

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

NEWS REPORT NO. 59 MONTREAL, CANADA

SEPTEMBER 1955

Notice of Meeting

Activities for the 1955-56 season will resume with the September meeting, which will be held in room 920, Transportation Building, 159 Craig Street West, on Wednesday, September 14th, 1955, at 8:00 PM. As usual, a cordial invitation is extended to all members to be present, and guests will be welcome.

Association News

Plans are proceeding apace for the Fall Foliage Excursion, which has been set for Sunday, October 2nd, 1955. The trip is planned to be via the Canadian National Railways to Rawdon, Que., where facilities will be available to hold a picnic amid the glorious Laurentian autumn foliage.

The Society has requested the Canadian National Railways to provide a Mogul type (2-6-0) steam locomotive to handle the train -- this last feature especially for the benefit of the rail photographers who invariably comprise a large portion of the passengers.

The members are asked to support this trip. The Trip Committee is particularly anxious to make this a get-together of the members and their families, unlike past trips which have usually been supported by interested people outside of the society. This fact notwithstanding, non-members will be very welcome as usual, and a particular invitation is extended to our friends from out of town, to make this outing even more enjoyable than those which we have held in the past.

The price of \$3.50 per person includes the trip in the special train, as well as a delicious box lunch, which will be prepared by Mr. Anthony Clogg and his family. Tickets are on sale now, and can be obtained by writing to Mr. William H. Stannard, Trip Committee, CRHA, Box 22, Station "B", Montreal, or by telephoning him at ELwood 4005, evenings.

WE EARNESTLY SOLICIT YOUR SUPPORT !

On our Bulletins

THIS YEAR has been a bad one from the point of view of our editorial schedule. Bulletin 19, on CPR Official Cars, originally planned for release in the spring, is only now reaching the completed stage, and should be in the mail shortly. At least one other bulletin is planned for the fall, and it is hoped that we will have regained our schedule by the end of the year.

MTC Equipment Retired

With the substitution of autobusses for street cars on a number of routes on June 26th, seventy electric cars were retired from service, to go into storage, for eventual scrapping. The retirement list makes serious inroads into the 901, 1200 and 1325 classes, and obliterates the 1032 class completely, with the retirement of the last four units of the well known Montreal Park & Island Railway suburban cars. The list of cars retired follows:

901	993	1213	1244	1290	1319	1446
905	997	1214	1246	1291	1323	1451
907	1046	1215	1266	1292	1362	1457
941	1048	1216	1273	1294	1380	1479
945	1050	1218	1276	1300	1391	1490
947	1051	1219	1277	1302	1402	1503
955	1201	1225	1278	1304	1405	1509
963	1202	1230	1284	1310	1409	1517
969	1204	1239	1287	1312	1440	1522
973	1206	1241	1289	1316	1442	1524

It is understood, unofficially, that one of the remaining cars of the 901 class has been earmarked for preservation, if a suitable space can be found for this purpose.

Due to the planned conversion of rail lines using St. Catherine Street, to motor bus routes, next June, it is evident that the present season may be the last in which the famous observation cars will be used in regular public service. Cars 1 and 2 have seen 50 seasons of service carrying Montrealers and visitors around the city, while cars 3 and 4, have supplemented the original two units since 1923.

The Route 7 MOUNT ROYAL route, extending along Mount Royal avenue Iberville and Masson Streets, from Park Avenue to Pie IX Blvd., in Rosemount, is to be converted to autobus operation on Sunday, September 4th. This will complete the MTC 1955 substitution plans.

Electric Railway Notes

On Sunday, August 21st, Lake Erie & Northern Railway electric interurban combination car 797 was noted en route from the GRR-LE&N (Canadian Pacific Electric Lines) in southwestern Ontario, to Prescott, Ontario. At the latter point, the car is to be taken to Ogdensburg, N.Y. by Canadian Pacific ferry, where it will be turned over to the New York Central RR for shipment to the Syracuse Chapter of the National Railway Historical Society. The latter group has obtained the car from the Canadian Pacific Railway, for preservation.

Canadian National Railways is reported to be considering donating a number of Montreal & Southern Counties Railway cars to various groups for preservation. One car, to be selected eventually, has been offered to this association for preservation in the Montreal area, if a suitable space can be found in which to house it.

Our contemporary, the Ontario Electric Railway Historical Society, which operates Canada's only outdoor traction museum near Rockwood, Ontario, has applied to the CNR for M&SO car #107, a well-known wooden electric combination car, which has served us so well on several excursions. Finally, the Seashore Electric Railway of Kennebunkport, Maine, have asked for three of the cars to add to its already extensive collection of electric railway rolling stock. The cars sought by this organization include one each of the 320, 600 and 620 series of cars. It may be significant that the Canadian National Railways has retained one of the 620 series motors in Montreal, though the other three, and the corresponding trailer, No.220, have been shipped to St.Catharines, Ontario, for use on the Niagara, St.Catharines & Toronto interurban line.

Work on the Society's streetcar, Montreal Street Railway #274, has been proceeding so well and so vigourously that it is anticipated that the complete restoration will be completed by the end of the year. The work is in the capable hands of the Superintendent of Rolling Stock, Mr. Forster Kemp. With the exterior paint scheme completed, the car has attracted considerable local attention in the neighbourhood of the Saint Paul carhouse, on several occasions when it was necessary to move it out of the carhouse under its own power for picture-taking purposes.

CNRAC&HEGW7DCPRN1RPGEC>
 R
 &
 C
 S
 &
 L&PSONS&VMCR&PRSA&JQCRNR

NOTES AND NEWS

II
&
B
N
J

oo00oo

A bill to grant rights to build a 42-mile railway in Labrador, to connect the iron deposits of Canadian Javelin, with the main line of the Quebec North Shore & Labrador Railway, has been given second

reading in the Newfoundland Provincial Legislature. The line is to be built entirely in Newfoundland territory, and will be known as the Lake Umbagog Railway Company.

Among Budd-built RDC cars ordered by Canadian Pacific Railway recently, two cars, an RDC3 and an RDC1 are to be placed in service between Montreal and Quebec, on the eastbound evening local run, and the westbound morning train, replacing Jubilee type steam locomotive and conventional train. The other RDCs ordered are an RDC-4 and RDC2 for service between Saint John, NB and Edmundston, NB, and an RDC1 for service on the Esquimalt & Nanaimo Railway on Vancouver Island. It is expected that these cars will be received in time for the timetable changes in September.

Canadian Pacific Railway has announced a two-hour schedule cut in its Montreal-Saint John, NB service, effective September 25. Present trains 41 and 42 will be affected, completing the Montreal-New Brunswick run, through northern Maine, in thirteen hours in each direction. It is proposed further, that local trains running only between Montreal and Megantic, Que. will replace present trains 39 and 40.

Canadian National Railways has received one "Trainmaster" type 2400-horsepower diesel-electric road switcher from Canadian Locomotive Company at Kingston. The unit is classified CR 24a, and bears the number 3000.

Effective June 1st, Canadian National Railways introduced a regular daily passenger train service on its new line from Terrace to Kitimat. This service is provided by a self-propelled rail car.

During July, the Ontario Northland Railway announced that plans were being made to introduce a new passenger train between Toronto and Timmins, which will make the trip overnight. To be called the PORCUPINE FLYER, the train will consist of new low-slung lightweight cars, which will eliminate sway and noise.

Professor D.L. Mordell, of McGill University (who recently addressed the Association on the subject of turbines) has announced that research has now reached the stage where a prototype test coal-burning turbine locomotive could be built for about \$1,000,000. It is estimated that it will take about two years to build this initial unit, which, Professor Mordell estimates, will save about \$40,000 a year on passenger trains, and \$30,000 a year on freight. The contemplated initial locomotive would develop 2500 horsepower.

The northward extensions of the Pacific Great Eastern Railway in British Columbia continue. By the autumn, construction work will be underway for more than 100 miles north of Prince George. In addition to the more than 50 miles of railway now under construction, tenders have been called for a further 25-mile stretch that will carry the PGE to a crossing of the Parsnip River. At the same time, location of a further 25-mile stretch is in progress which will bring the railway to the crossing of the Missinchinka River, 102 miles north of Prince George. Before construction can be extended beyond this point, the railway administration must decide whether the railway will go through Pine Pass over the Rocky Mountains, or if it will continue along the Parsnip River valley to the Peace River.

Recently, the Chamber of Commerce of Nakusp, BC, opened a "dollar drive" to raise funds for the preservation of the old sternwheel steamer "Minto", which plied the Arrow Lakes until 1954 when it was withdrawn from the run when CPR suspended the service. The "Minto" was acquired by the Nakusp Chamber of Commerce, in the hope of making it into a monument, but they have appealed to all friends of the SS Minto to contribute to give the steamer a permanent resting place.

The French National Railways have recently operated a crew-less train. To outward appearances, it resembled many of the other passenger trains that briskly dash along the electrified lines of the SNCF, but in this particular case, complete control was effected by the use of radio transmission. Railway officials who travelled on a parallel track in a diesel railcar, operated remote controlled relays which either fed current to the motors of the robot locomotive BB-9003, or applied power to operate the brakes. This type of double truck electric engine was used as it is equipped to accelerate automatically once power is applied

to the master controller (much the same as the MTC 1850 class streetcars in Montreal). The BB-9003, used in this experiment, is one of the same group of fine electric locomotives as the BB-9004, which recently set a world's speed record of 207 m.p.h.. Speeds of up to 75 m.p.h. were obtained during the crewless run, which took place on the main line between Paris and LeMans.

The city of Ottawa has been offered the old CNR cross-town right of way in Ottawa, by the Federal Government, for possible development as an arterial expressway. This is part of the developments planned for Ottawa during the next few years which include removal of CNR freight facilities from Union Station to Hurdman, elimination of CPR Sussex Street yards, elimination of CPR tracks across the Interprovincial Bridge to Hull, and their replacement on the proposed Nepean Bridge; improvement of the Union Station, which will probably remain in use for another twenty years, despite the proposal incorporated in the Greber Plan to remove it to the extremities of the city, near the new Walker Road railway yard.

oo00o0o00oo

CROSSING THE RIVER -
Part 6
by ROBERT R. BROWN

The second section, or tail piece, was then brought into position and sunk in a similar manner, completely closing the opening at the foot of the first and forming a well of still water about 130 feet long

by fifty four feet wide. In this space, two strong frameworks were built, following the inner wall of the caisson. The larger one was built against the walls of the caisson, and the smaller one was built four to six feet out from the inner sides of the caisson. They were stiffened by cross braces or struts, to prevent them from giving way when exposed to pressure, and they extended from the level of the deck down to the bottom, conforming to any irregularities in the river bed.

The two frames were covered with sheet metal piling, driven

CANADIAN RAILROAD HISTORICAL
ASSOCIATION, INC.

News Report No. 59
SEPTEMBER 1955.

Editorial Address:
P.O. Box 22,
Postal Station "B",
Montreal, Canada.

Editor: Omer S.A. Lavallee
Asst. Editor: R.D. Brown
Committee: Robert R. Brown
Anthony Clegg
Kenneth Chivers
Ernest Modler

down into the river bed, and the space between the two formed the puddle chamber. After the gravel and loose stones were removed, as much as possible, by dredging, the "puddle" was introduced, consisting of thick clay, rendered impenetrable to water by tamping, or beating down. The cofferdam was then ready for pumping.

PLAN. NO.2 - Cribwork was little understood at first by the English engineers, but it was a form of construction extensively used in Canada for bridges, dams, wharves and foundations and practically every man and boy in the country knew how to build one. An added

advantage was that the only tools needed were saws, augers and hammers, so, when trouble developed with the floating cofferdams, Mr. Hodges tried cribwork with complete success. These cribwork cofferdams were about 175 feet long and about 90 feet wide; the enclosed well, or working space, was 125 feet long by 52 feet in width. The cribs were built of logs, with dovetailed crossties between the side timbers, every ten feet, and the whole structure strongly bolted together with iron bolts and wooden trenails. The upper end was finished with a sloped surface, planked over, so that the ice would slide up, and break. A floor of logs was laid down, several feet above the bed of the river, and the whole crib filled with large stones.

On completion of the cribwork, a puddle chamber was built in the well in exactly the same manner as in Plan No. 1, and then it was ready for pumping.

In several cases, it was necessary to leave the cribwork cofferdams in the river and in place, all winter, sometimes planked over as a protection against the ice but in other instances left unprotected with equal success and it was found that, in most cases, they resisted the pressure of the ice without difficulty. A few were more or less damaged by the ice.

PLAN NO. 3 - The two centre piers were larger than the others and also it was necessary to block the main channel as little as possible, so a combination system was used - probably the best of all. Four rectangular pontoons were built for the sides of the two dams and were towed into place and sunk in the same manner as in Plan No. 1. The upper ends were composed of detached cribs, with wooden aprons between them to break the current, while the lower ends were made of continuous cribwork.

After the whole structure was solidly bolted together, the puddle chambers were built and the well was ready for pumping.

PLAN NO. 4 - The two abutments were huge stone structures, 290 feet long by 92 feet wide at the foundation, and they now seemed to have been built on dry land or partly so, but actually they were built well out into the river, and the intervening space subsequently filled with a rock embankment. Experiments were made with a floating caisson, but it was impossible to moor it broadside to the strong current, so it was abandoned. Finally, the working space was surrounded by two continuous lines of cribwork, each 9 feet wide and one within the other, and the space between the two, four feet wide, formed the puddle chamber.

----- oo00oo0oo00oo -----

Among the material which we have on hand scheduled for publication during the winter are two main line railway features, and two electric railway features:

- Locomotives of the Canadian Northern Railway (all time)
 - Self-propelled rail cars on Canadian Railways (all time)
 - History of the Montreal & Southern Counties Railway.
 - History of the Montreal Park & Island Railway.
-