March, 1957 - Number 134

The Society meets on the first and third Fridays of every month. The regular general meeting for March will be held on the 15th in Room 486, Toronto Union Station, at 8:15 P.M., and the entertainment will consist of members' motion picture films of steam railway operations.

The next outdoor meeting, to be held on April 5th., will consist of another station visit for the purposes of train observation - the location for this meeting will be the C.P.R. Parkdale station at Queen and Dufferin Streets.

UNFORTUNATE NEWS HANDLING

In late January T.T.C. Chairman Allan Lamport made a public statement to the effect that:

(1) No more street cars are being manufactured on the North American continent;

(2) The T.T.C. must turn (he used the present tense) to American cities which are discarding street railways to obtain good buys in used street cars;

(3) This drying-up source of supply can only mean the eventual picture that Toronto too will have to give up surface electric railway transportation, with rail rapid transit and free-wheel feeders to be the replacement system.

Why such a statement should have been made at this time is not very clear; (could it be the prelude to another second-hand car purchase?) In any case, the pronouncement was seized upon by the various agencies which gather and disseminate news for daily public consumption and the results were most unfortunate, newspaper articles on the Chairman's statement bore headings such as "STREET CARS NEARING END OF LINE", while U.C.R., members report having seen a TV news broadcast on which a PCC running on King Street was shown, together with commentary to the effect that "this scene will soon vanish from Toronto streets". Most of the Society's members know that a quick disappearance of street cars from Toronto, the implication derived from the Chairman's remarks by the sensation-seeking public press, is a practical impossibility. Hundreds of post-war PCC cars, miles of track in good or excellent condition, and above all, the Queen Street extension which is still in the future, all show that here is a street railway system with many years of useful life left in it. However, the average Torontonian is not aware of this, and, while the "get-rid-of-street cars" attitude of public opinion which has hastened the demise of many a system elsewhere has never been rife in Toronto, he might seize upon such news reporting as being factual in all aspects, and come to expect and then later demand that the plan he read about in 1957 be put into effect with greater haste. This would prove embarrassing to the T.T.C., which could only, if its reasonable policies of the past are continued, discontinue street car operation entirely after a lengthy period of time.

These remarks must be summarized with the editorial expression of opinion that the Chairman's pronouncement might better have been left unmade at this time, and as a result of the manhandling it received in the public prints, it has done nothing whatsoever to improve the transit "climate" in Toronto.

BLOOR SUBWAY SUFFERS SETBACK?

On February 25th., Metropolitan Toronto Chairman F. G. Gardiner made the observation before the Metro Roads Committee that financial considerations may delay the start of construction of the T.T.C.'s Bloor rapid transit line, with the Lakeshore Expressway, Don Valley Parkway and other

major roads already planned or being undertaken having to be fitted into Metro's tight budget. Subway construction would require 50 to 55 million dollars per annum over the next three years, and Metropolitan Toronto can borrow about 80 million per year. Full scale subway construction would therefore take out a large part of the Metro budget, leaving the arterial roadways, trunk sewer and watermains and other projects all to be financed out of the remainder. Mr. Gardiner said further that "no matter how violently we are in favour of the subway, we simply cannot contemplate it without halting most of our other work."

On this note it might be appropriate to mention that the latest issue of the T.T.C. "take-one", the *Headlight*, carries a centrefold montage of newspaper clippings reporting and editorializing on the need for the Bloor Subway, and one short clipping which epitomizes the situation is specially outlined. In any discussions on whether the subway or the arterial roadways should receive financial priority, it would appear that the content of this particular clipping should be borne uppermost in mind:

"A subway is just as much a part of the transportation system as surface roads, and in a city as congested as Toronto is more economical and efficient. Such a subway is just as much entitled to a subsidy as is a paved road, and the money would be better spent, for it would benefit more people. Expensive as a subway is, it is not as expensive as the several expressways that would be required to, carry the same number of people on the surface."

To reference to a subsidy above is to the 50% Provincial subsidy paid for arterial highway construction and which has been refused for the subway. Despite Mr. Gardiner's statement, the Metro budget for the coming year includes $1,000,000 for the completion of detail plans for the Bloor and
University Avenue lines.

L.& P.S. PASSENGER SERVICE DISCONTINUED

As mentioned in the last issue, passenger operations on the London & Port Stanley terminated with the last scheduled trips on Monday, February 11th. The abandonment was quiet, with no special observance on the last trip. Because of the awkward time of the week, no railfans are believed to have been present, but it is known that a few London citizens made the last round trip for sentimental reasons.

Nevertheless, there was considerable railfan observance of the unfortunate event on the previous day (Sunday the 17th.), as a 2-car excursion of Detroit's Michigan Railroad Club made a lengthy round trip of the line, and highlighted the day's activities with a slow trip between St. Thomas and Port Stanley using only the distant London power supply (the St. Thomas supply, as mentioned previously, was disconnected on February 1st.) The northbound climb from Port Stanley was barely more than a crawl, but the two fully loaded cars finally made St. Thomas. (Because of the power situation it was originally; intended to send only one of the two cars to Port Stanley but one car proved too small for the 93 passengers.) Several U.C.R.S. members were among the large party that made the trip.

A report in the *London Free Press* on the day following the abandonment said that there is a possibility that at least some of the motor cars may be saved in operating condition to carry mail and express between London and St. Thomas. If this prove is to be true, it is certainly hoped that the cars will remain available for charter.

The London Railway Commission has received City Council permission to purchase a second diesel locomotive for the L.&P.S. It is reported that this unit may be of the hydraulic transmission type similar to the steeple cab exhibited by GMD in the recent "Motorama" display in Toronto. On the subject of the existing; diesel on the roster, L-4, Associate Member F. H. Howard of London says that the locomotive was built to the order of the L.&P.S. and was not a diverted

order. It was, however, built consecutive with 15 G-12's supplied by GMD to New Zealand.

MOTIVE POWER NOTES

➢ C.N.R. deliveries:

GMD 1750 H.P. Road-switchers: 4532 and 4533, January 4; 4534, January 7; 4535 and 4536, January 9; 4537, January 10; 4538, January 15, (End of order).

MLW 1600 H.P. Road-switchers: 1713 and 1714, November 29; 1715, November 30; 1716, December 7.

GMD 1200 H.P. Switcher: 7033, January 31.

GMD 1750 H.P. Road-Passenger units "A" and "B": 6514-66614; January 16; 6515-6615, January 23; 6516-6616, January 30; 6517-6617, Feb. 12; 6518-6618, February 21.

➢ C.N.R. 2-8-0's 2516 and 2628 were scrapped on December 28th.

➢ G.M.D. 1750 H.P. Road-switchers (Model GP-9) 1603, 1605 and 1606 for the Ontario Northland Railway were turned out of the London plant on January 25th. and passed through Toronto the following day.

➢ The Grand Trunk Western borrowed five large Northern type locomotives from the Chicago, Burlington & Quincy Railroad during January. These were Burlington numbers 5610, 5618, 5621, 5631 and 5634. At the same time, GTW loaned the following 4-8-4's to the Canadian National for use in Ontario: 6313, 6319, 6326, 6331 and 6335.

➢ An electric locomotive, Noranda Mines 19, was reported as passing through Toronto on February 9th., presumably being delivered new from the builder.

➢ Diesels were used for the first time on Trains 9 and 10 of the C.N.R. (Toronto - Belleville) on February 21st.

➢ The recent appearance of diesel road units on C.N.R. passenger trains west of Toronto, plus the reported observation of G.T.W. diesels on these trains, seems to indicate that electric operation through the St. Clair Tunnel at Sarnia has ceased, at least in so far as passenger operations are Concerned. No definite news has yet been received on this development.

➢ In contrast to this increase of diesel activity on the C.N.R. is a marked increase in steam activity on the C.P.R. around Toronto. A month ago it was stated in some quarters that there would be no passenger steam locomotives on the C.P.R. in Toronto after March 1st. Instead, Pacifics have been reported on Toronto - Hamilton passenger trains on several occasions in late February and early March, while Hudson 2838 has been running on Train 712 regularly of late, and was also observed on Train 36 leaving Toronto on February 23rd. A member living near the C.P.R. Toronto - London line reports a decrease in diesel-powered trains, and a corresponding increase in steam power. It would be interesting to know the reason for this development.

➢ The T.T.C. sold standard gauge bucket crane # 2 for scrap during 1956 it having been condemned on June 20, 1955, and was unused for several years before that time. It was removed from the property by rail during July. The other such unit, No. 1, left the system some years ago. The only T.T.C. rolling stock on the standard gauge track system at Hillcrest Shops is now the converted differential dump car formerly known as Y-18. (It has borne no designation in recent years). This unit, receiving its power from a snake, moves freight cars in and out of the Hillcrest property.

CANADIAN PACIFIC WESTERN TRIP - 1956

By W. T. Sharp

This trip I am to describe began as we boarded # 1, the Canadian with 10 cars, the usual consist, behind diesels 1424 & 1901, at Chalk River on the Friday before Labour Day. Meets with 1254 on the eastbound way-freight, at Mattawa with former Algoma Eastern 2-8-0 #3952 on an extra west off the Temiscaming branch, and at Markstay with 1266 on the Sudbury way-freight (very late)

reminded us that, although diesels do most of the main-line work, much steam is still to be found east of Cartier. After consolidation with #11 from Toronto, we left Sudbury on time with 16 cars, (13 Budd-built) behind the same two diesel units (three were used west of Sudbury until this year). Train 6 and two sections of # 8, all late but diesel-hauled, passes us on the double track west of Sudbury. Chapleau diesel 8475 was noted on # 28 from Sault Ste. Marie.

The spectacular Schreiber Division was watched next morning from the dome. The division is almost entirely dieselised with MLW cab units and road switchers in freight service. No. 6 met at Terrace Bay, had 8559-8572 and No. 8 followed in two sections with 1422-1902 and 8472-8472 respectively. CP 5325 on a work train near Cavers showed that steam remained even here. Near Red Rock CN 2467 on the weekly Jellicoe - Port Arthur way-freight, was a reminder of a bygone age.

At the Lakehead steam power still predominated in yard service. CP 6608, 6906, 6907, 6908 and 6944 and CN 8206 and 8331 were noted. From Fort William to Winnipeg the heavy grain traffic seemed to be almost exclusively handled by P-2 Mikados, with diesels on passenger trains and the occasional manifest. Kenora, as many secondary yards across the prairies, has only recently received 660 HP diesel yard switchers. CP 2854 on No. 54 and 2850 on first No. 8 (13 cars) were the only Hudsons noted in passenger service on the whole trip.

We were up the next morning bright and early, east of Swift Current. Number 14 had G-3 2354; No. 6 Chapleau road switchers 8573-8578; and No. 8 (20 cars) with 1406-1919. Around Swift Current several G-3's (as well as Alyth road switchers) were seen in freight service but the most exciting sight was T-1 5932, under steam outside the Swift Current roundhouse. Between Medicine Hat and Calgary P-2's 5463 and 5467, recently transferred from the Shuswap Subdivision where they had worked since delivery in 1948, were noted on freights. At Bassano 5205 was laying over for the Empress mixed. Among locomotives stored at Ogden shops were 2861, 2923, 3649, 5213, 5770 and 5920. At Calgary helper 8497 was added for the climb ahead. We left the train in the rain at Lake Louise, delayed 20 minutes by the meet with No. 2.

Next day we took No. 7 to Glacier. Running very late as first No. 7, No. 5 came through behind diesels 1411-4446-4424 and No. 7 followed with 1418-1912-1917 and 20 cars. As we entered the new station at Fields the other platform was occupied by a 16 car passenger extra (mostly SP equipment) behind 1410-8491-8542. While No. 2 and an eastbound extra waited to enter. It was 45 minutes later before we could leave to find the next two sidings blocked with a freight (units 8537-4447) and No. 6 (with a single unit, 4030, only). The Field roundhouse looked deserted but ten road switchers were lined up outside and 5760 stood dead in the yard. A box car was noted off the track West of Leanchoil explained the traffic jam. Cranbrook engines 1026 (4-6-0) and 7117 were at Golden. At the old helper station of Beavermouth, the roundhouse has been torn down and the Post Office closed since the diesels came.

During our week at Glacier we got a fair picture of the present operation on the Mountain Subdivision. Passenger and freight trains are on the average much heavier than in the days of steam but the volume of traffic remains impressive. It seemed indeed rare for Glacier station to be to be an hour without the passing of road switchers in freight service. Passenger trains get from 1 to 4 units, depending on load, freights usually 3 or 4, all running through over the subdivision. The cab units that remain at Alyth are mixed almost indiscriminately with the GP-9's that predominate. Alyth units handle virtually all traffic from Calgary to Kamloops and run regularly through to Vancouver. Average drag times over the rugged subdivision is only about six hours from Revelstoke to Field.

We left Glacier on September 9, 1956 on No. 7, with a typical caravan of 20 cars behind 1409-1916-4447 and 1410. At dinner the car was dominated by the accents of Australians sailing from the mariners from the SS *Orcades*. Early morning, smoke at North Bend, followed by yard

engines 3604, 3689 and 5787 at Coquitlam and 2707 on the transfer run showed that steam retained a precarious foothold at the western end of the system.

A quick visit on September 12, 1956 to the CNR station at Kitimat revealed 4-6-2 # 5000 on No. 57, a remarkably heavy train, but 2 cab road freight units were a sign of the times. Without airport or highway and with only mediocre steamship service, Kitimat is very dependent on the CNR and seemed not too happy about it. Prince Rupert the next afternoon resembled many division points, twenty years ago: 7536 worked the yard while 5116 and 2690 awaited their calls in passenger and freight service respectively and 2175 shuffled in with a work extra.

Our return to Vancouver was on September 22 on No. 68, consisting of seven cars behind 4105-4453. At Midway the next morning, the small yard was jammed with three freights, No. 968 with five units, including a Trainmaster. CLC diesels dominate the Kettle Valley line with Trainmasters handling a good share of the work. Rumoured RDC's on the Nelson to Vancouver run next summer may make possible a daylight view of the scenery, as splendid to my way of thinking as that of the main line. At Nelson, with its diesel shop, our units were replaced by 4057 and 4454.

The next morning at Lethbridge we were in steam territory again, with 3601-5810-2586 and 5227 under steam outside the roundhouse. We changed to RDC's 9100-9101 for a fast run to Calgary. At Macleod 1296 was ready for the Calgary way-freight. With much local business the Dayliners reached Calgary 7 minutes late but they were unloaded and loaded again in 8 minutes to make possible a punctual departure for Lethbridge, an impressive demonstration of RDC flexibility.

Around Calgary there was plenty of steam. 3690, 5800, 6279, 6284, 6605, 6905 and 6952 were active in the yards, along with a dozen diesel switchers. Number 2371 was noted dead in a freight train and 3614 and 5934 lay dead in Alyth Yard. Live around the roundhouse were 834, 2314, 2387, 2389, 3695, 5157, 5242, 5468 and 5932. On the diesel side it was a surprise to see that the units on No. 1 were changed at Calgary and more surprising still was the arrival of a manifest from the east behind passenger units 1410-1423. We returned to the station to see No. 528 arrive from Edmonton behind regularly assigned diesels 1433 and 1434 and boarded No. 2, which left rather late behind 1426 and 1918.

The next morning between Broadview and Winnipeg no diesels were seen in freight service; G-3's and diesel displaced by Hudsons do most of the through freight work with G-5's and G-2's in way-freight service. Between Winnipeg and Fort William we again enjoyed a steady procession of heavy mikes with G-5's on the mixed trains that provide local service. At Chapleau new GP-9's, 8623 and 8624, presumably enroute to Alyth, were seen on No. 951. First steam noted on the Algoma District was 5362 on the Levack ore train. While watching the complicated switching operations at Sudbury, it was a pleasure to note 2823 outside the roundhouse. At Sturgeon Falls we met 1266 on the way-freight and at Yellek 4010-5373 on an extra west. At North Bay apart from diesel units, 2421 and 5367 were at the coaling stage and ONR 306-500 were in storage outside. At Mattawa 1085 was seen with a extra east beside yard engine 3422. Number 951, with four diesel units, was met at Stonebridge and as we entered Chalk River, end of our trip, delayed by a malfunctioning block system, 5452 was ready to lease with an extra west.

In summary we can conclude that with the many new road switchers, diesels are almost everywhere, even in Saskatchewan the district that remained 100% steam for so long. In main line passenger service on the CPR steam's day is done and with RDC's and large-scale curtailment of branch line service on the prairies steam will not be common much longer in local passenger service. However with a rising freight traffic volume steam in freight service is abundant system wide except in the territory west of Calgary and Lethbridge and almost all classes are to be seen. Only between Fort William and Swift Current however does steam predominate. To see steam, the time to travel is soon!

A VISIT TO THE ISLE OF MAN AND IRELAND

October 1956 (Part Two)

By Thomas Marsh

The second half of my Irish tour was all on the metals of the Coras Iompair Eireann, the Irish Transport Company, which runs all the railways, most of the buses, and many trucks in the Irish Republic. The Great Northern Railway, which operates in both North and South, is now managed by a board of members from both states. The railways wholly in Northern Ireland now come under the jurisdiction of the Ulster Transport Authority, although old habits linger, and in Belfast the buses still say, "Passes L.M.S. Station" on their linens, rather as the people in Newfoundland refer to the "Foreign Express".

Leaving Dublin on the Sligo Express, a train of ordinary stock hauled by a diesel loco, I alighted at Dromod, the southern terminus of the 3 ft. gauge Cavan and Leitrim section, formerly the Cavan & Leitrim Railway. This is an independent line some 33 miles long, with a branch 12 miles long, of great interest to fans. This section is still steam operated, the reason being that it serves the only source of coal in Ireland, and it is coal which provides most of the traffic. As the other narrow gauge lines in the country have been closed, their motive power has in many cases been sent to this section. So, at Ballinamore, headquarters of the section, one can see all manner of interesting sights, with locos from the Tralee & Dingle, West Clare, and Cork Blackrock & Passage lines. I took the train as far as Ballinamore, then changed for the Arigna Branch, the only remaining line in Ireland that runs, unfenced alongside the public road, which it crosses at intervals. It was here that the famous incident occurred of the driver of a train being summoned for contravening the Road Traffic Act; he "drove furiously" across a crossing!

The Arigna train is usually mixed, the passengers being accommodated in an incredibly ancient coach with plush seats in the First Class, wooden benches in the second, and open balconies at each end; no heating whatever is provided except for the guard, who has a coal stove.

I rode to the end of the branch and back, a great experience, with a race against a motor truck in one place, with the odds in our favour as road traffic has to wait until the trains cross the road. I then returned to Dromod, where I caught the evening train to Sligo, this time an MU diesel one. After spending the night at Sligo, I caught the only train of the day for Limerick Junction, once again an MU diesel; this train carried me as far as Ennis, which is the railhead of the West Clare section, again a previously independent 3 ft. gauge line. This is the only other narrow gauge line run by CIE, and was dieselized last year; the passenger trains are articulated cars modelled on the County Donegal ones. This line is well fenced and the trains make good speed between stops, covering 48 miles with 9 scheduled and 10 flag stops.

Having some time to spare between trains, I looked round the yard and saw some of the original steam stock being broken up. I was lucky enough to acquire the builder's plate from one 6-wheel coach; the date of construction would be about 1894.

Just a word here about Limerick Junction, which is the proud possessor of a truly Irish station. The junction is situated about 22 miles from the town that gives it its name, and is situated where the double track main line from Dublin to Cork is crossed by the Waterford & Limerick line. The lines cross on the level a little east of the station. There is only one through platform, and 2 dead-end bays for the trains on the branch. The main line platform is on a siding, and the only access thereto from both directions is by means of overrunning the station and backing into the platform road over a modified scissors crossover. The platform is on the up side of the line, so it is all right for the up trains, they only reverse onto the adjacent track. For down trains it is a little more complex, as they have to cross the up line to gain access to

the platform. When two trains meet they end up on the same track face to face a few feet apart.

All has been fairly simple so far; it is the branch trains which are really complicated. A southbound train leaves the branch to curve west, and runs right along the rear of the station; it stops a little way beyond the end of the platform and reverses into the bay; when it is ready to leave it pulls out of the bay, reverses and backs along behind the station and onto the branch once more, facing south. A train coming from the south crosses the double track on the level, carries on till past the spur leading to the station, then reverses straight into a bay at the near end of the platform, from where it has a straight run back to its line when ready to go.

At Limerick Junction I joined a Dublin - Cork train, which took me as far as Mallow, where the Kerry portion of the train is detached. It was quite a change to be rolling along the double track at speed, instead of the leisurely pace of the trains so far. At Mallow, however, the track once more becomes single, so the progress is a little slower. The Kerry line serves Killarney, another Irish special, from where all trains have to reverse before continuing to Tralee. I left the Tralee train at Farranfore, from where the Valentia branch starts. This line runs to the most westerly point on rails in Ireland, and is very scenic. It is still operated by steam power, as there are restrictions on the length of stock allowed on the branch, owing to curvature.

The train that was waiting at the branch platform was a real period piece, an 0-6-0 loco, vintage 1890, and five 6-wheel coaches of similar age, with a very "late Victorian" appearance to the whole outfit. Once under way, we even had a Victorian rhythm, quite unlike that of bogie vehicles.

The branch climbs over a range of hills, and comes out on the cliffs above Dingle Bay. The sea is only a little way away but several hundred feet lower, and one has a magnificent view over the water. The line then descends to sea level at Valentia Harbour.

The next morning I had to rise early in order to catch the 7:30 train back to Farranfore; the train was quite empty when it left, but by the time it got to its destination it was crowded, and we all rushed to get seats on the Dublin train when it came in. We were a stopping train as far as Mallow, where we were joined to a Dublin train and became an express with only one stop before Dublin.

The Valentia train is very slow and sedate in its progress, a steady 20 m.p.h. is its idea of speed, but once on to the double track, we were not far below 70 at times.

All through my Irish tour I was impressed with the timekeeping: I had managed to obtain working timetables, and was able to follow our progress, and even on long cross-country runs over single track we kept well to schedule, doing better in this respect than one often finds on British Railways.

On arrival in Liverpool on Sunday morning it was a depressing change to enter a station where steam still reigns supreme, with its attendant smut and grime; but the line from Euston to Liverpool is to be electrified soon, so things won't be like this much longer.

So ended my holiday; I had covered about 1802 miles, and had experienced four forms of traction: steam, diesel, electric and horse, and had enjoyed every minute of it, and now look forward to seeing a bit more of it on a later visit.

Map: Map of Limerick Junction. 0134-001.jpg

EXCHANGE SECTION

➢ Norman Fisher, 1533 Piggot Avenue, Prince Rupert, BC, wishes to contact fans in the Prairies and the East in order to obtain negatives of size 116/616 or larger.

LATE ITEMS

➢ Since Page 3 was written, more has been learned of the dieselization of Toronto - Chicago

C.N.R. trains. The first such operation was on Train 20, on March 4, 1957. A small ceremony was held at the Toronto Union Station on arrival of this train to mark the event. Locomotives used are G.T.W. 4900-series road-switchers operated in pairs. Apparently this new arrangement applies to all international trains.

- The C.P.R. has again extended its use of RDC cars in southern Ontario. Trains 601 and 602, previously Toronto - Peterborough, have been extended to Havelock and are being operated by RDC 9063. This car is also operating Trains 603 and 604 previously held down by one of the Toronto - Detroit RDCs during its layover in Toronto.
- A proposal has been made to the Metro council by a private investment firm which would build the Bloor Street subway and rent it to the municipality on a long-term basis. At the end of the term of the lease, the line would revert to the municipality. No reply has been given to the investment firm at last report.