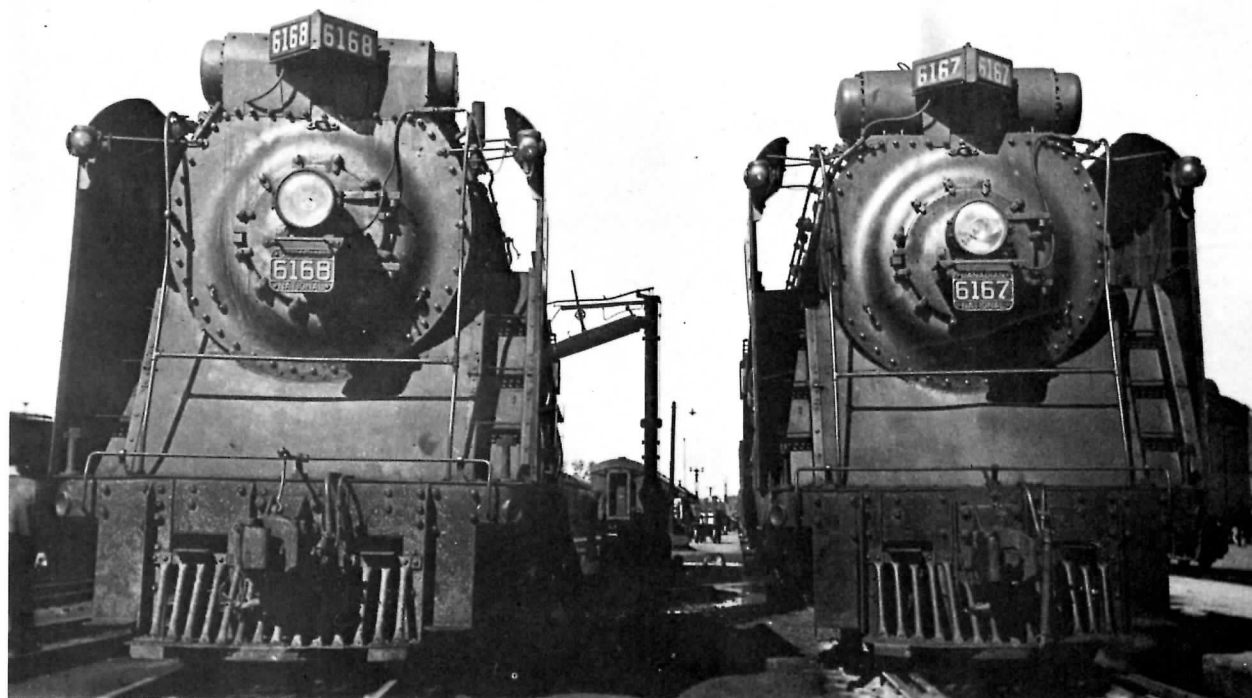




UPPER
CANADA
RAILWAY
SOCIETY

newsletter



all photo issue

N O V E M B E R 1 9 7 3 D E C E M B E R

newsletter

Upper Canada Railway Society

Number 334/5, November/December 1973



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David Smith
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George A. Meek

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Contributions to the NEWSLETTER are solicited. No responsibility can be assumed for loss or non-return of material, although every care will be exercised when return is requested. Please address contributions to the Editor pro-tem: Ted Wickson, 141 Davisville Ave., Apt. 810, Toronto, Ontario M4S 1G7.

All other Society business, including membership inquiries should be addressed to the Society at P.O. Box 122, Terminal "A", Toronto, Ontario M5W 1A2. Members are asked to give the Society at least five weeks' notice of address changes.

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PLEASE NOTE - This issue is number 334/5 according to the system used previously for double issues which were given a single number and one number was omitted. The pages are numbered assuming that the July/August and September/October issues are a length of 28 pages each.

THIS ISSUE --

An all photographic issue --- selected and compiled exclusively from the J.T.A. Smith collection, purchased by the UCRS in 1973. Mr. Smith is UCRS member number 49. The originals are mostly 116 size negatives (3" x 5") and prints, chiefly of CNR steam locomotives taken in the period of 1935 to 1955, many of these negatives and prints unfortunately showing signs of age. Suggestions from photographic experts among our members for treatment to preserve them would be very welcome.

This all-photo format is being used for the one issue only. September/October and subsequent issues will return to the normal format i.e. text and illustrations

The thanks of the editors of this special issue are offered to Mr. Ted Wickson for his advice and assistance. The editors of this issue are entirely responsible for its contents and format and any shortcomings of this issue are not to be attributed to Mr. Wickson. Ted is continuing to work on the regular issues.

SEPTEMBER/OCTOBER ISSUE:

At the time of writing, it is not known whether the September/October issue will go to press before this issue. If you have as yet not received the September/October issue you may rest assured that its production is well under way.

This issue was conceived January 9, work was commenced January 10, and taken to press January 30.

PHOTO CREDITS -

Robt.S.Browne p184 #3
Walter Thayer p180 #4
L.E.Hempell p177 #1 & p160 #2
J.E.Platt p178 #1 & 2, p180 #2 & p183 #1

Proof-reading - Grant Kingsland

The Cover

Two pairs of Canadian National Northern types are seen here. Numbers 6167 and 6168, built by MLW in Montreal in 1940 and classified U-2-e are se-n at Truro N.S. on June 23, 1943. Numbers 6209 and 6210 were built in 1942 by MLW being class U-2-g. The time of this second photo is not known, but the location may be the same as the upper photo.

I N D E X :

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HURRY! HURRY! HURRY!

UCRS 1974 Calendars are still available at the regular price of \$2.50. The 1974 UCRS Railroad Calendar includes photographs of CNR 6218 and LNER 4472 posed together at Spadina; the afternoon wayfreight at Waterdown South; sketches by Brian George,...and more!! The calendar is printed in two colours with easy-to-read numerals. --- Send for yours now, to Publication Sales Committee, Upper Canada Railway Society, P.O. Box 122, Terminal "A", Toronto, Ontario M5W 1A2. If a UCRS member, deduct 10% discount and include 1973 membership number; Ontario residents add 7% Provincial Sales Tax; payments to be made in Canadian Funds; please make all cheques and money orders payable to the Upper Canada Railway Society Inc.

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.

Feb. 15: Annual Meeting of the Society. Reports of Officers (Fri.) and Committees for 1973. Election of new Board of Directors for 1974.

Feb. 22: Hamilton Chapter meeting, 8:00 p.m. in the CN James (Fri.) St. Station, James Street North.

Mar. 9: UCRS Budd Car excursion covering CN lines between (Sat.) Toronto, Pickering, Georgetown and points south. Trip leaves Toronto Union Station at 10:10 a.m. (EST), returning at approximately 6:00 p.m. Fares are \$7.00 for adults and children.

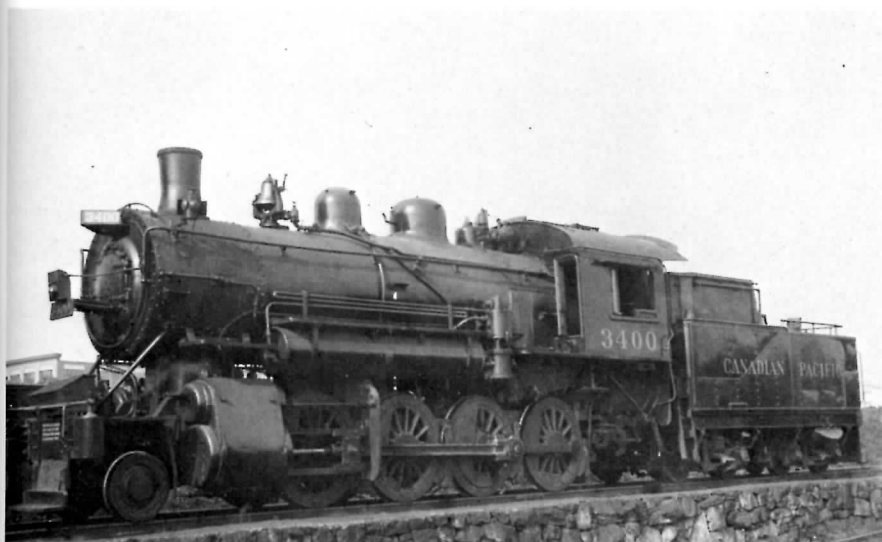
Mar. 10: UCRS Peter Witt streetcar excursion using TTC Peter (Sun.) Witt car #2766 with many photo locations including Rogers Rd. and Spadina Ave. Car leaves St. Clair Carhouse at 10:00 a.m. Fares are \$5.00 for adults and children.



G-1 is the class of this CPR Pacific no. 2224. She was built in 1912 by Montreal Locomotive Works. Can anyone supply the location and date for this photograph?



CPR Consolidation no. 3722 was a Toronto area transfer engine performing the duties that are now fulfilled by RSD-17 number 8921.



Another CPR 2-8-0 Consolidation, this time number 3400 with an experimental headlight.



Here's CPR Pacific number 2456 on a clear summer day in the 1940s.

CPR Hudson #2818 heads a freight train through Southern Ontario. This locomotive was built in 1930 by MLW in Montreal and is classed H-1-b.



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As a contrast, this CPR Royal Hudson, #2861, was built by MLW in 1940 as class H-1-e. All classes H-1-c, d, and e (#2820-2864) were provided with these running board crowns and named "Royal Hudsons".



CPR Consolidation #3665 with wartime cowlings on the headlight and smoke deflector being used in passenger service.

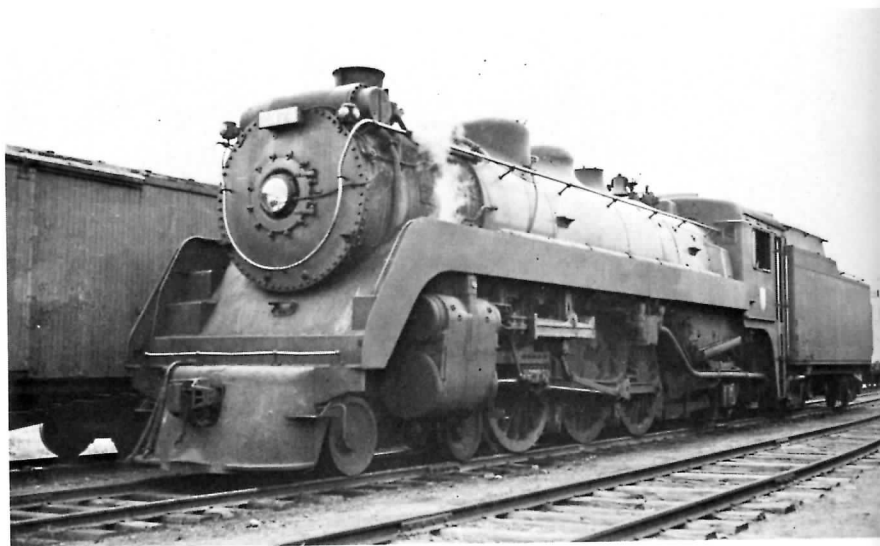


CPR Decapods #5756-5790 were built at the CPR's Angus Shops at Montreal in the years 1917-1919. This is class R-3 number 5758 in April of 1922.



Canadian Pacific Ten-Wheeler number 484 is viewed here pulling a freight train through Belleville Ontario on September 3, 1945.

CPR Pacific number 2374 sits waiting for her next assignment.

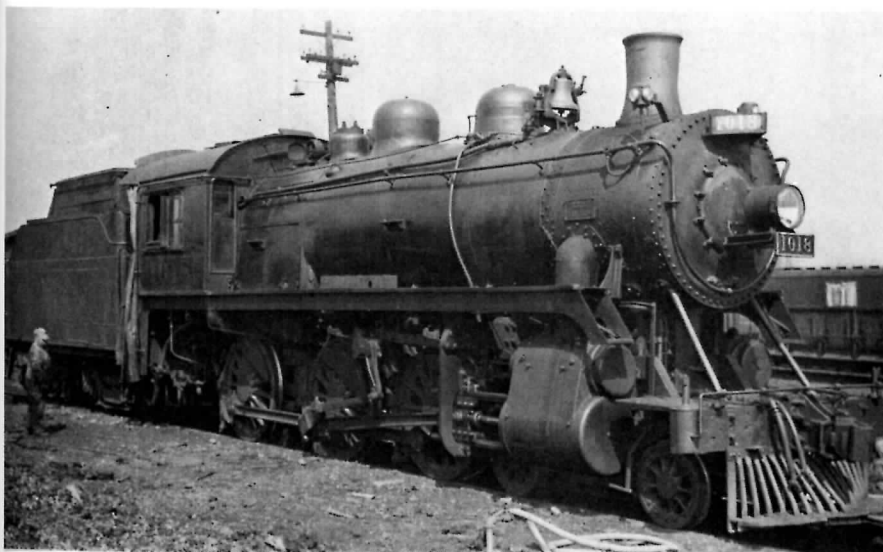


Canadian Pacific Selkirk no. 5906 on a cold winter day. Note the added snow plow on the pilot for winter use.

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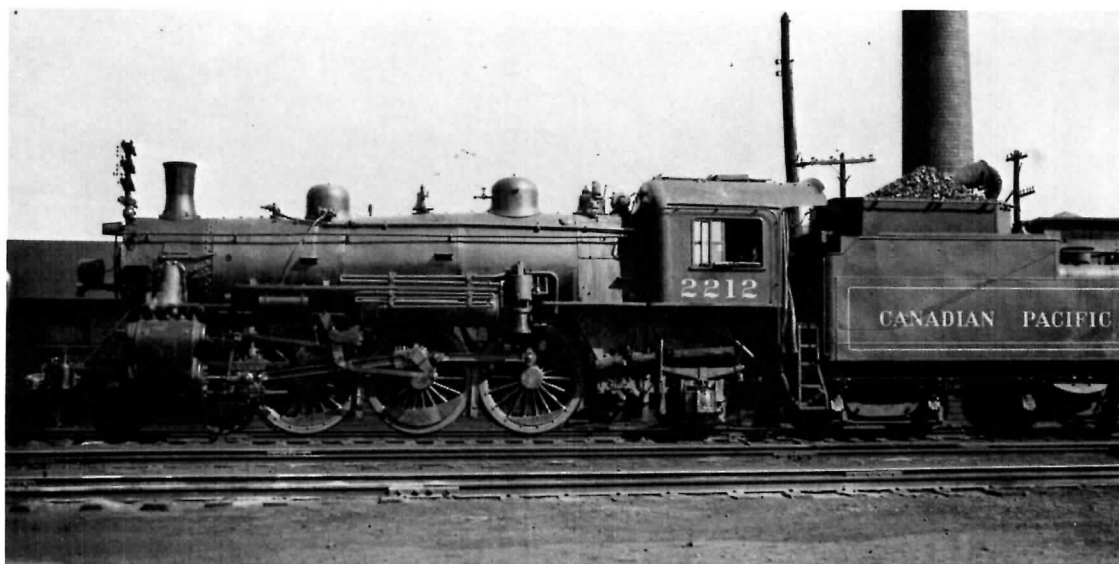
This is a CPR U-3-c class switcher seen at Winnipeg Manitoba in November of 1945. Number 6152 was built in 1912 by the CPR at their Angus Shops in Montreal Quebec.



Canadian Pacific

CP D-10 class Ten-wheeler no. 1018 was built in 1912 and is seen here being attended to by one of the local hostlers.

CPR G-1 class Pacific no. 2212 is seen immediately after the completion of coaling operations.





This roster shot of CPR number 3401, a consolidation, was taken on October 2, 1946.



CNR class H-6-d no. 1339 is seen at Clinton Ontario on July 21, 1942. This locomotive was built in Montreal in 1911 and scrapped by the CNR in February of 1958.



An eastbound CN passenger train stops briefly at Oshawa Ontario on July 24, 1939 to exchange passengers and so that engine 5562 may get its ration of water. This locomotive originally came from the Grand Trunk as GTR no. 226.

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CNR Consolidation #2027 performs yard duties on August 18, 1945 at New Westminster B.C. This locomotive was later renumbered to 2824 before retirement in late 1955.



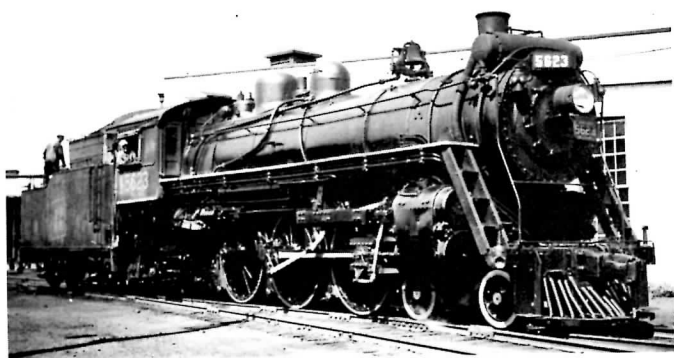
3594 is a CNR Mikado built in August 1924 by Montreal Locomotive Works and acquired new by CN. This engine belonged to class S-2-c and worked for 35 long years on mainline freight service with CN.

One of CN's famous bullet-nosed Mountains, is 6065, hard at work serving the nation.





CN Pacific number 5078 is ex Grand Trunk no. 198 and was built by MLW in 1913. CN nos. 5049-5079 are classified J-3-b.



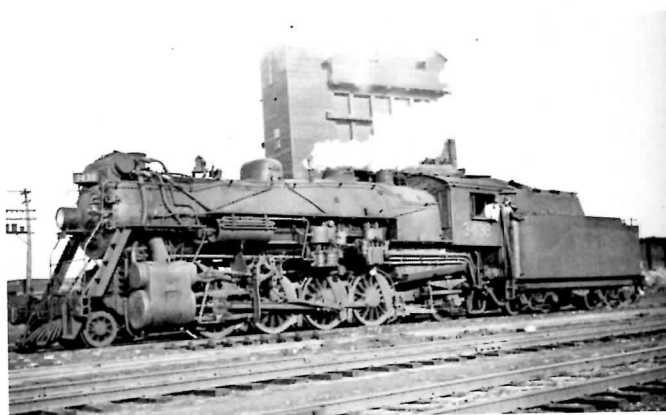
CNR K-3-g class Pacific number 5623 has just come off the turntable after emerging from CN's roundhouse in Edmonton Alberta on July 28, 1939. This locomotive, as well as four others of the same class, were purchased from CN by the Interprovincial Steel Corporation of Regina Sask. on October 17, 1959.



CN Consolidation number 2124 is engaged in freight shunting work in British Columbia. This is the last engine of CN's M-3-a locomotives built by MLW in 1909.

The CNR had four locomotives in their C-3-b class, of which no. 403 was the first one. These four Moguls were built early in the 1910s; 403-404 in 1910, and 405-406 in 1911 by MLW. All four were scrapped by CN in 1954.

CN number 3438 was built by Baldwin Locomotive Works in 1913 and originally had Grand Trunk #533 in the earlier part of its life.





The Canadian Locomotive Company was the builder of number 909, a CN Mogul of class E-10-a. This engine, originating as GTR no. 1007, was later re-numbered to no. 86, and finally in October 1951, CN scrapped the engine.



Elephant-eared #6001 was new in June 1923, built by the CLC in Kingston Ontario.

U-1-e class CNR Mountain number 6052 speeds passengers toward their destination. Note special experimental cowling to deflect smoke above the stack.





CNR Northern number 6126 heads a long freight train through Oshawa Ontario on February 23, 1939.

Another CN Northern, no. 6185 receives many gallons of water to keep it going. 6185 remained in service with CN until scrapping in 1961.

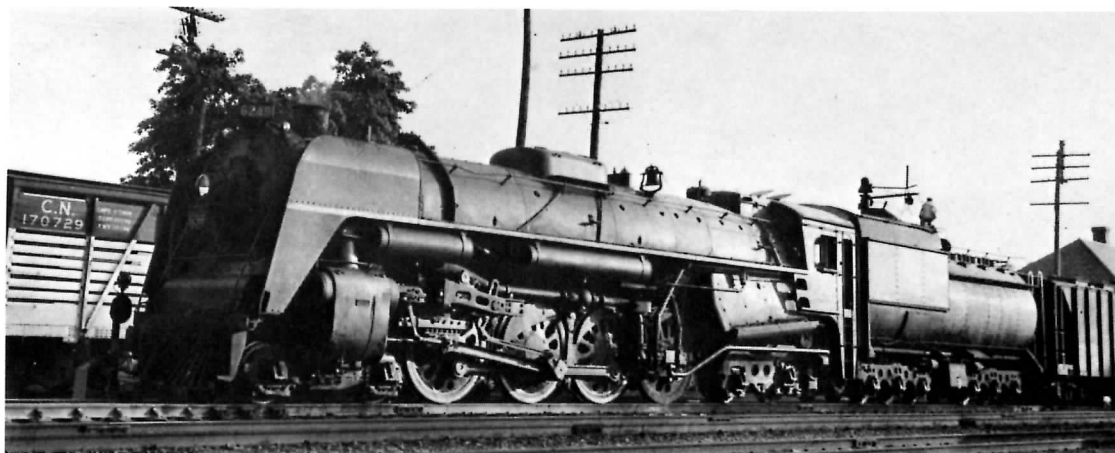


U-2-g class Northern number 6216 with CN's final elephant ear smoke deflectors, the final decision after long experimentation with many different attempts at reducing the smoke impairing the engineer's sight

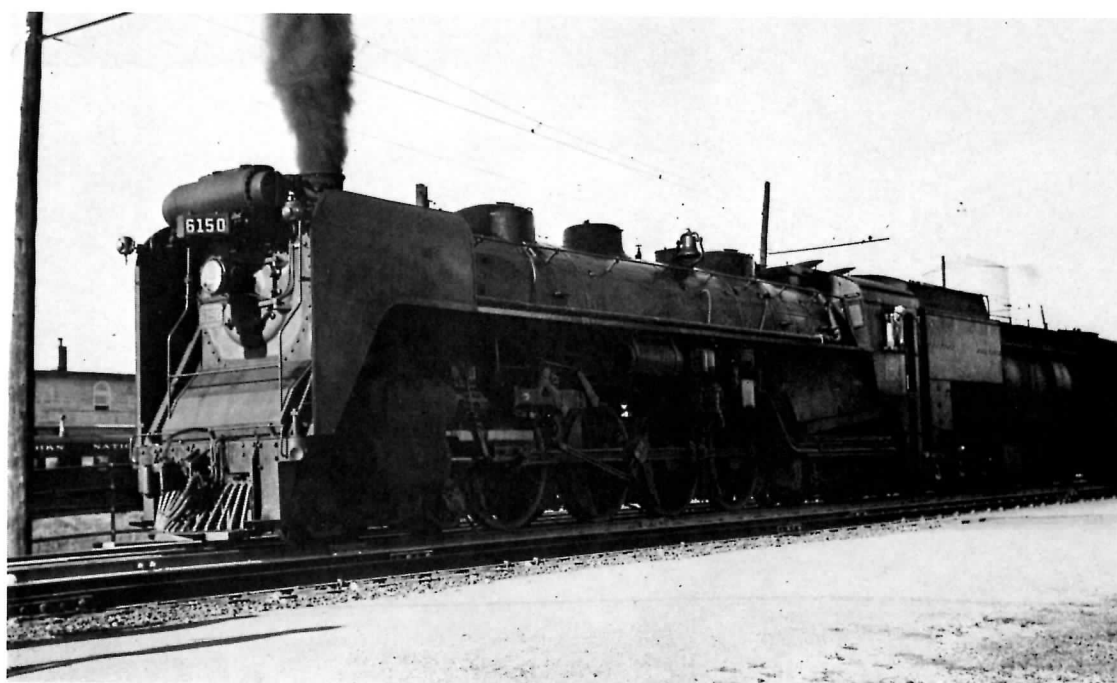
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CNR number 6249, a class U-2-h Northern built in 1943 by Montreal Locomotive Works.



CNR 6135 belonged to the U-2-b class and is shown here just after coaling and ready for action.



At Oshawa Ontario, #6150 is working hard on August 28, 1938 to bring the Northerns to their glory.

One of CN's most famous locomotives is number 6400, the first of the beautifully streamlined U-4-a and U-4-b classes. 6400 was placed on display at the National Museum of Science and Technology in Ottawa in June 1967 and has been there ever since.



CN number 4309 receives inspection prior to commencing her day's duties. These T-4-a class 2-10-2s were built by CLC in Kingston Ont. in 1929.



Another T-4-a class Santa Fe, number 4313, poses for her portrait while a busy worker washes out her ash pan.



CN Mogul no. 744 sits in the scrap line at Scarborough Ontario on May 7, 1939. This engine was not officially scrapped, however, until October 1941.

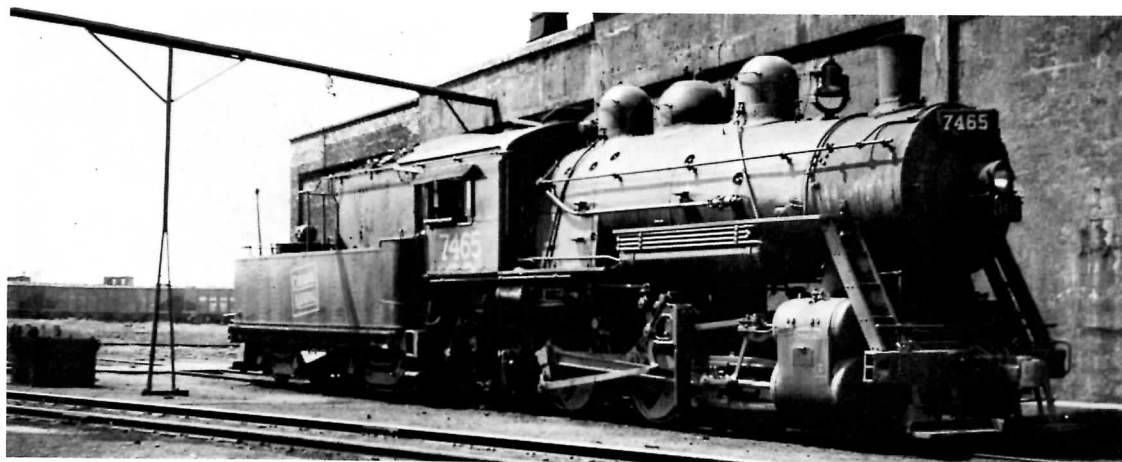


0-6-0 switcher number 7401 of class 0-12-a is prepared for assignments. at CN's roundhouse in Winnipeg Manitoba on March 29, 1941.



CN 0-8-0 switcher number 8387 was built in March of 1930 at CN's Transcona Shops in Winnipeg Manitoba.

Another one of CN's 0-6-0 switchers, no. 7465 was ex Grand Trunk #1790 and was built by the GTR in 1921.





CN no. 7374 was originally delivered to CN from CLC in Kingston with Canadian Northern road no. 715, but with CN lettering.

CNR 0-8-0 switcher number 8208 was originally numbered GTR #1898 and was later re-numbered by CN to no. 8435, remaining in the P-4-a class.



**GRAND
TRUNK
WESTERN**



Grand Trunk Western no. 7520 is one of three members of the 0-18-d class 0-6-0 switchers built by the Lima Locomotive Company of Lima Ohio.

The builder of this Grand Trunk Western Northern, no. 6311, was the American Locomotive Company of Schenectady N.Y.



Here's Central Vermont Consolidation number 474. This class N-5-a locomotive was built by ALCO in November 1923 and sold for scrap in August 1956.

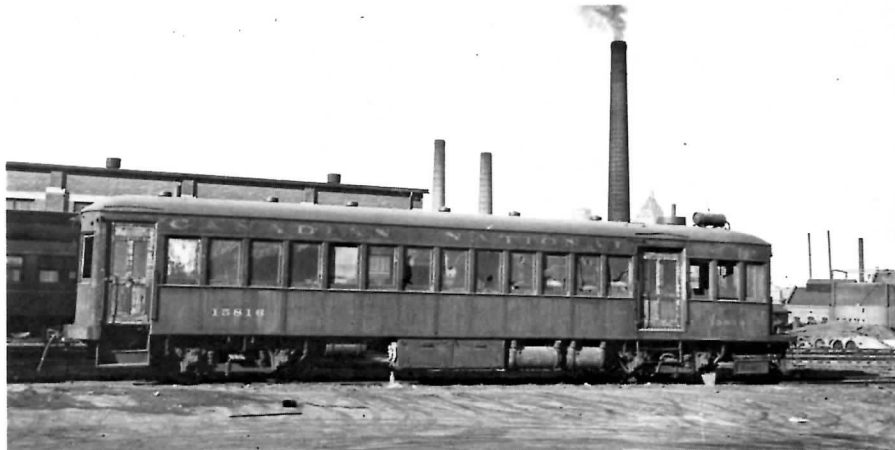


Central Vermont Texas type number 705 is seen letting off steam between runs.



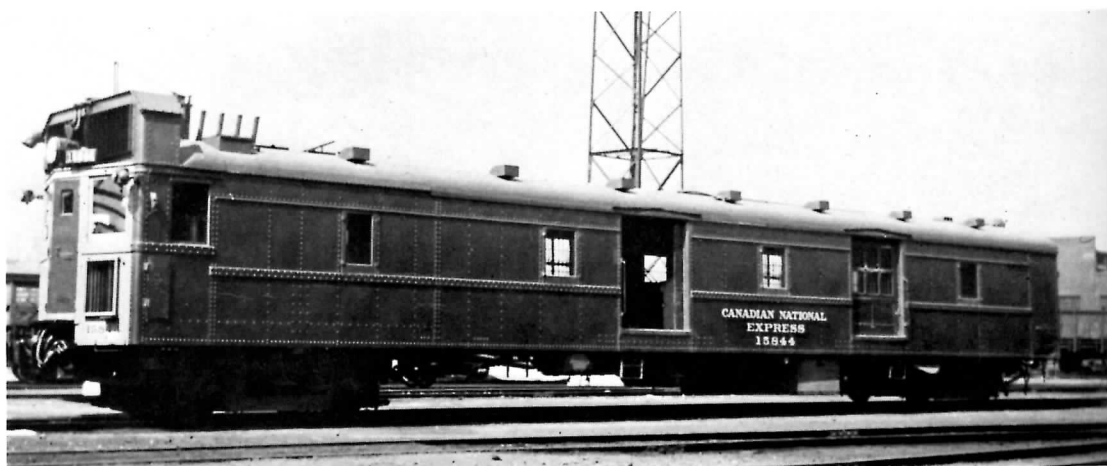


CN Gas-Electric no. 15792 stares you in the face at Moncton N.B. on September 22, 1935.



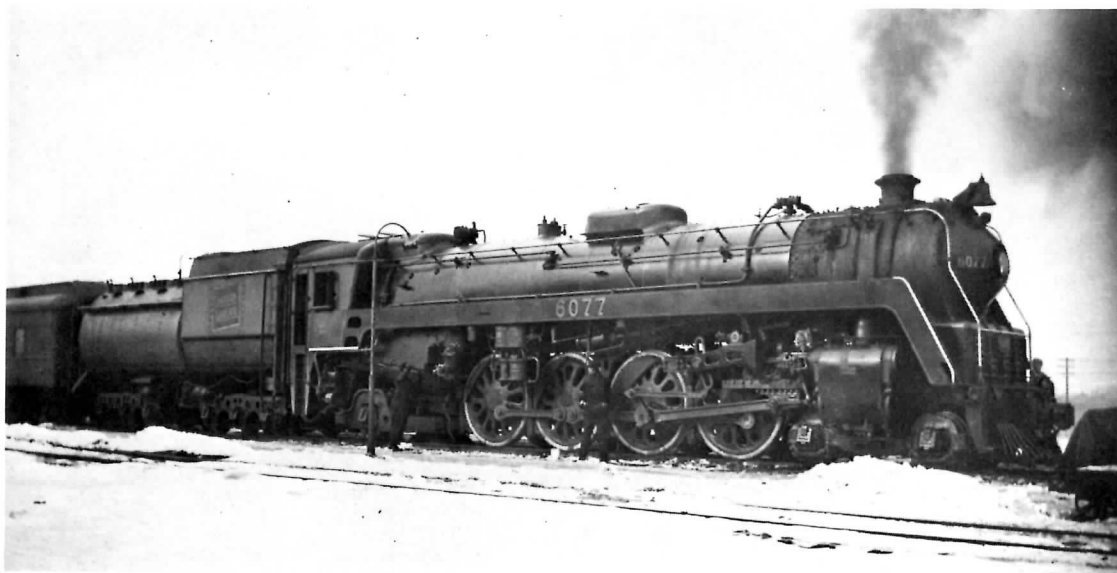
Canadian National railcar number 15816. Can anyone supply any further information about this photograph?

CNR Combine Gas-Electric #15844 was built by the National Steel Car Company in Hamilton Ontario in 1931. This was the last Gas-Electric built for CN.



15817 was an articulated CN Combine Gas-Electric powered by an eight cylinder inline Beardmore engine rated at 320 h.p. at 600 r.p.m.





Bullet-nosed CNR Mountain type number 6077 was retired by the CN in February 1967 and permanently placed on display in Capreol Ontario.

Grand Trunk Western 0-8-0 switcher number 8344 was built by the Baldwin Locomotive Company in December of 1927. Note the graffiti on the front of the engine.

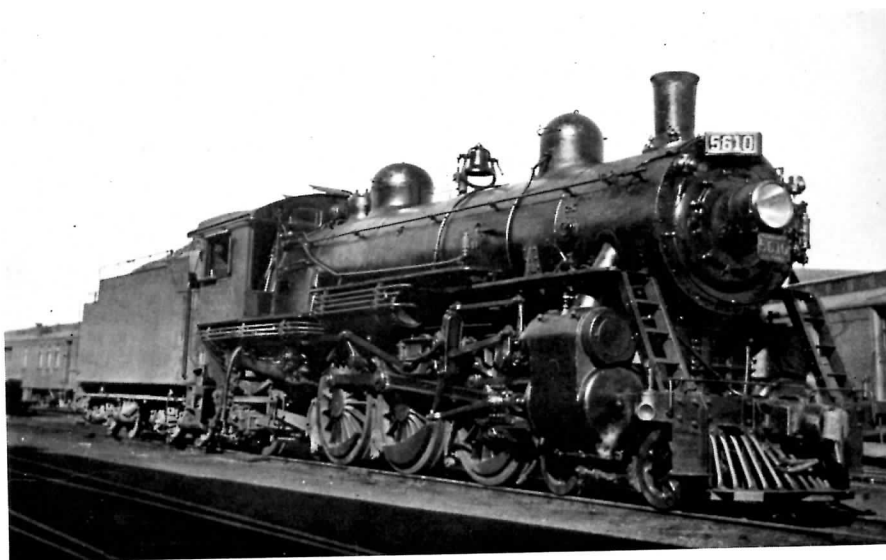


Canadian National Pacific type number 5277 is ex. Canadian Government Railways no. 505.

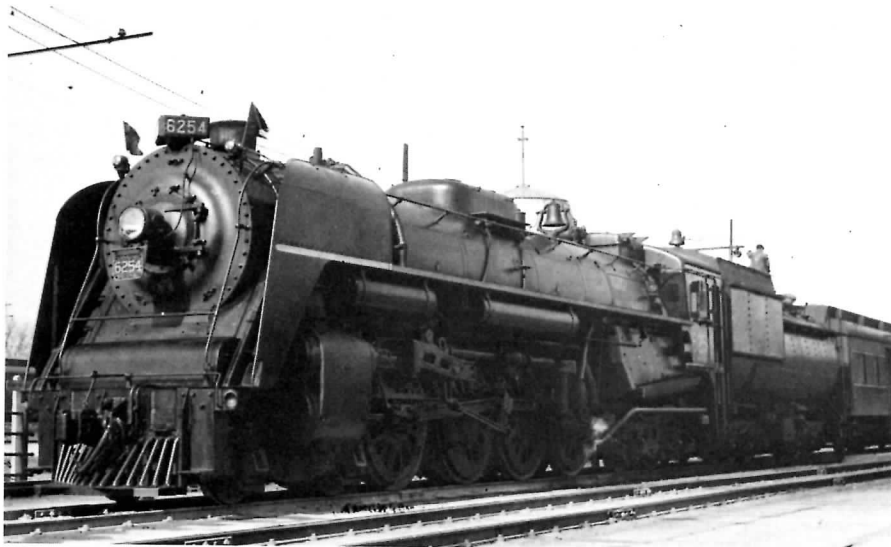


The engineer of this J-7-a class Pacific looks back waiting for the highball to be on his way.

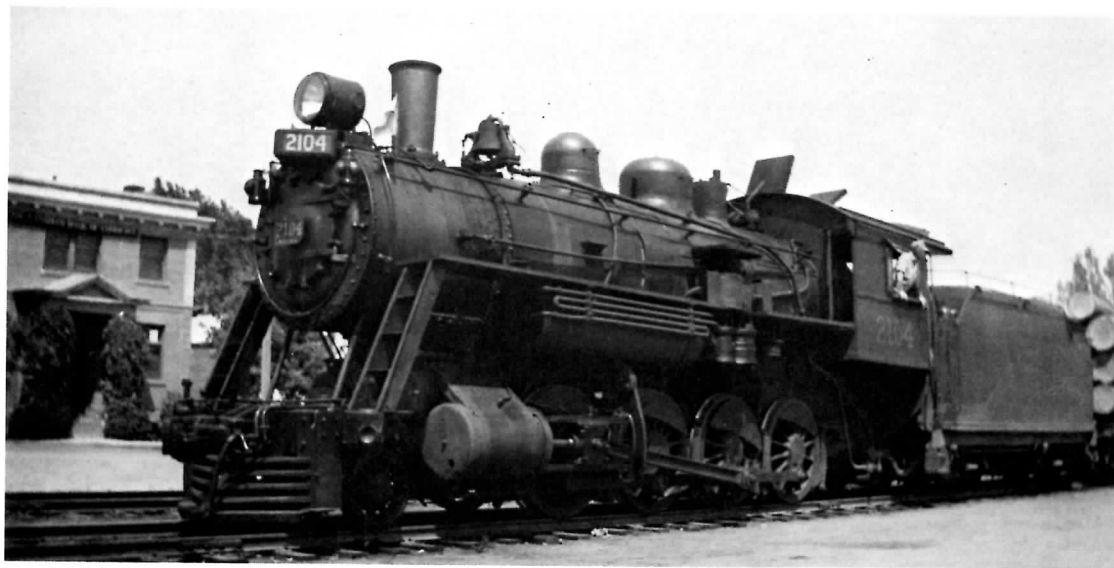
This is one of two members of CN's K-3-f class, nos. 5609 and 5610. Here is the second one waiting in the yard at Lindsay Ontario in April of 1939.



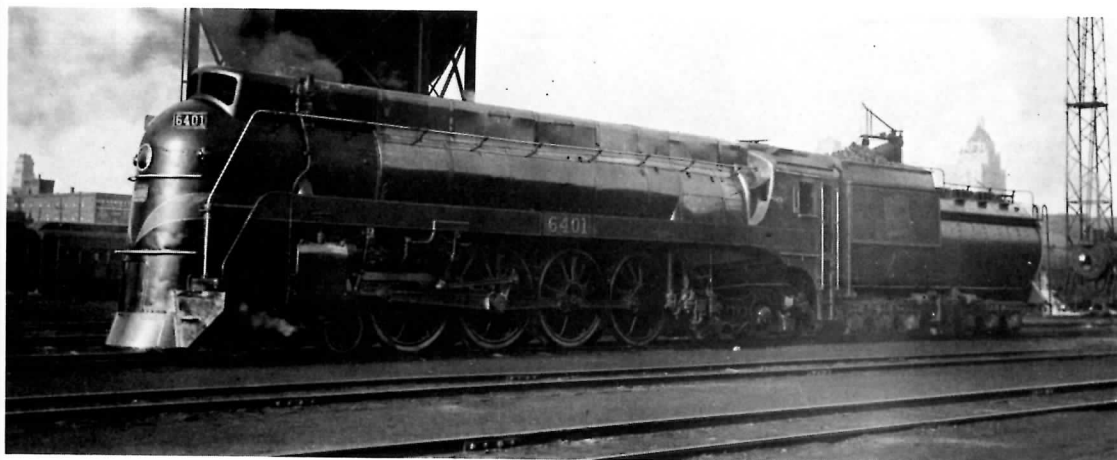
An MLW product is CNR Mikado no. 3557 built in September 1923.



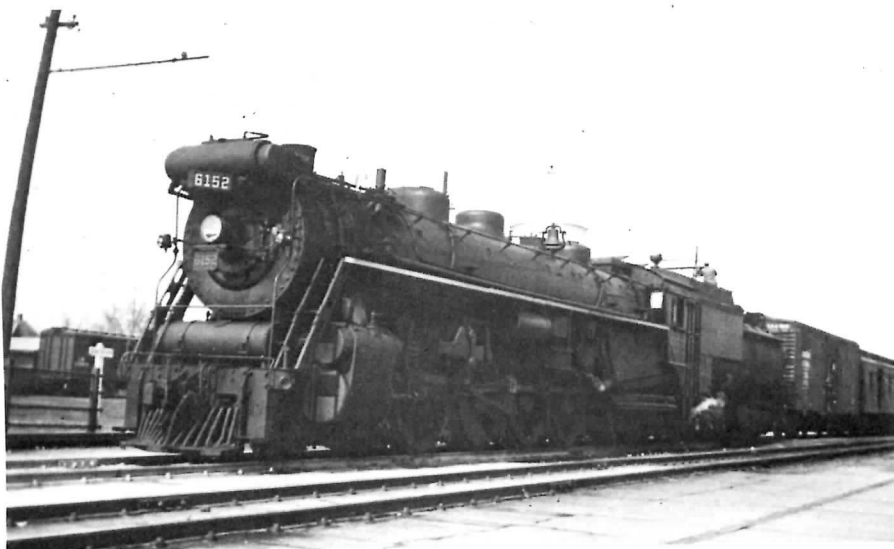
CN Northern number 6254 boasts her brand new elephant-ear smoke deflectors.



2-8-0 Consolidation no. 2104 originally belonged to the Canadian Northern Railway and had the same fleet number there.



CN Streamlined Northern number 6401 waits at CN's Spadina Engine Yard in Toronto Ontario, after being coaled,



CNR U-2-c class Northern number 6152 is hard at work single-handedly pulling a freight train somewhere in Ontario.



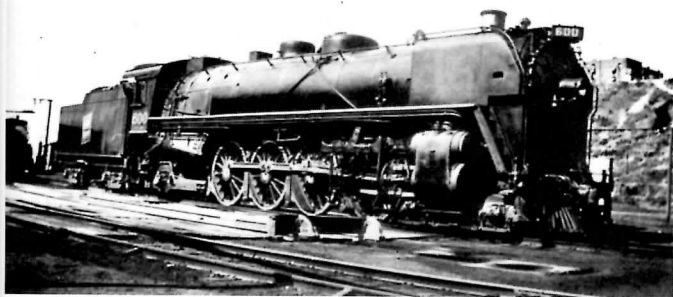
3468, a CN Mikado, gently rounds a curve preparing to stop and exchange freight cars.



A CNR Consolidation number 2396, backs a cut of cars into a freight siding. This locomotive was built by the Canada Foundry Company of Toronto Ontario in 1914 for the Canadian Government Railways.



CN K-5-a class Hudson number 5702 lets off steam after being prepared for its next run. This locomotive is now preserved by the Canadian National Historical Association at their museum in St. Constant Quebec.

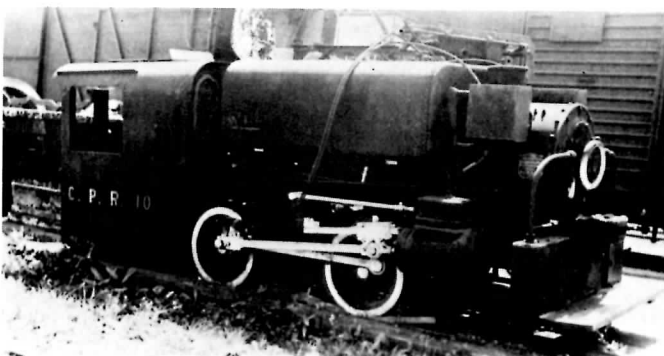
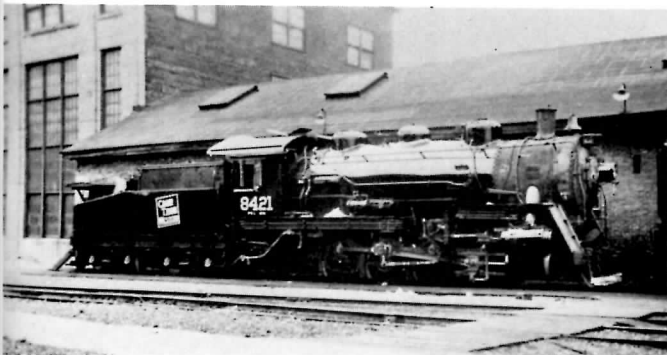


Here's CV Mountain type locomotive number 600, this shot taken in Montreal Que. on August 27, 1936. Number 600 was built by the American Locomotive Company of Schenectady N.Y. in June 1927.



This is one of three 4-6-2s owned by the Central Vermont Railway. Number 232 is seen at Montreal Quebec on August 27, 1936.

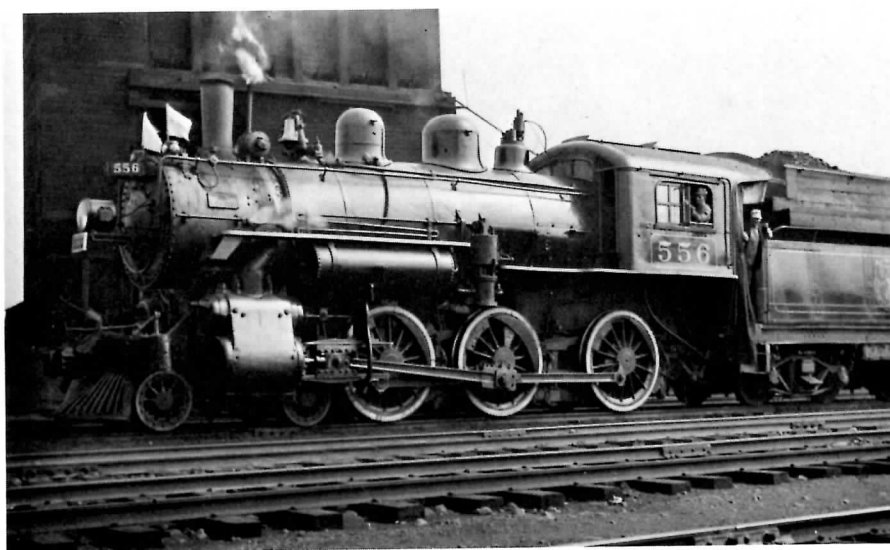
Grand Trunk Western 0-8-0 switcher number 8421 was leased from the Buffalo Creek Railroad in February 1947 and purchased from the Buffalo Creek in July of the same year.



Built by the J.K. Porter Co. in Pittsburgh Pa. was CPR number 10, seen here at CP's Weston Shops in Winnipeg Manitoba in July of 1939.



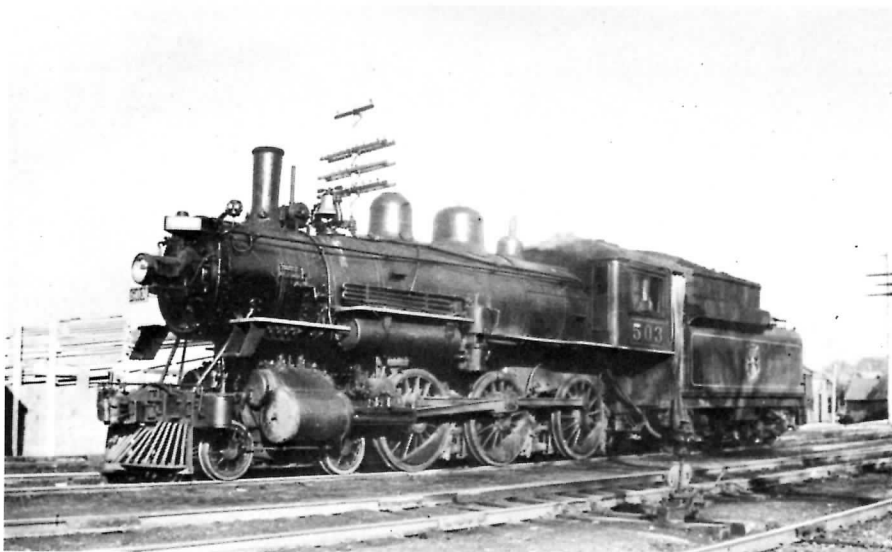
Dominion Atlantic Ten-wheeler no. 1018 is inspected by a DAR railway worker.



Another Dominion Atlantic 4-6-0, number 556, and its crew pose for their photograph.



Dominion Atlantic Railway Pacific "Haliburton" rests on the shop track after a day's work on the "Route of Evangeline".



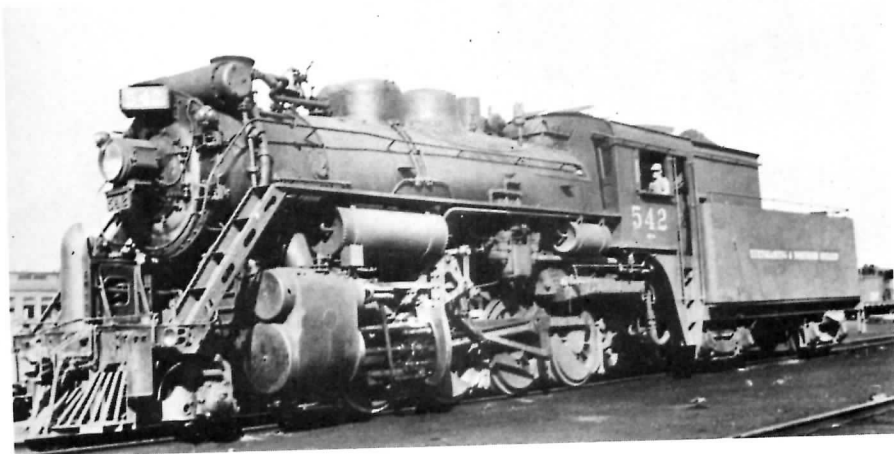
Ex Canadian Pacific D-6-a class Ten-wheeler number DAR 503 is seen in 1941 in Kentville Nova Scotia.

DOMINION ATLANTIC RAILWAY -- Land of Evangeline Route

In 1866 the Windsor and Annapolis Railway was incorporated to build a railway line between the two cities of its corporate name in Nova Scotia. The first train was operated on August 19, 1869 from Annapolis to Grand Pre N.S. and in 1871 it acquired running rights on the Intercolonial Railway to Halifax. The line from Yarmouth to Halifax was completed in 1891 by the Western Counties Railway. In 1893 the name was changed to Yarmouth and Annapolis Railway and in 1894 the two lines were consolidated under the name Dominion Atlantic Railway. The Midland Railway, running from Windsor to Truro N.S., was purchased by the DAR in 1905 and finally on January 3, 1912, the Dominion Atlantic was leased to the CPR for 999 years. Their main diesel power at present is CPR 8100-series SW1200RSs.

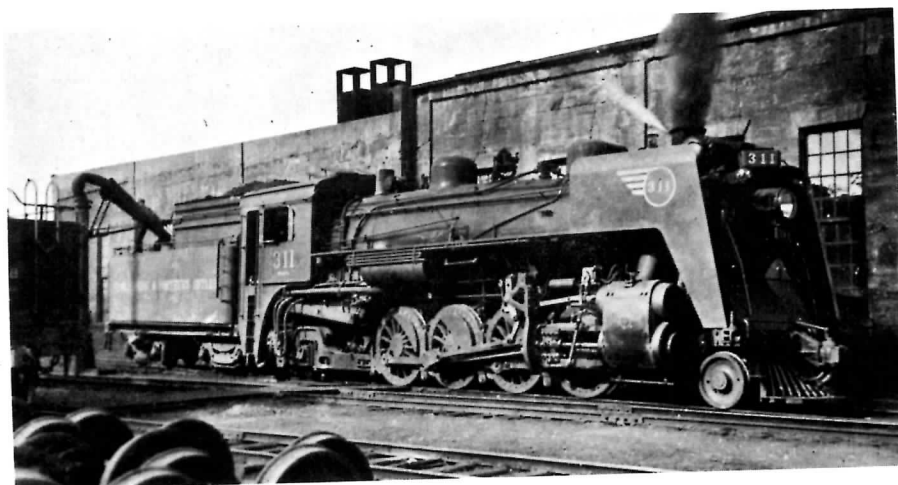
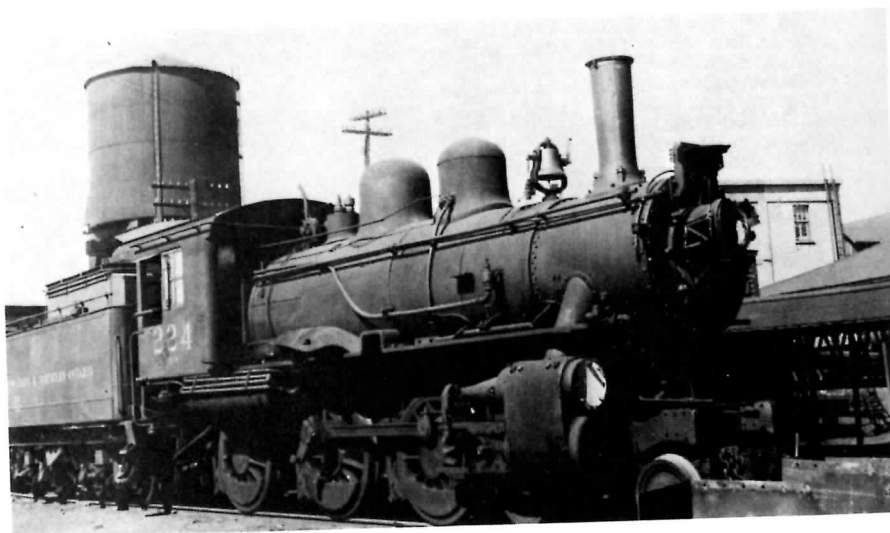
Dominion Atlantic Railway wooden car "Nova Scotia" is seen in the colours of its original owner, having been built in 1896. The car then became property of the Canadian Pacific as their business car #7, being assigned to the Superintendent of CP's Farnham Division. In 1963 the car was purchased by the Upper Canada Railway Society retaining the name "Nova Scotia" after CP's re-numbering. The Society used the car until it was replaced by "Car 13" (ex CPR "Cape Race") in 1969. The car was then sold to the London Ontario Historical Board. The car's dimensions are 18,941 m.m. over end sills and weighs 53.5 tonnes (metric).



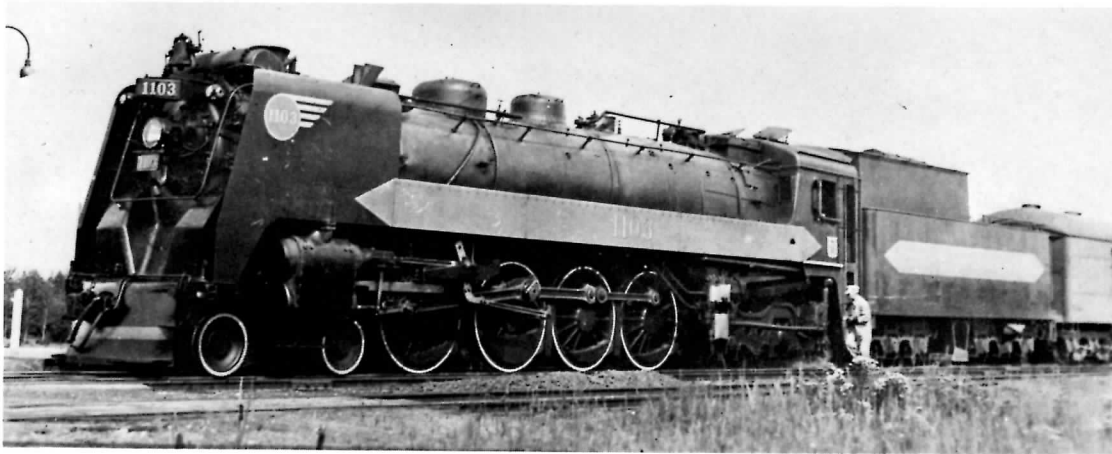


Temiskaming and Northern Ontario 2-8-0 no. 542 is seen at Englehart Ontario in August of 1941.

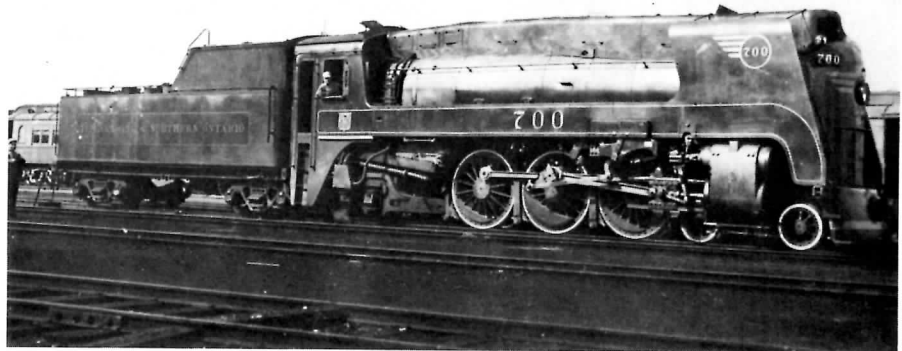
T&NO Ten-wheeler number 224 sits in North Bay Ont. awaiting repair work on her front end.



Elephant-eared T&NO Mikado number 311 is being watered at North Bay in 1943.



Temiskaming & Northern Ontario Northern type locomotive #1103 is seen at North Bay Ont. in September 1943. She was built by CLC in Kingston in 1937



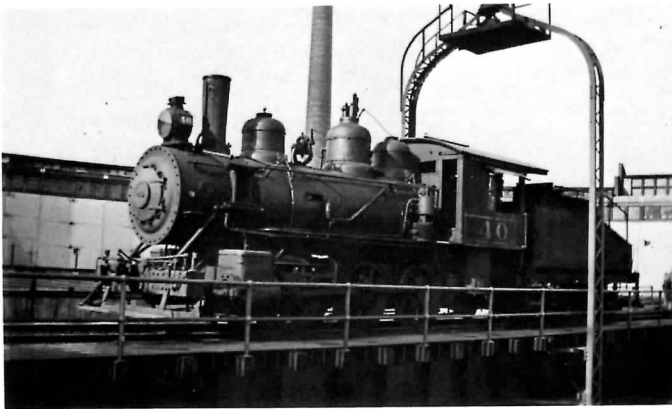
Temiskaming and Northern Ontario streamlined Pacific number 700 and her engineer pose for their portrait at North Bay Ontario.



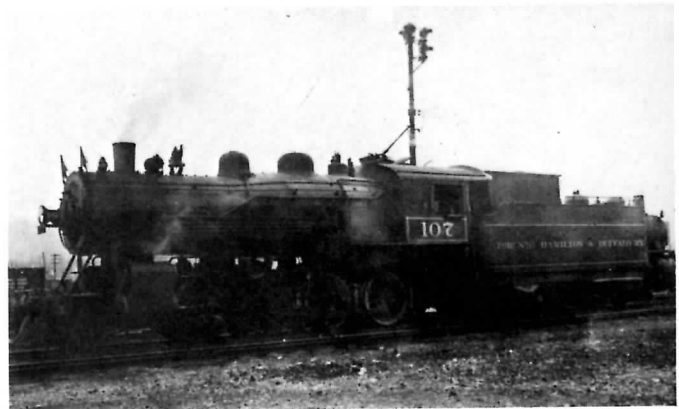
As a contrast to the above photo, here's unstreamlined T&NO Pacific number 701, now preserved at Englehart Ontario.



Toronto Hamilton & Buffalo Railway number 202, one of two Berkshire type locomotives ever built for Canadian roads, was built by MLW in 1928. 202 and her sister, 201, were both sold for scrap to Steel Co. of Canada Ltd. (STELCO) in October 1953.



TH&B 0-6-0 switcher number 40 is seen on the turntable at the TH&B's Chatham St. roundhouse in Hamilton Ontario.



At Hamilton Ont. on April 18, 1937, TH&B Consolidation number 107 pauses after hauling a freight train from Toronto.

The parlour car "Malahat" brings up the rear end of a four-car Esquimalt & Nanaimo passenger train headed by D-4-g Ten-wheeler no. 462. The train is starting across the high steel bridge over Arbutus Canyon in the summer of 1942

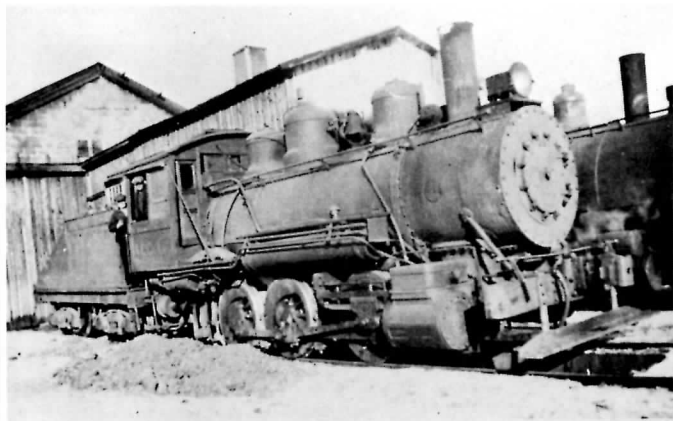


Thousand Island Railroad steeple-cab diesel-electric locomotive no. 500 (TIR's only motive power) is about to leave Cananoque Ontario with passenger car no. 200 (TIR's only passenger car). Locomotive was built at the shops of the Oshawa Railway in 1930.

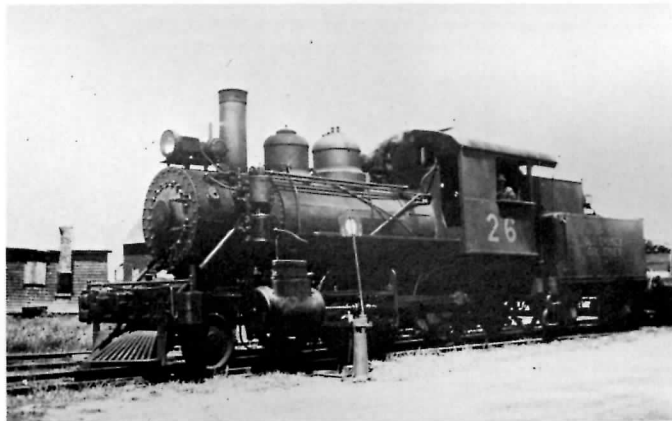




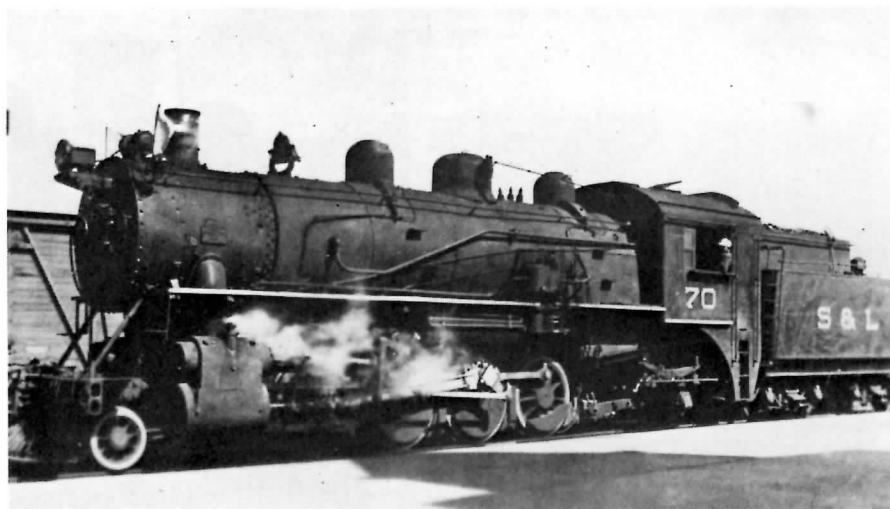
National Harbour Board 0-18-c class 0-6-0 switcher number 7514 is ex CNR 7514, having been sold by the CNR in December 1941. This engine was built by CLC in Kingston in 1923.



Acadia Coal Company 0-6-0 switcher number 103 and its crew pose handsomely for their portrait. If anyone has any further information on this photo, please let us know.



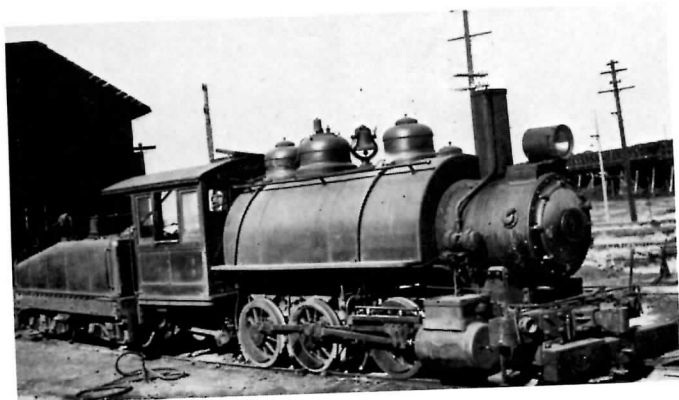
Number 26 is an Old Sydney Collieries 2-4-0 seen somewhere on OSC's property in Nova Scotia.



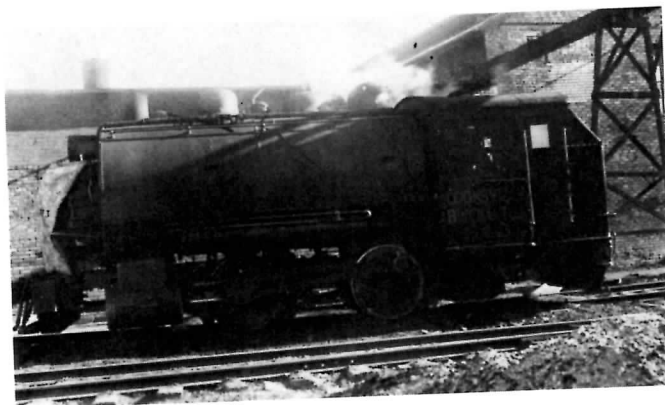
The Sydney & Louisburg was built in 1895 to connect the mines on Cape Breton Island to the city of Louisburg N.S. The S&L was taken over by the Cape Breton Development Corp. (Devco) and still serves the area of northern Nova Scotia. Here is S&L Mikado number 70.



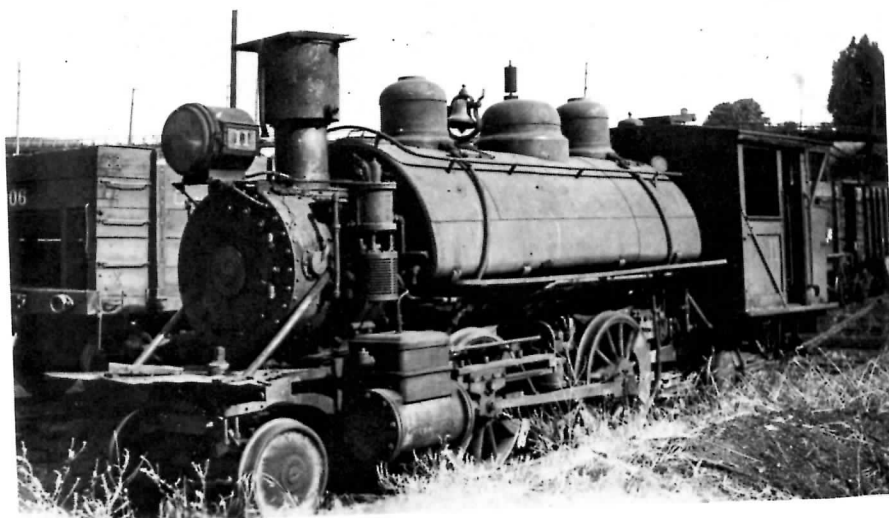
Dominion Steel and Coal Corporation 0-6-0 switcher number 126 is seen at Sydney N.S. on April 26, 1946.



The Western Fuel Company was a coal mining outfit on Vancouver Island. Here is their 0-6-0 tank engine no. 7 at Nanaimo B.C. on July 1, 1940.



This is Cooksville Brick and Tile 0-4-0 tank engine number 3 seen on January 30, 1944 at Cooksville Ontario



Another Western Fuel Co. tank engine, this time a 2-4-2, is viewed at Nanaimo B.C. on July 1, 1940

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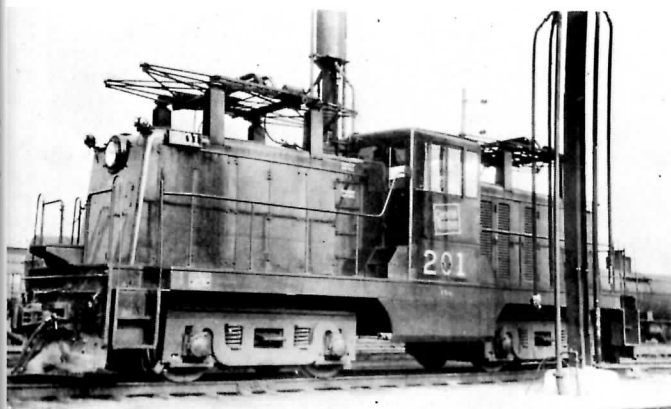
Can
201

The St. Clair tunnel was opened in 1891 connecting Sarnia Ontario to Port Huron Mich. In 1905 the tunnel was electrified and operated by the St. Clair Tunnel Co., a subsidiary of the Grand Trunk Railway. Here are nos. 9151 and 9156 pulling a train out of the tunnel in Sarnia Ont. on September 20, 1937.

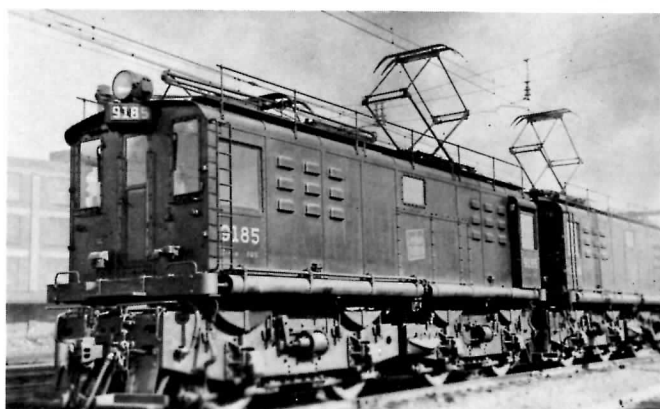


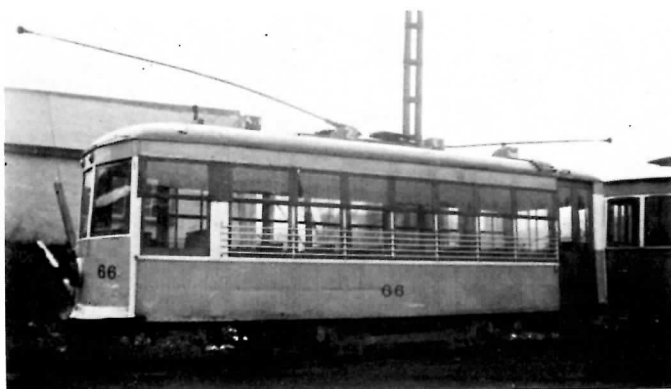
Another St. Clair Tunnel Company locomotive, no. 175 and its motorman wait for the next train to leave Sarnia for Port Huron.

Canadian National Railways steeple-cab electric locomotive no. 201 is seen waiting its call to duty in Montreal Que.

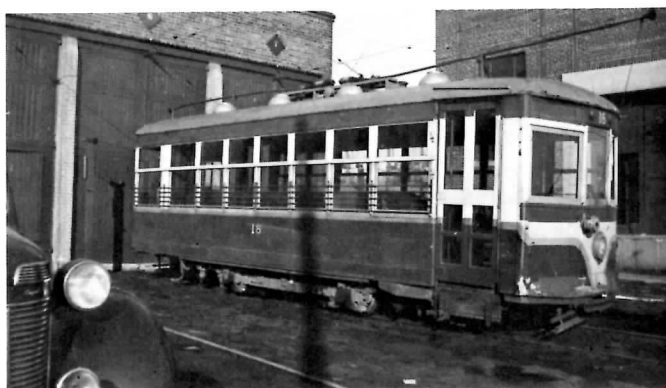


CNR Box-cab electrics nos. 9185 and 9118 head a local commuter train around Montreal Quebec.





Kitchener-Waterloo Birney number 66 is seen parked at the shops in Kitchener.



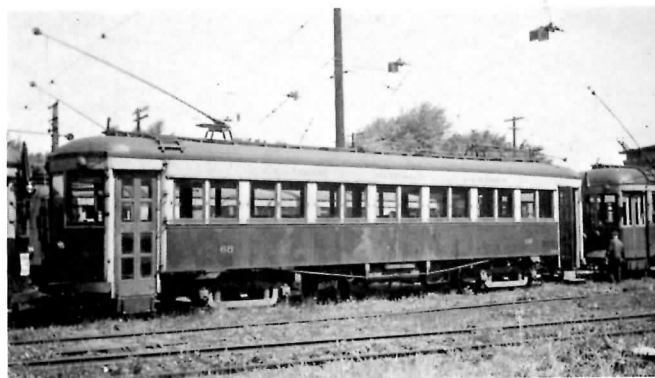
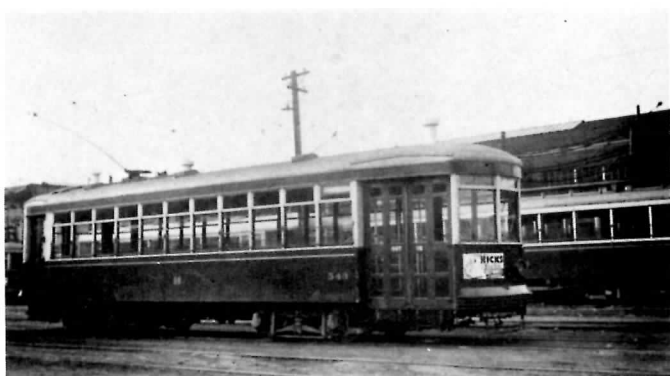
Birney car number 18 of the Cornwall Street Railway Light and Power Company is ex Toronto Transportation Commission #2230, built by Brill in 1920 and scrapped by the CSRL&P in 1949.



Grand River Railway locomotive number 226 shares trackage with express motors at the GRR's Preston shops.

Hamilton Street Railway city car number 543 is seen at the HSR's barns on King Street. This car was built by the National Steel Car Company in Hamilton in 1929.

This photograph depicts Niagara St. Catharines & Toronto inter-urban car no. 68, built by the Ottawa Car Company in 1914 and purchased second-hand from the London & Lake Erie Railway in 1920. (NS&T was a CNR subsidiary).



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