

THE CANADIAN RAILROAD HISTORICAL ASSOCIATION, Inc.OCTOBER, 1949ANNOUNCEMENT OF MEETING

The regular monthly meeting of the Association will be held on October 12 at 8.15 P.M. in Room 153 of the Queen's Hotel.

Programme: The regular business of the meeting will be followed by a showing of approximately 150 colored (Kodachrome) slides taken by member Mr. E. A. Toohy. A number of the slides were taken during the past summer at the Chicago Railroad Fair. These include scenes from the pageant "Wheels a-Rolling" and many of the railroad exhibits. Many interesting locomotives were used in the pageant and date from as early as 1831 right up to modern times. Many views of steam, diesel-electric and electric rolling stock operated on railroads in Canada and the United States are included in the selection.

As this meeting is expected to be particularly interesting, it is hoped that all members will plan to attend. Visitors and guests will be especially welcome as it is desired to have as large a turnout as possible.

TRIP COMMITTEE ANNOUNCEMENT

In view of the success and interest attending the Association's outing in the observation car in May - it has been proposed by the trip committee to have another trip on the Montreal Tramways System this Fall - using one of the former Montreal Park & Island Railway suburban cars for a Sunday afternoon outing.

Route to be followed will be along several former routes of this original suburban railway with the ultimate destination as Lachine. The trip committee's decision to stage this trip will depend on the amount of interest expressed by the membership at the October meeting when tickets will be placed on sale. Fare is \$1.25 per passenger.

ITEMS OF INTERESTDIESELS FOR THE NAPIERVILLE JCT. RY.

Two 1500 H.P. road-switcher type diesel-electric locomotives are on order at the Montreal Locomotive Works for the Napierville Junction Railway. They will replace the two Consolidation type (2-8-0) steam locomotives now in service on the line between Delson, Que. and Rouses Point, N.Y. The steam locomotives (Nos. 914 and 1089) are standard Delaware and Hudson RR. locomotives and are scheduled for the scrap pile. Two steel bay window cabooses, also on order, will replace the present wooden ones.

C. P. R. DIESELIZATION OF NEWPORT SUBDIVISION

Five 1500 H.P. road-switcher diesel-electric locomotives (nos. 8400-8404) were received by the Canadian Pacific Railway early in September. This completes an order for 20 units from the American Locomotive Works of Schenectady, N. Y. for use between Montreal, Que. and Wells River, Vt. Eight road freight "A" units (Nos. 4000-4007), four "B" units (4400-4403) and three 1000 H.P. switchers (Nos. 7096-7098) are already in service. No. 8404 has been temporarily assigned to trains No. 213 and 214 between Montreal and Newport and made its first trip on September 15th leaving Windsor Station at 4.30 P.M. (E.S.T.). Still on order are three 2250 H.P. passenger units from the Electro-Motive Corporation of LaGrange, Ill. They will be numbered 1800-1802. These units are expected before the end of the year and will be the first locomotives of the E-8 type off Electro-Motives' assembly lines.

STEEL CARS IN USE ON C.P.R. LOCAL TRAINS #519 and 510

Use of steel equipment on C.P.R. local trains Nos. 519 and 510 began on September 26th. These commuter trains operate between Montreal and Rigaud. As in the case of all local trains operating out of Windsor Station, these trains were formerly made up of wooden equipment and hauled by heavy Pacific No. 2459. The trains usually run to about 10 to 12 cars.

C.N.R.'S 9000 SERIES IN SUBURBAN SERVICE

Canadian National's 1500 H.P. Electro-Motive freight diesel units have been making test runs recently on suburban passenger runs out of Montreal to Lake Shore points. 9003 made similar test runs last June.

These units, 9000-9005 were purchased by the Canadian National in May of 1948 and have been used almost entirely in freight service between Montreal and Toronto. Mileage for each working unit from May 27, 1948 to April 30, 1949, is shown below. Lower mileage of 9004-5 is due to these units being out of service for some time after being damaged in an accident at Mimico Yards, Toronto.

	<u>9000-1</u>	<u>9002-3</u>	<u>9004-5</u>
Total Mileage	145169	141028	111866
Average Daily Mileage	428	413	330

TROLLEY BUSES TAKE OVER PASSENGER SERVICE IN CORNWALL

The last street car line gave way to the trolley buses on July 27, 1949. A civic celebration was held in which Company and Civic officials made a tour of the remaining street car lines. The tour was made in Car No. 25 (formerly Eastern Massachusetts Street Rly.

No. 6014) which was decorated for the occasion. The car was given an overall black paint job. Colorful stars, moons and planets, etc., were added. A man dressed as Father Time rode on a platform which was built on the roof. The destination sign was appropriately marked "The Last Round Up."

Fifteen trolley buses replaced the trolley cars of which most have been scrapped. The Company intends to keep two and rebuild one into a work car to be used on freight lines. Electric locomotives are still used for switching service and recently two of them have been equipped with radio communication.

BUFFALO CREEK LOCOMOTIVES ACQUIRED BY C.N.R.

Last year the Canadian National Railways acquired six 0-8-0 switching locomotives from the Buffalo Creek RR. They were all re-numbered and lettered Grand Trunk Western.

							<u>Builder and Date</u>	
Buffalo Creek #21	Now	Grand	Trunk	Western	#8417	Alco.	1914	
" "	23	"	"	"	8418	"	1916	
" "	25	"	"	"	8419	"	1916	
" "	26	"	"	"	8420	"	1923	
" "	27	"	"	"	8421	"	1923	
" "	28	"	"	"	8422	"	1923	

SPECIFICATIONS

<u>G.T.W. Class P-5-1</u>	<u>Tender Capacity</u>		<u>Total Heating Surface</u>	
	<u>Water</u>	<u>Coal</u>		
8417	4565 Im. Gal.	8 Tons	2607 Sq. Ft.	
8418-19	4565 " "	8 "	2581 " "	
8420-22	4980 " "	8 "	2578 " "	

8417	Wt. of Loco.	212,500 lbs.	wt of Tender	107,000 lbs.
8418-19	" "	210,000 lbs.	" "	110,350 "
8420-22	" "	210,000 lbs.	" "	120,700 "

8417-22 Cylinders. 22" x 28"
 Drivers 51"
 Grate Area 47.5 Sq. Ft.
 Boiler Pressure 200 lbs.
 Rating 45%
 Equipped with superheated and with Walschaert Valve Gear.

"TRAIN OF TOMORROW" IN CANADA

General Motors "Train of Tomorrow" is presently making a tour of principal cities of Southern Ontario and Quebec. The train consists of an Electro-Motive 2000 H.P. diesel-electric locomotive and four cars

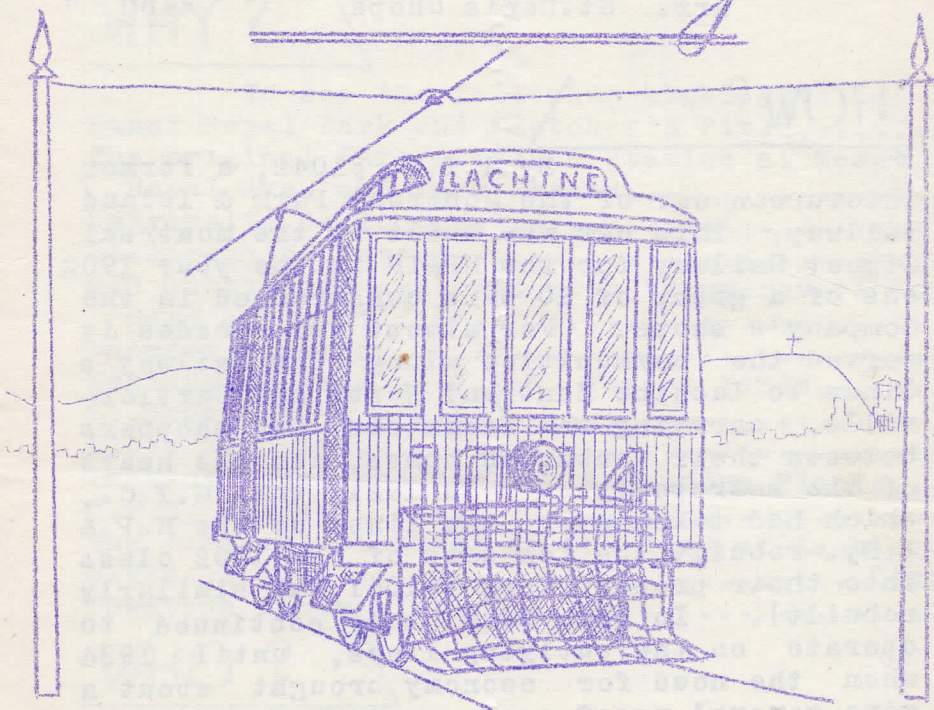
all with Astra Domes. The cars include the chair car "Sky Dust", the dining car, "Sky View", the sleeping car "Dream Cloud", and the observation car "Moon Glow". When in Montreal the train will be on exhibit at the Central Station viaduct on St. Antoine Street near Inspector Street.

Schedule

London, Ont.	September 22 to 24
Ottawa, Ont.	September 26 to 28
Montreal, Que.	September 29 to October 4
Quebec City, Que.	October 6 to 8
Sherbrooke, Que.	October 9 and 10
Oshawa, Ont.	October 12 and 13
Toronto, Ont.	October 14 to 19
Hamilton, Ont.	October 20 to 22
St. Catharines, Ont.	October 24 and 25
Stratford, Ont.	October 26
Chatham, Ont.	October 27
Windsor, Ont.	October 28 and 29

On September 27 while at Ottawa, the "Train of Tomorrow" is scheduled to make a special trip to Carleton Place and return for high government officials.

Montreal Park and Island Railway



Canadian Railroad Historical Assn.
+ EXCURSION +

October 30th 1949.

WHEN ?

Leave	St.Denis Shops	1:00	PM
Leave	Snowdon	1:36	"
Arr.	St.Henri Shops	1:54	"
Leave	St.Henri Shops	2:20	"
Arr.	Stoney Pt.(44th Ave)	2:56	"
Leave	Stoney Pt.(44th Ave)	2:58	"
Arr.	Dixie	3:06	"
Leave	Dixie	3:23	"
Arr.	Stoney Pt.(44th Ave)	3:27	"
Leave	Stoney Pt.(44th Ave)	3:30	"
Arr.	St.Denis Shops	4:30	"

HOW?

By M.T.C. #1042, a former interurban car of the Montreal Park & Island Railway. This car was built by the Montreal Street Railway for the MP&IR in the year 1902 one of a group of 10 cars constructed in the Company's shops. For almost two decades it served the communities along the Railway's lines to Lachine Montreal North and Cartierville, carrying the commuters and shoppers between their suburban homes, and the heart of the metropolis. In 1921, the M.T.C., which had taken over the lines of the M.P.& I.Ry. rebuilt the ten cars of the 1032 class into their present form (#1051 was similarly rebuilt). In this form they continued to operate on the outlying lines, until 1934 when the need for economy brought about a more general use of one-man cars.

For several years after this, the large suburban type units which were equipped with whistles plows and marker lamps lay idle and five of the cars were scrapped. With the enormous increase in traffic during the war years, #1042 and the other remaining cars of the group were put back in service to carry their share of the traffic.

Unfortunately, the size of these trams prevents them from being used in regular city service, but during winter storms they are able to maintain services in the more remote districts, when all other forms of transportation would be completely snowbound.

M.T.C. #1042 is slightly different from the other cars of the class, having five front windows, and being equipped with a net-type safeguard instead of the conventional type.

WHY?

To see the following highlights:

Mount Royal Park and Fletcher's Field.....
The original Park & Island Station at Mount
Royal Ave. and Park Avenue.....
Université de Montreal.....
St. Joseph's Oratory.....
MTC Substation equipped with Brown-Boveri mer-
cury arc rectifier.....
Snowdon Junction.....
Enchanting view of C.N.R. Turcot Yards.....
St. Henri Shops - M.T.C.....
Place St. Henri.....
Lachine Canal and Can. Car & Foundry Plants....
C.P.R. Viaduct.....
The Business District of the City of Lachine..
Dixie.....Dixie
Downtown Montreal.....

WHO?

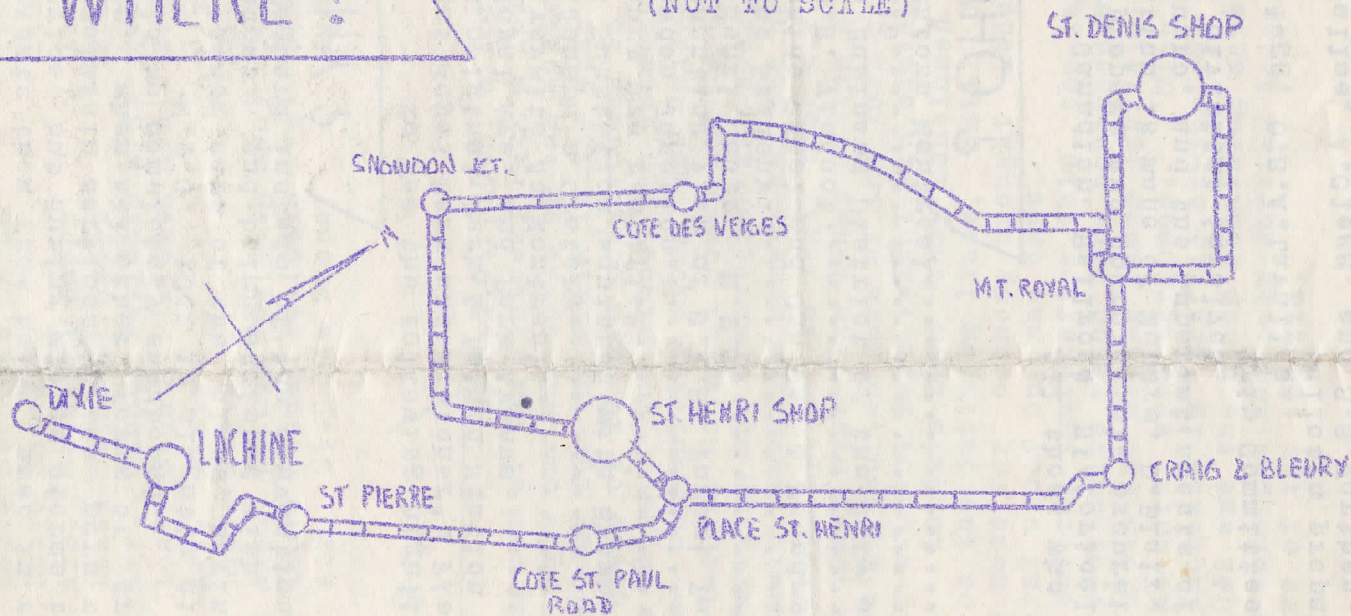
All those who have helped the Canadian Railroad Historical Association to prepare and operate this excursion. Special mention is made of Messrs. D. Blair, F. Stewart, D. Munro, and the Superintendents of the several MTC divisions involved.

Trip Committee: R.M. Binns,
A. Clegg, O.S.A. Lavallee.

Bulletin prepared by O.S.A.
Lavallee, A. Clegg, and S.S. Worthen.

WHERE ?

(NOT TO SCALE)



..... If our trip has been of interest and enjoyment to you, join the CANADIAN RAILROAD HISTORICAL ASSOCIATION. Dues are nominal, \$2.00 per year. Apply to the Secretary, O.S.A. Lavallee, 6959 De l'Epee Avenue, Montreal 15. Talon 8822.

Duquesne (along to 20th)

Upg.