

THE CANADIAN RAILROAD HISTORICAL ASSOCIATION, INC.DECEMBER, 1949 .

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MEETING DATE:

The regular monthly meeting of the Association will be held on December 14th., at the home of Mr. and Mrs. Donald F. Angus, 636 Roslyn Avenue, in Westmount. Starting time will be 8.00 P.M. A TTC number 14 street car passes the corner of Roslyn and Westmount Avenue. Mr. Angus' house is just up the hill past Roslyn School.

Business:

As the annual elections will be held in January next, a chairman of the election committee will be nominated at this meeting.

Programme:

The motion picture "Moving Millions", - a story of the London Underground, and "The Development of Railways", - a British Information Service film will be shown.

ITEMS OF INTEREST.C.N.R. Electric Locomotives to be Renumbered-

All Canadian National Railways electric locomotives, presently numbered in the 9100 series, are to be renumbered in the 100 series. This means merely removing the digit 9 from the beginning of the number. Locomotives of the Montreal Terminals electrification and those used in service in the St. Clair Tunnel at Carnia, Ont., will be affected. The new electric locomotives, now under construction, will be numbered in the 200 series. This will liberate the 9100 numbers for possible future orders for locomotives of the self-generating electric type.

Report from C. Thomson.

Canadian Pacific Railway Branch Abandonment -

A portion of the C.P.R. Orford Sub-division line, from a point near Valcourt, Que., to Kingsbury, Que., - 12.5 miles distance, will be abandoned on December 15th., 1949.

New Canadian Railway Projected in Western Canada -

A new railway, known as the Highwood Western Railway, has been projected in western Canada. It is to operate between new coal deposits on the Highwood River in Alberta, approximately sixty five miles southwest of Calgary. At Calgary, the new line will connect with the Canadian Pacific and Canadian National Railways. Plans for the construction are complete, and the cost is reported to be about \$2,500,000.

Report from A. Mattingly.

Canadian National Railways Class 9000 Mileages -

C.N.R. Class 9000 mileages between May 27th. and September 30th., 1949, were as follows:

<u>Engine numbers</u>	<u>Total Mileage</u>	<u>Average miles daily.</u>
9000 - 9001	213,407	434
9002	202,913	413
9003	203,153	414
9004 - 9005	177,116	361

Report from E. Modler.

Modifications in Canadian National Locomotives -

Smoke deflector wings of the 6200 class C.N.R. locomotives are being removed from many of this class of locomotive. After several experimental modifications, these wings are now being removed entirely, and a small flanged extension is added to the smoke stack in their place.

Government to take over Temiscouata Railway -

It is reported that the Canadian Government, through the Canadian National Railways, will take over the Temiscouata Railway in January 1950. The little line is destined to be completely rebuilt, and it is not expected to retain any of the present rolling stock, which is not in a condition to be operated in interchange traffic. There has been no word concerning the fate of the unique locomotives, though they will be scrapped, presumably, when heavier rail is laid.

Report from A. Mattingly.

British Railways Operation -

The report on operations for the first year of State controlled railways in England has been published. The Government is satisfied with the report, for instead of the expected very large deficit, one of only £4,700,000 was shown, after charging interest on capital redemption.

The British Railways Commission has shown a marked desire to preserve historical documents and objects. This implies continuation of the upkeep of the various famous museums in England, originally sponsored by the separate railways. It is the Commission's desire that such collections shall be made accessible to students and other interested parties.

On September 26th., 1949, there will be 78 named trains operating in England. New names added are the "Northumbrian" (Newcastle-London) the "North Briton" (Leeds to Glasgow), and some trains in operation will have their names restored. These are the "Mid-day Scot" (London-Glasgow), the "Ulster Express", (Euston-Heysham), the "Thames-Clyde Express", (St. Pancras-Glasgow), the "Comet", (Euston-Manchester), the "Fancunian", (Manchester-Euston) and the "Merseyside Express", (Liverpool-Euston). There is still a serious shortage of passenger coaches, and the condition of many of the vehicles in service is poor, however, by concentrating on repairs, about 2800 vehicles have been made available for service this year (1948).

Fife County Road Board has turned down a plan to convert the famous Forth Bridge to road traffic. Sir Bruce White, consulting engineer, said that it would be practicable to build a road of two 9 foot carriageways above the railway track without endangering the structure.

Since it was put in service in 1935, the London Midland Region (Former L.M.S.) turbomotive 46202 (old 6202) has been on the run from Euston to Liverpool. Before the war, the timing of 64 mph was the fastest schedule on the L.M.S.R. It is reported that the repairs on this locomotive have been fairly high in incidence. The Pennsylvania Railroad in the United States had the same criticism to offer concerning similar types of turbine engine operating on their lines. However, British Railways 46202 has achieved a considerable measure of success, and it will be interesting to see if the performance of this locomotive warrants the construction of others of this type.

The "North Briton", Glasgow to Leeds express, is responsible for the introduction of the first mile-a-minute schedule since the war, on British Railways. This is made between Darlington and York in the North Eastern Region.

At the busy junction of York, in the Eastern Region, an average of 325 freight trains arrive and depart daily. This presents the astonishing total of 12,651 wagons passing through the junction. There are eight solid trains daily of coal and ~~and~~ coke run through.

Reported in The Railway Magazine - S.S. Forthen.