

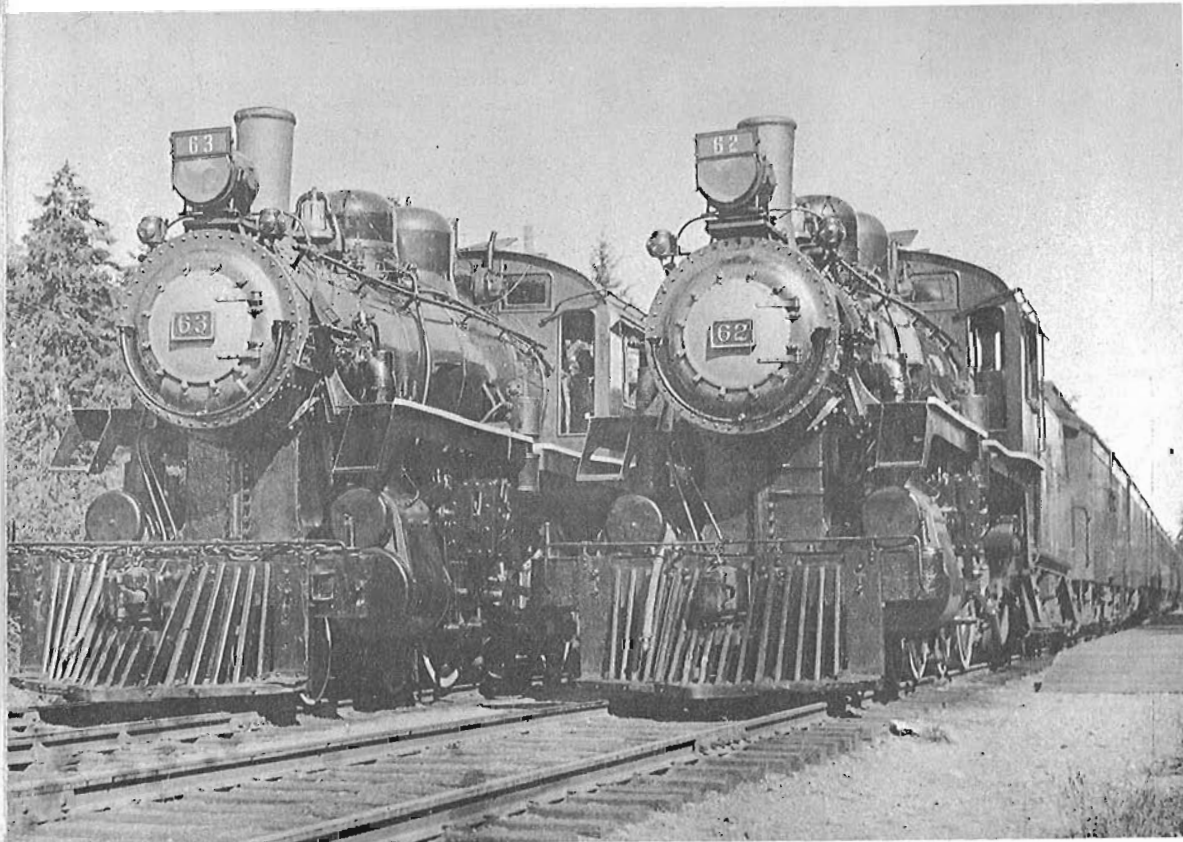
# Canadian Rail



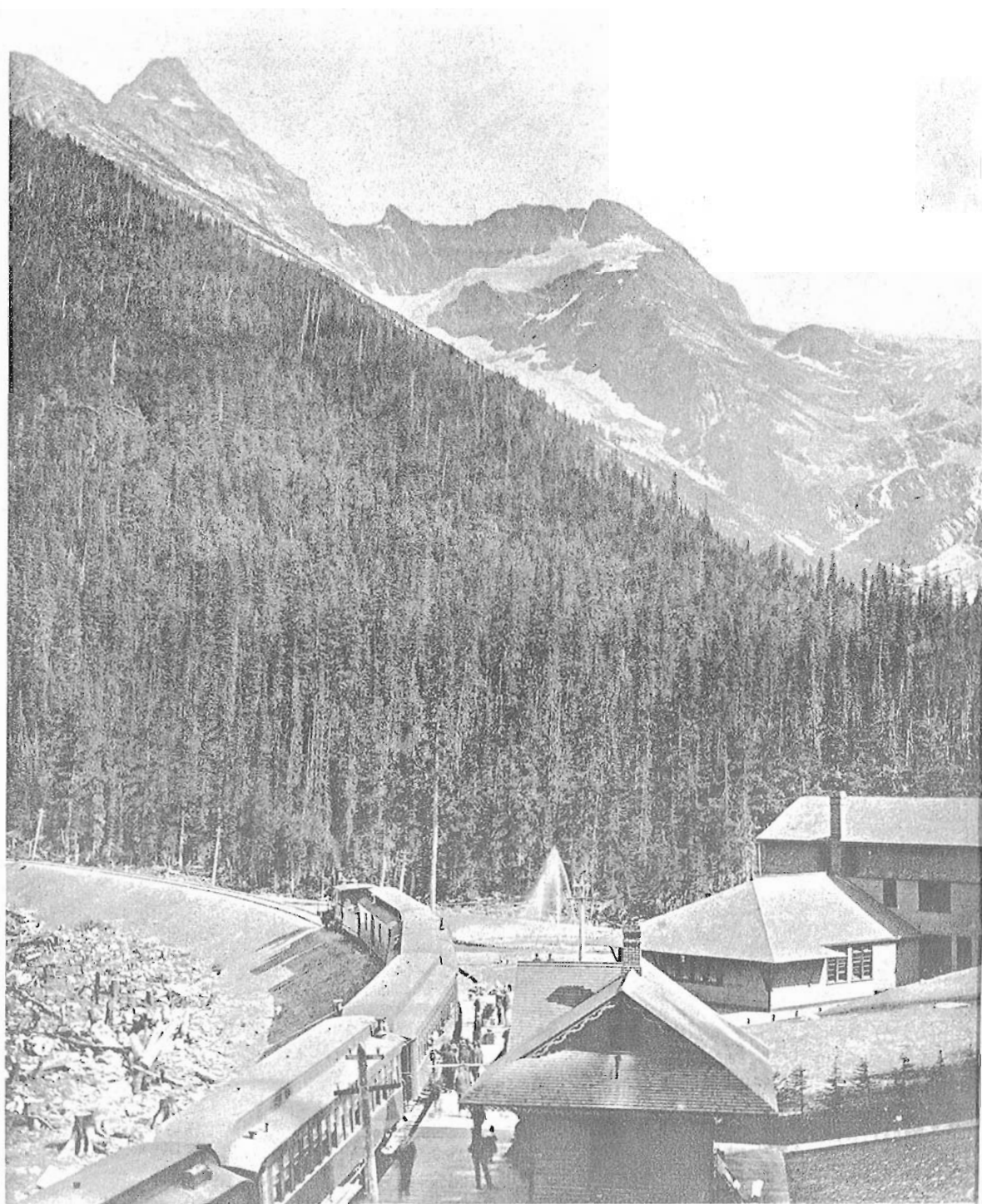
NUMBER 137

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OCTOBER 1962



This interesting photograph, from the collection of Mr. F.W. Chapman of Port Alberni, British Columbia, was taken at Parksville, B. C., in the late 1930s. It shows two Canadian Pacific Railway D-4-g class 4-6-0s in service on the subsidiary Esquimalt and Nanaimo Railway, as E. & N. 63 and 62. These units were formerly Canadian Pacific 463 and 462 respectively, having been transferred to E. & N. in 1930.



## Rogers' Pass: Railway to Roadway.

-- by O.S.A. Lavallee

This summer, after an absence of forty-five years, the legendary name of Rogers' Pass is being brought back into the currency of Canadian travel geography. From November 1885, until December 1916, the Pass was the route of the main line of the Canadian Pacific Railway across the Selkirks in British Columbia. Since the latter year, however, when the five-mile-long Connaught Tunnel, 600 feet below the Pass, diverted trains from this twisting and perilous, albeit scenic path, the roadbed through the Selkirk gap between Mount Macdonald and Hermit Mountain has lain abandoned. In 1956, however, it was decided to locate the Trans-Canada Highway over Rogers' Pass, along the original railway alignment. Now the highway has just been completed, throwing open to the motorist, for the first time, the inspiring views and awesome glimpses which were once privy to passengers of the Canadian Pacific Railway.

The precise route through the main ranges of the Rocky Mountains was still largely undefined in 1881, when the Canadian Pacific Railway, newly-organized, undertook to build the railway through to the Pacific. In the summer of that year, the lofty, 4,300-foot gap through the Selkirks was discovered by Major A.B. Rogers (1829-1889) thus enabling the railway to avoid an expensive 200-mile-detour around the "Big Bend" of the Columbia River. The discovery also settled, once and for all, a controversy which had ranged around the CPR's preference for a more southerly route through the mountains than the Yellowhead Pass then favoured by the Government, and subsequently used by the Canadian Northern and the Grand Trunk Pacific systems.

Named after the Major, the Pass presented one of the most troublesome operating problems on the whole main line for more than thirty years due to its heavy snowfall, its slide-prone route which necessitated no less than twenty-three snowsheds, its long and sustained 2.2% grade up the eastern approach, and the extensive curvature and bridging on the western slope, which carried the railway down from the southern face of Mount Macdonald in a series of loops. Construction of this section of the transcontinental got under way in 1884 and continued through that year and into 1885. Engineers, by means of skilful location up the Beaver River and Bear Creek, were enabled to maintain the 2.2% grade which was the maximum for the Canadian Pacific's main line, with the exception of the 4.5% "Big Hill" between Field and Stephen, British Columbia. Nonetheless the railway over Rogers' Pass presented its problems right from the beginning of regular railway service in July of 1866, particularly in the necessity to provide pusher locomotives from Beavermouth and from Revelstoke to the Pass, westbound and eastbound respectively. Slides were a factor, occurring almost constantly to a greater or lesser degree. Two major avalanches, in 1898 and 1910, completely wiped out the railway facilities at Rogers' Pass station, taking a heavy toll of life. It was the 1910 slide, occurring in March of that year, that caused Canadian Pacific Railway to examine critically its costs of operation over the pass route, and reach the conclusion that the savings in snowshed maintenance alone would tip the scales in favour of a five-mile, double-tracked tunnel.

Snowsheds were a feature of this route, particularly on the sections immediately east of the Pass station, in the trough formed by the neighbouring sides of Mount Macdonald and Hermit Mountain, and on the southern exposure slope between the Pass and Glacier.

On the latter section, the percentage of track in snowshed was so great that the Canadian Pacific, ever concerned for the comfort and convenience of its passengers, provided a "summer track" along the outside of the sheds so that passengers would not be denied the inspiring views of the Illecillewaet Glacier, which formed a picturesque backdrop to Glacier Station. The summer track functioned for only a few months of each year; mid-October was considered to be the deadline after which snow might be expected and the trains were diverted through the sheds, until the following June. At Glacier, there was a station and hotel, the Glacier House, operated by the railway company, which was a regular meal stop for the transcontinental passenger trains.

After the railway completed its spectacular grade reduction at Field by the completion of the spiral tunnels in 1909, thus obtaining a uniform maximum 2.2% grade for its main line, other portions of the track came under scrutiny for improvement, in the face of steadily-increasing traffic. By 1913, 75% of the passenger trains, and all of the freight trains, were being doubleheaded over the Pass, and much consideration was being given to double-tracking and even electrifying, portions of the main line. At this time, the Mountain Subdivision was carrying an average of 3,080 trains per year, each way, or between eight and nine trains daily in each direction.

Speed of trains westbound from Beaver mouth to Rogers' Pass was extremely slow, and in addition, time had to be allowed the pusher engines to return down the hill after assisting a train.

For example, in the timetable for October 26th, 1913, elapsed time for the five scheduled westbound trains from Beaver mouth to Rogers, 21.8 miles, was as follows:

<u>First Class</u>	<u>Time for</u>	<u>Average</u>
	<u>21.8 Miles</u>	<u>Speed</u>
Train No. 1 "Imperial Limited"	91 mins.	14 m.p.h.
" No. 3 "Trans Canada Limited"	83 mins.	16 m.p.h.
" No. 13 (Passenger)	99 mins.	13 m.p.h.

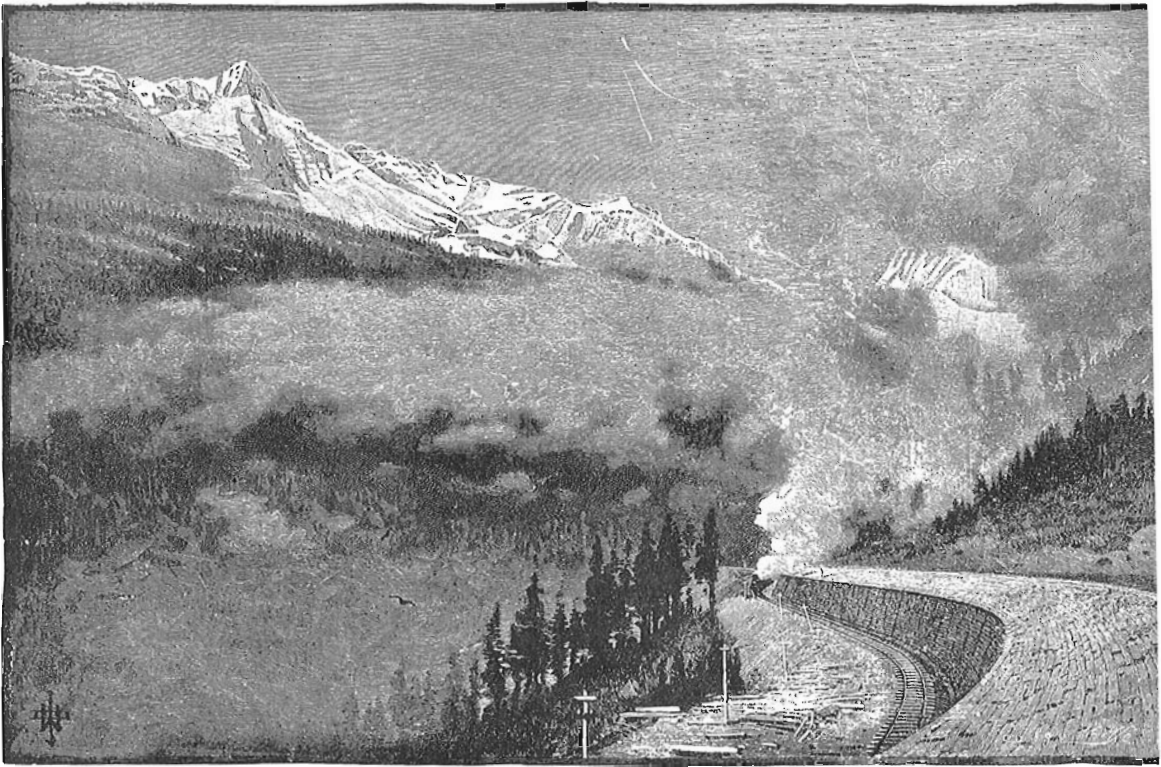
#### Third Class

Train No. 951 Coast Freight	200 mins.	6 m.p.h.
" No. 981 Soo-Seattle Freight	205 mins.	6.m.p.h.

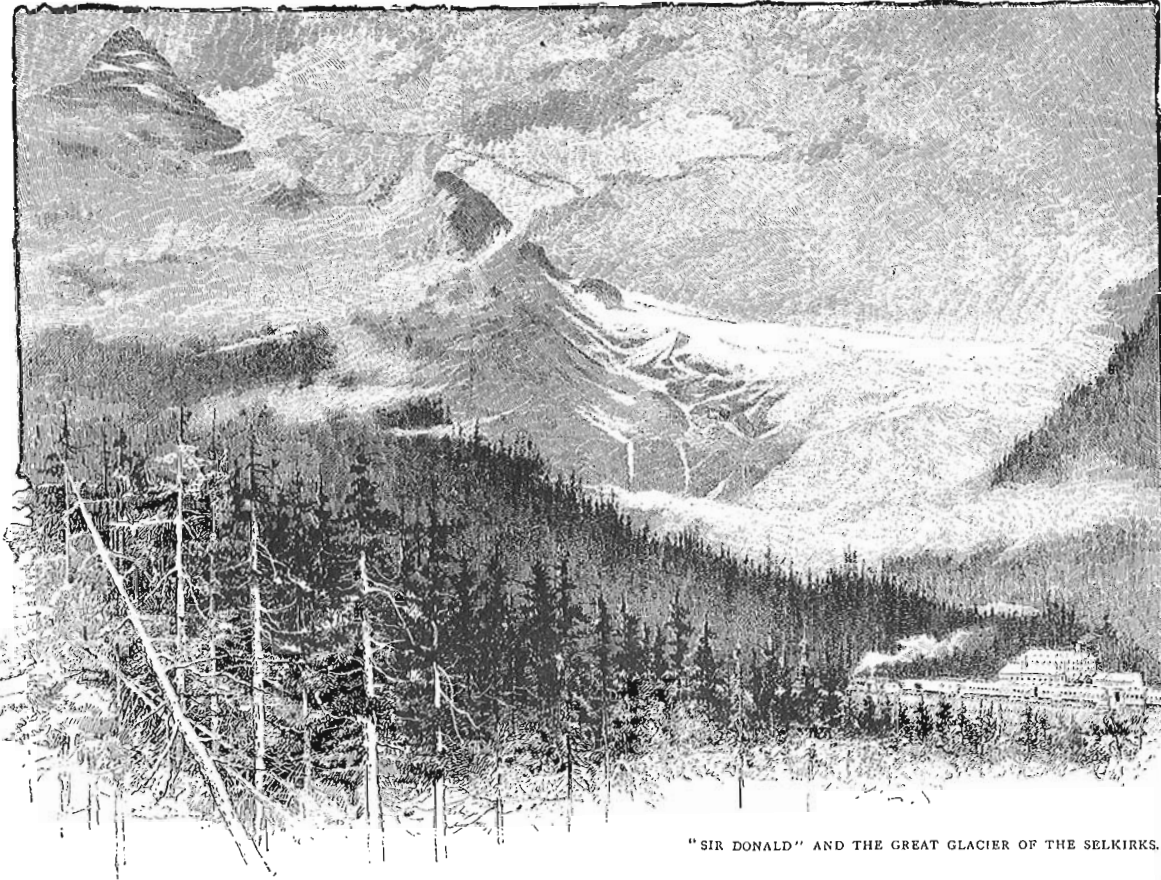
Eastbound, while the grade was not quite as long, Seaboard Freight No. 952 took seventy minutes to climb up the loops from Cambie to Rogers' Pass, at an average speed slightly in excess of 5 m.p.h. At these speeds, the railway was operating to capacity.

An excellent contemporary account of the rail trip over Rogers Pass is given in his book "California and Alaska" written by William Seward Webb, the well-to-do United States capitalist and traveller, who went over the Pass in the spring of 1889, in nothing less than a private train!

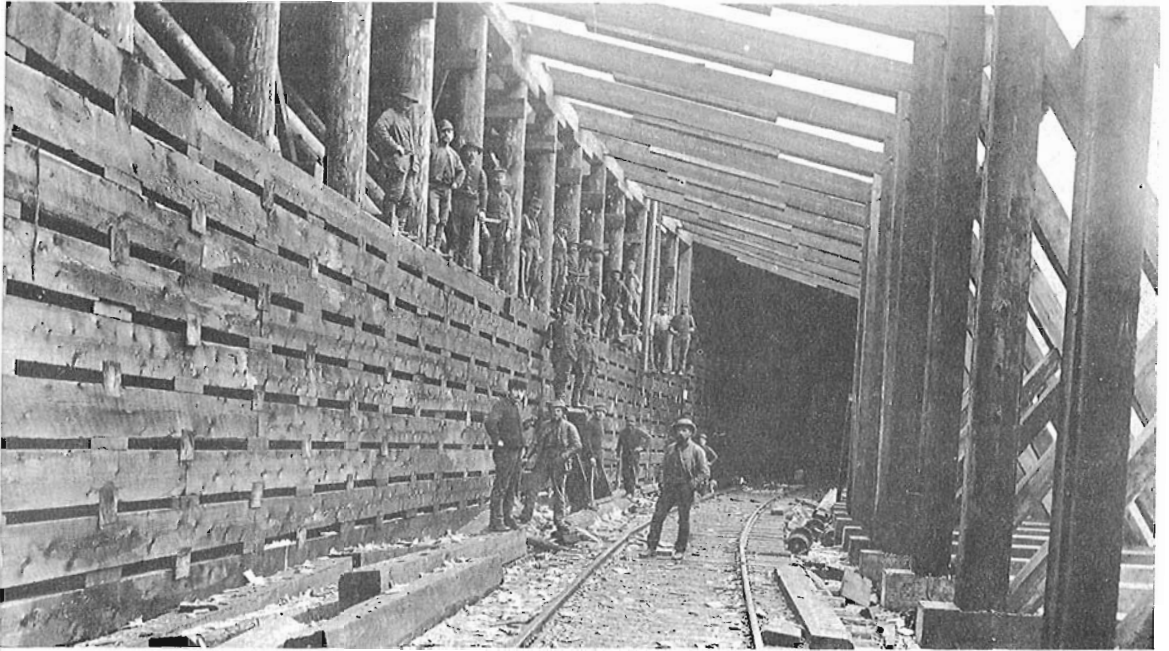
" Leaving Donald, we crossed the Columbia River and entered the Selkirks, going up Beaver River and crossing it on the right side of the mountain. The ascent was commenced at Bear Creek, one thousand feet above Beaver River. At this point a magnificent view is had of Beaver Valley, which extends off to the south until it is finally lost in the mountains. From here a long line of the higher peaks of the Selkirks is seen, culminating in that



SNOW-SHEDS, SELKIRK MOUNTAINS, THE WINTER TRACK UNDER COVER; THE OUTER TRACK FOR SUMMER USE.



"SIR DONALD" AND THE GREAT GLACIER OF THE SELKIRKS.



lofty mountain, Sir Donald. The railroad here ascends the banks of Bear Creek at a grade of one hundred and sixteen feet to the mile. The construction of this part of the road is a triumph of engineering skill; many narrow gorges in the mountain side, the pathways of avalanches, had to have the bridges over them protected. The most noticeable of these bridges was the Stony (sic) Creek bridge, the highest structure of the kind in the world, the distance below the rails being two hundred and ninety five feet. We found, upon inquiry, that the great difficulties of the railway company from snow in the winter season occur from Bear Creek to the Summit, and a similar distance down on the other side.....

..... The snow-sheds, which we entered not far from here, cost the company over \$3,000,000. They are open on the side for the purpose of admitting the light, and are completely equipped with hose, etc., to be used in case of fire, and are guarded by men day and night. These sheds are built of heavy squared cedar timber, dove-tailed and bolted together, backed with rock, and fitted into the mountain side in such a manner as to bid defiance to the most terrific avalanche.

" As we ascend the mountain, Bear Creek is gradually compressed, by Mount Macdonald on the left and the Hermit on the right, into one narrow deep ravine, which forms a contracted portal to Rogers' Pass at the summit. As our train emerged from the snow-sheds, Mount Macdonald was seen towering a mile and a quarter above the railway to an almost vertical height, its numberless pinnacles pier-

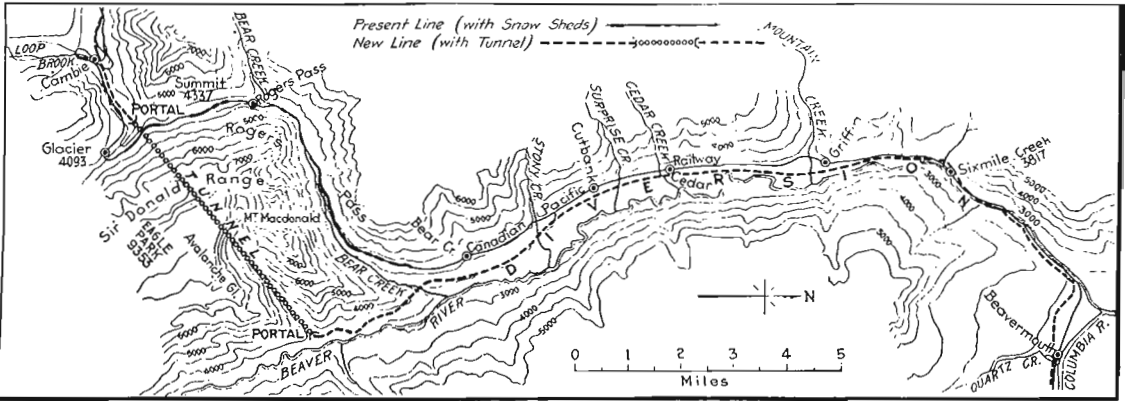


cing the very zenith. As Mr. Van Horne says in describing the scene: "Its base is but a stone's throw distant, and it is so sheer, so bare and stupendous, and yet so near, that one is overawed by a sense of immensity and mighty grandeur. This is the climax of mountain scenery. In passing before the face of this gigantic precipice, the line clings to the base of Hermit Mountain, and, as the station at Rogers' Pass is neared, its clustered spires appear, facing those of Mount Macdonald, and nearly as high. These two matchless mountains were once apparently united, but some great convulsion of nature has split them asunder, leaving barely room for the railway.'

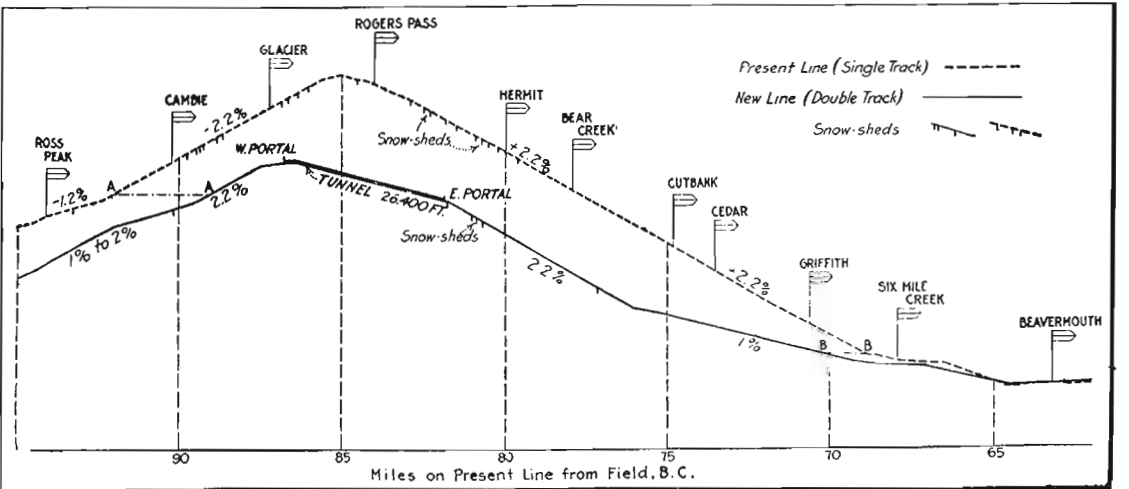
" . . . . Leaving Selkirk Summit, the road commences to descend the mountains, and off to the right is seen, for many miles far below, the deep valley of the Illicilliwaet (sic), which makes its way westward, following a devious course through the mountains. The line of the railroad can easily be traced, until it finally reaches the bottom of the valley by a series of extraordinary curves, doubling upon itself again and again. . . .

" . . . . Directly ahead is seen the Great Glacier of the Selkirks, a vast plateau of sloping ice, extending as far into the mountains as the eye can reach. It is claimed by the Pacific Railway people that this glacier is as large as all the glaciers in Switzerland combined. . . .

" . . . . We passed in front of the snow-sheds on an outer track, which is provided so that travellers may view the scenery in summer, and arrived at Glacier Station. . . ."



Revision of C.P.R. at Rogers Pass, with Double Track, Five Mile Tunnel.



Profiles of Old and New C.P.R. Lines at Rogers Pass.

At A-A and B-B the double track line will be on the same location as the present single track; the differences in distances indicate the saving by the new line.



The 2-10-2 and 2-10-4 locomotives, which would have eased the difficulties of the Rogers Pass railway were still far in the future when the decision was made, in 1913, to build the Connaught tunnel. In addition to the saving of almost six hundred feet in altitude, construction of the tunnel also eliminated curvature equalling nearly seven complete circles, and enabled the Railway to dispose of a number of bridges crossing Loop Creek and the Illecillewaet River between Glacier and the foot of the loops.

Traffic was diverted through the Tunnel by virtue of Order No. 25717 of the Board of Railway Commissioners, dated December 13th, 1916, which permitted the Canadian Pacific Railway to operate trains between miles 76.51 and 91.33 of the Mountain Subdivision, which section included the Connaught Tunnel. In addition to the other advantages, the Mountain Subdivision itself was shortened by four-and-a-half miles.

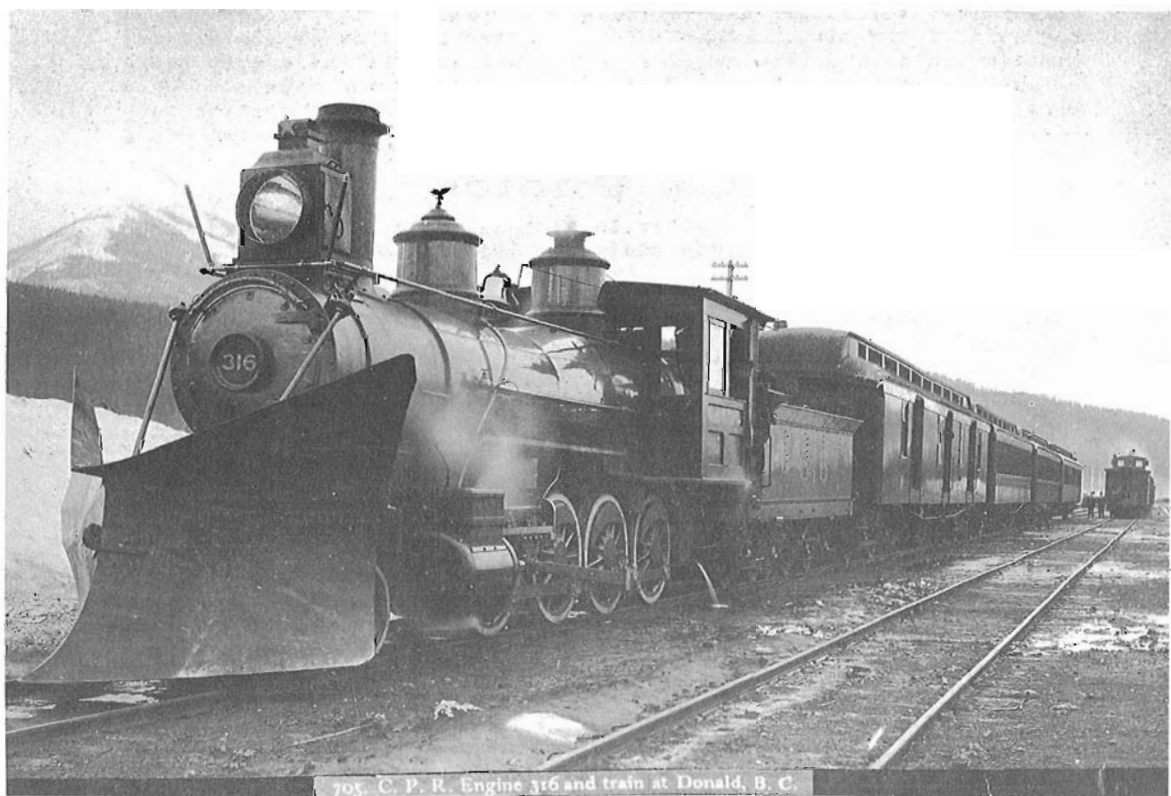
In the summer of 1917, the railway, faced with wartime scarcity of materials, decided to salvage as much rail and structural material as possible from the abandoned line. A start on dismantling the sheds was made in August of that year, and on September 18th, 1917, the main line track was broken at Rogers Pass and dismantling started in both directions. By mid-October, eighteen out of twenty miles of track were ripped up, 20,000 linear feet of snow shed had been dismantled and another 5,000 feet condemned for burning, and buildings and locomotive facilities at Rogers Pass salvaged and moved down to Donald, B.C.

Thereafter, Nature reclaimed Rogers Pass for forty years, until the decision was made in 1956 to utilize the former railway route as the grade for the Trans-Canada Highway. But things will not be quite the same, even if the road can be kept open successfully during the winter months. In the intervening period, the Illecillewaet Glacier has retreated farther up its valley and is now said to be out of sight of the former location of the Glacier station and hotel. The highway route, withal, will be a most scenic one and will make Rogers Pass accessible to the tourists once more, while the trains continue to remain in the comparative seclusion of Canada's longest railway tunnel, some six hundred feet beneath the Pass in the bowels of Mount Macdonald.

## The Photos

- Page 154 - Mount Donald Glacier forms a majestic background to the train and railway station. (C&A)
- Page 157 - View shows the snow-sheds in the Selkirk Mountains, the top winter track under cover. (HGF)
- Page 157 - "Sir Donald" and the Great Glacier of the Selkirks, from bottom another angle in an old steel engraving. (HGF)
- Page 158 - Interior of snow-shed under construction. (OSAL)
- Page 159 - CPR No. 402 and train at Rogers' Pass Station. (OSAL)
- Page 160 - CPR Pacific Express at Glacier House. (OSAL)
- Page 162 - Hermit Range, from Hotel, showing CPR Station. (C&A)
- Page 162 - CPR Engine No. 316 and train at Donald, B.C., after long, hard trip through Rogers' Pass. (OSAL)

HGF: Herbert G. Frank collection; C&A, OSAL: Author's collection.



705. C. P. R. Engine 316 and train at Donald, B. C.

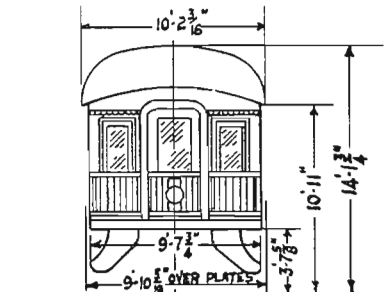
# Notes and News

Edited by W.A. Pharoah



- ★ It is reported that within a year, all diesels on CN's Mountain Region, except the six units on Vancouver Island, will be converted to use crude oil. Despite increased costs for cleaning, maintenance and wear of engine parts, the low cost of the foul-smelling, bright green liquid makes its use more economical than regular diesel fuel. Because crude produces smoke much in excess of that emitted by diesel oil, the engines will be shut down while they are not on the move.
- ★ Canadian Pacific is also continuing crude oil tests on about 16 units (8660 - 8675) assigned between Calgary and Coquitlam.
- ★ The next "change of time", October 28, 1962, will bring some drastic alterations to CN passenger service in B.C. The Continental will disappear, its lengthy express consist to be carried on the head-end of No. 304, the "Highballer", which will have a steam generator car added when required. The Jasper - Prince Rupert daily except Sunday passenger will be replaced by a Railiner (Budd R.D.C.) three times a week.
- ★ The Canadian Pacific Railway has applied for authority to construct a 15.5-mile railway line from the vicinity of Bredenbury, Sask., to Twp. 20 Range 33 west of the principal meridian in the Province of Saskatchewan. This is the area where substantial potash deposits are being exploited.
- ★ The Board of Transport Commissioners will be holding hearings in October at three points in Saskatchewan and Alberta, in connection with applications by Canadian National and Canadian Pacific for local abandonments in that area. The Board will convene at Assiniboia, Sask., on October 18 for a Canadian Pacific application to abandon its Colony Subdivision, extending from Rockglen to Killdeer, Sask., 24.6 miles. Then it will move to Brooks, Alta., on October 22, for another CPR application, this one for the Cassils Subdivision, extending from Cassils to Scandia, Alta., 23.4 miles. The last hearing will be at Hanna, Alta., on October 25, and will deal with a CN application covering the Spondin Subdivision, extending 17.7 miles from Scapa to Spondin, Alta.
- ★ The Quebec Association of Bus Owners have decided to co-operate in a movement at the national level for the purpose of submitting a brief requesting the Federal Government to stop what is referred to as the "unfair competition on the part of the Canadian National in the transportation field". Mr. Roy Robinson, manager of Eastern Greyhound Lines, advised the delegates at a bus operators' convention that CN has gradually reduced its rates to the point where passengers are taken away from certain bus lines. For instance, a trip by bus from Montreal to Halifax costs \$26.25 while the railway company offers the same service at \$13. If this effort to increase the number of passengers on rails should prove successful in Eastern Canada, it could be adopted across the country, affecting all bus line operators.

FLOOR PLAN DRG. 6H-24633-G.



CANADIAN NATIONAL RAILWAYS  
MECHANICAL DEPARTMENT  
MONTREAL

73'-6" SPECIAL COMPARTMENT CAR

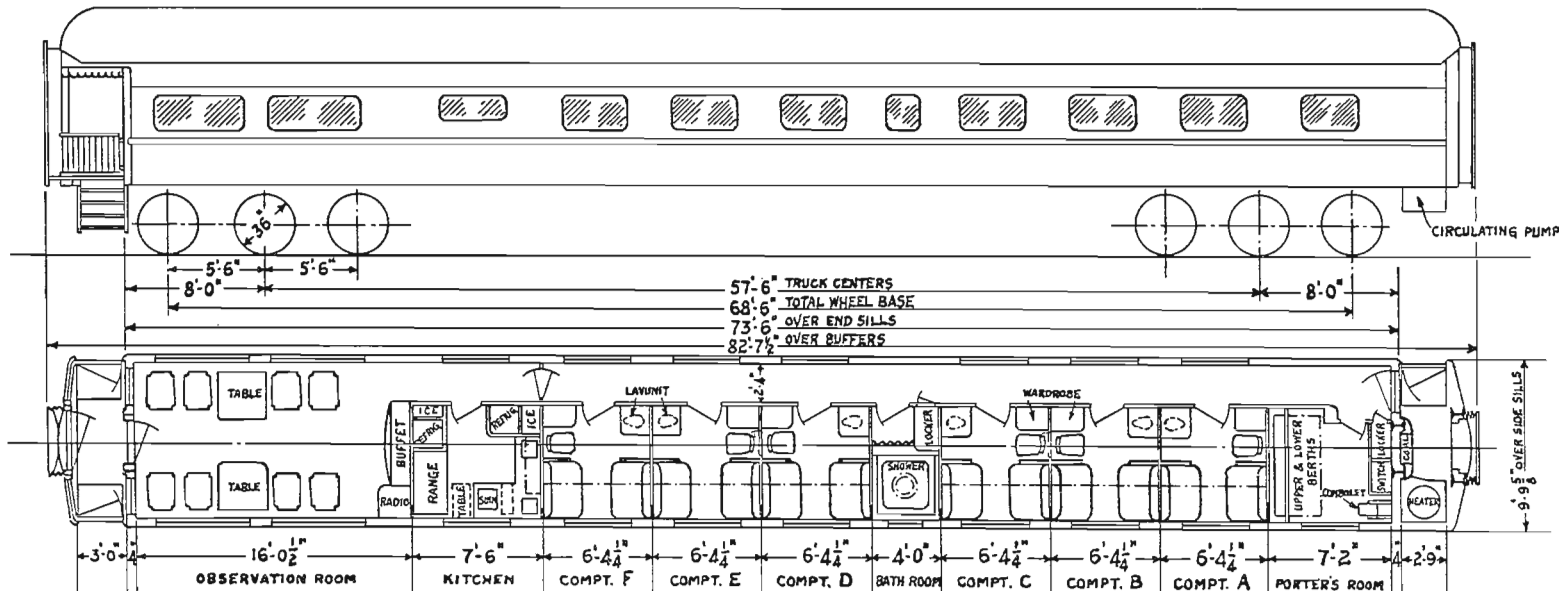
CLASS PO-73-C-1

NO. OF CARS

2

CAR NOS.

1196-1197



ALL COMPARTMENTS HAVE UPPER AND LOWER BERTHS.

- ★ Representatives of 11 railway unions met with CN to protest a planned reduction in train service across Newfoundland. CN plans in October to reduce its passenger train service from six to three trains a week on the cross-Newfoundland service.
- ★ Who said that passenger business in North America is dead? The Atchison, Topeka and Santa Fe system recently placed an order for \$20 million worth of new rolling stock, comprised, for the most part, of 750 freight cars, but also including 24 double-deck passenger cars reportedly for use on long-distance services.
- ★ Incorporation of Canadian Pacific Investments Ltd. with a capitalization of \$40 million no-par common shares was revealed in the Canada Gazette. An announcement on the purposes of the investment company is expected soon from the railway company.
- ★ In September, a twin-engined Lockheed 10A aircraft, painted in Trans-Canada Air Lines livery toured the Country. This little Electra is the type of airplane which Canada's publicly-owned airline employed in introducing commercial aviation to Canada. The occasion? T.C.A. is celebrating its twenty-fifth birthday. CF-TCC, the Lockheed 10A was one of the company's first aircraft. Twenty-five years ago, there were three planes and seventy-two employees. Today, twelve thousand people are working for the international carrier with its fleet of eighty-one turbine aircraft. "The flight of CF-TCC is a dramatic reminder of tremendous accomplishments, and the fact that Canada has been well-served by this Crown corporation", says the Halifax Chronicle-Herald.



Anyone with colour photos in 1928? Popular colour photography was a little too late to capture the striking picture that CNR 6138 must have presented late in 1928 when it was assigned to the National Railways' Montreal-Toronto-Sarnia "flyers" Nos. 14 and 15.

As an experiment and test of public reaction, the Northern locomotive was painted in colourful hues --- the predominating shade being emerald green, (boiler, tender tank and tires). The smokebox, cab and coal hopper were black, as was also the feedwater heater, while the front and rear buffer beams, the wheel spokes and rod fluting were painted brilliant red.

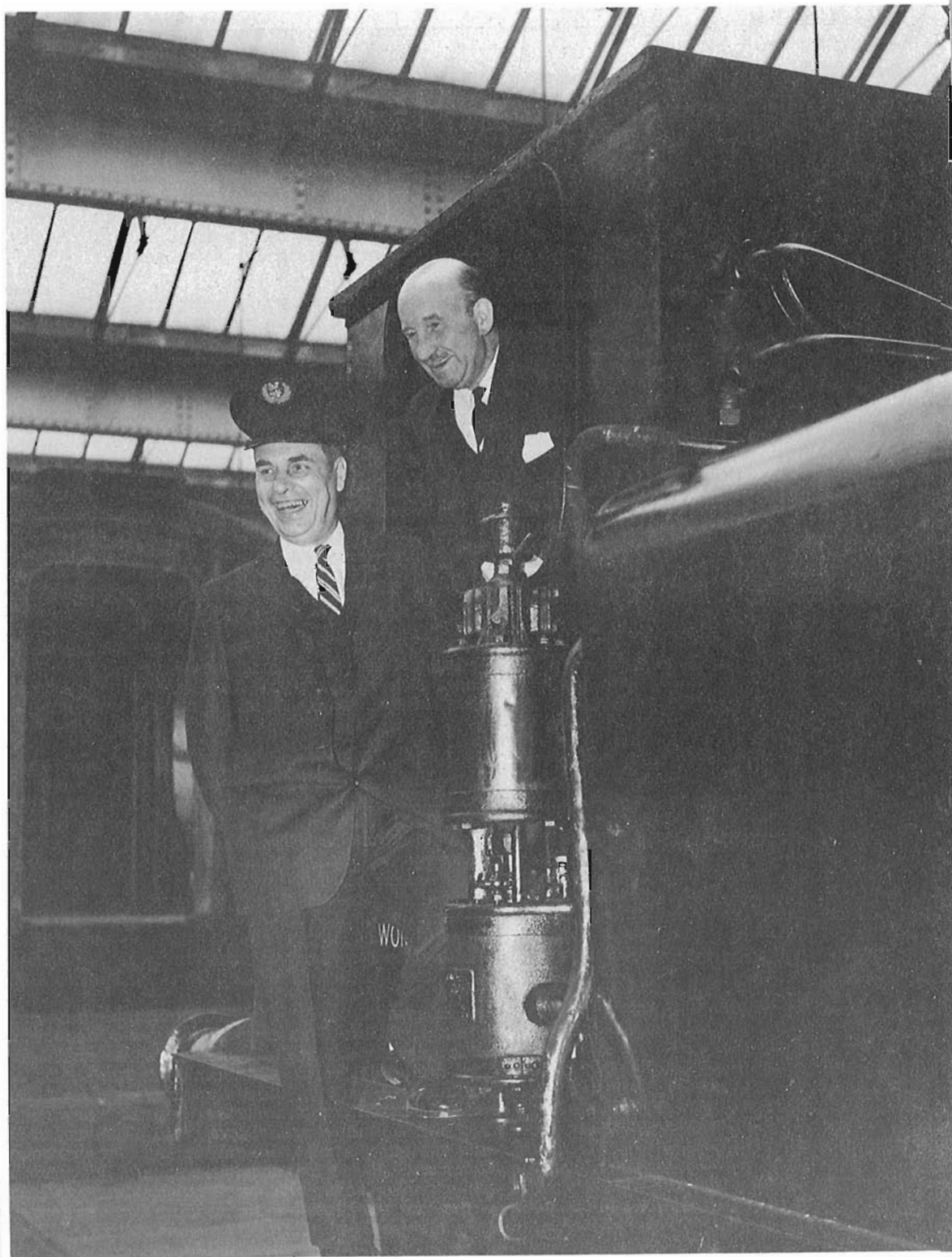
This "variegated colour scheme" did not last long, however, and by the early 1930's number 6138 donned the same black livery as the other U-2 class CNR locomotives.

## Diagram:

The diagram this month, courtesy of the Canadian National Railways, is of the CN's Atlantic and Pacific -- two all-room sleeping-cars built in 1924 by the Canadian Car and Foundry Company Limited at Montreal.

They are steel air-conditioned units riding on six-wheel trucks and equipped with vapor heating and, of course, electric lighting. When constructed in 1924, air-conditioning was not one of their features but this was added as soon as air-conditioned railway equipment became practicable.

The Atlantic and the Pacific, known as special compartment observation cars, were ordered by the CNR early in 1924 and delivered to the Railways later in the same year.



## Presentation of Terrier Tank Engine

-- by O.S.A.Lavallee

While the purpose of our "Transatlantic 1962" BOAC flight from Montreal to London and return was to afford members and associates low-cost and rapid air transportation for a three-week "go-as-you-please" vacation on the other side of the Atlantic, one function was arranged at which a number of members and friends of the Association were present. This occasion was the official presentation of British Railways' O-6-OT DS680 which took place at Preston Park Works of the Pullman Company at Brighton, on Monday, June 4th, 1962.

The official party consisted of Messrs. C.E.R. Sherrington, recently-retired Director of the Research Information Division of the British Transport Commission; F.D.Y. Faulkner, Public Relations and Publicity Officer of the Southern Region, British Railways, and John Scholes, Curator of Historical Relics, British Transport Commission. C.R.H.A. delegates were headed by Mr. Donald F. Angus, Honorary President, Mr. John W. Saunders, Director, and Messrs. Taylor and Evans. Other members and friends of the Association present at the ceremony included Mrs. Angus, Mrs. R.R. Sandusky and Col. C.W. Weldon McLean. Our President, Dr. Nicholls, had planned to attend but was prevented from doing so at the last moment due to a tragic death in his family. The Association had also invited the present Lord Strathcona to be present, but a telegram was received at Brighton conveying his inability to be present but extending his best wishes.

The British weather was excellent as the delegation assembled at Victoria Station in London for the 10:45 AM departure of the "Brighton Belle", the all-Pullman electric train. The official party was accommodated in car "H" of the train, which sped on its way promptly to schedule. The one-hour run to Brighton was passed in convivial fashion with sherry being provided the guests through the courtesy of our hosts. At Brighton, the delegates remained on board the train at the passenger station, while it was unloaded, and the equipment was then backed the short distance to Preston Park works, where the Pullman equipment is overhauled, at which point the ceremony had been arranged. After sufficient step-stools had been obtained to allow the passengers to descend from the high and stepless passenger equipment into the works yard, they proceeded into the shop itself, where Mr. Faulkner officially turned over No. DS680 to the Canadian Railroad Historical Association.

The little locomotive had been cleaned, though it was in somewhat sombre black livery, relieved somewhat by red siderods and buffer beams -- a distinct contrast to the bright and elaborate yellow Stroudley livery to which it is hoped at some future date to restore it. In accepting the locomotive, Mr. D.F. Angus said:

" How very pleased I am to be in this most distinguished company today; as Honorary President of the Canadian Railroad Historical Association, it gives me great pleasure to have the honour and privilege of receiving from British Railways this most historic and interesting locomotive, formerly the "Waddon" of the London, Brighton & South Coast Railway, which was designed by William Stroudley in 1875, -- a "Terrier" engine, which the British Transport Commission has so kindly and generously donated to us.

We are indeed happy that a British engine is the first piece of rolling stock to be acquired from any country outside of Canada, and we assure you that it will be given a place of honour in our museum, and that it will be of the utmost interest to all who visit the museum near Montreal, which, by the way, will be the largest by far in Canada.

I regret exceedingly that our President, Dr. R.V.V. Nicholls, who has donated so much time and energy to this project had to return hurriedly due to a tragic death in his family, but I am greatly honoured to be able to substitute for him. May I thank you most warmly on behalf of the Canadian Railroad Historical Association for this wonderful gift, and we all hope that we shall have the pleasure of showing you our museum when it is opened next year. This has certainly been a "red-letter" day for our organization.

Again, my grateful thanks. "

After photographs had been taken to record the event, the guests were taken on a tour of the works where they examined, at first hand, Pullman cars undergoing complete overhaul. Everyone marvelled at the elaborate inlaid wood and panelling which is a feature of this equipment, reminiscent of the passenger cars of North America in their hey-day. It was noted that some of the older cars were undergoing conversion into camping coaches, which are leased to private parties for vacation purposes.

After the inspection, the party re-embarked on board the waiting "Brighton Belle" which was returned to the station, then returned on its scheduled run to London. Luncheon served the party as guests of British Railways, and those who attended say that the service left nothing to be desired, with appropriate wines accompanying the various courses of the meal.

Upon return to Victoria Station, the members accepted the invitation of Mr. Scholes to visit the Museum in Triangle Place, Clapham, and after tea at the adjoining hotel, a special bus took the party to the museum which is only partially open to the public. The guests spent a pleasant afternoon at the Museum, examining, in particular, the prototype locomotives, carriages, trams and busses which are in that part of the museum not yet open for public display. Of most interest was, of course, the Brighton "Terrier" "Boxhill", sister engine of the locomotive presented to us, which has been completely restored in its splendid Stroudley "Improved Engine Green" livery. Mr. Angus admits that he feels somewhat discouraged that we shall ever be able to restore "Waddon" to a condition even approaching that of "Boxhill", which was evidently completely dismantled for the repainting, and each component thoroughly cleaned and enamelled before reassembly.

Other items at the museum which aroused interest to the party were several Royal Carriages, notably the small four-wheeled private car of Her Majesty Queen Adelaide, dating back a century-and-a-quarter, and the carriage of Her Majesty Queen Victoria, with its quilted silk ceiling! Mr. Hambleton of the museum staff was most attentive to the party, showing blueprints and techniques used in applying the striping and lettering of the elaborate British railway liveries.



# the Membership Committee

informs all subscribers that they may obtain the privilege of Associate Membership by sending in the form enclosed with this issue, along with the price of 1963 Associate Membership, \$4.00.\* This, of course, includes a subscription to Canadian Rail. Don't miss this excellent opportunity to enjoy the benefits of a C.R.H.A. membership.

Recently, the following persons were elected to Associate Membership in the Association:

Mr. Edward Daniels	Mr. Gordon Proudfoot
Mr. Bruce Shier	Mr. Gordon Richardson
Mr. William Guyette	Mr. Percival Lamont
Mr. Richard Overton	Mr. H. L. Racicot
Mr. Paul Rhukin	

The following were elected to regular membership:

Mr. Harold Parkyn	Mr. Norman Williams
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In addition, the following were proposed for Associate Membership:

Mrs. Edith Bridges	Mr. John de Belle
Mrs. Mary Mason	Mr. Herbert Frank
Mr. E.J. Bush	Mr. Edward Haines
Mr. Ian Pullen	Mr. Douglas Wingfield
Mr. Robert Smythe	Mr. Roderick Fournier
Mr. Stuart Donaldson	Mr. Robert Gilmour
Mr. Raymond Firmin	Mr. Noel S. Weaver
Mr. Yves Havry	Mr. Allen Jorgensen
Mr. G.L. Millington	Mr. Hyman Mandel
Mr. Stuart Graham	Mr. Ronald Bryant
Mr. Christian H. Hansen	

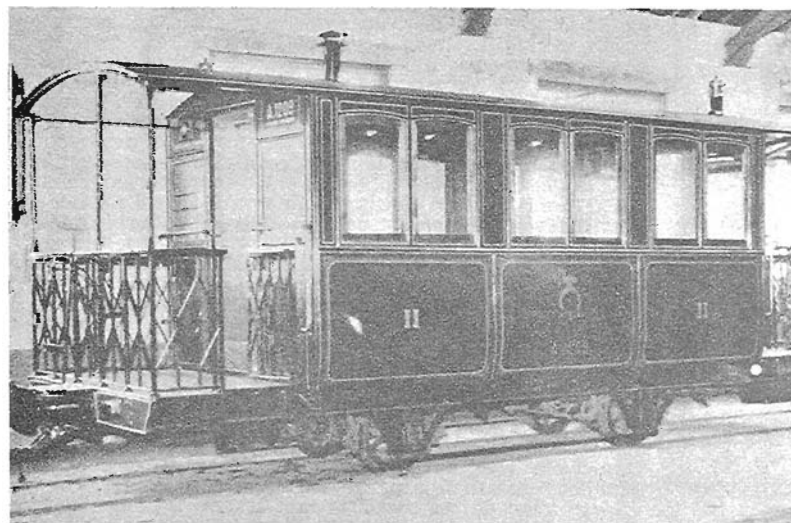
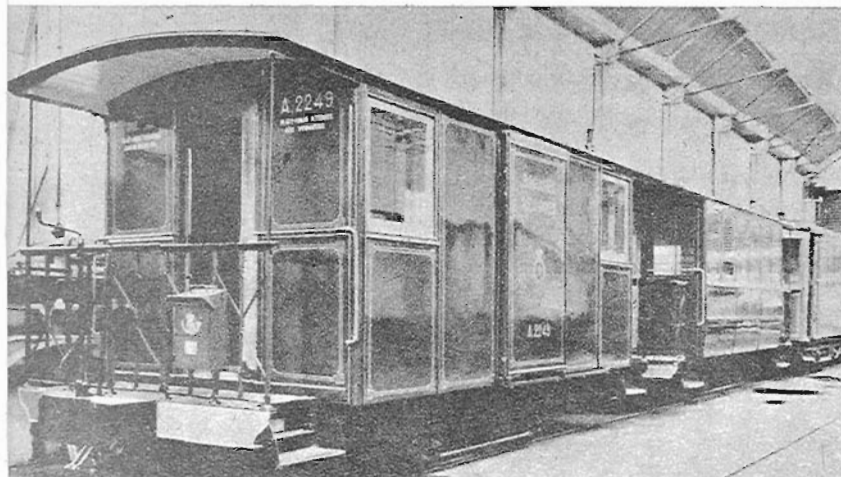
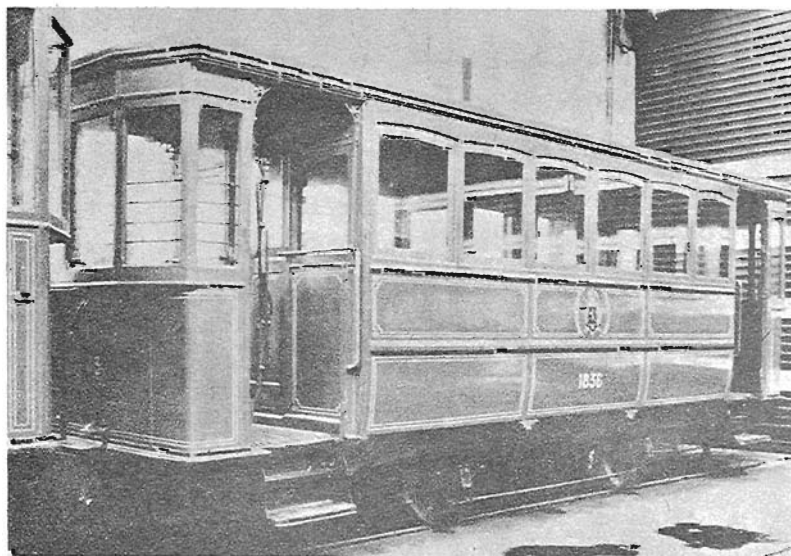
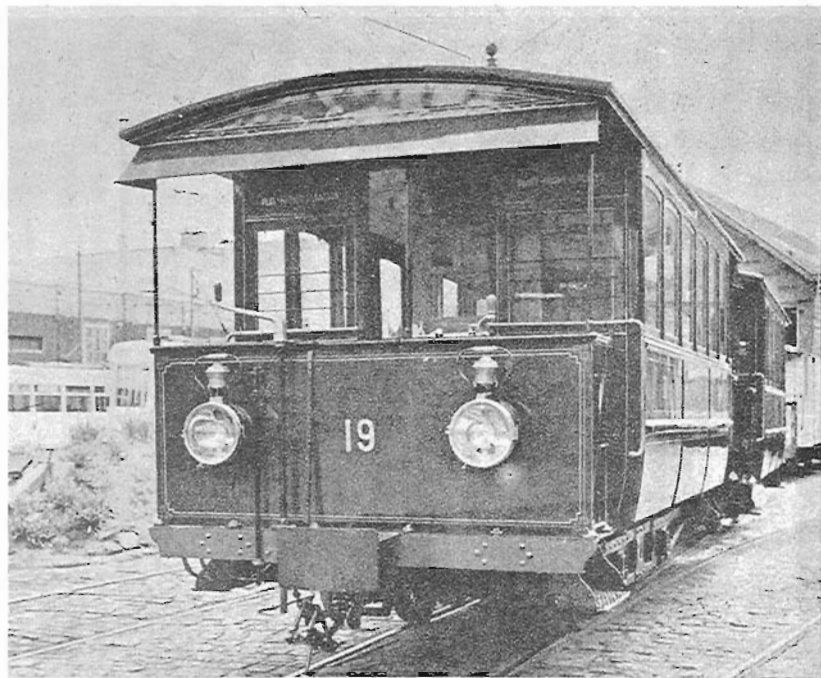
Both members and subscribers are reminded that contributions to the Museum Fund are still welcomed. Each contributor remitting \$5.00 or more receives a comprehensive 32 page illustrated book, describing the Museum Project in detail.....Your opportunity to contribute materially to this worth-while project.

\* You will be considered "paid up" for the entire 1963 year.



At the conclusion of the visit, the guests thanked Mr. Scholes for his courteous "preview" and were returned to Victoria Station by special autobus.

Our locomotive is remaining temporarily in use by British Railways, but it is expected to be released and transported to Canada probably this fall. Shipping arrangements have already been made to receive it, and the Government has kindly consented to grant the Association a remission of customs duty in view of the age and purpose of the exhibit. "Waddon" will be the first used British steam locomotive to come to Canada permanently since the St. Lawrence & Ottawa Railway purchased an 1861 North London Railway 4-4-OT locomotive in the late 1870s, and brought it to Canada.



## "AMUTRA"

More than forty vehicles, representing the period 1885-1935 and including standard- and metre-gauge electric cars, steam locomotives and trailers, comprise the Belgian tramway museum --- opened on Saturday, May 26th at Schepdaal, ten miles from the city of Brussels. The museum, a cooperative effort of the Societe Nationale des chemins de fer vicinaux (state-owned inter-urban system) and the "Association pour le Musee du Tramway", (otherwise known as "AMUTRA"), is housed in the former Schepdaal Depot of the SNCV, on the existing interurban line from Brussels to Ninove, only 25 minutes from downtown on the "Ni" route of the Vicinal.

The idea for such a museum was advanced nearly two years ago when SNCV officers and Belgian railway enthusiasts decided that the time had come to make a central collection out of a considerable number of historical pieces of equipment stored at various points -- all relics of the once-vast but now rapidly-diminishing Vicinal network. Eventually, the Schepdaal depot was selected for this purpose, and underwent complete overhaul by the SNCV. In addition to providing under-cover housing for over forty vehicles, and more to come, the facilities also include a museum office, an archives hall, a meeting hall, a projection room, and a room in which a model system will eventually be constructed and displayed.

The imposing collection of electric railway equipment is headed by the Vicinal's original 1894 motor car and trailer, used on the first electric SNCV line

between the capital city and Espinette; other types of electric cars bring the collection up to 1935, and from time to time, other representative units of more recent date will be added to this very comprehensive nucleus. Non-electric equipment includes two self-propelled "autorail" cars, and three steam locomotives, two built in Belgium in 1906 and 1920 respectively, and one in England (Hawthorn-Leslie) in 1917. The locomotives "haul" three trains comprised of eight vehicles, the oldest of which dates back to 1885. Both standard- and metre-gauges are represented.

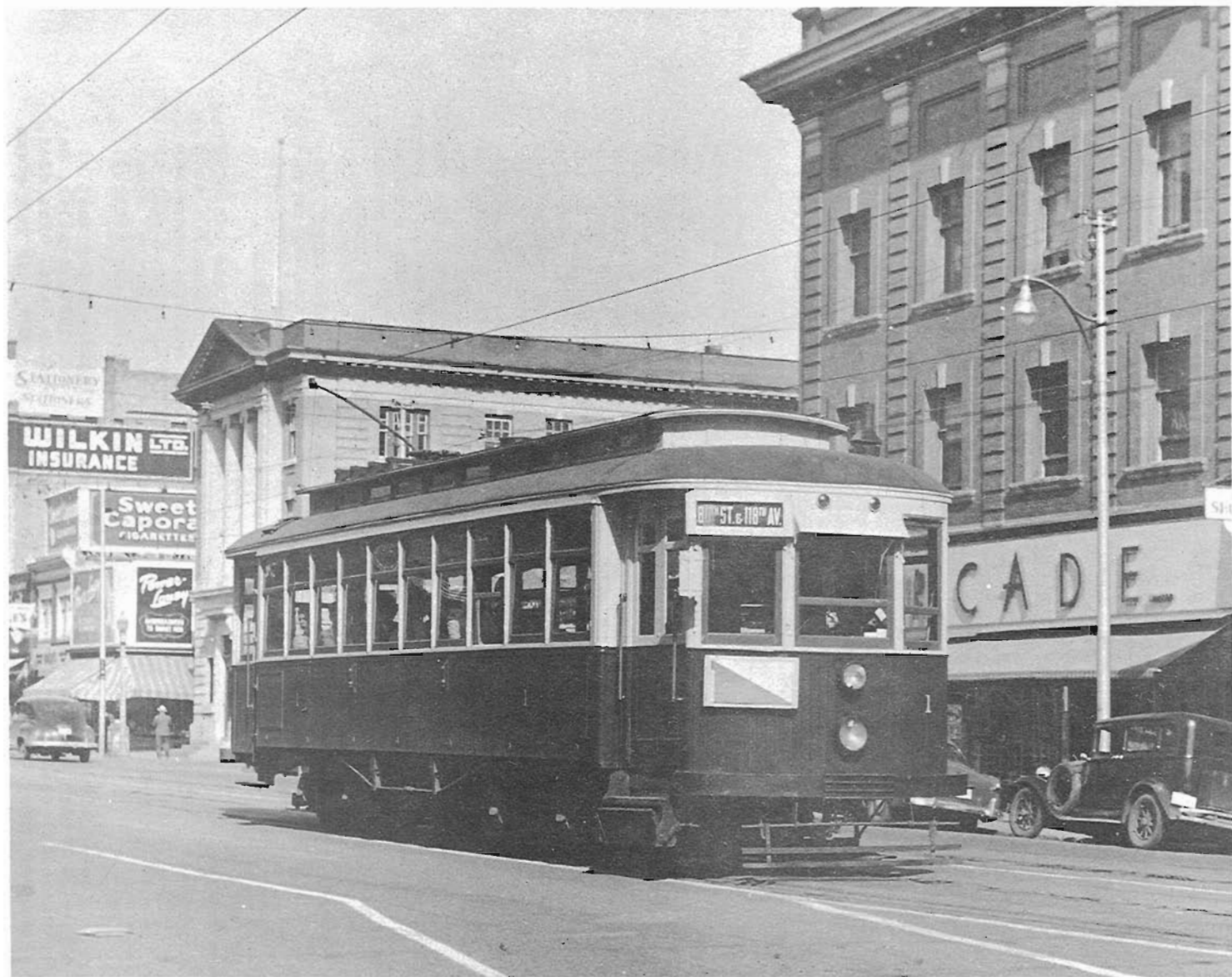
The inaugural train of May 26th, consisting of a two-axled electric motor car, a first- and second-class passenger car, and an open-bench car, carrying invited guests, left the Porte de Ninove in Brussels. Upon arrival at the Museum, tributes were paid by M. R. Hoens, Director-General of the SNCV to the individuals who had seen the museum through to completion. The official party also included M. Dehon, President of AMUTRA, M. Van Lul of the Ministry of Communications, M. Hannel, President of the "Union belge des transports urbains" and M. Cuvelier, Director of the Brabant division of the SNCV. Schepdaal is in the Province of Brabant.

On the day following, Sunday, May 27th, something in excess of 700 visitors were received at the new museum.

Restoration of the exhibits was carried out by the SNCV shop in Brussels, and assistance was rendered by volunteers, many of whom are members of the Royal Belgian Railway Amateur Society.

Photos opposite: (top left) No. 19, an electric motor unit of the type first in service in 1894; (top right) No. 1836, trailer, had longitudinal seats, first class compartment; (bottom left) No. 2249, a baggage car, built in 1888; (bottom right) No. 1209, car for steam powered train, second class passengers, built in 1907.

-- Photos from "La Vie du Rail"



# Edmonton Branch Activities

by Eric Johnson

The Branch Programme for the fall months has now been determined, and the dates and activities are as under:

- September 11th - Business meeting, followed by a talk by E.W. Johnson on "American Tour, 1962". This was a set of slides, mostly short lines, of places visited during the last summer, from Shay locomotives on the Klickitat Lumber Company in Washington State, to cable cars in San Francisco, and the Bevier & Southern RR in Missouri.
- October 9th - A showing of slides of the railways of Newfoundland is planned, with a taped commentary, by O.S.A. Laval-lée, Vice-President in Montreal.
- November 13th - "The Edmonton Transit System", to be given by Mr. John Meikle, who has been a student of this line for years.
- December 11th - Planned showing of films of the Union Pacific RR and the Santa Fe RR.

## Fall Excursions

In late September or early October, the Branch will arrange an excursion from Edmonton to Hinton, Alta., about 300 miles round trip. Participants will travel from Edmonton to Hinton on the CN's "Continental", and return on the same train. During the four-hour layover between trains, it is planned to have lunch and visit the pulp mills at that location.

## Preservation

During the summer, three Branch members, Messrs. John Guay, Jim Stevenson and Russ McAllister, along with several non-members, offered their services to Edmonton Exhibition authorities to restore Canadian National 4-6-0 No. 1392. As a result, the volunteers repainted the engine, reglazed its windows, refitted the bell and other items, and rebuilt the fence around it. The Branch has expressed willingness to look after the locomotive on a regular basis but would prefer to have it moved to a better position near the main entrance to the Exhibition Grounds, to reduce vandalism.

Success in this respect has emboldened the Branch to approach the Edmonton Transit System with an offer to repair and restore streetcar No. 1, a double-truck deck-roof Ottawa-built car, which has been languishing at the former carhouse (now a bus garage) for ten years. Recently, the car was placed inside, and is now located on a 300-foot track complete with overhead wire.



Here is streetcar No. 1 as it looked in 1949, when Foster M. Palmer took this photograph. Note the curious route indicator, in the form of a geometric pattern. These were provided for persons who were illiterate, or could not read English. Different combinations of shapes and colours could be memorized more readily than the language.



## Eighty-Year-Old Dübs Engine to Star in Cinema

City of Winnipeg Hydro Railway No. 3, a 4-4-0 ex-Canadian Pacific steam locomotive built by Dübs & Co., of Glasgow, Scotland, in 1882, has attained a certain amount of fame since it was "discovered" by railway historians in 1959, operating on the Hydro Railway at Pointe du Bois, Man., in Whiteshell Forest Reserve.

Earlier this year, when the Hydro Department announced that the railway on which the engine ran, (connecting the CPR at Lac du Bonnet, Man., with Pointe du Bois, a distance of approximately 30 miles) would be abandoned, many groups, including CRHA, sought to obtain the locomotive for preservation. While our request was limited to an application for custody of the engine if the Hydro Railway were disposing of it, some offers to purchase the locomotive, and at figures rumoured to be as high as \$20,000, came from collectors in the United States. Possessing two 4-4-0's of our own, we were not so much interested in obtaining No. 3 for the museum as we were in seeing that it was kept in Canada, where it holds a record for longevity in service for a railway locomotive. The decision of the Hydro Department to retain it for use now, and for probable preservation in Manitoba eventually, is a solution which anyone interested in Canadian railways, whether he lives in this country or not, will applaud. The City of Winnipeg is to be congratulated for taking this position in the light of the admittedly attractive financial offers which were made; it is reassuring to know that in some quarters, principles are more highly esteemed than Mammon.

Later this year, locomotive No. 3 is scheduled for a short visit to the United States, on loan for use in a film being produced by Canadian-American Productions Incorporated, of which Mr. James Durgin is producer. The film will deal with the Battle of Sugar Point, which we are informed was one of the last United States Army cavalry actions against the Indians. The sequences in which No. 3, is to be used will be filmed near Walker, Minn., which is about 260 miles from Winnipeg, on both the Great Northern and Northern Pacific Railways. The report also says that the engine may be accompanied by Mr. Robert ("Uncle Bob") McFarlane, 82-year-old ex Canadian National Railways locomotive engineer, who operated No. 3 for the Hydro Railway for fifteen years after his retirement from CNR in 1945.

It is understood that the filming is to be done late in September, and may have been completed by the time that this is printed.

No. 3 was originally Canadian Pacific Railway No. 22, built in April, 1882; in 1905 it was renumbered to 133, and in 1912 to 86 in the CPR's last steam locomotive numbering series. It was purchased by the Hydro Department in 1918. The valve gear components bear the numbers "86" and "133" in many places.

\* \* \* \* \*

Here is Winnipeg Hydro No. 3 in action -- in the woods near Pointe du Bois, Manitoba. The engine was built by Dübs in 1882 and has been in service longer (eighty years) than any other Canadian steam locomotive.

-- Photo: O.S.A. Lavallee



"I wouldn't mind a strike if I had the money the railroad would save NOT running this train!"

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