UCRS NEWSLETTER - 1963

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Cover Photo: Remember scenes like this on the Canadian Pacific Railway at Woodstock, Ontario, only a few years ago? In this picture, taken on Saturday, June 22nd., 1957, engine 1095 takes on water before coupling onto its train for the run over the branch line to Port Burwell, while 1086 has just arrived from the east on the head end of a way freight. J. William Hood photo.
0205-001.jpg

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THE MIXED THAT ISN'T!

Photo: CN 1732 with mixed train 0205-002.jpg

The mixed that isn't - perhaps an appropriate title for the daily freight train from Palmerston to Kincardine, a line that is served by one daily round trip of an R.D.C. as well. The confusing status of the former train arises from the use of a standard steel combination baggage-coach as a conductor's van on the rear of the train, giving it, from external appearances at least, the semblance of a mixed train. Only a shortage of cabooses to be used on the many way freights operated out of Palmerston has lead to the assignment of the combine to the train which, like nearly all C.N. freights, runs as an extra every day. The crew seemed to have no objections to the car, for, although it lacked the usual cupola, little could be seen from that vantage point as the line is quite straight for most of its length. Certainly the combine rode smoother than any van and there was no lack of space for the three crew members. A homely touch had been added to the car with the installation of a solid oak desk (situated close to the ever-glowing stove) for the convenience of the conductor in executing his office work during the 66-mile run.

It was a determined group of railway enthusiasts that gathered on north Toronto street corners at 5:30 a.m. on Boxing Day awaiting the rented car that was to take the seven of them to Palmerston to ride "the mixed". There being no early morning train or bus connection to Palmerston, the hardy crew (including U.C.R.S. members Careless, Freyseng, Jordan, Meldrum and Stonehouse, as well as William and Richard Flatt) was forced to use the automobile (as the Windsor, Oakville and Oshawa auto barons would have everyone do) to reach that hub of the C.N's provincial rail activity. On arrival, we were greeted by the sight of No. 1732 busily switching the west end of the yard, while E10a class Mogul No. 81 watched coldly from its display pedestal a few feet away. On arrival at the station, it was noted that, even though it was past 8:00 a.m., a goodly number of people vas assembled in the ex-Grand Trunk station, indicating that the branch line trains, Nos. 672 and 674, were running late. After each of our group had purchased a return ticket to Kincardine (for $4.95) we each went our separate ways, some to the Queen's Hotel for coffee or breakfast, others to examine the babbling cluster of diesel units idling nearby, while the rest searched out the combine and parked our lunches, thermos jugs and spare photographic gear aboard.

At about 8:10, a blast of a locomotive horn to the north heralded the arrival of train 674 from Southampton. Rather than the expected R.D.C., the train consisted of M.L.W.-built road-switcher 1708, a wood-sheathed combine and a 5500-series steel coach, the entire train bearing

ample evidence of having fought its way through considerable drifted snow on the course of its journey. (The Budd cars that normally handle these runs were transferred to the Toronto to Niagara Falls service for the Christmas season.) Ten minutes later, another horn was heard, and train 672, the Owen Sound to Toronto service, pulled into the stations headed by 3105 and a steam generator. In a few moments, it had loaded all the passengers off 674 and was on its way, drawing behind it a swirling cloud of snow as it picked its way along the snow-covered rails of the Fergus Subdivision.

The departure of this train left the yard quiet, except for the incessant muttering of the many M.L.W. engines idling on the sidings south of the station. The roundhouse that formerly housed a fleet of Moguls, 10-Wheelers, and Pacifics has been demolished and the turntable pit filled in, effectively blotting out any remembrances of the steam era of only a few years ago. How times have changed was further demonstrated when road-switcher 1709 was spotted beside the station and fuelled up from a tank truck that arrived a few minutes later. Not even fuelling facilities need be provided for the ubiquitous diesel!

Map: Sketch map of CNR Branch Lines in Western Ontario 0205-003.pcx

Seemingly finished its yard work, 1732 coupled on to combine 7193 and flanger 56466 before moving in behind 1709 which was stopped on the south leg of the wye that surrounds Palmerston station. By now the train crew had all congregated in the combine, and, peering into the passenger compartment, were duly surprised by the sight of five sleepy faces staring back at them. Their arrival in the car brought to light two minor crises. First, we had all gotten on board the train without signing the necessary releases, which, since this was a simple freight train, were required before we could make the trip. This dilemma was solved by the jovial conductor who produced a pad of the proper form and had all of those present sign their “John Henry”. The other crisis was far more serious - someone had stolen all the coal from the bunker in the baggage compartment! The appropriate switches were thrown and signals given to the engine crew and in a moment the baggage door of the combine was spotted a few feet from the coal shed back of the station. Pails, scuttles and pans were filled with the black diamonds and loaded aboard the car to fill the bunker and overflow onto a considerable area of the floor as well.

A few minutes before nine, everyone was either present in the combine, or accounted for elsewhere. The conductor had a copy of the clearance and orders No. 109, 117 and 118, and his highball to the head-end caused the throttle of 1709 to be notched back. Extra 1732 West was off for Kincardine! The lead engine, 1709, works over to Listowel, where it spots cars set off by the daily Stratford to Owen Sound freight. This work completed by mid-morning, the crew returns light to Palmerston, then makes a return trip to Durham to complete their day’s work. The 8.7 miles to Listowel were covered in 15 minutes, and moments after we had stopped at Listowel station, 1701 and 1717 flashed past the window on their way to Palmerston and Owen Sound. Already 1709 had cut off and was on its way South to its chores in the town, while 1732 was picking up some half-dozen cars left for our attention. At 9:30 we were on our way again. The Roadmaster, in charge of the flanger, had agreed to allow two persons at a time to ride with him and his assistant, and no time was lost in getting takers for that offer!

The flanger, a strange caboose-like car usually seen standing dormant at every division point during the summer, becomes the railway’s first weapon in the winter snow fighting battle. These cars, built specially for the job, carry two small symmetrical ploughs, facing in opposite directions, mounted underneath the car body. Each plough is individually controlled by a 8" diameter air cylinder that can move it over a vertical distance of about one foot. In its lowered position, the lower edge of the plough is just below the rail head and pressure in the cylinder raises it clear. The raising and lowering of the flanging plough is controlled from valve, in

the centrally mounted cupola by the Roadmaster, who must keep an anxious eye peeled for the markers placed along the right-of-way. The sight of the marker, plus a measure of experience, is signal to raise the plough until the obstruction, be it a switch, road crossing or bridge, is passed. And if you think spotting those 8" x 15" markers at 50 m.p.h. is easy, you should spend a few moments in the cupola with these men!

Photo: CN Caboose 55466 on mixed train at Listowel? 0205-004.jpg

The roomy interior of the car, furnished only with two rough benches and a cast-iron stoves only accentuates the simple robustness of the plough mechanism. Bounding along aboard this car was a ride not far removed in roughness from the proverbial stone-boat, and, with plough in full operation, nothing could be seen out of the tiny windows for the flying snow on both sides of the car. Inside, the stove glowed red-hot, while through a crack in the floor a geyser of flour-like snow erupted each time the plough encountered a drift covering the rails. Each mile or so, a hiss of air and a resounding clank signalled the raising of the plough, and to be sure, it never remained up a split second longer than necessary. I am sure there was not 10 feet on either side of any crossing that was not ploughed!

As we worked westward, cars were set off at each of the larger towns: two evil-smelling cars of stock at Brussels, a car of lumber at Wingham, while a few pieces of freight were dragged out of a car ahead of the combine at other stops. A mile or so out of Kincardine, the entire train, only four cars by now, was wyed and the last mile into the town was traversed in reverse, a back-up whistle sounding its shrill warning at crossings. At 11:50 wheels crunched through the fresh snow in front of Kincardine station. The hardier souls braved the icy wind off Lake Huron to record on film the scene of 1732 and its train with the station and the town on the hillside beyond as a background, while the rest consumed the remainder of their lunch surrounded by the warmth of the combine.

There being little reason to tarry in Kincardine, the "highball" was given at 12:15 and we hurried off eastward, the crew sensing a seldom-offered opportunity to be home considerably earlier than usual, on account of the light traffic that day. The 39 miles to Brussels were covered in 95 minutes, with few stops en route. The two stock cars set out earlier in the day had been emptied and were picked up on the return trip to Palmerston, hardly giving their wheels a chance to cool and certainly avoiding demurrage charges on the use of the cars. A brief stop was made at Listowel to set out one of the stock cars (to be picked up by the southbound Owen Sound to Stratford freight), and by 2:30 we were trundling into Palmerston again. On arrival the crew lost no time in setting out the freight cars in the yard and spotting the combine on a convenient track ready for next day's use. The engine was then coupled onto the wood-sheathed combine parked near the station to form that evening's train No. 673. The last act of their day's work done, the crew signed off and headed for home.

MOTIVE POWER NOTES

➢ Further to the item on page 17 of last month's issue concerning C.N. diesel dispositions, further data is now given. G.E. 44-ton unit No. 3 was sold to International Minerals and Chemicals on May 24th., 1962, while engines 1072 and 1077 were similarly sold to the Northern Alberta Railways on January 2nd., 1962. Switcher 8461 (see *Newsletter* 202, Page 142) was sold on November 28th., 1962, making a total of seven units sold during the year.

Although still in storage on the system, switcher No. 77 (ex-7700, built by Canadian Locomotive Company, 1930, 380 h.p.) was officially retired during December.

➢ To supplement the Sydney and Louisburg roster presented last month, a list of the builders' numbers is presented herewith:

S.& L. No.	BUILDERS' No.	S.& L. No.	BUILDERS' No.
60	G.E. 30038	206	Alco 71317
61	Alco 69203	207	Alco 74317
200	MLW 83289	208	Alco 75117
201	MLW 83290	209	Alco 77853
202	MLW 83291	210	Alco 78242
203	Alco 71434	211	Alco 79055
204	Alco 75390	212	Alco 79231
205	Alco 73334		

It should be noted that S. & L. 207 was incorrectly listed as ex-M.& St. L. 207; it should have been listed as M.& St.L 202

PRAIRIE BRANCH LINE PROBLEMS

A very large portion of Canada's "railway problem" can be traced to the over-building of branch lines in the prairie provinces, particularly Manitoba and Saskatchewan, during the first 20 years of the present century. The Canadian Pacific, Canadian Northern and Grand Trunk Pacific all indulged in an orgy of construction which seemed to have as its motivating force an intense desire to beat the "other" railway into traffic-producing areas, rather than to provide an adequate network of rail lines, properly located to serve the then developing prairies in an economical manner. Many lines were built in closely parallel locations and never at any time received sufficient traffic to justify their existence. However, the pattern of grain handling in the prairies was ultimately built around this dense network of railway lines and elevators for grain storage have been built at widely dispersed locations on main, secondary and branch lines.

The present policy of the C.N.R. is to encourage the scrapping of small grain elevators on the branch lines with their replacement by a smaller number of master elevators along the main lines, involving a longer truck haul from a majority of farms. The railway for sees the possibility of abandonment of 2200 miles of branch lines in the prairies which serve little other purpose than in moving grain during a few weeks of the year and which would be rendered totally obsolete by the implementation of the master elevator system. The Canadian Pacific contemplates a similar abandonment program in the west, and has already began to undertake the same with the lengthy Reston to Wolseley abandonment (see *Newsletter* 197, Page 71). The C.P.R. has more recently applied for permission to abandon over 100 miles of branch lines in Manitoba in three segments, as follows:

- Carman Subdivision, from Carman to Plum Coulee, 25.6 miles of total 40-mile line,
- Boissevain Subdivision, from Boissevain to Lauder, entire 35.3-mile line,
- Varcoe Subdivision, from MacGregor to Varcoe, entire 54.9-mile line.

The MacPherson Royal Commission recognised the probability and desirability of an extensive branch line abandonment program for both railways in the west, but suggested that it be spread over a 15-year adjustment period during which time the fate of the lines would be known, but operations continued while municipalities and shippers had time to arrange alternative systems of transport. During this period the railways would, under the proposal, be paid an annual grant in compensation for losses incurred.

Notwithstanding these considerations, response from the west has not been enthusiastic with respect to the railways proposals. What might be regarded as the typical reaction from the grain producing industry was voiced recently by the president of the North West Line Elevators Association, who maintains that the C.N.R.'s master elevator plan would turn hundreds of now prosperous towns and villages into ghost communities; the 2200 miles of line abandonment suggested

by the C.N. would necessitate the scrapping of 564 elevators with a 35 million bushel capacity, and the replacement of this capacity in new elevators would involve a capital outlay of from 35 to 40 million dollars.

In the meantime, the Manitoba Provincial Government, and particularly Premier Duff Roblin, is spearheading a delaying attack against the C.P.R. abandonment proposals. A brief was submitted to the B.T.C. at a hearing on the Carman - Plum Coulee line during December urging that a decision not be made on this or other applications for abandonment until such time as the Federal Government had enacted legislation giving effect to the MacPherson Commission's recommendations in respect to branch line subsidies and a long-term coordinated approach to abandonment planning. It has been pointed out recently that the Manitoba government had recommended to the MacPherson Commission that a "Branch Line Maintenance Fund" be established by the Dominion Government which would relieve the railways and shippers of the burden of keeping in operation branch lines which are uneconomic but necessary in the overall public interest. The C.P.R. has stated that there is no co-ordination with the C.N.R. in abandonments as proposed to date.

The Manitoba Premier drew a significant parallel when he cited the findings of another Royal Commission of an earlier day, the Duff Commission of 1931-1932 which said that "if good sense had prevailed, the executive officers of the two systems would, in 1923, have planned together to meet the transportation requirements of the country and would have refused to promote and permit irrational and wasteful competition". He is concerned that the earlier over-construction of lines in the prairies not be followed by an uncoordinated program of over-abandonment, which at the moment appears to be a distinct possibility if the two major railways do not get together.

MISCELLANY

- One abandoned railway right-of-way which will retain its identity and not be sold piecemeal to abutting owners is that of the New York Central's former St. Clair branch, from which track was removed in 1961. The entire 90-foot wide, 62-mile long right-of-way from St. Clair Junction (west of St. Thomas) to Courtright, Ontario, together with 16 miles of spur track right-of-way, has been sold by the N Y.C. to the Acme Gas and Oil, Limited of Toronto to serve as an oil pipeline route. The President of the oil company said that it was his hope that the originals of the documents relative to the right-of-way which were resurrected in connection with the sale would be made available to the recently established museum of oil history at Oil Springs, Ontario.
- The City of Montreal expects to call for tenders shortly on contracts No. 5 and 6 on their subway project; section 5 is from Cremazie Boulevard to Youville Shops, on Berri Street, while section 6 is between a point north of Sherbrooke Street to the northern extremity of the Berri-De Montigny station.
- The 5-mile Ontario Northland Railway branch line from Boston Creek station to the Adams Iron Mine of the Jones and Laughlin Steel Corporation was completed for traffic during December, after construction had begun in June of last year. The new mine is expected to become the largest single traffic producer on the O.N.R., providing shipments of one million tons of high-grade ore pellets (66% iron content) per year, which will be shipped via an all-rail route to mills at Pittsburgh and Aliquippa, Pennsylvania. The mine will provide year-round employment for some 400 persons in the Kirkland Lake district. Work on the branch included the removal of 140,000 cubic yards of rock from cuttings, the placing of 500,000 cubic yards of sand and gravel fill for embankments, and the laying of some 2500 feet of culverts.

  At the northern extremity of the system, the O.N.R. plans to build and operate a 30-unit hotel and motel, rental offices, museum, gift shop and restaurant at Moosonee, Ontario, to cater specifically to the growing number of passengers on its tri-weekly service into the town.

ONE CAR-TWO NUMBERS

Photo: Photo in TTC's shop as they make one car from two. TTC Photo. 0205-005.jpg

One of the most unusual jobs ever performed in the T.T.C's Hillcrest Shops was undertaken a few months ago when the rear end of A-1 class P.C.C. car 4052 was welded on to car 4098 to replace the latter's own damaged rear end. (See also *Newsletter* 203, Page 163). The photo shows the work in progress in the Body Repair Section of the shop. In case you are wondering, both sections of the car now carry the same number, 4098!

TTC HAPPENINGS

- The opening of the University Avenue subway has been advanced one day from March 1st. to February 28th., in order that various Provincial officials may attend the opening ceremonies which are expected to take place at St. George Station between 10:00 a.m. and 12:00 noon. The initial plan is to extend the Yonge service through Union Station to St. George - later thinning of service on the University leg, with cutback of the Yonge service at Union, to depend on the loads that are generated by the new service.

Shortly after the conclusion of the opening ceremonies, and the placing of full service on the University line, the DUPONT streetcars will head for St. Clair Carhouse for the last time as the extended ANNETTE trolley coach route (to St. George Station) and a new BAY bus route take over service. The breaking of the former DUPONT route at Bedford Road is designed to induce traffic from the west end of the city to proceed downtown on the University subway, rather than on the surface via Bay Street. In another move to encourage subway riding, the AVENUE ROAD bus service, which now operates on University Avenue during rush hours only, will be discontinued between Queen's Park and Front Street.

Trackage of the DUPONT line will be removed or paved over north of Bloor Street only, with the remainder to be retained for emergency (and fan trip) use. The Christie Loop property, established as lately as 1946, will no longer be required, and would appear to make a prime industrial site.

- The following small Witts were burned at the Unwin Avenue Disposal area during the first month of this year:

2712, 2714, 2716, 2724, 2734, 2738, 2774, 2814, 2824, 2848, 2892.

- A few of the small Witts which had been placed in storage at Russell Carhouse have been put back into service because of a temporary shortage of equipment. Cars seen in service again include 2772 and 2836 on the KINGSTON ROAD TRIPPER line.
- T.T.C. Instruction Car 2300, the original large Witt, has been withdrawn from its operator training duties as a prelude to the all-P.C.C. operation of the system. It was replaced at the beginning of January by car 4000, Toronto's "Number One" P.C.C. car, which has received the brake application recording apparatus and speedometer formerly carried on 2300.

For some time it was planned to convert 2300 to a platform maintenance car for the Bloor subway (in the manner of RT-4; former Peter Witt 2528), but it is now learned that a small Witt is to be used in this role instead. However, there is a good possibility that 2300 will be retained indefinitely on the surface system as a towing car, used for hauling dead cars from the divisional car houses to Hillcrest Shops, a task to which P.C.C. cars are themselves not well suited.

- The new Instruction Car 4000 was out on the streets again on Friday, February 1st., performing in a very unusual role. It ran about the system with a television camera mounted on the front while a C.B.C. crew filmed scenes along the streets for showing on the program "On the Scene". The right windshield of 4000 had been removed so that the cameraman could lean through the aperture to work the camera. A C.B.C. truck containing the power supply equipment for the camera and the video-tape equipment was attached to the rear of the car by means of a draw bar, with the

necessary cables running from the truck through the rear windows of 4000.

➢ Owing to subway construction at Pape and Lipton Avenues in Toronto's east end HARBORD cars were rerouted east on Danforth to Hillingdon Loop (Danforth Carhouse) after 7:00 p.m. on January 31st., February 1st. and February 4th..

➢ An interesting streetcar diversion will be necessary when the City undertakes the reconstruction of the road bridge over the Don River on Queen Street East, and the addition of new bridge spans over the Don Valley Parkway where fill now serves as the bridge approach. During this work the street will be closed entirely, and a temporary trestle installed across the valley to carry streetcars and a large water main around the construction site. The temporary streetcar bridge will be connected to the existing track on Queen Street at each end, but no attempt will be made to connect the King Street tracks which join those on Queen Street on the present bridge.

With the King trackage discontinued, there will be no service on King Street east of Parliament during the construction period, and KING cars will be diverted via Parliament and Queen Streets from King to Broadview. Work on the project is expected to commence during April.

➢ The following is a piece recently penned by Ron Haggart, columnist for the *Toronto Daily Star*, which is reproduced without further comment:

"Gordon Secord must surely be the most unusual transit commissioner of all time; he continually sounds like a dairy farmer running a margarine factory."

"Now Mr. Secord wants the Transit Commission to speed up the destruction of its streetcars, because, he says, streetcars cause traffic jams."

"This would be a perfectly reasonable position for the owner of a car-rental company, which Mr. Secord is. But a transit commissioner, which Mr. Secord also is might be expected to say that automobiles should keep out of the way of the street cars because the streetcars are more efficient users of the streets and should be allowed to take advantage of their efficiency."

"Mr. Secord was appointed to the T.T.C. by Fred Gardiner, who said Mr. Secord came from a business `allied with transit'."

"With so many politicians and bureaucrats happily pushing the cause of the car driver, who is going to speak for the voiceless crowds on the streetcars, if even their `allies' on the Transit Commission won't do it?"

"Happily, there is a shake-up approaching on the Toronto Transit Commission!"

BELOW: Photo:

Small Witt 2850 of the Toronto Transit Commission passes under the lattice-work of the Queen Street bridge over the Don River on the December 9th., 1962 excursion of the Upper Canada Railway Society. Photo by J. William Hood. 0205-006.jpg

RAILWAYS OF SCANDINAVIA - NORWAY

By Robert J. Sandusky

Photos by the Author

Upon returning to Stockholm, there was much to see. Of interest is the State Railway's museum in,the suburb of Tomteboda. This year many of the items were temporarily moved to Göteborg for the "Tåg 62" railway exhibition but when all assembled they number just under 60 vehicles, of which 23 are locomotives. The latter represent nicely the era from 1855 to 1907 with machines ranging in size from an impossible-looking little 0-4-0T to a 4-6-0 and heavy 2-8-0. The wagon and carriage collection is notable in itself; it includes an elderly surveyor's steam car, plus King Oscar's audience car built in 1874 and little changed since then. In addition to the large items were displays of valve gear, braking systems, photos, etc. The museum is quite close to

S.J's Hagalund motive power depot and coach yard. All manner of electric locomotives filled the main ranks of the roster, leaving some switching duties to a few 50-year old 6- and 8-coupled tank locos. A very non-standard loco in the shop was a 2-D-2 diesel-gas turbine-hydraulic, produced by AB Motala in 1954. The turbine is intended as a booster for heavy loads, when it decides to function properly. The Scandinavian flair for woodwork shows everywhere one looks, not only in carriages of all ages but on some of the older electric locomotives as well. A number of local trains were using some open-platform coaches finished in natural wood. The 25-35-year old Dg class electrics still sport a few varnished teakwood cabs, though these are being replaced by steel as they come due for shopping.

The remnants of a tram system remain in the city. It uses 2-man, double-truck cars whose numbers diminish gradually. Conversion to bus has been decreed rather than give the single-ended cars the rebuilding they would require when Sweden changes from left to right-hand rule of the road within the next 7 years. No such rumours have been heard from Göteborg where the same problem will occur. A 3rd. rail rapid transit line runs into Stockholm. It is underground in the city, then becomes a surface line in the suburbs. Fare to enter the "Tunnelbanen" is 1 crown.

A narrow gauge railway enters the north end of the city. The 2' 11" Stockholm - Roslagen was recently completely converted to electric and diesel operation. In most respects it is like a miniature S.J. It has more of "those" diesel rail buses and its carriages and locos are painted the same "boxcar red" as most of the S.J. equipment (except for the wooden cars). Upon leaving Stockholm it becomes a country line and sprouts 6 branches, including one to Uppsala.

Several small railways of various gauges remain in Southern Sweden, some still with steam operation (including some S.J. branches), but to explore them thoroughly would likely take several weeks.

Travelling westward on S.J. brings one to the fringe of electrified territory. There are the inevitable rail buses and increasing numbers of diesels but several of the depots still had a surprising variety of steam power consisting of small classes. Many of these came from former private railways. In the area of Falun, Rattvik and Börlange, 4-6-0's were in occasional use on freight trains, some being equipped with very Swedish conical smoke box fronts and pointed, wind splitting cabs. All steamers seen were coal burners, except for one oil-burning, 3-cylinder 4-8-0. The T.G.O.J. was storing a small, but interesting collection at nearby Grängesberg. An 0-8-0T and 2-6-2T were in service while the spare power included some 6 and 8-coupled tanks and a pair of dissimilar 0-8-0 tender locos. The "pieces de resistance", however, were three 2-8-0 steam turbines built by Nohab between 1930 and 1936, and unused since 1950. The turbine drive on each was mounted on a long deck located in front of the smoke box and supported by an oversize pilot truck. Below this the driving crank transmitted power to the lead driver. These massive machines trailed nought but 4-wheel tenders!

A trip which should not be missed is one over the most northerly rail line in Scandinavia from Swedish Lapland to the port of Narvik, Norway, some 125 miles north of the Arctic Circle. This line from Luleå, on the Gulf of Bothnia, has been completely electrified since 1923 and exists to haul ore from the iron mines at Kiruna to Luleå in the summer and to Narvik in the winter, when the Gulf is iced over. The most rugged part of the line is west from Kiruna, in which country there is little else but a ski resort, an occasional track side house and the railway which climbs gradually to cross the backbone of the Swedish - Norwegian peninsula, then descends spectacularly along the edge of the steeply-walled Rombaksfjord to Narvik. S.J. operates the line through to Narvik, although the short Norwegian section is part of the Norwegian State Railway (N.S.B.) system. A through sleeping car is run from Oslo to Narvik via Kiruna and it has the distinction of spending most of its time in Sweden.

During June and early July it matters not which train is taken to Narvik as the midnight

sun provides light at all hours. Travelling south from here requires a one day jaunt by bus to bridge the gap between rail lines. This too is a scenic ride as the road is broken in four places by deep fjords which must be traversed by small motor vessels. For this reason, it seems unlikely that a rail line will ever be built to close this gap.

The bus connects with the N.S.B.'s Nordland Railway at Fauske. The final segment of this line north from Trondheim to Bodø was opened just last year. Bodø is a popular place for travellers wishing to see the midnight sun, and the N.S.B. runs three trains a day here, starting last summer. These runs are either diesel rail-cars or conventional trains currently hauled by NOHAB-G.M. double-ended cab units. The run south from Fauske was made in the latter type of train witch consisted of some teakwood-sheathed sleepers, an assortment of modern sleepers and coaches and a diner with a simple, but adequate, menu. Immediately south of Fauske the line passes the narrow gauge Sulitjelma Railway, a passenger-carrying mineral line, and then follows the difficult section along the Saltsdalsfjord, where the railway has been carved into the side of the cliff along the fjord (much like the Pacific Great Eastern Railway south of Squamish). It then moves inland, climbs to a height of land and, in an appropriately barren setting, passes the Arctic Circle marker. A few 2-10-0's were seen on their way down to Tronheim.

Photo: Norwegian State Railways locomotives are not always spic and span. This German built 2-10-0 was observed at Tronheim but no trace of its number could be seen. However, red wheel centres and light blue side rods added some colour to the engine. Robert J. Sandusky0205-007.jpg

At Trondheim, connection times permitted a brief glance at the local tram system, one line of which comes to the station. Surely this is the world's most northerly street railway, as Kiruna, Sweden, lost this distinction a few years ago when it converted its tram system to buses. The Trondheim system had a fire in 1956 which effectively eliminated its roster of cars, but, to everyone's surprise, new motor cars and trailers were ordered. The motors are double-truck, single-end, P.A.Y.E. yellow and blue cars, and are equipped with pantographs.

South from Trondheim one may proceed to Oslo via Røros or via Dombås. The former line is steam worked with 4-6-0's or 2-10-0's while the main route through Dombås is dieselised for through trains but enables one to make a side trip from there to Åndalsnes, over the spectacular Romsdal Railway. The latter's claim to fame is a descent via spiral curves and two tunnels into a narrow mountain valley, followed by over 30 Km. of railway pressed in on both sides by nearly vertical cliffs which, in the extreme, rise from 4,000 to 5,000 feet on either side. The sight of the Romsdalsfjord is sufficient reward for making the journey.

Photo: N.S.B. 3.613 waits for departure time at Åndalsnes with the morning passenger train for Dombås. The engine, built by NOHAB from a G.M. design in 1958, heads a train including a combine for local traffic and two through coaches for Oslo. Robert J. Sandusky 0205-008.jpg

South of Dombås a narrow lake is followed faithfully for over 100 Km. During the summer months, the steamer "Skibladner" paddles across its waters. Like most ladies, "Skibladner" is sensitive about her age, but can still make 15 knots in spite of her 106 years. At the city of Hamar, on the same lake, the trains from Røros terminate and a large number of ungainly 4-6-0's, plus a few 0-6-0T's were at the shed. Electrification extends from here to Oslo, so a large, green box of an electric motor took over from the diesel for the remainder of the run.

Oslo is a fine place for the transit observer. In addition to the tram system, which can still muster up a number of 4-wheeled motors with open platform trailers, there are a number of interurban lines which radiate from the city. The Ekebergbanen is one which leaves the city via street running and swings onto open track for a run to the southeastern suburbs. The Kolsasbanen, Sognsvannsbanen and Holmenkollbanen on the other hand, start out underground at the National Theatre and head west for 2 Km. before surfacing and dividing into three lines. Quite surprising is the Holmenkollbanen whose wide, wood-sheathed and varnished cars wind their

way north on reserved track through the suburbs and suddenly start to climb the side of a mountain on a gradient that must approach 1 in 10 in places. The line swings to the east and terminates near the summit of one of the low mountains which almost surround Oslo and from which a wide panorama may be seen.

One other example of Norwegian railroading had to be visited in view of its imminent abandonment and that it was N.S.B.'s only remaining 3' 6" line, located at Grovane, near Kristiansand. At one time there was considerable narrow gauge mileage in Norway in addition to the standard gauge, a situation with the usual attendant amount of economic and engineering controversy. The narrow gauge lost the battle and most of the conversion was completed during the 1940's, leaving just a few branches, including the one from Grovane to Byglandsfjord. The line originally ran south to the port of Kristiansand but was standard gauged (as part of the line building west to Stavanger) from Grovane south in the late 1930's.

Photo: Here we see Norwegian State Railways No. 5 switching a mill spur at Haegeland, just north of Grovane. The engine was built in 1901 by Thune of Kristiansand, Norway. Robert J. Sandusky photo. 0205-009.jpg

When visited, the line was being served by a series of rail cars (capable of hauling two trailers) though on this particular morning the station master at Grovane finally understood why there was one passenger who wanted to wait the extra 17 minutes to ride the goods train. Just before the diesel left, a 2-8-2T with a diamond stack appeared from the shed, shuffled a number of four and eight-wheeled wagons, then selected a wooden coach from a number of such cars. Only a few minutes after leaving, the train was threading its way through a wooded, rocky canyon. A number of tunnels were encountered, and then we climbed past a hydro dam which had flooded a part of the original line and created a lake which the relocated line followed for several kilometres. After navigating altogether a dozen tunnels, a small station appeared and the train stopped to drop off a parcel and take on water from a tall, wooden tower. Several subsequent stops were made to meet the opposing rail cars, drop some empties or to switch a mill spur. Lever brakes mounted below floor level on the 4-wheeled cars made for some lively footwork on the part of the brakeman and conductor. As the train worked its way north the valley broadened, hills grew into low mountains and suddenly, the line ended at Byglandsfjord. Surely, not many other railways have terminated in such a scenic and unspoiled setting with a neat, tall station and an array of well-kept wooden sheds, surrounded by tall pines and birches and all located at the end of a peaceful inland fjord.

The locomotive switched a few sawmill spurs, after which it was pushed around on a tiny covered turntable just long enough for the 2-6-2T. During the two-hour lunch stop there was time to examine the iron horse whose builder's plate showed it to be No. 5, built by Thunes of Kristiansand in 1901. One wonders if the design was influenced by Baldwin. (See photo in *Newsletter* 203, Page 167).

The return trip was leisurely, with a few cars being picked up and a number of local passengers exchanged. Upon re-entering Grovane, two other similar tank locomotives were visible in the engine house, one of them in steam. It is understood that a fourth locomotive, a 2-4-2T, is stored for preservation.

The operation did not seem to have a decayed atmosphere about it. The equipment was in fair running order and the diesel cars, plus the transferrable boxcar bodies which could be lifted from the narrow to standard gauge flat cars, were an encouraging sign, but apparently not enough. Abandonment of the line was scheduled for August 31st., 1962.

MISCELLANY

- The network of railway lines in northern Quebec continues to become more intricate.

Construction is well advanced (grading almost complete and track laying in progress) on the new 60-mile branch line to the Mattagami Lake copper mines. This branch, which has a junction at its southerly end with the Beattyville to Chibougamau line, itself built only six years ago, is expected to be opened for traffic by the summer of this year.

- The C.N. is purchasing a strip of land along the west side of the Newmarket Subdivision south of Steeles Avenue from various oil companies which have extensive holdings abutting the line in this area. The former 66-foot right-of-way is being widened to 82 feet to provide for double tracking of a portion of this line.

MOTIVE POWER NOTES

- Canadian National No. 42 returned to the system from Gaspesia Sulphite (see also Page 17, last month) with the return of Gaspesia's own 80-ton diesel at the end of November. This latter unit was undergoing complete overhaul by C.G.E. at Peterborough while the leased C.N.R. engine carried out the switching at the sulphite plant.
- The Canadian National has donated 4-6-2 Mo. 5588 to the City of Windsor, Ontario, for display in that city. The locomotive was formerly to be sold to the Historical Vehicle Club of Ontario.
- United Scale Models, Incorporated, of Chester, Pennsylvania, were the purchasers of C.N.R. 4-6-0 No. 1533.

RAPID TRANSIT PROGRESS

Map: Diagram of TTC Subway and rail lines at Vincent Station (Dundas West) 0205-010.jpg

- Details have become available of contract areas B-4 and B-5 of the Bloor Danforth subway, being the west end of the line and forming perhaps one of the more interesting sections of the entire line. A plan and profile of the greater portion of these contracts, which will extend from Lansdowne Avenue to Keele terminus, is reproduced herewith. The principal portion of B-4 will consist of an 1800-foot, shield-driven tunnel, adopted over cut and cover construction in this area to avoid disturbances to industries and the various railways near or under which it passes. The tunnel section will extend from the west end of Lansdowne station under Wade Avenue to the west end of Vincent station just west of Dundas Street.

Lansdowne station and the section from the west end of Vincent station to the west end of Dorval Road will be constructed by cut and cover using sheet steel piling except where concrete protection walls are required to avoid disturbance to nearby industrial plants. From Dorval Road westerly to Keele terminus, construction will be open, in cut or on fill, as a result of the topography of the area.

Included in contract B-5 will be the construction of Keele Car Storage Yard, parallel to and south of, the main line tracks. This yard will extend from Indian Road, the location of the ladder track off the main line, to a point close to the west end of Vincent station, and will be unusual in that it will be partially open and partially in subway structure. That portion east of Dorval Road will be covered, but in a separate tunnel from the main line, being virtually level, while the parallel main line is dropping easterly on a 2½% grade. This will require two separate portals, at different elevations, at the west street line of Dorval Road, where open cut construction begins. Section B-5 also includes the construction of street underpasses beneath the rapid transit tracks at Indian Road and Indian Grove, and the elevated Keele terminus (not shown on the diagram) with its bus transfer facilities. The line will be located directly on the present road allowance of Edna Avenue between Indian Road and Indian Grove, and a new street will have to he built just north of the north retaining wall of the embankment.

U.C.R.S. ANNOUNCEMENTS

FEBRUARY MEETING

The Society's regular meeting for February will be held on Friday, February 15th. at the Marine Museum of Upper Canada, Exhibition Park, (right next to C.N.R. 6213). A notice at the entrance to the building will guide you to the meeting room.

Entertainment at the meeting will be a showing of 16mm films of Canadian railway and trolley interest.

HAMILTON CHAPTER MEETING

The Hamilton Chapter of the Society will meet in the Board Room of the C.N.R. Hamilton Station on Fridays February 22nd., commencing at 8:00 p.m. Entertainment will consist of a showing of 16mm films by General Motors Diesel Limited.

MARCH OUTDOOR MEETING

The first Friday outdoor observers meeting will be held on March 1st. at the C.N.R.Danforth Station.

DIRECTORS FOR 1963

At the Annual Meeting of the Society, held on Friday, January 18th., 1963, the following were elected Directors for the year 1963: Messrs. J. B. Dell, J. W. Hood, E. A. Jordan, W. F. McNairn, G. A. Meek, H. R. Naylor, A. S. Olver, J. H. Walker and S. I. Westland.

At the Director's Meeting held on Thursdays January 24th., the various Directors' posts were filled as follows:

President -	E. A. Jordan
Vice-President -	S. I. Westland
Treasurer -	A. S. Olver
Corresponding Secretary -	H. R. Naylor
Recording Secretary -	J. H. Walker
Newsletter Editor -	E. A. Jordan
Bulletin Editor -	J. W. Hood
Curator -	S.I. Westland

Various Committee Chairmen were:

Locomotive Preservation Committee -	J. B. Dell
Entertainment Committee -	T. F. McIlraith
Excursion Committee -	J. A. Brown

SPECIAL NOTICES

The Toronto Transit Commission has agreed to operate one small Witt car in regular service on the DUPONT route on Saturday, February 23rd., for the benefit of U.C.R.S. members who may wish to take photos or ride this car on the route before the two vanish from the local scene. The car will run for at least two hours, beginning at 11:00 a.m. The car is not chartered, and regular fares will be charged and transfers issued. For those whose employment has made it impossible to see or ride these cars in regular service during the week, here is an interesting opportunity to photograph or simply ride on one in service on DUPONT.

We wish to express the thanks of the Society to the personnel of the Public Relations Department and the Transportation Department of the Toronto Transit Commission for making this car operation possible.

Members are reminded too, of the Society's observance of the Last Run on the DUPONT route on Thursday, February 28th. A chartered small Witt will be used to make a complete round trip on the route before service ends, and will also be the last car to make a complete trip over the line. The special car will leave from the Christie Loop around noon or shortly before, the exact time to be announced to all Resident members by mailed notice. Any others wishing to make the trip please contact the Corresponding Secretary so that they may be notified.