

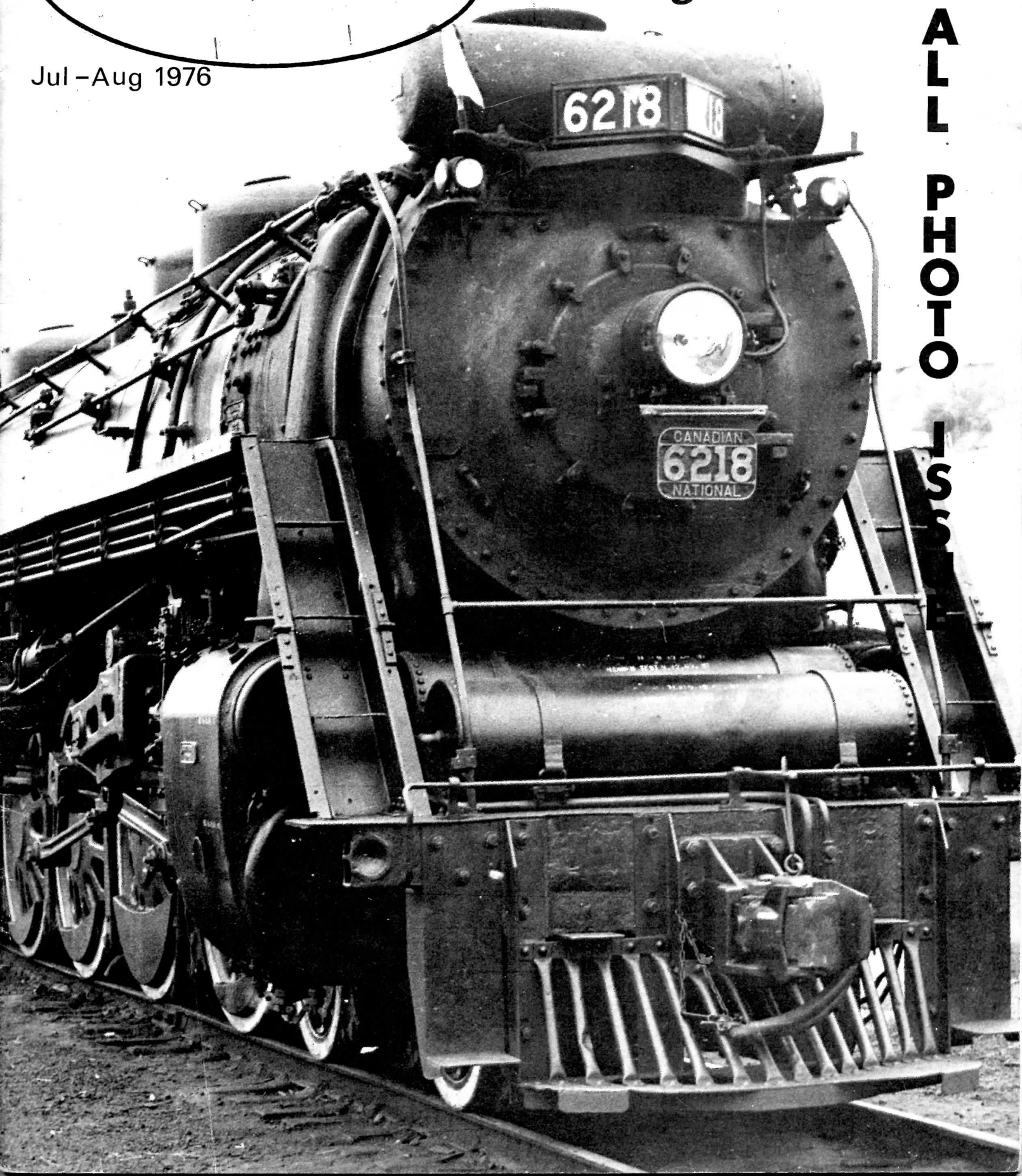
Rail and Transit

*Canada's Railway
Magazine*

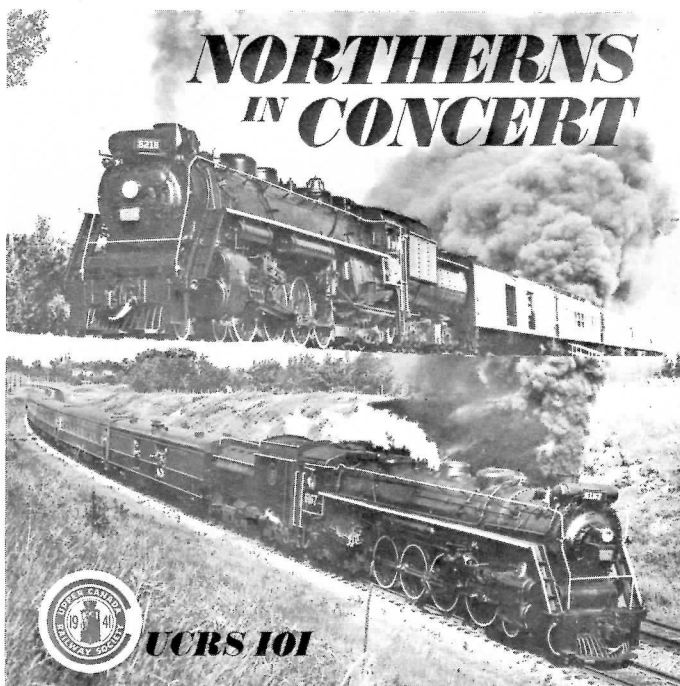
\$2.50

Jul - Aug 1976

**ALL
PHOTO
ISSUES**



Canadian Railway Record SPECIALS



NORTHERNS IN CONCERT

At this price, an opportunity not to be missed. For only \$4.50, a full long playing record of the operations of the CNR's two famous Northern #6167 and 6218 recorded both individually and together on doubleheaded runs. Various different excursions are included from 1960 to 1971. Order yours NOW!!

\$4.50

Ontario residents please add 7% sales tax.

Canadian railroading

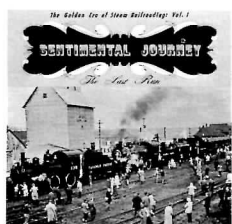


DOUBLEHEADERS

LAST OF THE DOUBLEHEADERS

Recorded entirely on 26 September 1964, this record features the last doubleheader using CN #6167 and 6218 from Toronto to Huntsville and return.

\$4.95



SENTIMENTAL JOURNEY

A record of the famous CPR tripleheader using CP #136, 813 and 1057 on 1 May 1960 from Toronto to Orangeville and return.

\$5.95

All 3
only
\$13.95

Send orders to:

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

Northerns in Concert - \$4.50

Last of the Doubleheaders - \$4.95

Sentimental Journey - \$5.95

All Three for only \$13.95

(Advertisement)

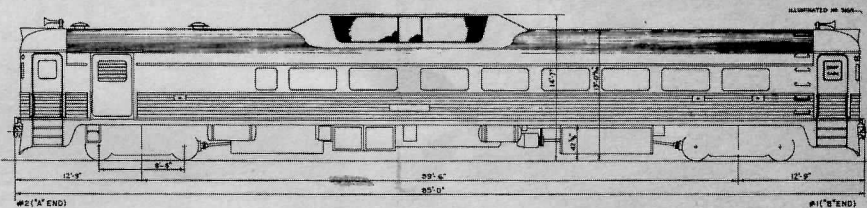
EDITORIAL OFFICES:

P. O. Box 122,

Station "A",

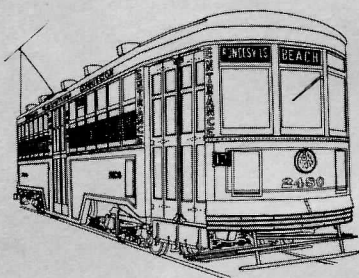
TORONTO, Ontario

M5W 1A2



JULY AUGUST 1976

VOLUME 1 NUMBER 5 WHOLE ISSUE 362



EDITORIAL STAFF:

D.W. SMITH.....Editor
Managing Editor

M.P. LAYTON.....Associate Editor
Staff Typist

M.W. ROSCHLAU.....Traction Editor

R.W. LAYTON.....Associate Editor

P. PATENAUDE.....Diesel Notes Editor

J.D. MORGAN.....Staff Reporter

E.A. WICKSON.....Staff Photographer

R. REKIEL.....Staff Photographer

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

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

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

CONTENTS

CANADIAN NATIONAL ANCESTORS.....	4
CANADIAN NATIONAL STEAM.....	7
EUROPEAN SCENES.....	16
STREET RAILWAYS.....	18
ELECTRIC LINES.....	19
STATIONS.....	21
CANADIAN PACIFIC STEAM.....	22
CP DIESEL.....	26
TORONTO TRANSIT COMMISSION.....	28

FRONT COVER

Canadian National excursion locomotive 4-8-4 #6218 sits resting at Spadina Roundhouse after a hard run from Windsor to Toronto with a Michigan Railroad Club charter.

BACK COVER

The "Glacier Express is a summer only train that runs" from St. Moritz to Zermatt, Switzerland. It is a co-operative effort by the Rhaetian Bahn, Furka Oberalp and the Brig-Visp-Zermatt Bahn. Unlike the standard gauge railways of Switzerland, the three narrow gauge lines go over not through the Alps. Shown here is the "Glacier Express" on the Landwasser Viaduct of the Rhaetian Railway at Filisur. (Swiss National Tourist Office)

Effective with the June issue of Rail and Transit, Mr. J. T. Robbie tendered his resignation to the board of Directors as editor of Rail and Transit. Robbie has taken the Newsletter and turned it from a "house organ" to a magazine. He has done an excellent job and many compliments have been received concerning the quality of the Rail and Transit. He is to be congratulated for a job well done and he is going to be missed.

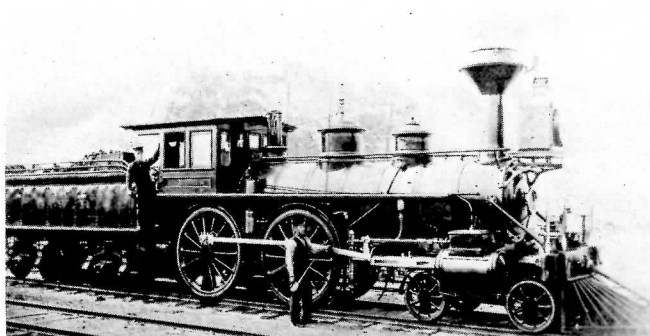
About This Issue

The November - December 1973 issue of the U.C.R.S. Newsletter was the all Photo Issue and met with a very favourable reaction. After its publication, there have been many inquiries as to when another one would be produced.

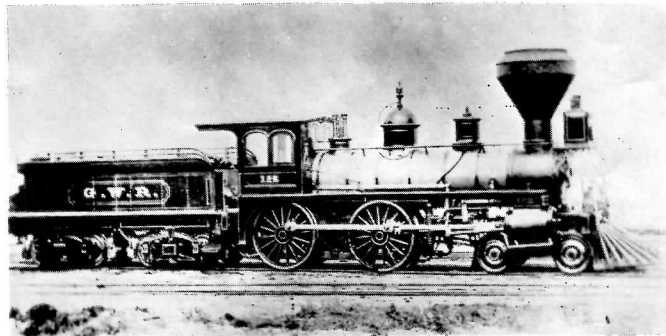
In response to this, the editorial board decided to go ahead with another all Photo Issue. The photographs were selected by the entire editorial board from the U.C.R.S./JTA Smith Collection as well as the collections of various members.

Unless otherwise credited all photos are from U.C.R.S./JTA Smith Collection.

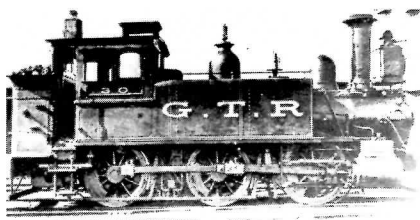
pre-CANADIAN NATIONAL RLY.



The Great Western Ran from Sarnia to Niagara Falls via Hamilton with a branch to Toronto. Taken over by the Grand Trunk Railway, the GWR lines became part of the Canadian National. Shown here is one of the many 4-4-0's that were the standard road engines for most if not all the early North American lines.



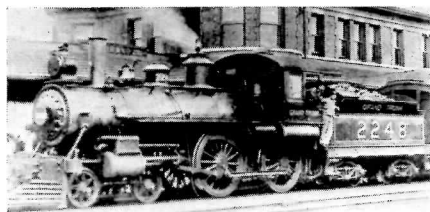
Great Western Railway 126, another one of the many American Standards utilized by the GWR later became Grand Trunk Railway when the GTR took over the Great Western



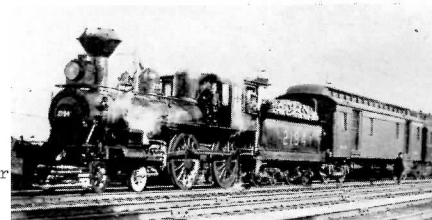
Grand Trunk Railway was the "bete noir" of the early Canadian roads, and unlike the CPR got virtually no Government aid in construction of its line from Portland to Sarnia and eventually Chicago. GTR 0-6-0 T #30 was one of several that were used as light switchers and shop switchers.



Grand Trunk 0-6-0 T #24 was another of their locos used as a shop switcher. It was taken over by Canadian National but not included on the CN roster and was scrapped soon after acquisition.

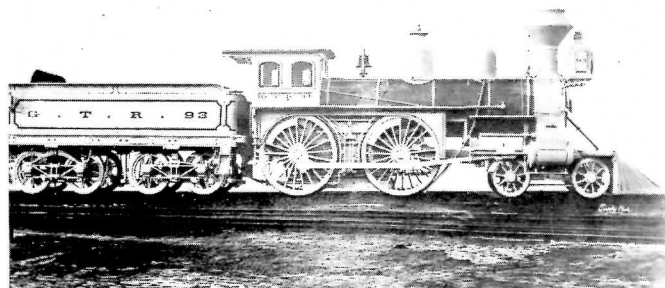


GTR 2248 another of the ubiquitous 4-4-0's is seen here at Durand Michigan on the run to Chicago.

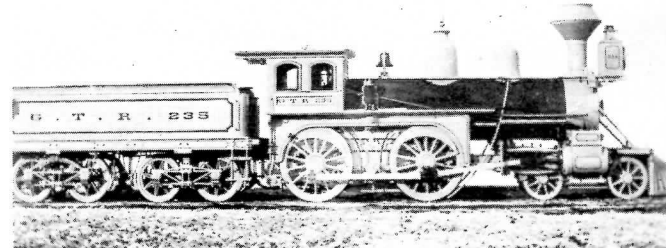


Grand Trunk 2194 on the head end of a passenger train in the early days of the then new 20th century.

Early 4-4-0 of the Grand Trunk Railway. The high wheeled American number 93 was used as a high speed passenger engine.



Grand Trunk Railway 235, a 4-4-0, was used as a freight engine as indicated by the relatively small drivers.



Great Western Railway

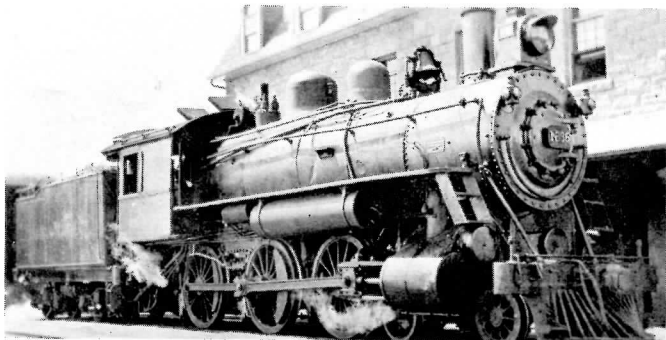
Canadian Northern

Grand Trunk Pacific

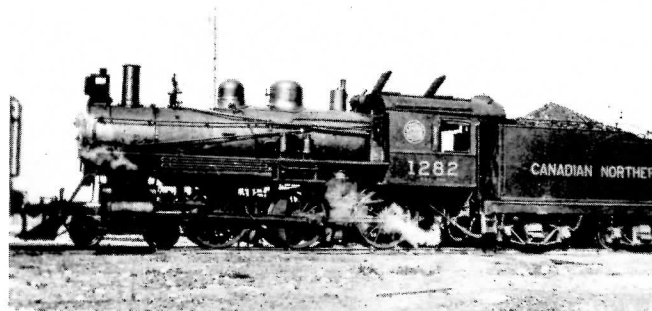
Canadian Government Railway

Grand Trunk

Intercolonial Railway

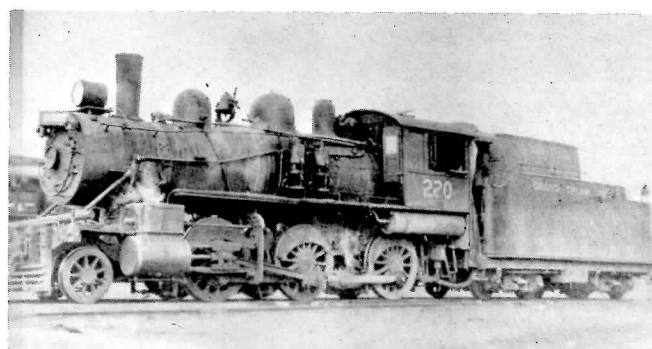
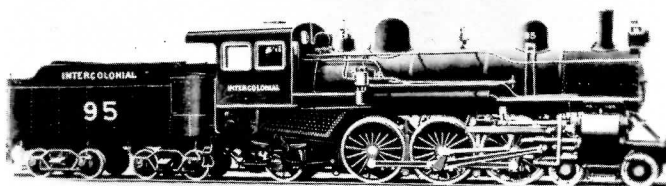


Canadian Northern Railway 4-6-0 number 1236 ended up on the Canadian National as #1236.



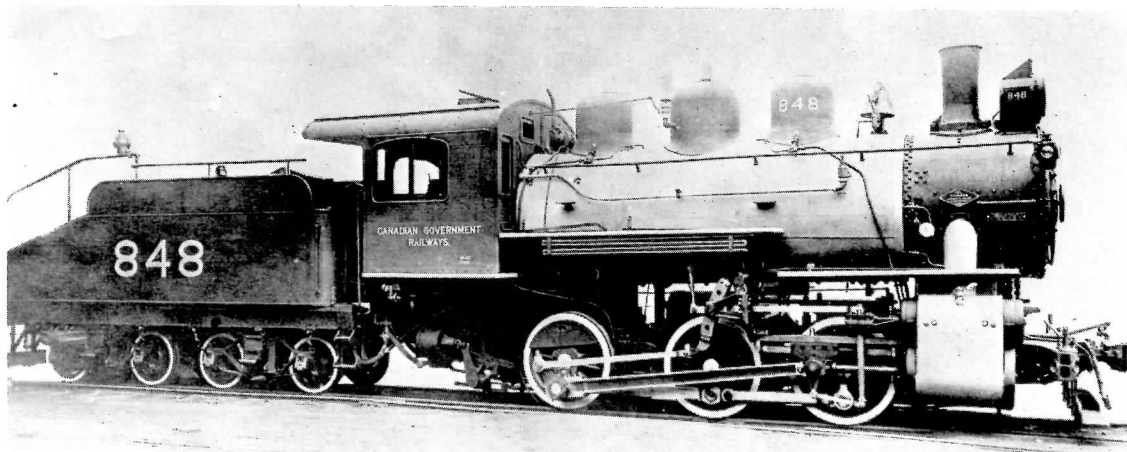
Another of Canadian Northern's 4-6-0's 1282 ended up on the Canadian National, with the same road number. Note the road logo on the side of the cab.

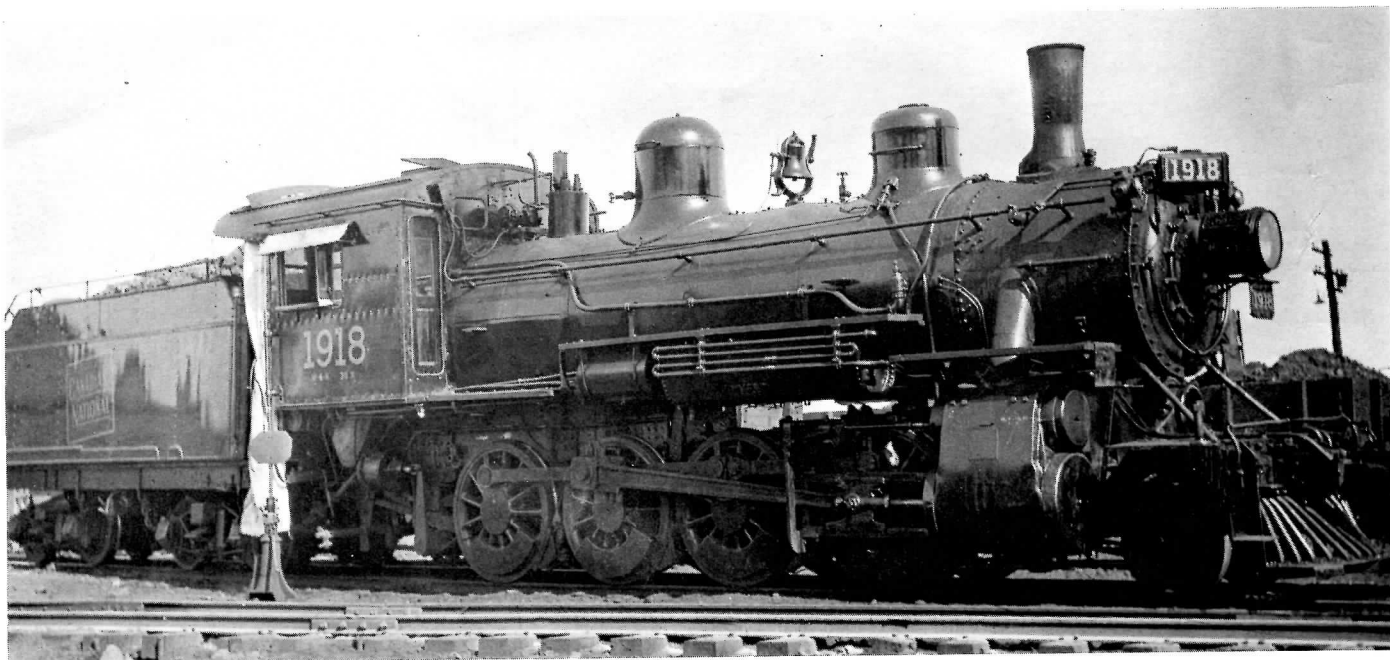
The Intercolonial Railway operated between Montreal and Halifax, being promoted by the government as a military necessity. Pacific 95 although of North American construction has a definite English flavour to it.



The Grand Trunk Pacific was built from Prince Rupert eastward to Quebec City in association with the government built National Transcontinental Railway. High cost of the line contributed to the bankruptcy of the parent GTR. Shown here is 2-6-0 #220.

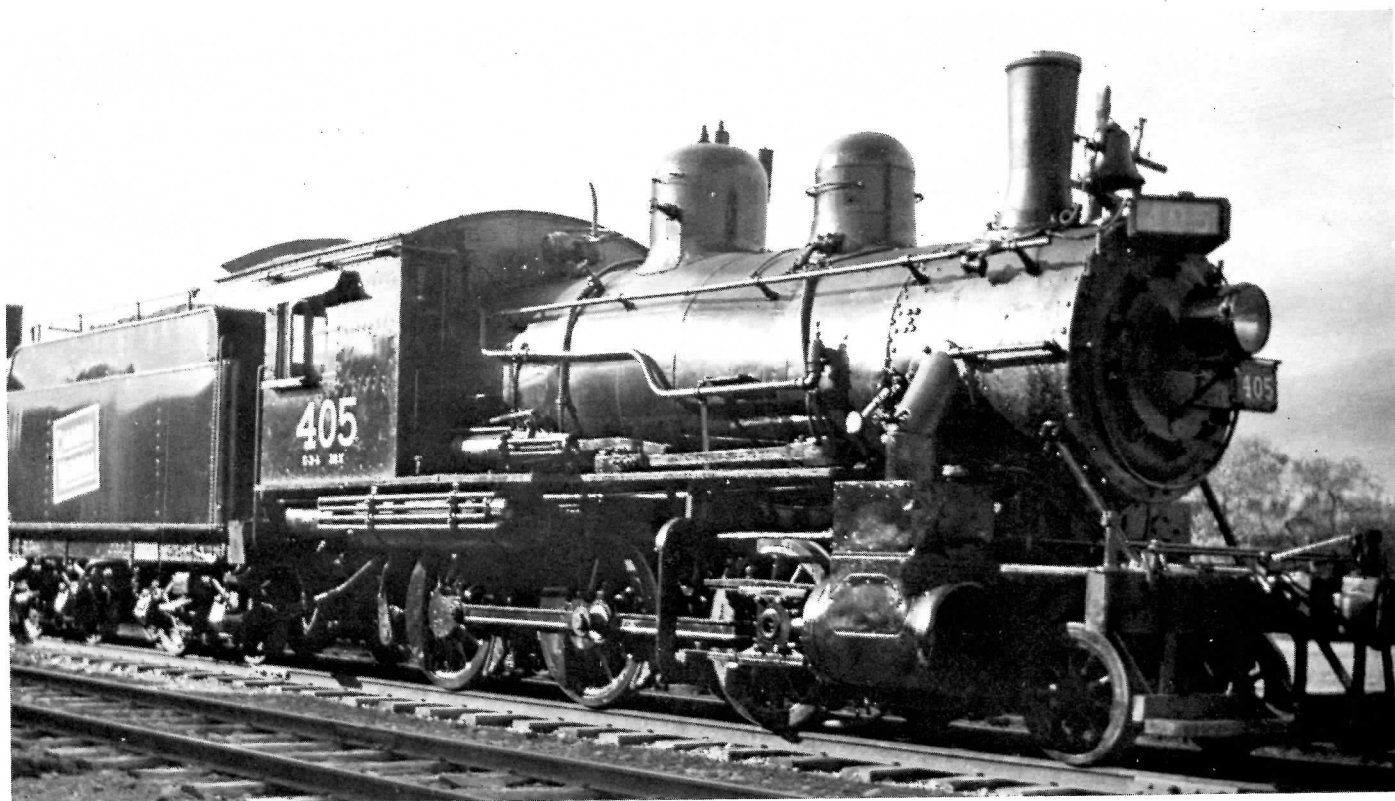
Canadian Government Railways B-3 0-6-0 #848 later became Canadian National 7337 of class 0-12-D. She was built by Canadian Locomotive Company at Kingston in 1918.

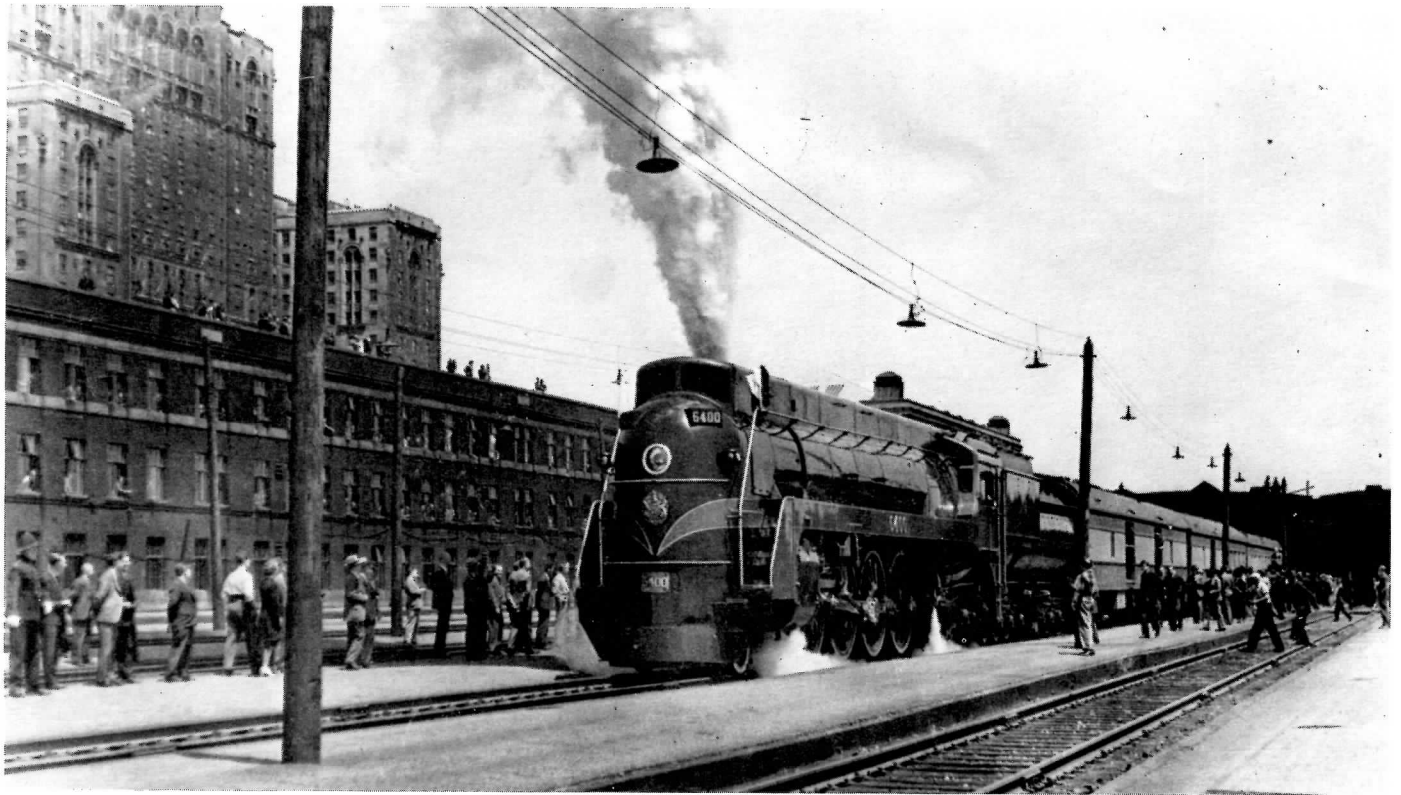




Canadian National 1918 a 2-8-0 of class M-4-K was built by CLC of Kingston in 1908 as Canadian Government Railway 118. She was retired in May of 1954.

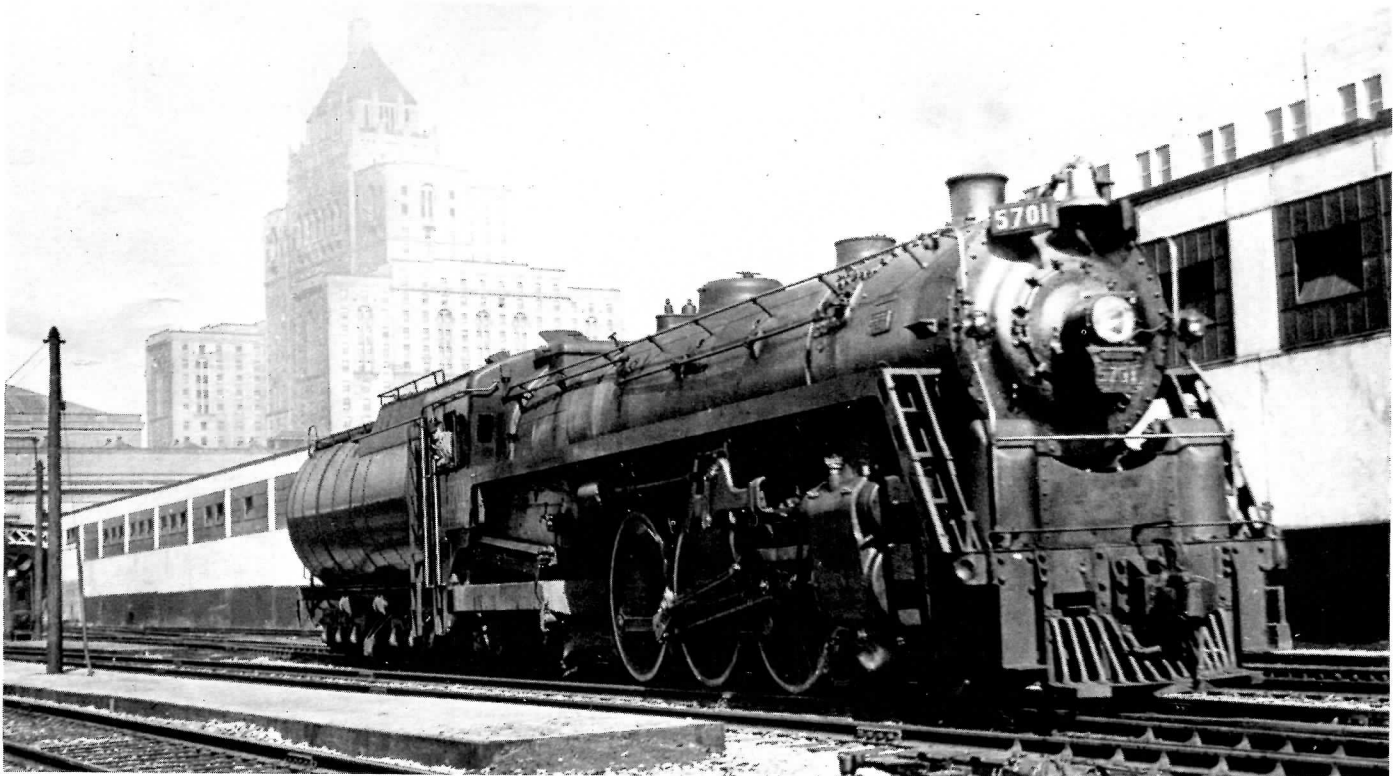
one fourth of class C-3-b, 405 was originally Canadian Government Railway 4535. Reclassified in December 1951 as G-12-a, the MLW product of 1911 was retired October 1954.

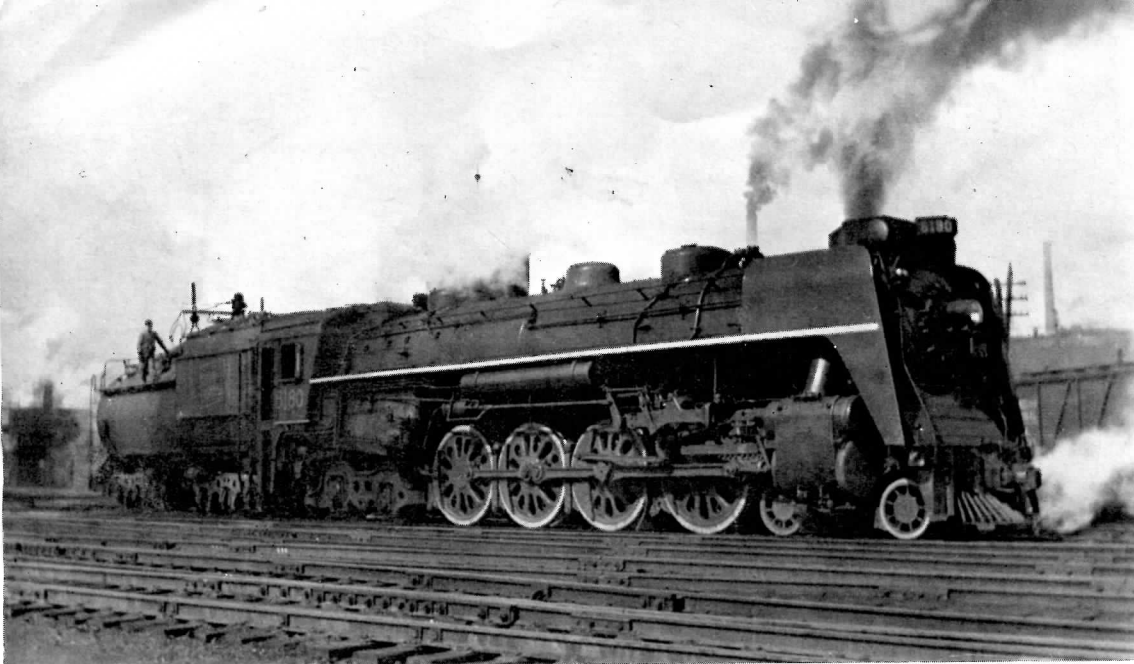




Most distinctive of Canadian National's 203 Northern's, the U 4-a 6400's were built by MLW in 1936 after a series of wind tunnel tests at the National Research Council to determine the best design for the streamlining. 6400 is seen here pulling the Royal Train out of Toronto in September of 1939. After retirement 6400 went on display in the National Museum of Technology in Ottawa.

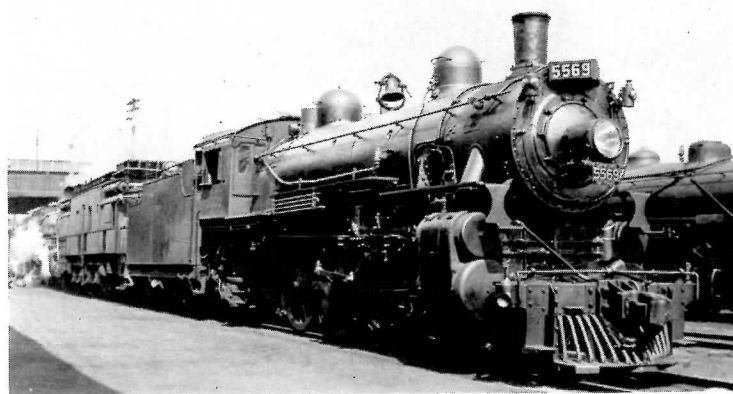
Having just broken off its train, 4-6-4 #5701, is rolling out of track two of Toronto Union and will be heading for the shops at Spadina Ave. shortly. The K-4-a shown here in July 1932 were all off the Roster by March 1960.



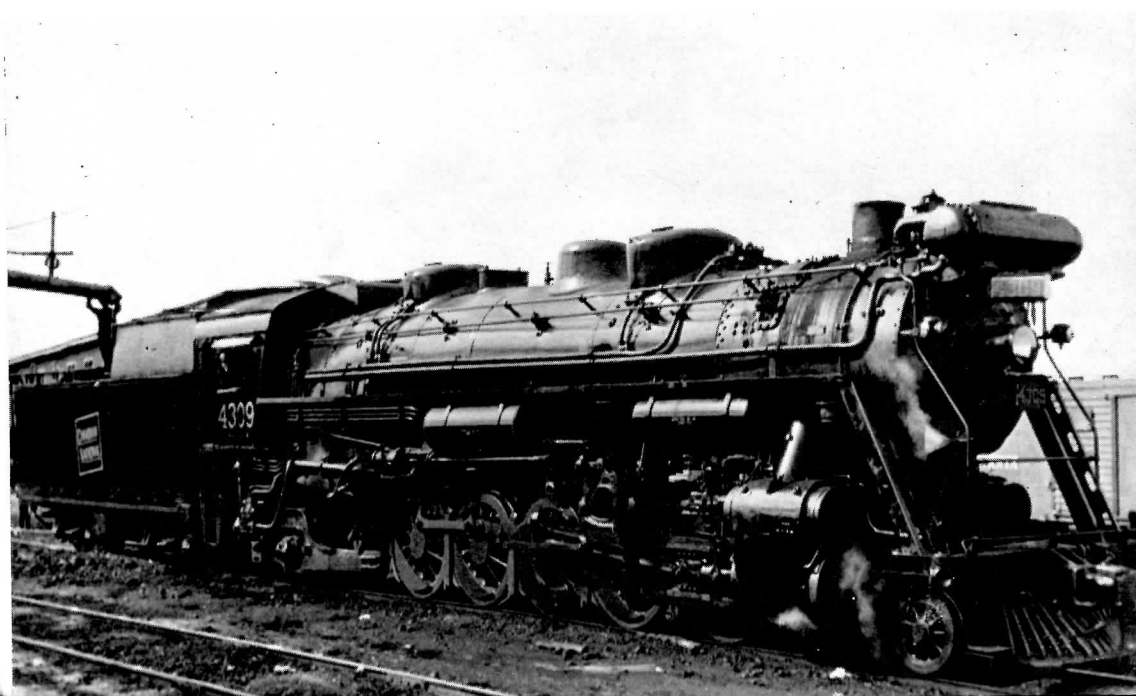


With a total of 203 Northernns, Canadian National had more than any other road in North America. 6180 was the first of class U-1-f built by Kingston's CLC plant in 1940. She was scrapped December of 1961.

Canadian National 4-6-2 K-3-a number 5569 shown here at Spadina was originally a Grand Trunk locomotive, number 233, built by MLW in 1911. Note diesel #9000 (1st.) behind 5569. It was part of diesel-electric 9000-9001 CN's first road diesel built in 1928 and scrapped in 1946.



Canadian National 2-10-2 number 4309 was turned out by Canadian Locomotive Company of Kingston in 1929. Used in heavy freight service and helper service for most of their life, the T-4-a was off the roster August 1957.





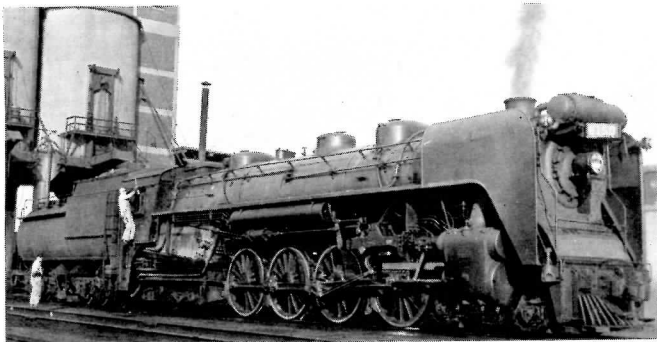
Canadian National 2486 was built by Montreal Locomotive Works in 1918 as Canadian Northern 2486. The N-2-b was scrapped in June 1961.



Canadian National 4-6-0 #1399 at Palmerston on the train for Stratford 4 August 1941. originally built for Canadian Northern as 1399, the H-6-g was scrapped in 1956.

Taking on water is U-2-e Northern 6169. Built for CN by Montreal Locomotive Works in 1940, she was scrapped in 1955.

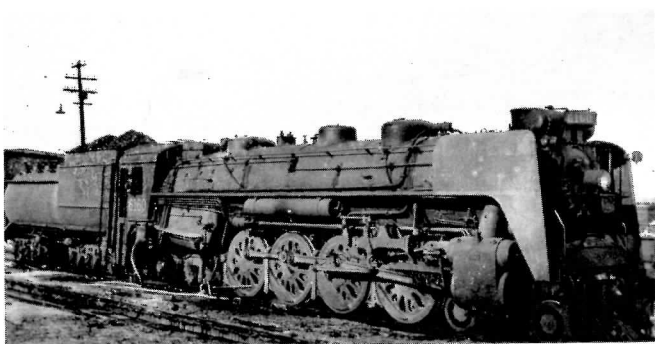




Mention Canadian National and the image that springs to mind is that of a Northern like 6150, shown here at the servicing facilities at Spadina. The smoke deflectors were added in an effort to lift the smoke from the stack over the locomotive and prevent it from blowing back to the cab.



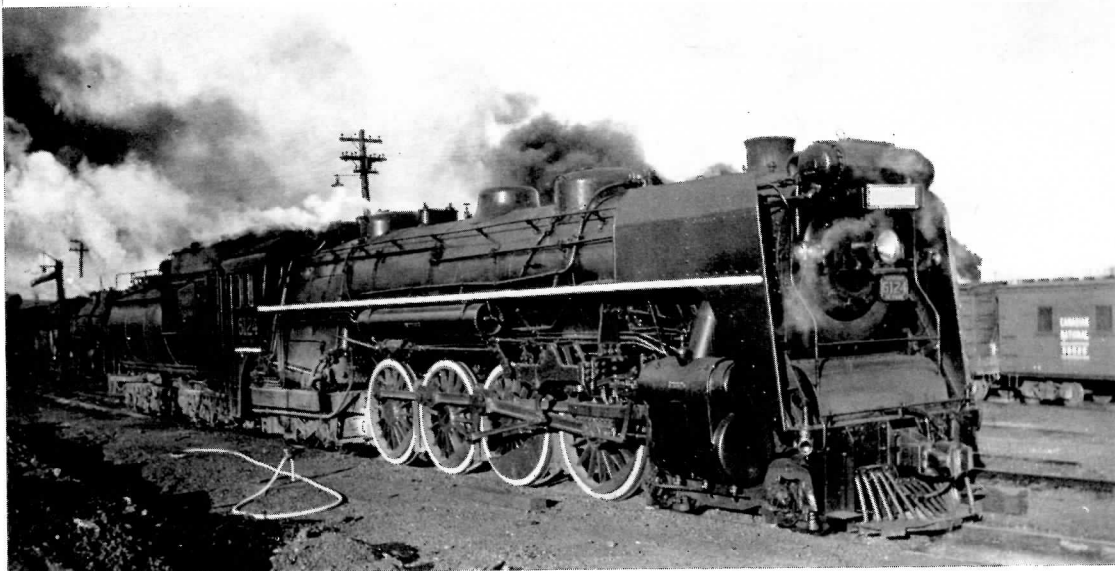
Canadian National 4-8-2 Mountain type 6017 on the head end of what appears to be a local mail and express train. In contrast to the U-1-f class, the U-1-b's did not have the conical bullet nose.



Canadian National 6160, another of CN's ubiquitous Northerns. First introduced in 1927. They were originally called "Confererations" in honour of Canada's 60th Anniversary as a nation. The class name was later changed to the more common "Northern".

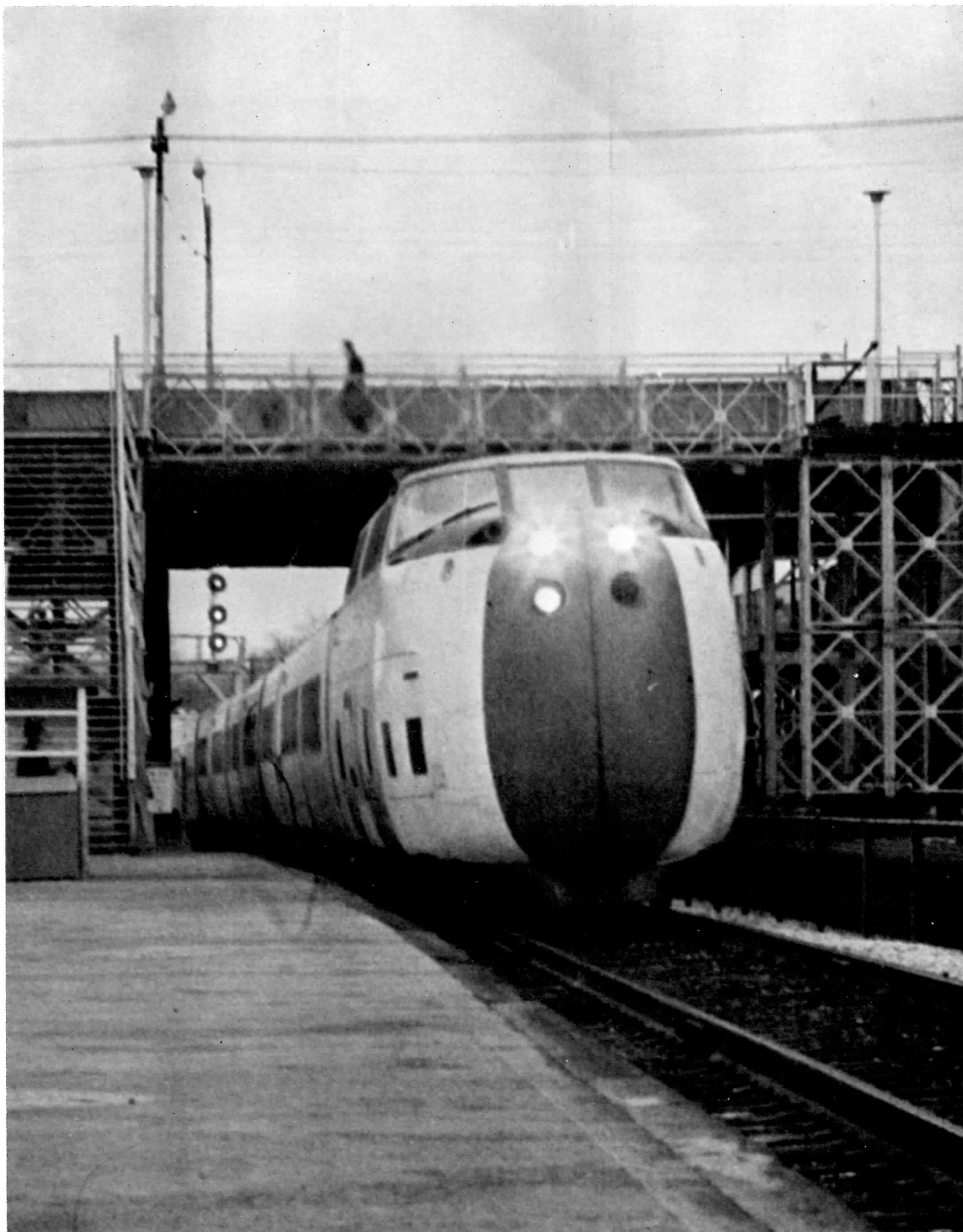


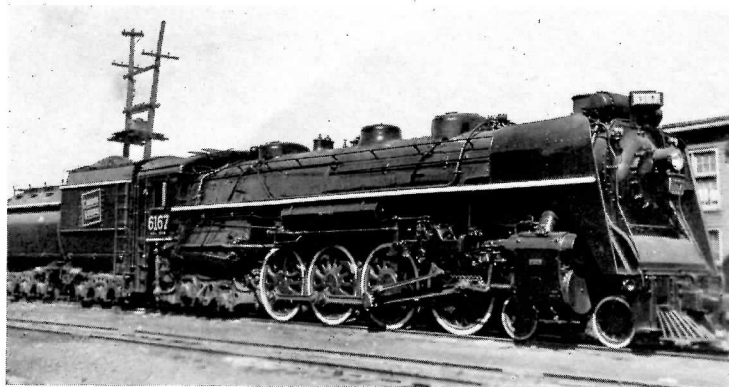
Canadian National U-1-b 4-8-2 #6019 is seen heading up a train at Hamilton's James Street Station on May 28th, 1939. Behind the locomotive there are 3 express reefers as well as a baggage and an RPO.



6124 shown here is sitting between runs. The Northerns were used in both freight and passenger service and were equally at home with either assignment. Although they had a massive appearance, they were in fact lighter than most of their American contemporaries.

It was nearly time for the 22 after the hour GO train a headlight appears at the bottom of Woodbine Hill. getting closer and closer, no one really paid much attention to it until the high pitched-whine could be heard. Looking up, and what is it but an eastbound Turbo on a test run. Danforth Station, 13 February 1969. D. W. Smith

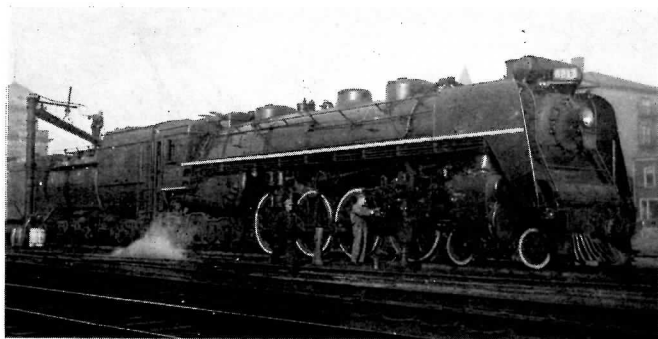




The locomotives most familiar to Railfans are those used in excursion service. Illustrated here are three of the most familiar of them. Plus another locomotive that is equally familiar to most Torontonians.

The first of CN's excursion locomotives #6167, a U-2-e class product of MLW, built in 1940. Her first excursion was Toronto - Niagara Falls on July 10th. 1960. Her last trip was double-headed with 6218 on Sept. 27th. 1964. Seen here at Truro, Nova Scotia on September 15th. 1945. She is now on display at Guelph, Ontario.

PRESERVED STEAM

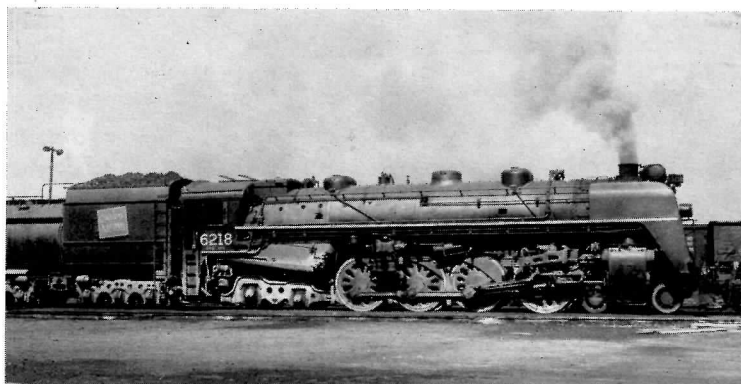


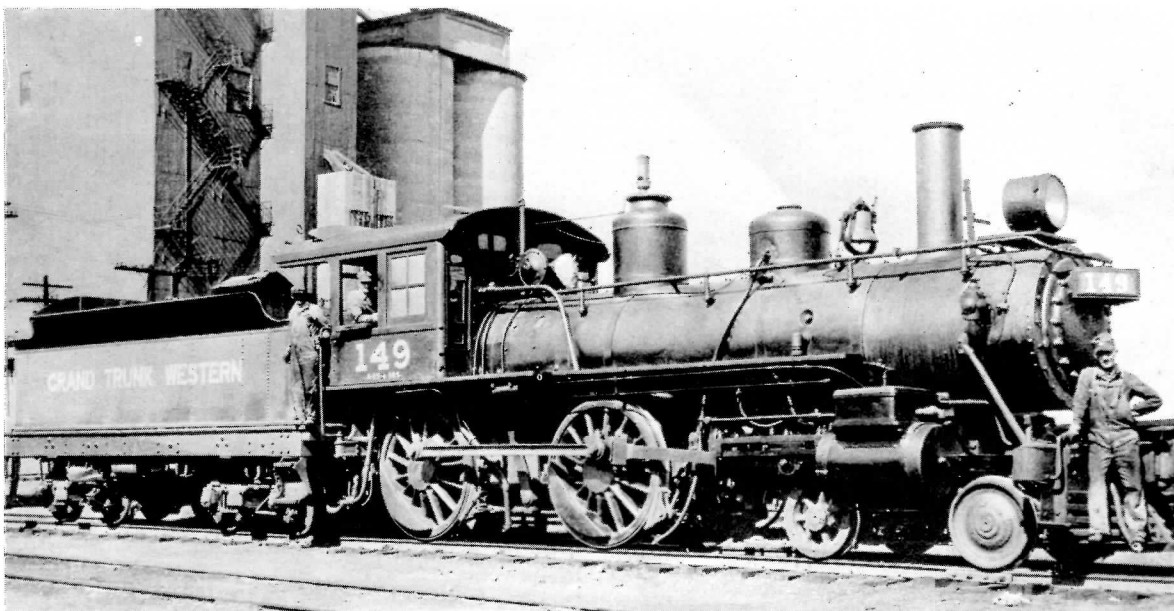
CN #6213 was the last Canadian National steam locomotive to operate out of Toronto in regular service. It is now on display at the C.N.E. grounds, alongside the Marine Museum. The Upper Canada Railway Society has been responsible for its maintenance since it was placed on display.



CN's current locomotive, a U-1-f Mountain 6060, Nicknamed "Bullet Nosed Betty" after the conical nose. Built in 1944 by MLW, the 20 locomotives of the class we assigned to passenger service in Ontario and Quebec. In the early 50's some were converted to oil firing and assigned to the west. The class was retired in 1960 and 6060 went on display at Jasper, Alberta until she was rebuilt in 1972. Seen here at Ottawa..

Canadian National 4-8-4 6218 was a great favourite of railfans until her retirement and display at Fort Erie, Ont. She was replaced by CN's current excursion loco 6060.





Grand Trunk Western 4-4-0 #149 was a class A-15-a built by Hinkley in 1883 as GTR 2263. It was retired in March 1927.



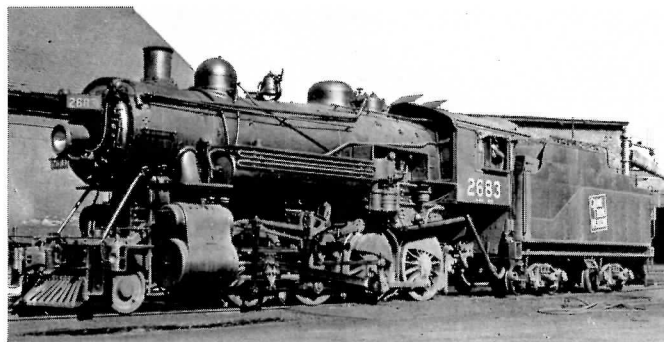
GTW 7484 built by Lima in 1920, as GTR 1809. A member of class O-18-b, she was retired in April 1961.

GTW 2683 was built by Alco in 1911 as Grand Trunk 785. Taken into CN roster, it became one of 6 in class N-4-d and was withdrawn from the roster June 1961.



Grand Trunk Western 5629 was based on a USRA heavy Pacific design and was built by Alco in 1924. One of 5 K-4-a's it is now owned by Dick Jenson of Chicago.

GTW 6307 was built in 1927 by Alco. Like CN's 4-8-4's they were equally at home with both freight and passenger service. She was withdrawn from the roster in July 1961.





NW2 7900, an EMD product of 1941 was originally GTW and then CN in 1943. Sent back to the GTW in 1965, it was sold to PNC and became C&NW 1002. Taken at Winnipeg 1947.



Alco S2 #7952, originally classed Q-6-a, was built in 1947. Reclassified MS10-a, it was retired in October 1973 as #8118. Shown here in the as delivered black and orange paint scheme.



GE 44-tonner 7550 was delivered in 1947 as 7551. renumbered in 1954 as 1500, it became #1 June 1956, class ER-4a. Sold to Greater Winnipeg Water District Railway as #103, Dec. 1966.

CN



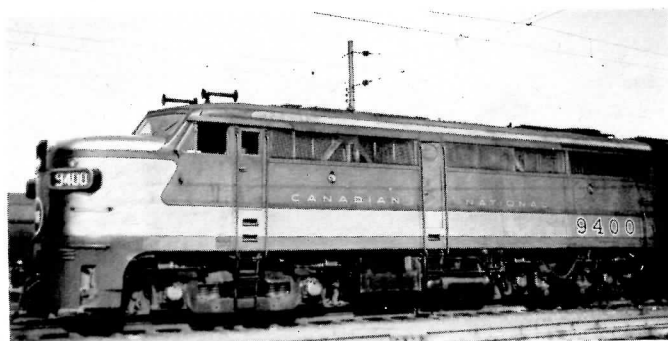
7803 was part of an order built by CLC for service on PEI. Mechanical problems led to the order being cancelled in 1949. 7803 ended up as Rock Island 1000 and was traded to EMD in 1966.

9054 was a GMD product of 1951. The F7A came off the roster in 1954 due to wreck damage. Shown in the mustard yellow and green paint scheme. Date and place unknown.



CN 9426-27, FA2 FB2 set was built by MLW in 1952. Used in freight service they were retired in April 1967 and May 1966 respectively. Shown in original paint scheme.

CN 9400 was MLW's first cab unit, delivered in April 1950. The FA1 saw many years of service and was retired in 1969. It is now on display in the National Museum of Science and Technology.





1658-59 were built by CLC in 1956 model H12-44. Shown at Turcot Yard, they were withdrawn from service and retired in December 1968 (D.W.Smith Coll.)



CN 9306 a CFA16-4 was part of the 20 unit order built by CLC in 1952. The unit was retired in January 1967. (D.W.Smith Coll.)

H16-44 #2206 was a 1955 product of CLC. Originally numbered 1841-1858 and renumbered 2200-2217, the last of them were retired in 1967. (D.W.Smith Coll.)



Thousand Islands Railway 500 was built by the Oshawa Railway shops with gasoline engines, replaced with diesels in 1948. It spent most of its life as TIR's sole piece of motive power. Retired in 1966 and now on display at Gananoque.



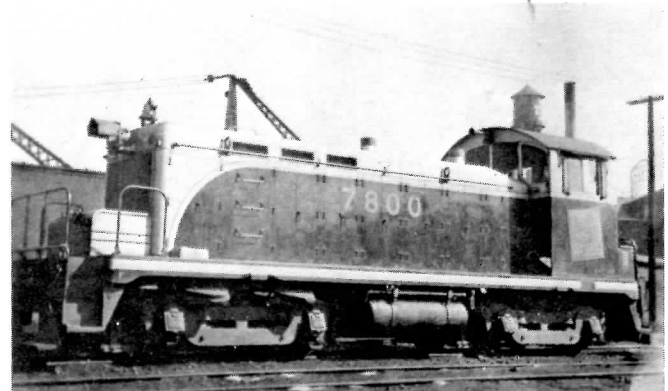
GTW 7934 shown at Elsden Yard (Chicago) May 1949 was built by Alco in 1946. Now 8110, class MS-10a it is still on the roster.



GTW 9016 shown running back to back with an unidentified unit was built by EMD in 1948. GTW's F3A's lasted longer than most, being traded in on new power in 1970-71.



GTW 7800 was built in April 1938 by the Electro-Motive Corporation model SC., was renumbered to 78 in 1950. Powered by a Winton engine, it was retired in April 1962, but was not cut up until 1967.





Britain has only two "class one roads", British Rail and London Transport. Around London there are some interesting jointly owned sections and other lines with running rights. Here a BR local passenger train is about to stop at Kew Gardens en-route to Richmond. These units operate on third rail current pick-up, the fourth (centre) rail is bonded to the running rails and is used for current return by the London Transport District Line trains that have running rights on this section. (R. Layton)

Romney, Hythe and Dymchurch Railway 4-6-2 being made ready for a trip at the line's Hythe terminal. This locomotive was designed as a narrow gauge copy of a CNR engine. (A.J. Adams)



Ex- Great Western Railway 5700 class 0-6-0PT #8456 on a way freight in the west of England. Note the brake lever on the 4-wheel flat car. These are used to pin the brakes down when descending grades. About 3/4 of British Rail's freight cars are still 4 wheeled and unbraked. (A.J. Adams)



A three-car Liverpool-Wirral commuter train lays over in a siding at New Brighton. These units were built by the LMSR in the 1930's and are Britain's only rapid transit units to have first-class seating. (R. Layton)



At the turn of the century, Victoria was on the throne, everything had its place and it made for a simpler time. This view of Liverpool's Lord Street reveals a pair of single truck, double end, double deck trams going about their daily business. The last trams ran in Liverpool in 1957. (D.W. Smith collection)



Bremen Strassebahn #36. The single truck car is seen here at Rathausplatz (City Square) on Route 5, March 15th 1959. The picturesque single truck cars are now all gone, service being provided by streamlined articulateds. (A. J. Adams)

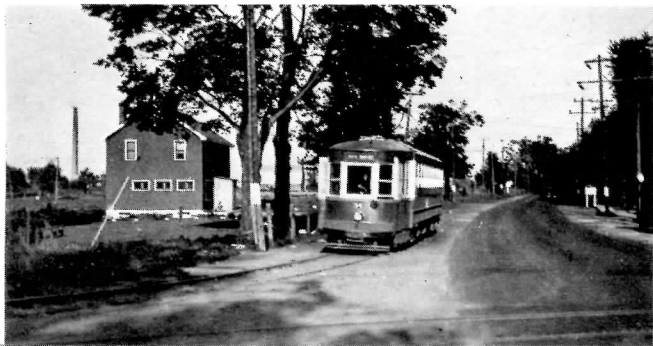
British Railways 3440, the "City of Truro". Built in 1903 for the Great Western Railway, the 4-4-0 was one of a group of 10 named after cities. It was the 2000th locomotive turned out by the GWR Swindon Works and was retired in 1931 for preservation in the Railway Museum at York. It was returned to service in 1957 repainted in the old GWR style of the early 1900's.



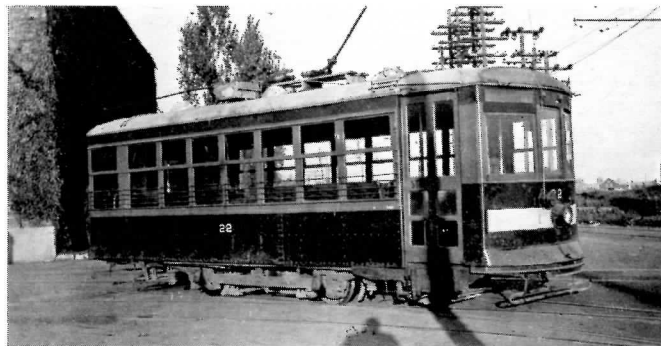
Deutsches Bundesbahn 78 class 4-6-4 tank engine was originally built as Prussian State Railway class T18. The 78.007 was acting as station pilot at Hamburg's Main Station 14 March 1959. The 1976 Winter Timetable change marked the end of steam on the German Federal Railways. (A.J. Adams Photo)

The Trans European Express Network is the result of the co-operative efforts of the railways of Western Europe. Offering fast comfortable high speed inter city service, the red and cream train sets connect all the major cities of Western Europe. TEE #16.728 is shown at Fluchen Switzerland on the 4 hour Zurich-Milan run.



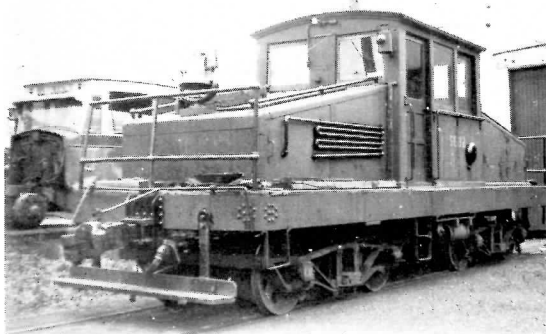
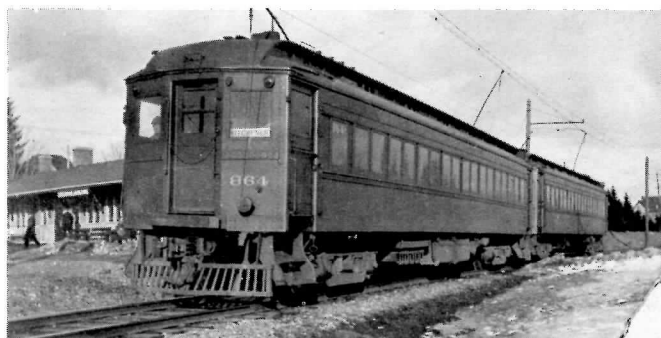


Cornwall Street Railway car 34 shown in October 1943 on its way back from the NYC Depot that was situated on the old NYC Massena - Cornwall - Ottawa line.



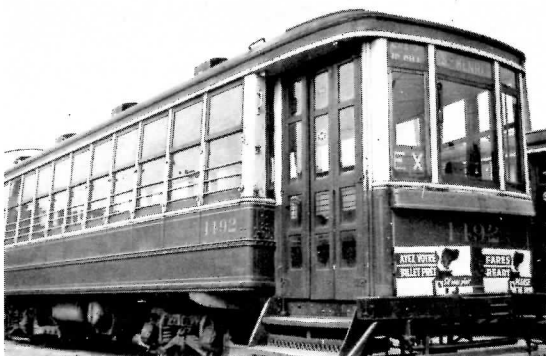
Cornwall Street Railway #22 at the shops in October 1943. Built by Preston (Brill) in 1920, it was originally Toronto Civic Railway and then TTC until sold to Cornwall with 2 others.

The Grand River Railway was the shorter sister to the Lake Erie and Northern, but carried most of the passengers. Here a two car mu train nears Kitchener from the LE&N connection.

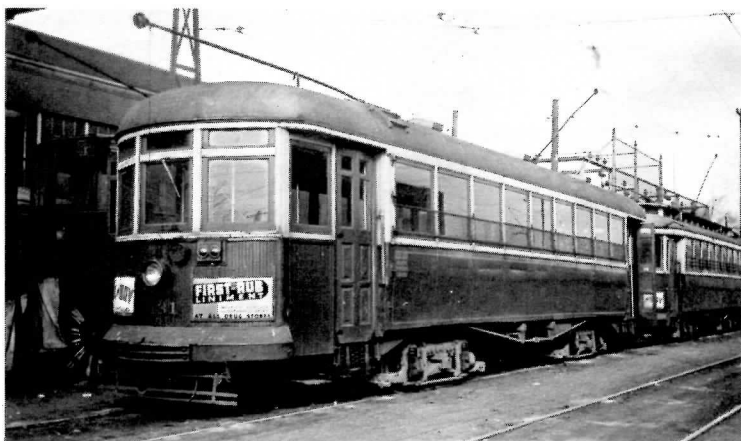


Locomotive 5002 of the Montreal Tramways Company sitting at St. Denis barns May 21, 1945.

A characteristic of the trams operated by the Montreal Tramways Commission was the lack of headlights, an omission that is quite noticeable on 1492. Seen here at St. Henri Barns 21 May 1945, it was to be another 14 years until the last trams would run.



Hamilton Street Railway car 431 was part of an order 429-457 (odd numbers only) built by Preston Car and Coach Company in 1912. Originally 2-man cars, some of them were rebuilt to one-man in 1936. All were scrapped by 1950.





St. Clair Tunnel Company 9152-55-54 at Sarnia, 20th Sept. 1937. The Z-2-a class locos were retired after diesels made the electrics redundant.

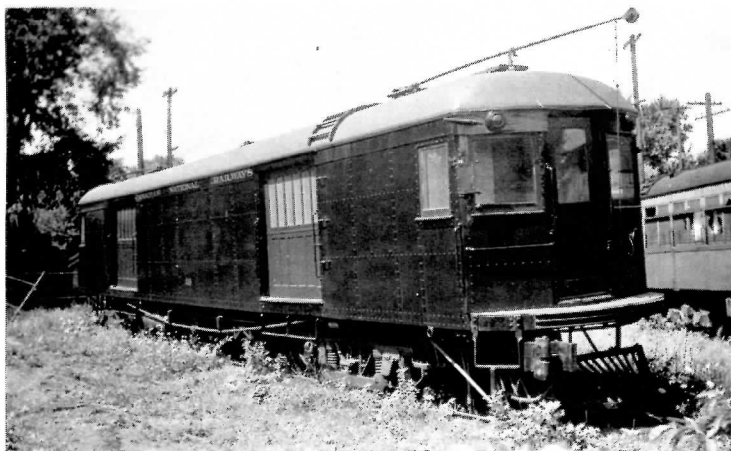


London and Port Stanley Railway #L-1 at London in 1942 is now on display at the National Museum in Ottawa. Owned by the City of London, the line was sold to CN on 1 Jan. 1966.

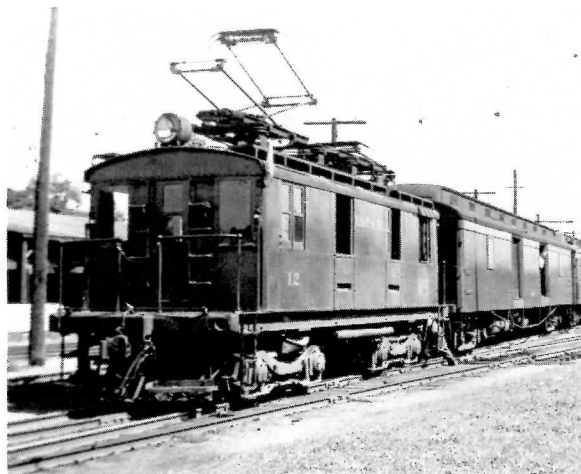
Not all of the London Transport system operates on the every train, every stop system. There are two sections where trains operate "non-stop". Here a Piccadilly Line tube train heads west-bound between Hammersmith and Acton. Service to the intermediate stations is handled by District Line trains operating on the outer two of the four tracks. (R. Layton)

In a scene that could be anytime, London and Port Stanley Railway Jewett built car number 8 is rolling down the right of way of the Halton County Radial Railway at Rockwood on February 3, 1974. Photo by Ted Wickson.

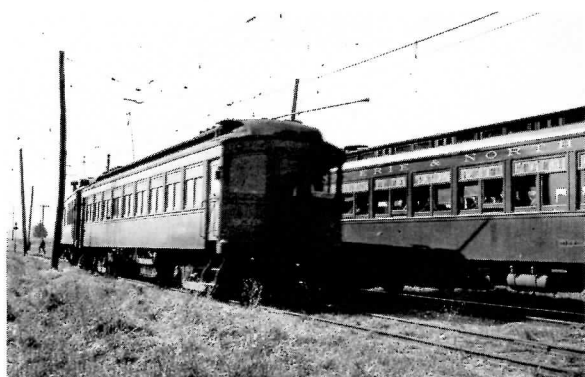




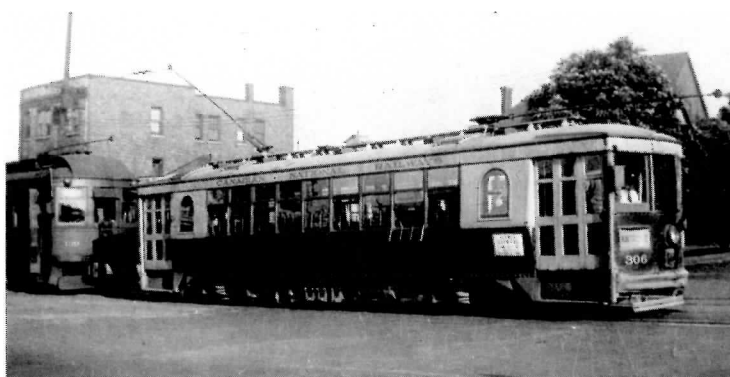
Niagara, St. Catharines and Toronto Railway Express Motor 40 seen here at Merriton was the second motor to carry that number. Originally built by Barney and Smith as Cleveland and Eastern #55, it was acquired by the NS&T in 1926 and scrapped in 1959.



L&PS freight motor #L-2 in an uncommon role; hauling a string of CPR wood coaches on an excursion at St. Thomas. L-2 is now part of the CRHA (Toronto & York Division) museum. (Reg Button coll.)

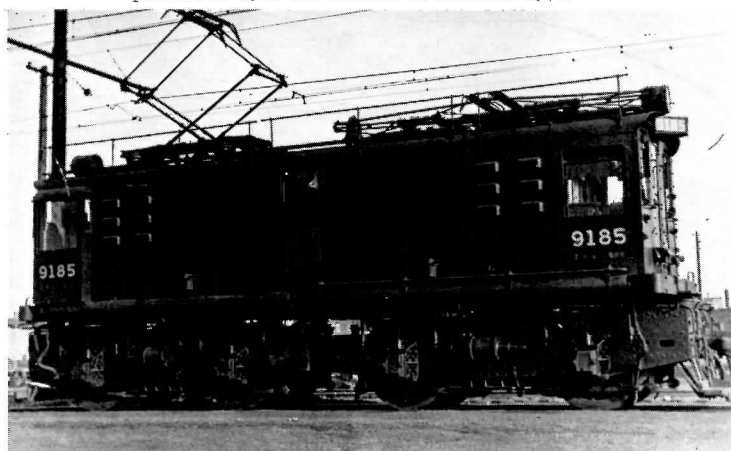


Lake Erie and Northern 939 is the first car of a two car train heading for Kitchener. The LE&N along with its associated Grand River Railway were both defunct in the early sixties.



Niagara, St. Catharines and Toronto car 306 in St. Catharines. Built in 1926 by Cincinnati, it was one of 12 light-weight city cars used mostly in St. Catharines local service. The cars were all scrapped by September 1950.

CN 9185 was originally Montreal Harbour Commission Terminal Railway #106. Acquired by CN in 1940, the English Electric product of 1926 was retired in November 1971.



The dark green freight motors of the Oshawa Railway were a familiar sight for many years on the streets of Oshawa. Finally, in 1964 326 was sold to Noranda Mines in Noranda Quebec. (D.W. Smith Photo)





CNR SCARBOROUGH



G.T.R. Station, Markham, Ont., Canada

GTR (now CNR) MARKHAM
(Markham Museum Collection)

the local station

Before the age of the automobile and the truck the railway station was the hub of a small community. Shown on this page are six local stations from Southern Ontario. Only two (Markham and Weston) are now in active use.



CPR/GRR KITCHENER JCT.



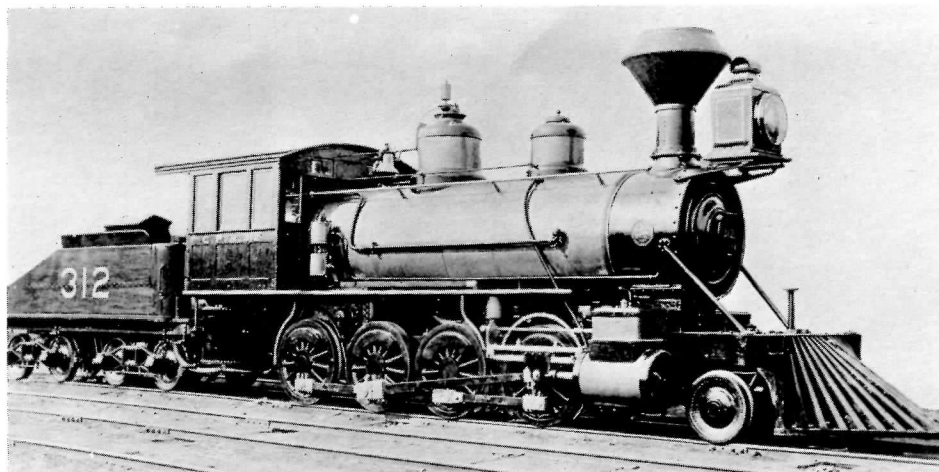
CNR DANFORTH

CNR WHITEBY

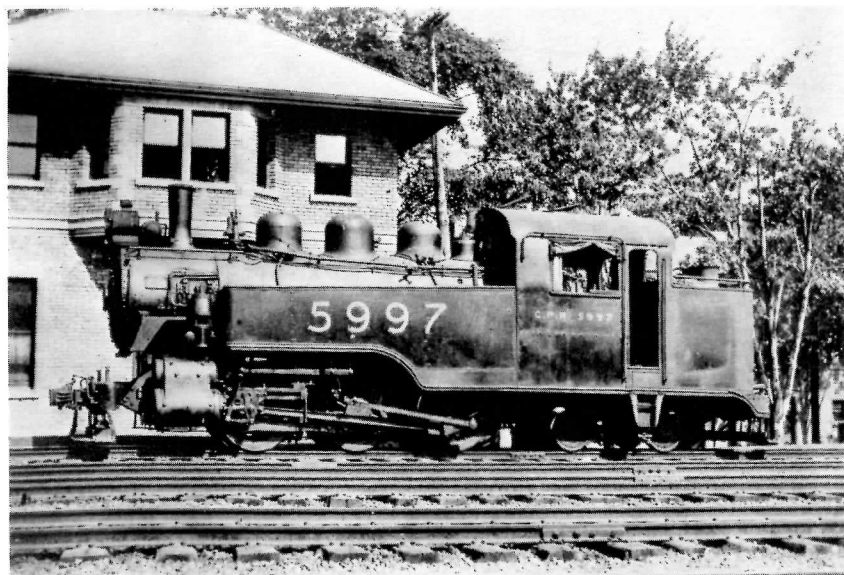


CNR WESTON



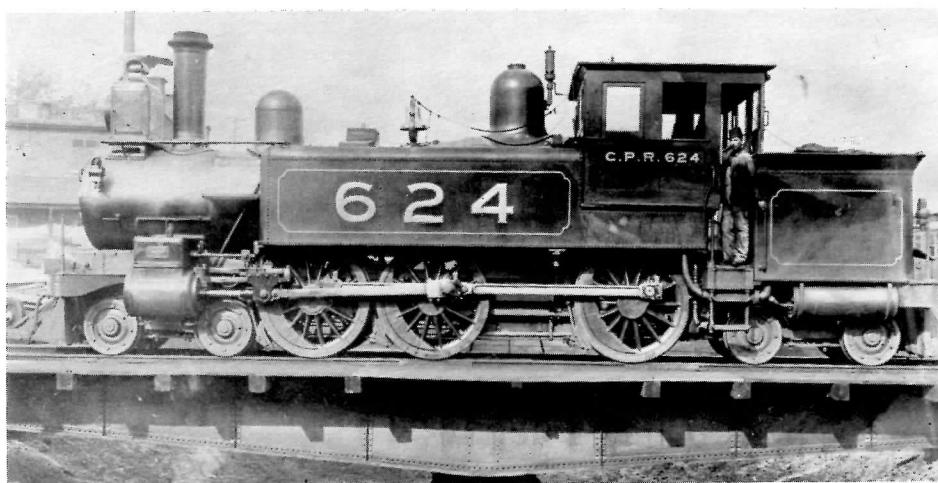


Canadian Pacific 2-8-0 #312 was built for heavy freight service. The giveaway for this is the relatively small drivers, whose power, not speed, was the important factor.



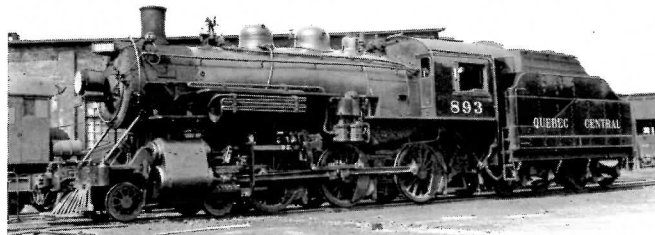
When the switching gets heavy you need more than an 0-6-0. Here CPR 5997 sits between duties. The 0-6-4T was a member of class T-3-a.

Canadian Pacific 4-6-4 Tank engine 624 was used in commuter service out of Montreal for most of its lifetime. The locomotive was bidirectional as indicated by the plow pilot on the rear. CP's commuter service is now run with RDC's and bilevels.





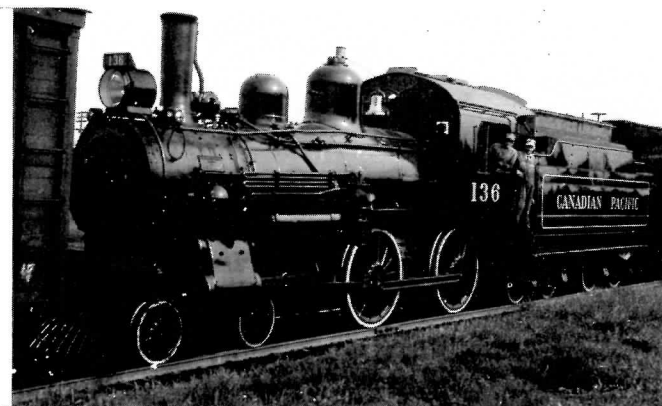
War had just broken out in Europe when this shot of CPR 2-8-0 #3954 was taken at North Bay in September 1939. The locomotive became CPR after the takeover of the Algoma Eastern.



Quebec Central 893, one of CP's ubiquitous ten-wheelers shown here on the ready track was taken August 11th, 1940 at Sherbrooke, Quebec.



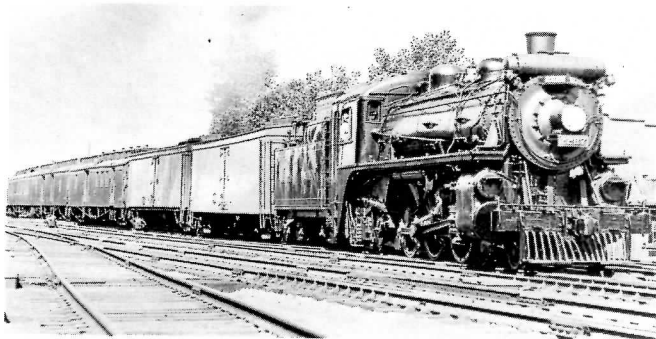
Canadian Pacific 1098 was caught at Haycroft doing the switching chores. The locomotive is another of CP's ten-wheelers that were a familiar sight on any of their branches.



Qualifying as one of CP's oldest locomotives, CPR 136 was built in 1885. The A-2-m 4-4-0 shown at Brockville in 1943 is now operated by the Credit Valley Railway.

Canadian Pacific 7023, an Alco S2 was one of CP's early diesels. Seen here in the original black with gold lettering it was working the Toronto Harbour Commission track off Queens Quay.

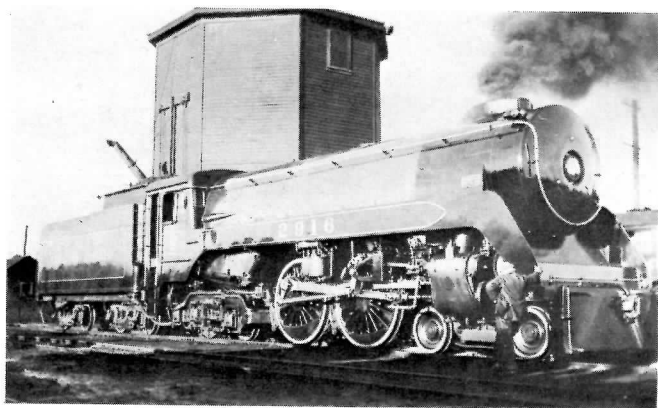




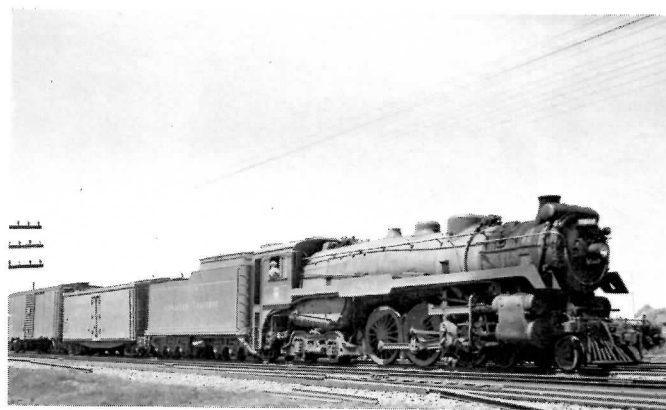
The typical mail and express local was caught at Montreal with CP 2227 on the head end. Note the consist - 2 express reefers, RPO, baggage and 2 coaches.



A Canadian Pacific freight working heavily out of Oshawa is the subject of this photo taken on 6 April 1945. The locomotive, 2325, a member of class G-3-c, is now but a memory.



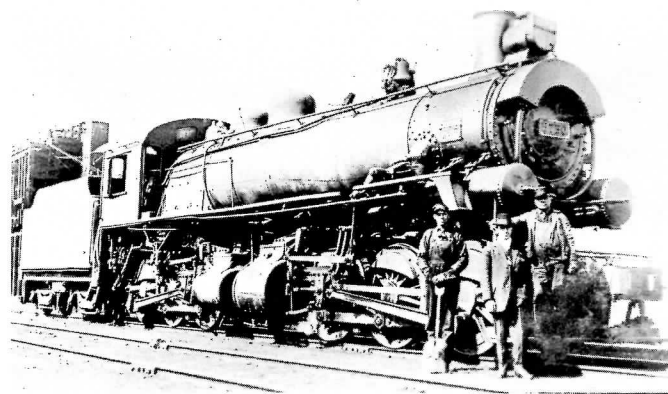
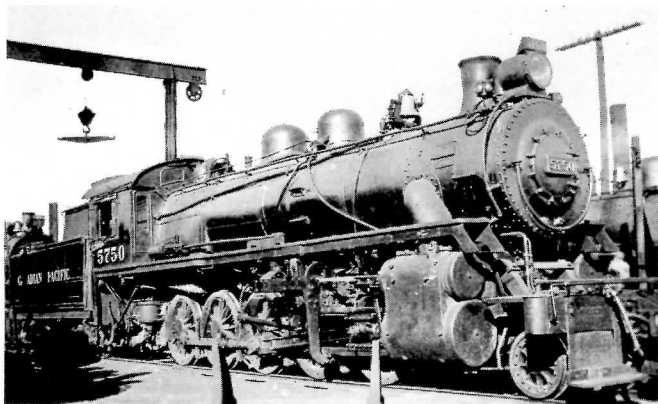
Along with the Reading, Canadian Pacific was the only road in North America to go in for the 4-4-4 in large numbers. Used in semi-fast and fast local services, they were a common sight on secondary and main lines. Class F-1-A #2916 is seen here at Calgary 27 February 1938.



Canadian Pacific went in for the 4-6-4 wheel arrangement in much the same way that Canadian National went for the 4-8-4. Unstreamlined Hudson 2814 is seen here making a lift at Oshawa 22 May 1944.

Canadian Pacific "Royal Hudson" number 2836 on the "Dominion". Shown at Ignace, Ontario in 1939, the "Dominion" was CP's premier train until superseded by "The Canadian" in 1954.



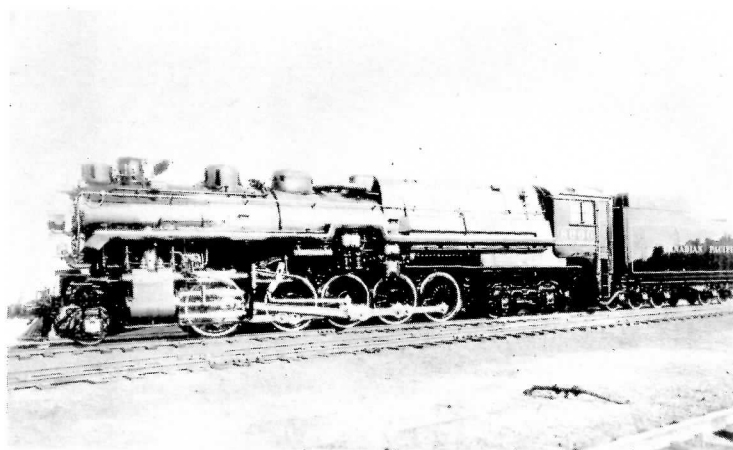


The "Big Hill" out of Field B.C. was always an operating headache for Canadian Pacific. In an effort to overcome it, they at one time tried a series of 0-6-6-0 articulateds that featured back to back cylinders. They did not prove to be successful and they were rebuilt as 2-10-0's. Shown above is 5750 before and after rebuilding. Left, as an 0-6-6-0 taken at Winnipeg, Man. the high and low pressure cylinders are quite plain to see. Right, 2-10-0 #5750 is shown at Toronto on May 1, 1940.

EXPERIMENTS

AND

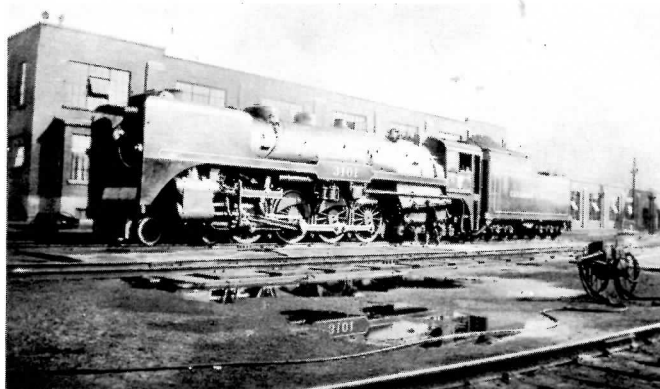
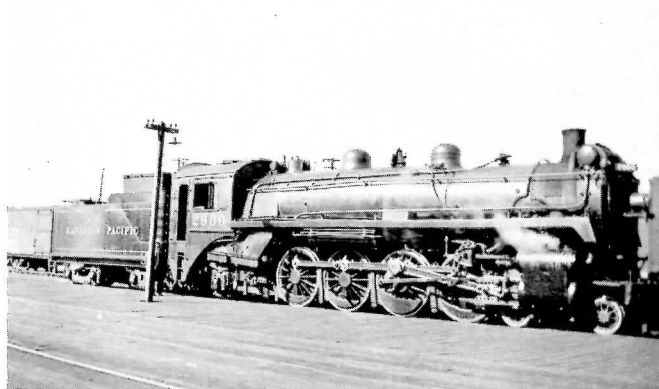
PROTOTYPES



Canadian Pacific 2-10-4 #8000 was a "one-off" design. Class T-4-A it was built in 1931 as a high pressure compound but it did not live up to expectations and was withdrawn from service early in its life. Taken at Calgary in 1932.

Unlike Canadian National, Canadian Pacific only owned 2 Mountains, and 2 Northerns. Canadian Pacific 2900-01 class I-1-A were the two Mountain types which were built as enlarged Pacifics. 2900 was photographed 6 June 1942 at St. John.

CP's two Northerns (3100-01) were built in 1938 and were used for most of their lives in the Toronto-Montreal service. Classed as K-1-A both locos have been preserved: 3100 at the National Museum in Ottawa and 3101 at the IPSCO plant in Regina. Photo taken April 6th., 1939.





Canadian Pacific SD40's 5514 and 5519 are seen running elephant-style, slightly overpowering their 10 car train. The train caught by the camera of David Booth is approaching Birchmount Road in Toronto.



Canadian Pacific FP7A 4075 and RS 8479 trail behind the pilot engine taking them to Agincourt Yard. The units, off the Toronto section of the "Canadian", are maintained at Agincourt Yard and a pilot engine usually takes it there from John Street. Photo by Dave Booth at Birchmount Rd.

It was a cold sunny afternoon when Ian Taylor caught extra west 4001 at Dorval, Quebec, 23 February 1963. Trailing an RS-3 and a geep, the FA-1 was traded in to Montreal Locomotive Works for C424 #4227.



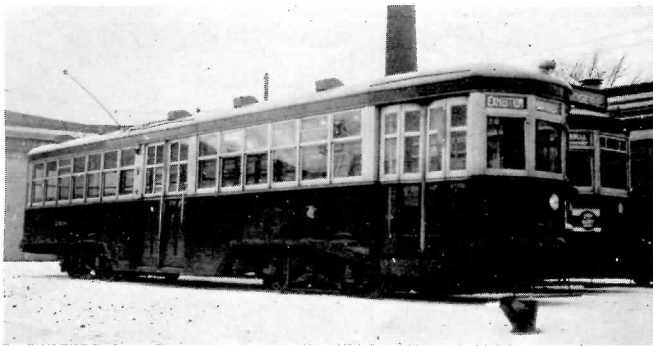


Canadian Pacific

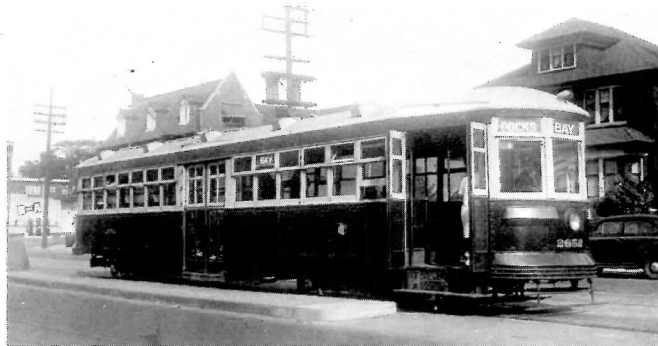
CP Rail GP35 #5009 with white flags flying whips through Burlington with the "Starlight" heading for the THB connection at Kinnear Yard. The gate house, now gone, marks the site of the level crossing that was replaced by the present underpass. (D. W. Smith)

CP Rail M636 4707 gets a hosing down following a run. the big MLW-built engine was sitting in the sun on a warm afternoon at Agincourt Yard in July 1970. Wonder how much water went into the cab? (D.W. Smith)

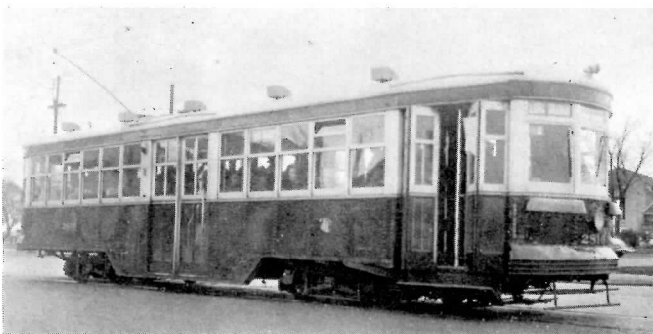




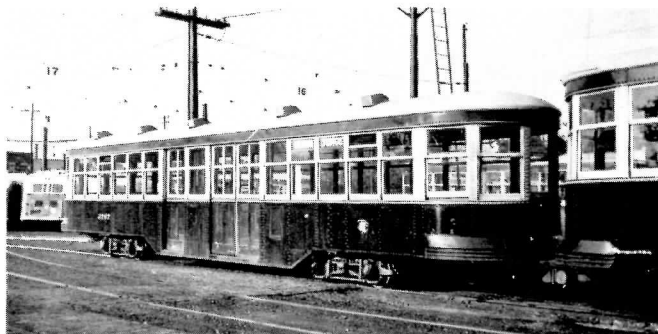
Peter Witt car 2408 was part of the original TTC order of 1921. Built by the Canadian Car and Foundry, as Class "A", the cars became "K" Class in 1925. Shown at St. Clair Division.



When the TTC restricted the bidders for a 50 car order to Canadian builders, the JG Brill Co., took over the Preston Car and Coach Company specifically to bid on the order. The successful bidder, Brill turned out TTC 2580-2678 (even numbers only), that ended up as class "M" in 1922. They were all out of service in 1954, when the Yonge Street subway was opened. Shown at St. Clair and Wychwood, 22 July 1944.



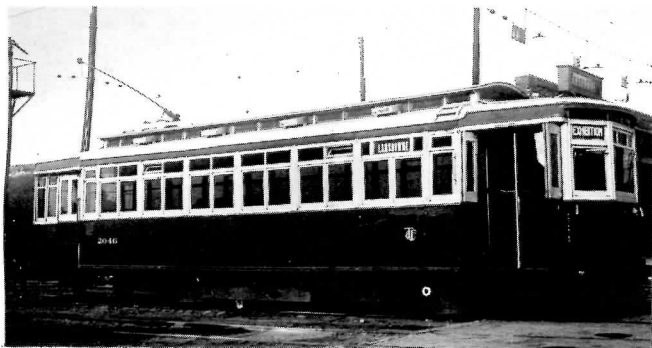
Peter Witt number 2810 shown on the Long Branch Route was part of a 1923, 50 car order built by the Ottawa Car Company. By the end of 1965, the last of the cars were out of service.



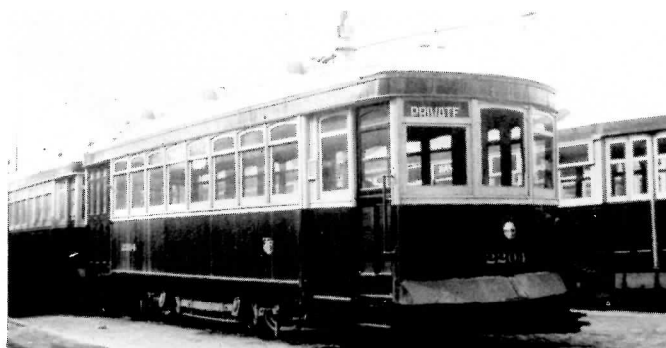
There are many photographs of the Peter Witt Cars, but not too many photographs of just their associated trailers. Pictured here is TTC 2767, built in 1923 by Canadian Car and Foundry, at Eglinton Division, July 14, 1944. The 100 members of the class "Q" cars were withdrawn by the end of 1954 at the opening of the Yonge Street Subway.

A summer tradition for Torontonians was to take the streetcar down Bay Street to the Ferry Docks for the trip across the bay to the Island on one of the ferries operated by the TTC. Long associated with Bay Street were the Witts, in this case, L-1 class 2522, one of a 40 car order built by Canadian car and Foundry in 1921.





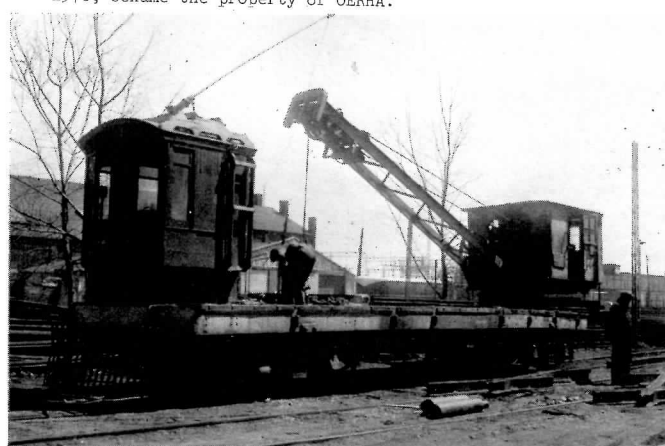
Toronto Transportation Commission 2046 at Lansdowne Carhouse 22 September 1943. Built by the Toronto Railway Company in 1915, the TTC classed her as P-1. Shown here signed for the LANSDOWNE - EXHIBITION Route, the last of the cars were withdrawn in 1950.



TTC class F car 2204 has had a long and varied life in Toronto. Originally built by Preston Car shops in 1915 for the Toronto Civic Railway as #52, it became 2204 in 1921 with the TTC takeover. In 1932, it was converted to scraper 2204. In 1955, it was again converted, this time to rail grinder W27. In 1967, W27 was converted to subway maintenance car RT-7. With the arrival of RT 14-RT 15, RT 7 was put into standby service and then in 1976, became the property of OERHA.



A visit to the back of the TTC Hillcrest Shops revealed Steam Shovel #2 and Shunter Y18 on 15 April 1944. Y18 was one of the few standard gauge pieces of equipment owned by the TTC and was used to move standard gauge railroad cars around the shops. Y18 came off the roster of TTC equipment in 1976.



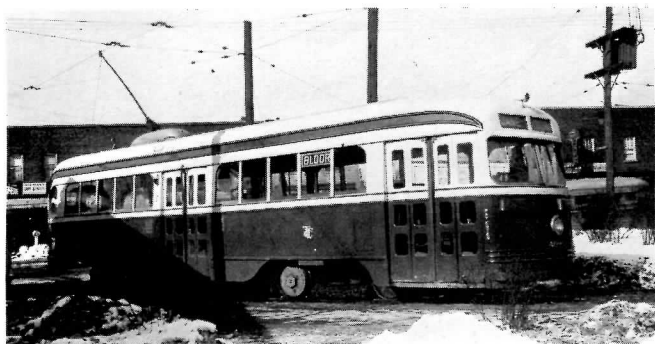
Crane number C-2 pictured at the back of Hillcrest Shops, 15 April 1944. Built by the TTC in 1921 the crane went to the Ontario Electric Railway Historical Association located at Rockwood Ontario in 1972.

Toronto Transit Commission Wooden car 1316 at St. Clair Divisions Wychwood Carhouse. Originally built in 1910 by the Toronto Railway Company as an O-1 class car, it became TTC class BB in the 1932 reclassification. They were all withdrawn from service by the early fifties.



Toronto Transit Commission 1444 pictured at Lansdowne Carhouse April 4, 1945. Built by the Toronto Railway Company in 1911 as an O-3 class car they were withdrawn from service in 1951.

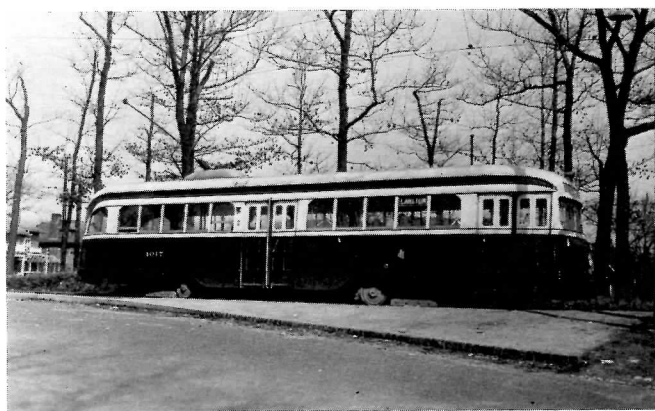




Toronto Transportation Commission A-1 class PCC 4090 making the turn into Luttrell Loop at the east end of the Bloor-Danforth carline, Feb. 19, 1944. 4090 was one of the 140 PCC's sold to Alexandria Egypt.



TTC 4057 running westbound at College and McCaul 5 Feb. 1945. The A1 class was gone by 1966.



TTC 4017 sitting at High Park loop was originally by CCF-St. Louis Car Company in 1938. It was part of a 140 car order 4000-4139.



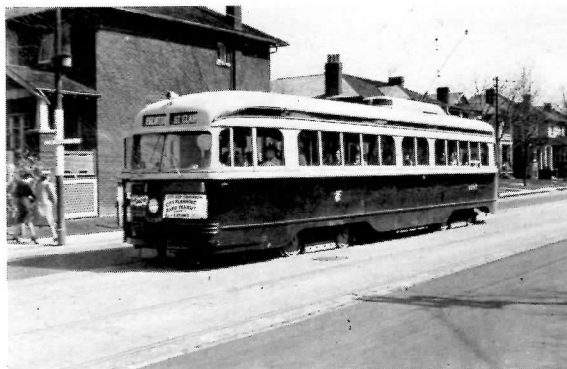
TTC 4016 at Bloor and Parliament 8 August 1944. The eastbound car is approaching the "speedway" across the Prince Edward Viaduct that was one of the more memorable aspects of the BLOOR-DANFORTH line.



Effective 1 Sept. the MOUNT PLEASANT carline reverted to busses. Originally a trolleybus it became an extension of the ST. CLAIR car and will become a trolleybus line again in 1977. Seen here is a Gray Coach bus taken some time in the 1940's with MT. PLEASANT on the roll sign. More information on this photo would be welcome.



TTC 4287 northbound at Moore Park and Mt. Pleasant 8 April 1945. Built in 1945 by CCF-St. Louis, it was sold in 1970 to Alexandria, Egypt.





TTC 4761 is at Wychwood Carhouse was built by St. Louis Car Co. in 1946 for Kansas City Public Service as 762. Acquired by the TTC in 1957, all the A14 class cars are gone, 11 to San Francisco, 13 to Philadelphia and 6 scrapped. (D. Morgan Collection)



TTC 4648 running east on Dundas just east of Yonge. Built by Pullman in 1946, it came from Cleveland Transit as their 4223 in 1952. They are still in service. (D. Morgan collection)



TTC 4310 at Victoria and Queen is one of the original all electrics built in 1947 for the TTC by Canadian Car and Foundry and St. Louis Car Company. (D.Morgan Collection)



TTC 4692-4684 running in M.U. Service at Queen and Bay. Built for the Louisville Railway Company in 1946, they went to Cleveland Transit System and were then sold to the TTC. The cars were Louisville 518-510 and CTS 4267-4259.



TTC 4545 built by CCF in 1951 is still in service, shown here at St. Clair Station. There is no longer streetcar service to Eglinton, the ST. CLAIR route being cut back to the subway last Sept. 1st. (V. McGuire)

