May, 1957 - Number 136

The Society meets on the first and third Fridays of every month. The May indoor meeting will be held on the 17th. in Room 486, Toronto Union Station commencing at 8:00 P.M., the program consisting of railway slides of British Guiana, Trinidad and Cuba by A. A. Merrilees.

The June outdoor meeting, to be held on the 7th. of that month will take place at the C.N.R.'s Port Credit Station. Members will ride out to the station (as was done some years ago) on Train 81, which leaves Toronto Union Station at 5:20 P.M., E.S.T. (or 6:20 P.M. D.S.T.). It is urged that members purchase tickets early (one way only, as return must be via T.T.C.) and meet at the gate to the track from which Train 81 will leave.

- Members are requested to notify the editor (who is also Curator of the Society) when they wish to take books or periodicals from the Society's collection home from Room 486 for reading; between meetings. Several items have disappeared from the meeting table in recent months without having been returned, and it is accordingly desirable to have a closer check on the borrowing of such items.
- The Program Committee intends to schedule an auction of railroad material for the September General Meeting, and local area members are urged to go over their collections of railroadiana during the summer months and set aside any material they may wish to dispose of in readiness for the auction.

OTTAWA TO HAVE SUBSTANTIAL CHANGES

The Chairman of the Ottawa Transportation Commission announced recently that the following changes in the transit fare structure would be made on May 1st.:

(1) Discontinuance of Shoppers' Tickets (These have been sold heretofore at 10 for $1.00).

(2) Discontinuance of the selling of tickets at two for 25¢, restricting the minimum quantity sale (as per Toronto) to 4 for 50¢.

In commenting on these changes, the Chairman observed that the shopping tickets had dropped in popularity. Valid for use during the hours 9:30 - 11:30 A.M. and 2:30 - 4:30 P.M. (Ottawa has a midday rush hour not experienced in larger centres), the tickets had dropped to 1% of the total sales. He said further that the sale of two tickets for 25¢ was felt by the Commission to be a contributing factor to slowing service. The 15 cent cash fare for single rides will remain.

Of interest to railfan visitors is the further announcement that the O.T.C. is giving study to the establishment of a weekly pass and may institute the pass system in September, although the price for the pass has yet to be determined. It was observed that Winnipeg and Halifax now have the weekly pass system in use.

EDITORIAL

"ON THE WINGS OF FANCY...."

The president of one of our major railways was recently reported as saying that, in a very few years, when the airlines place in service their new, faster, jet-powered craft, the day of the passenger train will come to an end. The implication is that the difference in travel time between rail and air will then be so great that we will no longer need or want railway passenger service. Executives of some United States railroads have sometimes been known to express similar sentiments.

But are we justified in accepting this assumption as correct? Even today, with present types of aircraft - much slower than those we are told are coming soon - there is already a large time differential between rail and air on long trips. You can fly from Toronto to Vancouver in half a day, compared with three nights and two days required on the fastest train. In spite of this, plenty of people still take the train to the West Coast. If you do not believe this to be so, try making a reservation to Vancouver on "The Canadian". The type of accommodation you want will probably be sold out for the date you wanted to leave. Often all types of space are sold out well ahead of time. Obviously, speed is not the only consideration in planning travel. For a good many people it is not even the most important one, surprising as this may seem to aviation propagandists. Comfort, convenience, safety, reliability, and the pleasure of seeing the country en route, are all important points, and points on which the modern train scores heavily over its rivals. Large numbers of travellers choose to go by train for these reasons, in spite of the already-existing time differential. Why should we assume that this situation will change greatly when an already fast air service is further speeded up?

Transcontinental travel is only a small part of the picture, however. There is a far greater actual and potential volume of travel between large and medium-sized cities up to a few hundred miles apart than there is ever likely to be on the long haul between east and west. In this important field up-to-date rail service need fear no competition from the air, for here the much-publicized time advantage of air travel is much less marked, and in many cases non-existent. You can travel from downtown Toronto to the centre of London by train in two hours and a few minutes at a total cost of four dollars. The same trip by air requires two hours and forty minutes, over half an hour longer, and costs nine dollars and forty five cents; nearly two and a half times as much. Flying time is only fifty minutes, the balance being taken up by bus transfers between city ant airport. Thus, even if the airline were to place in service on this run aircraft capable of making the flight in half the time, the total journey would not be greatly reduced, and it would still take longer to fly to London than to take the train, to say nothing of the greater cost, and the nuisance of those bus-to-plane and plane-to-bus transfers.

On slightly longer trips, such as Toronto to Montreal, air time shows some advantage over train time, but the difference is less marked than might be expected, when airport bus transfers are added in. And air fare plus transfer charges add up to approximately double the train fare, an important consideration with many people. Not everyone who travels, or would like to travel, is a big executive on a well-padded expense account. Although air service has been available in the Toronto - Montreal territory for twenty years, vast numbers of people still prefer to take the train. In fact, rail travel between Canada's two largest cities has never been heavier than it is today, except possibly under the exceptional conditions of wartime.

The answer is, of course, that given freedom of choice, people wills select the mode of travel that suits their individual needs and preferences. Some will fly, some will take the bus, and many will choose the train, if the train service is of good modern standard. On a busy run like that just discussed, there is, or should be, enough traffic for all to share, and there are numerous and largely unexplored possibilities of increasing business by improving service. After all, except for the creature comforts of air-conditioning and reclining seats, no improvements have been made in the Toronto - Montreal train service in a quarter of a century. With rail travel at a peak in spite of this, what might not be accomplished if real energy and imagination were put to work on improving service and promoting additional travel, instead of hopefully predicting the imminent demise of the railway passenger service? The fact is that all transportation media have their part to play, and the country's best interests will not be served by allowing a facility as valuable as rail passenger service to be arbitrarily dropped in favour of another method of travel, useful as this other method may be in its proper sphere.

Why then are some rail officials ready, and even anxious, to bid the passenger train farewell? It is well known that, generally speaking, the passenger business has never been a money maker compared with other railway operations. Many railway executives have probably long cherished a secret wish that the passenger end of the business could be dispensed with, and in recent years this wish has, in come cases, become less secret. Heeding the propaganda that pours forth so freely from aviation sources, some rail men have become convinced that the passenger train is outmoded just as the airline fellows say, and have found it easy to persuade themselves that the time has now arrived when it is feasible to gratify their secret longing, and eliminate the nuisance of passenger service at last.

But may we humbly offer a word of caution? The railway is the only form of transportation which enjoys exclusive use of roadway and other facilities all its own. While this is an inestimable advantage in many ways, it also means that no one else shares the heavy costs of building and maintaining these facilities. Highway costs are shared among the private auto owner, truckers, bus lines, and the general taxpayer. Airports and other facilities used by commercial airlines are shared with private and military aviation, and receive generous support from public funds. Canals and harbour facilities used by water carriers are provided by the taxpayer at little or no cost to the ship owner. Without becoming embroiled at this time in the controversy over the rightness or otherwise of this situation, we would like to point out that since a railway company has to carry by itself the entire costs of building, maintaining, and operating all its own facilities, it can function economically only as a large volume carrier. The more traffic that moves over a given line, the more thinly can costs be spread out. What better way of building up a large total volume of traffic than by carrying as many different classes of traffic as possible? Many of a railway's expenses do not increase in proportion to increases in traffic, and therefore do not decrease proportionately to a drop in traffic. If one or more classes of traffic are eliminated, those remaining must carry a larger share of these fixed costs. If passenger traffic is discarded to concentrate on freight, which rail officials like to call their "bread and butter", the previously profitable freight business will become burdened with the entire load of fixed charges which were previously shared with passenger and other services. If freight revenue must support the entire load, there is danger that it too may approach marginal or unprofitable statue. And then what will be left?

With the advent of diesel power, lightweight cars, vista domes, the RDC CTC, automated ticketing and accounting systems, and many other modern techniques and types of equipment, the railway executive has at his disposal a greater array of tools than ever before for reducing costs and increasing the attractiveness of passenger service. A few roads are making bold use of some or all of these new tools. Why should others not be doing likewise, instead of suggesting the abandonment of a service that so many people will continue to need and want, no matter how fast aeroplanes eventually fly? The welfare of the railway industry and of the country as a whole will be served best by making imaginative use of every available method of holding and increasing passenger business, and of putting it as nearly as possible on a paying basis. This may not be the easiest way out, but it will be the best way. J.A.M.

C.N.R. LOCOMOTIVE RETIREMENT LIST - 1956

(showing also early 1957)

(Note: the dates shown in this list are official "retirement" dates and are not necessarily the dates when the locomotives were scrapped. In some instances a given locomotive may not be scrapped for some months after its retirement date).

No.	Region	Date	No.	Region	Date	No.	Region	Date
45	Central	Aug. 24	596	Nfld.		1365	Western	Oct. 5

300	Nfld.	
301	Nfld.	
302	Nfld.	
304	Nfld.	
306	Nfld.	
307	Nfld.	
309	Nfld.	
310	Nfld.	
311	Nfld.	
312	Nfld.	
313	Nfld.	
315	Nfld.	
590	Nfld.	
591	Nfld.	
592	Nfld.	
595	Nfld.	
2360	Central	Sept. 14
2361	Central	Aug. 10
2397	Central	July 20
2399	Central	Aug. 17
2401	Western	May 31
2432	Central	Aug. 17
2434	Western	Sept. 13
2446	Central	Aug. 10
2451	Western	July 20
2475	DW&P	Aug. 22
2478	DW&P	Aug. 9
2479	DW&P	Aug. 21
2499	Central	Jan. 4/57
2516	Central	Dec. 28
2524	Central	Sept. 14
2557	Central	Sept. 14
2563	Atlantic	Jan. 25/57
2581	Central	Feb. 6/57
2590	Atlantic	
2594	Central	July 20
2596	Central	Aug. 3
2624	Western	Oct. 19
2628	Central	Dec. 28
2653	Central	Aug. 3
2661	Atlantic	
2670	G.T.W.	Dec. 17
2750	Western	July 20
2821	Western	May 31
2823	Western	June 29
2825	Western	Oct. 19
2826	Western	July 27
2828	Western	June 21
2829	Western	June 21
3204	Western	June 21
3212	Western	June 21
3245	Western	June 21
3260	Western	Sept. 27
3268	Central	Sept. 28
3278	Western	Sept. 27
3279	Western	Dec. 28
3303	Western	Nov. 7
3305	Western	Oct. 5
3311	Western	Aug. 29
3330	Western	Sept. 13
3341	Western	Oct. 21
3369	Western	Oct. 19
3376	Western	Oct. 5
3379	Western	July 20
597	Nfld.	
598	Nfld.	
599	Nfld.	
788	Central	Aug. 17
1111	Western	Aug. 7
1117	Western	June 29
1123	Western	Sept. 23
1125	Western	Sept. 27
1131	Atlantic	Dec. 31
1133	Atlantic	
1147	Atlantic	
1150	Western	July 27
1152	Atlantic	Feb. 1/57
1294	Western	Oct. 5
1332	Western	Sept. 27
1337	Central	Aug. 24
3383	Western	Oct. 19
3387	Western	Oct. 31
3389	Western	Sept. 13
3403	Western	Aug. 14
3412	G.T.W.	Mar. 1/57
3424	Central	July 13
3433	D.W.& P.	
3437	Western	Aug. 14
3459	Central	Aug. 3
3440	Atlantic	Jan. 25/57
3446	Atlantic	Feb. 1/57
3453	Atlantic	
3454	Central	Jan. 16/57
3477	Central	Aug. 10
3479	Central	
5487	Central	Sept. 14
3488	Central	Aug. 24
3490	Central	Aug. 24
3502	Central	Jan. 14/57
3504	Central	July 20
3506	Central	July 27
3507	Central	Jan. 9/57
3511	Central	Jan. 25/57
3706	Central	Feb. 15/57
3711	Central	July 3
3722	Central	July 20
3726	Central	Sept. 21
4009	Central	Jun. 23/57
4042	Central	July 20
4102	Central	Jan. 10/57
4201	Central	Feb. 25/57
4202	Central	July 20
5030	G.T.W.	
5032	G.T.W.	
5040	Central	Jan. 4/57
5045	Central	Jan. 25/57
5050	Central	Aug. 31
5051	Central	Aug. 24
5067	Central	July 27
5069		
5070	Central	Sept. 14
5155	Western	Aug. 29
5273	Atlantic	Dec. 31
5503	Atlantic	
5504	Central	Oct. 12
5585	Central	Aug. 31
7234	Central	Sept. 24
7238	Central	July 27
1380	Western	Sept. 13
1404	Western	May 31
1429	Western	July 20
1438	Western	July 20
1439	Western	Oct. 5
1446	Western	June 21
2097	Western	Aug. 7
2100	Western	Nov. 7
2116	Western	May 31
2147	Western	Aug. 14
2148	Western	July 20
2171	Western	Dec. 21
2183	Atlantic	Dec. 31
2200	Central	Feb. 6/57
2350	Central	Oct. 31
2356	Atlantic	Dec. 31
7329	Central	Aug. 31
7242	Central	Aug. 31
7243	Central	Sept. 21
7245	Central	Aug. 31
7302	Western	Dec. 23
7303	Western	Dec. 1
7323	Atlantic	
7325	Atlantic	Feb. 1/57
7332	Atlantic	
7338	Western	Nov. 7
7539	Western	Aug. 29
7365	Western	Oct. 19
7366	Western	Nov. 7
7374	Atlantic	
7382	Western	Dec. 21
7386	Western	Dec. 21
7387	Western	Dec. 21
7390	Western	Dec. 21
7399	Western	Oct. 5
7400	Western	Sept. 27
7406	Western	Dec. 21
7412	Western	Sept. 27
7417	Western	Aug. 29
7426	Central	Jan. 23/57
7437	Atlantic	
7519	G.T.W.	Nov. 11
7534	Western	Dec. 21
7539	Western	Dec. 21
7541	Western	Dec. 28
7543	Western	Dec. 21
8312	G.T.W.	
8313	G.T.W.	
8334	Western	Aug. 29
9058	Central	Jan. 30/57
9138	Central	Jan. 30/57

CENTRAL VERMONT RAILWAY

453	
462	July 31
463	July 31
473	July 31
474	July 31
500	July 31
600	July 31
601	July 31
701	
703	

THE LAST PASSENGER RUN ON THE C.P.R ST. MARYS BRANCH

by John Freysing

In order to participate in the last passenger run over the Canadian Pacific Railway's St. Marys Subdivision, a small group of five U.C.R.S. members congregated in the town of St. Marys on Saturday, April 27th. Two members travelled to St. Marys in the morning via C.P.R. Train 21, "The Chicago Express", from Toronto and Train M681 from Woodstock, thus making the last northbound trip from Zorra. The other three members reached the town in the afternoon on C N.R. train 111 from Toronto behind Northern 6404.

At 4:50 P.M., the ticket cabinet was locked after the small gathering, along with the engine crew and the clerks in the station, had watched Forster Kemp of Montreal buy the last ticket, a one-way coach for Uniondale.

Without fanfare, the train crew and passengers boarded the eleven car train M682, which consisted of hopper cars, two box cars, a tank car, combine 3288 (which had been cleaned for the first time in many moons), and a caboose. At 5:20, Engineer J. P. DeGroote pulled back the throttle, starting the final passenger run, the departure being announced by a series of explosions from a half dozen track torpedoes. There were very few acknowledgements by the local citizens along the line of the final run. The showery weather seemed appropriate for the occasion.

Although the departure was late, time was regained quickly, and the train had to pause at Embro for five minutes in order not to reach Zorra ahead of time. At 6:30, D-10 1086 rushed up to Zorra, bell clanging and whistle screeching, announcing the final arrival of Train M682 from St. Marys. Instead of waiting for nearly an hour before proceeding to Woodstock, as the timetable prescribes, M682 was annulled between Zorra and Woodstock. Five minutes later, eastbound extra 1086 swung on to the main line and raced to Woodstock, arriving at 6:52. Engine 1086 was cut off and run out to the yard to join D-10 961 and G-2 2662. D-10 816, the yard switcher, removed the eleven cars from the station after a few pieces of express had been unloaded from the combine.

So, another last run was completed, this one rather quietly. As fireman W. E. Everson stated: "The only different thing about this trip was that the conductor and the rear brakeman wore uniforms, for the first and last time."

- The old station of the Schomberg branch of the Toronto and York Radial Railway (Schomberg and Aurora Division) at S.& A. Junction on Yonge Street south of Aurora was recently demolished. This building, in use for many years as a restaurant, was conspicuous because it was situated at an odd angle to the street, having originally been parallel to the track of the diverging branch line.
- One of the many oddities of the Niagara, St. Catharines & Toronto Railway, a drawbridge over a dry river bed at Crowland on the Welland Subdivision, has been removed.

MOTIVE POWER NOTES

- On April 22nd, the following New York Central steam power was observed dead in Montrose yard at Niagara Falls:

7505	0-8-0	Rods removed
7511	0-8-0	Rods removed
2003	0-8-2	Rods being removed
7508	0-8-0	Rods being removed

At Fort Erie yard were the following:

7507	0-8-0	Rods removed
7539	0-8-0	Rods removed
1131	2-8-0	Rods removed

- At Fort Erie C.N.R. roundhouse on the same day, the following locomotives were observed, stored with rods greased and lubricated, tenders full of coal and stacks capped:

2-8-2's: 3218, 3313, 3416, 3431, 3452, 3480, 3486, 3491

4-8-4's: 6140, 6254, 6257, 6303.

- C.P.R. Royal Hudson 2841 is back in service after being stored at John Street, Toronto; it is in freight service.
- Toronto, Hamilton and Buffalo GP-9 road-switcher 401 brought train 762 into Toronto on April 19th. because of the failure of a C.P.R. diesel; it returned light to Hamilton. This is the first known instance of the operation of a locomotive of this class into Toronto.
- C.N.R. deliveries:

  6525-6625: April 12 6526-6626: April 24

  6527-6627: April 30

  8195 (M.L.W. 1000 H.P. switcher): February 5
- About 25% of the C.N.R.'s Niagara Falls roundhouse is in the process of being demolished.
- Also on the subject of roundhouses: A portion of the T. H.& B.'s now oversized Hamilton roundhouse is being put to a most peculiar use - space has been rented to the Canadian Westinghouse Company for the storage of stoves, refrigerators, etc.
- Our contemporary, *THE MICHIGAN RAILFAN*, reports that the last run of a steam locomotive on the C.N.R.'s subsidiary Grand Trunk Western Port Huron - Chicago main line was made by Northern 6322 on April 6th.

EXCHANGE SECTION

Entries for the Newsletter's Exchange Section have been very few of recent months. This will advise that this service has not been dropped, but has not appeared regularly of late purely because of the lack of insertions. Further entries will be welcomed at any time and there is no charge.

QUEEN STREET EXTENSION PROGRESS

While little has happened in recent months as concerns the track-laying on the Queen Street carline, much has been happening around the Humber end in the way of construction of overpasses, diversion of traffic, etc. The following diagram illustrates the situation in this vicinity.

Map: Details of TTC Humber Loop. 0136-001.jpg