

#14

CANADIAN RAILROAD HISTORICAL ASSOCIATION, Inc.

DECEMBER 1950

Announcement of Meeting

The regular monthly meeting of the Association will be held on Wednesday, December 13th, 1950, at 8:00 P.M. in Room 153 of the Queen's Hotel.

Notice

In accordance with a decision made at the November meeting, and effective immediately, a subscription rate of \$1.00 per annum will be charged to associate members and non-members desirous of receiving the Association's monthly news bulletin.

The Trip Committee is contemplating a trip, in co-operation with the Montreal HO Association, to Granby, via Montreal & Southern Counties Railway. This trip is to be made as near the last day of operation of the electric service between Marieville and Granby as possible, and will be held on a Sunday, date to be announced later.

Items of Interest

Advice has been received from reliable sources in Quebec City that negotiations are in progress between the Quebec Railway, Light and Power Co. and the Canadian National Railways, with a view to acquisition of the electric line by the National System. At present the Quebec Railway is the only link between the CNR's Murray Bay Subdivision and the rest of the system, through trains being hauled over the Q.R.L. & P. tracks by electric locomotives.

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On Tuesday evening, November 14th, Montreal Tramways Company's car #1036 was badly damaged in an accident at the Continental Can Traffic circle in Ville St. Laurent. The car, on Route 17, was proceeding north through the center of the traffic circle when it collided with a large truck laden with gravel. The front of the wooden car was completely wrecked. No. 1036 is one of six remaining cars of a former M.P. & I. Ry. interurban type. These cars were built in 1902, but were rebuilt extensively in the 1920's. It is not known whether #1036 will be repaired.

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Track facilities at the CNR Central Station in Montreal will be enlarged when the viaduct extension at St. Antoine Street has been completed. At present the contractor is installing the foundation for the structure, which will carry additional south-bound tracks.

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Track facilities are also being enlarged at the CPR's Windsor Station to make more room available for express traffic. Four tracks are being added on the north side of the station. Enlargement of the Mountain Street bridge is already well under way.

Repairs are being made to the stone arch viaduct over Glen Road at Westmount Station as the viaduct was found to be weakening. Part of the station platform and westbound track have been removed and construction is well under way. All trains are now operating over single track from Mile 1.9 to Westmount Station. Signal M-19 has been designated as an interlocking signal and all inbound and outbound trains are receiving a 19 order to this effect. A temporary hand thrown cross-over switch has been installed at the station. The outbound station platform has been lengthened so that trains can pull clear of the switch. These conditions are expected to last for about two months.

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The New York Central Railroad has placed diesel road switchers of Fairbanks-Morse design in freight service on its Ottawa to Helena, N.Y. line. One of these locomotives bears the crest of the Indiana Harbor Belt R.R., a subsidiary terminal line of the N.Y.C. in Chicago. The daily except Sunday passenger train between Ottawa and Helena is still handled by a 4-6-0 type steam locomotive.

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In addition to the 48 diesel-electric locomotives ordered by the Canadian National Railways earlier this year and reported in the bulletin, the System has recently ordered 40 road freight units from General Motors Diesel Ltd., and Montreal Locomotive Works. Fourteen "A" units and 14 "B" units will be built by G.M. while Montreal Locomotive Works will construct six of each type. The C.N. road numbers assigned to locomotives on order at the present time are as follows:-

|                     |   |  |
|---------------------|---|--|
| 22 Switchers        | - General Motors Diesel Ltd.                              | 8500 - 8521  |
| 18 Road Switchers   | - Canadian Loco.Co., Kingston<br>(Fairbanks Morse design) | 7820 - 7837  |
| 4 Road Freight "A"  | - Montreal Loco. Works.                                   | 9408,10,12,14.                                       |
| 4 Road Freight "B"  | - Montreal Loco. Works.                                   | 9409,11,13,15.                                       |
| 6 Road Freight "A"  | - Montreal Loco. Works.                                   | 9416,18,20,22,24,26.                                 |
| 6 Road Freight "B"  | - Montreal Loco. Works.                                   | 9417,19,21,23,25,27.                                 |
| 14 Road Freight "A" | - Gen. Motors Diesel Ltd.                                 | 9028,30,32,34,36,38,<br>40,42,44,46,48,50,<br>52,54. |
| 14 Road Freight "B" | - Gen. Motors Diesel Ltd.                                 | 9029,31,33,35,37,39,<br>41,43,45,47,49,51,<br>53,55. |

The Canadian Pacific Railway is currently rebuilding a number of its "P" class sleeping cars into modern Cafe Sleepers and Tourist cars. Four cars have already been rebuilt into "Lake" class Buffet Lounge Compartment Sleepers and are now in service. Most noticeable change on the exterior is the large picture windows. The interior has been completely modernized with all the latest conveniences and designs. Below is a list of the cars converted or being converted:-

|              |    |                 |   |                  |
|--------------|----|-----------------|---|------------------|
| "PALISADE"   | TO | "MARATHON"      | ) |                  |
| "PASHLEY"    | TO | "METAGAMA"      | ) | Cafe Sleepers    |
| "PEMBROKE"   | TO | "MISSANABIE"    | ) |                  |
| "PENDELTON"  | TO | 6250            | ) |                  |
| "PICKEREL"   | TO | 6251            | ) |                  |
| "PIEDMONT"   | TO | 6252            | ) |                  |
| "PIPESTONE"  | TO | 6253            | ) |                  |
| "PLAISANCE"  | TO | 6254            | ) | Tourist Sleepers |
| "PONOKA"     | TO | 6255            | ) |                  |
| "PORT HOPE"  | TO | 6256            | ) |                  |
| "PORTOBELLO" | TO | 6257            | ) |                  |
| "PUTNEY"     | TO | 6258            | ) |                  |
| "PARKDALE"   | TO | "LAKE ANNIS"    | ) |                  |
| "PATRICIA"   | TO | "LAKE ERIE"     | ) | Buffet Lounge    |
| "PEMBERTON"  | TO | "LAKE O'HARA"   | ) | Comp. Sleepers.  |
| "PETAWAWA"   |    | "LAKE WINNIPEG" | ) |                  |

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A new service has been established by the Montreal & Southern Counties Railway in morning and evening rush hours on weekdays, and morning and noon on Saturdays, between Cote Noire Road in Mackeyville, and Elizabeth Street, Mackeyville, a distance of one-half mile. There is one intermediate stop, which, with the Elizabeth Street stop, were established when the service was inaugurated recently. The service operates along the main line between the Mackeyville wye, and a point about a quarter of mile west of M. & S.C. Junction.

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Former Temiscouata Railway engines 6 to 10 inclusive, all 4-6-0 type, are to be renumbered in the Canadian National Railways' engine series, becoming Nos. 1014 to 1018, class F-1c. The two 4-4-0's, Nos. 11 and 12, will be scrapped.

(From U. C. R. S. Newsletter)

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The Canadian National Railways' have renumbered and reclassified all the narrow gauge steam locomotives of the former Newfoundland Railway. A complete listing will be found on the following pages.

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Publisher: R. J. Joedicke.

Editor: Allan Toohy,  
2368 Beaconsfield Ave.,  
Montreal 28, Que.

Former Newfoundland Ry. Locomotives renumbered by C.N.R., 1950.

| Type  | C.N. Class | C.N.R. Number | Nfld. Number | Builder | Year | Cyls. (BxS) | Drivers | Boiler Pres. | Tractive Force |
|-------|------------|---------------|--------------|---------|------|-------------|---------|--------------|----------------|
| 4-6-0 | F-3-a      | 15            | 113          | R.N.C.  | 1912 | 17x22       | 50      | 180          | 19%            |
| "     | "          | 16            | 114          | "       | "    | "           | "       | "            | "              |
| "     | "          | 17            | 117          | "       | 1913 | "           | "       | "            | "              |
| "     | "          | 18            | 122          | Baldwin | 1917 | "           | "       | "            | "              |
| 2-8-0 | L-7-a      | 280           | 162          | R.N.C.  | 1912 | 18x22       | 48      | "            | 22%            |
| 2-8-2 | R-2-a      | 300           | 1000         | Alco.   | 1930 | 18x24       | "       | 200          | 27%            |
| "     | "          | 301           | 1001         | "       | "    | "           | "       | "            | "              |
| "     | R-2-b      | 302           | 1002         | N.Brit. | 1935 | "           | "       | 210          | 29%            |
| "     | "          | 303           | 1003         | "       | "    | "           | "       | "            | "              |
| "     | "          | 304           | 1004         | "       | 1938 | "           | "       | "            | "              |
| "     | "          | 305           | 1005         | "       | "    | "           | "       | "            | "              |
| "     | "          | 306           | 1006         | "       | "    | "           | "       | "            | "              |
| "     | "          | 307           | 1008         | "       | 1941 | "           | "       | "            | "              |
| "     | R-2-c      | 308           | 1007         | M.L.W.  | "    | "           | "       | "            | "              |
| "     | "          | 309           | 1009         | Alco.   | "    | "           | "       | "            | "              |
| "     | "          | 310           | 1010         | "       | "    | "           | "       | "            | "              |
| "     | "          | 311           | 1011         | "       | "    | "           | "       | "            | "              |
| "     | "          | 312           | 1012         | "       | "    | "           | "       | "            | "              |
| "     | "          | 313           | 1013         | "       | "    | "           | "       | "            | "              |
| "     | "          | 314           | 1014         | M.L.W.  | 1942 | "           | "       | "            | "              |
| "     | "          | 315           | 1015         | "       | "    | "           | "       | "            | "              |
| "     | "          | 316           | 1016         | Alco.   | 1944 | "           | "       | "            | "              |
| "     | "          | 317           | 1017         | "       | "    | "           | "       | "            | "              |
| "     | "          | 318           | 1018         | "       | "    | "           | "       | "            | "              |
| "     | "          | 319           | 1019         | "       | "    | "           | "       | "            | "              |
| "     | R-2-d      | 320           | 1020         | M.L.W.  | 1947 | "           | "       | "            | "              |
| "     | "          | 321           | 1021         | "       | "    | "           | "       | "            | "              |
| "     | "          | 322           | 1022         | "       | "    | "           | "       | "            | "              |
| "     | "          | 323           | 1023         | "       | "    | "           | "       | "            | "              |
| "     | "          | 324           | 1024         | "       | 1949 | "           | "       | "            | "              |
| "     | "          | 325           | 1025         | "       | "    | "           | "       | "            | "              |
| "     | "          | 326           | 1026         | "       | "    | "           | "       | "            | "              |
| "     | "          | 327           | 1027         | "       | "    | "           | "       | "            | "              |
| "     | "          | 328           | 1028         | "       | "    | "           | "       | "            | "              |
| "     | "          | 329           | 1029         | "       | "    | "           | "       | "            | "              |
| 4-6-2 | J-8-a      | 590           | 190          | Baldwin | 1920 | 17x24       | 52      | 180          | 20%            |
| "     | "          | 591           | 191          | "       | "    | "           | "       | "            | "              |
| "     | "          | 592           | 192          | "       | "    | "           | "       | "            | "              |
| "     | "          | 593           | 193          | "       | "    | "           | "       | "            | "              |
| "     | "          | 594           | 194          | "       | "    | "           | "       | "            | "              |
| "     | "          | 595           | 195          | "       | "    | "           | "       | "            | "              |
| "     | J-8-b      | 596           | 196          | "       | 1926 | 18x24       | "       | "            | 22%            |
| "     | "          | 597           | 197          | M.L.W.  | "    | "           | "       | "            | "              |
| "     | J-8-c      | 598           | 198          | Alco.   | 1929 | "           | "       | 190          | 24%            |
| "     | "          | 599           | 199          | "       | "    | "           | "       | "            | "              |

Abbreviations:-

R.N.C.....Reid-Newfoundland Co.  
 Alco.....American Locomotive Co.  
 N.Brit.....North British  
 M.L.W.....Montreal Locomotive Works.

| C.N.<br>No. | Grate<br>Area | H.S.<br>Super. | Weight in Working Order |        |        | Tender Capacity |             | Valve<br>Gear |
|-------------|---------------|----------------|-------------------------|--------|--------|-----------------|-------------|---------------|
|             |               |                | Engine                  | Tender | Total  | Water           | Coal or Oil |               |
| 15          | 24.2          | ---            | 89250                   | 80000  | 169250 | 2400g.          | 8 tons      | Step.         |
| 16          | "             | ---            | "                       | "      | "      | "               | " "         | "             |
| 17          | "             | ---            | "                       | "      | "      | "               | " "         | "             |
| 18          | 18.0          | ---            | 92100                   | 56000  | 148100 | "               | " "         | "             |
| 280         | 27.5          | ---            | 146600                  | 80000  | 226600 | 2416g.          | " "         | "             |
| 300         | 35.2          | 426            | 146000                  | 102900 | 248900 | 4170g.          | 9 tons      | Walsch.       |
| 301         | "             | "              | "                       | "      | "      | "               | 2170 gals.  | "             |
| 302         | "             | "              | 151870                  | 104000 | 255870 | "               | 9 tons      | "             |
| 303         | "             | "              | "                       | "      | "      | "               | " "         | "             |
| 304         | "             | "              | "                       | "      | "      | "               | 2170 gals.  | "             |
| 305         | "             | "              | "                       | "      | "      | "               | " "         | "             |
| 306         | "             | "              | "                       | "      | "      | "               | " "         | "             |
| 307         | "             | "              | "                       | "      | "      | "               | 9 tons      | "             |
| 308         | "             | "              | 152000                  | 101600 | 253600 | "               | 2170 gals.  | "             |
| 309         | "             | "              | 154500                  | 101400 | 255900 | "               | " "         | "             |
| 310         | "             | "              | "                       | "      | "      | "               | " "         | "             |
| 311         | "             | "              | "                       | "      | "      | "               | " "         | "             |
| 312         | "             | "              | "                       | "      | "      | "               | 9 tons      | "             |
| 313         | "             | "              | "                       | "      | "      | "               | " "         | "             |
| 314         | "             | "              | 152000                  | 101600 | 253600 | "               | 2170 gals.  | "             |
| 315         | "             | "              | "                       | "      | "      | "               | 9 tons      | "             |
| 316         | "             | "              | 154500                  | 101400 | 255900 | "               | " "         | "             |
| 317         | "             | "              | "                       | "      | "      | "               | 2170 gals.  | "             |
| 318         | "             | "              | "                       | "      | "      | "               | " "         | "             |
| 319         | "             | "              | "                       | "      | "      | "               | " "         | "             |
| 320         | "             | "              | 155000                  | 108440 | 263440 | "               | " "         | "             |
| 321         | "             | "              | "                       | "      | "      | "               | " "         | "             |
| 322         | "             | "              | "                       | "      | "      | "               | " "         | "             |
| 323         | "             | "              | "                       | "      | "      | "               | " "         | "             |
| 324         | "             | "              | "                       | "      | "      | "               | " "         | "             |
| 325         | "             | "              | "                       | "      | "      | "               | " "         | "             |
| 326         | "             | "              | "                       | "      | "      | "               | " "         | "             |
| 327         | "             | "              | "                       | "      | "      | "               | " "         | "             |
| 328         | "             | "              | "                       | "      | "      | "               | " "         | "             |
| 329         | "             | "              | "                       | "      | "      | "               | " "         | "             |
| 590         | 27.6          | 343            | 115000                  | 84000  | 199000 | 3000g.          | 9 tons      | "             |
| 591         | "             | "              | "                       | "      | "      | "               | " "         | "             |
| 592         | "             | "              | "                       | "      | "      | "               | " "         | "             |
| 593         | "             | "              | "                       | "      | "      | "               | " "         | "             |
| 594         | "             | "              | "                       | "      | "      | "               | " "         | "             |
| 595         | "             | "              | "                       | "      | "      | "               | " "         | "             |
| 596         | 30.1          | 380            | 123900                  | 86500  | 210400 | 3340g.          | " "         | "             |
| 597         | "             | "              | 128400                  | 88970  | 217370 | "               | " "         | "             |
| 598         | "             | 397            | 132000                  | 92000  | 224000 | "               | " "         | "             |
| 599         | "             | "              | "                       | "      | "      | "               | " "         | "             |

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