

CANADIAN RAILROAD HISTORICAL ASSOCIATION INC.Notice of Meeting:

The November meeting of the Association will be held on Wednesday, November 11, 1953 at 8:00 PM in the Transportation Building, 159 Craig Street West. Proper business matters will be transacted, and the entertainment of the evening will be provided by Mr. Ralph Ley, who will show moving pictures on railway subjects.

In accordance with decision reached at the October meeting, future meetings will be held in the Transportation Building, as it has been decided to make it our permanent meeting place in lieu of the smaller quarters in the Queens Hotel.

Association News

Early in October, the Association's street car, No. 274, was moved from the St. Denis carhouse of the Montreal Transportation Commission to its Youville Shops, to undergo certain repairs and to have the motors wired so that the car can be operated on special occasions. This work is presently under way and when completed, the car will be stored at the Cote St. Paul Division carhouse on Church Avenue, where it will be accessible to members of the Rolling Stock Committee. The exterior restoration of No. 274 is almost complete, and it is expected that a start will be made on the interior before the holidays.

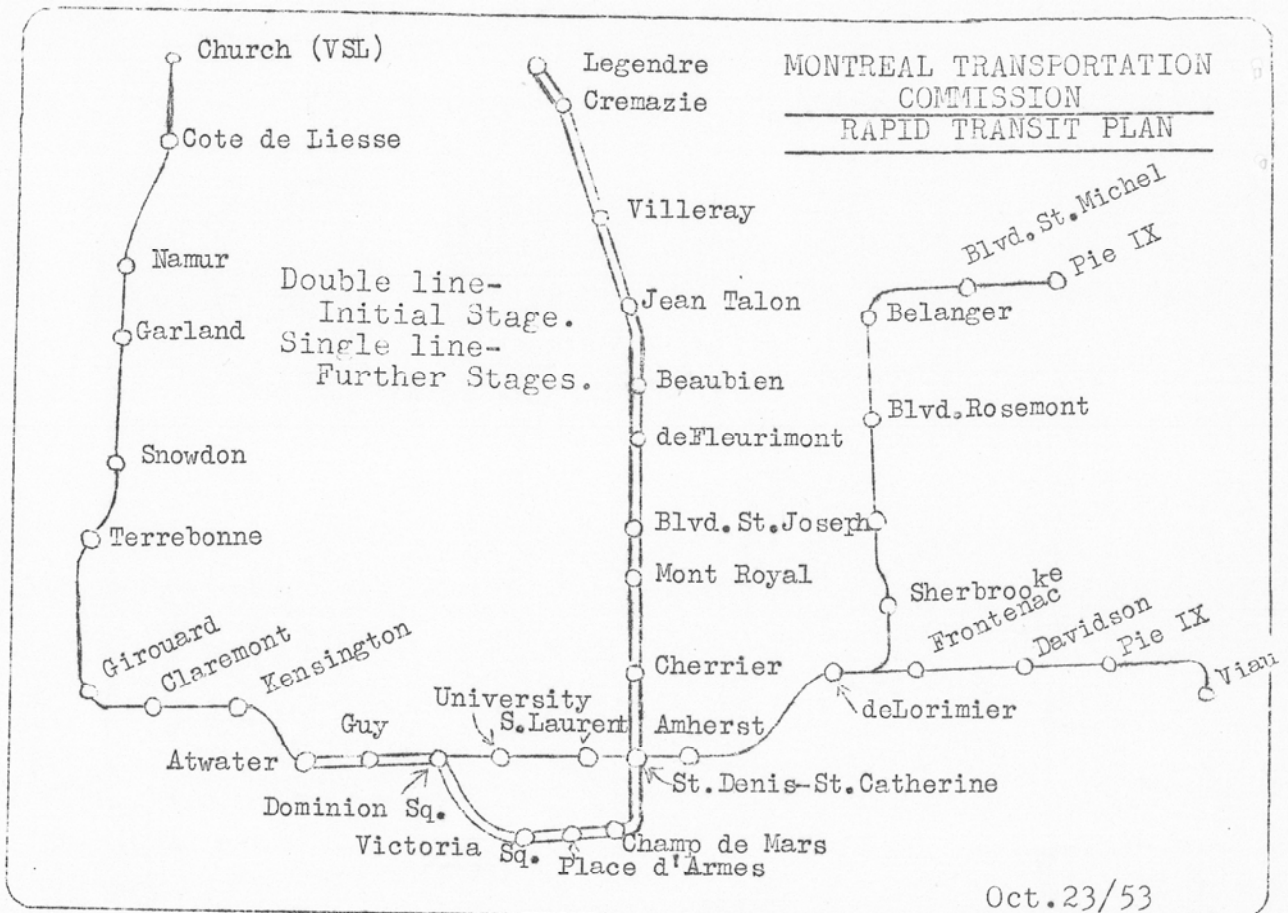
In addition to the most interesting talk given by Mr. J.C. Bredin of the C.N.R. Research Department at the October meeting, and the subsequent discussion period, the motion picture "Steal of Empire" was shown to the members. This 8 mm. epic, produced as a cooperative effort by members of the Association and of the Upper Canada Railway Society of Toronto, is a travesty on early railway history, and on the moving picture melodrama form. The sponsors of the film have asked us to express their appreciation for the favourable reception accorded the 325-foot film.

COMPLETION OF LYNN LAKE C.N.R. LINE

On November 7th, 1953, Mr. Donald Gordon, President of the Canadian National Railways, will drive the last spike in the Lynn Lake railway line in northern Manitoba, at Lynn Lake. A new departure in last spike driving will be made, when Mr. Gordon uses an automatic spike-driving machine, instead of the conventional maul. Coincidentally, the concluding ceremony in the construction of this important rail line will be held on the sixty eighth anniversary of the driving of the last spike on the Canadian Pacific Railway main line at Craigellachie, B.C., in Eagle Pass, in 1885.

SUBWAY PLAN RELEASED BY THE MONTREAL TRANSPORTATION COMMISSION

On Friday, October 23rd, the M.T.C. released a subway plan which it had undertaken to make when the Commission was first formed in June 1951. This report had been anticipated with int-



erest by Montrealers, and the reception accorded it by local newspapers, usually conceded to measure public opinion fairly accurately, with respect to local betterment matters, was very good.

The plan envisions construction of an initial 7.75 mile subway, costing \$117,000,000 from the downtown area, at Atwater and St. Catherine streets, eastward along St. Catherine to Peel, then southward to Victoria Square; from this point, the rapid transit would parallel St. James Street as far as St. Denis street, then it will follow St. Denis to the terminus at Legendre street, at the Youville shop property.

It is proposed that the cost be distributed between the Commission and the taxpayers of the metropolitan area. The MTC would contribute \$30,000,000, representing the cars, track, signals, etc. while the balance of \$87,000,000 to pay for the subway structure proper, would be paid by Montreal Island municipalities. There is some controversy as to whether this cost would be shared by all member municipalities of the Montreal Metropolitan Commission, or only by those which would profit directly from the initial 8-mile section.

The Commission went on to report that this subway would require 160 cars, 144 for regular use with sixteen spares. The initial stage of the rapid transit line, that is, the Atwater-Legendre route, would be capable of moving 40,000 passengers per hour. Trains would require 24 minutes to make the 7.75 mile run.

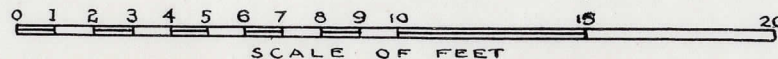
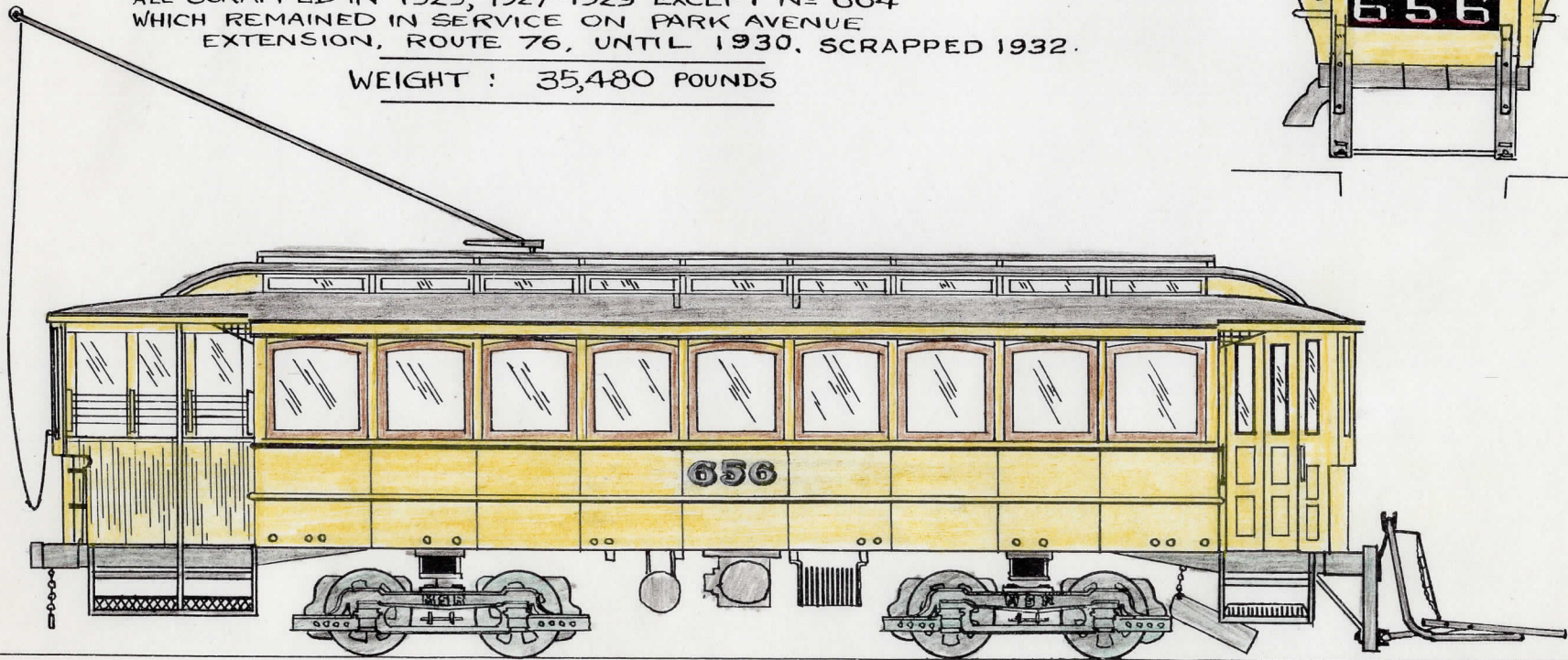
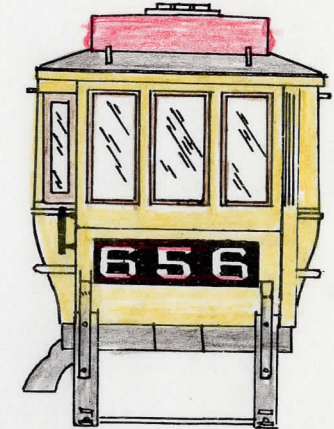
MONTREAL STREET RY - CLASS 640

BUILT BY THE MONTREAL STREET RAILWAY IN ITS SHOPS IN 1900, THIS SERIES OF 25 CARS CARRYING EVEN NUMBERS BETWEEN 640 AND 688 WAS KNOWN MORE POPULARLY AS THE "KLONDYKE" CLASS.

1910 : Nos 644, 652, 658 CONVERTED TO DOUBLE-END
1911 : No 664 " " "
1912 : Nos 640, 642, 678, 680 " " "

ALL SCRAPPED IN 1925, 1927-1929 EXCEPT No 664 WHICH REMAINED IN SERVICE ON PARK AVENUE EXTENSION, ROUTE 76, UNTIL 1930, SCRAPPED 1932.

WEIGHT : 35,480 POUNDS



Estimates based on existing traffic indicate that the cost of operating the initial stage of the rapid transit system, would require an increase of six-tenths of a cent in the fare rate, at the time the line was opened for traffic.

The report included proposals to expand the rapid transit system eventually into a 23-mile system, by adding several lines:

- (a) Westward from the Atwater station to Sherbrooke and Kensington, then parallel to Sherbrooke as far as Girouard, north parallel to Girouard to Snowdon, then in an open-cut line following Decarie Blvd. to Church Street in Ville St. Laurent.
- (b) Eastward from the Dominion Square Station along St. Catherine street approximately to Papineau, where the subway would turn northward toward Ontario and deLorimier; Ontario street would then be followed to Viau street, where the terminus would be located.
- (c) Northward from the proposed St. Catherine street line at Iberville, as far as Jean Talon Street, then east to Blvd. Pie IX.

All of the routes are planned to be underground, by the cut-and-cover method in some localities, and in tunnels in others, except that section north from Snowdon Junction, where the Commission has proposed an open cut line with landscaped sides.

CANADIAN PACIFIC BUDD "DAYLINER" CARS MAKE INITIAL RUN

On Saturday, October 24th, 1953, Canadian Pacific Budd RDC-1 cars 9050 and 9051 made their initial run from Montreal to Toronto, covering the 340.5 miles in an elapsed time of 361 minutes. Cars left Montreal Windsor Station on time at 7:30 AM and arrived at Toronto at 1:31 PM, one minute late. A six minute stop was made at Chesterville, Ont. account running ahead of schedule. An eighteen-minute stop at Smiths Falls and a three minute stop at Trenton were made, as well, for crew changes. The actual running time for the 340.5 mile trip was therefore 334 minutes, or an average of slightly more than a mile a minute. Considering that the train's progress was interrupted by many slow orders and curves, the latter in the Glen-Tay-Belleville area, the performance was very good indeed. Officially, top speed reached was 87 m.p.h. at Cherrywood, east of Agincourt, though it is reported that a speed of 89 m.p.h. was actually reached.

The cars are scheduled to go in service between Toronto and Detroit early in November, instead of November 30, as previously announced. RDC-3 car 9020 and RDC-1 car #9052, destined respectively for the North Bay-Angliers, and Montreal-Mont Laurier runs, have been received in Montreal over the weekend of October 25th. Car 9020 has had its postal section removed to provide a larger baggage space, and it is expected that these cars as well, will go into service earlier than announced. They have been called "Dayliners" in the Canadian Pacific timetables.

Car 9052 made a special press trip to Ste. Agathe on Saturday October 31st, leaving Montreal at 10:15 AM and arriving Ste. Agathe at 12:08 PM. Returning, it left Ste. Agathe at 2:40 PM and arrived in Montreal at 4:35 PM. It is scheduled to be displayed in Windsor Station, Montreal, on November 2nd and 3rd, at St. Jerome on November 4th, Ste. Agathe November 5th and at Mont Laurier on November 6th. It will go into revenue service on November 9th.

Car 9020 was sent to North Bay on October 31st, and left Windsor Station at 8:10 AM, arriving North Bay at 2:50 PM. This allows an elapsed time, including stops, of 400 minutes for the 358 miles.

ITEMS OF INTEREST

From a very reliable source, it has been learned that a Budd RDC car has been ordered by Canadian National Rys. It is said that the order was placed during the week of October 21st, and that when received, the car will be placed in revenue service between Fredericton and Newcastle, NB.

The General Electric Co. at Erie, Pa. is building two diesel electric locomotives for the White Pass & Yukon Railway. Delivery is expected to be made in January. They are to be shipped on flatcars and will probably be routed over the Soo Line and Canadian Pacific Ry. via Portal, N.D. In turn, the CPR will turn the loads over to the Northern Pacific at Huntingdon, B.C. who will deliver them to the ship at Seattle, Wash.

Eight tracks and the loop line are in place in the C.P.R.'s Glen Extension yard, just east of Montreal West station. This yard has been built to accommodate passenger equipment for the suburban trains, releasing space in Glen Yard proper for the new passenger equipment which has been ordered from the Budd Company, and to relieve congestion generally. A third track, for the use of trains operating to and from the yard is being placed between Westmount and the yard.

What is the longest stretch of straight track in Canada? Austin Cross of the Ottawa Citizen says its the 91 miles of track between Stoughton and Regina, Sask. on the CPR. CNR says the longest stretch on its lines is the 40.4 miles between Philips and Tofield, Alta. While on the subject of records, your Editor claims that the longest station name in Canada actually carried on the station sign is ST. JEAN BAPTISTE DE RESTIGOUCHE, on the C.N.R. line between St. Leonards and Campbellton, NB. If our readers can throw additional light on any of these points, we would be glad to hear from them and publish the results.

Equipment changes contemplated by the Montreal Transportation Commission include the retirement for eventual scrapping of twelve cars. The cars are nos. 939, 1226, 1307, 1352, 1358, 1390, 1393, 1426, 1448, 1458, 1461 and 1493. They will be withdrawn at the beginning of November.

Beginning the last week of September, the Montreal Transportation Commission began converting an additional ten cars of the 2050 series to double end. Unlike cars 2053 and 2064 converted several years ago, and cars 2052, 2054, 2055 and 2056 rebuilt in 1952, the "B" end platforms have not been lengthened to conform with the "A" end. Cars so converted are nos. 2050, 2051, 2065 to 2067, 2078 to 2082. In addition, present trailing units nos. 1625 to 1644 inclusive, presently used out of St. Denis Division in two car trains, are to be converted to one-man cars shortly. After this conversion takes place, there will be but thirty trailing units left in service, nos. 1645 to 1674. Trailing units are normally provided with two motors only, though cars converted to one-man will be equipped with the full quota of four motors.

STREET RAILWAYS OF EASTERN CANADA

Robert R. Brown

NEW BRUNSWICK POWER COMPANY (Saint John)

Rolling Stock (c) indicates numbered consecutively
 (e) " even numbers only
 (o) " odd numbers only.

(Though the first few classes of this roster were shown at the end of the history in the September Report, it has been decided to repeat them, to keep the list in a consolidated condition)

- 1 to 8 (c) Horse cars built 1887 by John Stephenson, New York. Scrapped 1893
- 9 to 20 (c) Horse cars converted to electric operation and bought in 1893 in Chelsea, Mass. (East Boston) Originally had wooden trolley poles. Scrapped about 1900.
- 21 to 29 (c) Single truck, double end open cars bought 1894. Probably built by the Ottawa Car Mfg. Co.
- 30 to 39 (c) Single truck, double end closed cars built 1894 by the Ottawa Car Co. No 37 was destroyed about 1903.
- 2nd 37 Single truck double end closed car built 1895 by A.C. Lariviere. Bought 1903 from Montreal Park & Island Ry. Same type as MTC Salt Car No. 332.
- 40 to 49 (c) Single truck, single end open cars bought 1900, probably second hand. The only single end cars ever used in Saint John.
- 50 to 55 (c) Double truck double end closed cars ex Montreal Park & Island Ry. nos. 200 to 205. Built 1900 by M.P. & I. Ry. Bought 1903. These were the only double truck cars and only ones equipped with air brakes ever used in St. John. Sold in 1908; 50-52 to Berlin (Kitchener) Ont. as 16, 18, 20 and 53 to 55 to Levis, Que. as 100, 101, 102.
- 2nd 50 to 55 (c) Single truck, double end open cars bought 1908 probably second-hand. Scrapped about 1924.
- 56 to 68 (c) Single truck, double end open cars. Built by the

- Ottawa Car Co. 1904. Scrapped about 1924.
- 69 to 74 (o) Single truck double end closed cars. Ottawa 1904.
Scrapped about 1930
- 75 Single truck double end open car. Bought 1904
probably second hand. Scrapped about 1922.
- 76 and 78 Single truck, double end, closed cars. Ottawa Car
Co. 1904. Scrapped about 1930.
- 80 to 90 (e) Single truck, double end closed cars. Ottawa Car Co.
1906. Scrapped 1948
- 81 to 93 (o) Single truck double end open cars. Ottawa Car.Co. 1906.
About 1922 converted to closed cars. 81 re welding car.
About 1930, 83 to 93 (e) re# 150 to 160 (e).
- 92, 94, 96,) Single truck, double end closed cars. Bought about
99 to 105 (e)) 1907 from Buffalo. They were not popular as it was
impossible to keep them warm in winter. Scrapped 1914.
- 98 to 104 (e) Single truck double end closed cars built 1892 by the
West End Street Ry. Boston. Bought 1907. Ex Boston El-
evated Ry. nos. 401, 465, 560, 567. Scrapped 1914.
- 106 to 128 (e) Single truck double end closed cars. Built 1914 by
Tillsonburg Electric Car Co. Scrapped 1948
- 130 to 148 (e) Single truck double end closed cars. Bodies built
1928-30 by St. John Iron Works. Trucks from older cars.
Assembled by N.B. Power Co. No. 142 was 1st car to oper-
ate. Scrapped 1948.
- 150 to 160 (e) Single truck double end closed cars. Rebuilt 1922 by
N.B. Power Co. Ex open cars 83 to 93 (o). Scr. 1948.
- 1 and 2 Snow sweepers built 1894 by Toronto Ry.
- 3 and 4 Snow sweepers bought 1924 from Levis County Ry.
- 5, 6, 7 Wing plow and salt cars built 1926 by Wason Car Co.
- 8 Work car, probably built from old open car.
- 81 Welding car, ex passenger car 81.

This concludes Mr. Brown's series on trolley lines in the Maritimes. Series will be resumed at a later date on Quebec lines. Bulletin 17, to be published during the winter, will be devoted to the Halifax system, too large a subject to be covered in this serial.

With this issue of the Report, we are beginning a series of scale drawings of obsolete Montreal streetcar types. They are drawn to 5 mm. scale, and will be included as regularly as the News Report budget will permit. This month's subject is the Montreal Street Ry. 640 Class. Next to appear will be the MTC 1051 class suburban cars.

EDITORIAL OFFICE: 6959 De l'Epee Ave.,
Montreal 15, Que.

O.S.A. Lavallee,
Editor.