

newsletter

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Upper Canada Railway Society



newsletter

Number 253

February, 1967

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Editor _____ James A. Brown

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Members are asked to give the Society at least five weeks notice of address changes.

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Please address NEWSLETTER contributions to the Editor at 3 Bromley Cres., Bramalea, Ontario. No responsibility is assumed for loss or non-return of material.

All other Society business, including membership inquiries, should be addressed to UCRS, Box 122, Terminal A, Toronto, Ontario.

The Cover

Canadian Pacific T-1-a 5905 produces a satisfying pall of smoke on the ready track at Medicine Hat, Alta., in 1955. This engine was pitted against the experimental multi-pressure 2-10-4 No. 8000 in a series of dynamometer car tests in the '30's. /John Barras Walker

Contributors to this Issue

Keith Anderson, Dwight Beatty, Roger Boisvert, John Bromley, Ray Corley, Ross Hoover, Bill Linley, Bob McMann, Frank McNairn, Steve Munro, John Reoch, David Rudyk, Bob Sandusky, David Stalford, J. Barras Walker, Brian West, Chas. Vicary.

Production; John Bromley, Chas. Vicary, Tom Henry.

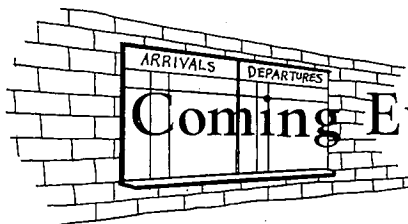
Distribution; C. Bridges, J. Bromley, A. Kerr, B. McDermott, W. Miller, G. Pearce, J. Thompson, T. Wickson.

READERS' EXCHANGE

WANTED: Suitable photos for 1968 UCRS Calender. Photos may be steam, diesel or electric and must be Canadian. Please do not send fantrip scenes. Photos cannot be returned to contributors for some time. Please send direct to Brian E. West, 382 Vine Street, Apt. 605, St. Catharines, Ontario.

WANTED: Canadian Railroad Annual Passes. Buy or trade. K. F. Chivers, Apt. 3, 67 Somerset Street West, Ottawa 4, Ont.

14 FEBRUARY, 1967



Regular meetings of the Society are held on the third Friday of each month (except July and August) at 587 Mt. Pleasant Road, Toronto, Ontario. 8.00 p.m.

Mar 3rd; Outdoor observation session at CPR (Fri) Leaside Station. 8.00 p.m.

Mar 10-18; Again this year, UCRS will sponsor a booth at the Canadian National Sportsmen's Show. Members wishing to assist in construction and manning of the booth are asked to contact George Meek (532-5617).

Mar 17th; Regular meeting. Mr. W. T. Howard (Fri) Manager of the Government of Ontario Transit will be the guest speaker. You will hear first hand the story of the planning of this new service. The auction previously announced for this date has been set back to April or May.

Mar 31st; UCRS Hamilton Chapter Regular meeting. Board room, CNR James Street (Fri) Station, Hamilton, Ont. 8.00 p.m. NOTE CHANGE OF DATE!

Apr 1st; A daytime transit rally has been (Sat) planned. Details will be announced next month.



WANTED: Will purchase Canadian and American transportation tokens and tickets. Have many duplicates of each to trade or sell. Alan T. Weighell, 86 Ledbury Road, Toronto 12, Ont.

WANTED: Route and/or track maps of following European trolley systems; The Hague, Copenhagen, Cologne, Frankfurt, Heidelberg, Mannheim-Ludwigshafen, Zurich, Basel, Neuchâtel, Milan, Vienna, Barcelona, Alicante. Write to John F. Bromley, 32 North Drive, Scarborough, Ontario, with details.

1967 U.C.R.S. DIRECTORS & OFFICERS

1. Directors:

| | |
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| Ross Hoover | Rex Rundle |
| Al Kinsman | William Sharp |
| Charles McLeod | David Stalford |
| Robert McMann | William Whetstone |

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RAILWAY

News and Comment

UNION'S ENDORSE GOLDENBERG'S WAGE SETTLEMENT

Some 20,000 Canadian members of the Brotherhood of Railway Trainmen and 55,000 non-operating rail employees have ratified the biggest wage pact ever negotiated with Canada's railways. The settlement, giving the workers a 24% pay increase over a three-year period, was negotiated with the railways through federal mediator Carl Goldenberg, appointed by the government following last summer's national rail strike.

Three other union groups, representing 43,000 non-operating employees, earlier rejected the settlement, forcing their dispute into compulsory arbitration. No date has been set for this hearing.

U.S. RAILROADS GAIN AGAIN IN '66

The year 1966 marked the fifth consecutive gain for U.S. railroads, according to statistics recently released by the AAR.

In 1966, the roads handled 7% more revenue ton-miles of freight than in 1965, exceeding the previous high set in the World War II year of 1944. For the first time in a decade, return on net investment reached 4%. Capital expenditures also broke records, exceeding \$1.9-billion. The advances were attributed to technological and service improvements such as piggyback, unit trains and special-purpose freight cars. Moreover, since 1958, there has been an overall decrease of 15% in freight charges.

Rail passenger revenues continued their decline, slumping 13% from the 1961 figure while passenger volume declined 16% from the '61 figure. In many instances, fares rose while available services declined.

TRANSPORT BILL BECOMES LAW

The government's long-awaited transportation bill has been given the royal assent necessary to bring it into effect. The bill, which establishes a national transportation policy, was three years in the drafting and was revised extensively in committee study; its basis was the report of the MacPherson Royal Commission on Transportation, tabled several years ago.

The main principles of the 30,000-word bill are that competition rather than regulation will govern all modes of transport, and that rates must be compensatory. It provides that if any carrier is required to maintain any special rates, facilities or services that are not fully remunerative, the appropriate costs shall be paid out of public funds. One result of the bill will be to lift most of the rate regulations from the railways, thus setting them free to compete while still retaining some measure of protection for captive shippers.

CN'S "WRONG WAY CORRIGAN" TRIES OUT CPR

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

ALGOMA RAIL UNIONS BACK IN BUSINESS

The 212 members of two rail unions serving Algoma Steel's Sault Ste. Marie, Ont., plant have unanimously ratified a three-year agreement, ending a 48-hour strike that forced shut-down of the huge plant. The new agreement provides for wage hikes of 52 cents an hour over the life of the contract, as well as improved fringe benefits. The men operate the plant's internal transportation system.

PASSENGER SERVICE INCREASES ANNOUNCED

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

Meanwhile, Air Canada has announced that it is giving 'serious study' to introducing a no-reservation air-shuttle service between Toronto and Montreal. However, one of the main factors in determining policy is the effect that CN's Rapidos and Turbotrains will have on the airline's potential market.

MONCTON SEEKS RELOCATION OF CN MAIN LINE

Officials of the City of Moncton (N.B.) and the CNR are discussing a plan whereby the main line tracks would be relocated along the Petitcodiac River. The move would see the elimination of eight level crossings and the Main Street subway, long a traffic bottleneck.

Accordingly, CN's plans for an extension to the present Moncton station -- itself only a few years old -- are being deferred until the relocation proposals can be fully investigated. The station is one of the facilities which would be redundant if the line were shifted.

GO TRANSIT -- ALL SYSTEMS GO ON MAY 23RD

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

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

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

BAD MONTH FOR DERAILMENTS

No one was injured January 23rd when ten cars of CN's westbound Panorama were derailed near Blue River, B.C., uprooting 1000 feet of track.

Two CN freight trains collided at slow speed in dense fog at Clifton, near Niagara Falls, Ont., on January 24th. Engines 4533/3679/4560 were in charge of a train leaving Niagara Falls yard, while units 3710/3708/ONR 1517 were bound for Fort Erie when the accident occurred. Again, no one was injured and damage to the units was slight.

Six persons were slightly injured when a southbound CN freight train ran into the locomotives of the northbound Panorama which was stopped at Parry Sound station, January 30th. The leading units of the two trains, 4401 and 6523, suffered light damage; however the trailing unit of the freight train, 4426, was extensively damaged when several hopper cars jackknifed, falling on top of the unit. The intact consist of the Panorama was diverted to Sudbury over CP rails, suffering only a few hours delay. Other CN traffic was diverted via North Bay for about a day while Capreol and Toronto wrecking crews cleared the line.



LEFT: This photo gives some indication of the reason why engine 4426 received extensive damage in the recent mishap at Parry Sound. The unfortunate unit is buried beneath the hopper cars in the background.

/Parry Sound North Star

CPR BIDS FOR MONTREAL-QUEBEC TRAFFIC

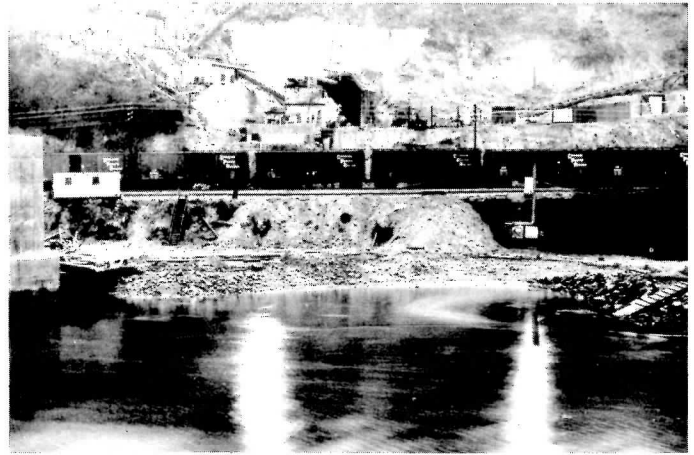
Extensive renovations to CP's suburban Quebec station at Ancienne Lorette -- including the establishment of a large parking lot -- are being taken as unofficial indication that the line intends to compete for some of the trade now enjoyed by CN's luxury Rapido and Champlain. CP's Frontenac and Viger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

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

CN PREPARES FOR EXPRESS FREIGHT MOVE

On July 1st, Canadian National will close its downtown Toronto Express Freight facilities and move to an ultra-modern terminal now being completed at the northeast corner of CN's Toronto Yard, at Keele Street and Highway 7. A quarter mile long, the new terminal boasts the latest in materials handling techniques -- including a towveyor system incorporating carts capable of selecting their own routes from point to point within the complex.

CN is offering travel or moving assistance to employees whose travelling time to the north Metro location is extended by 30 minutes or seven miles. Instruction on the operation of the new terminal is being given, using a large animated model to familiarize employees with the overall layout.



ABOVE: The north end of CN's Vancouver Tunnel project is visible in this view across the Second Narrows. A pier for the new bridge is visible at left.

/Keith Anderson

CPR ENGINEERS SEEK 35% WAGE BOOST

A demand for a 35% wage increase has been served on the CPR by the Brotherhood of Locomotive Engineers. The demand is expected to be followed closely by the BLF&E (representing most of the country's firemen), and will likely set the pattern for negotiations opening this month on new contracts for engine crews on all major Canadian lines.

WORTH NOTING...

- Canadian National crews, using a self-propelled track-layer, have begun laying rail at the southern end of the Alberta Resources Railway.
- CN's new reservations computer is expected to take over reservation control of parlor and coach seats, starting April 1st. The computer, located in Toronto, accepts reservations from 43 locations across the country.
- If you were to place a dollar bill on every tie of the 372,000 miles of U.S. railroad track, the total would add up to \$913-million, just \$1-million short of the annual taxes paid by railroads to federal, state and local governments!
- The ICC has rejected a plea of the State of Vermont for the restoration of B&M passenger service between Springfield, Mass., and White River Jct; the cancellation of this service cut off CN-CV trains between Montreal and New York/Washington.
- CN is expecting a 35% increase in passenger revenue in 1967, reaching \$90-million. Last year's revenues were up 18% over 1965 figures.
- Canadian Pacific says that it insists that its employees ask for tickets in both languages on Montreal area commuter trains. The statement followed a hassle over ticket-taking in which two French-speaking passengers were put off trains for refusing to hand their tickets to English-speaking conductors.
- Donald Gordon, retired head of Canadian National, has been named president and chief executive officer of the British Newfoundland Corporation, effective March 1st.
- Ontario Northland has announced that its Cochrane-Moosonee excursions will be held twice weekly this summer, on Wednesday and Sunday, commencing Sunday, June 10th and continuing to and including Sunday, September 10th.
- Because of accommodation problems in Montreal this summer, CN personnel in the Expo city on business will be afforded accommodation in two 17-roomette sleepers which will be parked in Bonaventure yard during the busy summer months.

ONTARIO NORTHLAND PLANS PLANT IMPROVEMENTS

Upgrading of ONR's physical plant is on the books for 1967. Continuing the railway's upgrading scheme for stations, the structures at Englehart, Cobalt and Swastika are to be renovated this year. A new stores building will be erected at North Bay, while a 13-room extension to ONR's lodge at Moosonee, Ont., is also planned. A total of \$1.95-million is allocated for ballast, ties and rails. Orders are expected to be placed soon for ten new piggyback cars and 36 hopper cars.

TURBOTRAINS TO HAVE TWO ENGINEERS, NO STOPS

CN's new Turbotrains will make the entire Toronto-Montreal run non-stop -- with two engineers in the cab. An agreement to this effect was signed recently by CN and the Brotherhood of Locomotive Engineers.

The senior (or right-hand) man will be known as the engineer-in-charge, while the second engineer will have the use of a duplicate set of controls on the left side of the Turbo's cab. The sharing of operating responsibility between the two men has not been disclosed.

EQUIPMENT *Notes*

CANADIAN PACIFIC MOTIVE POWER NOTES

-As of January 31st, CP was operating the following leased locomotives on its lines:

BOSTON & MAINE;

RS-3R; 1511/35/36/40.
GP-7; 1556/57/58/59/61/73/74/75/76/77.
660 h.p. switchers; 1178/79/81.
1000 h.p. switchers; 1263/68/70.

CHICAGO GREAT WESTERN;

F-7; 150/153/155/156.

BESSEMER & LAKE ERIE;

F-7; 716A/717A/718A.
713B/717B.

DULUTH, MISSABE & IRON RANGE;

SD-9R; 138/142/143/147/150/152/153/156.
SD-9; 162/165/170/173.

The possibility of a train in the Lakehead-Winnipeg area being headed by two locomotives having the same number (CGW, DM&IR) is a real one indeed!

-Further SD-40's have been received by CP, as follows:

| | |
|------------------|------------------|
| 5526 - Dec 17/66 | 5535 - Jan 21/67 |
| 5527 - " | 5536 - " |
| 5528 - Dec 22/66 | 5537 - Jan 28/67 |
| 5529 - " | 5538 - Feb 1/67 |
| 5530 - Dec 29/66 | 5539 - " |
| 5531 - " | 5540 - Feb 14/67 |
| 5532 - " | 5541 - " |
| 5533 - Jan 28/67 | 5542 - Feb 20/67 |
| 5534 - Jan 21/67 | 5543 - " |

-Units 4408, 8751 and 8767 are back in service following wreck repairs. Unit 8774 also returned to service following extensive repairs as a result of a wreck one year ago.

CANADIAN NATIONAL MOTIVE POWER NOTES

-CN has retired 16 further diesel units, some of which are trade-ins on new MLW locomotives. Particulars are as follows:

| | |
|-------------------|-------------------|
| *3006 - Jan 10th | **2205 - Jan 16th |
| *9410 - " | **2212 - " |
| *9433 - " | **9300 - " |
| **1611 - " | **9306 - " |
| **1612 - " | **9316 - " |
| **1618 - " | **9338 - " |
| **1638 - " | *3037 - Jan 25th |
| **2200 - Jan 16th | *9450 - " |

*Unit selected as trade in on new C-424's, series 3229-3240.

**Repairs not justified economically.

Deep inroads are being made among the ranks of first generation MLW and CLC power, as trade-ins and retirements take their toll. Only seven 2200-series CLC-FM road switchers remain of a class of 18. The latest retirements have reduced to two units CN's fleet of CLC-FM freight A-units; Nos. 9302 and 9314 are the sole remaining representatives of that class, while the class of CLC-FM B-units was withdrawn completely several months ago.

The practice of cannibalizing retired units at local shops to maintain operative locomotives was stopped in 1966, and the carboodies of these units are now forwarded to the London, Ont., reclaim yard for scrapping.

-Six MR-18 class locomotives, Nos. 3850-3855, are to be modified for service in southwestern Ontario, handling new Hawker Siddeley equipment. Train power generators will be installed in the short hood; this process will involve some rebuilding of the cabs. Coincident with this work, dual control stands will be installed to permit operation in either direction, and 92 m.p.h. gearing applied.

-CN leased MS-10 switcher 8512 to International Nickel for short term use at its Sudbury operations during February.

-GS-10a switcher 7961 was sold to Domtar Ltd., Lac Quevillon, Que., on November 8th, 1966.



LEFT: Cx-16 class 2202 is one of only seven CLC-FM 1600 h.p. road switchers remaining on CN's roster.

/J.A. Brown

RIGHT: All but extinct on CN is this class of locomotive. Engine 9328 was retired on September 30th, 1966.

/J.A. Brown



CONFEDERATION TRAIN SKETCHES...

* The Confederation Train's two units evidently had their work cut out for them on CP's Calgary-Revelstoke section. The pace was far from rapid as they toiled over territory that would justify at least three units on a comparably-sized Canadian.

* The Confederation Train bagged two moose on February 15th on its way to Prince George and Prince Rupert, B.C. ("...steaming its way..." was the way the press put it) Heavy snows forced the moose down to the flatlands, where the rail line provided an excellent pathway.

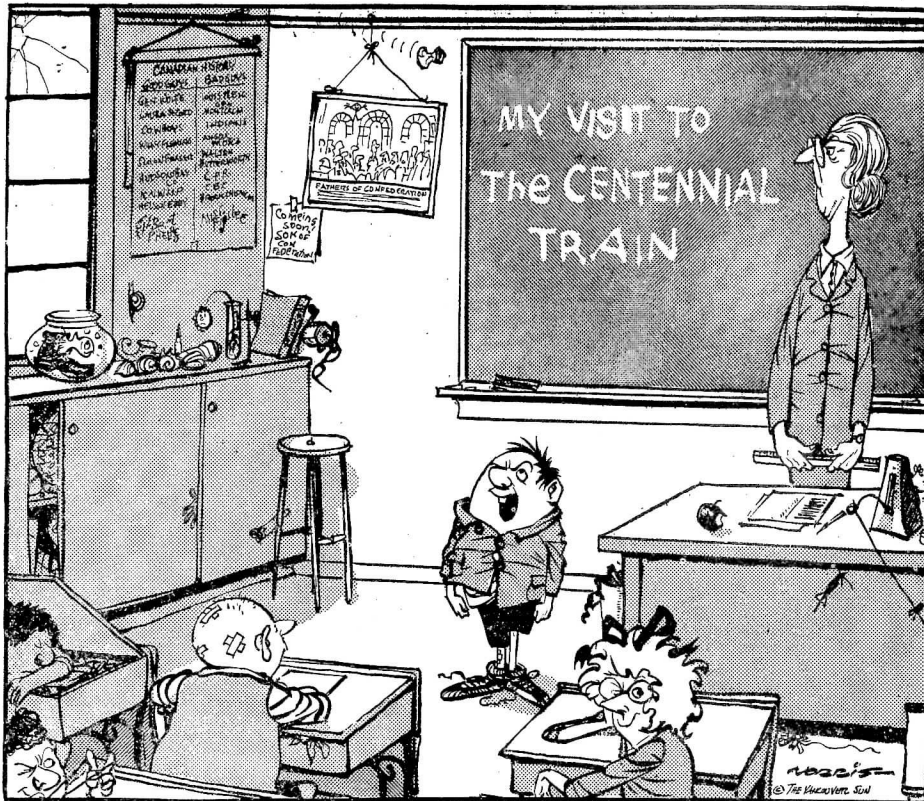
* State Secretary Judy LaMarsh recently noted that development costs for the Confederation Train were \$1,438,252, while the train's operating expenses in 1967 would amount to another \$1,347,488. While Miss LaMarsh said that no decision had been made on what to do with the train when its cross-country tour is completed, a government spokesman later said that every consideration is being given to having the train make a second tour of Canada, in 1968.

* CN steam generator unit 15466 is not in the train's consist, as suggested in our December issue, page 176.

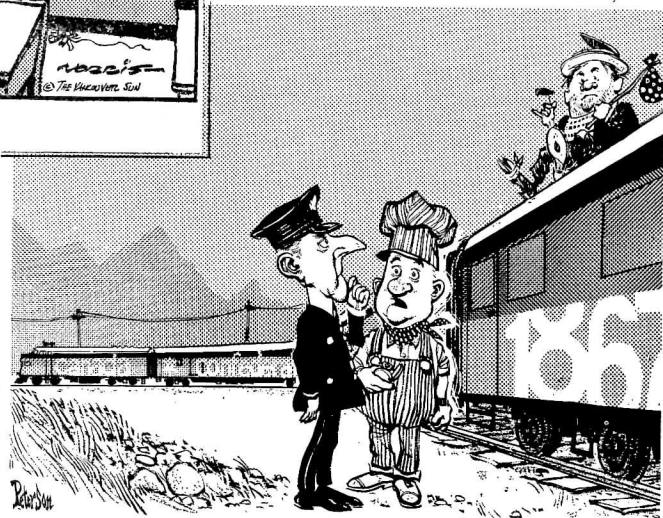
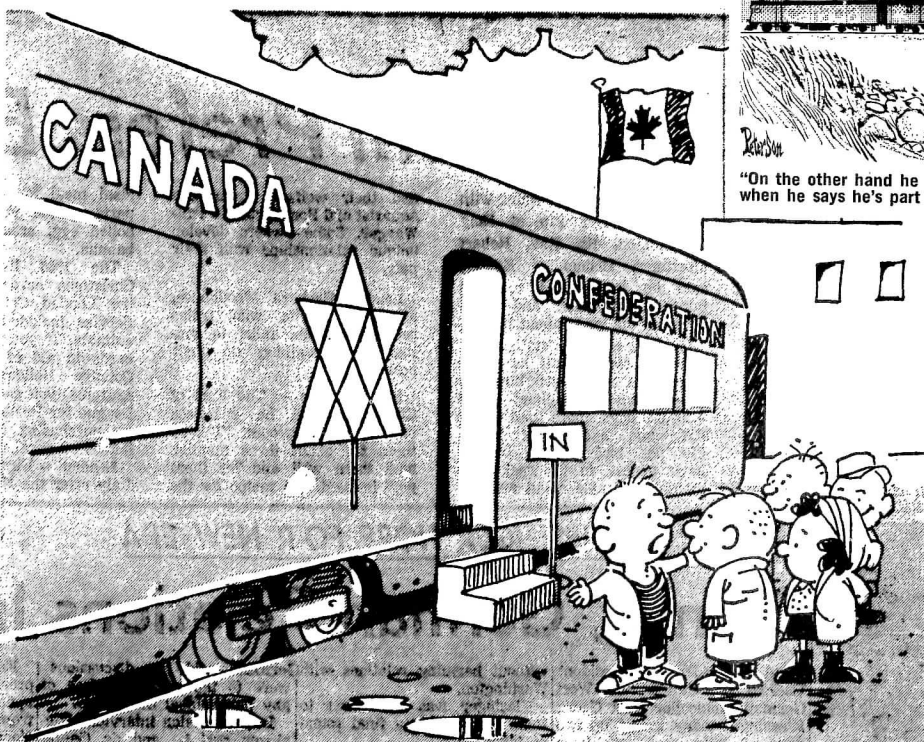


/Keith Anderson





"Since I just went out and looked at the engine . . ."



"On the other hand he may just be telling the truth when he says he's part of the Great Depression exhibit."

UPPER LEFT:
THE VANCOUVER SUN

LOWER LEFT:
THE VICTORIA TIMES

ABOVE:
MACLEAN'S

"What an amazing history we have . . . no scandals . . . no wrongdoing . . . no weaknesses . . . no."

CN - CP Steam

The following is the first of several instalments taken from a record maintained for over 20 years by R.F. Corley, listing Canadian railway equipment that is currently preserved. A work of this type requires 'definition' to insure correct interpretation, and the following notes will describe its scope:

1. Equipment; Locomotives, rolling stock and self-propelled cars.
2. Companies; Main line railroad, industrial railways and electric railway companies.
3. Status; Only equipment currently preserved is included. Units formerly preserved and now scrapped have been deleted. Units earmarked for preservation are included, even if ultimate destination has not yet been established; however, those which may be preserved, or are in a tentative stage, are not included in the basic list. These, together with others on which further information or confirmation is sought, are held -- temporarily -- on a 'suspense' list which will be published at the conclusion of the series.
4. Method of Listing; While two records have been maintained concurrently -- one by owner, the other by location -- the 'owner' listing has been chosen here for ease of reference. The listing is by the name of the last operating owner, although former ownership is given where practical to aid in identification.
5. Display; Not all units listed are on public display, or even available to the public. The listing merely records their known preservation. Interested individuals are cautioned that the privacy of many of these displays must be respected, and that requests for access to private preservations are not to be made.
6. Location; The listing includes Canadian equipment located anywhere in the world (i.e., Canada and the U.S.A. at present) and is not restricted to preservation in this country alone. (As an appendix, a list of foreign equipment preserved in Canada will be published for reference.)

The listing is considered to be about 98% accurate (within the above definitions) and despite extensive research, additional information to correct or refine it is always welcome, addressed to R.F. Corley, 490 Albertus Avenue, Peterborough, Ontario.

PART 1: RAILROAD LOCOMOTIVES -- CANADIAN NATIONAL AND CANADIAN PACIFIC RAILWAYS



| ROAD NO. | TYPE | BLDR & DATE | LOCATION | OWNER | DATE ACQ'D | NOTES |
|----------|--------|-------------|--------------------------------------|---------------------------------|------------|----------------------|
| 46 | 4-6-4T | MLW, '14 | Dorval, Que. (Owner's constr'n yd.) | H.J. O'Connell | 7-26-61 | ex-GTR 1541 |
| 47 | 4-6-4T | MLW, '14 | North Walpole, N.H. (Steamtown) | Edaville R.R. Ass'n | 6-15-59 | ex-GTR 1542 |
| 49 | 4-6-4T | MLW, '14 | Delson, Que. (C.R.H.A. Museum) | C.R.H.A. | 9-15-60 | ex-GTR 1544 |
| 81 | 2-6-0 | CLC, '10 | Palmerston, Ont. | Town of Palmerston | 11- 1-59 | ex-CN 903, GTR 1001 |
| 86 | 2-6-0 | CLC, '10 | London, Ont. (Exhibition G'nds) | City of London | 4-30-58 | ex-CN 908, GTR 1006 |
| 88* | 2-6-0 | CLC, '10 | Morrisburg, Ont. (As GTR 1008) | St. Lawrence Seaway Museum | 7- 1-57 | ex-CN 910, GTR 1008 |
| 89 | 2-6-0 | CLC, '10 | North Walpole, N.H. (Steamtown) | Edaville R.R. Ass'n | 8-21-61 | ex-CN 911, GTR 1009 |
| 91 | 2-6-0 | CLC, '10 | Langstaff, Ont. (Hwy 7 at CNR) | Ont. Gov't. (ex-Chas. Matthews) | 6-22-59 | ex-CN 915, GTR 1013 |
| 92 | 2-6-0 | CLC, '10 | Wilmington, Del. (W'ton & Western) | Thomas C. Marshall | 7-30-59 | ex-CN 919, GTR 1017 |
| 96 | 2-6-0 | CLC, '10 | North Walpole, N.H. (Steamtown) | Edaville R.R. Ass'n | 6-15-59 | ex-CN 926, GTR 1024 |
| 593 | 4-6-2 | BLW, '20 | Cornerbrook, Nfld. (Lady Bowater PK) | Rotary Club | 11- 5-58 | ex-Nfld Rly 193 |
| 713 | 2-6-0 | GTR, '00 | Joffre, Que. | CNR Museum Train | 7- 1-57 | ex-GTR 1396, 922 |
| 1158 | 4-6-0 | MLW, '13 | Saskatoon, Sask. (CN R'dhse.) | Western Development Museum | 6- 3-60 | ex-CNR 1158 |
| 1165 | 4-6-0 | MLW, '12 | Delson, Que. (C.R.H.A. Museum) | C.R.H.A. | 6-23-60 | ex-CN 1009, CGR 4529 |
| 1392 | 4-6-0 | MLW, '13 | Edmonton, Alta. | Exhibition Ass'n | 6-17-58 | ex-CNR 1392 |

| ROAD NO. | TYPE | BLDR & DATE | LOCATION | OWNER | DATE ACQ'D | NOTES |
|----------|--------|-------------|-------------------------------------|-----------------------------|-------------------------|--------------------------|
| 1395 | 4-6-0 | MLW, '13 | North Walpole, N.H.(Steamtown) | Edaville R.R. Ass'n | 6-15-59 | ex-CNR 1395 |
| 1520 | 4-6-0 | CLC, '06 | Delson, Que.(C.R.H.A. Museum) | C.R.H.A. | 9-15-60 | ex-CN 1223, CNR 1223,83 |
| 1521 | 4-6-0 | MLW, '05 | Manby, Ont.* | Ont. Gov't. | 1965 | ex-CN 1274, CNR 1274,213 |
| 1531 | 4-6-0 | MLW, '10 | Barrie, Ont.(Centennial Pk.) | | 11- 1-60 | ex-CN.1322, CNR 1322,261 |
| 1533 | 4-6-0 | MLW, '11 | Chester, Pa.(New Hope & Ivyland RR) | United Scale Models, Inc. | 12- 62 | ex-CN 1325, CNR 1325 |
| 1551 | 4-6-0 | MLW, '12 | Wakefield, Mass. | Edaville R.R. Ass'n | 9-21-61 | ex-CN 1354, CNR 1354 |
| 2141 | 2-8-0 | CLC, '12 | Kamloops, B.C. | City of Kamloops | 8-17-61 | ex-CNR 2141 |
| 2164* | 2-8-0 | CLC, '13 | Englehart, Ont.(As T&NO 137) | Ontario Northland Rly. | 1966 | ex-CNR 2164 |
| 2534 | 2-8-0 | MLW, '06 | Belleville, Ont. | Canadian National Rlys. | | ex-GTR 670 |
| 2601 | 2-8-0 | MLW, '07 | Delson, Que.(C.R.H.A. Museum) | C.R.H.A. | 9-15-60 | ex-GTR 746 |
| 2616 | 2-8-0 | Alco, '11 | Haliburton, Ont.(Jct. Hwys.121&519) | Kiwanis Club | 9- 7-60 | ex-GTR 767 |
| 2747 | 2-8-0 | CNR, '26 | Transcona, Man. | Town of Transcona | 3-15-60 | |
| 3239 | 2-8-2 | CLC, '16 | Delson, Que.(C.R.H.A. Museum) | C.R.H.A. | 9-15-60 | ex-CGR 2839 |
| 3254 | 2-8-2 | CLC, '17 | Ashland, Pa. (Ashland Motel) | Willis F. Barron | 11-14-61 | ex-CGR 2854 |
| 3377 | 2-8-2 | CLC, '19 | Wakefield, Mass. | Edaville R.R. Ass'n | 9-21-61 | ex-CGR 2977 |
| 4008 | 2-10-2 | Alco, '16 | Rainy River, Ont. | Town of Rainy River | 10-21-59 | ex-CGR 2008 |
| 4070* | 2-8-2 | Alco, '18 | Detroit, Mich.(GTW locomotive) | Nat'l Museum of Steam Prop. | 6-27-61 | ex-GTW 3734, GTR 474 |
| 4190 | 2-10-2 | CLC, '24 | Delson, Que.(C.R.H.A. Museum) | C.R.H.A. | 9-15-60 | ex-CN 4100 |
| 5030* | 4-6-2 | BLW, '12 | Jackson, Mich.(N'th Lawn Park) | City of Jackson | 5- 58 | ex-GTR 100 |
| 5080 | 4-6-2 | MLW, '14 | Prince Albert, Sask. | City of Prince Albert | 12-26-61 | ex-CGR 453 |
| 5093 | 4-6-2 | MLW, '18 | Regina, Sask. | City of Regina | 10-17-63 | ex-CGR 471 |
| 5107 | 4-6-2 | MLW, '19 | Manby, Ont.* | Ont. Gov't. | 9-21-63 | |
| 5114 | 4-6-2 | MLW, '19 | Transcona, Man. | CNR (for Nat'l Museum) | HELD | |
| 5270 | 4-6-2 | MLW, '18 | Moncton, N.B. (Natural Park) | City of Moncton | 7-12-61 | ex-CGR 498 |
| 5288 | 4-6-2 | MLW, '18 | North Walpole, N.H.(Steamtown) | Edaville R.R. Ass'n | 9-21-61 | ex-GTR 1516, CGR 516 |
| 5529 | 4-6-2 | MLW, '06 | St. Louis, Mo. | Nat'l Museum of Transport | 11-16-58 | ex-CGR 425 |
| 5550 | 4-6-2 | MLW, '14 | Delson, Que.(C.R.H.A. Museum) | C.R.H.A. | 9-15-60 | ex-CGR 451 |
| 5588 | 4-6-2 | GTR, '11 | Windsor, Ont. | City of Windsor | 12- 6-62 | ex-GTR 213 |
| 5629* | 4-6-2 | Alco, '24 | Chicago, Ill.(GTW R'dhse.) | Richard Jensen | 4- 4-60 | |
| 5632* | 4-6-2 | BLW, '29 | Durand, Mich.(near GTW St'n) | City of Durand | 10-24-60 | |
| 5700* | 4-6-4 | MLW, '30 | Joffre, Que. | CNR Historical Coll'n. | HELD | ex-CN 5703 (in '62) |
| 5702 | 4-6-4 | MLW, '30 | Delson, Que.(C.R.H.A. Museum) | C.R.H.A. | 9-15-60 | |
| 6015 | 4-8-2 | CLC, '23 | Delson, Que.(C.R.H.A. Museum) | C.R.H.A. | 9-15-60 | |
| 6039* | 4-8-2 | BLW, '25 | North Walpole, N.H.(Steamtown) | Edaville R.R. Ass'n | 6-15-59 | |
| 6043 | 4-8-2 | CLC, '29 | Winnipeg, Man.(Assiniboine Park) | City of Winnipeg | 3- 1-62 | |
| 6060 | 4-8-2 | MLW, '44 | Jasper, Alta. (CNR Station) | Canadian National Rlys. | 1- 62 | |
| 6069 | 4-8-2 | MLW, '44 | Pt. Edward, Ont.(Bayview Park) | City of Sarnia | 5-13-63 | |
| 6077 | 4-8-2 | MLW, '44 | Capreol, Ont. | Canadian National Rlys. | | |
| 6153 | 4-8-4 | MLW, '29 | Delson, Que.(C.R.H.A. Museum) | C.R.H.A. | 9-15-60 | Operat'g until '62 |
| 6167 | 4-8-4 | MLW, '40 | Toronto, Ont.(CN R'dhse.) | Canadian National Rlys. | HELD | Ret. from op'n 9-64 |
| 6200 | 4-8-4 | MLW, '42 | Ottawa, Ont.(CPR R'dhse.) | CNR (for Nat'l Museum) | 1-24-64 | |
| 6213 | 4-8-4 | MLW, '42 | Toronto, Ont.(CNE Grounds) | City of Toronto | 3- 60 | |
| 6218 | 4-8-4 | MLW, '42 | Toronto, Ont. (CN R'dhse.) | Canadian National | Operating since 9-26-64 | |
| 6323 | 4-8-4 | Alco, '42 | Detroit, Mich.(Detroit T'mnl RH) | Fred Crew | 11- 61 | |
| 6325* | 4-8-4 | Alco, '42 | Battle Creek, Mich.(GTW St'n) | City of Battle Creek | 10-23-59 | |
| 6400 | 4-8-4 | MLW, '36 | Joffre, Que. | CNR Historical Coll'n | HELD | |
| 7312* | 0-6-0 | BLW, '08 | Lancaster, Pa. | Strasburg R.R. (#31) | 10- 9-59 | Operating |
| 8447 | 0-8-0 | Lima, '23 | Montreal, Que.(Pt.St.Charles) | CNR Historical Coll'n | HELD | ex-CN 8222, GTR 1873 |
| 220* | 4-6-0 | Alco, '15 | Shelburne, Vt. | Shelburne Museum | 7-18-55 | |
| 77 | D-E | CLC, '30 | | CNR Historical Coll'n | HELD | ex-CN 7700 |
| 500 | D-E | ORLY, '14 | Gananoque, Ont. | Town of Gananoque | 4- 66 | ex-TI 500, OR 42 |



LEFT: CN's F-1-b
Ten-wheeler 1165
may now be found
at CRHA's Delson,
Que. Museum.
/R.J. Sandusky



| ROAD NO. | TYPE | BLDR & DATE | LOCATION | OWNER | DATE ACQ'D | NOTES |
|----------|--------|-------------|-------------------------------------|-----------------------------|------------|--------------------|
| 29 | 4-4-0 | CPR, '87 | Delson, Que.(C.R.H.A. Museum) | C.R.H.A. | Mar '63 | ex-CP 217, 390 |
| 136 | 4-4-0 | Rog. '83 | Bolton, Ont. | York Loco.& Preserv'n Soc. | 6- 6-60 | ex-CP 7136,196,140 |
| 144 | 4-4-0 | CPR, '86 | Delson, Que.(C.R.H.A. Museum) | C.R.H.A. | 11-21-59 | ex-CP 230, 351 |
| 158* | 4-4-0 | CPR, '86 | Vancouver, B.C.(Kitsilano Park) | City of Vancouver | 1945 | ex-CP 245, 92, 374 |
| 453 | 4-6-0 | CPR, '12 | New York, N.Y. | O. Winston Link | 12- 60 | ex-CP 2453 |
| 492 | 4-6-0 | CPR, '14 | Delson, Que.(C.R.H.A. Museum) | C.R.H.A. | Mar '63 | |
| 894 | 4-6-0 | CPR, '10 | Kitchener, Ont.(Doon Pioneer Vill.) | City of Kitchener | Apr '63 | ex-CP 2694 |
| 926 | 4-6-0 | CPR, '11 | Ottawa, Ont.(CPR R'dhse.) | National Museum | Aug '64 | ex-CP 2726 |
| 972 | 4-6-0 | MLW, '12 | York, Pa. | George M. Hart (Rail Tours) | 1-12-66 | |
| 999 | 4-6-0 | MLW, '12 | Delson, Que.(C.R.H.A. Museum) | C.R.H.A. | Mar '63 | ex-CP 2774 |
| 1057 | 4-6-0 | MLW, '12 | Leaside, Ont. | Ont. Gov't. | 1965 | |
| 1095 | 4-6-0 | CLC, '13 | Kingston, Ont. (CPR Station) | Jr. Ch. of Commerce | July '66 | |
| 1098 | 4-6-0 | CLC, '13 | North Walpole, N.H.(Steamtown) | Edaville R.R. Ass'n. | Dec '61 | |
| 1201 | 4-6-2 | CPR, '44 | Ottawa, Ont.* | National Museum | 10-26-66 | |
| 1238 | 4-6-2 | MLW, '46 | York, Pa. | George M. Hart(Rail Tours) | Nov '64 | |
| 1246 | 4-6-2 | MLW, '46 | North Walpole, N.H.(Steamtown) | Edaville R.R. Ass'n | 7-21-64 | |
| 1278 | 4-6-2 | CLC, '48 | North Walpole, N.H.(Steamtown) | Edaville R.R. Ass'n | June '65 | |
| 1286 | 4-6-2 | CLC, '48 | York, Pa. | George M. Hart(Rail Tours) | Nov '64 | |
| 1293 | 4-6-2 | CLC, '48 | North Walpole, N.H.(Steamtown) | Edaville R.R. Ass'n | 7-21-64 | |
| 2231 | 4-6-2 | CPR, '14 | Delson, Que.(C.R.H.A. Museum) | C.R.H.A. | Mar '63 | |
| 2317 | 4-6-2 | MLW, '23 | North Walpole, N.H.(Steamtown) | Edaville R.R. Ass'n | 11- 4-65 | |
| 2341 | 4-6-2 | MLW, '26 | Delson, Que.(C.R.H.A. Museum) | C.R.H.A. | Mar '63 | |
| 2634 | 4-6-2 | MLW, '12 | Moose Jaw, Sask.(Crescent Park) | City of Moose Jaw | Apr '64 | |
| 2816 | 4-6-4 | MLW, '30 | North Walpole, N.H.(Steamtown) | Edaville R.R. Ass'n | Feb '64 | |
| 2839 | 4-6-4 | MLW, '37 | Manby, Ont.* | Ont. Gov't. | Mar '63 | |
| 2850 | 4-6-4 | MLW, '38 | Delson, Que.(C.R.H.A. Museum) | C.R.H.A. | Mar '63 | |
| 2858 | 4-6-4 | MLW, '38 | Ottawa, Ont.* | National Museum | 10-26-66 | |
| 2860 | 4-6-4 | MLW, '40 | Vancouver, B.C. | Vancouver Rly. Mus. Ass'n | Sept '64 | |
| 2928 | 4-4-4 | CLC, '38 | Delson, Que.(C.R.H.A. Museum) | C.R.H.A. | Mar '63 | |
| 2929 | 4-4-4 | CLC, '38 | North Walpole, N.H.(Steamtown) | Edaville R.R. Ass'n | 6- 4-59 | |
| 3100 | 4-8-4 | CPR, '28 | Ottawa, Ont.* | National Museum | 10-26-66 | |
| 3101 | 4-8-4 | CPR, '28 | Regina, Sask. (Ipsco Park) | I-P Steel & Pipe Corp. | 8-25-65 | |
| 3388 | 2-8-0 | Alco, '02 | Delson, Que.(C.R.H.A. Museum) | C.R.H.A. | Mar '63 | ex-CP 1588, 1239 |
| 3651 | 2-8-0 | MLW, '10 | Lethbridge, Alta. (Galt Gardens) | City of Lethbridge | Jan '64 | ex-CP 1851 |
| 3716 | 2-8-0 | MLW, '12 | Port Coquitlam, B.C. | City of Port Coquitlam | Apr '66 | |
| 5361 | 2-8-2 | CLC, '26 | Manby, Ont.* | Ont. Gov't. | Mar '63 | |
| 5433 | 2-8-2 | CLC, '43 | Chapleau, Ont. | Town of Chapleau | Sept '64 | |
| 5468 | 2-8-2 | MLW, '48 | Delson, Que.(C.R.H.A. Museum) | C.R.H.A. | Mar '63 | |
| 5934* | 2-10-4 | MLW, '49 | Calgary, Alta. (Mewata Park) | City of Calgary | 8- 9-59 | ex-CP 5931 |
| 5935 | 2-10-4 | MLW, '49 | Delson, Que.(C.R.H.A. Museum) | C.R.H.A. | Mar '63 | |
| 6271 | 0-6-0 | CPR, '13 | Delson, Que.(C.R.H.A. Museum) | C.R.H.A. | Mar '63 | |
| 6275 | 0-6-0 | CPR, '13 | Goderich, Ont. | Huron Cty. Pioneer Mus. | 5- 7-59 | |

* FOOTNOTES:

- Engines 4070, 5030, 5629, 5632, 6039, 6323 & 6325 are Grand Trunk Western, 220 is Central Vermont.
- Engine 88 is preserved as GTR 1008.
- Engine 2164 has been repainted to T&NO 137, although it never operated for T&NO or Ontario Northland.
- Engine 5700 was renumbered from 5703 after retirement.
- Engine 7312 is operating as Strasburg R.R. No. 31.
- Engine 158 is preserved as CP 374.
- Engine 5934 was renumbered from 5931 after retirement.

'Date Acquired is the date when title to the locomotive was transferred to its present owner, and does not necessarily coincide with the date the locomotive was actually placed in its present location.

In some instances -- notably with Ont. Gov't locomotives -- locations are subject to change. In others -- notably National Museum engines -- locations given are those in which the locomotive will ultimately be preserved, although in fact it may not yet be there.

'Manby, Ont.' is the name applied to the Ontario Hydro yard west of Kipling Ave., in the Metro Toronto borough of Etobicoke.

A FACELIFT FOR UNION STATION

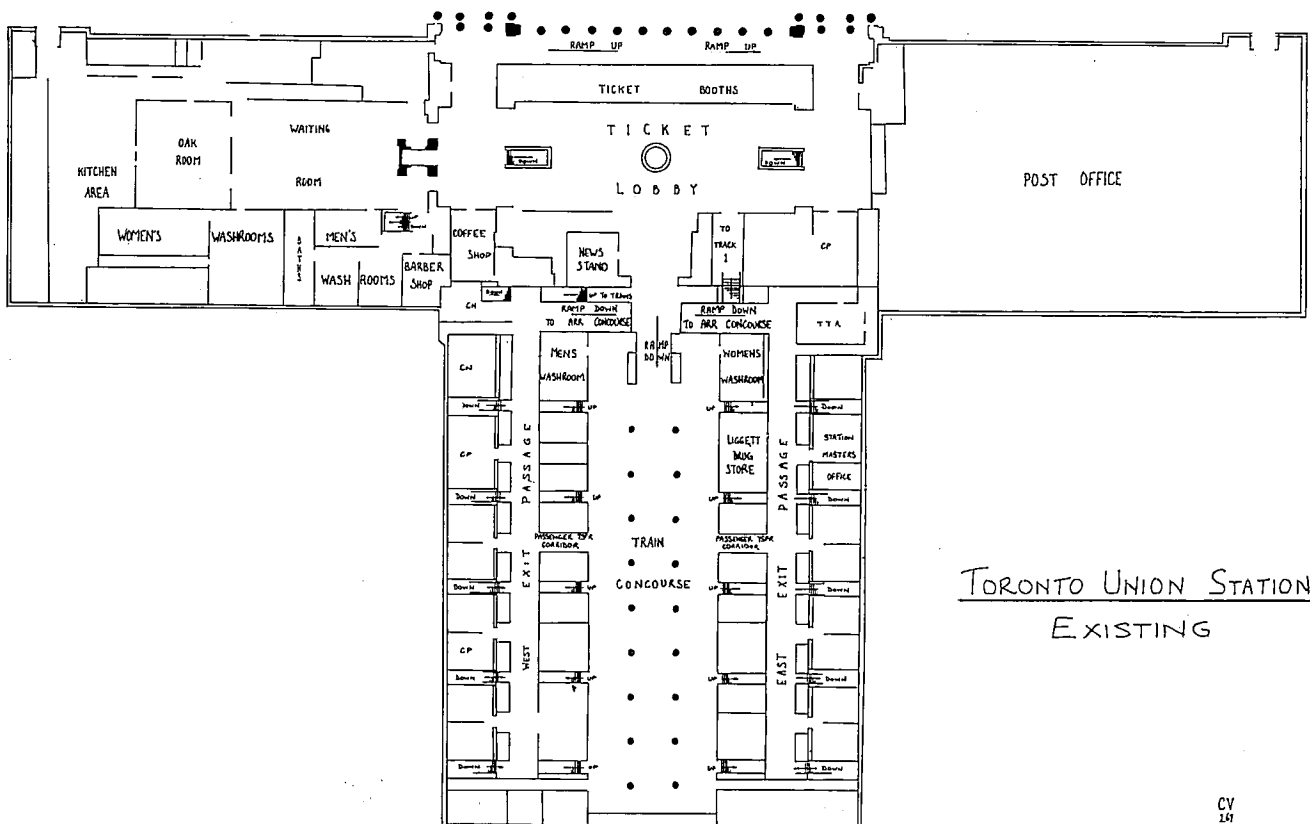
Centennial Year will see the introduction of three radically new passenger train concepts in the Toronto area. Starting in June, Toronto-Montreal passengers will have the choice of three daily departures of the United Aircraft Turbotrains, in addition to the conventional trains of CN's fleet; late in the summer, Canadian National's southwestern Ontario services will be re-equipped with lightweight Hawker-Siddeley train sets; and starting on May 23rd, Lakeshore commuters will be riding GO Transit trains, operated for the Ontario government by CN.

To handle properly these new trains, and to cope with continually increasing commuter and inter-city passenger volumes (expected to rise sharply as a result of Centennial Year travel), a facelifting programme -- both in public view and behind the scenes -- is swinging into action at Toronto's Union Station.

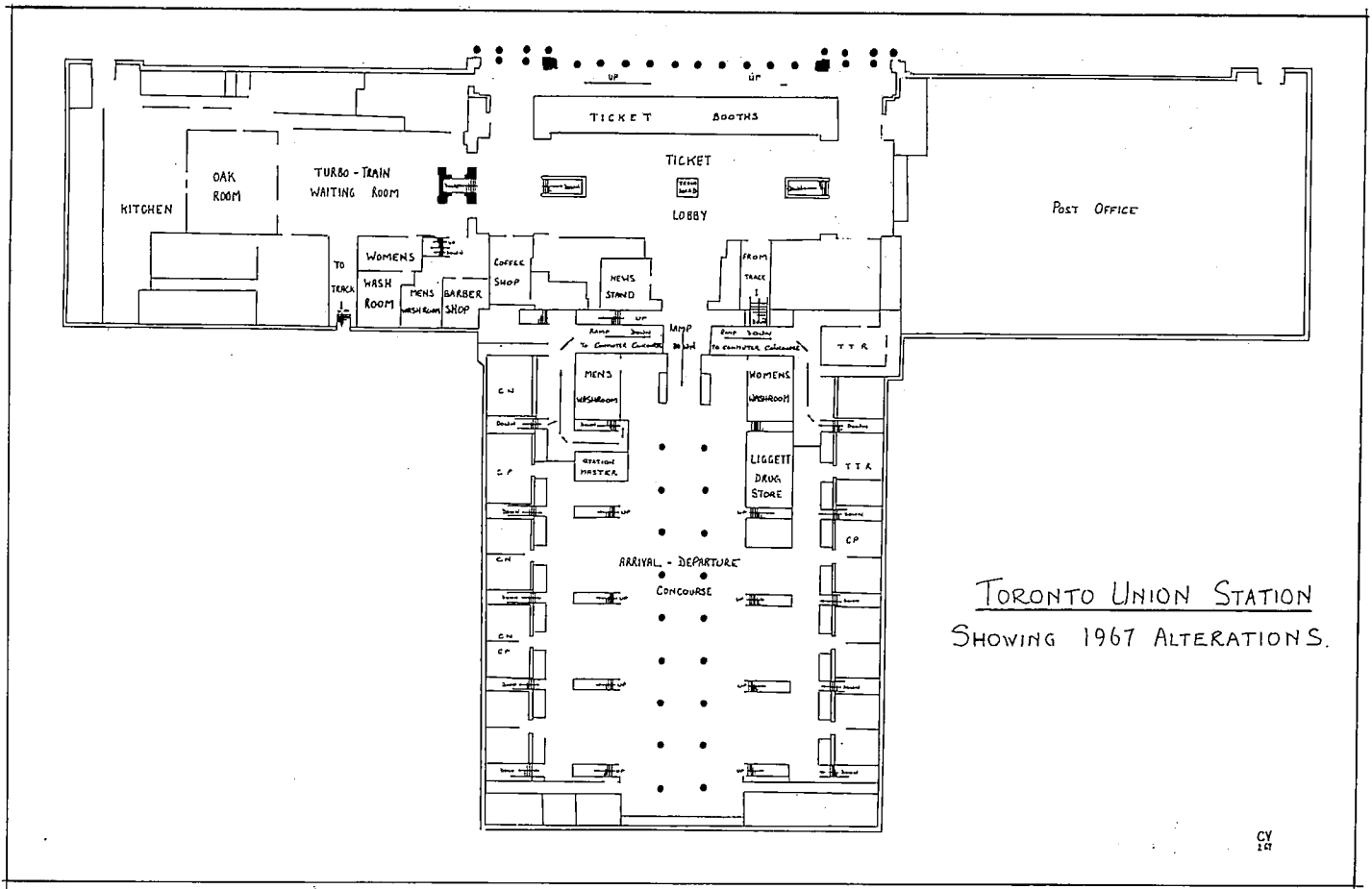
Union Station's prestige track -- No. 1 -- will host the Turbotrains come June, in addition to the Rapidos and other top line CN trains. The Turbos will spend only about an hour in the station on their daytime turnarounds, during which time they will be unloaded, cleaned, inspected and restocked. Obviously, these activities will greatly reduce passenger loading time as compared with traditional standards. Consequently, a waiting or "staging" area for Track 1 passengers is to be created in what is presently the station's main waiting room, west of the large ticket lobby; access to Track 1 from this waiting room will be by means of a new stairway leading directly from the room, while the present Track 1 entrance will be used for arrivals.

The decor and seating of the staging room will be brought up to standards in keeping with the trains it serves. During periods when Track 1 is not in use, this room will be available for general public use.

At track level, Track 1 will be equipped with standby power facilities for operating Turbo-train equipment during the layover period. Exhaust hoods will be applied to the trainshed roof to protect the structure from high temperature turbine exhaust gases.



CV
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GO Transit commuter trains will have exclusive use of Track 2, and additionally will operate from Track 3 in peak periods. The exercise of separating commuters from inter-city passengers has resulted in what will undoubtedly be the most revolutionary modification of the programme.

The present lower level arrival concourse is to be devoted exclusively to commuter traffic, with access to and from Tracks 2 and 3 by way of the present arrival passageways, which will be walled off immediately south of the stairs to Tracks 2 and 3. The present departure stairs, leading to these tracks from the departure concourse, will be partitioned off so as to direct commuters into these passageways and thence to the new commuter concourse. This area will be devoted to GO Transit ticketing, and will feature improved decor plus an enlarged snack counter, news stand and gift shop.

It follows, then, that the present departure concourse will serve as both a departure and arrival concourse for trains utilizing Tracks 4 to 11. This area is to be enlarged by removing the offices and concessions (with the exception of Liggett's Drug Store) which now separate the departure concourse from the arrival passageways. The inner rows of stairs will continue to be used for departures, with new seating arranged so as to form individual staging areas for each stairway, or 'Gate'. Both inner and outer stairs will be used for arrivals, and the public will be encouraged to wait for incoming passengers at the gate corresponding to the track on which their train will arrive.

Continuing the general upgrading of the station decor, the vaulted ticket lobby will be provided with modernized ticket sales counters, a new public address system, a series of uniform signs throughout, and a new, back-lit train arrival and departure board (replacing the telephone cluster at the centre of the lobby), complete with 24-hour digital clock!

The Turbotrains and southwestern Ontario equipment do not carry dining cars in the conventional sense of the word. These trains will pioneer the concept of pre-cooked meals, which require only warming on the trains themselves. The prepared meals will be trucked from airline kitchens at Malton to a new catering distribution centre, to be constructed adjacent to the baggage room on the station's lower level. Access to the trains for loading of meals and other supplies will be by means of the existing platform elevators, renovated for the purpose.

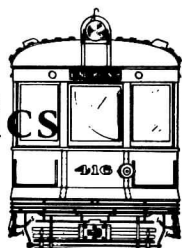


LEFT: Mountain 6060 reposes in the shadow of the Rockies at Jasper Alta. The initial engine of her class, 6060 is the only U-1-f extant without a conical nose. The others, 6069 and 6077 are displayed at Sarnia and Capreol respectively. See page 21.

/J.A. Brown

Traction Topics

Edited by John F. Bromley



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

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

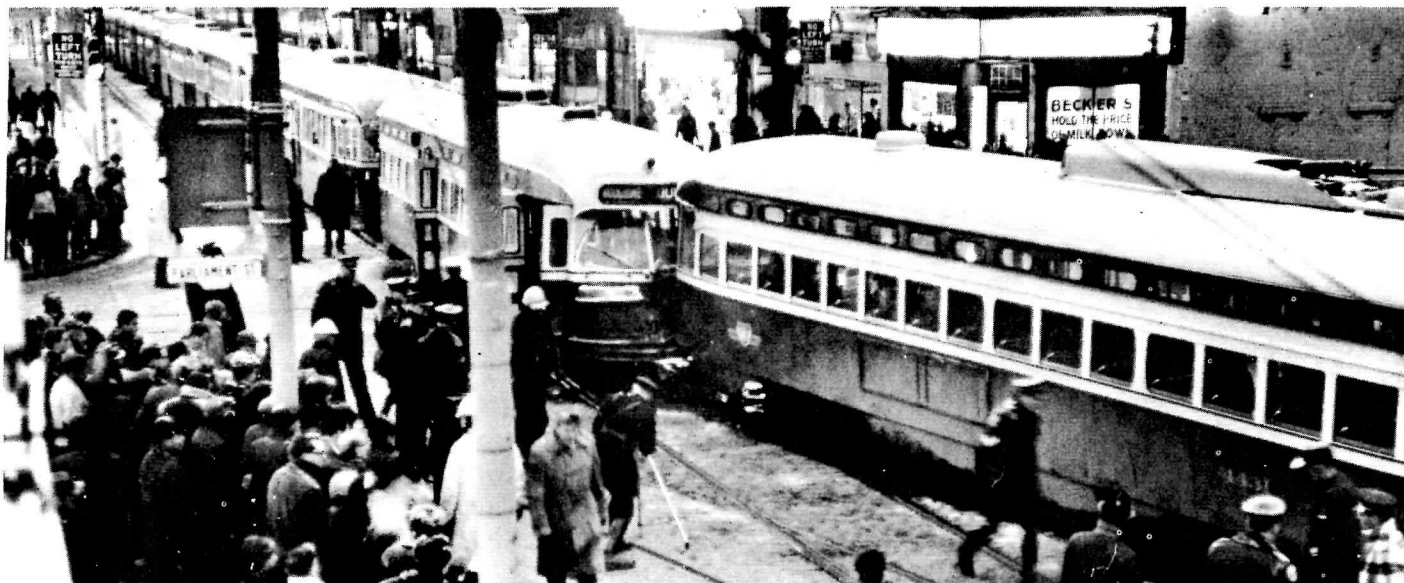
CARLTON is to be replaced during 1976, with all remaining lines lasting until 1980, when the QUEEN subway should be ready. /JFB

* TTC Chairman Ralph C. Day recently made several observations which will be of interest to our readers. He proposed that subway service be discontinued after 1.00 a.m. instead of 2.00 a.m. as at present, and advanced the opinion that there will be no return to integrated subway service. He further stated that he considers street cars the best means of (surface) public transit, and said "they (the street cars) are being removed mainly at the instigation of the motorist". /JFB

S Class H-1 car 5350 (see January NL) will in all likelihood be scrapped.....operating recently in train were 5030-5111-5114-5031 R5378 has an experimental terrazzo-floor.....BARTD carpets in 5044-5045 are not taking too well to the typically slushy T Toronto winter, being too hard to dry out U properly.....Egypt-bound 4137 will enter R St. Clair shop February 13th.....4600 and N 4601 have returned to service with complete paint jobs below the belt rail only, and will be followed by 4578, 4582, 4245 and 4597 in order.....Lansdowne Division now has nine outdoor storage lanes for trolley coaches and buses invade the Division at the end of February.....PCCs 4494, 4577, 4660 and 4677 are back in service, while damaged and defective cars out of service include 4218, 4407, 4431, 4454, 4471, 4712, 4720, 4721 and 4755... ..odd assignments during the past month included 4421 and 4569 on KING (West) TRIPPER and 4242 (#35 run-CARLTON) operating on KING February 6th.....St. Clair car 4551 has been transferred to Roncesvalles for 4397 effective February 10th.....Pittsburgh's east end car lines were finally abandoned en masse January 28th. There are strong indications that Boston (MBTA) will purchase PAT GE-equipped all-electric cars 1775-1799 for their MATTAPAN line... ..the TTC expects to lose \$5 million in 1967 and \$9.5 million in 1968 without an increase in fares. Transit riding increased 7% in 1966, and the TTC averaged over one million riders daily..... /JFB, RM, SM, PRMA

* The list of PCC cars for shipment to Alexandria on page 153 of the October NL contained a small error. Number 4285 should read 4297, as 4285 is still in Toronto. Sorry about that!

The November list contained the correct number which was shipped to Egypt October 21st. /JFB



ABOVE: A heavy accumulation of snow on an overhead contactor is the apparent cause of this accident at Queen and Parliament Streets between 4431 (R) and 4407.

/Copyright Toronto Star

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

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

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

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

* The TTC announced January 27th that an order valued at \$417,196 had been placed with Marubeni-Iida (Canada) Limited for an electric-and-battery operated locomotive, a self-propelled crane, a non-motored flat car and a garbage collection car. The locomotive will normally operate using third-rail supplied power, but can also be used when the power is off. Additional equipment will be installed by the TTC, bringing the total value to over \$492,000. The equipment will be manufactured in Japan. Still to be ordered is a new rail-grinding unit. The equipment will be designed to be attractive as it will operate during normal hours at line speeds. RT-4 and RT-5 will be scrapped when replaced. /JFB

* Ventilating systems in Montreal's Metro cars turned out to be extra heating systems, with the cars virtually belting the passengers with 80° hot air, in addition to normal heating. The Paris designers of the rubber-tired system are being blamed for forgetting that Le Metro speeds are about 20 mph faster than the Paris version, causing more friction and heat near track (road?) level. The error is being adjusted gradually.

Patrons of Le Metro are taking the "No Smoking" signs (a picture of a lighted cigarette with a large black X painted over) as advertising for Brand X cigarettes. May we suggest "Defense de Fumer"? /JFB

* Coxwell Loop was reconnected between January 16th-19th but as yet is not in use. A sewer excavation job will be undertaken on Coxwell north of upper Gerrard this spring, and at that time short turn CARLTON cars will loop at Queen. Access to Danforth Division will be maintained via Gerrard, Main and Danforth.

Parliament Street trackage north of Carlton was paved over during December, as was a short section of Lansdowne Avenue below Lappin. The facing switch and diamond at St. Clarens loop were removed during January. /JFB, RM

* Metro Council has abolished the payment of municipal property taxes by the TTC, thus resulting in an annual saving of about \$1.7 million. This will enable the TTC to pay their 30% share of the \$79 million YONGE extension, which was approved by Council. The route will be tunnelled under Yonge Street. Approval of the Ontario Municipal Board must be obtained.

The city of Toronto will lose most of the TTC taxes, however the tunnelling of the extension will save 275 homes with an assessment of \$1.6 million, thus saving tax revenue that would be lost had the route proceeded west of Yonge.



LEFT: Just twelve months ago, class AL PCC 4033 made a rare appearance at Bedford Loop as BLOOR WEST run #99. During the last two weeks of service, equipment assignments on many TTC lines scheduled for replacement became completely jumbled.

/J. A. Brown

Remember.....February

- | | |
|---|--|
| Feb 14, 1902 - Shaw Street tracks were opened, with service by DOVERCOURT cars to wye at King Street | Feb 26, 1923 - The first Harvey 3-door trailer (2701) entered YONGE service |
| Feb 7, 1911 - Pay-as-you-enter fare collection discontinued on YONGE after two months because of violent objection of passengers against paying before riding | Feb 20, 1926 - The first issue of THE COUPLER, TTC's house magazine, issued to employees |
| Feb 17, 1922 - Royce Loop opened by the COLLEGE route with new Witt cars | Feb 9, 1935 - PORT CREDIT route abandoned |
| | Feb 23, 1945 - First NA switch installed, Oakwood at Rogers, north to west |
| | Feb 18, 1953 - First ex-Cleveland Pullman-type PCC in use on HARBORD route |

RIGHT: Former Civic car 2148 pauses at Bloor on its south-bound LANSDOWNE run just a year before TRC Wooden motors took over in 1940.

/TTC Photo

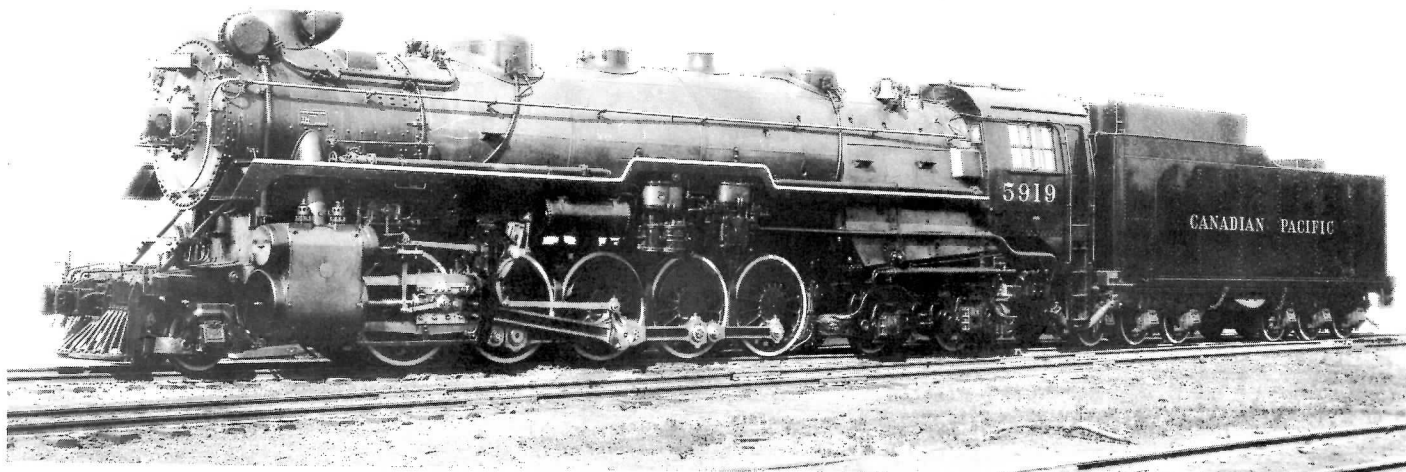




5900-5919



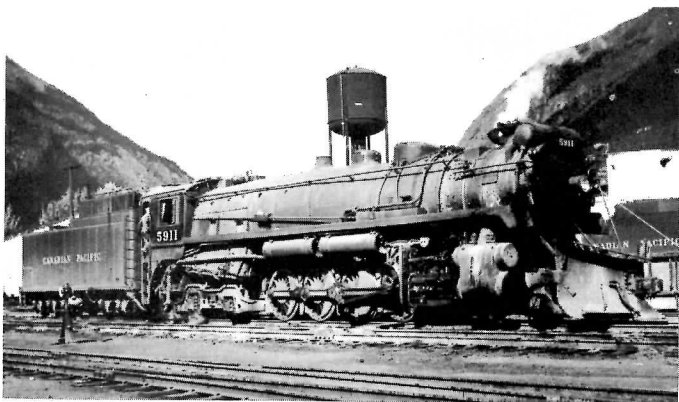
T-1-a



Canadian Pacific's most rugged mainline operation has always been the movement of tonnage over the mountainous stretch of trackage between Calgary, Alta., and Revelstoke, B.C. Characterized by heavy grades -- the worst being 22 miles of 2.2% compensated -- and tortuous curves as sharp as 12 degrees, this 262-mile section has traditionally placed severe demands on motive power in order to keep pace with the relatively easier traffic flows on adjacent subdivisions.

In the late 1920's, seeking to improve on the 2-10-0's and 2-10-2's that were then in charge of the mountain traffic, CPR designers set to work on a new 2-10-4 type locomotive which would produce a tractive effort without booster of 78,000 pounds -- 12,000 pounds more than the 2-10-2's. The 63" drivers of the new engines would enable them to handle passenger trains with considerably greater dispatch than was possible with the 58"-driven 2-10-2's.

The first locomotives of class T-1-a, Nos. 5900 and 5901 were delivered in July, 1929 from Montreal Locomotive Works, and the 5900 was promptly placed on public exhibition in Montreal's Windsor Station. By the end of that year, all twenty of the T-1-a's were at work in the mountain service for which they had been constructed.



The T-1-a's were the largest locomotives in point of size and weight ever constructed in Canada; total weight of engine and tender in working order was just 375 tons. Their tractive effort was second only to Canadian National's 1924-built 4100-series 2-10-2's, which had a rating of 80,000 pounds.

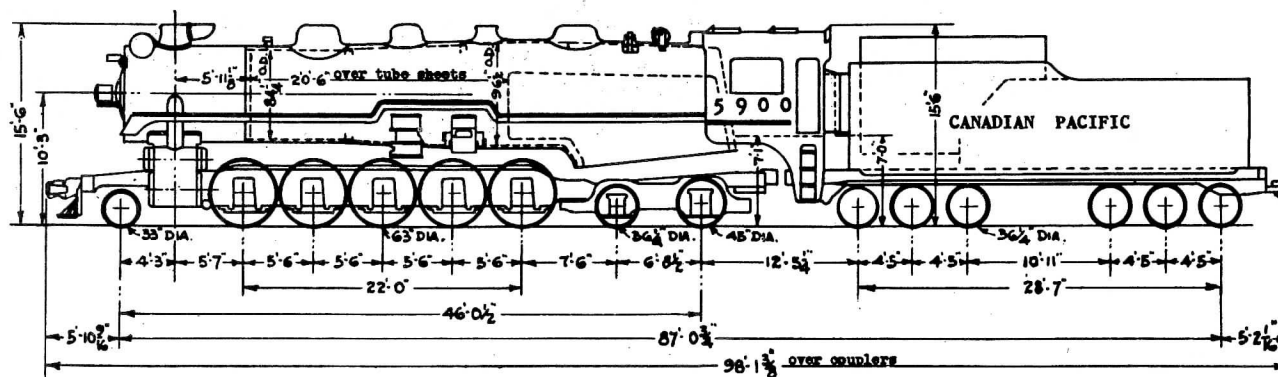
Many of the mechanical features of the 2-10-4's were not new to Canadian Pacific, having been introduced on the K-1-a 4-8-4's a year earlier. All twenty engines were equipped with nickel steel boilers and Commonwealth cast steel locomotive beds. B.C. forest fire regulations dictated oil firing. Elesco feedwater heaters and pumps were applied, while valve events were timed with Walschaerts valve gear. Remotely-controlled moveable exhaust deflectors were employed, to protect tunnel roofs from the explosive exhaust blast. The short, vestibuled cabs were given sloping sides as a concession to close clearances (although one locomotive, the 5911, emerged from a wreck repair with straight cab sides). All twenty locomotives were ultimately equipped with trailing truck boosters.

Few modifications altered the T-1-a's during their lifetimes. The rear sand domes were removed at an early date, undoubtedly as an aid to maintenance. Some locomotives were fitted with running board skirts and passenger striping and painting, and the familiar plow pilots were applied and removed with a frequency that defies recording. Several 5900's were fitted with headlights which could be swiveled from the cab, for improved visibility on sharp curves.

From their inception, the T-1-a's were masters of the Calgary-Revelstoke section. Equally at home on passenger or freight trains, it was not an uncommon sight to see two or three of them to a train, attacking the 2.2% east from Field. The T-1-a's were joined in later years by 16 semi-streamlined sisters. However, dieselization came early to the Rockies, relegating the 2-10-4's to side tracks in 1952. The T-1's were re-assigned to freight service on the Prairies east of Calgary, a far cry from their mountain battling role. Finally, between March and November, 1956, the entire T-1-a fleet was scrapped; sadly, not one of these fine locomotives was preserved.

2-10-4 - SELKIRK TYPE

| | |
|-----------|-------|
| CLASS | T 1 |
| SUB CLASS | T 1 A |
| CAPACITY | 78% |



12000 Gal. Tender

AXLE SIZES 6"x11" 11 1/2"x14" 11 1/2"x14" 11 1/2"x14" 11 1/2"x14" 7"x14" 8"x14" 6"x11" 6"x11"

| | | | | |
|------------------------------------|-----------------|-----------------------------|---------------------------------|---------|
| SUB CLASS | T-1-a | TUBE & FLUE HEATING SURFACE | SQ.FT. | 4,509 |
| BOILER PRESSURE | LBS./SQ.IN. 275 | FIREBOX HEATING SURFACE | SQ.FT. | 377 |
| CYLINDERS | 25-1/2"x 32" | ARCH TUBE HEATING SURFACE | SQ.FT. | 45 |
| DRIVING WHEELS | 63" | FIRE HEATING SURFACE | SQ.FT. | 4,931 |
| TRACTIVE EFFORT | LBS. 77,200 | SUPERHEATING SURFACE | SQ.FT. | 2,112 |
| TRACTIVE EFFORT OF BOOSTER | LBS. 12,000 | COMBINED HEATING SURFACE | SQ.FT. | 7,043 |
| FIREBOX WIDTH, INSIDE | 96" | WEIGHT ON DRIVERS | LBS. | 312,800 |
| FIREBOX LENGTH, INSIDE | 140-3/16" | LOADED WEIGHT OF ENGINE | LBS. | 452,500 |
| GRATE AREA | SQ.FT. 93.5 | LIGHT WEIGHT OF ENGINE | LBS. | 412,500 |
| ARCH TUBES, NUMBER & OUTSIDE DIAM. | 4 3-1/2" | LOADED WEIGHT OF TENDER | LBS. | 297,500 |
| TUBES, NUMBER & OUTSIDE DIAM. | 59 2-1/4" | LIGHT WEIGHT OF TENDER | LBS. | 137,000 |
| FLUES, NUMBER & OUTSIDE DIAM. | 7 3-1/2" | FUEL CAPACITY - OIL | IMP.GALS. | 4,100 |
| DISTANCE BETWEEN TUBE SHEETS | 196 3-1/2" | WATER CAPACITY | IMP.GALS. | 12,000 |
| | 20' 4-7/8" | BUILDER & DATE | MONTREAL LOCOMOTIVE WORKS, 1929 | |



Upper Canada Railway Society

BOX 122 TERMINAL "A" TORONTO
LOCOMOTIVE DATA SHEET

No.
6702

Compiled by: James A. Brown.

Contributors: R. Kain, D.M. More, O.S.A. Lavallee,
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REVERSE SIDE, TOP: Builder's photo of 5919 shows the second sand dome with which the entire class was originally equipped. Note the moveable exhaust deflector.

/Canadian Pacific

REVERSE SIDE, BOTTOM: T-1-a 5911 shows off its straight-sided cab at Field, B.C., in June, 1950.

/R. Kain

LEFT: Eastbound perishables are hustled over the Lagan Subdivision by snowplow-pilot-equipped 5902.

/W.H.N. Rossiter

BELOW: Eastbound varnish in charge of T-1-a 5914 and streamlined sister 5922 pauses briefly at Field, B.C., before assaulting the 2.2% climb to the Continental Divide.

/R.S. George

