

February, 1957 - Number 133

The Society meets on the first and third Fridays of each month. The next meeting will be the February indoor meeting, to be held in Room 486 of the Toronto Union Station on February 15<sup>th</sup>, commencing at 8:00 PM. The program at this meeting will consist of a talk on types of Montreal streetcars.

The March 1<sup>st</sup> "outdoor" meeting will actually be held indoors. This will consist of a tour of the T.T.C. Head Office building at the north-east corner of Front & Yonge Streets. (#35 Yonge Street), the building which is to be vacated and razed later this year when the new office building at Davisville Subway Station is completed. Following the tour, an informal meeting will be held in the six floor "Round Room". Members are particularly urged to bring along any and all railway material they may wish to show or to exchange etc, for the meeting following the tour. This meeting will begin at 8:00 PM. with members assembling in the ground floor lobby.

ABANDONMENTS AND RUMOURS OF ABANDONMENTS

The current day is far from a happy one for Ontario railfans. The inexorable influx of diesels is thinning the ranks of our steam locomotives, but even worse is the recent rash of abandonments of train services and in some cases of entire lines.

➤ For some months past, the cessation of London & Port Stanley passenger service has been a prime topic of railfan discussions. After several false rumoured dates of discontinuance, the Board of Transport Commissioners has made the final date known with the issuance of its Order No. 90795 which provides for the abandonment of all passenger service at 9:05 PM., Monday, February 18, 1957. Actually, the St. Thomas - Port Stanley service was abandoned on February 1. (the last day of operation), when power to this segment of the line was discontinued at midnight to allow frequency conversion work to be undertaken at St. Thomas. London - St. Thomas service is not affected by the frequency changeover, and while electric freight operation may never be restored south of St. Thomas, the three electric locomotives may continue to work for some time north of St. Thomas.

➤ The CNR discontinued its Palmerston - Durham mixed trains after the operation of Saturday, January 5, 1957. With this, another branch line is in the "freight service only, as required" category.

➤ Abandonment of the New York Central (Ottawa & New York Railway) line from Cornwall to Ottawa was authorised for February 15, 1957 by the Board of Transport Commissioners. This line was incorporated in 1882, completed in 1897 and leased to the New York Central Railroad for 21 years on January 1, 1916; the lease was renewed for 99 years in 1936. Removal of the railway bridge across the St. Lawrence River at Cornwall because of the impending Seaway construction forced this abandonment of the 52-mile freight-only line.

➤ The Niagara, St. Catharines & Toronto Railway has proposed to seven municipalities served by the Thorold - Port Colborne line a substitution of bus service for the electric cars. Thorold Township is opposing the changeover. The railway has stated that if the municipalities oppose the change, all service will be abandoned, without any bus substitution.

A NEW YEAR'S WEEKEND

Taking advantage of this year's long New Years holiday weekend, three U.C.R.S. members spent three enjoyable days visiting points of railway interest in Southern Ontario.

Two members left Toronto on CNR Train 29 on a very cold but clear Saturday morning, enjoying the leather-upholstered comfort of a former colonist sleeper. Train 28, powered by a 5700-class Hudson, was passed at Georgetown and connection was made at Guelph with Pacific-powered train 173 for Palmerston and Owen Sound. At Kitchener, engines were observed at work: 0-6-0's 7308 and 7423 and 4-6-0 1543. At Stratford, 6077, which had brought No. 29 from Toronto, was replaced by a Pacific for the rest of the trip to Goderich as Train 35, while the remainder of the schedule of No. 29 was assumed by another train with Pacific 5572.

The third member left Toronto on CNR Train 77, also riding in a colonist car, hauled by Mountain 6034. The departure was 5 minute late; 1 hour and 45 minutes later, after stopping at every station, the train arrived at Hamilton where two trains passed: No. 101-102, hauled by streamlined Northern 6403, and No. 94 with 6070. Delayed by the latter train, No. 77 left Hamilton 30 minutes late for the backing movement to Bayview Junction where CPR 2-8-2 5368 was waiting for clear track to Toronto with a freight train. despite the many stops, No. 77 gained 20 minutes between Bayview and London, due to some fast running and the allotment of ample time for the last stretch of the run. Arrival at London was at 11:05 AM.

The arrival of Train 29 at 11:40 marks the beginning of a flurry of passenger-train activity at London. On this occasion, Train 17 arrived from Toronto behind 6230 and left behind 6247 for Sarnia and Chicago; Train 117 left behind 6142 whose stoker was not working properly and whose crew seemed dubious of their chances of reaching Windsor on time; Train 12 arrived from Windsor behind clean and shining Hudson 5700, while Train 6 was hauled by 6076 which ran through to Toronto.

While all this was going on, two eastbound extra freights passed, behind 6301 and 6305, and the London & Port Stanley appeared on the scene with cars 6 and 14 MU. All this activity took place between approximately 11:40 AM. and 12:15 PM.

At 12:20 Train 621 departed for Sarnia. This local train, also Nos. 620, 605 and 606, are marked as motor trains in the timetable but were hauled by 4-6-4T engine 48 which is based in Sarnia. Looking very out of place after all the heavy Northerns and Mountains observed just previously, 48 was nevertheless photographed from every angle. On the trip to Sarnia the tank engine showed the quick acceleration needed on the Montreal suburban service for which it was designed, but in addition displayed a surprising turn of speed, being clocked as high as 65 m.p.h. on occasion.

The chief object of photography at Sarnia is the St. Clair Tunnel Company whose electric engines, operated in fours, make a powerful sight. All the four-engined units observed consisted of three of the original six-wheel box cab whose unorthodox wheel arrangement might cause the uninformed to refer to them as 4-0-2's, plus one double-truck motor of a more usual design. Braving the bitterly cold wind off the lake, many photographs were taken as there seemed no lack of activity.

Also observed at Sarnia were four Grand Trunk Western steam switchers (8300, 8306, 8315, 8325) stored in reserve, well painted and rods greased; also gas-electric trailer 15743 and a gas-electric motor car painted box-car red with no number discernible from the passing train. (All the switchers mentioned have since been returned to service either in Toronto or Turcot yard, Montreal).

Sunday morning the thermometer stood at 3° below zero, but the sun shone in a brilliant blue sky which with the spotless new snow, made a picture to gladden any colour photographer's heart. We therefore returned to the CNR station and were immediately greeted by an eastbound extra freight behind 6307. train 29 does not operate on Sunday, but the other passenger trains turned up as expected. No 17 arrived behind 6204 and left behind 6222. No 117 left behind 6219 while No. 12 was again powered by 5700.

Unfortunately, the engine on No. 6 was not noted. All this activity was duly photographed, with unpleasant interruptions from a diesel switcher transferring some cars from No. 12 to No. 6 just as 6219 started out, throwing an impressive column of steam into the cold air. A point just west

of the platform ends at London station is one of the best spots for action photography as well moves to and from the engine shed (for westbound train engines) as well as all train movements must pass this point.

On Sundays, Trains 605 and 606 do not run, and 620 and 621 are powered with a London engine, in this case 5609.

This weekend had been rumoured as the last for passenger operation on the London & Port Stanley; inquiries on the spot showed this to be false, but advantage was taken of the opportunity of riding once again. The 1:00 PM. Port Stanley car was boarded (car 14) only to discover that owing to overhead line trouble then being worked on, the trip would be cancelled south of St. Thomas. During the layover at that point, Car 10 passed with the line car trailer, and Wabash diesel 51, a particularly small switcher parked nearby, was inspected. Upon return to London a lengthy visit was made to the carhouse, during which damaged car 2 was inspected. This car had been rammed by a heavy motor truck, very badly damaged on one side at about the third and fourth windows from the front, derailed and pushed into the ditch. According to the shop man, more than 36 hours work were required to get it back on the tracks, during which it suffered additional damage from which it will probably not recover. Less badly damaged was the other car in the train, 4, which was easily repairable. This was not likely to occur, however, since five other cars were then available for a schedule requiring at most two cars.

Also on the scene was now diesel L-4, which our informant stated had been built for a foreign narrow-gauge line ("maybe Portugal") but converted to standard gauge and sold to the L.& P.S. He spoke contemptuously of its utility in switching, maintaining that the electric engines with their better acceleration and visibility could accomplish twice the work in the same length of time.

That evening, through service to Port Stanley having been restored, we travelled the length of the line in 14. A heavy snowstorm and the most spectacularly brilliant arcing from the pantograph ever seen by the writer, made even brighter when reflected by the snow, made the return trip an unforgettable one.

Monday morning, train 82 "*The Forest City*" left London behind 6232. The four-car train made very good time, covering the 55 miles to Brantford in 56 minutes with one intermediate stop at Woodstock. At Brantford, Pacific 5580 was switching cars for its train, Mixed 218 from Stratford to Fort Erie via Brantford and Caledonia. The eventual consist was 5 freight cars, a mail-express car and a wooden coach of interesting design.

The train arrived at Caledonia at 11:05, ten minutes early, and though the timetable allows no time whatever at this point, more than half an hour was spent in switching. Shortly after our arrival, Mixed 233 arrived from Hamilton for Simcoe, Port Rowan and Port Dover behind 4-6-0 1336. After trading an express car for two box cars and interchanging mail, 1336 departed and Northern 6187 passed with a westbound freight. After stopping at Canfield, Dunnville (where a car was set out) and Port Colborne, No. 218 arrived at Fort Erie yard where 5580 abandoned the passenger car to set out the remaining freight cars, while a 2-unit diesel departed with a long freight train. Several Wabash diesels were observed in the C.N.R. engine house. A short reversing movement ultimately brought us into Fort Erie station on time. A rather strange situation exists here, in that the Canadian Customs offices are in the station owned by the American railroad (NYC), while the U.S. Customs are housed in the Canadian station opposite (C.N.R.).

During a 2½-hour stopover here, much transfer activity was in evidence crossing the International Bridge, involving NYC 2-8-0 1190 and C.N.R. 0-8-0 8431, lately renumbered from 8204. Pennsylvania road-switcher 8593 also appeared with a through eastbound freight. A fast return run to Toronto was made by N.Y.C. - T.H.& B. - C.P.R. train 379-792 powered, as usual, by two road-switchers.

Planned primarily as a photographic excursion, this trip proved to be an interesting example of the great amount of steam-powered activity to be seen on the Canadian railways even in this diesel-conscious era.

A VISIT TO THE ISLE OF MAN AND IRELAND

*October 1956*

By Thomas Marsh

On my annual leave this year I was able to make an interesting tour over many different railways, and to see many new and interesting sights.

The holiday started at 3:15 P.M. on the 22<sup>nd</sup> September, when I left Higham Ferrers on our local branch train, in itself a topic for discussion when the talk turns to economy and the closing of branch lines. After changing trains three times, I joined the "*Shamrock*" at Rugby; this train was so crowded that I had to stand most of the way to Liverpool. The train is called the "*Shamrock*" because it connects at Liverpool with the steamer that serve Belfast and Dublin; but I wasn't crossing to Ireland that night. I was going to the Isle of Man, home of no less than three 3'-6" gauge lines, 1 steam, 1 electric and 1 horse-operated.

I was able to cover nearly all of the Isle of Man Railway starting from Douglas and going south to Port Erin, retracing my tracks to Douglas and then riding the main line to Ramsey in the north of the island, this making a mileage of about 40, only 3 miles below the total possible.

The I.O.M. Railway is very smartly operated, with little outside-cylinder 2-4-0 T locos built between 1873 and 1910, and very well kept too, with polished brass steam domes and pipe work. Speeds are good for the narrow gauge, 25 miles in 1¼ hours with 7 stops, all on single track.

On reaching Ramsey I returned via the Manx Electric Railway to Douglas only 18 miles, as it has a more direct route than the steam line. This is a very scenic route, and a great tourist attraction, so much so that the Government of the island is determined to keep it operating in spite of its deficit, caused by very light traffic during the winter months.

The Douglas Corporation tramways had closed for the winter just one week before I arrived, so I was not able to see the famous horse hauled trams in action, but I was consoled with thoughts of treats in store in Ireland.

The next day I had several hours to spare in Liverpool before it was time to catch the Ballast steamer, so I had a run on the Kirby route of Liverpool Corporation Tramways, a run that is no longer possible, as the route has since been abandoned. However, it was very pleasant to ride several miles in a modern car over P.R.W. with many stretches covered at high speed.

On my return to the city centre I inspected the Liverpool Overhead Railway, the only example in Britain of an 'EL'. Unfortunately, this line is to close on the 31<sup>st</sup> December as the company cannot afford the money to re-deck the structure, and nobody will lend a helping hand financially.

There are 13 miles of route, with a frequent service of 3-car trains and, despite its name it ends at ground level at one end, and in a tunnel at the other; all along the route there are very good views of the busy scenes of the docks.

The Irish part of the tour started on Wednesday morning with my arrival in Belfast. I took a run out to Larne by steam train, and returned straightaway in order to see the interesting sight of the only line in Ulster that pays; this is the erstwhile Bangor branch of the Belfast and County Down Railway; when the main line was closed 3 years ago the branch was kept open and dieselized, and now it does a great business. It is a 12 mile uphill run to Bangor and the trip now takes about 25 minutes with a stopping train. There is a frequent service of M.U. trains, similar to the RDC cars. All freight goes by road, so the line is operated in a similar manner to a tram line, without an operating timetable. One of the attractions of the line is that it is possible to sit just behind the driver and see the line as you travel with as good a view as

the driver has himself.

On returning to Belfast I caught the mid-afternoon train for Londonderry, a 93-mile run, mainly single track, but very smartly operated; I had the working timetable open, and found that we were always within ½ a minute of the advertised. The run is not of great interest, and a hasty dash across Derry took me to the Great Northern Railway station for my train to Strabane, where the narrow-gauge starts; you used to be able to go by narrow gauge from Derry, but it was closed a few years ago, so now you have to begin on the broad gauge.

Strabane is the outlet for the County Donegal Railways, a 3-foot gauge line with 50 miles of main line and 55 miles of branch, over which a good service of articulated diesel railcars is run. Each car pulls a van to carry freight, there are also a few steam locos to haul the freights.

There are two lines leaving Strabane: the main line, and the Letterkenny branch, up which I rode that evening, to return next morning before setting out on the main line. At one point I was the only passenger, but things improved later, and we got quite crowded. It is the railcar which has saved this line, as can be seen when you look into the fate of the neighbouring Londonderry & Lough Swilly Railway, which stuck to steam and is now a bus line.

I ended up the night at Ballyshannon, the end of the branch line, a town also served by the G.N.R. on whose Bundoran branch the town is located, I planned to ride this branch the next day but was a bit disappointed to hear the news that the line had been washed out in a storm the previous day, and that there was a bus put on to cover the first 16 miles. However, we were able to entrain at Pettigo and continue to the town of Enniskillen, the terminus of the 48½ mile Sligo Leitrim & Northern Counties Railway, which has in common with other short lines the possession of a very long title. This line is still privately owned, as it crosses the border between Ulster and the republic of Ireland, so couldn't be expropriated by either government. It loses much money, and is subsidized by both governments, but it is very likely to close this winter. Passenger service is provided by buses on flanged wheels, which jolt along the lightly laid track in a manner reminiscent of horseback riding. I rode the line all the way to Sligo, from where I had to get a bus back to my starting point.

Next day, Saturday, was very interesting. I retraced my tracks as far as Strabane, and from there took a Dublin-bound train, but only as far as Fintona Junction, from which point the world-famed horse tram runs its leisurely course to Fintona, all of 1½ miles. The trip takes 10 minutes downhill from the junction and 15 minutes uphill, and makes 10 trips a day. In between runs the horse is stabled, so can hardly be said to be overworked. There are many places which are situated at a greater distance from the railway, but the branch is still kept open. It is of course a great tourist attraction, and it will be a sad day if the Ulster government closes the section of line from Clones to Omagh as they have plans, as not only the Fintona branch, but also the Bundoran branch and the S.L.N.C.R. will have to close as a result.

I arrived in Dublin that night, and spent three days seeing the sights of the city before setting off on my tour of the C.I.E.

One of the sights from a railfan's point of view is the Hill of Howth. Here may be seen the last electric trams in Ireland, only existing because they encircle the hill, around which there is as yet no road, but of course there is talk of making the surface suitable for cars, and abandoning the trams; till then, however, there is still the chance to take a ride on the top deck of an open-topped double-decker tram.

So far my rides had been mainly by steam trains, but on the C.I.E. there has been a vigorous modernisation plan, and the diesel reigns supreme, with steam remaining only on a few unimportant branch lines which I shall be referring in the second part of this narrative. This modernisation scheme has been most successful: schedules have been speeded up, patronage increased, and altogether the railways in the Republic really seem to be alive and kicking, not merely carrying on under

the threat of closure, as seems to be the case north of the border.

#### T.T.C. NOTES

The long-heralded cutback of the Harbord carline became a reality on Monday, January 21<sup>st</sup>, as with the first day car, the route's westerly terminus became the new St. Clarens Loop, on Davenport Road, one block east of Lansdowne Avenue. As mentioned previously, this cutback has been made to allow construction by the City of Toronto of a grade separation (underpass) of Davenport Road with the C.N.R. Newmarket Subdivision. There has been no decision rendered as to whether or not rails will be laid through the underpass allowing restoration of the Harbord line in full to its Townsley Loop terminus; one encouraging note, however, is the sign appearing at the St. Clarens Loop informing passengers that the cutback is "temporary". The mileage (round trip) of the Harbord route as shortened is 16.30 (from 16.34 previously) while 5 fewer cars are required, rather curiously, at all hours of the day: 47 A.M. rush period, 15 normal day service, 48 P.M. rush period (from 52, 20, 53 previously).

A shuttle bus service has been instituted on the portion of the route left without car service.

- P.C.C. 4005, and many others, has appeared from a recent body shopping with an extra exterior advertising bracket (split) mounted on the battery doors at the rear. This has resulted in the rear end number being moved up to a position between the "cats-eye" stop lights, where it was originally on all the air-electric P.C.C.'s
- Car 2416 has joined car 2436 in the out-of-service category at Russell Carhouse.

#### MOTIVE POWER NEWS

➤ The C.N.R. has announced that it is the intention to dieselize and de-electrify the St. Clair Tunnel Company operation between Sarnia Ontario and Port Huron, Michigan. Tests have already been carried out in an effort to determine the volume of smoke and gases created by diesel locomotives in the tunnel, and whether special ventilating facilities will be necessary.

➤ New C.N.R. locomotives with dates received:

G.M.D. 1200 H.P. Road-switchers: 1253, November 30; 1254, December 6; 1255, December 13; 1256, December 21; 1257, December 28.

M.L.W. 1600 H.P. Road-switchers: 1716, no date available; 1717, December 11; 1718, December 11; 1719, December 20; 1720, December 20. (These engines have been used since delivery on merchandise trains 516-517 from Toronto to Palmerston, and also on the various way-freights out of Palmerston.)

G.M.D. 1750 H.P. Road-switchers: 4512, November 30; 4513, 4514, December 4; 4515, December 5; 4516, December 6; 4517, December 7; 4518, December 10; 4519, December 11; 4520, December 12; 4521, 4522, December 14; 4523, 4524, December 19; 4525, December 20; 4526, December 21; 4527, December 26; 4528, 4529 December 27; 4530, December 28; 4531, January 2.

➤ The C.N.R. is testing two of the Montreal Locomotive Works new line of 1800 H.P. road-switchers announced in the last issue of the *Newsletter*. These demonstrators have been painted C.N.R. colours and numbered 5615 and 3616; they are to be on the railway for a 3-month period.

➤ G.T.W. 6324, one of four locomotives recently transferred to the C.N.R., was out-shopped by Stratford in the last week of December bearing the standard C.N.R. pilot, lettering and front number plate.

➤ The C.N.R. has begun dieselization of Montreal - Toronto passenger services. On February 4<sup>th</sup>, GMD units 6516-6616 appeared on Trains 14 and 31, and were on the same trains on the two following days (up to time of writing). Also on February 5<sup>th</sup>, MLW units 6754-6854 appeared on

Trains 5 and 32.

➤ Associate Member E. D. McDonell points out an error in the C.N.R. renumbering list printed in *Newsletter 126*: 1370-1384 of class H-6-g should have been shown as 1370-1378, 1380-1384, there being no 1379.

➤ C.P.R. locomotives on Eastern Region tied up serviceable as of November 30, 1956.

<u>No.</u>	<u>Location</u>	<u>Date</u>	<u>No.</u>	<u>Location</u>	<u>Date</u>
421	Aroostook	July 31	3523	St. Luc	May 11
422	Woodstock	November 21	3529	Brownville	June 30
453	Woodstock	April 9	3624	Bay Shore	April 17
485	West Toronto	October 26	3637	McAdam	October 31
1271	John Street	September 11	3692	McAdam	June 30
2228	St. Luc	August 6	3700	Bay Shore	September 30
2396	St. Luc	October 11	3719	Bay Shore	May 31
2457	St. Luc	October 10	5114	St. Luc	June 25
2470	St. Luc	August 31	5119	St. Luc	October 12
2471	St. Luc	October 5	5166	St. Luc.	October 10
2554	Sherbrooke	August 23	5171	St. Luc	September 27
2597	Brownville	May 29	5200	St. Luc	October 11
2644	McAdam	August 31	5223	St. Luc	October 12
2801	St. Luc	August 23	5333	Sherbrooke	September 30
2802	St. Luc	August 29	5400	St. Luc	October 20
2809	St. Luc	October 10	5456	St. Luc	October 1
2810	St. Luc	July 27	5750	St. Luc	August 29
2811	St. Luc	October 21	5751	St. Luc	August 29
2814	St. Luc	July 31	5752	St. Luc	August 29
2820	St. Luc	July 31	5754	St. Luc	April 23
2822	St. Luc	September 7	5755	St. Luc	April 23
2827	St. Luc	October 25	6227	Kentville	November 12
2841	St. Luc	July 16	6275	Lambton	August 23, 1955
2858	St. Luc	October 23	6298	Sudbury	October 31
2859	St. Luc	September 7	6601	Bay Shore	April 30
2926	McAdam	June 30	6932	Bay Shore	April 18
3429	St. Luc	May 1	6935	Bay Shore	April 24

#### 1957 DIRECTORATE

At the Annual Meeting of January 18<sup>th</sup>, the following were nominated as Directors of the Society for 1957, and being the only nine so nominated, were elected by acclamation: John A. Kelley, John D. Knowles, John A. Maclean, George A. Meek, John M. Mills, Harvey R. Naylor, Albert S. Olver, Robert J. Sandusky, and Stuart I. Westland. At a Directors' Meeting on January 25<sup>th</sup>, Officers for 1957 were chosen as follows: President, Westland; Vice-President, Naylor; Recording Secretary, Sandusky; Corresponding Secretary, Mills; Treasurer, Olver.

#### SUCCESS OF FIRST-FRIDAY MEETINGS

The January meetings started the outdoor series off in a slow way, with only 4 members present.

The February meeting, at Danforth Station, saw almost a fourfold improvement, with 15 members in attendance; this was very encouraging, and it is hoped that the upward trend will continue.

While many of these meetings may consist only of station visits, which can be made by individuals at any time, there is something in getting together with kindred spirits in a place of mutual

interest which makes these meetings more enjoyable than a solitary visit to the same place.

➤ New Book — "*Garden Gateway to Canada*", a history of Essex County, Ontario. 500 pages with 250 illustrations. While not a railway book, there are many pictures and references therein of interest to railfans. Information as to price is not at hand, but copies are available from the author, Dr. Neil Morrison, 1122 Chilver Road, Windsor, Ontario.

➤ Wanted by the Publications Committee: Photos of equipment or line views of the Niagara, Welland and Lake Erie Railway (local street railway in Welland). Other information or relics from the railway will also be very welcome. Please send any such material to Mr. J. A. Maclean, 542 Cranbrooke Avenue, Toronto 12, for use in possible forthcoming publications.

➤ Associate member G. W. Parks, Truro, NS, reports that the following 2-10-2 engines have been transferred by the C.N.R. from western lines to the Atlantic Region, probably for winter months only: 4008, 4010, 4011, 4027, 4028, 4032, 4036, 4037, 4039, 4044, along with a number of other engines, principally 3400-series Mikados and 6100- and 6200-series Northerns.