

Canadian Rail



Number 160 / November 1964



THIS, our one hundred and sixtieth issue, is an international one. We are particularly pleased to present a first-hand account of a trial trip on the new Tokaido Trunk Line of the Japanese National Railways, written by our Far East Representative, Mr. Bill McKeown. The Japanese are justly proud of their 515 kilometre standard gauge line, which opened on the first of October, and which will shortly feature schedule speeds in the 130 m.p.h. range, unequalled anywhere in the world.

Also given is an account of the Museum's acquisition of two steam locomotives, one from France and one from Germany, and the accompanying accounts are written in the French and German languages in order that copies of this issue may be circulated among our many European friends who helped with these interesting new acquisitions.

The next issue will mark the conclusion of 1964 subscriptions and our readers are asked to assist our volunteer publications workers by remitting their 1965 fees as soon as accounts are received by them. Those who defer payment for more than four weeks after they receive their invoices must understand that we can no longer undertake to provide missing back copies of "Canadian Rail" as we have done in the past. The maintenance of a large contingent supply of back copies for this purpose constitutes a large, unwarranted expense in a very stringent budget, and unfairly penalizes the great majority who remit promptly.

1964 SUMMER WORK FUND - ACKNOWLEDGMENTS

The Railway Committee gratefully acknowledges the following contributions made to the 1964 Summer Work Fund. Individual letters of thanks have already been sent to the persons and groups whose names appear below:

Mr. Charles Viau	\$ 100.00	Mr. A.J. Adams	\$ 3.00
Mr. Elliott Durnford	10.00	Mr. Brewster Barry	10.00
Mr. F.W. Gallagher	10.00	Mr. William Clarke	15.00
Mr. Bruce Wilkie	5.00	Mr. Donald McCartney	50.00
Southam Printing Company	50.00	Mr. V.H. Coley	5.00
Anonymous	25.00	Mr. Osborne M. Taylor	5.00
Mr. W.R. Donaldson	10.00	Mr. Neil Robertson	5.00
Mr. Bill Williams	56.59	Mrs. Munroe	2.00
Rocky Mountain Branch	10.00	Mr. William A. Coffin	10.00
Mr. R.H. Barrows	5.00		
		TOTAL	<u>\$ 386.59</u>

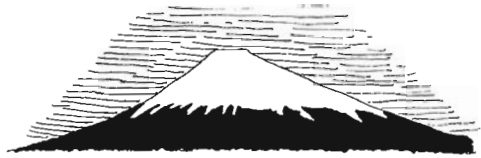
Our Cover

Photo by Jack Marjoribanks.

NOT SO VERY LONG AGO, one could stand alongside the double track of the Canadian Pacific's Adirondack Subdivision, just west of the Decarie Boulevard underpass in Montreal, and watch the Ste. Agathe Subdivision wayfreight, with ballast cars from Ste. Marguerite pit, head for St. Luc Yard. Almost invariably, it was headed by a strikingly clean-lined P-1 class 2-8-2, like No. 5150. These engines were not infrequently seen on the same line in winter at the head of ski enthusiasts' special passenger trains.



"CANADIAN RAIL" RIDES.....



.....the Tokaido Trunk Line

by William D. McKeown,
Far East Representative, C.R.H.A.

THROUGH THE KINDNESS of the Japanese National Railways, my wife and I were invited to participate in a test run over the new Tokaido Trunk Line as representatives of the Canadian Railroad Historical Association. This new railway, which links Tokyo, the Japanese capital, with the industrial area centering on the city of Osaka, is approximately 320 miles long. Unlike other lines of the National Railways, which are 3' 6" gauge, the new railway has been constructed to standard 4' 8½" gauge; it is a specialized, high-traffic-density, point-to-point route constructed to the most exacting standards ever attempted in railway construction. The Tokaido Trunk Line was opened officially on October 1st and after an initial running-in period of six months, express trains will operate regularly at schedule speeds in excess of 130 miles per hour.

When the opportunity first presented itself to ride on one of the pre-inaugural test trains, the JNR advised us that it would be necessary to make the trip in two days as the lengthened schedule of the test trips did not permit a return journey on the same day. We therefore chose Saturday and Sunday, September 12th and 13th. Our party, during the week prior to the trip, had grown to three with the addition of a Japanese friend who enthusiastically volunteered as "interpreter". This was a wise choice, as his services proved to be invaluable.

The day was bright and clear on Saturday, September 12th, as we arrived at 9:40 AM at the Shin Osaka (New Osaka) station. Our train was due to leave at 10:30 AM but we were determined to arrive a little early in order to get as many photographs as possible. New Osaka station is situated in a suburban area north of this city of 6,000,000. When finished, it will serve both the new Tokaido Line as well as the existing narrow-gauge system. A new subway line has been built into the station and was officially opened September 24th; the new Station itself was open on October 1st, with the inauguration of the new line, whose facilities are on the top floor of the station. In the interim, in the inevitable pre-opening confusion, it was necessary for the visitor to squirm through hordes of yellow-helmeted workmen and navigate narrow wooden catwalks and staircases to reach the unfinished four-track terminal. The tracks were empty when we arrived, as the train wasn't due in from the shop area, at Suita, until 10:10.

At 10:10, on the dot, the ivory and blue units arrived from the shop and were spotted beside approximately 500 excited visitors who were scheduled to ride to Maibara, the third station east of Osaka, and return. As we were bound for Tokyo, we were assigned to Car 1. It is worthy of note that as the train is assembled in twelve-car units, the first car on trains westbound to Tokyo is Car 1; it, conversely, is the last car on eastbound trains to Osaka. After the necessary photographs, we crowded aboard.

At 10:30 AM, our train, HIKARI ("Light") accelerated noiselessly from the platforms and swept out over the city on elevated track; this type of elevated construction is common to most of the line, especially in urban areas. The motorman held the speed to a cautious 70 k.p.h. (45 m.p.h.) as far as the shop area, where we were given a running statistical commentary by the public-address system which is a feature of most Japanese trains. At the same time, we caught a glimpse of half-a-dozen train sets, like ours, lined up in the shop area. After we had passed the shops, I imagine that the motorman felt that we needed a little excitement. Our speed shot up from 70 k.p.h. to 210 k.p.h. (130 m.p.h.) in a matter of seconds! The passenger gets the feeling that he is riding in a jet aircraft that refuses to "take off", and the elevated track adds to this illusion. The countryside was a blur and the train -- well, it just "whispered"; vibration, motor-noise and track noise were non-existent, due undoubtedly to the track which is constructed of welded rail mounted on concrete ties. The stark terror of the uninitiated passenger evaporates in minutes as he adjusts to the obvious solid security which the JNR has built into its new railway's trains.

We reached Kyoto, the first stop, in 19 minutes. This is a trip which takes about 40 minutes by express train on the old line. The new Tokaido Trunk Line has twelve stations, and on our trip, HIKARI stopped at them all. None of the stations had been completed, but most appeared to have a full complement of staff. Most of the passengers left us at Maibara, but a new group boarded the train at Nagoya.

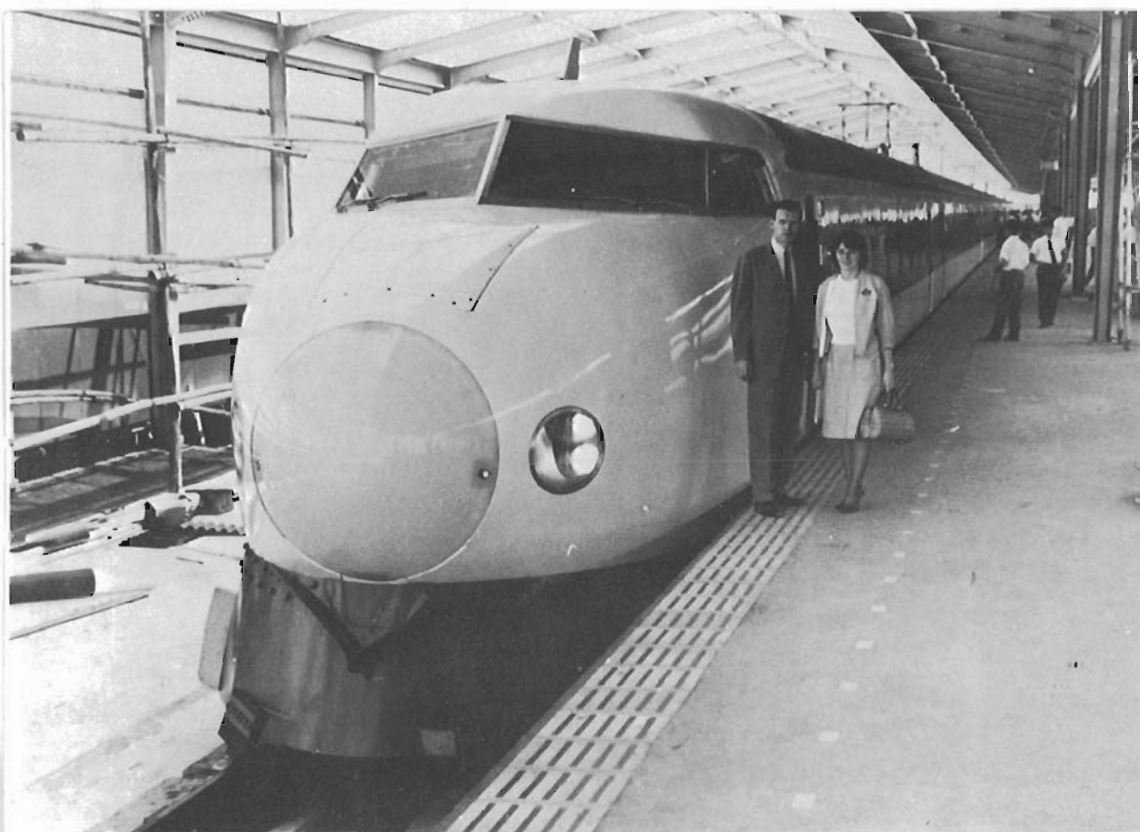
Near Tokyo, we were offered a ride in the rear cab of the train where we found the assistant conductor busily making train announcements, in conjunction with communications from the motorman, with whom he is in constant contact. The train observed a series of severe slow orders over a goodly portion of the line which has yet to be officially approved by the authorities. On the original test track near Odawara, the train made its best performance of the day, with the speed well in excess of 200 k.p.h. (125 m.p.h.) in preparation for a brake test. The conductor warned the passengers through the public-address system and the motorman began the test which involved bringing the train to a complete stop. The brakes were then applied, and the train was brought to a dead stand in about three kilometres; judging from the smiles on the faces of those in charge, the test appeared to be a complete success.

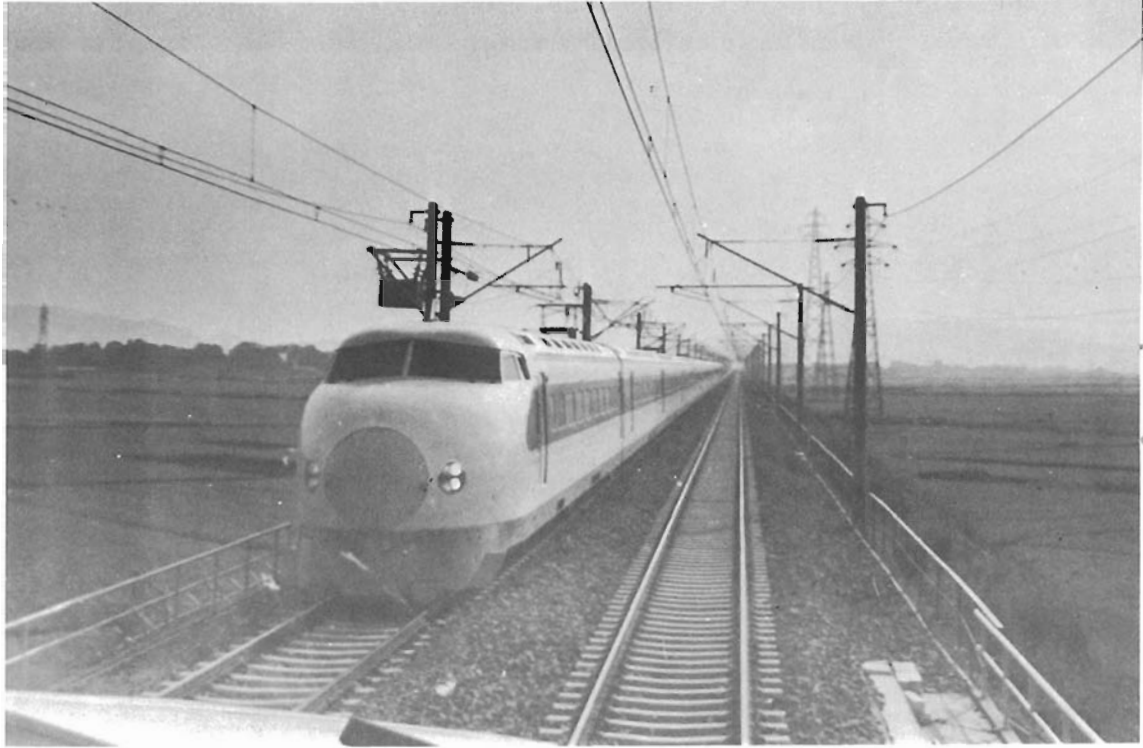
The whole line covers some very striking countryside from high hills punctuated with a long series of tunnels, to flat rice fields where admiring farmers watch the progress of the trains with fascination. Soon we were into the sprawling suburbs of Tokyo, and an arrival at Tokyo station at 4:15 PM.

On Sunday, September 13th, we boarded the train at Tokyo for the return trip and at 9:30 AM, we departed, the train making its way through the interlocking with a gentle rocking motion, which shortly resolved itself into a brisk forward pace. The sky was dark, and to everyone's disappointment, the flawless cone of "Fuji San" was obscured by cloud.

I was especially honoured on the return trip by a cab ride. With assistance from our interpreter, my wife and I were introduced to the engine crew, which

PHOTOS (Right, top): Bill and Elaine McKeown stand beside the new Tokaido trainset, "Hikari", in the still-unfinished Osaka Station. (Bottom): Interior of second class coach on the new high-speed train. Note five abreast aircraft-type seating.





consisted of three trainees and their supervisor. As there is only one seat in the cab, folding chairs had been placed in position for training purposes. With traditional Japanese hospitality, the trainees gave up their seats to my wife and I and we settled down for about thirty minutes of exciting railroading. Our speed at the time and for the duration of our visit was 160 k.p.h. (100 m.p.h.). This was "slow order" track, but even at that pace, the roadbed seemingly rushes at the train at alarming speed. The ride was remarkably smooth and quiet, and considering that the speed recorder scale goes as high as 260 k.p.h. (160 m.p.h.), we were really only "loafing along". In particular, passing through a tunnel is an almost hair-raising experience, and gives one the impression of being fired through a rifle barrel.

I had expressed a desire to take a photograph of a passing train so our little group in the cab was put on the alert. At this time, we were parallelling the old narrow-gauge Tokaido Line, and I was momentarily distracted by an electrically-hauled freight train; I felt a sharp tug at my arm, a shout and gestures which indicated that another train was approaching. In the distance, we could see the distinctive automobile-like headlights of the other train through a cluster of short tunnels on tangent track. When it seemed to all that we might meet the other train in one of the tunnels, thus spoiling my photograph, the motorman cut the speed of our train suddenly from 160 k.p.h. to 70 k.p.h. to time the meet in the daylight. This courtesy was typically Japanese, and thoroughly appreciated.

Cab ride over, we retired to the rear of the train to settle ourselves for the remaining journey. We reflected on the fact that there had been no noise from the passing of other trains; indeed, unless one made a point of watching for them, they were liable to pass unnoticed. While in the cab, I had noticed that there were no block signals. The trains are equipped with cab signals and a direct telephone with CTC headquarters in Tokyo from which the line is controlled. The remainder of our trip was uneventful, though we were amused at one point by a couple of adventurous motorists who tried (in vain!) to race with us on a parallel four-lane highway. A number of breathtaking speed runs took place between Maibara and Osaka but for the most part, prudence prevailed. With a slight rattling of brake rigging (the only audible noise on the whole trip, with the exception of the train's authoritarian "banshee" horn) our train came to rest in Shin Osaka station at 3:00 PM, thus ending an exciting and memorable two days.

Our test run did not really present an accurate picture of this truly fine achievement in transportation engineering. Workmen were very much in evidence on the trains making adjustments in the air-conditioning and electrical system. The major portion of the track had yet to be checked and approved for high-speed running, although it appears to the layman to be beyond reproach.

A word about the equipment which has been acquired. There are thirty train sets each made up of twelve cars: two first class cars, two buffet cars, and eight second class cars. The first class cars have reclining seats with seating for two passengers abreast on each side of the car. The second class cars do not have reclining seats, and seat two abreast on one side of the car, three abreast on the opposite side. Each car weighs approximately sixty tons, all cars are motored and are mounted on inside-framed trucks, in appearance much like those on PCC street cars.

PHOTOS (Left, top): View from rear cab northbound, showing opposing train passing. (Bottom): Speed recorder in the cab of "Hikari" pointing to 200 kilometres per hour.

The number of cars ordered for the new line thus total 360 units, and they are supplemented by a 90-ton diesel locomotive for emergency use in case of power failure. The diesel has a maximum speed of 160 k.p.h.

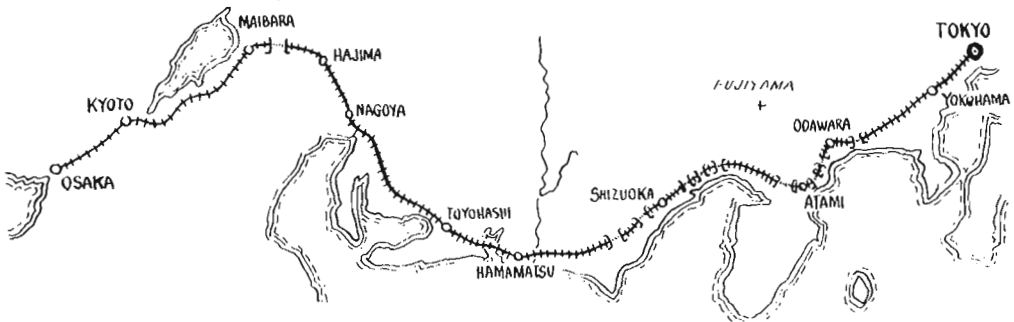
Beginning on October 1st, there was a service of thirty trains in each direction between Tokyo and Osaka, between 6:00 AM and midnight. Fourteen trips will be expresses, named HIKARI ("Light"), with a running time of four hours, and making only two intermediate stops, at Kyoto and Nagoya. Sixteen trips will be local trains named KODAMA ("Echo"), with a running time of five hours and making ten intermediate stops. After six months' "running in" over the new line, the HIKARI service will be quickened, in April of next year, to three hours, while KODAMA will enjoy a corresponding improvement to four hours at the same time.

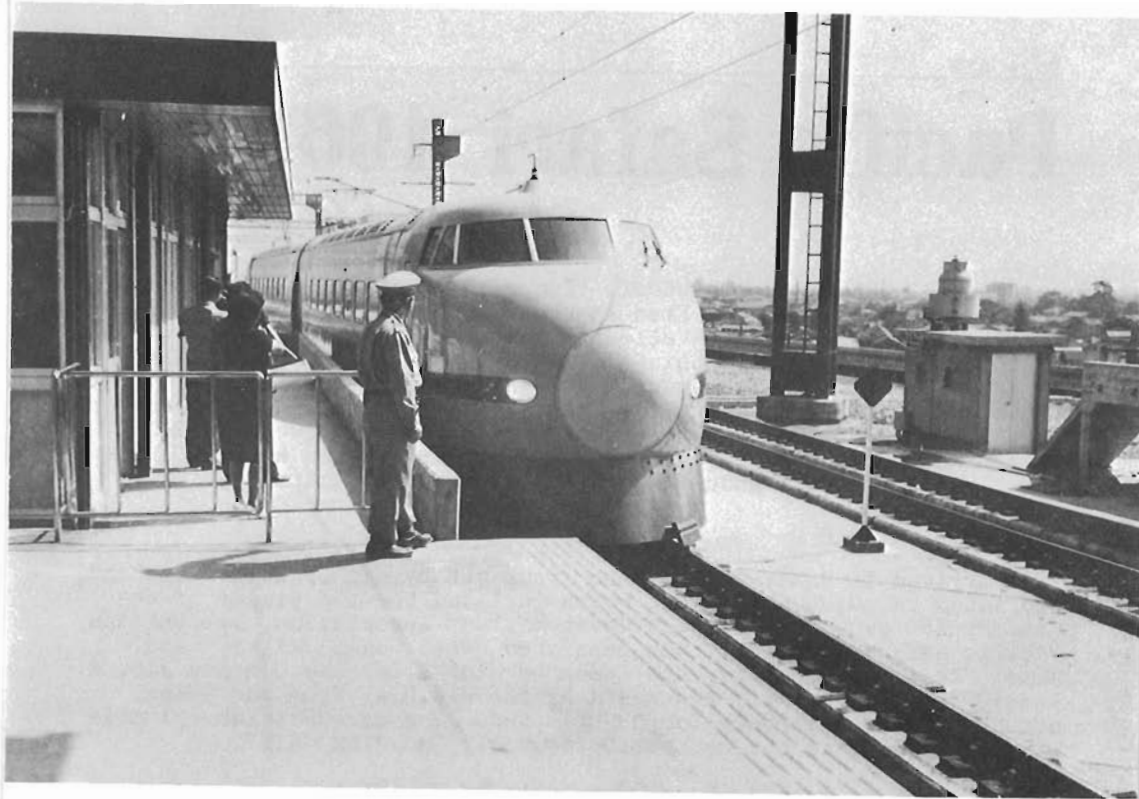
To conclude, let us consider the "raison d'etre" for the new high-speed railway, in the words of the "Mainichi Daily News", September 6th, 1964. "The Tokaido is a vital artery for the JNR. The ancient historic road (Tokyo-Kobe) along the Pacific Coast of Honshu embraces about 40% of the nation's population along its 500-kilometre stretch, and accounts for nearly 70% of the country's industrial output. In 1961, the Tokaido Line, only 2.9% of the JNR's aggregate mileage, carried 26 and 24 percent of the total passengers and freight, respectively, and for years the Tokaido Line has been over loaded with passengers and freight. One result of this saturation is that it is often hard to get hold of an express or limited express ticket, and that often local trains are sidetracked in favour of faster trains".

To the railway amateur, the only disappointing factor will be that the trim little limited express trains on the old line will be completely suspended and re-assigned elsewhere. The old line will be used primarily for freight and commuter services.

The new Tokaido Trunk Line is a monument to the initiative and imagination of one of the world's most progressive and enterprising railway administrations. It points the way to the immense potential of the railway industry. The Japanese are not a race content to rest on their laurels, and in spite of the noteworthy technical accomplishment which is placed at the disposal of the public on the 1st of October this year, no one will dispute that even more startling railway developments may soon be expected from the "Land of the Rising Sun".

PHOTOS (Right, top): "Hikari" moves into New Osaka Station for passenger loading, prior to departure for Tokyo. (Bottom): The head conductor (left) and his assistant convey an impression of impeccable Japanese neatness and efficiency.





Pacific Safari 1964

by Omer Lavallee

DURING THE MONTH OF AUGUST, five members of the Railway Committee, Messrs. Ken Chivers, Fred Angus, Andy Martin and Robin Bales, along with the writer, travelled to western Canada for a two-week visit, during which many things of interest to our readers, were observed. The party left Montreal on Canadian Pacific train #1, "The Canadian" on Friday, August 21st, and travelled through to Vancouver. West of Sudbury, the train consist included twenty-five stainless-steel passenger train cars -- almost one third of the entire Canadian Pacific fleet of Budd-built transcontinental equipment.

V a n c o u v e r

Arrival in Vancouver saw the group met by member Bill Whitehead, who acted as guide on a visit which included the two pieces of equipment now owned by the West Coast Railway Association, ex-Canadian Pacific official car #16, now repainted "West Coast Railway" and named "British Columbia", and Comox Logging & Railway Company #16, a 2-8-2TT* type, recently purchased by the W.C.R.A. from the Comox parent, Crown-Zellerbach Company Limited. The car "British Columbia" was illustrated in the September issue of "Canadian Rail".

A visit to Pacific Coast Terminals at New Westminster, arranged by our Representative, Mr. Peter Cox, revealed its two ex-U.S. Army 0-6-0 engines stored in immaculate physical condition, reportedly available for sale as operating locomotives.

At Vancouver Wharves Limited, in North Vancouver, two Hudswell-Clark diesel-mechanical locomotives, of British design and equipped with siderods, were seen switching cars. These two 0-6-0 type units are usually used doubleheaded, as there is no arrangement for working them in multiple unit. Another engine in use at this point was a leased Shay-g geared locomotive, which is soon to be supplemented by a second such engine, formerly belonging to Western Forest Industries at Honeymoon Bay, V.I. Both Shay engines are owned by Mr. Bob Swanson.

While in Vancouver, the group learned of a project which would see Canadian Pacific Railway #374, now in neglected condition at Kitsilano Beach, placed under cover in a railway museum to be established nearby. The museum group, sponsored by the City of Vancouver, is also trying to raise money to purchase Canadian Pacific 4-6-4 No. 2860 to go into the same exhibit; other possible candidates include the early 0-4-4T locomotive "Curly" and a single-truck electric streetcar, British Columbia Electric Railway #53, both now at the Pacific National Exhibition grounds.

The West Coast Railway Association is also looking for a museum site for its own two units of owned equipment, and several others that are in prospect. Any of our West Coast members interested in aiding such a worthwhile project either physically or financially,

*- 2-8-2TT type: The initials "TT" refer to a saddle- or side-tank locomotive, which is also equipped with a tender -- a common arrangement on logging lines on the west coast.

PACIFIC SAFARI, 1964 (continued)

are invited to contact Mr. Peter Cox, our Pacific Coast Representative, who is also an officer of the West Coast Railway Association.

Vancouver Island - Ladysmith/Chemainus

The group visited the headquarters of Comox Logging & Railway Company at Ladysmith, where we inspected 2-6-2TT No. 7, a pre-1910 Baldwin locomotive, which has been offered to the Association for preservation. The Comox Ladysmith-Nanaimo Lakes operations are now dieselized, but the McMillan, Bloedel & Powell River company has running rights over the Comox Railway from their camp at Nanaimo Lakes to the Esquimalt & Nanaimo Railway interchange about a mile west of Ladysmith. On this service, M.B. & P.R. uses two steam locomotives; 2-8-2T No. 1055 was in use at the time of our visit, while 2-6-2 No. 1077 was stored serviceable at the camp. Logs brought down by Comox trains are dumped into the bay at Ladysmith, made up into rafts, and towed to Island and mainland points for milling. M.B. & P.R. timber is turned over to the E. & N. at Ladysmith, whence it is taken to the McMillan mill at Chemainus for processing.

The Chemainus mill has two 2-6-2T engines available for use. No. 1044 was operating on the day of our visit, while the other was not under steam.

Crown-Zellerbach has a Shay-g geared locomotive in use at the former Elk Falls mill at Campbell River, for switching purposes, but time did not permit us to visit this operation. Two other steam locomotives, 2-8-2 No. 11 and two-truck Shay No. 5, are on display at the excellent Crown-Zellerbach Arboretum at Ladysmith.

Vancouver Island - Cowichan Lake

The "mecca" for visitors is, of course, Mesachie Lake, a few miles west of Lake Cowichan town, where Hillcrest Lumber Company maintains and operates two Climax-g geared locomotives, last of their breed in Canada. No. 9 is a two-truck engine, used rather infrequently compared to No. 10, a three-truck machine. Through the courtesy of Mr. Horsfall of the Hillcrest Company, we were taken on a tour through the plant, to be agreeably surprised by an interesting array of stationary steam engines, both compound and simple, and all in excellent mechanical condition.

We learned that a third Hillcrest engine, the subsidiary Osborne Bay Wharf Company #1, a thirty-ton Shay, had been altered during the summer to three-foot gauge, and donated to the Cowichan Valley Museum near Duncan. A discarded steam pipe from this engine, left over during the conversion, was given to us to be placed in the CRHA's "relic" collection at Senneville.

On Saturday, August 29th, the Puget Sound Railway Historical Association sponsored a rail trip out of Mesachie Lake, using Hillcrest No. 9, and ex-Western Forest Industries No. 5, now owned by Mr. Bob Swanson (see above). The train operated between Mesachie Lake, Honeymoon Bay and Lake Cowichan, a total distance of about six miles, using two Canadian Pacific gondola cars, and a CP conductor's van. The engines were run singly and doubleheaded, and about 175 passengers supported the operation.

West Coast Railway Association Excursion

Many of those who had attended at Mesachie Lake on the previous day, supported a W.C.R.A. excursion on Sunday, August 30th, which was hauled by the W.C.R.A. Comox locomotive, No. 16, and included its official car "British Columbia". The train, which was otherwise composed of a water tank car for the engine, a CP baggage car, a CP coach, a CN coach, and two CP mountain observation cars, #597 and #599, plus a Pacific Great Eastern caboose, operated over the P.C.S. from North Vancouver to Alta Lake and return. No. 16 performed valiantly on the North Vancouver-Squamish portion of the trip, but was deemed not powerful enough to attempt the climb to Alta Lake. A PGE road switcher therefore took over at Squamish, and pulled the train to Alta Lake and return to Squamish, where No. 16 again resumed the head of the train. South of the head of Howe Sound, picturesque shoreline and sunlit skies combined to produce several excellent photo stops.

After disembarking, reluctantly, from the "British Columbia" at North Vancouver, the Montreal group concluded that the West Coast Association has good reason to be proud of the performance of its first steam locomotive acquisition.

Cowichan Valley Museum

Just off the Island Highway, at Somenos Lake north of Duncan, local interests, both private and municipal, have combined to set up the Cowichan Valley Museum. This project, on which further details are now being sought, has constructed a three-foot-gauge railway nearly one mile in length on the shores of the Lake. The route involves many engineering features once common to Vancouver Island logging railways, including a curved wooden trestle out over a part of the Lake, stations, windmill-type water tank, switchback, cuts and many curves.

Much of the track, motive power and rolling stock comes from the private railway of Mr. Gerry Wellburn at Deerholme, B.C. The engines include two 0-4-0 tender engines and a 30-ton Shay, the latter formerly Osborne Bay Wharf Co. No. 1 (referred to above), also a variety of internal-combustion equipment, and a selection of rolling stock mounted on industrial-type running gear.

It is reported that a building will be erected over the yard.

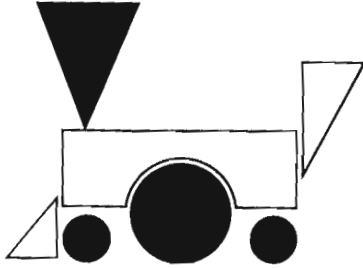
Other exhibits at the museum, it is reported, will include traction engines and mechanical logging equipment. The track is well and scenically arranged and shows very creditable planning in a locale which can not embrace much more than twenty acres.

Washington State - Kimball Creek

A two-day foray into the United States permitted a visit to the Kimball Creek museum of the Puget Sound Railway Historical Association. Here, the group found the museum under construction, with an operating 2-6-0TT engine and a steam crane. Also on the property was a Heisler-g geared engine, and a dismantled 2-4-4-2 road locomotive, plus a few streetcars covered over for protection against the elements.

The museum is picturesquely situated in a fold of the foothills

(continued on page 249)



EUROPE at the MUSEUM

The museum collection was enlarged by two locomotives during the month of July. One, an 0-6-0 locomotive and tender, was presented to the Association by the Societe Nationale des Chemins de Fer Francais (French National Railroads), and marked the culmination of nearly five years of negotiation. The second unit, an 0-6-0 tank locomotive, was the gift of the Deutsche Bundesbahn (German Federal Railways). Both are locomotives of Nineteenth Century design, selected to be comparable in time, size and type of service with our British locomotive, "Waddon". The three will form the nucleus of a planned international collection of locomotives, cars and artifacts which will afford an interesting contrast to the otherwise predominantly North American decor of our museum.

L'EUROPE AU MUSÉE

Deux locomotives ont été ajoutées à la collection du Musée durant le mois de juillet. La première -- une 0-6-0 à tender séparé -- a été offert par la Société Nationale des Chemins de Fer Français (S.N.C.F.) et représente près de cinq ans de négociations; la seconde est une locomotive-tender 0-6-0 des Chemins de Fer Fédéraux Allemands (Deutsche Bundesbahn). Ces deux locomotives du siècle précédent ont été choisies pour coïncider, par leur âge, leur type et leur affectation, avec "Waddon", notre locomotive britannique. Les trois forment ainsi le noyau d'une collection internationale de locomotives, wagons et documentation qui offrira un intéressant contraste avec l'atmosphère nord-américaine de notre Musée.

EUROPA IM MUSEUM

Unsere Museums Sammlung wurde im Juli durch die Zugang von zwei Lokomotiven bereichert. Eine 0-6-0 Lokomotive mit Tender wurde dem Verein von der Französischen Staatsbahn gestiftet; diese Neuerwerbung ist das Ergebnis von fünfjährigen Verhandlungen. Die zweite Einheit, eine 0-6-0 Tank-Lokomotive, ist eine Stiftung der Deutschen Bundesbahn. Beide Lokomotiven stammen aus Baureihen des XIX Jahrhunderts, und wurden bezüglich Baujahr, Größe und Einsatzfähigkeit so ausgesucht, dass sie mit unser "Waddon" Lokomotive vergleichbar sind. Diese drei Einheiten bilden den Kern für eine in Aussicht genommene internationale Sammlung von Lokomotiven, Eisenbahnwagen und Bildmaterial und werden in belebenden Gegensatz zu dem ansonsten vorherrschenden nordamerikanischen Decor unseres Museums stehen.

SOCIETE NATIONALE DES CHEMINS DE FER FRANCAIS No. 030-C-841

This locomotive was built for the former Chemin de Fer de l'Ouest (Western Railway) in the year 1883, by the renowned Societe Alsacienne de Constructions Mecaniques. Originally No. 2225 of the Ouest system, this engine passed to the Etat (State) system when the Ouest was absorbed by the Etat in 1908; the locomotive was given the number 030-841 at this time. In 1938, when the S.N.C.F. was formed as a nationalization of all the major French railways, the number was altered slightly to 030-C-841, which it continues to carry to the present.

One of the last of an interesting class of mixed traffic locomotives, which once comprised no less than 341 units, our engine has been latterly assigned to the Western Region depot at Chateaubriant, where it is now stored pending removal to Canada. The donation of the locomotive to the museum was arranged through the personal efforts of a good friend, M. Gaston Derou, Chief Engineer of the Paris Metro, who is currently acting as a consultant in the construction of the Montreal rapid transit underground system.

The locomotive, and the railway which it served, have a number of interesting, if indirect, connections with Canada. The Ouest served the old Province of Normandy, whence came the ancestors of most Canadians of French ethnic background. In addition, the railway was largely built by the British contracting firm of Peto, Brassey, Betts and Jackson, who were the principal contractors for the former Grand Trunk Railway of Canada. In fact, the Peto firm built the Ouest to a narrower loading gauge than that obtaining elsewhere in France, a situation which will not be fully remedied by the SNCF until 1968 and which in part explains the remarkable longevity of the 030-C class locomotives, which were built between 1867 and 1885.

A similar unit is being preserved in France as part of the SNCF collection.

SOCIETE NATIONALE DES CHEMINS DE FER FRANÇAIS N° 030-C-841

Cette locomotive a été construite en 1883 pour l'ancienne Compagnie du Chemin de Fer de l'Ouest par le célèbre Société Alsacienne de Constructions Mécaniques. Après avoir été à l'origine le No. 2225 de l'Ouest, la machine passa au réseau de l'Etat quand cette compagnie absorba l'Ouest en 1908; à cette époque la machine reçut le No 030-841. En 1938, lors de la nationalisation des principaux réseaux sous l'égide de la S.N.C.F., son numéro fut légèrement modifié en 030-C-841, que la locomotive porta jusqu'à aujourd'hui.

L'une des dernières survivantes d'une classe de locomotives pour trafic mixte qui ne compte pas moins de 341 unités, notre machine a été affectée à la fin au dépôt de Châteaubriant, région Ouest de la S.N.C.F., où elle est actuellement garée en attendant son départ pour le Canada. Le don de cette machine pour notre Musée a été rendu possible grâce aux bons offices de notre ami M. Gaston Derou, ingénieur en chef du Métropolitain de Paris, et actuellement ingénieur-conseil pour la construction du Métro de Montréal.

La locomotive et la région où elle servit ont de nombreuses attaches -- même si elles sont indirectes -- avec le Canada. En effet, la Compagnie de l'Ouest desservait la province de Normandie, d'où vinrent les ancêtres de nombreux Canadiens-Français. De plus, le Chemin de Fer de l'Ouest fut construit en grande

DEUTSCHE BUNDESBAHN No. 89 7538

An 0-6-0 tank locomotive, this unit has the distinction of possessing the highest road number in the museum collection. Built as recently as 1914 by the Hannoverische Maschinenbau AG, at Hannover-Linden, its basic design goes back to 1878 when the type was introduced by the Royal Prussian Railway administration. No less than 1,345 engines of this type were built between 1878 and 1906 for the Prussian railways, and the design was later borrowed and slightly modified by other German builders for the needs of the smaller state and independent railways of Germany.

Our unit, Hanomag's serial number 7,311, was one of the latter, built for the railways of the Duchy of Brunswick (Braunschweigische Landeseisenbahn). In 1934, it was acquired by the Deutsches Reichsbahn, and following the war was allotted to the Deutsche Bundesbahn. From June 18, 1960 until February 13, 1962, when it was taken out of service and placed in storage, it was assigned to one of the locomotive sheds in Bremen.

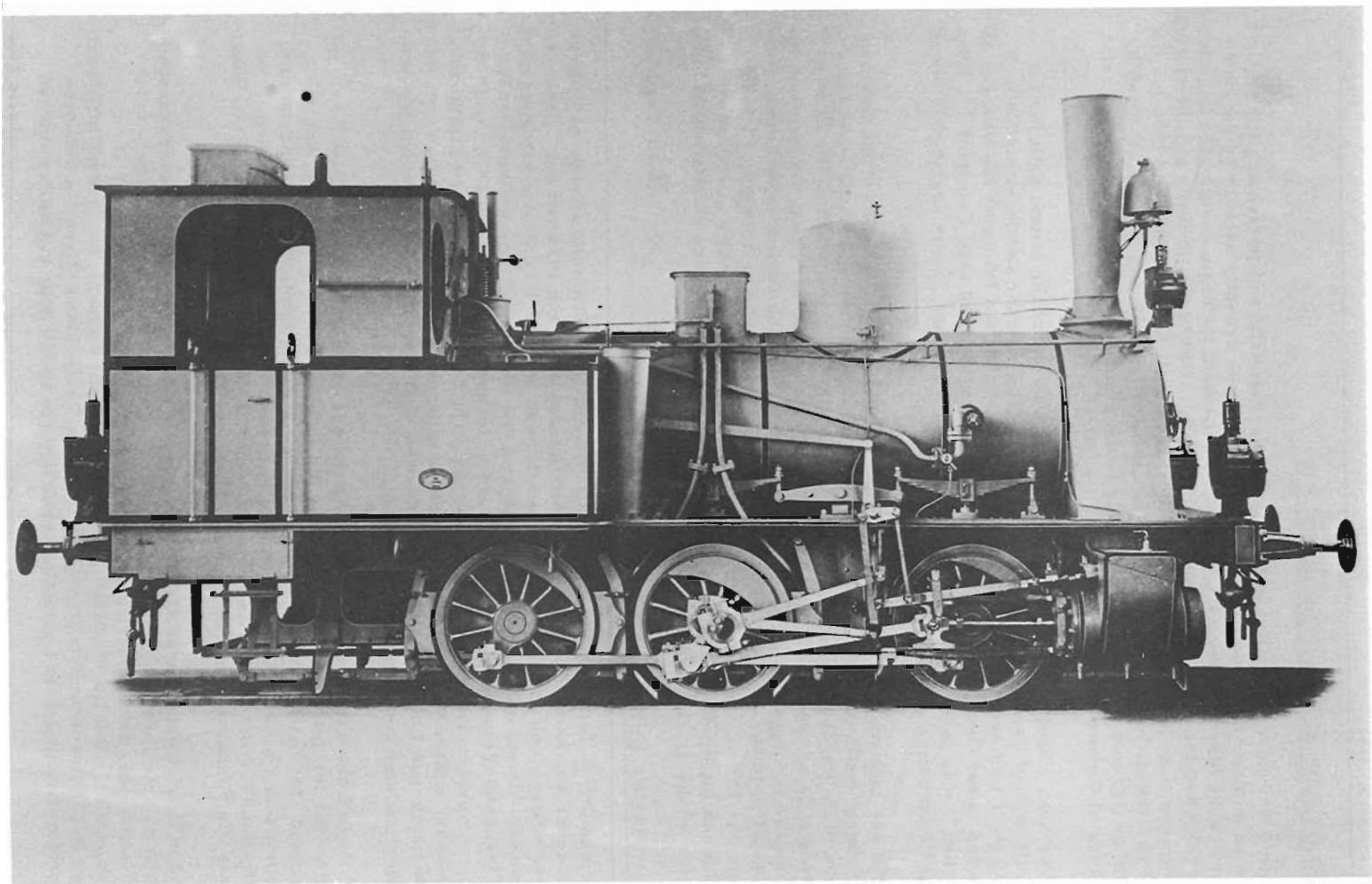
We are informed by Prof. Doctor Heinz M. Oeftering, President of the German Federal Railways, through whose efforts the locomotive was made available to the museum, that, including the original Prussian series, about 1,550 locomotives of this type were built. Used in light branch line services, the type was to be seen throughout Germany, and has even formed the subject of a commercial model in HO scale, put out by several of the manufacturers, notably Fleischmann. The engine has an adaptation of the British Allan valve gear, and, like the French locomotive, obtains its valve motion from eccentrics situated on the outside of the driving wheels.

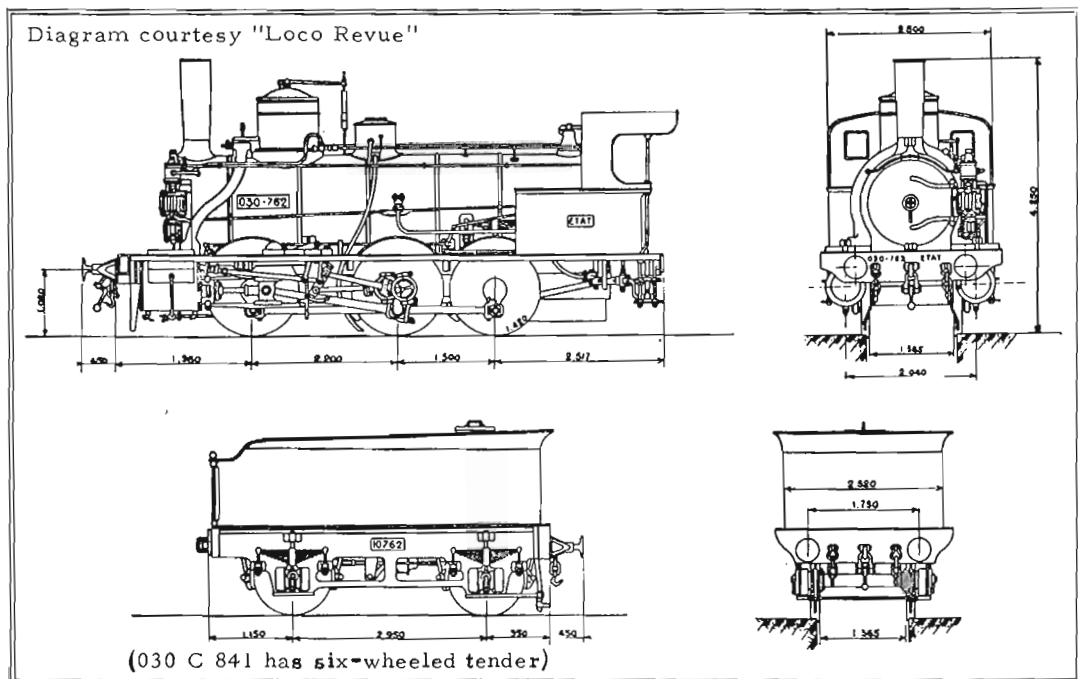
DEUTSCHE BUNDESBAHN Nr. 89 7538

Diese 0-6-0 Tank-Lokomotive hat die höchste Dienstnummer aller Lokomotiven unserer Museums-Sammlung. Sie wurde erst im Jahre 1914 von der "Hannoversche Maschinenbau A.G." in Hannover-Linden gebaut. Ihre Grundauslegung geht zurück bis auf das Jahr 1878, als diese Type von der Königlich-Preussischen Eisenbahn-Verwaltung eingeführt wurde. Insgesamt wurden von 1878 bis 1906 nicht weniger als 1,345 Einheiten dieser Type für die Preussischen Staatsbahnen gebaut; später wurde dieses Baumuster mit geringfügigen Änderungen von anderen deutschen Lokomotiv-Fabriken übernommen und für den Einsatz bei kleinen Staatsbahnen und Privatbahnen gebaut.

Unsere Lokomotive, hergestellt von Hanomag unter der Bau-Nummer 7,311, ist eine der letztgenannten und wurde für die Braunschweigische Landeseisenbahn gebaut. Im Jahre 1934 wurde diese Einheit von der Deutschen Reichsbahn erworben und nach dem Krieg von der Deutschen Bundesbahn übernommen. Vom 18 Juni 1960 bis zum 13 Februar 1962, dem Zeitpunkt der Ausserdienststellung, war die Einheit einem Lokomotiv-Schuppen in Bremen zugeteilt.

Herr Prof. Doktor Heinz M. Oeftering, der Präsident der Deutschen Bundesbahn, dem wir die Zuteilung dieser Lokomotive an unser Museum verdanken, unterrichtete uns, dass einschliesslich der ursprünglichen Preussischen Bauserie insgesamt 1,550 Lokomotiven dieser Type gebaut wurden. Im Einsatz im leichten Nebenstrecken-Betrieb war dies eine in Deutschland allgemein bekannte Lokomotive und wurde selbst als Modell-Type in HO Spur von der deutschen





S.N.C.F. N° 030-C-641

partie par la firme Peto, Brassey, Betts & Jackson qui furent également les contracteurs pour l'ancien Grand Tronc canadien. Il est intéressant de noter que la firme Peto, Brassey, Betts & Jackson construisit le réseau de l'Ouest au gabarit anglais -- plus petit que le gabarit continental en usage dans le reste de la France -- et que la reconversion au gabarit standard entrepris par la S.N.C.F. ne sera entièrement achevé qu'en 1968. Il est possible que ces faits aient joué leur rôle dans le long état de service des locomotives de la classe 030-C.

Une machine similaire est conservée en France dans la collection historique de la S.N.C.F.

D.B. Nr. 89 7538

Spielzeugindustrie übernommen und vornehmlich von der Firma Fleischmann hergestellt.

Die Schiebersteuerung geht auf die englische Allan Steuerung zurück, und wie bei unserer französischen Lokomotive erfolgt die Steuerung von auf der Aussen-seite der Triebräder aufbrachten Exzenter.

LEFT: Builder's photograph of a German locomotive of the Prussian T3 class, similar to DB 89 7538 referred to in text. (Photo from catalogue of Berliner Maschinenbau AG)

Fall Foliage '64



THE ANNUAL FALL FOLIAGE excursions, held this year on the weekend of October 3rd and 4th, were a resounding success. Heading the train and performing its first tasks for CRHA, was Canadian National's newly-overhauled U-2 class 4-8-4 No. 6218, replacing a similar locomotive, No. 6167, which has been retired after four years' service hauling special trains. The changeover from No. 6167 to No. 6218 had been marked, the week previous to the CRHA trips, by the Upper Canada Railway Society of Toronto, who had sponsored a weekend featuring both locomotives doubleheaded on two trains.

Destination of our Saturday trip on October 3rd was a favourite autumn goal for our excursions -- Garneau in the Laurentian foothills. The trip recalled several previous special trains to this place -- or beyond it. The first having been held thirteen years ago using CN unit car 15837, it was followed in the late Fifties with other trips using classic locomotives such as 4-6-4 No. 5702 -- now at Delson -- and then in recent years with 4-8-4 No. 6153, also at the museum. The autumn foliage didn't let us down, either; it was just about at its peak, and many of those passengers who could tear their attention away from the locomotive enjoyed it to the full. The sinuous course of the former Canadian Northern Quebec line could be followed to advantage from the vantage point of the rear car of the train, Canadian National #15097, a mountain observation car and the last of its type still in this condition. The car brought up the rear of the train with dignity, and served as a counter-attraction to the locomotive. With two "poles" of interest, passengers spread themselves fairly evenly throughout the train, rather than crowd themselves into the first two or three cars behind the locomotive, as is usual on rail amateur excursions.

Only two moving picture runs were scheduled on Saturday, due to the distance which had to be covered, the shortness of daylight hours, and the desire of CNR to provide sufficient turnaround time at Garneau, and servicing time at other points en route. Experience showed that the time allowed was more than ample, but if passengers were disappointed by the limited number of runpasts, they were compensated by the fact of the train's return to Montreal on time -- an important consideration for those who have out-of-town connections to make.

The Sunday trip was shorter, but featured more opportunities for photographic activity; five moving picture runs were offered, and the participants evidently had their fill. The route followed was westward from Montreal to Coateau, eastward through Valleyfield to Cantic, then north to St. Johns and Montreal.

All in all, No. 6218 acquitted itself splendidly and made an auspicious debut for us in a role which we hope will endure for many years.

RIGHT: Dramatic night photograph of No. 6218 on its initial charter out of Montreal was made by member James Sandilands.

PAGE 251: This cartoon, executed by another member, Doug Wright, and carried in the entertainment section of the Montreal Star on October 3, 1964, immortalizes the sound-tape fraternity. Readers who are musically-inclined will recognize whistle signal 14-L in notation.





PACIFIC SAFARI 1964 (continued)

of the Cascade Mountains near Snoqualmie Falls. Other equipment is en route to Kimball Creek, including two Shay-g geared locomotives, a CPR wooden official car and a 2-6-6-2 Mallet engine.

Washington State - Rayonier, Incorporated

While in Washington, we also visited "Railroad Camp" north of Aberdeen-Hoquiam. Here, a disabled diesel-electric locomotive had caused the company to put a 2-6-6-2 Mallet engine temporarily in steam on the day of our visit. The locomotive, No. 38, formerly of the Sierra Railroad, went through its paces during our brief stop-over. Four other 2-6-6-2s were noted on the property, at least two of which appeared to be stored serviceable. There was an interesting array of rolling stock in the company yard, including a single-truck rail flanger that appeared to have been made out of the truck from a geared locomotive.

Vancouver - Edmonton

Fred Angus had to leave us to return to Montreal, but the remaining four were driven from Vancouver to Edmonton, via Lake Louise and Jasper, by Doug Yuill of our Rocky Mountain Branch, accompanied by the Branch President, Eric Johnson, who acted as "tour conductor" for the three-day trip.

During a full day's photography in the Fraser and Thompson canyons and the valley of the Illecillewaet, a ceremonial stop was made at Craigellachie, where the Canadian Pacific was completed from sea to sea on November 7, 1885. New views of the historic C.P. route through the Rockies were obtained from the newly-completed Trans-Canada Highway. Most interesting of all was the drive through Rogers Pass, where the Illecillewaet Glacier was found to have retreated almost out of sight, compared to the glistening spectacle it offered from old Glacier Station when the railway was opened three-quarters of a century ago. Many relics of the railway (abandoned in 1916) through the Pass are still to be seen, including masonry bridges and the remains of timber snowsheds.

At Lake Louise, a brief visit was made to the old carhouse of the Lake Louise Tramway, whose $3\frac{1}{2}$ -foot gauge rails can still be seen in the concrete floor. The building, now much dilapidated, is used as a storehouse for old furniture.

The station platform at Jasper is the locale for Canadian National's 4-8-2 No. 6060, resplendent in green livery. A short drive up to Lucerne, B.C., allowed us to explore the few remains of the old Grand Trunk Pacific division point there, now virtually barren.

LEFT: After twenty-seven years' service, the first diesel-electric locomotive ever owned by Canadian Pacific Railway is being retired by its present owners, Marathon Corporation of Canada. This unit, originally CPR No. 7000, is a 660 h.p. switching locomotive, constructed in 1937 by National Steel Car at Hamilton, Ont., employing a diesel engine built by Harland & Wolff of Belfast, Ireland, and British-made electrical equipment. It was put into use in the autumn of that year at Outremont Yard, Montreal, where it was photographed by the late W.G. Cole. Sold in 1943 to Marathon and subsequently re-engined, the 125-ton, 40-foot locomotive has now been offered to the Canadian Railway Museum.

PACIFIC SAFARI 1964 (continued)E d m o n t o n

The Railway Committee members were given a very warm reception by the Rocky Mountain Branch membership during a two-day sojourn in the Alberta capital. Messrs. Johnson and Yuill saw to it that we visited the many points of railway interest, while Mr. Harold Iiaw arranged for us to visit the plant of Premier Steel Mills Limited where our 2-8-0, Northern Alberta Railways No. 73, is being rescued and restored by his committee.

Undoubtedly our most agreeable surprise was the first sight of Edmonton Transit System No. 1, Edmonton's original electric street-car, newly-restored into a completely different vehicle from the abandoned and dilapidated hulk which reposed in the ETS Cromdale yard on my last visit in 1959. Much credit for this accomplishment goes to a dedicated group of CRHA members and ETS employees, under the direction of Mr. John Guay. Our impression after the inspection, based on personal experience in this field, is that the Edmonton group is competent to tackle any restoration in this field.

A special Branch meeting was held in car #1 on September 3rd, at which Ken Chivers described the growth of the Nelson project, which was illustrated by slides. An informal discussion followed, centering around the Branch's proposal to establish a western arm of the Canadian Railway Museum at Edmonton. This could become the repository for much of railway historical value which will become available, from time to time, in the four western provinces.

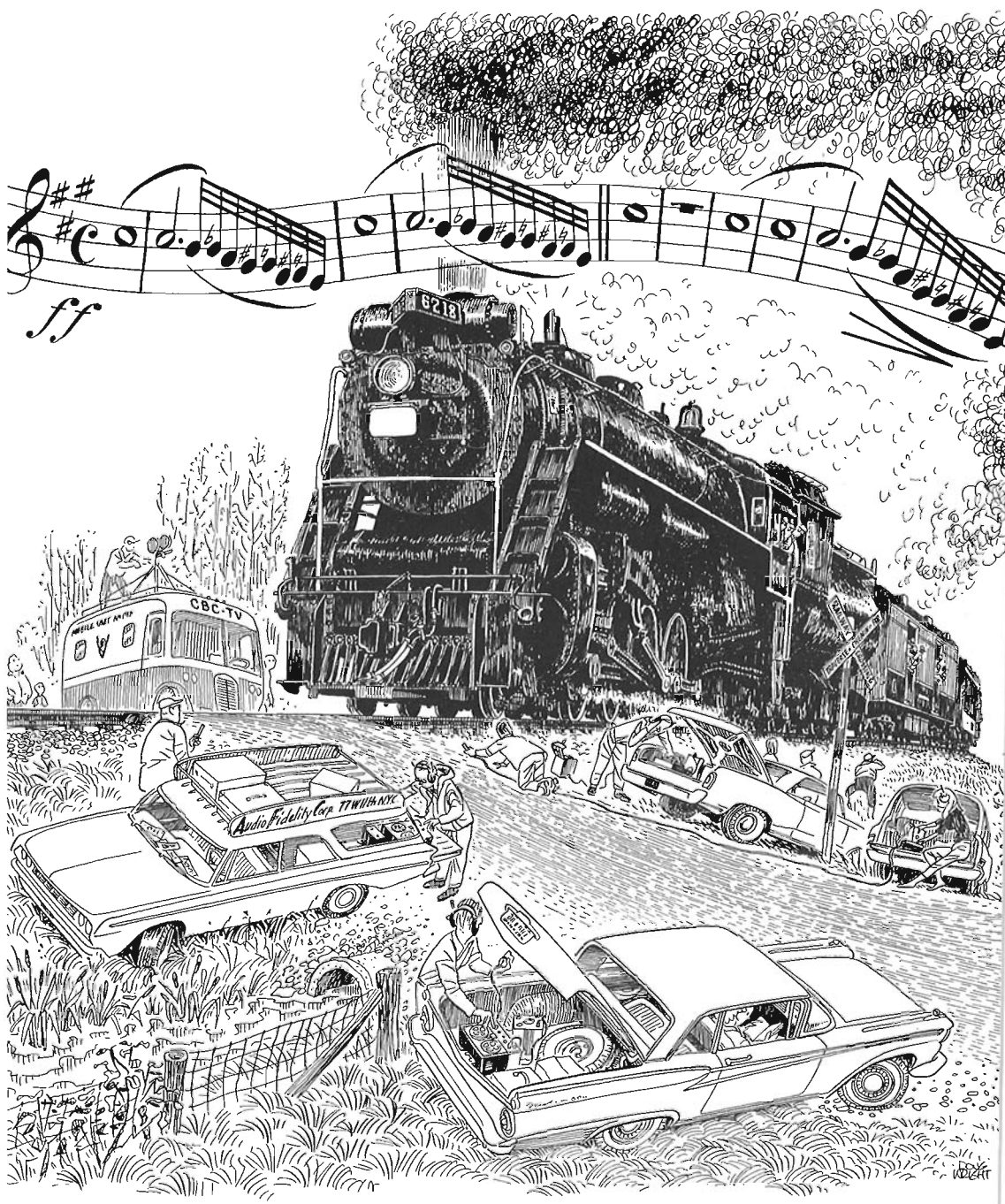
W i n n i p e g

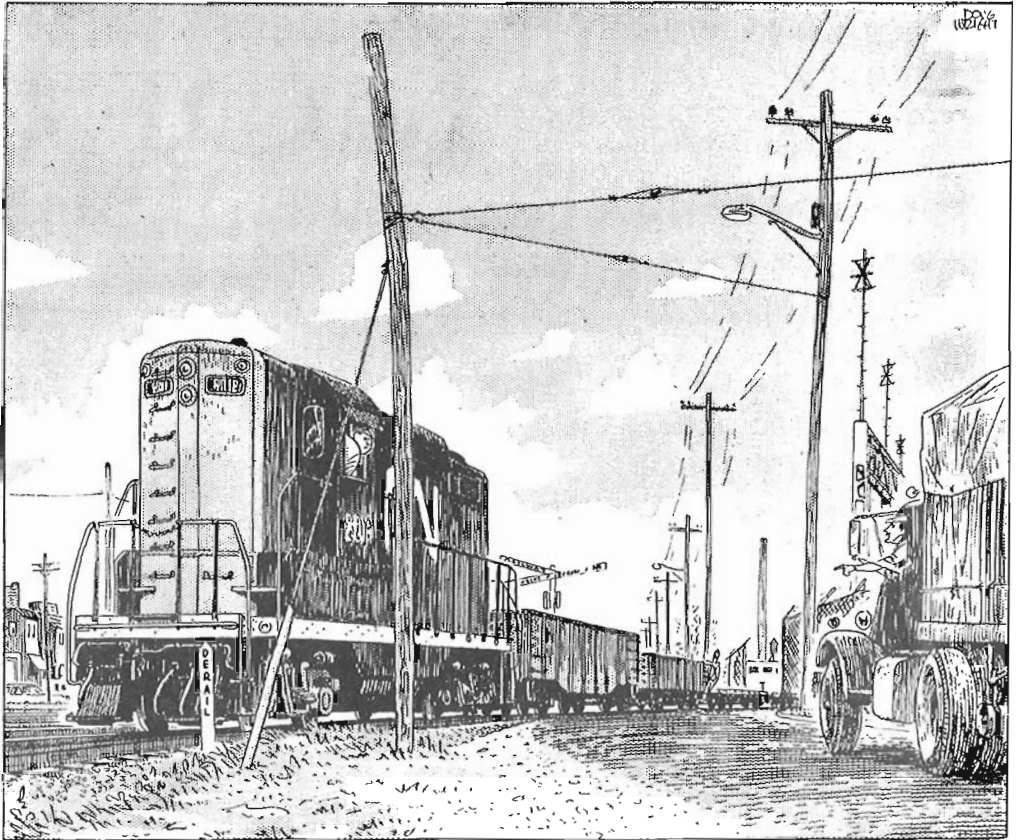
An eighteen-hour run on the Canadian National "Super Continental" brought us to Winnipeg, where a day was spent visiting the facilities of the Greater Winnipeg Water District and its interesting array of rolling stock, followed by a 100-mile drive up to Pointe-du-Bois in Whiteshell Forest Reserve, where our target was, of course, Winnipeg Hydro's 4-4-0 No. 3. This locomotive, ex-Canadian Pacific railway class A-2 No. 84, built in 1882, was noted in storage in the open, coupled to an ancient Pullman-built combination car. The railway also possesses a number of rail-borne busses and trucks.

The thirty-mile rail connection between Pointe-du-Bois and Lac du Bonnet was lifted in the spring of 1963 and the Hydro railway is now isolated, extending only a few miles from Pointe du Bois to the Slave Falls, in connection with the power development there.

R e t u r n

The return to Montreal was made on September 7th. During the trip back, it was noted that Marathon Corporation of Canada at Marathon, Ontario, had evidently retired its diesel-electric locomotive (formerly Canadian Pacific #7000) after more than twenty years' service. This 660-h.p. unit, built in 1937 and sold to Marathon in 1943 after C.P. had begun to take delivery of conventional 1000 h.p. Alco switching locomotives numbered from 7010 onward, originally possessed a Harland & Wolff diesel engine. This unit was replaced in 1951 with a Caterpillar diesel, but the locomotive is otherwise the same as built twenty-seven years ago. It is a possible candidate for Nelson.





"Any time they want to, they can run an electric current through that rail and replace YOU with a few wires and transistors!"

CANADIAN RAILROAD HISTORICAL ASSOCIATION

Established 1932 • Box 22 Station B Montreal 2 Quebec • Incorporated 1941

CANADIAN RAIL: Published eleven times annually by the Publications Committee, Canadian Railroad Historical Association. Subscription included with Associate Membership: \$4.00 annually.

CHAIRMAN, PUBLICATIONS COMMITTEE: David R. Henderson

EDITOR, CANADIAN RAIL:
ASSISTANT EDITOR:
DISTRIBUTION:
COMMITTEE:

Anthony Clegg
 William Pharoah
 John W. Saunders
 Frederick F. Angus
 Hyman Mandel
 Robert Halfyard
 Omer Lavallee
 Lindsay Terreau
 S.S. Worthen
 Michael Leguc

ADVERTISING MANAGER:
MEMBERSHIP SECRETARY:



SUBSCRIBERS!
BEFORE YOU MOVE—WRITE!

At least 5 weeks before you move, send us a letter, a card, or a post-office change-of-address form telling us both your OLD and your NEW addresses.

ASSOCIATION REPRESENTATIVES:

- | | |
|------------------------|--|
| OTTAWA VALLEY: | Kenneth F. Chivers, Apartment 3, 67 Somerset Street West, Ottawa, Ont. |
| PACIFIC COAST: | Peter Cox, 2936 West 28th Avenue, Vancouver 8, B.C. |
| ALGOMA: | William F. Cooksley, 594 McDonald Avenue, Sault Ste. Marie, Ont. |
| SASKATCHEWAN: | J.S. Nicolson, 2306 Arnold Street, Saskatoon, Saskatchewan |
| ROCKY MOUNTAIN: | V.H. Coley, 11243-72 Ave., Edmonton, Alberta |
| FAR EAST: | William D. McKeown, 900 Senriyama (Ouzo), Souita City, Osaka, Japan |
| BRITISH ISLES: | John H. Sanders, 10 Church St., Ampthill, Bedford, England |