



crha

P.O. BOX 22.



News

STATION "B"

Report

MONTREAL 2. QUEBEC

NUMBER 110

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APRIL 1960



DAYS OF STEAM on the "I.B. & O." is recalled by this photograph made on Easter Saturday, April 12th, 1952, of CNR Engine #1223 and train #323 on the point of leaving Bancroft, Ont., for Howland Junction over what was once the Irondale, Bancroft & Ottawa Railway. No. 1223, presently No. 1520, is being held at Stratford for CRHA.

Photograph by O.S.A. Lavallee.

NOTICE OF MEETING :

The April monthly meeting of the Association will be held on Wednesday, April 13th, 1960, in Room 203, Montreal Transportation Commission Building, 159 Craig Street West, at 8:15 PM. Mr. Lavallee will give a talk on locomotives built by the Canadian Pacific Railway, between 1883 and 1944. As usual, guests will be welcome.

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ASSOCIATION NEWS

The Banquet held on March 1st was a social success, with approximately thirty-five members and guests in attendance. It was held in La Salle Canadienne at the Canadian Pacific's Windsor Station; the guest speaker was Mr. Lionel Rathbone, Chairman of the Board of Ahearn & Soper Company Limited, who addressed the gathering with reminiscences of his sixty-five year career with Canada's pioneer electric railway firm. Mr. Rathbone was introduced by our member Mr. Warren Y. Soper, grandson of his namesake who was co-founder of the firm. He was thanked by Mr. Leonard Seton, Q.C. The President acted as Master of Ceremonies. Others at the head table included our Honorary President, Mr. Donald Angus, Mr. S. F. Dingle, vice-president, Canadian National Railways, and CRHA vice-president Mr. S.S. Worthen.

MEMBERSHIP

The following persons were accepted for regular membership in the Association at the regular March meeting, which was held on March 9th:

Mr. Edward Blake.  
Mr. Rowan Coleman (absent)  
Mr. C.E. Redfern  
Dr. R. Vance Ward (absent)

The following persons were accepted for junior membership in the Association:

Mr. Jack Allen  
Mr. Michael Bould  
Mr. Glenn Cartwright  
Mr. David Collins,  
Mr. William Scott

The following persons were proposed, for the first time, for regular membership in the Association:

Mr. John Hutton

Mr. Arthur L. Martin

The following person, was proposed, for the first time, for junior membership in the Association:

Mr. Andrew G. Martin

LAPPEL PINS

The Association has lapel pins for sale; they are made of sterling silver and attractively finished in blue enamel. They may be obtained for \$2.00 by writing to the Association, marking the envelope "Lapel Pins", or those resident in the Montreal area may telephone one of the members of the Membership Committee, whose names and telephone numbers appear in the block below.

VOLUNTEER REQUIRED

Response to the Membership Committee's appeal for assistance in our last issue was, we regret to say, nil. Thus, it is still not too late to offer your services, Mr. Stephen Cheasley and his Committee will be very glad to hear from you.

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CANADIAN RAILROAD HISTORICAL  
ASSOCIATION

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News Report No. 110

April, 1960.

Editorial Address: P.O. Box 22,

Station "B", Montreal 2, Canada.

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..... David R. Henderson

..... Paul R. McGee

..... Lorne C. Perry

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MEMBERSHIP COMMITTEE

Stephen Cheasley, Chairman, HU.4-6262

Paul R. McGee,

HU.6-1498

THE INTERPROVINCIAL

The profit from our successful 1959 trip schedule is being well-expended this spring on the repair of our rolling stock. As we mentioned last month, M&SC car No. 611 is the chief recipient of attention and will shortly be ready for painting.

Jobs on tap for the late spring and early summer include repainting "Saskatchewan" on the exterior. While it is intended to refinish the exterior of this car in natural varnished wood eventually, it is not anticipated that this can be undertaken for a few years yet, consequently the repainting will be done in the Canadian Pacific's standard tuscan red. Another job which is awaiting fine weather is repair and repainting of Ottawa car #696, which was the victim of vandalism while stored at Hull, Que., last year. No. 696 requires new window glass, considerable interior repair, and repainting. This will be started following the painting of the "Saskatchewan". Both cars are stored at Lachine, the private car in the yard of the Dominion Bridge Company, while No. 696 is the temporary guest of Canadian Allis-Chalmers Limited.

TRIP COMMITTEE

Once the Easter weekend two-trips schedule is out of the way, notice of which was given in last month's News Report, and details of which can still be obtained from

the Trip Committee, a full programme of trips for 1960 is to be undertaken.

On June 4th and 5th, the Upper Canada Railway Society will sponsor an enthusiasts' weekend in Toronto featuring a trolley tour of TTC lines on the Saturday, and a steam trip to Port McNicoll, Ont., on the Sunday using a Canadian Pacific 4-6-4 of the 2800 class. Details and circular will be carried as soon as UCRS supply us.

Also under consideration is a weekend, possibly in July, marking the final, official and ceremonial end of Steam on Canadian National Railways, after 124 years of use on the CNR and on its predecessors. It is hoped that details will be available with the May News Report.

Plans for the fall are still undetermined in detail, but the usual Fall Foliage fixture of October 1st and 2nd will prevail, steam or diesel, or both. Also in the planning stage is a 75th Anniversary of the Driving of the Last Spike completing the CPR, which occurred at Craigellachie, BC on November 7th, 1885. This one will just have to be steam! Obviously, we can not go to B.C. much as we'd like to, but a suitable spot will be found in which to drive a commemorative last spike. Dust off your beaver hats, gentlemen! As Sir William Van Horne aptly remarked, ----- "anybody who wants to attend will have to pay full fare".

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... A FOND FAREWELL TO THE "I.B. & O."

--- by Omer S.A. Lavallee

DURING THE MONTH of March, the picturesque railway line through the Haliburton Highlands of Ontario which was known far and wide, to natives and visitors alike as the "I.B. & O.", was abandoned. Officially, this was the Irondale Subdivision of Canadian National Railways, but it was known throughout its career by the initials of the independent company which was responsible for its construction in the late Nineteenth Century, the Irondale, Bancroft & Ottawa Railway Company. Irondale was on the line, Bancroft just a few miles off it, but, like many similar ambitiously-planned projects whose names reflected aspirations instead of accomplishments, the I.B. & O. never reached Ottawa.

I made only one trip over the I.B. & O.; it was a railway reached only with difficulty from Montreal, especially for a weekend trip, but unlike the bitter last days of once-a-week service, the I.B. & O. had seen better services in comparatively recent years. Thus it was, that on Easter weekend, 1952, the author, in the company of three other CRHA stalwarts, Anthony Clegg, Ken Chivers and Forster Kemp, made the I. B. & O. our goal.



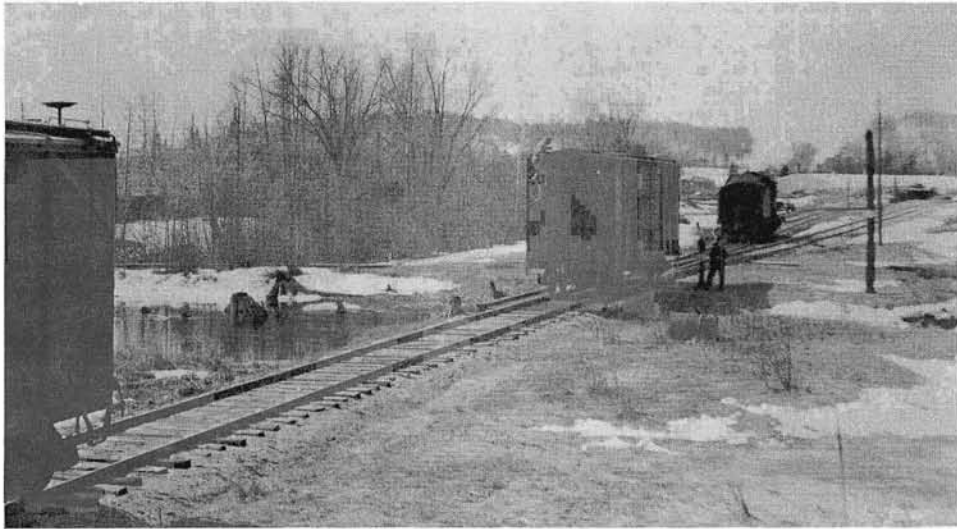
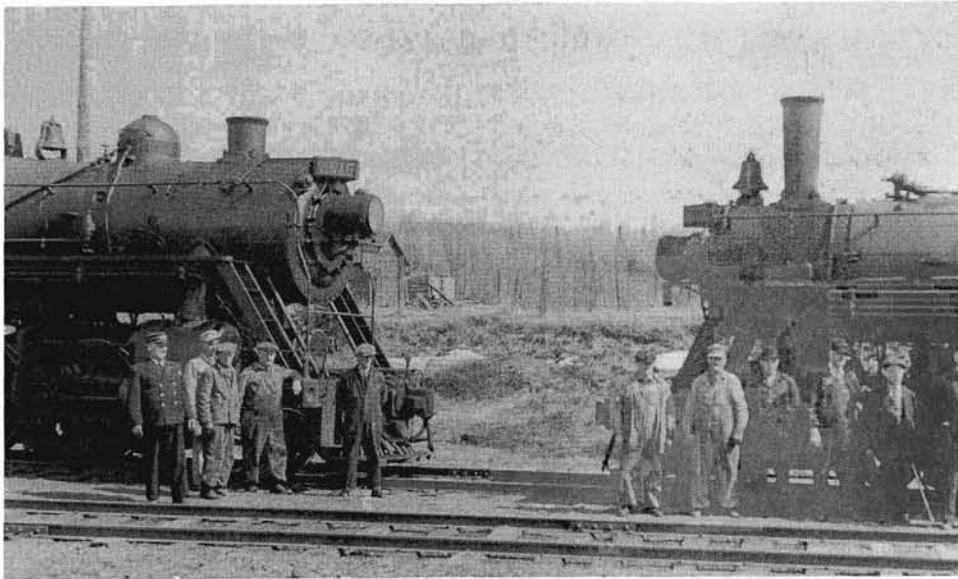
We left Montreal on CP #21 for Trenton. Since arrival at this Lake Ontario town was made in the wee hours of the morning, we spurned the sleeping car for once, and joined the vulgar mob in the coaches which, since it was Easter and the great exodus from Montreal to Toronto was taking place, were none of the best. As a matter of fact, they were colonist cars and we spent the night in an acutely upright position. I slept fitfully, while friend Clegg entertained Mr. Chivers with anecdotes, which seemed to get funnier as the night wore on. Clegg, incidentally, is famous for this, so that when 4:00 AM rolled around and Trenton came in sight, he was in spasms of laughter, while the rest of us pondered upon the justice of a cruel world or schedule which would thus precipitate passengers upon a cold platform in the chilly pre-dawn of a Canadian spring. Sometime during the night, around Parham or Lonsdale, we had passed the several sections of No.22 which was taking the equally-great Toronto-Montreal exodus on their way. Thanks also to a diabolical system of sorting passengers according to origin and destination, whose only apparent advantage is to drive rail passengers over to the busses or the airlines, Chivers, Clegg and I rode in the uncomfortable and crowded colonist car, merely because we had embarked at Windsor Station in Montreal. Kemp, on the other hand, who had scrambled aboard at Montreal West found himself in almost sole possession of a streamlined, air-conditioned coach, in which he slept peacefully and without interruption until Trenton (-- as Kemp would).

We took several walks around Trenton, had breakfast two or three times in an all-night restaurant (in Trenton!) and with the light of day came a switcher, No. 7222, which entertained us until the mixed was ready to leave for Bancroft about 8:00 AM. This train had 4-6-0 No.1406 on the head end, and a leisurely Good Friday was spent going north through the scenery which our May 1959 trip traversed, from Trenton to Bancroft, via Anson, Marmora, Bannockburn, Ormsby Jct., and Detlor. Upon arrival at Bancroft, we repaired to the enginehouse before finding our lodgings at the hotel, to determine what the I.B. & O. line power would be on the morrow. Alas, the enginehouse was locked up, and though a tantalizing wisp of smoke rose from the smokejack, no nook or cranny enabled us to see what it contained. In those delicious pre-diesel days, our greatest worry was that it would turn out to be an E-10 class 2-6-0, rather than the 1200 series 4-6-0 which was the real goal of our trip.

PHOTOGRAPHS: The inserted photo page shows a few typical I.B. & O. scenes taken during the visit referred to; in this story. The top shows the eastbound and westbound engines at Howland, CN #2516 and #1223, where the opposing trains exchanged engines. Centre photo shows engine #1223 "dropping" a car at Wilberforce, Ont., while the lower picture illustrates the elevated station at Baptiste, Ont., The cover picture was made at Bancroft prior to the departure of train #323. --- all photographs by the author.

Our experience of the night before was conducive to good sleep in the Bancroft inn, and bright and early on Easter Saturday, breakfast under our belts, we were back down at the CNR station, watching No.1406 make up its train for the return to Trenton. Back at the enginehouse, we appeared just in time to see the doors opened to reveal No. 1223, the engine we were after, a very nice, light little ex-Canadian Northern 4-6-0, which was to take train #323 to Howland and Lindsay.

Just about this time, we acquainted ourselves with the crew, which was headed



on this day by a most friendly man, Conductor Burn, while the engineer, Mr. Thompson, handled No. 1223 as if he was hauling the International Limited. Before leaving, Conductor Burn asked us if we had our lunches, and upon assuring him that our interest in his line would carry us through, rationless, to Lindsay, we were told that we could have lunch en route, at \$1 per person, an arrangement which surprised us rather pleasantly. After asking the same question of the other passengers, he went back into the office and the Agent at Bancroft sent a telegram to the lunch-stop, wherever it might be.

Leaving time came and No. 1223, coupled to a baggage-car and a coach, both wooden equipment, gave a smart push and started backing the train to the wye at York River, a few miles north of Bancroft. Bancroft itself is situated on what was once the Central Ontario Railway, and the L.B. & O., when completed, joined the C. O.R. at York River, and used the latter's tracks into Bancroft. At York River, there was a pause, briefly, while Conductor Burn went into the 3x3' (literally!) station to register his train, then backing up to the north wye switch, we started running in conventional direction, westward along the York River on the fringe of the Haliburton Highlands.

At Baptiste, we paused briefly while passengers disembarked at the picturesque station, which is situated on a bank about fifteen feet above the track. It is reached from the platform by stairs! After skirting Baptiste Lake, the train started its steep ascent to Highland Grove and Mumford. The latter place is at 1,346 feet above sea level, the highest point on the line. At each of these places, local work was done, wayfreight loaded and unloaded and the occasional passenger picked up or set down. The speed of the train was not high -- perhaps 20 m.p.h. at top, as we weaved and twisted through the rocky countryside on 56-lb. British steel, product of the world-renowned mills at Sheffield in the 1880s.

Kemp had pre-empted the smoking compartment in the coach as a sort of map-room. The other three of us sat in the body of the car, and when we felt the need for orientation, we went in and consulted our navigator who would inform us learnedly of the name of the river just crossed, or the lake which we were approaching. (This was before Forster started taking pictures!) Kemp even showed up the brakeman who, in a congenial sort of way was naming the lakes for us when he was informed imperiously by our navigator (who had never been over the line before, but was placing all faith in the topographical maps) that this was not Dog Lake -- No indeed, it was Cat Lake, or some such place. The railwayman, abashed, withdrew, and was not seen again. (Those of my readers who have been "demolished" from full height by the imperishable memory of brother Kemp, will appreciate how the trainman must have felt.)

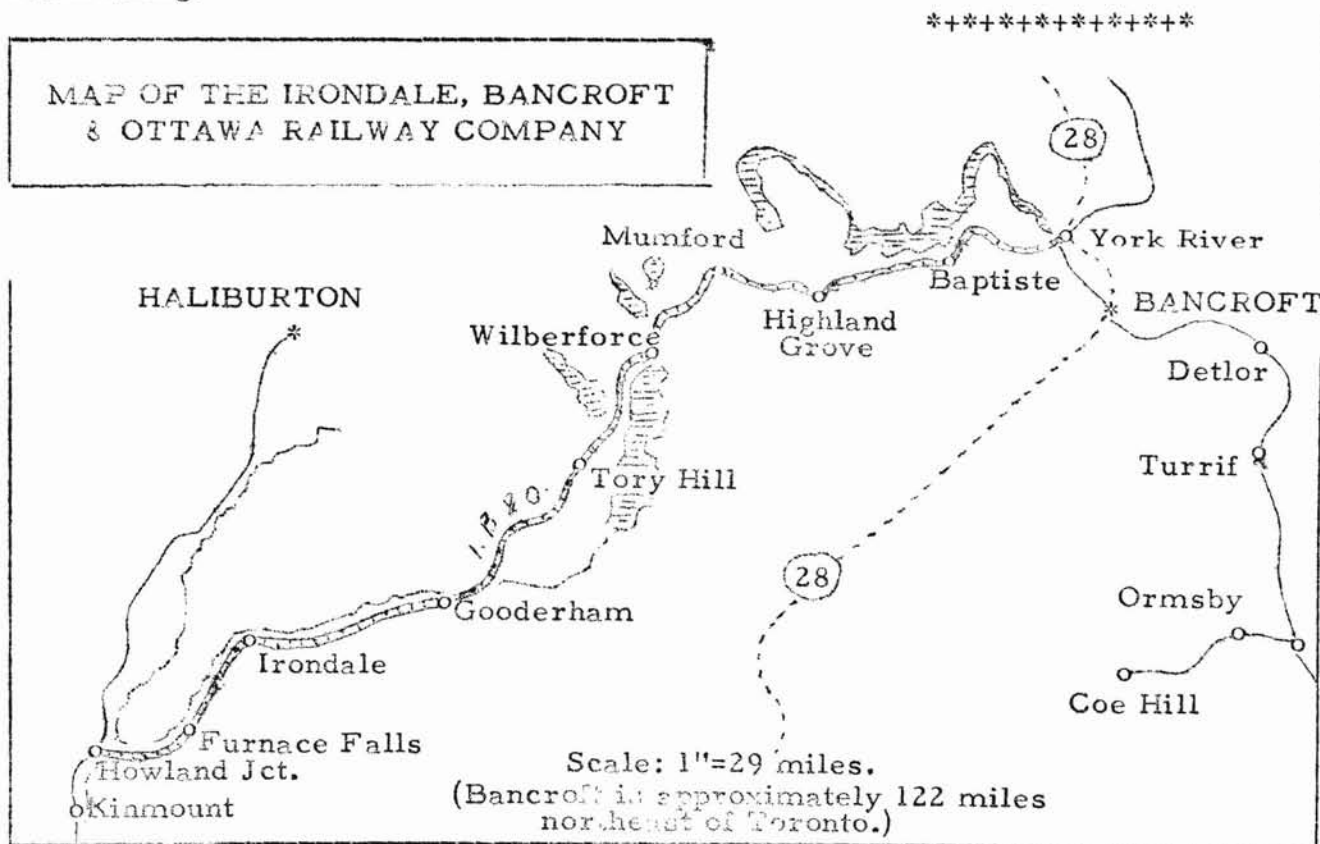
About this time, No. 1223 was getting thirsty, and we shortly pulled up to the station at Gooderham, a pleasant hamlet which was the spot at which the gastronomic needs of both the engine and the passengers would be looked to. All of us, crew and passengers, descended and repaired into the station to find that a lady, who was in some manner or means connected with the railway, had turned the waiting room into a pleasant, but regrettably unadvertised, dining room. Meanwhile the fireman had connected No. 1223 to one end of a water siphon, and in the ensuing twenty-seven minutes, while the engine watered itself, the rest of us, passengers, crew and all attacked a very nice lunch of roast beef, all for the modest fee of \$1.

Typically, the engine crew sat in one corner, the train crew in the other, while the passengers distributed themselves about the other neat tables.

Just as we were finishing dessert, the tender of No.1223 was seen to overflow, and the crew opined that it was time to get going! Ah, the charm of the siphon-water stop, where time is not a consideration and leisure is paramount. We climbed aboard, fully and satisfactorily stuffed, while train #323 resumed its way down the valley of the Burnt River. We had no trouble regaining schedule; Irondale and Furnace Falls were left far behind, as we proceeded with a will to our meet with the opposing train at Howland.

Our haste was in vain. Howland was devoid of other signs of life upon our arrival. We were informed that our engine was exchanged with the other train at this point, since the other engine was too heavy for the I.B. & O. We bent to the task of turning No.1223 on the "armstrong" turntable, and had just completed this task when the other train arrived with 2-8-0 No. 2516 at its head end. We turned this engine too, then the engines exchanged trains. We bade a fond au revoir to the crew but not before the two engines were brought face to face for a photograph with the respective crews.

As we departed southward from Howland, smoke in the Burnt River valley told us of the progress of No.1223 back to Bancroft, over the "I.B. & O.", a brave little railway whose name will remain inscribed forever in the annals of Canadian railroading.



**\*\*TWO NEW CRHA PUBLICATIONS** will be released on the Easter excursion weekend, aboard our special trains. You'll want both of them for your railway library. News Report readers will have all details with the May issue. \*\*\*\*



## O B S E R V A T I O N S

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 A department of notes and  
 news, by Anthony Clegg.

PACIFIC NORTHERN RAILWAY -- During the past month, more detailed information has been released on the proposed route of the Wenner-Gren railway into northern British Columbia, construction of which is expected to commence in July of this year. Basically, it

is the more westerly route of the two possible schemes as shown on Map "A", page S-11, March issue, except for the most southern 75 miles or so. According to an announcement by Einar Gunderson, a director of the Wenner-Gren company, the rail line will commence at Summit Lake near Prince George, connecting with the Pacific Great Eastern Railway at that point. It will proceed northwesterly, roughly parallelling the CNR's Nechako, Telkwa and Bulkley Subdivisions but some fifty miles to the north; north of New Hazelton, it will meet the western line shown as a possible route on Map "A", page S-11, and veer northwards toward Yukon and Alaska. Estimates place the cost of the 700-mile project at \$105 million.

According to Vancouver newspapers, Mr. Gordon of the C.N.R. is reported to have offered Premier Bennett of B.C., the use of the National's line from Prince George to Hazelton in order to eliminate the need for constructing about 250 miles of parallel line at a cost of some \$30 million. Detailed conditions of the offer have not been disclosed, but it is believed to include rental of running rights over the C.N.R. line, which is now not used to anything like full capacity. It is reported that Mr. Bennett has declined the offer. The company is in the process of being incorporated and will be a reality by the end of March. The incorporation is in the name of the "Pacific Northern Railway Company".

- ★ During the past few weeks, the Canadian National has chopped two more trains from its passenger service timetables, the run between Montreal, Nicolet and Victoriaville. This was the line served by the noted "Shad Flyer" during steam days (see News Report No.84, December 1957) and an erstwhile Railiner run. February 27th, Saturday, was the last day of service.

The loss of these trains reduces weekday passenger service between Montreal and St.Lambert to three trains in each direction, compared with ten southward and thirteen northward trains in 1939. (not counting the twenty-minute service formerly provided by the Montreal & Southern Counties electric railway.)

- ★ Another new rail line is in prospect for northern Quebec. Mattagami Mines Limited have announced plans to set up a zinc mining project in the Lake Mattagami area, about 90 miles north of Amos, Que. It is proposed to establish a townsite and ore concentrating plant near the mine, which will be connected by road to Amos, and by rail to the Barraute-Chibougamau line of the C.N.R. near Kiask Falls or Val Piche, Que.
- ★ Briefs presented to the Royal Commission on Coal by the CPR and the CNR reflect the fast-diminishing use of coal. Both lines predicted the disappearance of all locomotive coal by the end of the current year. Only 60,400 tons of Nova Scotia coal were sold to Canadian railways in 1959, compared to 1,190,000 tons in 1950.



- ★ The National Capital Commission of Ottawa plans to spend \$2 million in the 1960-61 federal fiscal year as a start on the five-year \$12,000,000 railway re-location and new union station project. The expenditure will cover necessary railway relocation work to make certain that construction of the Queensway will not be held up in any way, particularly in its Bank Street railway yard section.
- ★ Dieselization is coming to the Sydney & Louisburg Railway Company, one of the last railways in North America to operate steam locomotives exclusively. The company, a subsidiary of Dominion Steel & Coal Corporation, has announced that it will purchase four diesel locomotives within the next few months. A company spokesman said "The move is unavoidable as we no longer are able to obtain sufficient parts for a steam locomotive."
- ★ The Great Northern Railway will abandon its two evening trains linking Vancouver and Seattle at the end of the month, because of a shortage of passengers and loss of internal U.S. mail business to motor transport. The morning and mid-day trains on the International streamliner route will continue to operate.
- ★ The Pennsylvania Railroad has joined the Reading Company in asking Pennsylvania state authorities to boost commuter fares by twenty-five percent on lines serving Philadelphia and the New York Central Railroad seeks a one dollar per ticket increase on 26-ride tickets. The latter part of this news item is interesting in that it seems to indicate a departure from the "cents per mile" philosophy of pricing commuter services. While it is a fact that it costs a little more to transport a commuter twenty miles than to carry him ten miles, it is by no means double the cost -- for interest and depreciation on equipment, yard and terminal costs, etc. are almost as great for the short-haul rider at peak periods as for those whom the trains carry to the end of the run.
- ★ Not reported as an item of news, but merely as a matter of rumour and speculation: due to the determined efforts of the Boston and Maine RR to rid themselves of all non-RDC passenger service, the Canadian National - Central Vermont system and the New Haven Railroad are considering a plan to route the through Montreal to New York trains via the CV's Southern Division through Norwich and New London, Conn. This would give the CV a much larger proportion of the rates, while not reducing the NYNH&H's mileage. Regular passenger service on the Central Vermont's Southern Division has not been operated since the World War II years, when a gas-electric car provided the local runs.

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CORRECTIONS - Page S-4. Historians should not put too much faith in the first item on this page of the February issue. While the announcement is still the official word from the CPR, steam locomotives have been seen operating in the Toronto area since the beginning of the year.

Page S-11. (Map of new railway lines in Alberta and Quebec). The map was originally drawn to a scale of 1" - 100 miles, but the reduction necessary to include it on our 8½x11" paper reduced the scale to 200 miles to the inch. If you keep your News Reports for future reference, please correct this error.  
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★ Opposition appears to be growing in western Canada as a result of the CPR's announced intention to discontinue the Portage-la-Prairie - Saskatoon - Wetaskiwin passenger run, trains 41 and 42. W.O. Smythe, a Wilkie lawyer who represented several central Saskatchewan towns at the Board's hearings on the application, said that he will make representations through his member of parliament to the Federal Cabinet, asking them to suspend an order of the Board of Transport Commissioners allowing CPR to halt the passenger and express service. The City of Saskatoon will urge the CPR to re-route one of the CPR's transcontinental passenger trains from the main line to the company's line between Portage-la-Prairie, Man., and Wetaskiwin, Alta.

The Board order permitting the railway to drop the two trains is effective April 24th or 45 days after the CPR has posted notice at all stations on the line.

★ The German-built diesel locomotives ordered by two railways in the United States -- (reported in News Report No.107) -- will be going into service on the Rio Grande and Southern Pacific lines.

★ A plan to merge the Minneapolis, St. Paul & Sault Ste. Marie (the "Soo Line"), the Wisconsin Central, and the Duluth, South Shore & Atlantic railroads has been approved by directors of the lines involved and now awaits ratification by shareholders and the I.C.C. The new, 4800-mile railway would be known as the Soo Line Railway Company, in which the Canadian Pacific would have a majority of stock. CPR controls all three lines at present, and owns the DSS&A outright. Purpose of the merger would be an estimated annual saving of one and a quarter million dollars.

★ On March 5th, Soo Line trains 7 and 8, running between Minneapolis and St. Paul, and Sault Ste. Marie, Michigan, were discontinued, thus ending passenger connections by rail between the United States and Canada via the Soo. CPR still operates passenger service from the Ontario side to the CPR main line at Sudbury.

★ In May, 1959, the Board of Transport Commissioners ordered the Canadian railways to place reflective markings on all new boxcars purchased and on an equal number of older cars when overhauled. During the latter part of the year, the CPR marked 3,000 cars while the CNR marked 696. The Board has now ordered that during 1960, each road must mark 3,000 units, new or old.

★ The sale of Empire Freightways, Limited, to the Canadian National Railways was neither confirmed nor denied by J.F. Fraser, president of the trucking company, at a press interview recently. The CPR already has a substantial interest in trucking firms across Canada. Now it appears that the CNR also, out of self-defence is getting into the highway transport business. The CNR has confirmed, however, that it has its sights set on purchasing Midland Superior Express Company Limited, of Calgary, as well as other trucking companies in western Canada.

★ A new signal system — and one believed to be unique for railway use — is now in operation on the Canadian National line across Victoria Bridge. Due to the reconstruction and replacement of several spans of this mile-long bridge, it was necessary to place

heavy steel girders between the two tracks on the bridge, limiting clearances to only nine inches. Three-quarters of a foot is a tight clearance at the best of times, nine inches from a temporary-placed steel girder on a main artery like Victoria Bridge borders on the precarious. But that was all the space available. So to forestall any unfortunate incident under the circumstances, special signs have been installed activated by electric eyes placed on the bridge at the new clearance limits and beamed upwards. Any object extending beyond the 9" limit automatically cuts the beam and trips the special signals. These consist of neon signs, spelling out the word S T O P, which light up when activated by one of the detecting instruments. If this happens, the despatcher and signal maintainers are alerted and the train must be completely inspected before the illuminated STOP signs may be passed. It has happened once or twice; a bad-order car with bulging sides has tripped the mechanism at least once, while on another occasion a fireman's arm extending beyond the cab window has thrown the precautionary system into effect.

One set of the electric eye detectors are placed on both sides of both tracks at both ends of the bridge, while another set are placed closer to the work area. The neon signs are placed at very frequent intervals across the Bridge, signalling both east and west tracks in either direction.

- \* A new design of rail car, the Alcan Tank Hooper Car, has been ordered by two Canadian railways, the Canadian National Railways and the Roberval-Saguenay Railway. The design of this aluminum car was developed by Aluminum Company of Canada Limited engineers working with the mechanical and research departments of the CNR. The prototype cars, looking somewhat like a gigantic sausage wrapped in foil, will be operated in their unpainted condition. They will be able to carry ten tons more payload than existing standard hopper cars, will be easier to unload and with few exceptions, will be suitable for all products now handled in covered hoppers.

They will, in addition, be suitable for certain special loadings for which protective linings are required in conventional cars. Specifications of the Alcan Tank-Hopper car are as follows: gross weight, 210,000 lbs; light weight 31,000 (compared with 51,000 lbs for the equivalent in a steel car); capacity 179,000 lbs.; cubic capacity 3,000 cu. ft.

- \* The Canadian Pacific Railway has ordered 300 70-ton flatcars, 53 feet six inches in length, 100 of them equipped with end bulkheads. The order for this rolling stock has been placed with Dominion Steel & Coal Corporation, Trenton, Nova Scotia.
- \* Interesting Canadian railway statistics from the Ontario Government's brief to the Royal Commission on Transportation:

Revenue Freight per head of population -	(1918)	15.72 tons.
	(1943)	15.01 "
	(1958)	10.20 "

Passengers per head of population -	(1913)	6.14 passengers
	(1958)	1.25 "



- ★ Britain -- birthplace of the first steam locomotive -- has turned out its last "iron horse". Appropriately named "Evening Star", the engine pulled out of the Western Region's locomotive shops at Swindon on March 18th, near the building which houses "North Star", one of the earliest Great Western engines dating back 120 years.
- ★ The engine, No.92220, a Class "F" 2-10-0, is to be assigned to the Western Region, B.R. During the course of ceremonies marking the delivery of this engine, an official promised that No. 92220 would never face the scrap-yard. As it was being placed in service, the engine had already been earmarked for preservation in one of the several British railway museums. No.92220 is the last of thousands upon thousands of steam locomotives which have operated over the railways of Britain, starting at the beginning of the Nineteenth Century when Trevithick introduced the first successful railway steam locomotive at Pen-y-daran, Cornwall. In comparatively recent years, some 20,000 steam locomotives were at work on the railways of Britain, but these have dwindled to a present-day figure given as 14,231 steam locomotives. There are 484 main-line diesels. In three years, the steam locomotive figure will have been halved to 7,000. To replace the steam locomotives, British Railways have embarked on an extensive dieselization and electrification plan, and twenty years from now there will be only diesels and electric trains in operation. By 1980, "Evening Star" will have taken its place in history, beside "North Star" and other famous locomotives in Britain's railway museums.
- ★ In June of this year, the railways of the Union of South Africa will celebrate their centenary, one hundred years having elapsed since the opening of the first two-mile section of the Natal Railway Company Limited. This railway was authorized in 1859, and the initial section, between Durban and the Point, opened on June 26th 1860. Simultaneously, a longer railway in the then-neighbouring colony of Cape of Good Hope was in the course of construction; this was the Cape Town, Wellington & Docks Railway Company Limited extending 57 miles from Cape Town to Wellington. The C.T.W.& D.Ry. opened in 1862, formed the nucleus of the Cape Government Railways in 1873, while the Natal line was taken over by the Natal Government in 1877. Railway extensions went on rapidly and in 1897, the first link was opened with Rhodesia when the railway from Cape Town through to Bulawayo was completed. Upon the union of the colonies of the Cape, Natal, Transvaal and Orange River in 1910, the present South African Railways & Harbours system was formed.
- ★ The possibility that a tunnel will be constructed under the English Channel from England to France is reported once again to be quite strong in England. The British Cabinet is awaiting the report of a study group on this project, the Government having indicated its approval, in principle, of such a tunnel. The tunnel presently envisioned would be limited to rail traffic, and is expected to cost some £100,000,000. It is thought that much of the traffic will be "piggyback" trucks and automobiles, as well as passengers. Railway interchange goods traffic between England and the Continent is also increasing. This traffic is presently subject to the vagaries of the weather, especially in winter, while a tunnel would eliminate this factor and permit of a high density of traffic on a year-round basis.

★ TORONTO DEVELOPMENTS - The City of Toronto is to be given a 6200 series Northern Type steam locomotive by the Canadian National Railways. The railway will give and pay all costs of moving the 350-ton, 100-foot locomotive to the site selected by the City authorities. The Upper Canada Railway Society has offered to keep the locomotive clean, while the Young Men's Canadian Club may pay part of the cost of mounting it. Many sites have been considered by the municipal officials, but it now appears that the most likely location will be on a floodlit stretch of track laid down at the C.N. Exhibition Grounds near the Stanley Barracks. Locomotive 6213, class U-2-g, built by Montreal Locomotive Works in August, 1942, has been selected by a committee of the Upper Canada Railway Society headed by Mr. Jim Brown, on behalf of the Toronto Board of Control.

★ Now, after many meetings and much bickering, it appears that construction of the National Railways' new Toronto by-pass line has been given the clear signal. The proposed twenty-five mile line through Pickering, Markham and Vaughan Townships, plans for which were announced early in 1959, has since been bogged down by a series of claims and counter-claims, and numerous alternative schemes were advanced by those who opposed the original layout. It would seem, however, that there are no major differences between the scheme as originally publicized and that recently approved by the Metropolitan Planning Board.

The new railway line (described in the News Report for April 1959) will leave the present Oshawa Subdivision of the CNR near Pickering, Ont., swing northwest through Dunbarton, pass by Thornhill and Woodbridge, and join the System's Brampton Subdivision between Malton and Brampton. Just west of the point where the new line will cross the Newmarket Subdivision, a new and modern freight classification yard will be constructed. A more northerly alternative plan for the railway between Pickering and Richmond Hill was advocated by a number of municipal authorities and Citizens' Groups, but did not have sufficient advantages over the CNR proposal to influence the Board. It was claimed that a route through the Second Concession of Pickering Twp. would avoid disturbing the residential development of Dunbarton and Pickering Village, but the CNR countered that the route would be  $1\frac{1}{2}$  miles longer and would cost an extra \$2 million, requiring relocating part of Duffins Creek. Consequently, construction of the originally-projected line will commence as soon as possible.

In addition to providing the Toronto area with a new by-pass line and a modern freight marshalling yard, it is hoped by certain authorities that use of the route will allow an augmented local passenger service on the present railway lines to the Union Station in the heart of the City. One Toronto newspaper envisions fast diesel-electric trains operating at frequent headways from Hamilton to Oshawa. Railway spokesmen have declared this "commuter scheme" to be impracticable, but it would be more correct to say unremunerative, for local train operation in other parts of the world proves that it can be done if profits were sufficiently enticing. However, the railways' experience in Toronto indicates otherwise. (See News Report for December 1954, item on "The Commuters").

NEXT MONTH: A map of existing and proposed lines in Toronto area.