

THE CANADIAN RAILROAD HISTORICAL ASSOCIATION, Inc.

NOVEMBER, 1949

ANNOUNCEMENT OF MEETING

Editor: E. A. Tooney
Publisher: R. J. Joedicke

The regular monthly meeting of the Association will be held on November 9th at 8.15 P.M. in Room 153 of the Queen's Hotel.

Business:

The offer of a new meeting place for the Association will be placed before the membership for discussion. As this is an important matter it is hoped that members will plan to attend.

Programme:

Mr. W. E. Foster of our association has arranged for a talk on the Waterloo and Magog Railway and the early development of the telephone in the Eastern Townships, by Mr. A. C. Skinner of Sherbrooke, Que. Mr. Skinner is well known to a number of the members and is considered quite an authority on the history and development of the Eastern Townships. It is hoped that the members will give Mr. Skinner a good reception by turning out for the meeting.

ITEMS OF INTEREST

C.N.R. MOTIVE POWER NEWS

Northern type (4-8-4) locomotive No. 6184 is being equipped with Franklin Poppet Valves at the Point St. Charles Shops. This type of valve gear has been in use on locomotives of some U. S. lines such as the Pennsylvania, the New York Central, and the Delaware and Hudson.

The C. N. R. are currently receiving 1000 H.P. diesel-electric switchers being built by the Montreal Locomotive Works. Numbers 7995-7999 and 7600-7604 have now been received. The order is for 20 locomotives and will be completed with receipt of No. 7614. These locomotives will be assigned to Winnipeg and Toronto after tests have been completed in Montreal.

The three electric locomotives being built by the Canadian General Electric Company of Peterboro, Ont. for Montreal Terminal electrification are expected to be delivered early in 1950.

Specifications:

Numbers:	9200-9202	Class:	Z-5-a
Horse Power:	1350	Weight:	87 tons
Length:	42 feet	Maximum Speed:	60 M.P.H.
Motors:	4 DC series	Starting Tractive Effort:	44,000 lbs.

These locomotives will have center cabs with dual controls for operation from either end and will be equipped with twin pantographs.

E. J. & E. MIKADOS FOR SYDNEY & LOUISBURG RAILWAY

The Sydney and Louisburg Railway on Cape Breton Island, Nova Scotia, has bought two Mikado type (2-8-2) steam locomotives from the Elgin, Joliet and Eastern RR. The first (E. J. & E #740) passed through Montreal recently and will probably become S. & L. #79. The second is expected to be E. J. & E. #723.

TWO C.P.R. D-10 CLASS LOCOMOTIVES SENT TO D.A.R.

Two Canadian Pacific Railway D-10 class Ten-wheelers (Nos. 1077 & 1079) have been sent to the Dominion Atlantic Railway for service on that line. These locomotives formerly ran on the Montreal-Wells River line but were replaced recently by diesel-electric locomotives (see October issue). Numbers 1077 and 1079 will replace D.A.R. Nos. 1041 and 1089 which were damaged in an accident and will probably be scrapped.

RUTLAND DIESEL-ELECTRIFICATION

Representatives of the Electro-Motive Corporation and the American Locomotive Works recently spent a week on the Rutland Railroad making surveys of the line and estimates of cost for diesel-electric locomotives. It is expected that orders will eventually be placed for both freight and passenger units. The Rutland railroad operates passenger service between Montreal, New York, and Boston, in connection with the C.N.R., B. & M., and N.Y.C.

Number 20, a Consolidation type (2-8-0) is being scrapped and No. 24 of the same class is expected to be next. A number of this class have already been scrapped and it is expected that this class, as well as other older steam locomotives, will be retired in the near future.

O.T.C. DISPOSES OF ITS OLD TORONTO STREET CARS

The Ottawa Transportation Commission is presently disposing of its street cars Numbers 950 to 960. These cars were built by the Toronto Railway in 1913. The Ottawa Electric Railway (now O.T.C.) purchased the cars in 1942 from the Toronto Transportation Commission to help relieve wartime traffic. After the war they operated in rush hour service. The 950 to 960 were Toronto Transportation Commission Numbers 1882, 1886, 1898, 1900, 1908, 1910, 1914, 1916, 1918 and 1926 respectively.

REMAINING CITY CARS OF QUEBEC RAILWAY LIGHT AND POWER SCRAPPED

After the city lines of the Quebec Railway, Light and Power Company were abandoned in 1948, a number of the 800-819 and 900-914 class cars were stored at Limoilou Shops of the C.R. L. & P. It has now been learned that these cars have recently been scrapped. They were one-man cars with single end and double trucks built in 1928 and 1929 by the Ottawa Car Co. The 900-914 were originally built as two-man cars.

This completes the disposition of the cars used in city operation by this railway.

A VISIT TO THE GRASSE RIVER RAILROAD

by

A. Toohy

Hidden in the heart of up-state New York in the forests of the Adirondacks is a village appropriately named Conifer. Its life revolves around a lumber mill which is the sole industry in the village surrounded by dense woods and hills. A gravel road and a small railroad provide it with the only connection to the outside world. To the average person this village would prove to be of little interest, but to a railfan or railroad historian it is a treasure chest of railroad equipment of a passing era. So let us visit Conifer and its railroad - the Grasse River Railroad.

Taking leave of Montreal on the New York Central's train #2, we proceed south on the N.Y.C.'s Adirondack Division. South of Malone we find the line very interesting as the train advances down the torturous line to Childwold - the connection with the Grasse River Railroad. Our eyes are glued to the window for the panorama of the many lakes and the hills covered in their Autumn hues is magnificent.

After numerous stops, the train comes to Childwold. It is a surprise to us to find that a depot, an agent's house, and a gravel road make up Childwold. Then again, it is much more a surprise to see what is awaiting to carry us to Conifer. Sitting behind the N.Y.C. depot is a rail bus of dubious vintage. Closer examination reveals that it is mounted on two four-wheel trucks, seats about 10 persons including the engineer, and it also has two brushes mounted on the front for sweeping the rails.

We meet the engineer (a young fellow who we later learn is also the motel manager and a carpenter), and then climb aboard, along with a sack of U. S. mail, a crate of groceries, and a side of beef. The fare is ten cents, for which we receive a cash fare receipt. With a clearance over the telephone, we proceed to Conifer, back to front. It is only 1.2 miles so it doesn't take long to reach our destination. The rail bus pulls up in front of a small frame building which includes the depot, railroad offices, the post office and general store of Conifer. We may as well get permission to roam around, so we visit the Railroad offices on the 2nd floor and meet the treasurer. He is a friendly fellow who accompanies us to the yard.

A Shay geared locomotive smokes lazily in the noon-day sun. A small Mogul (2-6-0) with flat valves and Fox type trucks sits quietly in front of the repair shop. The treasurer then shows us through the enginehouse which has only three stalls. We find another small Mogul, a Shay engine, and Evans Auto-Railer (which looks like a pint sized Ford bus which runs equally well on the highway and the rails), and an interesting Climax geared locomotive with an oil headlight. We are told that this locomotive has been sold and is waiting to be shipped to its new owners.

The treasurer tells us that the line used to go to Cranberry Lake, 12 miles beyond, but was abandoned last year. About two miles remain, and this is used for storing logs during winter. He tells us that more

equipment lies at the end of this line, but we do not have the time to walk that far. We find that the railroad is owned by the lumber company, for which purpose it solely exists. After answering a few more questions, the treasurer leaves us to investigate the equipment more closely.

The Shay is working now, switching cars of lumber. The driving gear interests us very much, for this is the first time we have seen an engine of this type. We come across a tiny caboos which seems to be all trucks. A homemade snow plow of curious construction is standing nearby.

Wandering up the track we find an old combination car. To our left there is a spur covered by forest under brush. Investigation shows that it stores an ancient four-wheel passenger car of 1877 vintage, a trim looking wooden rail car with roller bearing trucks, and another Mogul steam locomotive.

Our cameras have been clicking fast today for we do not want to miss the opportunity of recording this interesting equipment on film. We return to the yard to make sure that we have not missed anything. The Shay has finished its work and has been out away for the night. We revisit the treasurer to thank him for his co-operation.

Along about 4.30 P.M. the engineer of the rail bus returns, and we are soon on our way back to Childwold. The silence of the Adirondacks is broken only by the deep-throated whistle of a N.Y.C. locomotive, and the train arrives to take us on our homeward journey. The sun is setting as we wave to the engineer and the Grasse River Railroad.

ROSTER:

THE NOVA SCOTIA LIGHT AND POWER COMPANY
HALIFAX, N.S.
at time of abandonment : Spring of 1949

Passenger Cars: All Single truck, Double and Birney Cars.

<u>Numbers</u>	<u>Builder</u>	<u>Remarks</u>
100-123	St. Louis, 1919	
124-133		Ex. Baltimore, 1926 #126 destroyed VE day, 1945.
134-137	Ottawa, 1926	
138-145	J.G. Brill, 1920	Ex. Tor. Trans. Comm. 1927
146-152		Ex. Baltimore, 1928.
153-155		Ex. Baltimore, 1929.
156-158		Ex. Sydney, N.S., 1930.
159-172	J.G. Brill, 1920	Ex. Tor. Trans. Comm. 1940, 41.
173-174		Ex. Sydney, N.S. 1942.
175-176	J.G. Brill, 1921	See note.
177-181		Ex. Bakersfield, Cal., 1942.

Note: No. 175 was originally Sherbrooke Rly. #22, sold in 1938 to Quebec Asbestos Co., East Broughton, Que., and then to Halifax in 1942. No. 176 was originally East Mass. St. Rly., and was sold to Sherbrooke (Que.) Ry.

where it became #29. It was resold in 1938 to the Quebec Asbestos Co. and again resold to Halifax in 1942.

Work Cars
76

N.S. Car Co.

Line Cars: Formerly Passenger
Car.

1-8

McGuire-Cummings Sweepers.

Note:

The success of this bulletin depends on the volume of news items submitted by the members. It would be appreciated if you could arrange to contact Mr. Toohy before the twentieth of each month in order that all items may be included in the monthly issue.