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THE CANADIAN RAILROAD HISTORICAL ASSOCIATION, Inc.

JANUARY 1950

ANNOUNCEMENT OF MEETING

The annual meeting of the Association will be held on Wednesday, January 11th, 1950, at 8.00 P.M. in Room 153 of the Queen's Hotel.

The election of officers for 1950 will take place at this meeting and many other important matters such as new headquarters, membership, the bulletin, etc., will be discussed. It is hoped that all members will make a special effort to attend so that this year may be a successful one for the Association.

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THROUGH C.P.R. - B. & M. PASSENGER SERVICE DIESELIZED

On December 5th, the Canadian Pacific Railway received the first of three 2250 H.P. passenger locomotives from the Electro-Motive Corp. of LaGrange, Ill. These engines numbered 1800-1802, are classified "DPA-22a" by the C.P.R. Nos. 1801 and 1802 were received on December 10th and 11th completing this order.

On Thursday, December 8th, No. 1800 made a test run with a freight train to Farnham and return, and on Friday, the 9th, made its initial run in passenger service on train No. 212, the Boston-bound "Alouette", which included one of the Company's new coaches and the dining car "Bear River". The latter equipment was for the use of press and invited guests on this inaugural run. No. 1800 was removed from this train at Farnham, returning to Montreal in the early afternoon with the special party. The "Alouette" was taken over at Farnham by a Boston & Maine steam locomotive for the run to Boston.

On Friday afternoon, No. 1800 was placed on exhibition in Windsor Station and remained on view during Saturday and Sunday, where it was visited by a considerable number of people.

Regular service was inaugurated on Thursday morning, December 15th, when No. 1800 left on the "Alouette" (train #212). On the same evening, Train #211 arrived from Boston with Boston & Maine engine #3819, a 2000 H.P., Electro-Motive, type E-6 locomotive.

On Monday, December 19th, engine 1802 replaced #8404 (Class DRS-15a) on the Newport local, Trains #213-214, arriving on #213 at noon. No. 8404 had been in this service since September 12th and is now in service between Newport and Wells River. This unit is the only one of the five road switchers equipped with high-speed passenger trucks to relieve the 1800 class.

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C.N.R. & C.P.R. TEST G.M. DIESELS

Late in November the Canadian Pacific Railway received at Windsor, Ont., a 3-unit General Motors, dual-service freight and passenger diesel locomotive. This locomotive left Toronto on C.P. Trans-continental train #3 on December 3rd, and operated through to Fort William, Ont. At present this test locomotive is in service on the Schreiber Division preparatory

to diesel-electrification of this line during the summer of 1950. These test units will shortly procede west in passenger service as far as Calgary where test operations will be carried out over the Rockies between Calgary and Revelstoke.

On December 13th, the Canadian National's Train No. 1, "The Continental Limited", left Central Station hauled by a similar three-unit 4500 H.P. General Motors Diesel locomotive. This locomotive is also on loan, to the C.N.R., for test purposes. While on the C.N.R. the units are operating under the numbers 9051-9052-9053, and they are lettered General Motors Diesel Ltd.

#### R. & S. RECEIVE DIESEL LOCOMOTIVE

During the month of December the Montreal Locomotive Works delivered the first of two 1500 H.P. road switchers to the Roberval and Saguenay Railway. This locomotive, numbered 20, is painted red and aluminium with orange trim.

#### STEAM LOCOMOTIVE NOTES

Canadian Pacific locomotives #5800-01-02 formerly used in switching service at Hochelaga Yards in Montreal have been refitted at Angus Shops as oil burners and have been sent west for service. These locomotives are of the S2a class of 2-10-2 wheel arrangement and were the only locomotives of this class operating in the East. The C.P.R. now has 230 oil-burning steam locomotives, comprising 13% of the 1722 steam locomotives in their roster.

C.P.R. N-class consolidations (2-8-0) are still being rebuilt to Mikado type (2-8-2) locomotives in the P-1 class. No. 5258 was turned out from Angus Shops recently.

The Canadian Locomotive Works of Kingston, Ont. is still building locomotives for India along with Montreal Locomotive Works. To date the Kingston Plant has delivered 69 locomotives. These locomotives are of the Pacific (4.6-2) type and are semi-streamlined. The first locomotives were delivered in June of this year. The Canadian Locomotive Works builders numbers for the 69 locomotives run consecutively from 2544 to 2612.

#### C. & G.T. EXCHANGE LOCOMOTIVES WITH T. & N.V.

Recently the Canada and Gulf Terminal Railway exchange its 380 H.P. diesel-electric locomotive with the Thurso and Nation Valley Ry., for T. & N.V.'s #5, a 600 H.P. diesel. The C. & G.T. locomotive previously bore no number.

C. & G.T. 380 H.P. diesel-electric  
Built by General Electric, Schenectady, Dec. 1948, Bldr's. #29991

Became Thurso & Nation Valley #8

T. & N.V. 600 H.P. diesel-electric #5  
Built by General Electric, Schenectady.

Became Canada & Gulf Terminal #355.

The Thurso and Nation Valley is a private lumber railroad operated by the Singer Manufacturing Co. It connects with the C.P.R. at Thurso, Que. The Canada and Gulf Terminal Ry. is a common carrier operating between Mont Joli, Que. and Matane, Que.

C.N.R. TO REDUCE PASSENGER SERVICE

The executive vice-president of the Canadian National Railways announced recently that effective January 9th, the C.N.R. would make a 25% reduction in their passenger train operations due to a depletion of coal reserve. He stated that normally the C.N.R. has stock-piled about 4 months coal supply, whereas at present this reserve has decreased to about 30 days supply. It was announced that this condition will remain in force until the situation improves.

The Canadian Pacific Railway has announced that they do not contemplate any reduction at this time. Recently they have been converting a number of steam locomotives from coal to oil in Western Canada which has to some extent decreased their coal demands. During December of 1949 the C.P.R. completed conversion from coal to oil of all through passenger locomotives operating on their main line between Winnipeg and Calgary.

C.N.R. TO RECEIVE EIGHT DIESEL LOCOMOTIVES

Eight 1500 H.P. Road freight diesel locomotives built by the Montreal Locomotive Works are expected to be delivered early in 1950. These locomotives will operate through between Montreal and Chauvigny, the yard near Chicoutimi, Que.

58 DIESEL LOCOMOTIVES TO BE  
USED ON C.P.R.'S SCHREIBER DIV.

An order for 58 diesel units was recently placed by the Canadian Pacific Railway for use on the Schreiber Division. Particulars are listed below.

44 units to be built by Montreal Locomotive Works

<u>Number</u>	<u>Type</u>	<u>Probable Road Numbers</u>
20	A-units freight, 1500 H.P.	4009-4028
20	B-units freight, 1500 H.P.	4404-4423
4	Road-switchers, 1500 H.P.	8405-8408

14 units to be built by General Motors Diesel Ltd. London, Ont.

10	A-units Dual service, 1500 H.P.	1600-1609
4	Switchers, 800 H.P.	

P.G.E. BUYS C.N.R. DIESEL COACH

The Pacific Great Eastern Railway recently purchased from the Canadian National Railways their diesel-electric coach #15823. This coach was built jointly by the Ottawa Car Co. and the C.N.R. in 1925. It is 60 feet in length and has controls at either end. It is powered by a Beardmore engine of 185 H.P. This car was formerly stationed at Loggieville, N.B. on the C.N.R. line.

NEW C.P.R. COACHES PLACED IN USE

The C.P.R. recently placed in service the first group of an order for 64 new passenger coaches. Number 2235 is the first car of the new series. Many improvements have been embodied in the design of these cars. Mechanical air conditioning is used and end doors are constructed of aluminium. With the exception of the seat frames and the washroom walls no paint is used in the interior, as the cars are finished in Formica and other plastics.

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Note: The Editor again wishes to bring to the attention of the members that the success of this bulletin depends upon the volume of interesting material which is received. Material should be submitted before the twentieth of each month.

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