

Upper Canada Railway Society

Number 225 October 1964



newsletter

25 c per copy



STEAM Spectacular!

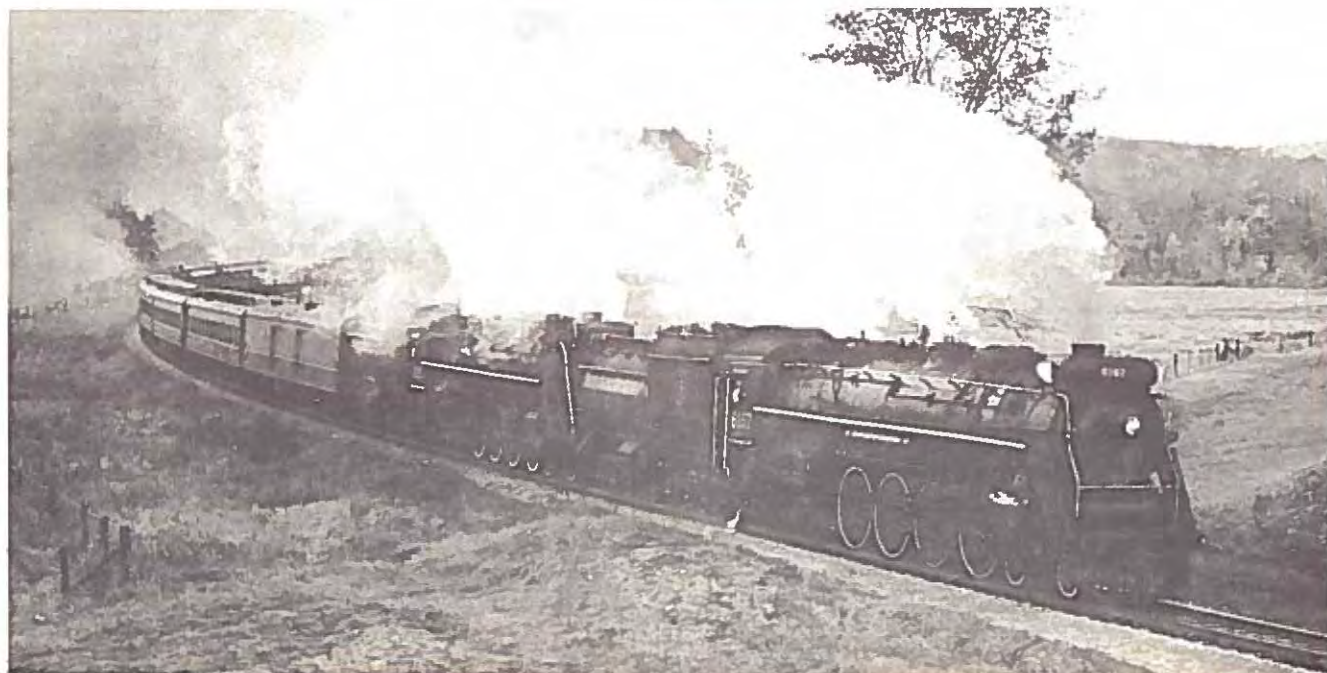
September 26

September 27

RIGHT:
Three tries to wye,
but they finally
made it around at
Scotia.

(C.W.R. Bowman)

BELOW:
Injector overflow
spitting, throttle
wide open - steam
in action near Sco-
tia. (C.W.R. Bowman)



As nearly everyone knows, the Society's two doubleheaded steam excursions on September 26th and 27th were truly spectacular. Just for the record, the passenger count was over 900 on Saturday and 400 on Sunday; 204 guests dined at the Annual Banquet and heard guest speaker Pierre Delagrave reveal his predictions on future rail passenger travel; record amounts of coal, water, food and film were consumed on both trips; and who cared if the Saturday trip stretched on into Sunday, arriving at a locked-up Union Station at 1:30 a.m., some four hours late. Even Nature shed her tears on the occasion; it rained steadily for two days, ceasing only long enough to wink at the last run-past of the festivities. For those who were there, you have your memories; for the others, the following photos are presented:



ABOVE:
Runpast in the rain, with 6167 performing vigorously, as was her wont during the past few years. (J. A. Brown)

RIGHT:
Everyone wanted a dome on a steam trip, so we had a dome; shanghaied from another passing railtour. (J. A. Brown)

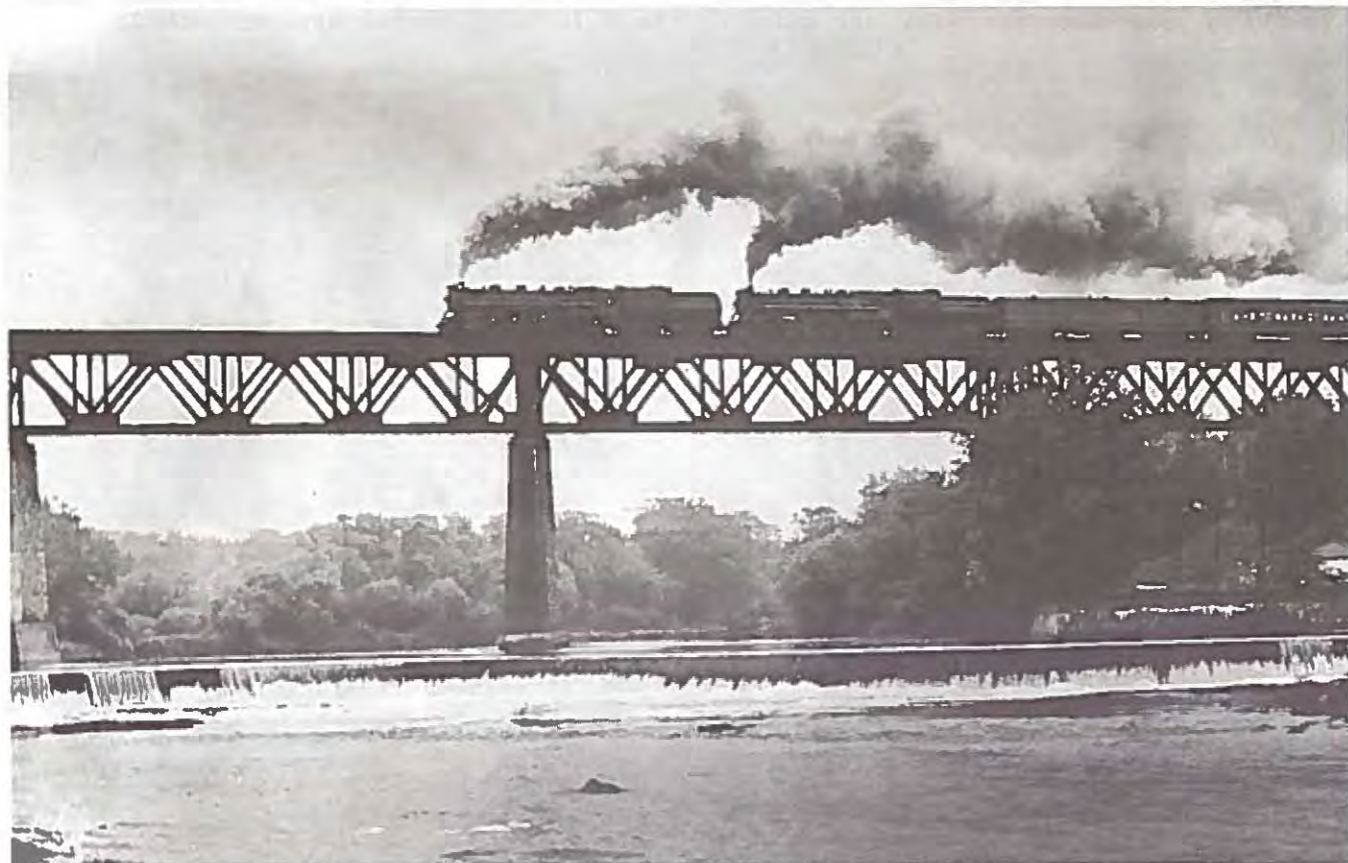


COVER:

Railfans' delight - smoke and steam at a runpast on the Dundas Subdivision east of Brantford.
(W.E. Blaine)

BELOW:

A grand crossing of the Grand at Paris, Ontario.
(W.E. Blaine)



RENEW MEMBERSHIPS NOW

Don't say that you were not reminded. If your membership card shows an expiry date of December 31st, 1964, that is exactly when it will expire. Please help the now overworked Membership Secretary, and make his job a little easier. Send in your 1965 dues right away. Remember, the rate is the same low cost as last year, \$2.50 for Associate members, \$3.50 for Resident members, with \$1.00 extra over either fee giving you first class mailing of all publications. Renew now; don't miss a single issue of the NEWSLETTER!

newsletter

Published by the Upper Canada Railway Society, Box 122 Terminal A, Toronto, Ontario on or about the 8th day of each month. Opinions expressed are those of the Editor only.

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

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

Authorized as Second Class Mail by the Post Office Department, Ottawa, Ontario, and for Payment of Postage in Cash.



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

production: J. Wm. Hood

mailing: J. R. Whatford

Incorporated 1952

Wreck of 6167



by G.W. Horner

It was on a bright and clear day, at 3:18 p.m., July 6th, 1943 that a violent head-on collision occurred between C.N.R. engines 6166 and 6167, resulting in a million dollar wreck.

The "Ocean Limited", train no. 1, from Halifax to Montreal with 15 cars, was operating late while fourth class eastward freight train no. 702, engine 6167, handling 41 loads and a caboose, 3284 tons, had left St. Charles, Quebec, its engineer under the impression that no. 1 was on time and had passed that point.

Both trains were operating at high speed and approached each other east of Montmagny on a tangent track which stretched five miles to the east and two miles to the west of the station. Engineer J.H. Blier on no. 1 having seen the opposing train, had applied his brakes, and his train was almost stopped at the moment of impact. The brakes on no. 702 had not been applied until moments before the impact and was still travelling very fast. Engineer J. Lavasseur's story was never heard, as he died in the cab of engine 6167. The collision occurred on a river bridge a half a mile east of Montmagny station. All wheels on both engines and tenders were derailed, while the tender of engine 6166 was resting at an angle against the girders of the bridge. Estimated damage to engine 6166 was \$35,000 and to engine 6167 \$40,000.

Other damaged equipment included express refrigerator car 10010, loaded with fresh fish, which was demolished, while baggage car 8778 was badly damaged and lay across the tracks at right angles. The other 13 cars on no. 1 remained on the tracks. On no. 702's train there were six cars of merchandise and 14 cars of coal derailed on both sides of the track, jammed into a 200-foot long area between the bridge and a nearby road crossing.

In addition to the death of 6167's engineer, other injured employees were no. 1's engineer, both firemen, one baggageman, four Royal Mail clerks, one express messenger and the dining car steward. However, there were forty-five passengers on no. 1 who reported receiving only minor injuries. The multi-span bridge over the river at mile 77.5 on the Montmagny Subdivision was extensively damaged. After the auxiliaries from Joffre and Riviere du Loup had rerailed the locomotives by about midnight on July 7th, it took an additional 16 hours to make temporary repairs to bridge spans 4, 5, 6 and 7 before traffic was again permitted to cross the river.

Had it not been for the critical shortage of locomotives during the war years it is likely that 6167 might have been scrapped at that time instead of being repaired and returned to service.

PHOTO: 6167 at Truro, N.S. during wartime.

Photo by J.A. Brown

Farewell 6167

by R.F. Corley

At the Society's 1964 Annual Banquet, held this year at the Connaught Hotel in Hamilton in conjunction with the doubleheaded steam excursion on September 27th member R.F. Corley delivered this brief but poignant address on the retirement of C.N.R. no. 6167.

One of the happier customs of our modern society, which most of us have shared from time to time, is the occasion of the retirement party. Here an opportunity is afforded for many to pay tribute to an individual, not only for the service he has rendered faithfully in his chosen occupation, but also to those personal characteristics and qualities which have attracted many to him, and made them his friends.

Tonight we are gathered for just such an occasion, the official retirement of 6167. Let this not be the time for sorrow or tears, even though this friend we have come to know so well will be leaving us; but rather let us think of the happy associations we have had together in the five seasons past - and for some of us, even earlier and fonder memories.

Nor should we forget that we are honouring a lady. There has been much written and speculated as to why engines are called "she", particularly in our masculine world of science and machines. Principally these authors point to the unpredictable, even unruly nature of the female of the species, as a challenge for the male to conquer or subdue. There is most assuredly some element of truth in this - but some of us have held another theory. For those who were privileged to work with and to share experiences with the steam locomotive as a living creation of man, addressing an engine as "she" was but one way of expressing dignity and affection for one so very close to our hearts.

6167 is leaving us in the prime of her life. She and her sisters were all wartime babies, born to a hard working life when there was no time for glamour - only the demands for dependable, continuous service at a very crucial year in our country's history. She first saw the light of day on March 29th, 1940, when she rolled from the erecting shop at Montreal Locomotive Works - so that when the expanding fleet of diesels sounded her death knell, she had not yet reached her 20th birthday, and was stored serviceable in March, 1959 after 1,266,930 miles of service. Through the foresight of our past President, Mr. Ed. Jordan, and with the most wholehearted response and interest of the late Mr. W.H. Kyle, Regional Vice-President, and Mr. W.C. Bowra, General Manager, of Canadian National Railways - supported by their staffs right down to the men who cared for her so lovingly at Mimico and Toronto shops - 6167 gained a reprieve. Few of us have this opportunity to bring joy to the hearts of mankind after completing over 1½ million miles of service.

From July 10th, 1960, when she first returned to service on our Society's excursion, up to this her last trip, also with the Society, she has operated on some 50 trips for a total of 12,000 miles and has hauled almost 40,000 passengers. Not all of these trips have been sponsored by the U.C.R.S., but our Society's operation, together with those excursions promoted by Passenger Sales of the Canadian National, have accounted for almost 90% of this mileage.

Moreover she has been a good ambassador - for our Society and the Canadian National. Some railway executives on this continent have decried the continued use of steam power as "antiquated", "obsolete", "the wrong company image" and so on.

We submit that the journeys of 6167 have focussed attention on railway travel at a time when the significance of both history and the place of historic equipment in our heritage is experiencing a comeback with the general public. Moreover, the timing has been such that it has almost coincided with the outstanding efforts of the person who is our honoured guest speaker tonight, in boosting railway passenger traffic and creating a new image of the railways with the public. Without taking the limelight, 6167's travels have had their place in focussing attention

on a dynamic and expanding industry, so vital to the Canadian economy. Truly she has provided a living link between the past and the future.

People who have never ridden on a train before have been introduced to the railways through her - such as the school children at the Railway Week in Belleville, or the underprivileged children from Toronto who travelled on the trip we sponsored to Blackwater - to say nothing of the combined U.C.R.S. and C.N. publicity of trips to all corners of Ontario.

As we have travelled behind her, we have shared her experiences. Sometimes we felt her agony at attempting to lift too heavy a train on a grade, trying to get her feet; or when she was working hard, down in the corner, perhaps with a less experienced hand at the throttle that would not let her give of her best. We have also exulted when she came into her own and reminded us what steam power - at its finest - was like. Can we forget the evening a year ago this month when, bound for Ottawa with our weekend excursion, she lit out from Union Station and soared up the Danforth Hill in a style and at a pace that has rarely been equalled before or since - hooked up, with a sharp crisp exhaust echoing back through the night air?

Now a youngster comes to take her place - a younger sister who will carry on the tradition she has established. We doubt that 6218, as her successor, will ever displace 6167 as the most photographed engine in Canada - if not in the world - but we are both proud and happy that the Canadian National has had the foresight and interest to make these memorable occasions still possible. Mr. Delagrave and Mr. Gonder - as representatives of that great railway system, we would like to publicly express to you two gentlemen, our gratitude for this privilege which our two organizations will share in the years to come.

In a valedictory address words cannot always express all that we feel at the departure of an old friend - but we must also look ahead. We hope that an effort may be made to assure 6167 of a suitable and appropriate resting place, where younger generations may admire her and the rest of us will have our memories re-kindled. Just as at the appropriate time in the British monarchy, perhaps we too should salute these two monarchs of the rails with the words,

"The Queen is dead. Long live the Queen!"

BELOW:

Two ladies and an interloper rest at Spadina prior to Saturday's festivities.



6167

Her
Vital
Statistics

SUB-CLASS	DATE BUILT	BUILDER	BUILDER'S ORDER NO	BUILDER'S BOILER NOS	ROAD NUMBERS.	CANADIAN NATIONAL RAILWAYS MECHANICAL DEPARTMENT MONTREAL									
U-2.e	1940	M.L.C.	Q388	69260 to 63, 69265 to 74	6165 to 6168, 6170 to 6179	TYPE NORTHERN CLASS U2									
U-2.f	"	C.L.C.	C-590	1960 - 1969	6180 to 6189										

INCLUDES 100 SQ.FT. SYPHONS & ARCH TUBES
U-2.e EQUIPPED WITH BOOSTER, EXCEPT 6168, ~~6169~~, 6175, 6179.
TRACTION EFFORT WITH BOOSTER 67,100

SUB-CLASS	CYLINDERS		DRIVING WHEELS		FIRE BOX		GRATE AREA	T U B E S				TENDER CAPACITY		SUPERHEATER	HAULAGE RATING
	DIA.	STROKE	OS. DIA	DIA. CT ⁵	LENGTH	WIDTH	SQ. FT.	LARGE	DIA.	SMALL	DIA.	LENGTH	WATER	COAL	
U-2.e	25 1/2"	30"	73"	66"	126 1/8"	96 1/4"	84.4	167	3 1/2"	42	2 1/4"	21' 6"	11,600 G ^{als}	18 TONS	SCHMIDT 'E'
U-2.f	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
U-2.e 6169	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"

SUB-CLASS	HEATING SURFACE sq. ft.				WEIGHTS IN WORKING ORDER LBS					LIGHT WEIGHTS		FACTOR OF ADHESION	MAXIMUM TRACTIVE EFFORT	BOILER PRESS.	
	TUBES	FIREBOX	TOTAL	SUPER-HEATER	ENGINE TRUCK	DRIVING	TRAILING	TOTAL ENGINE	TENDER	ENGINE & TENDER	DRIVERS	TOTAL ENGINE			
U-2.e	3805	415	4220	1760	67,800	240,800	94,100	402,700	280,250	682,950	216,720	362,070	4.24	56785	250 LBS SQ
U-2.f	"	"	"	"	67,700	237,110	84,520	389,330	280,250	669,580	213,400	348,700	4.17	"	"
U-2.e 6169	"	"	"	"	67,800	231,500	89,850	389,240	"	669,490	208,430	348,610	4.06	"	"

SUB-CLASS	STOKER	TYPE OF REVERSE G ^r	TYPE OF VALVE GEAR	SYPHONS	MULT. THROT ^{ls}	FR. WTR. HTR.	STEAM HEAT	SIZE & N ^o OF AIR PUMPS	BRICK ARCH	EXTREME WIDTH
U-2.e	SEE SPEC. LIST	BAKER	SEE SPEC. LIST	YES	SEE SPEC. LIST	YES	1-8 1/2" CC	YES	10-9 1/2"	
U-2.f	"	"	"	"	"	"	"	"	"	

MAR 30 '40

P. V.'s in Profusion!



Now there are two private railway passenger cars in operation in Canada! The above photo (by Peter Cox) shows the car "British Columbia" owned by the West Coast Railfan Association as it stands in the Great Northern station in Vancouver. The car, the former Business Car 16 of the Canadian Pacific Railway, was built by Barney and Smith in 1890 as sleeping car "Sherbrooke" and has carried variously the names "New Brunswick", "Laurentian", "Ontario", "Selkirk" and "British Columbia".

The car has been restored to the C.P.R. maroon livery, with elaborate and ornate gold lining-out on the trucks and car sides, using pressure sensitive metallic tape, rather than paint. An illuminated drumhead sign is permanently mounted on the rear platform railing, and the interior is suitably furnished, the Association receiving the car complete with the original interior furnishings intact.

Already, the car has seen several trips through the wilds of British Columbia on special excursion trains operated by the Association on the Canadian National and the Pacific Great Eastern. The train on the latter was hauled by a 2-8-2 steam locomotive which the Association has purchased from the Crown Zellerbach lumbering firm in British Columbia!

Motive Power Notes

* With the approach of the winter season and a general increase in grain traffic moving by rail, the Canadian Pacific's motive power situation becomes critical again. Already two Duluth, Missabe and Iron Range SD-9 units, nos. 179 and 188 have been used on the C.P.'s Kaministiquia Subdivision into the Lakehead. A total of 15 D.M. & I.R. units will eventually be in use on the C.P. in that area. It has been rumoured that a number of Reading locomotives will be leased for use in eastern Canada during the coming winter.

* Since July 23rd Ontario Northland Railway locomotives have handled Canadian National trains over C.N. lines between North Bay and Toronto to help ease the C.N.'s motive power shortage in Ontario. The units may regularly be found on no. 345, 346, 452, 453, 454 and 459, at least two of which arrive and depart Toronto in the early morning daylight hours over the Don Valley trackage of the Bala Subdivision. Engines reaching Toronto have included all the 1500-series G.M.D. "A" units (1500 to 1521, except 1517), 1800 h.p. M.L.W. road-switchers 1400, 1401 and 1402, and 1500 or 1600 h.p. M.L.W. road-switchers 1300 to 1311 (except 1306).

(J.F. Mellow)

* The Pacific Great Eastern took delivery in mid-September of five 1800 h.p. M.L.W. road-switchers. The units, numbered 614 to 618, were worked westwards on Canadian Pacific freight trains.

On the Cobourg & Peterborough

by Clayton Morgan

Sheets 30 M/16 E, 31 D/1 E and 31 D/8 W of the National Defence Department topographical maps for Ontario trace out the abandoned roadbed of a former railway line running north from Cobourg to Peterborough. The line strikes straight north from Cobourg then enters the valley of Cobourg Creek winding its way over the height of land that divides the Lake Ontario and Rice Lake watersheds. It drops over this rise and makes its way to Harwood on the south shore of Rice Lake. The map shows what appears to be a causeway heading across the lake for almost three miles, intersecting small Tich Island in the middle and continuing to Hiawatha on the north shore. From Hiawatha the line turns more north-westerly for a fairly direct approach to Peterborough.

The maps that were used for reference were revised in 1950, and they show a well defined causeway crossing Rice Lake, broken only at the north of Tich Island. However in actual fact the causeway is very ragged and does not extend the full distance to Tich Island, as evidently storms and perhaps gravel hunters have removed portions of the roadbed. The remaining portion is overgrown with large trees and is used for a jetty and fishing pier for the Village of Harwood.

The father of a friend is a retired C.N.R. -- Grand Trunk conductor in his eighties, and through his son has relayed information about the old line. About the same time I purchased Volumes 1 and 2 of the Canadian National Railways by G.R. Stevens. In Volume 1 a history of the old Cobourg and Peterborough Railway is provided and the two sources of information tie closely together.

In the 1850's and earlier, the railway building urge infected all Ontario towns and cities and Cobourg was one of these. In 1854, the above described line was built from Cobourg to Peterborough using a timber trestle across Rice Lake. Plans were forwarded to fill in the trestle and build a causeway, but lack of funds prevented such an undertaking.

In 1860, the trestle collapsed and was carried downstream. There was an element of suspicion cast towards Port Hope, who sponsored a rival railway to Peterborough. The portion of the line south of Rice Lake was taken over by the Grand Trunk but was abandoned in 1895. The northerly portion lay dormant until the 1880's when it was taken over by a Peterborough sponsored company until it was abandoned in 1902.



Part of the grade sough of Harwood was used for a township road, the remainder is hardly visible, covered by second growth timber in the valley of Cobourg creek while north of Rice Lake, the old grade traverses Indian Reservations and a lack of access roads makes tracing of the line very difficult.

One question comes to mind, and that is: if the line crossed Rice Lake on a trestle, what caused the apparent causeway? The book provides no answer, and my informant is somewhat hazy. However, he states that he heard of reconstruction attempts by building a causeway, but I rather believe that since Rice Lake is shallow the action of waves over the years have created a sand bar over the pilings of the doomed trestle.

Whatever the answers, it is an interesting relic of the early days of rail-roading, and I recommend anyone near that area to stop by and walk where steam once ran.

THE SOLUTION

Shown below is the solution to the cross-number puzzle printed in last month's Newsletter. Once again, our thanks to the imaginative John Rushton of Vancouver for submitting this unique contribution to our entertainment.

1	9	2	9	3	9				4	1	5	2	6	2	7	1			8	3	9	1	10	7								
11	4	0	1		12	6				13	3	2	6					14	8	0	9											
15	4	0	9	2					16	1	0	7				17	1	9	1	7												
					18	4	1		19	1	5					20	5	4														
21	2	6					23	3	0	8		24	6			25	1	4		26	2		27	1								
28	2	3		29	6					30	2	0		31	1	7				32	8	5		33	4							
34	2	1	3						35	5	3				36	8	2			37	6	7	2									
							38	1	1		39	1	1			40	2	0			41	4	0	5								
														42	1	0			43	9	0		44	5	2		45	2		46	2	6
								47	1	48	2	5	7						49	9	7	2										
50	5	1	1	8						51	6				52	2	9	0			53	6		54	1							
55	5	9	7						56	2	1			8				57	5		58	5	8	8								
59	3	7	6						60	8	3	0	0								61	9	0	8								

MISCELLANY

* The two-note chime whistles of the electric locomotives of the now-dieselised Oshawa Railway will be heard again in Oshawa. Because of the unpleasant and overly loud note of the air horns presently installed on diesel switchers working on the Oshawa trackage, local citizens complained of the disturbance. Since the air whistles were previously acceptable, the Canadian National has decided to re-install these whistles on the engines that are assigned to Oshawa. The existing horns will be removed and the whistles substituted in their place in such a manner that it is possible to replace the horns very quickly should it be necessary to send the engine to Toronto for repairs.

U.C.R.S. Announcements

NOVEMBER MEETING

The November meeting of the Society will be held on Friday, November 20th, in Room 64 of the Royal Ontario Museum, Bloor Street and Queens Park, commencing at 8:15 p.m., with Mr. John H. Walker presenting an illustrated talk on the car equipment of the Toronto Transportation Commission.

HAMILTON CHAPTER

The November meeting of the Hamilton Chapter of the Society will be held in the Board Room of the C.N. Hamilton station commencing at 8:00 p.m. on Friday, November 27th.

OTHER EVENTS

Of interest to railway enthusiasts is the annual Film Night of the Hamilton HO Model Engineers' Society, to be held at the Westdale United Church, Paisley Avenue North (near Longwood Road and King Street), starting at 7:30 p.m. on Saturday, November 14th. Admission fee of \$1.00 includes refreshments.

Sunday, November 15th and 22nd are the dates of the annual exhibition of the large O gauge layout of the Model Railroad Club of Toronto at 37 Hanna Avenue (follow the signs from Atlantic Avenue and King Street). Admission is 50¢.

PUBLICATIONS

We have received numerous inquiries in the past regarding the availability of back issues of the Newsletter. The following is a list of all the available back issues, and all are priced at 25¢ per copy. As many are in extremely short supply, they will be sold strictly on a first come - first served basis. Please send your orders to the Bulletin Editor at the Society's address, and make money orders or cheques payable to the Society.

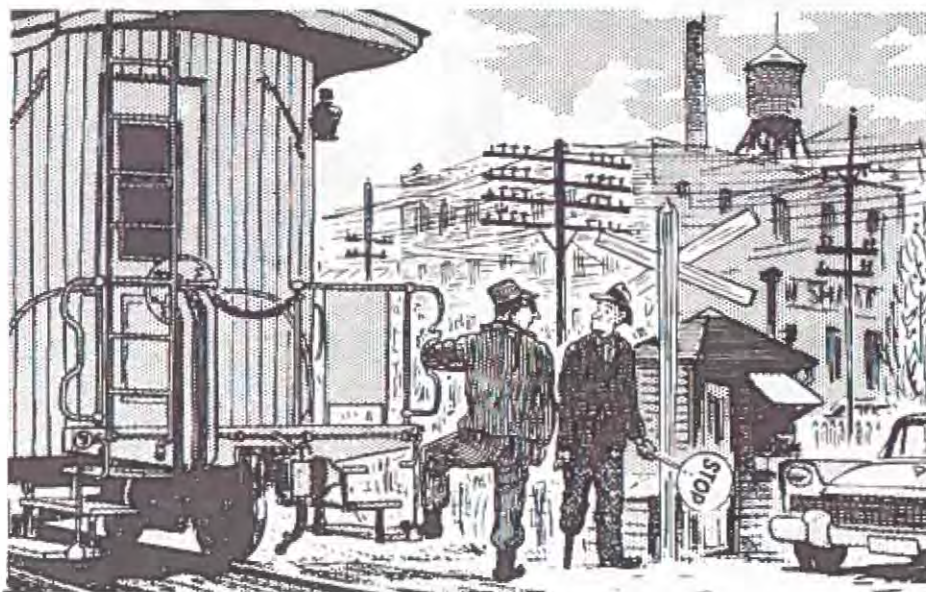
1964 - April, May, June, July, August, September.

1963 - March, April, May, June, July, August, October, December.

1962 - April, May, July, August, September, November, December.

1961 - November.

Worth a Laugh _____courtesy Doug Wright and the Montreal Star



"What are the chances of saving future generations from radioactive fallout in a society which can't even protect a railroad crossing till umpteen people are killed there?"