

No. 18

CANADIAN RAILROAD HISTORICAL ASSOCIATION

APRIL 1951.

Announcement of Meeting

The regular monthly meeting of the Association will be held on Wednesday, April 11th, 1951, at 8:00 P.M. in Room 153 of the Queen's Hotel.

A paper on the History and Development of the Steam Turbine Locomotive will be given by Mr. S.S. Worthen. It is hoped that all members will make an effort to attend and hear this interesting talk.

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Items of Interest

On March 24th, Quebec Central Railway engine No. 45 was observed at North Jct., Montreal West, en route from Sherbrooke, Que. to Angus Shops, being pulled by Canadian Pacific engine No. 1085. No.45 had sustained considerable damage to the cab, and lacked its pilot and leading truck. This damage was the result of a derailment on February 9th at Mile 66, Chaudiere Subdivision, of the Quebec Central Railway. The engine slipped down a small embankment, after being derailed while operating with a snowplow.

This locomotive is one of five engines built to C.C.R. design at Kingston in 1912 and 1913. They are not of C.P. standard type and are numbered 41 to 45. No. 44 is presently on the Dominion Atlantic Railway, while No. 43 is being held in abeyance at Angus Shops. No decision has as yet been made whether No. 45 will be repaired or scrapped.

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The Canadian National Railways has received delivery of four 800 hp diesel-electric switchers from the General Motors Diesel Ltd. of London, Ont. as a part of an order for 22 such locomotives. The four locomotives are numbered 8500-8503 and are in service in Toronto Terminal.

An additional order for twenty-four locomotives of the same type ~~wase~~ placed by the C.N.R. in March. Half of these engines will be of the 800 hp type from General Motors Diesel Limited and half of the 660 hp type from Montreal Locomotive Works.

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Through Montreal to Halifax (via Edmundston) freight trains on the Canadian National Railways will be hauled by diesel road locomotives within the next two months. Engine crews are now being trained to operate the twenty 1600 hp units to be assigned to this service, which were ordered from Montreal Locomotive Works last year.

The units are numbered 9408 to 9427 inclusive - "A" units bearing even numbers, and "B" units the alternate odd numbers.

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The Canadian National Railways have been ordered by the Board of Transport Commissioners to cease operating trains over the Hillsborough Bridge in P.E.I. This will force cancellation of through service between Charlottetown and Murray Harbour until a new bridge, now under consideration, has been completed.

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Operation of the National Harbours Board Railway at Vancouver B.C. is to be taken over by the C.N.R. This will give the National System rail access to Burrard Inlet and the North Shore, including the industrial area around North Vancouver. West Vancouver is continuing its fight against the proposed extension of the P.G.E. Ry. into North Vancouver, where it would connect with C.N. (former NHB) line.

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Approximately \$5,000 damage was sustained by engine #14 of the Alma & Jonquieres Ry. in a fire which occurred recently at that company's engine house at Isle Maligne, Que. in the Lake St. John area. No. 14 is of the 2-6-0 wheel arrangement and was built by the Montreal Locomotive Works in 1926, bearing builder's serial No. 66937. The fire broke out on March 9th. The A. & J. Ry. has one other locomotive, a diesel-electric numbered 101, also built by Montreal Locomotive Works.

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On Friday, March 30th, the last wooden, former Toronto Railway, tramcar operated in Toronto. The car left the head offices of the T.T.C. at Yonge and Front Sts. at 11:00 A.M. and made a tour of the city. Executives, civic officials and friends made the last trip of the wooden cars. The car was followed by a modern P.C.C. tram to show the progress that had been made in street car design.

(from The Toronto Star)

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It is reported that the last remaining street car service of the Hamilton Street Railway was abandoned on Friday, April 6th. This abandonment leaves only seven Canadian cities still possessing street car systems.

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Grading operations to extend trackage at Turcot Yards of the Canadian National Railways is presently under way. As a result the Montreal Tramways Company's Lachine line right of way will be relocated several hundred yards nearer the Lachine Canal.

In conformity with the Capital District Plan for Ottawa, grading has commenced on a new railway yard to be situated near Hurdman, Ont.

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On Saturday morning the Rutland Railway's overnight New York to Montreal Train, No. 51, the "Mount Royal", was derailed at Arlington, Vt. Arlington is situated about 40 miles south of Rutland, Vt. and about the same distance north of Troy, N.Y. Cause of the derailment was a washout of a section of track softened by two days of continuous rain. Train No. 52 the New York bound "Mount Royal" passed over the track about an hour earlier and reported soft and bumpy track to the Agent at North Bennington, Vt. and slow order of ten miles an hour was issued to the northbound train. The slow speed probably saved the accident from being much more serious. The location of the wreck was at the bottom of a hill and trains usually pass over this section at speeds of about 50 m.p.h. The roadbed gave way after the locomotive and first car had passed safely over it, but derailed the remaining cars. Slow speed and soft ground accounted for the slight injuries to the passengers. Rutland Railway and Boston and Maine crews cleared the line and relocated track onto an adjoining highway so that train service could be resumed. Two of the cars could not be readily rerailed due to their position on the soft ground.

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