

Rail and Transit

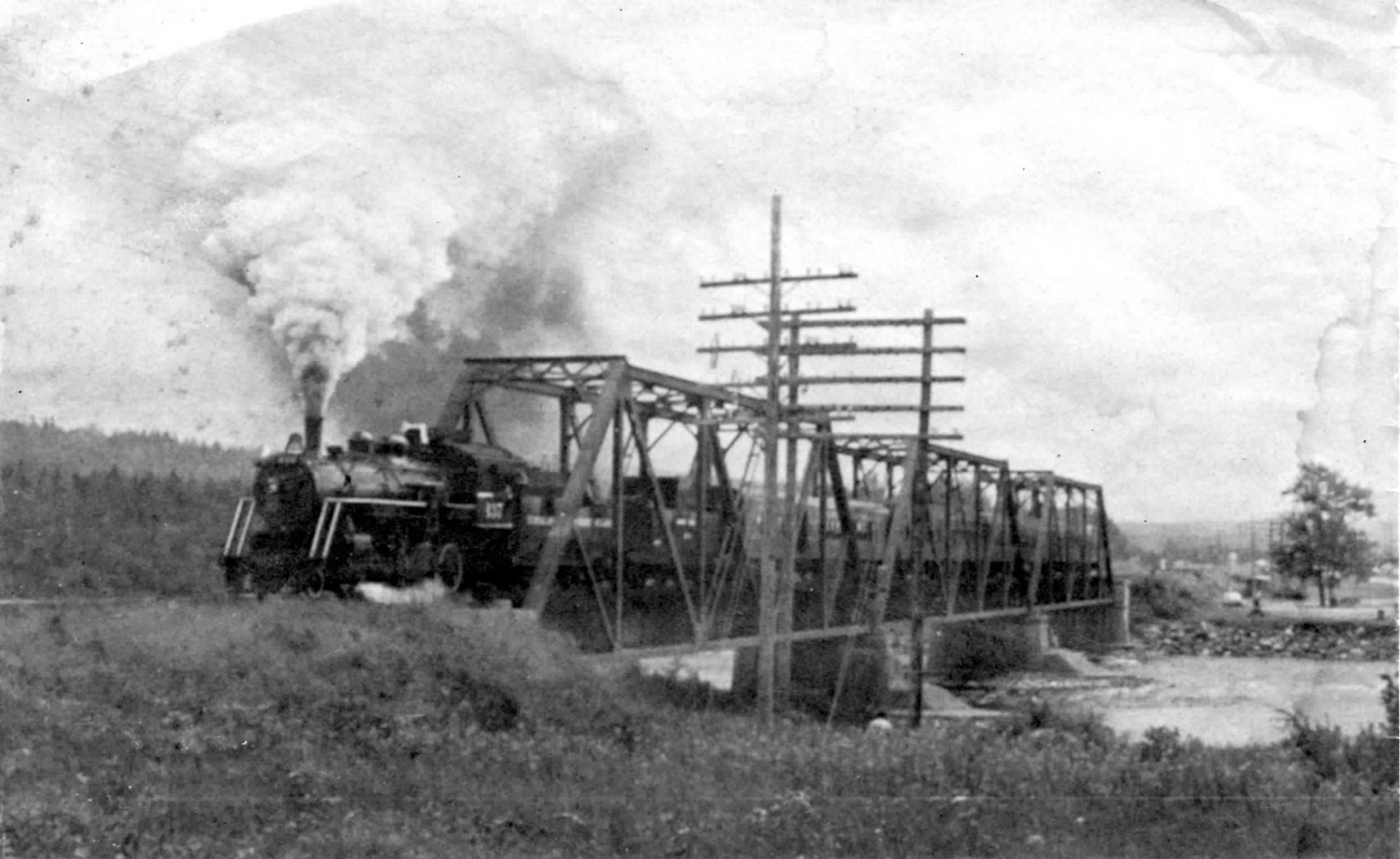
Canada's Railway Magazine

July - August 1978

\$3.00



ALL PHOTO ISSUE





CANADA'S RAILWAY MAGAZINE

EDITORIAL OFFICES:

P.O. Box 122,
Station "A",
Toronto,
Ontario.
M5W 1A2

JULY - AUGUST 1978

VOLUME 3 NUMBER 4

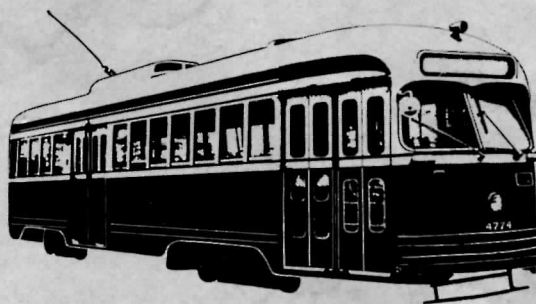
EDITORIAL STAFF:

D.W. SMITH.....Managing Editor
M.F. LAYTON.....Associate Editor
R.W. LAYTON.....Associate Editor
L. EYRES.....Editorial Assistant
R. SEMPLE
.....Traction Editors
P. SEMPLE
P. PATENAUDE....Diesel Notes Editor
J.D. MORGAN.....Staff Reporter
E.A. WICKSON.....Staff Photographer

Editorial responsibility for the contents of RAIL AND TRANSIT lies solely with the editor and his department editor.

The contents of this magazine are protected by copyright and reproduction thereof is strictly prohibited without written permission of the editor.

RAIL AND TRANSIT is published bi-monthly 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.



All photo issue

CONTENTS

NIPISSING CENTRAL TROLLEYS	A turn of the Century electric line.....4
TEMISCAMING AND NORTHERN ONTARIO STEAM	.....5
CANADIAN NORTHERN SCENES	Early shots taken in the Fort Rouge shops.....6
CANADIAN PACIFIC STEAM	.....8
CANADIAN NATIONAL STEAM	.....10
NORTHLANDERS	TEE units off their usual tracks.....12
6060 IN ACTION	.....13
INDUSTRIAL DIESELS	.....18
SHORT LINES	.....20
VIA VISTAS	.....21
NAR AND BCR DIESELS	.....22
CANADIAN NATIONAL DIESELS	.....24
CP RAIL DIESELS	.....26
ONTARIO NORTHLAND DIESELS	.....28
ACR, THB AND N&W DIESELS	.....30

FRONT COVER

Canadian National #6060 eastbound on the Campbellford Subdivision between Anson Jct. and Stirling. Photo taken by I.C. Platt on Wednesday May 24th. 1978.

OPPOSITE PAGE TOP

ONR Centennial locomotive #137 crossing the bridge at Earlton on a U.C.R.S. excursion in June 1968. (D.W. Smith)

OPPOSITE PAGE BOTTOM

A classic shot of BCR #2860, seen here at Squamish. (B.C. Tourist Board)

BACK PAGE

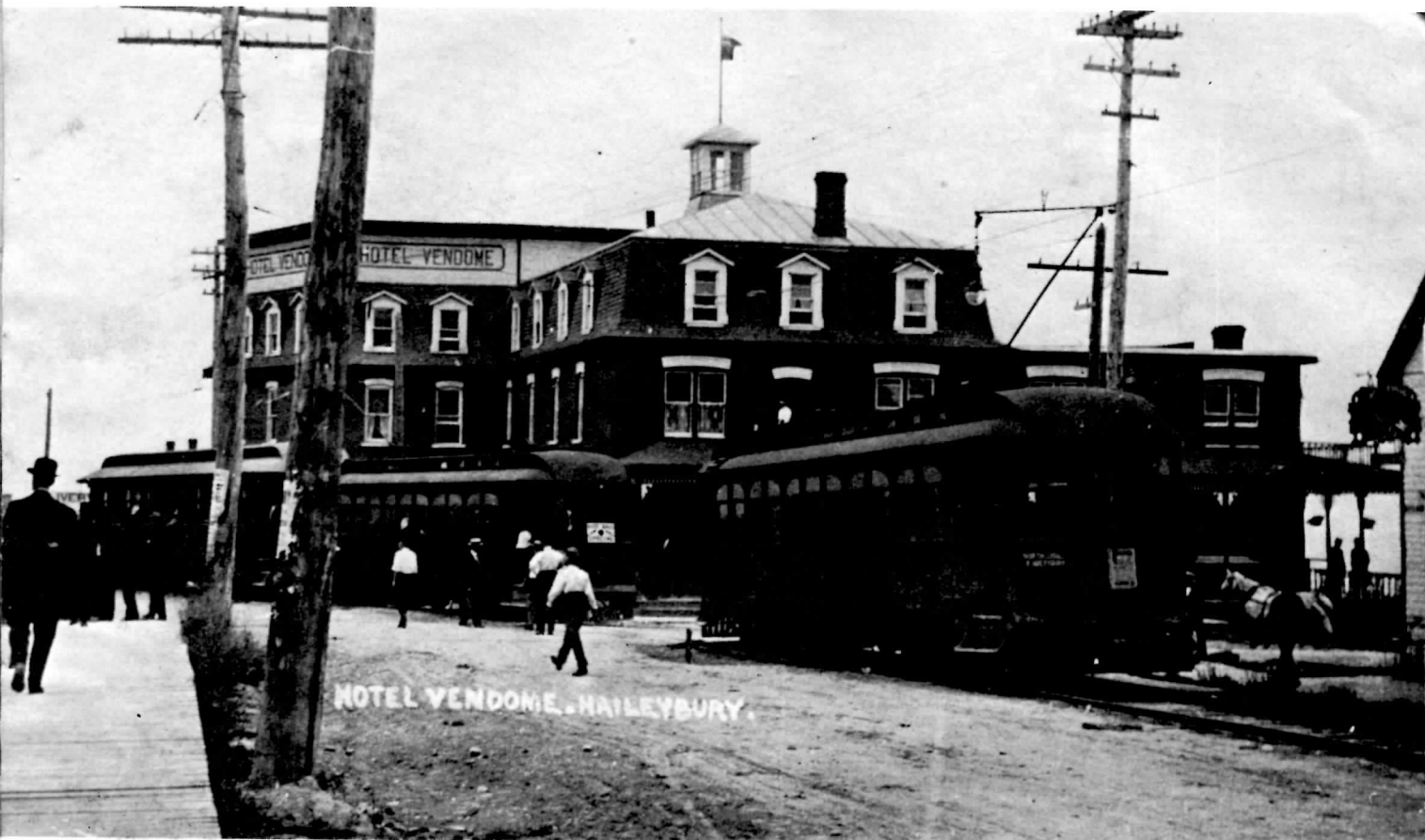
Chessie GP-35 leads a GP-38 & GP-30 out of the Conrail yard at St. Thomas, Ontario. Credit Burt Van Rees with this June 1977 shot.

ANNUAL SUBSCRIPTION RATE

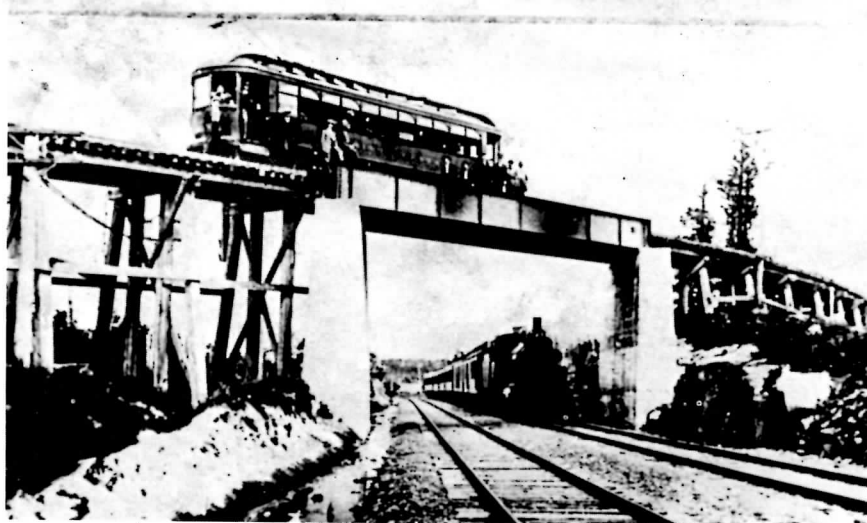
Subscription rate per calendar year is \$13.00 and should be mailed to the publisher, The Upper Canada Railway Society at P.O. Box 122, Postal Station "A", Toronto, Ontario. M5W 1A2. Subscriptions to RAIL AND TRANSIT includes membership in the Upper Canada Railway Society.

CONTRIBUTIONS

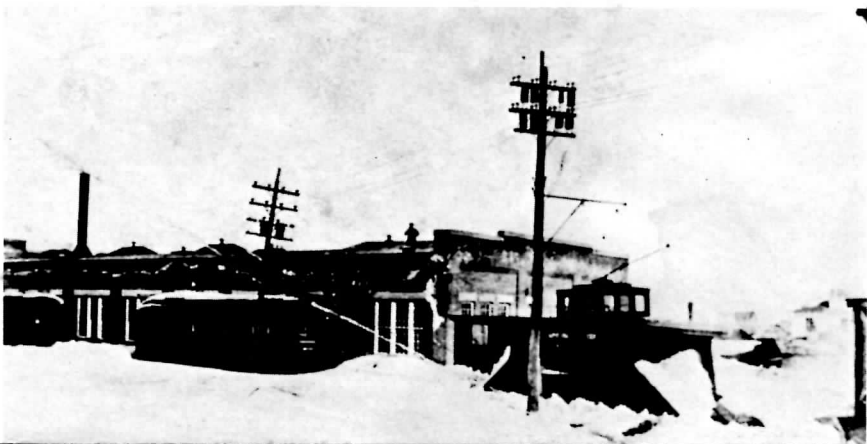
Contributions to RAIL AND TRANSIT are solicited. No responsibility can be assumed for loss or non-return of material, although every care will be exercised if return is requested. Please address all contributions to The Editor, RAIL AND TRANSIT. P.O. Box 122, Postal Station "A", Toronto, Ontario M5W 1A2. Written contributions (articles and news items) should be in the form of typed material. Photos contributed should be captioned on the back (or on a label attached to the back) stating subject, location, date and any other pertinent information. They should be black and white glossy prints of 5"x7" or larger.



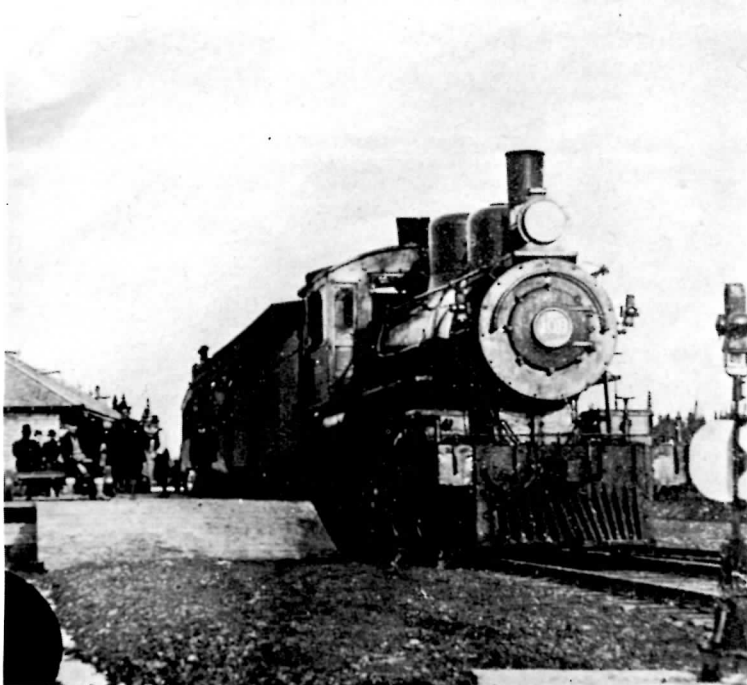
Three Nipissing Central cars at the end of the line by the Hotel Vendome in Haileybury. The right-hand car is on regular service to Cobalt, the other cars are forming an excursion to a baseball game. (Ontario Archives)



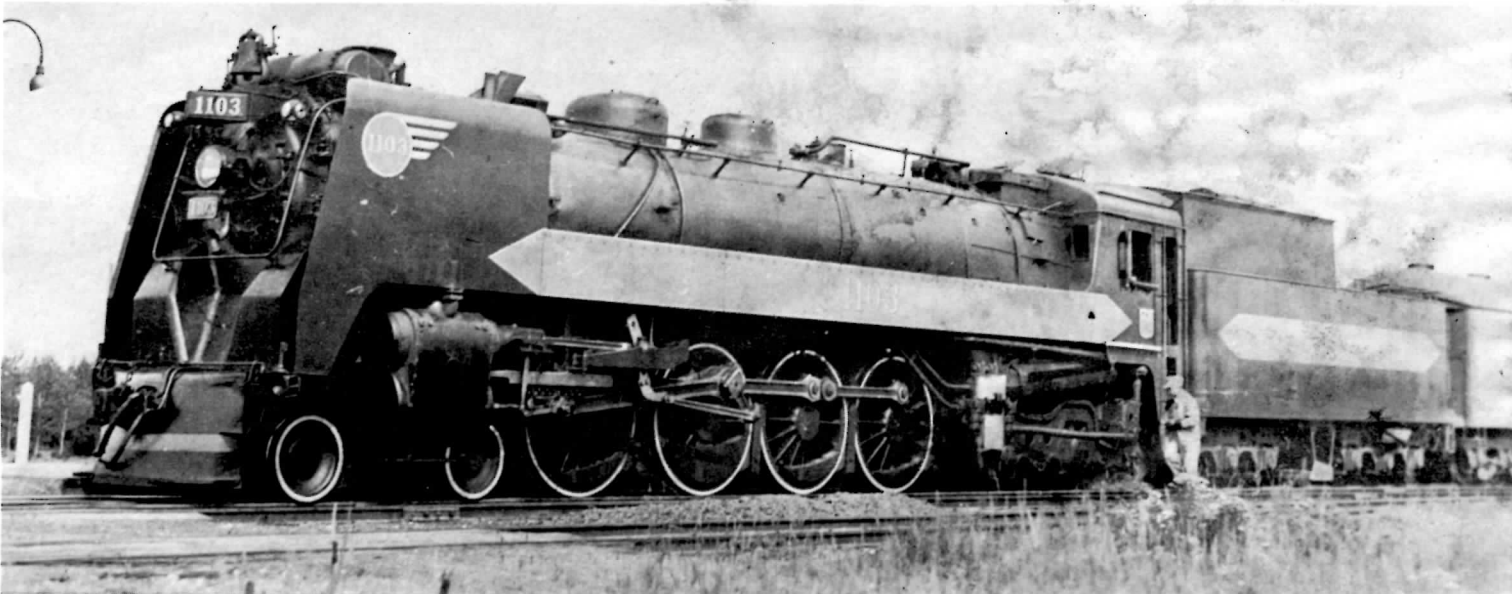
A specially posed shot of a NC car on the overpass and a T&NO passenger train on the mainline. (Ontario Archives)



The Nipissing Central car barns. Note the double-ended trolley plow in the foreground. (Ontario Archives)



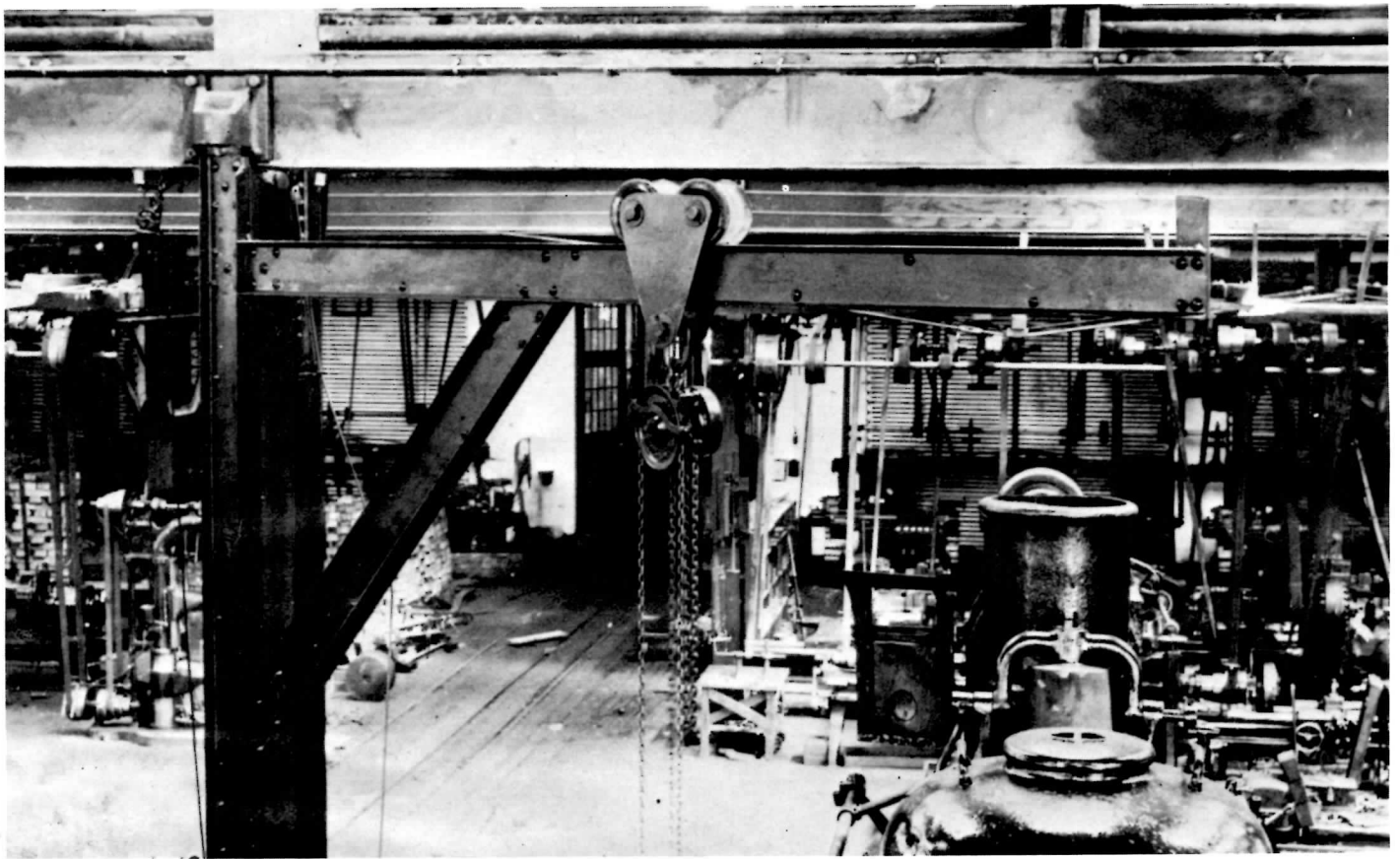
T&NO #108, one of the early ten-wheelers that worked the line from the beginning. Photo-location unknown, but probably taken before World War I. (Ontario Archives)



ONR's big steam power was represented by the 1100 series Northerns. Built to handle the Name passenger trains, they ran until diesels replaced them. #1103 is featured here. (UCRS coll.)



A rare shot of T&NO 0-6-0 switcher #150 with caboose. Taken just south of Cobalt the locomotive was engaged in wayfreight activities. (Ontario Archives)

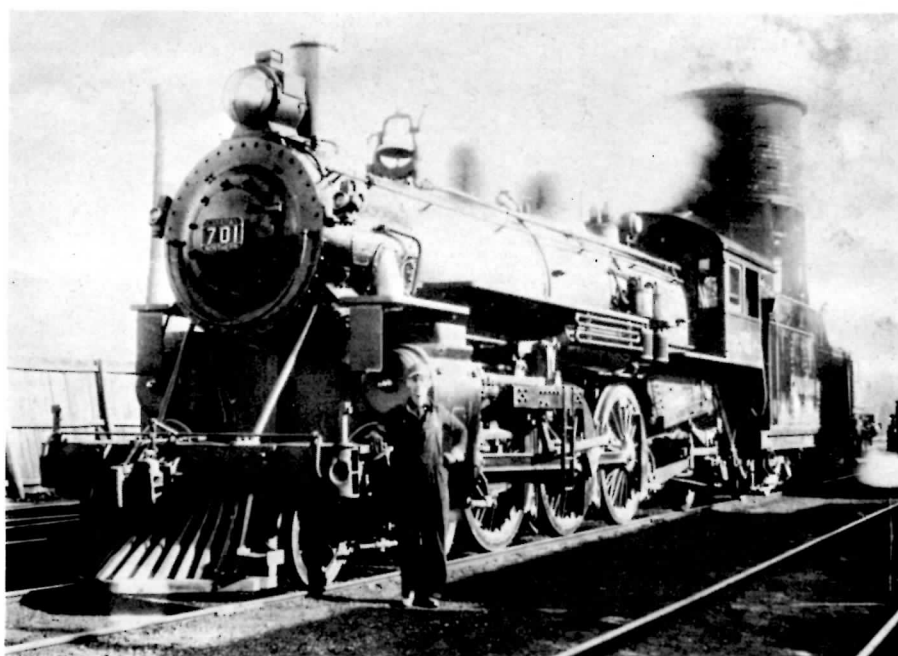
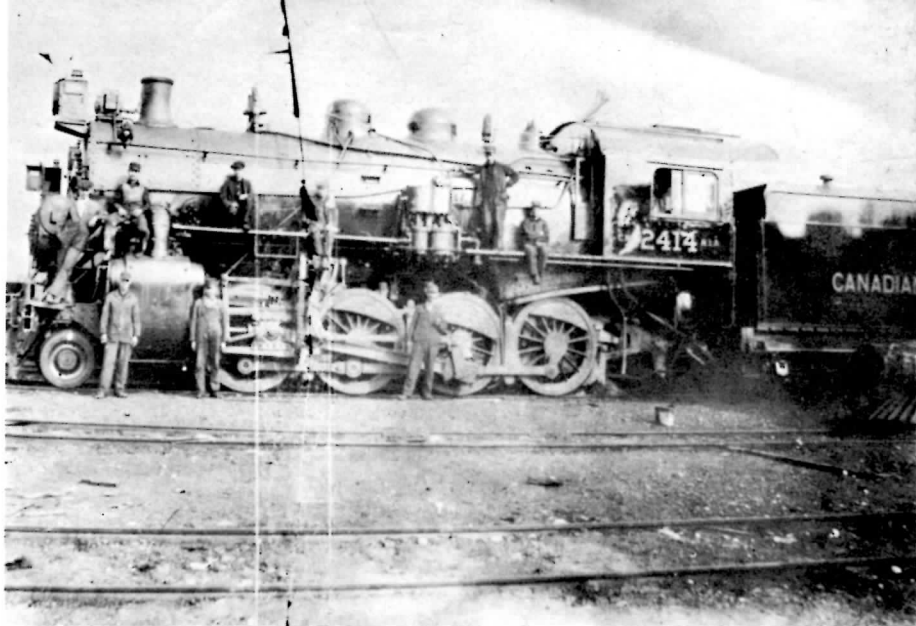


LEFT

Part of the interior of Canadian Northern's Fort Rouge shops in Winnipeg. The shops were located to the west of downtown and are still partly used by CN as car storage yards. (J. Sine coll.)

RIGHT

The yard crew at Winnipeg pose on class N-1-a 2-8-0 #2414. This CNoR engine survived the change to Canadian National without a number change. Built by Canada Foundry in 1912, the engine was rated at 50,000 lbs. tractive effort. Between 1927 and 1930 all of the class were derated to 45,000 lbs. Some were later given switching tenders. 2414 was scrapped in September 1955. (J. Sine coll.)



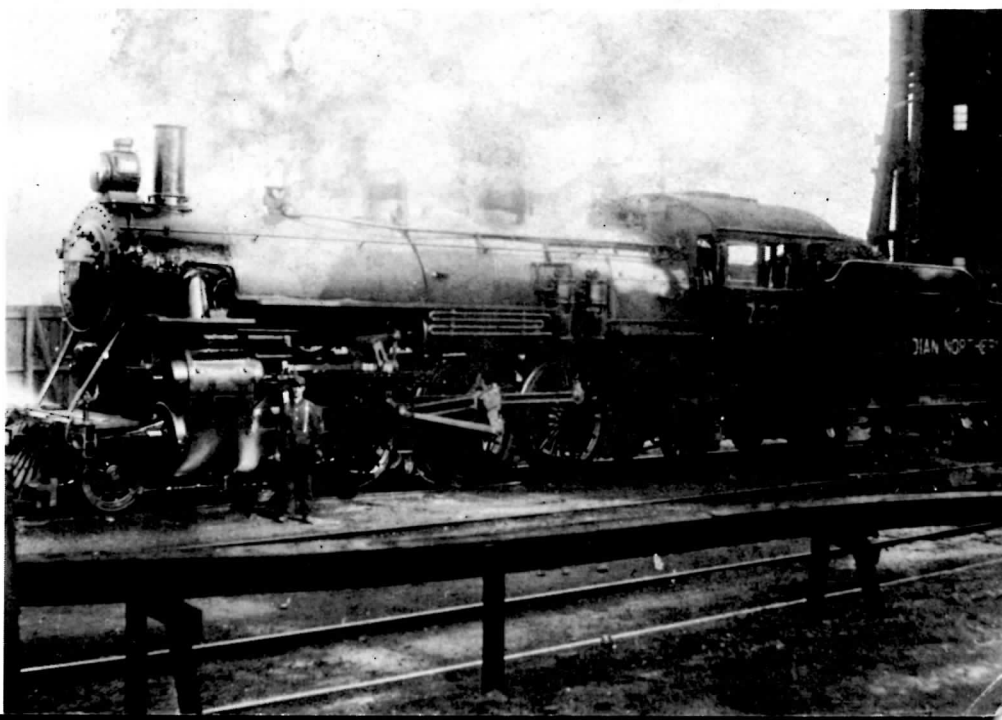
Another look at Canadian Northern #701. The number plate on the smokebox door shows the origin of the Canadian National number plates. The engine classification system (letter-number-letter) was also originated by Canadian Northern. The CNoR class descriptions were not changed by CNR. (J. Sine coll.)

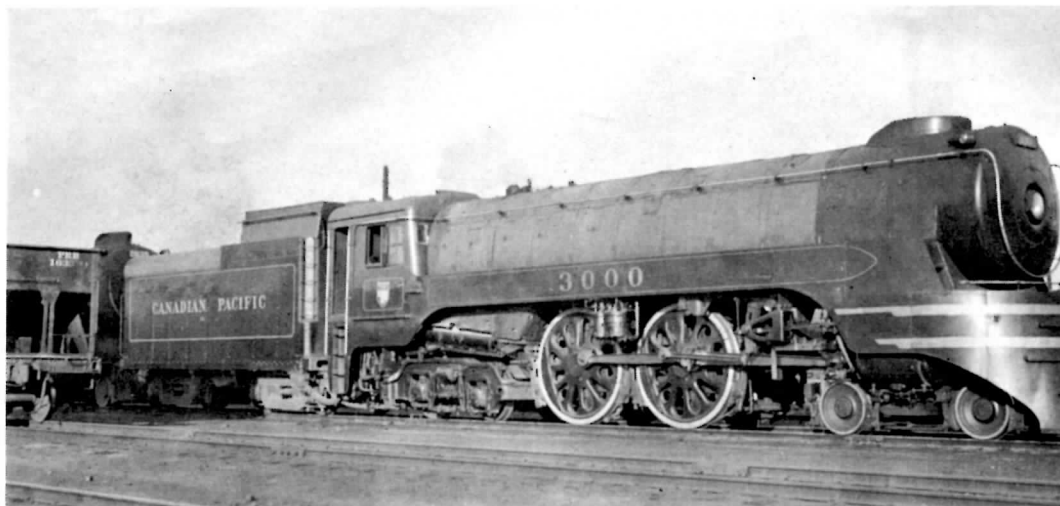
LEFT

Canadian Northern 4-6-2 #701 at Fort Rouge yard. The locomotive was Canada's second Pacific, being built by MLW in 1913. After Canadian National's take over the J-1-a class engine was renumbered 5001 and ran until July 1961. (J. Sine coll.)

RIGHT

Canada's first Pacific locomotive seen here in its original condition at Winnipeg. CNoR #700 became CNR #5000 and was scrapped in November 1958. The CNR on the cab side stands for Canadian Northern, not Canadian National. Photo taken in approx. 1918 at the Fort Rouge shops. After CN was formed in 1920, these shops were closed and consolidated with the Grand Trunk Pacific shops at Transcona. (J. Sine coll.)



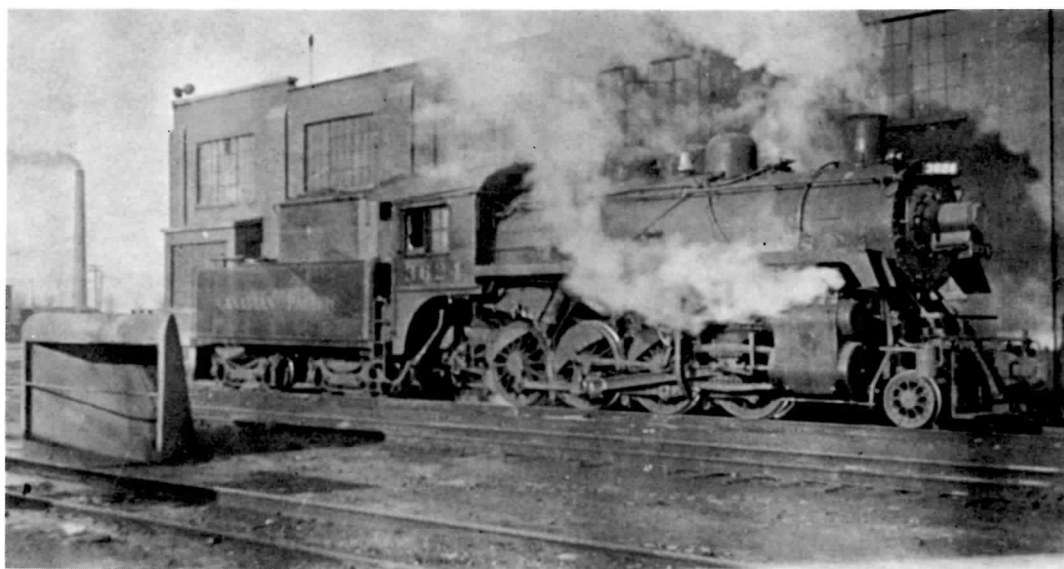


"Jubilee" type 4-4-4 #3000 leads Hudson #2839 in this yard scene. The first of CPR class F2a, these high-speed locomotives were built by MLW in 1936. With 300lbs. boiler pressure and 80" drivers, they were used on fast-light trains on the Toronto - Windsor and Ottawa - Montreal runs. (UCRS coll.)

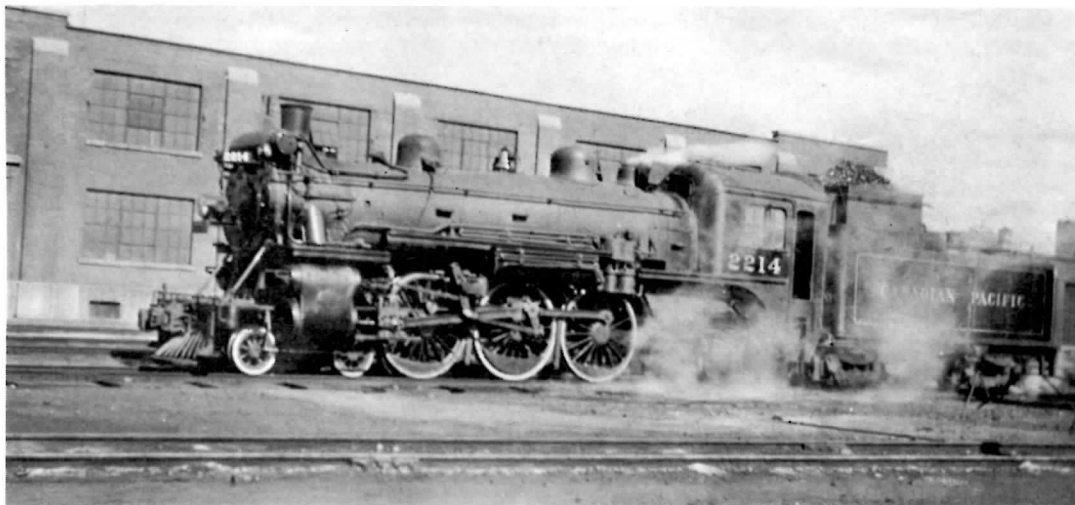


ABOVE
BCR Royal Hudson's sister #2861 is seen here taking water. The H1e class engine was built by MLW in 1940. The H1e class (2860-2864) were the last of the Royal Hudsons to be built. (UCRS coll.)

LEFT
Not as pretty as the streamlined passenger locomotives, but just as important, 2-8-0 #3624 is seen here leaking steam in Toronto's John Street yard. Part of class N2a, she was built in 1909 by MLW. (UCRS coll.)

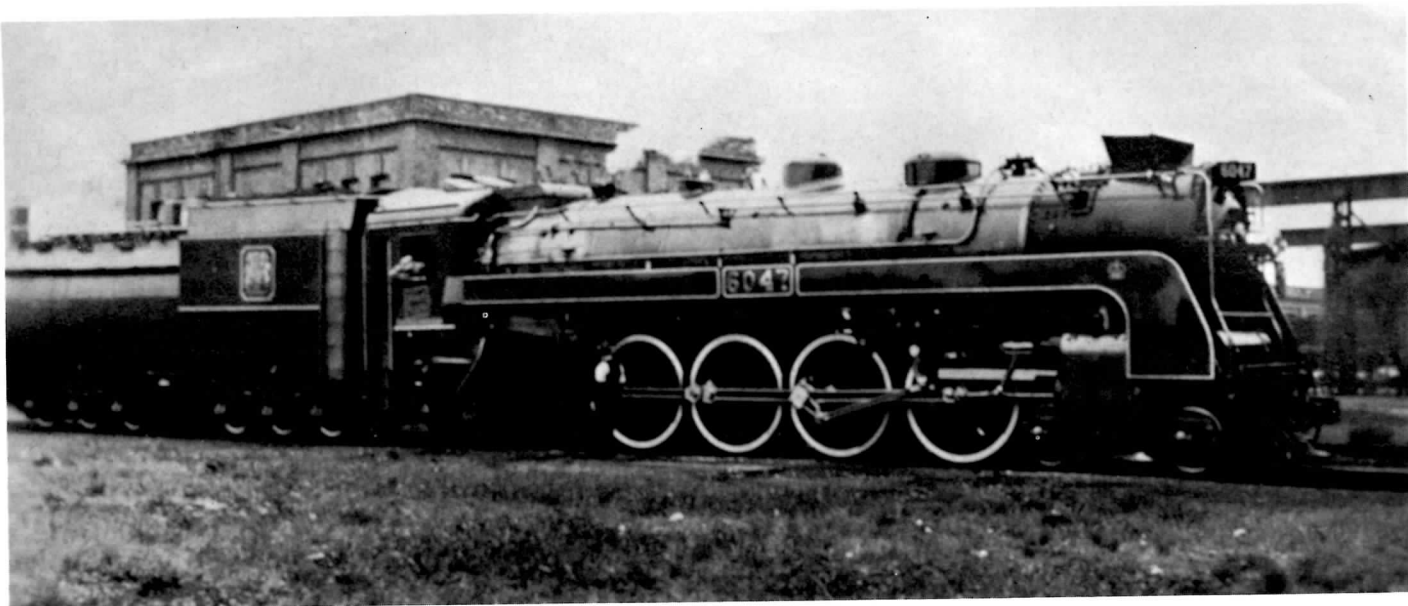


The CPR pacifics were particularly active in the Toronto area working local passenger trains. Gls class #2214, shown here at John St. was built by the CPR at Angus in 1909. (UCRS coll.)



ABOVE
Ten-wheelers were next to Pacifics as the most numerous of CPR types. Seen here switching at Tweed, Ontario, #456 was part of class D4g built by the CPR in 1915. (UCRS coll.)
RIGHT
Somewhere in the interior of B.C., 4-6-0 #957 is caught between duties. Part of class D10g, she was built by the CPR in 1911. (UCRS coll.)





TOP - CNR class U-1-e #6047 is seen here immaculately turned out for Royal Train duties in 1951. Built by MLW in 1930, she was scrapped in April 1960. (UCRS coll.)

ABOVE - Photographs of GO trains can now be taken from this spot, the scenery having changed very little. It was February 13th, 1944 that S-1-f 2-8-2 #3504 was hauling tonnage west out of Sunnyside in Toronto's western suburbs. Built in 1913 as GTR #599, she lasted until July 1956. (UCRS coll.)

LEFT - The T-2-a 2-10-2's were the most majestic of the CNR freight engines. Here #4104 leads a double-header. Built by CLC in 1924, she lasted until November 1955. Can anyone supply the location? (UCRS coll.)



ABOVE - Mikado #3564 was a member of class S-2-b from leaving CLC in 1923 to scrapping late in 1961. Starting out life as coal burners, they were converted to oil in 1953-54. 3564 is shown here in Winnipeg in July 1947. (UCRS coll.)

LEFT - 2-8-0 # 2169 simmers in the sun at Portage-La-Prairie, Man. in October 1945. Part of class M-3-e, she was built by CLC for Canadian Northern in 1913 and lasted until October 1958. Sister locomotive #2164 was used by the ONR for excursions as #137. (UCRS coll.)

BELOW - With the mountains for company CNR 2-8-0 #2768 is seen here in a siding in B.C. Part of class N-5-d, the locomotive was built by CN at the Pointe St. Charles shops in Montreal being outshopped in October 1931. 2768 was the first of her class to be scrapped in July 1954. (UCRS coll.)





TOP
Northlander #1980 enters Lindsay, Ontario station on a UCRS/ONR excursion from Belleville to Toronto. (R.W. Layton)

ABOVE
As the sun was setting, #1980 pauses for a publicity stop at Uxbridge. (R.W. Layton)

LEFT
In downtown Peterborough, the CN tracks follow the streets. At the site of the old CN station the Northlander is open for inspection by local residents. (R.W. Layton)



NEXT PAGE

Mirrored in a trackside pool, 6060 returns to Belleville from Anson Jct. (I.C. Platt)

CENTRE PAGES

Blowing condensate from the cylinders, #6060 backs out of the station at Belleville prior to crossing to the Campbellford Sub. wye tracks. (ICP)

ABOVE

Bullet Nose Betty in action. Seen here on one of her early excursions. (J. Brown)

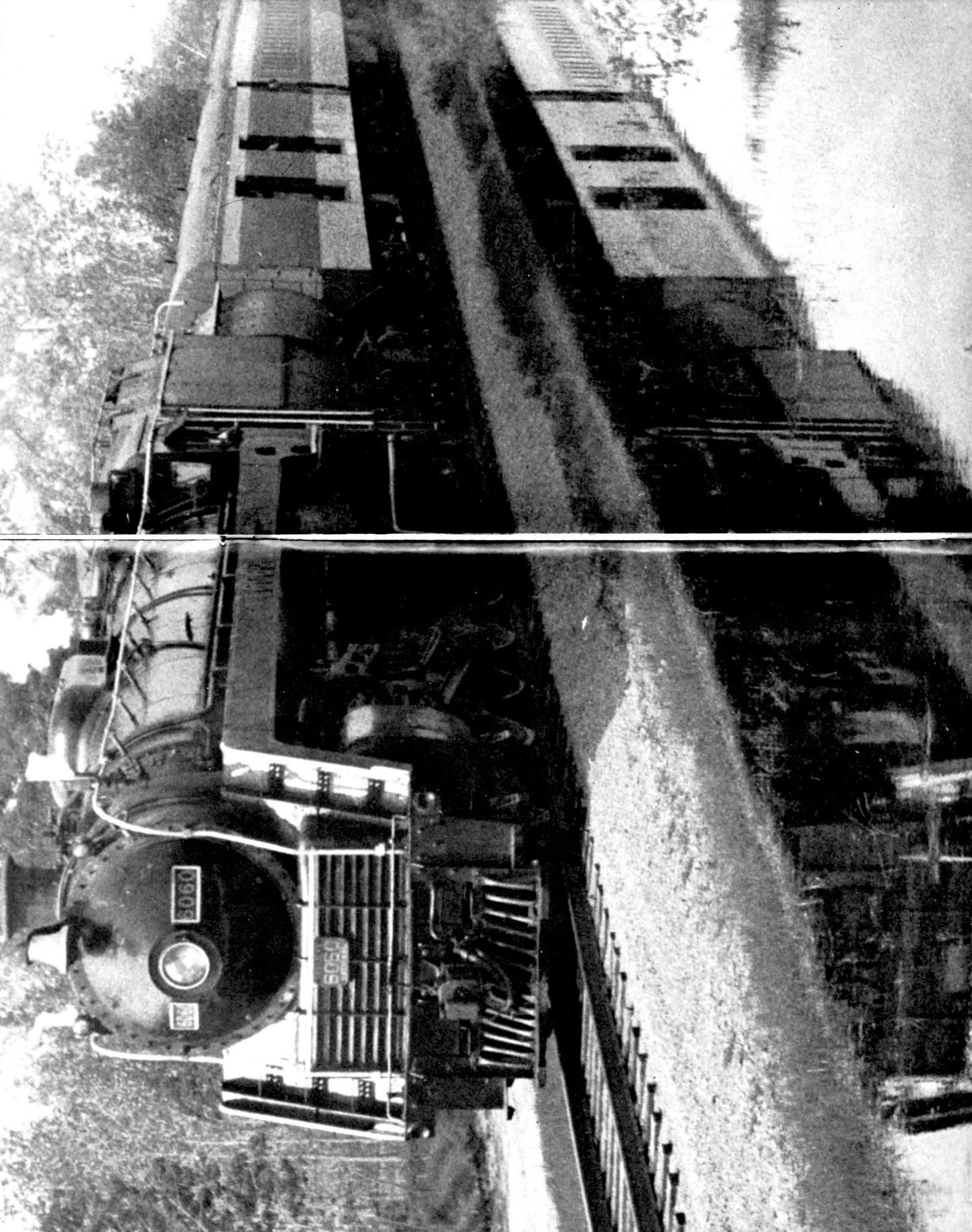
BELOW

The Belleville Railway Week involved 6060 in regular runs from Belleville to Anson Jct. Here she heads north out of Belleville yard on the second run of that days activities. (I.C. Platt)





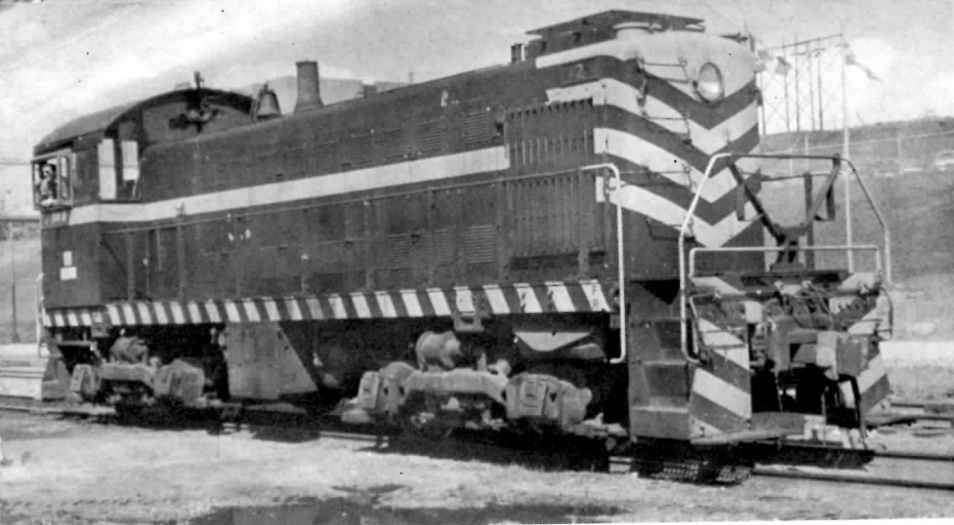












Consolidated Bathurst operate this Alco S-1 at their Portage-du-Fort, Quebec operation. Built in 1945 the unit is ex-Louisville and Nashville #24 and was purchased by the present owner in 1969. (P. Patenaude)

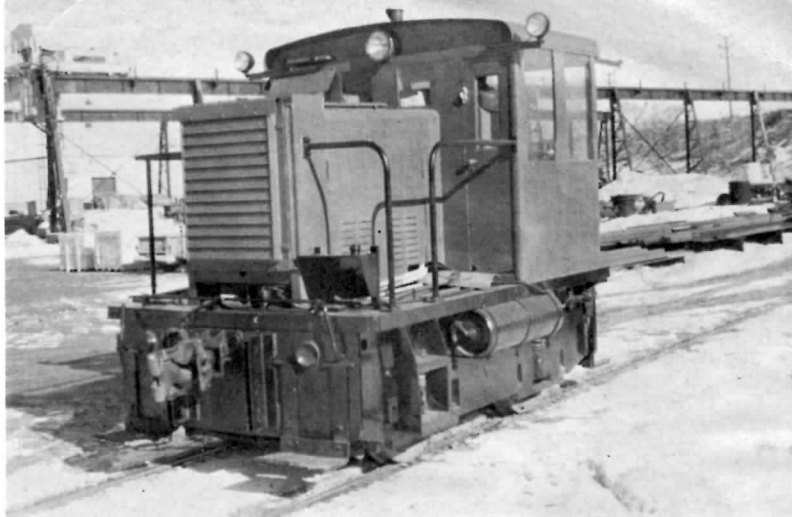


This GE 45-tonner belongs to Sidbec-Dosco and operates at its Montreal plant. (P. Patenaude)



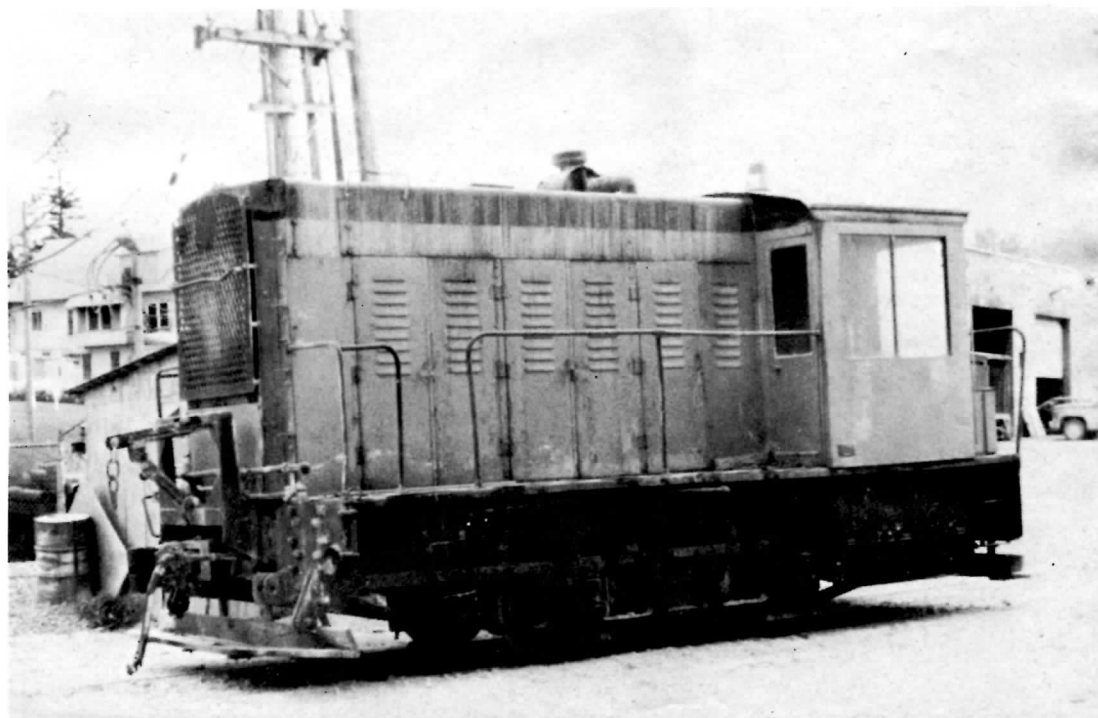
Atlas steel's GE 43-tonner is currently the oldest operating GE unit in Canada. Built in 1939 it was formerly Wabash #51 and was stationed at St. Thomas, Ontario. Pictured here at Tracy, Quebec. (P. Patenaude)

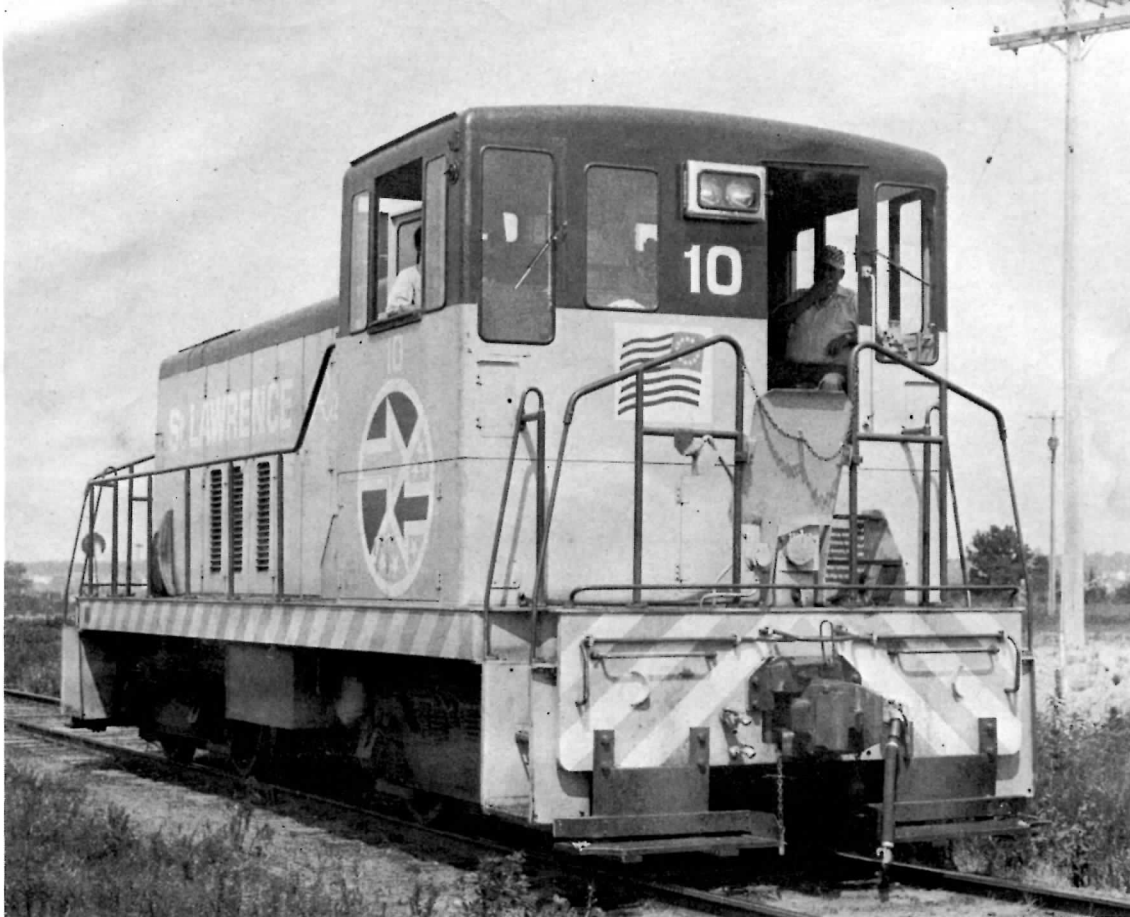
Originally owned by Canadian Car and Munitions, this 1941 vintage GE 23-ton switcher is now operated by Canadian Allis Chalmers at Lachine, Quebec. (P. Patenaude)



Not all of CLC's products are extinct. Sidbec-Dosco operate this CLC/Whitcomb 35 ton switcher. (P. Patenaude)

Dominion Lime of Lime Ridge, Quebec operate this vintage Whitcomb 35-tonner dating from 1937. (P. Patenaude)





The St. Lawrence Railroad is one of up-state New York's many short lines. GE switcher #10 is seen here at Ogdensburg, NY. (I.C.Platt)

The Mattagami RR is an Ontario, Company owned short line. MLW built switcher #104 is seen here at ONR's North Bay yard. (R.W. Layton)



Asbestos and Danville Rly. #50, seen here at Asbestos, Quebec. The S-13 was built in 1962. (P. Patenaude)



ABOVE

Due to a transit strike, 2 specials were operated on Grey Cup day 1977, one from Montreal Central to the vicinity of the Olympic Stadium, the other from Deux Montagnes to the stadium. Here the downtown special passes EJ Tower outbound for the game. Units FPA-4 #6787, FP-9B #6624 and FPA-4 #6788 provided the power. (P. Patenaude)

RIGHT

VIA unit #6524 (GMD FP-9A) at Montreal Yard in October 1977 (P. Patenaude)

BELOW

Differences in VIA's paint scheme are already showing up. #6540 is shown with a rare partly blue side grill. Its mate #6524 has the more conventional colours. (P. Patenaude)







ABOVE

The Northern Alberta Railway twice weekly mixed from Fort McMurray to Edmonton is shown here at Lac La Biche. GMD-1's #301 and #305 idle at the back of the yard. (T. Wickson)

BELOW

B.C. Railway Century 630 #721 heads an interchange move past North Vancouver station on a summer morning in 1977. (R.W. Layton)

OPPOSITE PAGE

TOP

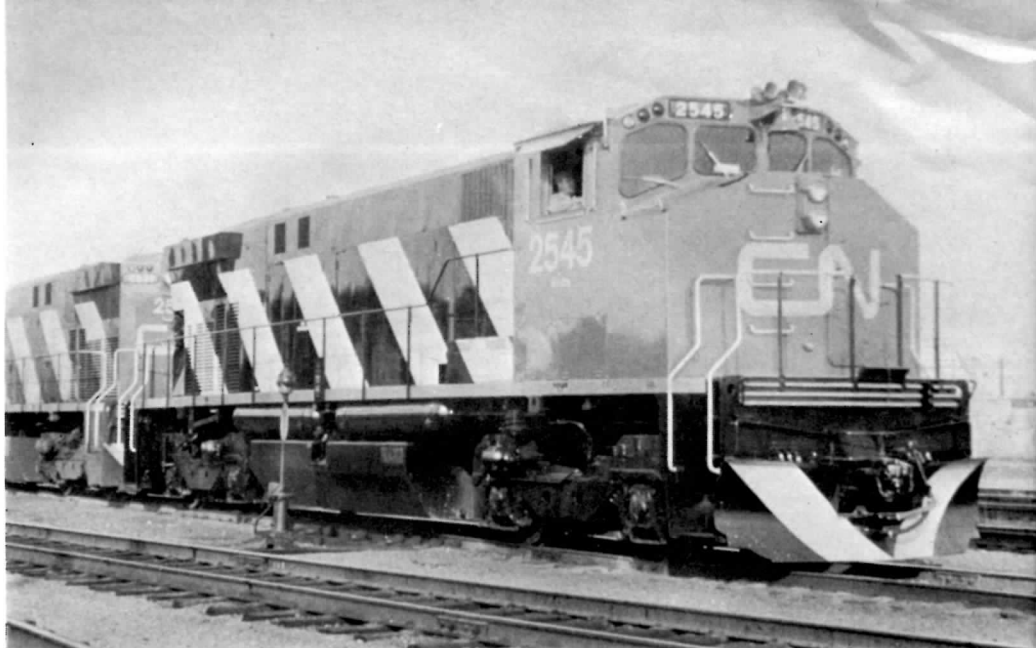
Northern Alberta Railway train #88 is the daily Grande Prairie - McLennon freight. GP-9's 201, 210 and 211 provide the power. #88 is seen here leaving the east end of the Grande Prairie, Alberta yard. (K. Perry)

BOTTOM

NAR #206 provides the lone power for train #51. Seen here approaching Dimsdale, Alberta on its Grande Prairie to Dawson Creek run. (K. Perry)



A brand new M-424W #2545 on a westbound freight at Belleville, Ontario in May 1975. (R.W. Layton).



BELOW

CN geep #4530 has been equipped with air intake covers to prevent air starvation during plowing duties. Seen here by the Belleville roundhouse in April 1978. (I.C. Platt)



Another brand new CN unit. GP-40-2W (CN class GF-430c) in the GMD plant at London, Ontario in 1975. (R.W. Layton)



There are constant comings and goings of freight transfers at Belleville. Here RS-18 #3741 heads up some freight cars at the back of the yard. (I.C. Platt)

BELOW

In the new CN freight paint scheme M-420 #3219 heads a GP-40-2W and an M-424W eastbound at Ingersoll, Ontario. Photo taken by I.Platt at 15.30 Hrs., June 17th. 1978.



As a contrast to #3219, sister unit 3225 lays over at MacMillan Yard in the old "wet noodle" paint job. (R.W. Layton)





LEFT

A mixed lash-up of GP-40 #5023; M-420 #4200 and F-7B #4427 on the point of a westbound consist at Smith Falls in June 1978. (I.C. Platt)

RIGHT

In its last full year as an all-Budd train, the Canadian is seen here east-bound at Dewdney, B.C. Power for the nine car consist is FP-7A #1416 and GP-9 #8912. The geep has CP's new wide stripe paint scheme with reflective tape on the running board. (K. Perry)



Two M-636 units join the single track at the east end of London, Ontario yard. (I.C. Platt)

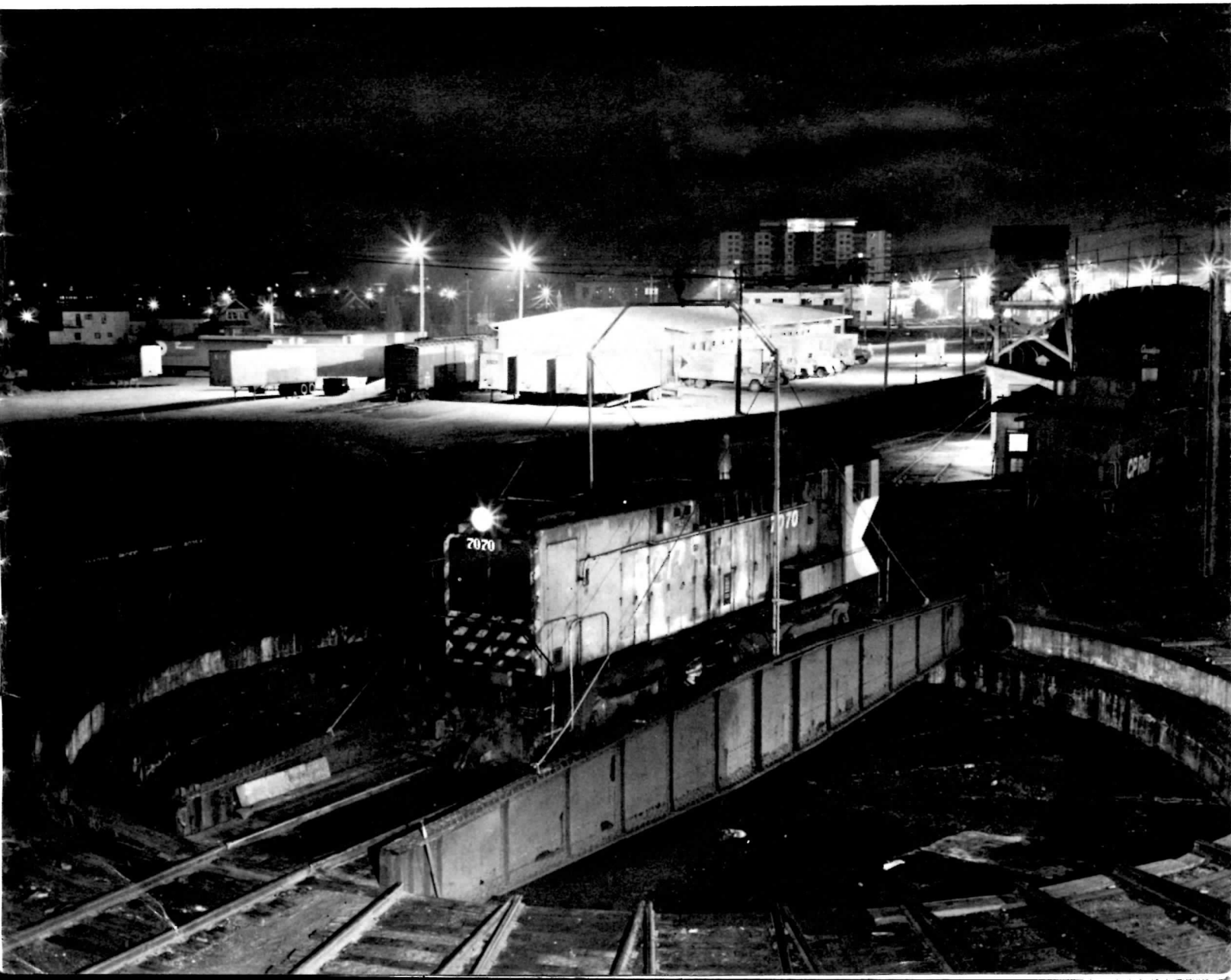


LEFT

More big MLW power seen here at London depot. 4707, 4568, 4718 and 4502 are in this shot. (I.C. Platt)

RIGHT

A night shot of CP Baldwin #7070 on the table at Victoria, B.C.. This unit built in 1948 was the last of the Baldwins to operate on CP. Photo taken by Ken Perry on January 27th, 1978 at around 03.00 Hrs.



FP-7A #1502 on the point of the "Polar Bear Express" in ONR's Cochrane yard. (R.G. Eastman)



In the yard at Cochrane F-unit #1508 switches the "Polar Bear" equipment. (R.G. Eastman)



As well as the "Polar Bear Express", Moosonee is served by an alternate day mixed train. Power is usually a pair of FP-7's such as #1517 and #1505, seen here by the shops at Cochrane. (P. Patenaude)





ONR RS-103 #1401 rests in the north Bay shop area. (R.G. Eastman)



In the new blue and Yellow colours, GP-38 #1802 eases a unit ore train into North Bay. (R.G. Eastman)



Sharing duties with the GP-38's are a fleet of SD-40's. The head end of this ore train has SD-40 #1735 on the point with another SD-40 and an FP-7A trailing. R.G. Eastman)



ABOVE - Iron ore is a staple freight for the Algoma Central. A unit train is seen here southbound at the Montreal River trestle hauled by three SD-40's. #180 leads 183 and 182. The low angle of this shot shows how the bridge is built on the side of a Hydro dam. (G. Zuters)

BELOW- GP-7 #73 leads a TH&B freight over the old Penn Central Welland Canal bridge. Since this 1973 shot, all traffic uses the new townline tunnel. (K. Gansel)

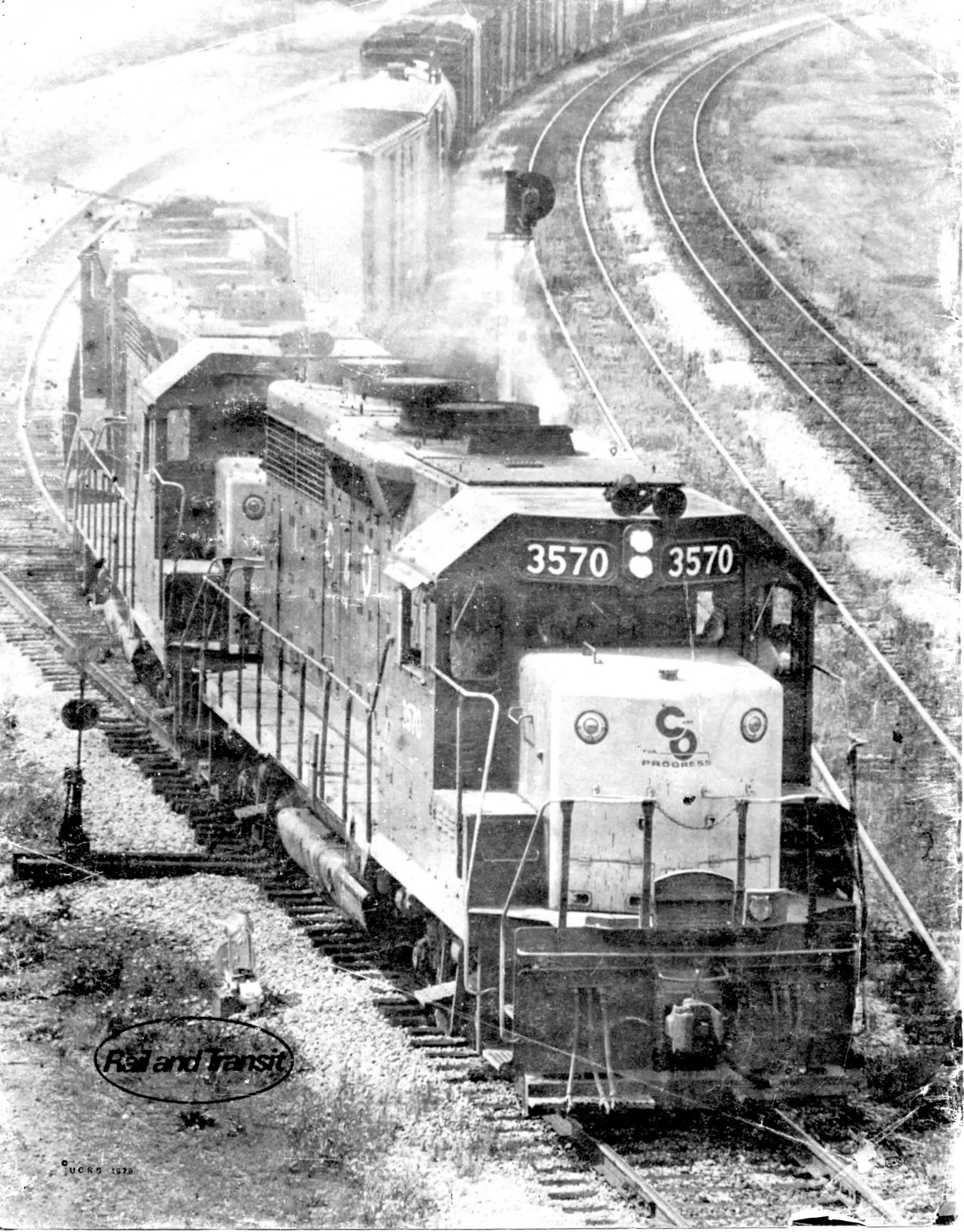




ABOVE - Norfolk and Western F-7's are now reduced to one unit. Two years ago Burt Van Rees took this photograph of #3667 leading two sister units through St. Thomas on the CN mainline.

BELOW - A group of three N&W F's being serviced at the joint CN/N&W engine shop at Fort Erie. These units are now memories. Photo taken in August 1972 by Ken Gansel.





Rail and Transit