

CANADIAN RAILROAD HISTORICAL ASSOCIATION INC.NOTICE OF MEETING:

The October meeting will be held in room 153 Queens Hotel on Wednesday, October 8th, 1952 at 8:00 PM. The usual business will be transacted, and the entertainment of the evening will be provided by the Vice President, Mr. O.S.A. Lavallee, who will show a selection of Kodachrome slides depicting railway subjects in a recent trip to the Maritimes and Newfoundland.

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SPECIAL NOTE

This issue of the News Report is being distributed to passengers on the Association's special train to Huberdeau for the 1952 Fall Foliage Excursion, held on Sunday, October 5th, 1952. The following remarks are directed especially to those who have never participated in our activities of this type in the past.

The Canadian Railroad Historical Association, founded in 1932 and incorporated with a Dominion charter in 1941, is a non-profit organization of persons interested in the development of Canadian railways from the earliest times, and toward this end a comprehensive system of research is constantly being carried out to bring to light the fascinating story of Canada's railways, which have paralleled the nation's growth. Hand in hand with our interest in the railway story, the association takes an active interest in promoting railway travel, and toward this end, our excursions are organized, such as that being held today to Huberdeau. The Association is not subsidized by the railways or any outside source. Any proceeds remaining after trip expenses are paid are returned to the treasury to pay advertising and incidental expenses of future trips. Each of the members of the Association's Trip Committee serves entirely without remuneration; our only interest is to encourage railway travel, and demonstrate, in a small way, that interesting short excursions can be made to scenic or historic places of interest, in the vicinity of the city of Montreal.

From time to time, as our passenger list multiplies, more ambitious trips will be planned and carried out. Larger trains will mean modern equipment, with which all of Canada's railways are being provided. During the trip, a list will be passed to the passengers upon which we would ask them to insert their names and addresses. That will automatically place the passengers on the Association's mailing list for future trips. If the passengers have other friends who may be interested in participating in our outings, we would ask them to send the names and addresses in to any officer or member of the Association, or to the Editorial Committee, which publishes this News Report.

Your interest in, and support of, these trips, will have a direct effect on the quality and ambition of future excursions. Constructive criticism is always welcomed by the Association -- if you have any, let us have it!

S.S. WORTHEN,  
President,  
General Passenger  
Traffic Manager

O.S.A. LAVALLEE  
Vice President  
Chairman,  
Editorial Committee

A. CLEGG  
Chairman,  
Trip Committee.

TRIP INFORMATION: E. Allan Tohey, Passenger Traffic Commissioner, CRHA,  
2368 Beaconsfield Avenue, Montreal, Que.

PHILIPSBURG RAILWAY & QUARRY COMPANY

In 1888 the Philipsburg Railway and Quarry Company was chartered to build a railway line from its marble and limestone quarries at Philipsburg to a connection with the Canadian Pacific Railway and the Central Vermont Railway at Stanbridge. Construction started in the autumn of 1893 and the line was completed on June 1st, 1904. Three years later a branch was built down to a wharf on Mississquoi Bay. In 1920 passenger service was discontinued and the wharf branch abandoned and in 1939 the entire line was closed and dismantled.

Locomotives:

- "Colonel Bond" 4-4-0 13½x20" 52" 1879 Kingston  
Bought in 1893 from Canadian Pacific Railway. It was formerly South Eastern Railway no.22 and originally Lake Champlain & St. Lawrence Jct. Ry. #4 "L'Ange Gardien".
- 1997 4-4-0 17x22" 69" 1883 Grand Trunk Railway  
Originally 4-4-2T. Bought about 1915.
- 201 4-6-0 19x24" 54" 1889 Baldwin #10236  
Bought from the Central Vermont RR about 1920.

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GREAT WESTERN RAILWAY OF CANADA

(Excerpt from American Railroad Journal - 1852)

" Built at Souther's Globe Works, South Boston, a lilliput engine "Yankee", 6 tons, water tanks under boiler between drivers, which are two feet in diameter. First locomotive on the Great Western of Canada. To be used as a gravel engine in constructing the road, in connection with Souther's excavators"

Zerah Colburn, in his "Locomotive Engineering" edition of 1871, referred to this, or similar engines: " The spreading of the firebox to a width

greater than the gauge of the line, by placing the firebox entirely behind the wheels has been carried out by the author in a number of 6 ton tank engines which he designed and made, early in 1852, for a contractor's line of 3 feet 3 inch gauge, that of the permanent way, the Great Western Railway of Canada, being 5 feet 6 inches. "

ITEMS OF INTEREST:

The Toronto Transportation Commission has announced the purchase of 48 PCC type, streamlined streetcars, from the Birmingham (Ala.) Transit system. This purchase will bring the number of such cars operating on Toronto's lines to well over the 600 mark.

Recently, photographs of the association's sole item of rolling stock, car no. 374, were taken by the staff of Can-Car Journal, the publication of Canadian Car & Foundry Company. They are to be used to illustrate an article in that magazine outlining the association's history and the story of no. 374, on the occasion of the delivery of a number of new trolley coaches to the Montreal Transportation Commission.

Canadian Pacific Railway engines scrapped between January 1 and July 31, 1952:

3450, 5773, 706, 906, 560, 6252, 447, 468, 478, 653, 686, 723, 5774, 471, 6247, 725, 3051, 3412, 810, 932, 644.

Baggage and smoking car combinations now being readied in the CPR Angus Shops, formerly colonist cars 2697 to 2706 inclusive, will be numbered 3300 to 3309 inclusive. They have light green interiors, with dark green leather upholstery and vestibules at both ends. The Company is continuing with the modernization of existing sleeping and parlour cars. The "Grand" class of 14 single-bedroom cars is the latest series to come into the shops for remodeling. Cars now in shop are: Grand Bay, Grand Prairie, Grand Coulee and Grande Pointe. In addition, parlour cars 6758 to 6763 inclusive are being remodelled similar to the six 6700's previously shopped. The sleeper "Ruskin", damaged in an accident, is being remodelled like the ten other "R" cars previously mentioned in the News Report.

Two of the oldest cars now operating were recently in Angus undergoing overhaul. They are official car No.1, Woodstock Division Superintendent's car, built for the St. Lawrence & Ottawa Railway in the 1870's and the Quebec Central Railway manager's car "Sherbrooke", built in 1872.

Timiskaming Subdivision of the C.P.R., running from Mattawa to Angliers, which recently acquired about thirty miles of new line is a railway blazed in the bush, according to one of our members, Mr. F.A. Kemp, who visited the northern and western Ontario section recently. Passenger service, connecting with trains 1 and 2, is powered by a D4g class 4-6-0 steam locomotive, while freight trains use N4 class 2-8-0's and D-10 4-6-0's. The line abounds in scenery and interesting operation.

Ontario Northland Railway freight service is now principally diesel with 1500 class GMDL FP7a units, Montreal Locomotive 1300 class road switchers and 1200 class switchers of both builders. Passenger service is nearly all steam-hauled, except when a diesel is used out of expediency. Locomotives are 1100 class 4-8-4's and 700 class heavy 4-6-2's, both attired in large smoke deflectors and wide running-board sheathing, with light green and gold livery, which is kept clean and polished. Other engines running include a few 300 class 2-8-2's, 100 and 200 class 4-6-0's and a large 0-8-0 #900, seen at Cochrane. At Englehart a number of engines are in storage including 400- and 500- class 2-8-0's, 300 class 2-8-2's and one 4-6-0, no.200.

Algoma Central Railway is almost completely dieselized with GP7's numbered 150 to 169 and GMDL switchers 140 and 141 with most of the remaining steamers in dead storage at the "Soo". Only one steam engine was noted on a trip from Hearst to Sault Ste. Marie, 2-8-0 #29 powering a lidgerwood. During the past summer the line enjoyed a brisk tourist business for which service was extended to "daily except Sunday" over the whole line.

In a recent issue we reported that Canadian Pacific Railway's diesel-electric unit 1801 had been spotted on Montreal-Ottawa passenger train 504. This should have read 503. Following the report, the unit was used for some time in the Ottawa service, and at the present time is regularly assigned to passenger trains between Montreal and Sherbrooke.

Canadian National Railways engine 2452 was scrapped in July. Four Fairbanks-Morse 1600 HP "Consolidation" diesel-electric engines, nos. 8704 (A unit) and 8701, 8703 and 8705 (B units) were received in May 1952. This followed delivery of initial "A" units 8700 and 8702 last January. General Motors 1500 HP road units 9064, 9066, 9068 and 9070 were received in July, and 9072, 9074, 9076, 9078, 9080 and 9082 were placed in service in July.

Rutland Railway has just received four more diesel-electric locomotives, nos. 205 to 208, 1600 HP road switchers from American Locomotive Company. A reported sale of the 90 class steam locomotives to Ferrocarriles Nacionales de Mexico appears to have run aground. Two steam locomotives are being retained for use between Montreal and Alburgh and three others for standby. All other steam engines are to be scrapped as quickly as possible.

Engine 251 of the Bangor & Aroostook RR made the last scheduled steam locomotive run from Derby to Greenville, Me. on July 22nd.

Suncook Valley RR has applied for permission to abandon its entire line between Pittsfield NH, and Bow Jct.

New Haven has ordered ten more Mack railcars to supplement present single unit in use. This seems to be a poor man's version of the RDC car. It consists of a Mack bus body on PCC trucks, with diesel-mechanical drive. Cars are to be used on various branches. One of our members who rode this car recently was quite impressed by the performance. New Haven is ordering 26 more Budd-built RDC units to supplement 14 now in use.

Delaware & Hudson is starting to receive large orders of road-switchers. The Company has announced its policy to scrap modern steam locomotives in the near future, including engines of the 1500 class, articulated. Steam locomotive 914 of the Napierville Junction Railway, which was reported awaiting scrapping at Montreal last winter, was recently shipped, intact, to Toronto.

Montreal Transportation Commission has announced its intention to replace trolley cars with busses on St. Lawrence Blvd on Sunday, October 26th.

Quebec North Shore & Labrador Railway equipment which was stored at Outremont Yard, Montreal, has now gone to Seven Islands, and the only items remaining are three passenger train cars.

Delivery of diesel-electric locomotives to the Central Railway of Brazil from Montreal Locomotive Works is expected to start in the late autumn.

A tieup of three to four weeks duration is anticipated at Turcot roundhouse (CNR Montreal) while a new turntable is installed. Turcot is the principal steam locomotive terminal for Montreal on the National system.

On September 23rd, Canadian National Railways multiple-unit cars M-1 to M-6 and T-1 to T-12 (latter are trailing units) were placed in regular service in the Montreal Terminals electrified zone. These cars were built by Canadian Car & Foundry in Montreal and they were received in June though introduction to regular service was delayed due to the fact that pantagraph power collectors were not available until recently. Commencing with change of timetable on September 28th, cars will take over 20 daily weekday round trips between Montreal and Ste. Eustache, Cartierville and Montreal Nord, on which regular equipment has hitherto been utilized. Cars are operated in electrical units of three, one motor and two trailers. In practice, three trains of six cars (two such units) will be used, though in the first week of operation, one train was increased to nine cars, at the expense of another during the lighter traffic period, which used three cars only. The cars are tastefully finished in light green pastel interiors with maroon upholstery. While seats are closely spaced for the suburban service, the cars have wide aisles. The motor cars seat 88, in 22 seats corresponding to 22 windows on each side. Toilet and drinking water facilities are provided only in the trailing cars which seat 84 passengers. Car interiors are separated from the vestibules by sliding doors. Platform controls are installed at one end of each car in the motors and trailers and there is a door arrangement which can be closed over the controls or opened to provide a separating partition between the engineman and the rest of the platform. The cars are quick accelerating and the exterior is painted in standard CNR green. Like all CNR unit cars, control ends are painted orange with red corridor doors. Pantagraphs are painted red. When the air horn is sounded, horn units on all motor cars in the train are operated in either direction, with a consequent increase in volume and carrying ability of whistle signals. These cars can be heard for several miles and they are noticeably louder than the electric locomotive whistles. In building and purchasing these multiple-unit cars, the National system has taken a laudable and progressive step forward in a field which many railroads consider "Excess baggage" to be done away with, where possible.

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It is reported that Toronto Transportation Commission is negotiating to acquire a number of PCC cars from the Cleveland, Ohio traction system. More details will be given when they are available. These cars are in addition to the 48 cars to be acquired from Birmingham.

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Niagara, St. Catharines & Toronto Railway is still in operation, using cars 90 and 82 principally, and occasionally car 130, the car which will be acquired by a number of railway enthusiasts in Buffalo, NY when regular operation ceases.

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Subscription: \$1.00 per annum. Address inquiries to the Editor and make cheques payable to the Canadian Railroad Historical Assn.