

CANADIAN RAILROAD HISTORICAL ASSOCIATION, INC.NEWS REPORT - FEBRUARY 1952NOTICE OF MEETING

*Salon A* The next meeting of the Association will be held in ~~Room 153~~, Queens Hotel, on Wednesday evening, February 13th, 1952 at 8:00 PM. In addition to the regular business, Mr. Lavallee will provide a showing of coloured photographic slides dealing with railway subjects. The members are cordially invited to bring guests or prospective members to this meeting.

The Treasurer would respectfully remind the membership that the annual dues, \$2.00, are now payable. Remittance may be made direct to Mr. M. B. Monahan, Jr. by mail, at 5537 Trans Island Avenue, Montreal, or payment can be made at the February meeting.

ASSOCIATION NEWS

In accordance with the custom of the association the annual elections were held at the January Annual Meeting. As a result of the voting, Mr. S. S. Worthen was elected to his fourth term as President. Mr. O. S. A. Lavallee was the successful contender for the office of Vice President, and Mr. M. B. Monahan, Jr. was appointed as Treasurer. The new Secretary is Mrs. Dorothy Lowe who was elected by acclamation. The Advisory Executive for 1952 includes: Messrs. S. G. Bethune, R. R. Brown, W. G. Cole, and Chas. Viau. Heads of Committees are as follows: Trip Committee: Mr. A. Clegg. Program and Publicity Committee: Mr. J. N. Lowe. Membership Committee: Mr. E. A. Barnes. Editorial Committee: Mr. O. S. A. Lavallee. Custodian: Mr. M. B. Monahan, Jr. Superintendent of Rolling Stock: Mr. K. Chivers.

The Secretary's address is: Apartment 17, 4895 Walkley Avenue, Montreal, Quebec.

Plans are being made to observe the Association's Twentieth Anniversary by means of a Banquet; this will be held in the Queens Hotel on Saturday, March 15th at 7:00 PM. Tickets are being handled by Mr. S. S. Worthen, 3 Prospect Street, Westmount, Quebec, and the cost is \$3.00 per cover. The members are urged to attend if possible, in order to make the banquet a success and to celebrate an important milestone in our society's history. Guests will be welcome.

## THE ASSOCIATION'S COLLECTION

During the late summer and fall of 1951, several of the members, under the direction of Mr. Monahan, were engaged in removing the heavier items of the Association's collection from the former site at St. Lambert to another suitable location. Through the kindness of our member Mr. Chivers, this heavy material is now stored a short distance outside the city. The smaller items and manuscript material, photographs, etc. are presently kept by Mr. Worthen.

Through the untiring efforts of Mr. Foster, negotiations have been completed for the storage of the heavy material under cover, protected from the weather; it will be moved to the new location in the spring. The material now in the possession of Mr. Worthen will eventually be housed in a new location as soon as suitable partitioning has been completed. Mr. Monahan is Chairman of the Committee making these arrangements.

## THE CANADIAN RAILWAY PICTURE ONE HUNDRED YEARS AGO

In the year 1852, Canada, then divided into the politically disunited provinces of Canada, New Brunswick and Nova Scotia, possessed 211 miles of railway in regular operation. Steam locomotives were in use upon these railways - 38 of them in all. There were also two major tramways operated by animal haulage, one extending from Niagara-on-the-Lake to Chippewa, while another was situated at Sydney Mines, in Cape Breton. While Canada's first railways had been of the standard, or 4'8½" gauge, the "Broad Gauge Law" of 1851 had had its effect, and the railway miles of the three provinces were split almost exactly in half between the standard and the 5'6" gauge; the former was used on 105 miles of line, the latter on 106 miles.

A map is included with this issue showing the railway lines completed for operation in 1852. A number of other lines were under construction but not in use - they are not shown.

There follows a list of the locomotives in use in Canada in 1852, twenty-seven of them built in the United States, while eleven had been built in the United Kingdom.

### ONTARIO SIMCOE & HURON UNION RAILROAD - 5'6" Gauge

LADY ELGIN      4-4-0    14x20"    60"    1852    Portland #33

### SAINT ANDREWS AND QUEBEC RAILWAY - 5'6" Gauge

PIONEER      0-4-0           1851 Stephenson #763

NORTH STAR      "      "      "

NORTH STAR owned by James Sykes & Co. and probably Second-hand.

CHAMPLAIN & SAINT LAWRENCE RAIL ROAD - 4'8½" Gauge

MONTREAL	4-4-0	11x16"	54"	1846	Baldwin	#265
CHAMPLAIN	"	15x22	60	1847	Norris	Bought 1849
					Formerly the LACHINE of the Mtl. & Lachine	
JOHN MOLSON	4-2-2	13x18	72"	1847	Kinmond	Ordered by
					Mtl. & Lachine RR but sold before delivery..	
ST. LAWRENCE	4-4-0	15x20"	60"	1851	Baldwin	#420
CANADA	"	13x26	"	1851	Norris	
ST. LAMBERT	"	14x20	66"	1851	Taunton	#84
ST. HELEN	"	"	"	1851	"	#99
DORCHESTER (2nd)	"	16x20"	60"	1851	"	#103
LAPRAIRIE	"	"	"	1852	"	#113

GENERAL MINING ASSOCIATION - ALBION MINES RAILWAY - 4'8½" Gauge

SAMSON	0-6-0	15 <sup>3</sup> / <sub>4</sub> x18"	48"	1838	Hackworth	
					The only survivor in 1952 - still preserved in NS.	
HERCULES	0-6-0	15 <sup>3</sup> / <sub>4</sub> x18"	48"	1838	Hackworth	
JOHN BUDDLE	"	"	"	1838	"	

MONTREAL & LACHINE RAIL ROAD - 4'8½" Gauge

MONTREAL	4-2-2	13x18"	72"	1847	Kinmond	
JAMES G. FERRIER	"	"	"	1847	"	

ST. LAWRENCE & ATLANTIC RAILROAD - 5'6" Gauge

BRITANNIA	6-2-2	13x18"	60"	1839	Stirling	
PRINCESS	"	"	"	1839	"	
					Probably ex BRITANNIA and VICTORIA of the	
					Arbroath & Forfar Railway in Scotland.	
A. N. MORIN	4-4-0	15x22"	60"	1848	Portland	#3
MONTREAL	"	"	66	1850	"	#15
SHERBROOKE	"	16x22	66	1850	"	#17
ST. LAWRENCE	"	15x20	66	1851	"	#25
RICHELIEU	"	16x22	"	1851	"	#26
YAMASKA	"	15x22	60	1851	"	#27
QUEEN	"	16x22	"	1852	"	#34
MASSAWIPPI	"	16x24	54	1852	"	#35
MAGOG	"	16x24	60	1852	Hinkley	#380
ST. FRANCIS	"	"	"	1852	"	384
COATICOOK	"	"	54	1852	Amoskeag	#62
NALHEGAN	"	"	"	1852	"	#63
MANCHESTER	"	16x20	66	1852	"	#64
ST. HYACINTHE	"	16x24	54	1852	"	#65
UPTON	"	16x20	66	1852	"	#66
ACTON	"	"	"	1852	"	#67
PRINCE ALBERT	"	"	"	1852	"	#68

CIE. DU CHEMIN A RAILS DU ST. LAURENT & VILLAGE D'INDUSTRIE 4'8½" Ga.

DORCHESTER	4-2-0	9x14"	48"	1836	Stephenson	#127
					First locomotive in Canada. Formerly 0-4-0.	
					Bought 1849 from Champlain & St. Lawrence R.R.	
JASON C. PIERCE	4-2-0	9x18"	48"	1837	Norris	
					Bought 1850 from Champlain & St. Lawrence R.R.	

STEAM  
RAILWAYS of  
BRITISH NORTH AMERICA

1852

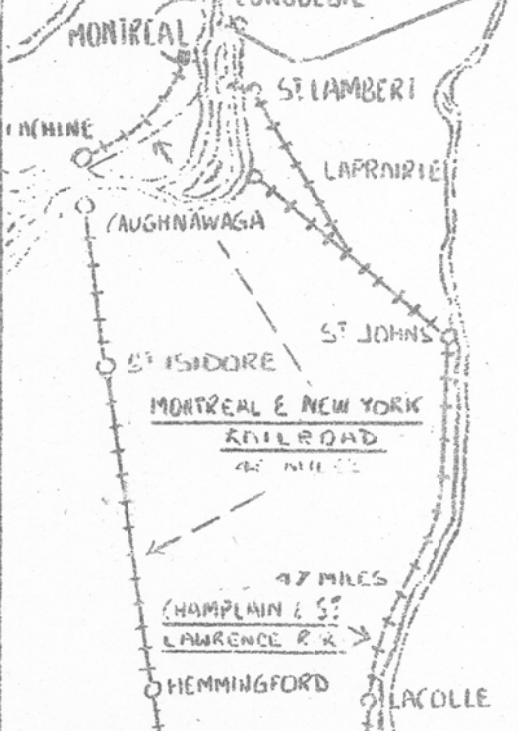
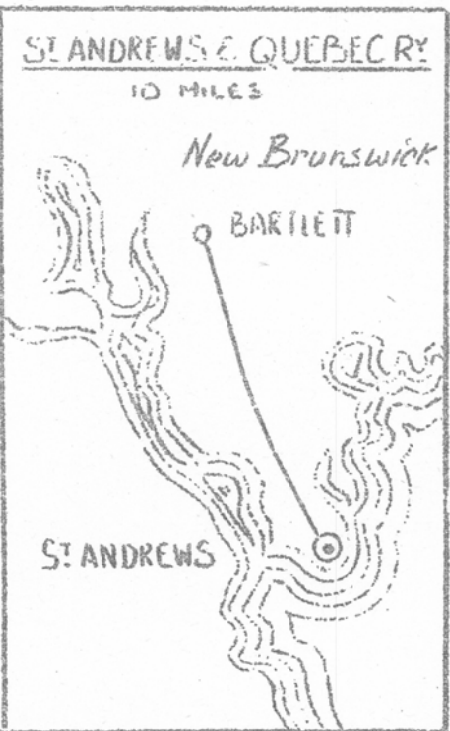
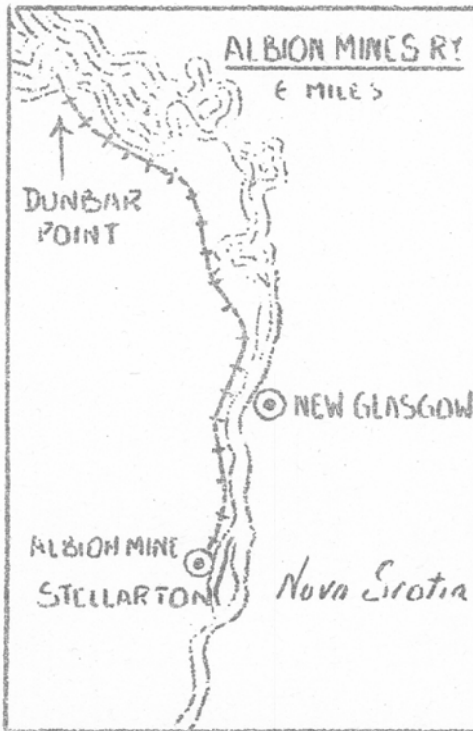
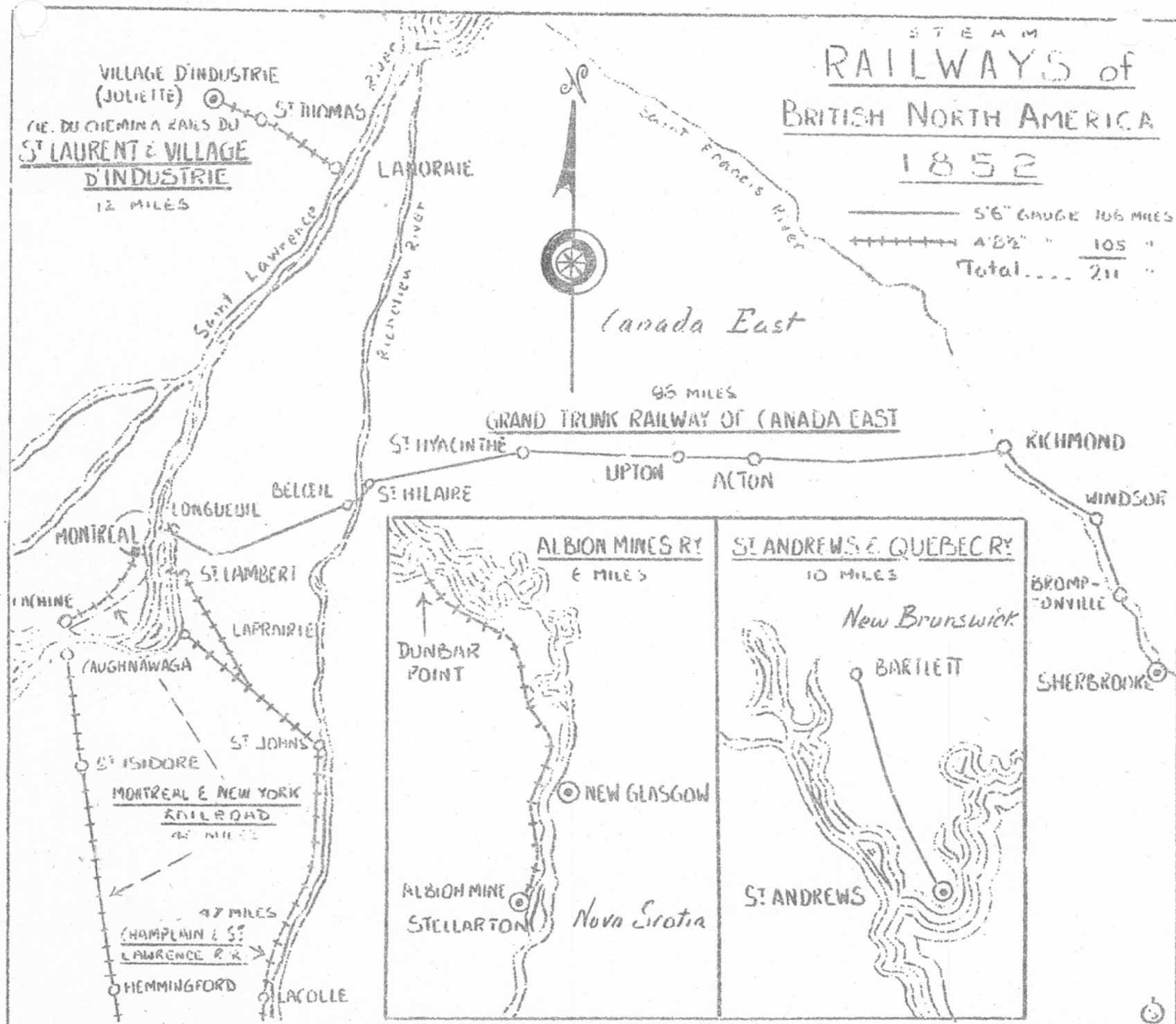
————— 5'6" GAUGE 106 MILES  
 ++++++ 4'8 1/2" " 105 "  
 Total.... 211 "



*Canada East*

95 MILES  
GRAND TRUNK RAILWAY OF CANADA EAST

VILLAGE D'INDUSTRIE (JULIETTE)  
 CIE. DU CHEMIN A RAILS DU  
ST LAURENT & VILLAGE  
D'INDUSTRIE  
 12 MILES



### CANADIAN NATIONAL'S D-1.

The Canadian National has a new train - well, almost! It is known as D-1, and except to those who keep an eye on such things, it appears as the latest model in the National System's line of unit car equipment. Actually it is the rebuilt 15834, whose physical history goes back to the year 1930 when it was outshopped by the National Steel Car Co. in Hamilton, Ont.

But the story of the unit-car is older than that - it is in fact almost a parallel of the story of the Canadian National Railways. Ever since its beginning in 1918, the CNR has operated numerous self-propelled units, many inherited from the various predecessor roads that made up the transcontinental system. These included gasoline-propelled coaches, both electrically and mechanically driven, storage battery units and steam coaches, while two electric MU's also were included in the CN roster for many years. The account of how diesel power was successfully adapted to railway use by the mechanical officers of the CNR and the Beardmore Company, the epochal run of #15820 from Montreal to Vancouver in 1925, and the subsequent construction and operation of America's first diesel-electric road locomotive, Canadian National's first 9000, have been told in other chapters of the railway history. (See NRHS bulletin No. 2-1949; CN Magazine April 1950; CRHA report 12-Oct. 1950)

That the first diesel-electric motorcoach units, constructed during the development period from 1925 to 1930, were of sound design and fine workmanship is demonstrated by the fact that many of the original cars are still in operating condition and are daily performing their allotted tasks. Mechanical improvements, however, especially in the design of diesel engines for railway purposes, have been spectacular in the past two decades, and as a number of the CNR unit cars were in need of both general overhaul and new power plants, it was decided in 1949 by motive power officers to modernize one of the existing rail cars by equipping it with a new diesel engine, completely overhauling the electrical apparatus, the generator and the motors, and by refurbishing the car body and passenger accommodation.

C.N. 15834, which had previously been operating between London and Sarnia, and was at the time stored unserviceable at Stratford, was picked for the experiment and re-designated D-1. Two trailer units, numbers 15742 and 15739, which were available and in need of general reconditioning, also underwent alterations and emerged from the CNR shops as C-1 and C-2.

As mentioned previously, the leading unit of the 3-car train, formerly CN 15834, was built by the National Steel Car Co. and the CNR in 1930. Its lightweight is recorded as 147,000 lbs. and it has been rebuilt to provide space for operation and baggage only. A curved cowling has been applied to the front end and an additional baggage door cut towards the rear where formerly the passenger section was located. A new twelve cylinder Caterpillar diesel, type D-397, provides the prime motive power in the rebuilt D-1, replacing the original Westinghouse diesel. A Canadian Westinghouse generator and two type 569 traction motors, mounted on the leading truck, provide the means of transmitting the energy to the driving wheels.

C-1, previously known as 15742, and C-2, previously 15739 were both originally built in 1926 by the same Hamilton carbuilder, National Steel Car. Structurally, the bodies of these trailers have not been altered to any great extent from their original design. C-1 is now a combination Post Office mail and passenger unit seating fourteen, whereas formerly it was completely devoted to passengers. C-2 as previously, is a straight coach seating 52 persons, 44 in the main compartment and 8 in the smoking section. The interior of both trailer units has been finished in green and cream, while the seats have been re-upholstered in brown leather. Future trailers may be equipped with new seats of modern design, for the seats are the passengers' closest contact with comfort - the comfort that the railway is in a better position to provide than any other form of transportation. (Continued next page)

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CANADIAN NATIONAL RAILWAYS LOCOMOTIVE  
RENUMBERING AND RECLASSIFICATION

The following changes have been authorized:

- Class C3b to be E12a
- " C5b " E12b
- " C7a " E12c

- Engines 902-911, 914-915, 919, 923-926, to become 80-96, all numbers inclusive, class E10a.
- " 7035, 7039, 7040, 7043, 7044, 7053, 7061 to become 7250-7256 inclusive, class 0-10-a,b.
- " 7075 to become 7260, class 0-14-c.
- " 7014, 7021, 7025 to become 7265-7267 inclusive, class 0-7-a,b.
- " 7125, 7127-7135, 7138, 7141, 7142, 7144, 7146, 7147, 7149-7152, 7157, 7169-7171, 7173, 7175, 7177, 7183 to become 7220-7247 all numbers inclusive, class 0-9-a. In this class, nos. 7202, 7215, 7216 remain unchanged.

The following renumbering changes have been carried out:

- Class Q2a - GTW 7730 is now 73
- " Q4a - " 7800 " 78
- " " - " 7801 " 79
- " Y3a - CN 7818 " 7800
- " " - " 7819 " 7801
- " " - " 7802-7817 inclusive remain unchanged.
- " Q1a - " 7700 is now 77
- " Y1a - " 7751 " 7550
- " " - " 7752 " 7551

Effective November 1st, 1951, the following locomotives of the Quebec Railway Light & Power Co. were transferred to the Canadian National Railways. They retain their QRL&P numbers:

- Steam: #22 (2-6-0) Presently stored.
- Electric: #30-35 inclusive. (B-B).

All axles of the train operate on SKF roller bearings, and heat is supplied throughout by Peter Smith car heaters. The entire re-modelling job was done in CNR shops and the work was completed in October 1951. On the 31st of the month the first trial trip was made by D-1, when it operated over the St. Hyacinthe Subdivision to St. Hubert, and the following day the three car train was tested between Montreal and St. Johns, Que.

This trial run to St. Johns on November 1st was the first time the three units of the train were tested together, and it was my privilege to accompany the technical officers who made the trip to take note of the train's capabilities. My first impression of the lead unit, which was in the Electric Locomotive Shop at Pointe St. Charles when I arrived, was the enormous length of the car. No doubt not much longer than the other CN motorcoaches, its length was accentuated by the yellow panel enclosing the window area and narrowing to a point at the front, where the CNR maple-leaf insignia is located. Altogether a very attractive colour scheme.

We left the lower level track at Bridge Street Station at 9:52 AM and proceeded over Victoria Bridge to St. Lambert, where there was a short delay due to operating conditions. Our departure from St. Lambert was timed at 10:08 am and arrived at St. Johns at 10:41 am, the train making all station stops at intermediate points, as if mythical passengers were alighting and embarking. This time works out at an average of 35 m.p.h., most of the running being clocked at between 40 and 45 miles per hour. The fastest mile recorded on the run was made in 77 seconds, or at a speed of 46.7 m.p.h.

After our arrival at St. Johns the train was rearranged for the benefit of the photographers and public relations officer who accompanied the train, and C-1 was placed next to the motor unit D-1. On the southbound journey coach C-2 had been coupled behind the power unit while C-1 brought up the rear, but a few switching moves at the St. Johns Wye soon altered the consist order. Then, after a short pause to inspect the train and examine the alterations effected in the equipment, we returned to Montreal. The results of the trip pointed up a few minor adjustments that would have to be made, and these were taken in hand by the electrical and mechanical staffs concerned. Further trials took place during the following weeks in the Montreal area and on December 10th the train was turned over to the Southern Ontario district, where it will operate trains 660, 661, 662, 663, 61, and 62 between Hamilton, Allandale and Meaford.

No doubt, if the new motor train measures up to expectations, other self-propelled units will be similarly reconditioned or built - units that can be operated economically on light-traffic lines. The provision of adequate service on these branch lines, so numerous on a system like the CNR, is essential to the welfare of the country. In this connection, the acquisition of a greater number of motor trains by the railway should work to the advantage of all - by providing economical operating conditions for the railway and by serving the communities in sparsely settled areas with efficient and reasonably frequent transportation services.

## ITEMS OF INTEREST

The White Pass & Yukon Route has been acquired by a newly organized Canadian company, the White Pass & Yukon Corporation. Headquarters of the new company are at Vancouver. The 3-foot gauge 110-mile railway operated by this company extends from Skagway, Alaska to Whitehorse, Yukon Territory. Several subsidiary interests are included in the transaction, in the form of pipe lines, highway transport properties and navigation services.

One of the three remaining American type (4-4-0) locomotives of the Canadian Pacific Railway, No. 136, was brought to Montreal's Angus Shops recently to undergo extensive repairs. The engine was returned to service early in January. Engine 29, of the same type, which had been in storage at McAdam, was rendered serviceable and replaced No. 136 in service on the Norton-Chipman, N.B. branch with the third engine, No. 144. Severe weight restrictions on this subdivision render the use of these three locomotives obligatory. They are the last American type engines in use on a Canadian public railway.

Since Wednesday September 12th, 1951 Canadian Pacific Railway trains on the Timiskaming Subdivision, which extends between Mattawa, Ont. and Angliers, Que., have been using a newly constructed diversion. This diversion was made necessary by the Rapide La Cave power development on the Ottawa River. Extending from La Cave, Que. (five miles north of Mattawa) to a point just south of Timiskaming, Que., the new diversion has increased the distance between Mattawa and Timiskaming by 3.6 miles, the present distance totalling 41.5 miles between the two localities. Shortly afterward, engine 3051, one of two remaining 2-6-0 or Mogul types on the CPR System, was sent to Angus Shops for storage. This engine had been used in work train service on the diversion.

Engines 914 and 1089 of the Napierville Junction Railway, steam locomotives of the 2-8-0 type, are presently being dismantled at the CNR's St. Henri Wye track in Montreal. Since the advent of diesels on the NJR, the engines had been stored at Rouses Point, N.Y.

Electric engine No. 7 of the Shawinigan Falls Terminal Railway is presently stored at Ville St. Pierre, near Montreal. Engines 2 and 4 are reported to have been scrapped at Shawinigan Falls, while No. 6 is retained in storage at that place for possible use by the CNR on the Montmorency Subdivision, formerly the QRL&P.

The Grand Trunk Western RR has purchased six lightweight streamlined passenger coaches from the Chesapeake & Ohio R. R.

The Canadian Division of the Chesapeake & Ohio (Pere Marquette District) is presently shipping a number of steam locomotives from St. Thomas, Ont. to Dominion Foundries in Hamilton for reclamation as scrap. Service on this freight-only line has been dieselized. One of the C&O's 2-8-2 (Mikado) types has been sold to the Sydney & Louisburg Ry in Nova Scotia. It becomes S & L #102.



## TRIP COMMITTEE ANNOUNCEMENT

In view of the application for abandonment of service on the Canadian National Railways' rail line between Brockville and Westport, Ontario, (the former Brockville, Westport & Northwestern Railway) the Trip Committee is considering undertaking a trip over this rustic railway route. Supplementary arrangements will be concluded at a later date and further announcement will be made in the news report.

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The Pacific Great Eastern Railway in British Columbia reports that less than eighteen miles of track remain to be laid between Quesnel and Prince George on the PGE's northern extension.

Effective November 25th 1951, the Canadian National Railways inaugurated diesel-electric service over the Montreal & Southern Counties Railway. Steam service from Montreal to Waterloo via the Canadian Pacific Railway between Iberville and Farnham was discontinued and the last steam locomotive to pull the passenger train over the CPR route was CNR #5056. Waterloo roundhouse was closed and the new diesels are presently based at Granby West Shop, formerly used by the M&SCR.

M&SCR electric service was discontinued between Marieville and Granby on the same date, and the CN diesel-hauled passenger trains now operate from Central Station to M&SC Junction east of St. Lambert, then by way of M&SC rails to Granby, where CN trackage is resumed to Waterloo.

The Murray Harbour Subdivision of the Canadian National Railways in Prince Edward Island, formerly extending between Charlottetown and Murray Harbour, has now been cut on the east side of the Hillsboro bridge. Rail service over this bridge was discontinued some time ago after the link was damaged by fire and service is now provided only as far as the eastern approach to the bridge where connection is made with the local transit system.

During January, cars of the 91 LACHINE route of the Montreal Transportation Commission were finally diverted to the new right-of-way to make room for the CNR extension to Turcot Yard. The new diversion is about  $\frac{3}{4}$  of a mile long and at the farthest point is situated about 300 yards closer to the Lachine Canal.

The current strike of employees of the Toronto Transportation Commission has resulted in citizens of eastern Toronto enjoying real, big city, commuter service through the courtesy of the Canadian National Railways. The service consists of a shuttle service between Scarboro and Toronto used by approximately 1500 people per trip. The announcement that this service will be discontinued at the resumption of TTC service has met with loud protests from citizens of the district.

Work proceeded according to schedule on the Quebec North Shore & Labrador Railway in 1951, although it has now been suspended for the winter. The tunnel 12 miles from Seven Islands has been completed and the Moisie River bridge is nearly finished. The line has been graded for approximately 140 miles and steel should be laid on this during 1952. The recent fire at Seven Islands did not damage any railway facilities. QNS&L plans to use train radio and CTC (Centralized Traffic Control). It is also reported that the QNS&L has purchased a business car which will be named "Seven Islands".

The Romaine River Railway has also shut down until spring. This line has, at present, three diesel-electric road switchers and one switcher, with 27 route miles in operation. Operated by Quebec Iron & Titanium Corp., it extends inland from Havre St. Pierre on the Gulf of St. Lawrence, to the mines.

Effective January 7th 1952, the Delaware & Hudson RR discontinued trains #7 and 8, the Albany local, between Montreal & Rouses Point, NY.

London & Port Stanley Railway has recently severely curtailed its passenger service and about half of the former passenger runs have been replaced by 'buses.

Early in December, passenger service on the Canadian Pacific Railway's LaSalle Loop line in Montreal was discontinued.

Passenger service on the Quebec Central Railway between Newport & Sherbrooke was abandoned on December 8th, 1951. Service on this line had been provided by a gas-electric car, CPR #9007 making one round trip per day.

Canadian National's recently rebuilt motor train, consisting of diesel-electric car D-1 and trailers C-1 and C-2 was turned over to the Southern Ontario District at Brockville on December 10th, 1951 and placed in service between Hamilton and Meaford on January 3rd, 1952. (Description and report on this equipment accompanies this issue).

Advice has been received from Quebec that the Quebec Railway Light & Power Co. property at LaCanardiére, formerly the home of the Quebec Railway interurban cars has been turned over entirely to 'bus storage and maintenance. The large red interurbans are now served at the CNR Limoilou shop and stored in the adjacent railway yard where trolley wires have been erected over certain tracks. Unused equipment is stored at Ste. Anne de Beaupré yard. (A description of the Quebec railway will appear in the March issue of this publication)

Montreal & Southern Counties Railway car #603 which was partially burned during December when an overheated stove caught fire, will be dismantled at the Company's St. Lambert shops.

The 200th locomotive constructed by General Motors Diesel Ltd., of London, Ontario, was recently delivered to the Algoma Central & Hudson Bay Ry. It is a 1500 HP general purpose diesel-electric locomotive.

The Board of Transport Commissioners has approved an application by the Canadian National Railways for abandonment of the railway between Blewett and Goodwater, Sask. The 22-mile line was formerly part of the Lampman subdivision, southeast of Regina, over which no regular trains have operated for the past few years.

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With this issue, (February 1952) the Canadian Railroad Historical Association resumes publication of its monthly news report, after a lapse of six months. The last issue was that of August 1951.

Due to circumstances beyond his control, the former Editor, Mr. Allan Toohy, has relinquished his post; a new Editorial Committee, comprising five members was subsequently formed.

We are pleased to announce that all of our outside subscribers who paid to receive news reports in 1951 will have their subscriptions renewed, without charge, for 1952, due to the limited number of publications in 1951. New subscriptions will be handled promptly -- the charge is \$1.00 for the year, during which eleven reports are planned. Features which will be included in forthcoming bulletins will include the third portion of Mr. Modler's treatise on signal indications, covering the practice on certain major United States railways; complete lists of locomotives currently in use on both major Canadian railways, the Canadian National system and the Canadian Pacific Railway; a series of articles on early railways in Eastern Canada by Mr. Robert R. Brown, and a history and list of business, private and special service cars in use on the Canadian Pacific Railway since 1881, by the Editor.

The feature for the forthcoming (March) report will be an account of the operations of the Quebec Railway Light & Power Company, a line recently assimilated into our National system, by Mr. Anthony Clegg and the Editor.

Inquiries, comments, news items or new subscriptions will be welcome. Remittances should be made by cheque or postal order payable to the Canadian Railroad Historical Association, Inc., and all correspondence including such remittances, should be addressed to the Editorial Office of the Association, 6959 De l'Epee Avenue, Montreal 15, Que.

Feb, 1952

Omer S. A. Lavallee,  
Editor.