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CANADIAN RAILROAD HISTORICAL ASSOCIATION Inc.

JUNE 1950.

The annual banquet and the monthly meeting of the Association will be held on Wednesday, June 14th, in the Queen's Hotel. Members who desire to attend the banquet should make their reservations by calling Mr. S. S. Worthen at WE. 4358. After the banquet, the meeting will be held in Room 153, starting at 8:30 P.M.

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Notice is hereby given to those members who are delinquent in the matter of their dues for 1949 that unless their remittance for \$2.00 is received by the Treasurer before the end of August, their names will be removed from the Association's lists and no further bulletins will be sent them.

O. S. A. Lavallee,  
Secretary.

Items of Interest.

C.N.R.'s 9400 and 9401 (1500 H.P. Freight Units), after two weeks test (9 round trips) between Montreal and Mimico in freight service, left Montreal with Manifest #416 for Chauvigny Yard (Chicoutimi) on May 16th. They were tested for several days in the grades near Lac Edouard and Chicoutimi.

One test run between Montreal and Mimico included the handling of 135 cars (7000 tons). On train 416 they successfully lifted 4700 tons after being stopped on the grade just short of the C.P.R. junction at Ballantyne in the Montreal area.

Nearly all of the 7800 class Y-3-a Diesel-electric locomotives for Prince Edward Island have now passed through Montreal. Numbers

7803 and 7804 worked through, while the rest travelled through dead.

Alco-G.E. demonstrator No. 9077 - 9078 (2 unit 4000 H.P. Passenger Diesel-electric) completed tests on the Canadian National May 15th. Its average daily mileage was 649.

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The Wabash Railroad plans to dieselize their Canadian Division as soon as possible and orders have been placed with General Motors Diesel Limited of London, Ontario, for ten 2 unit (3000 H.P.) freight diesels, 1-1500 H.P. road switchers and 3 - 800 H.P. Yard switchers.

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Narrow gauge engines (3' 3" metre gauge) of the 2-8-2 Mikado type for the Bombay, Baroda and Central India Railway built by the Canadian Locomotive Works at Kingston, and Montreal Locomotive Works were recently shipped to India.

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Three shipments of 7 new parlor cars for the Atchison, Topeka and Santa Fe Railway recently passed through Montreal on their way to Chicago. They were handled in C.P.R. passenger trains #211 "The Alouette" to Montreal and #35 to Toronto.

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In a recent statement by the Superintendent of the Niagara, St. Catharines and Toronto Railway, it was declared that all electric cars of the N. St. C. & T. would be replaced by busses before the end of the year. Present electric freight operations will continue. Service over the Port Dalhousie line was reportedly discontinued on March 1st, but current employees' timetable listed one early morning round trip daily except Sunday.

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Montreal and Southern Counties Railway Cars 101 and 105 were badly damaged in a collision at M. & S.C. Jct. on May 20th. It is not known yet whether they will be rebuilt.

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The following Montreal Tramways cars were scheduled to have been retired on May 7th last. # 721, 731, 767, 785, 793, 819 and 845.

Out of the original 703 class of 90 cars there are only 35 of these cars still running and these are expected to be retired before the Fall.

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On May 24th, 10 members of the Association participated in an enjoyable trip to the Grasse River R.R. in up-state New York. Much interest was shown in the operation of this small common carrier lumber road. No. 68, a small 2-6-0 was performing the service on that day, and many other pieces of equipment of interest were found.

The President, Secretary, Treasurer and Editor of the Association wandered about a mile and a half up the former right of way to Cranberry Lake and found No. 2 of the Jerseyfield Lumber Co., a balloon stack Shay geared engine (Lima #974, 1905), a 0-4-4 inspection engine and 3 small cabooses reposing on a piece of track in the middle of a swamp. Needless to say, a great time was had in photographing this ancient equipment.

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