

January, 1957 - Number 132

The Society meets on the third Friday of every month in Room 486 Toronto Union Station. The next meeting, the Annual Meeting for 1957, will be held on January 18th. Members are asked to note that the new starting time for the meeting, 8:00 p.m., will become effect with this meeting. After the reading of the Officers Reports for 1956, the election of Directors of the Society for 1957 will be held.

Entertainment at this meeting will consist of the sounds of railroads.

Bulletin 45, mailed last month, will be complemented in the future with another issue dealing with the remaining locomotives of the C.P.R.'s class D-10, and giving the story of these ubiquitous engines.

SPECIAL ANNOUNCEMENT

Pursuant to comments made in the President's Report for 1955, the Directors of the Society have been giving consideration for some time past to the holding of a second monthly meeting of a strictly informal nature. Although the original thought was that these should be indoor meetings, it has been more recently decided that they would be held at outdoor locations for the purpose of allowing observation of railway operations in addition to the originally intended purpose of permitting members more of an opportunity to engage in conversation, photo exchange, etc., than is normally possible at the regular meetings in Room 486.

These meetings will accordingly be held regularly on first Fridays of each month from September to May, and will be announced in the *Newsletter* for the month preceding that in which the meeting falls. Unless other arrangements are announced, these meetings will be normally convened at 8:00 p.m., in common will the new starting time for regular indoor meetings.

The February outdoor meeting will be held at Danforth Station in the east end of Toronto to allow members to enjoy steam action on the C.N.R. passenger service east of Toronto which is due to be dieselized shortly. This meeting will be held on February 1st.

T.T.C. NOTES

- Large Witt 2436 is stored out of service at Russell Division yard.
- Non-driving T.T.C. subway cars 5200-5227, on an order for 34 car have all been delivered and are in service between driving units 5000-5027. The remaining six cars will not be delivered until well into 1957 as they are special in nature, i.e. four of them are to be equipped with dynamic braking (the present cars have electro-pneumatic braking), and the other two are to have torsilastic suspension springing. Unlike 5200-5227, these six will be driving units, and will be numbered 5110-5115.

NOTE: This is the last *Newsletter* which will be mailed to members whose dues for 1957 remain unpaid. Please remit promptly.

POLICY STATEMENT

Since the inception of the *Newsletter* in 1945, it has been editorial policy to restrict published material to that concerning railways in the Dominion of Canada. As the majority of the Society members are primarily interested in the railways of this county, and as the U.S., British and foreign picture is adequately covered by a great number of other periodicals, this limitation had always seemed wise.

Two factors have recently given rise to the feeling that this policy might well be relaxed in the case of one type of article, namely trip reports. These factors are:

(1) The greater number of extended trips outside this county, both in the U.S.A. and abroad, that are being made by members of the Society;

(2) The reduced volume of current news, particularly as regards to electric railways (because of abandonments, etc.) which has created a certain void that should be filled with other material.

It is not felt that other types of articles, factual news reporting, etc., should go beyond Canada, but the Canadian viewpoint on certain extended trips to places unfamiliar to most members should be of interest. Articles concerning railway observations made by Society members on trips beyond this country will accordingly be welcomed by the editor; the first such article, appearing in two parts, will commence next month and will concern a railfan trip to the Isle of Mann and Ireland made by a former resident member.

M.T.C. ANNOUNCES 1957 ABANDONMENT DATES

Pursuing its vigorous carline abandonment program which will in a few years reduce its rail system to a few disconnected suburban remnants operating on private right-of-way, the Montreal Transportation Commission has planned a 3-part abandonment program for 1957. The schedule of withdrawals is as follows:

April 24 th :	53-Wellington
June 24 th :	2-Centre
	22-Notre Dame - George V
	31- St. Henri
	35-Notre Dame - Cote St. Paul
November 4 th :	48-St. Antoine

With the exception of the Lachine P.R.W., the entire portion of the city west and south of Mount Royal will be devoid of street cars with the completion of this program.

B.C.E.R. NOTES

The British Columbia Electric Railway abandoned the Marpole - New Westminster interurban service effective Sunday, November 18th. The two-car trains with their faded paint continued to operate on the eight-mile Marpole - Steveston service, the last stand of electric railway passenger service west of Ontario. How long this line will continue is not known at this time.

The 36 P.C.C. cars have left Kitsilano shops for a destination as yet undetermined; the company recently purchased 24 used trolley coaches from Birmingham, Alabama.

On the more positive side as regards rail operations is the announcement of a million and a half dollar expenditure on freight operations. Two diesel switchers are to be added to the fleet, and industrial trackage will be extended to Annacis Island in the Fraser Delta. Trackage through New Westminster is to be rerouted and 15 miles of 70-lb. rail on the Chilliwack line will be replaced with 85-lb. steel.

SOME OF ABOVE INFORMATION FROM HAROLD W. FAWCETT.

YONGE STREET SUBWAY - SINGLE TRACK OPERATION ROUTINE

(PARTLY ABRIDGES FROM T.T.C. "COUPLER")

The Toronto Transit Commission's Yonge Street Subway has scissors crossovers at four points along its length: north of King station, south of College station, north of Bloor station and south of St. Clair station. These crossovers permit emergency single-track operation (on either track) between any two of these four points or between any one of them and either terminal of the line. Supervisory personnel have been trained in the method of using these crossovers in an emergency to provide what the T.T.C. calls a "reverse traffic movement", i.e. northbound operation on the southbound track or vice-versa. If a blockage occurs for example on the northbound

track at Welleley station, northbound trains must operate via the southbound track between the College and Bloor crossovers. Having checked that both switches at each of the Bloor and College crossovers are synchronized (by means of telephones located adjacent to each), the supervisor at the College crossover authorizes northbound subway trains to move over to the southbound track. The motorman proceeds with caution (there being no signals for reverse traffic movements) making station stops en route while passengers are informed by the P.A. system to board northbound trains at southbound platforms.

To permit continued two-way movement of subway trains, a pre-arranged number of trains carry out the reversed operation. The switches are then "lined up for the main" to provide normal southbound service for a period of equal duration after which the crossovers are again used to permit a group of northbound movements.

The emergency crossover switches are controlled by a ground throw arrangement and are so designed that they cannot be moved unless a synchronizing movement is carried out at the other crossover to be used. Two men are thus required, one at each crossover, to initiate the reverse movements.

TO VANCOUVER, VICTORIA, AND SEATTLE

By J. R. Oakley

"All visitors leave the train! All visitors leave the train!" These words from the public address system on the Canadian Pacific train "The Canadian" indicated that a trip from Toronto to Vancouver on Canada's first stainless steel scenic-dome train was about to commence. There was considerable activity at the Toronto Union Station on the fine late-summer afternoon when the trip began; departure of a 3-unit RDC train for London and the simultaneous movement of a Hamilton-bound commuter train provided some of the activity.

A Toronto-bound "Canadian" was met at Humber station the scheduled meeting point under the timetable in effect at the time of the journey. A view of a meeting of "Canadians" is a satisfying experience for a railfan; it is always scheduled for the early evening at a point within a reasonable motoring distance of Toronto.

There are two vista-dome cars on the train - one on the coffee-shop coach and one on the observation-lounge sleeper. The dome on the former car was occupied for the daylight portion and some of the night portion of the trip to Sudbury. By night, there is a fascinating effect provided by the shining of the block signal lights on the stainless steel exterior of the train. The changing of these lights, and the operation of semaphore arms on other portions of the route can be seen from the domes.

At Sudbury, a new train is made from the section of the "Canadian" originating at Toronto and the section originating at Montreal. The new train is made up with little discomfort to sleeping passengers and is comprised as follows:

<u>Line No.</u>	<u>Car</u>	<u>From</u>
--	Baggage-Dormitory	Toronto
119	Tourist sleeper	Toronto
118	Tourist sleeper	Toronto
117	Tourist sleeper	Montreal
113	Dome Coffee-shop coach	Montreal
112	Coach	Toronto
--	Dining-room car	Toronto
106-109 inclusive	Sleepers	Toronto
102-104 inclusive	Sleepers	Montreal
101	Dome Observation-Lounge-Sleeper	Montreal

The normal consist from Sudbury is 15 cars, but there were 16 cars on this occasion.

"The Canadian" is well patronized; in June, July and August, all space is frequently in use. A public-address system is installed over which announcements can be made from the observation-lounge car, the dining car and the coffee-shop coach; and appropriate recorded music is presented over the system. This is a good train on which to hold a run insofar as the conductors and brakemen are concerned, as there are only 28 regular and five conditional stops from Toronto to Vancouver and, being a superior train, most of the opposing trains take siding in meets. The top recorded speed was 73 M.P.H.; this was when time was being made up. Under normal conditions, the top speed was 69 M.P.H. Arrival at and departure from most stations was on schedule. A 20-minute delay occurred at Field, but the schedule has been arranged so that any delay of a reasonable duration can be countered by an increase in operating speed. The arrival in Vancouver was only two minutes late, after 2,703 miles of travel. The improved running time of the "Canadian" over that of "The Dominion", another transcontinental train of the C.P.R., is shown by the following example:

	<u>Canadian</u>	<u>Dominion</u>
Leave Toronto (EST)	4:15 P.M. Thursday	10:30 P.M. Wednesday
Arrive Vancouver (PST)	9:10 A.M. Sunday	8:30 A.M. Sunday
Time required	67 hours 55 minutes	79 hours
Saving in time	17 hours, 5 minutes.	

The tasks of the Porter on a 14-section sleeper involve much arduous work under awkward conditions, in setting up and dismantling the sleeping accommodation. The sleeping cars are smooth running and, for the most part, were free of the disturbances so often created by inconsiderate occupants of sleeping quarters. The meals served on the coffee-shop are reasonable in price, well served, and of good quality.

There are several short rock tunnels included in the spectacular scenery along the north shore of Lake Superior. There is double track from Fort William to Winnipeg and, from a point just west of Fort William to Molson, the unusual feature of left-hand operation obtains. A brakeman explained that two factors give rise to such operation: 1, The north track offers easier grades and 2, more tonnage is hauled on eastbound freight trains than on westbound ones. At the time, this did not appear to be a logical explanation as the tracks had been adjacent. However, places were subsequently seen where the more recently constructed north track followed a different route from the south track. The change in operation is effected by a crossover at Fort William and by an overpass at Molson. On the trip over this portion of the line, the train was diverted to normal (right-hand) running at an intermediate station to pass a westbound freight train using the track with the easier grade. At Mile 64 east of Medicine Hat, an elevated aqueduct crosses under the line by a syphon.

The spiral tunnels under Cathedral Mountain and Mount Ogden provide a fascinating method of gaining altitude. In the first tunnel, the track reverses direction to gain 48 feet in altitude, in the second, to gain 45 feet. The track in these two tunnels forms an elongated figure "8". The Connaught Tunnel, near Glacier is five miles long.

Diesel-electric locomotives are operated in many different combinations to provide the power required to negotiate the steep grades in the mountains. "The Canadian" was seen with two "A" units and one "B" and with one "A" and two "B". Three units are used on this train between Calgary and Revelstoke; on other portions, two units are used, usually an "A" and a "B". Other combinations seen on trains were: 4 road-switchers; 2 "A" units and 2 road-switchers; "A" and three road-switchers; and, most impressive of all "A", 2 road-switchers, "B", and 1 road-switcher.

The running interval between "The Canadian", "The Dominion" and trains 5 and 6 provide a convenient method of making stopovers at some points. For example, a passenger can travel from

Vancouver to Lake Louise on "The Canadian", stop there for one hour and 45 minutes, travel to Banff on Train 6, stop there for 45 minutes and travel on "The Dominion" to Calgary.

No steam locomotives operate through the mountains, and related servicing facilities have been removed from most stations. A mud slide which occurred on September 26 delayed "The Canadian" six hours. Operating speed through the mountains is usually restricted to a speed which would enable the stopping of the train before such an obstacle is encountered. At Odlum, the "Kootenay Express", which runs from Medicine Hat to Vancouver via Nelson, was seen and, at Calgary, RDC cars 9054 and 9055, which operate on the Calgary-Edmonton run, were loading while "The Canadian" was in the terminal. Lead car 9055 had metal guards installed over the windows at the operating end to protect the engineer in the event of a grade-crossing accident.

A visit to the North Vancouver terminal of the Pacific Great Eastern Railway was a highlight of the trip. This railway runs from North Vancouver to Prince George, B.C. through some of the most spectacular scenery in the world. Until recently, the southern terminus of the railway was at Squamish; passengers reached Vancouver by a 39-mile steamship journey and freight cars were conveyed on car floats. A new section of the line from Squamish to Horseshoe Bay has been constructed and a disused section from Horseshoe Bay to North Vancouver has been rebuilt at a total cost of \$60,000,000 to provide a rail connection to North Vancouver. A bus transfers passengers from the latter point into Vancouver, 5½ miles distant. Freight cars can now reach Vancouver over the C.N.R. right-of-way over the "Narrows" bridge. The C.N.R. is charging such a high fee for the use of their trackage that freight cars are still being carried to Vancouver on floats from Squamish. The railway will always be hampered by lack of a direct entry into Vancouver.

Much new trackage is on a ledge which has been carved out along the side of mountains. It is claimed that an effort to reduce the construction cost has resulted in the creation of hazardous operating conditions. A 13-car train consisting of a baggage car, coaches, a dining car and sleepers presented a most unusual sight at North Vancouver. The baggage car was the only one of comparatively recent construction. Many other cars came from abandoned interurban lines in the United States. Sleeping car "Pavillion" still has the accelerating rheostat, used when it was an interurban car, in place. Many of these cars are of the rounded-end type. The windows in the ends of these cars had in some instances, been removed and a steel panel inserted. The modern road-switcher, No. 579, provided a startling contrast to the cars, many of which had arch windows throughout. The inaugural run on the new portion of the line marked by a rock slide blocking the line; this entailed a lengthy delay to the trains carrying the first-run passengers. Cars were borrowed from other railroads for the inaugural run.

The extensive use of trolley coaches in Vancouver has created many complicated overhead installations at intersections. On the new Granville Street bridge there are two sets of trolley coach wires in each direction. The B.C. Electric Railway operates an interurban service from Marpole terminal in Vancouver (to Steveston) and from the terminal to New Westminster. (Latter now abandoned; see BCER article, - Editor). A return trip was made to Steveston on a 2-car multiple-unit train. Two-car trains are operated with the rear pole on the lead car in use; a bus line is used to carry electricity to the rear car. When three-car trains are used, a pole on the first and third cars is used. The roadbed and the trolley wire, which is suspended between poles on each side of the track, is in good condition. The trip to Steveston commenced at 8:30 a.m. and both cars were crossed with pupils attending a school situated on the route to Steveston.

Only the rear car was loaded at Marpole; at other stops where the platform was short, the lead car loaded. At one point, four children of kindergarten age transferred from a school bus to the train. On the return trip, the motorman queried "Railway Boosters?" Receiving a positive reply, he extended an invitation to ride in his compartment which is formed by closing sliding

doors in the bulkhead of the car. On the Steveston line two-car trains are operated half-hourly from each terminal; a single car operates on the New Westminster line. Passenger service on both lines is slated for abandonment; that on the Steveston line will probably disappear on completion of the new Oak Street bridge. The rolling stock is in good condition, especially when its great age is considered. The starting signal on trains is given by a bell if the brakeman is on the lead car, and by a cab whistle if he is on other cars. Freight traffic on the lines is very heavy and will be retained after passenger service ceases. A steple-cab locomotive, with two trolley poles in the trailing position in use, was at the Marpole terminal.

The grounds of the Pacific National Exhibition contained two items of interest to railfans; a single-truck, double-end streetcar, No. 53, of the B.C.E.R., built in 1904 and used until 1916; and a steam locomotive with the peculiar name "Curly", which was the first locomotive in British Columbia. It was used on three construction jobs: The Panama Canal the Great Sea Wall in San Francisco, and the C.P.R, from Port Moody to Savona. Its final use was on a logging railway.

The twin chair lift in North Vancouver provides a thrilling combination of horizontal and vertical travel. Chairs of construction similar to that of garden seats, suspended from 1¹/₈" cables operating at 5 M.P.H. convey passengers a distance of 8,768 feet through a vertical rise of 2,285 feet. There are 102 chairs on the first lift and 94 on the second. There is no support for the feet of the passengers provided with the chairs, and the safety bar offers less protection against falling out than on a ferris wheel, although the passenger is an average height of 17¹/₂ feet above the ground during the trip. The ride requires 29 minutes each way. The temperature decreases rapidly as the ascent is made, and any planning to ride are advised to dress warmly.

Passengers board the chairs "on the run". The sight of two passengers on this lift who were leaning forward, engaged in reading a magazine without the safety bar in place, was rather disconcerting. On arrival at the bottom of the upper lift on the return ride, it was noted with concern that the lower lift had ceased to operate. It was reassuring to learn from the operator that operation is temporarily discontinued when there are no passengers in the chairs. The lifts are powered by diesel engines.

The trip from Vancouver to Victoria and Seattle was on the "Princess Marguerite", one of the fleet of 11 ships operated by the Canadian Pacific Railway on the west coast of Canada and the U.S. In addition to accommodation on deck seats and in comfortable lounges this steamer has sleeping accommodation, a coffee shop, a dining room and accommodation for motor vehicles. It is seven years old, 365 feet in length, and is 5,911 tons. It has turbo-electric drive in which a steam turbine drives an electric generator supplying electricity to the two propeller motors.

This ship, and its sister ship the "Princess Patricia", are licensed to carry 2,000 passengers and a crew of 172. The "Princess Marguerite" had a severe vibration in the aft portion, and the "Princess Patricia" also had a vibration in this portion. The engineer on the latter explained that one of the propeller blades was bent, and this may have been the origin of the vibration on the "Princess Marguerite".

The "Princess of Vancouver", which operates three return trips daily between Nanaimo on Vancouver Island and the city of Vancouver, was seen loading automobiles, freight cars and passengers at its pier in Vancouver. This 7,000-ton vessel can carry 1,200 passengers and 118 automobiles or 28 freight cars. A diesel switcher and six idler cars are used to place freight cars on this large vessel. A public address system and colour signal lights are used to convey instructions to personnel assisting in the loading.

At Sudbury on the return trip, combination baggage-passenger RDC car BC-32 destined for the Pacific Great Eastern Railway was seen attached to the rear of Train 5. It has the name of the railway in black lettering on a green letterboard and the front is orange and green. The balance is stainless steel. Train 5 had one coach and 10 baggage and express cars.

Eastbound, a Montreal section and a Toronto section are made up from the cars from Vancouver and cars stored at Sudbury. After servicing, the diesel units which were on the train on arrival in Sudbury were attached to the Montreal section; the Toronto section was drawn from Sudbury by road-switchers 8462 and 8464. A passenger in the dome, seeing the large quantity of smoke generated by these locomotives, and the conspicuous stacks, inquired if a steam locomotive was being used.

The observation lounge was occupied from MacTier to Humber; an excellent view of the right-of-way can be secured from this location. The northbound train was met at Humber; a greeting was waved from many of the crew of this train to the passengers in the lounge, a further instance of the pleasant relationship between passengers and crew evident throughout the journey. Arrival in Toronto was at 6:08 P.M., only 8 minutes after the scheduled time.

No inconveniences or delays occurred on transportation facilities during the trip; service was excellent and the employees courteous. The railroads are to be commended for their excellent information service which assists immeasurably in the planning of trips. It is sincerely hoped that many readers will have an opportunity of participating in some of the experiences recounted in this article and that, for all, it will provide an interesting presentation of items of interest to railfans and boat fans, encountered in a trip from Toronto to Vancouver, Victoria and Seattle.

- The C.P.R. has assigned new Trainmaster 8919 to transfer service in the Toronto area.
- The Sydney & Louisbourg Railway has purchased three more used 0-8-0's from the U.S.A. These locomotives were Pittsburgh & Lake Erie 8061, 8064 and 8074 and have become S.& L. 93-95. These locomotives, which passed through Truro, N.S. on December 15 on their way to the railway, were reportedly chosen from a group of 50 retired N.Y.C. steam engines at Youngstown, Ohio and were the only three of this big group considered fit for further service by the S.& L.!!

G. Parks, Truro

- Locomotives scrapped by the C.P.R. at Angus Shops, September & October 1956;

<u>No.</u>	<u>District</u>	<u>Scrapping Date</u>
419	Quebec	September 28
952	Ontario	September 10
955	New Brunswick	September 10
963	Ontario	September 21
1048	Ontario	September 28
1101	D.A.R.	September 21
2211	Quebec	September 11
2325	Ontario	September 12
2455	Quebec	September 20
5306	New Brunswick	September 17
5313	Quebec	September 14
5320	Algoma	September 14
423	Ontario	October 4
2579	New Brunswick	October 5
5164*	Quebec	October 12

* Only C.P.R. locomotive equipped with coffin feedwater heater.

- C.P.R. locomotives presently held at Angus shops to be repaired only on demand.
New Brunswick District: 1079 and 1092 (D.A.R.), 3474, 5176; Quebec: 2227, 2395, 2418, 2419, 2422, 2927, 5150, 5453; Ontario: 2215, 2337, 2453, 2465, 3002, 5103, 5111, 5117, 5129, 5143, 5180, 5193, 5379, 5403; Algoma: 2327.
- C.P.R. locomotives authorized to be scrapped at Angus before the end of 1956:
New Brunswick District: 2621; Quebec: 1218, 2212, 2222, 2601, 5167, 5753, 6904, 6920;

Ontario: 487, 2315 2510, 2547, 2646, 6273, 6921; Algoma: 3953, 5159.

- Correcting previous information which stated that N.S. & T. express 40 was scrapped at London reclamation yard, it has since been learned that it was scrapped by the C.N.R. at Belleville.
- Grand River Railway 622 and 626 remain at time of writing at Preston shops, no work of conversion to service cars having yet been undertaken, apart from removal of motors and pilots.
- The C.N.R. has taken delivery of 25 extra-long (74' 6") "automobile double deck transporter cars" each one able to carry 8 automobiles; these by cars were built by C.C.& F.
- C.N.R. trains 605, 606, 620 and 621, London-Sarnia locals, shown in the timetable as motor trains, are in fact operated by 4-6-4T, engine 48 recently moved up from Montreal. The tank engine is used daily except Sunday; on Sunday only trains 620 and 621 are operated, using Pacifics.

As of latest information at the time of writing, the London & Port Stanley Railway is continuing to operate its passenger service on a day-to-day basis. This state of affairs will reportedly continue at least until January 15 and perhaps until the end of the month. Transport Board permission to abandon has not yet been received.

EXCHANGE SECTION