



# Newsletter

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8144 digs in for the 5½ mile climb out of the Maitland River Valley to McGaw, on the last run of CP Mixed Train 742, Aug 4, 1962.

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

# The last CP mixed train bows out

CANADIAN PACIFIC RAILWAY			
TRAIN NO	FROM	DATE	DEPARTED TO ARRIVE
		AUG 4 1962	
	DAILY EXCEPT SUNDAY		
741	GUELPH	GODERICH 8:00 A	
742	GODERICH	GUELPH 4:15 P	
NO PASSENGER SERVICE AFTER AUG 4/62			
NO SUNDAY TR EASTERN STANDARD			



On Saturday, August 4th, 1962, Canadian Pacific diesel road-switcher no. 8144 eased train 742 downgrade through Guelph, Ontario, stopped at the switch at the north end of the station siding, then moved forward to a final stop along the platform. Thus ended all passenger service, by passenger or mixed train, over the platform. This ended all passenger service, by passenger or mixed train, over the C.P.R.'s Goderich Subdivision, from Hamilton (technically Hamilton Junction), through Guelph Junction and Guelph to Goderich on Lake Huron. But train 742 was more significant as it represented the last of the C.P.R.'s "M" service, defined more significant as it represented the last of C.P.R.'s "M" service, defined in the timetable as "mixed train service (carrying passengers)", which once operated in southern Ontario. Walkerton, Teeswater, Elora, Kingston, Renfrew, Eganville, Port Burwell, St. Thomas, St. Mary's - the secondary subdivisions where declining passenger business resulted in the compromise of mixed train service, had all previously surrendered their passenger carrying. Finally, public notice (although not too public) had been given that August 4th, 1962, was the last day on which passengers could be accommodated between Guelph, Goderich and intermediate points.

So it was that on the morning in question a quartet of U.C.R.S. pilgrims was on hand at the C.P.R.'s Guelph station, a substantial brick building which had been built for, and had seen, busier days. Gone from here was the classic, and truly distinctive, local passenger train of very standard equipment, but pulled by a semi-streamlined Jubilee type, 2900-class 4-4-4, which ran through from Hamilton to Goderich. Gone too, were the motor trains which ran south to the main line connections at Guelph Junction. Now the mixed started from Guelph and you had to get there by C.N.R. or a Studebaker 2-2-0.

On the platform track stood combine no. 3313, with a standard wooden caboose coupled on ahead. The interior of the combine's passenger accommodation was fitted out in the best colonist car style. The upright wood and leather seats were sectioned off and the upper berths in place in the upper walls could still be lowered on chains to the horizontal position. The pot-bellied stove in the corner, the source of heat in the car during the winter, served eminently as the wastebasket during the day.

The line itself is unspectacular but still scenic enough in its entirety, passing through a countryside of prosperous farms except for the west end where there are areas of brush and fallow land. The towns and villages along the way, with the possible exception of Elmira and Milverton, would seem to be geared primarily to the service of the agricultural community. While the climb out of Goderich is the only section which might be considered an operational problem, a heavy train could conceivably have its moments over the undulating profile of the line, even on its two long consecutive tangents which total 38 of its 80 mile length.



The scheduled departure of train 741 to Goderich was 9:00 am. DST. At 9:05, engine 8144 showed up from the south yard, sans freight cars, picked up its brakeman and returned whence it had come. Some 35 minutes later it reappeared with two C.P.R. boxcars, one C. & O. hopper and one C.P.R. covered hopper in tow. These and the combine and caboose made up the train. Finally, at 9:50 - 50 minutes late, we were off, moving at reduced speed along the Speed River, then upgrade through the western part of the city. But once over Highway no. 6 at the edge of town, 8144 was opened up, and soon we banged over the C.N.R.'s Guelph to Palmerston line at speed, the diamond being protected by automatic block signals. We raced along at 40 - 45 m.p.h. through Ariss (once a station, now just a siding), over the Grand River bridge (what a spot this would have been for action shots in the days of steam!), through West Montrose, to the first stop at Elmira. Here a quantity of express was unloaded, and after a stop of 8 minutes, departure was 40 minutes late, a recovery of 10 minutes, which indicates the flexibility of the schedule. At Wallenstein, we passed through the station, but stopped beyond, near the siding of the Wallenstein Feed Mill Company. Here the engine and two boxcars were cut off and as they ran ahead, the second car was cut off, allowing the engine and the first car to speed up. After passing over the switch, it was thrown and the second car ran into the siding by itself. The engine then returned to the siding to spot the car more exactly. The crossing of the Conestogo River after Wallenstein is another photographic location which would have been worthy of attention. At Linwood, four passengers were picked up, obviously out for the last ride. West of the station still stands a covered water tank from steam days, and farther west can be seen the remains of a wye forming the junction of an abandoned branch line to Listowel.



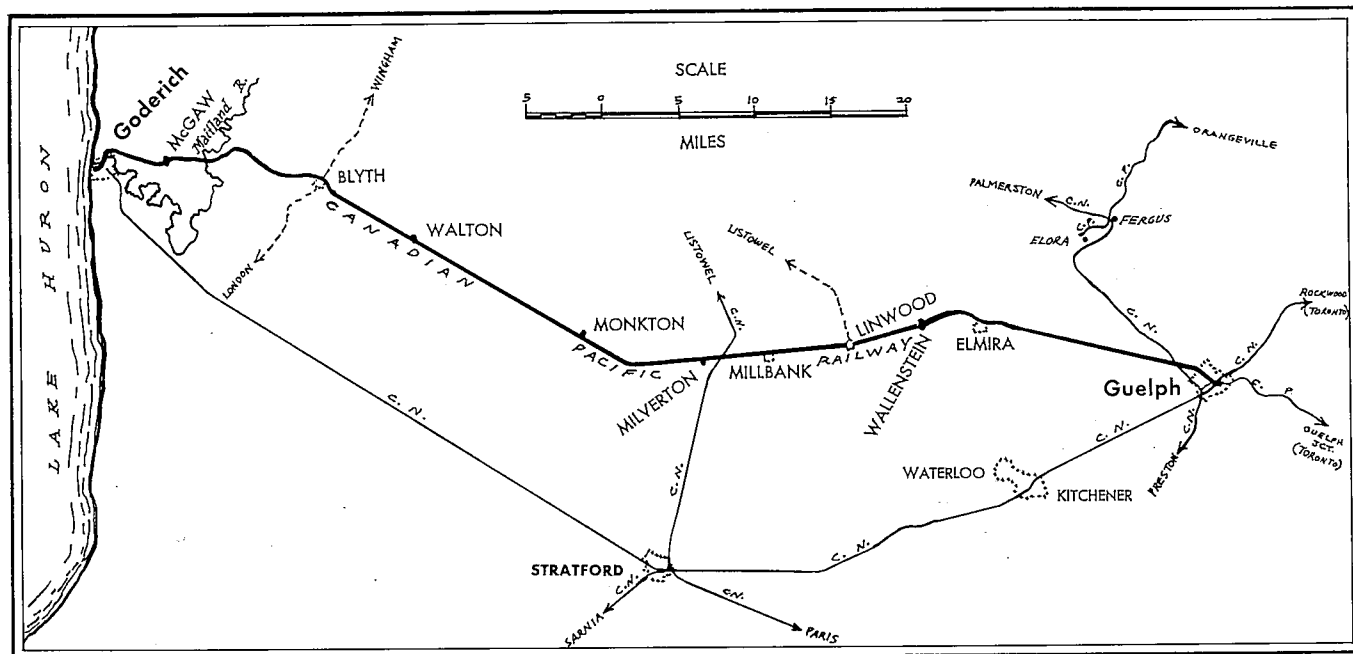
8144 sets out cars at Millbank  
on the way to Goderich (W. Hood photo).

At Millbank, a Mennonite man and woman, bearded, bonneted, with a young boy, entrained for the outing and the other boxcar was spotted at a feed mill. East of Milverton we bridged the C.N.R.'s Stratford to Listowel line and at Milverton station, more passengers entrained. West Moncton was the longest stop, perhaps because it is slightly more than half way to Goderich, and resembled the division point stops on continental runs. The fireman filled the engine crew's water can at the station pump (the nearest one could come to "taking water") and many of the passengers got off for a stretch, while the C. & O. hopper car was set out. Departure was at 11:43 - 28 minutes late. The next station, Walton, was the last stop for passengers. Strictly speaking, there was no room for them, but as people were now riding in the caboose and engine cab as well as in the combine, everyone found a place. Just east of Blyth, we tunnelled through the high embankment of the abandoned Clinton to Wingham section of the former London, Huron and Bruce Railway (now C.N.R.) which ran from Hyde Park (London) through Clinton to Wingham. With the light train, 8144 kept up a good pace through intermittent rain, passing Blyth, Auburn, Shapit, McGaw, and arrival at Goderich was at 12:44 - 14 minutes late.

The C.P.R. approach to Goderich is most interesting for the students of railway engineering. The line descends along the north side of the Maitland River valley almost to the harbour, then swings across the river and the C.N.R.'s harbour line on two girder bridges, and finally curves between grain elevators and the hillside and under a sloping road bridge into the station. The tracks continue on to the edge of the height of land overlooking the lake, and one could only surmise what a splash a runaway would have made! The turntable here is still intact but only the concrete base of the roundhouse remains. A German diesel-hydraulic locomotive is stationed at Goderich for shunting and helper service, though it was not in use that particular day. So, 8144 did its own switching and train 742, with 8144 running cab-forward, two boxcars, two flat cars, seven boxcars and combine 3313, was made up at the station 10 minutes before departure at 1:30 pm. DST. However, for one reason and another, such as photographs of the crew, it was delayed until 2:15 pm. 8144 had to work hard leaving the valley, crawling up the grade which did not let up until McGaw station,  $5\frac{1}{2}$  miles inland. Then a steady 40 to 45 m.p.h., as on the down trip, was maintained for most of the return journey. Passenger stops were made at Blyth, Walton, West Moncton, Milverton, Millbank, Linwood and Elmira, but no switching was done. Therefore, ample time was in hand for the last 16 miles from Elmira to Guelph where, according to the timetable, the on-time arrival at 5:15 pm. applied "at the switch at the north end of the siding".

The new freight-only service, consisting of one through freight each way daily except Sunday from Hamilton to Goderich, began on the following Monday, August 6th. The westbound train leaves Aberdeen Yard in Hamilton at 4:30 am. and runs through to Goderich, while the eastbound counterpart, with a fresh crew, leaves Goderich at 2:30 pm. But the withdrawal of trains 741 and 742 meant not only a change in service. Displaced train and engine crews from Guelph were reassigned to other jobs; one heard mentioned, for example, an engineer who was going to take a switching turn from West Toronto up to Emery. As well, some of the lesser station buildings would undoubtedly be demolished to eliminate unnecessary maintenance, even as Auburn and Arris were already only sidings with nameboards on the lineside telegraph poles. And even most of the sidings would appear to be redundant as there will not likely be many meets in the new service. Thus the end of an era indeed came on the day that Guelph became just another stop for through freight trains.

(by Neil D. McNish)



# Toronto to Picton with 6167

On Sunday, August 26th, our old friend, CNR 6167, set out from Toronto's Union Station with the second UCRS excursion of the summer season, to Picton, Ont. Although the attendance was moderate by previous standards, those who were along were treated to a most relaxing and enjoyable trip, and took advantage of many photo opportunities to enrich their collections of photos of this engine.

The first portion of the trip took us to Belleville, at high speed on CN's Oshawa Subdivision. Or perhaps we should say, most of the trip was at high speed. At one point, a sharp brake application and a series of short toots of 6167's whistle alerted us in time to see a herd of bewildered cattle stumbling along the adjacent track and right of way fence. Apparently they had ventured onto the track ahead of the train and were more than a little alarmed at the sight of a smoke-spewing monster hurtling toward them at 80 mph. For many, recalling the days when steam was king on the Toronto-Montreal line, this was the best part of the day. 6167 performed like a veteran, and turned in a show that would do the "Inter-City Limited" proud.



6167 treads the high iron east of Brighton, at the first run - past of the day.

At Belleville, the locomotive was fueled, watered and greased under the watchful supervision of scores of enthusiasts. Others chose to explore the town, relieve their hunger pangs in the Cafeteria Car, or inspect the railroad facilities. After the train was wyed and everyone was safely aboard once again, we departed Belleville and headed west for Trenton Jct., and the Picton Subdivision.

Our first glimpse of this branch revealed a right of way that would do credit to many a main line; heavy rail and rock ballast appeared very much out of place until one realized that this is the route used by ore trains from the mines of the Marmora region to the ore docks at Picton. We rolled through Trenton at a leisurely pace, creating quite a stir among the residents, and on past the Murray Canal to the first of four run-pasts held on the line. These run-pasts provided a refreshing change from the usual fare. Trees are somewhat sparser here than on other lines we have covered, thus providing more open locations for run-pasts than usual, giving views of the entire train. Quite a contrast to the rock cuts and pine trees of our South Parry trip!

Finally, we reached Picton, and found a large percentage of the town's population on hand to greet us. Unfortunately, our arrival there was somewhat later than planned, so our visit was, of necessity, brief.

The problem of how to get out of Picton now confronted us. There was no turning facility for 6167, and running the engine backward at the north end of the train for the thirty-odd miles of the subdivision was impossible. (A clause in a working agreement prohibits the operation of a locomotive in reverse for more than twenty-five miles.) A solution to the problem appeared in the form of two GM road-switchers, nos. 4459 and 4472. These were duly coupled to the rear of the train, and after a period of photographing and brake testing, we were off again, this time with 6167 being dragged ignominiously at the rear. It was interesting to speculate on the thoughts of bystanders along the way, seeing our steamer being hauled back to the main line in this manner. After a brief pause at Trenton for water, we reached Trenton Jct. once again, and bade farewell to our diesels.

With the heavy steel of the Oshawa Subdivision beneath her drivers, 6167 again took command, and we departed in haste for Toronto. The return trip was every bit as thrilling as the morning's run to Belleville, especially after the word went around that we had been clocked at 90 mph for several miles. Nice going for an "obsolete" engine! Night was fast approaching when we held a run-past at Port Hope. Yet this did nothing to dampen the enthusiasm of the trackside spectators; an estimated 600 people were on hand at Oshawa in utter blackness when 6167 rolled in. Our arrival in Toronto some forty-five minutes later was slightly tardy, but after a day like that, who cared?

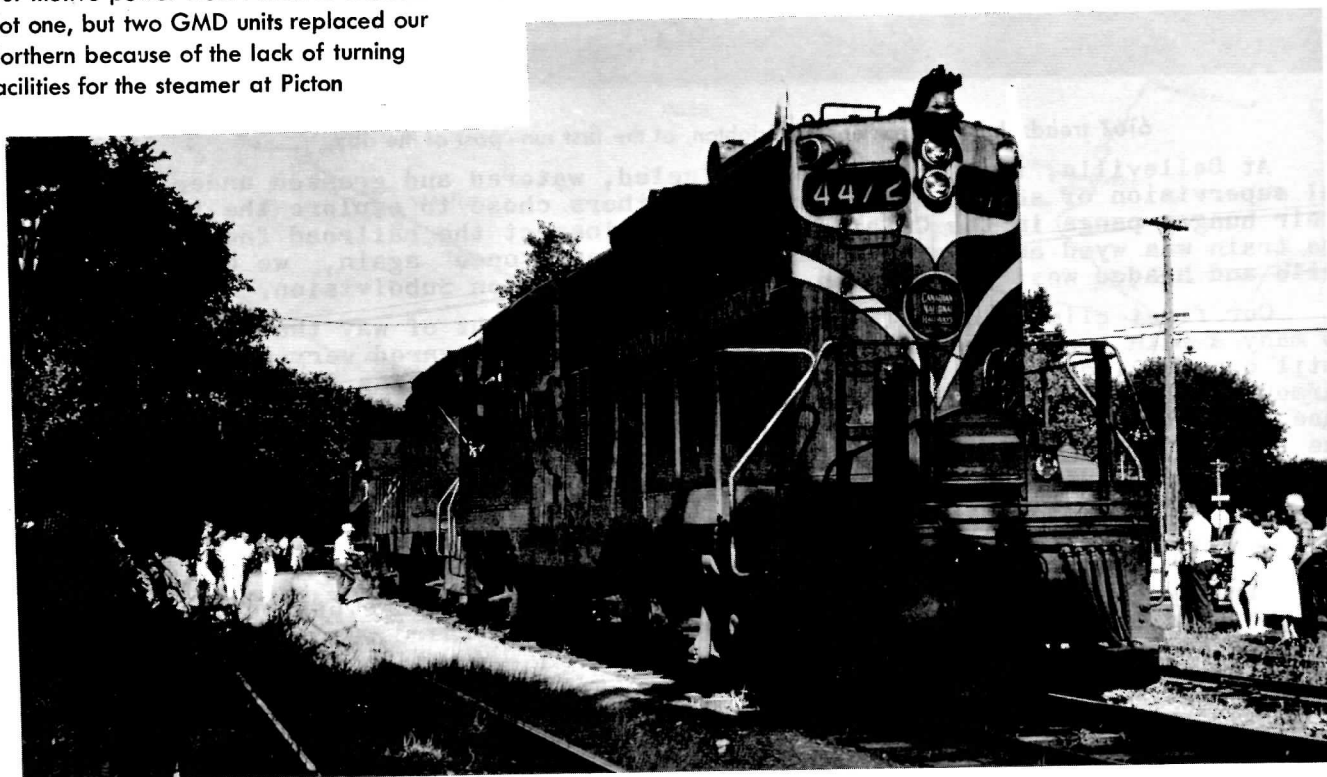
\* As a post-script to the Society's recent successful Toronto to Picton excursion, there follows a list of the stations on the Picton Subdivision in the era prior to the 1930's, when several of these stations were closed.

MILEAGE	STATION
0.0	Picton
4.3	Bloomfield
7.7	*Hallowell
10.9	Wellington
14.9	*Niles Corners
16.5	Hillier
21.2	Consecon
24.8	*Gardenville
25.5	*Carrying Place
27.1	*Canal
30.5	Trenton

\* - Now abandoned

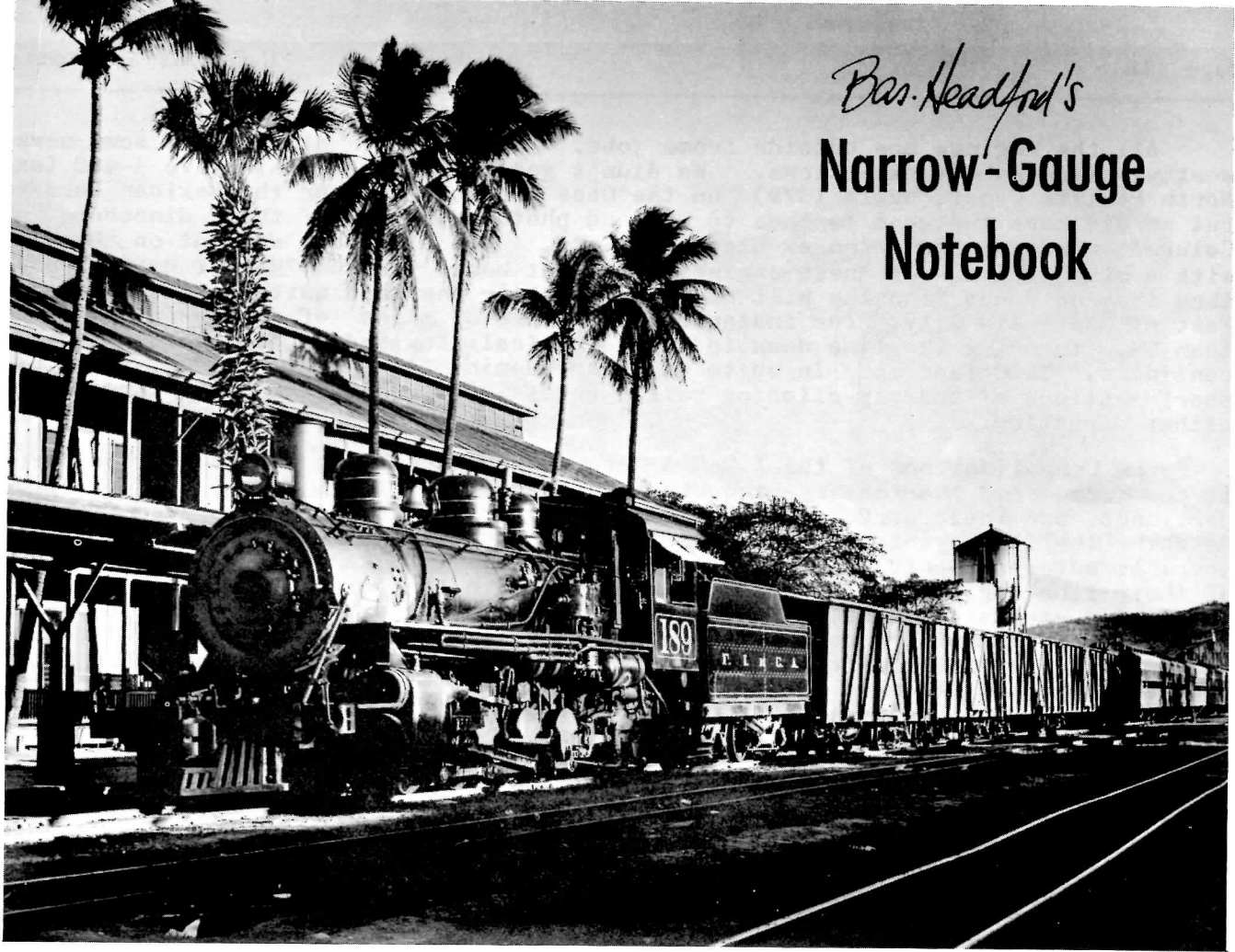
(R.F.C.)

Our motive power from Picton to Trenton!  
Not one, but two GMD units replaced our  
Northern because of the lack of turning  
facilities for the steamer at Picton





*Bar. Headford's*  
**Narrow-Gauge  
Notebook**



A "must" for the visitor to Guatemala: a night at the Hotel Ferrocarril (left), complete to balcony with a view - - - right over the main line to the round-house at Zacapa. The train is headed by 189, a Baldwin Mike of 1948.

To the railway enthusiast whose impression of narrow-gauge is one of stub switches, tea kettles and gingerbread, the International Railways of Central America will come as a surprise. Right from the beginning of our short stay in Guatemala in January of this year, the railroad proved itself to be a first-rate operation in every respect, reflecting the efficient management by the United Fruit Company, which operates the Government-owned line. United also owns some of the locomotives, which are marked "Compañía Agrícola". Incidental to this business of rolling stock markings, we noted that all freight and passenger car numbers are prefixed with either a "G" or an "S", denoting assignment to Guatemala or El Salvador sections of the line. Passenger and freight cars are turned out and repaired in the Company's shops in Guatemala City, and all equipment is kept in an excellent state of repair. Noteworthy among the various types of car are the business cars, one of which, a steel vehicle of modern construction but truly classic lines, sports the only 3' gauge, 6-wheel Commonwealth trucks that the author has ever seen. Some of their sturdy yellow vans have side doors. This in itself might not be too unusual, but, upon inspection, we found that a passageway leads across the car, dividing the body in two, like some sort of 'breezeway', from which other doors lead into the two compartments. Certain M. of W. cars proved to be interesting too, especially those equipped with English-style trucks complete with oversized spoked wheels. There were many more fine examples to delight the observer of rolling stock.

Mikados of various makes (including some by Porter!) still form the backbone of I.R.C.A. motive power, but diesels are beginning to make inroads, especially some new and very powerful C+B+C units. At present, United Fruit is hoping to receive a \$6 million grant from the U.S. State Department to finance a proposed purchase of 40 more diesel locomotives, but we were assured that even this acquisition would not spell the end of steam in Guatemala.

All the engines are outside frame jobs. All? Well, all except some new-worthy, even famous exceptions. We didn't get to see the diminutive 4-4-0 (ex-North Pacific Coast, built 1879) on the Ocos Branch, up near the Mexican border, but we did have the good fortune to see and photograph one of those dinosaurs of Colorado narrow-gauge, the ex-Uintah mallets. The other one was out on the line with a mixed train. If these engines were "at home" on the 7½% of Baxter Pass, then they no doubt find the hill climbing of their new land quite to their liking. East of Guatemala City, for instance, there are 35 miles of downgrade at better than 3%, to bring the line down to the tropical lowlands from the spine of the continent, 7600 feet up. In spite of the predominantly downward slope, there are short sections of sharply climbing rail, necessitating the use of two engines in either direction.

The Consolidations of the I.R.C.A. are thoroughly modern (or modernized) even to the force-feed lubricators and other refinements. They are big but well proportioned, and their performance can best be described as energetic, even frantic. Watching the flamboyant switching operations in Guatemala City and Zacapa provided hours of entertainment. The industrious crews easily matched the power and verve of their fine engines: arrogantly holding the main line (in the face of a passenger train) at Guatemala City, in order to dart into a few sidings across the main; scaling the sides of the cars with cat-like agility and passing exaggerated signals with a flourish of their brake clubs. At one point, the crew of 2-8-0 no. 106 became rather too absorbed in the intricacies of a flying switch (at least half of the moves seem to involve this tricky manoeuvre) and slammed their engine into a cut of cars in a siding with a thunderclap of steel. After a quick survey to assure that all the wheels were still on the rails, they carried on as if this, too, were an occurrence far too commonplace to warrant mention, especially in the office of the manager✓

106 holds down the main line, while the evening train for Puerto Barrios waits patiently(?) in the background.







Extra 1722 east meets the Stratford to Owen Sound freight at Listowel

## Another Mixed is Found

Saturday, August 11th was a typical summer's day, and Palmerston Yard seemed completely asleep in the warm morning sun. Gone forever seemed the days when Palmerston was a busy rural junction point for many way freights, mixed trains and local passenger runs to all corners of Huron, Grey and Bruce counties. Gone too seemed the days when Palmerston was a railfan's Utopia, with its variety of engines and multiplicity of trains to keep one entertained at all hours of the day. The yard is a mere shadow of its former self, for, aside from the inevitable string of snow ploughs, some M. of W. equipment and a few revenue cars beside the freight shed, its only inhabitants were two coaches and a baggage car (used to protect the runs normally handled by RDC's) and a long row of refrigerator cars, most sporting the new CN emblem and all being in dead storage. The now omnipresent 1700 series MLW road-switchers were stabled in the open on a track near the south leg of the wye, fondly reminding one of the massive coaling tower and picturesque roundhouse that used to be the focal point of the entire layout. Of the roundhouse no track, no turntable pit, nothing save a few concrete floor segments remains.

However, standing on the wye and invisible from the vantage point of the footbridge stood 1722, flying white and coupled to a combine. Further investigation revealed that, although the demise on August 4th of C.P. trains 741 and 742 marked the end of advertised mixed train service in southern Ontario, the C.N. is still running a mixed between Palmerston and Kincardine. According to the crew, the train runs daily except Sunday, although the absence of a fixed schedule and position in the timetable requires that it run as an extra. Intending passengers should make their presence known at Palmerston station around 8:00 am. EST at which time they will be asked to sign a release form and pay the regular fare to their destination. At 8:45 the crew climbed aboard and, with a few blasts of the horn, headed Extra 1722 West out along the Newton Subdivision. The boarded-up station at Gowanstown must have been passed at a speed close to the 50 mph. permitted mixed and freight trains, and Listowel was soon reached. This junction is the setting for some smart freight interchange, an example of which was soon forthcoming. Leaving the combine at the station, the locomotive departed to do the switching downtown. Since this was Saturday, this task was soon completed and the diesel reappeared with one loaded boxcar, which it spotted at the east end of the loop track serving the cattle pens. 1722 then took refuge in the passing track and a few minutes later, "14L" announced the arrival of the morning Stratford to Owen Sound freight, powered by two more 1700's and trailing about twenty cars. A few