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EUROPEAN RAIL HOLIDAY

Some Observations on the Railways of

SPAIN AND AUSTRIA

By John Mills

Photo: Langreo 0-6-0T No. 31, beside a large pile of briquettes at Gijon, July 13, 1961. A product of Haine St. Pierre, Belgium in 1910, No. 31 appears anxious to be off. 0192-001.jpg

Map: Of Northern Spain. 0192-002.pcx

A long-standing wish was fulfilled in July and August of last year, when a 3-week tour of Spain and Austria enabled me to visit several very interesting railways, in addition to seeing many of the more typical tourist "sights" of these two countries. Considerable reading in advance had suggested the most rewarding regions for railway interest, and in combination with the official railway timetables permitted me to draw up a detailed itinerary in advance.

I decided to visit Spain and Austria because it seemed that the great gray fog of standardization and modernization had made less headway there than in other parts of Europe. While acknowledging the economic advantages of this trend in our conditions, there is no disputing the fact that when the unpredictable and unusual is replaced by the standardized super-machine, much interest is lost.

The Geography of Spain has had a decisive influence on its railways. The Capital, Madrid, was arbitrarily located in the geometric centre of the country, so that the railways fan outwards like the spokes of a wheel to the other large cities, most of which are near the coasts. Madrid is surrounded in all directions by a vast, semi-arid area which can support very little population. It is very dry, scorchingly hot in summer and surprisingly cold (in view of its latitude) in winter, and generates little traffic for the railway system. Furthermore, much of Spain is mountainous. This greatly hindered railway construction, and made it much more costly, because the national standard gauge of slightly less than 5'-6" is very badly adapted to mountainous terrain. Because of this, much of the country is served by narrow-gauge lines, many of them on the metre gauge. A truly surprising number of these lines are still in existence, though many of them operate only by virtue of large state subsidies. However, in the north coastal area which I visited, the metre-gauge railways are far from moribund; in fact, I have very seldom seen railways to compare with them for efficiency and general excellence.

A high range of mountains runs parallel to the Biscay coast, which is reached by the wide gauge only by branches which terminate at several points on the coast. Lateral communications are exclusively in the hands of the metre-gauge companies, and there are several hundred miles of narrow gauge track in this area, forming an inter-connected network belonging to several private companies. This is possibly the most prosperous part of Spain, having abundant rainfall (north of the mountains only) and considerable mineral wealth, and its prosperity is faithfully mirrored in its railways which are busy hauling coal and passengers in large quantities.

My first contact with this metre-gauge network came after an all-night train ride from Madrid to the rather dull industrial city of Bilbao. From this point electrified narrow-gauge

lines run east to the French border, and provide an intensive suburban service with cars bearing a remarkable resemblance to Toronto's aluminum subway cars. South-west from Bilbao runs the longest (207 Mile) of the metre-gauge lines, the Ferrocarril de La Robla. This line boldly traverses the mountain chain, handling a very heavy coal traffic from inland mines to the industrial complex around Bilbao or for trans-shipment to the National Railways at La Roblz and León. The La Robla line has over 60 engines, all of them steam, and is a very busy undertaking. A rather sparse passenger service is operated, using some very smart brass-bound Pacifics purchased a few years ago from the African territory of Tunis. At the time of my visit, three of these engines were laid up, and I was told that they experienced trouble with oscillation of the tender at speed. I do not know, unfortunately, if any of these excellent engines are at work. Also on the roster, and very much in use, are seven smart 2-8-0 tender engines purchased second-hand from the Rhaetian Railway in Switzerland when that line electrified not long before World War II. The La Robla also possesses the largest metre-gauge engines in Spain, four 2-6-2/2-6-2 Garratts built in 1929 and 1931. These are very powerful and impressive, though they could not be called handsome, and are in addition very elusive machines, since they are used only on the most mountainous section of the railway and do not operate to either terminal. Fortunately, I was given a tour of the main shops and engine house at Valmaseda, about 15 miles from Bilbao (achieved by waving my passport and showing enthusiasm for steam engines), and during my visit one of these engines arrived with a long coal train which it turned over to an elderly 0-8-0 on arrival. The rest of the La Robla roster is a very mixed bag of 0-6-2T, 2-6-2T, 2-8-2T and 2-8-0 tender engines.

La Robla passenger trains originate at the Concordia Station in Bilbao, which belongs to another of the metre-gauge lines, the Ferrocarril de Santander a Bilbao. This is primarily a passenger line though some freight is handled. It is rather short but very mountainous. Concordia Station is unusual in that you go upstairs to board the trains, which leave from second-floor level, and immediately on leaving the station traverse a long tunnel under one of Bilbao's many hills. Tucked in at the opposite end of the station is a small turntable, permitting engines of incoming trains to be turned and run around their trains for a quick departure. The engines of the S-B are quite typical of the narrow-gauge network (except the La Robla), being largely of four types: 2-6-2T, 2-8-2T, 4-4-0T and 2-6-0 tender engines. The 4-4-0's are particularly attractive engines, being built in Scotland between 1895 and 1902 and having about them a great deal of brass and copper which is always kept polished. The arrival of a few Diesels and some exceedingly uncomfortable and rough-riding railcars has reduced the importance of the 4-4-0's, but several of them were in use at the time of my visit. The 2-6-0's are almost a standard type having been built for the Vascongados Railway and sold to several other lines upon electrification in 1928. The leading wheel is not in a separate truck but is rigidly mounted in the same frame as the drivers, and the four-wheel tender is articulated to the locomotive. Almost all their engines are named, a pleasing practice followed by most of the lines, giving a certain individuality to the locomotives. The 4-4-0 tanks are all named after geographical features of the area. (The La Robla, unfortunately, has the habit of naming its engines after people with long and cumbersome names, which may require two lines of lettering on the nameplate.) Many Spanish engines have the number on cast brass plates fastened to the stack.

The Santander-Bilbao line has four junctions on its route: two with its own branches (to Valmaseda and Lierganes) and two with other metre-gauge lines: at Traslaviña with the stateowned line to Castro Uridales (which has four 2-8-2 tanks, but met our train with a very new-looking rail-car) and at Astillero with the Astillero-Ontaneda, which owns some 2-6-2 tanks but hauled all the trains I saw with big green Diesels so new that they had not yet been lettered or numbered. A-O trains run over the S-B line to Santander Station.

A visit to the Santander narrow-gauge station will, along with Capetown, Tokyo, etc.,

effectively demolish the contention of Denver, Colorado, that it was the "narrow-gauge capital of the World." Santander is reached over a four-track right-of-way, has five platforms with butterfly roof, serves three thriving railways and handles over 50 trains a day. For the railway enthusiast stationed at a convenient level crossing not far from the station, there is literally never a dull moment.

The third line using Santander station is the Ferrocarril Cantábrico, an excellent line running west to Llanes. The FC, as its engines are lettered, has about 25 engines painted a handsome shade of green with red buffer beams, wheels and frames, and a great deal of shining brass and copper trim. It is no exaggeration to say that every engine looks as though it had been specially cleaned to power the General Manager's special: no small accomplishment in view of the fact that the engines burn a smoky variety of briquette coal. Whenever a locomotive is stationary for more than a moment, the crew can be seen industriously wiping off any dirt that might have accumulated since the last cleaning fifteen minutes before. The passenger equipment is finished in natural varnish, and lettered with brass letters nailed to the car side. No First and Second Class here, but "Económica" and "Preferente". The "Preferente" cars have full-fledged compartments with side corridor, despite the narrow-gauge, and are very comfortable indeed.

FC engines are almost tanks, except for a few 2-6-0's (ex-Vascongados) used on passenger trains. The others are 2-8-2, 0-8-2 and 2-8-2 tanks; two of which were built in 1951; there are also a few 2-4-0 tanks built in Glasgow in 1894 and now, unfortunately, out of service, though I was told that one of them, No. 4, "Nansa", would be preserved. I was escorted on a tour of the engine shed by the Chief Engineer of the line who informed me that some Diesels (their first) and rail cars were even then involved in Customs formalities at the French border.

At Llanes the Cantábrico connects with the Ferrocarriles Económicos de Asturias, the two comprising one main line between Santander and Olviedo, 135 miles. Through trains are operated, but engines change at Llanes. Steam trains take about 8 hours for the trip, but the "Automotor," thrice weekly and making only about half the stops, takes about 5-1/2 hours. The Económicos are, if possible, even more impressive than the Cantábrico as regards general efficiency; not only are the engines spotless and the tracks weed-free, but on parts of the line the ballast had been meticulously edged with a row of small white stones, giving the line the appearance of having been drawn with a ruler. The track is extremely good, and even the lightweight diesel-electric "Automotor" rides smoothly. I rode the entire 135 miles, at the invitation of the management, in the unused rear engineer's compartment of the 2-car unit, and was thus in a position to enjoy the scenic attractions of the line which runs the entire distance through high green hills, and in a few places right on the seashore, where the waves throw mountains of spray high in the air as they break against the rocky outcroppings. At Arriondas, were the bodies of two ancient steam-tram engines, formerly used on a branch line to Covadonga which was closed in 1934; the engines still sit next to the Económicos platform, surrounded by weeds.

The E.A. has about 30 engines, painted ln much the same uniform as the FC, chiefly of 2-6-2 and 2-8-2 wheel arrangements, and all of them tanks. A small but busy engine shed at Oveido is located right at the passenger station and contains a representative selection of EA power. Ten miles east of Oveido, at Norena, is a level crossing between the EA and one of the most interesting railways of Spain, whose full corporate title is "El Ferrocarril de Langreo en Asturias." The Langreo is almost the only example of the 4'-8½" gauge in the country, having been started before the broad gauge had become widespread. It is about 40 miles in length, but has 40 engines, every one an 0-6-0 tank, which it keeps very busy hauling coal from inland mines to the Biscay ports of Musel and Gijon. It has a very complete shop at Gijon, and is able to undertake the complete rebuilding of a locomotive or reconstruction of a passenger coach from the frame up. After a tour of these facilities, I rode one of their passenger trains (the entire

rolling stock at the moment consists of ancient 4-wheel wooden cars) to San Pedro. Here is located the only passenger-carrying railway inclined plane in the world outside of Brazil. This plane, about a half mile long, and inclined at 12½%, surmounts an escarpment of the inland mountains. Upon arrival at the foot of the plane, the train engine is uncoupled, while a switcher adds a special brake van to the rear of the train and pushes it forward to a point where the brake van can pick up the end of the cable in a special scoop carried under the body. The cable is secured to the brake van by a primitive but effective fastening (being little more than a loop with a very large bolt thrust through it) and the whole train hauled up the plane while another train is lowered on the other track. A rack-rail is located off-centre between the running rails, but the rack is only for the emergency brake, not being used in the normal sense of operation. Any braking that may be necessary on the descent is accomplished on the Fell principle by shoes engaging the side of the rack-rail. On arrival at the top of the plane, which takes seven or eight minutes, another engine is waiting to take the train onwards, while another cut of cars is attached to the brake van, which then descends the plane on the same track on which it ascended. At the top of the plane, I was met by the Superintendent of the incline operation a and given a tour of the "works." The plane is powered by a stationary engine built by Haine St. Pierre in Belgium in 1907, driving two large drums which are separate but connected together. There are separate cables for each track on the plane but one is taken off the top of one drum while the other leaves the bottom of the other so that while both drums revolve in the same direction, a counterbalance effect is obtained. Control is achieved by a huge steam brake. An older stationary plant of about 1887 is maintained for standby. The incline severely limits the capacity of the railway, being restricted to 7 or 8 loaded 4-wheel coal cars on each trip, so that all trains must be split at this point and reassembled beyond it. After many years of discussion, a 2-$^{1}/_{2}$ mile tunnel is now under construction, which, it is expected, will eliminate the plane in 12 or 15 months. In anticipation of this, in 1958 the Langreo purchased a number of engines from a most unexpected source, the Alaska Railroad. These are now on the property. They are being slowly rehabilitated, painted green with yellow trim (all other Langreo engines are black) and converted for Spanish conditions, notably by the provision of a new cab. One of them, a 2-8-0 by Lima, 1942, has been completed, but their tractive effort is so much greater than the 0-6-0's that they are not worth steaming up for the light loads permitted by the inclined plane. The first of them has, however, been in steam for checking of clearances and preliminary instruction of the crews; the second also a 2-8-0, was stripped down in the shop, and the rest are rusting in a siding awaiting attention. They look particularly derelict because it was necessary to cut away a portion of the cab roof before they could move on Langreo rails, owing to clearance troubles. At the same time about three dozen ordinary hopper cars were purchased, about half from Alaska and half from the Erie, the latter being on the property still sporting their reporting marks and the Erie diamond emblem, and looking extremely out of place. New passenger and freight equipment is now under construction in France, so that this railway is about to undergo a drastic change in the near future. The existing Langreo engines are painted unlined black, and are kept reasonably clean in view of the intensive usage and the dirty loadings. The Langreo has the peculiar habit of painting the crossheads red, as well as the more usual rods, wheels and buffer beams.

As previously mentioned, the Langreo and Económicos cross on the level at Norena, and a large interchange station is located there. When I had finished my tour of the plane, I mentioned that I had hoped to spend an hour or so at Norena before having to leave for Oveido. Since there was no Langreo passenger train to suit, I was invited into the cab of one of the 0-8-0's on a train of empty coal cars and thus arrived at Norena in time for a snack in the "cantina" (a feature of almost every Spanish Station, no matter how small) and photography before the train

for Oveido arrived. At that time trains also arrived in the other three directions, so that there was a near riot as everybody changed to another train in a great burst of Spanish excitement.

Because of the great interest and co-operation extended by the Langreo staff, I did not have time to visit three other lines I had hoped to see: the Vasco-Asturiana Railroad, which runs two rather short lines from Oveido; the Port Authority at Musel which has an intensive switching line using handsome tank engines; and a large industrial enterprise at Mieres, which has a private railway system of three gauges, with steam engines on all of them.

The wide-gauge national railway system is the Red Nacional de los Ferrocarriles Nacionales, universally known as RENFE. The wide gauge confers no benefit, as the locomotives are not perceptively larger, and the trains are certainly no faster, than on standard gauge lines. The RENFE seems to like big engines, 2-8-2's, 4-8-2's and 2-10-2's abound, the latter being the biggest non-articulated steam engines in Europe. There are also a number of new (1956) 4-8-4's which, unfortunately, I did not see. The mountainous sections of the system have been electrified, so that on a journey from Madrid to the north coast a passenger train would be electrically hauled at first steam hauled for the middle portion, and electrically hauled through the north coastal mountains. All the electric engines are large and powerful, so that switching and way freight service remains steam-powered and it is h this work that engines of an incredible age can be seen. Many 0-6-0 and 0-8-0 switchers exist which were built in the 1860's and some as far back as 1857. The specimens I saw (at Bilbao, Oveido and León) have huge domes and stacks, and Ramsbottom safety valves, and their valves are worked, through Stephenson motion, by eccentrics located on the ends of the driver axles. Some of these were obviously built as express engines originally, and are named; it might appear to the visitor that their factor of adhesion is rather low for best service as switchers, since they are continually slipping while at work. Other freight work is performed by large numbers of dull 2-8-0's.

RENFE engine numbers show first the axle (not wheel) arrangement of the engine, followed by its number: thus the ancient 0-6-0 "Blasco de Garay" switching at Oveido, is numbered 030-2433, and one of the large 4-8-2 passenger engines observed was 241-4003. Fuel is in the form of large briquettes, which are piled apparently at random in the engine house area. For even the largest engines these are thrown into the tender one by one, by hand, by the engine crew and anyone else who happens to be available. When I visited the engine shed at León, a frontier point between steam and electric traction, the briquettes were being taken from a "Chinese Wall" located beside the engine house lead, so that all access to the engine house was blocked whenever engines were coaling. It commonly required over an hour to get into the engine house under these circumstances.

The RENFE has a number of articulated rail car trains built in Italy and known as TAF (Tren Articulado Fiat; Spaniards like to be able to pronounce their abbreviations.) These are not particularly luxurious and are therefore considered second class (third class has strictly wooden seats), but a "TAF Supplement" is charged, which brings the fare up to First Class level in any case. The Talgo trains only run from Madrid to Irun on the French Border, and double the First Class fare is charged. (First Class fares are approximately equal to Canadian coach class fares.) Tickets are punched and returned to the passenger, so that a good collection of tickets can be built up in a few days' travelling.

The departure of an express train from a main station is an Event. Every traveller has about five people to see him off, and, having found a seat, he opens the window and those on the platform hand through it a staggering quantity of baggage comprising bags, suitcases, babies, food to last apparently for a week, live animals, soccer balls, etc., all the while keeping up a shouted conversation in which everyone talks all the time, while the RENFE staff runs this way and that to no apparent effect, the station master watches the time importantly, and the ever-present gray-uniformed armed militia in their funny hats look on from a convenient bench.

AUSTRIA

Map: Of Austria. 0192-003.pcx

A day spent in the care of Swissair en route Madrid-Vienna brought me into a very different atmosphere. In Austria my tour was planned along more customary "tourist" lines, but I did manage to visit a number of quite interesting minor railways known in German by the convenient term Kleinbahn. The first item of interest, however, was the large and thriving street railway system in Vienna.

Vienna is an ancient city on the site of one of the earliest human settlements ever discovered. About the middle of the last century the medieval moat around the inner city was filled in and converted to a broad thoroughfare known as the "Ring Road." The streets within the Ring are narrow and tortuous, as is usual in older European cities, and public transportation here is restricted to a few bus lines. The trams run from the suburbs as far as the Ring, either terminating there or traversing part of it and them heading out to another outlying district. At the points where a number of lines terminate at the Ring, special termini are now under construction whereby transfers to and from the Ring lines can be made at covered platforms and, where it is necessary to cross the road, tunnels are provided with escalator access to the street car platforms. These platforms are located on the sidewalk, since on the "downtown" portion of the Ring, the car tracks are laid next to the curb. This is almost as effective as private right-of-way, since motor traffic does not drive on the tracks except to make right turns at intersections. Parking and stopping on the tracks is absolutely banned, but it is unnecessary in any case, since narrow service roads between the sidewalk and stores, etc. provide for parking and delivery.

Many of Vienna's cars are single-truck of both old and new types, all of them very powerful as they are frequently required to pull two trailers almost as big as they are themselves. There are a number of streamlined four-wheel cars and matching trailers, and comparatively few double-truck streamlined cars, but very many matching trailers which are hauled behind single truck motors of older pattern on all routes where turning facilities are provided (the new equipment, unlike the old is single end.) Most cars, new and old, have roller bearings and electric brakes similar to those on the West Penn Railways. Both acceleration and braking are worked by the controller, which is pulled one way for "go" and the other for "stop." The controller on the motor operates the service brake on the trailer(s) as well. The electric brake fades out at 3 or 4 m.p.h. and the car is brought to a stop and held by an ordinary hand brake which works on the motor only; this operation appears rather anachronistic on the new streamlined cars. Seating in all cars is wooden, that on the newer cars being on moulded plywood which is about as comfortable as a hard wooden seat could be. Standing passengers are invariable and indeed in the older motors, which operate on the "perambulating conductor" system, a ride on the platform, which is quite legal, is an interesting experience. The one exception to all the foregoing is the cars obtained from the Third Avenue Railway, New York, immediately after the war. These are rather wide for Vienna, and are therefore confined to a small group of lines in the north-west section of the city. They appear to be largely unchanged from their condition in New York (even the red-and-white paint scheme is similar) except for the addition of a pantograph, and are the only cars in Vienna with air brakes, upholstered seats and roller signs, among other features. They do not haul trailers.

The first "Kleinbahn" visited was a line belonging to the Province of Styria in the south-east part of the country. This connects with the Bundesbahn (State Railways) at Gleisdorf. The first few miles are standard-gauge as far as Weiz, and service is provided by a mixed train powered

by an interesting 0-6-0 compound tank engine of a type later seen also on the Bundesbahn. The passenger cars were steel-sheathed four-wheelers entirely devoid of any pretension to comfort; this is almost universal on Austrian "Kleinbahn" trains and renders them much more interesting to observe than to ride.

At Weiz an extensive terminal layout serves both standard and 760 mm (about 30") gauges. The narrow-gauge has about half a dozen engines, all those visible during my visit being 0-6-2 tanks equipped with more or less frightening spark arresters on the stacks. All of them seem to have been built by Krauss just prior to 1900, and some were painted dark green. There are five trains a day over the narrow-gauge section of the line which extends 27 miles to Ratten, and not all connect with the standard gauge for Gleisdorf, indicating that this line is of purely local importance. During my visit, a long train arrived at Weiz with eight four-wheel coaches, hauled by two 0-6-2's double-headed, both running bunker foremost. The narrow-gauge engine house lacks smoke-jacks in the roof, so that engines must be fired up outside. On the property, but derelict, was a second-hand engine, and a double-truck coach from a recently-abandoned but world-famous 760 mm-gauge line, the Salzkammergut Lokalbahn. The engine was a small 0-6-2T built as recently as 1944. I believe that one or two of the active engines on this line were also Salzkammergut engines.

The next point of railway interest is the city of Graz, on the main Bundesbahn line between Vienna and points in Jugoslavia. It also has a Kleinbahn, standard-gauge this time, the Graz-Köflacher Eisenbahn. This is a thriving concern with many passenger trains, all except commuter runs being handled by 4-wheel German rail buses. They have a number of 2-8-0's and 2-6-2T's, second hand from the Bundesbahn, and still retaining their former numbers. Both classes are now extinct on the Bundesbahn, and the 2-8-0's are formidable looking machines; having two large steam domes joined by a huge straight pipe above the boiler top. The Graz-Köflacher line also has at least one old 4-4-0 which was standing dead outside the shop at the time of my visit, and a series of positively prehistoric 0-6-0's built, I believe, for a distant predecessor of the Bundesbahn about 1863. These engines have frames outside the drivers, valve motion (worked by eccentrics) outside the frames, ladders permanently attached for mounting the domes and a wash-tub spark arrester with a horizontally-mounted shutter which can be slid forward on guides to cover the stack when the engine is not in use.

Another port of call was the tiny settlement of Klaus, on the secondary line through the Pyhrn Pass from Selzthal to Linz. From this point a 760 mm line owned by the Bundesbahn, runs 26 miles through the mountains to connect with another Bundesbahn branch line. The narrow-gauge line has equipment very similar to the Weiz-Ratten line previously mentioned, the engines being almost identical except that the Klaus engines do not have spark arresters. Eight trains a day are operated, connecting with standard-gauge trains at Klaus.

From Selzthal a branch train can be taken along the beautiful gorge of the Ems River to Heiflau, where there is a picturesque junction for a branch to Leoben. This line runs through very mountainous country, and between Eisenerz and Vordenberg (13 miles) the line rises 1700 feet to Präbichl, and down again. This section is rack-worked on grades of 8 or 9%, using steam locomotives, and three passenger trains daily cover the whole section running through from Heiflau to Leoben. Additional trains cover portions of the line. Passenger trains, consisting of three or four 4-wheel coaches, are handled by 0-6-2 rack tank engines built about 1897, while freight trains are hauled by massive 2-12-2 tanks built in 1941. The engine is always located at the lower end of the train, so that there is a long pause, at Präbichl, the summit, while the engine runs around the train. Because of this and the low speed possible on the rack section, the 13 miles require 1½ hours to traverse. There is a much more easily graded route not far away, and the reason for the continued existence of this interesting line lies in the fact that along its

route is located the Erzberg, a mountain composed entirely of iron ore. This is being mined simply by digging chunks of the mountain face from a large number of horizontal terraces, and a bewildering array of railways roads, conveyors, chutes, cable ways, etc., moves the ore to shipping points. Most of it must move at one time or another over the rack line hence the 2-12-2 locomotives. Long trains of self-dumping ore cars are a common sight on Bunlesbahn lines in the area, usually powered by 2-10-0's.

The last point of Kleinbahn interest to be visited was the town of Prein, nearby in Germany. It is the main-line station for the Chiemsee, an attractive lake containing several islands, which is a very popular summer resort similar to (though not as beautiful as) the Muskoka District in Ontario. Between Prein and the steamer docks at Stock, just over a mile away, (two handsome old paddle steamers are at work on the lake) runs the Chiemseebahn, owned by the steamship company. The railway was opened in 1887 with one engine built by Krauss in that year, and this engine is still at work, and is still the only one on the line. It is a steam tram engine, one of the last of its kind. For the benefit of the uninitiated, a steam tram engine (sometimes known as a steam dummy) is a small locomotive hidden inside a small car body to look like a small streetcar, in order not to frighten any horses. The Chiemseebahn's engine has had the plating removed from the lower portion of the body to expose the rods and valve gear at the bottom of their travel, but is otherwise unspoiled, and is beautifully painted a bright green, and shined up with loving care. Eight trips a day are operated, according to the timetable, but others seem to be inserted as the need arises. This is certainly possible, as the trip takes less than ten minutes each way. The engine must be the only one in Europe with a bell as well as a whistle. It is hung directly over one of the windows and is rung by a cord hanging down from the clapper like a ship's bell.

The Bundesbahn engines are, in my opinion, rather plain and certainly are not improved, so far as appearance is concerned, by the Giesl ejectors most of them now carry. The numbers are double-barrelled, including first a class number and then the engine number. Since Austria was part of Germany from 1938 to 1945, the classes and many of the engine types themselves are of German origin, and in many cases the engines still carry their German numbers. The most numerous class, the class 52 2-10-2's, are German wartime engines, and are used on either freight or passenger trains. Much of the passenger work is performed by Diesel rail car trains, some of which are very impressive in appearance and quite comfortable. One peculiarity of some of them is that they are fully double-ended as far as operation is concerned, but are quite unsymmetrical in appearance. Because most of Austria's railways are mountainous, straight track is rare and speeds are rather low. The single exception is the main Innsbruck - Salzburg - Vienna line, now totally electrified, and most of the other main lines are slowly receiving the same treatment. A pleasing habit at many stations is to wish travellers a pleasant journey over a PA system, after the customary station announcements have been made.

Austria's railway system was built at a time when the present country was a small part of the Austria-Hungarian empire, and the lines were located without regard to present national boundaries which were arbitrarily settled in 1919. Many consequences of this can be seen in the railway system today. In two or three places, trains between two Austrian points must travel through other countries, including one line which ducks behind the Iron Curtain into Hungary for a few miles. Also, the main east-west line previously mentioned has been formed of two lines which originally went somewhere else, with an upgraded branch line to join them. Thus, on a journey from Innsbruck to Salzburg which is in a generally east-west direction, it is necessary to travel east, south, east and north in order to avoid an intrusive section of Germany, and then to back into the station at Salzburg which is located on the original Munich - Vienna main line. Incidentally, before this line was electrified a series of splendid 2-8-4's was built

in the mid-thirties specifically for it, and, being unsuitable for use anywhere else, have now been scrapped.

The observant student of railways will quickly learn in Austria that the Iron Curtain is not as tightly closed as we are led to believe by the popular press on this continent. Freight cars from Iron Curtain countries are so common a sight as to receive no notice at all. I estimated that such equipment formed fully 10% of all the freight cars I saw, and came from all the standard gauge countries: Roumania, Jugoslavia, Czechoslovakia, Poland and East Germany; this indicates, to say the least, a rather brisk trade.

In closing, I would like to recommend a few books to interested students of European railway matters. For an entertaining general survey of railroad byways in Europe, no one could do better than read "*The End of the Line*" by Bryan Morgan (published by Cleaver-Hume Press, London.) The publications of our affiliate, the Railway Correspondence and Travel Society, which are in the UCRS collection, are also very helpful, as are certain issues of the "Railway Magazine." For specifically narrow-gauge items, two books are outstanding: "*The Narrow-Gauge Railways of Europe*," by Allen and Whitehouse (published by Ian Allan Limited, London) which is plentifully illustrated and gives a country-by-country tabulation of all narrow-gauge railways in 1958, and "*Steam on the Sierra*," by Allen and Wheeler (Cleaver-Hume) which deals exclusively with narrow-gauge lines in Spain and Portugal, is also well illustrated and contains rosters of all the lines, over 50 in number.

I would also recommend to any prospective visitor to Europe, a timetable folder issued for free distribution by C.I.C.E. (an information centre for all the state railways) whose address is Roma Termini, Lato via Giolitti, Rome, Italy. This is the only free timetable you will get in Europe, and will, I understand, be mailed on request. It is issued about Christmas for the following summer, and gives full information on all the international railway routes. A brief note on this matter appeared on Page 2 of *Newsletter 185*, and so many international services are operated that they and their connections occupy no less than 184 tables in the 1961 edition.

➢ The Society meets on the third Friday of the month, in Room 486 of the Union Station. The Hamilton Chapter meets on the fourth Friday in various members' homes.

U.C.R.S. ANNUAL MEETING AND ELECTION OF OFFICERS

At the Annual Meeting of the Society held in January, the following were elected as Directors: A. S. Olver, Stuart Westland, Jim Brown, Ed Jordan, George Meek, Robert Johns, Alan Crompton, Jack Walker and John Dell. At the subsequent Directors' Meeting, the various Directors posts were filled as follows: President, Ed Jordan; Vice-President, Stuart Westland; Treasurer Bert Olver; Corresponding Secretary, Alan Crompton, Recording Secretary, George Meek. E. Jordan assumed the position of *Newsletter* Editor, while Stu Westland remains as Assistant Editor. John Dell will become Chairman of the Preservation Committee, the body responsible for the care and upkeep of engine 6213 in Exhibition Park. As he has for many years, Stu Westland continues in his role of Curator of the Society, preserving and augmenting the large library of books and other historical material gathered by the UCRS. B. Headford will handle *Newsletter* and Bulletin production.

LATEST REPORT OF THE ROYAL COMMISSION ON RAILWAYS

In the spring of 1961 the Macpherson Royal Commission handed down its first report in which a lengthy summation of the ills besetting Canada's Railways was culminated in the recommendations that more latitude be given in the abandonment of uneconomic passenger services and branch lines and that a 15-year retirement plan for these services be accompanied by a descending scale of

governmental subsidies, payable until these services and lines are pruned from the system. This volume also suggested more adequate payment for these services which the railways are forced to provide because of obligations to the Dominion Government.

The second volume of the Commission, made public on January 23rd., takes a more positive approach by recommending legislative changes which would revitalize the great portion of the nation's rail network which must be retained in the public interest, principally by affording the railways a much greater freedom in setting their own freight rates. The rates could be adjusted within a specified minimum and maximum level between which there would be a wide latitude in which the railways would be free to set their rates in direct relationship to those offered by trucks and other carriers.

The report suggests that the maximum rate control be exercised in those instances where the railways have a "significant monopoly", or more simply stated, where they are the only carrier which can perform a specific service. In these cases, shippers would have a right to apply to the Board of Transport Commissioners for a study to determine the maximum rate which should apply. When a maximum rate was so determined and imposed by the Board on the Railway, the shipper would be obliged to declare himself "Captive" to the railway, and agree to use the railway exclusively for all goods involved in the particular maximum rate declared by the Board as a result of the shipper's application. The second volume also recommends the creation of a national transportation advisory council, which would examine the impact of decisions of regulatory bodies in transport as well as the future needs and priorities in public investment in transportation facilities, in each case making long-term policy recommendations to the Federal Government.

- The C.N.R. has called tenders for the construction of substructures for the following works in connection with the Toronto Terminal Hump Yard and the York Subdivision access line:
  - Bridge over the CPR MacTier Subdivision.
  - Subway for Woodbridge Road.
  - Humber River crossing.
  - Main and Local Humps in Toronto Yard.
- Tenders have also been called for the grading and drainage works for that portion of the York Subdivision from Mile 24.2 to Mile 29.6. To be called shortly are tenders for the grading required to effect a double tracking of the Brampton Subdivision from Georgetown, Ontario to Malton, over which freight trains will proceed to and from the westerly end of the York Subdivision at Malton.

TORONTO TRANSIT NOTES

The arrival of the two pilot cars of the Montreal Locomotive Works order has now been put back to March of this year. It is hoped to arrange an inspection of these cars for UCRS members following their arrival.

- At the meeting of the Toronto Transit Commission held on January 22nd., the decision was taken to scrap car 4179, which sustained substantial front-end damage in a collision with car 4595 (since repaired) at Queen and Bay Streets in September 1961. This car is one of the second group of Toronto PCC's, which entered service in the fall of 1940. Scrapping is in lieu of incurring a repair cost of $3800 on a fully-depreciated 21-year-old car. Many parts, of course, will be salvageable for use in the maintenance of other cars.

This decision came almost 15 years to the day after the spectacular accident at the entrance to Lansdowne Carhouse, which resulted in the scrapping of the only other PCC car to be lost on this city. This was car 4063, which suffered virtually irreparable damage by bringing down a portion of the car house wall and roof upon itself in a derailment.

- Water main construction on Spadina Avenue necessitated a diversion of the Harbord Car

Line effective January 2nd. The temporary routing is from College and Spadina via College and McCaul Streets to Dundas. The track allowance is not actually being disturbed by the construction, which is on the southbound roadway immediately west of the allowance, making car operation inadvisable. On one occasion since the diversion went into effect, a fire occurred on McCaul Street, forcing a further diversion of the Harbord route; the westbound service went back onto Spadina Avenue, while the east bound stayed off Dundas altogether, following the Carlton line to Carlaw Avenue. Another interesting aspect of this diversion ls that it places back in regular service track laid in 1913 by the Toronto Railway Company (between Dundas and Baldwin Streets on McCaul,) this being a portion of the last pre-1921 double tangent track left in the city.

- Much-rebuilt Crane Car C-1 has undergone a further alteration recently with the steel sheathing of the operator's cab. Mate C-2 is presently undergoing similar treatment. Bus relic No. 1, with which many members became familiar last September 9th., is now receiving a thorough overhaul precedent to parade use during 1962.
- The municipal columnist of the *Toronto Daily Star* has taken up the cry often heard within transit industry circles today — that of relieving the local system of the burden of municipal property taxes. Interesting facts revealed in a column published on January 8th. include the following:
  - The TTC pays a total of $11,400 per year for the privilege of operating cars into the Eastern Entrance of the Exhibition - $5900 in city taxes and $5500 in rent to the CNE
  - $1800 a year in taxes are paid to the city for the Park Loop on Bloor Street West, a facility used only occasionally and in a sense a portion of the facilities of High Park.
  - The Commission pays the city $50,000 a year to truck away snow ploughed from track allowances by TTC vehicles, a peculiar way of showing appreciation on the part of the city for the extensive work done by the rail vehicles in assisting in the cleaning of public streets.
  - Only those portions of the Yonge Subway directly under Yonge Street escape taxation; on those subway portions which are off-street, the TTC pays an amount equivalent to 10% of the taxes on the land directly above (this land thus garners a 110% return); open cut portions and above-ground subway stations pay a full property and business tax.

  The columnist further pointed out that, in contrast to the obligation to the TTC to pay almost 4% of its operating revenues in provincial and municipal taxes, the New York City Transit Authority and the Chicago Transit Authority pay no city taxes whatsoever, and the Cleveland Transit System pays out only 1/2 of 1% of its revenues in this manner.
- Effective February 1st., all fare zone boundaries beyond zone 1, and within the Metropolitan area are abolished. The result is that the entire TTC operation within the 240 square mile Metro area will be a simple 2-zone system.

MISCELLANY:

- The Pacific Great Eastern Railway is altering the livery used on its Diesel locomotives. In place of orange with dark green lettering and trim used heretofore, locomotives will be painted in a reverse of this arrangement: dark green with orange lettering, although striping will be eliminated. This change will result in road dirt being less obvious.
- The CNR has revealed that the operational name of the Grimshaw - Hay River extension of the Northern Alberta Railways is officially to be the Great Slave Lake Railway, thus adding a colourful name to Canada's list of railways.

PRESIDENT'S REPORT - FOR 1961

The annual meeting of the UCRS, with the election of officers for 1962, is upon us, and I should like to mention a few personal thoughts on the matter - not to influence your vote, but to clarify

the position of the Society, in order that you will think before you do vote.

First, let me explain my chief function as President in the past year. I was asked to stand for election as Director at the end of 1960 and subsequently chosen as President to fulfil the role of an administrator: a moderator to effect a rapport between the various hard-working but sometimes self-centred interests within the Society. I have succeeded in ironing out some of the contentious affairs that are bound to crop up in a club that is prospering the way ours is. In fact, I feel I have been successful enough to want to continue for another year as President, to help finalize several pressing matters. Among these are:

(a) Constitutional reforms, incorporating provision for the Hamilton Chapter, and guarding against the intrusion (in my opinion) of interests entirely foreign to the purpose of our RAILWAY Society.

(b) The continued improvement of club program material, with less emphasis on entertainment through professional programs of doubtful value, and more encouragement for the type of material presented by Alan Crompton (India's Railways) R. J. Sandusky (films of Japanese Railways and trams) and John Mills (Spain and Austria), in addition to the talks given by railroad personnel. During the last year I insisted - quite alone at first - that the Annual Film Night be held on a night other than a Regular Meeting, because I believe that this type of frothy entertainment, however delightful, would mean the wasting of a chance to engage in the activity for which the UCRS was formed. While the Society is an excellent place to meet socially, our purpose is to discuss railway matters of mutual interest, and we have only ten opportunities in the year to do so. We should make the most of them.

(c) The continued encouragement of the Hamilton Chapter in order to foster the rapid growth of membership in that City. This should include help in presenting top-notch program material, in order to attract and hold members. My greatest pleasure in 1961 was witnessing the establishment of this group and attending their first meetings - pleasant reminders of the early days of the UCRS. I hope that succeeding Presidents and Directors will continue to encourage this important addition to the Society, and urge Hamilton Chapter members to be mindful of their obligation to the organization in its role of a truly national (and, increasingly, international) club. I know that my confidence in our Hamilton associates is not misplaced.

All of the foregoing projects are merely the products of a burgeoning UCRS. All require much work and thought, and should be cleared up in the coming year. In the business of the Constitution and the Hamilton Chapter there is a definite need for an administrator - a moderator such as I have tried to be. I believe I have such a clear view of the needs, immediate and future, of the UCRS, that if I were in a position to offer my small services for another year, I'd beat the drums for all they're worth to be elected. However, duties at home and office force me to decide otherwise.

Also, the frantic activity of the past year has demanded more of my time than I have been able to afford, with the result that the *Newsletter* has not been as good as I could wish it to be and Bulletin Publications work has languished. In 1962 I'd like to continue these activities, but that will have to be at the discretion of the Directors.

The Directors and Committee Chairmen have done a good job, and this has reflected well on me. I thank them, especially Bert Olver, who, as Treasurer, has for years handled a difficult and complicated job with skill, and John Mills, whose guidance in many tricky situations has been invaluable. As you will recall, the Directors drafted Alan Crompton to replace R. J. Sandusky during the latter part of the year. While he has not yet had the opportunity to prove his worth to the Society, I hope and think that his many years of experience in the affairs of railway

clubs like ours (he is a founder-member of the Railway Correspondence and Travel Society, England) will be helpful indeed during the coming years.

In closing, I wish to thank the general membership for their encouragement in 1961: the support accorded me gave me the confidence to work for what I thought would benefit the UCRS best. I have tried to keep the members informed of what the Directors were planning, and to foster discussion of these matters at the meetings: I trust that this policy will be continued. Bear in mind that proposals for the operation of the Society may be made, discussed and voted upon during any Business Meeting. By asserting yourselves, you can make the UCRS into the kind of club you would like it to be.

Basil Headford
President, 1961.

REPORT OF THE SECRETARIES - FOR THE YEAR 1961.

MEETINGS

General meetings	1959	1960	1961
Number Held:	10	10	10
Total Attendance:	369	468	580
Average Attendance:	37	47	58
Directors Meetings			
Number Held:	1	8	10
Total Attendance:	6	60	71
Average Attendance:	6	8	7

Nine of the ten General Meetings were held in Room 486 at the Union Station, while the other was held in the Music Room of Hart House and consisted of a showing of the film "*The Titfield Thunderbolt*". The August meeting (outdoor) was a guided tour of John Street interlocking tower while the July meeting, aboard TTC car 2424, marked the last operation of a Large Witt type car in Toronto. The Annual Banquet was held ln the South Dining Room of Hart House with Mr. Wm. Forsyth, TTC Superintendent of Equipment, as guest speaker. Another movie night for members and friends was held on the first Friday in December. The film "*The Great Locomotive Chase*" was shown. Throughout the year, meeting places were suggested for those who wished to observe the local railway scene.

Entertainment at meetings this year included showings of members' movies and slides, the showing of commercial 16 mm films, an auction, an address by an engineer from the CPR Signals Department, and an illustrated address on the railways of India by one of the members,

SPECIAL OBSERVANCE

The 100th. anniversary of street railway operation in Toronto was celebrated on September 8th. and 9th. by the operation of special tram excursions to historically significant locations in the city. Cars appropriate to the occasion were used, including 2300, 2700, and 4779. For the benefit of Society members, the TTC historical collection, as well as a large representation of their present work equipment, was on working display at the Hillcrest Shops property.

MEMBERSHIP

At Year-end	1959	1960	1961
Associate:	127	191	268
Resident:	66	119	175
Total:	193	310	443

Changes			
Dropped:	27	16	13
New:	25	133	146
Net Change:	- 2	+117	+133

PUBLICATIONS

Twelve issues of the *NEWSLETTER*, totalling 64 pages, were published during 1961. Four pages of diagrams and maps were included find, commencing with the August issue, reproduction was by photo-offset rather than by stencil duplicating process.

EXCURSIONS

On June 4th., the Society chartered TTC cars 2424, 2894 and 4708 for a four hour tour of the city. Next day, CNR Northern No. 6167 was used on a 180 mile excursion which took its 513 passengers on a circle tour through Guelph, Galt, Brantford, Paris, Caledonia and Hamilton. On July 8th., a most unusual sight was observed rolling through the streets of Oshawa, Ontario as the UCRS special train of three gondola car-loads of people was hauled to North Oshawa by O.R. motor No. 403. The 231 passengers had come from Toronto on a special train-powered by CNR 6167. Again the following day, this engine hauled a trainload of 320 persons around the circuitous route linking Toronto, Belleville, Peterborough, and Lindsay. An excursion, coincidentally marking the end of electric operation on the Lake Erie and Northern - Grand River Railways, was held on September 30th. On this trip, 134 passengers travelled from Toronto to Simcoe, via Galt and Preston, and using motors 337 and 228 on the electric lines. The last excursion of the year was held on October 1st., and attracted 489 passengers for the run to Gravenhurst with CNR 6167.

The Corresponding and Recording Secretaries hereby submit their Report for the Year 1961 for the consideration of the Directors and the Members-at-large.

E. A. Jordan — Corresponding Secretary.
G. A. Meek, — Recording Secretary.

January 19th., 1962.

UPPER CANADA RAILWAY SOCIETY
(INCORPORATED)

Once more it is my privilege to present the Financial Statement of your Society, and to touch on some of the highlights of the past year, which has again proved to be an exceptional one.

Your Society ended 1961 with a net balance that was almost double that of 1960. The amount is $3,318.17 which exceeds any previous figure in our history.

As I commented last year, it has been the income from fan trips by steam over lines in many cases about to be abandoned, and with motive power that is going out of service that has helped the financial position.

We have certainly been fortunate in being able to operate steam and electric trips, in our locality, and from their success it has been planned to improve the size and quality of the *Newsletter* and *Bulletins*.

At present the cost of our publications is greater than the return from our membership fees, and as a result your Directors were forced to raise the annual dues. This is only good business, as it is our long time source of income, and way of interesting members who live at a distance too far to attend our meetings.

The Membership Committee campaign, which started in 1960 was continued in 1961, has shown results which were well worth the expense.

The maintenance cost of C.N.R. locomotive No. 6213 has dropped to the nominal amount of $35.89 as practically all the capital expenditure has been made.

I would be very remiss, if again this year, I did not express, for myself, and for all of us, our appreciation of the untiring efforts of Mr. Edward A. Jordan, your Corresponding Secretary. His work on fan trip promotion, ticket selling, and correspondence sorting, has been colossal - it total led over $13,000 for the year!

In summation, the present financial condition continues to encourage your Directors to give the members more value for their dues than ever before.

(Albert S. Olver)
Honourary Treasurer,
Upper Canada Railway Society.
January 19, 1962.

UPPER CANADA RAILWAY SOCIETY

(INCORPORATED)

Treasurer's Report for 1961

Here follows your Honourary Treasurer's Report for the past calendar year 1961. For purposes of comparison, the 1960 and 1959 figures are bracketed in the right hand columns.

	1961	1960	1959
	RECEIPTS		
Membership Fees 1959	$ - -. -	(2.50)	(234.98)
Membership Fees 1960	- -. -	(391.15)	(97.91)
Membership Fees 1961	497.12	(267.68)	(2.85)
Membership Fees 1962	148.54	(6.85)	(- -. -)
Membership Fees 1963	8.00	(- -. -)	(- -. -)
Publication Sales	220.51	(224.02)	(74.13)
Fan Trips - net	1,612.83	(1,417.57)	(140.59)
Auction - Club Meetings	45.15	(-45.56)	(- -. -)
Donations - CNR 6213	10.00	(2.00)	(- -. -)
Donations - General	- -. -	(203.20)	(- -. -)
U.C.R.S. Pins - sales	33.00	(60.50)	(- -. -)
Fan Trips 1962 - prepayments	28.00	(- -. -)	(- -. -)
Loan repayment	131.00	(- -. -)	(- -. -)
Bank Adjustment	.57	(- -. -)	(- -. -)
BALANCE, December 31st., 1960	1,722.38	(431.38)	(201.75)
	$ 4,457.10	(3,052.41)	(752.21)
	DISBURSEMENTS		
Newsletters, supplies, etc.	456.95	(-335.34)	(219.56)
Bulletins	43.60	(249.20)	(31.46)
Postage - publications	122.55	(128.61)	(50.00)
Postage - corresponding Secretary	58.60	(13.00)	(- -. -)
Annual Post Box Rental	6.00	(6.00)	(6.00)
Provincial Government Return	1.00	(1.00)	(1.00)
Magazine Subscriptions	21.16	(9.00)	(- -. -)
Prospectus Account	91.19	(51.12)	(- -. -)
CNR 6213 Account	35.89	(284.03)	(- -. -)
Lapel Pins - cost	- - -	(95.63)	(- -. -)
Annual Banquet - deficit	45.17	(2.60)	(- -. -)
Entertainment Committee Expense	90.50	(23.50)	(11.45)
L&PS Car Account (loan)	- - -	(131.00)	(- -. -)

Hamilton Chapter - Miscellaneous	16.32	(- -. -)	(- -. -)
O.E.R.H.A. Loan	150.00	(- -. -)	(- -. -)
Bank charges, exchange, etc.	- -. -	(- -. -)	(1.36)
BALANCE, December 31st., 1961	3,318.17	(1,722.38)	(431.38)
	$ 4,457.10	(3,052.41)	(752.21)

BALANCE SHEET - December 31st., 1961

ASSETS

Bank (Ledger)	3,318.17	(1,722.38)	(431.38)
Duplicator - less 20% write off	1.00	(35.75)	(71.50)
Lapel Pin Inventory - at cost	39.37	(64.71)	(- -. -)
Loan	150.00	(131.00)	(- -. -)
	$ 3,508.54	(1,953.84)	(502.88)

LIABILITIES

Prepaid Memberships - 1962	156.54	(274.53)	(100.76)
Prepaid Fan Trip Fares - 1962	28.00	(- -. -)	(- -. -)
Capital	3,324.00	(1,679.31)	(402.12)
	$ 3,508.54	(1,953.84)	(502.88)

A. S. Olver,
January 1962