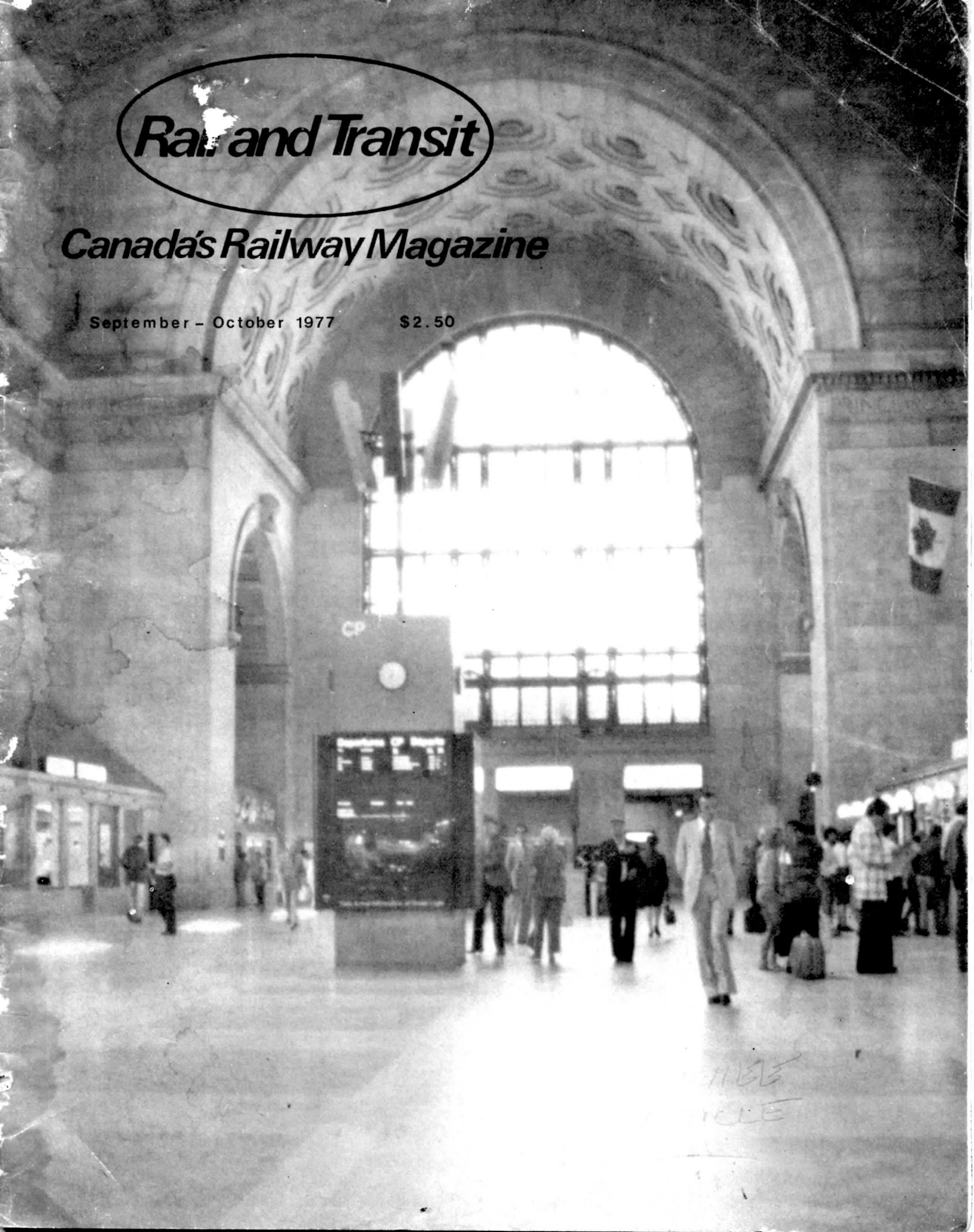
Rail and Transit

Canada's Railway Magazine

September - October 1977 $2.50

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CANADA'S RAILWAY MAGAZINE

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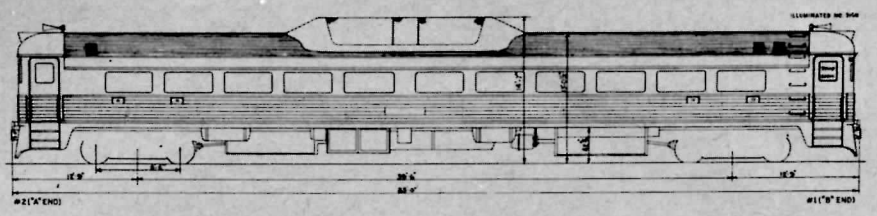

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RAIL AND TRANSIT is published bimonthly by the Upper Canada Railway Society and subscriptions may be obtained from the publisher at P.O. Box 122, Postal Station "A", Toronto, Ontario M5W 1A2. The Upper Canada Railway Society has been engaged in publishing railway material since its conception in 1941 and that of its predecessor in 1935.

CONTENTS

OPPOSITE:Victorian State Railways X Class diesel #X54 on the head end of the Victorian State Railways "Train of Specials."The 2.200 horespower locomotive was built in Australia.(Victoria State Railway Photo.)

ANNUAL SUBSCRIPTION RATE

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FRONT COVER
Fifty years after the opening of Toronto Union Station the great hall is still doing business as a transportation centre. The interior is seen here looking east. (D.W. Smith)

DIESEL NOTES

By Pierre Patenaude

Regional Transfers

9618 - 9632	GF 430	Symington	to Mac Millan	14 Jan.77
6111 Railiner		Toronto	to Montreal	21 Jan.
6110 "		Montreal	to Toronto	21 "
1056-1064				
1056 - 1064	GR-12	Calder to Saskatoon		23 Feb.77
1009 - 1010	"	Saskatoon to Calder		"
4000 - 4001	GR-25	Symington to Montreal		12 March
5220 - 5234	GF-30	Calder to Symington		1 May
1005 - 1001	GR-12	Calder to Saskatoon		5 May
4004	GR 430	Symington to Montreal		20 May
9519 - 9533	GF 430	Toronto to Symington		30 June
5220 - 5234	GF-30	Symington to Calder		30 "
9416 - 9425		Toronto t Montreal		22 July
5538 - 5547		Montreal to Toronto		22 "

RETIREMENTS

GTW 8196	MS-10m 1	Jan.1977	Formerly CN owned and leased to G.T.W. Subsequently sold to G.T.C.
GTW 8089	MS-10k 1	Feb.1977	
GTW 8090	" "	"	
4908	GRG-17	April 1977	Formerly CN owned and leased to G.T.W. Subsequently sold to G.T.C. Resold to South-Eastern Michigan Transportation Authority.
4915			
4950			
4952			
7968	GS-10	20 June 1977	
8095	MS-10	"	GTW Owned
8098	"	"	" "

CN has purchased for parts for the electrics on the Montreal commuter line,Butte,Anaconda and Pacific nos 201-202,serial nos 32882-3 (GE 1957) Pte.St.Charles 25-6-77.P.Patenaude.

INTERNAL MOVES

7248	GS-9	Vancouver to Calder	21.2.77
5084	GF30	Calder to Vancouver	08.2.77
5085	" "	"	
1902	GRG12	Symington to Neebing	1.4.77
1903	" "	"	"
8230 to 8232		Toronto toSpadina	15.5.77
1240 to 1248		Spadina to Toronto	"
4510 to 4519		" "	"
7161		London to Toronto	28.7.77
7163		" Fort"Erie	"

UNITS ON LEASE TO OUTSIDE COMPANIES

8028	Shawinigan Terminal	17.Nov.71
8036	Union Carbide returned July 77	3 July 77
4349	N.A.R.	21 Mar.77
4343	"	22 "
4338	"	10 Oct.76
4353	"	27 May 77
4337	"	7 June 77
5500 to 5504	G.T.W.	5 Jan.77
5529	"	27 Mar.77
5530	"	"
5532 to 5534	"	"
3200	B.C.R.	15 Apr.77
3202	"	"
3203	"	"
3205	"	"
3218	"	18 May 77
3219	"	"
3222	"	"
3224	"	"
2307	Conrail	28 Apr.77
2309	"	26 "
2310	"	"
2313	"	"
2319	"	"
2325	"	"
2326	"	"
2328	"	"
2329	"	"
2332	"	"
2333	"	"
2337	"	28 "

Units returned July 77

5510	Conrail	June 77
5515	"	"
5517	"	"
5518	"	"
5566	"	"
5569	"	"
5570	"	"
5571	"	"
5572	"	"
5574	"	"
5577	"	"
5576	"	"
5578	"	"
5575	"	"
5579	"	"
5580	"	"
5581	"	"
5583	"	"
5884	"	"
5585	"	"
5586	"	"
5587	"	"
5588	"	"
5589	"	"
5590	"	"

7215 Northwood Pulp 17.6.77
Pr. Geo.
returned July 77

4003	Santa Fe	June 77
4004	"	"
4006	"	"
4007	"	"
4008	"	"
4009	"	"
4010	"	"
4011	"	"
4012	"	"
4015	"	"
5030	"	"
5031	"	"
5036	"	"
5037	"	"
5039	"	"
5033	"	July 77
5040	"	"
5041	"	"
5043	"	"
5044	"	"
5045	"	"
4002	"	"
4005	"	"
4013	"	"
4014	"	"
5032	"	15 July 77
5034	"	"
5035	"	"
5038	"	"
5042	"	"
5046	"	"
5047	"	"
5048	"	"
5049	"	"
5054	"	"

1377 Great Lakes Paper 21 July 77
returned 26 July 77

HISTORY OF UNITS LEASED TO LOUISVILLE AND NASHVILLE RAILROAD.

17 in February 1977
43 in March 1977 TOTAL 60

Returned to CN in May 11
Returned to CN in June 4003 1

Leased to Santa Fe end of June 13
4006-4007-4008-4009-4010-4012-4011-4015-5030-5031-5036-5037-5039

Leased to Conrail end of June 13
5510-5515-5517-5518-5566-5569-5570-5571-5572-5574-5575-5577-5578

Leased to Conrail start of July 12
5576-5579-5580-5581-5583-5584-5585-5586-5587-5588-5589-5590

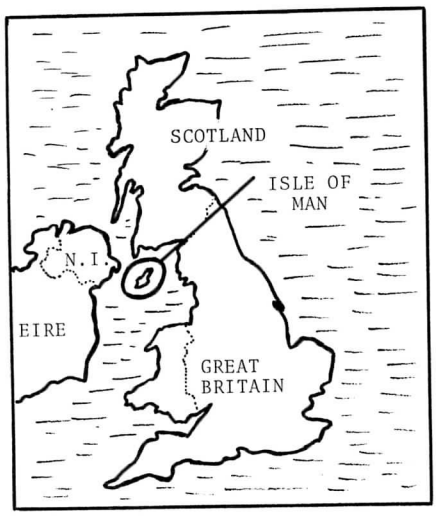
Leased to Santa Fe start of July 10
5033-5040-5041-5043-5044-5045-4002-4005-4013-4014

Balance on Loan to L&N -NIL-

ABOVE:Ontario Northland Railway's ex Trans European Express set being off-loaded from the S.S. Wolfgang Russ at the Toronto Container Terminal.The first two sets of four to be delivered have gone into service with the other two due later this year.Numbered 1900-1901, they have been renumbered 1980-1981.(Toronto Harbour Commission.) BELOW LEFT:Well travelled SD40 #5048 in the new paint scheme being applied to the low nose units.The loco is currently on lease to the Santa Fe.3.07.77 P? Patenaude.BELOW RIGHT:Cartier Railway C630 #34 in transit in Montreal Harbour after an overhaul at CN MonctonShop. 19.03.77 P.Patenaude.

RAILWAYS OF THE ISLE OF MAN

by David W. Smith



Located in the middle of the Irish Sea,approximately mid way between the Republic of Ireland and the United Kingdom (of which the Isle of Man is a part),lies the Isle of Man.Usually overlooked by railfans as being not worth visiting,it was served at one time by 10 different companies,encompassing everything from a horse car line,cable line,electric railway and steam railway.Today,the Isle still boasts service by a horse car line, 3 electric lines and a steam road.

Known at one time as a source of lead and the home base of a large fishing fleet,the Isle had become by the mid 1850's,well known as a tourist resort. By the early 1860's,tourism had become,and still is a mainstay of the Island's economy.

By 1863,tourism had become so important that harbour improvements had become necessary at the main seaside towns and there was a pressing need for better communications with the interior of the island.

In December of 1871,a company was established to construct and operate a network of rail lines on the island. Since it was to be a self contained system with no interchange with the mainland,after some thought,a guage of 3' 0" was chosen.

Originally planned as three lines runing from Douglas to Peel,Port Erin and Ramsey,the line to Ramsey was soon dropped due to lack of funds.Work on the other two lines started in 1872. The line to Peel was opened for traffic on 1 July 1873,while the Port Erin line wasn't opened ready for operation until 2 August 1874.

The population of Ramsey,naturally indignant from not receiving the benefits of the promised railway,incorporated a seperate company to build a line from Ramsey to along the north coast to connect with the Isle of Man Railway at St.Johns.It was incorporated as the Manx Northern in 1878 and opened for traffic in September of 1897.

After the M.N.R. was completed,some of the Directors promoted a scheme known as the Foxdale Railway.This was built to connect the M.N.R. at St. John's with the lead mines at Foxdale. The intent was to capture the traffic from the mines and run it via the Manx Northern to Ramsey for transshipment to ocean ships for export.Completed in 1883,it was operated under contract by the Manx Northern.However, by this time the mines were nearly played out and traffic never reached the envisioned levels.In view of the low traffic figures and some rather curious financial arrangements,the Foxdale Railway was a constant drain on the resources of the Manx Northern. When the M.N.R. was on the verge of bankruptcy,the Manx Government stepped in and the Isle of Man Railway and Manx Northern (as well as the Foxdale Railway) were compulsorily amalgamated on 19 April 1905.

The railway was heavily patronage,especially in the summer,with the heaviest traffic occurring in the years immediately preceding and just after the First World War.After that,the railway was faced with increasing competition from road services for both freight and passenger traffic.In a move to reduce costs,there were service cuts as well as abandonments.

The first line to cease service was the Foxdale Branch which last saw a train in regular passenger service in 1939,although freight trains continued to run as required until 1942. The line was closed,although the rails were not lifted until nearly 20 years later.The last train to use the branch was reportedly a work train in 1956.

Increasingly,road competition was felt more and more.This led to economies being made wherever possible.Stations were closed,services were cut even further and from the end of the 1962 season,the service on the Ramsey line was made summer only.

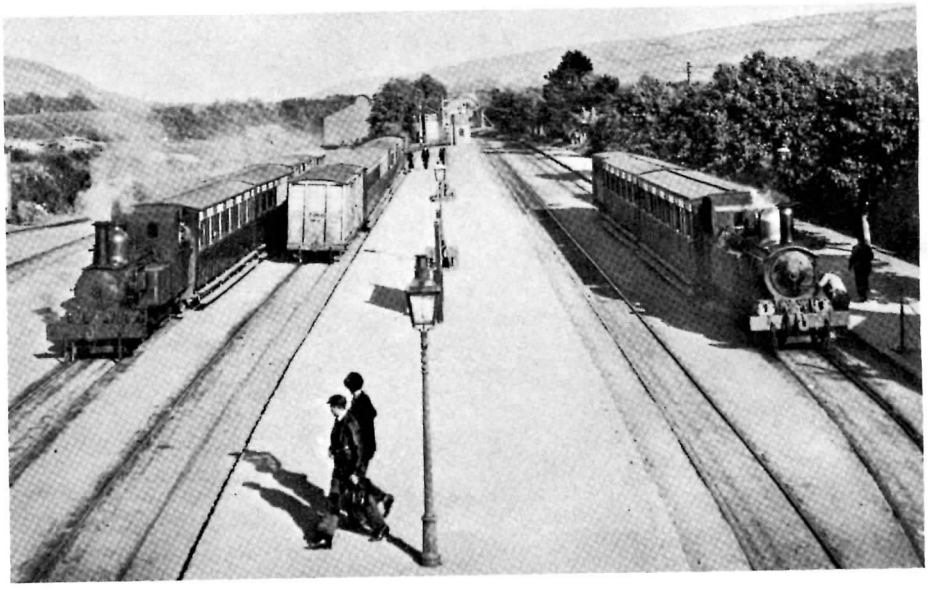
In November 1965,the entire railroad was shut down.The reason given for this was so that extensive repairs could be made to the system,but come the following summer,the railway did not reopen and it appearred that the Isle of Man Railway had operated for the last time.

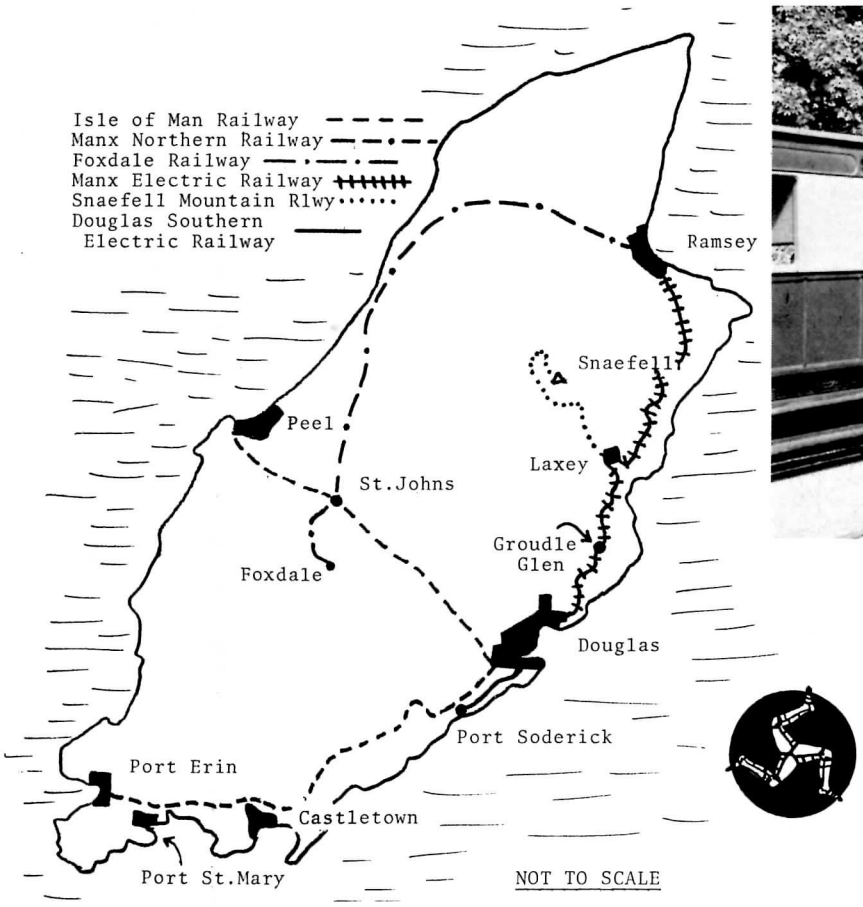
In 1967,the Marquess of Ailse had taken an interest in the Railway and in that year,the railway was leased and the entire system was reopened.A tremendous amount of time and money was expended in refurbishing the railway, there was not enough of an increase in traffic revenue to justify the expenditure.

Several economy measures were attempted and at the end of the 1968 season, both the Ramsey and Peel sections were closed to traffic and the rails were lifted.

In 1971,Lord Ailsa gave up his efforts and surrendered the lease.The Isle of Man Railway Company then resumed operation of what was left of the system.

Trains for Ramsey,Douglas and Peel at St. John's Station June 1939.Engines 3,12 and 6. (D.W.Smith Coll.)





Isle of Man Railway No. 13 "Kissack" at Castletown Station.The livery is a light green with red trim and a highly polished brass dome.September 1975.(DWS)

At the end of the 1974 season,the line to St.Johns was closed as well as the section from Douglas to Castletown,although the rails on both sections were left in place.

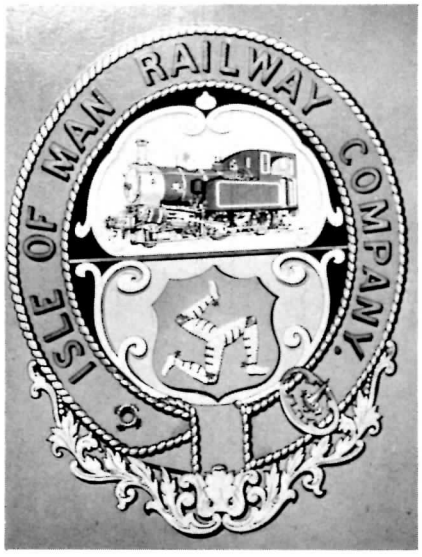
In 1975,there was no servuce provided between Douglas and Castletown.There were 4 trains a day between Castletown and Port Erin.Although there were no revenue runs out of Douglas,trains still went to and from Douglas due to the lack of shop facilities at either Port Erin or Castletown.

Service was restored to Douglas on an experimental basis with a government subsidy in 1977 and negotiations are being carried out by the Government with an eye to restoration of full service from Douglas.

The future of the Railway is uncertain.The Isle of Man Steam Railway Supporters Association has as its aim,the continued operation of the Railway and has helped with the maintainance of coaches and right of way as volunteers.

Besides memberships,the main source of income for the Association is the Port Erin Railway Museum.Included in the museum are 2 locomotives and several freight and passenger cars that saw service on the Isle of Man Railway.

BELOW:Crest of the Isle of Man Railway Company with one of the Beyer Peacock locos and the Arms of the Isle of Man.(DWS)



The Manx Electric Railway is unique in the British Isles,although it would be recognizable in North America as typical of the Interurban Era.The only thing that might be of an unusual nature is its 3' guage.

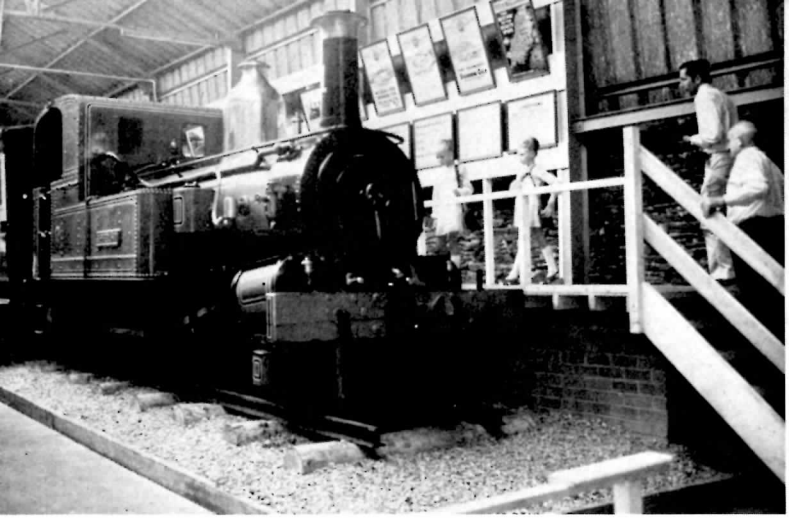
The early corporate history of the M.E.R. is long and involved with different sources giving early ownership to the Douglas Estates Company,one of the early developers of the Island or the Isle of Man Tramway Company.All sources agree however that in March 1893,ownership became vested in the Douglas and Laxey Coast Electric Tramway Company.

The line was chartered in 1892 for the operation of an electric tramway from Douglas to Groudle Glen,one of the more scenic spots of the Island, a good source of revenue.An extension to Laxey was opened in July of 1894.

While construction was underway,the company's name was changed to the "Isle of Man Traction and Electric Power Company Limited".This company also gained control of the Horse Tram line and the Upper Douglas Cable Tramway,both of which were built in 1894. It was intended to electrify the lines in order to allow through running of the electric cars right down to Victoria Pier.This plan,however was vetoed by the Douglas town council.

In 1895,the Company obtained permission to extend the line from Laxey to Ramsey.This line was opened in 1895 and immediately played havoc with the Manx Northern Railway traffic to and from Ramsey.

Unfortunately,the year 1900 was marked by the failure of Dumbell's Bank and the line was forced into receivership.



LEFT:IOMR #1 "Sutherland" in the Museum at Port Erin.RIGHT:IOMR #13 at Castletown preparing to leave for Port Erin.Both September 75. (DWS)

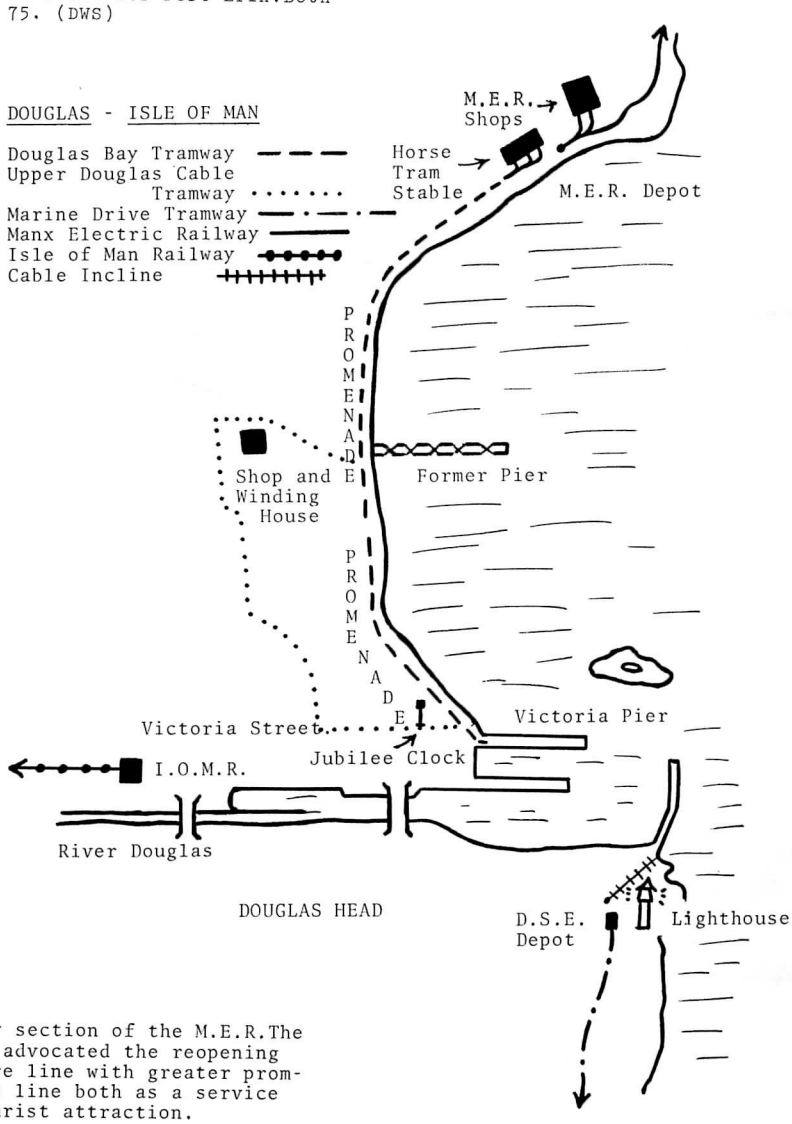
In 1902,the associated horse and cable tram lines were sold to the Douglas Corporation,while the electric lines were sold to the Manx Electric Railway Company Limited.With the new Company,new cars were ordered and the electrical system was changed from direct generation of 500 vdc to generation of 7.000 v a.c. with rotary conversion at four substations.

At one time the line had substantial freight traffic,particularly stone traffic from quarries at Ballasalla and Dhoon,although today,freight traffic today is practically non existant.

The main event of the later years was a fire at Laxey Depot in April 1930 which destroyed a number of cars.

In the middle 1950's,passenger traffic began a serious decline and in 1954,the Company applied to drop winter service.The Tynwald (Manx Parliament) turned down the request and as a result,the company indicated that falling revenues would force the company to discontinue all service.In view of this,the Manx Electric Railway Board was formed by the Manx Government to take over and operate the railway.

The M.E.R. Board continued to operate the line with a subsidy from Tynwald until the losses became heavy and in 1975,the Manx Electric Railway Board applied to discontinue service between Laxey and Ramsey.After a prolonged debate in Tynwald,the move was narrowly defeated,although the line was closed for the winter.In 1976,at the start of the summer season,only the Douglas-Laxey section was re opened.



The future of the line is more settled than that of the IOMR.The line is subsidized by the Government and there have been proposals for new cars-either in the shape of the old bodies with new electrical equipment or in the more likely case-"new" cars in the shape of second hand German streetcars. In 1976,Tynwald voted to purchase 7 1957 double truck trams at a cost of not more than £150.000.

Both the S.M.R. and the M.E.R. have been the subjects of study by "Transmark",the consulting arm of British Rail and by "Tramway Museum Services" the consulting arm of the Light Railway Transport League.The Transmark Report advocated the closing of the Laxey-Ramsey section of the M.E.R.The TMS report advocated the reopening of the entire line with greater promotion of the line both as a service and as a tourist attraction.

Both the M.E.R. -S.M.R. and the Isle of Man Railway received a repreive on the eve of the 18-19 November General Election for the House of Keys,the Tynwald voted to restore the Isle of Man Railway service to Douglas and to reconsider the whole future of the M.E.R.

The results of the General Election were a complete surprise.Of the 24 members,12 were new members.In the membership,there are now 19 pledged to the support of the Isle of Man railway and 18 (at least) who support reinstating M.E.R. service to Ramsey.

ABOVE:Manx Electric Railway open cross bench car 45 in the shops at Douglas. BELOW:Open cross bench motor 16 with matching trailer with the last arrival of the day approaching the MER depot. The MER is double track throughout and one proposal to cut costs has been to single track the line.(DWS)

Among those defeated for relection were two members of the Manx Electric Railway Board (Including the Chairman).One of the new members elected to the House of Keys was the chairman of the Isle of Man Railway Supporters Association.

It is still too early to tell what the future has in store for the Isle of Man,but the prospects have been enhanced,rather then diminished.

DOUGLAS BAY TRAMWAY

The Douglas Bay Tramway had its origin in the mind of Thomas Lightfoot,a retired contractor from Sheffield who saw the possibilities in a tramway.It was opened for service 7 August 1876 as a single track line with a mid point passing loop.In 1894,the tramway came under the control of the Isle of Man Tramways and Electric Power Company.The Company applied to electrify the line to enable through running of cars from Ramsey but as mentioned earlier,this was vetoed by the Douglas Town Council.

With the collapse of 1900,the tramway was taken over by the Douglas Corporation (i.e. Town Council).In 1927,the line became summer only in operation and has operated continuously ever since,with the only break in service being during the war years of 1939-1945.

Ever since the construction of the line,it has been worked by horses and it still is the first sight that most people remember seeing on leaving the ferry building at Victoria Pier.

SNAEFELL MOUNTAIN RAILWAY

The Snaefell Mountain Railway has always been under the same ownership as that of the Manx Electric Railway,and the two of them have usually been associated in the mind as one and the same company and operation.

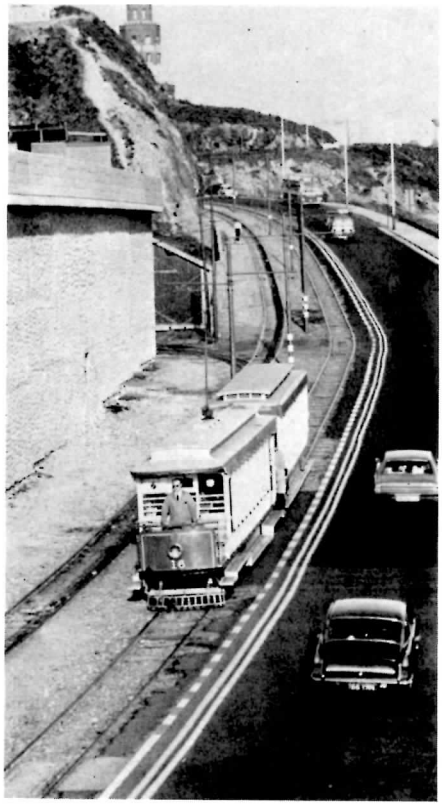
It was originally promoted in 1895 as the Snaefell Mountain Tramway to run from a point on the present M.E.R. for a distance of approximately 5 mi. to the summit of the Snaefell,the highest point on the Isle.Following the collapse of 1900 of Dumbells Bank,it was taken over by the Manx Electric Railway in 1902 and was reorganized as the Snaefell Mountain Railway.

With an 8% maximum grade,it is the steepest adhesion-worked line in Great Britain,although it does use a third center rail for braking on the downhill run.

The line is still served by the original 6 48 seat double truck cars that were built for the opening of the line. There is also a double end work motor that whenever it is needed,borrows a set of trucks from one of the passenger cars.

QUEEN'S PIER TRAMWAY

This is a 3' guage line running the length of the Queen's Pier in Ramsey. It was built in 1887 and is a single 2,245' long line with mid point passing loop.Originally intended for the transport of luggage from docked ships, passenger service was added to the line in 1937.In 1950,the original cars were replaced with a Wickham Railcar and a rail coach trailer.



ABOVE:Douglas Corporation horse tram 45 on Victoria Promenade,Douglas.(DWS)

UPPER DOUGLAS CABLE TRAMWAY

The growth of the northern part of Douglas along the promenade was due in part to the Douglas Bay Tramway. Because of the new developement to the north,the older part of Douglas was experiencing a loss of business that was severe in terms of money and pride.

As a result,the residents were anxious to obtain the benefits of a tramway of their own in order to preserve part of the revenues that were going to the newer part of town.

In 1894,the Isle of Man Tramways and Electric Power Company reached an agreement with the Town Council,whereby the IOMT&EPCo,who at this owned the Douglas Bay Tramway,would construct and operate a tramway in the older section of Douglas.In return,the Town Council would not compulsory purchase the Douglas Bay Tramway.

A cable operated line was opened for service on 15 August 1896.Built to a common 3' guage,it connected with the Douglas Bay Tramway at the Victoria Clock Terminus.From here it ran in a wide semi circle route,through Upper Douglas to connect with the Douglas Bay Tramway at the intersection of Broadway and Promenade.

Following the collapse of 1900 of the IOMT&EPCo,the line was taken over by the Douglas Corporation.

The projected traffic figures for the line were totally unrealistic,and by 1921,the line had become a summer only operation.19 August 1929 saw the last day of operation of the line and is was finally closed to all traffic.

MARINE DRIVE TRAMWAY

The most ambitious project on the Isle of Man was for the construction of a Marine Drive from Douglas Head (opposite Douglas) to Port Soderick,a distance of just over 3 miles.Commissioned in 1889,the project was in financial trouble by 1891.This was due in part to the promoters' scheme to build a suspension bridge across Douglas Harbour,as well as heavier than projected costs of construction,especially of a bridge at Wallberg.

In 1892,the construction of the bridge at Wallberg ,as well as another at Horse Leap was pushed forward as well as a truning point at Little Ness.At some time between 1892 and 1895,the Douglas Southern Electric Tramway Co., obtained a concession to operate a tramway along the Drive and it was the D.S.E.T. that resumed construction of the Drive toward Port Soderick.At the same time,the D.S.E.T. was taken over by the American New General Traction Company.

The section from Douglas Head to Keristal was opened 7 August 1896,and was extended on the Port Soderick in the winter of 1897-98.

The line was a guage of 4'8½",which was unusual in itself for the Isle of Man, and utilized double deck trams equipped with U.S. made Baltimore trucks.

Because both terminals were seperated from the towns they served,cable-worked inclines were installed at both ends.(Douglas Head 1900,Port Soderick in 1898).At Douglas,there was also a ferry that ran across the Harbour,connecting the cable incline with the Town of Douglas.

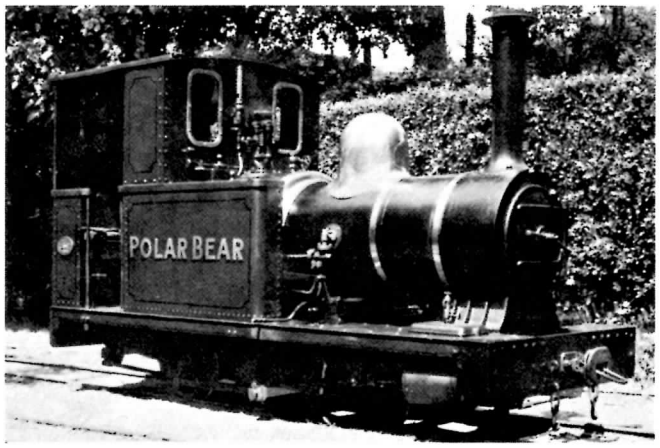
In 1926,the original concession expired and the Douglas Southern Electric came into possession of the Drive.

In 1939,service was suspended for the duration of the war.When the was ended in 1945,the Wallberg and Horse Leap Bridges were considered to be unsafe and the line did not reopen.

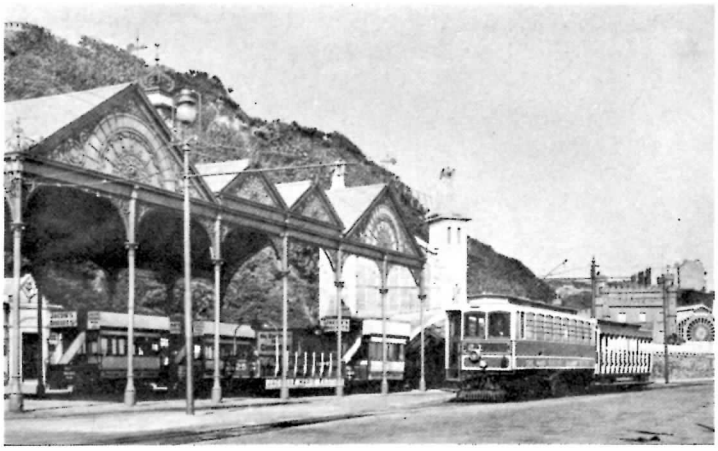
In 1946,dismantling of the line began, and 16 cars were left isolated in the depot at Little Ness.In 1951,car #1 was removed and presented to the British Transport Commission Museum as part of the intended national collection.After restoration,it was on exhibit at the Science Museum in London.In 1975,it was moved to the Crich Tramway Museum where it was restored to operating condition.

The Drive itself has been extensively rebuilt and while it has lost its electric line,it still is a most scenic road.

ABOVE:Snaefell Mountain Railway #6 at Laxey where the SMR and MER meet.The SMR cars use bow collectors in contrast to the poles on the MER.The SMR cars and the enclosed cars of the MER have the unusual door placement.BELOW LEFT:IOMR Station at Douglas.This impressive building is the main station as well as the railway offices.Unfortunately,the signs on the posts read "Service to Port Erin from Castletown-No Trains from Douglas this year."BELOW RIGHT: Joint SMR-MER station at Laxey.All Sept 75(DWS)



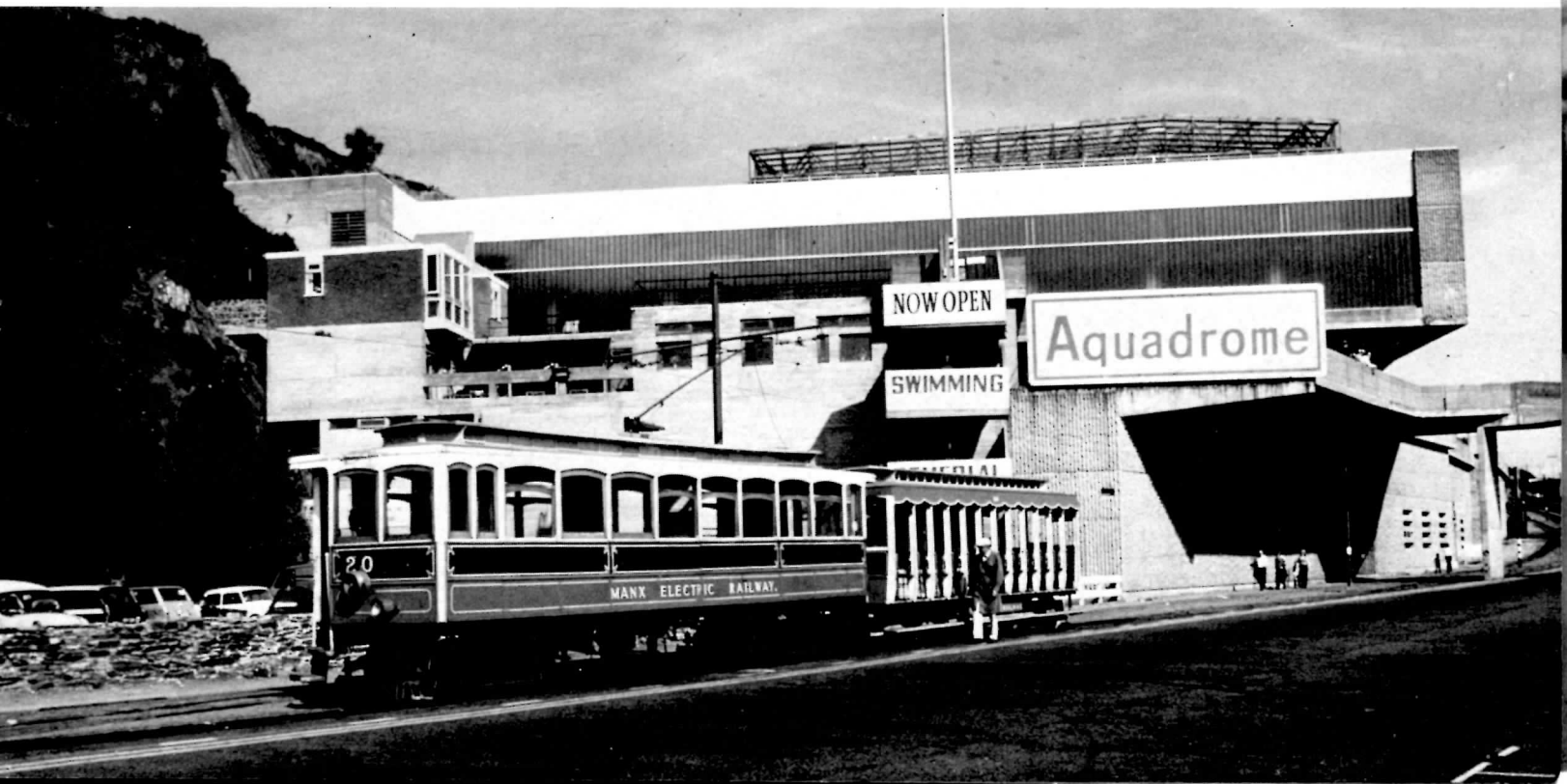
LEFT:Douglas Head Marine Drive Tramway car #5 on Wallberry Bridge May 1939.This was one of the bridges whose rebuilding cost was prohibitive and forced closing of the line.RIGHT:Groudle Glen Railway "Polar Bear"The line ceased operation 1963 and the loco has been preserved. (DWS Coll)



GROUDLE GLEN RAILWAY

The Groudle Glen Railway was strictly a pleasure railway,originally owned by the Douglas Estate,the big early developer of parts of the Isle of Man. A light railway,it ran through the Glen,which was and is a very scenic spot on the Isle.It was built as a 2' guage line and was served by 2 small 2-4-0T's and 8 open cars.It was closed in 1963 One of the locos has been preserved on the Isle.

LEFT:Derby Castle Terminal of the MER with car #21 in May 1939.The cars to the left are a part of the horse tram line.(DWS Coll.)BELOW;MER #20 and trailer in the same location in September 75.The Terminal is just to the left of the photographer.(DWS)



DOUGLAS BAY HORSE TRAMWAY
(DOUGLAS CORPORATION TRANSPORT)

1	Enclosed Saloon
10	Open Cross Bench 32 Passengers
11	" " " 40 "
12	" " " " "
18	Enclosed Saloon
21	Open Cross Bench 32 Passenger
22	" " " with Roof 32 Pass.
26	" " " 40 "
27	Enclosed Saloon
28	" "
29	" "
31	Open Cross Bench 40 Passenger
32	" " " with roof 32 Pass.
33	" " " " " " "
35	" " " " " " "
36	" " " " " " "
37	" " " " " " "
38	" " " 32 Passenger
39	" " " " "
40	" " " " "
41	" " " " "
42	" " " " "
43	" " " with roof 40 Pass.
44	" " " " "
45	" " " " "
46	" " " " " " "
47	" " " " " " "
48	Convertable
49	"
50	"

ISLE OF MAN RAILWAY

1	Sutherland	1873	Beyer Peacock	Museum Pt.Erin
2	Derby	"	"	Scrapped
3	Pender	"	"	Stored out of Service
4	Loch	1874	"	in Service
5	Mona	"	"	Stored out of service
6	Peveril	1875	"	"
7	Tynwald	1880	"	Scrapped
8	Fenella	1894	"	Stored out of service
9	Douglas	1896	"	"
10	G.H.Wood	1905	"	in Service
11	Maitland	"	"	"
12	Hutchinson	1908	"	"
13	Kissack	1910	"	"
14	Thornhill	1880	"	Stored out of service
15	Caledonia	1885	Dubbs	Museum Pt.Erin
16	Mannin	1926	Beyer Peacock	in service

NOTE: All are 2-4-0's with the exception of "Caledonia" which is 0-6-0T.

19-20 Rail Diesel Cars built 1950-1951 by Walker Brothers and Great Northern Railway of Ireland for County Donegal Railways Joint Committee.They were acquired in 1961.

SNAEFELL MOUNTAIN RAILWAY

1-6 1895 Milnes.

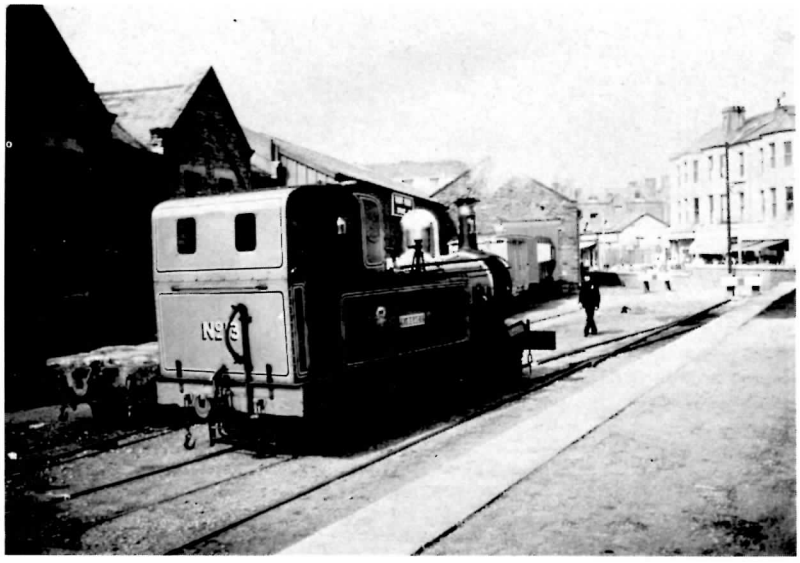
MANX ELECTRIC RAILWAY

No.	Date	Builder	Trucks	Body	Type
1	1893	Milnes	Brush	Saloon-Open	Platform
2	"	"	"	"	"
5/7	1894	"	"	"	Closed "
9	"	"	"	"	" "
19/22	1899	"	Brill	"	" "
14-15	1898	"	Milnes	Open Cross	Bench
16	"	"	Brush	"	" "
17-18	"	"	Milnes	"	" "
25/27	"	"	Brush	Rebuilt Trailers	
28/31	1904	United Electric	Milnes		

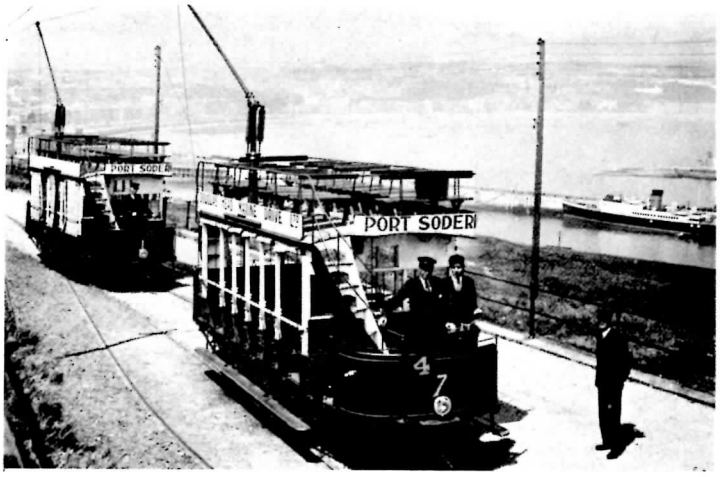
TRAILERS

36-37	1894	Open Cross Bench
40-41	1930	" " "
42-43	1903	" " "
44	1930	" " "
49-54	1893	" " "
55-56	1904	" " "
57-58	"	Saloon Trailer
59	1895	Governor's Car
60	1896	Open Cross Bench
61-62	1906	" " "

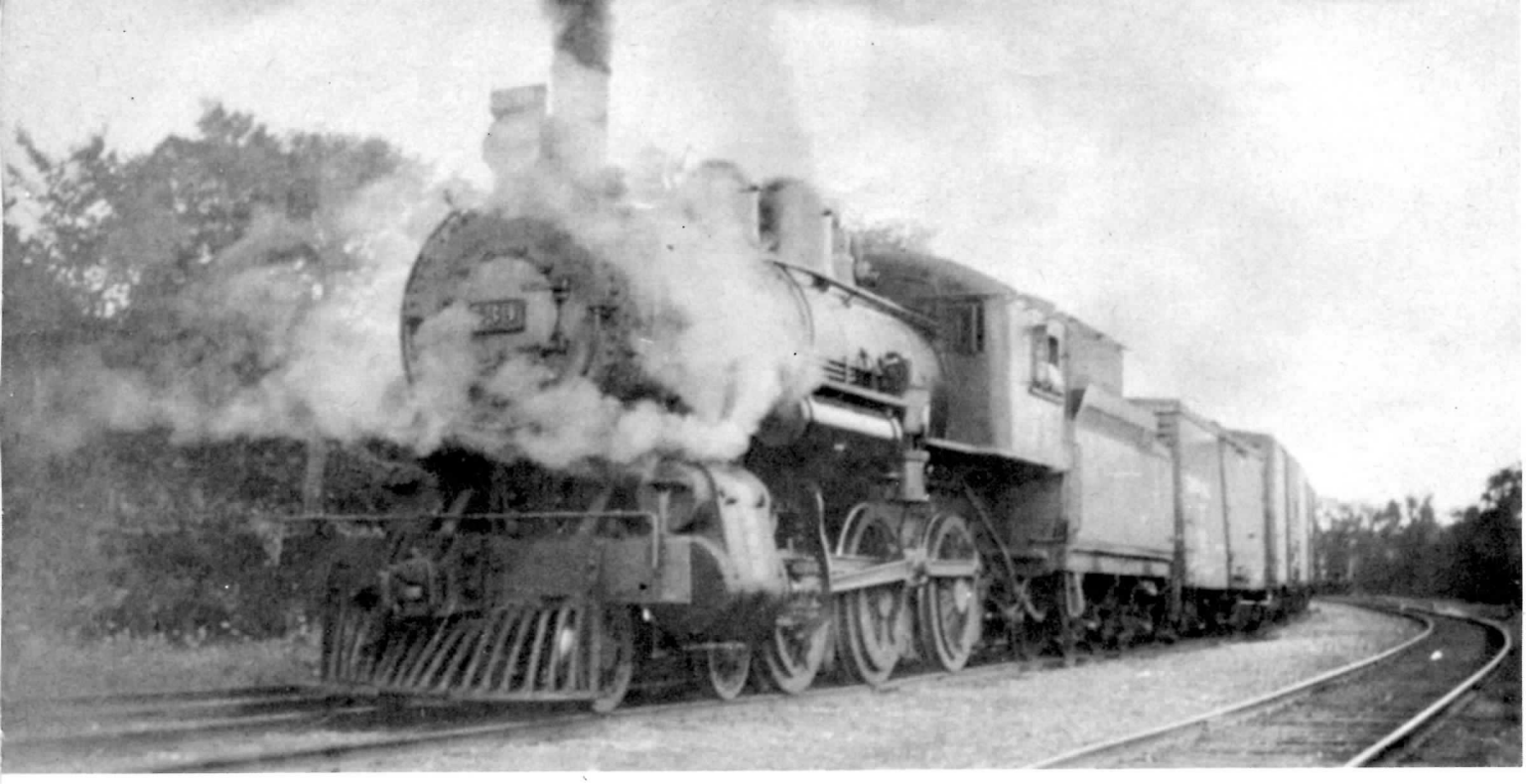
BELOW:A scene that could be anytime in the history of the Isle of Man Railway,was taken in Spetember 1975.2-4-0 #13 "Kissack" at Port Erin Station.RIGHT:Douglas Head Marine Drive Tramway car #1 near Port Soderick in May 1939.(DWS Coll.)



RIGHT:Douglas Head Marine Drive Tramway Cars No.7 and No.1 at Port Skillion May 1939.BELOW:Snaefell Mountain Railway Car No.1 at the summit of the Snaefell and the Hotel in the background.The original cars are up for sale,to be replaced by second hand tramcars from Aachen West Germany.(D.W.Smith Coll.)

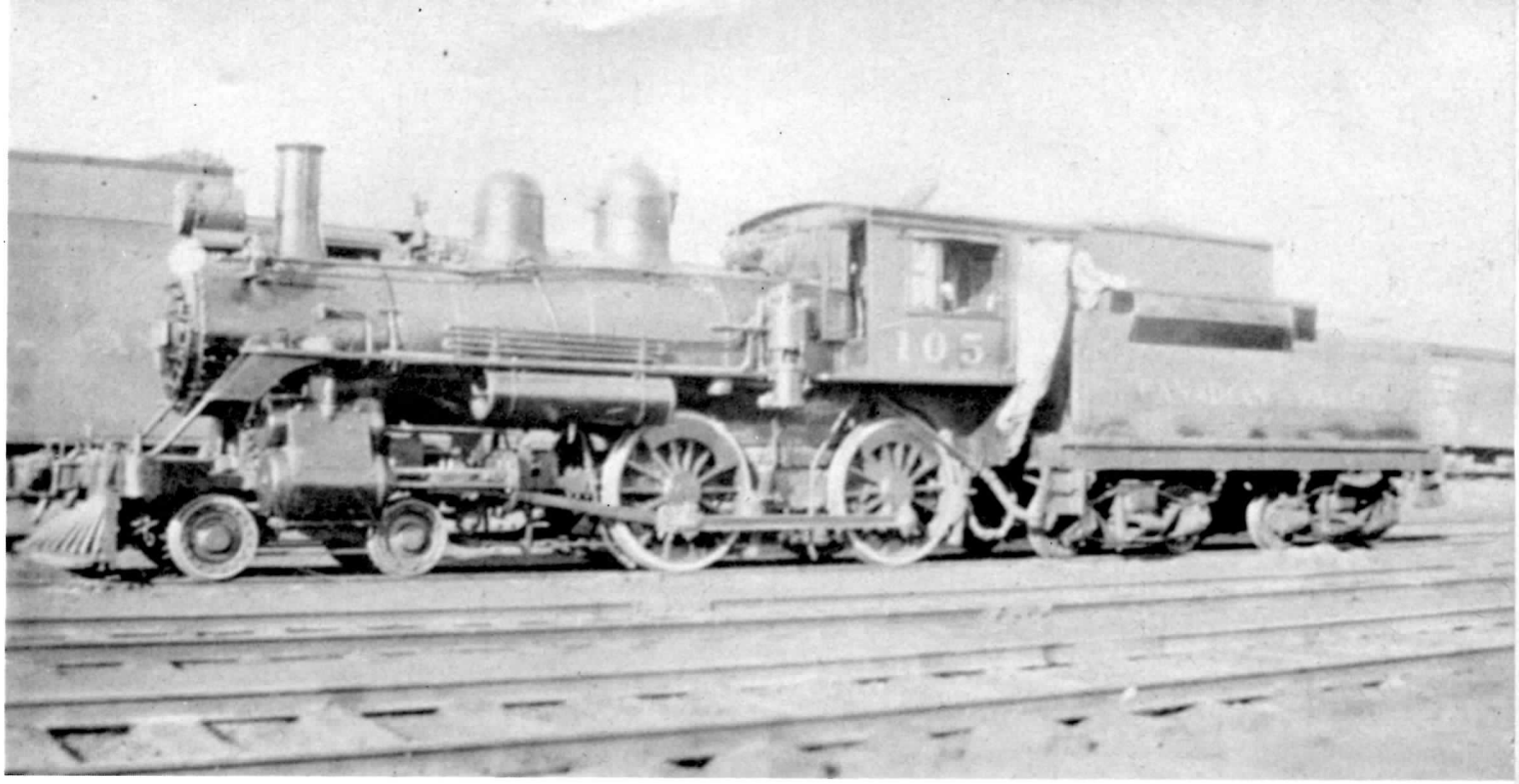


ABOVE LEFT:Douglas Corporation Tramways bus No.2.It was built by Straker and Squire in 1912.UPPER RIGHT:Isle of Man Railway ore train at Foxdale Station on the former Foxdale Railway.June 1939.RIGHT:Isle of Man Railway No. 12 "Hutchinson" at Port Erin Station May 1939.(All from D.W.Smith Coll.)

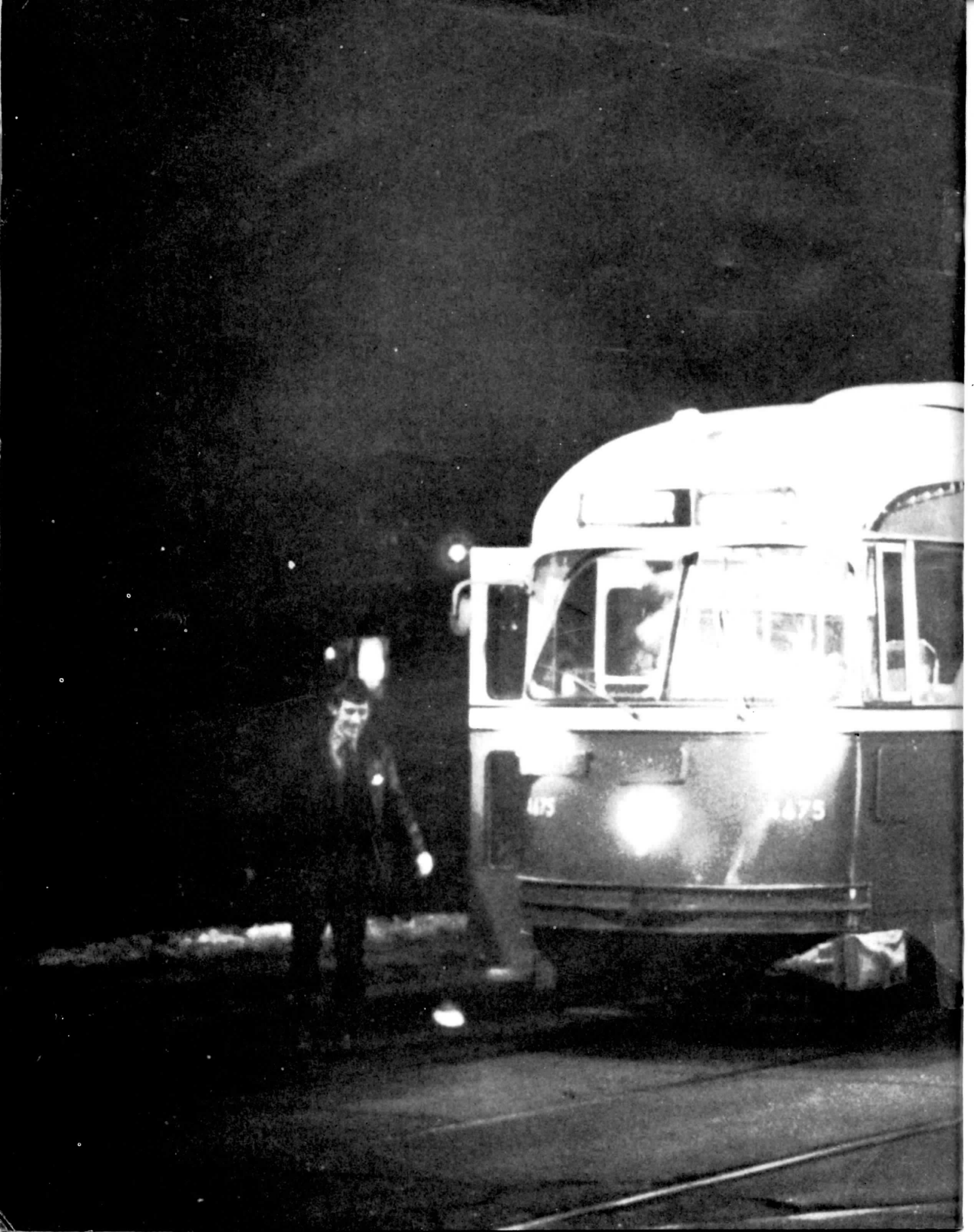


ABOVE
CPR ten-wheeler 539 is seen here wreathed in steam whilst restarting a freight. The last of class D6b she was built in Scot - land by the North British Locomotive Co. in 1903. (UCRS Coll.)
RIGHT
Mikado 5156 being coaled. She was one of seventy four class P1e engines built by MLW in 1913. (UCRS Coll.)
BELOW
The CPR had two class R3a 2-10-0's. One of them, 5757, is seen here at Revelstoke, B.C. in April 1943. She was built by the CPR in 1917. (UCRS Coll.)

RAILFOTOS



ABOVE
During May 1934 the camera caught CPR #105 at Winnipeg. A member of class A2m, the 4-4-0 was built in 1884 by Rogers. (UCRS Coll.)
LEFT
As the TH&B was jointly owned by the Canadian Pacific and the New York Central it was not a surprise to find power from either parent on its tracks. Here CPR pacific 2715 is seen at Hamilton on March 30th. 1937. Part of class G4b, she was built by the CPR in 1921. (UCRS Coll.)
BELOW
A brand new CPR 1227 seen here at Ottawa in March 1946. Built by MLW, the pacific was part of class G5b. (UCRS Coll.)
CENTRE PAGES
PCC car 4695 on a night westbound QUEEN trip. The shot was taken at Connault Ave., where an operator change is made. (J.D. Morgan)



UNDER THE WIRE

Edited by Ron W. Layton

It would appear that CP Rail has given up its idea of wiring the mountain division. Instead it has replaced it with a scheme to double track four of the most heavily graded sections to reduce the westbound grade from the present 2.2% to 1%. Part of the work would involve boring a new Connault Tunnel to be over seven miles long. Even with all this heavy work, the estimated cost is only half that of full electrification.

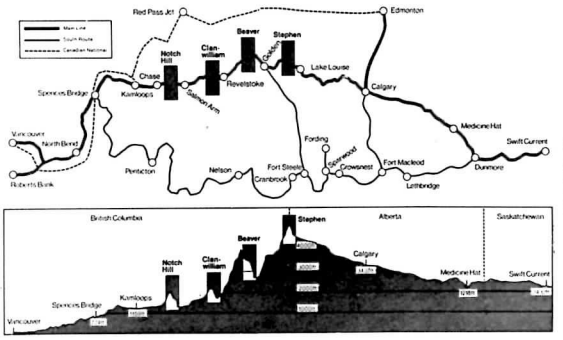


Diagram to show the location and grades of CP Rail's proposed double tracking programme in their mountain division. (CP Rail)

NETHERLANDS

An experimental locomotive built by Henschel-BBC was tested by NS during May. The six axle unit features an asynchronous - motor drive. Should the design be accepted for the 1500v dc system it is likely to emerge as a 5900 HP B-B unit.

UNITED KINGDOM

Plans have been drawn up for the electrification of the Glasgow - Edinborough and Glasgow - Ayr lines. In addition to these two major projects a short extension of the Glasgow - Springburn line to Cumbernauld is planned.

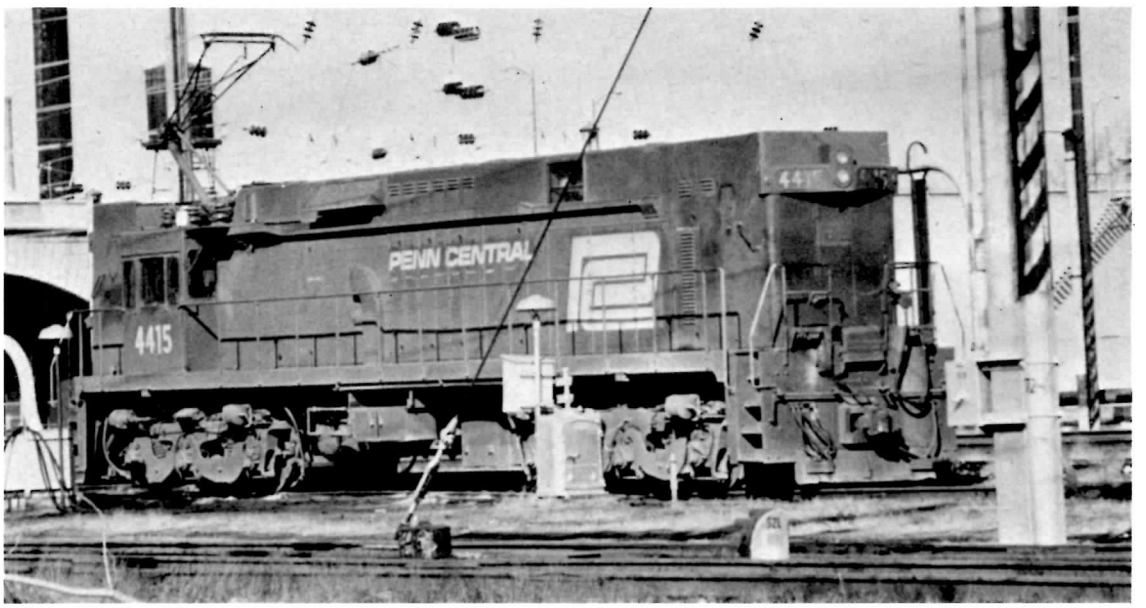
Still on the subject of electric extensions, consideration is being given to electrify from Preston to Blackpool, Edge Hill (Liverpool) to Earlestown and Preston to Manchester. The reason for this is given as the need to eliminate short sections of isolated diesel operations and to allow through running for electric High Speed Trains from London and Manchester to Blackpool and from Manchester and Liverpool to Glasgow.

The passenger operated power sliding doors on the London (Kings Cross) suburban emu's have not been a success. Malfunctions in the door mechanisms of these class 313 sets have accounted for more than 90% of the class bad orders to date. Problems were to a certain extent due to the inability of the train crew to test the system. The doors could not be remotely opened, so the only way to test was to open each door manually along the train prior to departure, a job that the crew did not have time to do in the turn - round time allowance. Another problem was that of some passengers forcing open the doors when the train was in motion either to allow late passengers to jump on or as an act of vandalism. As a result, the systems have been changed to a fully remote opening and closing (a - la subway) and the handgrips have been removed from the doors.

The Southern Region mainline from London (Waterloo) to Bournemouth was electrified ten years ago at 750v dc third rail. Computer simulations have been carried out to determine if a 750v dc version of the High Speed Train would be feasable for this line. The results have shown that the track would be suitable for 125 mph operation with sets of this type.

More electric multiple unit sets are on order for the Southern Region. These are 750v dc versions of class 313 and will be built by

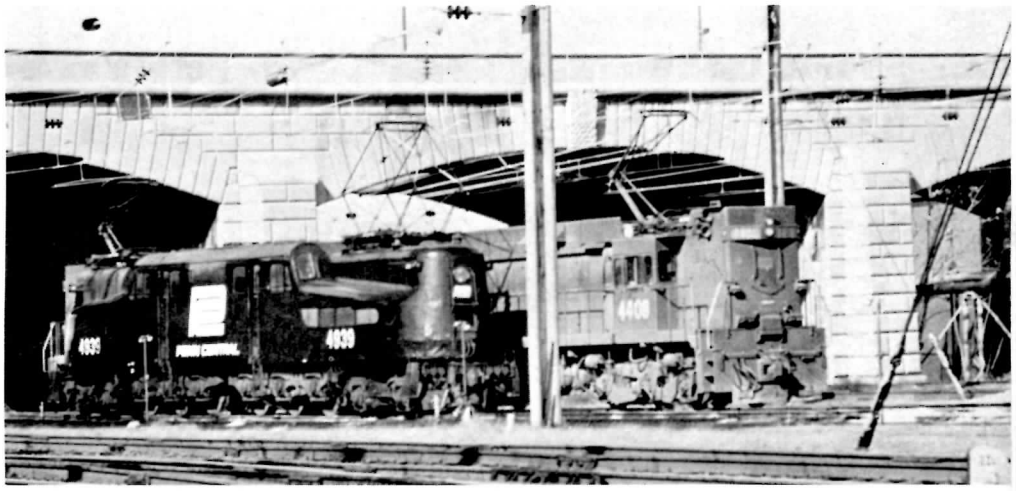
GE 4400 HP E-44 freight motor seen here at Harrisburg, Pennsylvania in 1975. No. 4415 is now in Conrail operation. (R.W. Layton)



ABOVE
Two studies of British Rail electro-diesel E6108. These units can operate as 3000 HP straight - electrics (750v dc, third rail) or on non - electrified track as 1600 HP diesel - electrics. The unit is shown here on a Locomotive Club of Great Britain fantrip. On the left working as an electric locomotive and on the right as a diesel. These units were converted from straight-electric locomotives. (R.W. Layton)

BELOW
Penn Central GG-1 4939 stands on the ready track alongside rectifier motor 4408 at Harrisburg, PA. The Faively pantograph on the left is not on the GG-1 but on a second E-44 in mu with 4408. (R.W. Layton)

British Rail at their York plant in 1978-1980.



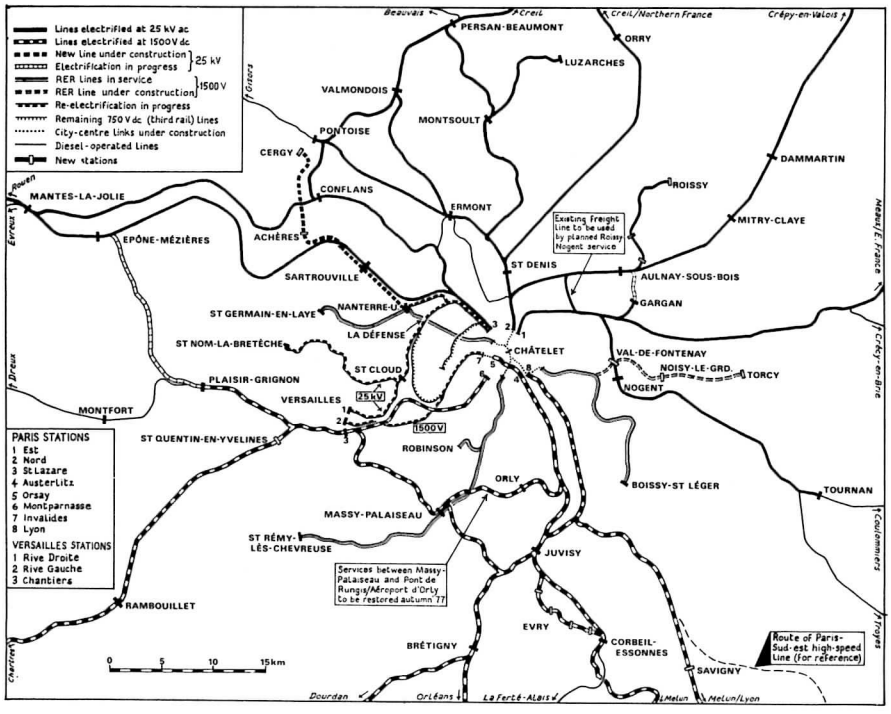
UNITED STATES

Amtrak has informed the Japanese National Railways that they would like to borrow (lease?) two Shinkansen power cars for high speed tests. Due to clearance restrictions it is likely that these cars would only be run at the DOT's Pueblo test site. Amtrak is also interested in French TGV equipment for corridor use.

For the railfan who has not yet seen a GG-1 in action, we would advise that the life of these grand old units is probably measurable in months. With Amtraks take over of the ex-Pennsy main line they are preparing to carry out their programme to change the current system from 11Kv 25Hz to 25Kv 60Hz. Whilst the rectifyer motors only need to be withdrawn for transformer tap changes, the G-motors cannot operate on indusrial frequency current. We can expect increased usage of the GG-1s whilst the newer units are shopped and then with the change over they will quite literally dissapear overnight.

WEST GERMANY

The DB has placed contracts for parts of new three-phase asynchronous- motor electric locomotives. Krauss-Maffei, Krupp and Thyssen-Henschel are collaborating in the development. Five prototypes of this new class 120 unit are to be produced. Componants for the new units are to be tested on an old 1926 vintage class 116 locomotive No.116.003.5.



Going to Paris in the near future? Then if you feel inclined to go electric hunting this map may be of help. The diagram shows the location of principle SNCF trackage and the system of electrification in use. (Modern Railways)

50 YEARS OF UNION STATION

By Ron Layton and David Smith

UNION STATION - TORONTO
Owned and Operated by THE TORONTO TERMINALS RAILWAY COMPANY

There has always been a station at the corner of Bay and Front Streets,or so it would seem.It was 124 years ago on May 16th 1853 that the first steam hauled passenger train left Toronto for Mitchells Corners (Now Aurora) on the first section of the Ontario Simcoe and Huron Railway.The Toronto was little more than a wooden shed,and it didn't last long at this location,being moved to what is now Front and Spadina when the Grand Trunk took over the location for their own station in early 1855.

The third line to be opend into Toronto was the Great Western branch from Hamilton via Oakville which shared the GTR Station from December 1855 to 1866 when the GWR opened its own station on Yonge Street below the Esplanade.For that 11 years,Toronto had its first Union Station.It was to become a Union Station again when the Credit Valley and the Toronto Grey and Bruce Railways became tenants of the GTR in 1871.

Meanwhile,the Northern Railway (the reorganized O.S.& H.) was feeling left out of things over at Front and Spadina and opend a new terminal at Front and Jarvis,where South St. Lawrence Market now stands,in 1868.The narrow gauge Toronto and Nippising built a station at Front and Berkley Streets in 1869.Although only a mile apart and of the same gauge,the two systems were never joined.

As the Grand Trunk expanded,so its Toronto terminal became too crowded for its level of traffic and in 1871,it was decided to build a new station one block to the west at Front and York Sts. This was opened on 1 July ,1873 and consisted of three tracks running through an enclosed train shed.The station was ornately finished with a large clock tower mid way along the structure and two smaller towers further along close to either end.

From 1880 to 1890,the Grand Trunk consolidated its system in Southern Ontario by absorbing the smaller lines it had interests in.As this absorbtion took place,the appropriate old station was closed and traffic shifted to the Union Station.In 1882,the Great Western and Toronto and Nipissing Stations were closed(the GWR building lasted until 1952).The Northern Railway's two stations were closed in 1888.

By 1883,another force was entering the Tornto railway scene.The Canadian Pacific had leased the Toronto Grey and Bruce and the Credit Valley Railways. As well,its transcontinental trains used the Grand Trunk Railway as far as North Bay.In addition,the CPR-promoted Ontario and Quebec Railway was also entering the city.In 1883,the TG&B and the CVR were formally made a part of CPR and the O & Q followed in 1884.At that time all CPR trains left from the west end of Union Station,which meant that eastbound trains and trains from the east had to reverse in from West Toronto Junction.To avoid this roundabout routing,the CPR used the O&Q charter to construct the line up the Don Valley to Leaside from Union Station.This was opened in 1888.

All but one of the present day approach lines was now in place.The last was that of the Canadian Northern,running a tortuous course down the Don Valley, opened in 1905.

Even without the CNoR's presence,the seconf Union Station was becoming inadequate for its job.Additions had been made to the station,but with three transcontinental lines,lines to the United States,and considerable local traffic,the station was clearly obsolete.

Late on the evening of 19 April,1904 a fire started on Wellington Street,which eventually spread to the entire downtown area of the city from York to Bay and south to the GTR tracks.In all,14 acres were destroyed.After the fire,the City took title to the land south of Front Street and began negotiating with the railways for its use.In 1906,it was agreed that a new station was to be erected on city owned land from York to Bay,south of Front Street.It was also agreed that any new tracks were to be grade seperated from city streets.For this,the Toronto Terminals Railway Company was incorporated by an Act of the Federal Parliament in 1906 with control vested equally between the Canadian Pacific and the Grand Trunk.

Various pland were drawn up.The GTR's suggestion was for a combination stub end and though platform station.The Board of Trade of the City of Toronto suggested a stub end terminal at King and Simcoe reached by a wye from the existing tracks.The CPR insisted on a station with east and west lines stub ending on either side of a central concourse;a move which would have neatly cut the GTR's Montreal - Chicago service in half.It wasn't until 1914 that the final plans were drawn up by architects Ross and Macdonald and H.G. Jones from Montreal and John M. Lyle from Tornto and approved by the Board of Railway Commissioners.The station building was to be financed by the TTR whilst the approach tracks,viaducts and embankments were to be paid for equally by the Grand Trunk,Canadian Pacific and the City of Tornnto.

View towards the west from the east door to the Great Hall.The entrance to the GO Transit level was the exit from the arrivals level until the 1967 rebuilding. (D.W.Smith)

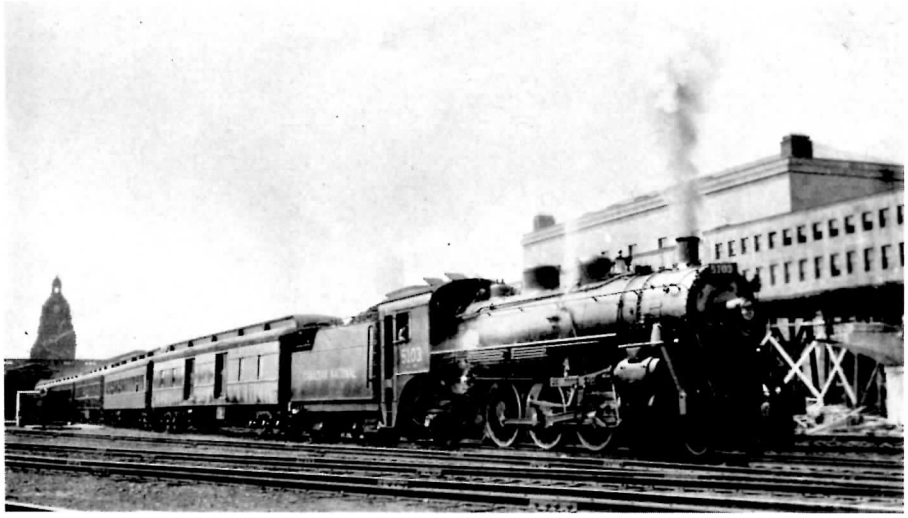
ABOVE:Smoke deflector equipped 4-6-2 5299 during the days of steam. The train is at the west end of the station,and with the Royal York in the background,it is a scene that has not changed over the years. (UCRS COLL.)

Ever independant,the CPR decided to build its own Union Station at the site of its old North Tornto Station, at the intersection of Yonge and Summerhill Ave.The "Union" was to be between the CPR and the Canadian Northern; strange bedfellows indeed,but Mackenzie and Mann weren't fussy if the tolls were lower.The North Toronto Union Station was opened on 16 June 1916,but lasted only until the present Union Station was fully operational.It now houses a Brewers' Retail Store and an outlet for the Licquor Control Board of Ontario.Meanwhile,the first work on the Union Station of today had begun on 26 September 1914.

The First World War interupted con.-struction when shortages of steel and other building materials slowed the work down.By the end of 1920,the office space was ready for use and the new Postal Station Terminal "A" was put into operation in the east wing of the building.

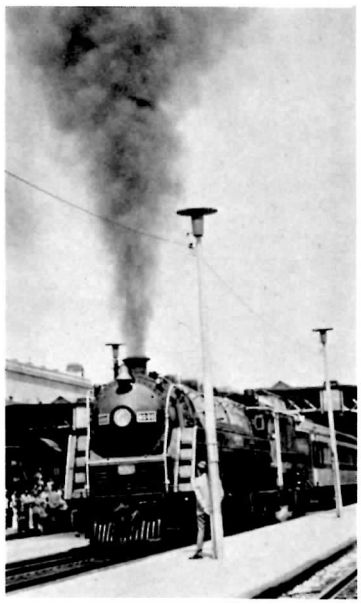
Toronto was now faced with a brand new station built one storey off the ground with no tracks.It took five years of bickering,petitions to Parliament,questions in the House and a law suit to force the two owners of the TTR to accept the 1913 agreement on the type of and route of the approach viaducts.From the west,the viaduct started between Bathurst and Spadina to the elevated platorm level of the new station.To the east,the viaduct would go straight across existing wharves,and mud flats to rejoin the GTR alignment east of Queen Street.A grade was also constructed to join the elevated tracks to the CPR and CNoR (by this time CNR) Don Valley lines.At its widest point, the viaduct carried twelve tracks associated with the station,CPR's John Street coach yard and roundhouse and the CNR freight tracks known as the "High Line".A bridge was built to take Spadina Avenue over the tracks and underpasses were built for York,Bay,Yonge Jarvis,Sherbourne,Parliament,Cherry, Eastern and Queen.Additional underpasses were included in the "High Line" for John Street and Spadina Avenue.The main tracks cut off Berkley and John Streets.The new Don River Bridge allowed room for the East Don Roadway,(now the Don Valley Parkway) to continue south. A new coach yard for the CNR was built west of Spadina at the old grade using land from the old Northern Rail=way freight yards.

In order to maintain train service to either the old or new Union Stations,only the first six tracks of the new station were initially laid,trains running at a low level where the balance were to be installed later.The trainshed of the old station was demolished and replaced by a series of temporary wooden platforms that could be easily moved as construction progressed.For the first elevated tracks to be installed,the York Street bridge was removed in 1926 to be replaced with a temporary wooden structure between Yonge and Bay Streets.Streetcars ran over the bridge to the new Docks loop on the FERRY Route.The loop was closed after 14 months and was later connected to the BAY carline when it was extended south of the tracks in 1930.



ABOVE:CN 5103 at the head end of an eastbound train.Although not dated,the photo was taken during the construction of the station.The tower of the second station can be seen in the background.(UCRS Coll.)

BELOW:There is still steam used out of Union.CN 6060. (R.W.Layton)



Toronto Union Station was opened the public on Thursday 11 August 1927,or at least the Great Hall was opened.To reach the trains,passengers had to use a series of temporary stairs and walkways, mostly in the open,to reach the temporary low level platforms.This could mean a walk of up to a full block from west of York Street to Bay Street,during which time the passenger would have to dodge switchers and construction equipment,not to mention rain and snow.

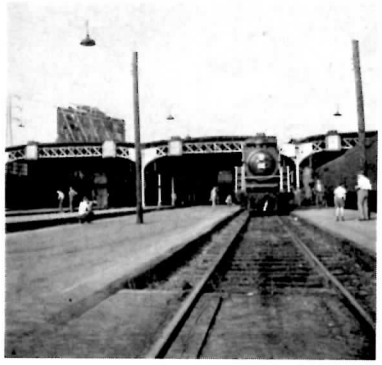
The "High Line" was the first of the elevated tracks to be brought into service in March 1929.Finally on January 30,1930,CNR 4100,a T-2-a 2-10-2 with a press train ran into the station,austensively to test the viaduct.The next day the elevated tracks were opened with the arrival of CPR train #601 ex Havelock and CNR train #28 ex Goderich.Three hundred invited guests were on hand for the arrival of the trains.The first departures were CNR #33 for Sarnia and CPR #38 to Ottawa.

The full station operation began on December 15 1930 by which time final landfill and trackwork had been completed.

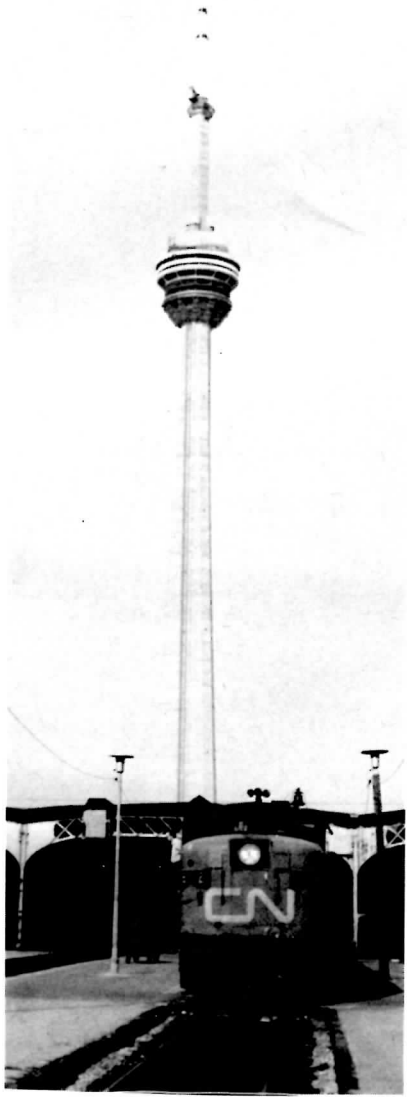
Since then,the trains may have changed, but the station has changed little from its original self.The first real change came when the Yonge Street Subway was built and the Subway Station was built under Front and Bay and connecting tunnels built to the lower concourse level.

Probably the biggest change came in 1967 with the advent of GO Transit.Platforms 2 and 3 were allotted to the new service and a seperate entrance and exit had to be found for the commuters.Prior to that time,arriving passengers and departing passenegers were seperated by passages that led to the lower concourse and taxi loading platforms.This flow was eliminated as the connecting walls between the arrival and departure areas were breached.From then on, all passengers from platforms 2 and 3 had to come and go from the lower level,the other passengers from the upper level.Passengers for track one now loaded from a new gate in the west waiting room.GO Transit then took over the lower concourse where new gates and ticket booth were built.In 1975, the GO service had expanded to require a third platform at rush hours.This change was achieved by a series of large doors which divert passenegers to either the upper or lower concourse from track 4.

The land occupied by Toronto Union Station.its approaches and associated services covers an area west from the Don River to just beyond Bathurst Street and south from Front Street to Lakeshore Blvd.With in this area are a number of blocks od land that have distinct definitions.To the east,the property is adjoining the CNR Kingston Subdivision, in the east and north,the CPR Belleville Subdivision and the CNR Bala Subdivision join before making a tight curve to join the elevated main at Cherry Street.At the station site,the building and trainshed are flanked on the east by the Post Office and the CPR Express Building (Across Bay St.) and on the west by 20 York Street,the CN offices.South of the trainshed is the CPR John Street yards,now mostly used for container and piggyback storage.Further south is the CNR High Line and the TTR steam plant.West from John Street Yard is the CN Tower complex with its parking lot on the north side of the trakcs adjacent to 20 York St. Station Street still exists as a narrow lane between the low level CNR express rooms and the CN Telecommunications Building.It is used mostly for CN employees parking and is known as the "Hole".West from the CN Tower is the city-owned John Street Pumping Station and CN Spadina Roundhouse and Car Shops.North of the main there are sidings for CN Express and a CPR Lead to the now demolished downtown express terminal.At Bathurst street,the High Line and the Toronto Harbour Commission lead join the main at the south side to form the CNR Oakville Subdivision,(CP has running rights to Hamilton as the CP Hamilton Subdivision).On the north side,the CPR and CNR northern lines branch off to split further on to become the CNR Weston Subdivision and the CPR Galt subdivisions.



Fifteen years seperate these two photographs.ABOVE:Canadian National 6167 26 August 62.BELOW:CN FPA4 6772 with the CN Tower in the background.(Both D.W.Smith)



Signalling and interlocking was installed in 1930-1931 by the General Railway and Signalling Company of Rochester New York.Signal towers are located at Cherry street in the east and John Street in the west,with a small manuel interlocking with on site switch throwing at Bathurst Street.Many travellers are curious about the neon arrows mounted on the Cherry Street and John Street towers;they are to inform the train crew of an incoming train of what side to open the doors on arrival in the station.

The Bathurst Street "Bottleneck" is an anomoly when the balance of the system is considered.Train movements are by signal indication from three colour gound signals controlled from Cherry Street and John Street.All switches are operated electrically by d.c. motors, with power supplied from batteries in the towers.At Bathurst Street,however, all trains must halt before being flagged through the interlocking.Switches are thrown by switchmen who can be found 24 hours a day in small huts alongside the tracks.The Bathurst Street interlocking is controlled from Cabin D,which like Cabin E further west (Controls the diamond where the CPR crosses the CNR main to reach the lakeshore yards,was the Toronto Grey and Bruce main) is a leftover from the days of the second Union Station.

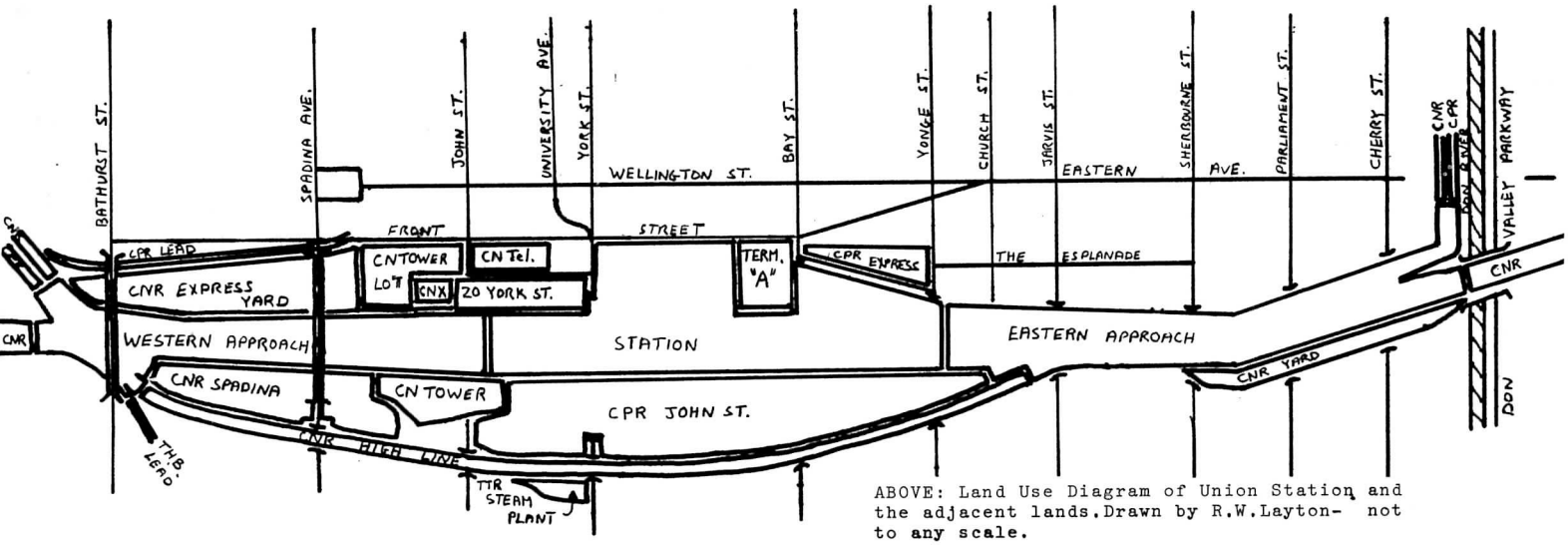
The present Toronto Union Station has survived the rigours of man and nature for 50 years,let us hope that the Toronto City Council will continue to be vigilent and keep the developers (among whom are the railways themselves) at bay so that Union Station can see its Centennial.

The building is constructed of concrete and finished in limestone.The exterior is Indiana and Queenston Limestone,while the 22 columns are turned from Bedford Limestone.The columns reach a height of 40 feet each and weigh 75 tons a piece.The interior of the Great Hall is finished in Zumbro stone from Missouri, chosen for its light reflecting properties.

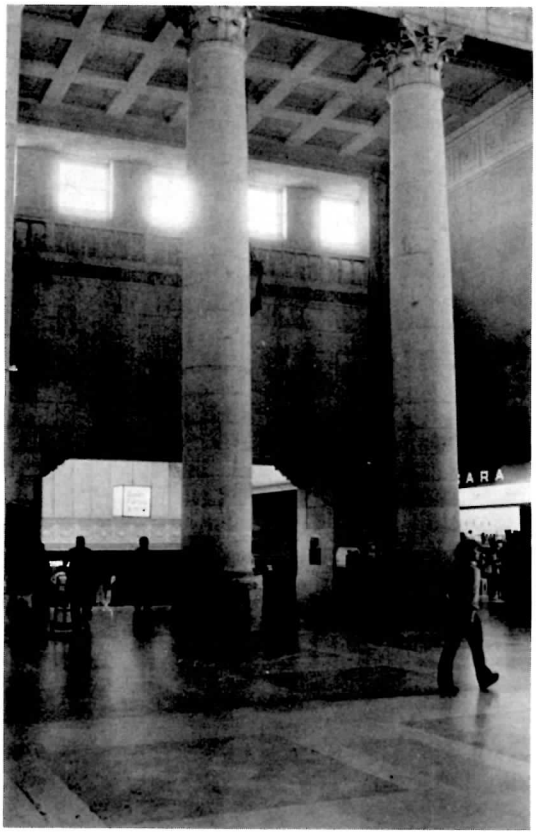
One of the most beautiful feats of architecture in Toronto is the Great Hall.It is 250 feet long,84 feet in width and the center of the arch is 88 feet above the floor.At either end of the Hall are arched windows, both of which are 4 stories high.

Out of view of the public are basement level workshops,power plant, commissary,plumbing,machine,carpentry and paint shops.Also out of the view of the public are the offices of Canadian National,Canadian Pacific, and the Toronto Terminal Railway.

The facilities around and in the station include 25 miles of circuited track,4 miles of platforms,239 signals,44 miles of pipe,75 double switches,89 single switches,427 switch levers,931,000 square feet of space for passengers,baggage and offices,6,000 light fixtures,1.500 radiators,and 220 miles of power and lighting cables.



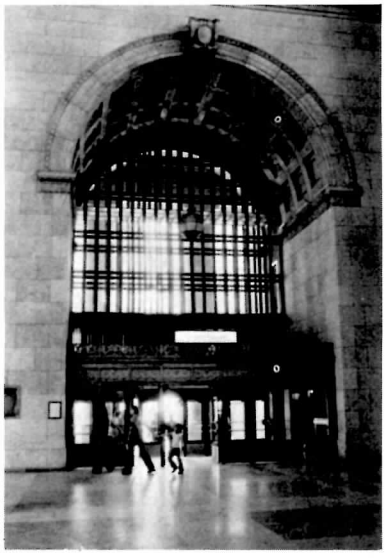
ABOVE: Land Use Diagram of Union Station and the adjacent lands. Drawn by R.W.Layton- not to any scale.



THIS PAGE: A quick look around the Station and its comings and goings. (D.W.S. and R.W.L.)

Seperated by thirty years are the first of CN's Mountains,#6000 and Ontario Northland's TEE Train #1980,the Northlander.(UCRS Coll. and Ted Wickson)

ABOVE AND NEXT PAGE:More of the Station and its comings and goings.(DWS and RWL)



Worth Noting

Compiled by Mary F. Layton

Canada's newest railway is the British Columbia Railway, with headquarters in Vancouver. It began as the Pacific Great Eastern, incorporated in 1912 and opened for traffic in August 1921. The name was changed to the British Columbia Railway on April 1st. 1972 when it was taken over by the provincial government. Its purpose is to tap the great natural and mineral resources of northern British Columbia. The railway extends from North Vancouver to Fort Nelson, 992.6 miles (1597.5 km), with branches of 495 miles (797 km) to Dease Lake and 61 miles (98 km) to Dawson Creek. It is proposed to extend the Dease Lake branch into the Yukon. Passenger services are operated by Budd RDCs daily between North Vancouver and Lillooet and on alternate days from there to Prince George where there is a connection to the Canadian National line to Prince Rupert.
Deep Creek Bridge, located 331 miles (533 km) north of Vancouver is the highest on the system at 312 feet.

The first railway in British Columbia was built in 1861 at Seton Portage, 140 miles north of Vancouver. It had wooden rails and the cars were drawn by mules.

The Canadian Northern Railway, Canada's third transcontinental line, was inspired by two men, William Mackenzie (1849 - 1923) and Donald Mann (1853 - 1934). It was made up of a number of separately incorporated railways and by 1903 had grown to 344 miles in the east and to 1362 miles in the west. By 1905 the western lines had reached Edmonton and Prince Albert, and in the east Hawksbury was linked to Ottawa. Survays through the Yellowhead Pass began in 1908 and on October 4th. 1915 the Canadian Northern was opened to Vancouver, through the Frazer River canyon which it shared with the Canadian Pacific. The Canadian Northern had now grown to 9362 miles and extended from Quebec City to Vancouver.
In 1917, to aid the war effort, over 100 miles each of the Grand Trunk Pacific and Canadian Northern tracks were removed between Lobstick Junction, Alberta, through the Yellowhead Pass to Red Pass Junction B.C., where the Prince Rupert and Vancouver lines diverged, to make a joint line of the two competing sections. Soon after opening the Canadian Northern was in financial difficulties and following careful consideration by the government, Canadian National Railways was formed to acquire the Canadian Northern Railway.
In 1919 the Grand Trunk Pacific was allowed to go into recievership. On May 21st. 1920 the government took formal possession of the Grand Trunk Railway and in September 1920 met the debenture obligations as de facto proprietor of the Grand Trunk Pacific. The Grand Trunk Acquisition Act was passed on November 5th. 1920. In 1923, under an order in council, the control of all government railways including the Grand Trunk and the Intercolonial Railways passed to the Canadian National Railways under a president and board of directors appointed by the goverment. In 1949 the Newfoundland Railway was absorbed.
In 1923 the Canadian National Railways had 20,573 miles of route, and the Canadian Pacific Railway 13,563 miles making them among the worlds largest railway systems.

The caboose at the end of the North American freight train were originally known as a cabib car, conductor's van, brakeman's cab, accomodation car, train car and way car. The first recorded use of the word caboose was in 1855 on the Buffalo, Corning and New York RR (now part of Conrail). The rooftop cupola was introduced in 1863 by T.B. Watson, freight conductor of the Chicago and North-Western Railway.

The first locomotive to be equipped with roller bearings throughout was a 4-8-4 built by Alco in 1930 for the Timken Roller Bearing Company which numbered it 1111. The rolling resistance was so small that on level track the 350 ton engine could be kept in motion by three girls. Demonstrations were made all over the U.S. and after it was sold to the Northern Pacific Railroad, which numbered it 2626 in 1933.

Amtrak operates the worlds longest non-stop run with its "Silver Meteor" from New York City to Miami. Between Richmond, Virginia and Jacksonville, Florida there is a total of 1377 miles non-stop at an average speed of 61.3 mph.

Mail was first carried by mail in Canada on the Great Western Railway between Niagara and London in 1854. Letters were being sorted on board under the supervision of P. Pardon, mail clerk.

BELOW: Canadian National RS18 rebuilt for TEMPO service in South Western Ontario on the head end of a train at Bayview Junction Ont.
(Photo R.G. Eastman)

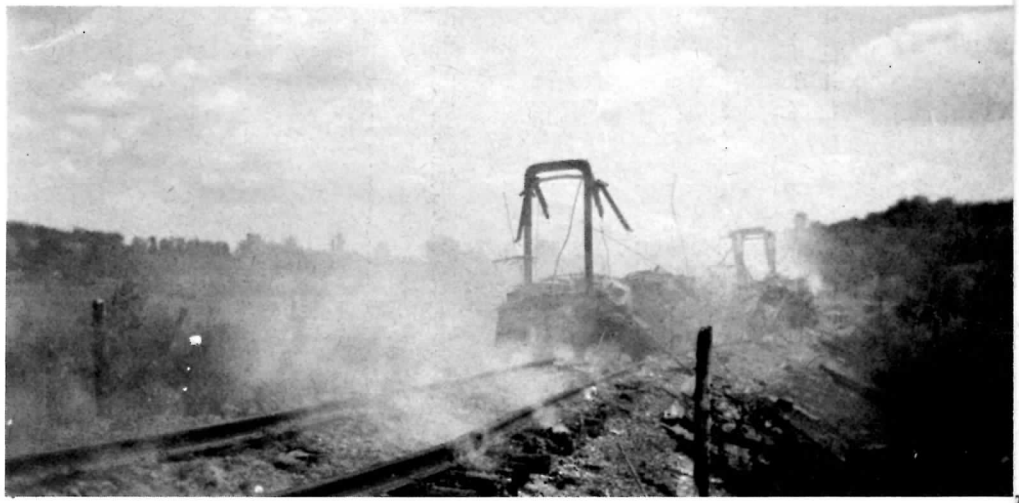
WRECK AT OMEMEE

From the Robert Hope photo collection

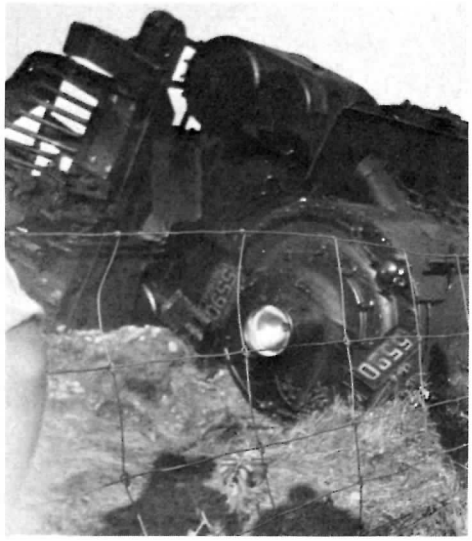
On July 13th. 1940, CNR engineer Eddie McConnel gave pacific 5590 her head westbound out of Peterborough on the Campbellford Subdivision. The train was #93 ; Belleville - Toronto via Peterborough and Lindsay.

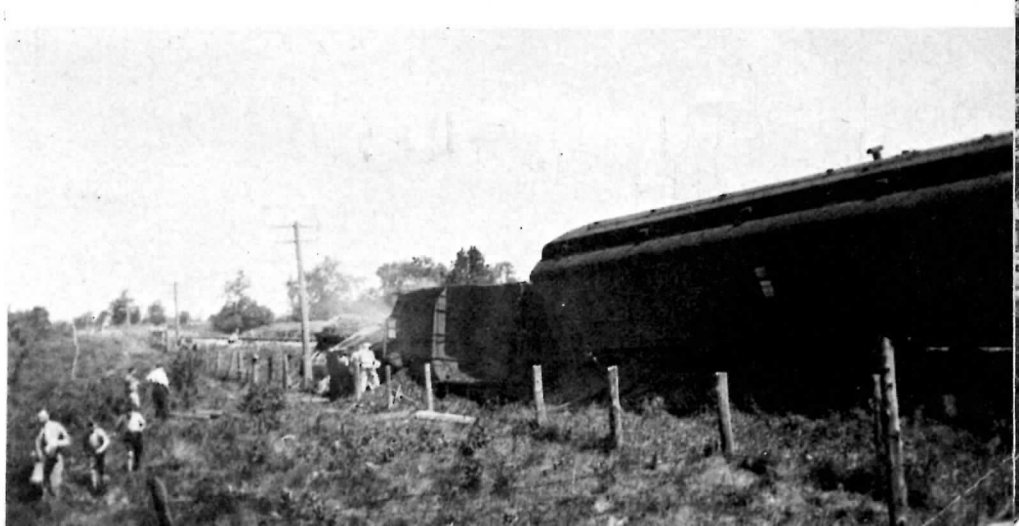
Three miles east of Omemee the tracks cross Highway #7 at a grade crossing. On this particular occasion a gasoline tank truck operated by Imperial Oil was on the crossing at the time #93 reached it. The resulting collision destroyed the truck, spilling the load onto the track. The oil was ignited by the firebox of the locomotive and quickly spread to the part of the train which had come to rest on the crossing.

5590 came to rest almost upside down at the bottom of the low embankment with its train partially gutted behind but still standing upright and mostly still on the rails. The only fatality in the incident was the fireman who was trapped in the cab when the locomotive turned over and was severely scalded when a steam pipe burst. He died later in hospital.



ABOVE RIGHT - The demolished truck burns amongst the ruins of two passenger cars.
RIGHT - The heat from the fire started the ties smoldering as shown in this shot.
BELOW - CNR class K-3-b 5590 was built by the Grand Trunk in 1911 as #215. Seen here overturned by the right-of-way fence. She was eventually scrapped in July 1951.
BELOW RIGHT - From the highway the front of the train was a sorry sight. Only the locomotive was seriously derailed.





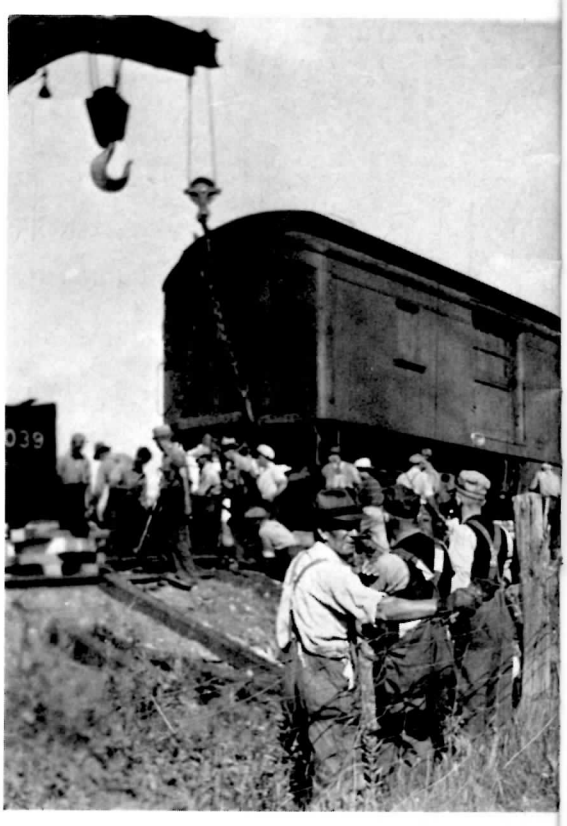
TOP OF PAGE
The underside of 5590, showing detail of the trailing truck and brake assembly.

ABOVE LEFT
A general view of the wrecked train at the start of the cleanup operations.

ABOVE RIGHT
With the Belleville "hook" in the background, the train and truck are still burning.

RIGHT
The hook has moved in to re-rail the express car.

BELOW
Coal spilled from 5590's tender litters the embankment.



TEN YEARS AGO

News and Information from September - October 1967

* Faced with a meteoric rise in popularity of their new commuter service, GO Transit officials are taking steps to boost its capacity.

Now under way are projects to enlarge the parking lots at six stations; Pickering, Guildwood, Eglinton, Port Credit, Clarkson and Oakville. Paving of these new lots should be complete by the end of November.

To augment the capacity of existing trains, 14 new coaches have been ordered from Hawker Siddeley Canada Ltd., at a cost of $1.8 million. They will be delivered in the spring. Meanwhile, the nine self-propelled cars are undergoing final checks and should be ready for service soon; the supplementary Ontario Northland trainsets are still in operation.

A total of 331,800 persons rode GO trains in October, an increase of 12 per cent over the previous month. The average number of riders during the business week was 14,000, and expectations now are that winter commuting will push that total to 20,000 daily, 30 per cent more than originally projected. During the weekday rush periods (0800-0900, 1630-1730), GO Transit carries 77 per cent of its passengers.

FIRST PGE TRAIN REACHES FORT ST. JAMES

Pacific Great Eastern's first train on its new Fort St. James branch rolled into that town in northern B.C. on October 18th with 18 cars of assorted freight. Several PGE officials accompanied the first run. Official opening of the line, however, will not take place until next year, when all phases of construction have been completed.

The new line runs about 70 miles west from a connection with the PGE's Prince George-Dawson Creek section at Summit Lake, some 40 miles north of Prince George.

NFLD. TRAIN-OFF APPLICATION FILED BY CN

The Canadian Transport Commission has called a public hearing at St. John's, Nfld., December 11th on a CN application to drop its passenger train services in Newfoundland and substitute a bus operation. CN claims it lost $918,000 last year by operating the trans-Island service.

This will be the first hearing held under the abandonment provisions of the new National Transportation Act, approved by parliament last winter.

WEST COAST EQUIPMENT NOTES

* PGE is converting the last of its ex-Milwaukee Road coaches into work cars by completely stripping the interiors, blanking out windows where necessary, adding interior partitions and fittings as necessary and applying a cupola to the roof. PGE's only remaining non-RDC passenger equipment, aside from its two business cars, is heater car 730.

* BC Hydro has taken delivery of several depressed-centre flatcars, numbered in the 200-series, from National Steel Car Corp., of Hamilton, Ont. Manley Shipyards, of New Westminster, B.C., will soon deliver a new caboose to BC Hydro.

* Railway Appliance Research Shay 115 will soon be back on the job in North Vancouver after extensive boiler work which commenced in September and included renewal of tubes and tube sheets. Sister Shay 114 carried on alone during this period.

CN RETURNS LEASED PASSENGER EQUIPMENT

* A number of leased passenger cars employed in CN service during the past months have been returned to their owners, including;

- Four Atlantic Coast Line dining cars (Naples, Tarboro, Greenville and Fitzgerald) whose ownership changed during their CN visit when ACL merged with Seaboard Air Line to form the new Seaboard Coast Line
- Twenty-six Canadian Pacific coaches, some of which are destined for Mexico
- Six N&W sleepers (Blue Gazelle, Blue Skies, Blue Knight, Blue Horizon, Blue Cloud and Blue Boy) which operated regularly for over a year on the Toronto-Montreal Cavalier

CANADIAN PACIFIC ORDERS 600 HOPPER CARS

* Work is expected to begin by Christmas at the Trenton, N.S. works of Hawker Siddeley Canada Ltd., on a $9-million order for 600 cylindrical covered hopper cars for CP. The order is scheduled for completion in mid-fall of 1968, and will provide employment for about 1,600 men.

L&PS EQUIPMENT PRESENTED TO OTTAWA MUSEUM

* A collection of rolling stock of the now-defunct London & Port Stanley Railway was officially presented to the National Museum of Science and Technology by Canadian National in a brief ceremony at London, Ont., on October 19th. Headed by locomotive L1, the little train included a hopper car, flanger auxiliary, snow plow, line car and caboose; included with the equipment were sufficient towers, hardware and line to set up a sample section of overhead.

The equipment was moved on its own wheels from London to Ottawa over the weekend of October 20th. It will be displayed outside the buildings of the museum, which is scheduled to open on November 15th.

CANADIAN NATIONAL PASSENGER CAR WITHDRAWALS

* During recent months a number of pieces of CN passenger equipment have been removed from service for conversion or dismantling. These include;

Cafeteria Car;	497
Dining Cars;	1244, 1290
Parlor Car;	Lake Wayagamak
Sleeping Cars;	Lambert, Westgate, Chinook Cove, Kings Cove.
Coaches;	5158, 5252, 5420.

PRECISION ENGINEERING UNITS TO StJ&LC

* The two Precision Engineering Co. GP-9's recently used on CN lines, Nos. 5960 and 5962, have been sold to the St. Johnsbury & Lamoille County, a 96-mile-long Vermont short line. Considerable upgrading will be required of the StJ&LC's roadbed to accomodate the 'new' units, for until now GE 70-tonners have been the order of the day.

A new enginehouse/office building is nearing completion at Morristown, Vt., and apparently several of the line's picturesque covered bridges will be rebuilt or replaced to accomodate the GP-9's.

On their way to the StJ&LC, the PE units passed through Ontario via CN, giving rise to rumours that they had again been leased by the railway.

PGE STEAMER DISPLAYED AT SQUAMISH

* B.C. Premier W.A.C. Bennett presented 2-6-2T No. 2 of the Pacific Great Eastern Railway to the town of Squamish on November 3rd, for display in a local park.

Built by Baldwin in 1910 as a tenderless 2-6-2T, No. 2 was sold in 1920 to the Comox Logging & Railway Co., as their No. 7. Earlier this year, PGE bought the little engine back from CL&R and during the summer the work of restoration was carried on at Squamish.

FACE-LIFTING AHEAD FOR D & H

F.C. Dumaine, Jr., new president of the Delaware & Hudson -- a line which directly or through its subsidiary Napierville Junction -- has served Montreal since 1875, has announced that a $5 million modernization programme will be undertaken by his road. Much of this money will go into new equipment, better service and improved passenger facilities, although track and roadbed improvements also form part of the plan.

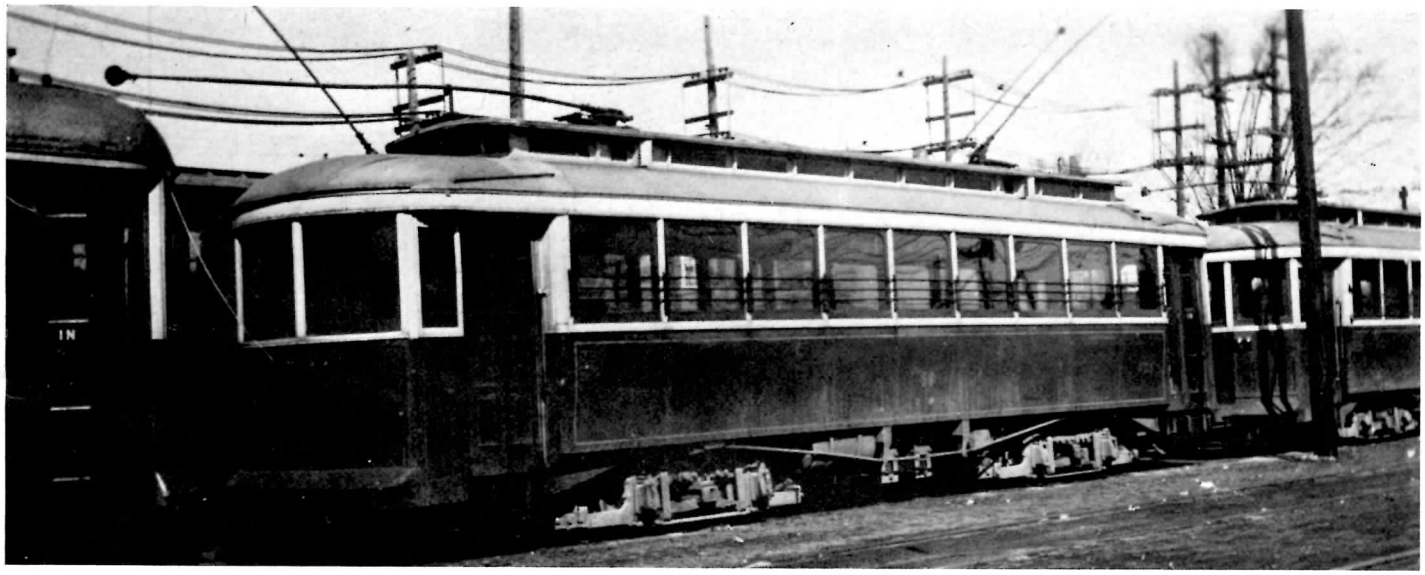
The D&H, in conjunction with New York Central, operates the only rail service between New York City and Montreal, with two trains daily in each direction. The road has already purchased two dome coaches from the Missouri Pacific for use on its daytime trains on this route, which enjoys spectacular scenery along Lake Champlain and down the Hudson River valley.

During the first nine months of 1967, D&H's Montreal-New York service attracted 153,000 passengers, up 50 per cent from the same period last year; a company official attributed much of the increase to Expo travel. D&H's new attitude contrasts sharply with the approach taken as recently as a year ago, when the day train appeared certain to be withdrawn as soon as permission to do so could be obtained.

Ex-Cleveland PCC car, now TTC 4632 at Fleet Loop. This is off the beaten track for this class of cars. Although signed for a BATHURST trip it was part of a UCRS charter. (RWL)

ABOVE LEFT
Now used exclusively for charters, Witt car 2424 is seen at the north end of the Victoria Street trackage after retracing part of the old BROADVIEW carline. Credit David Morgan with this damp shot.
ABOVE RIGHT
Another of Toronto's restored Peter Witt cars, #2894 seen here in the downtown canyon on the King Edward hotel brunch tour. (J.D. Morgan)
RIGHT
PCC mu car 4469 on an eastbound QUEEN trip at City Hall. The Four Seasons hotel is in the background. (JDM)
BACK PAGE
A study in front-end design taken in Wychwood carhouse. From the front, Witt 2424 blocks out most of PCC 4550 whilst another PCC car with a water bumper sits on the far track. (J.D. Morgan)
RIGHT
More of the Sunday brunch tour. #2894 eastbound on Fleet Street at Bathurst. (JDM)
BELOW LEFT
Passengers line up to board an eastbound QUEEN car on a cold night at Humber loop. (JDM)
BELOW RIGHT
PCC cars of various origins and vintages lay over in Russell carhouse. The QUEEN, KING, CARLTON, DOWNTOWNER and DUNDAS cars are partly operated out of this division. It is located at the east end of the city at Queen and Connaught (block west of Coxwell). (JDM)

LEFT - A brace of QUEEN cars seen here at Queen and Bay (J.D. Morgan)
BELOW - Hamilton Street Railway #451 laying over in the carbarns. Seen here in the spring of 1943. (UCRS Coll.)
BELOW RIGHT - TTC car 1328 was inherited from the TRC. Built in 1910 by the TRC this class had a drawbar at the rear. Seen here at Wychwood carhouse. (UCRS Coll.)
BOTTOM - Two eras on Fleet Street. On the left is PCC car 4543 on a BATHURST trip heading for Exhibition loop, on the right is Witt 2894 with a Sunday tour. Both photos by David Morgan.



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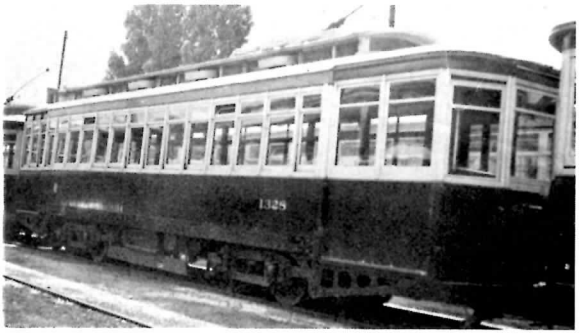


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