

Upper Canada Railway Society

Number 223 August 1964



newsletter

25 c per copy



AN ONTARIO SHORT LINE

The Smoky Line

by Austin B. Hopkins



ABOVE:

No. 102 and Pullman car "Constitution" at Kapuskasing in 1926.

There are few short-line railways in Ontario, but here is a description of one operated by Spruce Falls Power and Paper Company, Limited. The line runs between Kapuskasing and the Company's Hydro-Electric generating station at Smoky Falls, 50 miles north of "Kap" on the Mattagami River.

This road, nicknamed the "Smoky Line", is standard gauge. It has two purposes; firstly, to provide communication with the community of Smoky Falls; secondly, to haul pulpwood from the Company's timber limits north of Kapuskasing. (Note that "north" is "down" on this side of the Arctic Watershed. Thus wood from the south of Kap can be driven down the rivers, but from the north it must be hauled upstream by rail.) A third use, at least for the past two and the next three years, is hauling a daily mixed train to Little Long Rapids which is 46 miles from Kap, with all the materials, machinery and people required to build Ontario Hydro power plants on the Mattagami River. This will involve a fantastic amount of material, as the base camp alone consists of perhaps 350 buildings, of which 300 are individual dwellings, but that is another story.

Motive power on the Smoky Line was steam until the first diesel arrived in 1950. The first steamer was ex-G.T.R. 2072, owned by R.T. Gilman & Co., contractors, who started work at the new mill in 1926. No. 2072 was built before the turn of the century, acquired by Gilman in August, 1919, and was a battle-scarred veteran by the time it reached Kap. Its drivers were so badly worn that they had double flanges; its engineer claimed this was all that held it on the rails that trailed over that primitive roadbed.

It is suspected that Gilman turned the locomotive over to Morrow and Beatty (contractors on the mill from 1926 to 1929) and it may have been their no. 1. Also it could have been "regarded" as no. 101 of the "roster" when numbering of the S.F.P. & P. locomotives commenced, although it was never owned by them.



LEFT:

No. 107, one of three G.E. 70-ton diesel electrics on the S.F.P. & P. roster is shown switching at Kapuskasing.

More modern steam engines were as follows:

S.F.P. & P. No.	Type	Built	Builder	Acquired	Disposition
102	2-8-0	1908	C.L.C. no. 867	C.N.R. no. 1936 (class M-4k) in July 1926, previously C.G.R. no. 136	Sold for scrap May, 1959
103	4-6-0	1904	Loco. & Machine Co Montreal no. 29878	Morrow & Beatty no. 3 in 1929; previously T.H. & B. 27 in July, 1926	Burnt in 1934 and scrapped
104	4-6-0	1904	Loco. & Machine Co Montreal no. 29876	Morrow & Beatty no. 4 in 1929; previously T.H. & B. 25 in July, 1926	1952
105	4-6-0	1903	C.L.C. no. 573	C.P.R. no. 3286 (class M-4k) through dealer, in 1934	1956

The present diesel-electric power, all equipped for M.U. operation, is as follows:

106	B-B 600 hp 70 ton	Feb. 1950	G.E. (Erie) no. 30387	Purchased new, shipped Feb. 1950
107	B-B 600 hp 70 ton	July, 1955	G.E. (Erie) no. 32306	Purchased new, shipped July, 1955
53	B-B 600 hp 70 ton	Oct. 1951	G.E. (Erie) no. 31168	From St. Johnsbury & Lamoille County no. 53 in July, 1960; orig. from Mississippi Export R.R. no. 48 in July, 1958.

Note: No. 53 owned by Ontario Hydro and operated by S.F.P. & P; will become property of S.F.P. & P. about 1966 when construction is completed of Little Long Rapids, Upper Long Rapids and Lower Long Rapids Generating Stations.

BELOW:

Still lettered as Morrow and Beatty no. 3, this engine, later to be no. 103 of the S.F.P. & P., is posed at the mill at Kapuskasing for the Spruce Falls Company photographer.



The road itself consists of a total of 75 miles of track, of which 15 is yard track, and 10½ is a spur built in 1946 from mile 23 to Neshin Lake to pick up wood from the Opasatika River watershed. Annual wood requirements of the newsprint mill are about 450,000 cords (spruce, with some balsam and jackpine), of which about 45,000 cords are hauled on the Smoky Line and another 100,000 cords reach Kap via C.N.R. from both east and west. All wood is hauled on 40 ft. end-racked flatcars, of which the Company owns 120. Most are second-hand flats, although some are stripped-down box cars. A variety of other equipment sees service on the Smoky Line, including 4 wood cabooses, 5 boxcars, 1 depressed-centre flat (for transformers), a variety of wooden passenger equipment, a Jordan spreader, a flanger and a snowplow.

The first snowplow was homemade, and a real masterpiece. It was known far and wide as the "Wompus" and boasted every snow fighting gadget then known to science hung on it somewhere. Old-timers tell us it looked like an angry porcupine! It has long since disappeared from the scene, and plowing is handled now with the Jordan spreader. The last expedition of this ended in disaster at mile 22, while removing a fall of 15 inches of heavy, wet snow which blocked the line.

BELOW:

A rather decrepit 105 is seen switching the yard at Kapuskasing in 1950.



The snow rolled up under one wing, and before everything came to rest, the spreader, locomotive and caboose were all on the ground. Since the nearest "big hook" is the C.N.'s at Cochrane, the engine was jacked up from its perilous 30 degree list and rails wet under it, a laborious procedure requiring 14 hours. The date? May 23, 1963! The latter effort was in vain for the sun removed all the snow the next day.

The latest Company acquisition is a fleet of 75 modern steel boxcars for newsprint, built on 60 ft. "Hydroframes" by Pullman-Standard, with a capacity of 70 tons. (See Newsletter No. 216, page 11.) These carry part of the mill's daily output of 900 tons of newsprint to customers in New York and Washington. You may have noticed these cars on their way through Toronto or Niagara Falls as they are painted green with yellow doors, with enormous yellow "SPRUCE FALLS NEWSPRINT"

lettering. In addition to the paper, about 200 tons of sulphite pulp and 80 tons of wadding products leave the mill daily, which means lots of switching for the railway over both mill and C.N.R. trackage (within Kap yard limits).

A number of small vehicles ply the Smoky Line including a couple of buses and a 1963 Plymouth station wagon on flanged wheels. A ride on one of these 4-wheeled chariots is an experience to be remembered. The roadbed is certainly not equivalent to the C.N.'s main line, and these small vehicles pitch, yaw and roll like a ship at sea. In fact, some of the track over muskeg is "uphill both ways" after the frost leaves the ground in the Spring.

During construction of the power plants, a daily mixed train is operated for the Ontario Hydro as far as Little Long Rapids. This usually consists of 6 or 8 cars of construction material, an ex-C.P.R. steel baggage containing refrigerated space for perishable food, plus a steam boiler for train heating, and 2 or 3 ex-C.P.R. coaches -- some wood, some steel. These have lately been painted green with a yellow band along the windows, and are quite colourful. This train is open to all comers, and is especially crowded on weekends when the Hydro and contractors' crews come to Kap for the weekend.

If ever you should stray this far North, it would be worth the time to take a look at some of this equipment.



RIGHT:

It is interesting to compare this photo of no. 102, taken in 1950, with the one at the head of the article, and note the changes that were made on the engine over the years.

All photos from the author's collection.

T.T.C. HAPPENINGS

* The T.T.C.'s M-1 class rapid transit cars see continued use on the Yonge-University line. A few modifications have, however, been made to these cars since the prototype first appeared. The last 26 cars to be built had the interior lighting fixtures installed more towards the centre of the car ceiling before they left the builders, presumably to prevent visual obstruction of the advertising cards, as now occurs in cars 5300 to 5309. Delivered without armrests on the longitudinal seats, the cars are now having square-sectioned stainless steel rests applied to them.

Two cars, 5302 and 5331, have had one of the two sets of door operating push-buttons, previously mounted above the side windows, moved to lower locations. Those on 5302 are in a small box below the side window, near the end of the car, while those in 5331 are installed on the rear bulkhead, between the window and the car side. The modifications are presumably to facilitate the guard's duties.

* Differential dump cars W-13 and W-17 were scrapped at Russell Division on April 7th. The units had not seen service for several years prior to this.



CANADIAN NATIONAL RAILWAYS

FORM 19



TRAIN ORDER No.

25

Belleville June 20 64

TO

Rex Extra 6167
East

AT

Toronto

by John Freyseng

With the introduction of lower rail fares by the C.N. and the C.P., Toronto's Union Station has become a very busy place, especially on summer weekends, and Saturday, June 20th was no exception. Amongst the scurrying crowd could be discerned a line of people sporting camera equipment, lunch hampers and assorted forms of railway personnel clothing, for up on track 3 was the consist of the Society's annual spring steam excursion. Behind the specially equipped baggage car 9166 were coaches 5113, 5162, 5086, 5101, cafe car 424, coaches 5203, 5083, 5119 and 5105. All the coaches were from the St. Lawrence Region (due to the shortage of equipment in Toronto) and were of the plush, walkover type of seating, complete with smoker at one end. Bringing up the rear was a very odd combination indeed in the form of Mountain Observation car 15097 and the U.C.R.S. private car "Nova Scotia", resplendent in its new paint scheme of royal blue with a yellow stripe.

Departure, scheduled for 9:00 a.m. E.D.T., was delayed until train 10 for Belleville had left with, in addition to its usual 1900 series engines, C.L.C. units 6703 and 6800; these units to be our motive power for the return trip over the Oshawa Subdivision that evening. Train no. 8, the "Lakeshore Express", followed us up the hill to Scarborough, where no. 10 was in the eastbound siding, making the unusual sight of a three passenger train meet at that point. After a short stop for orders, Extra 6167 East was off and running for Lindsay, accompanied by the finest of weather.

On arrival at Lorneville Junction, the train was stopped to register before swinging on to the Midland Subdivision, but starting up proved to be too much for 6167 with its train stretched around the curve joining the two lines. The first attempt got nowhere, so the train was backed off the east leg of the junction, to get a run at the curve. Again 6167 lost its footing half way around the curve, and it was only after backing a half mile down the Coboconk Subdivision and taking a good run did 6167 manage to warp the train around the curve and on to the Midland Subdivision, albeit with much slipping of drivers. After the first run-past at Cambray, we headed for a much needed fuel and water stop at Lindsay. The next run-past was held just east of Lindsay, where the Campbellford Subdivision of the C.N. crosses the Scugog River and the C.P. line from Dranoel to Lindsay (see photo on the cover of last month's issue). The Mountain Observation car by this time was well filled with people, as was "Nova Scotia"; these two cars drawing as much attention as the steam locomotive from wayside spectators. Arrival at Peterborough was at the height of the afternoon traffic, and the train managed to foul the auto traffic rather well. Again, water and coal were taken on while a good sized delegation of the town's citizens examined the train. At the same time, many of the train passengers took advantage of the special bus service arranged by the Society which ran from the station to the lift lock on the Trent Canal.

The third run-past of the day took place at the swing bridge over the Trent Canal just west of Hastings, where some of the more enthusiastic photographers scrambled down on to the central pier of the bridge. Unfortunately for photographers, as 6167 thundered by, it was covered by a veil of its own smoke, which the wind carried in the same direction and at the same speed as the train. However, the Vesuvius-like display did manage to distract the local Isaac Waltons from the

elusive fish of the Trent, which no doubt pleased the fish. The trip resumed, the train following the south bank of the Trent River and then cutting inland to Campbellford. The fourth run-past was held in ideal conditions on the high level bridge over the canal and the river in the heart of town, a downstream dam giving a fine vantage point for the whole proceedings. The last run-past was held at Foxboro, only 6½ miles from Belleville.

Due to our late arrival in Belleville, Extra 6167 East stopped only long enough to become Extra 6703 West, engine 6167 and baggage car 9166 being traded for the diesels and baggage car 9199. The reason for the change of power was "Railway Week" being held at Belleville commencing on the following Monday, during which 6167 was to perform twice daily.

Following two loud blats on the air horns, the two diesel units knuckled down to the work at hand. The open portions of "Nova Scotia" and the Mountain Observation car became very breezy to say the least as the train's speed hovered around the 80 m.p.h. mark. We crossed the Trent Canal for the last time at Trenton Junction with a resounding roar, accompanied by a minor hurricane of dust, sticks and other residue which is found along railway tracks. Despite the high speed operation, the two tail-end cars rode extremely well, and what discomfort was caused by the wild breeze did not seem to have any effect on the size of the crowd in the cars. At one point, just east of Oshawa, a long eastbound freight slammed by, and the last thing the conductor in the caboose expected to see was eight salutary highballs from the rear end of the strangest blue passenger car he had ever seen! As the sun faded for another day, so did the milage for another successful trip, with arrival at Union Station being only 30 minutes off the advertised.

Two features made this trip most unique. Thanks to the extreme devotion and loving care demonstrated by a few U.C.R.S. members, the Society's private car "Nova Scotia" was in fine shape for the trip. These people expended endless hours of toil along with Mr. Fred. Goldthorpe of the C.N.R., an ingenious "master car builder", to make a magnificent addition to the enjoyment of these trips. What finer publicity could the Society have than its own private car complete with distinctive royal blue dress and huge Society crests touring across the countryside, through town and village? The greatest kick I got out of the trip was watching the faces of those watching the train roll by. Being preoccupied with the thundering Northern, most spectators failed to realise the grandeur of the tail end until it had past them. Then was it recognised, as attested by the pointing finger of surprise and the open mouth of awe.

The second point of this trip worth special mention is the Mountain Observation car 15097. Having been restored to passenger service, this vehicle once again proved what an asset an open car can be. To say the least, 15097 is a very popular car with the many riders who stood in its open sections for hour after hour, drinking in the fresh air, the scenery, and the unforgettable cacaphony of noise that adds so much to the pleasure of the steam excursion. We certainly hope that the progressive C.N. sees fit to keep this car available for excursion use.

BELOW:

"Nova Scotia" is parked in a prominent place on Bethune Street in Peterborough while 6167 is serviced nearby.

photo by J.A. Brown



A WORD FROM THE PRESIDENT

Lest anyone blame the editor for the delay in publishing of last month's Newsletter, an explanation is in order: The Excursion Committee had hoped to be able to present full details and fares for the Toronto-Capreol-Ottawa Weekend Excursion, September 11-13, and Newsletter mailing was thus delayed. However, unexpected delays in receipt of final cost figures from the railway necessitated release of the Newsletter without this information. By the time you read this, full information should be in your hands.

Otherwise in the Excursion Department, inquiries have been made as to the feasibility of operating excursions to the Niagara Junction Railway and the lines of the former Niagara, St. Catharines and Toronto Rly. Both of these trips, unfortunately, are technically not possible. However, thought is being given to a series of diesel-powered trips to explore remote branch lines that may be ripe for early abandonment. All in favour?

A special vote of thanks must go to our Montreal neighbour, the Canadian Railroad Historical Association for their cooperation in connection with our Fall Foliage trips, September 26th and 27th. By rescheduling their Fall excursions to October 3rd and 4th, they have released engine 6218 to us so that our excursions may be doubleheaded as planned. (An unfortunate mixup had 6218 lined up for trips in both Montreal and Toronto on the same day!) Full details on the Montreal trips, to Garneau on Oct. 3rd (\$8.50) and Cantic on Oct. 4th (\$7.50), may be had from C.R.H.A., Box 22, Station "B", Montreal 2, Quebec.

Owing to some difficulty in meeting demands for back issues of the Newsletter a new dues policy is being established, effective September 1st. All new members joining the Society after September 1st will pay one half the yearly dues for membership to December 31st; no back issues of the Newsletter will be provided to new members, regardless of their date of joining. Another membership item: As you will probably appreciate, we just don't have the staff to send out individual reminders when your membership expires. From now on, all memberships will expire on December 31st, and members not paid in full by January 31st will be dropped from the mailing list. This may seem unduly harsh, but we have had renewals coming in as late as June, and of course we cannot guarantee to supply back issues of the Newsletter to fill the gap. Unpaid memberships have in the past been carried until April, and naturally this imposes an unfair load on the rest of the membership. Of course, there will be reminders in the Newsletter about membership renewal, and your assistance by renewing early will be appreciated. Finally, if you have any questions concerning your membership, the Membership Committee will be happy to answer them for you. And that appears to be all for August!

Miscellany

* C.N.'s 15702, ex-Toronto Suburban no. 24, is to be retired soon. Since 1924, the single truck car has been used to carry switchmen and brakemen around Neobing Yard at Fort William, Ontario. It was built in 1909 by the Toronto Railway Company, and is likely to be donated to a trolley museum. (W.E. WEIGHILL)

* The Pacific Great Eastern has sold a 70-ton General Electric diesel electric locomotive to the Marathon Paper Company at Marathon, Ontario. The unit, numbered 555, was shipped in early April. (K. ANDERSON)

newsletter

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

production: J. Wm. Hood

mailing: J. R. Whatford

Incorporated 1952



WESTERN NOTES

by Robert J. Sandusky
Photos by the Author

ABOVE:

Ex-C.P. 3522 switches at Taylorton Mine on March 23rd. The engine is now owned by the Manitoba and Saskatchewan Coal Company.

It was a nostalgic sound to hear a C.P.R. whistle again as 2-8-0 No. 3522 loomed up through the billowing clouds of a prairie snowstorm. It clumped over the points of a stub-switch and stopped in front of a cut of loaded hopper cars. "Are you going up to Bienfait to-day?" (Sometimes pronounced Bean-fate!) "We'll be going if the snow don't stop us." was the driver's reply.

Within 15 minutes No. 3422 had assembled a dozen assorted hoppers and boxcars departed from the coal loading plant and disappeared among the small mountains of overburden, piled up by years of strip-mining.

After a short drive three miles north to Bienfait the C.N.R. station and interchange was located and within a minute a nebulous form appeared in the storm and finally organized itself into the outline of 3522 which then blew for the C.N.R. crossing. A series of clatters came from inside the station, the C.N. semaphore arms fell and those for 3522 cleared. The train then rolled over the right-angle crossing, blew for the main highway, then turned left into the nearby C.P.R. yard. After about 20 minutes of switching, the grubby iron horse reappeared, pushing nearly two dozen cars, backed over the C.N.R. and redissolved into the clouds of snow, returning to the Taylorton mine whence it had come.

So it goes most Mondays and Thursdays on the Manitoba and Saskatchewan Coal Company. Two other ex-C.P.R. locomotives are on the roster; 6947 which is used about as often as 3522, and 6166 which has been stored out of service for over four years.

The M. & S. used to share the line to Beinfait with a neighbour, the Western Dominion Coal Mining Ltd., subsidiary of Great West Coal. There, until 1960, one could find former T.H. & B. 107, D.S.S. & A. 706, C.N.R. 418, G.N.R. Alco road switcher 182, a gas loco and a small diesel electric. This entire coal plant, with its attendant rail facilities and residential community, has been dismantled, leaving scarcely a trace. Two of the newest locomotives have been relocated at a modern Great West coal plant beside the C.P.R. west of Bienfait. There, ex-Great Northern 182 switches the yard, still wearing brown and orange but lettered G.W.C. The spare diesel, seldom used, is a rebuilt electric motor, the name of whose former owner "Cornwall Street Railway" can still be read on the cab sides.

Calgary Transit No. 14, a double-truck, Preston Built "prarie type", which was being preserved by Calgary Brewing, has been demolished. Only a pair of motorless Brill trucks in a yard mark its passing. The body had been painted slightly over four years ago but had been otherwise so neglected that a major rebuilding would have been necessary to save it.

Canmore Mines 0-6-0 No. 4, ex-C.P.R. 6144, has been removed from the two mile mine railway and acquired by Calgary's Heritage Park Society, along with several

coaches and a flatcar, all from the Morrissey, Fernie and Michel Ry. All equipment is being made "railworthy" in the C.P.R.'s Ogden shop before being moved to an exhibit area in Heritage Park, located on the southern fringes of Calgary. The park, due to open July 1st, contains a collection of old buildings gathered from around the Province, a 4,000 foot loop of standard track for the operation of No. 4, several old iron bridges and a narrow-gauge mine railway burrowing into a nearby hillside. The park is guarded on the east by a formidable stockade and on all other sides by Glenmore reservoir. Tenders have been called for the construction of a paddle-wheel steamer to ply the waters.

Wherever possible original buildings are exhibited, replicas being constructed only when the original is unobtainable (such as a Hudson's Bay post). Unfortunately for the purists, the problems of maintaining a steam locomotive were a bit overwhelming and the 0-6-0 is to be diesel-powered. (Could this become a king size market for Lionel smoke pellets?).

About one dozen assorted Northern Alberta Railway steam locomotives were observed this month in Edmonton East, still waiting to be scrapped by a nearby steel mill. No. 161 and assorted 2-8-0 and 2-10-0 types constituted the assembly.

RIGHT:

Great West Coal Company engine 3070 rests in the enginehouse at Taylorton. It was formerly an electric steeple cab locomotive on the Cornwall (Ontario) Street Railway.



C.N. Notes

* The C.N.'s Oshawa Railway facilities were officially de-electrified on July 2nd, when the power was switched off the overhead wires for the last time. The electric locomotives formerly used for switching service around Oshawa's extensive industrial trackage have now been shipped to London for scrapping, except for no. 22 and 45. The latter is now the property of the Ontario Electric Railway Historical Association and will be moved to their Rockwood, Ontario property at some time in the future. The same organisation is also acquiring the rotary converter and considerable overhead materials from Oshawa for use on their Halton County Radial Railway. Needless to say, any donations of money to help purchase these supplies would be most welcomed by the Association at Box 121, Scarborough, Ontario.

Canadian National class GS-8 diesel switchers are now used for switching in Oshawa.

* The four full length dome cars purchased by the Canadian National from the Milwaukee Road have been named and numbered as follows: "Jasper" (2400), "Athabasca" (2401), "Yellowhead" (2402), and "Fraser" (2403). The use of the name "Athabasca" (with a "c") necessitated the renaming of a parlour car, formerly "Athabaska" (with a "k"), no. 573, to "Great Slave Lake".



News



Due to the closing of Bathurst Street north of Bloor to street car traffic from May 29th (10 p.m.) to 5 a.m. June 1st, eight PCC cars, normally operated from St. Clair carhouse, were temporarily based at Roncesvalles Division. These were 4506, 4509, 4518, 4521, 4538, 4539, 4543 and 4545.

Also removed from St. Clair for the same reason were Witt cars 2766, 2778 and 2884. All were stored at Lansdowne Division. Certain U.C.R.S. members arriving at Lansdowne carhouse for the May 31st fantrip decided that 2766 should be given to the Euclid Railfans Club of Cleveland for their fantrip. The idea behind this was to obtain 2778 for our own use, in view of the fact that this car has been donated to Pioneer Village and might not be used again. It might be noted in passing that 2766 later developed difficulties and was later changed off for 2884. Someone on the T.T.C. staff is to be congratulated for having the foresight to send out one more Witt than was required. Had this not been done, our friends from Cleveland might not have enjoyed their visit.

Crane Car C-1 and Flat Motor W-8 were temporarily housed at Russell Division several nights in advance of the Bathurst Street weekend closing, in order that they would not be isolated from the system while preliminary work was carried out on Bathurst Street north of Bloor. Both cars returned to Hillcrest Shops on Thursday May 28th although C-1 returned to Russell for the weekend. It was returned to Hillcrest early on June 1st.

(J.F. Bromley)

NEWS Railway PHOTOS

These two views show C.P.R. GP-35 nos. 8206, 8207, 8208 and 8209 on trains through Bowmanville, Ontario. The recently built units were receiving their break-in runs out of Agincourt Yard prior to their final assignments.

Photo by D.W. Hatley



U.C.R.S. Announcements

AUGUST MEETING

The August meeting will be held on Friday, August 21st, commencing at 8:00 p.m. Members are asked to assemble at the clock in the middle of the main concourse at Union Station, prior to a tour of the Canadian Pacific's Centralised Traffic Control centre at the station.

HAMILTON CHAPTER

The August meeting of the Hamilton Chapter will be held at the C.N. Dundas, Ontario station on Friday, August 28th, commencing at 8:00 p.m.

SEPTEMBER OUTDOOR MEETING

The September outdoor meeting of the Society will be an observation session held on Friday, September 4th at the Canadian Pacific Leaside station commencing at 8:00 p.m.

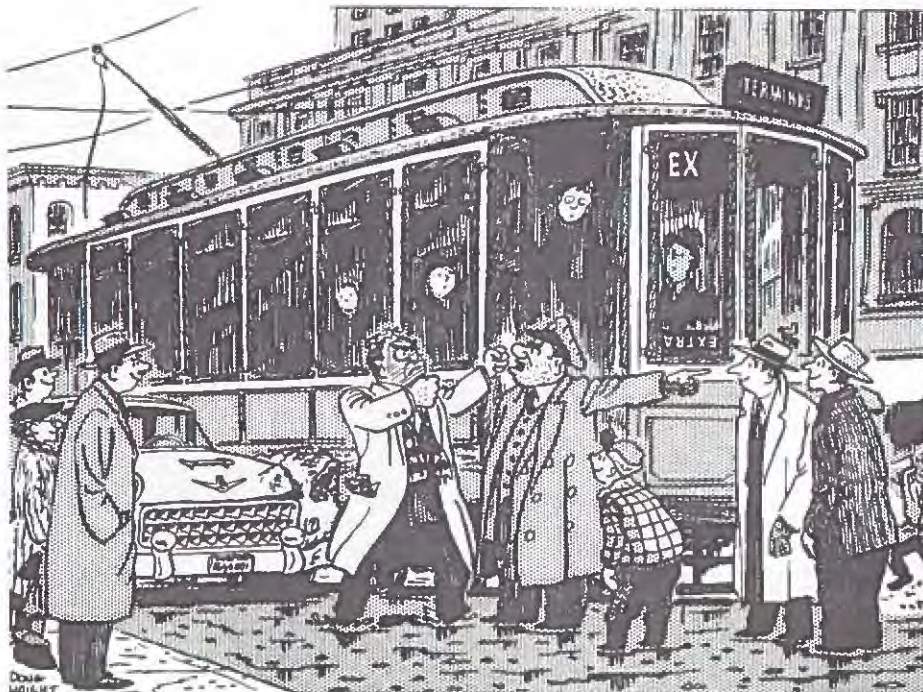
FALL MEETINGS

Beginning on Friday, September 18th, the regular series of third Friday indoor meetings of the Society will commence. All monthly meetings will be held in Room 64 of the Royal Ontario Museum, Queen's Park and Bloor Street commencing at 8:15 p.m.

HAMILTON CHAPTER

The September meeting of the Hamilton Chapter will be held on Friday, September 25th in the C.N. Hamilton station commencing at 8:00 p.m.

Worth a Laugh _____courtesy Doug Wright and the Montreal Star



"I am NOT chicken . . . it's just that, if I turn my back, half this crowd will hop into the tram and claim they was injured in the accident."

Doubleheaded!

The news is finally out! Upper Canada Railway Society's second annual weekend excursion will be hauled by TWO steam locomotives for its entire 840-mile scenic length! Veteran 6167 and recently-rebuilt 6218 will head our train through some of Canadian National's finest scenery in Eastern Canada. Plan now to be with us September 11th, 12th and 13th for this once-in-a-lifetime experience.

EQUIPMENT

With the assignment of two steam locomotives to our special, what more can be said about the motive power? A variety of modern sleeping cars will guarantee your riding comfort, while two dining cars will keep you from going hungry. If you prefer the fresh-air approach, the usual open baggage car (with 110 volt power for tape recorders) will be along, and it's likely C.N.'s Mountain Observation Car will be there too! A lounge car will be provided for relaxation, and of course there'll be an open platform at the rear.

RESERVATIONS

Please indicate in the appropriate squares on the Reservation Coupon the number and type of space desired, and enter totals in the right-hand column. Any special instructions or requests should be outlined in a covering letter.

While we will attempt to fill your requests as completely as possible, some types of space may be sold out at an early date. When your Reservation Coupon is received, we will confirm your reservation or suggest alternate space. To insure best selection of accommodations, you are urged to reserve early. RESERVATIONS CLOSE SEPTEMBER 5th, 1964

A deposit of at least one half of your total ticket cost must accompany your Reservation Coupon. All accounts must be paid in full by September 5th or reservations will be released. Refunds will be made prior to September 5th; refunds subject to a 20% cancellation charge will be made after that date.

FARES

The following table gives adult and child fares for each of the types of accommodation available. Please note that these fares are ALL-INCLUSIVE; your transportation, accommodation, meals and tips are all included in the ticket price!!

	UPPER BERTH	LOWER BERTH	DOUBLE ROOM*	ROOMETTE
ADULT	\$87	\$91	\$95	\$99
CHILD (5-12 yrs: own space)	\$69	\$73	\$77	\$81
CHILD with parent in parent's space	\$25	\$25	\$25	\$25
2 ADULTS in same space**	\$71	\$73	\$74	\$76

* Double rooms (Bedrooms or compartments) sleep two. Fares quoted are per person. A limited number of Drawing Rooms sleeping three are available; subject to availability, fares per person will be as shown for lower berth.

** Owing to narrow bed width, this arrangement is not recommended.

Infants under five years of age may travel at a fare of \$5, which does not include meals. Please remember that this excursion will be under way nearly forty-eight hours, during which time the children may become restless.

COUPON

To: TRIP COMMITTEE,
UPPER CANADA RAILWAY SOCIETY,
BOX 122, TERMINAL "A",
TORONTO, ONTARIO.

Please reserve space for me as follows, for the Capreol - North Bay - Ottawa excursion, September 11-13, 1964. My deposit of at least one half the total ticket cost is enclosed.

	UPPER BERTH	LOWER BERTH	DOUBLE ROOM	ROOMETTE
ADULT				
CHILD (5-12: own space)				
CHILD (with parent)				
2 ADULTS (sharing space)				
INFANT				

Please print name and complete address on reverse side of this coupon. Cheques and money orders must be payable to the Society in Canadian Funds at par in Toronto.

TICKET TOTAL \$ _____
DEPOSIT ENCLOSED \$ _____
BALANCE DUE \$ _____

ALL ACCOUNTS MUST BE PAID IN FULL BY SEPTEMBER 5th, 1964.

Where we will be going

CHECK-IN: Passengers must present their tickets at the train gate, Union Station, before boarding the train. Checking in will commence at 9.30 p.m., Daylight Time. (Daylight time is one hour ahead of Standard Time.) To avoid last minute congestion, please check in as early as possible.

ALL TIMES DAYLIGHT SAVING

Leave TORONTO (Union Station) 11:00 p.m., Friday, September 11th.

Our departure is late enough to permit convenient connections from out-of-town points. A leisurely overnight run takes us to the Parry Sound district, on Georgian Bay. Saturday is spent travelling north to Capreol, a major C.N.R. division point, and thence east to North Bay.

Arrive NORTH BAY 7:00 p.m., Saturday, September 12th.

To provide a brief "intermission" in the weekend's activities, the Ontario Northland Railway's cruise ship "Chief Commanda" takes our passengers for a moonlight cruise on Lake Nipissing. (Also included in your fare!!)

Leave NORTH BAY 11:00 p.m., Saturday, September 12th.

Our second night under way takes us to the Nation's Capital, 225 miles east of North Bay.

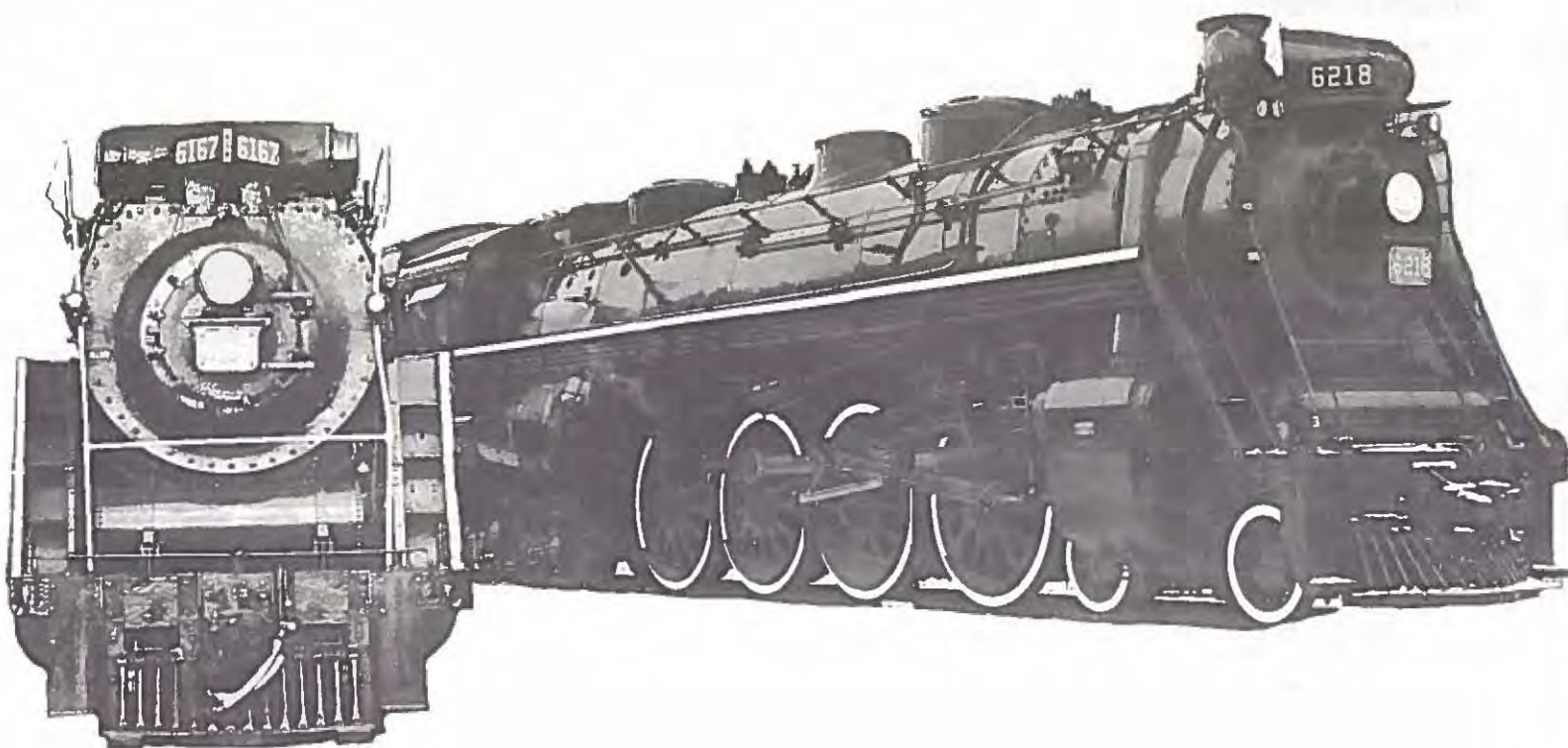
Arrive OTTAWA 7:00 a.m., Sunday, September 13th.

Our 3½ hour stay in Ottawa provides plenty of time for sightseeing and inspection of our motive power.

Leave OTTAWA 10:30 a.m., Sunday, September 13th.

Southwest from Ottawa, our special wends its way through the picturesque Rideau Lakes to Napanee and Belleville. A high-speed run from Belleville brings us back to Toronto in time to connect with outbound trains.

Arrive TORONTO (Union Station) 10:00 p.m., Sunday, September 13th.



NAME _____

ADDRESS _____

CITY _____ ZONE _____ PROV./STATE _____