



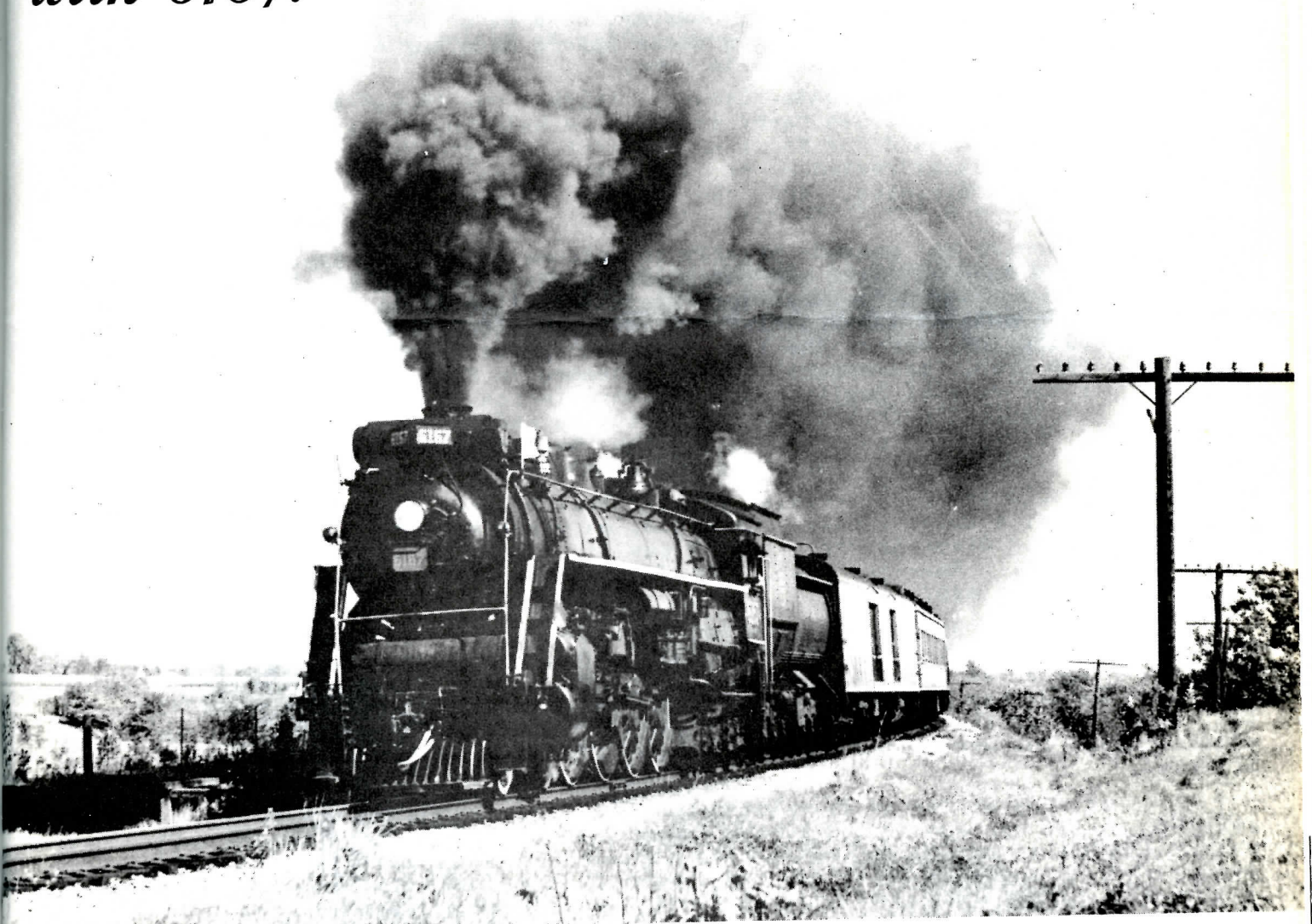
# Newsletter

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## *Toronto to St. Thomas with 6167.*



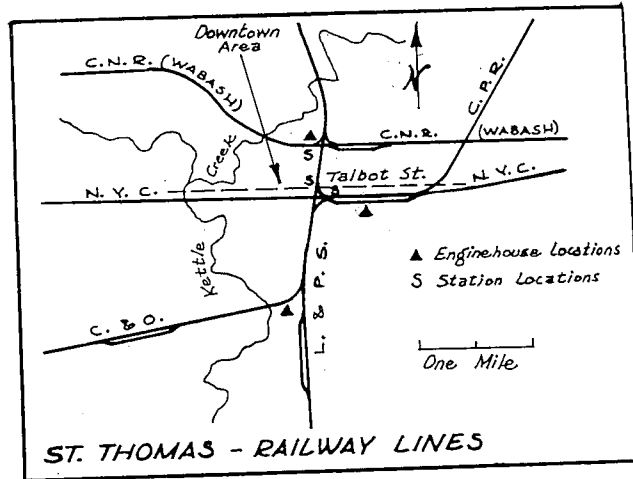
Northern 6167 leans into the sharp curve  
at mile 113, near Aylmer.

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

# Toronto to St. Thomas with 6167.

by Jim Brown

Photos by William Hood



Sunday, September 30th could have been a gloomy day for the many devotees of steam in the Toronto area; it could have been the last day of operation of C.N.'s ubiquitous Northern, 6167. Happily, however, news of a "stay of execution" for the locomotive for the 1963 season a few weeks before made our excursion to St. Thomas an optimistic prediction of things to come.

After an on-time start under cloudless skies (we seem to be making up for the foul weather of the South Parry trip), we made the usual stops at Sunnyside and Oakville, then headed for Hamilton; a routine bit of running, to be sure, but nevertheless a pleasant reminder of the days not so long ago when all the trains on the Oakville Subdivision, and the rest of the C.N.R., for that matter, were steam hauled.

At Hamilton, we paused briefly to welcome aboard the Hamilton Chapter and friends, and to take on water and additional motive power in the form of an elderly pair of M.L.W. road switchers for the stiff climb up to Rymal. Following two blasts on the communicating whistle, we set out along Ferguson Avenue, through Loblaw's parking lot, across the T.H. & B. and up the Escarpment. Throughout this portion of the trip, passengers' comments seemed to fall into two categories: ohs and ahs over the view of Hamilton and the Bay (which is spectacular, by the way), or heated discussions over whether or not the additional 3000 horsepower on the head end was really necessary. (Note: The haulage capacity of a Northern up to Rymal is over 1400 tons; we had about 800 tons).

At Caledonia the controversial diesels left us, and the local fire department replenished 6167's water supply. Here too, we repeated the widely publicised run-past on the Grand River bridge, which was first held on our July 10th, 1960 trip to Niagara Falls. Remember that, the "last steam train to leave Union Station", now over two years ago?

After clumping across the arrow-straight Michigan Central at Hagersville, we held the next run-past a few miles farther south, near the hamlet of Garnet (in case you wondered at the time). This stop is worthy of note because the little church at Garnet was holding an anniversary service at the time our train happened by; the lure of the steam engine being what it is (and the racket being rather disturbing), the worthy parishoners emerged and observed the goings-on with great interest.

A brief stop at Jarvis was necessary to pick up train orders and line the switches to let our special on to the Cayuga Subdivision. This line is most unusual in that it is owned, maintained and dispatched by one railroad (the C.N.), and yet is used primarily by another (the Wabash). Here too, the attention of several of the more red-blooded types on the train was diverted from matters railroad by the appearance of an assortment of attractive members of the fairer sex (who had been following the train by car) and who showed more than a casual interest in the train. Who said rail-fans are narrow-minded?

In due course, we left Jarvis, and proceeded west on the Cayuga Subdivision for a flurry of run-pasts. During the last of these, a seemingly endless freight hauled by a seven-unit hodge-podge of N.Y.C. diesels swept past on the adjacent M.C.R. track, honking arrogantly it seemed. Its wings were soon clipped, however, for at the diamond crossing between our track and the M.C. a short distance west,

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we discovered the freight waiting for our train to clear, the crew staring in disbelief. Apparently at the run-past, we occupied the track circuit for the automatic interlocker just in time to give our train the high green in preference to the Michigan Central.

For its size, St. Thomas has an amazing rail complex within its boundaries, and during our stay there many passengers took the opportunity to become better acquainted with it. Others chose to remain at the C.N. station and watch the servicing operation. An unusually large number of Wabash cabooses (or is it caboose?) were parked near the station, and rolling stock connoisseurs revelled in the unusual trucks that these vans possess. Our departure from St. Thomas was delayed somewhat while we awaited the arrival of a Wabash westbound freight, which finally arrived behind three "A" units. After a seemingly interminable time as the freight dragged into the yard, the caboose approached. What happened next caught everyone by surprise; the brakeman closed the angle cock on the last car but not on the caboose, while the train was still in motion. Then, when the van was on the verge of entering the yard, he pulled the pin, and the van came to a shuddering halt, whereupon a G.M. yard engine took charge of it and moved it off to the caboose track, the whole operation taking about two minutes. A blast from 6167's whistle soon brought us back to the matter at hand, and before long, we were under way again.

The return to Toronto was uneventful; no run-pasts were held on this portion of the trip because of light and schedule conditions, and everyone seemed content to renew old friendships and avail themselves of the Cafeteria Car refreshments. Music hath charms....it is said, and with this in mind, everything from Gilbert and Sullivan to Sousa filled the cars at any extended stop, by way of the p.a. system. From the many comments received, the experiment was a success, and may well be repeated on future excursions.

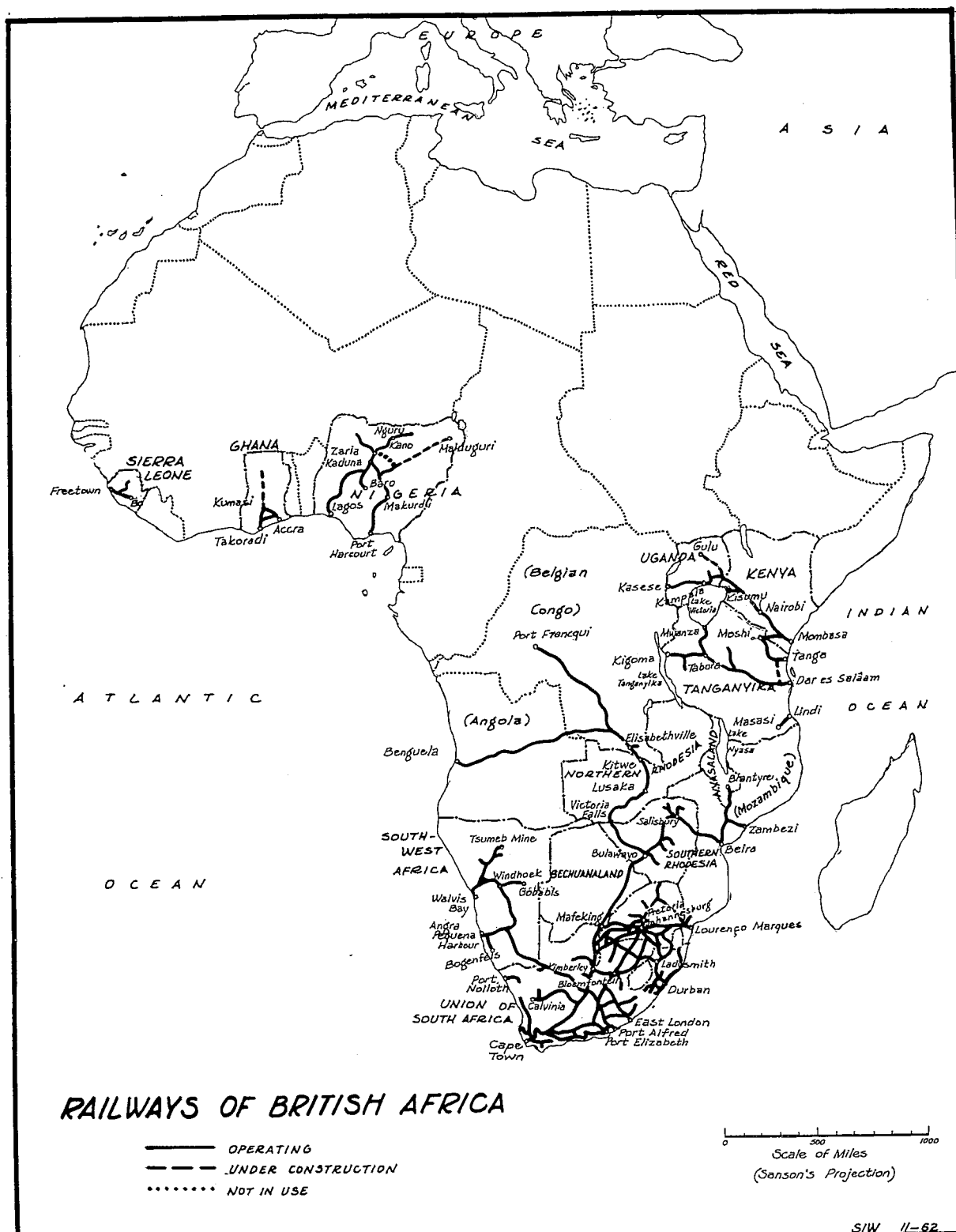
And speaking of future excursions, this brings to mind the proposed winter trip on January 27th. If this St. Thomas trip was any indication, U.C.R.S. excursions are getting better all the time, and we certainly suggest you start thinking now about being on the next one.

C.N. 6167, heading the U.C.R.S. Special, thunders across the impressive steel trestle at mile 95.2, near Tillsonburg.





We ended the trip in South Africa, making the 28-hour trip from Johannesburg to Cape Town on the regular train, rather than the once-a-week (in the off-season) Blue Train, and the night trip from Durban to Johannesburg. Much of the equipment is less modern than that of Rhodesia and East Africa, but the service is good and well patronised. Speed is held down by the metre gauge, and on secondary lines is very low. There is substantial electrification around Johannesburg and Cape Town, with very intensive commuter service, while mixed steam and diesel power is seen elsewhere. While at Port Elizabeth I had the good fortune to see the two-foot gauge equipment, with locomotives of recent origin.



It is interesting to note that the placement of door operating controls on both sides of the cars at the control ends will permit the operation of a train by one man, thus eliminating the position of the guard.

\* The T.T.C. is presently replacing the worn-out trackage on Howard Park Avenue between Dundas Street and Roncesvalles Avenue.

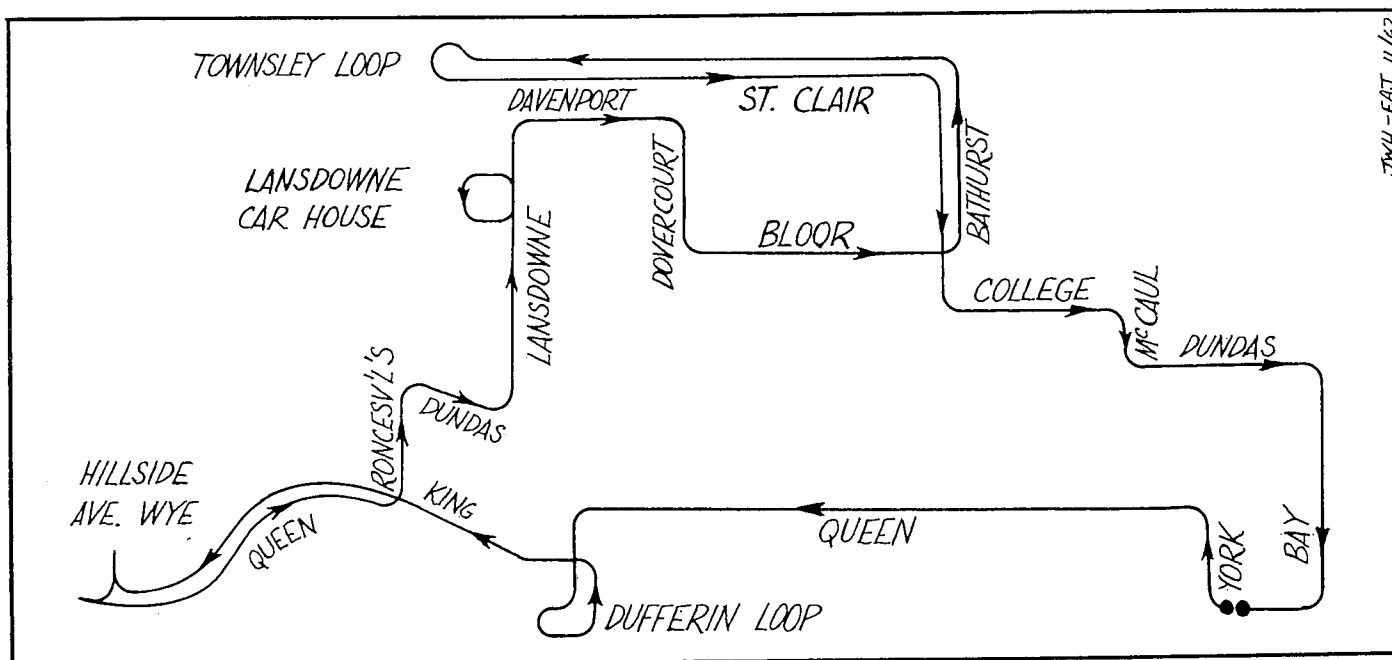


## Streetcar Excursion

SATURDAY, SEPT. 29

On Saturday, September 29th, the Society operated another of its popular 4-hour excursions over the lines of the Toronto Transit Commission. Two cars were used on this trip, large Witt 2300, the sole remaining member of its breed in the city, and small Witt 2742. Leaving the corner of York and Wellington Streets at 1:00 pm., the special cars covered lines in the west and north-west sections of the city, as indicated in the accompanying diagram. Photo stops held at the Dufferin Exhibition Loop, Hillside Wye, Humber Loop, Lansdowne Car House and Townsley Loop afforded ample opportunity to record the two contrasting Witts on film. The stop at Lansdowne Car House was of special interest, for during our half-hour stay there, the two snowsweepers and the snowplow stationed at this division were moved out to an advantageous position for inspection and photographs.

The trip was well-patronised, and everyone on board appeared satisfied with the day's activities.



# The SOUND of STREETCARS

RECORDED FOR TROLLEY

ENTHUSIASTS AND COLLECTORS

"The Sound of Streetcars", is a professional high fidelity recording and is free from distortion. It will find wide acceptance among enthusiasts and historians as a lasting memento of the streetcar era.

Members of this Society are invited to take advantage of the special price of \$4.50 per copy when purchasing this record. Orders for the record (including 15¢ sales tax) should be sent directly to H.R. Naylor, Box 413, Station "F", Toronto 5, Ontario, making mention of ones membership number on the order.

## 5107 - IN STEAM

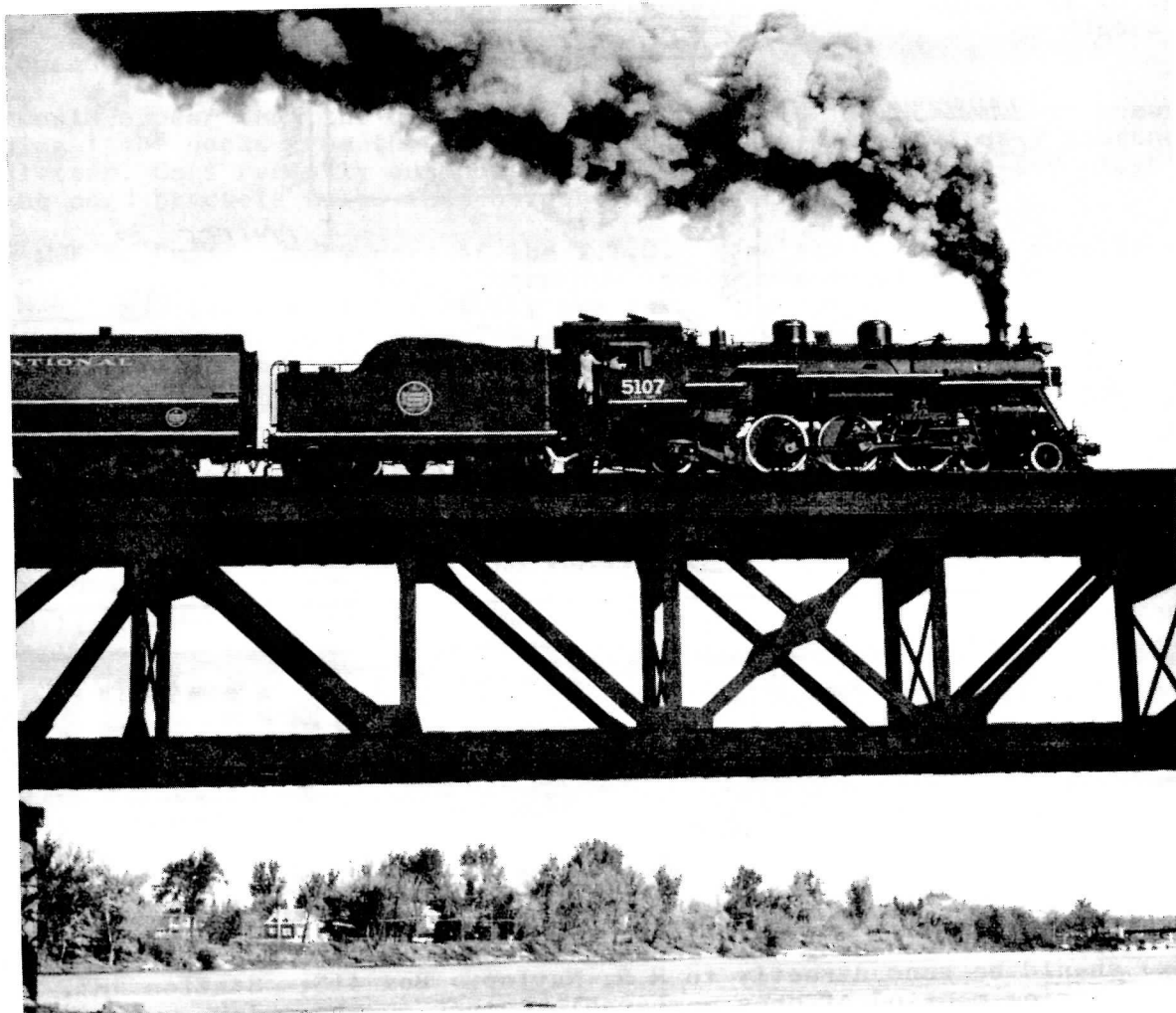
After a year's absence, the annual Fall Foliage Excursion of the Canadian Railroad Historical Association reappeared on Saturday, October 13th. From Montreal, the special took the entire day to cover the 198-mile round trip to Sherbrooke, Quebec. The small train, comprised of 4-6-2 no. 5107, a baggage car and five coaches, as well as the leisurely pace, brought back strong memories of earlier excursions, when this type of operation was the rule rather than the exception.

Seven run-pasts were held throughout the day, and in spite of the increasing cloud as the day progressed, the photo opportunities were used to good advantage. The final run-past was held at the St. Francis River bridge, just west of Richmond, in fast dwindling light. However, even darkness failed to limit the avid photographers, for at St. Hyacinthe, a water stop provided an unusual chance for an organised night photo attempt at which an estimated 40 fans set up their tripods and exposed their film with 5107 and its train by the light of a single series of flashes fired off by one of the group. As far as we know, this was the first time that an organised night photo stop has been made on an enthusiasts' excursion.

Owing to the limited capacity of 5107's 6500-gallon tender, water was taken twice at St. Hyacinthe, twice at Richmond, and once at Sherbrooke. At the water stops enroute, the local fire departments replenished the supply with great dispatch, much to the delight of the local residents gathered at the stations for a glimpse of the passing train.

C.N. 5107 crosses the Richelieu River at the scene of the Baloeil Bridge Disaster of June 29th, 1864.

Photo by Jim Brown



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A certain unexpected amount of hilarity pervaded the special at various times; the p.a. system was given a little extracurricular use by way of announcements exhorting the passengers to partake of "Bull's Head Ginger Ale", a particular sweet beverage that is available only in the Eastern Townships. As the train approached each town where the mythical liquid might be obtained, a mysterious voice reminded everyone in Irish, Scottish and finally Diefenbaker French accents of this fact. The recurring theme evidently had its effect, for at Richmond on the return trip, the astonished proprietor of a small store near the station was inundated by a mob of excursionists, all of them seeking Bull's Head. Ah, the power of advertising! At any rate, it was a happy and satisfied group that detrained at Central Station that night.

The following day, to top off a week-end's activities, the C.N.R. operated another of their double-headed excursions, this time from Montreal to Cantic, Quebec, using locomotives 5107 and 6153. Sunday's weather was perfect, and contributed immeasurably to the success of the day. From Central Station, the special headed west over the double-tracked main line to Coteau, thence south on the Valleyfield Subdivision to Cantic. For the benefit of those who have never heard of Cantic, it is the junction (in the middle of a field) of the Valleyfield and Rouses Point Subdivisions (the latter from a point near St. Lambert to Rouses Point, New York); beyond Cantic, the Valleyfield Subdivision becomes the Swanton Subdivision of the Central Vermont Railway.

Five run-pasts provided ample opportunity for those on board to photograph their train, certainly most unique in these dieselized days. For the venturesome, the Richelieu River bridge at Cantic provided an excellent silhouetted view of 5107 as it took water.

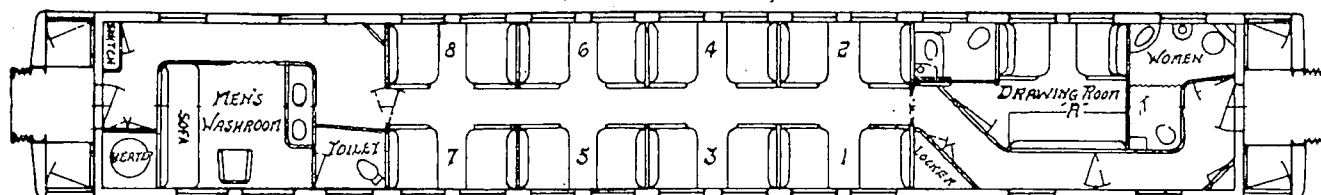
These two excursions certainly revived considerable nostalgia of the steam age. One found it hard to believe that steam has all but vanished as he watched 5107 thunder across the St. Francis River bridge at dusk on October 13th.

## C. N. PASSENGER CAR DIAGRAMS

From time to time, when space is available, we plan to publish a complete set of Canadian National passenger car interior layouts, the first two examples of which were included in Newsletter 201. These diagrams give all details of the car floor plan as well as its road number and name, and diagrams will be printed without further explanation until we have exhausted the C.N. roster.

8 SECTION — 1 DRAWING ROOM  
(Newfoundland Service)

NAC-18



Non Air-conditioned. Equipped with Baker Heater.

Removable Windows for stretcher cases.

300 Burgeo	302 Buchans	(OP) 306 Humber	310 Placentia	314 Princeton
301 Botwood	(OP) 303 Fogo	(B) (OP) 307 Lewisporte	311 Clarendville	315 Bishop's Falls
	304 Gander	308 St. George's	312 Flower's Cove	316 Whitburne
(OP) Observation platform.	(OP) 305 Grand Falls	309 Twillingate	313 Corner Brook	317 Bonavista
(B) No drawing room; Buffet, with sections 1 and 2 reserved for meal service.				

## Newsletter

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## Miscellany

\* The Canadian Post Office has announced that it will issue a 5-cent stamp on March 5th, 1963 commemorating the 150th anniversary of the birth of Sir Casimir Stanislaus Gzowski.

Sir Stanislaus, born in Poland in 1813, came to Canada as a young man and soon established a considerable reputation as a civil engineer. He was associated with the construction of the Grand Trunk Railway and the first International Bridge at Niagara Falls.

\* Of unusual railway interest at St. Thomas, Ontario is the stained glass window in the Central United Church which portrays railway operations of the 1890's. Two of the four panels, presented as a gift from a group of local railway men 65 years ago, show a locomotive and passenger car of the time. The locomotive carries a horizontally-barred pilot while the passenger car is of the open platform variety.

\* The Canadian Federation of Agriculture has asked Transport Minister Leon Balcer to put an immediate halt to railway abandonment proceedings of the Board of Transport Commissioners. The Federation is pressing for a national policy on railway abandonments which would cover both major railways, and urges that until such a policy, aimed at orderly abandonments, where necessary, has been adopted, that no further abandonments be considered.

### 80 m.p.h. Featherbed

Courtesy Doug. Wright and  
the Montreal Star.



"Wesley's got one hand on the horn and one on the throttle, one foot on the sand and one on the deadman's handle; we're four minutes late; I have a fire bell ringing in the back. Could you call again in half an hour?"