CANADIAN RAILROAD HISTORICAL ASSOCIATION
INCORPORATED.

NEWS REPORT NO.67 MONTREAL, CANADA MAY 1956

Notice of Meeting

Wednesday, May 9th.

The May meeting of the Association will be held in room 920, Transportation Building, 159 Craig Street West, Montreal, at 8:15 PM. As this will be one of the thrice-yearly business meetings, there will be no formal entertainment.

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Association News

Recently, the Association obtained two interesting items for its extensive collection collection of railroadiana. The first is the number plate from Canadian National Railways' engine 1313, which was obtained and donated through the kind efforts of Mr. Omer A. Boivin, General Superintendent, C.N.R. Montreal District. Engine 1313, which ran out of Montreal for many years, was scrapped at London, Ontario, during the winter.

The second item is one of the original clocks carried by cars of the Ottawa Electric Railway. The clocks, which were a familiar feature of Ottawa streetcars, were removed three years ago. One clock was put aside at that time, and it was recently donated to the Association by Mr. David N. Gill, General Manager of the Ottawa Transportation Commission.

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MONTREAL & SOUTHERN COUNTIES TO FINISH ON JUNE 2ND 1956

The Montreal & Southern Counties Railway, which is the subject of a 16-page, photo-offset feature Bulletin (No. 20) to be released shortly by the Association is planning to end all electric railway service on Saturday, June 2nd, 1956.

Plans to abandon operation of the electric cars on this Montreal suburban electric line were announced early in 1955 by the parent Canadian National Railways, and the announcement was followed, in June 1955, by the cessation of service across Victoria Bridge.

Pending changeover of the railway roadbed on the Bridge, to a highway lane, shuttle service has been operated by electric cars from the St.Lambert station to Montreal South, and to Greenfield Park & Mackayville. Electric interurban cars have also continued to operate between St.Lambert and Ste.Angele, via Chambly and Marieville. Connection with Montreal has been provided by CNR train service between Montreal Central Station and St.Lambert CNR station.

All of this is scheduled to end on June 2nd, however, and the final railway excursion will be operated by the Association over all lines, to mark the cessation of forty seven years service by the M&SC. Details of this trip will be found elsewhere in the News Report. Reservations may be made with the Trip Committee Chairman, Mr. Marjoribanks, at the May meeting.

CANADIAN PACIFIC STEAMSHIPS INTRODUCES A NEW "EMPRESS" TO THE ATLANTIC SERVICE

On Thursday, April 26th, 1956 Canadian Pacific Steamships' new, $17,000,000 trans-Atlantic vessel, "Empress of Britain", arrived in Montreal Harbour on its maiden voyage. The "Empress of Britain", third to bear the name, was constructed by the Fairfield Shipbuilding & Engineering Company, at Govan, Scotland, and was launched into the Clyde at that place by Her Majesty the Queen in June, 1955. The 26,000-ton liner is one of the most modern passenger vessels afloat, and it is the first completely air-conditioned ship to have been constructed in the United Kingdom. It is 640 feet in length and 85 feet in breadth, and draws 29 feet of water when fully loaded.

Accomodation is provided for 150 first-class and 896 tourist-class passengers; there is additional space for 5000 tons of general and refrigerated cargo. The "Empress of Britain" joins the "Empress of Scotland" and the "Empress of France" in the CPSS' weekly North Atlantic service, and will call regularly at Montreal during the summer months, and at Saint John during the season of closed navigation on the Saint Lawrence River.

It is the eighty-fifth vessel to join the Canadian Pacific fleet since the Company had its first three ships built in 1891 -- the Empresses of India, Japan and China, which were used in the trans-Pacific service.

The "Empress of Britain" docked at Shed 8, Montreal Harbour, at 3:15 PM on the 26th of April. Despite inclement weather, many people were on hand to welcome the ship. It sailed from Montreal on Tuesday, May 1st, on the second leg of its first round trip to Canada. The ship is equipped with Denny-Brown stabilizers to help maintain steadiness at sea. The interior appointments reflect the most modern trends and the air-conditioning system features individual room control in all public rooms, staterooms, and in the crew's quarters. Master of the ship is Captain S.W. Keay, C.B.E. whose service with CPSS dates back to 1919. Staff Commander is W.S.W. Main, R.D., R.N.R., while the Chief Engineer is James Bennett.

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THE ATLANTIC TYPE IN CANADA Part 2 - Canada Atlantic Ry.

..... by O.S.A. Lavallee

Continuing our comments on the 4-4-2 type in Canada, we find that the former Canada Atlantic Railway introduced three engines of this type between 1899 and 1901. These, along with the three Canadian Pacific 4-4-2's discussed in our February article, were the only tender engines of this wheel arrangement to be owned by a Canadian railroad.

The Canada Atlantic Railway, built by lumber king J.R. Booth in the last decade of the Nineteenth Century, extended from the international boundary near East Alburgh, Vermont, to Depot Harbour, Ontario, on Lake Huron, via Coteau, Ottawa, Arnprior, Renfrew and Algonquin Park. By far its most important passenger service, however, was that between Coteau and Ottawa. At Coteau,

the CAR intersected the Grand Trunk line from Montreal to Toronto, and, in conjunction with the GTR, offered a fast service between Montreal, Coteau and Ottawa. This service was operated with pooled rolling stock, pulled, on alternate trips, by GTR or CAR engines throughout. As we have noted in the previous article, the CAR-GTR route between Montreal and Ottawa was a highly competitive one as far as the Canadian Pacific was concerned, and as each road took steps to improve its service by various means, the other invariably followed suit. Consequently, it was no surprise to onlookers in the summer of 1899, when the Canadian Atlantic ordered two Atlantic type engines from Baldwin Locomotive Works, Philadelphia, to counter a similar move by the CPR, who were building three 4-4-2's of their own at Montreal.

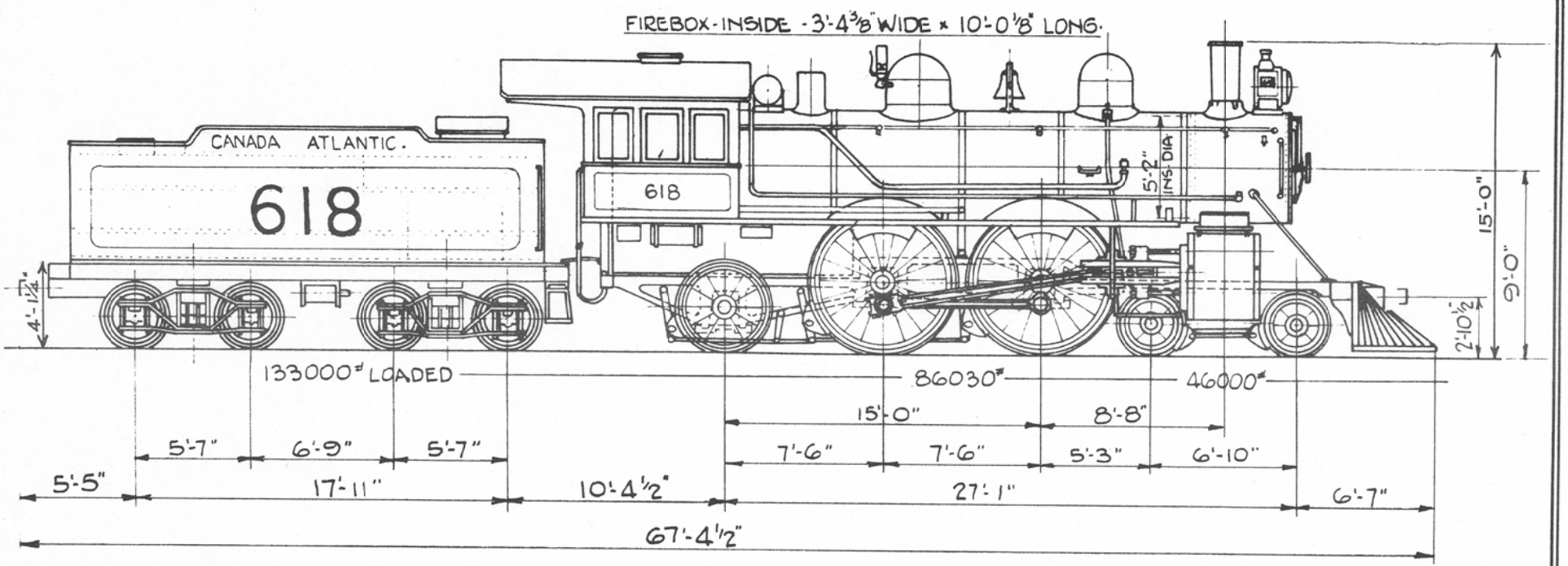
The mechanical principles incolced in the design of the CAR engines were almost the same as those in the Canadian Pacific engines, and will not be repeated. The same carrying wheels were used, instead of the conventional trailing truck, and the wheelbases were practically the same -- 13'9" on the CAR engines compared with 14'6" on the CPR units. The weight distribution was slightly different, however, and a lower proportion of the engine weight, 43%, rested on the drivers of the CAR engines, compared with 57% for the CPR engines. These engines carried Canada Atlantic nos. 619 and 620 and operated very satisfactorily. In 1901, tje Company decided to order a third 4-4-2 type, also from the Baldwin Locomotive Company, and this engine, No.618, was somewhat larger than the other two. Weighing some seventeen tons more than the other engines, it more nearly approached that of the Canadian Pacific engines. All three units were Vauclain compounds.

Mr. G.A. Parker's drawing, which accompanies these notes, represents this larger engine, 618, which had 84¼" drivers, as against 78" for the smaller units. As might be expected, due to the intense rivalry between the CPR and the CAR over this service, the protagonists of the CAR never failed to point out to their Canadian Pacific counterparts, in any discussion on the relative merits of the 4-4-2 types of either road, that No.618 had an official ¼" edge in driver diameter over the CPR engines !

In 1905, the Canada Atlantic Railway came under the control of the Grand Trunk and in the ensuing renumbering, Nos.618, 619 and 620 became Nos.1502, 1500 and 1501 of the GTR series. Outdated early in their existence by larger engines, they were removed from service and dismantled in 1917, in the same year that the Canadian Pacific scrapped its 4-4-2's. While the number of engines of this wheel arrangement was rather small, there is little doubte that their contribution to raising the average level of train speeds in Canada has ever been approached by any other type.

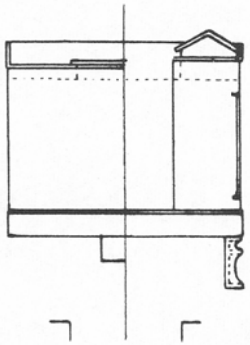
CANADA ATLANTIC RAILWAY COMPANY
SPECIFICATIONS - ATLANTIC TYPE

Engine	#618	#619 & 620
Builder	Baldwin Locomotive Works.	
Year	1901	1899
Renumbering in GTR series,1905	#1502	#1500 & 1501
Steam distribution:	Vauclain Compound.	



CANADA ATLANTIC #618 - 4-4-2 CLASS B

GRAPHIC 0 5 10 15 20 25 30 SCALE



LEADING WHEELS ----- 3'-0" DIA - 8 SPOKES

DRIVING WHEELS ----- 7'-0 1/4" DIA - 19 SPOKES

CARRYING WHEELS ---- 4'-6" DIA - 12 SPOKES

BOILER PRESSURE - 210 LBS. SQ. IN.

CYLINDERS - VAUCLAIN COMPOUND

13 1/2" & 23" x 26" STROKE

VALVE GEAR - STEPHENSON HP. - 1084

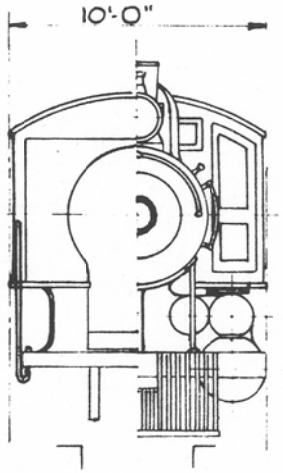
TENDER CAPY - 12 TONS COAL - 6200 GALS. WATER

TENDER TRUCKS - ARCH BAR - WHEELS - 3'-0" DIA.

HEATING SURFACE - 2335 SQ. FT. GRATE AREA - 33.6 SQ. FT.

TRACTIVE EFFORT - 16444 WGT ON DRIVERS - 86030# WGT ENGINE LOADED - 168910

BUILDER :- BALDWIN LOCOMOTIVE WORKS - 1901 WGT TENDER LOADED - 133000



DWG. 442-3

G. A. PARKER

	#618	#619 & 620
Cylinders-high pressure	13½ x 26"	13 x 26"
" -low pressure	23 x 26"	22 x 26"
Driving Wheels	84¼"	78"
Carrying Wheels	54"	54"
Leading Wheels	36"	36"
Boiler Pressure	210 lbs.p.s.i.	200 lbs.p.s.i.
Total Heating Surface	2335 sq.feet	2205.5 sq.feet
Grate Area	33.6 "	30.58 "
Tractive Effort	16,444 lbs.	15,575 lbs.
Weight on driving wheels	86,030 lbs.	63,224 lbs.
" Engine (light)	168,910 "	133,616 "
" Tender (light)	133,000 "	53,716 "
Tender capacity - coal	12 Tons	10 Tons
" - water	6,200 gallons	6,000 gallons.

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A little nonsense, now and then, is relished by the best of men, and, since ferroequinology is apt to be a very dull and serious business, a little levity in this concluding instalment may relieve the monotony of

CROSSING THE RIVER ..... by Robert R. Brown

" HAWGS CAN, AND PEOPLE CAN, TOO ! "

THE VICTORIA BRIDGE WAS LIKE A LONG IRON BOX, just big enough to allow trains to run through the inside. There was a continuous opening, two feet wide, along the centre line of the top of the tube, designed to allow the smoke and gases from the locomotives to escape, but, as there was a roof over the top, the escape was impeded save for a few cracks and small openings. Practically no light entered, and the interior of the tube was a dark, dirty and odoriefrous inferno. On a hot summer day, with the sunshine beating down on the iron top and sides, temperatures as high as 125° were officially recorded.

Venturesome tourists often sought permission to walk across the river on the catwalk on the roof of the bridge in order to enjoy the fine views of the river, the city, the mountain and the surrounding country. It was just like walking along the top of a train of box cars but, being considered dangerous especially on windy days, only agile young men were allowed to do it and they had to be accompanied by a railway employee. Uncle Bill was popular with the management and, having an amazing collection of railway yarns, was often detailed to go along with these expeditions. It was a pleasant change from the dirt and noise of the foundry and boiler shop where he worked, and generally the gratuities were generous.

One fine day, about 85 years ago, a wealthy and influential shareholder in the Grand Trunk Railway came out to Canada to make an unofficial inspection of the road and incidentally make a general nuisance of himself. His entourage comprised a bevy of elegant but useless sons, nephews, companions, secretaries and valets and also a varied assortment of wives, daughters, and other

female impedimenta.

For no very good reason, they decided they would like to walk across the river through the inside of the tube ! Efforts to dissuade them merely aroused their Anglo-Saxon obstinacy, so finally the officials put them on board a train which would stop at St. Lambert and much to his disgust, sent Uncle Bill along as guide. It was a lovely hot summer day when the party alighted at the old passenger coach body which then served as a station at St.Lambert and they set out toward the bridge, tripping gaily along the track with many a song and jest; the ladies in their pretty light summer dresses, bonnets and parasols, and the men in lightOcoloured suits, fancy waistcoats and top hats. Uncle Bill wore his overalls, carried a brakeman's lantern, and was filled with grim foreboding.

Going from the bright sunlight outside into the Stygian gloom of the interior, they were blinded for a time and had walked a considerable distance before they began to realize that they were not in a parlour. Soot and rust were everywhere and it was not long before the ladies discovered, by the dim and fliskering light of Uncle Bill's lantern, that their hands, faces and dresses were getting dirtier and dirtier. And ... it was getting hotter and hotter; with almost no ventilation and the hot sunshine beating down on the iron tube, it was like an oven inside and they were all drenched with perspiration. They grimly continued their walk but the former gaiety was noticeably absent. By the time they reached the middle of the river, they were hot, tired and dirty. The pauses to rest were becoming more and more frequent and they were thoroughly fed up with their silly adventure.

Suddenly there was a distant rumble and the little square patch of light at the Pointe St. Charles end was blotted out. A train was coming ! Strict orders had been given to keep the bridge clear until the party had crossed but someone had blundered. Disregarding the accumulation of rust and soot, Uncle Bill forced his charges to stand against the side wall and with their faces to the wall, warning them of the probable fatal results of being struck by the cowcather of the locomotive. How luridly he cursed the ladies' hoopskirts !

Uncle Bill tried frantically to flag down the train but evidently the enginemen were crouched down in the corners of the cab to avoid the smoke and gases from their own engine, and they knew not and cared less about anyone in the bridge. The upward grade caused the heavy train to lose speed gradually, and when it reached the terrified explorers, it was barely moving and then the full horror of their situation dawned on them --- the train consisted entirely of stock cars loaded with hundreds of fetid pigs which gave off the most awful stink in the world, magnified many times by the confined space and the frightful heat. Most of the group suffered attacks of nausea, ladies fainted, and altogether Uncle Bill had quite a job on his hands. Fortunately, someone realized their dire predicament, and sent out a gang of sectionmen, with three or four trolleys, to rescue them. When they emerged, the visitors were the most miserable-looking specimens of the flower of the English gentry that the world had ever seen. They were hastily bundled into cabs and sent to the St.Lawrence Hall (hotel) were hot baths awaited them.

About a dozen employees were called in on the carpet and promptly fired for negligence but, oddly enough, after the visitors departed they were reinstated without loss of pay. Knowing winks and smiles were exchanged and everyone agreed it was one of the most successful japes on record. One gathers the impression that even the top officials did not enjoy the visits of inquisitive and meddling stockholders. All that Uncle Bill got out of the adventure was a comment from his Cockney foreman, " Well! Yer ruddy 'ighness, if yer t'rough 'obnobbin' wiv de stutterin' nobility, 'urry up an' git busy wid dat blankety-blank so-an'-so of a boiler".

PS: This little adventure is not a fairy tale; it actually happened.

THE END.

RAILWAY PASSES

The story is told of a former Manager of the Dominion Atlantic Railway who, besieged by passengers seeking free passes over the railway, met one gentleman with a decidedly religious bent, who had a very convincing argument.

One day, when a pass seeker visited his office in quest of a railway pass, the General Manager presented him with a card, which read as follows:

WE TAKE THE SAME STAND AS THE BIBLE AGAINST FREE PASSES

"Thou shalt not pass" - Num. 20:18
"None shall ever pass" - Isaiah 34:10
"Suffer not a man to pass" - Judges 3:28
"The wicked shall no more pass" - Nahum 1:15
"This generation shall not pass" - Mark 13.
"Though they roar they cannot pass" - Jer. 5:22

..... "So he paid the fare, and went" - Jonah 1:3.

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★ April 29th was "confusion day" this year as the arrival of Daylight Saving Time in many communities brought with it a number of changes in Canadian railway timetables. While all details are not known at time of writing, the following changes were made:

These trains were withdrawn, ending passenger service on the lines over which they operated:

			Terminals
CNR	Mixed trains	321 and 322	Bancroft-Maynooth, Ont.
"	"	311 and 312	Ormsby Jct.-Coe Hill, Ont.
"	Psgr. trains	205, 206, 208	Montreal-Rawdon, Que.
"	"	188 and 189	Danville Jct.-Lewiston, Me.
CPR	"	469, 470, 471, 473	Montreal-St.Lin, Que.
"	Mixed trains	251, 252, 253, 254	Sutton-Drummondville, Que.
"	"	255 and 260	Foster-Waterloo, Que.

★ Canadian National Railways is also discontinuing passenger services in Prince Edward Island on the following lines: Charlottetown-Souris; Charlottetown-Murray Harbour; Mount Stewart Jct.-Montague-Georgetown; Harmony Jct.-Elmira. These services are to be reinstated during the winter months.

★ The Montreal & Southern Counties has discontinued its freight service between McGill Street Yard and Blacks Bridge in Montreal. Overhead and track remained in place on this disconnected portion after passenger service ceased last June 19th, and Motor 301 was used to handle freight cars from the CNR interchange at McGill Street to an industrial spur on Queen Street. It is reported that No.301 will be disposed of as soon as possible.

★ One more section of the Toronto Transportation Commission's YONGE subway line is going underground. A one-block section of the open cut is being roofed over to provide more parking space near the St. Clair station.

★ Canadian National Railways is presently testing a European diesel-hydraulic locomotive. The unit, which was put into service on tests in the Montreal area on April 30th, was built by the MAK (Maschinenbau Kiel Aktiengesellschaft), Kiel, Germany. It is of the 0-8-0 wheel arrangement, transmission being effected to the driving wheels by means of side rods connected to a jackshaft. The body is of the steeplecab pattern, with the cab slightly off-center. Principal feature of the unit is the hydraulic transmission developed by the J.M.Voith, G.m.b.H. company. It carries a version of the Canadian National paint scheme, and is numbered #1000. It is to be used in wayfreight service in the Montreal area for approximately one month. There are also indications that it may be tested as well by Canadian Pacific Railway, later in the summer. The engine is rated at 800 h.p.

★ The Aluminum Company of Canada, faced with the need for a company hotel or staff house at the new Kitimat, B.C. plant site, recently purchased an old Mississippi River sternwheel steamer, the "Delta King", for this purpose. Moored alongside the shore at Kitimat, the harbour was recently filled in, leaving the steamer a considerable distance inland. Power and heat for the rooms are supplied from townsite sources.

★ Rails are now being torn up by the Canadian National Railways on the Canadian portion of the St.Armand subdivision of the Central Vermont Railway, which was abandoned in November 1955. Meanwhile the Central Vermont has applied to the Interstate Commerce Commission for leave to abandon the southern portion of the line from Fonda to Highgate.

★ Supplementing the first item in this column, the CPR has discontinued its Montreal-Vancouver local trains 17 and 18, replacing them with a number of local services, many of which operate less frequently. CNR has discontinued trains 9 and 10 between Halifax and Truro except Sunday. They continue to run between Truro and Sydney and to and from Halifax on Sunday. A further ten minutes has been cut from the schedule of CNR train #1, the "Super Continental" by reducing running time on the western region. Schedule of the eastbound train remains unchanged.

★ Canadian National Railways' S.S. "Glencoe", one of the oldest vessels in the Newfoundland service, is to get a reprieve from the breakers' yard and will resume the St.Johns-Lewisporte service in May. Her replacement will not arrive until late in the year. The "Glencoe" was built in Scotland in 1898.

★ Another CNR vessel, the unfortunate M.V."Bluenose" is still having trouble. After she returned from drydock with a new propeller, and was placed in service on her Yarmouth-Bar Harbour route, lobster fishermen at both ends of her run began complaining that she was cutting their traps from their moorings and she altered course so often that they did not know where to set their traps to avoid losing them.

★ Canadian National Railways has received permission to abandon the west side freight line between Galt and Kitchener.

★ The same company may construct a 22-mile line from Bartibog to Little River, NB to serve the Heath-Steele mine at the latter point, provided that authorization is received from Parliament.

★ The Annual Report of the Canadian Pacific Railway states that the company has discontinued 119 passenger trains in the past five years, including 39 during 1955. The reason given was that business no longer warranted their operation. Seventeen trains were operated at reduced frequency in 1955 and 45 during the five-year period.

★ Canadian Pacific Railway has renumbered its 0-6-0 No.6269 to S.L.6. This engine is now used at Angus Shops. The previous engine, S.L.5 (6226) has been scrapped. The same company also recently scrapped Canadian Locomotive Co. diesel "A" unit 4077 which was involved in a collision and fire at Osprey Lake, B.C. in which it sustained severe damage. This was the first diesel unit scrapped by the CPR.

★ Construction will soon begin on the North Vancouver terminal of the Pacific Great Eastern Railway. It is to be located at the foot of Philip Avenue, east of the Lions' Gate Bridge.

★ Road conditions recently caused CNR to operate an emergency passenger train service between Fredericton and Oromocto, NB. The five-day-a-week service allowed construction workers to reach their jobs on a Federal project at Oromocto.

CANADIAN RAILROAD HISTORICAL ASSN.INC.

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