

November, 1955 - Number 118

The Society meets on the third Friday of every month in Room 486, Toronto Union Station at 8:30 P.M. The next meeting will be held on November 18th.

L.E.& N. — G.R.R. CARS NOT SOLD

The management of the Lake Erie & Northern — Grand River Railways has advised that the report in the last issue regarding the sale of the steel passenger equipment is erroneous. The cars are still on the property awaiting disposal.

PASSENGER TIMETABLE CHANGES IN EASTERN CANADA

By W. T. Sharp

The year since the last report (*Newsletter* 108) has seen the most radical changes in Canadian passenger timetables since pooling of the Montreal - Toronto services. Each road has broken away from the traditional convoy pattern of transcontinental service by introducing new "fast" trains which average better than 40 M.P.H. coast to coast and made substantial improvements on its Maritime main line. While the C.N.R. continues its ruthless pruning of secondary passenger services, apparently regardless of potential traffic, the Canadian Pacific has made some imaginative applications of RDC cars to provide local service at speeds up to 60 M.P.H. Since the schedules of the C.P.R.'s "Canadian" and the C.N.R.'s "Super-Continental" have been discussed previously in the *Newsletter*, this report will be concerned mainly with the secondary services.

CANADIAN PACIFIC RAILWAY

Introduction of the "Canadian" in April as trains 1 and 2, (the Toronto connections are trains 11 and 12), necessitated renumbering of Montreal - Vancouver locals 1 and 2 as 17 and 18, the Kettle Valley trains 11 and 12 as 67 and 68, and the Sudbury - Sault Ste. Marie local 17 as 31 (renumbered 27 in September). The "Dominion" continues to operate as trains 7 and 8 from Montreal to Vancouver but the Toronto section (3 and 4) no longer runs west of Sudbury. Trains 5 and 6 which operate primarily for head-end traffic are now shown in the public timetable as running through from Toronto to Calgary (Vancouver in summer). No. 6 now runs ahead of No. 8 instead of behind it, and No. 10, the Montreal connection for no. 6, is passed by No. 8 in the Chalk River station. In September the schedule of the "Canadian" was adjusted to give longer stops at division points with the same overall running time. Summer experience would seem to indicate that a further substantial acceleration would be feasible.

With the change of time in September the C.P.R. dieselized Montreal - Saint John trains 41 and 42, added new Budd equipment to their consist, named them "The Atlantic Limited", and cut two hours from their schedule. At the same time, trains 59 and 40 were cancelled east of Megantic but accelerated by 20 minutes between Megantic and Montreal. The schedule of the "PRINCESS HELENE" was revised to connect with the Atlantic Limited, and one hour was cut from the running times of Dominion Atlantic Railway trains 95 and 98 between Digby and Halifax. Revision of the C.N.R. Saint John - Moncton connection necessitated an hour's acceleration of the Boston - Saint John "Gull" (eastbound only). With the end of 39 and 40 in New Brunswick, two connecting round trips between Fredericton and Fredericton Junction were eliminated, a 50% reduction in service between these points.

September also saw the introduction of four more RDC's in the east. One pair runs between

Quebec and Montreal, replacing Jubilee-hauled locals 349 and 352. With a cut in running time of over an hour in each direction, the Dayliner train makes most local stops and provides a through Quebec - Montreal service as fast as that given by the "Viger" and "Frontenac". The other Dayliner pair makes a round trip daily between Saint John and Edmundston via McAdam, replacing steam hauled trains 101, 102, 153 and 154 with a three-hour acceleration in each direction. A fifth new RDC has gone to the Esquimalt and Nanimo.

The other changes of the last year in the east are minor. In April, train 741 was restored on Sundays between Toronto and Hamilton, and train 732, now running daily, was rescheduled to connect with pool 6 at Toronto, its former role as a morning commuter train being taken by No. 712 from New York.

In April also, all service was suspended on the Lake Erie & Northern — Grand River Railways (see *Newsletter* 111), locals 151 and 152 were cancelled between McAdam and Woodstock as were 153 and 154 between McAdam and St. Stephen, and Sunday only trains 375 and 378 between St. Gabriel and Lanoraie being provided in partial replacement.

Since November 1954, the day Montreal - Boston "Alouette" has been running via White River Junction instead of via Plymouth. Passenger trains were replaced by mixed trains on slower schedules between Ottawa and Bedell and between Guelph and Goderich, while all passenger service between Hamilton and Guelph Junction was cancelled in April. Toronto - Sudbury locals 25 and 26 (see *Newsletter* 108) ran again to Sudbury daily except Sunday during the summer, but with the change in time have run thrice weekly only north of MacTier. Also, in September the Toronto - Sudbury overnight locals 27 and 28 were cancelled, and trains 5 and 6 were accelerated and given extra stops at the same time. Mixed train changes in September affect trains 115 and 116 between Bay Shore and Bonny River (thrice weekly instead of daily except Sunday operation), and Smith's Falls - Brockville trains 561 and 564 (until recently the last Mogul hauled trains on the C.P.R.), which are cancelled entirely.

Finally, the spectacular progress of the C.P.R. Alberta District must be mentioned. Despite extra stops, the Dayliners on the "Chinook" between Calgary and Edmonton now cover the 194 miles in three and one half hours and diesel power has made it possible to accelerate the "Stampede" and "Eskimo" so that they cover the same distance in three hours and 55 minutes. Since April a pair of Budd cars has made two trips daily between Calgary and Lethbridge, a total of 532 miles at an average speed, all local stops included, of 54 M.P.H., a figure which compares well with the C.N.R. Toronto - Montreal main line. Between Medicine Hat and Lethbridge, the RDC has cut one hour and 20 minutes from the schedule. On the other hand the Manitoba District operates an RDC between Winnipeg and Great Falls and Winnipeg and Riverton with much the same journey time as the steam trains it replaces. To maintain balance it should be mentioned that for no very obvious reason, three hours was added in April to the running time of train 68 (formerly 12) between Vancouver and Medicine Hat.

CANADIAN NATIONAL RAILWAYS

The main new feature of the C.N.R. timetable is the "Super-Continental" Nos. 1 and 2 introduced in April between Montreal and Vancouver. The "Continental" has been renumbered 3 and 4, and the Toronto - Capreol connections are 51-52-53 and 54. Train 103, formerly operated primarily for head-end traffic, has been eliminated from the public timetable. In September, half an hour was cut from the Montreal - Vancouver running time of the "Super-Continental", which now provides a two hour Montreal - Ottawa afternoon service in each direction. Also in April, two hours were cut from the running time of the Halifax - Montreal "Ocean Limited" (renumbered 1 and 2), with a corresponding acceleration for the "Scotian". The "Maritime Express" is now numbered 3 and 4, one hour was cut from the westbound time. Since September, 1954 the Riviere-du-Loup - Levis

RDC's have made a second round trip daily in place of steam trains 31 and 32, but on a faster schedule. Since February, an RDC car has handled one local round trip daily between Sherbrooke and Richmond, and two between Richmond and Lyster, and in October a two car RDC train took over the day local between Quebec City and Chicoutimi, with faster schedules in each case.

Apart from the features mentioned above, the C.N.R. changes are curtailments of branch line service. In April, apart from the Pictou County services (see *Newsletter* 111), Maritime curtailments included Cape Tormentine - Moncton (seasonal locals 41-42), Point du Chene - Moncton (one round trip daily remains), Halifax - Waverley - Lantz (all local service eliminated), Riviere-du-Loup - Edmundston (daily except Sunday motor replaced by thrice weekly mixed), Campbellton - Dalhousie (all passenger and mixed service gone), Halifax - Bridgewater (passenger train replaced by slower mixed), Halifax - Liverpool (mixed train cancelled) and Mahone Bay - Lunenburg (one round trip eliminated).

In Quebec, apart from the M.& S.C. and Montreal - Vaudreuil - Coteau services already mentioned in the *Newsletter* (four weekly round trips remain between Montreal and Dorval), lines that felt the axe in April included Quebec - Garneau (motors 697 and 698 cancelled, hence weekend motors 691 and 692 to la Tuque were replaced by steam trains), Chambord - Dolbeau (one round trip daily remains), Coteau - Valleyfield (all passengers now handled by bus), Montreal - Rawdon (three trains remained weekly to Rawdon, one from Rawdon: one of these was cancelled in September), and St. Leonard - St. Hyacinthe (143-48 cancelled, other local steam trains replaced by motor trains).

In Ontario, the cancellation of certain mixed trains has been mentioned previously (*Newsletters* 109-110-111). Also eliminated in April were Toronto - Parry Sound motor trains 633 and 634 (a new mixed service operates from Washago to South Parry in partial substitution (see *Newsletter* 115), one mixed round trip between Scotia and Algonquin Park, trains 63-60-160 between Allandale and Collingwood, train 42 from Orillia to Midland and trains 42-148 from Midland to Barrie. These changes would seem to indicate that the C.N.R. is no longer interested in Toronto - Georgian Bay - Muskoka, etc. resort business. At the same time, the Stratford - Sarnia and London - Chatham locals were replaced by mixed trains (in the former case running thrice weekly only), and one weekly mixed trip from Lindsay to Bancroft was eliminated. An exceptional case was the Durand - Greenville mixed of the Grand Trunk Western which was increased from thrice weekly to daily except Sunday operation. In April motor trains 602-605 between Blackwater and Lindsay via Lorneville were cancelled; instead 603 runs direct from Lindsay to Blackwater and 604 from Lorneville to Lindsay. In September Toronto - Lindsay - Belleville locals 93-94 were diverted to run via Lorneville with a consequent increase in running time. Other lines affected in September were Montreal - Richmond (Sunday locals 29-30 cancelled), Montreal - Lac Remi (91-92 cancelled on two days of the week), Trenton - Anson (the Bancroft mixed now run from Belleville), Bancroft - Maynooth (one train weekly remains), and Windsor - Detroit (ferries replaced by buses).

In April the Ontario Northland Railway eliminated one daily round trip between Englehart and Noranda. On the credit side, it cut 30 minutes from the Toronto - Timmins time of No. 49 without assistance from the C.N.R.

MOTIVE POWER NOTES

The London and Port Stanley Railway has taken delivery of a 1310 H.P. diesel road-switcher built by G.M.D. This locomotive has been designated L-4 and is the first new motive power purchased since box-cab electrics L-1 to L-3 were obtained as part of the road's original electric equipment.

➤ C.N.R. locomotives scrapped:

July 6th: 82, 2336, 7231, 7430, 8400

July 29th: 5065, 7222, 7424, 8200

➤ Ontario Northland Railway Mikado 310 was moved dead to Hamilton for scrap on September 22nd.

➤ C.N.R. Consolidation 2653 was used for several recent weeks as a stationary steam supply at the B-A Oil Keating Street depot in Toronto.

OBSERVATIONS ON THE CUMBERLAND RAILWAY AND COAL COMPANY

At the time of a recent visit to this Nova Scotia short line, Consolidation 52 and 0-8-0 No. 545 were doing all the heavy work on the railway. The latter locomotive was purchased from the Chicago & Illinois Midland, and still has the distinctive large numerals and red band on the tender.

The only other engine under steam was No. 43, a Mogul obtained from the Sydney & Louisburg Railway this year as a spare for No. 52. Due to weight restrictions, Nos. 43 and 52 are the only locomotives permitted to operate to Parrsboro. No. 43 was observed on that service, hauling open platform wooden combination car No. 601. Although engine 43 was obtained only as a spare and is unsuitable for the heavy freight work performed in the Springhill Junction - Springhill area, it has been fairly regular use on the Parrsboro train.

In the Springhill shops, two engines normally used for switching were being repaired. 0-8-0 No. 53 was undergoing tube work and receiving new tires while 0-6-0-T No. 10 was undergoing some minor work.

The above five engines make up the total motive power of the C.R. & C. Company at present.

Mikado 2051, acquired from the New York Central in 1950, has been sent to the affiliated Sydney & Louisburg Railway, where it was given a thorough overhaul and assigned the number 106.

Consolidation No. 11 stands in the Springhill yard in a partly dismantled condition. Consolidation No. 9 was scrapped last year.

Rolling stock includes two caboose, 500 and 501, open platform coach 602 (coach 600 became Sydney & Louisburg No. 11, and is now derelict at Glace Bay), a wooden wedge plough No. 2, a steel double end wedge plough No. 10, and the ruins of another open platform combination car, No. 4. There are also some long-disused wooden flat cars and four-wheel coal cars.

EIGHT CAR TRAIN OPERATION ON TORONTO SUBWAY

The T.T.C. has commenced operating 2 eight car subway trains during the A.M. and P.M. rush hours when the additional cars are available.

These trains are scheduled at peak times. Presently, runs 12 and 18 in the A.M. rush and 2 and 6 in the P.M. rush have been selected.

In order that the guard will know that all doors of the train will open onto the platform, painted markers have been placed on the ceiling immediately above the wall tile.

LIST OF T.T.C. CARS SCRAPPED - SUMMER 1955

<u>Sequence</u>	<u>Car Number</u>	<u>Type</u>	<u>Date to George Street</u>
1	2450	2 man Peter Witt	July 11
2	2452	2 man Peter Witt	July 11
3	2370	1 man large Witt	July 13
4	2500	2 man Peter Witt	July 13
5	2718	1 man Small Witt	July 13
6	2504	2 man Peter Witt	July 14
7	W-22	ST Grinder	July 14
8	2482	2 man Peter Witt	July 14
9	2508	2 man Peter Witt	July 18
10	2568	2 man Peter Witt	July 18
11	2484	2 man Peter Witt	July 18
12	2454	2 man Peter Witt	July 19

13	2480	2 man Peter Witt	July 19
14	2488	2 man Peter Witt	July 19
15	2470	2 man Peter Witt	July 20
16	2494	2 man Peter Witt	July 20
17	2516	2 man Peter Witt	July 20
18	2464	2 man Peter Witt	July 21
19	2566	2 man Peter Witt	July 21
20	2518	2 man Peter Witt	July 21
21	2486	2 man Peter Witt	July 25
22	2490	2 man Peter Witt	July 25
23	2460	2 man Peter Witt	July 26
24	2506	2 man Peter Witt	July 26
25	2456	2 man Peter Witt	July 27
26	2472	2 man Peter Witt	July 27
27	2544	2 man Peter Witt	July 28
28	2496	2 man Peter Witt	July 28
29	2556	2 man Peter Witt	August 2
30	2212	ST Snow Scraper	August 2
31	2498	2 man Peter Witt	August 3
32	2492	2 man Peter Witt	August 3
33	2536	2 man Peter Witt	August 4
34	2572	2 man Peter Witt	August 4
35	2530	2 man Peter Witt	August 8
36	2526	2 man Peter Witt	August 8
37	2570	2 man Peter Witt	August 9
38	2522	2 man Peter Witt	August 9
39	2560	2 man Peter Witt	August 10
40	2562	2 man Peter Witt	August 10
41	2576	2 man Peter Witt	August 11
42	2512	2 man Peter Witt	August 11
43	2502	2 man Peter Witt	August 22
44	2578	2 man Peter Witt	August 22
45	2564	2 man Peter Witt	August 23
46	2574	2 man Peter Witt	August 23
47	2474	2 man Peter Witt	August 24
48	2548	2 man Peter Witt	August 24
49	2462	2 man Peter Witt	August 25
50	2520	2 man Peter Witt	August 25
51	2458	2 man Peter Witt	August 29
52	2478	2 man Peter Witt	August 29
53	2550	2 man Peter Witt	August 30
54	2476	2 man Peter Witt	August 30
55	2466	2 man Peter Witt	August 31
56	Y-2	Trailer Shunter	September 8 (*)

(*) - Junked at Davisville Subway Yards

Most cars were stripped and not operable as of scrapping date, and were towed to George Street by car 2550.

NEW BRUNSWICK NOTES

By Kenneth S. MacDonald

I made the last trip over the C.P.R.'s Fredericton - Fredericton Junction line on trains 108-111 on September 24th behind Jubilee 2929 on the same day, Pacific 2397 was making the last steam run on train 42 which became the diesel-hauled "Atlantic Limited" the next day. The C.P.R. is building a new station at Fredericton Junction replacing one built in 1869. 4-4-0 No. 144 went to McAdam shop in an extra freight on October 15th. Ten-wheeler 457 has been used lately on the Chipman - Woodstock passenger run in place of motor car 9008. The C.N.R. is using 5557 at South Devon in place of 5521, sent to Moncton.

EXCHANGE SECTION

William Giles, 22 Humewood Gardens, Toronto, LA 2082, wants a copy of Official Guide, preference, since 1950.

➤ Seymour C. Mickler, P.O. Box 411, Tampa, Florida, will buy Amalgamated Street Railway - Motor Coach union buttons, all divisions. Will pay 10¢ for those since 1950, 15¢ 1940-1950, and 25¢ prior 10 1940. Write first. Wants also old Lionel and Voltamp toy trolley cars.