



All Steam

Newsletter

INCORPORATED 1952

NUMBER 215

DECEMBER 1963

Merry Christmas!

6218 - Canadian National's 1963 Christmas present to Canadian railway enthusiasts! However, it must not be used before September, 1964!!



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

A Panorama of Canadian Steam

The Canadian railway scene is not only varied in detail but is vast in magnitude, stretching as it does from the Atlantic some 3700 miles to the Pacific, cresting a 3600 foot summit, crossing the broad, flat prairie, twisting over the tortuous topography of the Canadian Shield, or finding an easier path down the great river valleys of the east. Here, then, is a panoramic view of the Canadian railway scene, from Newfoundland to British Columbia, in winter and summer, in the days of steam locomotion on Canada's great railway systems

NEWFOUNDLAND

The "Foreign Express" leaves St. John's for the connection with the Port au Basques to North Sydney ferry 547 miles and ten hours away over the 3' 6" slim-gauged tracks that tra-

verse Canada's newest province. The two C.N. R-2c class Mikados were originally built by American Locomotive in the 1940's for the Newfoundland Railway. (Photo by O.S.A. Lavallee)

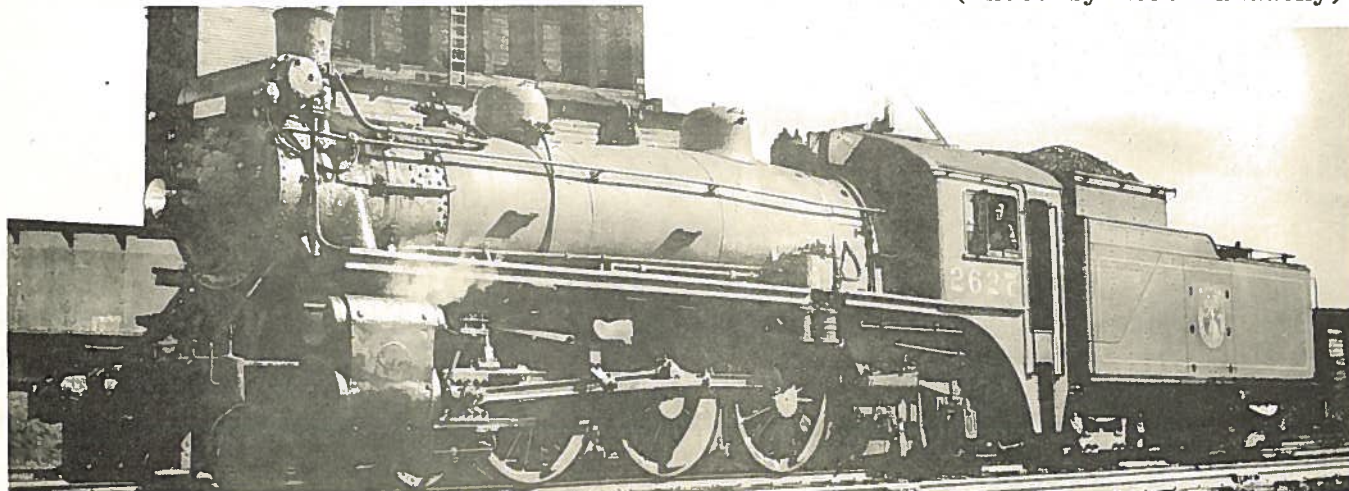


NOVA SCOTIA

"The Land of Evangeline", centred on Kentville, Nova Scotia, was bound together by the Dominion Atlantic Railway and brought more to mind by the

sight of the distinctive D.A.R. crest on the flanks of the tender of 2627, a C.P.R. G-2u on assignment from the parent transcontinental road.

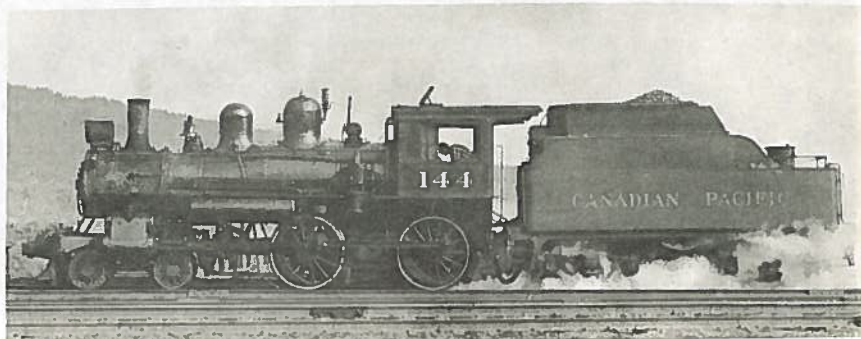
(Photo by R.J. Sandusky)



NEW BRUNSWICK

Gone now is the veritable shrine worshipped at by many a railway enthusiast in the midst of New Brunswick. The last active eight-wheelers in Canada held down a regular mixed run between Norton and Chipman before being replaced by a prosaic diesel-hydraulic. The watering ritual shown

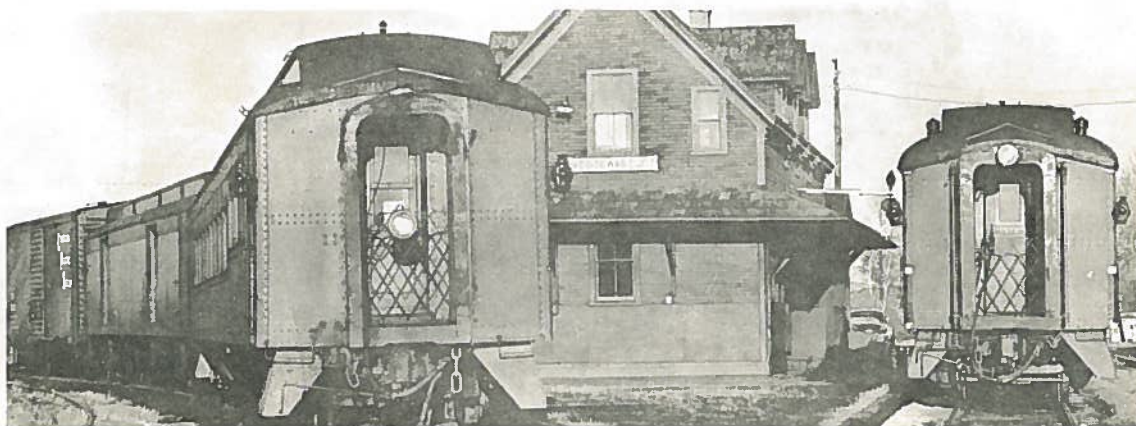
here regularly took place at the tank at Perry, with engineer Meyers expending his oft-remarked affection on his diminutive charge. So great was his devotion to the "small engines" that he retired on pension the day the diesel arrived to replace the trio of 4-4-0's. (Photos by R.J. Sandusky)

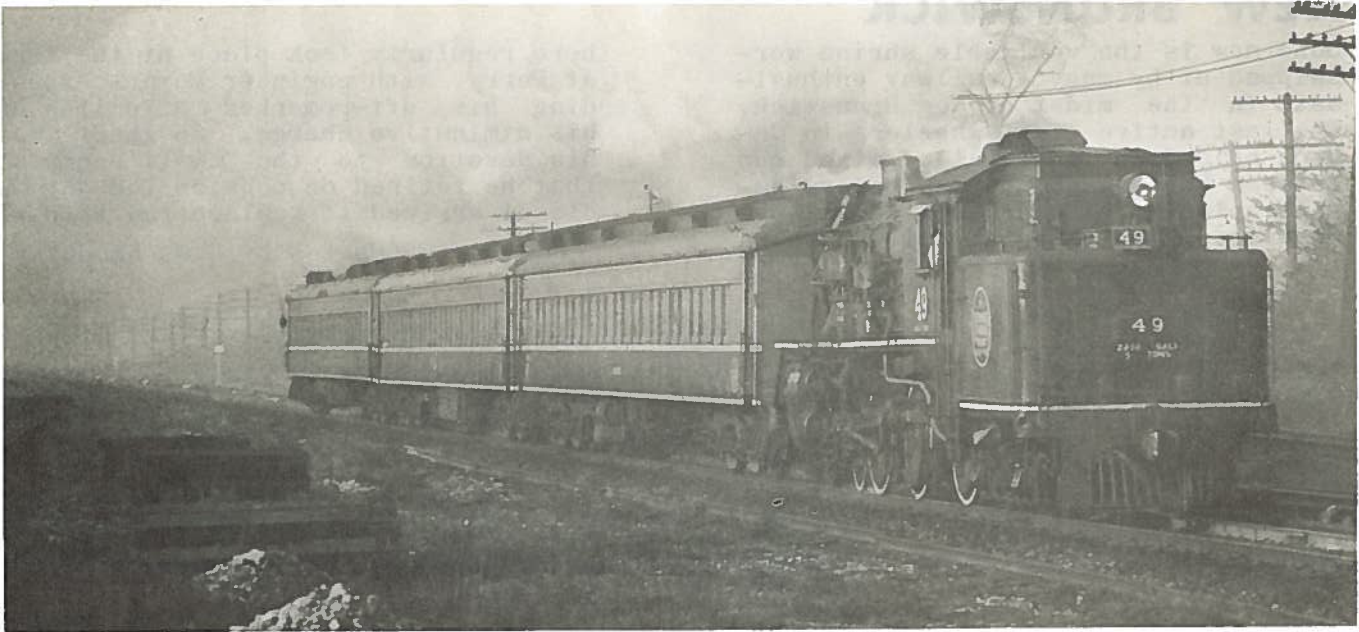


PRINCE EDWARD ISLAND

Unique operations necessitated by the many-branched track network made Prince Edward Island's an interesting but seldom visited railway system. Here two trains, headed perhaps by

representatives of the Island's fleet of ten-wheelers, depart from Mount Stewart Junction, back-up whistles and headlights ready for later manoeuvring. (Photo by R.J. Sandusky)





QUEBEC

An operation unique in Canada in the 1950's and not often seen elsewhere, is illustrated here as C.N.R.'s 49, a 4-6-4T, hurries along, bunker first, with a load of commuters destined for

their offices in the city of Montreal. But such is the march of progress that now neither locomotive, train service nor trackage exists on the former route between Dorval and Turcot.

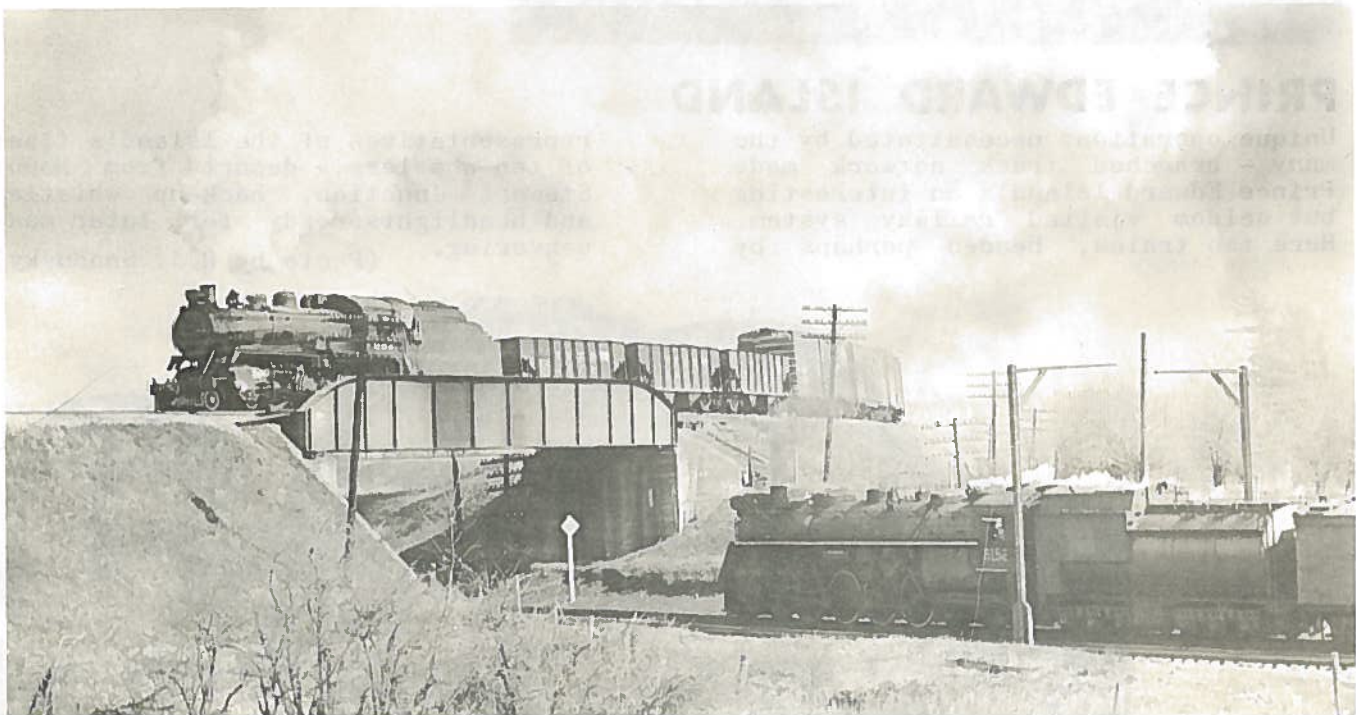
(Photo by R.J. Sandusky)

ONTARIO

The railways of Ontario are probably the country's busiest, but remote indeed was the chance of this coincidence happening more often than seldom at the Canadian Pacific's Goderich Subdivision overpass over the main-stem Dundas Subdivision of the

Canadian National. D-10 952 is working freight north from Hamilton to Guelph Junction and Goderich as C.N. 6152 drifts downgrade towards Hamilton West.

(Photo by R.J. Sandusky)

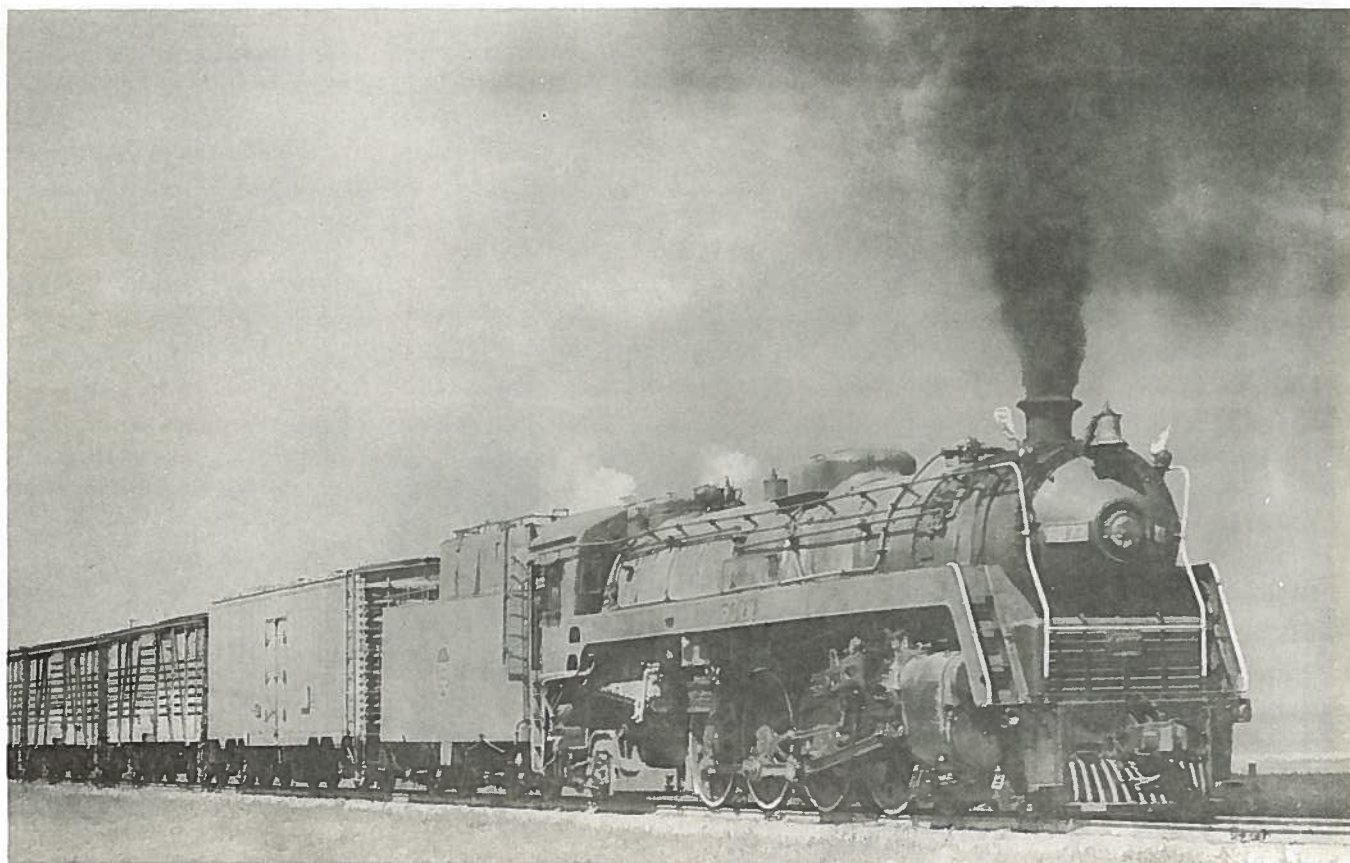


MANITOBA

Black oil smoke drifts over the prairie as Extra 6077 East arrives at Portage la Prairie, Manitoba back in the dying days of steam in 1959.

Ironically enough, this engine is still extant, being stored for some unknown reason at Transcona Shops.

(Photo by R.S. George)

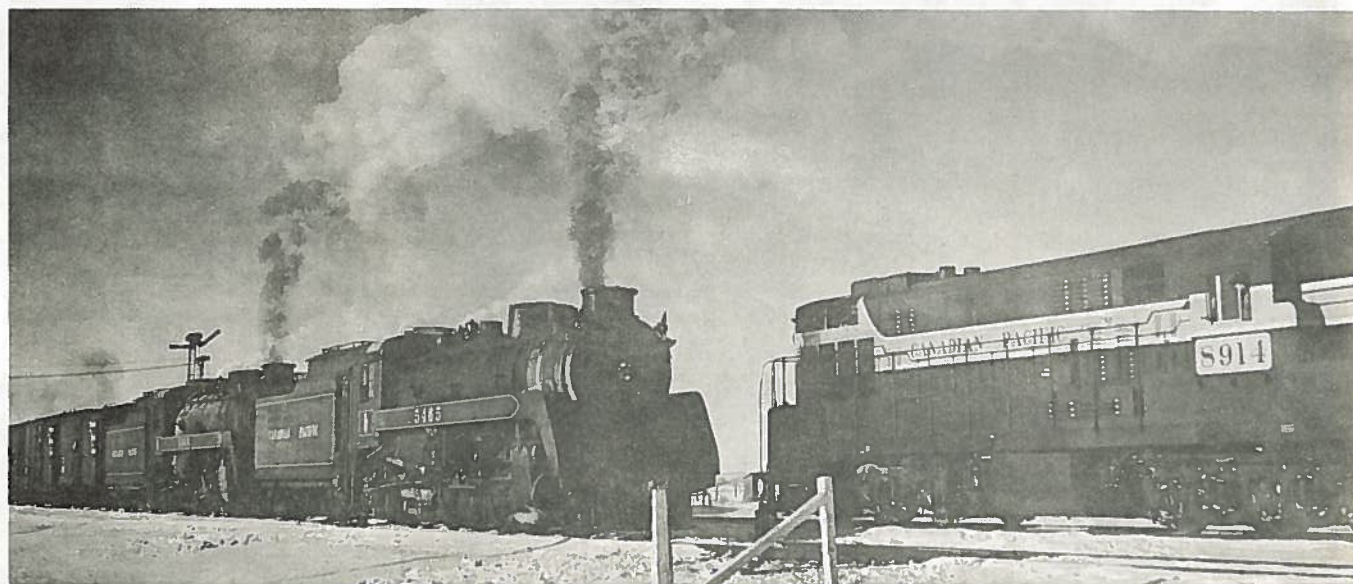


SASKATCHEWAN

Distinctively western, this scene was re-enacted many times daily across the Saskatchewan flatlands as the steam engine worked out its last days even as the replacing diesels made

their test runs. Two P-2k 2-8-2's 5465 and 5466 meet C.L.C.-built, 2400 horsepower "Trainmaster" no. 8914 in the winter of 1957.

(Photo by J. Barras Walker)

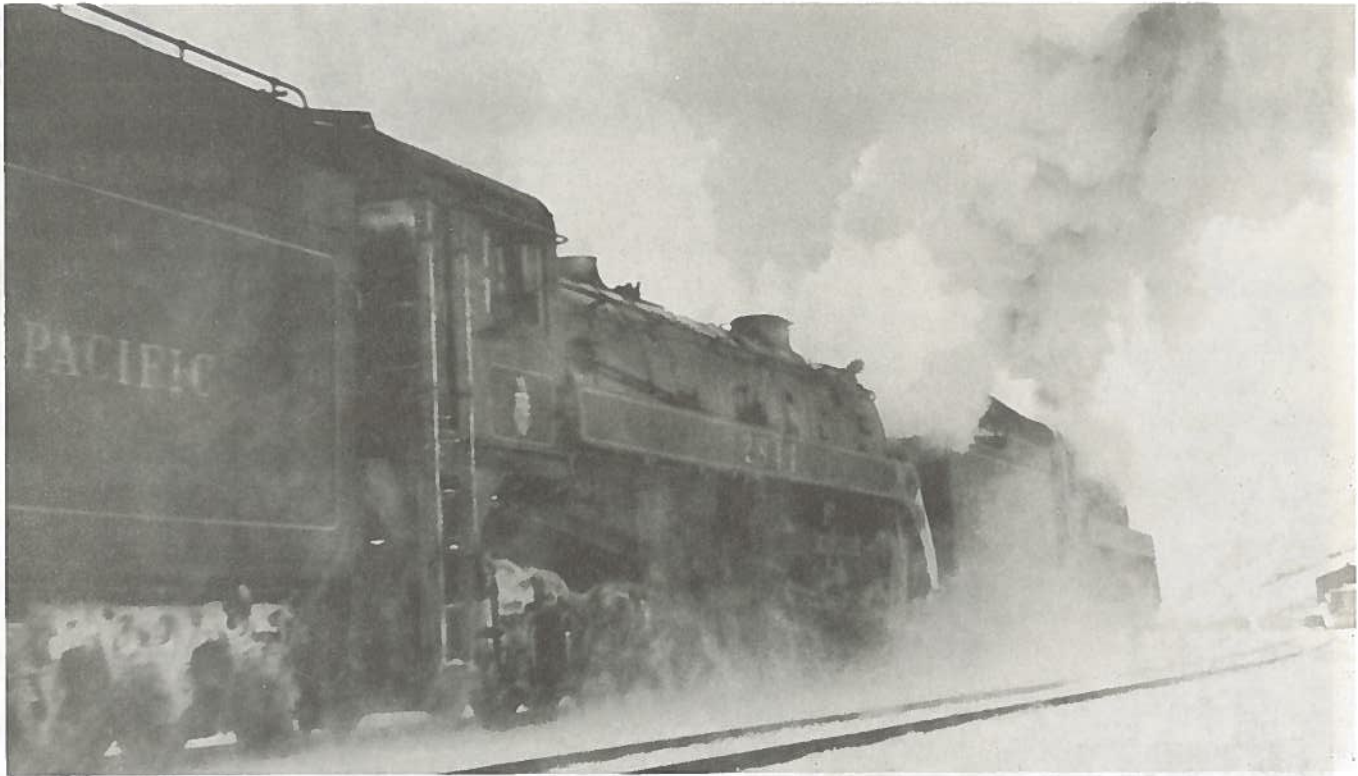


ALBERTA

Prairie winters can be grim. Witness Canadian Pacific H-1c Hudson 2844 and G-3h Pacific 2443 bucking their way through blown snow and sub-zero air

with westbound train no. 2, leaving Medicine Hat, Alberta, many years ago.

(Photo by J. Barras Walker)

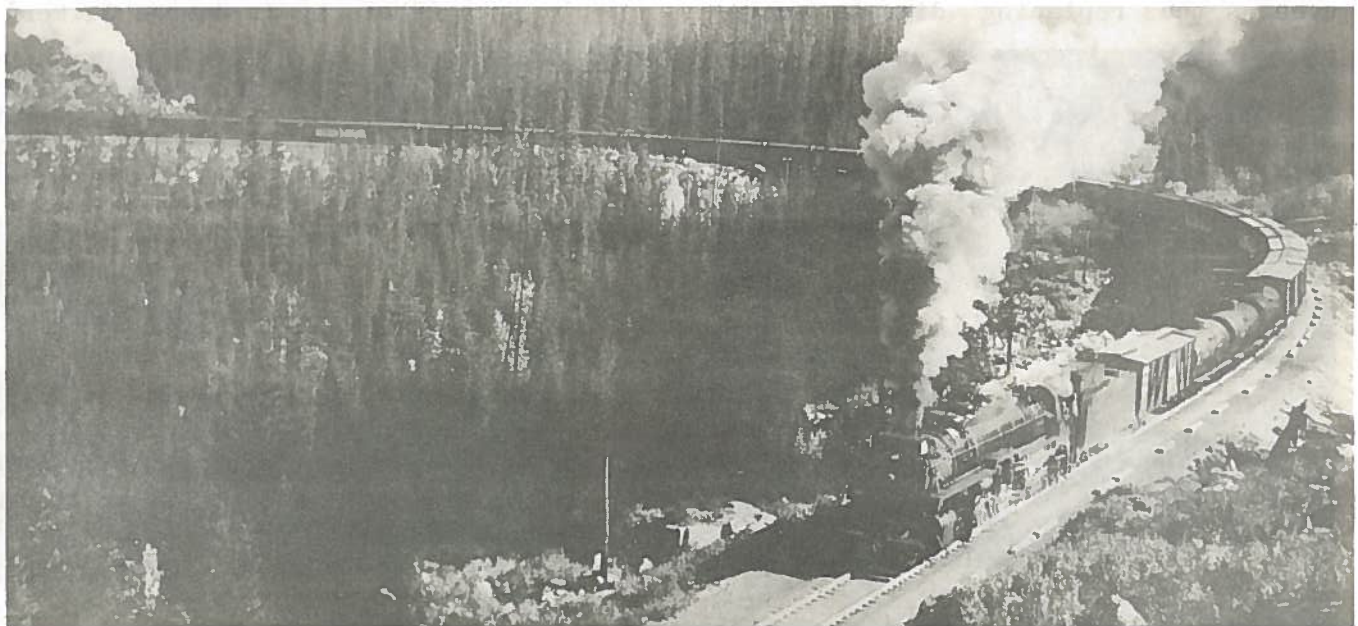


BRITISH COLUMBIA

Perhaps no other Canadian railway scene is as familiar as this, near Yoho, British Columbia. The graceful curve of the track, the unique, never changing pattern of the trees and, above all, the sense of power and majesty imparted by the presence of the

train, whether steam or diesel powered, indelibly implants the scene in one's mind. Here 5917 and 5918 fight upgrade to the upper Spiral Tunnel with tonnage back in 1939.

(Photo: collection of J.A. Brown)

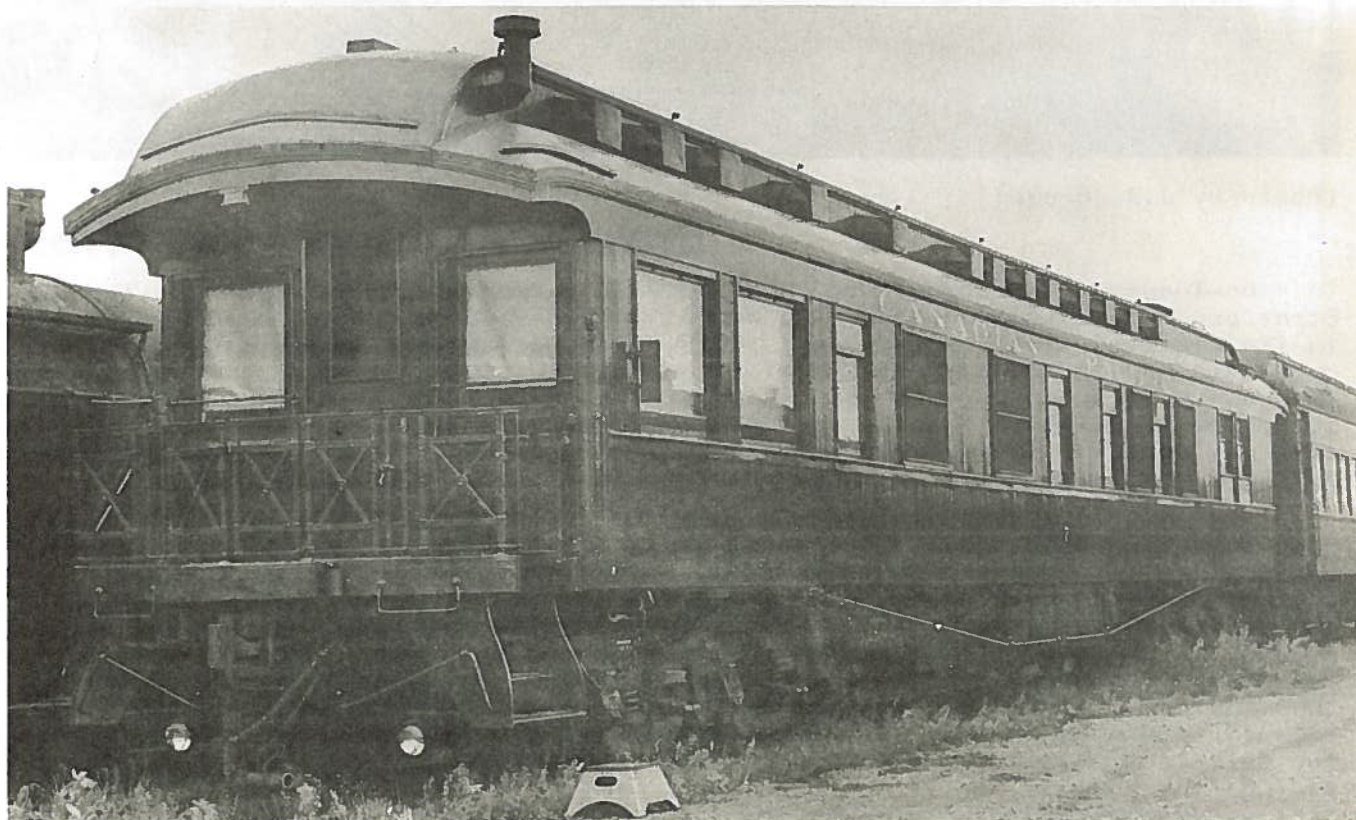


Special *U.C.R.S. Announcements*

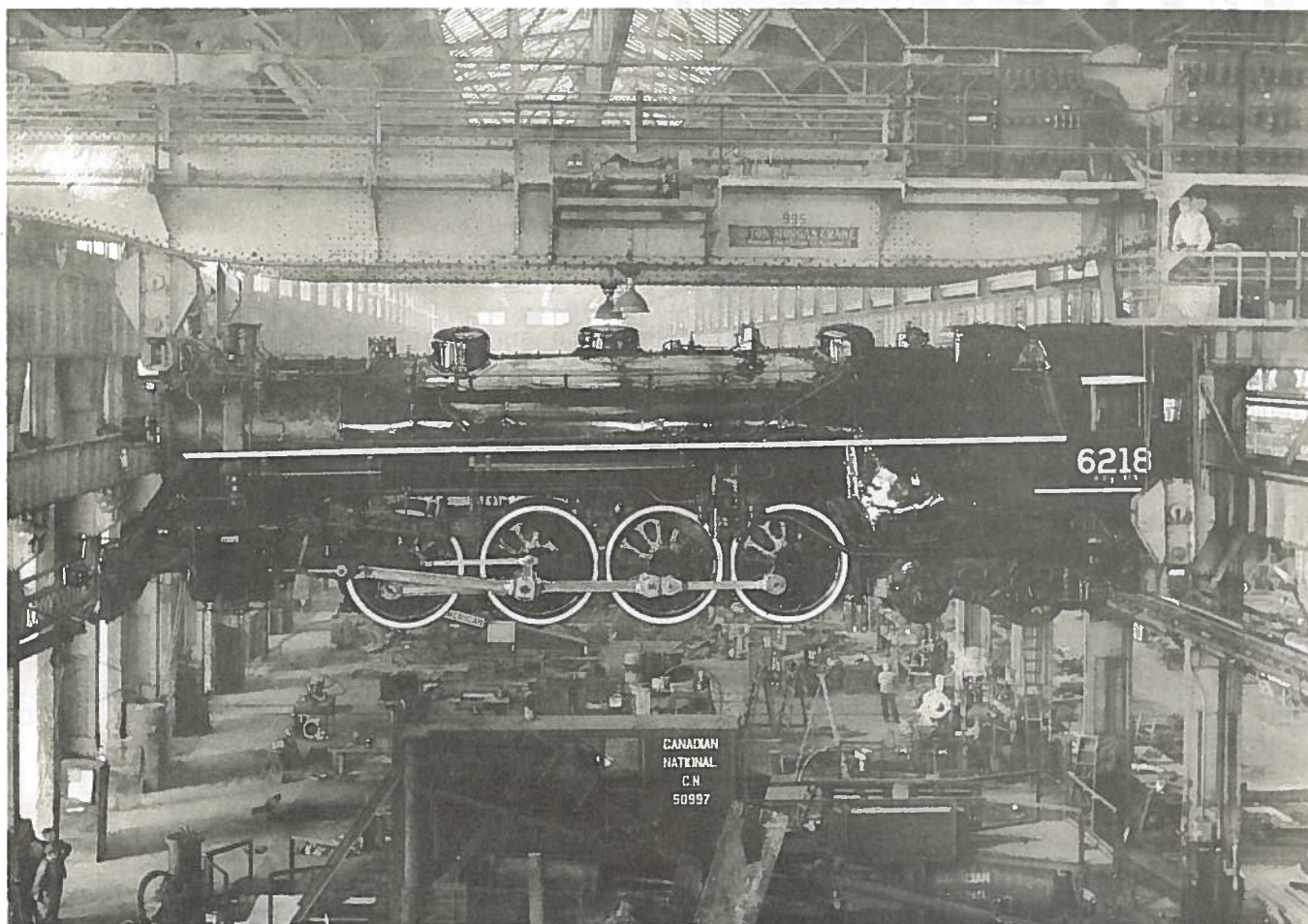
The Society has recently completed successful negotiations with the Canadian Pacific Ry. on the purchase of former C.P. Business Car no. 7, originally car "Nova Scotia" of the Dominion Atlantic Railway. Car 7 has, for several years, been assigned to the Superintendent, Farnham Division, at Farnham, Quebec, and is now replaced by a rebuilt steel car of the "Mount" series, in line with the C.P.'s policy of replacing all wooden equipment with steel cars as they become surplus to their passenger service requirements. Car 7 was built in 1896, and is of wood construction, 60' 8" over end sills and weighs 118,000 pounds.

On Thursday, December 5th, the car travelled from Montreal to Toronto on train 903, reaching here late at night, and in good condition. It has now been placed in storage by the Society, while certain renovation work is being carried out on it. Those interested in assisting with such work are invited to volunteer their services by contacting J.A. Brown, at GA. 1-5577. At some future time, when heating and lighting have been provided for the car, members will be able to make use of it for certain meetings, and the car will be used on excursions operated by the Society, whenever possible. At present, members are asked to refrain from visiting the car unless to work on it; they will be treated as trespassers by the railway's constabulary should they be found on the property. Further news of the car's whereabouts and inspection arrangements will be announced when finalised.

As a further service to members, and to centralise some of the publishing operations, the Society is renting office space in the Freyseng Cork Building at 71 Sumach Street in Toronto. At present, the Society-owned printing press and stocks of supplies are located there and, following certain renovations to the rooms, a library of railway literature, made up of the Society's collection, will be established. Volunteers would be welcomed to assist in such preliminary work and should contact J.A. Brown at GA. 1-5577 or E.A. Jordan at OX. 4-3630 for information or to offer their help.



6218 Completed !



(Photo by J.A. Brown)

Stratford Shop to Close

On Tuesday, November 26th, the 200-ton Morgan locomotive crane in the C.N.'s Stratford Shops strained under the weight of a steam locomotive for the last time in its lifetime. On that morning, 6218, the U-2g Northern that has been recently overhauled by the Canadian National for continuing excursion use, was lifted from the repair track on which it has stood for several months and was reunited with its pilot truck and tender on the outgoing track from the shop. On hand for the ceremony were J.A. Brown and the Editor, photographers from several newspapers and T.V. stations as well as officials from both Stratford and Toronto.

Next day, the announcement was made that, effective April 1st, 1964, the Canadian National will cease its operations in the 93-year old building. However, at that time, Cooper - Bessemer Ltd., manufacturers of heavy engines, compressors and machinery used in oil and gas industries, power generating stations and similar applications, will take over the entire building complex and further expand its operations, increasing its staff at the same time. The company has been leasing 60,000 of the 200,000 square feet of space in the shop buildings since 1960 and presently employs about 250 people. It is expected that, of the present 180 C.N. employees, at least 80 will find jobs with Cooper-Bessemer while many of the balance may exercise their seniority rights to jobs at other C.N. shops in Montreal or Moncton.

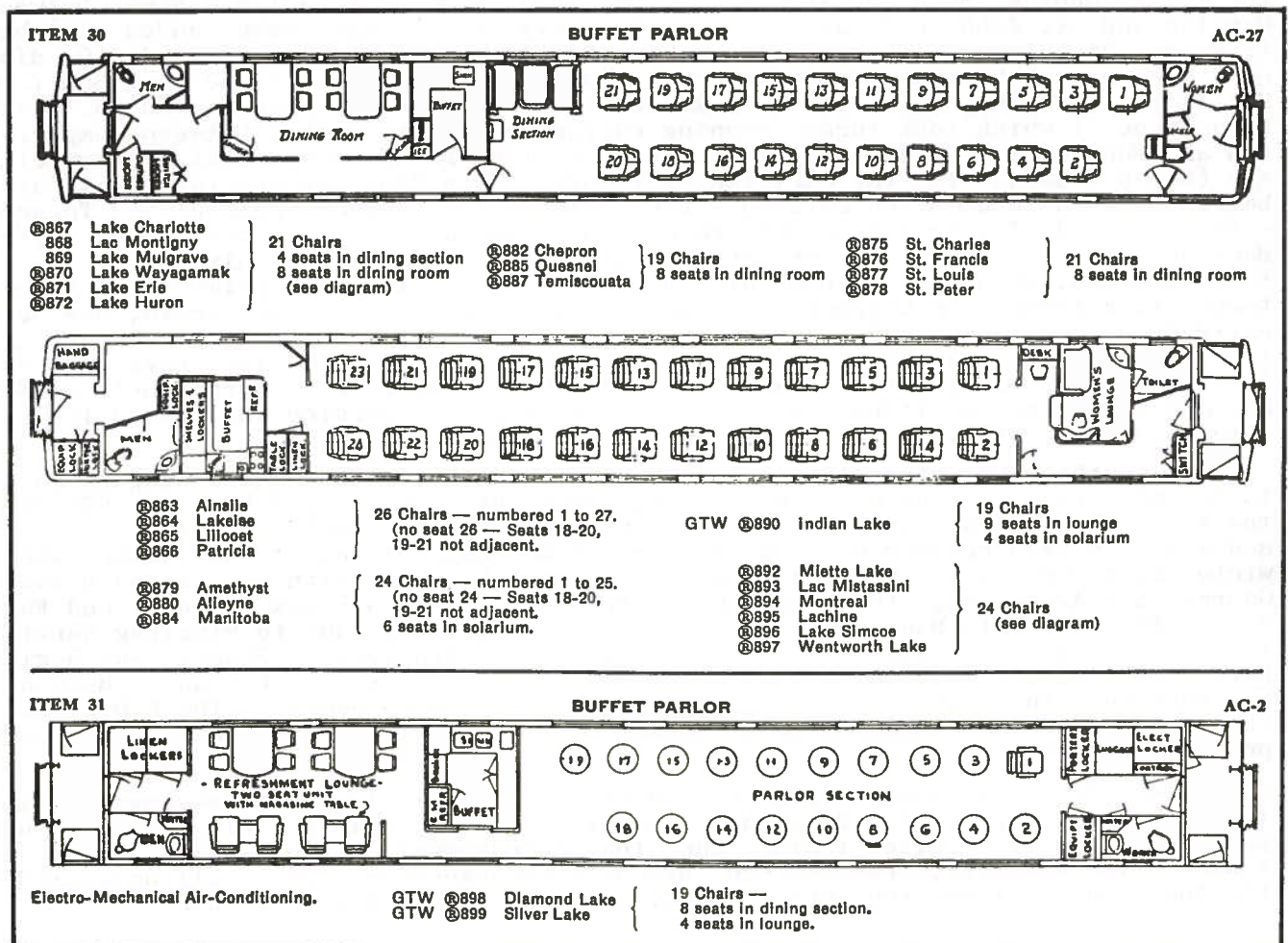
By any standards, the C.N. motive power shops are old. The foundation for the main building was laid in 1870 and the structure was completed the next year. Be-

cause of the rapid expansion of the Grand Trunk (predecessor to the Canadian National), the shops became inadequate in size by 1885 and were greatly expanded then and again in 1909. At its peak of activity, the shops employed over 1,000 men, engaged almost exclusively in locomotive repair work. After 1959, all motive power repairs for this area were executed at Point St. Charles in Montreal, and the Stratford shop worked on maintenance of way equipment, cranes, trackwork and small metal fabrication projects.

One week after its lift, no. 6218 was under steam for a short test run to Sebringville, the first station west of Stratford on the Goderich Subdivision. Accompanying engineer Geo. Burford and Fireman S. Landers on the engine were G.H. Moore, erecting shop foreman, and two machinists. Few difficulties were experienced on the test run; most of the troubles being only minor steam and air leaks around loose pipe fittings that were easily remedied by the machinists. After meeting westbound no. 27 at Sebringville, the engine returned to Stratford, posing on the way for photographs and being much photographed at the shops in the afternoon.

For reasons not too clear to anyone, 6218 is scheduled to be hauled dead to either Montreal or Joffre, Quebec, for inside storage at the shop buildings there. It is this Society's hope that common sense will rule in the C.N.'s decision to place the engine in service no sooner than September, 1964, for, in that way will Canadian railway enthusiasts enjoy the longest possible use of steam propulsion on their excursion trains. Use of the engine while 6167 is still serviceable means that the future life of 6218 is shortened to 1970, rather than 1971, if the latter engine is handled intelligently. We hope that the Canadian National will not be stampeded into using the engine prematurely.

C. N. PASSENGER CAR DIAGRAMS



THE WINTER TIMETABLES, 1963_____ BY A.G. CARELESS

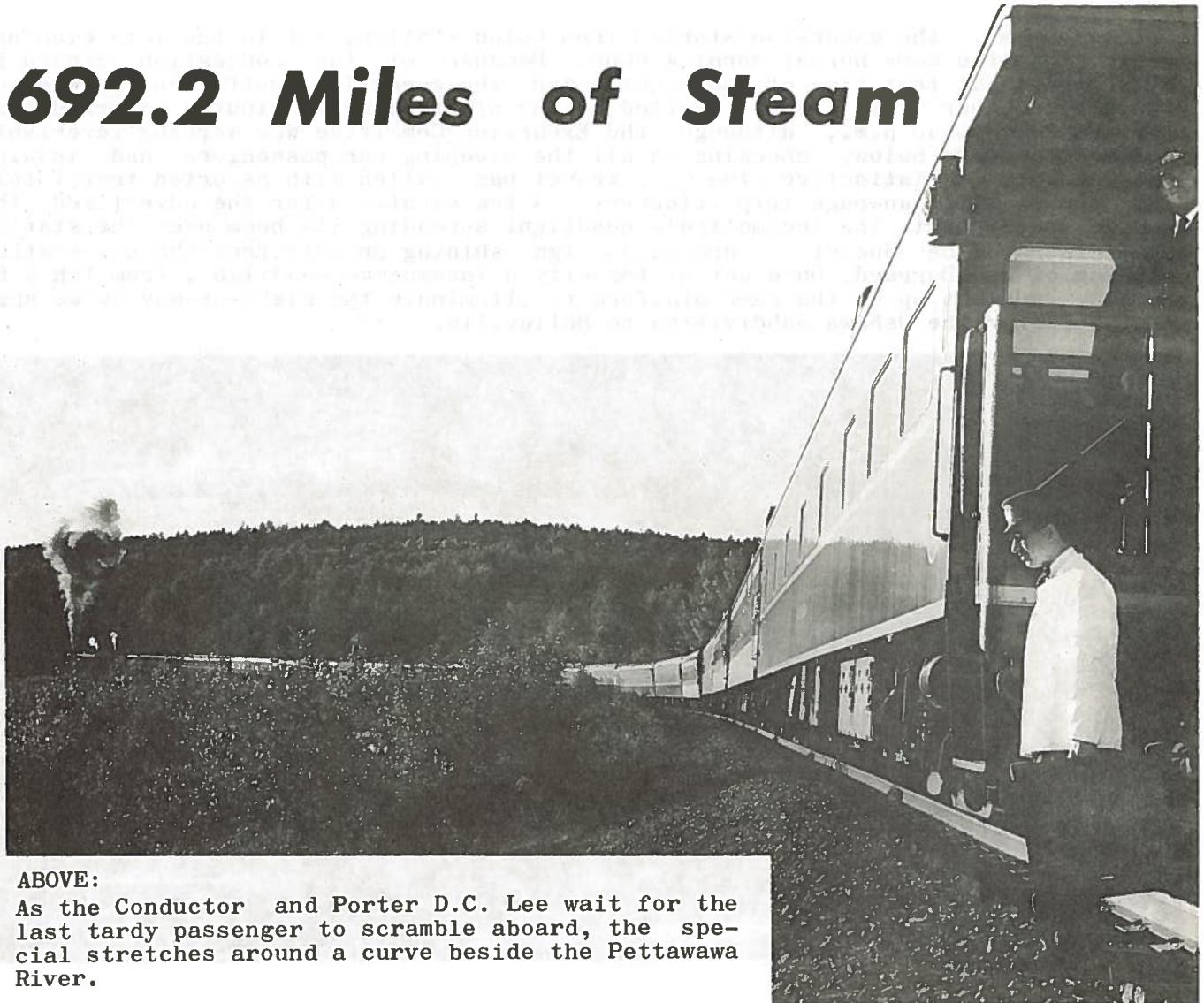
Either Mr. Crump of the C.P.R. reads this semi-annual column in the Newsletter, or perhaps he has a troubled conscience; but whatever the cause, the current timetable has remedied the complaints voiced in the May Newsletter. The cover is decorated in vivid black, crossed diagonally by the new Canadian Pacific script in red. On the centre spread, the map of the system is once again the more readable one of two issues ago. Apart from these visual changes, there are few others. The regular cutting of summer-only services is, of course, evident (e.g. the Port McNicoll boat trains, and the Bala service), but only one major deletion has been made in eastern Canada, the discontinuance of trains 123 and 124 between Edmunston and McAdam, New Brunswick, effective November 16th. Trains 427 and 428 between Sudbury and Sault Ste. Marie, Ontario, are now an R.D.C. run with its schedule time shortened by some two hours. The former practice of carrying a diner and through sleeper to Toronto is, of course, abandoned. The only other change for the C.P. (apart from several minor alterations of train departure times) is the cancellation of the service from Moose Jaw to Macklin, Saskatchewan, perhaps providing the R.D.C. for the Soo run.

This issue of the Canadian National's timetable is bound in a cover showing the red, white and blue days and sample fares for the next half year. Inside, the format has been considerably changed. In addition to the system map, two smaller maps have been added to indicate the correspondence of tables and routes. The equipment tables for each train have been collected at the back of the booklet, followed by the system maps and a rather formidable price schedule for the red, white and blue fares. Relatively few major changes have been made since the last timetable issue, but C.N. is still more in tune with public opinion than would seem the Canadian Pacific. As usually happens at this time of year, the bus services on Prince Edward Island have been replaced by mixed train services for the winter months. Budd car service has replaced locomotive hauled coaches between Moncton and St. John and an additional daily train has been added to this inter-provincial run. These Budd cars may have come from trains 609 and 610, discontinued on the Halifax to Moncton run. Similarly, R.D.C. trains 631 and 632 from Mont Joli to Charny, Quebec, have also been discontinued, as have Second no. 1 and Advance no. 1 which took turns running during the summer months between Campbellton and Montreal. A "Holiday Special" train will be run from Montreal to Campbellton (but not back) for the Christmas holidays (such "Holiday Specials" will also be run between Toronto and Chicago - two trains, and between Montreal and Toronto - four trains). Two fast two-hour trains, nos. 49 and 47, have been added to the Montreal to Ottawa run. The Friday and Saturday evening summer-only trains to and from Portland, Maine, have been discontinued for the winter. Railway service between St. Felicien and Chibougamau, Quebec, once provided by mixed train, has been entirely discontinued, while from Chibougamau to Senneterre, mixed train service is available although the regular passenger trains, nos. 197 - 198, have been deleted from this timetable. Trains 647 and 648, formerly R.D.C. runs between The Pas and Flin Flon, Manitoba, have been removed, the service now listed in the timetable being provided by the Manitoba Motor Transit.

In southern Ontario, little has changed, and the often-juggled Niagara Falls to Toronto service bears only one change, that of replacing R.D.C. no. 651 from the Falls to Hamilton with regular train no. 189. Further north, mixed trains M215 and 216 have been removed between Parry Sound and Capreol until next summer. Other winter cuts are: nos. 103, 104, the fast express baggage (with one coach) between Capreol and Armstrong, the mixed trains from Armstrong to Sioux Lookout, and Reddit to Winnipeg. In Manitoba, the Northern Pacific's St. Paul to Winnipeg service is now provided by R.D.C.'s and trains 5 and 6 from Winnipeg to Brandon and Regina have been discontinued. A Railiner has been assigned to the Saskatoon to Hudson's Bay service, thus cutting the running time by some three hours. The R.D.C. unit for this run probably comes from the Kelowna to Kamloops Junction service, now provided by bus.

Apart from post-summer cuts occasioned by the normally lower loadings in winter, no major changes have been made. However, the possible relegation of much passenger service to mixed trains and the abandonment of nearly 8,000 miles of track on the prairies, recommended by the MacPherson Commission will undoubtedly provide a much thinner and less interesting timetable in the near future.

692.2 Miles of Steam



ABOVE:

As the Conductor and Porter D.C. Lee wait for the last tardy passenger to scramble aboard, the special stretches around a curve beside the Pettawawa River.

The use of such superlatives as biggest, longest, most expensive, and so on would be trite, and such words cannot do full justice to the event when describing the September 13th to 15th steam excursion operated from Toronto to Ottawa, North Bay and Temagami by the Society. While this excursion was the biggest, longest and most expensive ever undertaken by the Society, it certainly ranked as the most enjoyable trip ever scheduled, both from the point of view of the Excursion Committee and the passengers. For the curious, a few of the statistics of the whole operation are presented below:

TRAIN CONSIST: engine 6167,
express car 9166,
coach 5620,
diner 1347,
sleeper-grill "Whitelaw",
diner 1296
4-8-4 sleeper "Enfield",
22 roomette sleepers "Val St. Patrice",
"Val Brilliant",
"Val Rose",
4-8-4 sleepers "Edmonton",
"Emerald",
"Ekhart",
compartment-buffet-lounge "Burrard".

Passenger load:
Coach - 19
Sleeping car - 175

Operating crew - 33

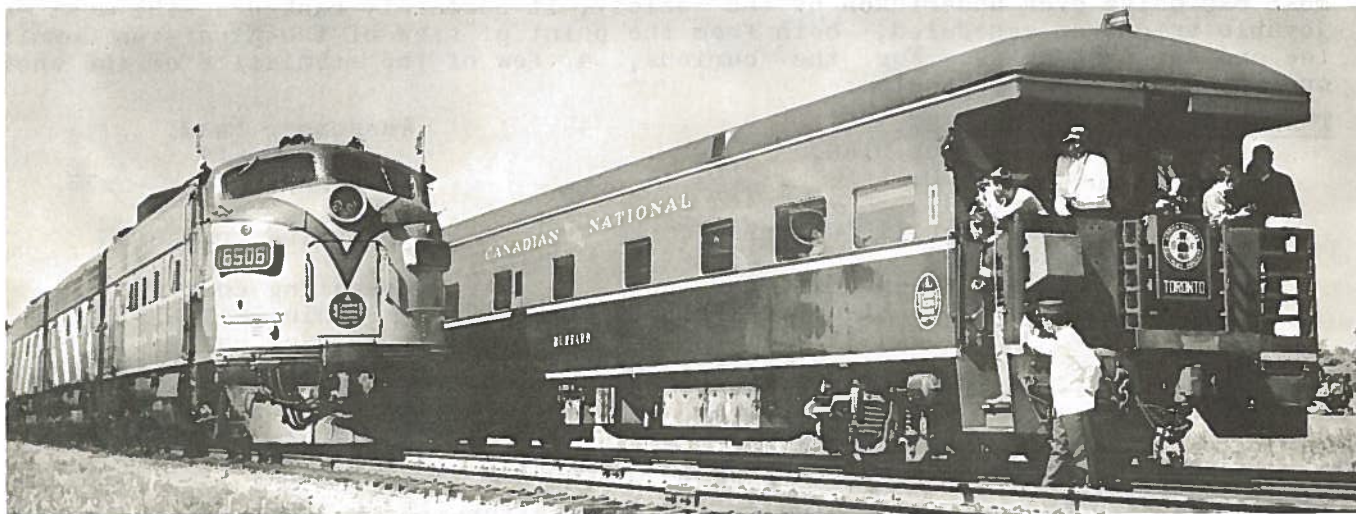
Operating costs:
Train only - \$10,114
Dining car - 3,360
Total - \$13,474

Thus, what started out as a "pipe-dream" at an after-meeting coffee and conversation session turned out to be a most pleasant way to spend a week-end, and an event which, we hope, will oft be repeated in the future.

As usual, the excursion started from Union station, but in the late evening, rather than the more normal morning hour. Because of the congestion caused by other trains at that time of the night, and the generally inefficient working of the station, our train was not spotted at the platform until minutes before departure time at 10:40 p.m., although the Excursion Committee was working feverishly on the concourse below, checking in all the sleeping car passengers and issuing everyone with a distinctive blue C.N. travel bag filled with assorted travel folders and the fifteen-page trip itinerary. A few minutes after the advertised, the special pulled out, the locomotive's headlight spreading its beam over the station specialwork, the Society's drumhead sign shining proudly from the observation railing of car Burrard. Once out of the city a locomotive headlight, from T.H. & B. no. 15, was set up on the rear platform to illuminate the right-of-way as we sped non-stop over the Oshawa Subdivision to Belleville.



Burrard by night and by day - the car is seen above at Belleville at the first stop on the excursion. Below, First no. 1 passes the special at Pembroke.



Next morning, having traversed the seldom seen Smiths Falls Subdivision of the C.N.R., dawn found the special a few miles out of Ottawa, rushing along under dense fog. After wying at Riverside, the train was backed into Ottawa Union station, Burrard making a most elegant entrance into the station for our special. Here the engine was further serviced, and three E.M. coaches and one open-windowed car were added to the consist, making a grand total of seventeen cars. Because of the length of the train, it was necessary to hold it on two station tracks, as it would otherwise have fouled the station lead and prevented the entry of the several regular trains that came and went during our stay.

With our 297 Ottawa to Brent coach passengers safely aboard, the special left Ottawa some 40 minutes late, and headed for the first run-past of the trip near Bristol, in the Province of Quebec, which must surely be some sort of a first for the Society! Next came a rather prolonged stop for coal, water and passengers at Pembroke; then on to the wilds of Algonquin Park for run-pasts in the countryside so typical of the Canadian Shield. The next run-past proved to be somewhat of a disappointment as a typing error, some time between spotting the location and preparing the train orders for the crew, transposed mile 122.4 to mile 112.4, the latter being rather unsuitable, to say the least. However, the next three run-bys were held at the desired locations and produced some spectacular photographs.

At Brent, reached some two hours late, the train was remmarshalled, producing two trains, each heading in opposite directions, the eastward bound one running as Second no. 1 and consisting of an "A" unit, five coaches and a Cafeteria car, while the westward train was the previously mentioned through consist. Once again, a unique event, the departure of two trains, both under charter to the Society, made the stop at Brent one to remember. Unfortunately, poor firing techniques used by the crew had caused clinkers to form in the firebox, and caused our ultimate departure from Brent to be some three hours late. Since darkness had long since set in, it was necessary to cancel the two run-pasts on the way to North Bay, our destination for Saturday, September 14th.

On awakening next morning, the train was standing at the Temagami Ontario Northland station, and, with the sun still below the encircling hills, morning strollers found the temperature invigorating, to say the least. Leaving Temagami at 8:00 a.m., "on the advertised", we headed south towards North Bay. Four run-pasts and a meet with no. 47 came off with clock-like precision, giving enough extra time at North Bay for an unscheduled stop at their shops, where the sharp-eyed found C.P.R. 2839 and 5361 awaiting an uncertain fate. And at the Bay, another surprise awaited excursionists, for ex-C.N. 2164, a 2-8-0 now repainted as Temiskaming and Northern Ontario no. 137, was spotted near the C.N. station, and

BELOW:

Extra 1521 South rounds the curve at mile 31 on the O.N.'s Temagami Subdivision on September 15th.



**ABOVE:**

T. & N.O. 137, O.N.R. 1521 and C.N. 6167 posed for a hundred photographers at North Bay on Sunday, September 15th. 137 was refurbished for temporary display at Cobalt, Ont., as previously reported in these pages.

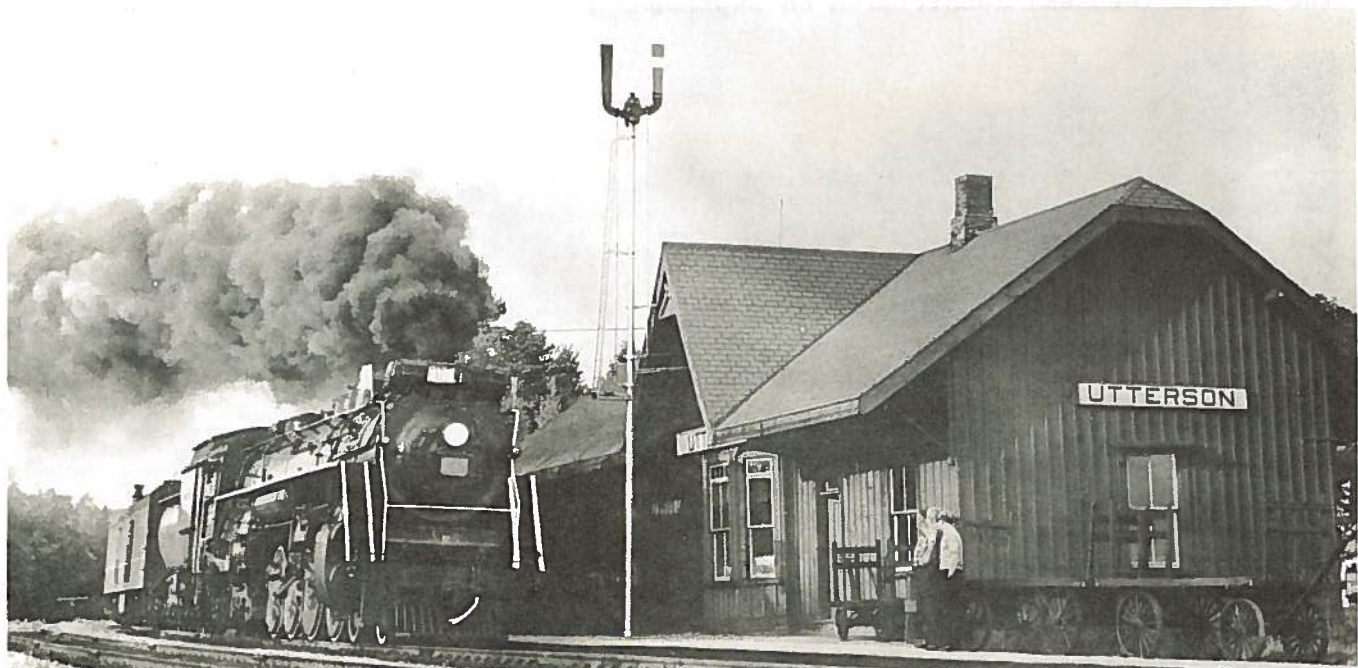
(All photos by J.A. Brown)

with the co-operation of C.N. and O.N. officials, all three engines were lined up on adjacent tracks for the eager photographers.

The last leg of the trip was again steam hauled and three well-chosen run-pasts highlighted the day for the steam enthusiast, many of whom had grudgingly admitted that the red, yellow and green O.N.R. diesels had been worth a picture or two earlier that day. As darkness fell, the special headed southwards down the Bala Subdivision and, only 20 minutes late, reached Union station, thus completing a most unique and, from the comments of the passengers, a most enjoyable excursion.

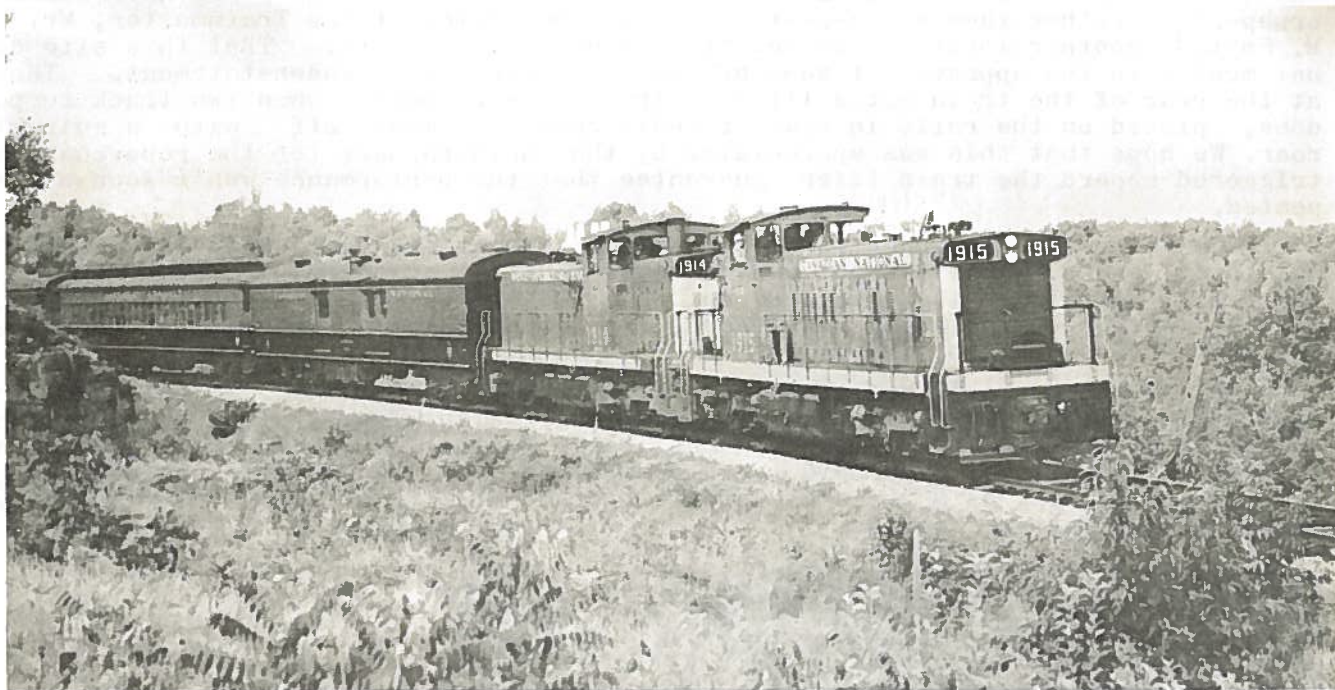
BELOW:

As a few of the local inhabitants look on in wonder, the special storms through Utterson, Ont.



Recent Excursions

Haliburton



With little doubt, southern Ontario is the Mecca for the steam locomotive enthusiast in Canada, for, during September alone, C.N.'s 6167 was used on no less than seven days of excursions. One week after hauling nearly 1,500 passengers for the Michigan Railroad Club out of Windsor, the engine again saw service for the Society on September 28th and 29th on trips to Haliburton and Midland, Ontario.

The former, a "Fall Colours" excursion, attracted 510 passengers to its ten-car consist. The trip was of an experimental nature, as it combined diesel motive power for part of the route with operation on a Saturday, rather than the customary Sunday. It was, in all respects, a success, the two diesels, nos. 1914 and 1915 being as much photographed by the railway enthusiasts on board as the steam engine which handled the train between Toronto and Lindsay. At Haliburton, a local school bus operator provided a bus tour of the town, including a stopover at Skyline Park, a vantage point high on a hill overlooking the town and the surrounding fall-coloured countryside. In order that everyone on the train had an opportunity to sample the view from the park, the departure from Haliburton was made some 40 minutes late.

A fast run southbound, with both steam and diesel motive power, including four run-pasts, made up most of the lateness. If the interest shown in this trip is any indication, combined steam and diesel powered excursions might be tried more often in the future.

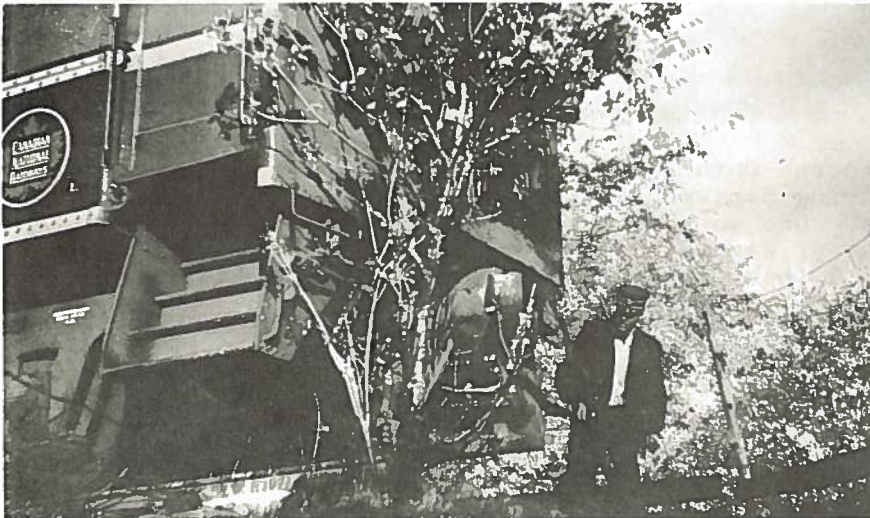
Midland

The all-steam excursion of Sunday, September 29th, advertised as a "Mystery Tour" with a secret destination, emerged a fiasco! Everything that could possibly go wrongly, went wrongly. To begin with, first daylight showed heavily overcast skies, rain and associated low temperatures. Then, soon after leaving Toronto, the water raising system in one of the coaches ran amok, flooding the floor of the car to a depth of one inch, putting the heating system of the car out of commission, and making the car uninhabitable. At the first watering stop at Beaverton, the town fire department did not appear, but rather had chosen to leave a few lengths of hose near a convenient hydrant to let the C.N.R. crew help themselves to a few thousand gallons of water for the engine. This was done, but took nearly an hour for what can be a 20 minute job.

Undaunted, or perhaps spurred on by the success of the first run-past in the rain, we pushed on. The site of the next run-past, mile 66 of the Bala Subdivision would have been particularly scenic, with the placid waters of Lake Simcoe as a backdrop, had it not been that track relocation in the area caused several pieces of unphotogenic maintenance-of-way equipment to clutter the landscape. Added to this, a 5 m.p.h. speed restriction in effect at this point would have meant a creep-past, rather than a run-past, so, on the advice of the Trainmaster, Mr. N. M. Smyth, another location was selected several miles north. That this site did not meet with the approval of some of the passengers is an understatement. Those at the rear of the train got a little extra in their photos when two track torpedoes, placed on the rails in view of their cameras, went off with a suitable roar. We hope that this was appreciated by the photographers for the repercussions triggered aboard the train later guarantee that the performance won't soon be repeated.

Our next stop, planned for ten minutes, was at Washago. However, as no. 52 was late, and our crew did not want to walk to the station to pick up orders, and the C.T.C. signals in the area were not functioning (as wasn't the train radio), we lost another excruciating hour there, for a total of two hours of lateness, and after travelling only 88 miles!!!!

All went reasonably well for the next few miles to Orillia; a quick coaling stop, then off onto the branch towards Midland, rolling freely along the grey-hung shores of Matchedash, Sturgeon and Hog Bays to the last run-past of the day at Martyrs' Shrine. While we paid to go to Midland, we never quite reached there, for, after watering at a grain elevator's hydrant at Tiffin, the train was backed to the wye at Martyrs' Shrine.



Here occurred the final, fitting incident of the day; the train would not fit the tail track of the wye! Or so it seemed. With the wheels of the last coach six feet from the end of the rails, the pilot wheels of the engine were still on the points of the turnout. With the wheels of the last coach five inches from the ends of the rails, the pilot wheels of the engine cleared the points by six inches! Everyone breathed a sigh of relief, most especially the Excursion Committee, and for two reasons. Had it been necessary to uncouple cars and turn part of the train even more time would have been lost, and earlier that morning, had we not left one unneeded coach behind at Union Station, we might still be at that wye. With darkness falling and some three hours late, the rest of the run-pasts were cancelled and the special headed, post-haste, back to Toronto, but only after putting five passengers (who had T.H.& B. connections for New York to make) aboard a taxi at Orillia (they made it in time!).

Now that this trip is just a memory (more a nightmare), perhaps it is worthwhile to reflect on just what the Excursion Committee does on such a trip. The Committee plans these trips, to the best of its ability, to run to schedule, given reasonable co-operation from the passengers and the train crew. While the 460 of the former behaved quite well on this trip, it seems that the latter were just a

bit lax in the execution of their duties. At such times, the Committee members can do little to overcome the torpor of the operating staff, both on and off the train although most passengers usually vent their ire first on the hapless, unrewarded Committee men. Since so many of our previous excursions have been executed with a certain finesse, perhaps many of the passengers, many of them members of the Society, felt the organisers were professional tour directors. This is not so. And it should be remembered that, after the trip has been planned, advertised, tickets sold, and the train is pulling out of the station, the Committee has no control over what happens next. You should have been on board on the 29th to see that!

Aurora

As a matter of record, the excursion operated by the Society on July 6th was reasonably successful. Although only 169 passengers were on board when the train left Union Station, 780 more passengers were carried between Aurora and Bradford in the morning while another 720 passengers boarded for the afternoon trip at 4:00 p.m. that day. These passenger loads must surely be records for excursion train operation in Canada and are quite amazing when one considers that the train had seats for only 480 persons! To add to the uniqueness of the trip, the engine ran tender first on the two return trips from Bradford to Aurora, and from there to Toronto. Needless to say, the steam locomotive was the hit of that day's celebrations of the town of Aurora's centennial.

6167 Hits Auto

Two rather inebriated individuals probably signed pledges after their 1962 model Comet automobile was almost placed in orbit when struck by C.N.'s 6167 at a grade crossing on the Grimsby Subdivision near Jordan Harbour. Fear not, steam fans, damage to the locomotive was about \$50, although the automobile was reduced to an unrecognisable pile of scrap iron. So intense was the impact that the auto, thrown against the eastbound tracks, shifted the rails some six inches out of line making the track impassible for eastbound traffic. The auto had been driven off the edge of the crossing planks and the driver and passenger were not able to extricate it before the arrival of 6167 which was hauling the return leg of an excursion from Toronto to Niagara Falls under the sponsorship of the York Railway Club. No one on the train was injured although the wreckage of the auto hit the open express car and showered it and the passengers inside with gasoline which, fortunately, did not ignite.

C.N. 6167 was used on an excursion sponsored by the Canadian Railroad Historical Association on October 27th, from Montreal to Victoriaville, Quebec and return. The originally announced destination was Sherbrooke. The engine was hauled dead, with main rods removed, to and from Montreal and has returned to its regular storage place at Toronto's Spadina roundhouse.

Errata

According to the author, the following changes should be made in the article beginning on page 151 of the October Newsletter: the third word of the fifth paragraph should be "Wadhurst"; add the word "Mountfield" before the word "tunnel" in the last line of the same paragraph, and the words "(also relined)" after it; add the word "public" before the last word of the sixth paragraph; in the ninth paragraph, the grouping of the numbers should be "925-929" and "930-939" and finally add 923 to the list of engines fitted with Lemaitre blastpipes.

Data Needed

Information on early Canadian freight rolling stock is requested by scale model railway builders. Can any of our readers supply plans, photos, lettering diagrams or similar information on such cars? Such data has been requested by Geo. Taylor, 21 Moraine Hill Dr., Agincourt, Ont. and specific data on cars of the Reid Newfoundland Company, Prince Edward Island Rlys., and Temiskaming and Northern Ontario is required by A.D. Whidden, Lower Wentworth, Cumberland County, Nova Scotia.

U.C.R.S. Announcements

DECEMBER MEETING

The Society meets on the third Friday of each month in Room 64 of the Royal Ontario Museum, Bloor Street and Queens Park, Toronto, commencing at 8.15 p.m.

The next meeting will be held on Friday, December 20th.

HAMILTON CHAPTER MEETING

The December meeting of the Hamilton Chapter will be held in the Board Room, Hamilton C.N.R. station, on Friday, December 27th, commencing at 8.00 p.m.

JANUARY OUTDOOR MEETING

The January outdoor meeting of the Society will take place at the C.N. Sunny-side station on Friday, January 3rd, 1964.

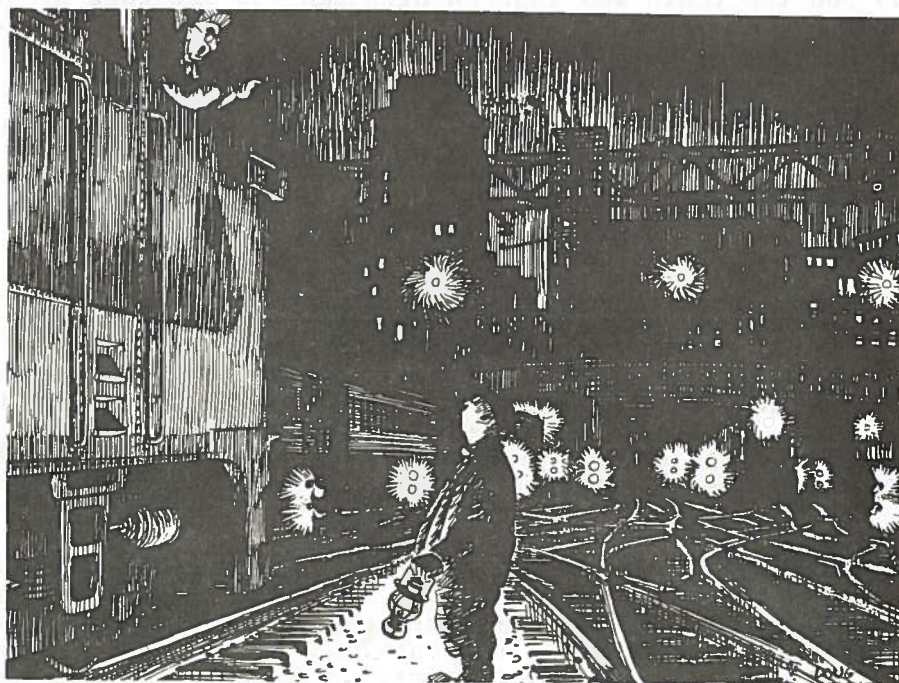
SOCIETY EXCURSIONS

February 15th - - - don't forget that date, for that day will see C.N.'s 6167 in service on a Society-sponsored steam excursion touching Guelph, Galt, Hamilton and Burlington, with ample time set aside for run-pasts amid the winter's finest scenery. Fares and schedules will be announced in the near future.

MEMBERSHIPS DUE

Please remember on December 31st, all memberships in the Society become due. To avoid missing any issues of the Newsletter, or the 30-page Toronto, Grey and Bruce bulletin that is to be released soon, renew your membership now: \$2.50 for Associate Members, \$3.50 for Resident Members. Out of town cheques must include exchange and money orders should be payable in Canadian funds.

Worth a Laugh _____ Courtesy Doug. Wright and the Montreal Star.



"I'd just like to see THEM trying to bring Number Fourteen in here through a blizzard - on time - without a fireman to help read the signals!"

STOP THE PRESS! December 19th, SPECIAL: The Canadian National today announced that it is leasing 20 1500 horsepower diesel cab units from the Bessemer and Lake

Erie Railroad, an iron ore road from Lake Erie to the Pittsburgh area, for use on Sarnia to Mimico and Fort Erie freight runs. The 10 "A" and 10 "B" units are expected to arrive during the next few weeks.