

# Speed Graphics and Steam 1958!

*Rehor, Wood & Harwood revisit the branchlines of Ontario*



Port McNicoll, July 16, 1958—Don Wood photo, Railroad Museum of Pennsylvania

*Ian Wilson*

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Penetang, July 18, 1958—Herbert Harwood photo

*In memory of Peter Bowers*



Onemee, July 17, 1958 — Don Wood photo, Railroad Museum of Pennsylvania



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Allandale, July 16, 1958—Herbert Harwood photo

# Our July 1958 story

AT THE END OF *SPEED GRAPHICS AND STEAM 1958! VOLUME 1*, WE LEFT Bayview on the evening of Tuesday, July 15, 1958 with photographers John Rehor, Don Wood and Herb Harwood. In this book, we pick up the tale later that night with our arrival at



Allandale, July 16, 1958—Don Wood photo, Railroad Museum of Pennsylvania



Port McNicoll, July 16, 1958—Herbert Harwood photo

Lindsay, July 17, 1958—Herbert Harwood photo



Blackwater, July 17, 1958—Don Wood photo, Railroad Museum of Pennsylvania



Allandale. It's part of the town of Barrie and a division point on the Northern Ontario District of the Canadian National Railways.

In this volume, our photographers push farther afield to seek out operating steam locomotives on the Allandale and Belleville Divisions of the CNR, plus the Port McNicoll and Bobcaygeon Subdivisions of the CPR. Most of this is new territory for our *Speed Graphics*

Lindsay, July 17, 1958—John Rehor photo, Keith Hopkin collection





Blackwater, July 17, 1958—Herbert Harwood photo



Allandale, July 18, 1958—Herbert Harwood photo



series. As for our photographers, the majority of the lines they blitz with unparalleled film coverage between these covers they will never see again.

And why would they, and why would we? Steam has weeks to live on most of this territory. When it is gone, emptiness will reign over the rusting rails of the Ontario branchlines presented between these covers. Only the dying gasps of steam can create the urgency for epic journeys

Elmvale, July 18, 1958—Don Wood photo, Railroad Museum of Pennsylvania





Wyevale, July 17, 1958—John Rehor photo, author's collection



by the likes of Rehor, Wood and Harwood. After more than 20 years of preparation, your author presents a complete photographic record which reconstructs moment-by-moment the steam railway action witnessed north of Bayview over three days in July 1958.

Consult pages 190-191 of *Speed Graphics and Steam 1958!* volume 1 to put yourself back in the frame at Bayview. Then turn this page to pick up the excitement at Allandale.

Meaford, July 18, 1958—Herbert Harwood photo



Acton, July 18, 1958—Don Wood photo, Railroad Museum of Pennsylvania





Don Wood photo,  
Railroad Museum of Pennsylvania

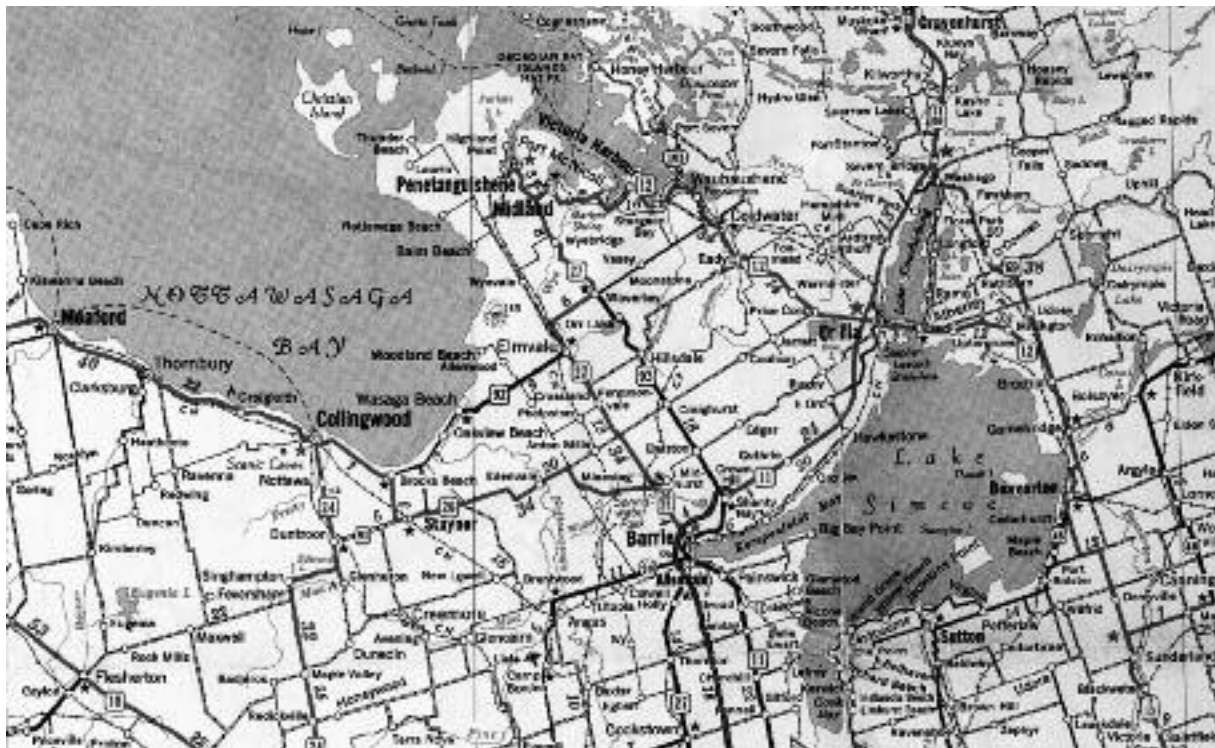
## July 15, 1958

A TWO-HOUR JOURNEY—EAST ALONG THE QUEEN ELIZABETH WAY, THEN north on King's Highways 27 and 400—has put us at Allandale. This Northern Ontario Division point of the CNR is a railway community within the town of Barrie, on Lake Simcoe.

Late on this Tuesday evening, yard engine 7429 and Ten Wheeler 1551 simmer outside the 27-stall roundhouse. In company with Palmerston on the Southern Ontario District, Allandale boasts a stable of small steam locomotives which trundle way freights, switchers and passenger trains over a network of branchlines. These operations as yet have not been overly affected by dieselization, but that situation will change before the trees turn colour in September. In our journeys this month with John Rehor, Don Wood and Herb Harwood, we've been one step ahead of the diesel. Nowhere is this more apparent than on the Allandale Division.



John Rehor photo,  
author's collection







(all) Herbert Harwood photos

# July 16, 1958

MORNING AT ALLANDALE FINDS TEN WHEELERS 1551, 1531 AND 1533 ON the outbound roundhouse lead. While Rehor and Wood stand on the cinder track, Consolidation 2676 joins her stablemates outdoors. A sister engine, number 2476, is inside building up pressure for a morning assignment. Ten Wheelers 1383, 1397 and 1541 are resting in stalls, along with Consolidations 2633 and 2659. Yard engine 7458 is also inside, while sister 7429 is already at work behind the roundhouse.

Not visible this morning are the recently-departed from Allandale. Consolidations 2525 and 2539 ran their last miles here a week or two back. As of now, they are both at the Stratford Big Shop undergoing conversion to oil firing for service on the Western Region. Sister engine 2544 preceded them in that regard, making her last run here in late May. She'll be outshopped next week for the Western Region, with the tender from scrapped oil-burning sister 2604. Consolidation 2577, a veteran of the Toronto–Allandale way freight and similar assignments, rests on an outdoor track. Passed over for conversion to oil firing, she ran her last mile this past winter and serves as a parts source for her remaining sisters in the roundhouse. Ten Wheelers 1350 and 1527 suffer similar fates outdoors.







Herbert Harwood photo

Herb Harwood frames engine 2476 on the 70-foot turntable. Companions Rehor and Wood watch the locomotive advance toward the coaling plant. She's called for the South Parry way freight. Sister 2676 will head to Hamilton. Ten Wheeler 1533 is earmarked for the Orillia Switcher, while 1531 and 1551 will handle trains for Meaford and Penetang.

(opposite)  
John Rehor photo,  
James A. Brown collection



Herbert Harwood photo







Herbert Harwood photo

Now five engines from the Allandale roundhouse rest on the outbound lead. Photographers Rehor, Wood and Harwood are reluctant to include an SW1200RS unit in their frames. That diesel will handle the way freight to Toronto. The arrival of this engine and others on the Allandale Division last year displaced the aforementioned Consolidations to the Western Region or the scrap yard.

As recently as three years ago, nine Ten Wheelers and Moguls at Allandale logged some 16,000 miles per month on a host of scheduled trains and way freights. These little engines fronted mixed trains with wooden passenger equipment on the Alliston, Camp Borden, Penetang and Algonquin Subdivisions. Those movements have all disappeared from public time tables and have, at best, been replaced by way freights as required.

