

September, 1959 - Number 164

Effective this month, and running through to June 1960, the Society will resume its normal meeting schedule, i.e., "outdoor" meetings on first Fridays and indoor general meetings in Room 486, Toronto Union Station on third Fridays. The first general meeting for 1959-60 was held on September 18th commencing at 8:30 P.M.

PAST MEETINGS

- August 21st. - Observation meeting at C.N.R. Scarboro Station.
- September 4th. - members were present at the T.T.C. Dufferin Loop to watch heavy street railway activity in connection with the Canadian National Exhibition, in addition to that provided by the C.N.R. on the four-track main passing nearby.
- *Canadian Transportation Magazine* for August, 1959 contains an excellent 16-page review of the piggyback situation in Canada, well illustrated, with considerable factual material and opinions from railway men and truckers. Members particularly interested in this subject would do well to endeavour to obtain a copy of the issue in question.

C.P.R. AGINCOURT YARD ENTERS

APPROVAL STAGE

For some years past the Canadian Pacific Railway has been preparing plans for a 400-acre classification yard east of Agincourt, ON and lying in the fork formed by the diverging Lake Shore and Peterborough lines. This yard is intended to replace the Lambton Yard because of the increasing inability of the latter to cope with the C.P.R.'s present-day freight traffic picture in the Toronto area, with double the 1939 volume of Toronto freight now being handled, and a "very considerable increase" still expected.

During the past summer the Board of Transport Commissioners sat at Toronto to hear the railway's representations in regard to the urgent need for the early construction of the yard, together with certain other representations made by the Township of Scarborough, the Agincourt Ratepayers' Association and certain other private citizens who reside in the vicinity of the project.

As in the case of the C.N.R.'s Vaughan Township Hump Classification yard and access line project, the Agincourt Yard is a vital facility required to enable the railway to maintain adequate service and a competitive position, but one that is destined to be beset by much opposition from local groups who quite understandably fail to see the broad picture because they personally stand to be adversely affected to some considerable degree.

The approval of the Board of Transport Commissioners to the construction of the yard in its planned location appears probable, in view of the fact that alternative locations in the Toronto area are now virtually non-existent.

NOVA SCOTIA BY TRAIN

By John F. Due,
Urbana, Illinois

I had the good fortune in June of this year to travel on the great majority of the rail lines in Nova Scotia, in the course of a business trip that took me to all major cities and towns in the province. A brief account may be of interest to members of the Society.

I went down to Nova Scotia on the C.P.R.'s *Atlantic Limited*, one of the less well known of the road's passenger trains, but a very good train, with modern equipment and an excellent diner. Three Saint John sleepers are normally carried, with a fourth in the summer, plus one for McAdam, where a train connection is made for Edmunston, and a bus connection for St. Stephen and St. Andrews. The *Atlantic* leaves Windsor Station at 6:15, with an embarrassingly close connection with Pool 14, which of course arrives at Central. Running nearly an hour late, we met Dayliner 101 (with two well filled RDC's) on a siding near Harvey; 101 becomes 123 at McAdam and goes north to Edmunston. We discharged a dozen passengers at Fredericton Junction, and these, together with those who had come up from Saint John on 101, filled the old motor train currently used on the Fredericton run to capacity. Incidentally, a note to the C.P.R. - why not show the Fredericton - Saint John service in a more intelligible fashion in the timetables, especially in the Official Guide?

The great bulk of the *Atlantic's* business is for Saint John, and only a half dozen passengers made the taxi transfer the few blocks to the *Princess Helene's* dock. The C.P.R., of course, cannot compete with the *Ocean Limited* for the through Halifax traffic, and only a few stray tourists or railfans will take the Bay of Fundy route enroute to Halifax. But the *Helene* itself had a good crowd on this Saturday morning, unfortunately one so foggy that little was seen of what can be a beautiful crossing.

Because the steamer had been held for the *Atlantic Limited*, it was behind schedule into Digby, and thus the Dominion Atlantic's train came down onto the wharf within a few minutes of the landing. The single RDC1 was filled to absolute capacity by the crowd from the ferry, plus the 20 or so passengers coming from points to the south. This was my first experience with the D.A.R., but a very pleasant one. The line has some interurban characteristics - the narrow right-of-way close to buildings on the Digby wharf spur, the street operation in Windsor, and the apparently unnecessarily high degree of curvature. It is an extremely scenic route, running for a time close to the Bay of Fundy, then climbing inland and crossing a deep estuary on a spidery bridge (trains come to a complete stop before crossing several of these), RDCs now handle all regular passenger traffic except on the Windsor - Truro line, without any head end business. Baggage and express are handled by way freight (timetables unfortunately imply that baggage is not handled at all), and mail goes by highway. The introduction of the RDCs allowed a great speeding up of service, and no longer is the road referred to as "our toy railroad". I stopped over in Wolfville, and on Sunday afternoon took No. 12 into Halifax; this originates in Kentville (the centre of the roads operations), since there is no morning Sunday train out of Yarmouth. No. 12's traffic was very sparse; apparently it is run primarily to get the car back to Halifax for the Sunday evening run to Kentville. The D.A.R.'s timetable leaves much to be desired for clarity as to Sunday and Holiday schedules.

After a week in Halifax I headed down the south shore, on the C.N.R.'s M-285, on a route that rivals and perhaps exceeds the D.A.R. for scenery. 285 is a mixed train, but of a peculiar variety; it handles primarily carload traffic, rather than the LCL business of the typical Canadian mixed train, the unloading of which can drive the most devoted railfan slowly crazy. As a consequence 285 holds reasonably well to its schedule, picking up a freight car or express refrigerator here and there, often dropping one that it had picked up at another intermediate stop. But this is done with surprising expedition. Because of stopovers in Bridgewater and Shelburne I travelled this train three successive days; our consist varied from no freight cars to 15, plus three head end cars and a relatively modern coach. Passenger traffic is not heavy, in part because the D.A.R. makes far better time on the through trip to Yarmouth, but it is not negligible. Numbers varied from four to a dozen, the bulk north of Shelburne. The freight traffic is largely in fish and fish products, lumber, paper (from Bowaters Mersey plant at Liverpool),

and the like. Only a small portion of the total freight traffic is handled by the mixed trains; we met several freights in the course of the trip. The hub of operations for this long line was Bridgewater, also terminus of the cross-country line from Bridgetown, but dieselization brought an end to this. The south shore line follows the coast very closely in sections, then cuts inland over the base of peninsulas, through rocky, wooded country. Unfortunately there is no longer passenger connection to the picturesque old town of Lunenburg, at the end of a seven mile branch from Mahone Bay, the timetable still carries a Friday-only mixed train on the branch; since it leaves Mahone a half hour before 285 arrives, it is of no conceivable use, at least southbound.

After a night and day in Yarmouth (be sure to stay in the Grand Hotel, great monument to the tourist trade of a half century ago, but still well maintained), I took the D.A.R. northbound.

As on the previous occasion, No. 12 was filled to capacity north of Digby, and well populated - 20 to 30 passengers - south of Digby. I stopped over at the D.A.R.'s very attractive Cornwallis Inn in Kentville (unfortunately less profitable than it is attractive; the C.P.R. is seeking again to dispose of its three hotels in Nova Scotia), and in the morning took No. 14, the morning train to Halifax, one which originates in Kentville, and allows business men virtually a full day in Halifax. This train likewise does a substantial business. I stopped off at Windsor, and later in the day saw M22 come in from Truro, with a light diesel (8135), a caboose, and an unbelievably sway backed old wooden C.P.R. combine. Surprisingly there were 10 or so passengers aboard. Before leaving Kentville that morning I had the pleasure of seeing one of the last D.A.R. steam locomotives in operation, 1046, a ten wheeler, taking a work train out.

The next and last trip out of Halifax took me north. Meanwhile, however, I took a brief trip on the ferry across the harbour to Dartmouth one afternoon, and by accident rather than design saw the thrice-weekly mixed train from Upper Musquodoboit coming in, with 20 freight cars and an old steel combine that gave the appearance of carrying a passenger only on rare occasions.

On a Thursday night I took the night train out of Halifax for Sydney. The night train to Sydney has lost its old prestige; it no longer picks up a Montreal sleeper at Truro, and with a fast Railliner out of Halifax for Sydney at 3 o'clock in the afternoon, it has lost much of its old traffic. It still carries a lone sleeper - which was about half filled, and a coach with a handful of people aboard. When it pulled out of Halifax at 8:30 it

carried in addition a couple of head end cars - but when I woke up the next morning and looked out to watch the train running along the shores of the Bras d'Or Lakes, I was amazed to count 22 head end cars, the additions having been picked up at Truro. A number of them were dropped at North Sydney, but we still had a substantial train, so far as number of cars was concerned, when we drew into Sydney's ancient brick station. The next day I had to go to Glace Bay by bus; in the process I saw much of the old interurban right-of-way running across the moor-like country side, and in Glace Bay there were several Sydney and Louisburg steam locomotives putting out black smoke - the only steel power I saw in the Maritimes outside of the D.A.R. engine.

I went south from Sydney on a Sunday morning, taking the Railliner at 7:30. The Sydney passenger service was materially altered a few years ago, the establishment of Railliner connections in both directions with greatly speeded up schedules allowing the elimination of one night from the Montreal-Sydney time. On the other hand, though sleeper service came to an end. Two RDC cars are normally used as far as Truro, when one is cut off before the remaining one goes on to Halifax. While the cars were by no means full, the traffic was substantial. The scenery is far superior to that on the highway to Sydney, the track winding for miles along Bras d'Or Lake, then cutting through heavily wooded country. South of the new causeway across the Straits of Canso the country is much more open. The RDCs pull into Truro at one in the afternoon, and the Montreal-bound *Ocean Limited* arrives five minutes later. The Truro station, with its high tower and the name INTERCOLONIAL carved in the stone, is a real monstrosity of the last century.

I went back to Montreal on the *Ocean*, one of Canada's best (and most profitable) trains, stopping off at Moncton en route. Moncton remains one of the points of greatest interest to rail fans in Canada, and the layout of the station is such as to facilitate observation. The *Ocean* left the next afternoon on schedule, and was in Montreal a few minutes early; the addition of coaches, while resulting in considerable downgrading of the *Scotian*, has not reduced the quality of the *Ocean* itself.

And in Montreal's Windsor Station, waiting for the C.P.R.'s Peterborough - Toronto train, I saw the only steam powered non-suburban passenger train of the entire trip when 232 came in from Ottawa behind 2825.

C.N.R. LOCOMOTIVES RETIRED DURING 1958

(With Location and Date Dismantled or Sold)

86	donated to	2498	T	December 26	3430	T	April 30	4326	T
	December 26								
	City of London	2510	T	September 30	3434	L	March 21	4327	T
	July 6, 1958	2515	T	July 15		3438	L	April 18	4328
					18				T
1166	M	March 21	2523	M	July 11	3442	L	May 9	4331
1167	M	July 18	2548	T	July 4		3448	L	May 23
									5000
									T
1334	T	May 16		2556	T	December 26	3449	L	May 9
									5002
									T
1339	M	February 21	2560	M	March 21		3462	T	April 4
									5044
									T
1359	T	July 15		2564	T	November 28	3467	L	April 11
									September 30
									5064
									L
1367	T	November 14	2573	L	July 18		3469	T	December 26
									5068
									L
1372	T	December 26	2579	L	June 27		3472	L	May 2
									5076
									L
1376	T	July 31		2582	T	May 16		3482	T
									April 4
									5081
									T
									November 28
1378	T	September 30	2585	T	May 16		3499	L	June 20
									5085
									T
1381	T	July 31		2592	M	February 28	3500	L	May 2
									5088
									T
									September 30
1382	T	November 14	2598	T	July 15		3505	L	May 30
									5092
									T
1392	Donated to	2602	L	August 15	3510	L	April 18	5096	T
	City of Edmonton,	2604	T	July 15		3560	T	November 21	December 26
									5099
									T
									December 26
									2622
									L
1408	T	July 31		2634	M	February 7	3572	T	July 31
									5108
									L
1523	T	July 31		2646	L	June 6		3573	T
									November 28
									5116
									L
									May 9
1574	L	August 29	2657	T	April 11	3576	T	November 14	5124
2104	T	September 30	2673	T	July 31		3580	T	October 30
									5132
									L
									July
2120	T	July 15		2675	T	December 26	3585	T	May 16
									5138
									M
2125	T	December 26	2687	T	July 31		3710	L	April 18
									5139
									T
									November 14
2126	T	November 28	2713	T	June 6		3714	L	May 30
									5141
									T
									June 18
2127	T	July 31		2717	T	June 18		3720	L
									March 21
									5146

2130	T November 21	2718	T July 15		T October 30 3728 L May 2	5147	T
				October 30			
2131	T April 30	2722	T November 21	3729	L April 25	5153	T December 26
2133	T November 14	2726	T November 21	3730	L April 18	5250	L June 20
2143	T December 26	2730	T October 30	3738	L July 11	5277	L June
						20	
2151	T July 31		2731 T June 18		3739 L April 18	5529	
					Donated to		
2158	T November 28	2753	T October 30	4045	L April 11		Museum of
2159	T October 30	2739	T June 18		4073 L September 5		
					Transport,		
2169	T October 30	2744	T June 6		4010 T December 26		November
				16, 1958			
2172	T June 6		2748 T December 26	4012	T December 26	5545	M March
		28					
2175	T June 6		2762 T December 26	4017	L May 2	5557	M July 1
2176	T July 15		2764 T September 30	4037	T April 30	5563	L May 9
2343	M June 6		2820 T December 26	4044	T April 30	5564	L March
		21					
2366	L May 9	2824	T July 31		4191 L April 25	5566	L March
				28			
2380	L December 26	2830	T December 26	4192	L May 2	5567	L May 23
2381	L March 28	3205	L May 16		4300 T December 26	5586	L April
				25			
2390	M July 1		3249 T December 26	4301	T December 26	5593	T May 16
2402	L April 11	3258	L June 27		4305 T June 18		5596
						L April 25	
2422	L April 4		3277 T December 26	4306	T June 18		5604
						L July 4	
2429	L December 26	3289	T December 26	4313	T June 18	5608	L April
						25	
2453	M July 1		3339 T September 30	4316	T October 30	5618	T
		October 30					
2483	T June 6		3349 T April 30	4318	T July 15		6003
						L May 23	
2485	T November 28	3367	T May 16		4319 T November 28	6008	L May 16
2491	T November 14	3374	T September 30	4323	T May 16	6011	T
						October 30	
2492	T November 28	3381	T December 26	4324	T June 18	6013	T
						December 26	
2495	M October 24	3401	L May 16		4325 T November 14	6018	L July 4
6036	L July 11		7321 M February 7	7411	L August 18	8408	T July
		15					
6107	L June 13		7340 T December 26	7439	sold to	8413	T
	November 28						
6111	L June 6		7342 T November 28		International		
6114	L May 30		7346 T November 28		Harvester Company		
6120	L June 20		7350 L December 19		June 6, 1958.	G. T. W.	
6141	L June 13		7373 L July 18		7535 T November 28		79
				G December 31			
6149	L March 28	7384	T November 21	7536	T November 28	4067	L June 13
6157	L June 27		7385 T December 26	7540	T November 28	7476	M May 16
7250	T May 16		7391 T October 30	8382	T December 26	7496	M May 16
7304	T April 30	7393	M June 6	8390	T October 30		
7308	L May 16		7408 M March 28	8405	T July 15		

Total locomotives - 231 (230 steam, 1 diesel)

Scrapped:

At Transcona - 129 (T)

At Moncton	-	21	(M)
At London	-	76	(L)
On G.T.W.	-	1	(G)
Sold for further use or preservation -		<u>4</u>	
		231	

➤ C.N.R. Locomotives Scrapped During 1959

At Stratford:

2454	March 3	2691	April 21	2191	May 8	2543	May 22
5253	March 5	3348	April 28	2650	May 21	1527	June 24
5299	March 2	3373	April 21	3299	May 22	2655	June 5
5607	March 20	3578	April 14	3582	May 5	3473	June 11
6023	March 20	6031	April 30	5077	May 15	5101	June 2
6136	March 12	6115	April 6	5142	May 15	7471	June 15
6142	March 25	6181	April 14	5144	May 12	2586	July 7
6046	March 9	6300	April 29	5302	May 6	6125	July 17
2347	April 1	1135	May 13	3366	May 29	8448	July 21

At London:

1340	March 13	*152	April 10	7379	May 15	1348	July 17
1393	March 20	*153	April 30	1525	June 26	3594	July 3
2533	March 20	*154	April 30	2527	June 12	5271	July 31
2648	March 6	*155	April 3	3241	June 26	5286	July 10
5257	March 20	*156	April 3	3407	June 12	8368	July 24
5589	March 13	*175	April 24	5062	June 5		
*150	April 30		*176 April 24		5071	June 18	
*151	April 10		2580 May 29		674	July 10	

* St. Clair Tunnel Company electric locomotives

➤ C.N.R. locomotives 47, 96 and 1395 were sold to the Edaville Railroad on June 15; locomotive 91 was sold to Charles Matthews on June 22nd.