



BELOW - VIA #4 "The Super Continental" at Barrie, Ontario. Typical base consist east of Winnipeg is Baggage; sleeper; 2 coaches; cafe lounge; daynighter; three sleepers; diner; lounge.

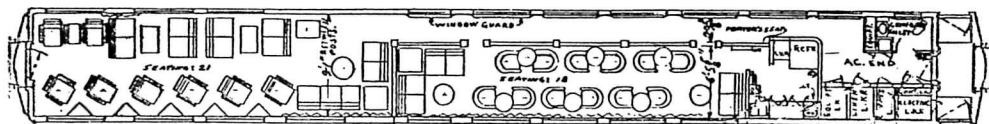


Interior plan of a "River" series 10-6 sleeping car.

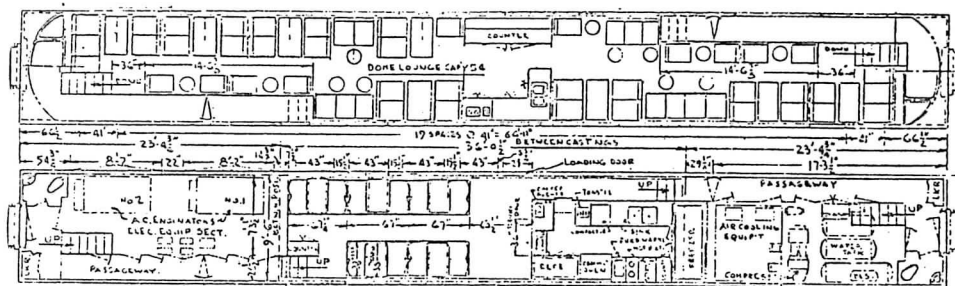


<u>NUMBERS</u>	<u>TOTAL</u>	<u>TYPE</u>	<u>INTERIOR</u>	<u>CONSTRUCTION</u>	<u>LAST OWNER</u>	<u>PREVIOUS OWNERS</u>	<u>BUILDER</u>	<u>YEAR</u>	<u>AIR COND. TYPE</u>	<u>ELECT- RICAL</u>	<u>NOTE</u>
2300, 2302, 2303, 2308-2310, 2312- 2316, 2318	12	club lounge	21 lounge 18 seats	Steel	CN	none	CC&F	1920,25,27	ice	32v	34,35
2319, 2321-2323	4	club lounge	21 lounge 18 seats	Steel	CN	none	CC&F	1924	Batt/EM	110v	36,37
2320, 2324, 2325	3	club lounge	21 lounge 18 seats	Steel	CN	none	CC&F	1929	Batt/EM	110v	38,39
2416, 2424,2435, 2449	4	baggage	-	Steel	CP	none	NSC	1948	none	32v	40
2500-2514	15	cafe-bar-lounge	44 seats	Steel	CN	none	CC&F	1954	Batt/EM	110v	41
2700-2705	6	dome lounge/diner	54 dome lounge 20 diner	Steel	CN	CMStP&P	Pullman	1952	diesel/EM	110v	1,42
2702, 2703, 2720, 2731, 2740, 2766, 2767, 2783	8	baggage	-	Steel	CP	none	NSC	1948	none	32v	1,43
3024, 3030, 3032- 3035, 3037-3039	9	cafe-coach- lounge	44 coach 19 lounge	Steel	CN	none	CC&F	1954	Batt/EM	110v	44
3622	1	mail	-	Steel	CP	none	NSC	1948	none	32v	45
4884, 4885	2	buffet/lounge	16 diner 24 lounge	Steel	CN	GTW	Pullman	1953	Batt/EM	110v	46
4907	1	baggage	-	Steel	CP	none	NSC	1948	none	32v	
5180, 5181, 5183- 5190, 5192, 5193, 5195, 5197-5203, 5206-5213, 5215- 5229	42	coach	64 seats	Steel	CN	none	CC&F	1937	ice	32v	47,48
5241	1	coach	66 seats	Steel	CN	none	CC&F	1928	ice	32v	49
5283-5307	25	coach	64 seats	Steel	CN	none	CC&F	1942	ice	32v	
5382, 5383, 5386, 5388-5390, 5393- 5395, 5399, 5400, 5402, 5403, 5405- 5407, 5409, 5411	18	coach	60 seats	Steel	CN	none	CC&F	1947/48	ice	32v	50
5412-5419, 5421- 5436	24	coach	60 seats	Steel	CN	none	CC&F	1950	ice/diesel	EM 32v	51
5437, 5439-5444, 5446-5449, 5452, 5454-5456, 5458, 5459, 5464, 5465, 5467-5474, 5476, 5478, 5481-5483, 5485-5492, 5494, 5495, 5497-5501, 5503-5506, 5508, 5509, 5511, 5512, 5514, 5516-5519, 5522, 5525, 5527, 5529-5534, 5536, 5537, 5541, 5542, 5544, 5545, 5547, 5548, 5552, 5558, 5560, 5562, 5569, 5571, 5573, 5574, 5576, 5578-5591, 5593-5599, 5602, 5603, 5610, 5611, 5616	122	coach	76 seats	Steel	CN	none	CC&F	1953	Batt/EM	110v	52,53
5619, 5625	2	buffeteria/ coach	24 coach 36 lounge	Steel	CN	none	CC&F	1954	Batt/EM	110v	
5638, 5640-5654	16	coach	76 seats	Steel	CN	none	CC&F	1954	Batt/EM	110v	52
5700-5725	26	daynighter	52 seats	Steel	CN	none	CC&F	1954	Batt/EM	110v	54,55
5726-5731	6	daynighter	52 seats	Steel	CN	none	CC&F	1950	Batt/EM	110v	55

Interior plan of a bar/lounge car



First and second flooe plans of a dome bar/lounge car.



A Toronto - Sarnia train caught east of Bayview Junction, FP-9A #6519 on the point.
(R.G. Eastman)

VIA RDC-3 freshly outshopped from Pointe St.Charles. (P. Patenaude)



An RDC-2 and two RDC-1's inbound at West Toronto Jct. on a London-Stratford-Toronto trip. (RGE)





Two RDC-3's make up a Toronto - Buffalo train, seen here in the Hamilton area. (R.G. Eastman)

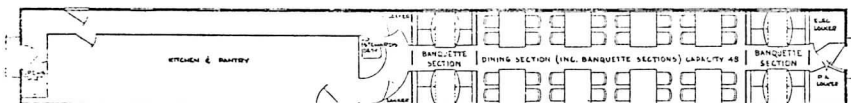


An RDC-4 and an RDC-3 make up an eastbound Buffalo - Toronto train at Burlington, Ontario. (R.W. Layton)

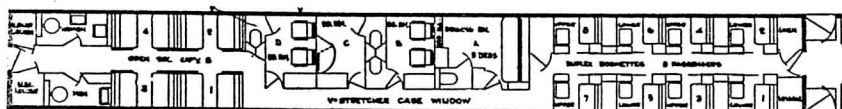
NUMBERS	TOTAL	TYPE	INTERIOR	CONSTRUCTION	LAST OWNER	PREVIOUS OWNERS	BUILDER	YEAR	AIR COND. TYPE	ELECT-RICAL	NOTES
5732-5738	7	daynighter	54 seats	Steel	CN	none	CC&F	1948	Batt/EM	110v	55
5739-5752	14	daynighter	54 seats	Steel	CN	none	CC&F	1948/49	Batt/EM	110v	55
6000-6006	7	RDC-9	84 seats	S/Steel	CN	B&M	Budd	1956	EM	64v	56
6100-6102, 6104-6122	22	RDC-1	88 seats	S/Steel	CN	Budd/B&M/GTW/C&EI	Budd/CC&F	1953/55/57	EM	64v	57,58,59
6200, 6202-6206	6	RDC-2	69 seats	S/Steel	CN	GTW/B&M	Budd/CC&F	1955/57/58	EM	64v	60,61,62
6207-6210	4	RDC-2	71 seats	S/Steel	CN	CP	CC&F	1956/57	EM	64v	62,63
6302, 6350, 6351, 6355, 6356	5	RDC-3	49 seats	S/Steel	CN	DW&P/C&O/MKT	Budd	1953-57	EM	64v	64,66
6401, 6450, 6453, 6475	4	RDC-4	baggage	S/Steel	CN	none	Budd	1953-57	none	64v	65
7169, 7189, 7201, 7207, 7209, 7210, 7360	7	coach/baggage	39 seats	Steel	CN	CGR	CC&F	1912-29	none	32v	67
9020-9024	5	RDC-3	48 seats	S/Steel	CP	none	CC&F	1953-56	EM	64v	
9049-9051, 9053, 9055-9059, 9061-9065, 9067, 9070-9072	18	RDC-1	89 seats	S/Steel	CP	none	CC&F	1956-58	EM	64v	
9103, 9105-9107, 9111-9113, 9115	8	RDC-2	68 seats	S/Steel	CP	none	CC&F	1953-56	EM	64v	
9200, 9250, 9251	3	RDC-4	baggage	S/Steel	CP	none	CC&F	1955-56	none	64v	
9302, 9306, 9308, 9309	4	RDC-5	86 seats	S/Steel	CP	none	CC&F	1953-58	EM	64v	68
9475-9488	14	baggage/dormitory	14 beds	Steel	CN	none	CC&F	1948	Batt/EM	110v	
9600-9604, 9610, 9611, 9613-9632, 9634-9654, 9656-9674	67	baggage	-	Steel	CN	none	CC&F	1953	none	32v	
14201-14229	29	sleeper	4 sections 8 roomettes 3 bedrooms 1 compartment	S/Steel	CP	none	Budd	1954	Batt/EM	110v	69,70
14301-14342	42	sleeper	4 sections 4 roomettes 5 bedrooms 1 compartment	S/Steel	CP	none	Budd	1954	Batt/EM	110v	71,72

NUMBERS	TOTAL	TYPE	INTERIOR	CONSTRUCTION	LAST OWNER	PREVIOUS OWNERS	BUILDER	YEAR	AIR COND. TYPE	ELECT-RICAL	NOTES
15205	1	battery charger	-	Steel	CN	none	CC&F	1948	none	32v	
15300-15302	3	baggage-generator	-	Steel	CN	none	CC&F	1957	none	32v	73
15400-15407, 15409-15411, 15413, 15415-15435, 15437-15445, 15448, 15450-15478, 15480-15494	87	steam generator	-	Steel	CN	none	NSC/GMD/CC&F	1958/60	none	-	1,79
15401-15404, 15406-15418	17	dome sleeper/lounge	3 bedrooms 1 drawing room 24 dome seats	S/Steel	CP	none	Budd	1954	Batt/EM	110v	1,74,75,76
16501-16516	18	diner	48 chairs	S/Steel	CP	none	Budd	1954	Batt/EM	110v	77,78

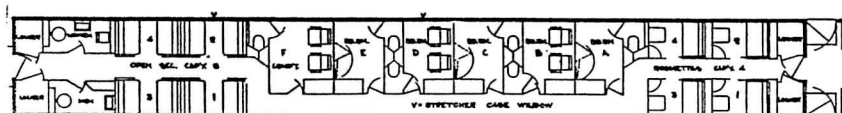
Interior plan of the ex-CP Rail Budd-built diners used on the "Canadian" and "Atlantic Limited" service.



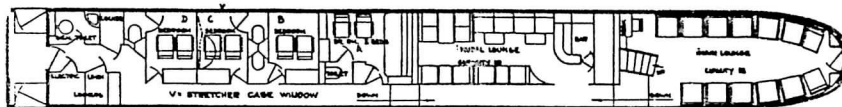
Interior plan of the "Chateau" sleeping cars.



Interior plan of the "Manor" sleeping cars.



Lower floor plan of the "Park" dome/lounge/sleeping cars.



Close up of a 600 series Budd-built baggage/dormitory car southbound at a meet at Bolton, Ontario. (M.F. Layton)

Ex-CN steam generator and ex-CN baggage/dormitory car make up the head end of train #9 "The Skeena". CN F-7 #9175 is on the point. (RWL)



NOTES

1. Number clash caused by lack of re-numbering of ex-CN and ex-CP equipment.
2. Cars 114, 124 - 126 not servicable.
3. Turbos recently re-introduced after being temporarily withdrawn from service after fire on one set at Morrisburg, Ont.
4. Originally built for Reading RR "Crusader" trains. After purchase by CN were used on "Champlain" train on Quebec City - Montreal service. Later transferred to SW Ontario, occasionally seen on Commuter runs. Cars 300 - 304 previously numbered Reading 3,4,5, 2,1 respectively. Interiors rebuilt 1964.
5. Car 304 has semi-circular observation end.
6. Previously CNR 600-606, 608-611. Purchased from NYC in 1969 as numbers 407, 482, 489, 485, 405, 478, 408, 490, 484, 487, 483 respectively.
7. Part of the "Lake" series, named as follows: 573-Great Slave Lake (originally Athabaska); 574-Caribou; 575-Muskoka; 576-Ontario; 577-Lake Couchiching; 578-Lake Makamik. Converted from lounge cars 400, 401, 404-407 respectively in 1935/36. Interiors modernized in 1967.
8. Club cars named as follows: 650-Club St.-Denis; 651-Club Richelieu; 652-University Club; 653-Mount Royal Club; 654-St. James Club; 655-Hamilton Club; 656-Rideau Club; 657-Carleton Club; 658-Boulevard Club; 659-York Club; 660-Empire Club; 661-Union Club; 662-Club Laurier; 663-Club de-la-Garnison. Converted from "Lake", "Valley" or "White" series cars #650-652, 654, 655 in 1971; #656-661 in 1972; #662, 663 in 1974. Originally 583-Lake Chapleau; 585-Lake Kathlyn; 581-Lake Lanore; 582-Lake O'Brien; 584-Lake Joseph; 1019-Valleyview; 1014-Valleyfield; 1015-Valley Mills; 1018-Valley Roads; 1016-Valley Rivers; 1011-White Rapid; 1012-White Rock respectively.
9. Car #653 built by CC&F and converted from coach #5639 in 1971. Balance built by Pullman.
10. Cars 750-755 rebuilt from cars 3000, 3002, 3004-3007 resp. in 1968. These in turn were rebuilt from coaches 5601, 5549, 5502, 5564, 5543, 5592 resp. in 1963. Cars 756-765 rebuilt from cars 3001, 3003, 3006, 3031, 3022, 3023, 3025, 3026, 3029, 3032 resp. in 1969. These in turn were rebuilt from coaches 5480, 5513, 5543 in 1963; 5550, 5563, 5568, 5567, 5577, 5555, 5561 in 1965 respectively.
11. Part of the "Lake" series, cars named as follows: 898-Diamond Lake; 899-Silver Lake. Transferred GTW to CNR in 1971.
12. Cars form the "Cape" series, named as follows: 1082-Cape Rosier; 1083-Cape Brulé; 1084-Cape Porcupine; 1085-Cape Race; 1086-Cape Canso; 1087-Cape Breton; 1088-Cape Chignecto; 1089-Cape Tormentine. Interiors of 1082-1086 modernized in 1965, 1087-1089 in 1966.
13. VIA's only open-platform cars, named: 1098-Burrard; 1099-Bedford.
14. The "Mount" series cars, named as follows: 1100-Mount Edith Cavell; 1101-Mount Robson; 1102-Mount Albreda; 1103-Mount Fitzwilliam; 1104-Mount Resplendant; 1105-Mount Tekarra.
15. The "E" series cars, named as follows: 1110-Eastport; 1111-Eastview; 1112-Edenwald; 1113-Edgeley; 1114-Edmonton; 1115-Edmunston; 1116-Edson; 1117-Edwardsville; 1118-Egerton; 1119-Ekhart; 1120-Elcott; 1121-Elderbak; 1122-Excelsior; 1123-Elgin; 1124-Elizabeth; 1125-Elferslie; 1126-Elleston; 1127-Elmira; 1128-Elmsdale; 1129-Elnora; 1130-Elrose; 1131-Emerald; 1132-Emerson; 1133-Emperor; 1134-Endako; 1135-Endcliffe; 1136-Endeavor; 1137-Enfield; 1138-Englee; 1139-Ennishore; 1140-Enterprise; 1141-Entrance; 1142-Entwhistle; 1143-Equity; 1144-



ABOVE - Four Budd cars make up the Toronto-Niagara Falls services. This wintery scene at Bayview shows one of these trains headed by RDC-2 #6210. One of these sets also operates the evening (and occasionally morning) Toronto - Stouffville commuter train during a layover in Toronto. (R.G. Eastman)
BELOW - Mid-train equipment on the "Canadian": - Diner and Dome-coach. (MFL)



- 1147-Erwood; 1148-Escuminac; 1149-Essex; 1150-Estcourt; 1151-Ethelbert; 1152-Euclid; 1153-Eureka; 1154-Evandale; 1155-Evangeline; 1156-Evanston; 1157-Evelyn; 1158-Everett; 1159-Eldorado; 1160-Exeter; 1161-Extew.
16. Part of the "Green" series of cars, named as follows: 1162-Green Point; 1163-Greenmount; 1164-Green Brook; 1165-Green Court; 1166-Greening; 1167-Green Cabib; 1168-Greenshields; 1169-Green Bush; 1170-Greenfield; 1172-Green Hill; 1173-Green Lane; 1174-Greenview; 1175-Greenvale; 1176-Greenway; 1177-Green Bank; 1178-Greenbrier; 1179-Green Ridge (formerly Green River); 1180-Greenwood; 1181-Greenwich.
17. Part of the "Green" series of cars, named as follows: 1190-Green Gables; 1191-Greenock; 1192-Greendale; 1193-Green Harbour; 1194-Greenhurst; 1195-Greenwald.
18. Cars 1190, 1191 purchased from Bangor & Aroostook RR in 1965 as BAR #80-North Twin Lake and #81-South Twin Lake. Cars 1192-1195 purchased from Boston & Maine RR in 1966 as B&M 31-Dartmouth College #1; 32-Dartmouth College #2; 33-Rye Beach; 34-Salisbury Beach respectively.
19. Car 1346 transferred from GTW to CNR in 1971. Cars 1357, 1358 converted from Buffet/Sleepers 1013-White Sands & 1012-White Oak respectively in 1964. Cars 1360-1368 converted from Buffet/Parlor cars in 1965. Originally 900-Francois Lake; 901-Babine Lake; 902-Beaverhill Lake; 903-Moose Lake; 904-Severn Lake; 905-Radiant Lake; 906-

Grand Lake; 907-Bras D'Or Lake; 908-Luster Lake respectively. Cars 1369-1372 converted from coaches 5384, 5385, 5387, 5391 respectively in 1965.

20. Cars named: 1700-Windigo; 1701-Manitou. Purchased from Florida East Coast RR as FEC "Scott M. Loftin" and "Jamaica" respectively.

21. The "I" series sleepers, named as follows: 2000-Indigo; 2002-Ingramport; 2004-Inkerman; 2005-Innes; 2007-Inwood; 2009-Ingonish; 2010-Invermay; 2011-Intervale; 2013-Irma; 2015-Iroquois.

22. The "Bay" series sleepers, named as follows: 2022-Buckly Bay; 2023-Hudson Bay; 2024-Chaleur Bay; 2025-Glace Bay; 2026-Thunder Bay; 2027-Fortune Bay.

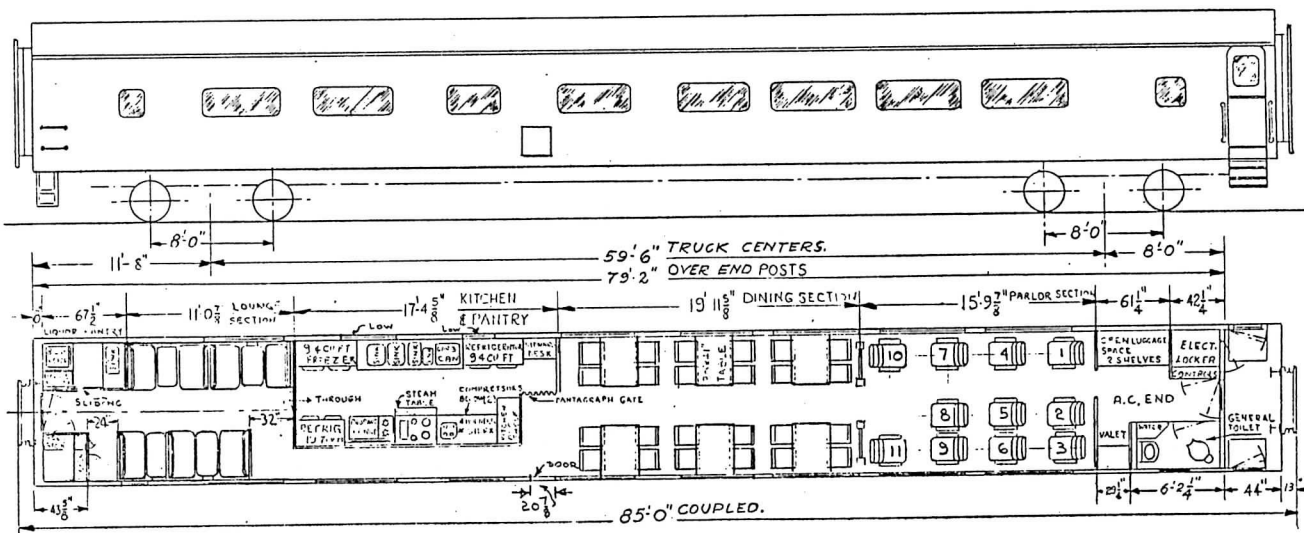
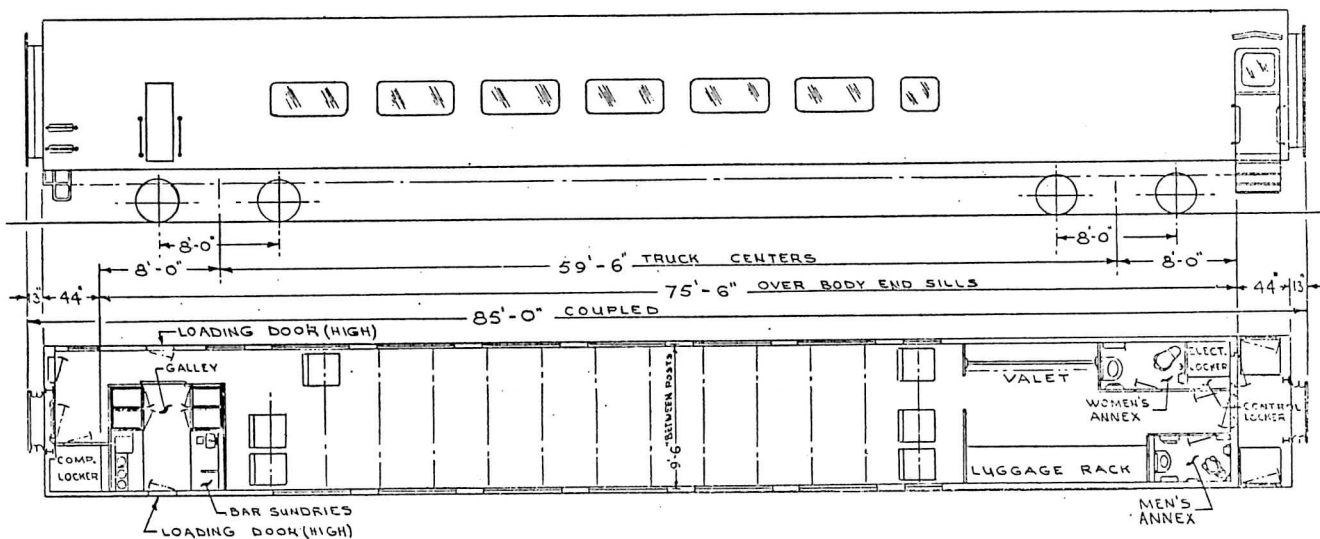
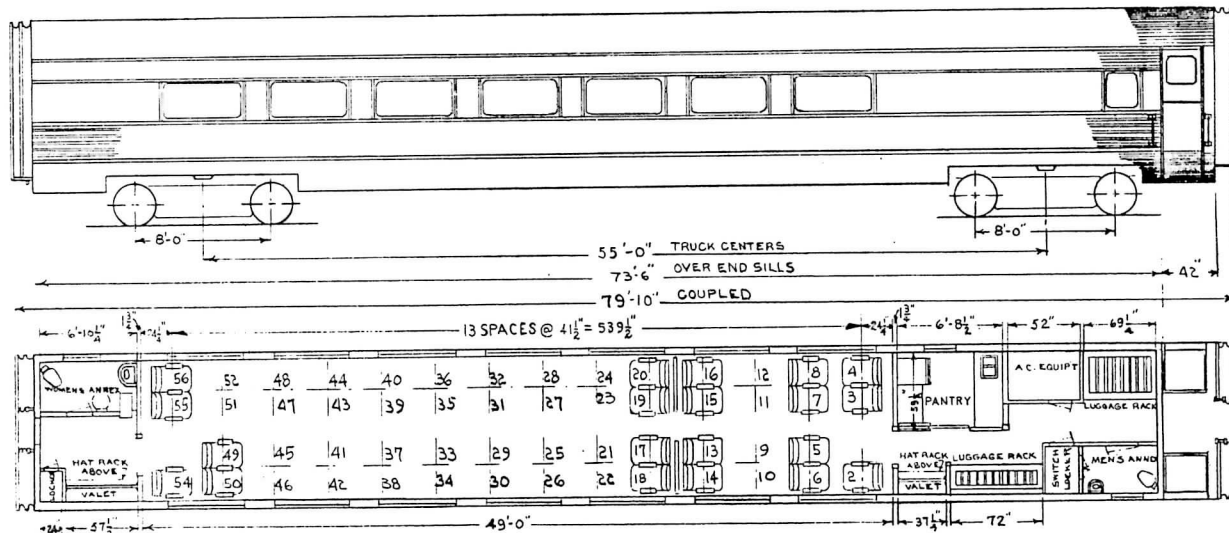
23. Part of the "River" series, named as follows: 2075-Exploits River; 2076-Margaree River; 2078-Sable River; 2079-Restigouche River; 2080-Petitiodiac River; 2081-Riviere du Loup; 2082-Riviere Au Renard; 2083-Riviere Rouge; 2084-Riviere Raquette; 2086-Pembina River; 2087-Saskatchewan River; 2089-Peace River; 2092-Hay River; 2093-Yukon River; 2094-Rideau River.

24. Cars 2075-2094 purchased from New York Central RR in 1965. Originally named by NYC as follows: Powder River, Penobscot River, Winding River, Agawon River, Deer River, East River, Namistee River, St. Regis River, St. Francis River, Chicopee River, Hocking River, Housatonic River, Sciota River, Oswagatchie River, Kanakee River respectively.

25. The "Falls" series cars, named as follows:
2095-Churchill Falls; 2096-Topsail Falls;
2097-Sisiboo Falls; 2098-Reversing Falls;
2099-Pine Falls; 2100-Horseshoe Falls; 2101-Kakabeka Falls; 2102-Pyramid Falls; 2103-Teckawa Falls; 2104-Ocean Falls; 2105-Rainbow Falls; 2106-Alexandra Falls.
26. Purchased by CNR from St. Louis & San Francisco RR in 1965. Named respectively by SLSF: Pierre Laclede, Thomas Hart Benton, Auguste Chouteau, Meramec River, Osage River, Gasconade River, Hiangua River, James River, Grand River, Spring River, Cimarron River, Neosho River.
27. Part of the "River" series, named as follows: 2125-Riverdale; 2126-Riverlea; 2127-Riverside; 2129-Riverview.
28. Cars 2125-2129 purchased by CNR from Nickel Plate RR in 1966 as NKP 204-City of Painsville; 205-City of Erie; 208-City of Kokomo; 212-City of Fort Wayne respectively.
29. Part of the "River" series, named as follows: 2130-Terra Nova River; 2131-Grand Cod Roy River; 2132-Moose River; 2133-Ecum Secum River; 2134-Nashwaak River; 2135-Grande Riviere; 2136-Riviere Cliche; 2137-Riviere St. Francois; 2138-Belle River; 2139-Deep River; 2140-Petawawa River; 2141-Naiscoot River.
30. Purchased from the Florida East Coast RR where they ran named: Guatemala, Argentina, Venezuela, Brazil, Chile, Oriente, Caparra, Cuba, Colombia, Bahamian, Havana and Honduras respectively.
31. Part of the "River" series, named as follows: 2143-Warpath River; 2144-Vermillion River.
32. Purchased from the Chicago, Milwaukee, St. Paul & Pacific RR as CMSP&P "Lake Keechelus" and "Lake Pepin".
33. Part of the "River" series named "Clearwater River. Originally Erie Lackawanna RR "Benjamin Loder".
34. Cars named as follows: 2300-Matinee; 2302-Avant-Garde; 2303-Soiree; 2308-Debonaire; 2309-Bonjour; 2310-Au Courant; 2312-Diplomate; 2313-Bonheur; 2314-Elan; 2315-Elegance; 2316-Beausejour; 2318-Fete.
35. Cars 2300, 2302, 2303, 2308, 2310, 2316, 2318 built 1920, car 2315 built 1925, cars 2309, 2312-2314 built 1927. Originally numbered 1066, 1068, 1061, 1070, 1075, 1065, 1076, 1077, 1079, 1080, 1062, 1071 respectively. Cars 2300, 2302, 2303, 2308 rebuilt 1963, cars 2309, 2310, 2312-2315 rebuilt 1964, cars 2316, 2318 rebuilt 1965.
36. Cars named as follows: 2319-Gaiete; 2321-Entre-Nous; 2322-Reverie; 2323-Sans Souci.
37. Cars originally numbered 877, 876, 875, 878 respectively. Rebuilt 1965.
38. Cars named as follows: 2320-Harmonie; 2324-Vogue; 2325-Bon Soir.
39. Cars originally numbered 879, 880, 884 respectively. Rebuilt 1965.
40. All cars currently unservicable.
41. Cars 2500-2507 rebuilt in October 1971 from cars 3019, 3021, 3018, 3009, 3010, 3013, 3014, 3017 respectively which in turn were 1964 rebuilds of coaches 5612, 5565, 5615, 5559, 5540, 5570, 5551, 5539 respectively. Cars 2508-2514 rebuilt April 1972 from cars 3015, 3012, 3011, 3016, 3027, 3036, 3028 respectively which in turn were 1964/65 rebuilds of coaches 5608, 5575, 5538, 5553, 5614, 5556, 5613 respectively.
42. Ex-Milwaukee Road "Super Domes", rebuilt for CN service. Cars leased from Wall St. Trust Co. Named as follows: 2700-Jasper; 2701-Athabaska; 2702-Yellowhead; 2703-Fraser; 2704-Qu-Appelle; 2705-Columbia. Renumbered from CN 2430 series.
43. Cars 2731, 2740, 2783 currently unservicable.
44. Cars are 1965 rebuilds of 76 seat coaches, previous running numbers are shown bracketed. 3024 (5546), 3030(5609), 3032(5561), 3033(5606), 3034(5572), 3035(5604), 3037(5600), 3038(5566), 3039(5607).
45. Car currently unservicable.
46. Cars transferred to CN in December 1971.
47. Cars 5217, 5219, 5220 equipped with snack counters. Seating reduced to 48.
48. Car 5189 rides on 4-wheel trucks, balance on 6-wheel trucks.
49. Car does not have reclining seats.
50. Cars 5382, 5383 built 1947, balance in 1948.
51. Cars 5435, 5436 equipped with Therm-Air EM a/c, diesel engine powered. Balance have ice a/c.
52. Six cars equipped with snack counters, seating reduced to 72. Numbered 5544, 5552, 5560, 5573, 5598.
53. Cars 5469, 5470, 5494, 5508, 5519, 5527, 5562, 5597 equipped with ski-racks.
54. Cars 5700-5725 converted from coaches (5700-5718 in 1972, balance in 1973). Old numbers as follows: 5605, 5520, 5560, 5524, 5462, 5460, 5526, 5528, 5450, 5445, 5535, 5484, 5438, 5515, 5453, 5307, 5457, 5523, 5466, 5461, 5477, 5496, 5521, 5475, 5493, 5479 respectively.
55. Also used as "Club 52" cars.
56. Originally Boston & Maine 6900-6902, 6915, 6919, 6920, 6925. Purchased by CN in July 1965 and numbered D500-D506. Renumbered to 6000 series in 1969.
57. Units 6107 built by Canadian Car & Foundry, balance by Budd.
58. Unit 6109 originally C&EI #RDC1, unit 6110 was Budd demonstrator #Budd2960, units 6111-6118 were Boston & Maine Numbers 6111, 6110, 6119, 6121, 6116, 6107, 6108, 6106 respectively.
59. Unit 6119 was rebuilt from RDC-3 #6353, started as GTW #D303.
60. Units 6200, 6204, 6206 built by Budd, balance by CC&F.
61. Unit 6204 started out as GTW #D204, unit 6206 as B&M #6200.
62. Unit 6207 built by Budd, balance by CC&F.
63. Units leased from Canpac Leasing, a division of Canadian Pacific Ltd. Previously CPR 9104, 9195-9197 respectively.
64. Units 6302, 6350, 6361 original to CN. Unit 6355 was DW&P #D301, unit 6356 was MKT #20, thenrenumbered #162, sold to C&Q and numbered 9082, sold to CN in 1965.
65. Cars originally mail/baggage, mail facilities and signs since removed.
66. Following ex-CN units equipped with snack counters: 6003, 6102, 6107, 6109, 6112, 6115, 6117, 6200, 6202, 6203, 6205, 6206. Seating reduced as follows: RDC-9=76 seats; RDC-1=76 seats; RDC-2=52 seats.
67. Cars leased from CN Rail. Used on mixed-train service.
68. Cars rebuilt by CP Rail from RDC-2 units. They are easily noticed by plain side panels where baggage door used to be.
69. Cars 14216, 14226 currently unservicable.
70. The "Chateau" series sleepers, named as follows: 14201-Chateau Argenson; 14202-Chateau Bienville; 14203-Chateau Brule; 14204-Chateau Cadillac; 14205-Chateau Closse; 14206-Chateau Denonville; 14207-Chateau Dolard; 14208-Chateau Dollier; 14209-Chateau Iberville; 14210-Chateau Jolliet; 14211-Chateau LaSalle; 14212-Chateau Latour; 14213-Chateau Lauzan; 14214-Chateau Laval; 14215-Chateau Lemoyne; 14216-Chateau Levis; 14217-Chateau Maisonneuve; 14218-Chateau Marquette; 14219-Chateau Montcalm; 14220-Chateau Papineau; 14221-Chateau Radisson; 14222-Chateau Richelieu; 14223-Chateau Rigaud; 14224-Chateau Roberval; 14225-Chateau Rouville; 14226-Chateau Salaberry; 14227-Chateau Varennes; 14228-Chateau Vercheres; 14229-Chateau Viger.
71. Cars 14308, 14313, 14325, 14341 currently unservicable.
72. The "Manor" series sleepers, named as follows: 14301-Abbot Manor; 14302-Allan Manor; 14303-Amherst Manor; 14303-Alymer Manor; 14305-Bayfield Manor; 14306 Bell Manor; 14307-Blair Manor; 14308-Bliss Manor; 14309-Brant Manor; 14310-Brock Manor; 14311-Burton Manor; 14312-Butler Manor; 14313-Cabot Manor; 14314-Cameron Manor; 14315-Carleton Manor; 14316-Christie Manor; 14317-Cornwall Manor; 14318-Craig Manor; 14319-Dawson Manor; 14320-Douglas Manor; 14321-Draper Manor; 14322-Drummond Manor; 14323-Dufferin Manor; 14324-Dunsmuir Manor; 14325-Elgin Manor; 14326-Franklin Manor; 14327-Fraser Manor; 14328-Grant Manor; 14329-Hearne Manor; 14330-Hunter Manor; 14331-Jarvis Manor; 14332-Laird Manor; 14333-Lorne Manor; 14334-MacDonald Manor; 14335-MacKenzie Manor; 14336-Monck Manor; 14337-Osler Manor; 14338-Rogers Manor; 14339-Sherwood Manor; 14340-Stuart Manor; 14341-Thompson Manor; 14342-Wolfe Manor.
73. Generators added to baggage cars in 1970, reclaimed from RS-18 (Class MRE-18e) units involved in wrecks. Used on Tempo trains for hotel power when HEP units are not available.
74. Cars 15406, 15411, 15418 currently not servicable.
75. The "Park" series dome-sleepers. Named as follows: 15401-Algonquin Park; 15402-Assiniboine Park; 15403-Banff Park; 15404-Evangeline Park; 15406-Glacier Park; 15407-Kokanee Park; 15408-Kootenay Park; 15409-Laurentide Parc; 15410-Prince Albert Park; 15411-Revelstoke Park; 15412-Riding Mountain Park; 15413-Sibly Park; 15414-Strathcona Park; 15415-Tremblant Parc; 15416-Tweedsmuir Park; 15417-Waterton Park; 15418-Yoho Park.
76. Cars have semi-circular rear end with no diaphragm. Interior of lounge has map of the car name park on front wall.
77. Cars 16503, 16505, 16514, 16516 currently unservicable.
78. Cars named as follows: 16501-Acadian; 16502-Alexandra; 16503-Alhambra; 16504-Annapolis; 16505-Cartier; 16506-Champlain; 16507-Emerald; 16508-Empress; 16509-Fairholme; 16510-Frontenac; 16511-Imperial; 16512-Kent; 16513-Louise; 16514; Palliser; 16515-Princess; 16516-Selkirk; 16517-Wascana; 16518-York.
79. Cars 15400 through 15448 built in 1958 by CC&F. Cars 15450 through 15478 built in 1958 by General Motors Diesel. Cars 15480 through 15494 built by NSC in 1960.

ABBREVIATIONS

BAR	-Bangor & Aarostook RR
Batt.	-Battery powered
B&M	-Boston & Maine RR
CC&F	-Canadian Car & Foundry
C&EI	-Chicago & Eastern Illinois
CGR	-Canadian Government Railways
CMST&P	-Chicago Milwaukee St. Paul & Pacific RR (Milwaukee Road)
CN	-Canadian National
C&O	-Chesapeake & Ohio RR
CP	-Canadian Pacific Rly./CP Rail
DW&P	-Duluth Winnipeg & Pacific RR
EL	-Erie Lackawanna RR
EM	-Electro-mechanical (air-cond.)
FEC	-Florida East Coast RR
Frisco	-St. Louis & San Francisco RR
GTW	-Grand Trunk Western Rly.
HEP	-Head-end(or Hotel) Power. (electrical power from locomotive).
MKT	-Missouri Kansas & Texas RR
MLW	-Montreal Locomotive Works
NKP	-Nickel Plate RR
NSC	-National Steel Car
NYC	-New York Central RR
RDG	-Reading RR



Plan and elevation drawings of the following VIA cars:- TOP Ex-Crusader car #301;
CENTRE 600 series club-galley cars; and BOTTOM Ex-GTW club-lounge.

TEN YEARS AGO

SUMMER 1969

CP RAIL SEEKS TO CLOSE ONTARIO STATIONS

CP Rail has applied to the Canadian Transport Commission for permission to establish a customer service centre at London, Ontario, and close a total of 48 stations on the company's London Division. Agents would be removed from the following points:

Owen Sound*	Mount Forest	Woodstock*
Markdale	Fergus	Zorra*
Flesherton	Erin	Thamesford
Dundalk	Goderich*	Caradoc*
Shelburne	Blyth	Glencoe
Orangeville*	Milverton	Thamesville
Brampton	Elmira	Chatham*
Walkerton	Guelph	Tilbury
Hanover	Guelph Jct.*	Hayercroft
Durham	Waterdown North	Ingersoll*
Teeswater	Streetsville*	St. Thomas
Wingham	Milton	St. Marys
Gorrie	Galt*	Port Burwell
Arthur	Ayr*	Tillsonburg*
Grand Valley		

*Stations will remain open for operating purposes only. Caradoc is not presently an agency station.

Caretakers will be removed from Belle River, Stratfordville, West Monkton, Belmont and Kent Bridge.

Meanwhile, on CP's Smiths Falls Division, approval to open a customer service centre at Ottawa -- and replace agents or caretakers at 42 stations -- was granted July 24th by the CTC. The following agency stations will close:

Pembroke*	Waltham	Kemptville
Potawawa	Fort Coulonge	Bedell*
Cobden	Campbells Bay	Cornwall*
Haleys	Shawville	Prescott
Branside	Quyon*	Eganville
Arnprior	Maniwaki*	Merrickville
Almonte	Stittville	Mountain
Renfrew*	Gracefield	Winchester
Carleton Place*	Wakefield	Finch
Smiths Falls*	Osgoode	Chesterville*
Hull West*	Brockville*	

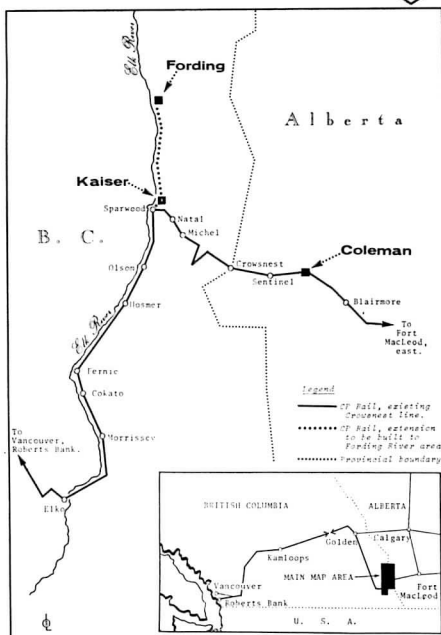
*Stations will remain open for operating purposes only.

Caretakers will be removed from Pakenham, Jasper, Messines, Kazabazua, Chelmsa, Manotick, Avonmore, Monkland, Apple Hill, St. Clet, St. Lazare, Oxford.

CTC APPROVAL GRANTED FOR NEW CP RAIL BRANCH

The Commons Transport Committee has approved a Canadian Pacific application for a new rail route between the Natal, B.C. coal fields and the new port of Roberts Bank, near Vancouver. The application was for construction of a 34-mile branch line from the Natal field north to the existing CP Rail line, and for operating rights on about 40 miles of track between Mission and Roberts Bank, owned by B.C. Hydro, Great Northern and Canadian National.

The route is necessary because of long-term contracts signed between Canadian and Japanese steel firms for the sale of high grade metallurgical coal to Japan. CP Rail expects to ship three million tons of coal yearly for the next 15 years from Natal. Cost of the new branch line is estimated at \$10-million.



OPERATION PLANNED FOR WINNIPEG HYDRO 4-1-0

The Vintage Locomotive Society Inc., of Winnipeg, has been given permission by Metro Winnipeg council to operate former Winnipeg Hydro 4-1-0 No. 5 during the summer months on a three-mile section of the Greater Winnipeg Water District Railway, 59 miles southeast of the city. The group expects to be operating the locomotive on Sundays for public rides, beginning about mid-July.

Built in Scotland in 1882 for Canadian Pacific, the 4-1-0 carried the number 86 when it was sold to the Hydro in 1918. It still carries unmistakable traces of its CP lineage.

The locomotive was brought to Winnipeg in 1966 from Point du Bois by city council, who entertained stillborn thoughts of operating it in the Metro area as a tourist attraction during Centennial year. The Locomotive Society is hopeful that the present plans may lead to a permanent operation.

OUTLOOK BLEAK FOR GO TRANSIT EXTENSION

Subsidies for municipal road and subway construction will take precedence over extensions to the GO Transit rail commuter system, as far as the Ontario government's present thinking is concerned. John Roberts, who said that he would not rule out future extension of GO into new areas. He made it clear, however, that the government is not satisfied that GO is the solution to the province's transportation problems; he repeatedly described GO Transit as an experiment and the tenor of his remarks suggested that the government thinks highways, monorails, shuttle and express buses or longer subways may be more economical than trains after all, in coping with commuter traffic.

High capital and operating costs seem to be the rub. For example, it would take an initial capital outlay of \$14-million to extend GO to Oshawa, and more than \$30-million to give Hamilton full service. To provide full commuter service on five new routes serving Metro Toronto would require \$94-million for right-of-way improvements alone, and CN and CP Rail would still own (and control) the rights-of-way. Another \$35-million would have to be spent on rolling stock.

GO Transit's existing service is popular, the economics notwithstanding. In the 12-month period ending last August 31st, GO collected 4.5 million fares -- an average of 15,000 weekdays, 5,300 Saturdays and 2,500 on Sundays. Operating costs soared beyond expectations, to \$5,128,000. Revenue amounted to less than half of that figure -- \$2,524,000 -- leaving the province to cover a \$2,604,000 deficit, \$600,000 more than anticipated.

THE DERAILMENT SCENE

Both passenger and freight trains figured in recent derailments on Canadian railways.

On May 12th, CN's Campbellton-Montreal Railiner left the rails at St. Bruno, Quebec, south of Montreal. Several persons were injured. Cause of the accident was later determined to be track misalignment caused by a privately owned earth moving machine striking one of the rails at a grade crossing.

May 12th also saw the derailment of five cars of CP Rail's eastbound train 74 at Milton, Ont. While auxiliary crews from Toronto Yard and London (the latter being a CN crane) cleared the tracks, Windsor-bound RDC 339 derailed via CN's Oakville Subdivision to Hamilton Jct and thence over the Goderich Sub to Guelph Jct, where it resumed its journey.

The most serious recent mishap occurred at about 2050 on May 21st at Pointe à la Garde, Quebec, when the west-bound Chaleur, train 119, collided head on with an express train. Two persons were killed and 21 others injured. The collision occurred in a cut beneath a highway overpass; shortly after the impact, fuel from a ruptured tank car ignited, and in the confined space the entire locomotive consist of both trains burned furiously throughout the night. Equipment involved included engines 1802 (one of the rare RSC-24's) and 3874, plus SGU 15412 on train 119; engines 3851, 3859 and 3863, plus SGU 15615 on the express train. (Engine 3874 survived the Pefferlaw wreck of March 16, 1968.)

CP Rail's 8143 and several cars derailed on the light steel of the Elora Subdivision at Belwood on June 16th, necessitating the services of an engaging little steam wrecker from Toronto Yard, 100-ton No. 414339. Another June derailment on CP Rail, at Dorval, Quebec, saw a number of grounded cars flung foul of CN's adjacent main tracks.

About 40 cars ended up accordion-style after a CP Rail freight left the rails near Eagle River, Ont., 66 miles east of Kenora on the main transcontinental route. No one was injured in the spectacular pileup.

CN OFFICIALLY OPENS NEW OSHAWA YARD

Canadian National officially cut the ribbon on its new \$2.5-million Oshawa Yard on June 4th. The new facility, with a daily capacity of more than 500 cars, includes some 12 miles of new trackage. Located south of the Kingston Sub, main line between Oshawa and Whitby, the new yard is already relieving congestion in traffic to and from the growing industries of the area. Not surprisingly, a large percentage of the cars handled by Oshawa Yard serve the sprawling General Motors complex at Oshawa.

'NEWIE BULLET' MAKES ITS LAST RUN

It took a long time to die, but CN's Caribou -- popularly known as the Newfie Bullet -- turned its last wheel on July 3rd. A total of 205 persons rode the 15-car final train from Port aux Basques to St. Johns, Newfoundland, over 547 miles of three-foot-six CN track. The Bullet has been replaced by a fleet of buses which cross the island in 14 hours, 15 minutes, as compared with the train's 22-hour journey. Despite loud protestations from Newfoundlanders that they were being sold out by CN, the buses enjoyed heavy patronage from the start, and in May, they handled 11,273 passengers; just 1,951 stayed on the rails. In all, CN reports an increase of over 100 per cent in passenger traffic since the buses went into service.

CANADIAN NATIONAL MOTIVE POWER NOTES

* Look for CN's Turbotrains to begin testing again on the Toronto-Montreal run toward the end of the year. No date has yet been set for return to service of the United Aircraft turbine-powered trains.

* The two ex-L&PS diesel units inherited by CN when it took over operations of the London-area electric line nearly four years ago, Nos. 991 and 992, are a long way from home. They were transferred August 10th to Calder (Edmonton).

* With the delivery of 5900-series SD-40's to the Grand Trunk Western, GTW has returned eight borrowed CN SD-10's to their Toronto Yard assignment. Nos. 5047, 5050, 5051 and 5052 returned on August 26th, Nos. 5076-5079 on September 25rd.

* CN Pacific 5111, stored for many years at Transcona, was moved to Melville, Sask., during the first week of September. It will be placed on permanent display there.



* On Monday, June 16 magnetically-coded combination tickets appeared on TTC vehicles for use at a test installation at Islington Station of a CAMEL ticket acceptor. Both old and new style tickets are being sold as stocks of the former are used up.

* Cars 4321 and 4333, both with severe damage, have been stripped if some parts at Hillcrest in the manner of many air cars before their ultimate demise. It would appear that major repairs such as rebuilding of car ends have stopped. This may eventually affect the streetcar operations as there are not many spare cars. Other long-term Hillcrest tenants which might suffer similar fates are 4455, 4712, 4755 and 4760.

* Corrections: The PCC's scrapped at Danforth Carhouse last summer were as follows:

July 1968: 4053, 4100, 4104, 4110, 4124, 4152, 4153.
August 1968: 4009, 4020, 4032, 4045, 4070, 4072, 4092, 4096, 4107, 4117, 4130, 4154, 4158, 4173, 4177, 4197.

The total number of cars shipped to the United Arab Republic in 1966 was 48, not 46 as listed in December 1966. The two additional cars, 4037 and 4108, were taken to the docks two days after the initial group, for shipment to Alexandria on the SS Orient Mariner.

* On Sunday, June 22, the TTC instituted its summer schedules containing changes which will probably last into the fall and winter seasons:

Rush hour service on many lines was reduced in the normal manner. QUEEN lost four trains, KINGSTON ROAD Tripper changed from every five to every six minutes, and DUNDAS headways went from 4½ to five minutes on each of the two branches. ST. CLAIR and EARLSCOURT -- which until now have run on four-minute headways all year -- were changed to 4½-minute intervals; ROGERS cars continue on four-minute headways. As usual, the YONGE Subway lost one morning rush train.

Major changes occurred on the CARLTON and BLOOR Subway routes. On the former, base service frequency increased from four to five minutes, while on the latter Monday-to-Friday six-car train service was re-introduced. Full length trains were not operated on BLOOR after the opening of the extensions as TTC owned too few cars. Now, headways have been increased in the rush hour from 24 to 3½ minutes to allow the change; base service runs every five minutes rather than every four minutes.

Weekend service on QUEEN, CARLTON and ST. CLAIR was modified with wider headways being the change in all cases.

* Extensive trackwork will continue through the summer with paving and track renewal slated for Queen Street between Parliament and Church, Dundas from Ossington to Spadina, and, possibly, Queen from Dovercourt to west of Dufferin. Specialwork will be replaced at the intersections of Queen with Parliament and Victoria. Only one track job was under way at the time of writing: Coxwell from Queen to Upper Gerrard, including the intersection at lower Gerrard. New T-rail was laid in place of the old twisty tracks so well remembered from the days of the COXWELL car.

* Crane Car C-2, in need of extensive repairs, may soon be scrapped and replaced by front-end loaders. While the car has been coaxed along for several years, its condition has not been good for some time. Although track jobs would be more difficult without C-2, it must be remembered that the TTC has survived its frequent shop visits with the assistance of front-end loaders and a few front-end loaders fitted with hooks for carrying rail tongs.

* The old crossing diamonds at King and Parliament Streets were removed in July.



BLOOR CHURCH

2786

Rail and Transit

