



THE DOB CAYGEON LINE

Newsletter

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

THE BLACK BEAR ROUTE

by Anthony G. Careless

Undoubtedly, one of the most scenic and interesting railroads in Canada is virtually on our own back doorstep. There is no need to travel to British Columbia for the mountains or grades, nor wish again for the "good old days" of railroading, for in many respects both wishes are fulfilled by a trip on the 296-mile Algoma Central and Hudson Bay Railway from Hearst to Sault Ste. Marie, Ontario. The scenery on this line is some of the most beautiful in Ontario, and combined with the spectacular view are sharp curves, unbelievably steep grades and friendly, loquacious conductors. Such a railroad often seems a true anachronism in our modern, efficiency-conscious, impersonal world.

As one takes the 10 hour trip south from Hearst to the Soo, much of interest is seen. At 7:00 a.m., Algoma Central no. 2, daily, departs from the C.N. Hearst station with a consist of one G.M. 1500 h.p. GP-9, a steam generator car (depending on the weather), a strange-looking express car, a baggage car, and two 1915-era coaches with non-reclining seats, ventilated by huge two-foot fans mounted in the ceiling of each car. The Hearst station is located on the C.N.'s lines from Nakina to Cochrane, and to reach the Algoma Central track, we ceremoniously depart by backing for one mile until we reach the A.C. Junction switch. As the train heads down this line you begin to appreciate C.N. trackwork, for if the fan blades in the ceiling are rotating, you're likely to end the trip with a brush-cut. The unevenness of this track is perhaps due to its construction and the sparse maintenance it receives. The ballast is either sand or non-existent. The bright green ties (a creosoting compound), deeply imbedded in the soil, are obscured by the long grass. A 15 minute stop at Oba, the A.C.'s junction with the C.N.'s Oba Subdivision to entrain passengers and express from the Super Continental, which arrived an hour earlier, enables one to photograph the train in detail and to examine the light green and brown maintenance-of-way structures, the one of greatest interest being an enclosed water tower, still in good shape.

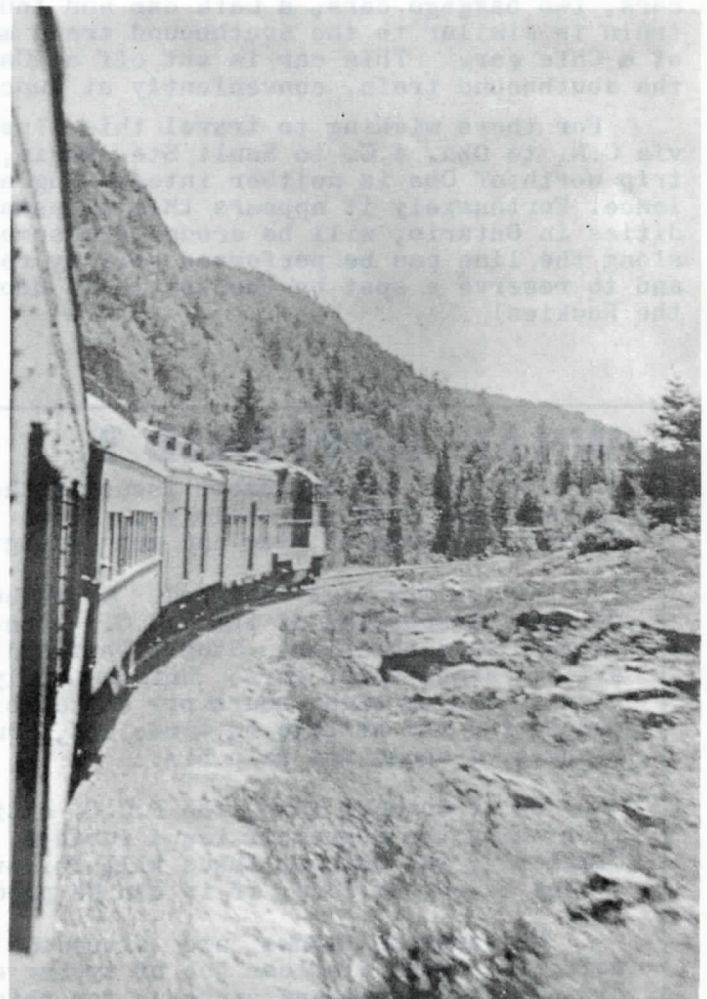
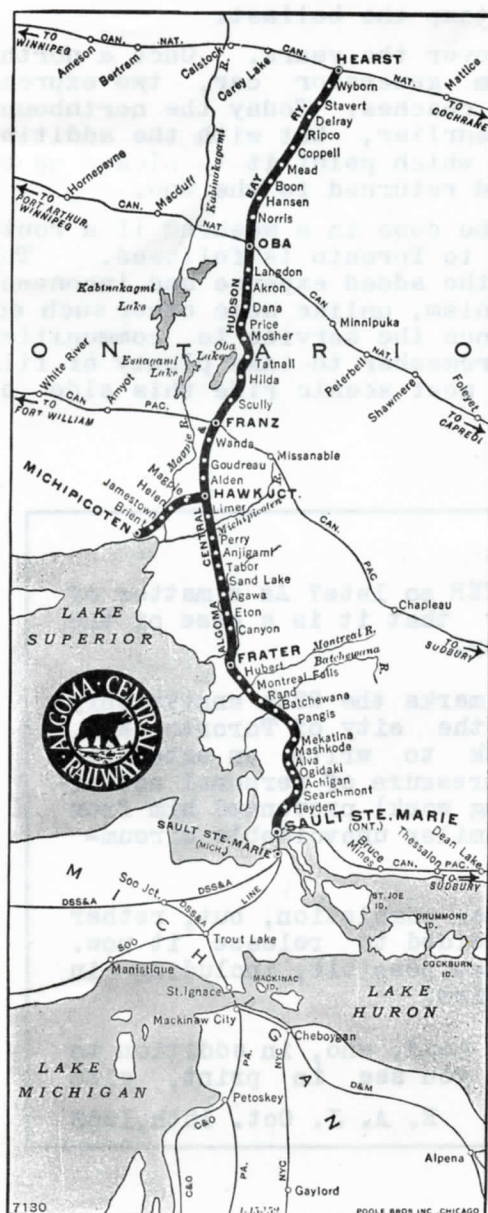
As we proceed down the line, stopping at every station, or more frequently wherever we are flagged down, fishermen and hunters board the train only to get off 10 miles or so down the line to try their luck at a better lake or woods. The conductor and train crew know most of the passengers by their first names, and they chat with the loggers and forest rangers about the latest fire or ask the miners about the progress of their new mine. Though the train in past years has handled 300 passengers a day, it now carries only about 80, and the service consequently is now reduced to one train in each direction, every day. The engineer, who knows the track thoroughly, performs each day what to him is probably a routine run but to the uninitiated, is exciting if not somewhat unnerving. Curves, straight track and grades (either up or down) are all taken at pretty much the same speed. Restricted speed markers over some torturous sections of the roadbed, sometimes demanding a speed of 15 mph, don't always seem to be followed to the letter by the engineer, but who's to complain. Grinding and squealing down a series of 2% "S" curves at 55 mph, as part of the track's 200 foot sand embankment on the side of a gorge slides away from you in a minor landslide, is at least thrilling if not disquieting.

Apart from the beautiful scenery and the interesting stories of the train crew, the rest of the trip seems "comparatively" uneventful. The climax is the passage through the Agawa Canyon and the crossing of the Montreal River Dam. In the canyon the track clings to a ledge literally "hewed out" of the 1700 foot mountain on one side, and overhanging a 400 foot drop to the shallow but broad Montreal River on the other side.

Though passenger service is indeed declining, freight service is increasing rapidly. New mines, saw mills, lumber camps, gravel pits, community hydro development and road construction make this line's freight density per mile equal to

that of the C.N. and C.P. This is due principally to the fact that no road parallels the line north of Batchewana Bay, or even comes near to it. The Algoma Central has a complete monopoly of all freight (aeroplanes and dogsleds excepted) north of the Soo to Hearst. This advantageous condition looks for the time being as if it will continue as no road construction is under way. Michipicoten Harbour is served from the land by the A.C. & H.B., and from the lakes by ore freighters from Duluth.

The incongruity of this railroad is further exemplified by its wierd assortment of rolling stock. The diesels of the line, 21 in all (19 1500 h.p. GP-9's and 2 SW-7 1200 h.p. switchers), are new and in good shape. The red, grey and yellow paint scheme is kept clean and is frequently touched up. The steam generator cars, baggage cars and coaches are all kept well painted both inside and out. In the coaches the glass is clean and the seats are reupholstered regularly. The freight equipment, however, is another matter. All box cars are 1920, outside-braced, most still wearing their original paint coat (or what's left of it). The pulp cars and flats are wooden with truss rods and of obvious ancient construction. The hopper cars and gondolas are rusted and badly dented with the herald of the Algoma Central bear seldom visible. Most of the Algoma Central vans are a brilliant orange with the bear herald, though the maintenance-of-way vans and equipment often wear the line's old purple colours. The passenger cars are C.P. red with yellow ALGOMA CENTRAL lettering. Diesels are grey with a wide red band along the side running into a bright yellow nose.



All of the Algoma Central passenger cars and the Cafe cars are reputedly ex-D&RGW 65-foot stock. The line owns two business cars, the AGAWA and MICHIPICOTEN, the former complete with polished brass railing and stained glass windows. An interesting note is that the side frames of each of the 4-wheeled passenger trucks are bound by a cable harness to the truck bolster. While this lashing does not interfere with the suspension system, it does prevent the side frame, should it break in motion, from dropping down to catch in the ties and thereby derailling the coach. The express cars on the Algoma Central are converted troop carriers and consequently are short, but high. (Each carrier used to contain several 4-tiered bunk beds.)

Most of the A.C.'s traffic is with the C.P. at the Soo or Franz and the C.N. at Oba or Hearst, while some little traffic is carried from the C.P. yards in Ontario by the D.S.S. and A. switcher across the river to the almost deserted yards in the States. The employees timetable shows, apart from the 2 daily passenger trains, 6 freight trains daily to and from the Soo to Hawk Jct., a train in and out of Michipicoten Harbour and a train up and down to Hearst. The quality of the roadbed in many sections has been vastly upgraded in the past year as experience apparently has shown that the old ballast of 25% glacial till and 75% sand shifted too much after the hard winters. Now the railway is putting down a ballast of iron slag bought from the Algoma Steel Co., and crushed at a very low price. Its durability compares favourably with the more common and expensive limestone ballast used on most railways. At many a siding can be seen the 44-car hopper train waiting to lay its one mile of ballast before it returns for another load. On its heels follows closely the work train to spread and tamp the ballast.

As mentioned, passenger service has declined over the years. Once a northbound passenger would consist of one unit, a steam generator car, two express cars, two baggage cars, a Cafe car and four or five coaches. Today the northbound train is similar to the southbound train mentioned earlier, but with the addition of a Cafe car. This car is set off at Canyon, at which point it is picked up by the southbound train, conveniently at lunchtime, and returned to the Soo.

For those wishing to travel this line, it can be done in a weekend if a route via C.N. to Oba, A.C. to Sault Ste. Marie, and C.P. to Toronto is followed. The trip north of Oba is neither interesting nor worth the added expense and inconvenience. Fortunately it appears this pleasant anachronism, unlike some other such oddities in Ontario, will be around for some time, since the service to communities along the line can be performed only by rail. Just remember to take plenty of film and to reserve a spot by the vestibule door for the most scenic ride this side of the Rockies!

WHAT HAPPENED ?

Why is the September issue of the NEWSLETTER so late? As a matter of explanation (and not apology), I can only say that it is a case of the "best laid plans of mice and men" going far astray.

As you may have realised, September, 1963 marks the 25th anniversary of the introduction of the P.C.C. street car to the city of Toronto, and, to mark this occasion, Stuart Westland undertook to write an extensive article about these cars. Unfortunately, the pressure of personal activities (such as eight hours per day of breadwinning work) prevented him from completing the article in time, and, due to similar unavoidable circumstances, I could not help him.

As of October 15th, the P.C.C. article is near completion, but, rather than delay the September issue further, I have decided to release it now. Similarly, the October issue will follow as soon as possible, including in it the P.C.C. article, if it can be produced in time.

My especial thanks are extended to Bill Hood, who, in addition to doing the usual flawless job of typing every word you see in print, also did all the layout and paste-up for this issue.

E. A. J. Oct. 15th, 1963

News FROM THE MUSEUMS

The locomotive stud assembled by Mr. Nelson Blount at "Steamtown, U.S.A." (at North Walpole, New Hampshire) is of particular interest to Canadian railway enthusiasts by virtue of the heavy representation of C.N. and C.P. power. A list of locomotives on hand on the "Monadnock Northern Railroad" as of June 15, 1963 is as follows:

NUMBER	BUILDER	DATE	BLDRS NO	TYPE	ORIGIN
1	Lima	1910		2 trk. Shay	M.R.L.Co.
4	Baldwin	1911	35821	0-6-0	E.G.& F.A.
15	Baldwin	1916	43529	2-8-0	R.V.RR.
38	Porter	1912	5008	0-4-OT	N.H.T.R.Co.
43	Vulcan	1919	2888	0-4-OT	N.H.T.R.Co.
47	Montreal	1914	54896	4-6-4T	C.N.R.
89	Canadian	1910	930	2-6-0	C.N.R.
96	Canadian	1910	927	2-6-0	C.N.R.
109	Brooks	1900	3698	2-6-0	B.& S.
759	Lima	1944	8667	2-8-4	N.K.P.
1098	Canadian	1913	CP1098	4-6-0	C.P.R.
1395	Montreal	1913	52590	4-6-0	C.N.R.
1551	Montreal	1913	50778	4-6-0	C.N.R.
2929	Canadian	1937	CL1943	4-4-4	C.P.R.
3377	Canadian	1919	1582	2-8-2	C.N.R.
3713	Lima	1934	7625	4-6-2	B.& M.
5288	Montreal	1919	60483	4-6-2	C.N.R.
6039	Baldwin	1925	58463	4-8-2	G.T.W.
1	Porter	1937	7250	0-4-OT	Bullard
1	Porter	1881	-	0-4-OT	M.E.Co.
1	Baldwin	19--	-	2-6-2	P.L.O.G.
5	Hunslet	1892	(36" ga.)	2-6-2T	T.& D.

EXPLANATION OF ABBREVIATIONS:

M.R.L.Co.	- Meadow River Lumber Co., Rainelle, W. Va.
E.G.& F.A.	- Eastern Gas & Fuel Assoc., Everett, Mass.
R.V.RR.	- Rahway Valley Railroad, Kenilworth, N.J.
N.H.T.R.Co.	- Hew Haven Trap Rock Co., N. Branford, Conn.
C.N.R.	- Canadian National Railways.
C.P.R.	- Canadian Pacific Railway.
N.K.P.	- Nickle Plate Lines.
B.& S.	- Bevier & Southern Railroad, Bevier, Mo.
B.& M.	- Boston & Maine Railroad.
G.T.W.	- Grand Trunk Western Railway.
Bullard	- Bullard Machine Co., Bridgeport, Conn.
M.E.Co.	- Mass. Electric Company, Worcester, Mass.
P.L.O.G.	- Lee Tidewater Cypress Lumber Co., Perry, Fla.
T.& D.	- Irish State Railways, formerly Tralee & Dingle R.R.

(Note: Reading Co. no. 2124, 4-8-4, arrived later in year)



Newsletter

EDITOR: E. A. JORDAN, 48 Woodland Park Rd., Scarborough
NEWS EDITOR: S. I. WESTLAND, 36 Fishleigh Dr., Scarborough
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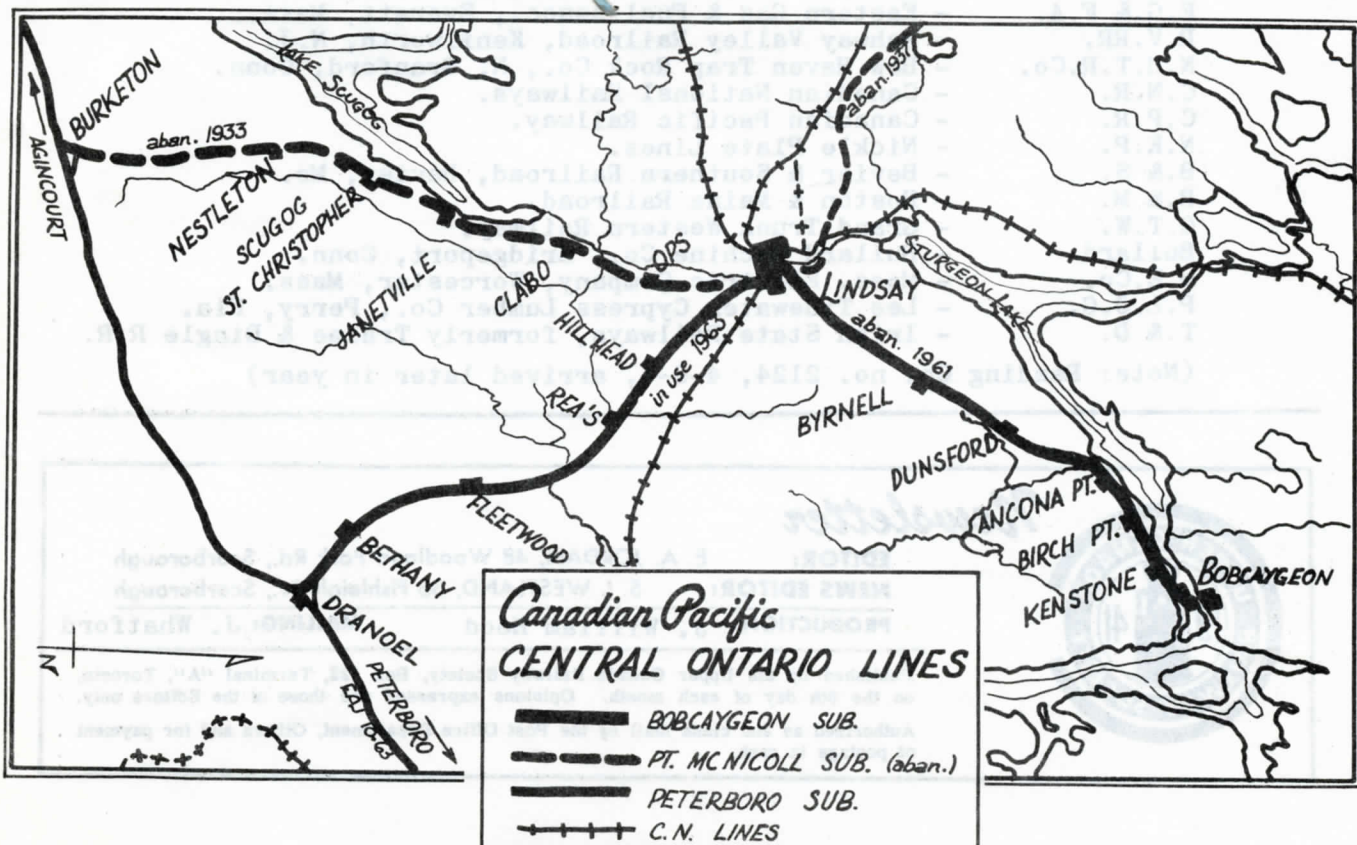
Want to ride on an abandoned railroad?

by **RAYMOND F. CORLEY**

At 12:01 a.m., on September 15th, 1961, the northern half of the Bobcaygeon Subdivision of the Canadian Pacific Railway was officially abandoned. Thus disappeared the last section of the original Lindsay, Bobcaygeon and Pontypool Railway (except for a small section within Lindsay), which originally opened from Burketon through Lindsay to Bobcaygeon on July 28th, 1904, shortly after its line had been acquired by the C.P.R.

Abandonments and Rearrangements

The section from Burketon to Lindsay Junction was closed on July 29, 1933, and cut the original Bobcaygeon Subdivision in half. Then, on September 7th, 1937, the centre half of the Georgian Bay and Seaboard Railway, from Dranoel (Bethany Junction) to Port McNicoll, was abandoned from Lindsay to Orillia, leaving only two outer sections of the C.P.R.'s Port McNicoll Subdivision. The southern section of the Georgian Bay and Seaboard (Dranoel to Lindsay Junction) was renamed the Bobcaygeon Subdivision and was officially joined to the northern remnant of the L. B. & P. to form a new Bobcaygeon Subdivision, complete from Dranoel to Bobcaygeon, with its one mixed train a day (M605-M606), hauled by a D4 class 4-6-0. The last run of these trains was made on October 26, 1957 with engine 434, after which only freight service was operated, initially to the same schedule as 605-606, then as required, and finally (in 1961) principally to Lindsay only. By this time, when 660 h.p. diesel switchers regularly held down the run, trips to Bobcaygeon were rarely made. The last known train to Bobcaygeon was operated on June 20, 1961, but abandonment was not posted until the close of operations on September 14, 1961.



Operating Data

Mileages on the portion of the Bobcaygeon Subdivision, as abandoned in 1961 (taken from Dranoel) were:

LINDSAY	18.1
PLEASANT POINT	22.4
DUNSFORD	26.4
BRIDGE OVER EMILY CREEK	29.2
ANCONA POINT	30.3
BIRCH POINT	31.6
KENSTONE	32.6
BRIDGE OVER OTONABEE RIVER	33.79
BOBCAYGEON	34.3

The speed limit was 20 m.p.h. throughout for all trains, with a 15 m.p.h. restriction over Emily Creek bridge at mile 29.2.

TIME TABLE No. 64. JANUARY 6th, 1929

WESTBOUND TRAINS— INFERIOR DIRECTION												EASTBOUND TRAINS— SUPERIOR DIRECTION												NORTHBOUND TRAINS— INFERIOR DIRECTION												SOUTHBOUND TRAINS— SUPERIOR DIRECTION																	
SECOND CLASS						FIRST CLASS						PORT MCNICOLL SUBDIVISION						FIRST CLASS						SECOND CLASS						FOURTH CLASS						SECOND CLASS						FIRST CLASS						SECOND CLASS					
621	605	622	725	723	709	607	STATIONS						710	610	724	726	622	606	621	92	94	96	SECOND CLASS						STATIONS						FIRST CLASS						SECOND CLASS												
Mixed	Mixed	Mixed	Pass.	Pass.	Pass.	Pass.	Mileage						Pass.	Pass.	Pass.	Pass.	Mixed	Mixed	Mixed	Freight	Freight	Freight	Mileage						Mileage						Mileage																		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	D.R.						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	A.M.						A.M.						A.M.																		
7 35	7 35	7 35	7 35	7 35	7 35	7 35	D.R.						7 35	7 35	7 35	7 35	7 35	7 35	7 35	7 35	7 35	7 35	2 50						D.R.						2 50																		
7 40	7 45	7 45	7 45	7 45	7 45	7 45	D.R.						7 40	7 45	7 45	7 45	7 40	7 45	7 45	7 45	7 45	7 45	3 15						D.R.						3 15																		
7 49	7 55	7 55	7 55	7 55	7 55	7 55	D.R.						7 49	7 55	7 55	7 55	7 49	7 55	7 55	7 55	7 55	7 55	3 25						D.R.						3 25																		
7 58	8 05	8 05	8 05	8 05	8 05	8 05	D.R.						7 58	8 05	8 05	8 05	7 58	8 05	8 05	8 05	8 05	8 05	3 30						D.R.						3 30																		
8 03	8 10	8 10	8 10	8 10	8 10	8 10	D.R.						8 03	8 10	8 10	8 10	8 03	8 10	8 10	8 10	8 10	8 10	3 40						D.R.						3 40																		
8 10	8 20	8 20	8 20	8 20	8 20	8 20	D.R.						8 10	8 20	8 20	8 20	8 10	8 20	8 20	8 20	8 20	8 20	3 50						D.R.						3 50																		
8 20	8 30	8 30	8 30	8 30	8 30	8 30	D.R.						8 20	8 30	8 30	8 30	8 20	8 30	8 30	8 30	8 30	8 30	4 00						D.R.						4 00																		
8 30	8 45	8 45	8 45	8 45	8 45	8 45	D.R.						8 30	8 45	8 45	8 45	8 30	8 45	8 45	8 45	8 45	8 45	4 10						D.R.						4 10																		
8 45	9 15	9 15	9 15	9 15	9 15	9 15	D.R.						8 45	9 15	9 15	9 15	8 45	9 15	9 15	9 15	9 15	9 15	4 20						D.R.						4 20																		
9 25	9 35	9 35	9 35	9 35	9 35	9 35	D.R.						9 25	9 35	9 35	9 35	9 25	9 35	9 35	9 35	9 35	9 35	4 30						D.R.						4 30																		
9 35	9 45	9 45	9 45	9 45	9 45	9 45	D.R.						9 35	9 45	9 45	9 45	9 35	9 45	9 45	9 45	9 45	9 45	4 40						D.R.						4 40																		
9 45	9 55	9 55	9 55	9 55	9 55	9 55	D.R.						9 45	9 55	9 55	9 55	9 45	9 55	9 55	9 55	9 55	9 55	4 50						D.R.						4 50																		
10 02	10 12	10 12	10 12	10 12	10 12	10 12	D.R.						10 02	10 12	10 12	10 12	10 02	10 12	10 12	10 12	10 12	10 12	5 00						D.R.						5 00																		
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11 17	11 32	11 32	11 32	11 32	11 32	11 32	D.R.						11 17	11 32	11 32	11 32	11 17	11 32	11 32	11 32	11 32	11 32	6 20						D.R.						6 20																		
12 55	1 40	1 40	1 40	1 40	1 40	1 40	D.R.						12 55	1 40	1 40	1 40	12 55	1 40	1 40	1 40	1 40	1 40	6 30						D.R.						6 30																		
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The Right-of-Way To-day

East of Lindsay station the line was left intact to about one third of a mile east of Highway #36, or Verulam Street (as it proceeds north out of Lindsay), to serve existing and future industry within the town limits.

The roadbed then cuts diagonally north-east (while Highway #36 makes a series of lengthy right-angled bends) across marshy country past Pleasant Point station (almost three miles south of Pleasant Point on Sturgeon Lake) to the village of Dunsford. Mile board 26 is still in evidence just west of Dunsford, firmly affixed to a pole. This section is navigable but not operative, as ties, etc. have been left in place over most of it and little grading has been done.

Dunsford can be approached on Highway #36 from Lindsay (travelling east) or north on Victoria County Road #7 from Omemee (Verulam Concession 3), which crosses the C.P.R. at the outskirts of Dunsford. The two roads join in the village and Highway #36 turns abruptly north on the alignment of the concession line (turning east again a half mile further on). About 100 feet north of the road intersection a dirt road cuts east through the village to the Dunsford station, mile 26.4. This station is still in its original shape, less the resident operator's furniture, station equipment, signal, and station name boards. One has to look twice to be sure that the main and passing tracks are actually gone from beyond the wooden beam marking the edge of the cinder platform.



The former Bobcaygeon station, as it appeared on August 19, 1961, after the last train had departed from it but a month prior to official abandonment of the line. This station was sold to a local area farmer and removed from this location in October, 1962.

Still intact on June 30th, 1963, although now far from the nearest rails, was the armstrong turntable at Bobcaygeon. The table, which can still be moved in its pit, once creaked under the weight of D4 ten-wheelers.



The village road turns and parallels the right-of-way for a half mile out to the diagonal crossing of Highway #36. From here to Bobcaygeon, "abandoned" operation can take place. Leaving Highway 36, the roadbed has been completely regraded, and another mile can be covered at high speed until the long causeway approaching the crossing at the mouth of Emily Creek, with swamp on either side, is reached. Planks have been laid on the steel bridge for automobiles to operate on, and a 15 m.p.h. slow order is still recommended.

Having reached the lake, the right-of-way turns east along the shore paralleling a cottage road on the south side of the former railway, running west from Ancona Point. Concession 6 (Scotch Line Road) is crossed at Ancona Point (mile 30.3) and the remains of the floor of the frame "halt" are seen at the south-west corner of the intersection.

A mile further on Birch Point is reached (mile 31.6) and another road parallels the track on the north side for a short distance east of the crossing of Concession 7. Another two miles brings us to the western limits of the cottages at Kenstone, where the road leaves the right-of-way and diverts to a short road paralleling on the south side. The roadbed is on an embankment, with the road on the south, and cottages right on the edge of the lake on the north. While the passage of a D4 must have been a delight to the cottagers, automobiles on this narrow strip evidently are not, and their privacy is aided by keeping cars to the earlier road to the south.

Upon crossing Kenstone Road (Concession 9), one may see the site (only) of the station (mile 32.6) at the south-east corner, and we now transfer back to the roadbed for a quick run to the Otonabee River bridge (mile 33.79). This is a wooden bridge, on which side rails have been added for safety, as well as planks on the timbers, for cars. We then roll past more cottages and into the west limits of Bobcaygeon yard, where again the roadbed must be left, with a transfer to the short "station" road running along the south side.

Looking across the former C.P.R. wooden trestle over the Otonabee River. The bridge has been converted for "single track" automobile use by the addition of longitudinal planking strips and wooden side railings.



Most surprising is the continued existence of the "armstrong" turntable at Bobcaygeon (the table can still be moved), although the approach track from the west is gone, as are the rails on the turntable itself. The foundations of the water tower stand behind it, on the passing track to the main line. Of the Bobcaygeon station site (mile 34.3) no trace remains, as the building was sold in October, 1962, to a local farmer and moved four miles away.

So ends our trip. Despite speed restrictions, the journey can be made as quickly as, if not quicker than, the Highway 36 route by which one takes 10.7 miles to go from Dunsford to Bobcaygeon versus 7.9 by "rail". Traffic congestion is noticeably less on the erstwhile C.P.R. line, and scenery is far more picturesque. However, the lakeshore residents are not happy and want the right-of-way road closed off as they fear the traffic that it will eventually bring. Now is the time to ride the last of the L.B. & P. in close to its original state; in many respects this line would have made an ideal operating museum section for an entrepreneur!

CN REPORT

- Having called tenders to July 31st for the construction of the long awaited new station at Scarborough, Ontario, replacing the structure destroyed by fire in December, 1960, the C.N.R. has awarded a contract and the new building is currently being erected. It will be a relatively small but modern station of masonry with a structural steel frame, and will stand in the general area of the west end of the old building. Express facilities will be moved back to this point from their temporary location at the Warden Avenue freight shed.
- Items which can be added to the roster of steam generator cars of the C.N.R. presented last month, for greater completeness, include the following:
 - a) Car 15479, last of a 30-car order from G.M.D. completed in November and December, 1958, is not included in the list because it was scrapped following extensive damage suffered in the collision at Udney, Ontario, on August 1st, 1959, which resulted also in the scrapping of locomotives nos. 2208, 4335 and 9310.
 - b) The aforementioned 30-car order carries builder's serial nos. A1598-A1627.
- The Canadian National Railways is constructing a new technical research centre building adjacent to the Montreal Classification yard, to contain various laboratories, offices, a library and a machine shop; the building is expected to be operative by mid-1964.
- Dieselization of the C.N.R.'s electric operations in the City of Oshawa, at latest reports, is to be delayed for several months, with the venerable electric units now expected to continue in service until the spring of 1964.

Progress on CN's Toronto Yard

1963 is proving to be the biggest construction year on the C.N.R.'s Toronto Terminal Classification Yard and Access Line project. At the end of July more than half of the ultimate 156 miles of track in the yard had been laid, six control towers were under construction and three nearing completion, while most of the 530 power switches had been installed in the track system. It is expected that all track will be complete by mid-1964.

All structures separating road and rail traffic in the yard area are now complete. Floodlighting will be installed during the next few months and will facilitate night work, should this become necessary. A contract has been awarded for a 4½ mile 12,000 volt power line with 12 substations to serve nine buildings and other work areas.

Construction has commenced on the Administration building, with the C.T.C. area to be ready for occupancy during early 1964, while the crews' hotel section will open in May. By the end of 1964, C.T.C. will be operative from Pickering to Burlington as well as from Hamilton to Oakville and Toronto to Richmond Hill.

A major effort during the past summer has been the laying of gravel throughout the yard area to control dust. Gravel has been shipped in to the site at a rate of 150 cars a day for this purpose.

On the access line, 30 out of 46 bridges are complete and the remaining sixteen are in stages of completion ranging from 50% to 90%. Of the total trackwork (35 miles of new track on the York Subdivision, 27 miles of double-tracking on the Brampton Subdivision, and 38 miles of complete rebuilding on the Milton Subdivision), 25% was complete at the end of July, another 35% is to be completed before the end of 1963, and the remaining 40% during 1964.

Overall, the project remains on schedule despite occasional engineering problems and the target for opening - Spring, 1965 - should be able to be met.

C.P.R. News

- The Canadian Pacific Railway is erecting a new Merchandise Services building in Winnipeg at the intersection of Keewatin and Selkirk Streets. The Merchandise Services division of the railway combines express, L.C.L. freight and Canadian Pacific Transport truck operations in the west. It provides a single agency whereby L.C.L. shipments can be picked up and handled by rail, piggyback, highway, air or water services.

The large steel-framed building, costing some \$1,300,000, is scheduled for completion during October, and will have facilities to handle 18 freight cars and 64 trucks simultaneously.

- The C.P.R. will embark shortly on a \$4 million construction project in Ottawa involving the construction of a tunnel under Carleton University and the Rideau Canal on the approach line to the new Union station. This form of construction has been adopted in lieu of the previously planned embankment which was violently opposed by the University and local citizens. The depressed line will require the installation of a pumping station to rid it of water together with ventilating equipment to remove diesel fumes. The first contract in the project will involve tunnelling under the Canal in the late fall of this year after the water has been drained from it.



NEWS

- The Queen Street temporary trestle bridge over the Don River went into service on August 11th and is now rumbling to the passage of KING, QUEEN, KINGSTON ROAD and KINGSTON ROAD TRIPPER cars. A 5 m.p.h. slow order has been imposed because of the sharp reverse curves necessary at each end of the trestle.

- Strange indeed to the casual observer are the signs erected in Roncesvalles Carhouse yard to guide Russell Division operators, using the yard trackage as a loop for the extended KINGSTON ROAD TRIPPER service, through the intricacies of the layout. On the ladder track at the north end of the yard stands a sign which reads "KINGSTON ROAD - KEEP RIGHT - 5 M.P.H.", while adjacent to the south property fence and visible to passers by, is the legend "KINGSTON ROAD - KEEP LEFT" which directs operators to leave the yard by way of the Roncesvalles Avenue gate in lieu of running out on to Queen Street. A dotted yellow line has also been installed along the centre of the encircling through track in certain locations where facing switches are situated to ensure further that the proper routing is followed.

MISCELLANY

- The Greenwood Conservation Area in Ontario County, east of Toronto, is of more than passing interest to railway enthusiasts. The south end of the park is crossed by the C.P.R.'s Oshawa Subdivision, with a scenic bridge over Duffin's Creek, while the north end of the park is crossed by the abandoned Todmorden - Deseronto line constructed by the Canadian Northern Railway. Where the latter line crossed Duffin's Creek the east bridge abutment has been made into a lookout point for the Conservation Park, having a superlative view, and the road up to the lookout is constructed on the abandoned railway grade.

(R.D. Cooper)

- During the first week of August, the City of Montreal awarded a \$45,513,900 contract to Canadian Vickers Limited, primarily an aircraft manufacturing concern, for the construction of 369 subway cars for use in the now-building city subway system.

U.C.R.S. Announcements

SEPTEMBER MEETING

The September meeting of the Society will be held on Friday, September 20th, 1963, at the Royal Ontario Museum, Bloor Street and Queen's Park, in Room 64, commencing at 8:00 p.m. The entertainment will consist of a showing of slides by Mr. Peter Cox of Vancouver, depicting railroading in western Canada.

OCTOBER OUTDOOR MEETING

The October outdoor meeting of the Society will be held at the C.N.R. Danforth station on the evening of Friday the 4th.

SOCIETY EXCURSIONS

The Society will operate two railway excursions over the weekend of September 28th and 29th, 1963. The trip on Saturday the 28th will run to Lindsay and Hali-burton using C.N.R. 6167 and two 1900-class diesels, while the Sunday, September 29th trip will use no. 6167 on a "Mystery Tour". Details and tickets are available from Mr. J.A. Brown, Excursion Committee Chairman, Box 122, Terminal "A", Toronto.

ANNUAL BANQUET

The annual banquet of the Society will be held this year on Friday, November 1st, at the Ship's Inn, located in the Marine Museum of Upper Canada, Exhibition Park, Toronto, commencing at 7:00 p.m. Details concerning price, menu and a guest speaker will be announced in the October issue of the Newsletter.

MOTIVE POWER NOTES

- The Canadian National assisted the Town of Leaside in their 50th Anniversary celebrations by displaying Northern 6167 in the C.N. freight yards behind the E.S. & A. Robinson plant on Laird Drive on Friday, September 13th, from 4:00 to 7:00 p.m. The engine operated in reverse up the Don Valley to Oriole, where it proceeded across the interchange track to the Canadian Pacific's main line, over the C.P.'s high level trestle and into the yard. Following the display period, the engine was returned to the Spadina roundhouse to be prepared for the U.C.R.S. excursion to Ottawa and North Bay the same evening.

- Canadian National Railways class MS-7a switcher no. 8454 (built 1951) was sold to the Manitoba Paper Company on April 18th, 1963.

- C.N.R. class GR-9a switcher no. 851 (built 1954), one of five standard gauge 875 h.p. locomotives (850-854) on the system, was sold to the International Nickel Co. Ltd. on June 21st, 1963.

- The present assignment of the C.N.'s small road-switchers (numbered less than 100) is as follows:

CLASS	H.P.	NUMBERS	LOCATION
ER-4a	380	1	Nutana Yard (Saskatoon)
ER-4a	380	2	Charlottetown, P.E.I.
ER-4b	400	4	Deerholme (Victoria, B.C.)
ER-4b	400	5	Melville, Sask.
ER-4c	380	6*	Symington Yard (Winnipeg)
ER-6a	600	26 - 32	Charlottetown, P.E.I.
ER-6a	600	33	Moncton, N.B.
ER-6a	600	34 - 42	Charlottetown, P.E.I.

* - Locomotive no. 6 was leased to International Nickel Co. on trial prior to the outright purchase by this company of no. 851.