

newsletter

February 1968

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Upper Canada Railway Society



newsletter

Number 265

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James A. Brown, Editor

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Please address NEWSLETTER contributions to the Editor at
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All other Society business, including membership inquiries, should
be addressed to UCRS, Box 122, Terminal A, Toronto, Ontario.

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UCRS DIRECTORS AND OFFICERS FOR 1968 NOTED

The following members were elected as directors of the
Society at the annual meeting, held on January 19, 1968.
Officers, as appointed at a subsequent directors' meet-
ing, are noted:

R.S. Hoover -- President
N.E. Kinsman
R.D. McMann -- Recording Secretary
W.F. McNairn
G.A. Meek
S. Munro -- Corresponding Secretary
R. Rundle -- Treasurer
B.E. West
T. Wickson -- Membership Secretary

The Cover

The railwayman's battle against winter isn't always the
effortless task we see here, as a Canadian Pacific plow
skims a light accumulation of snow off the rails of the
Teeswater Subdivision near Arthur, Ontario, a few weeks
ago. For an account of the Teeswater Subdivision under
more trying circumstances, turn to page 19.

/J.A. Brown

Coming Events



Regular meetings of the Society are held on the third Friday of
each month (except July and August) at 589 Mt. Pleasant Road,
Toronto, Ontario. 8.00 p.m.

March 15: Regular meeting, with entertainment consist-
(Fri) ing of a photo contest. Entrants should ob-
serve the following rules:

1. Photos must be of rail interest, but need
not show a train or locomotive.
2. There will be three classes;
(1) Black & white prints, 8x10 or larger.
(2) Colour prints, 5x7 or larger.
(3) Colour slides, 2 1/4 x 2 1/4 or smaller.
3. Each entrant may submit up to three en-
tries, divided among any of the classes.
4. All entries must have been photographed by
the entrant.
5. Entries must not have won or placed in a
previous contest.
6. The entrant must be a member of UCRS.
7. The entrant must not be a professional
photographer.
8. There must be no identifying marks on the
front or viewing side of any slide or print.
The entrant's name is to be on the back of
prints. Slide mounts should be marked with
a number or letter code, and a separate
sheet supplied showing the code and the
entrant's name.
9. Entries will be judged 80% on photo quality
and 20% on content.
10. The rules of the contest will be based on
those in common use at photo contests and
will be explained by the judges.

Entries of 2 1/4 x 2 1/4 slides cannot be projected
at the meeting unless the Entertainment Com-
mittee is notified in advance.

April 19: Regular meeting, including an illustrated talk
(Fri) by John H. Walker on the topic "Steel Rails
to Toronto Junction".

RESERVE THE FOLLOWING DATES NOW FOR THIS SUM-
MER'S STEAM EXCURSIONS -- FULL DETAILS SOON!

June 1: Toronto to Stratford and Palmerston with CN
(Sat) 6218, including a photo stop at Guelph along-
side the displayed 6167.

July 6: Toronto to Montreal with 6218, return by die-
(Sat) sel.

July 13: Montreal to Toronto with 6218, possibly run-
(Sat) ning via Ottawa.

Aug 4: North Bay to Englehart, featuring Ontario
Northland 2-8-0 137; special cars from Toron-
to to North Bay.

Readers' Exchange

INTERESTED IN NEW ZEALAND RAILWAYS?? Information about
the New Zealand Railway and Locomotive Society is avail-
able from Andrew Bell, Box 59, Pointe Claire, Quebec.

FOR SALE: American Railroad Journals in good condition.
1832 issues: Jan 28, Oct 6, Nov 10, Nov 17. 1834 issue:
Mar 15. Contact G. Oldroyd, 366 Palmerston Blvd., Tor-
onto 4, Ont. (481-4252, ext. 1273 (days))

WHAT REALLY HAPPENED ON JANUARY 28TH?

Over six hundred passengers were treated to one of our longest and possibly most frustrating steam excursions on January 28th last, when 6218 headed a 13-car special around Lake Simcoe.

Freezing rain and heavy cloud (instead of forecasted clear skies) started things off on an inauspicious note. After a late start from Union Station, 6218 laboured through two runpasts to the first servicing stop, at Beaverton, where most of a clinkered fire was dropped on the main line. The performance at Washago was much the same.

By this time, the hour was so late that the decision was taken to cancel the remaining runpasts and water stop and try to reach Toronto on time. Unhappily, it didn't work out that way.

All the way down the Newmarket Subdivision, the pressure gauge slowly unwound, so that an unscheduled stop was necessary at Aurora -- to build up steam! A little farther south, at Cherry siding, the special took siding to meet the Super Continental, and once the brakes went on, they were on to stay; the steam pressure had dropped to the point where it was no longer sufficient to operate the air compressor. Of course, all these attempts at steam raising had made serious inroads on the water supply so that barely enough was left to maintain heat in the coaches. There was no recourse but to call for help.

And help soon came -- thanks to an alert chief dispatcher at Toronto Yard -- in the form of two 1900-class diesels. The return to Toronto was ignominious, and three and a half hours late, and as with almost anything that goes wrong, made all the Toronto papers the next day. Fortunately, all was taken in stride by the passengers who, in terms of dollars per hour, probably got one of their best values yet.

And what of 6218? Contrary to popular belief and despite our 'state of the engine' editorial in the September 1967 issue, mechanical condition was not the reason for the sub-par performance and ultimate failure of 6218. Let's just put it down to a number of factors -- dusty coal which clinkered badly and was wet to boot; a crew who tried valiantly but didn't quite have the knack of doing things the way they used to do them, ten years ago; the weather, which insidiously made everything a little harder and a little more time-consuming -- which, all taken together, could have no other outcome under the circumstances. As long as the railway continues to operate such non-standard specials -- and we can all hope this will be for some time yet -- it must be expected that occasionally things won't go just as they should. This is part of the game. Thanks, CN, for another great trip!!



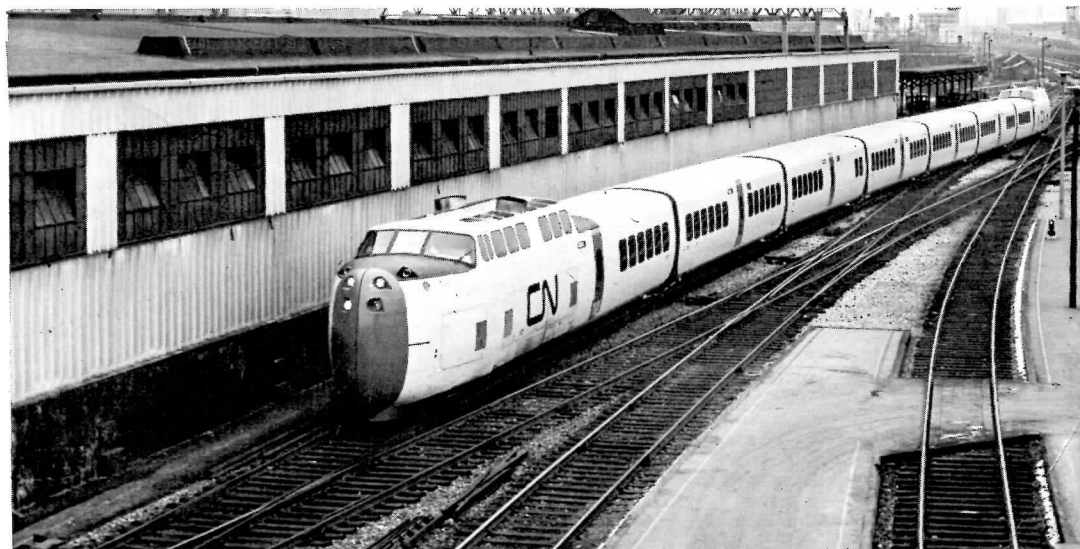
FLASH NEWS

TURBO'S HERE!

CN's Turbotrain paid its first visit to Toronto on March 4th. The trip was the prelude to a series of test runs between Montreal and Toronto for testing and training purposes before regular service begins "in the spring".

P201 is seen here as it eases under the trainshed of Union Station into its Track 1 berth.

/J.A. Brown



RAILWAY NEWS AND COMMENT

CANADIAN PACIFIC ANNOUNCES NEW HUMP YARD FOR CALGARY

CPR will spend \$12 million in Calgary during the next three years to build one of Canada's most modern rail classification yards. Construction will start this year and the facility will be fully operational by 1971.

Computer controlled, and employing such technological advances as electronic scales and automatic car identification, the yard will have a daily classification capacity of 3,000 cars. Its standing capacity will be 5,000 cars.

The new complex will be built on the site of the present yard, two miles southeast of downtown Calgary in an industrial area near the Bow River. The location is a strategic one at the junction of four CP lines funnelling freight into and out of Calgary from all directions.

Construction will be carried out in three stages around and then through the existing yard. Once operations are shifted from the old to the new classification tracks, there will be an immediate improvement in capacity and efficiency.

Calgary is a vital traffic centre for Canadian Pacific in western Canada, particularly in view of rapid increases expected in potash, sulphur and grain shipments flowing into the city from the north and east and destined for export at the west coast. CP expects to be moving almost 80 per cent more cars through the Calgary area in 1980 than it does today -- an increase equivalent to 13,000 new revenue cars per year, each year. The new yard will provide almost double the existing holding and sorting capacities.

GO TRANSIT TO DROP LORNE PARK STOP

Effective April 29th, GO Transit trains 954 and 969 will stop at Clarkson instead of Lorne Park, thus eliminating the latter stop from GO timetables.

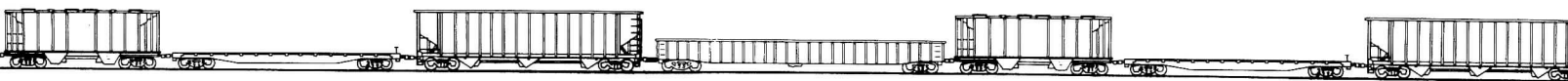
Instituted at the request of local citizens, the Lorne Park stop -- for these two trains only -- has not been well patronized, and in fact has inconvenienced a much larger number of commuters in the entire Clarkson 'catchment area' -- which includes Lorne Park -- than the actual number of Lorne Park commuters who are being served by the trains.

A GO Transit operation study confirmed that it is not possible to supply service to both stations without the expenditure of several million dollars for additional track capacity or, alternatively, a serious deterioration of GO's entire service.

CN'S NEXT COMMUTER COLLABORATION -- GA TRANSIT??

Canadian National has offered 78 acres of downtown Edmonton land for private development and at the same time made an offer to operate a 'rapid transit' system for the city, if operating losses were met by it.

The commuter service would be operated on CN lines into the heart of Edmonton, similar to GO Transit's Toronto operations. Although the matter has not yet come before city council, Edmonton civic officials are enthusiastic about the proposal and are already talking in terms of provincial subsidies to help make up the losses.



WORTH NOTING...

- * CN has announced that it wants to industrialize 56.7 acres of land in the north end of Kingston, Ont. Meanwhile, municipal officials in Belleville have expressed concern over the proposal, fearing that Kingston may take prominence industrially over the Belleville area.
- * The Erie Lackawanna Railroad will become part of the Norfolk & Western Railway, probably on April 1st. E-L is one of three eastern roads that the ICC ordered N&W to absorb as protection against the enormous competition of newly-merged Penn Central. Meanwhile, Delaware & Hudson shareholders will vote in April on inclusion in N&W.
- * A new car ferry, the 'Frederick Carter', was turned over to CN on January 24th for the North Sydney - Port aux Basques, Nfld. run. CN's two car ferries on the run, the 'Carter' and the 'Patrick Morris' -- now being converted for stern loading -- will carry mainland rail cars to Newfoundland, eliminating the need for trans-shipment at North Sydney.
- * CN is the first Canadian railway to order equipment for system-wide automatic car identification (ACI). ReflectORIZED identification labels will be applied to CN's entire fleet of over 100,000 cars, containers, piggyback vans and locomotives. CN's first ACI scanners will be delivered in the fall, and tested on the railway's lines between Burlington and Gravenhurst, Ont.
- * Canadian National and CP expect 'very soon' to announce plans for a \$1 billion, 200-acre redevelopment on railway lands in downtown Toronto including, 'among many other things', a new passenger station.
- * A CN spokesman says that even a minor reduction in passenger patronage because of increased passenger air services in northern New Brunswick would 'cause a re-examination of the entire...service and could well jeopardize the standard of service.'
- * Canadian Pacific is now 'short-turning' its Montreal-Vancouver coach on the Canadian, terminating its run at Sudbury. Only the Toronto coach now operates to the west coast.

STEEL REPLACES WOOD IN CN BRIDGES

Canadian National is working on a long-range program to repair wooden trestles or replace them with steel bridges on its northern Ontario rail lines. The object is not only to lengthen the life of the bridges but also to protect them from summer brush fires. Wooden trestles are good only for about 25 to 30 years, while steel replacements should last up to 80 years.

A few of the old trestles will literally be buried. A culvert pipe will be laid under the bridge to carry the stream flow. Then fill will be dumped to cover the pipe and the old trestle until finally the tracks themselves are supported by the fill.

PGE BOASTS LARGEST PROFIT IN 25 YEARS

The B.C. government's Pacific Great Eastern Railway earned a net profit of \$595,322 in 1967, the largest in the line's 55 years of operation. PGE increased its carloadings during the year by 19.7 per cent, mainly because of sharply increased shipments of agricultural products and finished lumber.

ONE KILLED IN PENN CENTRAL WRECK

One crew member was killed and four others jumped to safety seconds before an eastbound Penn Central freight train collided with a yard transfer at Montrose Yard, Niagara Falls, Ont., on February 10th. The lead unit of the 131-car freight was heavily damaged.

During cleanup operations, C&O trains which normally use PC tracks west to St. Thomas were diverted over CN lines.

CLOSING OF 24 CP STATIONS OK'D BY TRANSPORT COMMITTEE

The Canadian Transport Commission has approved a CPR application to close 24 railway station offices in south-central Ontario and provide customer service by telephone from a central point.

A ruling by the commission's Railway Committee authorizes the removal of station agents from the following points: Belleville, Orillia, Midland, Port Hope, Whitby, Bowmanville, Cobourg, Bala, Midhurst, Brighton, Lindsay, Camp Borden, Woodbridge, Uthoff, Perth, Sharbot Lake, Kaladar, Bonarlaw, Norwood, Tweed, Myrtle, Claremont, Tichborne and Roblindale. The railway will also be allowed to remove caretakers from stations at Coldwater, Verona, Pontypool, Cavan and Locust Hill.

All stations are on CP's Trenton Division. The only condition to the ruling is that stations providing passenger shelter must be kept clean, heated and lighted. A public hearing on the application was held in Toronto February 13th when representations were made by a group of municipalities.

U.S. RAIL RAMBLE

A special tour is being organized to ride several passenger trains south of the border before their withdrawal. The party will leave Toronto May 18th for Detroit, thence on the Wabash Cannonball to Huntington, Ind., Erie Lackawanna's Lake Cities to Elmira, N.Y., and E-L's Owl to Buffalo on what may well be one of its final runs. Return transportation to Toronto from Buffalo on Victoria Day will be arranged. Private sleeping cars will be used from Youngstown, O. to Elmira. Fare for all transportation and accommodation will be about \$70. For details, contact Ross Hoover, 22 Oakmount Road, Apt 502, Toronto 9. (767-3240)



Have you wondered how Canadian Pacific's Robot 1 is doing? "Very well," reports CP, offering these photos as proof. This eastbound freight near Spences Bridge, B.C. is headed up by SD-40's 5557, 5531 and 5553, while 120 cars back in the train is Robot 1 with two more SD-40's, 5540 and 5533 — 15,000 horsepower for 160 cars. And they've run them over 200!

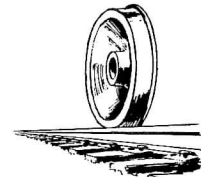


EQUIPMENT NOTES...



LEFT: The first CN SD-40 assigned to Toronto Yard, 5035, hustles westbound tonnage down the Halton Subdivision near Milton. Note the absence of the dynamic brake blaster atop the hood.

/J.A. Brown



CANADIAN NATIONAL LOCOMOTIVE NOTES

* More bad news for CN's CLC fleet: In mid-February, CN reassigned its ten remaining CLC passenger units -- 6700-6703, 6705, 6801-6805 -- from Pt. St. Charles to Montreal Yard, and relegated them to freight service. Although the units will not be regearred, their steam generators will be de-activated and the water tanks modified to carry fuel oil. Two of the CLC's, A-unit 6704 and B-unit 6800 were retired on December 31st, 1967.

In the Maritimes, most of CN's fleet of 1,200 h.p. CLC road switchers (1600 class) are now out of service.

* At least one DW&P 3600 has been repainted to the new CN-style paint scheme. You're wondering about the lettering on the side? No exotic symbols here, just plain block letters 'DW&P' three feet high!

CANADIAN NATIONAL LOCOMOTIVE DELIVERIES

From General Motors Diesel Ltd., 3,000 h.p. SD-40's, class GR-30d:

5034 - Feb 1/68	5037 - Feb 7/68
5035 - Feb 1/68	5038 - Feb 9/68
5036 - Feb 7/68	5039 - Feb 10/68

As with the previous 34 units, No. 5034 is assigned to Calder (Edmonton). Engines 5035-5052 will be assigned to Toronto Yard.

From Montreal Locomotive Works, 3,000 h.p. Century 630's, class MR-30b:

2009 - Jan 24/68	2014 - Feb 10/68
2010 - Jan 25/68	2015 - Feb 15/68
2011 - Jan 30/68	2016 - Feb 19/68
2012 - Feb 1/68	2017 - Feb 21/68
2013 - Feb 9/68	

From Montreal Locomotive Works, Turbotrain Power Dome Cars (classified as 'locomotives' by CN):

P100, P200 - Nov 1/67 P101, P201 - Feb 16/68

CANADIAN PACIFIC LOCOMOTIVE NOTES

* CP has leased road switchers 8654 and 8684 to the Northern Alberta Railways.

* SD-40 5537 has been equipped with an experimental snow shield back of the cab. The shield is simply a rearward extension of the cab roof, and tends to prevent the accumulation of snow on the rear cab windows and running boards.

MORE CN PASSENGER CARS APPROVED FOR RETIREMENT

* Twenty-two more passenger-carrying cars have been approved by Canadian National for retirement or conversion to other service:

Cafeteria Cars;	487, 491
Club Cars;	Des Isles (563), Des Sables (564)
Parlor-Buffer Car;	Lilloet (865)
Dining Car;	1295
Sleeping Cars;	Auld Cove (1182), Morning Glory (1707)
Coaches;	Westbank (2028), West End (2029)
	5081, 5083, 5118, 5124, 5125, 5141
	5175, 5176, 5181, 5232, 5243, 5254

BRIEFLY...

* It is reliably reported that Canadian Pacific plans to spend close to \$1 million this year to refurbish the equipment of the Canadian.

* A U.S. observer recently noted an ex-New Haven Alco PA, No. 0783, reportedly headed for the D&H. For parts, perhaps?

* Those Bessemer & Lake Erie units which operated on CN and CP lines last year have now turned up on Penn Central in the Buffalo area.

Men Against the Storm

Isn't it a paradox in an age when scientific technology extends even to the reaches of outer space, that such a common occurrence as a blizzard can bring our transport systems to their knees? At least that was their situation according to the news media in mid-January as southern Ontario dug itself out of the season's worst snowfall. Buses were stranded on snow-clogged roads; aircraft were grounded as drifts engulfed their runways.

Rating very little attention from the press, of course, were the railways, for whom service was more or less normal. One of the hazards of reliability seems to be that you're taken for granted. One Toronto radio station broadcast seemingly interminable lists of delays and cancellations of flights and bus schedules, dismissing the rail effort with a cursory "on time".

Granted, the railways had their problems. Switches clogged, delaying trains. GO Transit operated its morning schedules on January 15th up to an hour late (but the next day recorded its highest yet single-day total as snow-weary motorists abandoned their cars in favour of the commuter trains). CN's Markham commuter RDC reached Markham one and a half hours late after waging a continuing battle with drifting snow and the wind-rows piled up by street plows at level crossings. Rail plows, spreaders and flangers were pressed into service to keep the lines open. And they succeeded.

But now and then even the best efforts of railwaymen against the elements are doomed to frustration. Here, we recall the winters of 1943 and 1947, when the rails had a worse time of it than in January, 1968.

It takes the winter to show if you've got a railroad or not, runs the railwayman's adage, and seldom has the truth of that old saw been proven more conclusively than in the winter of 1942-1943.

Starting in November and running through until mid-March the storm king was on the rampage. His heavy snowfalls and sleet storms threatened to tie up transportation and communications across the land, at a time when Canadian railways were engaged in moving the heaviest traffic in their history, with every load vitally important in the world's greatest war and when the demands of that war had reached nearly to the bottom of the labour barrel.

On Canadian Pacific, the winter of 1942-1943 meant \$1.3 million in increased costs of snow and ice removal. In terms of snow plow mileage, the figures are staggering. In January 1943, for instance, more than 83,000 miles of line — better than three times around the earth — were cleared by CP's plows, for an increase in plow mileage of 709 per cent over the corresponding 1942 period.

The East was possibly harder hit than the West. Seventy-three per cent of the total track miles cleared lay east of the Lakehead. Yet to illustrate how well the trains kept rolling despite the white barriers thrown up against them by the storm, look at the records for Windsor Station in Montreal, and for the Toronto coach yards. During the week of January 3-9, just a few days after the first onslaught of the hurricane of snow and sleet, 4,622 passenger cars were handled at Windsor Station, as compared to 4,134 cars for the same period in 1942 under normal winter conditions.

At Toronto, during the week of January 14-21, when the storm was still at its height, the coach yards handled 800 more cars than in the corresponding period of 1942, and 170 more engine shifts. During that week, no less than 2,933 coaches were handled in the big Toronto yards which have accommodation for 582 passenger cars.

And similar heavy work was done all along the line: At Ottawa, Smiths Falls, Megantic, Chalk River, Teeswater, Orangeville and North Bay, to name a few points.



The amount of equipment required to cope with the storm conditions was staggering, and is best exemplified by the needs of the far-flung, frontier-like Algoma District. The Algoma was having tough sledding long before the big storm broke at New Year's, but it had been an unusual winter even for that frigid district.

Extending northward from MacTier and westward above the Great Lakes, the Algoma experienced the coldest sustained snap in living memory. Snow came early and the plows were on the job in November, a virtually unheard-of occurrence. During the month of December, 1942, no less than 64 plow and 15 spreader trips were made on the Sudbury Division alone, as against only three plow trips for the corresponding period in 1941.

On the hard-hit Teeswater Subdivision, 20 additional locomotives were required to contend with the situation. Three engines to a plow were a common sight in the vicinity of Teeswater and Elora, representing a tractive effort of about 80,000 pounds and a horsepower of about 9,600. And every ounce of that power was needed when it is realized that snow resistance was such that sometimes the wheels of a 70-ton spreader would be raised completely off the tracks as it strove to clear the lines. Not infrequently, engines had to take time out to renew their steam pressure because of the severe and continuing demands of the drifts.

The Teeswater Subdivision received a singularly heavy drubbing and in this snowbound region occurred one of the rare instances of a train being actually marooned. This was passenger train No. 753, Teeswater-bound from Orangeville, brought to a standstill only two miles from its destination. Word of the train's plight was despatched by the conductor who braved the blinding snows and waist-deep drifts to reach a farmhouse to summon aid from Teeswater. It came by toboggan and snowshoes the next day. In the meantime, the son of the agent at Teeswater brought a toboggan load of coal to keep the coach fires burning. Food was procured from nearby farm houses. With the arrival of the 'relief expedition', the passengers of the stranded train were transported by toboggan to Teeswater. They took their unscheduled 17-hour 'stopover' in good spirits, and rather enjoyed the novelty of the situation; one lady expressed herself as 'tickled pink' over the novel CPR toboggan service which brought her home.

Although road gangs, linemen and train crews probably bore the brunt of the struggle against the continuing storm, no member of the railway's personnel affected escaped his share of the headache. Agents, operators, machinists, car repairers, engine wipers, cleaners, hostlers and other classes were all in the front line, while in most cases superintendents and other officials were on the scene to supervise operations.

Locomotive foremen told of the work involved when turntables became jammed with ice and snow and had to be hauled around with logging chains attached to locomotives. The 120-foot turntable at Toronto terminals was stymied in its concrete pit and could be released only by steam jets directed at the snow that held it prisoner. In the roundhouses themselves, the intense cold caused engines to steam up the interior with the result that visibility was reduced to zero and engines literally had to be 'led by the halter' to and from the tracks outside.

There was at least one instance where ten men were required to tend coal chutes which ordinarily only need a crew of two men. The men actually were compelled to 'pick out the snow and ice from the coal' which had frozen in the chutes. Men used small pieces of steel to clear grab irons of dangerous ice; treacherous footing on the ground and on the slippery tops of boxcars were other hazards; switch engines, which could normally handle 24 cars at once, had to work with painful slowness, lifting one car at a time, all that could be taken with safety. At Fraxa, Ont., the snow literally piled up in mountains. Wherever there was a cut, the flanking embankment became a sheer precipice of snow. At Smiths Falls, ash pans on locomotives were frozen solid and four men on a bar were needed to free them for dumping.

In the hard-bitten Algoma District the cold was searing. At Hemlo, Ont., the water supply was temporarily cut off due to the lake at that point freezing almost to the bottom. At arctic-like White River, the mercury hibernated in the bottom of the thermometer tube to register an official low of 54 below zero. Official snowfall figures in that district stood in excess of nine feet at the end of January.

A typical example of initiative was displayed at Rigaud, Que., when a through Montreal-Ottawa passenger train stalled there. At first, the engine of a following train offered assistance, but without success. Then the crews of two commuter trains lying over at Rigaud came out with their engines and, working together, the four locomotives got the train moving. It was decided then to use one of the commuter locomotives to double-head the through train to Ottawa. Suburbanites didn't suffer, however, for the engine of a telegraph repair train was commandeered to haul their train to Montreal the next day.

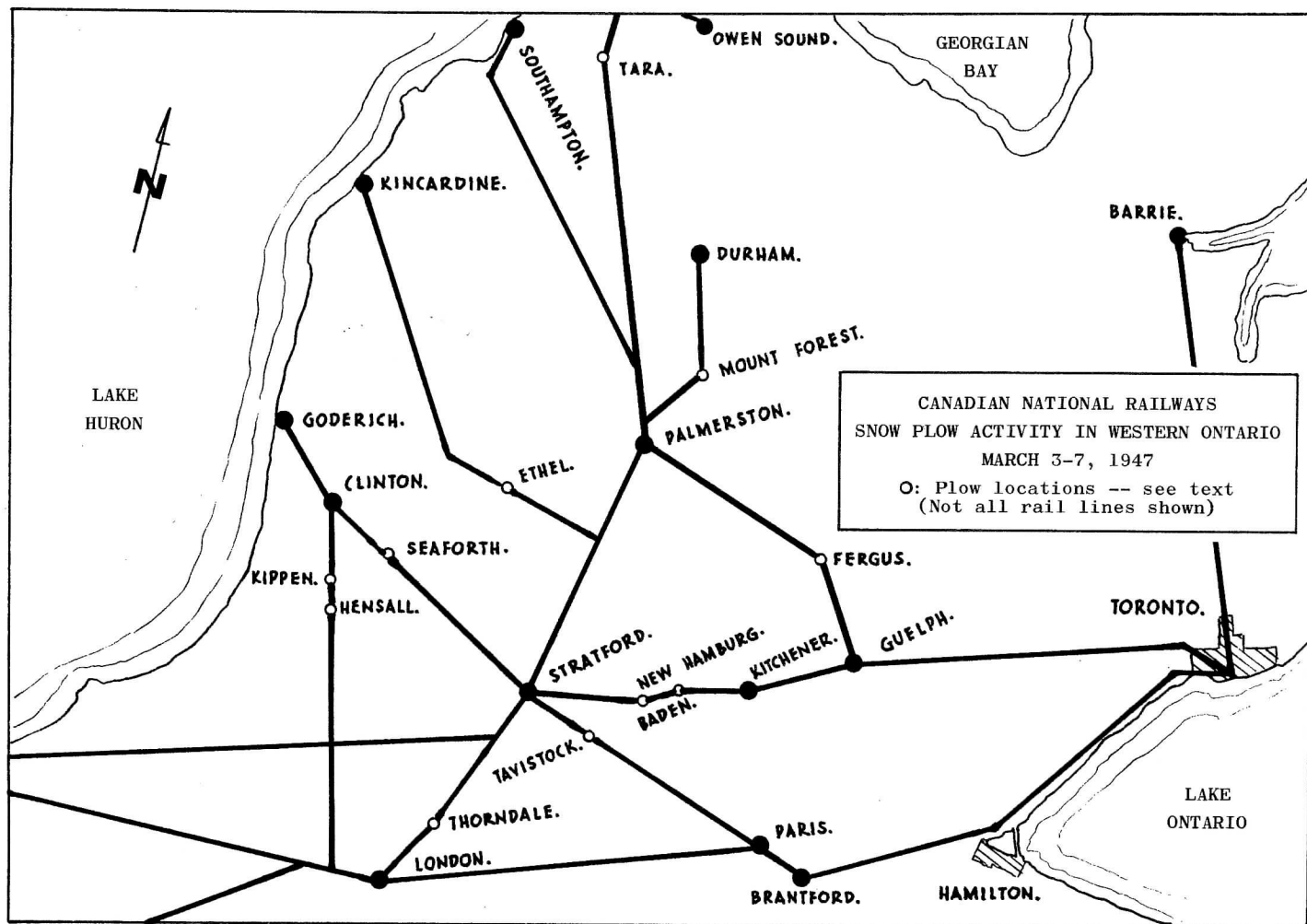
The army helped out to the best of its ability to supply auxiliary manpower from the diminishing labour pool. They did it with men from the army to the number of almost 900 — 500 of them at Montreal terminals, 100 each at Smiths Falls and Ottawa, and 160 at Toronto. Even pensioners slipped back into action, to help out during the emergency.

-- Marc T. McNeil, Canadian Pacific Railway

BELOW: Canadian National plow on the Beeton Subdivision

/Tom Henry





Excerpts from the Stratford Beacon-Herald, Wednesday, March 5th, 1947: Edited by George Horner

The headlines read MAY OPEN RAIL LINES TODAY -- STORM TERMED WORST IN ONTARIO'S HISTORY -- HIGHWAYS CLOSED TO TRAFFIC.

AT THE BIG DRIFT, March 5....Almost completely buried under 15-foot high snow drifts, a CNR plow, engine, tender and caboose were released early this afternoon after blocking the railway's main line between Stratford and Toronto since Monday night.

The dramatic fight between locomotive power and nature started Monday afternoon when the plow was dispatched to clear the track between Stratford and Kitchener. The snow was drifted badly about two miles west of New Hamburg and progress was very slow. After bucking through a high drift, the plow reached the drift responsible for all the trouble. The plow was reversed to enable the equipment to get a good run at the huge drift, but as the equipment backed up it became stuck in another drift, which had filled in almost as quickly as it had been opened.

Several hours later a second plow with two engines arrived on the scene and with the assistance of this added power the trapped equipment was released and the combined power was driven at the still waiting larger drift. All efforts to break through this drift were futile, and as the hours wore on the equipment became buried deeper than ever as the swirling snow piled high around the wheels and over the tops.

All day Tuesday, with the aid of about 75 farmers who arrived on the scene, and many workmen from Stratford, all armed with shovels, efforts were made to dig the tightly-locked equipment out of the bank. These efforts were defeated at every turn as the high wind quickly filled in the wide trenches the workmen had dug. It was not until late Tuesday night that any progress was made against the elements.

While the farmers and others were digging valiantly throughout the night, a third plow with two heavy engines -- one of them belonging to the Lackawanna Railroad -- struggled through the newly-formed drifts and reached the scene of the blockade this morning. Little delay was occasioned in getting the second plow out, but the first plow train which went in Monday night remained immovable, and the released equipment returned to Stratford.

Shortly after noon today, three locomotives went to the aid of the still embedded equipment and finally released it, after which renewed efforts were made to remove the drifts still blocking the line between New Hamburg and Baden. A snowplow working west from Kitchener got as far as Baden when it too got stuck, and workmen and farmers were shovelling this plow out. The bucking of the big drift near New Hamburg was resumed this afternoon by a plow and three engines, augmented by more than 100 shovellers.

Rail officials announced this afternoon that when the line is reopened, the train which left Toronto at 5.00 p.m. Monday, and which has waited in Kitchener with about a hundred passengers, will be run into Stratford. The next movement over the main line will be the train which was scheduled to have left Stratford at 4.40 p.m. Monday.

Cheerful despite a night spent in a day coach, 68 stranded passengers on a Canadian National Railways train at Guelph waited patiently today for plows to open the Guelph-Stratford line. They were guests of the CNR since the train halted Tuesday.

The first ray of hope for breaking of Stratford's 45-hour isolation from the outside world appeared early this afternoon, with a railway snowplow working from Stratford to Paris. It had passed Tavistock by press-time this afternoon. If the plow succeeds in opening the route to Paris, it will be possible to run trains both to Toronto and London by this alternative route.

The main line from Stratford to London remained blocked by eight miles of drifts in the neighborhood of Thorn-dale. This major clearance problem remains to be tackled. The most powerful available equipment is being readied at Stratford. It is not thought likely that the line can be opened before Friday.

Progress was reported in the clearing of the Clinton-London line, where a plow that has twice been embedded in drifts between Kippen and Hensall was shovelled free late this afternoon and proceeded to Hensall to take coal and water. Emergency arrangements were made by village authorities to provide water for the engine. The plow was stuck Monday near Kippen, plowed a mile and a half south on Tuesday and was stuck again Tuesday night in a big drift two miles north of Hensall.

Near Kitchener, a railway spokesman said, a snowplow propelled by four locomotives hit a solidly-packed drift 15 feet high and a quarter of a mile long. The plow burst through the drift, but with such force that every window in the plow was broken. At Stratford, veteran railwaymen recalled that this was the first time the main line to Toronto had been blocked since January 1917, when it was closed for two days.

A plow with three engines remains stuck in a drift three miles north of Mount Forest, while a second plow with three engines was stuck during the night one mile north of Palmerston while going to the rescue of the first plow. (See F.R. McNamara's first-hand account.)

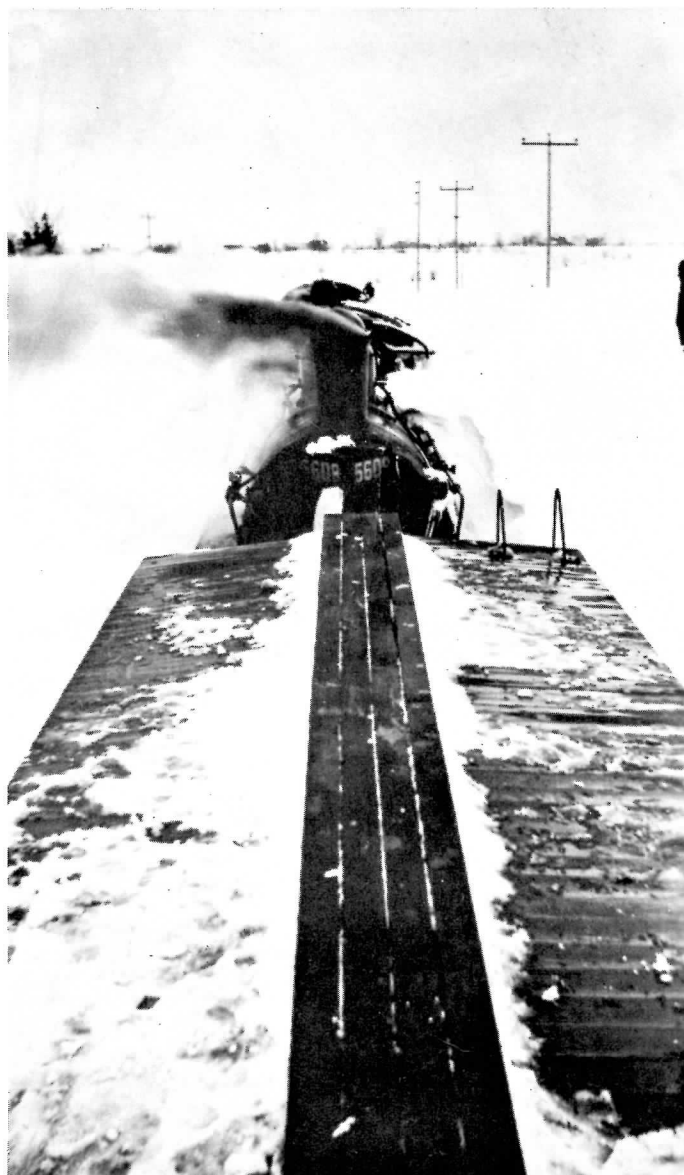
A plow which had started out from Palmerston during the night reached Fergus at 8.40 a.m. this morning, but reported the going very heavy. The glass face of the headlamp on the plow had been broken by the snow. Every time the plow hit a drift, the headlamp was broken, and without a light it was impossible to operate. Emergency arrangements were made to get a glass circle cut by a hardware store in Guelph.

A plow stuck in a drift at Tara since Monday afternoon and a plow derailed on a siding at Ethel since Monday morning remained out of action today because nothing was available to go to their rescue. Every other snow plow in western Ontario was either stuck or at work.

On one passenger train between Toronto and Barrie, passengers stayed aboard for the 20 hours it took the train to make the 60-mile run.

A snow plow with four engines had been travelling 50 miles an hour when they plunged to a halt in a drift half a mile west of Fergus. More than 70 men were needed to dig the engines out of drifts 20 feet high.

A train consisting of a plow, two cabooses and four engines left Stratford at 10.25 a.m. today in an effort to open the Canadian National Railways line to Goderich which has been closed to traffic since late Monday afternoon. At press time the plow special was reported to be past Seaforth, but anticipating trouble in the neighborhood of Holmesville.



This was the scene near Mount Forest, Ont., on March 3rd, 1947, when drifts all but engulfed a hapless plow extra. Credit F.R. McNamara for these views and the eyewitness account on the next page.

THE BIG STORM -- As told by F.R. McNamara (CNR Brakeman)

We were called for a snow plow extra, ordered to leave Stratford at seven o'clock Monday morning March 3rd, 1947. It had been snowing all night, with strong winds and heavy drifting. Our train consisted of a snow plow, a 5500-class engine and a caboose. We plowed the Newton Sub, between Stratford and Palmerston, without any difficulties. At Listowel we passed the auxiliary, which was enroute to Wingham to rescue a derailed plow.

At Palmerston, we received orders to plow the Durham Sub ahead of the mixed train, which was due to leave Palmerston in a couple of hours for Durham. It was heavy going for the first few miles, bucking large drifts to Mount Forest. Finally, about a mile and a quarter north of Mount Forest, we became stuck firmly in a long cut which had filled with six or seven feet of snow. I went back to flag the mixed train, which this day was not handling any freight. When it arrived at Mount Forest with engines 5606 and 5609, the baggage car and coach were backed into the siding and both engines cut off to go to the assistance of our plow.

The storm was raging with such severity that the newly-plowed track had filled in again in the intervening two hours. The two 5600's were pushing snow six feet high on the pilot and visibility was zero when the coupling was made to the plow extra's caboose with such force that the pilot beam was broken on the leading engine. Thus disabled, both engines soon became firmly trapped in the cut. The snow continued and filled in around the engines and as high as the roof of the caboose.

By Tuesday, the engines were running low on water, and railway officials authorized hiring local farmers to shovel snow into the tenders to keep up the water supply. On Tuesday night, another plow left Palmerston to come to our rescue, but after bucking the heavy drifts for a couple of miles on the Durham Sub, the task became impossible and they retreated. On Wednesday, our first engine ran out of coal and died.

On Thursday, CNR purchased all the coal it could find in Mount Forest, and this was brought across the fields on horse-drawn sleighs after a bulldozer had cleared a road. An army of local farmers and town folk were hired at 27 cents an hour to shovel snow into the tenders, hoist the 100 pound sacks of coal into the bunkers and shovel the snow from around the engines. Later it was decided to get water from a farm a quarter of a mile away, and garden hoses were borrowed all over town until the required length was obtained. The hoses contributed a small trickle of water to the tenders for a couple of days.

During all this time, accomodation was provided for the seven passengers off the mixed train and our crews -- which now consisted of three engineers, three firemen, two conductors, four brakemen and the snow plow foreman -- in the hotel at Mount Forest. The hotel also provided all the meals.

The rescue trains showed up over a week later. They consisted of a plow, two engines and a caboose, followed by another engine with a single coach filled with sectionmen and snow shovellers who got off and dug the plow out every time it bogged down in a heavy drift.

When we finally returned to Stratford, the 100-mile round trip was found to have taken nine days, 20 hours!

BELOW: Canadian National's Century 630 No. 2010 climbs out of Hamilton, Ont., on a sunny February afternoon. Note the new cab-front bell mounting.

/J. Bryce Lee



TRACTION TOPICS

Edited by John F. Bromley

* The CBC advises that it has twice rescheduled its "Luncheon Date" program, featuring TTC chairman Ralph Day (January NL, page 11). The program will now be seen in the Toronto area on Channel 6 on March 20th, at 1.00 p.m.

* Further to our report on page 11 of the January, 1968 NEWSLETTER, the TTC will institute an experimental bus service on Parkside Drive this summer. If successful, this could spell an early end for CARLTON cars on Howard Park Avenue. Rails on Howard Park are presently scheduled to be rebuilt next year (at great cost, in view of the intended withdrawal of CARLTON cars from Howard Park no later than 1972).

S Subway cars 5080-5081 recently re-entered service, H after being equipped with fluorescent lighting. 5080 O was the car damaged last year when vandals threw an R iron bar onto the subway tracks in front of a train, T causing a short circuit and fire.....Class H cars 5440-5441-5466-5467 have now shed their experimental T paint scheme (Jan 1968 NL, page 12), but retain their U yellow numbers, as do 5496-5497.....Car 5479 recently R gained the dubious distinction of being the first TTC N subway car to be struck by a landslide! The left bank by the portal at Greenwood Shops collapsed, allowing several tons of earth to flow onto the tracks. The rails were cleared by mid-afternoon.....Garbage Car RT-10 and Flat Car RT-11 were transferred to Greenwood from Davisville in the early morning hours of February 7.....Pittsburgh (PAT) routes 48 and 53 will be replaced by buses commencing March 3. The bus will follow the 53 route to S. 18th Street and Arlington, turning left at that corner over the 48. Route 47 (CARRICK VIA TUNNEL) will replace the inner end of 48 and the outer end of 53. Until now, the 47 operated only during rush hours.....Class A8 PCCs continue to operate from Roncesvalles Division. The latest arrivals included cars 4512, 4514 and 4515, which, for a time, became habitual attendants on the KINGSTON ROAD TRIPPER and LONG BRANCH services.....

* In connection with the opening of the subway extensions and abandonment of BLOOR, DANFORTH and a part of the DUNDAS route in May, the Society will operate an all-night street car tour, departing from Russell Carhouse on May 10th at 11.50 p.m. The chartered car will be the last street car to carry passengers over the lines that are being abandoned, and many photo stops are planned, including poses with the last cars on BLOOR, DUNDAS and CARLTON-Runnymede. We also expect to have our first photo stop in Main Station Loop, prior to its opening to the public. A "lunch" stop will be held at approximately 2.30 a.m. An air-electric car will be used on the tour, returning to Russell Carhouse about 6.00 a.m. TICKETS ARE AVAILABLE NOW at \$4.00 each, from the TRIP COMMITTEE, in care of the UCRS box. BUY YOUR TICKETS NOW -- WE ARE EXPECTING AN EARLY SELL-OUT!

* Several PCC cars, both "Rotation" and "Stored", have recently been scrapped. From the stored cars, numbers 4086, 4120 and 4292 have been stripped, while "bits and pieces" have been removed from 4046, 4088, 4111 and 4190. Car 4014, stored at Hillcrest, caught fire in January, and the Toronto Fire Department was called in to extinguish the blaze. A hole was burned through the car at the front, and much of the interior was gutted. "Rotation" PCCs 4203 and 4596 have been scrapped, the latter being the second ex-Cincinnati car to meet the torch. In addition, cars 4199, the last servicable A-2 class car, and 4234 are stored at Hillcrest as unservicable and probably will be scrapped. As only 25 air-electric PCCs will be kept after May 11, cars requiring major repairs will likely never see service again. At the moment, the only PCC cars sure to be around after the subway opening are 4226, recently completely overhauled and painted, and 4601, the last air car with dual controls.

* Tenders were called in January for the forty-eight Expo-Express cars, now redundant due to the closing of Expo 67. The TTC sent experts to Montreal in late January to examine the cars, to determine whether or not the TTC would submit a bid for the units. By happy coincidence, forty-eight cars are the exact number required were the TTC to decide to re-integrate the BLOOR-DANFORTH and YONGE-UNIVERSITY subway lines. Bids on the Expo cars must be submitted by March 15th. Bids are also expected to be submitted by the City of New York for the Staten Island Rapid Transit. It will be interesting to see whether Mayor Drapeau of Montreal submits a bid on the cars, as Expo Express would be a welcome addition to the Man And His World fair (formerly Expo 67) which the City of Montreal will host each summer. Most of the fair buildings were donated to the City of Montreal by their various owners after Expo closed its doors.



RIGHT: Here's TTC's new made-in-Japan garbage car, RT-10, trying out its new trucks at Davisville Shop.

/Bob McMann

