

# **THE TORONTO RAILWAY MUSEUM COLLECTION**

## **Locomotives**

### **Toronto Railway Heritage Centre No. 1**

- 50 Ton Diesel-Electric Whitcomb center-cab switcher manufactured by the Canadian Locomotive Company at Kingston, Ontario in 1950.
- Switched limestone quarries in Scarborough for 45 years.
- Leased by York-Durham Heritage Railway in 1997.
- Purchased by the TRHC in 2007 to move equipment around the museum.
- Can move heaviest locomotives and also fit on turntable.

### **Canadian Pacific Railway (CP Rail) No. 7020**

- Alco S-2 built by American Locomotive Company in Schenectady, New York in 1944.
- Used to switch railway cars and make up trains in the yard; also used to move cars in and out of industrial sidings and bring them to the freight yard.
- 1,000 horsepower engine was CPR first diesel to operate in the Toronto area.
- Within 15 years of purchase, diesels would completely replace steam locomotives on Canadian railways.
- Retired in 1986 and donated to the City of Toronto.

### **Canadian National Railway No. 4803**

- GP-7 built by General Motors Diesel of London, Ontario in 1953 and originally numbered 7559. Number changed three more times until 4803 in 1984.
- GP for general purpose, meaning engine could go anywhere and do anything.
- Over 7,000 units similar to this one operated in North America; this unit ran all over Canada.
- Retired in 1984 and donated to the City of Toronto.

### **Canadian National Railways No. 6213**

- U-2 class Northern 4-8-4 built by Montreal Locomotive Works in 1942.
- In freight and passenger service for a million miles ranging from Halifax to Saskatoon.
- Donated to City of Toronto in 1960 and displayed at Exhibition Grounds until brought to Roundhouse Park in June 2009.

### **VIA Rail Canada LRC No. 6917 (NOT ON SITE)**

- TLRC (Light, Rapid, Comfortable) was built by Bombardier (MLW), Alcan and Dofasco in cooperation with Canadian National and VIA.
- Used in Quebec City - Windsor Corridor from 1981 until their retirement in 2001.

- LRC concept was the forerunner of Bombardier's high-speed passenger rail program.
- In the early 1990s, hauled the fastest intercity trains between Montreal and Toronto: 3 hours; 59 minutes. Trains today take almost 5 hours.

### **Porter Compressed Air Locomotive**

- Built by the H.K. Porter Co. of Pittsburg Pennsylvania in 1906.
- Propelled by large air cylinder charged each day from a stationary compressor.
- Used in industries where fires and sparks from a smokebox would be dangerous.
- Operated at Canada Cordage plant in Welland, Ontario until 1956. Purchased by Andrew Merrilees and displayed at West Toronto until acquired by TRM in 2016.

### **Cab of CN F7 No. 9159**

- Originally numbered 9038, the F7 numbered 9159 was built in June of 1951 at General Motors Diesel in London, Ontario, Canada, during the first year of the plant's operation.
- After 40 years in both freight and passenger service between Quebec and British Columbia, the unit was scrapped in the spring of 1991.

### **Canadian Pacific Railway No. 7069 (NOT PART OF TRHC COLLECTION)**

- DS4-4-1000 built by Baldwin Locomotive Works in Pennsylvania in 1948.
- Only 11 of these came to Canada and all were used in the Vancouver area and on Vancouver Island.
- Retired by CP in 1978, privately purchased and brought to Toronto.

### **Pyke Crane**

- Bert Pyke Ltd, Oshawa, circa 1985. 18 ton capacity "rail crane" (for lifting rails). Ex TTR nee CPR now TRHC.
- Has Detroit 6V-53T two-stroke turbocharged diesel engine, is self propelled and will handle a small service train by itself.
- All motions are hydraulically driven and controlled.
- Quite modern, joysticks, cab air conditioning.

## **Freight Cars**

### **Toronto, Hamilton & Buffalo railway caboose No. 70**

- Built in 1913 by American Car & Foundry in Berwick, PA.
- Caboose provided headquarters for freight crews with office space, bunks, a kitchen, and a cupola to observe the cars of the train.
- Caboose instantly recognized by public and at rear of every freight train.

- Cabooses phased out by railways in 1990's and replaced by electronic device on last car of train.
- Completely restored by TRHA volunteers; almost 50% of wood so rotten, had to be replaced.

### **Reinhart Vinegars RVLX 101**

- Built for Reinhart Vinegars in 1938 and used to transport vinegar from its Ontario facilities to industrial consumers such as pickling plants.
- One of only two of its type still in existence.

### **Canadian Pacific Railway, Dominion Boxcar No. 188625**

- 36-foot wooden boxcar built in 1917; one of 33,000 acquired by CP
- Would form a train 225 miles long.
- Boxcar was most common type of railway car ever built.
- Used to transport packaged cargo as well as grain and other bulk commodities.
- Replaced by more specialized cars starting in the 1960s.

### **Canadian National Railways Caboose #79144**

- Built by the Eastern Car Company of Trenton, Nova Scotia in 1920 as a wooden boxcar #424669.
- With wooden boxcars becoming obsolete, the CN rebuilt it into caboose in 1957.
- Retired by CN and purchased by Picketts Garden Supplies in Woodbridge.
- Moved here in 2014 and exterior cosmetically restored by museum volunteers to its early 1950s appearance.

### **Canadian National Railways Flat Car No. 42423**

- Built by Canadian Car & Foundry in 1930 as boxcar #426254.
- Rebuilt into flat car in 1976.
- Flat cars used to haul freight loads too large for enclosed cars.

## **Passenger Cars**

### **Canadian Pacific "Cape Race"**

- Built as "River Liard" in 1929 by National Steel Car in Hamilton.
- Luxurious first class car was for comfort of sleeping car passengers and featured showers, smoking room, lounge, solarium and a small buffet.
- In 1941, lounges and showers taken out and replaced with bedrooms.
- Renamed Cape Race in 1947 and saw service all over Canada.
- Sold to Upper Canada Railway Society in 1969 and used for excursions.

### **Canadian Pacific "Jackman"**

- 14-section sleeper built by Canadian Car & Foundry in Montreal in 1931.

- Consisted of seven sets of upper and lower berths on each side of car.
- Each section converted to facing seats during the day; large washrooms at each end.
- Converted to work train service in 1960; now owned by City of Toronto.
- Leased to Symtech Innovations, contractors building Copeland Transformer station.

### **Dominion Atlantic “Nova Scotia”**

- Built at cost of \$12,000 in 1896 by Pullman Company near Chicago as parlor car for the Dominion Atlantic Railway.
- Originally named “Sans Pareil”, French meaning incomparable or without equal.
- In 1915, converted into a business car and renamed Nova Scotia and assigned to the new general manager of the DAR, George E. Graham.
- On the morning of December 6, 1917, Nova Scotia was parked in the railway’s Halifax terminal, the Intercolonial North Street Station. Aboard the car, general manager Graham and his family were eating breakfast when two ships, the Belgian Relief vessel "Imo" and the French munitions carrier "Mont Blanc" collided in Halifax harbour at 8:45 AM.
- Twenty minutes later the munitions ship blew up in the largest man-made explosion prior to Hiroshima. 1,600 people died and 9,000 were injured in the worst disaster in Canadian history.
- Intercolonial Railway facilities in Halifax were devastated including severe damage to the North Street Station, where several passengers and railway employees were killed.
- The car sheltered Graham and his family and he quickly made his way to Rockingham, the nearest surviving telegraph station about three kilometers away and ordered a relief train from Kentville. It brought doctors, nurses, supplies and rescue equipment the afternoon of the explosion and was one of the first relief trains to arrive in Halifax.
- In 1941, Canadian Pacific Railway’s Angus Shops in Montreal remodeled the Nova Scotia, lengthening the car, enlarging the kitchen and relocating the master bedroom. It remained on the Dominion Atlantic Railway roster until 1958, when it became Canadian Pacific’s business car No. 7, assigned to the Superintendent at Farnham, Quebec. In 1963, CPR decided to retire its wooden cars from company service and No. 7 was sold to the Upper Canada Railway Society, a rail enthusiast group based in Toronto, Ontario. For the next six years, the car would bring up the rear of UCRS’s chartered excursion trains.
- The UCRS sponsored several excursions a year, when they chartered special trains from the railways and filled them with hundreds of railway fans. The

excursions frequently operated over tracks that had not seen passenger train service for several years. Nova Scotia lent a touch of class to these trains, a classic open observation car, as had been seen on many passenger trains until the 1950's. The car also served a practical purpose, providing a lounge and meeting space on these excursions.

- By 1969, the railways were no longer willing to operate wooden cars on their tracks and the UCRS purchased *Cape Race*, a steel car built for the Canadian Pacific Railway in 1929. *Nova Scotia* was sold to a museum in London, Ontario but the museum faltered and the car remained dormant for the next four years. In December 1973, *Nova Scotia* was purchased by the Ossawippi Express Dining Cars Restaurant in Orillia, Ont. This was a popular themed restaurant that employed several railway cars as part of its decor. The restaurant closed in 2010 and the cars were acquired by the City of Orillia.
- Acquired by TRHA in 2013 and is used as a museum office, archival storage and meeting rooms.

#### **GO Transit Cab Car No. 104**

- was built as C754 in 1967 at the Hawker Siddely plant in Thunder Bay, Ontario, now a part of Bombardier Transportation.
- GO Transit initiated Canada's first specially designed commuter train operation that began service on May 23, 1967 between Oakville and Pickering.
- A cab car is a railway coach with full engineer controls at one end of the car and is placed on the opposite end of the train from the locomotive so the train can be operated in both directions without turning it around.
- The single-level car No. 104 was retired by GO in 1994, replaced by the new bi-level cars with much greater passenger capacity, and then sold to the "Agence métropolitaine de transport" for commuter operations in the Montreal area.
- The AMC removed the car from service in 2010 and it was purchased by the "Société de chemin de fer de la Gaspésie" for passenger service in Eastern Quebec province.
- No. 104 was reacquired by Metrolinx in January 2017 and restored to its GO Transit operational appearance to celebrate the 50th anniversary of the establishment of the provincial commuter agency and the permanent display of the car at the Toronto Railway Museum.