



# Newsletter

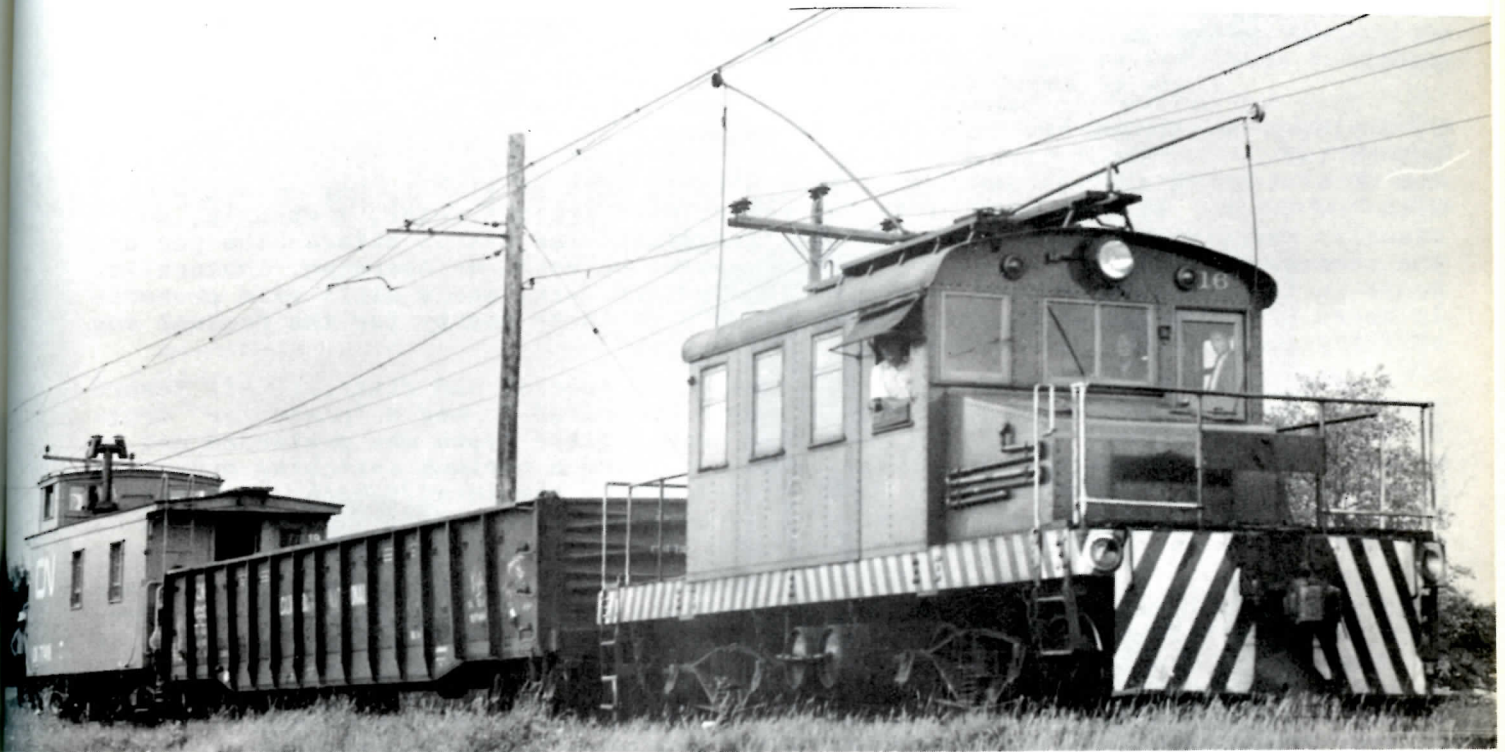
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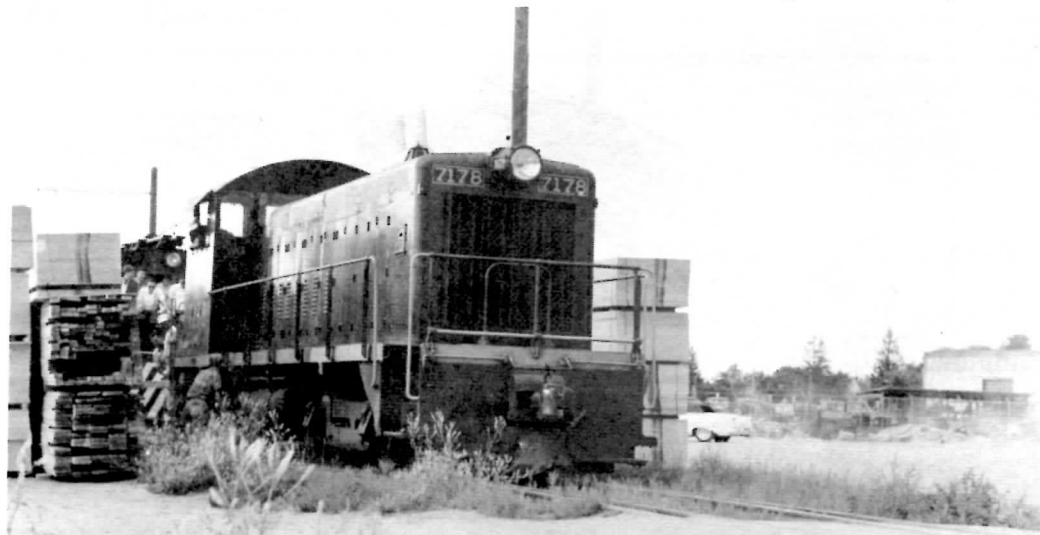
*All's well.....*

*that ends well.*



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

Then it happened! At first, it was almost imperceptible, but soon, the reduction in speed became obvious, and presently we sighed to a halt in a tree-shaded cut miles (so it seemed) from civilization. The reason for the halt was not immediately apparent; some suggested that this was as far as we were going to go, while others maintained that we had run out of power. Incredible as it may seem, the yard foreman announced that indeed we had lost our power, and that we had best wait until it came on again. (Apparently, such interruptions are not entirely uncommon on smaller electric railways; when it happens, one simply waits until the attendant at the substation throws the offending breaker in, thus restoring service.)



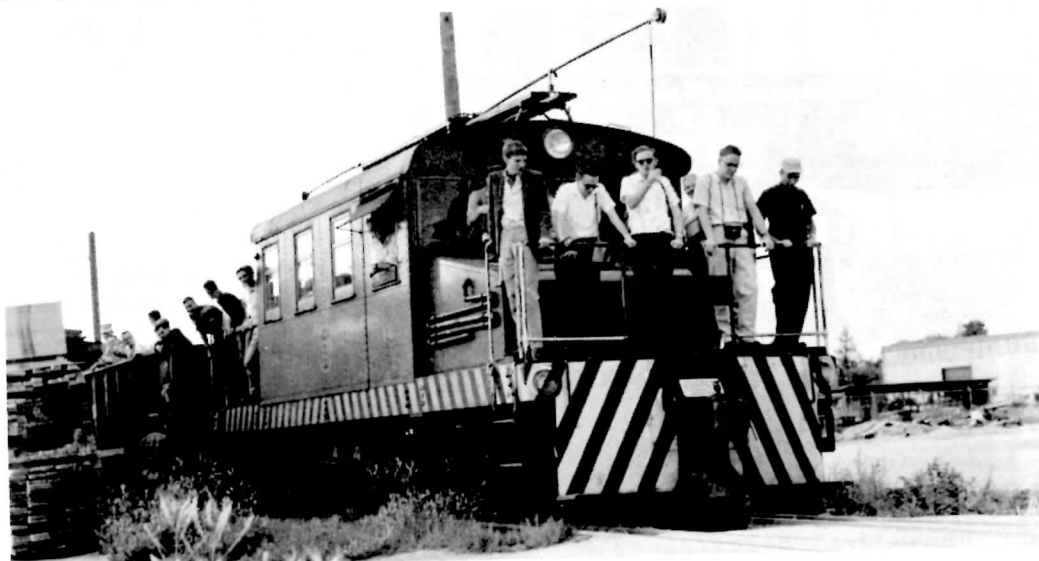
Everyone took this unexpected stop goodnaturedly, and before long the locomotive was full of amateur engineers, while others gathered on the track to hear anecdotes from the bygone days of the O.R. related by the yard foreman. One safety conscious member took the precaution of displaying a lighted red fusee some distance to the south, lest we be overtaken, but goodness knows by what!

After a full hour had elapsed, the crew became noticeably agitated, and a brakeman was dispatched across the fields in search of a telephone. He returned with grim news; a high load in a freight train passing through Oshawa on the C.N. main line had hauled down the overhead at the crossover west of the station. The



resulting short circuit had evidently damaged the substation so that we would probably be without power for some time. We were marooned! However, he added that a (and we shuddered to think of the ignominy of it) DIESEL was being sent to our rescue.

Always resourceful, UCRS members settled down to await the diesel. Already, the prophets of doom were muttering darkly about this excursion being another UCRS "last" (as on the C.P. Electric Lines). Other, less impressionable types busied themselves playing cribbage or reading objectionable literature found in the caboose. A panel discussion on buses (not dependent on electric power) over electric cars was instigated on the pilot beam of no. 16. Naturally, this aroused the ire of the trolley types, who quickly organised a "necktie party" for the heretics, using 16's trolley rope for a noose. Only the horn of our approaching diesel saved the bus fans from an early doom.



The diesel turned out to be GMD switcher 7178, kept at Oshawa to switch (naturally) the General Motors more southerly plants. It was given a mixed reception by the UCRS group, but someone ventured that we had never been more glad to see a diesel in all our lives - and he was probably right. In a no-nonsense manner, 7178 was coupled to 16, and we began once again rolling towards North Oshawa. The remaining air in 16's reservoirs was employed by the amateur engineers to augment 7178's bell and horn warnings, with the overall cacaphony being nothing short of ear-splitting.

At our final destination, a lumber yard in North Oshawa (the proprietor of which was rather startled to have this load of people, rather than wood delivered) we were treated to the execution of a switching manoeuvre usually reserved for freight equipment, a flying switch. The purpose of this was to place 7178 at the north end of the train so that our run-pasts could be held on the southbound trip, as planned. We had asked for run-pasts, and by George, a little thing like a power failure was not going to stop the Oshawa Railway from giving us the run-pasts! After some difficulty, i.e. three false starts, the flying switch was successfully carried off, and we set out for the first run-past. Just how this would be managed, however, remained to be seen.

At the appropriate spot (chosen on the way north), we detrained en masse, and 7178 dragged the train and the helpless 16 back up the line. Presently, someone detected movement to the north, and lo, along rolled 16 with our gon and van, pole up, whistle blowing and crew waving; it was doing everything but making smoke (usually a prime requirement for a good run-past), and 7178 was nowhere to be seen. Furthermore, this remarkable example of showmanship was repeated farther south, with the result that all had excellent photo opportunities in spite of the seemingly hopeless situation an hour ago.

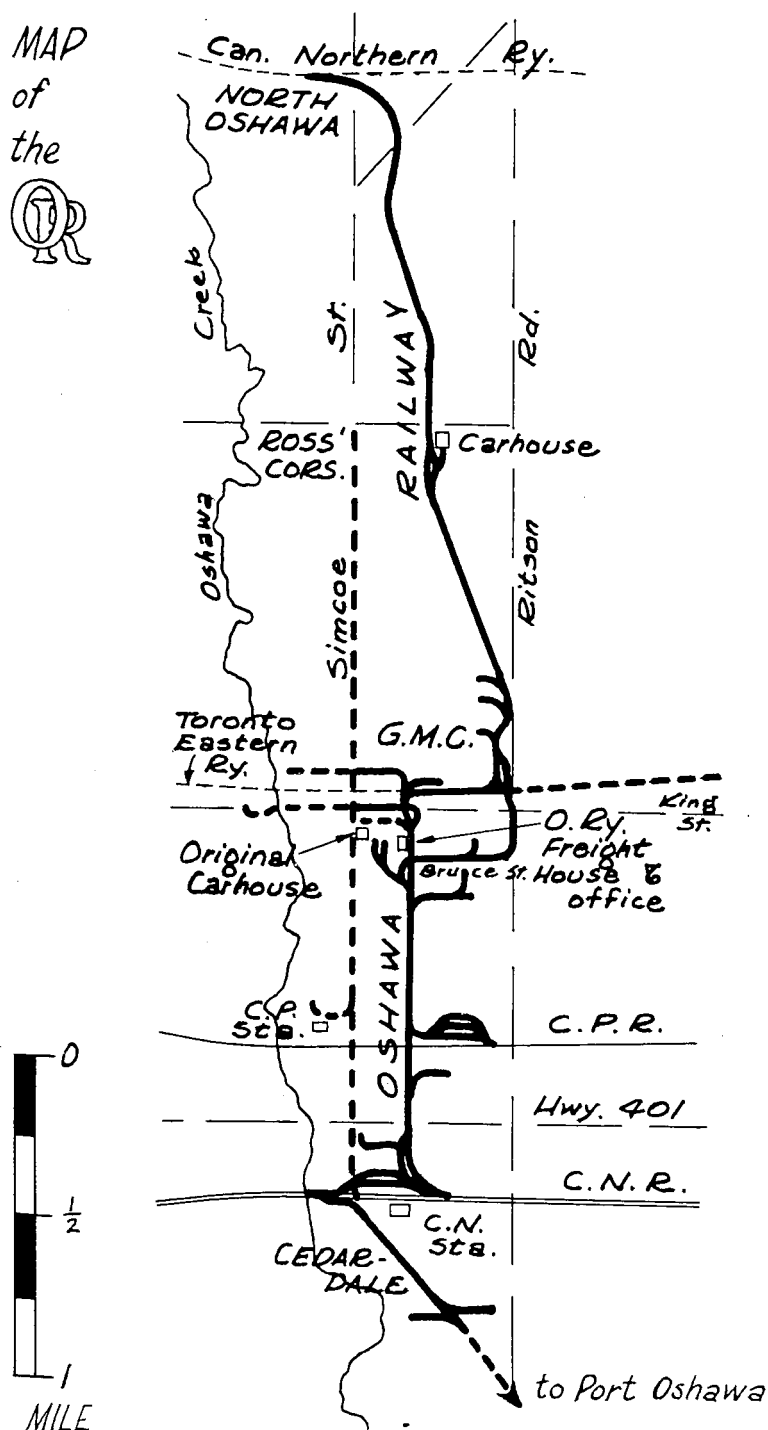
By now, we were nearing the shops once again, and in view of the hour (10 minutes before the arrival of no. 5 in Oshawa), it was decided to make a fast run back to the main line. At the shop, 7178 ran around the train, and with great dispatch, we were hurried off to our connection with no. 5. We arrived at the station with just enough time to survey the damage to the overhead (and it was considerable) before we clambered aboard another "private" coach for the return trip to Toronto.



Thus concluded an unusual, yet most enjoyable experience. It certainly appeared that no one was disappointed, and credit must certainly be given to the employees of the O.R. who went out of their way to ensure that this was so. Our special thanks go to Mr. Smyth, who made the whole idea of such a trip become a reality, and at no cost to the Society. Someone said that this trip ranks among the Society's finest - this writer wholeheartedly agrees!

Footnote: For anxious readers who might be wondering, repairs were made to the substation, and electric operation has been resumed on the Oshawa Railway. Overhead at the station has not, however, been replaced, and electric engines must be hauled by a diesel across the C.N. main line to resume their switching chores on the south part of the line on Simcoe Street.

MAP  
of  
the



### CURRENT EQUIPMENT LIST

No.	Type	Built
16*	Locomotive	National Steel Car, 1918
17*	Locomotive	National Steel Car, 1918
18*	Locomotive	Baldwin-Westinghouse 1918
22*	D.T. Sweeper	N.S. & T. Shops, 1924
44	Work Car	Oshawa Railway Shops, 1919
45	Line Car	N.S. & T. Shops, 1925
65	Flat Car Trailer	
300	Locomotive	Baldwin-Westinghouse, 1920
326°	Locomotive	National Steel Car, 1917
400	Locomotive	Ottawa Car Co., 1920
401	Locomotive	Oshawa Railway Shops, 1922
402	Locomotive	Oshawa Railway Shops, 1925
403	Locomotive	Can. Locomotive Co., 1928

- \* - From Niagara, St. Catharines & Toronto Ry., 1960
- ° - From Montreal & Southern Counties Ry., 1927; previously (1926) Hydro Electric Power Commission

BDC &  
SIW 7-61

# 6167 AGAIN!

LATEST C.N. EXCURSION  
A SUCCESS \_\_\_\_\_



Photo by William Hood.

6167 is admired from above as well  
as below during the water stop  
at Hamilton Station.

On Sunday, July 15, in near-perfect weather, approximately 580 persons filled 15 cars behind Northern 6167 to enjoy another highly-successful excursion sponsored by the Canadian National Railways. Run again in co-operation with the Upper Canada Railway Society, the trip was a repeat of the well-patronized March 4th excursion to Niagara Falls, Ontario.

After leaving Toronto Union, stops were made at Sunnyside and Oakville to en-train more passengers. At Hamilton, in addition to picking up more passengers, the engine was watered, giving everyone a chance to inspect 6167 and to record the activities on film. The engine servicing finished, the excursionists boarded the train and a fast run was made to the site of the first run-past, a level, open area near Grimsby which gave the camera fans an ample opportunity to photograph the train at high speed. The second run-past was at the high steel trestle over 20 Mile Creek at Jordan Station, the site of one of the run-pasts on the March 4th trip. Here, as before, the old bridge abutments afforded an excellent vantage point to photograph 6167 in action.

In between run-pasts, the inner man was fortified in the well-stocked Cafeteria car, and credit must be given here to the hardy souls who looked after the needs of the passengers in such a cheerful and friendly manner.

At Niagara Falls, the train was met by a large number of buses to take the excursionists to Table Rock and the brink of the Canadian Falls, while the train itself was remmarshalled and 6167 refueled and watered. For those who did not make the trip to the Falls, there were ample subjects for photography in the yard; RDC's being made ready for their respective trips to Toronto and to Dundas, and idle road-switchers and yard switchers sitting on the shed tracks, not to mention, of course, our trusty Northern being readied for the return journey.

At 6.45 pm., when the passengers had returned in the special buses, the train was backed onto the Whirlpool Rapids Bridge for a 10-minute view of the Niagara Gorge. Following departure at 7.00, a fast run was made to Hamilton where a further stop was made for water. Our arrival at Toronto was a very pleasant "on time".

It is interesting to note at this time that one of the coaches included in the consist of the train on this trip was no. 5515, which was one of the three cars painted in the experimental blue and light grey livery the CN tried out before adopting the present black and white colours as standard. Needless to say, this car attracted considerable attention.

The Society, of course, wishes the CN every success in the operation of these excursions, and sincerely hopes that such trips will be made as long as there is an engine available for this purpose.



## Rapid Transit Progress

Eighty members and guests of the Society were on hand at the Bedford Road entrance to St. George subway station by 8:00 pm. on the rainy evening of July 20th for a conducted tour of the nearly completed University Avenue subway line. Representatives of the TTC split the party into three groups which were taken in turn into the structure at St. George station and thence through the subway to St. Andrew station (King Street). Permanent lighting had yet to be installed in many sections and the use of flashlights was necessarily resorted to at frequent intervals. In spite of this, and the wet condition of the floor in some areas, the walking tour was completed without mishap and was greatly enjoyed by all present.

Track for the University Avenue operation is now complete and a diagram of the layout is shown on the right. The two sections of third track in the Osgoode - Union Station areas will permit the storage of extra trains for heavy loading situations, or to turn trains back in this vicinity should the traffic pattern indicate the desirability of this at a later date. Emergency crossovers have not been installed on the new line and the only scissors crossover is on the curve just east of St. George station, to be used in regular dead-end operation. Switches have been installed for the curves on the east leg of the Bloor University wye.

Members were afforded a first look at the two "tube" stations, Queen's Park and St. Patrick. The latter station is substantially finished, in a two-tone green motif, but at Queen's Park the party was able to see workmen installing the special curved metal plates which take the place of tiles in these stations. Also noted was the new tile used in the other conventional stations; it is of smaller unit size and more rectangular in shape than the glass tiles familiar in the Yonge subway.

The unusual clearance test car, constructed to the dimensions of the new 5300 series cars was found on the stub section of track on the

