

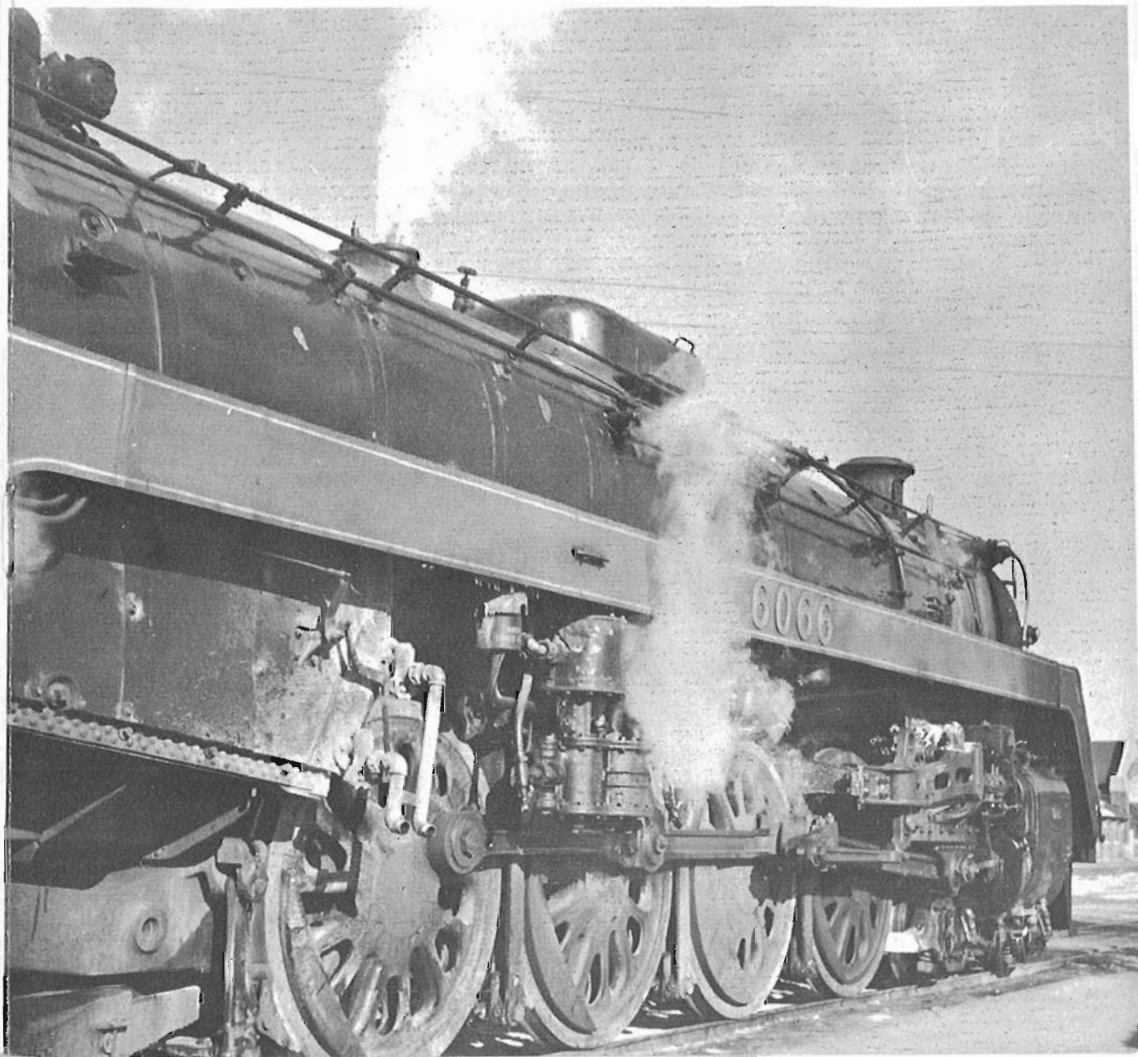
Canadian Rail



NO. 144 / MAY 1963

Here, captured in its twilight, is a scene which, a few short years ago, could have been observed, with minor variations, in numerous locales throughout this vast land. The particular subject is CN's 6066 at Port Arthur. With blower roaring and water pump thumping, she is impatient to be about her business of wheeling the passengers in her charge safely to their destinations.

Paul Maysenhoelder



New Canadian Pacific Locomotives.

The Canadian Pacific Railway has recently taken delivery of three new diesel-electric units, one of which is the first of its type in the world. This is a 2400 h.p. DL-640-A, built by Montreal Locomotive Works. The other two units are GP-30's of 2250 h.p. each, delivered by General Motors Diesel Limited of London, Ontario. All three locomotives have been acquired for high-speed freight train operations and are considered to be 'rebuilt' as shown in the following table:

<u>New No.</u>	<u>H.P.</u>	<u>Builder</u>	<u>Rebuilt from</u>
8200	2250	GMDL	1902 (Psgr.A.unit)
8201	2250	GMDL	1910 (Psgr.A.unit)
8300	2400	MLW	8474 (Rd.switcher)

The new diesel units make use of major re-usable parts from the former Canadian Pacific locomotives. Most important of the design changes is a new concept of pressurizing the body of the diesels to keep out dirt and moisture, and thereby obtain from the electrical and engine components a longer working life and a better performance. Other new features are higher capacity traction motors, improved running gear and higher fuel capacity with no increase in total weight.

Besides being unique on Canadian rails, the three units are the first locomotives to carry Canadian Pacific's modern script insignia which recently made its appearance on other types of C. P. rolling stock.

A photo of CP 8200, courtesy of the Canadian Pacific, is shown below.



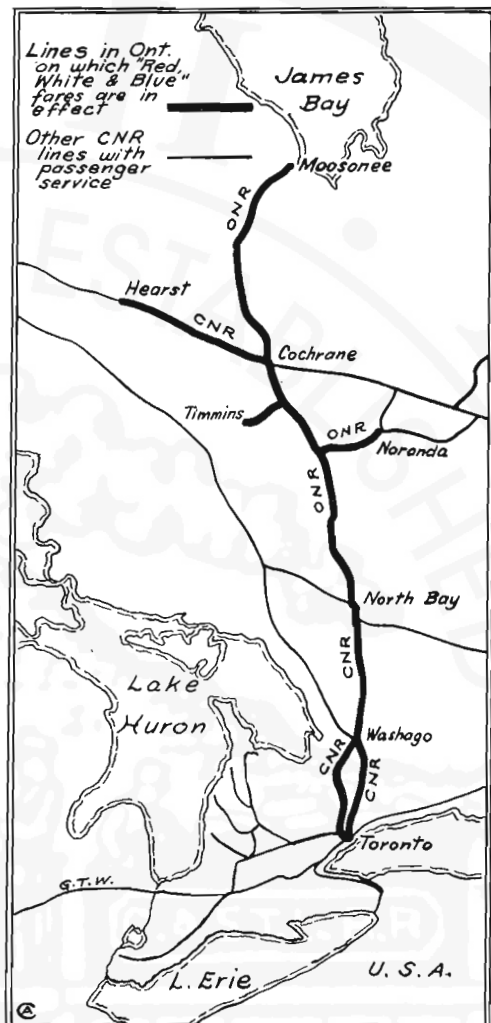


NOW in ONTARIO !!

C.N.'s now-famous Red, White and Blue fares, inaugurated experimentally on May 1st, 1962 on CN lines in Eastern Canada (excl. Newfoundland) were prolonged last May 1st for a further period and extended to include the Province of Newfoundland.

Now, effective June 23rd., a similar arrangement has been worked out in conjunction with the Ontario Northland Railway for Red, White, and Blue fares and services between Toronto - North Bay - Cochrane - Moosonee - and Hearst. In addition to the new fares, an extra train on an improved schedule will be placed in service between Toronto and North Bay, covering the 228 mile run in 5½ hours.

The accompanying sketch map shows the Ontario lines on which the new fare arrangements are effective. It is hoped that the



new passenger train service and fares will be as successful in Ontario as the original arrangements were in eastern Quebec and the Maritime Provinces.

C.N.R. Steam Power Not Dead.

A Special News item of particular interest to readers of Canadian Rail is the announcement that steam locomotives will not disappear completely from Canadian National lines at least until after the year 1971. The C.N. Railways plan to overhaul and rehabilitate Northern type steam locomotive No. 6218, class U-2-g. The engine, which has been at Pointe St. Charles for the past few years, will soon be sent to the National System's Stratford Shops, where the rehabilitation work will be carried out. The intention is to have the engine in first class operating shape by the end of next year, when the only operating steam power on the System will be forced into retirement. With limited use, it is expected that Number 6218 will be available for Special Trips, Centenary celebrations, and Exhibitions from 1965 to mid 1972.

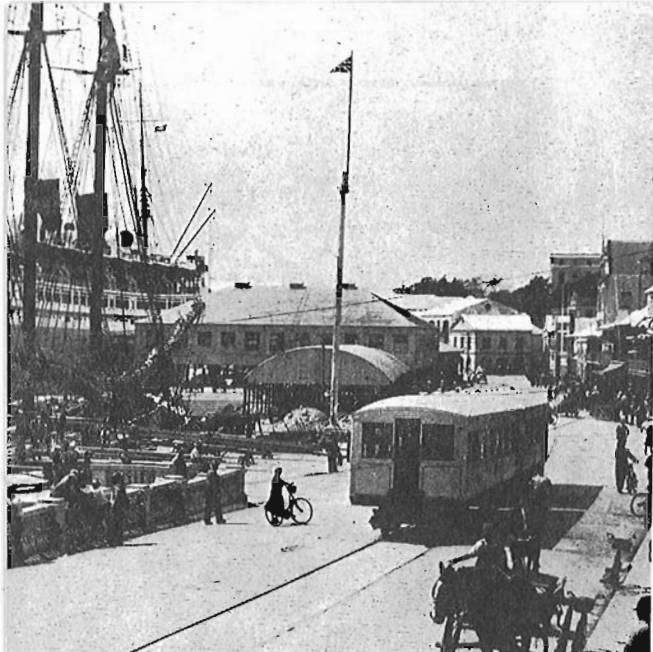


photo by Knudsen

Train on Front Street With View of Shops

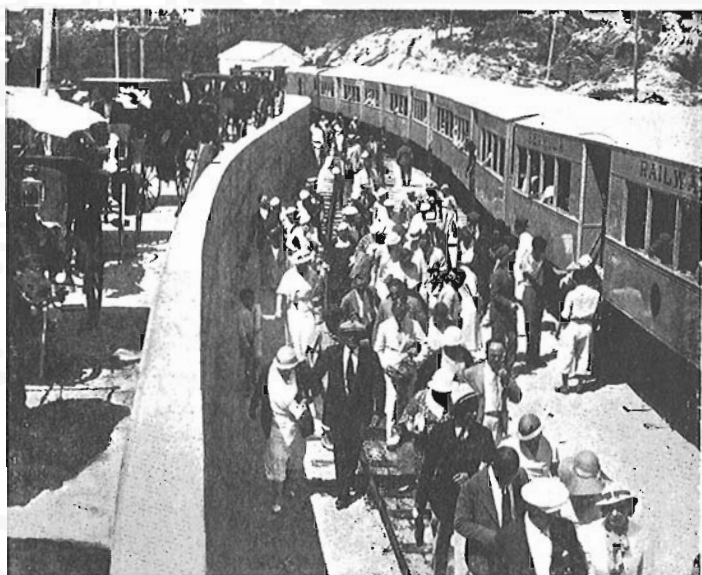


photo by Knudsen

Bailey's Bay Crowds Leaving Train for Caves

BERMUDA RAILWAY

AS RECENTLY AS fifteen years ago it was possible to get on board a gasoline-driven interurban car and take a ride over Khyber Pass, all in the middle of the North Atlantic Ocean!

This rather startling statement of fact may seem to stretch the limits of credulity, but nonetheless it was so, granting that the 'Khyber Pass' in this case was not the famed mountain pathway on the North West Frontier of India where, as all good cinema-goers of the 1930s will recall, the Bengal Lancers fought a seemingly-endless battle against the warlike Afridi. No, this 'Khyber Pass' is on the Island of Bermuda which explains the "middle of the ... ocean" part of the statement. The "gasoline-driven interurban" reference is, of course, to the Bermuda Railway, a 22-mile, standard-gauge system which functioned in an automobile-less paradise six hundred miles off the eastern coast of North America.

The far-famed group of holiday islands known collectively as "The Bermudas", or merely, "Bermuda", are situated six hundred miles east south-east of Cape Hatteras, or 75 miles due south of Yarmouth, Nova Scotia; they lie in 33° North Latitude and 65° West Longitude. This British Crown Colony, having an area of about 20 square miles, consists of a principal island, known as "Great Bermuda" or "Main Island", a number of smaller islands, and outlying rocks and reefs.

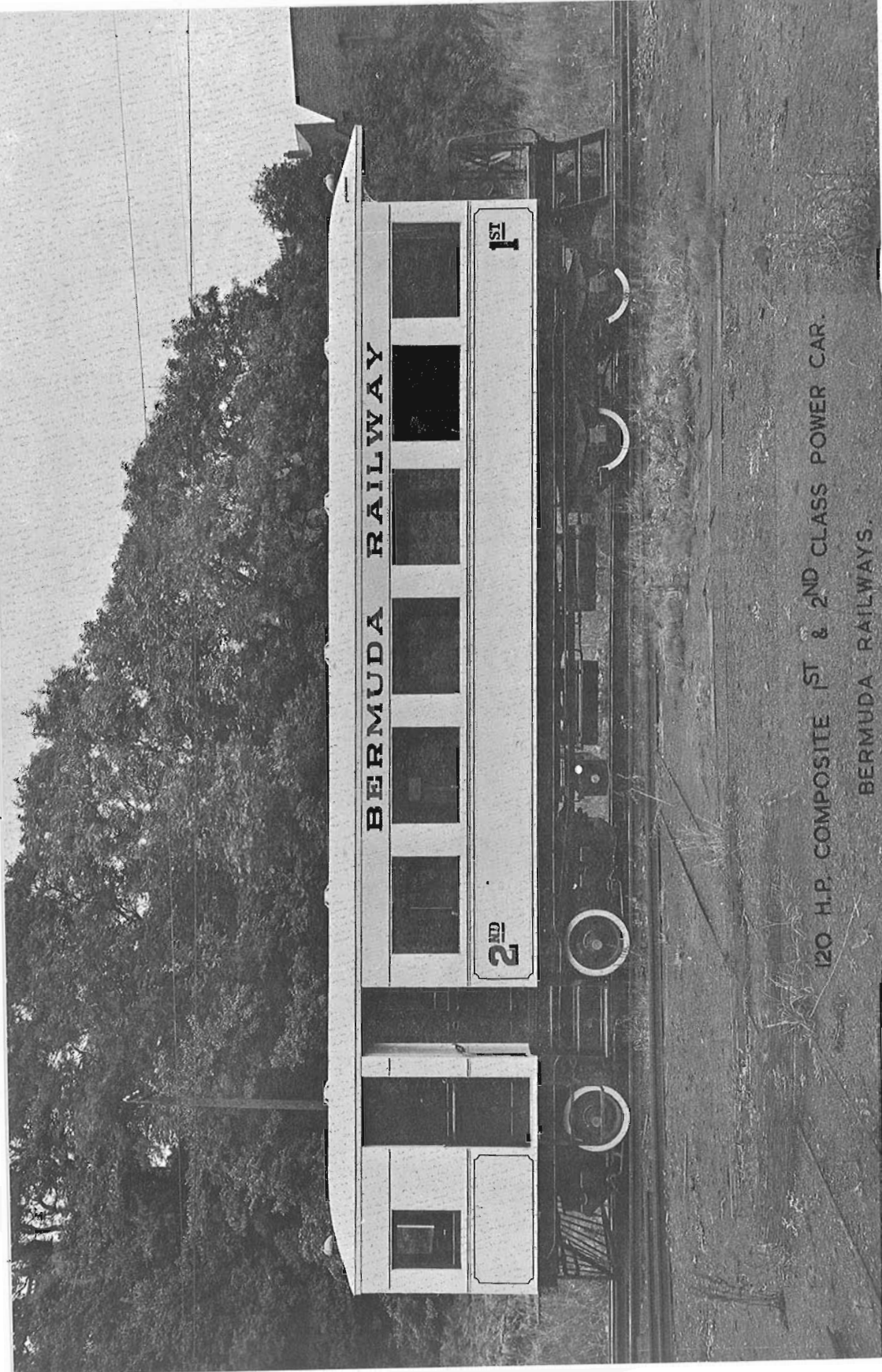
This mid-Atlantic atoll was first visited by civilized man 450 years ago, when a Spanish captain, Juan Bermudez, was shipwrecked here on a voyage from

Spain to the Spanish Main. As trans-Atlantic voyages became more common, other castaways found refuge on its shores such as the English captain, May, in 1593 and Sir George Somers, in 1609. Somers took an interest in settlement here and in 1612, established sixty immigrants from Virginia here. For many years, the islands were known as the "Somers Islands" after Sir George. In 1684, the Bermudas were transferred to the British Crown.

Gifted with an ideal climate, Bermuda is famous most of all as a holiday resort, and it is served by steamship and air routes. Until the last war, it was also noted as a haven for the pedestrian, since local laws established in 1908 prohibited mechanical vehicular traffic on the roads, save for horse-drawn carriages, wagons and bicycles.

The proposals for a railway were first put forward in the late 1920s when the Government of the Colony was faced with the necessity to provide some form of mass transportation for the resident population of about 32,000, not including increasing numbers of tourists. They were unwilling to lift the 1908 ban on motor traffic and a railway was, as a consequence, the only alternative. The Parliament of Bermuda accordingly passed a Railway Act under which Bermuda Traction, Limited, was organized early in 1928. The initial plans called for completion of the railway in that year but matters were retarded by difficulty in purchasing land for the right-of-way at prices within the estimates.

Two years later, the project was revived again as Bermuda Railways Inv-



120 H.P. COMPOSITE 1ST & 2ND CLASS POWER CAR.

BERMUDA RAILWAYS.

BERMUDA RAILWAY (cont'd)

estment, Limited, under which government assistance was given. Later re-organized as Bermuda Railway Company Limited, construction of the initial section, eleven miles long, got under way in the summer of 1931. This railway, linking Hamilton, the capital town, with the naval base at Somerset, was opened for traffic on October 31st, 1931. The railway was built under contract by Balfour, Beatty & Company, and was built to standard gauge. 67½-pound rails were employed, on timber ties.

The Somerset line started from Front Street in Hamilton, at the Cenotaph. It curved around the end of Hamilton harbour on a high trestle, then headed southwestward through Paget and Warwick Parishes, along the height of land. At one point, a rock cutting inspired the name "Khyber Pass". Gradually, following the northward curve of the Island, the railway turned to the west, then to the northwest, finally following a course due north to the terminus at Somerset.

Concurrently, a second section was undertaken connecting Hamilton with St. George to the northeast; this was also eleven miles in length and was opened about March, 1932. It left Hamilton running along Front Street in a westerly direction, but at the west end of the business district, it turned northward through a tunnel under the gardens of The Bermudiana Hotel, then reversing direction to the eastward, gradually turned northeastward to the terminal at St. George, crossing the inlets to Harrington Sound and Castle Harbour on low trestles.

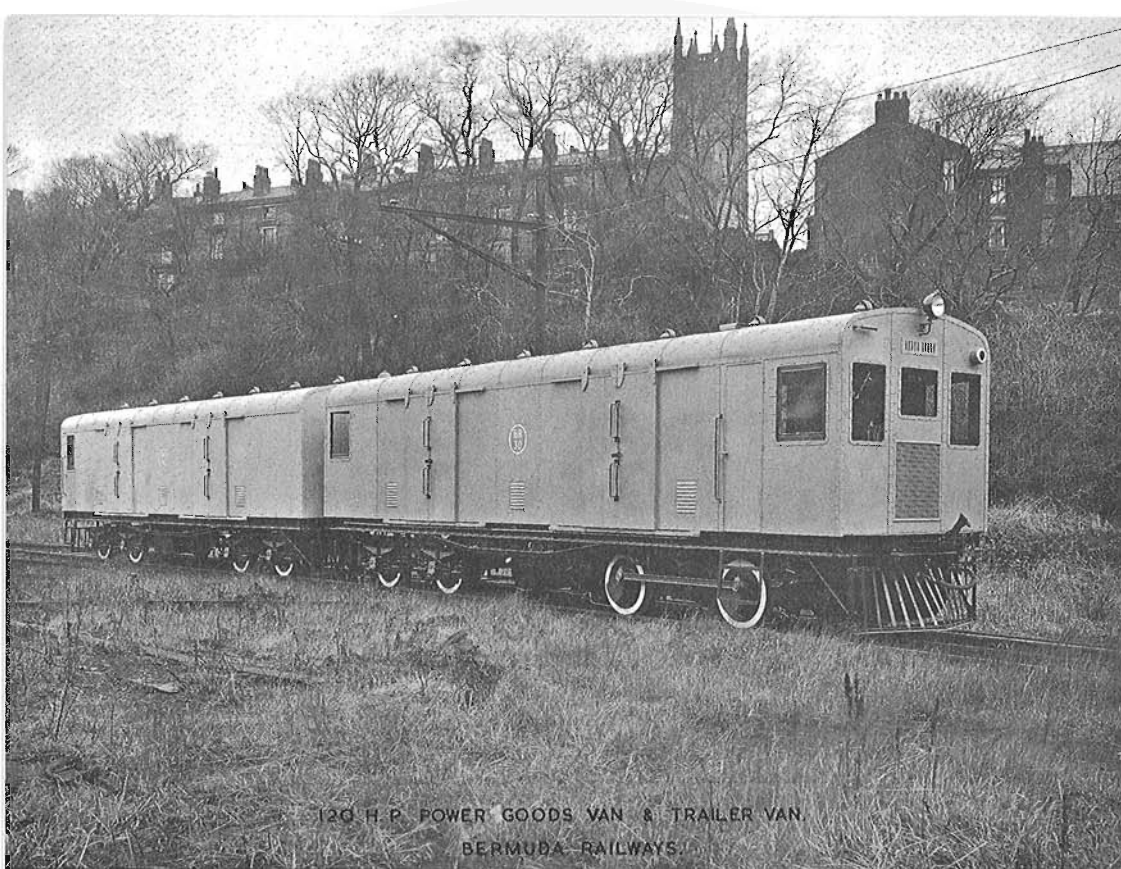
The railway was well-patronized from the outset and Drewry-built railcars and trailers were used exclusively. The service was hourly between St. George and Somerset, between 6:00 AM and Midnight, and trains were operated by means of a staff or token system.

The Bermuda Railway even had a throwback to the "Parliamentary Trains" of Nineteenth Century England. The Company was required to operate a certain number of trains each day at a statutory fare of 2d per mile first class, and 1-3/4d per mile second class. The remaining trains were operated with a 4d per mile first class fare, and a 3d per mile second class tariff. Freight was also carried, for which box cars and gondola cars were provided, but the passenger business apparently formed the bulk of the traffic.

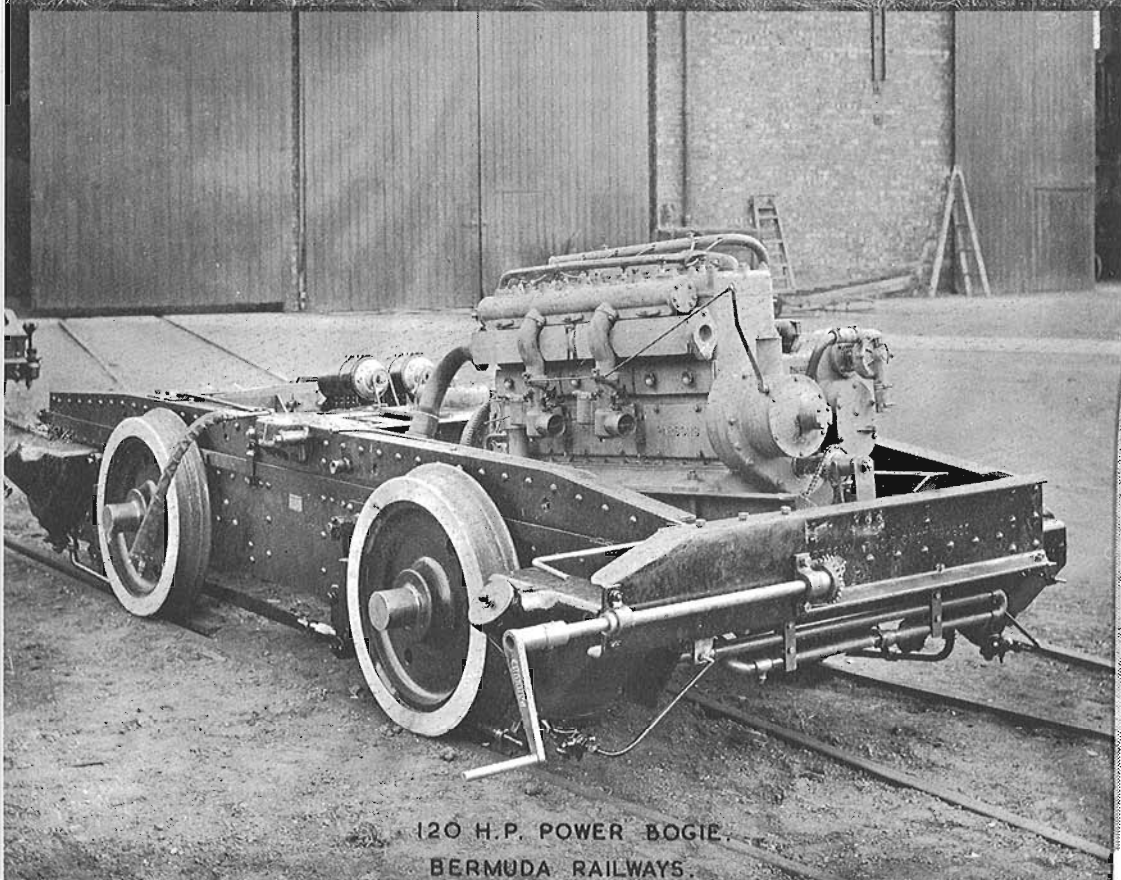
During the years of the second World War, the railway was called upon to such a degree that two diesel-electric locomotives were purchased from the Cummins Diesel Company in the United States, but the artificial conditions induced by the war had to end sometime, and they brought with them the downfall of this unique mid-ocean interurban.

In 1943, the Parliament of Bermuda passed a Motorcar Act which permitted the restricted use of motor vehicles. With the termination of hostilities in 1945, this Act expired on December 31 of that year and all restrictions on high-way vehicles were finally withdrawn. The effect on the Railway was swift and immediate, as it did not serve the entire Island. In 1944, the BR carried 1,531,676 passengers and this increased to 1,601,844 in 1945. In 1946, however, this figure decreased by more than a third to 1,062,388. The private Bermuda Railway Company, Limited, anticipating the traffic reduction, sold the railway to the Government of the Colony on January 27, 1946. The Railway reportedly had never made a profit since its inception in 1931, and the transfer to government control turned out to be but a temporary postponement of the inevitable.

LEFT: Photograph of a 10 class composite first- and second-class passenger car, built by The Drewry Car Company, Limited (Drewry photo.)



120 H.P. POWER GOODS VAN & TRAILER VAN
BERMUDA RAILWAYS



120 H.P. POWER BOGIE
BERMUDA RAILWAYS

BERMUDA RAILWAY (continued)

In 1947, passengers further decreased to 661,933 -- only slightly more than one-third the level prevailing in the war year 1945, and the Government decided to abandon and dismantle the line. The Hamilton-Somerset section was abandoned on January 1, 1948, and one day later, workmen were busy dismantling the railway. Upon completion of this task, the St. George section was abandoned on May 1st, 1948 and that section also taken up.

A ready market for the used rails, motive power and rolling stock, was found in South America, when the British Guiana Government purchased it all, lock, stock and barrel, for BWI\$414,000, to be used as replacement for its own

worn-out equipment. Some of the old Bermuda rolling stock is still in use on the British Guiana Government standard-gauge line linking Georgetown with New Amsterdam along the coast.

Thus ended the history of an interesting mid-ocean railway, whose story properly belongs with that of other off-shore North American railways.

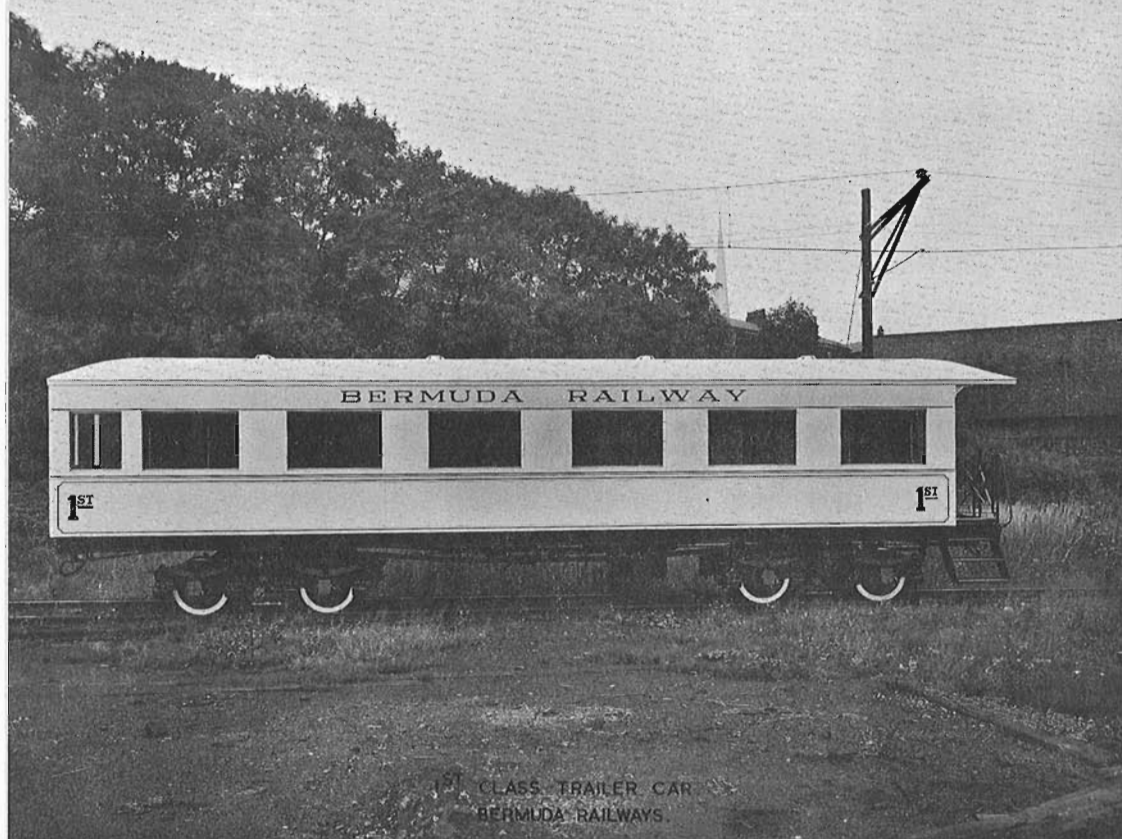
ACKNOWLEDGMENTS

I am indebted particularly, for information about the railway and its operations to Mr. James Younger of the Public Transportation Board, Hamilton, Bermuda, and for details of the locomotives and cars to the management of The Drewry Car Company Limited, of City Wall House, Finsbury Pavement, London, E.C.2.

BERMUDA RAILWAY - Rolling Stock.

<u>Unit Numbers</u>	<u>No. of Units</u>	<u>Builder & Date</u>	<u>Description and Notes.</u>
10 to 15. M	6	Drewry, 1931	120HP gasoline-driven, Composite 1st and 2nd class pass. cars.
20 to 25. T	6	" "	1st class passenger cars.
30, 31. M	2	" "	120HP gasoline-driven, combination locomotive and goods vans.
40, 41 T	2	" "	Enclosed goods vans.
50 to 53. T	4	" "	Gondola cars.
60, 61 M	2	" 1932	300HP gasoline-driven, combination locomotive and goods vans, renumbered 100, 101 after arrival in Bermuda
(re# 100, 101)			
60 to 65 T	6	" "	2nd class passenger cars.
100, 101 M	(see 60, 61 above)		
200, 201 M	2	Cummins, 1942-43.	300HP diesel-electric locomotives.

All of foregoing equipment sold to British Guiana Government Railways in 1948, as is, except for car 13 damaged in fire and converted to flat car.
M- Indicates powered unit. T- Indicates unpowered car.



MECHANICAL DESCRIPTION OF ROLLING STOCK

Information from The Drewry Car Company.

Original Rolling Stock, built in 1931.

All of the powered cars in the original rolling stock order placed with The Drewry Car Company Limited in 1931, were provided with 6-cylinder gasoline engines, $4\frac{3}{4}$ " bore by 6" stroke; continuous rating was 120 h.p. at 1,650 rpm. The motors had automatic advance magneto thus eliminating hand control, and starting was effected by electric self-starters.

The transmissions consisted of five-speed Wilson-Drewry Epicyclic Self-Changing Gear Boxes, with reverse, giving five speeds in both directions. The control was double-ended, pneumatically operated. The cars were equipped with Westinghouse air brakes, and hand brakes. Lighting was provided by electric dynamo driven direct from the engine.

10 series cars were 42 feet long over headstocks, and the trucks were placed on 25-foot centres. The power truck wheel base was 6'6", while the trailing truck wheel base was 5'6". Weight in running order was twenty tons.

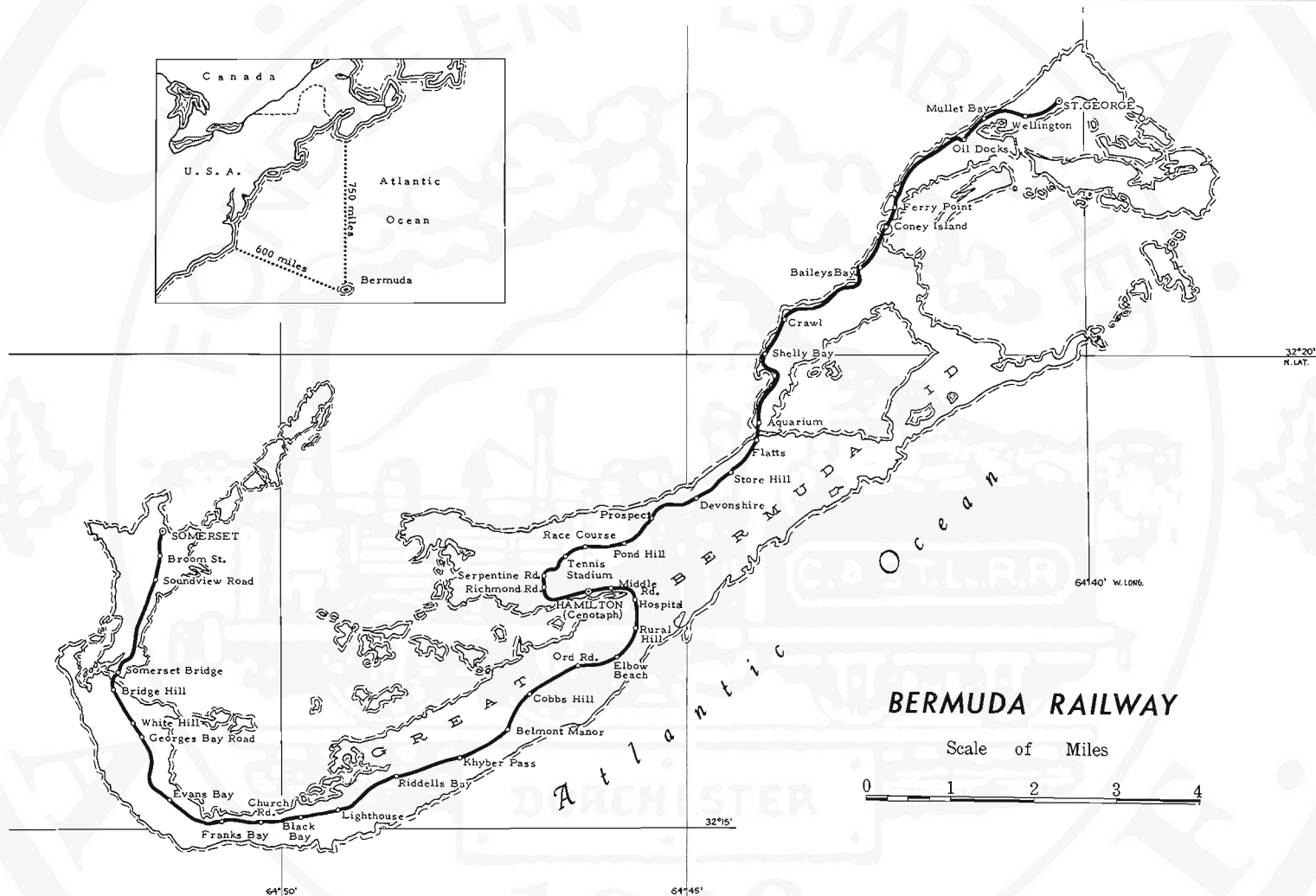
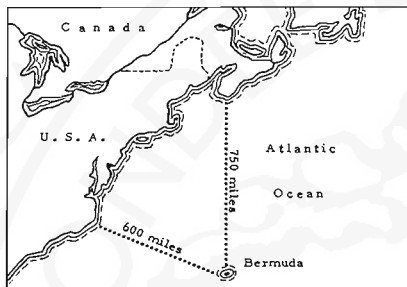
20 series cars were 42-foot long trailers, with trucks on 25-foot centres. Truck wheel bases were 5'6", and weight in running order was fourteen tons.

30 series cars were 35 feet long over headstocks, and the trucks were placed on 19-foot centres. Power and trailer trucks and wheel bases were the same as on the 10 and 20 series cars. 30 series cars weighed 20 tons and the 40 series trailer cars weighed fourteen tons.

Rolling Stock built in 1932.

The two 60 series locomotives, which were renumbered to 100 and 101 upon their arrival in Bermuda, or shortly thereafter, were built late in 1932. They were equipped with two power trucks, each having a 7' wheel base, the trucks being on 19'6" centres. The engines supplied had 8 cylinders, $4\frac{3}{4}$ x 6" in size, and each developed 150 h.p. at 1,650 rpm, giving the locomotive a total output of 300 h.p. The weight of these locomotives was 29 tons, but as they were capable of accomodating five tons of baggage between the motorman's compartments, weight available for adhesion varied between 29 and 34 tons. These units were 40'6" long over headstocks, and a diagram of No. 60 is included with this account.

We have no information concerning the remaining equipment.



DESCRIPTION OF ROUTE

The following notes, describing the Bermuda Railway, are extracted from the booklet "Bermuda -- Seeing the Sights by Railway", published by the Bermuda Railway Company Limited in 1939.

" Bermuda's railway is the kind you yourself would build if you were the ruler of some island paradise. For twenty-two miles it winds from one end of the Bermuda Islands to the other, presenting intimate views and surprising panoramas that make you wish you could look two ways at once. The cars are air-conditioned by Atlantic zephyrs and are drawn by a quiet, efficient little engine which is too well-bred to emit smoky soot even when working. Best of all, this train is never in a hurry. Leisure is the keynote of its two-hour run, and promptness characterizes its hourly service.....

" Hamilton is the central terminus of the Railway. Trains leave hourly from the Cenotaph for the journey to either end of Bermuda --- St. Georges and Somerset.....

" The hourly departure of trains is always somewhat of a gala occasion, and the railway trip a lark which is different from anything you have ever experienced. The Bermudians who use the Railway to commute to and from their homes are a friendly, laughing crowd and the pith-helmets of the men add a picturesque foreign touch to the scene.....

(Hamilton - St. Georges Division)

" After a warning "toot!" the train proceeds slowly down Front Street, while bicycles scoot in and out and across the tracks, and leisurely carriages move to one side.With a friendly wave from the white-helmeted traffic policeman on Queen Street, the train pulls away from busy Front Street and turns to the right through a tunnel under the gardens of The Bermudiana Hotel, On the other side of the tunnel is

BERMUDIANA HOTEL STATION, at Richmond Road..... At this stop the key token signal system used by the Railway can be seen at the right side of the track. The motorman must manipulate the proper keys before he can proceed.

SERPENTINE ROAD is the next halt..... The train then winds in and out of tropical gardens and past lovely white coral roads to the TENNIS STADIUM.

" A short distance farther on is the private halt used by His Excellency the Governor, representative of the King.

(continued)

DESCRIPTION OF ROUTE (continued)

POND HILL is reached after a fairly steep climb.... Notice the deep cuttings in coral cliffs through which the train passes. Many of these had to be drilled by hand for fear of damaging nearby water-catches, with their precious contents of rain-water.

PROSPECT STATION is but a short distance from the military Barracks..... After leaving Prospect, the train skirts the ocean off the North Shore, giving an unrestricted view of the sea in its ever-changing beauty.

" At STORE HILL, the aerial masts of the wireless telephone station reach starkly into the sky.....

" ST. GEORGES terminates this part of the journey. Around this ancient town centres the history of Bermuda's early days..... St. Georges was the capital until this honor was conferred on Hamilton in 1815. During the American Civil War, St. Georges Harbour was a haven for blockade runners laden with food and ammunition for England.

(Hamilton - Somerset Division)

" This section offers a decided contrast to the seascapes of the North Shore. The train passes through rich agricultural fields and inviting woodland scenery; lush, tropical foliage creeps right down to the track and in some places the spice trees thrust their pungent leaves into the car window.

" HOSPITAL station is the first stop after the train crosses a high trestle over Hamilton Harbour, and enters Paget Parish.....

" KHYBER PASS is fittingly named after the famous Pass in India. A few yards from the track the narrow road is hewn through a high cliff, making a ravine of great beauty.....

" Finally, SOMERSET terminus, a quiet and rural town with lovely walks and charming houses. Ireland Island, the base of the British Navy in the North Atlantic, is within walking distance and a visit will be interesting and instructive..... "

THIS ISSUE OF CANADIAN RAIL BIGGEST EVER!

With this issue, CANADIAN RAIL makes a little bit of history. You may have noticed already that your magazine is growing. This, of course, is due to your continued support. The more subscribers we have, the better a magazine can be published. If you have any friends you feel should be getting a copy, let us know. We'll send them a sample. (Incidentally, the size of this issue? - 28 pages!)



• BANQUET •

In the year 1887, Edward Bellamy wrote his amazingly prophetic novel "Looking Backward". Acclaimed as one of the most influential books of the 19th. Century, "Looking Backward" was written in the sincere belief that the Golden Age lies before us and is not far away" (Edward Bellamy)

At the recent banquet meeting of the C.R.H.A., Mr. Pierre Delagrave followed Mr. Bellamy's theme and style, and treated Association members and guests to a glimpse of what rail passenger travel may be like in the year 1999.

A complete report of the event, written by Mr. Fred Angus, follows:

The annual banquet of the Canadian Railroad Historical Association for the year 1963, was held in the Salon Dore of the Queen's Hotel on Wednesday, April 17th. Over 100 members and guests enjoyed an excellent roast beef dinner in the grand style for which the Queen's is famous, continuing the high tradition set by the Association's banquets in the past.

The host and master of ceremonies was our President, Dr. R. V. Nicholls. Others present at the head table were: the President's wife, Mrs. Nicholls; the guest of honour, M. Pierre Delagrave, General Passenger Sales Manager, Canadian National Railways, accompanied by his gracious wife, Mme. Delagrave; the Association's Honorary President, Mr. Donald Angus, and Mrs. Angus; M. Charles Viau, Executive Vice President of the CRHA; and Miss Anna O'Dowd, Assistant Curator of the Chateau de Ramezay.

During the evening, three toasts were proposed. First, Dr. Nicholls proposed a toast to Her Majesty, the Queen. Later, Mr. Leonard A. Seton, Q.C. toasted "The present and future rejuvenation of rail passenger service" and at the same time explained in detail his reasons and hopes that this service would continue and be improved. The final toast, proposed by Mr. Earle Moore, was to the Association.

Following a brief intermission, those present were treated to a most interesting speech by Mr. Delagrave, entitled: Facing Up to Competition. In this talk, Mr. Delagrave pointed out that, while other means of passenger transportation such as automobiles and aircraft undergo changes almost yearly, the railways have made few radical changes in passenger accommodation over the years and consequently had lost considerable business. Now, however, it was becoming more generally recognized that the solution to the world's transportation problems does not lie solely with the automobile and the supersonic aircraft. Highways and roads are becoming more and more congested and some cities are even giving consideration to the banning of autos during rush hours. Mr. Delagrave continued, that faith in rail passenger transport is being restored by the marketeers of today, who are laying the groundwork for future improvements.

Then in the style of Edward Bellamy, and "Looking Backward," he carried us in imagination to the year 1999 and reviewed the changes that had taken place in the past 43 years (i.e. since 1956). By 1999, entirely new concepts of rail travel would be held. Trains would travel 150 miles per hour or so, and recreational and entertainment facilities would be available en route. Then, allowing fantasy to gain an upper hand, the imaginary officer of 1999 reported that swimming pools were giving way to bowling alleys because the public had forsaken the swimming pools and were clamoring for more bowling alleys. These changes started in 1962, with such innovations as Red White and Blue fares, followed by the carrying of private automobiles on trains while the owner rode in the new passenger accommodations. Such service had begun in a limited way about 1964.

Returning to the realities of the present, Mr. Delagrave reiterated his firm conviction that the Golden Age lies before us. If the public will realize that improvements in railways are just as feasible as in automobile and air travel, the future of the intercity, high speed passenger train will be bright.

The speaker was thanked by M. Viau, following which Dr. Nicholls told of the developments at the museum since the last meeting. The guests then viewed photos of some of the recently-acquired exhibits and later departed after a very enjoyable evening.

(F. Angus)

THE LAST "SELKIRK", NO. 5935, TRAVELS TO MONTREAL.

Just as a matter of information, it takes four weeks to move a Canadian Pacific class T-1-c 2-10-4 "Selkirk" type steam locomotive from Calgary to Montreal. Not, we hasten to add, that anyone will ever have need for such information, for the unit on which we base our statement has already made its move, leaving Ogden Shops in the Alberta city on Tuesday, March 12th, and arriving at Angus Shops in Montreal, on Tuesday, April 9th.

This locomotive is, of course, CPR No. 5935, the last of the famed locomotive class developed specially for freight and passenger service in the Rocky Mountains, renowned as the largest and heaviest steam locomotives ever operated in the Commonwealth. Only one other such locomotive has been preserved, No. 5934 (alias 5932) which is on permanent display at Mewata Park in Calgary. No. 5935 did not make its trip alone, but was accompanied on the 2,200-mile trek by 2-8-2 type No. 5468, only one year older than No. 5935, which was built by Montreal Locomotive Works in March, 1949, and was also the last standard-gauge steam locomotive built for any Canadian railway.

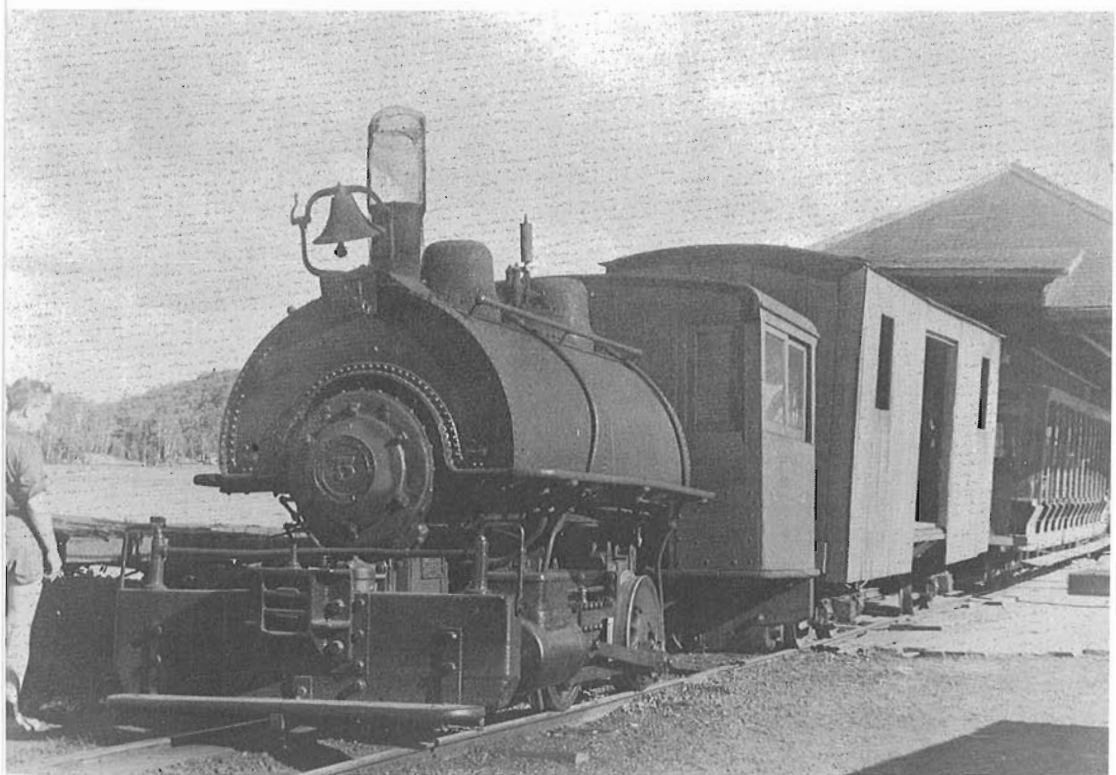
Now, at the tender age of fourteen, No. 5935 is only a museum piece, a telling commentary on the rapid advance of railway technology in little more than a decade. Dead, it weighs some 557,300 pounds, no mean weight itself; in operating condition, however, the T-1-cs weighed some 365 tons complete with 12,000 Imperial gallons of water, and 4,100 gallons of fuel oil. The intervening fourteen years have also seen the original black-and-maroon passenger engine livery replaced by the plain lined-black scheme common to freight locomotives.

The passage of the two locomotives across Canada generated much press comment and public interest. So great and spontaneous was this acclaim that, contrasted with a completely-unannounced departure from Calgary on March 12th, the arrival in Montreal has been made in the midst of planning of a public display of these, and other locomotives, at Montreal's Windsor Station in the latter part of April. The engines had only reached Medicine Hat when the newspapers started carrying news of their progress. Pictures were taken and people visited in the prairie cities and towns, and in Winnipeg, the two locomotives were spotted in Weston Yard close to the Arlington bridge for no less than three days so that the public could come down and admire the CPR's last two steam locomotives west of Winnipeg. It was the Winnipeg reception that convinced CPR headquarters at Montreal that an exhibition should be arranged before the locomotives are sent to the CRHA Museum at Delson. The display was planned to coincide with the release of two new diesel-electric locomotives from General Motors at London, and one new unit from Montreal Locomotive Works.

Canadian Pacific went to a considerable amount of trouble to see the locomotives safely to their destination. Divisional officers rode on the engines over every mile between Calgary and Montreal, and a general speed restriction of thirty miles per hour, on wayfreights, was narrowed to twenty miles an hour over certain bridges east of the Lakehead. Their arrival at Montreal was made without incident.

The five-day exhibition will have occurred by the time that this appears in print, but a complete account will be given in a later issue of "Canadian Rail". (OSAL)

See Photo Next Page



Portage Railway Sold.

The famed "Portage Railway" of the Huntsville, Lake of Bays & Lake Simcoe Railway and Navigation Company has been sold, and is in the process of being transported, piecemeal, from South Portage, near Huntsville, Ontario, to a park in St. Thomas, Ontario.

According to a report appearing recently in the London (Ont.) Free Press, the 1.2 - mile, 42 inch gauge carrier, including two locomotives, two passenger cars, and three freight cars, has been purchased by Mr. Percy Broadbear, of London, and his son, Donald. Mr. Broadbear is a locomotive engineer who faces retirement from Canadian Pacific Railway in about two years. Purchasing the railway has given him an interesting and appropriate retirement project which will enable him to go on railroading for, we hope, many years to come. According to the press reports, the purchase was consummated late in January, and by the time this appears in print, most, if not all, of the equipment, will have been moved to St. Thomas, Ontario, where the Broadbears hope to operate it on a mile circuit in Pinafore Park. Terms of the sale were not disclosed, but it is understood that the owners of the railway were asking \$ 25,000 for it a year or so ago.

News of this sale will end speculation as to the ultimate disposition of the Portage Railway, which closed service at the end of the navigation season of 1958. Since that time, the equipment, (which includes two 0-4-OT steam locomotives built by Montreal Locomotive Works), has been in storage at South Portage. The railway was built originally about 1902 to transport tanbark over a portage between Peninsula Lake and Lake of Bays. The tanbark was destined for a tannery in Huntsville and was otherwise handled by steamer on the lakes. Later, the railway was used for passenger excursions only, operating in connection with steamer (later motorlaunch) tours on Fairy Lake, Peninsula Lake and Lake of Bays. The line was originally built to the strange gauge of 3'8 $\frac{1}{2}$ " -- just one foot narrower than standard -- but about fifteen years ago, when the original locomotives wore out and were sold to a museum in the United States two "new" locomotives were purchased second-hand from the Canadian Gypsum Company at Windsor, N.S. The new acquisitions were of the more familiar 3'6" gauge, and, it being more economical to change the gauge of the railway than that of the locomotives, the "Portage Railway" narrowed its width by two-and-a-half inches.

The Portage Railway's two passenger cars began life as street railway cars. They were of the open-bench summer type; the largest one, from an electric line which operated formerly at Seagirt, N.J., U.S.A., was built by the Delaware Car Works at Wilmington, Del. The smaller car was originally a single-truck electric car built by the Toronto Railway Company for its own use. Both vehicles were removed from their electric railway trucks many years ago, and are now installed on double 42-inch gauge trucks. Remaining rolling stock includes a "baggage" car and two flat cars. (OSAL)

ABOVE photo shows CPR 5935 at Grovehill, March 1949. It was brand new - just out of Montreal Locomotive Works - being tested prior to being sent to Western Canada. This was the last steam locomotive built for a mainline Canadian railway.

BELOW is "Portage Railway" No. 5 at South Portage in the summer of 1958. No. 5 is one of the two engines bought from Canadian Gypsum Co. at Windsor, Nova Scotia.

Association News

by Stephen Cheasley

The Membership Committee announces with pleasure that the following people were recently accepted as Associate Members of the Association:

John B. Hungerford
Howard L. Robins
Harry Martin
Gregory Bell
Lorne Lawson
John Murray
Miss Maureen Oden
William Van Noort Jr.
Glenn Conrad
James P. Northcutt
James A. Mills
Rodney H. Peterson
William Linley
Donald Beck
Ronald Spence
Kenneth Slauenwhite
Mrs. Millie Sandusky

John R. Lee
Carl Gay
Les Keiller
William F. Kooksley
Barry Biglow
Noel Johnstone
Roy Mills
James Walder
Donald Anderson
James Dickson
Gordon Wilkinson
Charles Thorpe
Eugene Wermenlinger
David Goodfellow
Richard Harris
Wayne Steele
David Pinto

In addition, Mr. Peter Bassek and Mr. John Meikle were accepted as members of the Edmonton Chapter.

Three more C.R.H.A. representatives have been installed across Canada. Mr. William McKeown will serve as our Toronto Representative. Mr. McKeown has been a member of C.R.H.A. since 1951, and has been active on many committees. He was Chairman of the Trip Committee until he left Montreal for Toronto. Mr. Kenneth Chivers is our new Ottawa Valley representative. Mr. Chivers is a long-time member and a past President of C. R. H. A. and has been active on many of our committees. Mr. William Cooksley has agreed to be our Algoma District Representative. Mr. Cooksley is a long-time friend of C.R.H.A. and a leading railway enthusiast in western Ontario.

Continued on Page 111



It gives the Publications Committee particular pleasure to announce that the Honorary President of the Canadian Railroad Historical Association, Mr. Donald Forbes Angus, has been made a Fellow of the Royal Society of Arts of London. The distinction has been conferred on Mr. Angus as a result of his energetic efforts in the field of the arts. Mr. Angus is a Knight of Grace of the Order of Saint John of Jerusalem, and President of the Antiquarian & Numismatic Society of Montreal, as well as being a Charter Member (1932) of our Association. Our sincere felicitations.

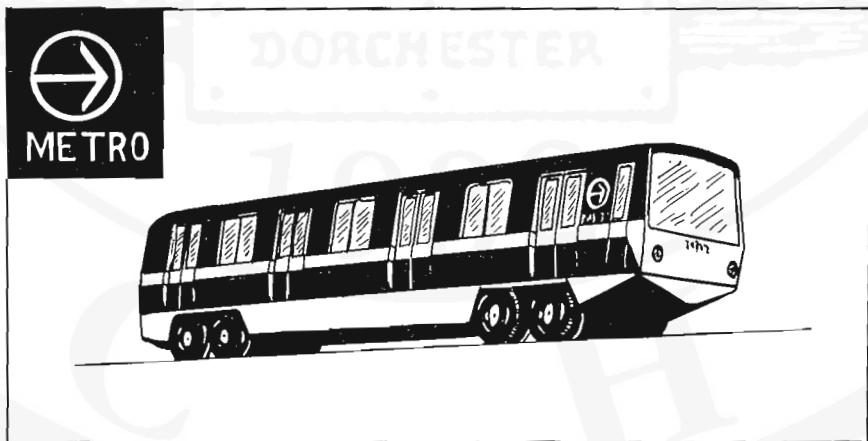
Métro Montréal

Proposals for at least three extensions to the initial Metro system, the calling of tenders for 279 subway cars and the release of illustrations of some of the underground stations highlight recent developments in Montreal's rapid transit plan.

ROLLING STOCK

On March 16th, the city executive committee decided to call for bids for ninety-three three-car trains (279 cars) for the rapid transit system that is presently under construction. Each three-car set will be a motor-trailer-motor combination, the motor cars being 56'5" in length and the trailers 55'10½" long. One of the tentative designs for the cars is depicted in the accompanying illustration and a model of this car, painted in a two-tone blue paint scheme, was exhibited to newsmen when the announcement was made. The bids are returnable at noon on June 20th, 1963, and conditions include a provision that the first car must be ready by March 15th, 1964. The successful bidder must also agree to build a further twenty-one trainsets (63 cars), and later another eighteen sets (54 cars) should traffic warrant by the beginning of 1967.

Each train will consist of a maximum of three sets or nine cars. Such trains will thus be more than five hundred feet in length. Train doors will only provide access between the three cars in each individual set, the outer ends of each set being equipped with control cabs and full-width picture windows, as suggested in the illustration. The cars are to be of street railway width, 8'3", and each of the four doors in each side of every car is to be 51" wide. As indicated previously, the cars are to be carried on eight pneumatic-tyred wheels running in concrete channels. The tunnels will also be equipped with conventional railway rails and the cars with flanged steel wheels, which must be used at switches or over specialwork, and can be used in shops and yards and in the event of a tyre puncture occurring during normal operation. In addition to the four tyred running wheels on each truck, there will be four smaller tyred wheels in a horizontal plane, bearing outward against the concrete channel, to keep the train in proper alignment. Thus each car will have eight flanged wheels and sixteen rubber-tyred wheels, similar to equipment now in use in Paris.



Five shop switchers are also included in the initial tender for rolling stock, and bids have been invited from car builders all over the world, for construction of this equipment. Trains will be equipped for one-man operation, and doors will apparently be individually controlled by passengers. At rush hours, additional personnel will be used on the trains.

STATIONS

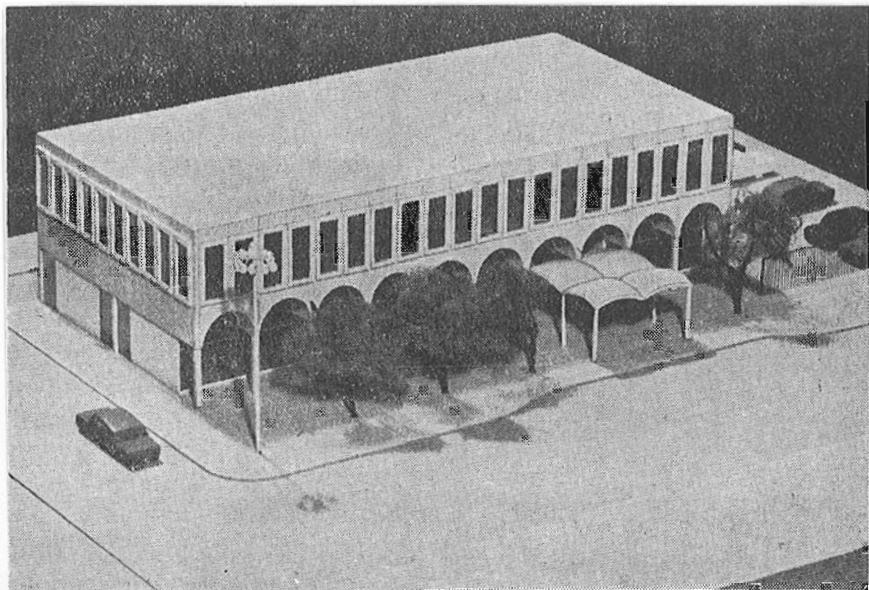
Illustrations released by the Public Works Department of the City of Montreal show that station interiors will depart from the usual so-called "lavatory" style glazed tile treatment common in North America. Distinctive décor will be given to the stations, as exemplified by the illustrations, reproduced herewith, of the proposed exterior of Jarry station, and the interior of Place des Arts station, the latter having platform walls at irregular angles, and a mezzanine containing shops and a restaurant, and escalators giving access to the street and to the concert halls.

EXTENSIONS

Late in March, announcement by the City of Montreal of its choice of a mid-St. Lawrence River site for the 1967 World Exposition was accompanied by a disclosure that an extension of the subway would be built from a connection with Line No. 2 near Viger Square, under the River, to St. Lambert and Longueuil. A mid-River station would serve the Exposition island, an artificial creation which may be called "Ile Notre-Dame".

It is rumoured that a decision has already been made to extend Line No. 2 northward for another 8,300 feet beyond Metropolitan Boulevard, to Boulevard Henri-Bourassa, but no announcement has as yet been made to this effect. Some of the French newspapers have also carried reports that Line No. 3 (the normal railway subway planned for the present Canadian National Mount Royal Tunnel line) will be extended under the Riviere-des-Prairies from Cartierville station to Chomedey, on Ile-Jésus.





Apart from the original announcement made a year ago that the CN Mount Royal Line would be incorporated into the system, no further action has been revealed but it is understood that talks are currently in progress between Montreal and the CN system on this matter, and such obstacles as remain apparently revolve around CN's desire to have limited use of the tunnel line, at certain times.

SHOPS

Work is to start shortly on construction of storage and repair facilities for the subway cars on the Montreal Transportation Commission's property at Metropolitan Boulevard and St. Lawrence Boulevard. Work is to start on demolition of the old Youville Shop buildings shortly after June 1st of this year, to make way for a modern repair facility on the same site.

Continued from Page 108

The Museum Committee asks all our readers not to forget the financial campaign. All contributions are tax deductible. When you come to witness first hand the progress at the museum, why not bring along your contribution? A gift of ten dollars will mean that another foot of track can be laid, perhaps before your very eyes. Work at the museum is going on right now. Work crews start each SATURDAY at 9:00 am and work until 5:00 pm. There are trains from Windsor Street Station to St. Constant, or, you can obtain a car ride by telephoning Paul McGee at 486-1498. The Vice-President, Mr. O.S. Lavallee, has said that all trackage in both trainshed No. 1 and No. 2 must be completed by July, 1963. Enjoy the satisfaction of participating in the construction of YOUR museum.

How many of you know a folksong dealing with a railway subject? The Association has quite a large archive and library and it has been suggested that we expand this to include railway ballads. If you know any such songs, please jot them down on sheet music or, failing this, write out the words and send them to us.

You are reminded that new members and subscribers are needed if the Association is to continue to grow. Only you can make the personal contact.

Anniversary congratulations are in order for Mr. Leonard A. Seton, Q.C., Secretary and Legal Counsel for the C.R.H.A., who has been a member for thirty years. Mr. Charles Viau, Executive Vice-President of the C.R.H.A. has just completed his twenty-fifth year as a member.

"TERRIER" LOCOMOTIVE TO BE RESTORED IN ENGLAND

At the end of December, 1962, British Railways 0-6-0T locomotive No. DS680 was released to the Association for removal to Canada at first opportunity. It will be recalled that this engine, originally No. 75 "Waddon" of the London Brighton & South Coast Railway, and built at Brighton Works in 1875, was officially presented to our Association at a pre-retirement ceremony held at Brighton last June.

Late in 1962, correspondence was initiated between Mr. Donald Angus of our Association and British Railways, with a view to have the elaborate and complicated Stroudley yellow paint livery restored to this engine. Mr. Angus had visited the British Transport Commission's Olapham Museum during his visit to England last June, and was much impressed by the restoration done to "Boxhill", sister engine of "Waddon" which is to come to Canada. Accordingly, British Railways were approached as to the practicability of a restoration being performed on our engine, and in January, the price of £500 sterling was quoted, this to include restoration of replicas of original number and builder's plates, copper condensing pipes and removal of vacuum automatic air brake system. The former Brighton Railway employed the Westinghouse automatic system. In March, the Association accepted the quoted price, which is to be met through private contributions. More than half of the necessary \$1,500 has already been met by Mr. H. Greville Smith and Senator Adrian K. Hugessen, and Dr. Nicholls and Mr. Angus are continuing their efforts to secure further donations to meet the full amount.

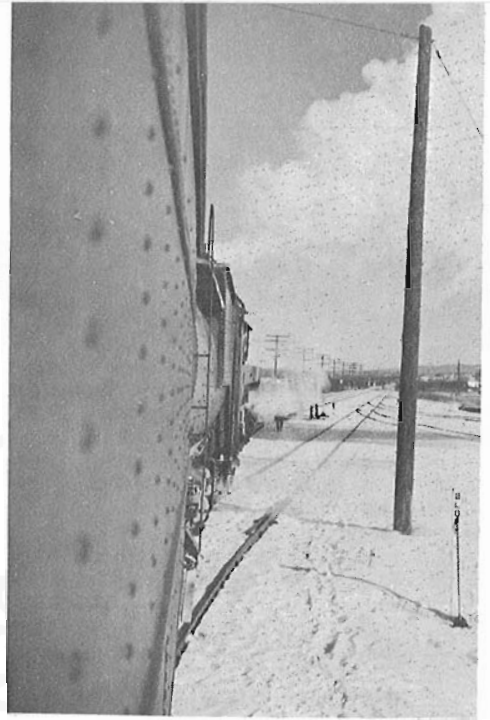
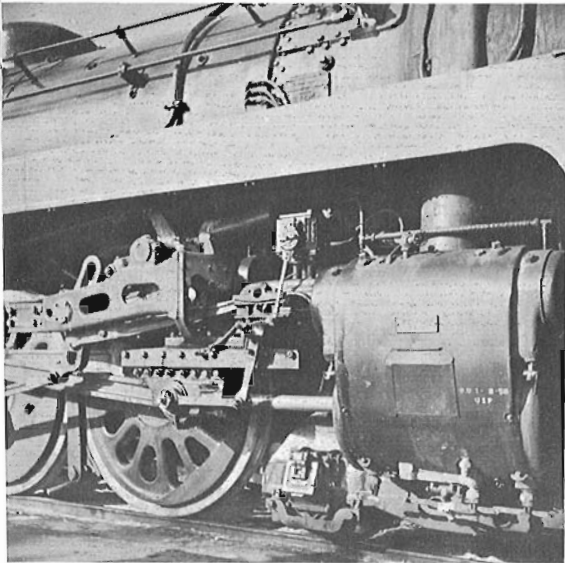
In anticipation of our acceptance, early in January British Railways replaced DS 680's Drummond-type smokestack with a copper capped chimney from a similar engine, BR 32635, the new addition apparently being compatible with the soon-to-be-restored yellow livery. The Association has been advised that the restoration will take approximately three months, and it is now anticipated that the locomotive will cross the Atlantic to Montreal in July or August.

(O.S.L.)

Information wanted: Mr. J. F. Cooke of Toronto is desirous of obtaining information relating to the association between Sir Herbert Holt and James Ross during the construction of the CPR. Mr. Cooke would be grateful for any details on this phase of Mr. Holt's life particularly material having human interest value. Information should be sent directly to Mr. Cooke at 25 Adelaide Street, West, Toronto, Ontario.

Drummond Colliery No. 7260, at Westville, N.S. The photo on Page 70 of the April 1963 issue depicted the former C.N. locomotive switching in the yards of the Drummond Colliery at Westville, Nova Scotia. Inadvertently, the credit line for this fine photo was omitted - the picture was taken by Mr. Bob Sandusky, early in 1962.

6066



Photos by Paul Maysenhoelder

Text by Ferro

Here again is CN locomotive 6066 pictured during her last days as an active railroader. She was one of the last steam locomotives bought by CNR, who acquired her during World War II, when proved,

reliable workhorses were needed -- not tempermental experiments which hid a myriad of burbling, complicated machinery behind misleadingly sleek exteriors. 6066 and her kin hid nothing. Their very hearts -- those massive rods and wheels which transformed the awesome power of steam into thousands and thousands of ton miles -- were exposed for all to see. Yet, perhaps it was this very lack of sophistication which, in this age of scientific marvels, made 6066 so grand, so almost human. How rewarding it used to be to stroll over to the depot after supper to see 6066 or 6200 or 2850, or 3001 pause briefly with the evening Passenger in tow. And how comforting on a winter night to drift to sleep in the warmth of a steam heated roomette with 6066's whistle up ahead telling the world that she was going through on time -- storm or no storm.



Notes and News

Edited by W. L. Pharoah



- ★ The British Government has approved the main points of a controversial new plan to breathe financial life into the nation's ailing railroad system by closing down more than 2,250 stations now running at a loss. The plan, which has raised cries of anguish from a good part of the railroad-loving nation, calls for the elimination of 2,363 stations, 320 services covering about 5,000 miles and a third of the country's 850,000 freight cars. Manpower would be reduced by 150,000 by 1970. The plan would also introduce higher fares on many of the remaining lines and close 800 freight depots.
- ★ Meanwhile, the Montreal Gazette reports that British Railways' £1,500,000,000 modernization scheme, rolling along at a great clip since it was launched in 1955, recently lurched to a temporary halt. Indications are that Chairman Dr. Richard Beeching is going to rethink the whole program, now based largely on the replacement of steam engines with diesels. The reason is that during this winter, the most severe to hit Britain this century, almost all the 7,500 diesel engines and multiple units in service froze up at one time or another. The result was chaotic. A recent report to Dr. Beeching said 50,000 railway cars were stopped for varying periods. Of these, 20,000 were involved in delivering coal to power stations and factories. The most embarrassing aspect of the situation was the fact that old, scrap-bound steam engines had to be serviced and put back into operation. British Railways explained that the unseasonably cold weather "froze" the diesel fuel, causing it to wax up. Only a few British diesels include the oil-fired heaters, to warm the fuel tanks, which are built into most diesels elsewhere at an extra cost of about \$1,500. Until this winter, the oil heaters were not thought necessary in Britain. Now British Railways will have to decide whether to install heaters as a precaution against the possibility of another cold winter.
- ★ Open-top freight cars with chuck-wagon shaped roofs are appearing on CN lines. Fifty-two-foot-long gondola cars with four-foot-high sides and ends are being equipped with a type of canvas covering which allows for speedy unloading of goods along with complete protection from weather and dust. Tarnishing and discolouring of metal products handled in open-top freight equipment will now be eliminated. The tarpaulins can be completely removed from the top of the car in five minutes by releasing a series of fasteners along both ends and one of two sides. The new system eliminates the need for storage space for the heavy removable metal roofs used on some gondola cars.
- ★ Mayor Arthur Brockman of Rainy River, Ont. says that CN's decision to close down its terminal in that town for economic reasons has placed the town's future in jeopardy. About one-third of the town's 1,200 population will be affected. The Railway's plans to run train and engine crews through Rainy River, now their home terminal, has been made feasible by dieselization and other modern railway techniques and the CN must make full use of these innovations if it is to serve the interests of Canada to the best of its ability.

- ★ The Swedish State Railways are introducing 30 new railway carriages with modern children's compartments. This will make travelling by long-distance trains for mothers with children more pleasant and comfortable. The carriages are included in the 305 day-carriages which the state railways are now taking into use on long-distance routes. The special children's compartments are placed two and two on each side of a nursery with a toilet. The compartments accommodate four mothers.
- ★ The Arden Trolley Museum commenced electric tram operation early in December of last year. The museum is located three miles north of Washington, Pa., U.S.A.. Track is 5'2½" gauge and the museum has ten items of rolling stock.
- ★ Pictured below is the Princess of Nanaimo after a three-week voyage from British Columbia to the east coast via the Panama Canal. The 6800 ton vessel has now been named the Princess of Acadia and is slated to see duty on Canadian Pacific's Bay of Fundy service between Saint John, N.B., and Digby, N.S., replacing the 4000-ton Princess Helene, which has been on the route since 1930. The Princess of Acadia, built at the Fairfield Yards on the Clyde in Scotland, entered the CP service in 1951. It has more room for passengers than the Helene and can carry 120 automobiles against the Helene's total of 49. When the renovated vessel comes out of the Halifax Shipyards, it will sport a completely white hull and Canadian Pacific's chequered red and white house flag on the funnel, emulating CP's fleet of trans-Atlantic White Empresses. The ship is equipped with all aids to navigation, including instruments for automatic electric sounding, radar, and ship to shore telephone.

(Canadian Pacific Photo.)



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— Doug Wright, Montreal Star

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