

October, 1947 - Number 23

The Society meets the third Friday of each month at 8:30 p.m. in Room 486, Toronto Union Station. The next meeting will be held October 17th.

CANADIAN PACIFIC RAILWAY ORDERS FURTHER STEAM LOCOMOTIVES

In addition to the twelve 3100 class Northerns ordered as reported in the September issue, the CPR has placed orders for 51 additional steam locomotives, as follows: Thirty dual service light Pacifics of the 1200 class, all for service on Western lines; Fifteen heavy freight Mikados of the 5400 class, 12 of which will be used on Western lines, and of which twelve, eight will be oil burners; and six heavy passenger Selkirks (2-10-4's) of the 5900 class, which will be oil burners, and which will be used in the mountains.

Besides these 63 steam locomotives for which orders have just been placed, the CPR has also currently on order thirteen more diesel-electric switchers from American Locomotive Company, and has recently called for 1675 new freight cars. The program for new locomotives and rolling stock for 1947 now stands well over 47 million dollars.

NEWFOUNDLAND RAILWAY: Enquiries have been made for six new narrow gauge locomotives and eight passenger cars.

NIAGARA, ST. CATHARINES AND TORONTO RAILWAY NOTES

by John D. Knowles

Saturday, September 13th was the last full day of operation on the N.St.C. & T. main line. The last round trip (Trains 216-217) was made with cars 132 and 135. The following day, NRHS Buffalo Chapter made a farewell trip over the line, using at first car 82, later 130, and finally 311.

The trip also covered some infrequently used trackage, including the CNR Depot and Ontario Street lines, Welland Vale and Walker's Quarry spurs, and the Lake Shore Division to Port Weller. Victoria Lawn was not covered, as the rails were coated with tar during a recent road surfacing project, and are now impassable. The excursion ended with a trip over the Montrose line, including a meet at the disused Falls View turnout.

An unusual train movement occurred September 7th, when the General Motors "Train Of To-morrow" ran over the N.St.C. & T. from Merritton Transfer to St. Catharines Terminal, where it was placed on display, with N.St.C. & T. trainmen acting as lecturers.

Present plans call for shipment of cars 324 and 326 to the Montreal and Southern Counties Railway, (This was done in late September), while 325, which has switch group control, will be retained for Port Dalhousie service. Car 305 holds the dubious honour of being the first N.St.C. & T. Cincinnati lightweight to be retired. It now sits forlornly in the boneyard corner at St. Catharines and will henceforth serve only as a source of spare parts.

The rumour that car 130 has been sold to someone in the States is gathering strength. Apparently the purchaser is one of the railfan groups. LATE NOTES: Cars 107 and 124 are being shipped away for scrapping as this is being written. Cars 61 and 131 have also migrated to the "boneyard corner", although no word is definite on them. Of the 130's, only 130 and 132 have been used since the main line abandonment.

A VISIT WITH THE BCER AT VICTORIA

by John A. Wood, Vancouver BC

To those readers who are not familiar with the geography of our great west, may I explain that Victoria the capital city of B.C. is situated on the southern tip of Vancouver Island, some eighty miles by boat from Vancouver city. Here as in Vancouver the street railway system is operated by the British Columbia Electric Railway Company.

After waiting fourteen months, my holiday period finally arrived, and having sister who resides in our capital city, I was able to use her as an excuse to slip away from my good wife in order to photograph what remains of the street railway system.

Unfortunately for me, the weatherman decided at this time that we needed a little dampness after a good long dry spell, but he relented long enough for me to get pictures of most of the cars.

I embarked on the CPR steamer "Princess Charlotte", Sunday morning, September 7th, and arrived in Victoria some five hours later.

Monday morning found me up bright? and early all ready to snap my shutters, (I had two cameras), only to be greeted with weeping skies. Consequently all I accomplished that day was a visit to the car barn, where I looked over the cars and had a long chat with the foreman during which we had a good cry on each others shoulders over the passing of these faithful old vehicles, adding considerably to the prevalent dampness.

Yes friends, this quaint old city, far famed as a little bit of old England, is going modern(?) Gas busses no less. Not even the consolation of a trolley coach. By this time next year trolleys will only be a fond memory and the clean air will be polluted by gas fumes from dozens of busses. Already three lines have succumbed, with more to go in the near future. Routes abandoned in their entirety are # 4 (Esquimalt), # 5 (Gorge) and # 7 (St. Josephs Street). Route # 8, (Head St.), was created when # 4 was discontinued and was in effect a short turn # 4. It went out when # 5 died. Routes still running at time of writing are # 1, (Oak Bay), # 2 (Outer Wharf-Cloverdale), # 3 (Beacon Hill), # 6 (Hillside-Gonzales) and # 9 (Uplands) which has been combined with half of # 10 Burnside. The other half was Mt. Tolmie which portion was abandoned last year, also there is # 11 Willows.

Service was maintained with forty one cars as follows: Nos. 22 & 23, ex-Saanich interurban cars; 188, 189, 200, 201, ex Vancouver city cars; 231-240, 250, 252-259, 381, 383, 387-390, and 400-409 (Birneys). Some years ago, when the Victoria cars were being brought over here for general overhaul in the Kitsilano shops, we sent them Nos. 200 and 201. When the job was completed, instead of having them return our cars, we retained 186 and 251, giving us two odd cars on our lines, as both are different types to anything we have here.

Service on the Gorge and Esquimalt routes was provided with a single end car, all of which are the 250 class. Since only one route using single enders remains, four of these cars have been scrapped, Nos. 250, 252, 253, and 256. In addition, six of the Birneys are also gone, Nos. 400, 401, 402, 405, 406, 409. The remaining four are used on the Outer Wharf line in non rush hours. Since this is the next line to be abandoned, the remaining four will soon join their sisters on the junk pile. It may be of interest to some that these cars have been in service for twenty-five years, and have never once had compressor trouble according to the car foreman.

To get back to the trip: Tuesday morning found me anxiously scanning the skies and I was quite relieved to see a few breaks in the clouds with the sun slyly peeking through now and then, so with high hopes I set out for the carbarns, arriving in time to see the Outer Wharf cars being changed off for the Birneys, and through the co-operation of the barnman was able to get half a roll of each car. After this operation, I hiked myself off to a convenient street corner in order to pick off what I could of cars on the road. Needless to say, I was continually frustrated by automobiles and curious old ladies. Why is it that people always stand in front of the camera

and stare instead of getting out of the way? If some of these dear old souls could have read my thoughts they would have been terribly shocked.