

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

NEWS REPORT # 45

Montreal, Canada.

MAY 1954

NOTICE OF MEETING

The May meeting of the Association will be held in room 920, Transportation Building, on Wednesday, May 12th, 1954 at 8:00 PM. The regular business will be transacted. Entertainment will be provided by Mr. Toohey who will show his remaining Kodachrome slides taken on his 1953 European trip. Members will recall that Mr. Toohey exhibited the first portion of his slide selection, featuring United Kingdom material, at a special meeting in March. Therefore, the pictures to be shown will include those taken on the Continent. Members are invited to attend, and guests will be cordially welcomed.

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It is with regret that the members and officers of the Canadian Railroad Historical Association Incorporated, record the death, on April 19th, of William E. Foster. Mr. Foster was a charter member of the group when it was founded in 1932, and was one of the incorporators of the Association in 1941. Until the advent of his fatal illness, he had been an active and interested member whose friendship was much valued by his associates. His death, in his fiftieth year, will sadden his many friends, whose condolences go forward to his mother and family who survive him, at this time.

R. I. P.

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MODEL RAILROADERS MEET HERE

On Saturday and Sunday, May 15 and 16th, the Northeastern Region of the National Model Railroad Association will hold a convention in Montreal, including an inspection, by special train movement, of the Canadian National Railways' Montreal Terminal facilities. A Banquet will be held in the Queens Hotel, and for those interested, there will be a trolley trip through the city. Tickets, priced at \$6.00 per person and including all activities, and information, can be obtained by applying by mail to:

Mr. H. A. Calvin,
7/4900 Cote des Neiges Road,
Montreal, Quebec.

Those interested are asked to reserve as soon as possible, to avoid the inevitable last-minute rush.

The pamphlet on the Toronto subway, enclosed with this issue, has been provided through the courtesy of our associate, Roland Locke.

TRAVELLING BECOMES
 " TRAVEL LIVING "
 ON THE CANADIAN NATIONAL
 (Concluded)
 by Lorne Perry

20 NEW CNR 6-4-6 TYPE
 SLEEPING CARS

Six roomettes, four bedrooms and six sections arranged in one car makes for variety and plenty of choice. The twenty cars in this series are numbered 1162 to 1181.

The accommodations are similar to those in the 4-8-4 sleepers with the exception of the Roomettes, which have all the features of the Duplex Roomette plus extra spaciousness and conveniences. These cars will be readily identifiable to railroad men by their names -- all twenty being in the "Green" series. The names are:

Green Point	Green Cabin	Green Hill	Green Bank
Greenmount	Greenshields	Green Lane	Greenbrier
Green Brook	Green Bush	Greenview	Green River
Green Court	Greenfield	Greenvale	Greenwood
Greening	Green Harbour	Greenway	Greenwich

8 NEW CNR COMPARTMENT-BEDROOM-BUFFET-LOUNGE CARS

The "Cape" cars numbered 1082-89 are named after Atlantic and Pacific coast capes. The lounge features writing tables, a library of the latest books and magazines, rich upholsteries in green, beige and copper, all provided for the travellers' added pleasure.

Cape Rosier	Cape Porcupine	Cape Canso	Cape Chignecto
Cape Brule	Cape Race	Cape Breton	Cape Tormentine

2 NEW CNR COMPARTMENT-BUFFET-LOUNGE CARS

These two cars, named "Burrard" and "Bedford" after basins on the west and east coast respectively, are numbered 1098 and 1099. They will be used primarily for charter trips and special parties, in addition to the cars "Atlantic" and "Pacific" which have been in this service for some time.

6 NEW CNR ROOMETTE-DOUBLE BEDROOM CARS

The six cars in the "Bay" series, numbered 2022-27, contain ten roomettes and five double bedrooms. The all-enclosed space, as in these cars, is becoming increasingly popular. This and all the other new features appearing in the 141 new cars were dictated by customer preference. The Canadian National asked 2,500 passengers what they would like to see in new passenger cars, and the cars were designed with the passengers' comments in mind. That's why you will find such outstanding features as individual heat and air-conditioning controls, window defrosters, china wash-basins, water temperature controls and foam rubber mattresses. The "Bay" series cars are listed below:

Buckley Bay	Chaleur Bay	Thunder Bay
Hudson Bay	Glac Bay	Fortune Bay.

6 NEW CNR COMPARTMENT-DRAWING ROOM CARS

1100-1105 are the numbers assigned to the "Mount" series cars. The compartment is ideal accomodation for two people and the five in this car provide upper and lower berths, a movable armchair, private toilet and clothes locker among their features:

The new Drawing Rooms are the ultimate in luxurious comfort. There are three in each of these cars, listed below:

Mount Edith Cavell
Mount Robson

Mount Albreda
Mount Fitzwilliam

Mount Resplendent
Mount Tekarra

4 NEW CNR SECTION-BEDROOM-DINING ROOM CARS

Where a longer than average run requires only limited sleeping and dining accomodations, this car will prove ideal. At present, two cars would have to be provided, one for sleeping and the other for eating--probably with some wasted space. When the orders for the 141 new cars were placed, the runs on which they were to be used had already been selected. Thus, the cars could be designed purely to suit the conditions under which they will operate. Numbered 1010-13, these cars have eight sections and one double bedroom.

White Rock

White Rapids

White Oak

White Sands

6 NEW CNR 10-SECTION, 1-BEDROOM BUFFET CARS

Riding in one of these cars, you are liable to wake in the morning to the aroma of bacon frying and coffee perking -- and what better way is there to be aroused? This combination of sleeping and eating facilities truly makes the "Valley" cars hotels on wheels. Numbered 1014-19, they will all be in service by this summer. Their names are:

Valleyfield
Valley Mills

Valley Park
Valley River

Valley Road
Valleyview

9 NEW CNR BUFFET PARLOUR CARS

For Canadian National use, these Buffet Parlour cars have 20 parlour chairs and 16 dining room chairs. A modern stainless steel kitchen will be able to turn out appetizing snacks or meals. The numbers assigned are 900 to 908.

Francois Lake
Babine Lake
Beaverhill Lake

Moose Lake
Severn Lake
Radiant Lake

Grand Lake
Bras d'Or Lakes
Luster Lake

2 NEW GTW BUFFET PARLOUR CARS

The Grand Trunk Western will use the "Diamond Lake" and the "Silver Lake" (numbered 898 and 899). The parlour section contains 22 chairs while the dining alcove seats eight.

6 NEW CNR PARLOUR CARS

581 to 586 are the numbers to be assigned to the six new straight parlour cars in the Lake series. New modern decor, reclining chairs, slourescent lighting, are their main comfort features. Names are:

Lake Lenore
Lake Kathlyn

Lake St. Joseph
Lake Chapleau

Lake O'Brien
Lake Verde

14 NEW CNR DINING CARS

Numbered 1337-1350 these new restaurants on wheels seat 40 persons at a time. On one side of the aisle there are six tables for four, and on the other, two tables for four and four tables for two. The kitchen is finished in gleaming stainless steel and incorporates features not found in many homes.

6 NEW CNR DINETTE CARS

For the first time, CN's crack passenger trains will be able to offer delicious food at budget prices when delivery of the dinette cars has been completed. The plastic-topped counter seats twenty six at a time on chrome and red leather stools. A shelf for purses runs the full length of the counter.

The serving section features a stainless steel work table equipped with toasters, coffee makers, sandwich and salad section and soda fountain. The kitchen is equipped with easily-cleaned stainless steel equipment, electric refrigeration, dish washers and dish sterilizers. The numbers assigned to these cars are 425 to 430.

Certain cars of the 141 new sleepers will be leased to the Pullman Company for use on runs where that Company holds the franchise. The 31 cars which fall into this category will be assigned to such runs as Montreal-Detroit, Toronto-Timmins, Boston-Halifax, Montreal-Toronto, Montreal-Washington and Port Huron-Chicago. The names of the 31 cars are as follows:

1120 Elcott	1164 Green Brook	1176 Greenway
1121 Elderbank	1165 Green Court	
1122 Excelsior	1166 Greening	1086 Cape Canso
1123 Elgin	1167 Green Cabin	1087 Cape Breton
1124 Elizabeth	1168 Greenshields	1088 Cape Chignecto
1125 Ellerslie	1169 Green Bush	1089 Cape Tormentine
1126 Elliston	1170 Greenfield	
1127 Emira	1171 Green Harbour	2022 Buckley Bay
	1172 Green Hill	2023 Hudson Bay
1162 Green Point	1173 Green Lane	2024 Chaleur Bay
1163 Greenmount	1174 Greenview	2025 Glace Bay
	1175 Greenvale	

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CANADIAN LOCOMOTIVE BUILDERS
Robert R. Brown
V- JAMES GOOD, TORONTO.

The first locomotive "made in Canada" was the TORONTO, built by James Good in his foundry at the corner of Queen and Yonge Streets in the city of Toronto. It was completed in

April 1853 and it took five days to move it, from the foundry to the railway tracks.

James Good was in business for a long time; he was first noted in 1847-50 and was still in business in 1887 but very little is known about his activity as a locomotive builder. About the only sources of information are the Keefer Report and rosters in the

reports of the Ontario Simcoe & Huron Railway and the Grand Trunk.

Three Good engines are known to have been destroyed prior to 1859 and which consequently did not appear in the Keefer Report and it is quite possible that Good built other locomotives for the Grand Trunk Railway which also were destroyed prior to 1859. If this is true, it will help to explain some of the inconsistencies in the Grand Trunk numbering system.

A more complete investigation would be an interesting field for research by rail historians in the Toronto area and one such investigation is already under way, so perhaps in the near future a more complete and accurate roster will be available.

OS&H - Ontario Simcoe & Huron Railway
 BB&G - Buffalo Brantford & Goderich Railway
 C&P - Cobourg & Peterboro' Railway
 GTR - Grand Trunk Railway of Canada
 B&LH - Buffalo & Lake Huron Railway

4/1853	OS&H #2	TORONTO	4-4-0 (o)	16x22"	54"	K	Sc.'81
7/ "	" 6	SIMCOE	" "	" "	" "	K	Sc'78
8/ "	BB&G 5	BUFFALO					Burned '54
9/ "	" 6	HURON				K D	
	" 7						Burned '54
3/1854	OS&H	HERCULES	0-6-0 (i)	18x20"	54"	K B	Sc'81
5/ "	C&P	COBOURG	4-4-0 (i)	16x20	60	K	
6/ "	OS&H	SAMSON	0-6-0 (i)	18x20	54	K B	
1854	C&P	PETERBORO	4-4-0 (i)	16x20	60	K	
"	"	ALMA	" (o)	"	53	K	
9/1854	GTR	SHERBROOKE	" "	16x22	66	A	
9/ "	"	ISLAND POND	" "	" "	" "	A	
9/ "	"	NORTHUMBERLAND	" "	" "	" "	A	
3/1855	OS&H #11		" "	16x20	60	K	Sc'81
5/ "	" 12		" (i)	17x20	66	K	"
7/1855	" 13	GEO. BEATTY	0-6-0	"	18x20	54	K C
8/ "	" 16	J.C.MORRISON	4-4-0	"	17x20	66	K
11/ "	" 17	CUMBERLAND	0-6-0	"	18x20	54	K C
1/1856	GTR 141		4-4-0 (o)	16x20	60	K	Sc'73
1/1857	" 143		" "	" "	" "	K	Sc'72
1857	B&LH 8	WELLAND	" "	15½x22	66	K	
3/1858	GTR 142		" (i)	17x20	66	K	Sc'71
11/1859	" 186		" (o)	16x20	60	K	Sc'73

(o) - outside connected (i) inside connected
 K - Listed in Keefer Report (Railway Report of 1859-60)
 A - One gone by 1859; others nos 34 and 138 -- two listed by Keefer.
 B - 1857 rebuilt to 4-6-0.
 C - 1857 rebuilt 4-4-0 18x20" 66"
 D - In Keefer list as No.9

The Annual Report of the Ontario Simcoe & Huron Railway for the year 1854 clearly indicated that the locomotives TORONTO, SIMCOE, HERCULES and SAMSON originally had 66" drivers, but apparently it did not take the railway long to learn that slow but powerful engines were more useful than relatively weak racers.

In the Company's accounts there is an item, under date of

January 20th, 1855 for £93/16/9 for locomotive wheels, and this, no doubt, is a clue to the date of the change to 54" drivers. The Company roster, dated April 4th, 1856, showed that the TORONTO, HERCULES and SAMSON had been changed but the SIMCOE still had the larger drivers which apparently were changed in 1857.

The four 0-6-0 freight engines, HERCULES, SAMSON, GEO. BEATTY, and CUMBERLAND appear to have been almost useless and were soon rebuilt. The first two were given smaller wheels in 1855 and in 1857 were altered to 4-6-0 type. The GEO. BEATTY and CUMBERLAND were built with 54" wheels but in 1857 they were rebuilt, 4-4-0 18x20" 66"; and it is probable that the larger wheels were not new but were the old ones taken from the TORONTO and the SIMCOE.

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Bulletin 39 of the Upper Canada Railway Society is devoted to an interesting history of the Buffalo, Brantford & Goderich Railway, predecessor of the Buffalo & Lake Huron line. The story, written by Dr. Frank N. Walker (whose history of the Ontario Simcoe & Huron Railway entitled "Four Whistles to Wood Up" was also published by UCRS) represents research into original sources and would be a valuable and interesting acquisition to any railway historical library.

Copies are available from the Upper Canada Railway Society, Box 122, Terminal "A", Toronto, Ontario.

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TORONTO OPENS THE FIRST
CANADIAN TRANSIT SUBWAY

Shortly after noon on Tuesday, March 30th, 1954, the first rapid transit subway in Canada was opened to the public by the Toronto Transit Commission.

It marked the culmination of more than four years of work by the TTC and was an event looked upon with interest by city transportation groups throughout the country. The work started officially on the rapid transit line on September 8th, 1949 and involved the systematic removal of parts of Yonge and Front Streets in the downtown section, to construct the subway structure. Temporarily "paved" with wood planking, the street was eventually totally restored while the work of expropriation of property and removal of buildings went forward on the northern sections of the line. Part of the route lay in open cut rather than in a tunnel and viaducts and bridges were necessary at a number of places where east-west streets crossed the transit line's route.

In July 1953, the first subway cars arrived in Canada from the builders, the Gloucester Carriage & Wagon Company of Gloucester, England. The first of the 104 cars created an unusual amount of interest as they stood on railway flatcars on Montreal's waterfront while Montreal's radio stations urged the citizens to go and look at them, as they were liable to be the only subway cars Montrealers would see for a long time. They were referring to the oft-planned, much talked about and discussed subway in Montreal, which has never left the planning stage.

Soon the cars were being received regularly in Toronto, and the first units were shown at the Canadian National Exhibition in the Queen City in September 1953. The cars were hauled to and from the C.N.E. grounds using the surface line rails, in the small hours of the day.

Such measures, however, were only temporary. Crewmen are trained, signalling installed, outside earthwork landscaped, modernistic stations, autobus and tram transfer facilities, loops and shelters received their finishing touches in anticipation of the Big Day, March 30th, 1954.

As might be expected, the opening of the subway was a tremendous success. Crowds formed at the stations long in advance of the public opening time, and despite the unusual crush of traffic created by the curious, lending bulk to the mass of regular riders, no train was completely full, and schedules were maintained and the public served, as if the line had been in operation for years. Above the ground, members of the Upper Canada Railway Society rode the last cars down Yonge Street, leaving Eglinton shortly after 2 PM.

By the end of the first week of operation, TTC officially reported that the Yonge tube had carried 1,800,000 paying passengers. This is actually an understatement as far as capacity is concerned, for many, many passengers paid only one fare and rode from end to end of the subway many times. Of this number of paying passengers, TTC stated that only twelve "foreign" subway tokens had been placed in the turnstiles in the initial seven days.

Those of us in Montreal and in every part of Canada congratulate the Toronto Transit Commission on its initiative, its hard work and perseverance to accomplish this essential public work which will pay rich rewards in time to come. The possibilities of the rapid transit rail system in urban transportation are limitless; already, there is some agitation to start work on the complementary Queen Street bway.

One of our members, Mr. Forster Kemp, visited Toronto on the Sunday following the opening, rode on the Rapid Transit line, and later in the day, participated in an excursion sponsored by the Upper Canada Railway Society, using a single "Peter Witt" type trolley car, and a motor-trailer "train" from the former Yonge rail line which is now defunct. His account of his visit and observations, done with typical thoroughness, follows:

I RODE THE TORONTO SUBWAY by Forster Kemp
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I spent April 3rd and 4th in the "city of the subway", that is, of course, Toronto. Number Four arrived at the regular time of 7:05 AM and I headed for the subway right away. The entrance is at the east end of the lower concourse of Union Station. After I boarded one of the red cars, it remained there for twelve minutes due to signal trouble. Once we were under way, a fast run was made as far as St. Clair. I marvelled at the stations, with their gleaming glass tiles, -- a different colour scheme for every station. At that time of the morning, they were being mopped out, before the rush of shoppers and sightseers which later besieged it. I wonder how many other cities wash their subway station floors? There are three light colours for stations: yellow, grey and green. Three dark shades are used for a narrow top band, and all lettering except that on the top band. These "contrast" colours are red, black,

blue and dark green. So, there are four yellow stations (Union, Dundas, Bloor and St. Clair) but the first of these has red headlining and lettering, the second, green, the third, blue and the last, black.

A clock is provided at the end of each platform, so it is easy to watch your progress. There are newsstands in all but two stations. Most stations also have telephones and lockers for parcels. Escalators are provided at principal stations, but in most cases they accomplish only about half of the upward journey to the street.

In the first paragraph I cut off my northward journey at St. Clair. North of this point, there was some signal trouble, so after a number of extra stops I arrived at Eglinton at about 7:30 AM. I took a look around the spacious terminal which is located there and re-boarded the same train. On the southbound trip I rode in the first car, and was very interested as we stopped at every block signal down to the portal above St. Clair. At each signal there is a box containing a telephone, so that motormen can pull up to a restrictive signal and report to the towerman. The latter can pull a lever which supplies a yellow "call on" light. After this is done, a key can be inserted in a slot below the 'phone box and used to retract the trip which will apply the brakes if run through. This procedure, known as "keying by" was done for some half-a-dozen signals. After that there were green blocks and a fast run to Union Station, time 8:03 AM.

This trouble did not last all day, but it recurred about 5:00 PM to a lesser extent, resulting in serious overcrowding at the already-packed Queen Street station, which appears to have been made too small for the traffic it handles. This station has only one level. Stairways come down from the street into entrance lobbies on both sides at platform level. A passage joins the two beneath the tracks. There are entrances into Eaton's, Simpson's, Woolworth's basements in addition to the regular exits and this makes Queen Station one of the busiest on the line.

Trains are mostly of four and six cars with a two-man crew. A motor-man who is on the left side, in the front, and a guard, who sits at the rear of the second or fourth car, opening and closing the doors. The latter blows a shrill whistle before closing doors, giving ample warning. The tunnels have fluorescent lights throughout their full length. In the stations, every fifth fixture contains incandescent lights, apparently for standby lighting.

The scene as a train enters is as follows: Passengers on the platform peer anxiously down the track in the direction from which the train comes. As it approaches, everyone steps back. There is a rush of air, but not as much noise as you would expect. The train rushes in, and as it passes the centre of the station, the brakes are applied and the train comes squealing to a stop. (The brakes are apparently of the disc or drum variety, for the sound in stopping is like that of an RDC car). Everyone hurries inside, the guard blows his whistle, closes the doors, and the train draws smoothly out of the station (except for the cars which have incurred flat wheels during the training period).

There were a great number of sightseers on Saturday and Sunday. Six-car trains were run and they were full of children who crowded to the front of the first car, ran between cars (until the doors were locked), swung from the handstraps (they make great gymnastic appliances) and often rode from Union to Eglinton all day finally obtaining a transfer for the homeward trip, all on one car ticket!

Thousands of Torontonians found a new recreation in riding the subway on Sundays, but I spent most of Sunday, April 4th, on streetcars. The UCRS ran what they called "the last trailer train in North America" excluding interurbans, of course. Actually, there were three cars, as they also had a big Brill, No.2668, along with former Yonge motor car 2932 and trailer 2783. An interesting routing was planned out, using little-used lines, mostly in the west end of the city. Curious stares were given the procession as it passed along such streets as Lakeshore Road in Long Branch, Old Weston Road, St.Clair Station, Danforth Avenue, and others.

Some memorable scenes took place, such as at Humber Loop where several members took pictures of John Mills as he took a picture of 2932 from the roof of 2668, or at St.Clair Station, where No.2932 crushed a ventilator against the overhanging station roof. This car was low in front, high in back, and the station is not built for Peter Witt cars! Other sights seen were: a PCC with Curtis trucks (at Hillside Shops); cursing motorists when we held up traffic to take pictures on Avenue Road hill; the patches over the rails on the same street (we ran right through them!); Bob Sandusky with a large container of Lady Borden ice cream; the Niagara Falls, New York illumination sign on the Brill (from the NS&T); No.4000 with the legend "London Transport" on the side and a large "54" in the windshield; No.2210 moving around the yard. I ripped a button off my coat while throwing the switch under her; we didn't have room to clear that long overhang -- that is when you need a Montreal switch rod.

The weekend in Toronto proved to be most interesting, even more so than I had expected.

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MISCELLANEOUS

Diesel passenger service was inaugurated late in March between Hamilton and Buffalo on the Toronto Hamilton & Buffalo Railway.

An announcement in Montreal says that the Canadian Javelin Foundries and Machine Works Limited is asking Newfoundland for a charter for a 40-mile railway linking its Wabush Lake ore deposit with the Quebec North Shore and Labrador Railway at a point about 224 miles north of Sept Isles. Last spike ceremonies were held by the QNS&L in the middle of February at Schefferville.

It is reported that Canadian National Railways will likely begin the use of diesel-electric locomotives in passenger service in the Maritimes, in the fall, twelve passenger units having been ordered.

Construction of the new \$25,000,000 CNR Montreal hotel is due to start on June 1st, unless turned down by Parliament. It is rumoured that the name "Queen Elizabeth Hotel" has been proposed.

Canadian Pacific Steamships recently announced that it had ordered a second 22,500 ton, 21-knot passenger and cargo liner for the North Atlantic services. One ship, to be named "Empress of Britain" is already under construction on the Clyde, while the second is being built by Vickers-Armstrong Limited. Each vessel will carry 150 first class and 900 tourist passengers, with 380,650 cubic feet of cargo space.

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