



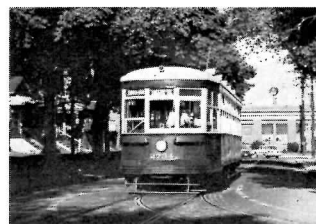
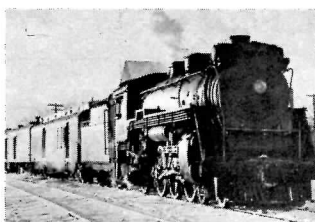
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## *Canada's Railway Magazine*

Sept. - Oct. 1976

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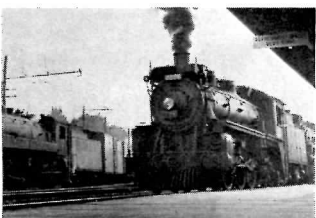
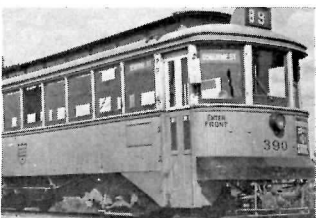
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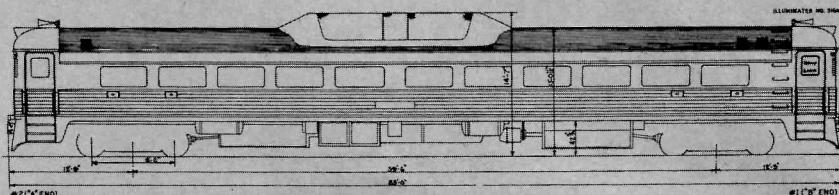
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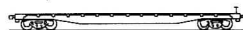
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Since I had the pleasure of riding to Vancouver aboard the Upper Canada Railway Society's Private Car 13, it was decided to focus this issue on the western Canadian provinces and the railroading associated with them. Considering the enjoyment we had on this trip, we hope that this pleasure will be reflected in our readers.

If your appetite for western railroading is whetted by this edition of RAIL AND TRANSIT, there may be an opportunity to ride west again on Car 13 in 1977. We are also covering some of the extinct diesel power from the west being remembered in their prime.

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### FRONT COVER

Upper Canada Railway Society private car #13 on the rear of the eastbound "Super Continental" in the Rockies.



# Under the Wire

EDITED BY RON W. LAYTON

The Federal Government has set up a study, due to be completed shortly, on electrifying Canadian rail lines as a means of conserving crude oil. It is estimated that if 8000 miles of main line were wired, it would cost over \$8½ billion, but would save an estimated 100 million gallons of diesel fuel annually. Traffic projections show that both the CN and CP lines would justify electrification from Winnipeg to the west coast.

## AUSTRIA

The 1976 Austrian budget has allowed \$250 million for railway investment. Part of that money is to be spent acquiring 24 new electric locomotives, 4 new multiple-unit sets and electrifying the line from Linz to Selzthal.

The ÖBB has ordered nine new "Transalpin" type multiple unit sets. Unlike earlier sets these are to have eight cars. This would eliminate the need to operate the present 6-car sets in mu.

The final section of the ÖBB's Ostbahn mainline electrification has been energised. This was between Gramatneuseidl and Hegyeshalom. Electrification is now complete between Vienna and the Hungarian border, so completing the first direct connection between the 15Kv 16 2/3 Hz German, Swiss and Austrian system and the 25Kv 50Hz systems of Czechoslovakia, Hungary and Romania. The old "Orient Express" route is now electrified from Paris to Romania.

## FRANCE

The SNCF has recently introduced a new class of 4-car commuter emu's. The Z6400 units operate on the 25Kv lines from St.-Lazare (Paris) to St. Cloud and Versailles. Since the end of May they have also operated from Nord (Paris) to Roissy (station for the new Charles de Gaulle airport).

The French Council of State has approved the building of a 200 mile high speed electrified line from Paris to Lyons. Maximum speed envisaged will be 190 mph. This \$750 million project still has to be approved by the government.

## ITALY

The once extensive three-phase electrification on the Italian State Railway (FS) is now extinct. With the change to the summer timetable through running at 3000v dc was started. The last section to be converted was between Alessandria, Acqui and San Giuseppe di Cairo. 15-20 minutes have been cut from train schedules as the locomotive changes at Cantalupo (near Alessandria) and San Giuseppe have been eliminated. Local services which were operated by dual-voltage railcars have remained unchanged.

## SOUTH AFRICA

The SAR's first 25Kv ac electrification is taking shape. The change from their usual 3000v dc system was justified because of the heavy coal haulage from Ermelo to Richards Bay.

## SWEDEN

Swedish Railways (SJ) has placed an order for a further 40 class Rc4 electric locomotives. These units are rated at 4800HP with a maximum speed of 85 mph. They are equipped with thyristor controls.

## SWITZERLAND

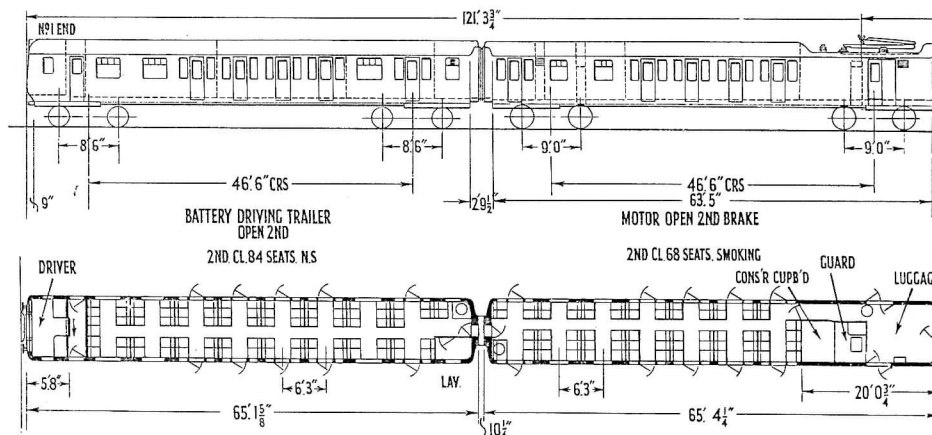
The Swiss locomotive manufacturer SLM has recently delivered their 5000th locomotive. It was a class Re 6/6 unit No.11646 "Rapperswil" for the Swiss Federal System.

## UNITED KINGDOM

British Rail are making a big leap forward in commuter equipment with the unveiling of five new designs, two of which are already in production. The first to be announced was class 312. This class is intended for use on long distance commuter and local trains. They are four car units with both first and second class accommodation. The diagram on these pages gives more details of both the internal layout and external appearance. The units are painted blue with yellow ends. The class is subdivided according to location and equipment. Class 312/0 (yet to be built) is for 25Kv service out of Kings Cross (London), 312/1 (19 units) is for 25Kv/6.25Kv service out of Liverpool St. (London) and 312/2 (4 units) for 25Kv service between Birmingham and Coventry. The units are being geared for a 90 mph maximum except class 312/2 which are geared for 75mph. The four other designs are for high-density inner-suburban operation. They are 3 and 4 car sets based on an interchangeable equipment with only detail differences to suit the current system. Present plans call for the construction of 8700 cars mostly to replace the Southern Regions ageing units (some date from the 1930's). These units are presently being constructed with sliding doors but plug type doors are being considered for later orders. They are painted in blue and grey with yellow ends. The designs and initial allocations are as follows:-

Class 313 - 64, 3-car sets with dual 25Kv ac and 750v dc current collection. These are presently being delivered for the Moorgate-Hertford service, introduced on August 16th., they are basically dc units with direct shoe pick-up in third rail territory. In 25Kv territory the outer power cars are fed from pantograph/transformer/rectifier equipment on the centre car.

Plan and elevation drawings of British Rail class 312 4-car emu.







Class 314 - 16, 3-car sets with 25Kv/6.25Kv capability for operation in the Glasgow area.  
 Class 315 - 19, 4-car sets with 25Kv/6.25Kv capability for use on the LiverpoolSt.(London) - Shenfield service.  
 Class 507 - 64, 3-car sets for the 750v dc lines from Liverpool to Southport and Wigan.

A further class similar to class 315 but with only 25Kv capability and geared for higher speeds is envisaged. These will be constructed if the go-ahead is recieved to electrify the commuter lines out of St. Pancras (London).

#### UNITED STATES

The State of New Jersey, Department of Transportation has bought 13 ex-Pennsy GG-1s for their New York and Long Branch service.

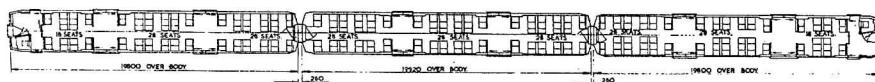
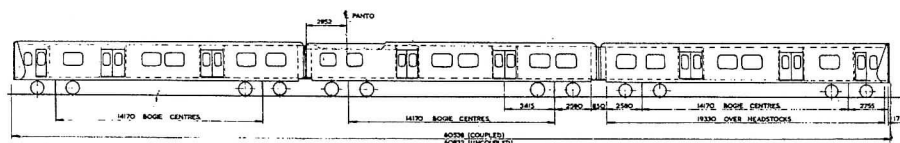
The Bicentennial look has gone electric. Conrail has repainted GG-1 #4800 in red with a blue nose. The sides have white stars and a gold liberty bell along with eagles and '76 logos.

Along with a loaner locomotive from the Swedish ASEA Company, Amtrak are also to test on a lease basis a French National Railways (SNCF) 21000 series C-C unit. These locomotives, built by Alsthom, are rated at 7700HP.

EMD has unveiled its new monster GM10B. This 10,000HP unit rides on three 4-wheel trucks. Testing is in progress on Conrail trackage.

#### WEST GERMANY

The DB will soon be placing orders for 5 prototype class 120 electric locomotives. The units will be flexible enough to be used on 100mph passenger trains as well as the heaviest freights. This is a result of a development of the three-phase motor system driven from a single phase source. This particular motor has a high power to weight ratio so that only four axles are needed for this 7500HP unit.

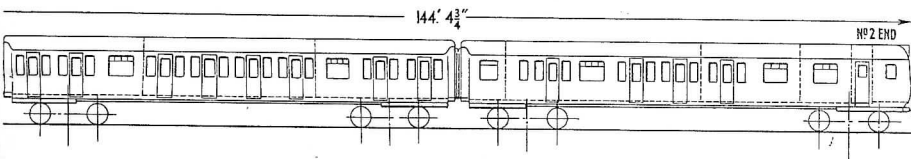


DRIVING MOTOR OPEN 2nd  
 SEATING CAPACITY 34

RECIPIER OPEN 2nd  
 SEATING CAPACITY 34

DRIVING MOTOR OPEN 2nd  
 SEATING CAPACITY 34

Left -  
 Drawings of British Rail class 313 3-car dual voltage emu. These are presently operating in London.



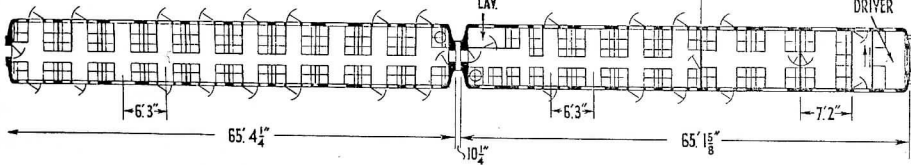
TRAILER OPEN 2ND  
 2ND CL 98 SEATS. N.S

DRIVING TRAILER OPEN COMPOSITE

2ND CL 47 SEATS.  
 SMOKING

1ST CL 16 SEATS. N.S  
 & 9 SEATS SMOKING

DRIVER



Top of Page -  
 A British Rail class 86 B-B electric locomotive hurries a train southbound through Watford Junction. These locomotives, rated at 3600HP form the backbone of the London - Glasgow electric system (R.W.Layton)

# 5600 BY 10 ON 13

by staff writers Mary F. Layton & David W. Smith

Editor's Note: This is an account of the U.C.R.S. Car 13 Trip to Vancouver from 4 June 1976 to 20 June 1976. This was remarkable in two aspects; first it was the longest trip yet run with the car and second but more important, for two of the members, it was their honeymoon, after a wedding that was, if anything, different.

4 June 1976

The day started off warm and as the sun climbed higher, it was obvious that the day would be ideal for a fantrip, or if your priorities were different, a wedding; to be specific, the wedding of two U.C.R.S. members, Ron Layton and Mary Frances McEachern.

As planned, fan trip favourite 4-8-2 #6060 arrived at the Markham Railway Station at 4.30 pm, where Mary met a host of guests and reporters. At the locomotive, she was photographed in the cab and just beside the steam engine prior to the ceremony at St. Andrew's Presbyterian Church at 5.00 pm.

At 5.30 pm, Mr & Mrs Layton and the wedding party were back at the station for the formal photographs before returning to the Church for a 6.00 pm reception.

Approximately at 7.30 pm, the bride and groom returned to their home adjacent to the station for another part of the reception.

To keep the railfans happy, as well as the rest of the wedding party, a runpast has staged at the station. Engineer for the runpast was Robert Hope, who had retired from the CNR in December of 1975, and he took the controls for the last time in his life. He was a guest along with his wife at the wedding and had watched Mary grow up, so it was a great thrill for Mary as well as Bob.

Leaving Markham Railway Station at 9.30 pm on a high ball speed run, the special consisting of 6060, a baggage car and U.C.R.S. car 13, headed down the Uxbridge Subdivision, through Scarborough Junction and along the Kingston Subdivision into Union Station. Here Car 13 was switched unto the rear of the "Super Continental" for the trip west.

5 June 1976.

The day started with one of Mel Marchbank's famous breakfasts. Arrival at Capreol was 40 minutes late. It is here that the Toronto and Montreal sections of the "Super" are combined on the way out and split on the run east. At Capreol were a Rule Instruction Car and a GO Transit coach in transit to the GO Shops at Willowbrook, Mimico. Leaving, we saw 4-8-2 #6077, sister to fan trip loco. 6060, in need of a real repair job.

Arrival at Hornpayne we learned that there was the possibility of a diversion due to forest fires in Northern Ontario around Nakina. At Longlac, the train swung unto the line to Thunder Bay.

Ron and Mary Layton's wedding day, June 4, 1976, Markham, Ontario.

6 June 1976

The first thing that was seen this morning was a CP Rail 5600 SD-40 on the adjacent track. We had been diverted unto the CP Rail main line from Thunder Bay to Winnipeg. Among the highlights of the diversion were the various crewmen who came back, pointed to the rear lounge seat and said, "I used to sit right there". A good run along the CP main through Kenora brought us into Winnipeg 5 hours late. Unfortunately for us, the Prairie Dog Central delayed their afternoon departure, but it was not possible for them to wait for our arrival. In fact, they arrived back in Winnipeg an hour after we did. The balance of the day was spent getting wet wandering around Winnipeg. The evening was spent with a night photography session on both Car 13 and the Prairie Dog Central 4-4-0.





UCRS Car 13 on the rear of the "Super Continental", 5th. June at Capreol, Ont. Note the "just Married" sign, it lasted to Hornpayne.

7 June 1976

After another one of Mel's breakfasts, time was spent seeing Winnipeg, including the Countess of Dufferin. The westbound "Super" was 5 hours late in arriving due to the forest fires in Ontario. While waiting for the "Super" to arrive, two members who shall go nameless, were observed photographing BUSES. Departure from Winnipeg for Edmonton was 5 hours late. Several members of the group spent most of this evening in the Sceneramic Dome, (ex Milwaukee Road), including one member who prompted the steward to ask, "Where's she putting it?"

8 June 1976

Arrival in Edmonton was 2 1/2 late, which meant that the crew was able to make up 2 1/2 hours. In Edmonton, we were greeted by members of the Northern Alberta Pioneer Railway Association, who took the group on a tour of their museum site. Also included on the tour was the Edmonton Transit System garage where two of their three steam locomotives were stored. A photo session soon took place featuring the two locos, CN 4-6-0 #1392 and NAR 2-8-0 #73. Mention should be made of three members who turned their backs on these two fine pieces of equipment in favour of the ETS' collection of old Blue Bird Transit, a small Can Car Brill, several Faegol Twin Coaches, a Daimler Roadliner, a very old Leyland and Edmonton streetcar number one.



UCRS #13 and an open platform CN business car at Winnipeg. 6th. June.



"VIA" coach #5728 at Vancouver, 12th. June 1976.

9 June 1976

Departure from Edmonton was 55 minutes late and it was a merry group that promptly retreated (or is it advanced?) to the dome car (i.e. lounge). Around 14.00 hours was when the mountains were seen for the first time and was then that the cameras got a real workout. From Jasper to Blue River, Grant Kingsland was able to get a cab ride with Harry Home. It should be mentioned that Harry was the one responsible for the maintenance of 6060 at Jasper Alta., before she was returned to fan trip service. That night was spent in the lounge "watching the scenery" (again).

10 June 1976

Arrival in Vancouver was during breakfast and Mel promised dire consequences to anyone who was off the car ahead of him. Mel was the first off the car. Everyone went their own way in Vancouver, especially the bride and groom who checked into the Holiday Inn for four days.



4-6-4 BCR #2860, ex CPR 2860 at North Vancouver, 11th. June 1976.

11 June 1976

The day dawned grey and got greyer. To add to it, it started raining. All in all it made a glorious day to take a fan trip. Meeting at the British Columbia Railway station in North Vancouver, that is what we did. In spite of the rain, the Royal Hudson Steam Excursion is a very scenic run, especially along the shore of Howe Sound. The rain did have one good effect, in that the ex C.P.R. 4-6-4 #2860 had to work harder and the smoke hung in the air a little longer.

12 June 1976

The provincial capital, Victoria, was the focal point of a day trip from Vancouver. The highlight of the trip to the "home of the doubledecker buses" was the ex Canadian Pacific Steamship "Princess Marguerite", now operated by the B.C. Government.





Amtrak F40PC #219 on the "Pacific International" at Vancouver, 14th. June '76.

13 June 1976

Sunday saw a few members of the group taken for a tour of the rail facilities of the Vancouver area. Acting as a guide was one of our members from Vancouver, Jeremy Lambert. The B.C. Hydro shops in New Westminster revealed their new MP15's as well as their SD 38's and the 900 class SW900RS's. After that, there was a quick trip to the CP Rail facilities at Port Coquitlam. The scene there was one of wall to wall SD 40-2's and the now almost extinct Baldwin DS 4-4-1000 switchers working the yard.

Final part of the tour was the CP Drake Street facility and a tour of the Provincial Museum Train that was in storage there. Also present, as an extra bonus was a pair of ex B.C.E.R. interurbans in transit to the Provincial Museum. But the Piece de Resistance was Victoria Pacific "Craigflower", ex CP "Cape Hurd", a sister to Car 13, ex CP "Cape Race". It had been done over in green with yellow trim and lettering. Returning to the Station, the night was spent with a night photo session on Amtrak 215, one of the new F40PH's assigned to the "Pacific International".



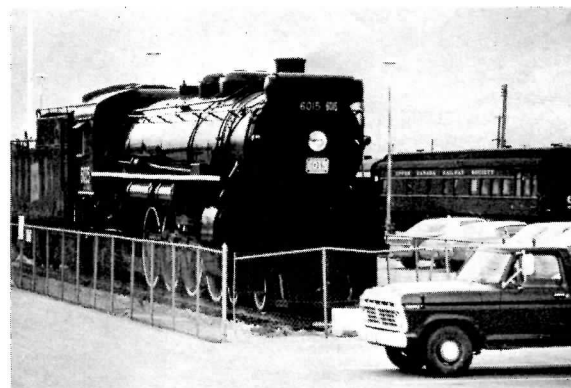
ABOVE:  
BC Hydro shops at New Westminster. SW 900's #900-03-05-06. 13 June '76.  
ABOVE RIGHT:  
CNR 4-8-2 #6015 and UCRS #13 parked in the station at Jasper, Alberta.  
RIGHT:  
CN 61200, a new divisional superintendents car. Photographed at Jasper.

14 June 1976

This was the day of our departure and everyone was back at the car. A morning of last minute shopping and a last chance to photograph Vancouver's trolley buses and back to the station for an 8.30 pm departure. During the day, Car 13 played host to several guests, including some of our Vancouver members as well as several members of the West Coast Railway Association. On leaving Port Mann, we were the first train over the new line around the yard. The only problem was that all the switches were set against the train and a bit of time was lost leaving. However, number 2 was the first train over it.

15 June 1976

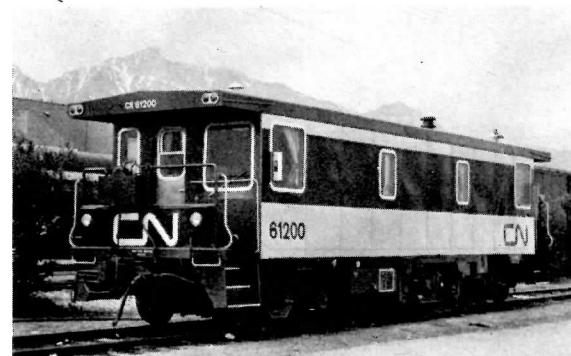
Jasper in the rain. It may have been raining, but that didn't deter a photo session on 6060's replacement #6015. After a thorough inspection of the locomotive, we all seemed to go our separate ways. Several CN employees came on board and were impressed with our home on wheels.



16 June 1976

The day, in contrast to the previous, was bright and sunny. We rode to the top of Whistler Mountain on the Sky Tram and played in the snow. (4" had fallen on the mountain that night)

After returning to the station, there was time for some sightseeing, while a few others paid a quick trip to the diesel shop. This revealed an assortment of SD 40's and SD 40-2W's. By the station was one of the new Divisional Superintendents' Cars. These are Business Cars based on the frame and body of the vans built by Hawker Siddeley, minus the cupola. Painted in the black and grey passenger paint scheme, they are very attractive. We left Jasper on the rear of Number 2, whose departure was an hour and a half late.



17 June 1976

When we woke up, we found ourselves parked in Saskatoon. Most of the time was spent photographing some of the freights entering or leaving the yard. This included a couple of wayfreights headed up by A-1-A trucked GMD1's.

18 June 1976

All of the day was spent crossing the prairies. This resulted in the greatest collection of grain elevator slides known to man. Just after dusk, (Naturally), what passed us heading in the opposite direction but a freight with a trio of SD 40-2's lettered CP Rail! We were then informed by the crew that a wreck in the vicinity of Sioux Lookout resulted in a diversion of CP traffic unto the CN. We were passed by two other CP freights and the Canadian before retiring for the night.

19 June 1976

The day was spent on board the car going through the rugged country of Northern Ontario. By this time, the highlight of the day was a 30 minute crew change at Hornpayne, and later that night, the stop at Capreol where the train was split into its Toronto and Montreal sections.



The happy couple, Ron and Mary.

ABOVE RIGHT:

"Wash your hair and I mean now"

RIGHT

Car 13 on the rear of the "Super Continental" with the Rockies in the background.

20 June 1976

Arrival at Toronto Union was at 7.30 am, right on schedule. Meeting us on the platform were several members of the U.C.R.S. who helped to celebrate the successful conclusion of Car 13's longest trip and the beginning of a new life for two members of the group, Ron and Mary Layton. I

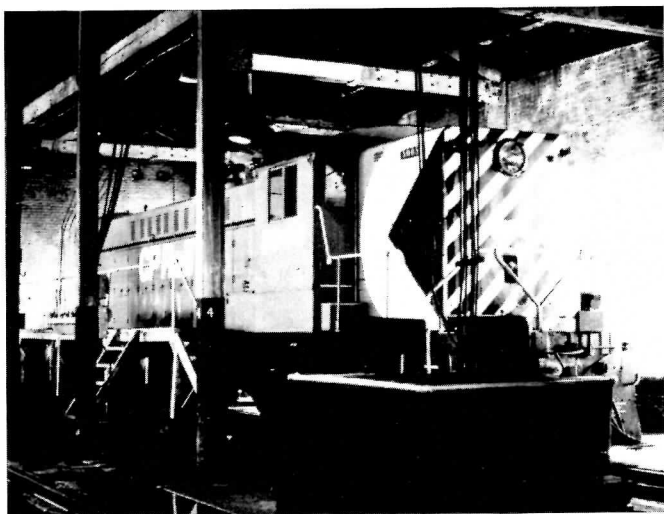


# QUEST WEST

BY R.G. Eastman  
D.W. Smith

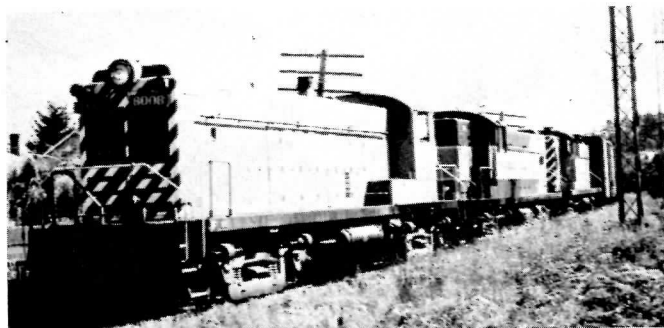
In the summer of 1972 the authors travelled to the provinces of Alberta and British Columbia in quest of new pictures of western railways motive power, even though all traction is diesel.

Having travelled along the rush-hour route by car for approximately an hour, we arrived at Toronto International Airport. After a brief period of waiting we boarded our Air Canada 747 for Vancouver. With two weeks holidays, a hope for good weather and a goodly supply of film on hand, we were ready to explore new geographical terrain. Anxious to arrive at our destination in the shortest possible time, we had to resort to air travel (frankly we missed the clickety-clack of the slower moving train). After three hours of leisure flight we arrived at Vancouver Airport, walked from gate 10 to 28 and boarded a DC9 for the twenty minute hop to Victoria, again to become railfans and enjoy the majestic beauty of the mountains, national parks and resorts.



Now retired CP Rail DRS 4-4-1000 8008 was a long time resident of the engine shed at Victoria. (Photo DWS)

The first thing on the agenda was to rent a car and head for CP's subsidiary the Esquimalt and Nanaimo Railway. Not sensing much activity along the road, our spirits sagged somewhat, only to have them revived by the sight of a DRS-4-4-1000, #8012, lettered for Canadian Pacific, standing in the picturesque wooden beam structure at the yards. The E&N at the time was still powered by one, if not the last, intact fleet of Baldwin units anywhere in North America. In 1948, CP decided on the experimental dieselisation of one division, and the practically self-contained E&N appeared to answer the purpose. Being Labour Day and a holiday we were informed by the yard foreman very little would be moving before 11:00am the next morning, but were welcome to photograph anything in the yard, which we did, then departed for downtown to become tourists and view the beauty of the island and surroundings.



Ex London and Port Stanley L5, now CN 992 in the CN Point Ellis Yard in Victoria. The one track with the concrete around it is classed as the engine facility. (Photo DWS)

The next morning we headed back to the CP yards to find conditions somewhat improved. 8008 and 8012 were being readied for their run to Nanaimo. Included in the consist was 8005, deadheading. After waiting for the train's departure we paced it for a while until we arrived at Duncan, and the Forest Museum, to view the permanent displays of locomotives and lumbering artifacts used in the early stages of development by the province of British Columbia. After obtaining necessary photos, we headed back to Nanaimo to have a look at the yards before going to Victoria. Back in Victoria our next event was to locate CN's Point Ellis Yards. To our amazement, we discovered we had been driving past, over, and through it for 20 minutes (the view of the yard and "shops" was obscured by the yard office). Among other shots taken was one of now retired ex-L&PS g-l2 #992. Having viewed as much of Victoria as time allowed, our next stop was to be Vancouver. Leaving Victoria via Pacific Stage lines bus and crossing to the mainland by BC ferry. We arrived at Tawassan (mainland terminal for the ferries) and could see two CP Rail unit trains unloading at the Roberts Bank bulk terminal. Some of these trains haul as much as 5000 tons of coking coal from the Crows Nest area of B.C. to the bulk loading terminal for shipment to Japanese steel interests as part of a 3 million ton annual agreement for the next 15 years.

Vancouver is a small city in terms of area but most of the rail facilities are spread out in the suburbs and each railroad seems to be in a different suburb. After a quick inspection of the CN and CP stations we headed across the Lions Gate Bridge to North Vancouver and the shops of the British Columbia Railway (nee Pacific Great Eastern Railway).

Below Left: DRS 4-4-1000's 8008, 12,05 on the daily train from Victoria to Nanaimo. Below Right: Leased Lake Superior and Ishpeming U23's 2401-02-04 just north of North Vancouver on the BCR. (Both photos RGE)





The BCR prides itself on being a progressive railway, but one must wonder when M630's are run in 2&3's on only 30 car freights. Having taken sufficient pictures around the shops, we headed to West Vancouver to await an oncoming freight which turned out to be powered by leased L&SI U23's 2401-02-04, a lucky catch as they were soon to be turned over to the CP.

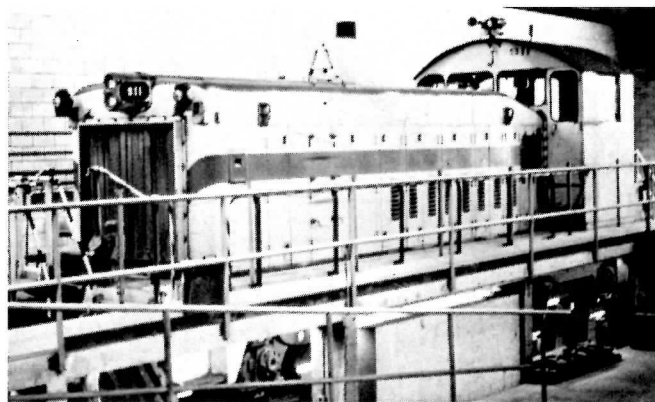


British Columbia Railway 613 was a bit of a puzzle for the Shop Crews. It was just after the election that put the NDP into office, and one of their promises had been to restore the name of the P.G.E., so the paint shop did not know if they should use the P.G.E. or the B.C.R. logo. As a compromise, they didn't use either. (DWS photo).



Still lettered for the Pacific Great Eastern, M630 715 leads an unidentified sister through Squamish heading for the north. On the BCR, with their mountainous territory, the ditch lights are standard equipment. In addition, there was a track speeder running ten minutes ahead to check the track condition, something we were told was also standard. What doesn't show here either is the southbound freight behind the photographer. A beautifully timed running meet, neither train stopped. Photo RGE.

At this point in our trip we were lost for direction, but it all untangled when we came across the B.C. Hydro locomotive shops in New Westminster. Not only were we surprised to find the shops, but we were quite impressed by the building itself, the concrete block structure would put many larger class "A" railways to shame, when you consider the mainstay of the railway is its flexcoil trucked GM yard swithers, and GE 70 ton locomotives. The pride of the line is engine 381. The diesel with its immense size and power, dwarfed the smaller GM and GE units surrounding it. 381 was Canada's only SD-38 locomotive but was joined the next year by two new dash two series SD-38's 382 and 383.

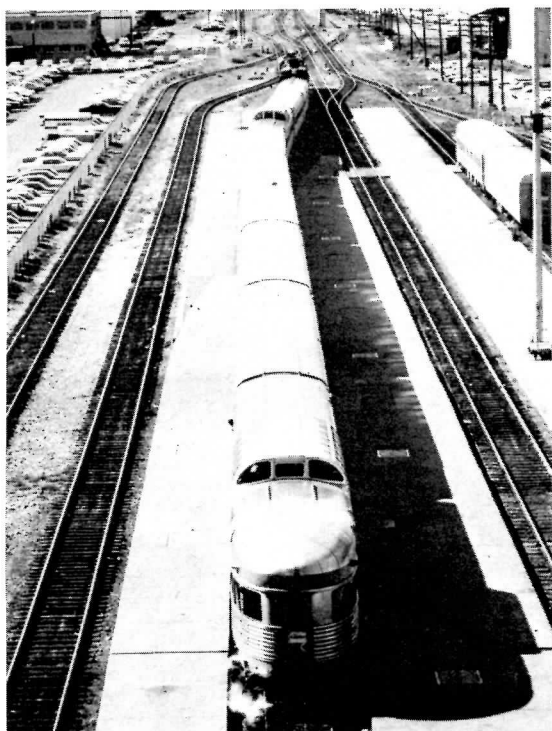


British Columbia Hydro Railway SW 900 #911 inside the shops at New Westminster. Painted yellow, the red arrow is a holdover from the days of the B.C.E.R., used to point towards the front of the steeple cab electrics. Photo DWS.

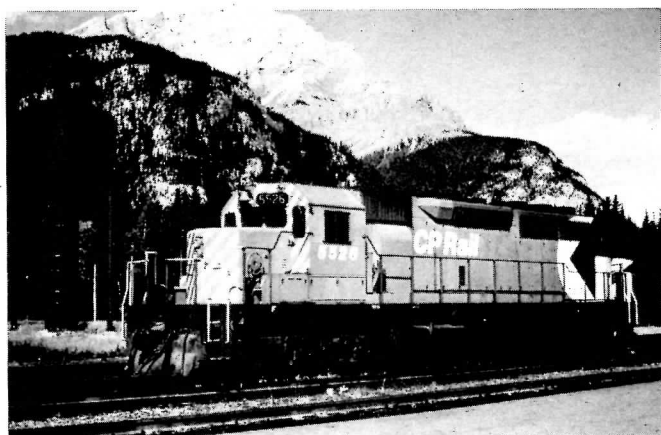
We decided to pace 381 and its mate SW900RS 911 (the latest Canadian built GM on the line, 381 being an import). Travelling slowly along the scenic route out of the Fraser Valley, we had no problem following the train. After taking a few unusual photographs we returned to the Burlington Northern, CN's New Westminster station, to encounter an afternoon of train watching not soon to be forgotten. In the station was CN SD40's 5160 and 75 with train 217. They were followed by everything from CN unit coal trains to BN freights powered by ex-Northern Pacific F-9's in both the NP and the BN logo. Realizing the afternoon had slipped by, we found our way to Marine Drive and made our way back downtown to Gastown where we had our dinner in the Old Spaghetti Factory (complete with Ex' beer) before retiring to the hotel for some rest and relaxation.

Next day was beautiful, bright and sunny and from Vancouver Airport we boarded an Air Canada DC-9 to Calgary, a short but picturesque flight. On arrival we headed for the CP office tower and found the Public Relations Dept. to obtain release forms for Alyth Yard. Our first view of the yard was a fleeting glimpse down a side street accompanied by the cry "It's down that way." Finally getting our directions straight we wound up at the diesel shop and wall to wall SD-40's in both the "multi-mess" and script paint schemes. Buried among them were quite a few FM H-16-44's, sundry GP-9's, along with (surprise) 4105, one of the last 6 CLC CPA-16's. Inside the shop were several PNC (ex-Bellequip, ex-QNS&L) GP-7's. Remember the dock strike of 1972? This was at the time of the end of it and Alyth was jammed with trains ready to go out but the power wasn't available. It was either in the shops or returning from the east. The rundown from the afternoon was for two freights headed west and two for the east. With this information we headed west to the town of Banff arriving about noon. After making enquires and being informed that nothing would be through until the "Canadian", we headed downtown to make the rounds of the many tourist attractions located in this panoramic mountain resort. Come 3 o'clock we returned to the station which was a beehive of activity as passengers were waiting in anxiety for a train that was 30 minutes late. As the Canadian pulled into the station we were slightly disappointed to see a pair of GP9's and a cab unit FP9 heading up the train. A second cab unit which should have been leading the train was taken off at Calgary. After a brief stop, two blasts of the whistle were heard and the easy idle of the GM's gave way to a throaty roar and the train accelerated west.

We returned to the Trans-Canada Highway to locate a spot we had seen on our way to Banff. Situated in the foothills of the Rockies we waited for the freight that was to leave Calgary, and we estimated that it should arrive at our spot just before sunset. As minutes passed, we became strangely aware of something that we had not experienced for some time "total and complete silence". Soon the sun began to settle behind the mountains, the sky became a magnificent array of colour, which made for some very good photos. As we were becoming concerned about the approaching darkness, along roared one of the few SD-40's still in the old colours SD-40 5557. With the fading light we were able to obtain a few excellent photographs before returning to Calgary and a little relaxation at the hotel.



(Above: Westbound CP Rail "Canadian" just pulling out of Calgary. The eastbound and westbound "Canadians" meet just west of Calgary. Below: CP Rail SD 40 5526 at Banff Station Alta. (Both photos DWS) Above Right: Calder Yard was wall to wall with leased C&O Geeps although it was unexpected to catch CN 4318 in the old green and gold. Below Right: There are few roads where you can catch an F9 mu with an SD 40, but CN is among those few. F9 and SD 40 5121 at Calder, just off a freight. (Both photos RGE)



The next day was spent as typical tourists visiting Heritage Park, and viewing some of the preserved railway equipment including (in) famous diesel powered steam engine. We had the usual railfans' lunch (MacDonalds) and were somewhat surprised at the sight of a freight coming north from Lethbridge with our old friend 4105 leading. We managed to snap a few pictures of it before taking a last look around Alyth. We returned the car to the friendly rental agency and caught a CP dayliner to Edmonton. The trip was uneventful with the exception of the distraction of one of CP's hostesses and a southbound freight powered by a GP-38 GP-35 GP-38 GM lashup.

Next morning we phoned CN for information as to obtaining releases to visit Calder Yard, we were informed they would be ready for us if we could call the Public Relations. Receiving the releases we proceeded to what appeared to be C&O's Edmonton engine terminal. There were literally more leased C&O units than CN road units (SD-40's and GP-7-9's) in the yard. We arrived just ahead of a freight powered by SD-40 5121 and F-9028 (the first production unit for CN). After prowling around the yard for a while and procuring available photographs we headed for the Dunvegan yard of the Northern Alberta Railway. The diesel shops were located, and the foreman informed us that nothing was due in or out until next morning, but were welcome to wander around. The only road power in the yard was an interesting combination made up of NAR-CP-CN GP-9's that were being serviced. After obtaining photographs we drove downtown to take in the sights and sounds of Edmonton.

Returning to the Northern Alberta Railway yards the next day, we were quite pleased to see three GM built locomotives standing in the yard. Enquiry from the dispatcher disclosed they would be pulled out when their train was completed, in the meantime the three GP-9's readyed would be leaving as soon as a mixed train arrived in the yard. The crew of the second train informed us they would be leaving in about 30 minutes and would meet another freight that was due in Edmonton in an hour.



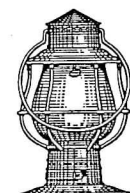
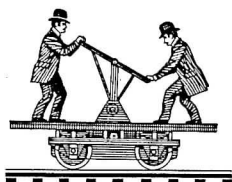
With this information we started for the highway to look for a suitable location from which to photograph the parade, first the mixed train being hauled by two GMD-1's followed by two northbound freights. Driving back to the CN yards to again witness an almost steady line of SD-40's powered freights heading to the west coast. On our return to the NAR yards we chose a spot north of the Dunvegan yards to view the approach of a freight powered by two NAR GP-9's, a count revealed they were pulling 118 cars. After pacing the train back to the yards, we had our dinner and spent the evening taking exposures of the Alberta Legislative building, along with several other night shots of Edmonton.

Next day we returned the car and made tracks for the airport and flight back home. With an end to our vacation in sight, and enjoying our leisurely trip back to Toronto via Air Canada DC8. I



On the long haul north,a freight of the Northern Alberta Railway with NAR 205,and a Geep from each of its parents; Canadian Pacific 8836 and Canadian National 4344.The lash up of Grey,White and dark Blue,Maroon and Grey and Black and Orange was,if nothing else,colourful. (Photo;RGE)

If you're filling the sand,and you spill some,one way of cleaning it up is to go up top and sweep it off,which is what happened with NAR Geep 205. (Photo DWS)

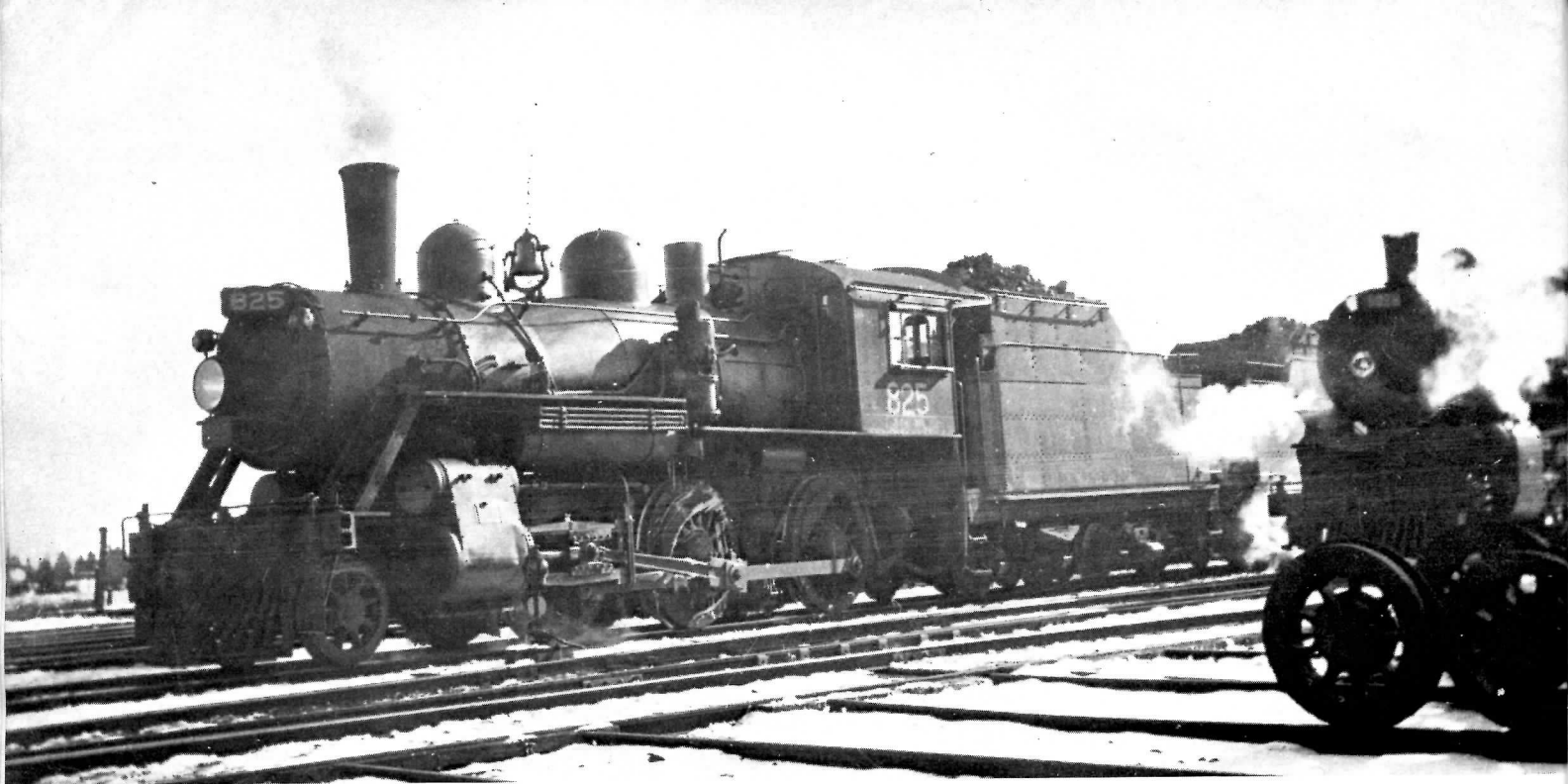


A pair of NAR Geeps,204 and 210,southbound heading for Dunvegan Yard with a train that was counted out to 118 cars. (Photo: DWS)

NAR GMD-1's 304 and one of the ex CN's 311,on the point of a very long mixed train running southbound approximately 5 miles north of the Edmonton City limits.(Photo DWS)





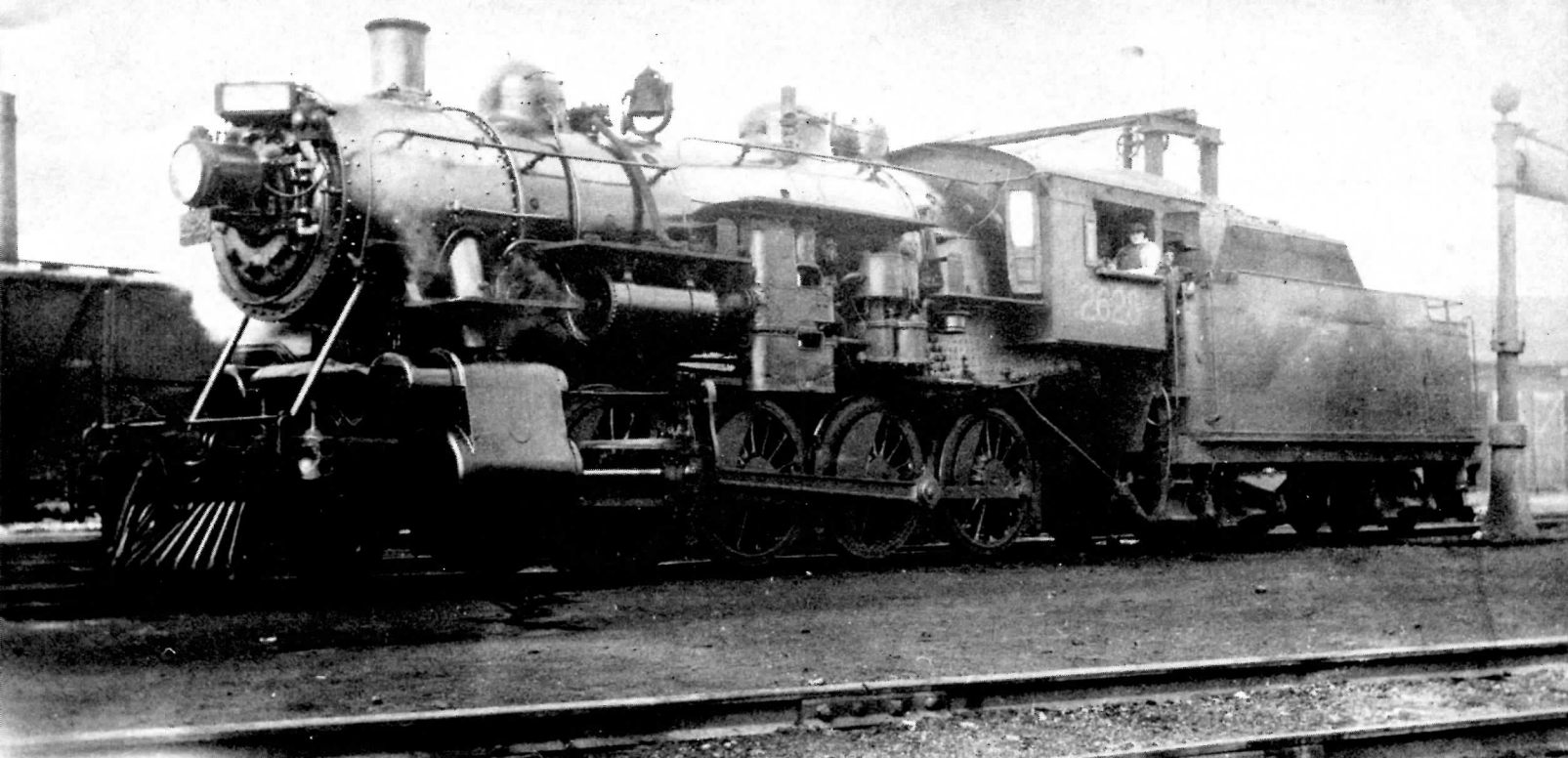


CNR Class E-7-a 2-6-0 simmers on a cold day in Lindsay, Ontario yard. No. 825 was built by the Grand Trunk as #1289 and was scrapped by the CNR in August 1951. (R. Hope)

# railfotos



The crew of CPR 5296 pose for the camera by the water plug in Belleville yard. The locomotive is heading up a local passenger train. (R. Hope)

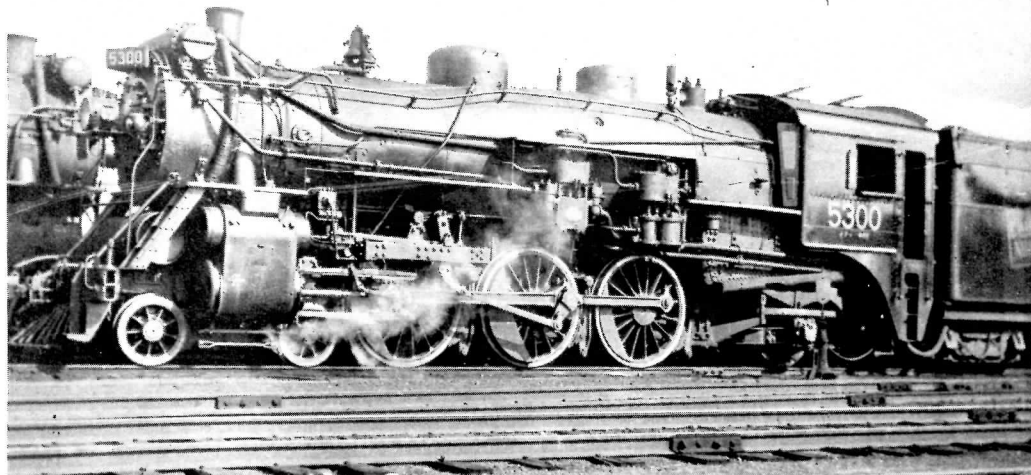


Most of the heavy power inherited by Canadian National came from the Grand Trunk. Class N-4-a 2-8-0 was built by MLW came as GTR 632. She is seen here at Mimico by the roundhouse. 2628 was scrapped in December 1956. (G. Janes)



Mainstay of the Toronto - Montreal passenger services in the '30's and '40's were the CNR K-4-a Hudsons. With extra large water tanks to make the 100 mile Toronto - Belleville - Brockville - Montreal hops, they were built by MLW in 1930. Number 5701 is caught at Oshawa, Ontario heading up the west-bound #5. 5701 was scrapped in November 1961. (R. Hope)

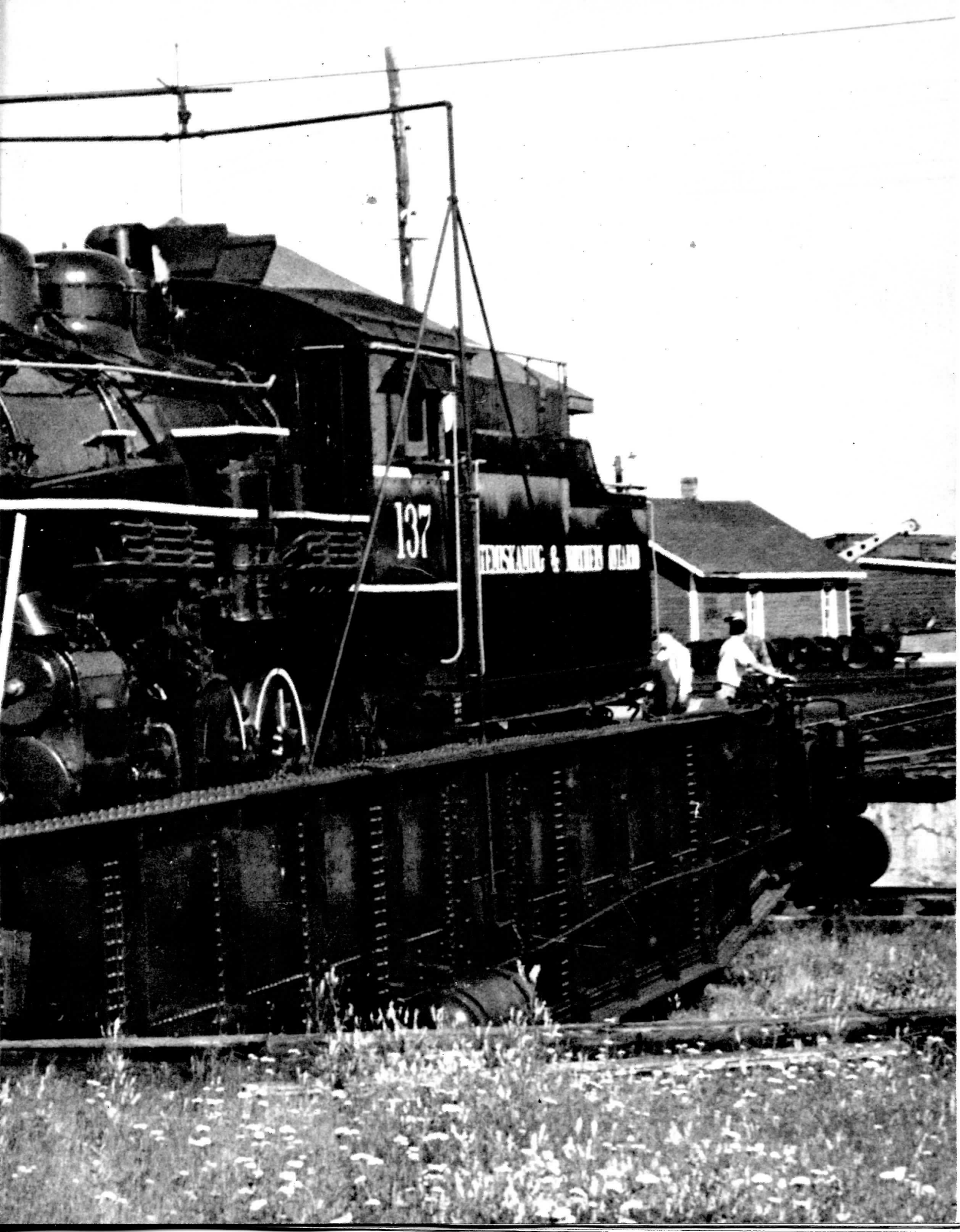
For branch - line passenger operations the CNR had a number of light Pacific classes. Here a member of Class J-7-c #5300 waits at Lindsay between assignments. Built by MLW in 1920 she was scrapped in April 1960. (R. Hope)

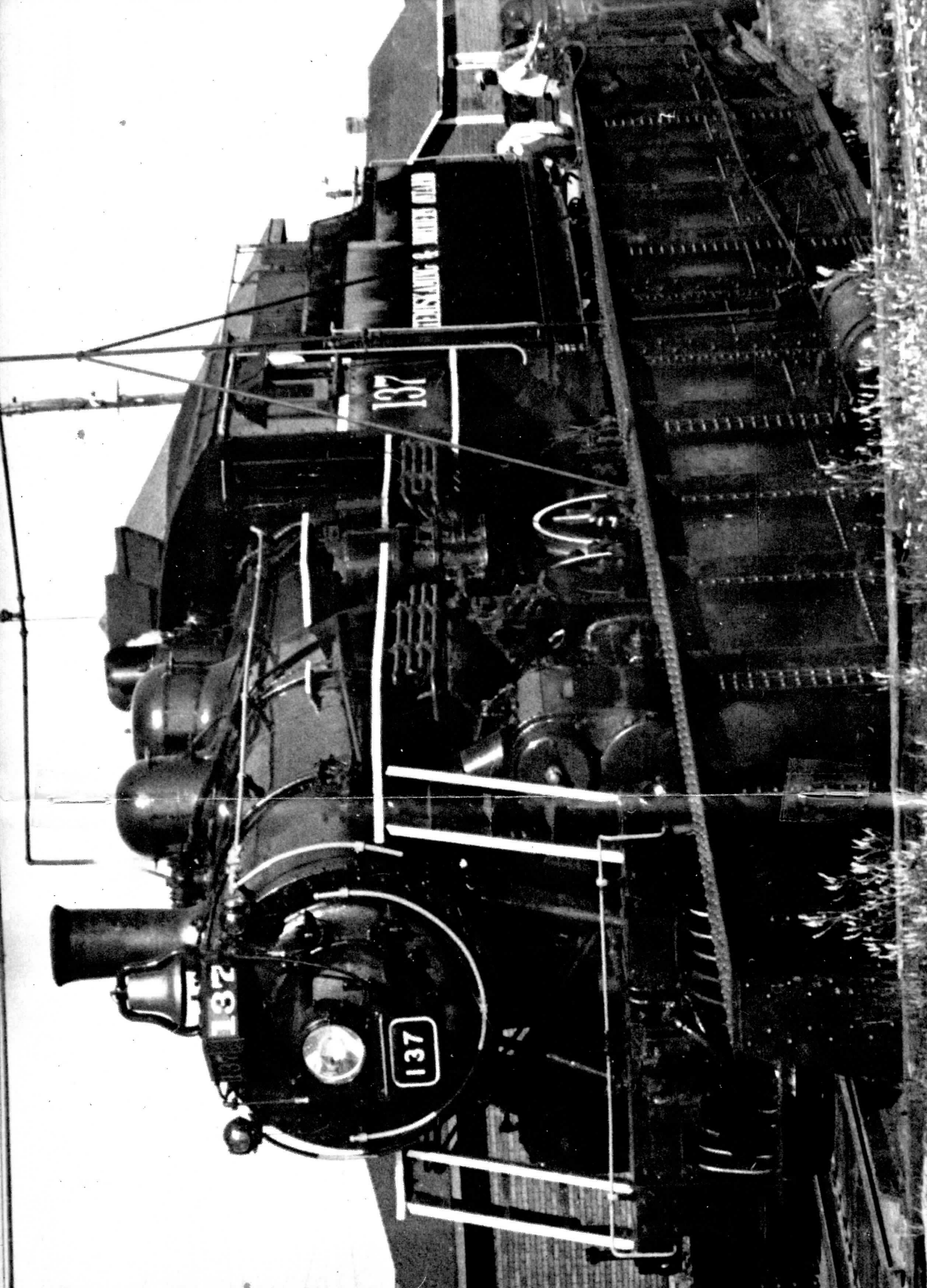


CENTRE PAGES:  
ONR #137 (T&NO) ex-CNR 2-8-0 at Englehart, Ontario with a UCRS excursion on 19th. May, 1968. The locomotive is now on display at Cochrane. (D.W. Smith)









# Diesel Notes

COMPILED BY PIERRE PATENAUE

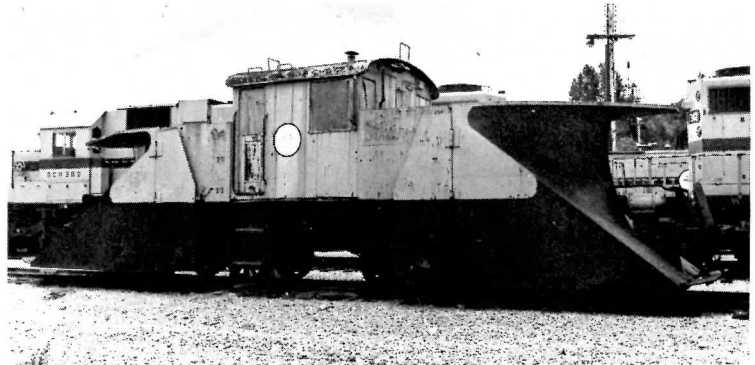
B.C. Hydro

R/N	Model	Builder	Date	H.P.	
151-153	MP15	E.M.D.	11/75	1,500	
381	SD38	"	10/71	2,000	
382-383	SD38-2	"	12/72	"	383-384 ordered from GMD
384	"	"	8/74	"	transferred to EMD.
900	SW900RS	G.M.D.	5/66	900	
901-902	"	"	6/56	"	
903-904	"	"	8/57	"	
905-906	"	"	4/58	"	
907-908	"	"	4/58	"	
909	"	"	6/64	"	
910	"	"	7/67	1,000	
911	"	"	3/69	"	
931	SW900	"	5/56	900	Ex Midland Railway of Manitoba #1
940-942	70 Ton	G.E.	9/49	600	
943	"	"	5/50	"	Sold to A.A.Merrilees 10/76

All units with exception of 931 are equipped with M.U.

900-908 and 940-943 were delivered as British Columbia Electric Railway

Stored out of service are 2 steeple cab units, 960-961, ex Oregon Electric.



ABOVE RIGHT:  
Snowplow betraying its  
obvious freight motor  
heritage with two plow  
blades added.

RIGHT:  
BC Hydro SD 38-2's 384,  
382, 383.





# OPPOSITE PAGE

## TOP LEFT:

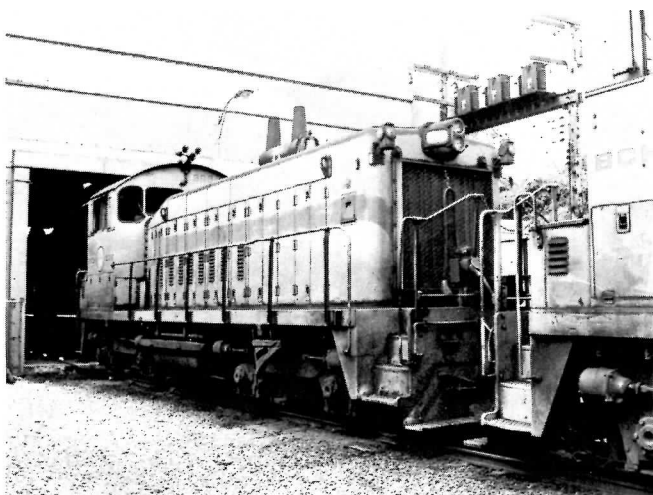
Nose-on shot of SD 38-2 #384 at BC Hydro shops. 13th. June '76.

## LEFT:

E-60 - Originally a power line patrol car, E-60 is a strange little beast, used mostly as a shop switcher. (D.W. Smith)

## THIS PAGE, RIGHT:

#153, one of Canada's three MP-15's. Built by EMD, used in road freight service, often mu'ed with the SD-38's.



## LEFT:

SW-900 #908 at New Westminster shops, 13th. June '76.

## RIGHT:

Lashup of MP15 #151, SD38 #381 and MP15 #152.

## CONRAIL

Consolidated Railroad Corporation has the following units on lease from Canadian National;

### Breakdown of units

M636: 2305, 2307, 2308, 2309, 2313, 2314, 2315, 2316, 2317, 2319, 2320, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339.

M636 - 26 units  
C424 - 27 units  
GP35 - 2 units  
GP40 - 14 units  
GP40-2L - 31 units  
100

C424: 3201, 3202, 3203, 3204, 3205, 3206, 3207, 3208, 3209, 3210, 3211, 3214, 3215, 3216, 3217, 3218, 3225, 3226, 3227, 3228, 3230, 3233, 3234, 3236, 3237, 3239, 3240.

GP35: -000, 4001

GP40: 4002, 4003, 4004, 4005, 4006, 4007, 4008, 4009, 4010, 4011, 4012, 4013, 4014, 4015,

GP40-2L: 9488, 9489, 9490, 9491, 9492, 9493, 9494, 9495, 9496, 9497, 9498, 9499, 9500, 9501, 9502, 9503, 9504, 9505, 9506, 9507, 9508, 9509, 9510, 9511, 9512, 9513, 9514, 9515, 9516, 9517, 9518.

## CPR

### CP RAIL Units retired

4057	Ogden	6-20-75	4062	Franz	7-24-75	6504	Weston	6-15-76
4104	"	"	4015	Angus	9-10-75	6506	Toronto	"
4105	"	"	4096	"	10-22-75	6515	"	"
8519	"	"	4097	"	"	6530	Weston	"
8555	"	"	4467	"	10-29-75	6557	"	"
8556	"	"	8009	Ogden	12-11-75	6586	"	"
8602	"	"	8010	"	"	6597	"	"
8603	"	"	HS10	"	2-13-76			
8605	"	"	HS20	"	"			
8607	"	"	8567	Angus	4-30-76			
8608	"	"	8584	"	"			
8609	"	"	8739	Bath.NB	5-12-76 Wrk.			
8709	"	"	HS16	Weston	5-31-76			
8710	"	"	8434	Angus	6-01-76			
8711	"	"	8472	"	"			
8712	"	"	4466	"	6-08-76			
8714	"	"	8448	"	"			
8715	"	"	8451	"	"			
8716	"	"	8454	"	"			
8717	"	"	8466	"	"			
8718	"	"	8481	"	"			
8720	"	"	8575	"	"			
8721	"	"	8578	"	"			
8723	"	"	8582	"	"			
8724	"	"	8590	"	"			
8726	"	"	8900	Ogden	6-10-76			
8727	"	"	8904	"	"			
8728	"	"	8905	"	"			



CP RAIL units sold

6543 7-04-75 To Point Anne Quarry  
6531 9-21-76 To Canadian Fertilizers  
Medicine Hat Alta.

#### CP RAIL CHOPNOSE PROGRAM

8199	Angus	6-16-75	renumbered 9302
8456	St. Luc	5-21-76	
8445	"	6-08-76	
8150	"	6-28-76	
8460	"	"	
8449	"	8-18-76	
8435	"	9-24-76	

## CNR

MR 18 units equipped with A-1-A trucks

Unit	Former	Class	M.P.H.	Trucks from	Date in Service
1750	3843	MR-14b	65	1726	Aug. 13, 1975
1751	3844	"	65	1725	June 2, 1976
1752	3845	"	65	1733	Oct. 14, 1975
1753	3846	"	65	1700	May 27, 1976
1754	3847	"	65	1702	July 10, 1975
1755	3848	"	75	1801	Oct. 1, 1975
1756	3849	"	75	1712	Dec. 5, 1975
1757	3852	MR-14c	75	1800	May 19, 1976
1758	3853	"	75	1719	Nov. 7, 1975
1759	3855	"	75	1724	April 23, 1975
1760	3857	"	75	1705	Jan. 27, 1976
1761	3858	"	75	1701	May 4, 1976
1762	3859	"	75	1704	Feb. 25, 1976
1763	3861	"	75	1715	July 4, 1975
1764	3862	"	75	1731	Dec. 10, 1975
1765	3864	"	75	1734	Dec. 17, 1975
1766	3865	"	65	1708	June 27, 1975
1767	3866	"	75	1710	March 31, 1976
1768	3867	"	75	1803	Nov. 14, 1975
1769	3868	"	75	1728	March 24, 1976
1770	3870	"	75	1720	April 27, 1976
1771	3871	"	75	1723	Oct. 30, 1975
1772	3872	"	65	1722	Sept. 18, 1975
1773	3873	"	75	1706	Nov. 21, 1975
1774	3875	"	65	1721	Aug. 21, 1975
1775	3876	"	65	1709	April 14, 1976
1776	3877	"	65	1730	Oct. 17, 1975
1777	3878	"	65	1711	April 7, 1976
1778	3879	"	65	1718	March 9, 1976
1779	3880	"	65	1717	May 12, 1976
1780	3881	"	75	1729	Sept. 24, 1975
1781	3885	"	75	1732	Dec. 24, 1975
1782	3886	"	65	1703	Oct. 7, 1975
1783	3888	"	65	1707	Jan. 14, 1976
1784	3890	"	65	1716	Sept. 5, 1976
1785	3891	"	65	1727	Feb. 16, 1976
1786	3892	"	65	1714	Nov. 28, 1975
1787	3893	"	75	1713	Aug. 27, 1975

#### CNR, MR-18 retrucking programme:

Trucks from 1718 (extreme TOP RIGHT) went under 3879 (TOP RIGHT) - resulting in unit 1778 (ABOVE RIGHT).  
#1718 taken 17th. January 1976, #3879 taken 29th. February 1976 and #1778 taken 10th. March 1976.

All three photographs taken at Moncton, New Brunswick by Wendell Lemon.

#### RIGHT:

BCR 807 is Canada's first C425. This unit is ex-Erie Lackawana 2457. #807 is part of a sale of EL 2451- 2462 and are now numbered BCR 801 - 812.



# TWILIGHT OF THE FM'S

## On the Kettle Valley line

BY K.A. Gansel

It was my plan to photograph, in the summer of 1974, for what was to be the last time, CP's "C Liners", and "H Liners" which operated on the Kettle Valley Line in southern British Columbia. So on the 18th. day of June, I departed Toronto on an Air Canada DC9 for Calgary. After picking up a rental car, the first stop of the day was at Ogden shops, which turned out to be a good place to start my quest. 4053 was in the shop being repaired, 4065 was outside waiting for assignment and Trainmasters 8903 and 05 were outside. After spending a couple of hours at Ogden, it was down to the station to catch the "Canadian". From there, it was on to Lethbridge, via Fort McCloud with the hope of seeing something on the MacLeod Subdivision. Unfortunately nothing was seen until after dark at Monarch on the Crowsnest Sub.



C Liner 4065 waits for assignment with a friend; 8905 trainmaster (CLC H-24-66) at Alyth Yard Calgary. (KAG)

The next morning was more promising as there was an extra west 8632, 8555, 8760 and 4065 on the line between Lethbridge and the Crowsnest Pass. There was also another extra west just behind EXW 8632. So with the view of getting a C-liner out on the road, it was on to Crowsnest Pass (you can never tell, that C-liner might come back to Lethbridge tomorrow on the point). After driving for about an hour, 4065 was sighted just east of Brocket, Alberta and followed it to Coalman where there was a meet with number 72. From Coalman, it was on to the Crowsnest Pass. An inquiry there revealed that there was an approaching freight with 4511, 4508, and 4105, a C-liner, trailing. From Crowsnest Pass, it was on to Sparwood to see what the action was like.

Day three started with the fact that 4065 had gone east to Lethbridge and 4105 east to Brandon, Manitoba. So it was west to Mitchell where the "Mitchel switcher" was at work. This train usually switched the coal mine at Natal and then worked its way to Cranbrook Natal has got to be the blackest place in the west, with coal dust covering everything, including two H-liners doing the switching. Pressing on to Hosmer BC, there was a unit coal train Extra West 4565, 5608. At Galloway, this unit train came to a rather unscheduled stop as the brakes on the robot unit locked on. At this time luck was running out as this was to be the last train on the Cranbrook Sub., because just after EXW 4565 passed Olson, about 6 miles west of Sparwood, the high waters of Elk river washed out 300 feet of roadbed.

Day four dawned with the Sparwood line closed and the only trains operating were the Kimberly wayfreight and an eastbound out of Nelson expected in the afternoon. The Kimberly train had H-liners 8711 and 8785 as power and it began to look like this trip was not a search for C-liners, but H-liners. After Kimberly it was off to Yahk to find train #90. It showed up within half an hour, which

was just enough time to run a quick check on the location of the C-liners. The 4104 was still at Nelson where it was still having work done on it. It would seem from the information that the next day would be spent enroute to Nelson.



Wassa B.C. Extra North 8728 meets Train 84 (5588, 8818). Train 84 is hauling rock for the washout at Olson. (KAG)

Day five started with an early departure from Cranbrooke to Yahk in order to catch the CP/Union Pacific interchange train at Kingsgate, BC/Eastport, Idaho. The daily train to Kingsgate runs as #979 and returns as #980. The UP train runs into Kingsgate between 03.00 and 06.00, while #979 arrives around 07.00 and leaves by 10.00. On this day, #979 had 8711 and 8785, 8416 as the power. The Union Pacific train came north from Spokane, Washington with 6 GP38-2's which were only a month old. Following #980 back to Cranbrook, it was discovered that 1st 980 had already departed for the east. The CP had filled in the washout and trains were moving again to Crowsnest. Catching up to it at Fort Steele, the power for 1st 980 had just cut off its train to get orders from the operator. 1/980 was followed to Bull River and then it was back to Cranbrook for the evening.



Train no. 980 waits for departure at Eastport ID, USA. 8711 (CLC H-16-44) and 8785 (MLW RS-18) and a Geep. (KAG)

Day six started with Nelson BC as the destination, via Highway 3 which is the mountain road from Creston to Salmo and then #6 into Nelson. Creston Station is still standing, with its orange tree growing inside the station in a pit in the floor and a skylight in the roof, and yes, in June at a height of 5000 feet there was still snow and an ice covered lake at Stagleap Provincial Park on the Continental Divide. Nelson was a beehive of activity as it was the maintenance centre for the H-liners and C-liners, unless it was for something major. Behind the shop, various parts of H-liners were stored in a field. The 4104 was still in the shop along with 8602. There were more H-liners in the yard along with these PNC geeps which were all over the west that year. Also of note was a "Kootenay Van", one of the small 25' vans used on the barges that used to go across Kootenay Lake.



C-Liner 4104 in the shop at Nelson B.C. undergoing repair work along with H-Liner 8602. (KAG)

A train was departing Nelson for Trail at 13.30. It was moving what the railway called "Contrate" from Kimberley to Trail. The CPR roundhouse and engine terminal at Trail was located in the Cominco smelter which was off limits to railfans. There was also a train using H-liners from Trail up to Warfield, site of a large phosphate deposit. The line here was so steep that two of the H-liners could only bring eight empties up at a time. The way back to Nelson for the evening was via Salmo to catch the Burlington Northern train which comes up from the United States. Waiting to the east of Nelson, where the BN was about 50 feet above the CP line, the BN was heard but it was too dark for any photographs. Day seven was a late starting day in an attempt to make up for lost sleep over the past six days.

Yahk, B.C. Train No. 90 just coming to a stop in front of the station. Note the water tower in the background - it serves as the water supply for the community. Power is 8724, 8554, PNC 135. (KAG)



Loading operation at the Proctor B.C. barge slip, with the crew of No. 90 hanging on. Note that the tracks are covered with 3" of water from Kootenay Lake. (KAG)

Number 90 was due to leave Nelson around 10.00 so with that information, it was off to the east for the free ferry to Harrop which crossed to the south side of West Arm Kootenay Lake and the road to the rail ferry slip to Proctor. It was apparent by now that there wouldn't be a C-liner in the lead on any train but almost all the H-liners owned by CP Rail were accounted for. At Harrop, #90 had 8724, 8554 and PNC 135 and it was placing cars on the barge. The tracks leading to the barge were under approximately a foot of water due to the high spring levels of Kootenay Lake. Before #90 was out of Proctor, it was back to the north side of the lake to catch the BC Government ferry from Balfour to Kootenay Bay and the road south to Creston, Yahk and Cranbrook.



Extra North 8711 (CLC H-16-44) and 8785 (MLW RS-18) on their way to Kimberly B.C. Taken one mile north of North Star B.C. In the background are the Purcell Mountains. (KAG).

Day eight was to be the last full day in the west and it started off by chasing the Kimberley train out of Cranbrook until the rental car developed a flat tire. It was also discovered that the spare tire was unsafe to drive on, so it was back to Cranbrook to have two tires changed. By 11.00 and departure from Cranbrook for the last time and out to Fort Steele to see what was going west. There were two coal unit trains; an empty heading for Sparwood and a loaded train waiting for the eastbound at Fort Steele. After following the empty to Sparwood, it was on to McGillivray Loop. After waiting 1½ hours train 984 came into view with a PNC geep on the point. McGillivray Loop's a loop track that descended from Crowsnest Pass down to Natal and formed a type of horseshoe curve about five miles in from the highway at the end of a dirt road that's suitable only for jeeps or a rental car. This ended the last full day on the Kettle Valley Line and it couldn't have been finer.

The last day was a quick drive from Crowsnest Pass back to Calgary. There was a westbound at Willow Creek, Alberta with 8409, 8723, 8767 and a train at Parkland, Alberta with #74 (8835) heading for Fort McLeod. It would have been nice to chase both but Air Canada waits for no man. So it was back to Toronto on an L10-11.

The C-liners and H-liners are now gone but the Kettle Valley Line is still there. It will always be an area of activity, but it won't be the same as the Summer of 1974. I



# TRACTION TOPICS

EDITED BY M.W. Roschlau

ADIEU, MOUNT PLEASANT

In March 1976, when the TTC was informed of the Metro Department of Roads and Traffic's plans to reconstruct the Merton Street bridge on Mount Pleasant Road over the former belt line railway tracks, the Commission conducted an investigation into the different modes with which service could be provided during and after the construction. The bridge closure necessitated the removal of streetcar service during the ten-week period of road closure. The cost involved in temporarily relocating trackage and the limited space available ruled out any possibilities of maintaining streetcar service during the construction.



The last southbound run; crossing the Merton Street bridge, 2766 is caught at a low angle. (E.A. Wickson)

It so happened (due to continual postponement) that the need to reconstruct all of the then-existing trackwork on Mt. Pleasant Road coincided with the project to reconstruct the Merton Street bridge. This trackwork was originally laid in 1925 with only a short section, between St. Clair and Moore Park Ave., having been moved and re-surfaced when that section of road was widened in 1949. As a result, the condition of all rails and paving was poor and was the subject of repeated complaints from residents along the route.

In March, the TTC estimated the total cost for retention of streetcar service at \$875,000 as compared to \$440,000 for conversion to trolley coach operation, and \$249,000 for conversion to diesel bus operation. These costs did not include any funds for the acquisition of vehicles since sufficient streetcars, trolley coaches and buses are available in the existing fleet to provide the four vehicles required to operate the service. In this connection, it was noted that after the conversion of the BAY route to trolley coach operation in September, there have been a total of eight trolley coaches surplus to operating requirements.



The last day on the Merton St. bridge, PCC 4545 heads north on Saturday 24th. July 1976. (E.A. Wickson)





**TOP LEFT:**

The controversial bridge looking south from Merton St. on 10th. Sept. 1925.(TTC)

**TOP RIGHT:**

The same bridge in earlier stages of construction on 19th. Aug. 1925. (TTC)

**ABOVE:**

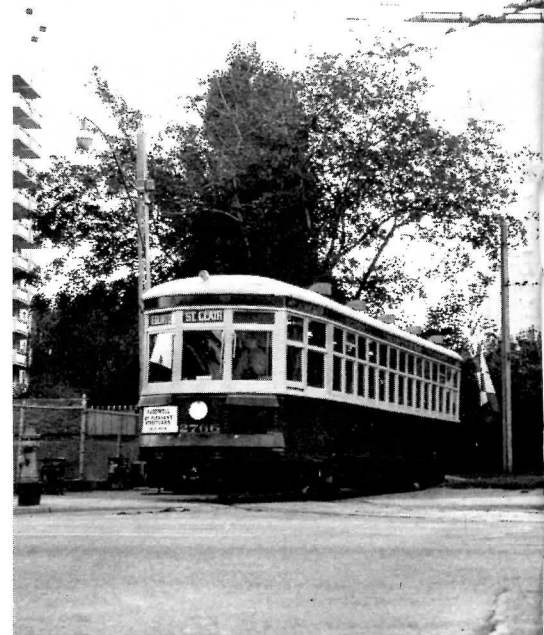
PCC 4534 heads northbound over the Merton St. bridge on the last day of streetcar service. (E.A. Wickson)

The estimated annual costs of operating the service announced in March by the TTC were \$86,000 less than that for streetcars and diesel bus service was shown to be \$21,400 cheaper than for trolley coach service. This was based on the provision of an identical headway (requiring four vehicles), in spite of the fact that the normal capacity of a streetcar is 100 passengers as compared to 75 passengers for trolley coaches and buses. In the event that it would become necessary to operate five trolley coaches to cope with passenger demand that could be handled with four streetcars, the annual operating costs of the two modes would be approximately equal.

In light of these figures it seems that diesel bus operation would be the obvious choice for replacement of the service. However, since eight trolley coaches are still surplus and diesel buses can more profitably be used elsewhere, it was decided to replace the streetcars with trolley coaches. Furthermore, trolley coaches are more acceptable to the general public than buses since they are pollution free and much quieter to operate. The one problem associated with the conversion to trolley coach operation is that it will take approximately one year to obtain material and build the additional overhead required. Diesel bus service will therefore be provided until the summer of 1977, when the construction of trolley coach overhead should be complete.

Since Mount Pleasant Road was to be closed on Sunday morning, 25 July 1976, this would then be the end of streetcar operation. The last regular car was no. 4504 which was scheduled to leave Mount Pleasant Loop at 5:15 a.m. However, to mark the occasion, a six-hour Peter Witt charter with #2766 was travelling the system that night (24-25 July) and this car was, in fact, the last car to operate over the Mount Pleasant route. A final trip was made just after dawn with many

BELOW: On the special charter, Witt 2766 poses in Mount Pleasant loop around 06.00, Sunday 25th. July 1976. (E.A. Wickson)





ABOVE:

A northbound PCC car caught in traffic on the approach to Merton St. bridge. One wonders who is hindering whom?(TTC)

BELOW:

Construction of the Mount Pleasant carline north of Moore St. 24th. Aug. 1925.(TTC)

photostops enroute. Buses had commenced operation at 5:40 a.m. and the bridge was closed at 9:00 a.m. Two crane-mounted jack hammers demolished the bridge in the following week.

The St. Clair night car operated as far east as Moore Park Loop (St. Clair & Mount Pleasant) from 26 July until 2 October, after which all service was cut back to the subway station at Yonge St. During this period, the only service east of the subway by streetcars was provided between the hours of 2:00 a.m. and 5:30 a.m. every day, all of which is now merely a memory.

Nevertheless, the line wasn't abandoned without a fight; numerous deputations appeared at TTC board meetings and on 24 April, the South Eglinton Ratepayers and Residents Association chartered Peter Witt #2894 for four hours to publicise its campaign to save the streetcars. Everyone was invited along for free rides to show support and sign a petition which was presented to the TTC the following Tuesday. The ratepayers then appeared to have emerged the victors as the TTC announced on 27 April that streetcars would be retained on Mount Pleasant. This decision was subsequently reversed, but this wasn't made public until notices began appearing along the line in mid-July. A very good job was done of keeping the public quiet for the interim three months, but the TTC is not entirely responsible for this. The TTC is now viewed by many residents as a sneaky and deceiving public body, which is not a fair assessment since it was Metro and their Roads Department which forced the reversal of the TTC's decision in favour of streetcars. Motorists have complained constantly of the streetcars hindering their progress as

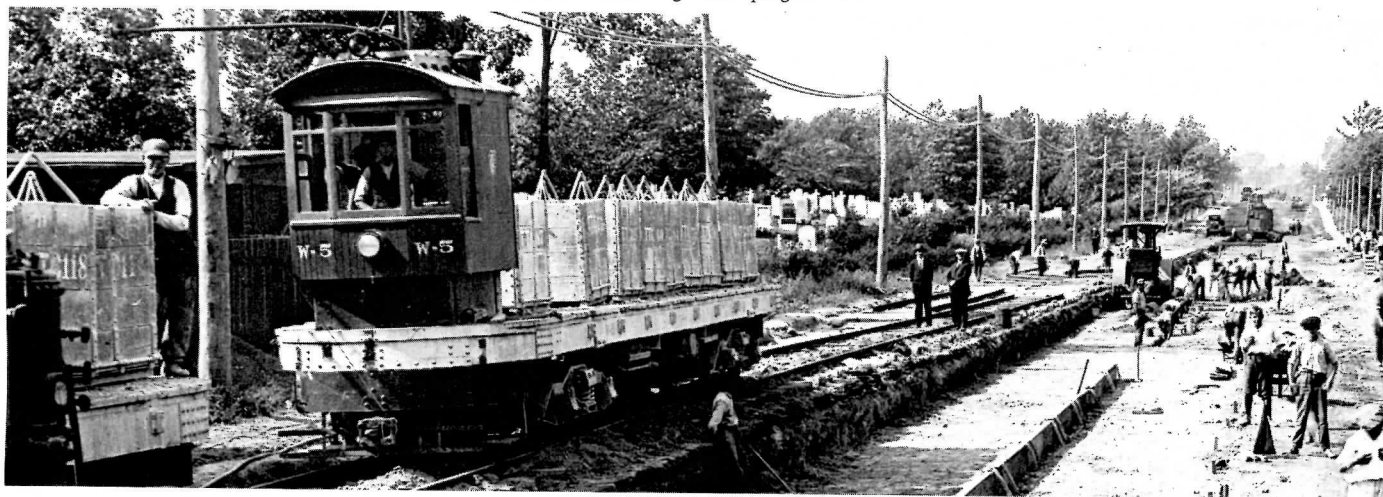
Mount Pleasant is a major traffic artery. So the result is that Toronto has another dragstrip where motorists can exercise their selfish desires to squander the country's energy and natural resources. It is truly sad that Metro Roads has sufficient power to overrule sensible TTC decisions which, in this case, are responsive to public demand and would have maintained at least some control over traffic speed on Mt. Pleasant Road, of which there now remains none.

#### TTC DONATES GRINDERS TO ROCKWOOD

TTC surface rail grinder, W-28, and subway rail grinder, RT-7, and associated spare parts have been donated to the Ontario Electric Railway Historical Association (OERHA). The vehicles will be transferred to the OERHA museum near Rockwood Ontario shortly.

On the same subject, the OERHA has recently received a \$4,423 grant from the Ontario Lottery Corporation. The funds have been raised through WINTARIO, the provincial lottery and are designed to aid in the construction of the museum's new Car Display Building.

BOTTOM LEFT: Laying rails on new wooden ties at Mount Pleasant loop (Mt. Pleasant & Eglinton) on 7th. Nov. 1924. (TTC)  
BOTTOM RIGHT: Looking south through the Mt. Pleasant cemetery on 1st. September 1925. (TTC)





#### BAY STREET, TORONTO'S NEWEST ELECTRIC TRANSIT ROUTE

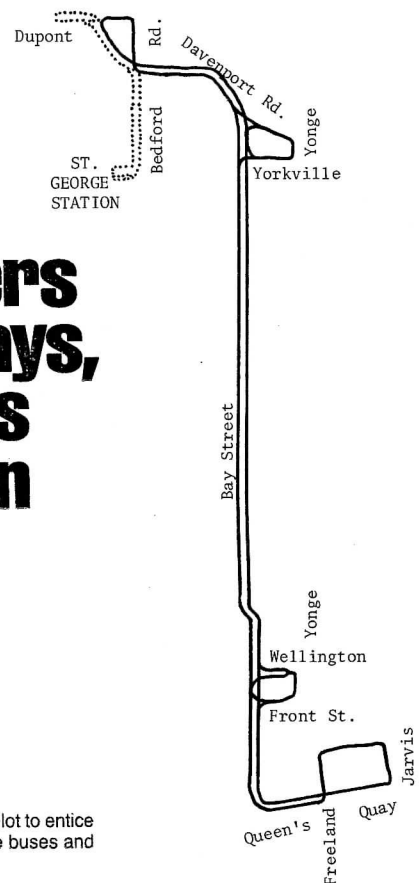
On Sunday 5 September 1976, the 6-BAY diesel bus route was finally converted to trolley coach operation. The occasion was as uneventful as could be imagined; the only thing to be noticed was a humorous newspaper ad, publicising the change. Coaches entered service on Sunday morning as the diesels always had, only a little quieter and therefore were less conspicuous.

The first test was conducted on 17 August, but it wasn't until 22 August that a trolley coach (number 9301) ran along the entire route from top to bottom, as testing continued uninterrupted for eight hours on that day.

The only real reason for the conversion in the first place was to bring the thirty trolley coaches that had been made surplus in March of 1973 when the Yonge Subway extension was opened back into use. This is the first time that trolley coaches have penetrated Toronto's downtown area.

In the shadow of Toronto's City Halls, 9286 crosses Queen St. southbound on 19th. September 1976. (E.A. Wickson)

0 1 2  
SCALE OF KILOMETRES



**Because more stockbrokers  
are taking the bus these days,  
the T.T.C. announces  
quieter service on  
Bay Street.**



**Will the new trolleys  
help keep their minds  
off the market?**

Starting Sunday, the T.T.C. will be introducing new, quieter (barely audible over the ticker tape machines) trolley bus service to the Bay Street canyon.

It's all part of the T.T.C.'s continuing plot to entice people out of their cars, and into the buses and subways. We hope it works.





ABOVE:

Two of the TTC's overhead trucks are busy installing bracket arms on Queens Quay looking west at Freeland St. This is the southern terminus of the line. (TTC)

BELOW:

9277 southbound on Bay at Grenville. (E.A. Wickson)



ABOVE RIGHT:

9286 proceeds south on Bay St. at Lakeshore Blvd. on 19th. September 1976. (E.A. Wickson)

BELOW:

TTC trolley coach 9233 turns north off Queens Quay onto Freeland St. on the 19th. september with the Harbour Castle Hotel in the background. (E.A. Wickson)







This view of a cut-and-cover tunnel section north of St. Clair West Stn., looking north - west, clearly shows the new railbed arrangement. These double width concrete ties are placed on rubber pads ontop of the recessed floor. The rubber pads are intended to minimise noise. (TTC)



BELOW: Newly installed trackwork aboard concrete ties is in place looking north from Eglinton West Stn. (TTC)



#### SPADINA SUBWAY UPDATE

All construction work on the Spadina subway line is proceeding on schedule, with the exception of St. Clair West Station structural work. The original opening date of 17 September 1977 has now been postponed until Saturday 15 October 1977 to permit St. Clair West Station to be opened together with the rest of the line. All co-incident surface route changes will take effect on the same date.

A set of temporary diversion tracks for streetcars has been erected south of St. Clair Ave. at the subway line. This should speed up the construction of St. Clair West Station while excavation under the street itself is underway. The streetcars are expected to continue using this detour throughout the winter.

Since the first of the TTC's order for 143 new subway cars (H-5 class) should be delivered shortly and access to Wilson Yard will not be available until late next summer, a storage problem for the new cars has been foreseen. To overcome this, several hundred metres of subway construction are in an advanced stage west of Islington Station. This will act as an enormously long tail track for the purpose of train storage until Wilson Yard becomes accessible. The westerly subway extension to Kipling itself has been delayed for a year until 1980 at the request of Metro, to spread out the cost over a longer period of time.

St. Clair west Stn. is seen looking south in early stages of construction on 5th. July. Note the difference in progress between this and Eglinton West Stn. Shots taken on the same day. (TTC)

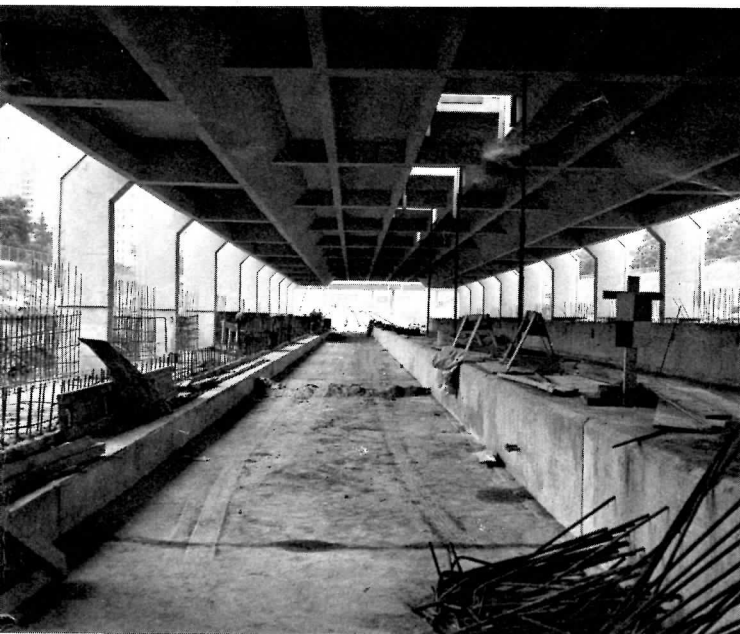




LEFT: Eglinton West Stn. as seen from the air on 21st. July '76. In the meantime an arterial road has been built either side of the subway right-of-way and ends at Eglinton Ave. At the top RH corner is Glencairn Stn. (TTC)

BELOW RIGHT: Eglinton W. Stn. will be half inside inside and half outside. Here we're looking in from the north. Platforms will be either side of the tracks.(TTC)  
 BELOW LEFT: Looking in the other direction from inside the station(TTC).

BOTTOM: An aerial view of Wilson Stn.,Garage Subway yard and Shops. The circular structure at bottom left is the Kiss-and-Ride carousel. Below this are the bus platforms and, in the median of the expressway, the station itself. Following the tracks north (to the right), they turn northwest under the south-bound expressway lanes to enter the yard. See Nov.-Dec. R&T, page 54 for a more detailed description, map and earlier photo. (TTC)



# LISBON TO DETROIT, via NEW YORK

Detroit, whose auto industry greatly helped to displace mass transit, has now undertaken to revive a memory of its trolley car system -- with a little help from New York. The pride of Detroit's new trolley fleet will be No. 247, an open car that was discovered in Portugal by a group of experts from Long Island, New York.

Number 247 was one of 120 open electric cars ordered for Lisbon at the turn of the century. They were manufactured by the J.G. Brill Company of Philadelphia Pa. The small open cars remained in service until the 1930s, when all but No. 247 were scrapped. The only survivor was adapted for use as a work car until it was bought by Detroit as a Bicentennial project in 1974. It was shipped across the Atlantic to Mineola N.Y., where it arrived minus seats, with rust and dry rot attacking its vitals and its roof damaged in transit.

It has now been restored under a \$24,000 grant by Long Island craftsmen. It may seem odd that Detroit, with probably the USA's largest concentration of expertise in car construction would have its Bicentennial streetcar restored in New York. Since the age that produced these early cars is past, the city was forced to turn to a younger generation and find someone with the technical know-how of period trolley construction. The person also needed an accurate historical feel of the tramcar era in order to supply finishing touches such as the right style of fender and to find the appropriate car parts -- advertising cards of the period showing languid ladies taking patent medicines, or babies being scrubbed with turn-of-the-century soaps.

BELOW RIGHT: Too often, railway enthusiasts concern themselves only with the basic vehicles carrying passengers or freight, and/or propelling same. Most railways also have equipment used for various maintenance activities, both on and off track. Here is a Toronto Transit Commission vehicle that is a little of both; portable rail grinder number 21-42. Its flanged guide wheels set on the track acting as a guide for the electric powered grinding wheel (note sparks). When a service vehicle approaches, it's an easy task to remove the power cable hooked over the trolley wire, then tilt the grinder up on its two rubber tires and move it out of the way.

Shown here is newly installed special trackwork on Dundas Street at Victoria Street, having rail joints smoothed down by the portable grinder. Photo taken by Richard F. Glaze on Friday 21st. May 1976.



Activities to work on the car were arranged around the weather, sometimes for 12 hours at a stretch. Restoration of the car has involved replacing the floor and posts, which had been taken out during its tour as a work car. Many coats of paint have been removed, so that the car is now resplendent in its original ash, and the missing maple ceiling is now back again.

Seats were supplied from a scrapped American car of the same date and builder and old leather fittings were spruced up. Originally equipped with hand brakes only, the car has been given air brakes for safer operation in Detroit traffic. Detroit's new streetcar line will operate on Washington Boulevard, and when it officially opens this fall, in the lead will be Number 247, the little tramcar that travelled thousands of kilometres to be present.

Before (LEFT) and after (BELOW RIGHT) restoration, #247, formerly #397 in Lisbon, is seen at its place of restoration.



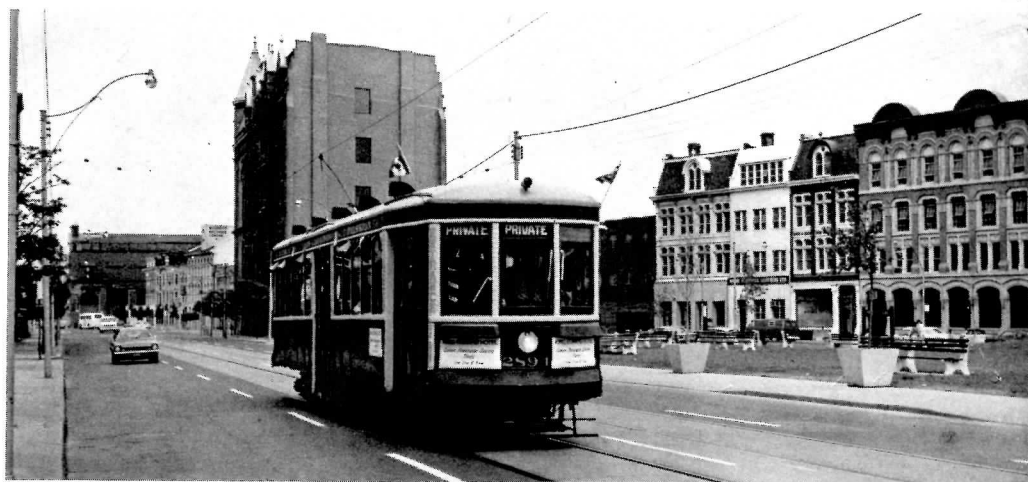


## TOUR TRAM REVISITED IN TORONTO

Earlier this year, the TTC discontinued its TourTram service resulting from budget cuts. Consequently, the Peter Witt cars sat idle in St. Clair Carhouse, used only for the odd private charter. That's when the King Edward Hotel came to the rescue (after tenacious efforts by Toronto historian Mike Filey to persuade the TTC to continue the service). The hotel was looking for a unique booster for its Sunday brunch. So why not lease a streetcar from the TTC and offer a free ride to patrons of the brunch? The hotel, not without misgivings, gave it a try. The response was really astonishing and the old streetcars have become one of the King Edward's greatest hits.

The cars leave the hotel at 1, 2, and 3 p.m. and offer a 60-minute tour taking in a handful of Toronto historic sites. Both small Peter Witts have been booked every Sunday through October. The tours will continue through the winter for the first time, with only one car however.

Interested in the package? For starters, make a reservation for Sunday brunch in the hotel's Victoria Room (368-7474); the place is usually packed. Brunch hours



are 11:30 a.m. to 3:00 p.m., but you'll want to arrive early to enjoy a leisurely meal because the last streetcar ride leaves at 3 p.m. sharp. The brunch? A buffet that just won't quit and priced at an amiable \$4.95 per person, children half price.

Full with filled restaurant guests, 2894 heads west on Wellington St. east of Yonge on 13th. June 1976 with the famous Charlie Price at the controls. (E.A. Wickson)

## TTC LRV UPDATE - - by Ted Wickson

My recent visit (early September) to the plant of the Schweizerische Industrie-Gesellschaft (SIG) at Neuhausen, Switzerland afforded me a chance to see, first hand, the current progress in the assembly of the first new TTC Light Rail Vehicle. I was also able to have several questions answered.

SIG is by no means a 'recent' entry into the car building business. In their 123-year history, this company has produced over 25,000 rail vehicles of every description. Zürich's large, modern fleet of eight-axle articulated streetcars are a SIG product of 1966.

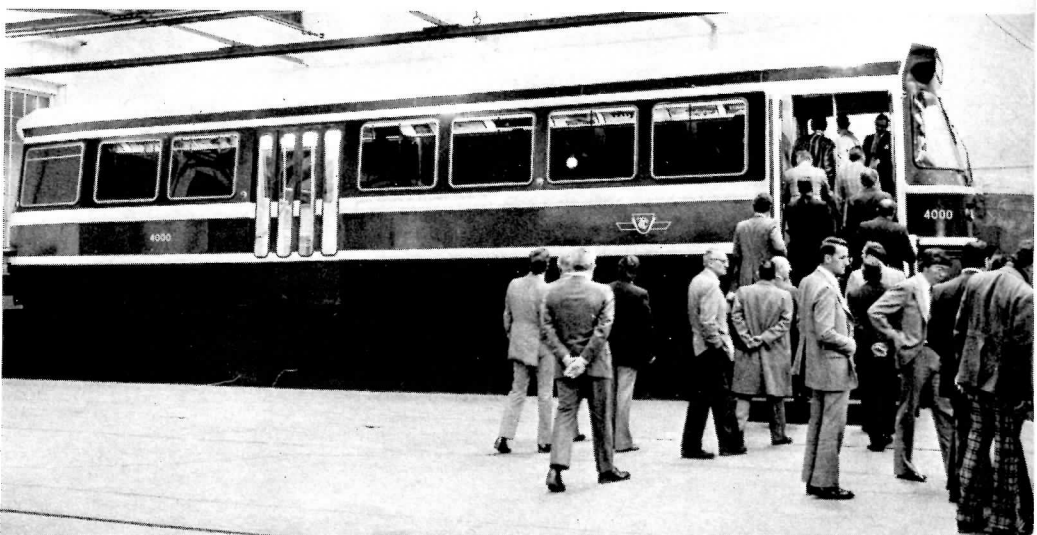
The Swiss Industrial Company, as SIG is known in English, is under contract to the Urban Transportation Development Corporation to supply the TTC with ten LRVs before the end of 1977. The cars will be built in modular fashion -- i.e. the floor, sides, ends and roof are assembled separately and all sections are then joined together. After seeing a slide presentation showing this assembly technique, I can now say that the finished car will look very much as I expected -- almost identical to the full-size mock-up shown at the 1975 Canadian National Exhibition and the more recent table-top model unveiled this year (see description in November-December 1975 R&T pages 50-51 and also January-February 1976 R&T). However, a larger destination window has emerged and the arrangement of lights at the front has been settled -- there will be a centre headlight and off to each side will be a vertical row of three lights which serve as markers and directional signals. The large picture windows will remain as one-piece despite the lack of air conditioning in the LRV. I was assured that the high capacity ventilation system will be more than adequate for the passengers' comfort; the number of air exchanges per hour would be about twice that which is considered the standard for European tramcars. Angled sea-

ting will exist, as originally planned, in the forward section of the car, but the seats will be from a different supplier and the angle of seating slightly different. I was told that the other 190 cars (tenders for which will be advertised later this year) would have the more conventional two-and-one seating arrangement with angled seats limited to the extreme rear of the interior of the car, behind the centre doors.

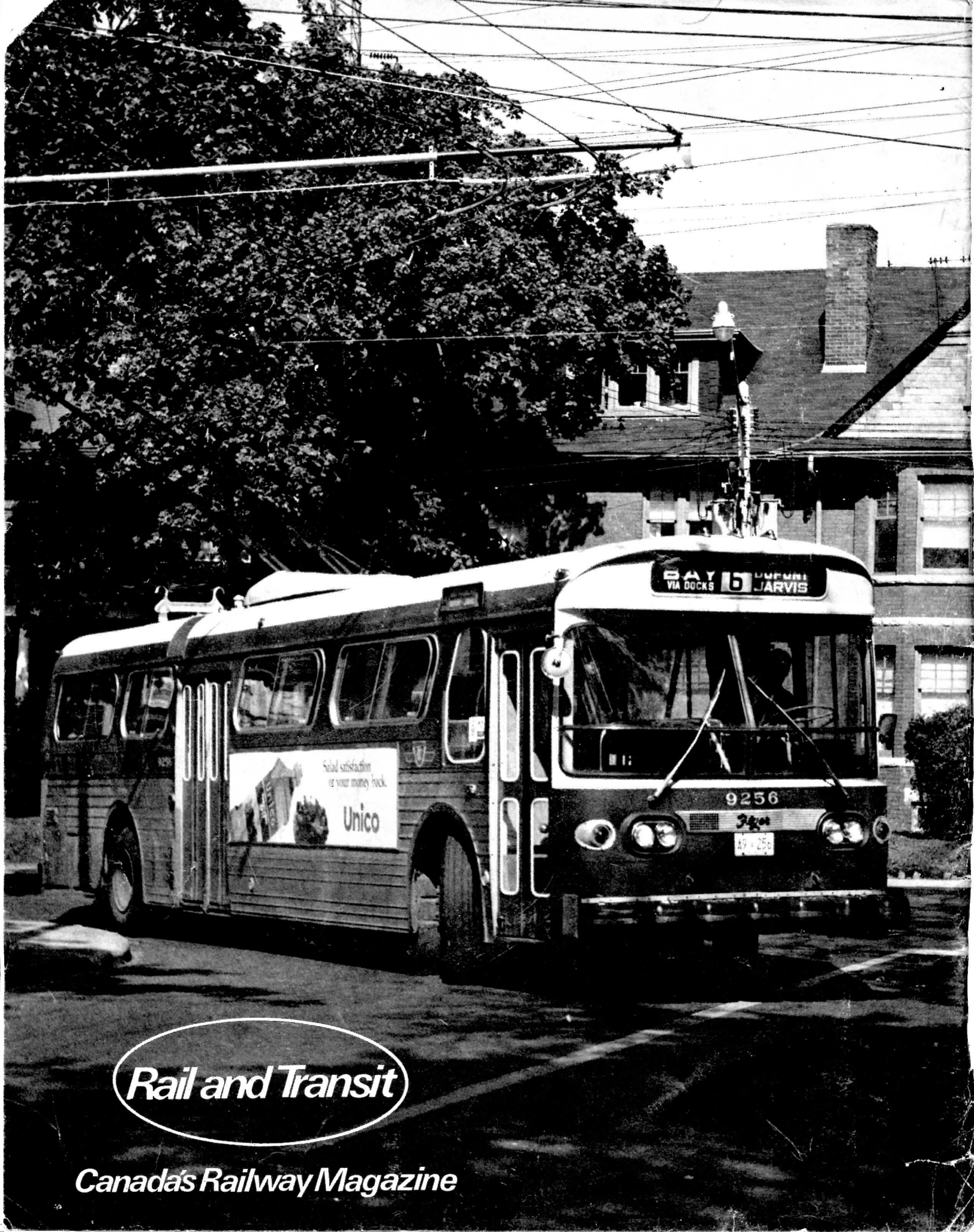
The first car I saw inside the plant was in a very early stage of assembly. All body sections were complete and their assembly into the complete body structure was about to get underway. When this is done, the car will undergo the mandatory "squeeze" test. Following this, the remaining interior finish, wiring and mechanical work will be finished so that the car will be ready for the next series of rigorous tests. Next spring, this LRV will be tested on the Orbe-Charvornay Railway which is a short, private, standard gauge line located 25 kilometres north of Lausanne, Switzerland. To facilitate testing, the Toronto LRV will be temporarily outfitted with standard gauge wheel and axle sets. Following these optional tests, the car will be shipped to Vienna, where it will undergo climatic testing in the elaborate climate control

chamber of the Austrian State Railways (ÖBB). Assuming no serious problems develop that would require time consuming retrofits, the first cars of this order will be shipped to Toronto in September of next year. There will be a short period of "customer" testing and familiarisation in Toronto before the TTC actually puts the vehicles into service, but Torontonians may expect to be riding in their new streetcars before Christmas, 1977. There is a remote chance that the first LRV will be displayed at next year's Canadian National Exhibition, as has been the custom with all radically new TTC vehicles -- the Peter Witt car in 1921, the air-electric PCC car in 1938, the all-electric MU PCC car in 1948, the Gloucester subway car in 1954, not to mention new buses and coaches and the historical vehicle collection. Let us hope that the TTC, UTDC, SIG and the CNE can arrange for the display of this Canadian Light Rail Vehicle at the "Ex" in 1977.

Delegates of the American Public Transit Association convention tour a full size model of a TTC LRV inside Hillcrest Shops on 8th. April 1976.







*Rail and Transit*

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