UPPER CANADA RAILWAY SOCIETY 1941

# Newsletter

INCORPORATED 1952 NUMBER 205 FEBRUARY 1963


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.

Photo by J. William Hood

UPPER CANADA RAILWAY SOCIETY
BOX 122 TERMINAL "A" TORONTO, ONTARIO

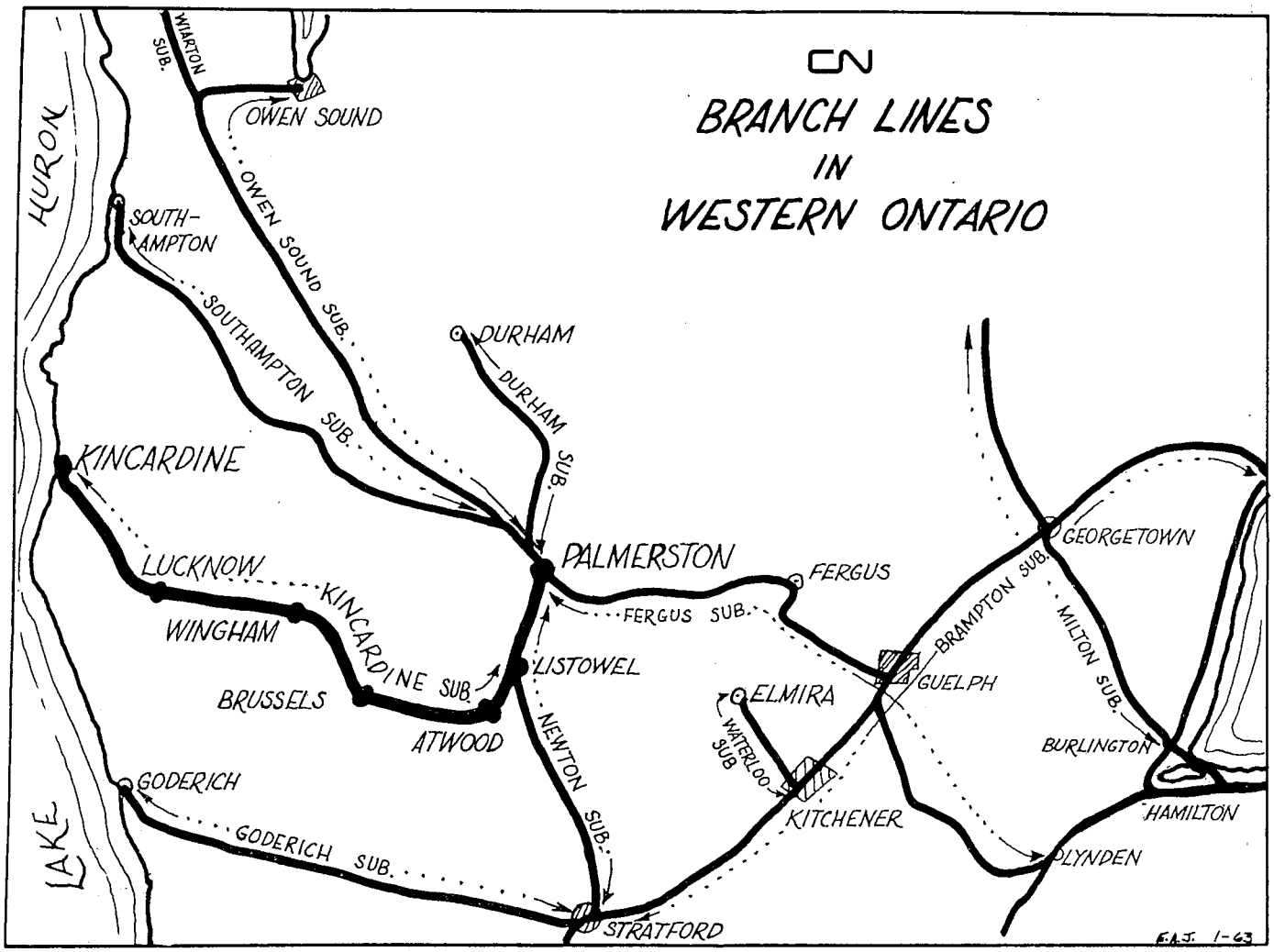
# THE MIXED THAT ISN'T!


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 was 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 station, 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 rememberances 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 fueled up from a tank truck that arrived a few minutes later. Not even fueling facilities need be provided for the ubiquitous diesel!

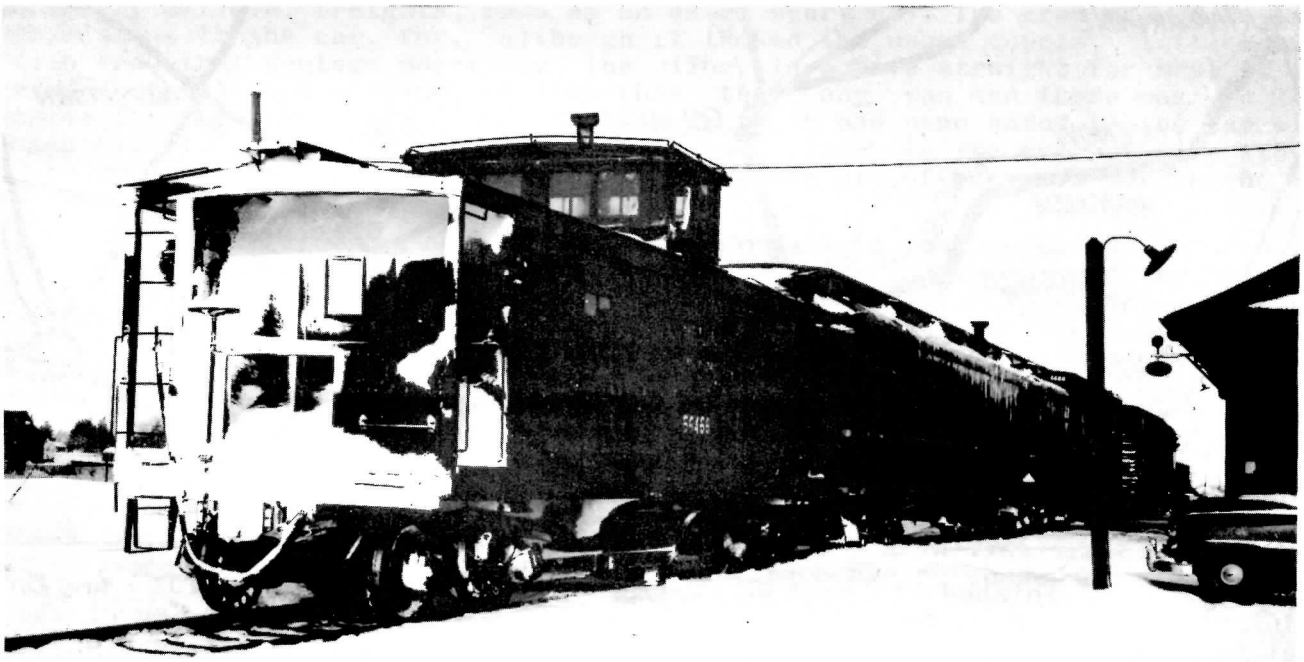



Seemingly finished its yard work, 1732 coupled on to combine 7193 and flanger 56466 before moving in behind 1709 which was stopped on the south leg of the wye that surrounds Palmerston station. By now the train crew had all congregated in the combine, and, peering into the passenger compartment, were 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, skuttles 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 plows, facing in opposite directions, mounted underneath the car body. Each plow 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 plow is just below the rail head and pressure in the cylinder raises it clear. The raising and lowering of the flanging plow is controlled from valves 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 plow until the obstruction, be it a switch, road crossing or bridge, is passed. And if you think spotting those 8"x15" markers at 50 m.p.h. is easy, you should spend a few moments in the cupola with these men!



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 unco-ordinated 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, Ltd. 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 Blvd. 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*

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!

(Photo courtesy Toronto Transit Commission)

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:

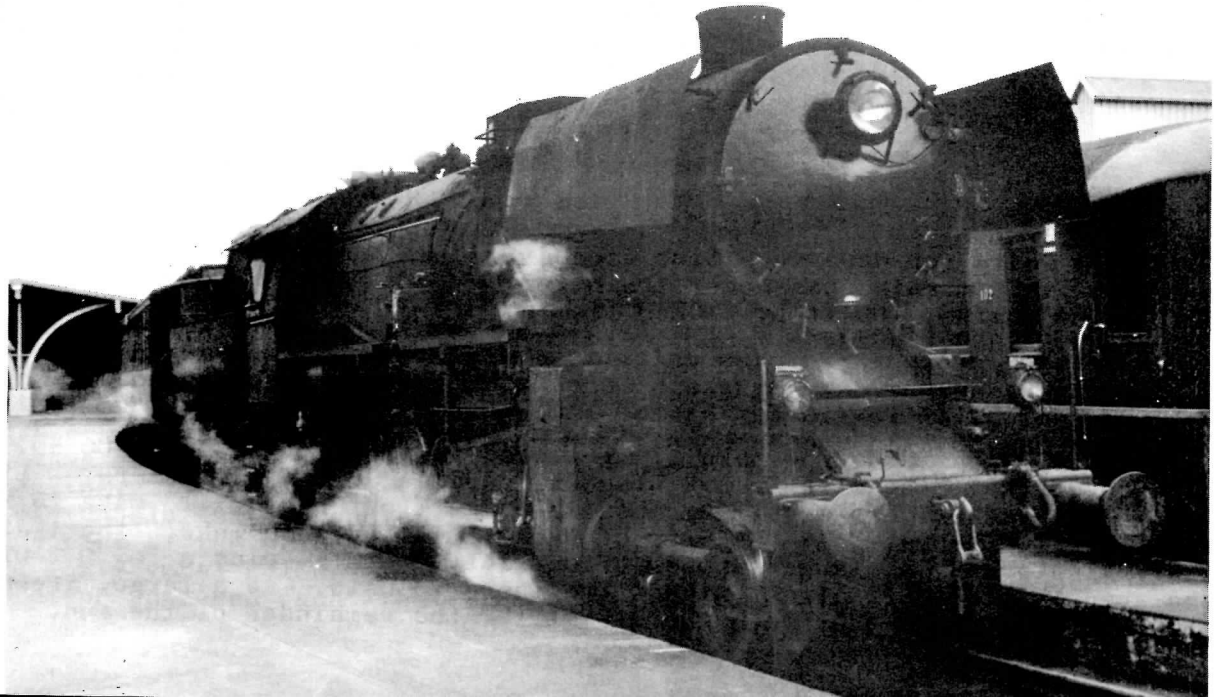
Small Witt 2850 of the Toronto Transit Commission passes under the lattice-work of the Queen Street bridge over the Don River on the December 9th, 1962 excursion of the Upper Canada Railway Society. Photo by J. William Hood

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 trackside house and the railway which climbs gradually to cross the backbone of the Swedish-Norwegian penninsula, 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 railcars 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 which 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.

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.



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.

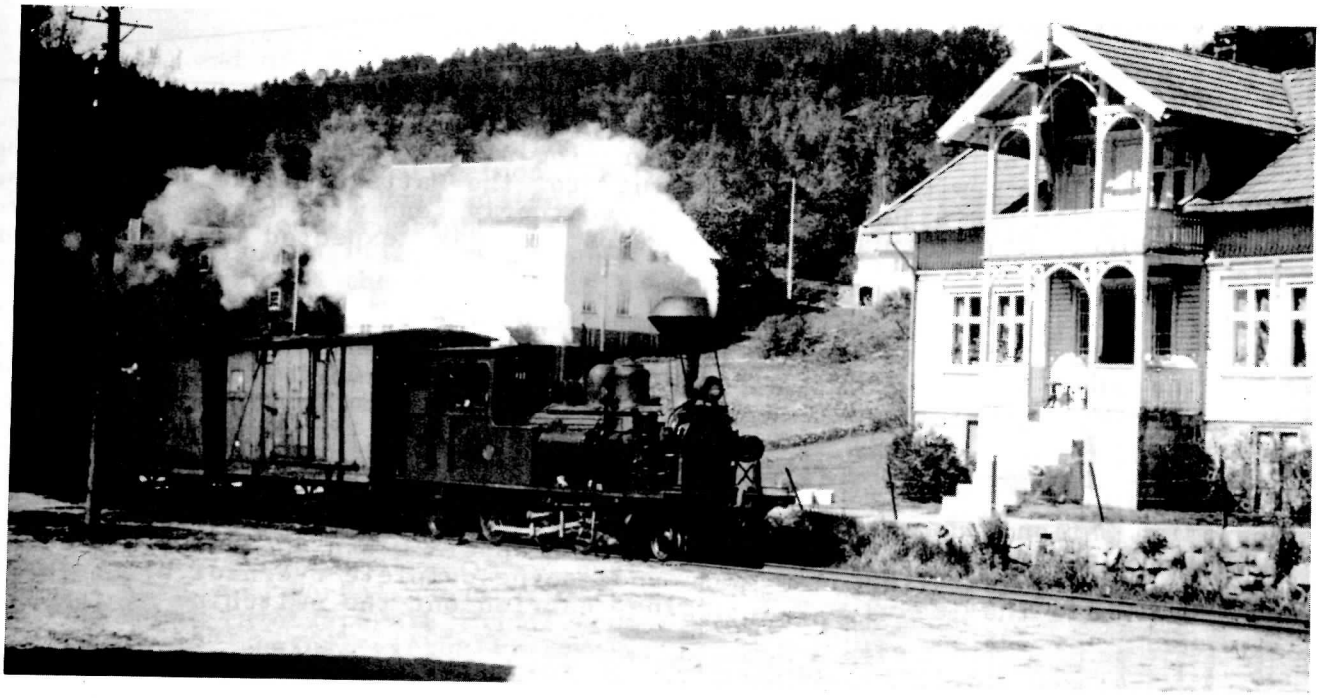
South from Trondheim one may proceed to Oslo via Røros or via Dombås. The former line is steam worked with 4-6-0's or 2-10-0's while the main route through Dombås is dieselised for through trains but enables one to make a side trip from there to Åndalsnes, over the spectacular Romsdal Railway. The latter's 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.


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.

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 2Km. 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.



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.

When visited, the line was being served by a series of railcars (capable of hauling two trailers) though on this particular morning the stationmaster 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 2-6-2T 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 kilometers. After navigating altogether a dozen tunnels, a small station appeared and the train stopped to drop off a parcel and take on

# RAPID TRANSIT PROGRESS

* 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 be built just north of the north retaining wall of the embankment.