

October, 1958 - Number 153

SOCIETY ACTIVITIES: The Society meets on the first and third Fridays of every month from September to June. The October General (indoor) meeting will be held at 8:30 P.M. in Room 486, Toronto, Union Station on the 17<sup>th</sup> and the entertainment will consist of a showing of steam slides of international interest.

➤ A meeting will be held on Friday, November 7<sup>th</sup> at Dundas and Bloor Streets to observe transit and railway operations.

PAST MEETINGS: September 19<sup>th</sup>: The first General Meeting of the 1958-59 season saw a good attendance (approximately 35 members) who witnessed a showing of movies and slides depicting trips taken by members during the past summer. The varied selection ranged all the way from the railway exhibits at the Brussels World's Fair to scenes of the Comox Railway & Logging Company on Vancouver Island.

➤ October 3<sup>rd</sup>: Observation session at Bathurst and Front Streets.

Coming Excursion: - The membership is again reminded of the informal excursion (using regular train services to Midland, Ontario via Blackwater Junction). This is a farewell excursion to C.N.R. trains 603 and 604, which will be discontinued with the forthcoming timetable change. For more full-details of this trip, members are referred to Page 1 of the September issue.

N.S.& T. Excursion of September 25<sup>th</sup>. - The Society's chartered car excursion on lines of the Niagara, St. Catharines and Toronto Railway on Sunday, September 28<sup>th</sup> was a distinct success. 24 members were in attendance for the six-hour trip on car 622. Both Port Dalhousie lines, the Port Weller line and the Welland Subdivision as far as Fonthill were covered, including a side trip to the extreme end of the Fonthill cannery spur line.

#### ST. CLAIR TUNNEL COMPANY ELECTRIFICATION ABANDONED

The Canadian National Railways' electric operation through the tunnel between Sarnia, Ontario and Port Huron, Michigan under the St. Clair River was completely discontinued effective 8:00 A.M. on September 28<sup>th</sup>. For some time past diesel locomotives (Grand Trunk Western 4900 series road switchers) had been handling passenger movements through the single track tunnel, with the box cab electric motors still doing duty on freight trains.

This development follows the trend evident on this continent of the abandonment of various local trunk line electrification projects at tunnels or terminals in order to eliminate locomotive changes and costly maintenance of power distribution facilities. No information is yet at hand as to the disposition of the St. Clair Tunnel Company electric locomotives.

#### C.N.R. SEEKING QUEBEC - ST. JOACHIM DE-ELECTRIFICATION

The C.N.R. has applied to the Board of Transport Commissioners for permission to abandon all electric interurban passenger operations on the Montmorency Subdivision between Quebec City, St. Anne's Church and St. Joachim. This is, of course, the operation that is still better known to railfans as the Quebec Railway, Light and Power Company interurban line, although the C.N.R. had owned track and equipment since 1950. The fact that the C.N.R. had made no substantial changes to the operation over an eight year period had led many to believe that this interurban was one of the very few in the more or less "permanently safe" category, and the present application comes as a bitter surprise to many.

The Board sat on this matter on September 9<sup>th</sup>, but a decision has not been given as of the of writing. It is expected that the granting of this application would result in the

de-electrification of the 25 mile-line, with diesel locomotives to handle the remaining freight service.

#### MISCELLANY

- Since discontinuing express service by rail, the Niagara, St. Catharines and Toronto Railway had placed cars 41 and 82 in dead storage, and the cars are already officially listed as "scrapped".
- A watermain has been laid under the northerly portion of the trackage of the Port Weller line, during the process of the laying of which the N.S.& T.'s track was removed and rebuilt. The September 28<sup>th</sup> excursionists report that this track is now the smoothest on the system.
- The Ottawa Transportation Commission has called tenders for 67 new buses which would be used to replace directly 67 street cars, with the remaining 29 cars to operate for a further indefinite period. The first route to be converted in the final abandonment program would be the system's strongest, the B (Bank - Lindenlea) line.
- The C.N.R. has placed an order with Canadian Car Company for 40 narrow gauge hopper cars for Newfoundland service.
- The C.P.R.'s two-stall enginehouse at Peterborough underwent an unusual metamorphosis in July and August. Tracks were removed, including leads and switches, the pit filled in and roof vents and stacks removed and covered in. The interior was cleaned and is now used by an industrial firm for warehousing. No change was made in basic structure or paint, so that externally the shed still appears to be in service.
- The car ferry "*Ashtabula*" sank in 27 feet of water in Ashtabula harbour on September 18<sup>th</sup> after colliding with a bulk carrier. The operation of this ferry was described in *Newsletter 116*, Page 2 and 139, Page 5.
- Pitts-Foley (C. A. Pitts and Foley Brothers of Canada) have been awarded the contract for the construction of 193 miles of railroad for the Quebec Cartier Mining Company. The new line will extend north from Port Cartier, on the St. Lawrence River, to Lac Jeannine, QC.
- The C.N.R. has called for tenders for the construction of a new passenger station at Prince Albert, SK.
- Dayliners (from the 9050-9051-9052-9063 pool) returned to C.P.R. trains 382-381 on weekdays, effective with the trip of Train 382 on September 8<sup>th</sup>. These trains operate from Toronto to Havelock, not just to Peterborough as stated in the last issue.
- The Calgary Transit System is studying a combined road-rail service to serve South Calgary commuters. The transit system has purchased seven acres of land adjacent to Turner Siding on the C.P.R. which would serve as a terminal for feeder bus routes, from which passengers would transfer to a C.P.R. shuttle operation to the centre of the city. Road-railers are also under study in the event that the C.P.R. does not wish to operate a service of this kind with its own equipment. A C.P.R. official has already stated, in spite of the transit system's enthusiasm, that he does not believe the suggested operation "would work".
- The British Columbia Electric Company, after divesting itself of all rail passenger operations, now wants to divest itself of the subsidiary B.C.E.R. in its entirety. A new company, B.C. Transit Limited has been formed by Vancouver men with a view to purchasing and operating the B.C.E.R. system.

#### MOTIVE POWER NOTES

- Since the C.P.R. dieselized the Guelph - Goderich mixed train service, 0-6-0 6275 is doing yard switching at Goderich. The diesel has only a short layover at Goderich before returning to Guelph, with not enough time for local switching. Because of this, the last active C.P. 0-6-0 in Eastern Canada was called out of retirement.

- A survey of the majority of the remaining steam locomotives on C.N.R.'s subsidiary Grand Trunk Western on September 27<sup>th</sup> revealed the following:  
At Milwaukee Junction, Detroit: 6405, 5633, 5634, 6407  
3752 observed on Train 22 and 6037 on Train 54.
- At Pontiac, In roundhouse: 4079, 5038, 5043, 5630, 6328, 6332.  
Stored outside: 8327, 8375.
- At Durand, (Yard appeared to be switched by four 0-8-0's exclusively, as no diesel switchers in evidence): 8328, 8374, 8378, 8380.  
In roundhouse: 2668, 2672, 2683, 3748, 3750, 3754, 3755,  
3757, 5070, 5076, 5627, 5629, 6040, 6330,  
6333, 6408, 8305, 8314.  
Stored in yard: 5632, 6038, 6322, 6323, 8316, 8325.
- At Battle Creek (only locomotives stored dead at this location):  
In yard: 2681, 7524, 7528, 8307, 8313, 8317, 8319, 8324,  
8344, 8346, 8370, 8377, 8381, 5048, 5628, 6313,  
6314, 6315, 6316, 6320, 6325, 6326, 6329, 6331,  
6335, 6406, 6409, 6410, 3732, 3746, 3516, 3523.  
In roundhouse: 6319, 6327, 6334, 3753, 4078.
- As of the end of September, C.N.R. Mogul 674, late of the Museum Train, was at London, ON for scrapping.
- *Newsletter 152* erratum: Central Vermont 3900 and 3901 are Alco 1600 H.P. road-switcher, class MRG-16c, not the type and class as stated in the September issue.

CANADIAN NATIONAL RAILWAYS  
LOCOMOTIVES RETIRED DURING 1957  
(Scrapped Unless Otherwise Noted)

<u>TYPE</u>	<u>CLASS</u>	<u>NUMBERS</u>
Road-Switcher	CR-12c	1621
	GR-17h	4538
2-6-0	E-7-a	713 (Held for Museum Train)
	E-10-a	80 (ex 902)
	E-10-a	88 (ex 910 - to Morrisburg museum)
	E-10-a	93 (ex 923)
4-6-0	G-16-a	1140, 1145, 1157
	G-17-a	1162-1164
	H-6-c	1307, 1314, 1315
	H-6-d	1543 (ex 1338)
	H-6-f	1349
	H-6-g	1355, 1360, 1364
	H-10-a	1427, 1433
2-8-0	M-3-a	2093, 2099, 2114, 2124
	M-3-e	2173
	M-5-b	2187
	N-3-b	2344, 2348, 2352, 2353
	N-3-c	2358, 2359, 2362
	N-3-d	2371, 2377, 2379
	N-1-b	2385, 2387, 2427, 2430, 2431, 2433, 2436, 2441-2443
	N-1-c	2447, 2452

	N-2-b	2466, 2474, 2487, 2497
	N-4-a	2517, 2519, 2522, 2529, 2547, 2569, 2574-2576, 2625, 2635, 2638, 2639, 2641-2643, 2647, 2658
	N-4-h	2810
	N-5-b	2714, 2728, 2734
	M-1-a	2822 (ex 2021)
	M-1-b	2827 (ex 2052)
2-8-2	S-1-j	3198
	S-1-a	3238
	S-1-b	3266, 3271
	S-1-d	3343
	S-1-f	3405, 3418, 3419, 3421, 3425, 3427, 3441, 3443, 3451, 3474, 3476, 3484, 3494, 3498
	S-1-g	3514
	S-2-b	3563
	S-3-a	3703
2-10-2	T-1-b	4018
	T-1-c	4022, 4031, 4035, 4036, 4041
	T-3-a	4206
	T-4-a	4307, 4309, 4310, 4314
	T-4-b	4317, 4330
4-6-2	J-1-a	5003
	J-3-a	5033, 5037, 5041
	J-3-b	5049, 5053, 5056, 5063, 5075
	J-4-b	5087
	J-4-c	5091, 5098
	J-4-d	5121
	J-4-f	5150, 5156
	J-7-a	5252, 5269
	J-7-b	5284
	K-1-a	5507
	K-1-d	5521
	K-1-e	5535, 5536
	K-2-c	5554-5556
	K-3-a	5573, 5574
	K-3-b	5582, 5587, 5592, 5595
	K-3-g	5613
	K-4-a	5631
4-8-2	U-1-a	6009, 6012
	U-1-b	6020, 6026
4-8-4	U-2-b	6134
0-6-0	O-9-a	7220 (ex 7125) 7225 (ex 7131) 7307 (ex 7228, ex 7134) 7315 (ex 7244, ex 7173)
	O-10-a	7253 (ex 7043)
	O-15-c	7311
	O-12-b	7322, 7326, 7328

	O-12-d	7337
	O-12-a	7360, 7363, 7372, 7375, 7397, 7409, 7410
	O-12-f	7415, 7423
	O-16-a	7345, 7347, 7348, 7351-7354
	O-18-a	7431, 7450, 7455, 7473
	O-18-d	7521
	O-19-a	7528
	O-20-a	7532, 7533
0-8-0	P-5-b	8309, 8315
	P-5-c	8321, 8324
	P-5-d	8331, 8338
	P-5-e	8344
<u>GRAND TRUNK WESTERN</u>		
2-8-0	N-4-d	2664, 2671, 2681
	N-4-e	2684
2-8-2	S-1-f	3410
	S-1-h	3521
	S-3-a	3709, 3716
	S-3-b	3741
4-6-2	J-3-a	5048
0-6-0	O-18-b	7477, 7478, 7481, 7483, 7494
	O-19-a	7522, 7525
<u>DULUTH, WINNIPEG AND PACIFIC</u>		
2-8-0	M-8-a	1981-1984
	N-2-a	2455-2458, 2460-2464
<u>NEWFOUNDLAND LINES</u>		
4-6-2	J-8-a	593 (to storage), 594
2-8-2	R-2-b	303, 305
	R-2-c	308, 314, 316-319
	R-2-d	320-329 (308 and 327 sold to Grand Falls Central Railway)
<u>CENTRAL VERMONT</u>		
2-8-0	M-3-a	450-452, 454
	N-5-a	461, 464-472
0-8-0	P-1-a	501, 504, 507
2-10-4	T-3-a	707
4-8-2	U-1-a	602

CANADIAN PACIFIC RAILWAY  
LOCOMOTIVES SCRAPPED DURING 1957

<u>TYPE</u>	<u>CLASS</u>	<u>NUMBERS</u>
4-6-0	D4g	421, 442, 457, 473, 474, 485, 488
	D9c	582
	D10d	626
	D10e	816, 822, 823, 832, 836, 864, 869
	D10g	876, 880, 896, 928, 941, 944
	D10h	998, 1005, 1017, 1030, 1045, 1051, 1054, 1075, 1079, 1084, 1096, 1110

4-6-2	G5b	1204, 1225
	G1p	2202
	G1s	2215
	G1t	2227
	G3b	2306
	G3c	2318
	G3d	2327, 2331, 2335, 2336, 2337, 2340
	G3e	2359
	G3f	2366, 2371, 2375
	G3g	2394, 2396, 2400, 2401, 2404, 2406, 2411, 2417
	G3h	2419, 2440, 2457
	G2g	2507
	G2r	2511, 2526
	G2q	2524
	G2s	2528, 2537, 2538, 2564, 2580, 2590
	G2u	2613, 2623, 2624, 2655
	G2u (x)	2650
	G4a	2711
	G4b	2712, 2715
4-6-4	H1a	2805, 2809
	H1b	2817
	H1c	2824
	H1e	2861, 2862
4-4-4	F1a	2911-2919, 2921-2925, 2927
	F2a	3001-3003
2-8-0	M3b	3369
	M4a	3404, 3409
	M4c	3417
	M4d	3439
	M4f	3454
	M4g	3474, 3477, 3480, 3506, 3510, 3520
	M4h	3563
	N2a	3618, 3629, 3654
	N2b	3712, 3726, 3727, 3738
	N2c	3744, 3751, 3753
	N4c	3955
	N4d	3956
2-8-2	P1d	5103, 5106, 5111, 5115, 5117, 5119
	P1e	5123, 5124, 5129, 5133, 5136, 5143, 5150, 5151, 5156, 5161, 5165, 5166, 5172, 5173, 5176, 5178-5181, 5184, 5186, 5188, 5189, 5191-5193
	P1n	5213, 5242, 5245, 5248
	P2a	5302, 5307
	P2b	5314, 5315, 5318, 5319, 5321, 5324
	P2c	5327, 5329, 5331-5333, 5335, 5337, 5338, 5340, 5341, 5344
	P2d	5345, 5346, 5348, 5351-5353, 5355, 5356, 5358, 5359
	P2e	5360, 5363, 5371, 5373, 5377, 5379
	P2f	5388, 5395, 5396, 5399, 5402, 5417

	P2h	5417
2-10-0	R3c	5770, 5778
	R3d	5787
2-10-2	S2a	5803, 5805, 5806, 5810
2-10-4	T1b	5920-5929
0-6-0	U3d	6227
	U3e	6277
0-8-0	V4a	6922, 6924, 6930, 6935
	V5a	6962 (ex 6602)
0-10-0	W1A	6952

#### EASTERN TRIP REPORT

By John Freyseng

(Concluded from August issue)

The last half of my eastern trip commenced on May 29<sup>th</sup> from McAdam and was in the form of a huge loop, starting off in an eastward direction.

In the pre-dawn mist, C.P.R. V5 6961 lurked about the yard marshalling a westbound freight. This odd looking engine with its enclosed cab certainly is a brute, developing 60,000 pounds tractive effort. However, the effect of dieselization was felt even at McAdam, verified by the long row of dead engines seen from the eastbound *Atlantic Limited*.

Gas electric 9003 was waiting patiently as 41 eased to a stop before the new station at Fredericton Junction. It paused only long enough to unload a few sacks of mail and drop an express refrigerator car. 9003 then picked up the refrigerator car and moved up to the platform to entrain passengers and wait for train 101, the Saint John - McAdam local, which arrived a few minutes late, once again behind 2628. After the customary pause for the exchange of mail, train 101 and 9003 both departed. 9003, like its sister 9008, is no slouch. Accompanied by a rather terrifying sound, the gas electric towing the express refrigerator attained very good speeds, sometimes as high as 55 miles per hour. The run was completed without any stops en route and train M579 for Woodstock behind D10 1097 awaited our arrival at Fredericton. The D10 was the only steam locomotive running out of Fredericton at that time. P1 5108, which used to handle the Chipman - Fredericton run, was dead.

Apparently two road switchers have replaced nearly all the steam power between Fredericton Junction and Chipman. The two diesels leave from McAdam early in the morning with a freight for Fredericton. At Fredericton they split up, one diesel handling the yard work while the other unit pulls the mixed to Chipman and back. In the late evening two units return to McAdam with a freight. In theory, the two trains between Fredericton and Chipman are separate trains passing somewhere near Minto. However in practice the train from Chipman is delayed long enough (about two hours) so that the diesel can make the round trip. This operation replaces five steam locomotives, two between Fredericton and McAdam, two between Chipman and Fredericton, and one spare. The trip to Chipman was still interesting even though it was not steam powered. The C.P.R. leaves Fredericton in a very odd fashion, the whole train finally being wye'd in order to leave town in the right direction. Several huge earth shovels having a height equal to a two story house, used in removing coal by the stripmining process, were passed. At Minto, the local switcher, N2 3682, was marshalling cuts of hopper cars. Train M560 had left for Norton before our arrival. The road switcher traded trains in the yard, picking up the morning's train from Norton and returned to Fredericton.

Although nothing was moving in the yard, there was plenty to see, for this is the home of the three Americans, class A1 number 29 and class A2 numbers 136 and 144. Number 29 was stored

outside with its stack covered and had not seen service for more than a month although it had just recently returned from McAdam for repairs. In the engine house was 144 with two machinists working on the valve gear.

Apparently 136 and 144 take turns on the Norton - Chipman mixed, each running for a week at a time. Also in the house was D10 861 which used to run between Fredericton and Chipman. At dusk N2 3682 returned from Minto and retired for the night. How huge the Consolidation appeared beside the diminutive Americans.

Next morning 3682 switched together a few cars for the train to Fredericton and then left for the Minto coal fields. The rest of the morning was spent by myself crawling all over 29 and photographing it from all directions. The few people working at the engine house found this amusing and as well as being friendly, they supplied much information. Shortly after lunch, the long awaited whistle sounded heralding the arrival of the aged 136. It paused at the station for awhile and then commenced to switch in the yard, the box cars towering over it. Upon completing this, the engine was refuelled by means of an ancient wooden crane lifting large wooden buckets of coal. After the servicing of 136 the train for Norton was made up with the previous day's combine from Fredericton and backed into the station.

The ride passed very quickly - the old creaking wooden bridges, the interesting water stop at Perry, and the descent into the pretty Kennebecasis River Valley where Norton lies. While watching 136 being put away for the night, I couldn't help musing over the fact that the smallest and the oldest are not always the first to disappear.

The last day of May was spent visiting the Cumberland Railway and Coal Company at Springhill, NS. There was no activity at the mine, it being Saturday afternoon, and the mine switcher was parked in the engine shed; 43, the ex-S.&L. Mogul, was sitting outside, waiting to be dismantled.

A very interesting day can be spent on the company's property inspecting the odd and elderly equipment which includes two three-way stub switches. The mixed from Parrsboro slowly clanked up to the station, Consolidation 52 leading, tender first. There were five other passengers riding to the junction besides myself, all children returning home after visiting Springhill for the day. 52 didn't break any speed records as the train ambled along, the rear end crew providing an enjoyable ride in the ancient combine. At Springhill Junction the Consolidation dropped the four freight cars from Parrsboro in the yard, and departed for Springhill as train M4, the combine bobbing on the rear.

The following morning was extremely wet and the drumming of the rain on the Truro station roof was drowned out only by D.A.R. Pacific 2627, preparing to leave for Windsor with the daily-except-Sunday mixed. This G2 was slightly different from the rest seen so far; glistening on her tender was "Land of Evangeline". The 20-car mixed wound past pine studded hills alongside small rivers for most of its trip, now and again crossing tide swollen streams on interesting wooden bridges. Local passenger traffic was brisk and by the end of the run the combine was fairly well filled. D10 1050 and G1 2209, both lettered "Canadian Pacific", were slowly moving a Jordan spreader and a string of dump cars as a track gang re-ballasted the wye at Windsor. G2 2505 arrived from Kentville with a freight just before the RDC from Halifax stopped to take on fuel oil.

Space aboard the Dayliner was at a minimum as train 11 proceeded to Yarmouth. The hills surrounding the Annapolis Basin were blotted out by rain and the various rivers emptying into the Basin were next to overflowing as the flood tide raised the water level higher and higher.

D.A.R. D10 1038 was passed and D10 903 was busy switching the Kentville yard. A strong wind had replaced the rain as 9058 rolled out onto the pier at Digby. "*Princess Helene*", the connection for Saint John was awaiting departure time, with most of her passengers anticipating a rough crossing. The Bay of Fundy was quite rough, a heavy swell running down its full length, but by evening the cloud had broken and the passengers reclining in the comfortable front lounge were



rewarded with a beautiful sunset over the heaving sea.

Bay Shore roundhouse at Saint John was unusually quiet. The once busy Decapods 5754 and 5755 were standing quietly in line with a string of dead Consolidations. Yet these large engines were still an impressive sight to the person who had never seen one before. D4 453 was steaming in the roundhouse along with V4 6932. Outside of this, the only other activity was N2 3624 switching at Lancaster.

A very comfortable night's sleep was had aboard train 42 and the morning was greeted by the return of Quebec's quaint Eastern Townships. Soon the train slowed and then swung away from the old track - The *Atlantic Limited* was using the new lift bridge over the seaway canal for the first time.

And so a very pleasant trip had come to an end. Since then, many things have changed. For example, passenger service between St. Stephen, St. Andrews and McAdam has ceased and undoubtedly many more diesels have appeared, but two things will never change, the spectacular country and the enchanting people of the Maritimes.

#### APPENDIX TO FOREGOING ARTICLE

Dead C.P.R. power noted on the eastern trip:

May 26, 1958 - McAdam:

G2 - 2504	P1 - 5107	P2 - 5330
2626	5173	5361
		5452
G3 - 2397	F1 - 2928	
		D10 - 1002

June 4, 1958 - Saint John, Bay Shore roundhouse:

N2 - 3637, 3700, 3719, 3725, 3752  
R2 - 5754, 5755.

#### T.T.C. 1958 CAR SCRAPPINGS

A list of the large Witt cars retired upon the placing in service of Kansas City P.C.C. cars 4750-4759 is as follows, together with the date that each car was towed to George Street Yard to be turned over to the scrapper. These cars were thoroughly stripped of usable parts while stored in Russell yard, to a greater degree than in the case of any previously retired Peter Witts. The Western Iron and Metal Company once again was the purchaser of the cars, and burned the bodies at the usual spot on Leslie Street.

2312	Sept. 19	2350	Sept. 18	2380	Aug. 6	2412	July 16
2318	July 22	2352	Aug. 5	2384	July 17	2422	Aug. 5
2322	July 15	2354	July 21	2392	July 15	2428	Sept. 22
2332	July 23	2356	July 15	2398	July 21	2430	July 16
2336	July 17	2362	July 23	2400	Sept. 22	2434	Sept. 18
2342	Sept. 19	2364	July 22	2404	July 15	2440	Aug. 6
2344	Aug. 6	2372	Sept. 17	2408	Aug. 5	2444	July 23
2346	Sept. 17	2378	July 22				