

No 16

CANADIAN RAILROAD HISTORICAL ASSOCIATION, INC.

FEBRUARY, 1951.

Announcement of Meeting

The regular monthly meeting of the Association will be held on Wednesday, February 14th, 1951, at 8.00 P.M. in Room 153 of the Queen's Hotel.

Following the regular business of the meeting an address entitled "The History of the Montreal Street Railway" will be given by our member Mr. R.R. Brown. Members are urged to attend and as usual, visitors are cordially invited.

Trip Announcement.

On Sunday, February 18th, 1951, the Association, in co-operation with the Montreal "HO" Association, will sponsor a trip to Granby, Quebec, over the Montreal and Southern Counties Railway. The trip will include all lines of the M. & S.C. Due to the dieselization of a portion of the line, this will be the last chance for an excursion via the present electric cars to Granby. Refreshments will be available on the train and there will be plenty of time at Granby for lunch. The train will arrive back in Montreal in time for supper. Tickets will be on sale at the meeting on February 14th. Persons purchasing tickets after that time will be charged an additional fee. Accommodation is limited, so reserve early. Fare: \$2.25. For further information and tickets write Mr. S.S. Worthen, 3 Prospect Street, Westmount, Quebec.

Notice

Members who have not paid their dues for 1951 by the next meeting will be removed from the Bulletin's mailing list and a notice of meeting card sent them in its place until such time as the dues are paid. This is in accordance with a motion passed at the December meeting.

Items of Interest.

The Canadian Pacific Railway has placed an order for six 660 H.P. diesel-electric switching locomotives with the Montreal Locomotive Works, to be numbered 6500 to 6505. In addition, an order for six 800 H.P. switching units has been placed with General Motors Diesel Limited at London, Ontario. These will be numbered 6704 to 6709. Four similar units (Nos. 6700-6703) were built last

year and are in service on the Ontario District

The Canadian Pacific Railway has also placed orders for twenty-eight 1,500 h.P. road freight diesel-electric locomotives comprising 14 "A" units and 14 "B" units. These locomotives will be assigned to the Mountain territory between Calgary and Revelstoke and it is planned to have this territory completely dieselized by the end of 1952.

Two booster units for assisting diesel switchers in hump service at St. Luc Yard in Montreal were put in service recently. These units were built by the Montreal Locomotive Works and are low box like affairs on two traction trucks. The housing contains electrical equipment and ballast while power is derived from the diesel locomotive to which each attached.

Locomotives ordered for service in Canada during 1950:-

<u>Company</u>	<u>No.</u>	<u>Type</u>	<u>Wheels</u>	<u>H.P.</u>	<u>Serv.</u>	<u>Builder</u>
Abitibi Power & Paper Co.	1	Dies-Elec	B-B	300	Swit.	G.E.
Algoma Steel Corp.	7	" "	B-B	550	"	"
" " "	2	" "	B-B	300	"	"
B.C. Electric Ry.	1	" "	B-B	660	"	"
Canada Cement Co.	1	" "	B-B	300	"	"
Chemical Lime, Ltd.	1	" "	B	150	"	"
Dominion Steel & Foundries	1	Elec.	B	150	--	"
Electro Metallurgical Co. of Can.	2	Dies-Elec	B-B	660	Swit.	"
Fraser Companies	1	" "	B-B	550	"	"
General Supply Co. of Canada	1	" "	B	190	"	Whit-Her
National Harbours Board	1	" "	B-B	550	"	G.E.
North American Cyanamid Ltd.	1	" "	B-B	550	"	"
" " "	1	" "	B-B	300	"	"
Que. Iron & Titanium Corp.	1	" "	B-B	300	"	"
Spruce Falls Power & Paper Co.	1	" "	B-B	660	"	"
Steel Co. of Canada	3	" "	B-B	550	"	"
Algoma Central & Hudson Bay Ry.	5	" "	---	1500	Rd. Swt.	G.M.D.
Canadian National Railways	8	" "	B-B	1600	Frnt.	M.L.W.
" " "	28	" "	B-B	1500	"	G.M.D.
" " "	12	" "	B-B	1600	"	M.L.W.
" " "	22	" "	B-B	800	Swit.	G.M.D.
" " "	15	" "	C-C	1000	Pass-Frt	C.L.
" " "(for M&SC)	3	" "	C-C	1000	Pass.	C.L.
Canadian Tube & Steel Co.	1	" "	B	240	Swit.	C.L.
Canadian Westinghouse Co.	1	" "	B-B	350	"	C.L.
Ontario Paper Co.	1	" "	B-B	350	"	C.L.
Pacific Great Eastern Ry.	6	" "	---	1600	Rd. Swt.	M.L.W.
Chesapeake & Ohio Ry.	5	" "	B-B	1200	Swit.	G.M.D.
" " "	16	" "	B-B	1500	Rd. Swt.	G.M.D.
Wabash Railroad	10	" "	2B-B	3000	Frnt.	G.M.D.
" " "	1	" "	B-B	1500	Rd. Swt.	G.M.D.
" " "	3	" "	B-B	800	Swit.	G.M.D.

Abbreviations:

G.E. - General Electric Co.
G.M.D. Ltd- General Motors Diesel Ltd.
M.L.W. - Montreal Locomotive Works
C.L. Co. - Canadian Locomotive Company

The Rutland Railway has been testing diesel locomotives in anticipation of acquiring locomotives of this type. The American Locomotive Works has had its 1500 H.P. road switcher demonstrator working on a number of trains while the Electro-Motive Corporation sent a GP-7 road switcher which was on delivery to the Bangor and Aroostook Railroad, for a number of trials over the line.

A number of old Rutland steam locomotives are being scrapped. No. 45, a 4-6-0, built in 1902 and No. 24, a 2-8-0, built in 1911, were scrapped in the latter part of 1950. No. 101, an 0-6-0 will probably be scrapped in the near future.

It has been reported that Temiscouata Railway's locomotives Nos. 11 and 12, both 4-4-0's built by Portland Company in 1888 have been scrapped at the Canadian National Railways' shops at Moncton, N.B. These engines were acquired by the C.N.R. when it took over the Temiscouata Railway, but they were never re-numbered into the C.N. locomotives number series.

The following C.N.R. locomotives are also reported scrapped or scheduled for scrapping at Moncton.

2-6-0:-	#741, 830 925
4-6-0:-	#1002, 1174
2-8-0:-	#1901, 1904, 1911, 1914, 1945, 1956, 2025, 2425.
0-6-0:-	#7312, 7330

There are only two Mogul (2-6-0) type locomotives left in operating condition on the Montreal district of the Canadian National Railways. They are Numbers 674 and 745. No. 674 is being repaired at Point St. Charles after a minor accident. No. 745 is kept in operating shape with parts from #746. These engines are useful on small wayfreight trains such as the Dorval wayfreight, and also in snow plow and work train service.

The Ottawa Transportation Commission plans to order 15 trolley busses to replace street cars on the Bronson (E) route. These will be the first trolley busses to be used in Ottawa, and the Bronson route will be the first tram line which has been abandoned for many years.

One of our members who has recently visited the four Prairie cities still possessing tramcars has reported as follows:

Calgary the first city visited could, on January 11th, still lay claim to possessing tramcars, although none were operating and it is entirely probable that by this time only one will be left intact. The last scheduled run of an electric car in this city took place on December 29th, by car #14. This car, one of the type with the door in the front (Actually - where the destination sign is on most Montreal trams) will be preserved by Mr. Cross, a Calgary businessman and evidently one who appreciates the part played by the electric railway in building Calgary. The metal cars were burned at the car burns, but the bodies of the wooden trams are being sold.

Edmonton, whose Edmonton Radial Railway once served all sections of the city and provided transportation for outlying districts, now has but one tram route, operating from the south end of the High Level Bridge to North Edmonton. All other areas are served by bus and trolley coach routes and it is reliably reported that the remaining car line will be changed to rubber-tired operation this year. Many of the cars operated by the Edmonton Transit System are old, but the "20" class trams are in good condition and could likely be acquired very reasonably. They are one-man operated, have roller bearings and treadle doors.

Saskatoon is now operating one full-time and one part-time route by means of their electric railway. The University-Mayfair line is served by cars of the "50" and "200" classes operating on about 5 minutes headway. During busy periods trams also alternate with trolley-busses on the Exhibition end of the Exhibition-Pleasant Hill route as well as on the Princess Street section of the Seventh Avenue line. More electric busses are on order at present but it is not anticipated that rail service will be entirely discontinued for at least another year.

In Winnipeg, the rumor still persists that the North Main-Portage Avenue route is to be equipped with new cars when the rest of the system is converted to bus and trolley coach operation. This information did not come from official sources and can only be considered as a rumor at present. Rail service has been greatly curtailed during the past few years, but the five main routes are still being operated by electric trams.

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