

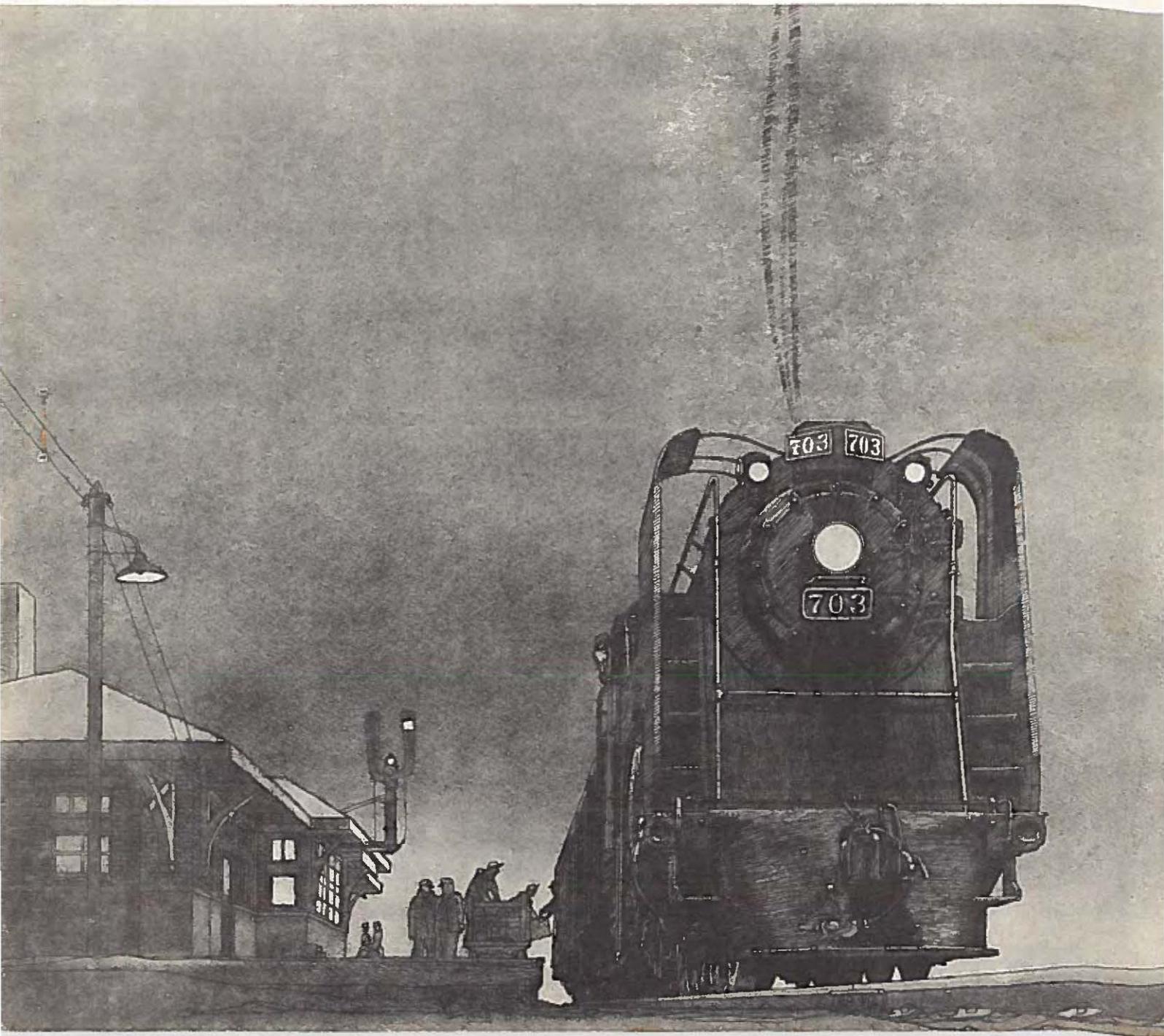
Upper Canada Railway Society

Number 224 September 1964

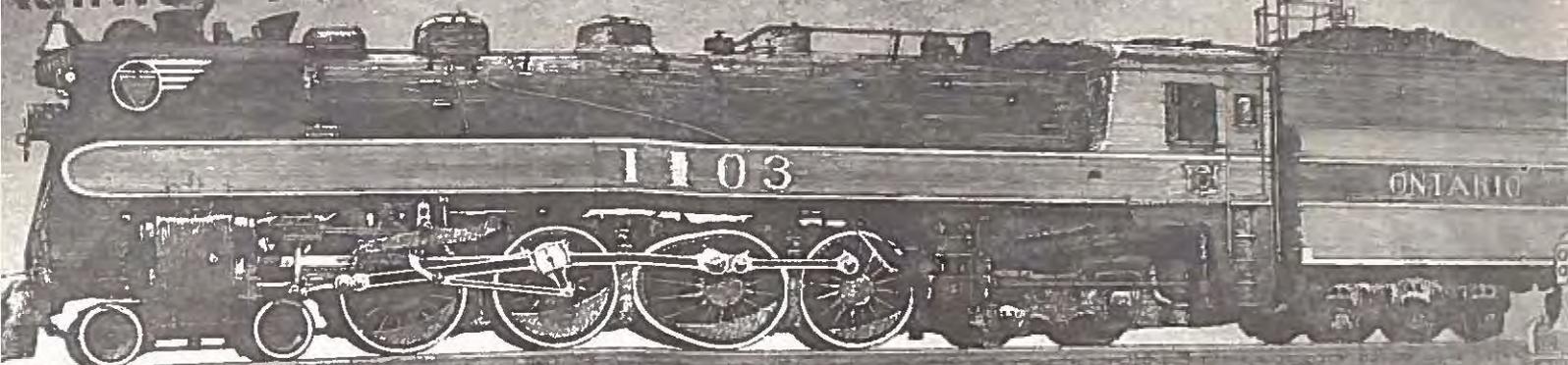


# newsletter

25 c per copy



# Canadian Railway Art



Canadian railway art, for too long non-existent, has now received an interesting and high quality addition with the revelation of the work of one John Bullock of St. Catharines, Ontario. Our cover this month shows O.N.R. engine 703 early one morning many years ago at Matheson station on the O.N.R. main line. The above drawing is an exceedingly accurate rendition of 1103, one of four Northern types built for the Ontario Northland by the Canadian Locomotive Works at Kingston and which design was reported to have been used for 4-8-4's built in Australia at the same time. However, these two drawings are only a sampling of a wide range of two-colour lithographs, 20" by 24" in size, which the artist has completed, or has under way, and is offering for sale at a reasonable rate. Other completed drawings include C.N. 6060 at speed, a front view of ex-G.N. Y-class 2-8-8-2 electric freight motor and C.N. 6148, while C.P. 2839, C.N. 5702 and C.N. 6400 are under way but not yet completed. Copies of these drawings, reproduced on heavy art paper (and almost indistinguishable from the originals), mailed rolled in large mailing tubes, ready for framing are available from the artist, John A. Bullock, 16 Keistan Drive, St. Catharines, Ontario, for \$4.50 singly, or \$4 each for any two drawings, \$3.50 each for any three, \$3 each for any four and \$2.75 each for any five. Mr. Bullock guarantees your satisfaction with his work, and will refund your money if you are not satisfied.

Accuracy is one of the key features of these drawings; while they are drawn freehand, mechanical drawing techniques are used to insure that the proportions of the various components of the engine are correct, and much available data was obtained by the artist from the C.N.R., C.P.R. and the O.N.R. to guarantee this accuracy. Where dimensioned drawings were not available, measurements and photos of stored engines were used.

The artist states that his objective in doing these drawings and having them reproduced is to make available to all those interested, a comprehensive series of well executed original drawings of Canadian locomotives. Although the current series is limited to 12 locomotives, as he is able to obtain further data and if a reasonable demand for the work exists, he intends to continue producing further drawings of different locomotives. We find in Mr. Bullock the rather unusual combination of a Canadian artist with a consuming interest in Canadian railways, past and present, and someone whose work should be in the possession of every Canadian railway enthusiast.

*Old Fashioned*  
**Railway  
 Excursion**



From COCHRANE, Ont. To

# MOOSONEE

by Harlan Creighton

Shortly before 9:00 a.m. on July 19, 1964 a special train pulled out of Cochrane, Ontario, and started north on the Island Falls Subdivision of the Ontario Northland Railway. The destination of the two diesel units and their seventeen car train was the northern end of this 186 mile steel highway through the bush of Northern Ontario, the small community of 900 called Moosonee. Inside the twelve heavyweight and one streamlined coach some 750 passengers were settling down for the long run north. Mid-train, in the two restaurant cars, one of them the modern "MEECHIM" the other the older "AGUMIK", coffee and breakfast was being served and preparations to serve lunch to the 750 passengers were well underway. Meanwhile, in the first coach, the conductor was already busy collecting tickets.

And so began one of the most interesting and unusual excursions I have yet to ride; interesting because of its route and destination, unusual because a visit to Moosonee, inaccessible by road, can otherwise be made only by staying there overnight, unless, of course, you fly in.

For the first few miles, the train passes over a flat, yet rugged area from which a few farmers manage to produce crops. But soon, the dense bush closes in, and the train is engulfed by thick, silent stands of forest, broken only by the occasional view of the Abitibi River or one of its small tributaries. As the train proceeds north, the trees become progressively shorter, less filled out and farther apart. Only near the banks of a river or a stream does the coniferous growth ever look healthy and attain near-normal size.

The first stop was at Otter Rapids, at mile 93.5. Here passengers were allowed to detrain to stretch their legs and to photograph the huge dydro dam from which several other power stations in the area are controlled.

Our second stop was at mile 142, the small (population about 30) community of Moose River which proved to be a real hunting ground for shutterbugs wanting photographs of genuine Indians. The manner in which the railway's builders crossed the Moose River also holds interest for the rail enthusiast. Here the river is about a mile wide but is bisected by an island. The railway crosses the south part of the river between the mainland and the island on a causeway, then completes the crossing to the north shore by means of an 1,880 foot long deck girder bridge on concrete piers.

The last forty-odd miles from Moose River to Moosonee are clickity-clacked over in about an hour. By now, the terrain has become quite forbidding in appearance. The trees, all coniferous, stand stunted to not much more than six feet. Soon the arrival at Moosonee springs upon you, unlike the arrival in most towns, where you (at least) see a few buildings and cross a road or two, Moosonee station seems to appear out of nowhere. One minute you see the endless, eternal bush, the next moment you see clusters of silent, brown-skinned Indians and a well-kept gray station.

The excursion itinerary allowed for about four hours in Moosonee. This provided ample time to explore Moosonee, and even to take the barge over to Moose Factory and to explore that settlement. Charter flights were also available for those who wished to fly out over James Bay, some 15 miles to the north.

Moosonee is a rather small, quiet community of nine hundred. A walk down the Main street reveals a restaurant, a Roman Catholic Church, and a Hudson Bay Company store. As one explores the settlement further one comes upon the "residential section" and a lodge operated by the Ontario Northland Railway. A defense installation is situated at the north end of Moosonee, on the bank of the Moose River.

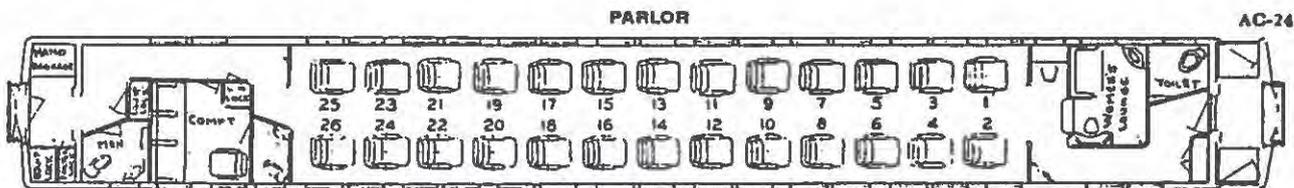
Our trip back from Moosonee to Cochrane was to have started at 6:00 p.m., but the barge, ferrying its passengers from Moose Factory on its last trip, managed to ground itself with a hundred passengers aboard. The net result was that we left about two hours late. We were back at Cochrane a few minutes after midnight, however, having made the trip in a little over four hours instead of the scheduled five or the usual six of the regular run, the thrice weekly mixed, "The Polar Bear Express".

The O.N.R., pleased with the response to their July excursion, announced plans for a repeat performance on Sunday, August 30. The specials left Cochrane at 8:30 a.m., after the arrival of the "Northland" from North Bay and Toronto, and returned to Cochrane at 11:00 p.m., all times quoted being Daylight Saving. The fare was \$10.00 adult return from Cochrane or either \$30.00 or \$32.00 coach return from Toronto, depending on the day on which you travelled north. Meal service was supplied by two meal cars, and both dinner and lunch cost \$1.25 each and consisted of a cold buffet plate and a beverage.

Because of the special's late return to Cochrane, it was necessary to stay overnight there, and reservations were made through the Ontario Northland Railway office in Toronto, located at 801 Bay Street.

Interested in this trip? Because of the popularity of the last two trips (news of which reached us too late for inclusion in previous NEWSLETTERS) the O.N.R. has decided to operate a midwinter trip, some time in February, 1965. Any-one wishing notification of this trip should write direct to the O.N.'s Toronto office to have their name added to the growing mailing list for this trip. Who says the old-fashioned railway excursion is dead!

### C. N. PASSENGER CAR DIAGRAMS



- |   |  |   |   |  |  |
|---|--|---|---|--|--|
| <ul style="list-style-type: none"> <li>Ⓢ550 Opinicon Lake</li> <li>Ⓢ551 Namakan Lake</li> <li>Ⓢ552 Charleston Lake</li> <li>Ⓢ553 Lake Nipissing</li> <li>Ⓢ554 Alma Lake</li> <li>Ⓢ555 Oromocto Lake</li> <li>Ⓢ556 Lac Etchemin</li> <li>Ⓢ557 Lac Flamand</li> </ul> | <ul style="list-style-type: none"> <li>26 Chairs and 1 Compartment</li> <li>(3 Sofa seats and 1 chair in compl.)</li> <li>(See diagram)</li> </ul> | <ul style="list-style-type: none"> <li>Ⓢ562 Champlain</li> <li>Ⓢ563 Des Isles</li> <li>Ⓢ564 Des Sables</li> <li>Ⓢ565 Mississauga</li> <li>Ⓢ566 Mohawk</li> <li>Ⓢ567 Wawanash</li> <li>Ⓢ568 Beauvert</li> <li>Ⓢ569 Berg</li> </ul> | <ul style="list-style-type: none"> <li>34 Chairs</li> <li>(Seats 25-27 and 26-28 not adjacent)</li> </ul> | <ul style="list-style-type: none"> <li>Ⓢ573 Athabaska</li> <li>Ⓢ574 Caribou</li> <li>Ⓢ575 Muskoka</li> <li>Ⓢ576 Ontario</li> <li>Ⓢ577 Lake Couchiching</li> <li>Ⓢ578 Lake Makamik</li> </ul> | <ul style="list-style-type: none"> <li>27 Chairs and 1 Compartment</li> <li>(3 Sofa seats and 1 chair in compl.)</li> <li>(See diagram)</li> </ul> |
|---|--|---|---|--|--|

579 Gulf Lake } 21 Chairs-Compt.-Lounge-Solarium. (9 seats in lounge, 4 chairs in solarium. Compt. has 3 sofa seats and 1 chair. (No toilet).

580 Wabesoon Lake }

## Book Reviews

### Pioneer Railways of Central Ontario

Price -- \$1.25 from the author.

by William Michaud

During the last week of June, the Canadian National commenced removal of their trackage on Pinnacle Street, Belleville, through the heart of the city, relinquishing a right of way that was originally the exit of the main line of the Grand Junction Railway for Peterborough. A long standing nuisance to motorists (particularly with the introduction of the one way traffic plan), the line became the focus of the C.N.'s "Railway Week" in Belleville, where public relations came to the fore in a series of events and displays to focus attention on the railway's progress and its identity with the city.

As part of this program, Mr. W. Michaud of Shannonville, Ontario, a C.N.R. pensioner, was commissioned to prepare a suitable souvenir booklet that would tell the railway's story, focussing attention on the Belleville area. As such, the title "Pioneer Railways of Central Ontario" is somewhat misleading, as the 20 page brochure is not a comprehensive work, but rather highlights those lines that relate to the "Belleville Story".

A map reproduction in the fronticepiece, taken from an earlier work, shows most of the lines which eventually formed the C.N. system as of 1847-1889, from Belleville west to Penetang, Meaford, Hamilton and Port Colborne only. The C.P.R. is conspicuous by its absence, and some of the references could be more explicit considering the 40 year period covered.

The chapters which follow deal with the Grand Trunk, the Midland, the Grand Junction and a part of the Canadian Northern. In every case extensive use of other reference volumes has obviously been made, as well as local information in the case of the Grand Junction--but the histories are by no means complete, and only relate the most "accessible" facts without the related research to tie the pieces, of what was a complex network, together. Some interesting anecdotes are included, together with a tribute to the C.N. system of to-day, and a capsule history of Belleville.

There is a reproduction of the G.T.R. timetable (Montreal-Toronto) of October 27, 1856 and two good maps of Belleville's rail facilities in 1878 and 1882 (which are also enclosed in looseleaf form) five photographs of old steam power appear, together with C.N. 6167 and 6400--but the captions in the first printing of the booklet contained several errors, which have only been partially corrected in the second printing.

There are a fair number of inaccuracies in dates, and chronology, due to these being repeats of errors appearing in the earlier reference works consulted by the author without question. However, in all fairness the author had only a very short time to obtain and edit the material and hence it appears to be a case of "half a loaf, or no bread". His efforts are therefore to be commended--but it is unfortunate that this booklet, excellently printed, may be taken by many as a definitive and accurate reference when (in fact) it should only be used and referred to selectively by any historian, with its inaccuracies identified.

Regrettably your reviewer was not contacted about this project until it was too late (for the printing deadline) to re-edit the text, but as it stands it is a reasonable purchase, although not a "must" for the avid rail enthusiast.

by R.F. Corley

### newsletter

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All contributions, literary or photographic, should be made directly to the Editor at the

stated address. All materials submitted will be returned if requested.

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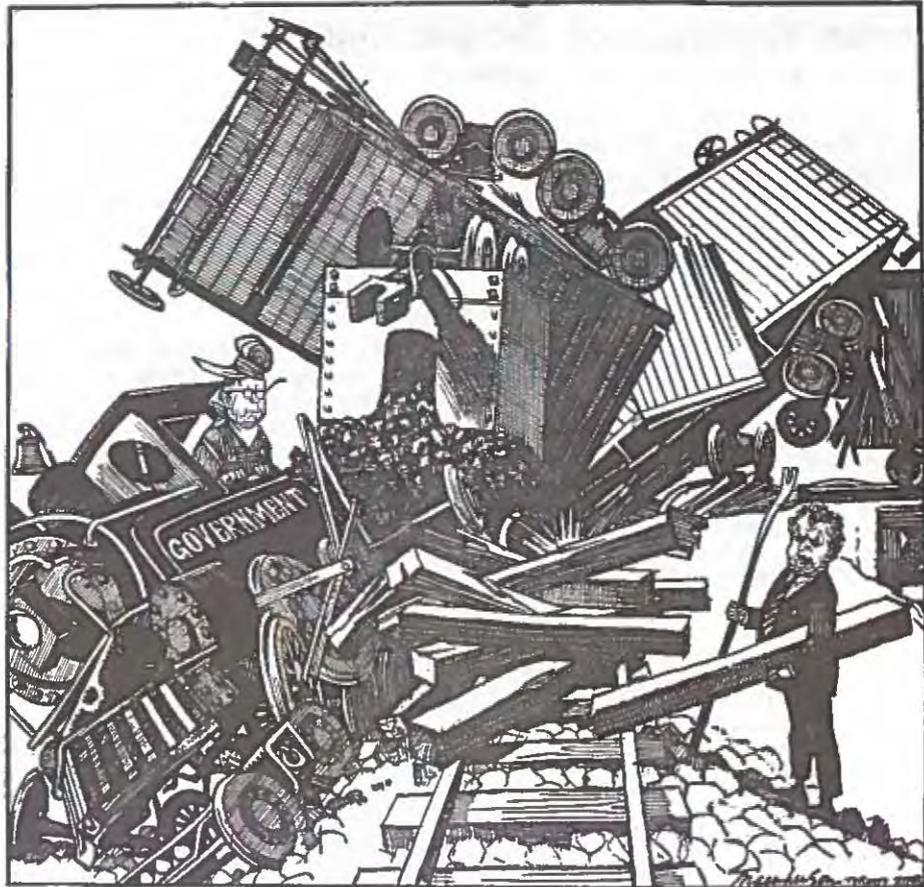


editor: E. A. Jordan, 48 Woodland Park Road, Scarborough, Ontario

production: J. Wm. Hood

mailing: J. R. Whatford

Incorporated 1952



'IF I CAN'T BE ENGINE DRIVER, NOBODY CAN'

## Dief Did It!

No, Diefenbaker didn't really cause this spectacular wreck on the C.N.'s Bala Subdivision, near Beaverton, Ontario, as cartoonist Macpherson shows in his biting political cartoon published recently in the Toronto Daily Star. The wreck was caused by a burned off journal a few cars back from the engine as the freight train was southbound towards Toronto. To add insult to injury, a 250-ton wrecking crane, sent from Mimico to the wreck site to help clear up the mess, overturned as it was picking up a loaded gondola car. To rescue the crane, another 250-ton crane (steam powered) was sent from Belleville. No one was injured in either the initial wreck or the later upset of the crane, but it took several days to clean up all the derailed cars.



## STEAM ON DISPLAY

This is a list of corrections and additions to the previous article "STEAM ON DISPLAY", page 10, January, 1964 Newsletter.

Corrections - 1158 4-6-0 is in the Western Development Museum.  
 2719 2-8-0 was scrapped.  
 6001 4-8-2 was dismantled at Transcona, May 31, 1962.  
 6077 4-8-2 is at Transcona, not Fort Rouge.  
 6039 4-8-2 is a Grand Trunk Western engine.  
 702 4-6-2 and 1112 4-6-0 are now Q.N.S. & L. engines.

### Additions -

#### Canadian National -

46 4-6-4T is at Dorval, Que. (Future unknown).

#### Canadian Pacific -

##### In Museums -

29 4-4-0 CRHA Delson, Que.  
 144 4-4-0 CRHA Delson, Que.  
 492 4-6-0 CRHA Delson, Que.  
 999 4-6-0 CRHA Delson, Que.  
 1098 4-6-0 "Steamtown USA"  
 2231 4-6-2 CRHA Delson, Que.  
 2341 4-6-2 CRHA Delson, Que.  
 2850 4-6-4 CRHA Delson, Que.  
 2928 4-4-4 CRHA Delson, Que.  
 2929 4-4-4 "Steamtown USA"  
 3388 2-8-0 CRHA Delson, Que.  
 5468 2-8-2 CRHA Delson, Que.  
 5935 2-10-4 CRHA Delson, Que.  
 6271 0-6-0 CRHA Delson, Que.  
 6275 0-6-0 Huron County Pioneer  
 Museum, Goderich, Ont.

#### Toronto, Hamilton & Buffalo -

On Display - 103 2-8-0 Hamilton, Ont.

#### Northern Alberta Ry. -

On Display - 51 2-10-0 Stony Plain, Alta.  
 In Museums - 73 2-8-0 CRHA Delson, Que.

#### Quebec, North Shore & Labrador -

On Display - 702 4-6-2 Sept Isles, Que.  
 In Museums - 1112 4-6-0 CRHA Delson, Que.

#### Central Vermont -

In Museums - 220 4-6-0 Shelburne, Vt.

##### On Display -

158 4-4-0 Vancouver, B.C.  
 894 4-6-0 Kitchener, Ont.  
 1057 4-6-0 Toronto, Ont.  
 5931 2-10-4 Calgary, Alta.

##### Future Unknown -

136 4-4-0 Bolton, Ont.  
 453 4-6-0 New York, N.Y.  
 2839 4-6-4 North Bay, Ont.  
 5361 2-8-2 North Bay, Ont.

#### Grand Trunk Western -

On Display - 5030 4-6-2 Jackson, Mich.  
 5629 4-6-2 Chicago, Ill.  
 5632 4-6-2 Durand, Mich.  
 6325 4-8-4 Battle Creek,  
 Mich.  
 In Museums - 4070 2-8-2 National Museum  
 of Steam Pro-  
 pulsion, Detroit.  
 6039 4-8-2 "Steamtown USA"

#### Maritime Railway -

In Museums - 5 4-6-0 CRHA Delson, Que.

The following engines will be preserved in the CNR Museum Train Historical Collection.-

4-4-0 40; 0-6-0T 247; 2-6-0 713; 4-6-4 5700; 4-8-2 6077; 4-8-4 6400; 0-8-0 8447.

The following engines may be preserved by the National Capital Commission, Ottawa.-

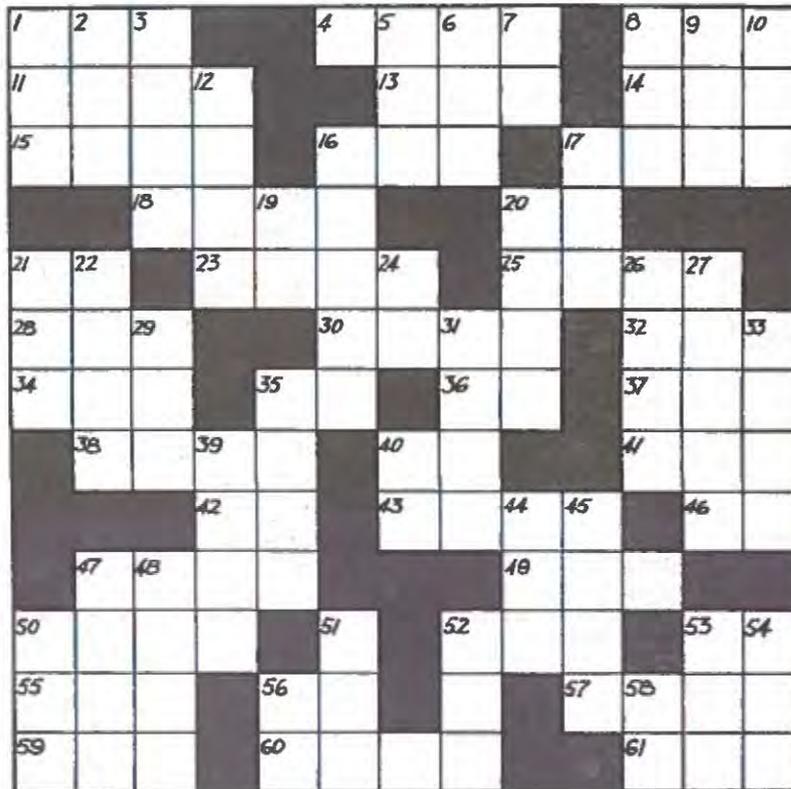
CNR 2-8-0 2164; CNR 2-8-0 2534; CNR 4-6-2 5107; CPR 4-6-4 2839; CPR 2-8-2 5361.

(J.F. Mellow)

## TRY THIS!

Everyone has heard of a cross-word puzzle, but who has ever worked out a cross-number puzzle? Well railfans, here is one for you, just fill in all the spaces with locomotive, car or train numbers. You can find all the information you need in current public timetables, old rosters, Newsletters or the musty back corners of your memory. If you haven't gone up the wall by then, the correct solution will be published in the next issue of the Newsletter.

-devised by John A. Rushton



### CLUES - ACROSS

- |    |  |    |   |
|----|--|----|---|
| 1  | Call this D 10 in case of emergency                        | 30 | "Isabella"  |
| 4  | a G-5b   | 32 | a GR-9a   |
| 8  | "Bonavista"  | 34 | stops on flag at Sunstrum at 10:55 a.m. Thursdays and Saturdays   |
| 11 | what 8824 was rebuilt from                                 | 35 | 20 across returning   |
| 13 | an O. R. motor   | 36 | leaves Ingersoll 7:21 a.m.  |
| 14 | a D-10e  | 37 | stops on flag at Alma at 7:26 a.m. on most days   |
| 15 | formerly 3800  | 38 | this last D-10h might have been nicknamed "Four Aces"   |
| 16 | M&SC going to Rockwood? Combine your thoughts on this      | 40 | get up at 4:00 a.m. to catch this RDC train leaving its terminal on a Saturday morning                                  |
| 17 | the last GRG-12n   | 41 | a self-propelled car in Canada; it isn't an RDC, and it doesn't belong to either CN or CP. Engulf your thoughts in this |
| 18 | a GR-17p   | 42 | eastbound "Panorama"  |
| 20 | Toronto-bound section of what used to be the "Continental" |    |   |
| 21 | the first ER-6a  |    |   |
| 23 | an MR-16k  |    |   |
| 25 | formerly 4063  |    |   |
| 28 | stops on flag at Cedar Park at 9:34 p.m. on Sundays        |    |   |

- 43 this RDC went to Waterford  
 46 leaves St. Marys at 4:28 a.m.  
 47 a G-5c or a GR-12h  
 49 you can't even check your trunk on this grand little train which leaves Ferndale at 7:38 a.m.  
 50 a J-4d with a booster  
 52 made its last trip May 22nd  
 53 westbound "Chaleur"  
 55 a railroad song mentions the last two digits of this D 9c's number  
 56 coming back from overseas? Try the pool!  
 57 Windsor might help preserve this one in your mind  
 59 leaves Fenwick 9:52 p.m.  
 60 DRS-24f  
 61 a D-10g; or a BCH SW-900RS; or even a GR-12b - take your choice

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CLUES - DOWN

- 1 a GR-12x  
 2 the first GR-12a  
 3 this RDC only Rolls along at a maximum 85 m.p.h.  
 5 a growling freight motor - GRR!  
 6 leaves Sifton at 12:13 p.m. on Tuesdays  
 7 NS&T plus O. R. equals PUSH PAST. It happened in 1962  
 8 leaves Pontypool at 7:51 p.m. on Saturdays  
 9 a Z-1a  
 10 "Run down to the lake, then if you would combine and preserve the evidence," said Sgt. Preston eerily.  
 12 a well-preserved northerner stood outside the marine museum
- 16 became PGE 107; had this number on CNR  
 17 felt at home on the Minto subdivision  
 19 a diesel with side-rods? Try HS-5a  
 20 a P-1e  
 21 stops on flag at Pagwa River at 2:30 p.m. Sundays and Thursdays  
 22 a U-3a  
 24 eastbound "Scotian"  
 26 the last Royal Hudson built  
 27 take a streetcar over the hump, if you're needing help on this one  
 29 you might get R disease if you're at Carpenter at 1:19 p.m.  
 31 the first DPA-22a; or the first MR-14a; take your choice  
 33 a GR-17t  
 35 Montreal on the Pacific? No, just another J-4d fanning the rails a couple of years ago  
 39 Saskatoon might help on this one  
 40 leaves Ingersoll at 9:35 a.m.  
 44 newest PGE unit, as of June, 1964  
 45 a G-4a  
 47 "Pacific"  
 48 an M-3e  
 50 became Sydney & Louisburg 60; had this number on PGE.  
 51 ride northbound through Three Hills on this train  
 52 this loco's number was the same as its wheel arrangement; be narrow-minded in gauging this one  
 53 leaves Georgetown at 6:30 p.m. Sundays  
 54 the last Z-4a  
 56 leaves Weston 9:04 a.m.  
 58 24 down on its return trip

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READERS' EXCHANGE

**FREE:** a few sets of Peterborough bus transfers. Send self-addressed, stamped no. 10 envelope to R.F. Corley, 490 Albertus Ave., Peterborough, Ontario.

**WANTED:** Information, photos, etc., on the Davis-Hammond railway refrigerator car that was built in Detroit around 1868. This material is needed for an exhibit under construction in Detroit. Contact H. Versteeg, Industrial Historical Curator, Detroit Historical Museum, Woodward at Kirby, Detroit 2, Michigan, U.S.A.

**FOR SALE:** Canadian and American size 120, 116, 616 negatives of mainline and short line diesels. Available from E. Emery, 398 Runnymede Road, Toronto 9, Ontario.

**FOR SALE:** Stratford's last steam! A set of five 8 x 10 glossy photos depicting the overhaul of C.N. 4-8-4 no. 6218 is available for \$3.25, postpaid, from J.A. Brown, Apt. 301, 36 Thorncliffe Park Drive, Toronto 17, Ont.

**CORRESPONDENTS WANTED:** Several Australian railfans wish to correspond with Canadian fans. Those interested should write to Miss J.L. Taylor, 13 Poplar Plains Rd., Toronto 7, who can supply names and addresses of other fans.

**WANTED:** Old tinsplate train sets and accessories made by Lionel Corporation and by Hornby (Meccano) prior to World War II. Write, giving full particulars of numbers, colours, condition, etc., to J. William Hood, 301 Woodmount Avenue, Toronto 6.

## U.C.R.S. Announcements

### SEPTEMBER MEETING

The September meeting of the Society will be held on Friday, September 18th, in Room 64 of the Royal Ontario Museum, Bloor Street and Queens Park, commencing at 8:15 p.m. The entertainment will consist of an illustrated talk by John Bromley on the electric railways of southern California.

### OCTOBER MEETING

The October meeting of the Society will be held in Room 64 of the Royal Ontario Museum on Friday, October 16th, commencing at 8:15 p.m.

### HAMILTON CHAPTER

The October meeting of the Hamilton Chapter will feature a tour of the plant of the National Steel Car Company on Burlington Street East in Hamilton, commencing at 8:00 p.m., on Friday, October 23rd.

### EXCURSIONS

On Sunday, October 25th, the Society will sponsor a six-hour trolley trip on the T.T.C. using a small Witt car. The tour will start at the corner of Adelaide and Yonge Streets at 10:00 a.m. and plenty of photo stops, for both movies and still photos, have been included in the planned route. Fare will be \$2, collected on the car.

### NOVEMBER OUTDOOR MEETING

Postponed because of very inclement weather, the railway rally will be held on Friday, November 6th, starting at C.N. Danforth station at 8:00 to 8:30 p.m. This event is a test of one's skill at navigating on the T.T.C. and searching out particular railway information from observations made during the evening. Prizes are offered to the winners, so why not come out and pit your knowledge against the "experts" who made up this fiendish event! See you there.

**Worth a Laugh** \_\_\_\_\_courtesy Doug Wright and the Montreal Star



"Is this what Daddy means when he says the first thing the City must do is get public transportation back on its feet?"