



The "Special" comes into Forks of the Credit station. The train obligingly backed up out of sight, then came thundering past for the cameras.

Old Engine Gets a Big Hand From Enthusiastic Rail Fans

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LOVE FOR steam engines caused West Toronto freight clerk Raymond Kennedy to risk \$1,000 of his savings to bring Engine No. 136 from retirement at Minto, N.B. all the way to Toronto.

But his venture under the name "Railfans Unlimited" paid off when a final count showed that 1,057 persons had bought tickets for the ride.

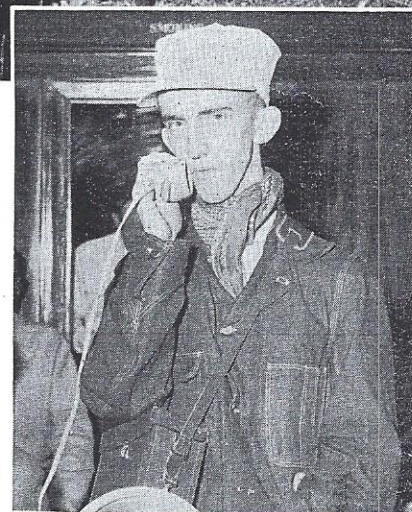
Triple-hitched to two other antique hand-fired locomotives — all belching black smoke — the 73-year-old engine assisted in powering a 14-coach special over a scenic and sentimental journey from Toronto to Orangeville and return. Its partners in power were 53-year-old Engine No. 815 and the youngster of the trio, 48-year-old No. 1057.

Hundreds of camera fans and Sunday drivers met the excursion train at road crossings and scheduled stops along the right-of-way. They scaled the banks along the tracks at Forks of Credit for a movie "run-past" over the bridge. The train obligingly backed out of sight and then came thundering past for the benefit of camera fans.

The picturesque town of Orangeville, decked out in Union Jacks and Stars and Stripes, greeted the excursion with a full dress civic welcome, with a brass band and all the trimmings. Mayor J. A. Maude and hundreds of town residents played host to the rail fans during their two-hour stopover.

About half the enthusiastic fans were from the United States—some from as far away as Philadelphia and St. Louis.

Raymond Kennedy informs passengers of engine's progress enroute.

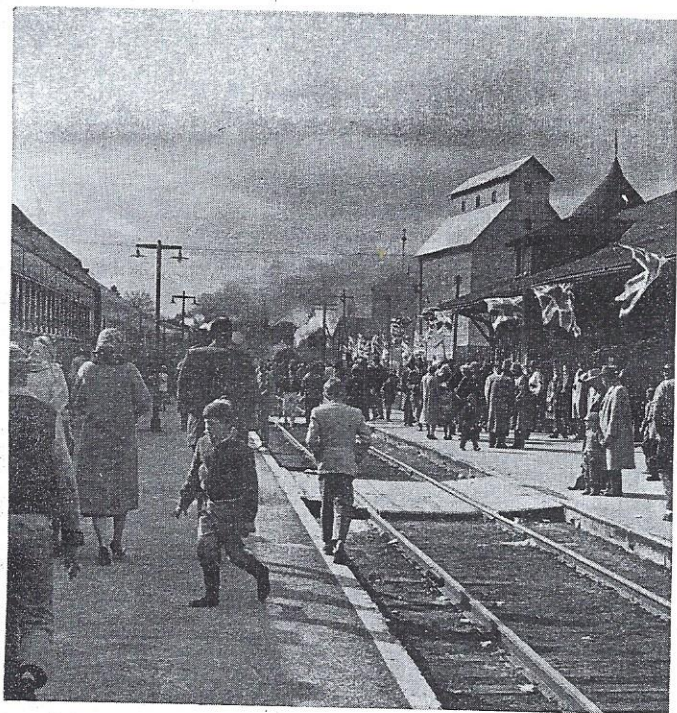


The nostalgic clanking, smell and sight of the old train brought back many a fond memory for the older passengers, many of whom were retired Company engineers, and a new thrill for the youngsters. No one seemed to mind the rain of black smoke and cinders belched from the ancient smokestacks.

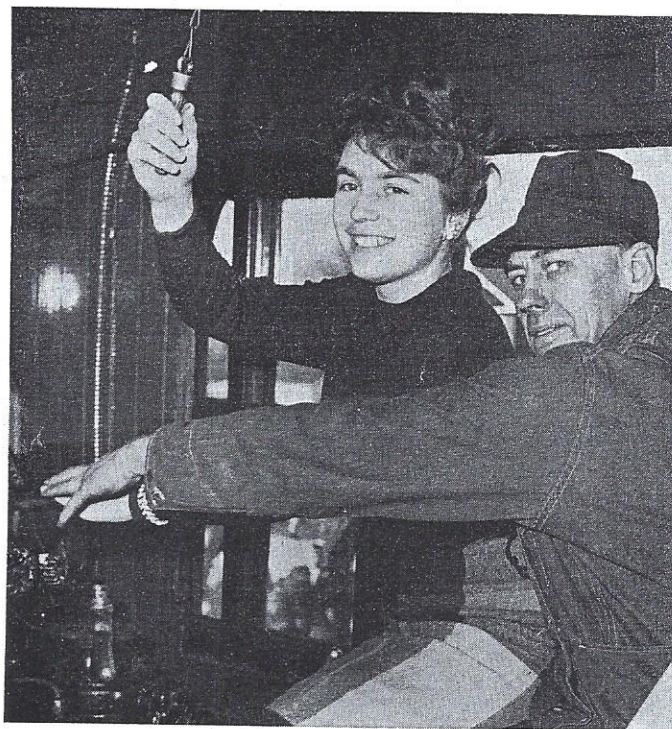
No. 136 was in use until recently on the New Brunswick district along with two other old timers of similar vintage, Nos. 144 and 29. No. 144 was donated to the Canadian Railroad Historical Association last November, for preservation at Montreal, while No. 29, now out of service, is earmarked to be kept for historical reasons as well. No. 136 is the oldest of this trio of ancient steamers, having been built in 1883 by the Rogers works of Paterson, N.J.

Except for a former Canadian Pacific engine now in use by the City of Winnipeg Hydro Department, and featured in another story in this month's issue of "Spanner", No. 136 is the oldest engine still in operation in Canada.

Subsequent to the "Railfans Unlimited" trip out of Toronto, No. 136 was purchased by a private individual in Toronto, and it is expected that it will be preserved somewhere in that area.



The town of Orangeville, decked out in Union Jacks and the Stars and Stripes, greeted the excursion with a civic welcome including a brass band. Mayor J. A. Maude with hundreds of town residents played host to the railfans during their two-hour stop-over.



Pretty Sandra Hunt of Willowdale, Ont., gets a lesson in locomotive driving from engineer Charles Waters during a railfan inspection stopover along the way. Mr. Waters had engine 139 hitting 65 miles per hour on the straight stretches.



Old 136, triple-hitched to two other ancient locomotives, is seen in steam-filled setting as admirers watch from the sidelines. Nostalgic clanking of the trio of engines, plus the smell of

engine smoke brought thrills galore to many of the oldtimers and a new experience for the youngsters. Combined ages of the three engines: 174 years.