

CANADIAN RAILROAD HISTORICAL ASSOCIATION

NEWS REPORT NO. 69

INCORPORATED.

JULY-AUGUST 1956

MONTREAL, CANADA

As is customary, no meetings of the Association are held during the months of July and August.

Association News

THE ANNUAL FALL FOLIAGE EXCURSION.....

Further details are now available on the autumn excursion which is scheduled, this year, to be held on Sunday, September 30th, from Montreal to Sutton via Foster, returning via Cowansville. On the basis of the rate quoted to us by the railway, the fare will be \$4.50 per person. Arrangements have been concluded with the hotel at Knowlton to provide those who desire it with dinner, featuring Brome Lake Duckling, at \$1.50 additional, per person.

Application blank is enclosed, and you are encouraged to complete it and send it in as soon as possible.

Work is rapidly approaching completion on the restoration of car No.274 by the Rolling Stock Maintenance Committee, and it is expected that the car's first showing -- to the members of the Montreal Transportation Commission -- will take place on or about August 1st. Following the showing to the Commissioners, it is planned to hold an outing in the car to Montreal North, and it is planned that this will take place sometime during the month of August, or September.

MONTREAL TRANSPORTATION COMMISSION CARS REMOVED FROM SERVICE IN JUNE

We are advised that the Montreal Transportation Commission removed 66 cars from service on June 24th, 1956. Subsequently,

four of the cars were returned to service, and a list of the remaining 62 vehicles follows:

1208	1328	1392	1424	1487	1560
1211	1329	1394	1449	1491	1561
1220	1330	1396	1450	1497	
1234	1335	1397	1453	1498	
1257	1342	1400	1455	1499	
1265	1343	1406	1456	1501	
1269	1346	1410	1459	1507	
1275	1359	1415	1470	1512	
1308	1365	1418	1472	1513	
1314	1369	1420	1475	1520	
1317	1375	1421	1480	1523	
1321	1376	1422	1485		

The removal of the twelve cars of the 1200-1324 series marks the end of this series, the last cars in regular service possessing monitor roofs. It is expected that eighty additional cars will be removed from service in September, following the conversion of the routes using St. Catherine, Sherbrooke, and certain feeder streets, to autobus operation.

M.T.C. Equipment (cont'd)

For the benefit of those members who keep rolling stock records, there follows a list of the remaining 608 cars in service for July and August of this year.

1-Man Double End:	2001-2004, 2600-2605, 2050-2056, 2064-2065, 2067, 2078-2082.	: 25 cars
1-Man Single End:	1525-1528, 1530-1549	: 24 "
	1600-1699	: 100 "
	1906, 1908, 1915-1916, 1918-1920, 1923-1924, 1929-1930, 1932, 1936-1941, 1943, 1945-1947, 1949	: 23 "
	1950-2000	: 51 "
	2030-2037, 2039-2040	: 10 "
	2057-2063, 2068-2076, 2083-2088	: 22 "
	1850-1874	: 25 "
	3500-3517	: 18 "
TOTAL 1-Man Cars		<hr/> 298 "
2-Man Single End:	1325-1326, 1332-1333, 1337-1340, 1344, 1347-1348, 1350-1351, 1354, 1366, 1381-1387, 1398, 1403, 1411-1412, 1416-1417, 1419, 1425, 1427-1428, 1430-1438, 1443, 1444- 1445, 1447, 1452, 1454, 1462, 1464-1468, 1471, 1474, 1477, 1481- 1484, 1488-1489, 1492, 1495-1496, 1500, 1502, 1504, 1511, 1515-1516, 1518-1519	: 74 cars
	1550-1559, 1562-1570, 1572-1599	: 47 "
	1800-1824	: 25 "
	2100-2144, 2146-2239	: 139 "
	2650-2674	: 25 "
TOTAL 2-Man Cars		<hr/> 310 "
GRAND TOTAL, as of July 1st, 1956		<hr/> 608 "

(Observation Cars 1,2,3,4 not included in foregoing)

MOTIVE POWER NOTES

The 0-3-0 diesel-hydraulic engine, No.1000, built by the Maschinenbau Kiel Aktiengesellschaft, of Kiel, Germany, which has recently been under test by

Canadian National Railways, was turned over to Canadian Pacific Railway at the beginning of July, for a two-month trial by that Company. The engine, which had been painted in Germany in CNR colours, was taken into Angus Shops and repainted in the CPR diesel colour scheme of maroon and cream, though retaining its number 1000. Carrying this number, it duplicates CPR D10h class engine 1000, which has been scrapped.

The MaK engine is presently in service at St.Luc Yard in Montreal, and it is understood that it will later be used in the Ottawa and Farnham areas, evidently in services where D4g class 4-6-0 steam locomotives are normally used.

The two 44-ton yard engines which have been ordered by Canadian Pacific Railway for use at Portage, Man. and Yorkton, Sask. will be classified HS5 (for "Hydraulic Switcher"), and carry road numbers 10 and 11. These engines are being built by Canadian Locomotive Company, and are equipped for one-man operation.

In its present order for RDC cars from the Budd Company, Philadelphia, Canadian Pacific Railway has received RDC2 units nos. 9103 to 9109, and RDC4 unit 9250, up to the middle of July.

Two road switchers, Nos.6560 and 6561, CPR class DS6g were recently placed in service on the Dominion Atlantic Railway, and it is reported that they carry DAR stencilling.

Central Vermont Railway No.220, last of its class of 4-6-0 steam locomotives, built by American Locomotive Co. in 1915, was dedicated on July 20th as part of a transportation exhibit at the museum at Shelburne, Vermont, by the Governor of Vermont.

During the month of June, complete dieselization became effective on the Grand Trunk (New England lines of the CNR) south of Island Pond, Vermont. Sixteen road diesels completed the replacement.

Canadian National Railways has recently introduced an extensive renumbering programme affecting many of its diesel locomotives, and many steam locomotives as well. This programme is presently being carried into effect. For the information of our members, a complete list of all diesel units owned by the CNR and its subsidiaries, follows, in the numerical order of the new system.

<u>New Numbers</u>	<u>Old Numbers</u>	<u>Class</u>	<u>Builder</u>	<u>Year</u>	<u>H.P.</u>
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MISCELLANEOUS

1-2	1500-1501	ER-4a	Can.G.E.	1947	380
3-5		ER-4b	"		400
26-43	1526-1543	ER-6a	"	1950	600
73	GTW	LS-5a	J.G.Brill	1929	500
74		ES-5a	Gen.Elec.	1947	"
77		LS-4a	CLC-West'house	1930	380
78-79	GTW	GS-6a	G.M.(EMD)	1938	600

775-777	Nfld.	ES-4a	Intl. Gen. Elec.	1948	380
800-805	"	GR-9b	GMDL.	1956	875
900-902	"	GR-12a	"	1952	1200
903-908	"	GR-12b	"	1953	"
909-934	"	GR-12g	"	£	"

ROAD SWITCHERS

1100-1104		1570-1574	GR-9a	GMDL	1954	875
1200-1203	GTW	1505-1508	GR-12c	GM (EMD)	1955	1200
1204-1221		1575-1592	GR-12d	GMDL	1956	1200
1222-1226		1593-1597	GR-12e	"	1955-6	"
1227-1228		2300-2301	GR-12f	"	1956	"
1229-1247			"	"	1956	"
1248-1268			GR-12h	"	£	"
1269-1270	GTW		GR-12j	GM (EMD)	£	"
1600-1614			CR-12a	Canadian	1951-2	1200
1615-1617			CRG-12b	"	1951	"
1618-1621			CR-12c	"	1952	"
1622-1629			CR-12d	"	1953	"
1630-1639			CR-12e	"	1955	"
1640-1659			CR-12f	"	1956	"
1700-1704		1544-1548	MR-10a	Montreal	1955	1000
1705-1710		1549-1554	MR-10b	"	1955-6	"
1711-1729			MR-10c	"	£	"
2200-2217		1841-1858	CR-16a	Canadian	1955	1600
2900		3000	CRG-24a	"	1955	2400
3000-3017		1800-1817	MR-16a	Montreal	1953	1600
3018-3040		1818-1840	MR-16b	"	1954	"
3041-3042	GT	1861-1862	MR-16d	A.L.Co.	1954	"
3043-3049		1863-1869	MR-16e	Montreal	1955	"
3050-3057		1870-1877	MR-16f	"	1955	"
3058-3060		1878-1880	MR-16g	"	1955	"
3061-3065		1881-1885	MR-16h	"	1955	"
3066-3073			MR-16j	"	£	"
3074-3093			MR-16k	"	£	"
3600-3614	DWP		MR-18a	A.L.Co.	£	1800
3900-3901	CV	1859-1860	MRC-16c	"	1954	1600
4350-4369		1700-1719	GR-15a	GMDL	1953	1500
4370-4373		1720-1723	"	"	1953	"
4400-4426		1724-1750	GR-17a	"	1955	1750
4427-4441	GTW	1751-1765	GR-17b	GM (EMD)	1954	"
4442-4450	GT	1768-1776	GR-17d	"	1956	"
4451-4475		2000-2024	GR-17f	GMDL	1955-6	"
4476-4495			"	"	1956	"
4496-4501			GR-17g	"	£	"
4502-4538			GR-17h	"	£	"
4539-4546	GTW		GR-17j	GM (EMD)	£	"
4547-4557	CV		"	"	£	"
4558-4559	GT		"	"	£	"
4900-4901	GTW	1766-1767	GRG-17c	"	1954	"
4902-4906	GT	1777-1781	GRG-17e	"	1956	"
4907-4922	GTW		GRG-17k	"	£	"
4923-4927	CV		"	"	£	"

C.N Renumbering Sept 1957

Steam
Class S 16a #1500 reverts to #1119

Diesel	become	Old #
1100 - 1104	850 - 854	1570 - 1574
1200 - 1203	1500 - 1503	1505 - 1508
1222 - 1226	1504 - 1508	1593 - 1597
3043 - 3049	3800 - 3806	1863 - 1869
3050 - 3057	3807 - 3814	1870 - 1877
3066 - 3073	3815 - 3822	1956
4496 - 4501	4200 - 4205	1956
4350 - 4369	4800 - 4819	1700 - 1719
4370 - 4373	4820 - 4823	1720 - 1723
4588 - 4609	4206 - 4227	ordered 1957

ROAD PASSENGER

6500-6512		GPA-17a	GMDL	1954-5	1750
6513		GPA-17b	"	1955	"
6514-6522		GPA-17c	"	£	"
6600-6612		GPB17b	"	1954-5	"
6613		GPB-17b	"	1955	"
6614-6620		GPB-17c	"	£	"
6700-6705		CPA-16a	Canadian	1954-5	1600
6750-6755	6706-6711	MPA-16a	Montreal	1955	"
6800-6805		CPB-16a	Canadian	1954-5	"
6850-6855	6806-6811	MPB-16a	Montreal	1955	"

SWITCHERS

7000-7009		GS-12a	GMDL	1952	1200
7010-7014	GTW	GS-12b	GM (EMD)	1952	"
7015-7016	"	GS-12c	"	1953	"
7017-7019	"	GS-12d	"	1955	"
7020-7030		GS-12e	GMDL	£	"
7031-7033		GS-12f	"	£	"
7150-7171	8500-8521	GS-8a	"	1951	800
7172-7183	8522-8533	GS-8b	"	1951	"
7200-7224	8535-8559	GS-9a	"	1953-54	900
7225-7232	GTW	GS-9b	GM (EMD)	£	"
7900, 7902, 7905,)					
7907, 7910,)		GS-10a	"	1941-2	1000
7912-7914)					
7901	GTW	"	"	1941	"
7904, 7906,)		"	"	1942	"
7908-7909, 7911)	GTW	"	"	1946	"
7936-7945		"	"	1947	"
7956-7965		"	"	1947	"
7966-7968	GTW	"	"	1948	"
7969-7974		"	"	1951-2	"
8016-8025		MS-10c	Montreal	1953	"
8026	GTW	MS-10d	A.L.Co.	1953	"
8027	CV	"	"	1954	"
8028-8033		MS-10e	Montreal	1955	"
8034-8035	GTW	MS-10f	A.L.Co.	1955-6	"
8036-8077		MS-10g	Montreal	1955	"
8078-8079		MS-10h	"	1955	"
8080-8081	CV	MS-10j	A.L.Co.	1955	"
8082	GTW	"	"	1955	"
8083-8090	GTW	MS-10k	"	1955	"
8091-8092	GTW 7915-7916	MS-10a	"	1942	"
8093-8095	CV 7917-7919	"	"	1942	"
8096-8105	GTW 7920-7929	"	"	1944	"
8106-8111	GTW 7930-7935	"	"	1946	"
8112-8121	7946-7955	"	"	1947	"
8122-8141	7975-7994	"	Montreal	1949	"
8142-8161	7995-8014	MS-10b	"	1949-50	"
8162	CV 8015	"	A.L.Co.	1951	"
8163-8195		MS-10L	Montreal	£	"
8196-8202	GTW	MS-10m	A.L.Co.	£	"
8203-8205		MS-10n	"	£	"
8450-8461		MS-7a	Montreal	1951-2	660
8462-8483		MS-7b	"	1953	"
8484-8498		MS-7c	"	1954	"

9000,9002,)	GFA-15a	GM (EMD)	1948	1500
9003,9005.)	"	"	1948	"
9006-9027 GTW	"	"	1948	"
9001,9004	GFB-15a	"	1948	"
9028-9046 even)	GFA-15b	GMDL	1951	"
9050-9052 ")	"	"	"	"
9029-9047 odd)	GFB-15b	"	1951	"
9051-9055 ")	"	"	"	"
9056-9062 even	GFA-15c	"	1951-2	"
9057-9063 odd	GFB-15c	"	1951-2	"
9064-9102 even	GFA-15d	"	1952	"
9104-9142 even	"	"	1952	"
9300-9304 even 8700-8704	CFA-16a	Canadian	1952	1600
9301-9305 odd 8701-8705	CFB-16a	"	1952	"
9306-9344 even 8706-8744	CFA-16b	"	1952-3	"
9400-9407	MFA-15a	Montreal	1950	1500
9408-9426 even	MFA-16a	"	1951	1600
9409-9427 odd	MFB-16a	"	1951	"
9428-9436 even	MFA-16b	"	1952	"
9429-9437 odd	MFB-16b	"	1952	"
9438-9456 even	MFA-16c	"	1953	"

£- indicates units presently on order.

Nine steam locomotives are affected by this renumbering, and they are to be renumbered concurrently with the diesel renumbering.

Class H4a	1223	to be	1520
" H5d	2200	"	2195
" O9a	7200, 7225, 7228,		
	7229	to be	7305, 7306, 7307, 7308.
" P4a	8201, 8204, 8205		
		to be	8430, 8431, 8432.

A further 189 steam locomotives have tentatively been assigned new numbers, which will be used if and when new diesel locomotives not ordered thus far duplicate numbers presently carried.

* Class G16a	1111, 1117, 1119, 1121, 1123, 1125,		
	1129, 1131, 1133, 1135, 1138, 1139,		
	1140, 1145, 1147, 1151, 1152, 1157, 1158,	to be	1498-1516
Class G17a	1162, 1163, 1164	"	1517-1519
" H6b	1274	"	1521
" H6c	1278, 1284, 1294, 1303, 1307, 1311,		
	1314, 1315, 1321, 1322.	"	1522-1531
" H6d	1324, 1325, 1327, 1328, 1330, 1332-40	"	1532-1545
" H6f	1347, 1348, 1349, 1350, 1351.	"	1546-1550
" H6g	1354, 1355, 1357, 1359, 1360, 1362,		
	1364, 1365, 1367, 1370-1384, 1387,		
	1389-1393, 1395-1397, 1401, 1402,		
	1404, 1405, 1406, 1408, 1409.	"	1551-1589
" H10a	1427, 1429, 1433, 1438, 1439, 1444,		
	1446, 1447, 1448, 1451.	"	1590-1599
" M8a	1981, 1982, 1983, 1984	"	2196-2199
" S1h	3523.	"	3522
" S1j	3198, 3199	"	3523, 3524

Class S3a	3702-3706, 3708-3712, 3714-3717, 3719, 3720, 3722, 3726-3739.	to be	4045-4075
" S3b	3740-3742, 3744-3747.	"	4076-4082
" S3c	3748, 3750-3757.	"	4083-4091
" S4a	3800	"	4092
" S4b	3801-3805	"	4093-4097
" Q10a	7250, 7253	"	7300-7301
" Q9a	7234, 7238, 7239-7240, 7242-7245	"	7309-7316
" O15c	7311	"	7318
" P4a	8206, 8207, 8208, 8209.	"	8433-8436
" P4b	8210, 8211, 8212, 8213.	"	8437-8440
" P4c	8215, 8216, 8218, 8219, 8220, 8221.	"	8441-8446
" P4d	8222, 8226.	"	8447, 8448.

Ten 1600-HP road switchers from Canadian Locomotive Company, and 25 1750-HP road switchers from General Motors Diesel Limited, ordered recently by Canadian Pacific Railway, will be classified DRS16h (Nos. 8601-8610) and DRS17c (Nos. 8611-8635) respectively.

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NOTES & NEWS
 by Forster A. Kemp ✪

Canadian National Railways has called for tenders for clearing, grading, etc., of the Chigoubiche Lake-Cache Lake section of the St. Felicien-Chibougamau projected rail line in northern Quebec.

For the benefit of those electric railway enthusiasts who may be contemplating trips to Montreal this summer, we are pleased to note that operations on the Montreal & Southern Counties Railway still continue as they did prior to our earlier report that abandonment had been set for June 2nd.

Necessity to construct a new bridge, as a result of the St. Lawrence Seaway project, may cause the New York Central to apply for abandonment of its Ottawa-Cornwall-Massena line, presently used for freight service only.

Reduction in train service has been noted on several CNR lines. The Barraute-Beattyville daily mixed train was reduced to tri-weekly in each direction effective May 21st. Mixed train between Allandale and Penetang has been reduced from tri-weekly to weekly, effective June 1st; on May 27th, CNT bus service between Kamsack, Sask. and Flin Flon, Man. was cancelled.

The bus service that made headlines as a result of its contest with SMT (Eastern) Limited, on the transportation of certain categories of passengers within the Province of New Brunswick -- Mackenzie Thru Line (Operated by Can. Nat. Transportation-Maine Central-B&M Transportation Cos. between Boston-Halifax-Glace Bay) terminated its service on June 15th, 1956. The litigation between Mackenzie and SMT was made into a test case and carried as far as the Privy Council a couple of years ago.

Canadian National Railways has ordered five new dinette cars from Canadian Car & Foundry Company, at a cost of somewhat over \$1,000,000. Delivery is scheduled for October 1957. The cars are similar to six already in service. (Cont'd page 55)

The month of June saw the withdrawal from service of the last cars of the Montreal Transportation Commission's 1200-1324 series.

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M.T.C. 1200 Class Cars

by R.M. Binns

PERHAPS NO OTHER GROUP of Montreal cars produced more revenue per dollar invested than the cars of the 1200 series. The bodies were obtained for \$4,200 each, which even in 1912 was considered a low price for a large car body of that quality. Trucks, motors and control equipment were purchased by the Montreal Tramways Company and delivered to the body builders for installation. The Youville Shops were being built at that time, so it was more convenient to have the equipment installed by the builders. Consequently, unlike previous orders, the cars came fully equipped except for minor items. Total cost was about \$7,000 per car. Considering that they were all in practically continuous service for forty to forty-four years, it was indeed a good investment.

They were the first cars received by the Company after its reorganization under the name of "Montreal Tramways Company", and were the first class to be numbered consecutively. Previously, all classes of Montreal city cars had been designated by either even or odd numbers.

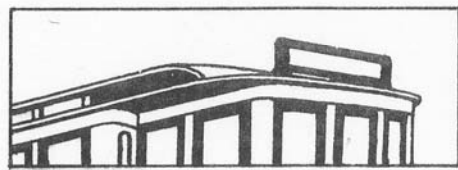
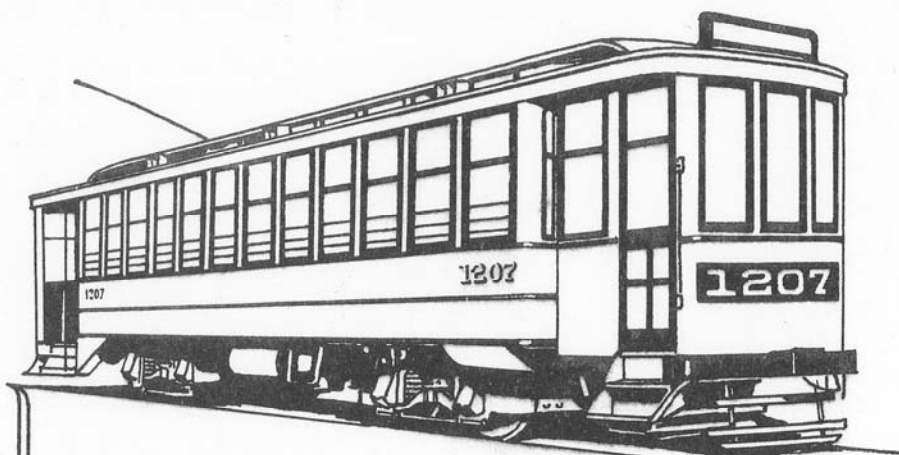
The design and general layout of the 1200's was similar to the 901 class. There was one important difference, however. The 1200's were constructed without a front bulkhead or partition between the body and the front platform. This was a significant step in the process of bringing the motorman out of the isolation of a "drivers' cab". It gave him a more direct control over the movement of passengers at the front exit, and it was easier for passengers to use this exit. On the front platform, a waist-high panel between two stanchions was provided behind the motorman, and a hinged drop-seat for the motorman was attached to this panel. The front exit door was placed at the extreme end of the vestibule, instead of next to the body post on the 901's.

The method of construction differed from the 901 class. The 1200's were built with steel underframes and steel side sills, and a body of wood sheathed on the outside with sheet metal. A saving in weight was achieved resulting in an average dead weight of 45,000 pounds as compared with 53,460 pounds for the all-steel 901s.

The cars were ordered in four groups from two manufacturers, as follows:

		<u>Numbers</u>	<u>Dates in service-</u>	
			<u>First Car</u>	<u>Last Car</u>
10 cars	Can. Car & Fdy. Co.	1200-1209	Dec. 23, 1911	Mar. 23, 1912
60 "	Ottawa Car Mfg. Co.	1210-1269	Jan. 5, 1912	Jan. 3, 1913
30 "	Can. Car & Fdy. Co.	1270-1299	Jan. 6, 1913	June 26, 1913
25 "	Ottawa Car Mfg. Co.	1300-1324	Feb. 4, 1913	June 25, 1913

This was the largest group of cars of one class to be purchased up to that time.



OTTAWA CARS ↗
 ← C.C.F. CARS

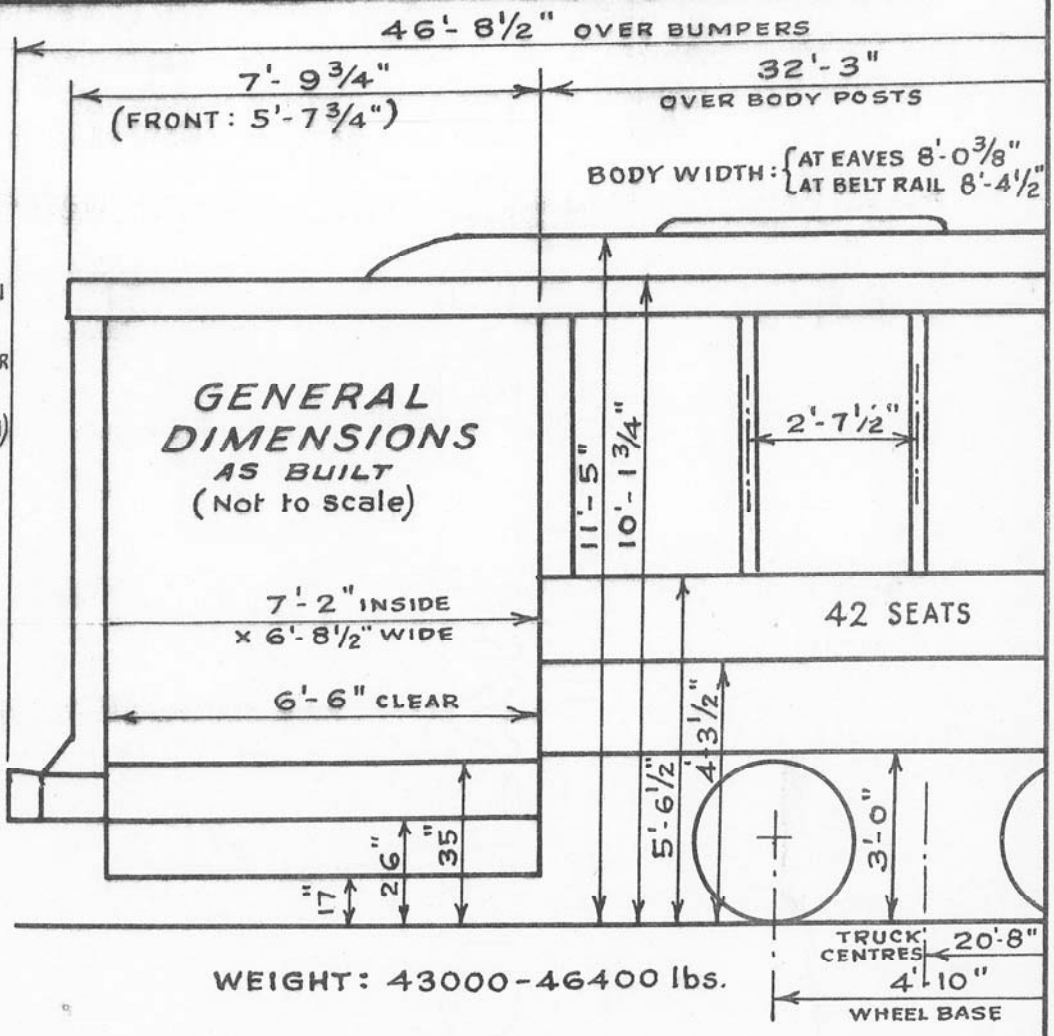
MONTREAL TRAMWAYS COMPANY 1200 CLASS STREETCARS

125 CARS ~ DOUBLE TRUCK - SINGLE END - TWO MAN - R.A.Y.E.
Built 1912-13 by
 CANADIAN CAR & FOUNDRY CO. LTD: - NOS. 1200-1209 & 1270-1299
 OTTAWA CAR & MANUFACTURING CO: - NOS. 1210-1269 & 1300-1324

EQUIPMENT DATA

- TRUCKS - 27 G.E. 2 BRILL
- WHEELS - C.I. 33" DIA.
- AXLES - 5" STD.
- MOTORS - WH 101, GE 203, GE 241
- GEAR RATIO - 67:17, 70:14, 61:15
- AIR BRAKES - WH & GE STRAIGHT AIR
- HAND BRAKE - STAFF
- SEATS - HALE & KILBURN (RATTAN)
- GONG - 12" FOOT OPR.
- VENT. - GARLAND CAR VENT. CO.
- TROLL. BASE - NUTTALL U.S. 11
- TROLL. WH. - CAN. IDEAL
- HEATERS - CONS. CAR HEAT. CO 192
- SIGNS - HUNTER ROOF TYPE
- DRAWBARS - M.T.C. STANDARD
- BUMPERS - M.T.C. STD. CAST STEEL
- SANDERS - M.T.C. STD. FOOT OPR.
- FENDER - H.B. LIFEGUARD

INTERIOR TRIM :
 CHERRY STAIN & VARNISH



All were identical except for a slight structural difference in the front vestibule roof. Cars built by Ottawa did not have the letterboard carried in a continuous line around the front end as did the C.C.& F. cars. (see data sheet). The 1200 class cars were fine looking, especially when new. In the writer's opinion, the original single colour scheme of light yellow with black and silver trim was much better suited to these cars than the later, two-colour arrangement. They were clean-cut and business-like in appearance. In the drawing at the top of the data sheet, an attempt has been made to catch the general impression of the cars.

Some of the cars, when first received, had five pairs of cross seats placed in the center of the car, and had smooth, non-position-type, floors. These innovations were apparently unsuccessful experiments which did not last long.

The cars were very successful and were used on practically all parts of the system including suburban lines. Relatively few, however, were permanently equipped for suburban service. Nos. 1209, 1216, 1223, 1229 and 1257 were so equipped and used for a number of years on the Pointe-aux-Trembles and Bout de l'Isle lines. Nos. 1200 and 1214 were used on the Cartierville line for a time. For a while during the first World War, No.1209 was painted orange and operated regularly on the Lachine line. Lack of clearance in the Wellington Street underpass precluded their use on the Wellington line. In later years, those with K-23 controllers were not permitted on the steep hills leading to the Westmount upper level.

The last car of the series, No.1324, was used for a sample installation of folding pneumatic rear doors with hinged bottom step. The rear bulkhead was removed. Later, all 1200's were altered in this fashion (1925-26). During 1924-25, a manually operated three-panel front door was installed on all these cars.

Like any group of cars, there were a few that were disliked by the crews and some that were specially favoured. These differences are often more imagined than real. Nevertheless, for a time, No.1206 seemed to be plagued with electrical trouble and was heartily disliked. The front vestibule roof was charred and blackened by controller fires and frequent flashing of the circuit breaker. On the other hand, No.1278 made a remarkable record of running daily on the Windsor-Montreal West route for several months without the slightest defect or accident. Before the days of weekly inspection and preventive maintenance, this was indeed a noteworthy performance.

In 1943, the cross seats were turned in a longitudinal position to increase the capacity for wartime service. They were not changed back to the original position.

The series remained intact until 1952 when thirty cars were withdrawn. Seventeen went in 1953, six in 1954, fifty-four in 1955 and the remaining eighteen in 1956. The last run in passenger service was made by No.1220 on route 96 on the afternoon of June 22nd, 1956.

(continued at bottom of next page)

The Premier of British Columbia, also President of the provincially-owned Pacific Great Eastern Railway, has announced that the first official passenger train will pull out of North Vancouver over the new North Vancouver-Squamish extension, on Monday, August 27th. PGE is expecting delivery of RDC cars from the Budd Company, Philadelphia.

Many of the members in the Montreal area were more than a little apprehensive, when Observation car No.1, dean of Montreal's sight-seeing cars, was involved in a minor affair when the trolley wheel, caught in some trolley-bus overhead, resulting in the pole, and supporting post, as well as portions of the sheathing at the rear of the car, being damaged. Evidently a priority was put on its repair by the MTC, as it has been noted again in service after absence of only a few days, sporting a new post, trolley, and new rear sheathing suitably striped.

CANADIAN RAILROAD HISTORICAL
ASSOCIATION, INC.

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* - While our "by-line on "Notes and News" this month gives Mr. F.A. Kemp's name, the said Mr. Kemp is nowhere in sight, being currently engaged on the second phase of a five-week private railway excursion which is seeing him travel from Montreal to Churchill, Man. by way of St. Johns, Newfoundland, Boston, New York and Norfolk, Va. (!!) Not only that but he walked out without preparing "Notes and News" which is why it isn't too strong this month. -Ed.

(All is forgiven)

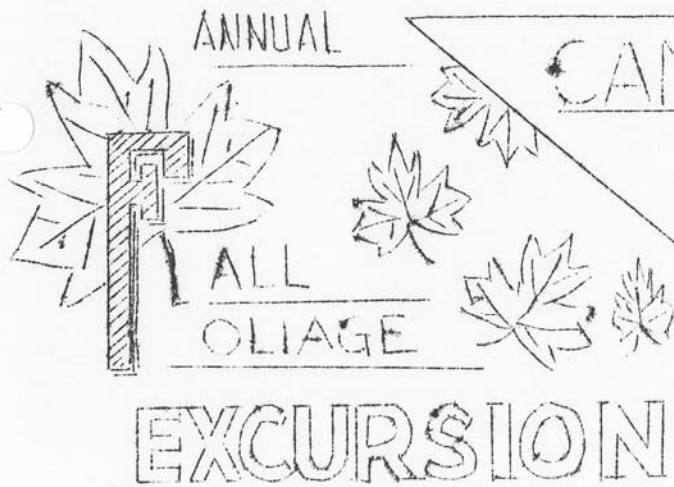
DIDN'T GIVE AMPLE NOTICE !

PUT IT ON YOUR APPOINTMENT
CALENDAR NOW DON'T SAY WE
-o-o-o-o-o-o-o-o-o-o-o-o-o-

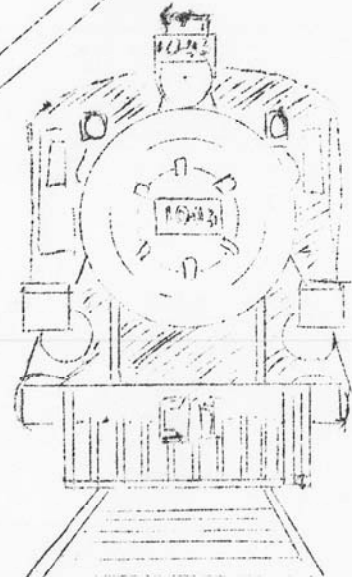
The ANNUAL FALL FOLIAGE EXCURSION will take place on Sunday, September 30th, 1956. Montreal to Sutton, Que. via Canadian Pacific Railway. Steam Locomotive of the 4-6-0 type and three wooden cars. Tickets, \$4.50, from J. Marjoribanks, Chairman, Trip Committee, CRHA, Box 22, Station B, Montreal 2, Canada.

1200 Series, MTC (concluded)

With the passing of these old friends, a distinctive feature of Montreal streetcars is seen no more. These were the last cars to be built with the so-called "Montreal" roof. This was a variation of both the monitor and clerestory designs whereby the roof of the monitor deck was curved down at the end to meet the main roof at a point between the body posts and the vestibule end. This type of construction was apparently designed by the Montreal Street Railway when it first started building its own single-truck closed cars in 1896. All closed cars up to and including the 1200 class had this type of roof. It was not found elsewhere in just that form, and now, is no more than a memory in Montreal.



CANADIAN RAILROAD
HISTORICAL
ASSN
INC.



SUNDAY -- SEPTEMBER THIRTIETH -- 1956

This year, _____ for the first time via
Canadian Pacific
RAILWAY.

Trip will leave Montreal at 9:00 AM, Eastern Standard Time, for a 154-mile ramble through the Eastern Townships on a circular tour, via Farnham, Adamsville, West Shefford, Foster, Brome Lake, Knowlton, Sutton, West Brome, Cowansville and back to Montreal through Farnham. Train will consist of a 4-6-0 type steam locomotive and three wooden passenger cars. Plenty of photo stops, and, at slight additional cost for those who desire it, a genuine Brome Lake Duckling dinner at the hotel in Knowlton, with a visit to the Brome County Museum. Train will return to Montreal at approximately 6:30 PM, E.S.T.

FARE, per person \$ 4.50
" " including
Brome Lake Duckling dinner
at the hotel 6.00

You are respectfully requested to make remittances by postal money order, in Canadian Funds to

CRHA Trip Committee, Box 22 Station
B- Montreal.

For the convenience of those out-of-town visitors who may wish to spend the weekend in Montreal, the Association will charter a trolley trip around Montreal on the rail lines of the Montreal Transportation Commission. The trip will circle Mount Royal, and will include the line to Lachine! Many points of interest will be passed -- if this is your first trip to the Canadian metropolis, you will not want to miss this. ON SATURDAY, September 29th, 1956.

FARE \$1.00 additional to the rail trip.

USE THIS ORDER BLANK---

Please reserve _____ Rail Trip Tickets @ \$4.50 - _____
_____ Rail & Trolley " @ 5.50 - _____
_____ Dinners @ 1.50 - _____

Name (please print)

Address

CANADIAN RAILROAD HISTORICAL ASSOCIATION

SPECIAL REPORT

INCORPORATED.

AUGUST 15 1956

MONTREAL, CANADA

MTC to hold Transportation
Pageant on Labour Day

Though official details have not been released to the press as yet, the Association has been informed that the Montreal Transportation Commission will hold a transportation pageant on Labour Day, Monday, September 3rd, 1956.

The pageant will take the form of a parade of public transportation vehicles which have operated in and around Montreal; streetcars will comprise the majority of the vehicles. The pageant will mark the cessation of rail service on Saint Catherine and Sherbrooke streets, and certain feeder streets. Autobusses will take over this operation on September 2nd.

Highlight of the pageant will be the first public exhibition of several early electric cars which the Commission is preserving with the assistance of our Association. Chief among these will be Montreal Street Railway #350, "Rocket", Montreal's original electric car. The Association believes that the Montreal transportation system's possession of its original electric railway vehicle is unique on the continent. The car is undergoing extensive repairs in the MTC shops, and will operate under its own power for the first time since it was retired from service about 1914. The open platforms have been restored, and the terra-cotta and cream paint scheme which it will carry will duplicate, as closely as possible, the colours in which the "Rocket" was painted when it inaugurated electric railway service in this city on Wednesday, September 21, 1892.

The procession is expected to commence at the new Harbour bus terminal, at St. Catherine and Harbour streets, and operate west along St. Catherine street at least as far as the loop at Atwater. The procession will take place in the afternoon, and the exact times will be announced in the local press.

Other items in the procession will be included in chronological order. Tentative assignment of equipment for the procession indicates that the lead will be taken by one of the electric flatcars, used as a float, carrying the Montreal City Passenger Railway horse-drawn omnibus, followed by a similar car carrying the corresponding horse-drawn sleigh. Both of these vehicles date from the 1870's, and are the oldest existing relics of public transportation in Montreal. The sleigh was built by Messrs. N. & A.C. Lariviere, in Montreal, and it is probable that the omnibus was built by this firm also.

Next in order will be No. 350, which was built by the Brownell Car Manufacturing Co. in 1892, in Saint Louis, Mo., USA. Following it will be No. 274, the Association's passenger car, which was built by the Newburyport firm in 1894. No. 274, however, is in the Montreal Street Railway's colour scheme of 1900.

Following No.274, will be observation car No.1, carrying invited guests. No.1 was built by the street railway in 1905, and is the oldest passenger vehicle still used in regular service by the Commission. Following No.1, will be No.997, built by the Ottawa Car Manufacturing Company in 1910, painted in the Montreal Street Railway's colour scheme of that period. Feature of this colour scheme is the large crimson panel painted on the front dash with the characteristic large silver numerals -- the early distinguishing mark of the "Pay-As-You-Enter" car. This payment principle originated in Montreal about 1905.

Next in order will be No.1046, one of the large suburban cars of the Montreal Park & Island Railway. No.1046 will carry the orange and silver paint scheme which was adopted by the Montreal Street Railway for MP&I equipment, after the latter company came under the control of the MSR in 1901. This orange car was a familiar sight to residents of the Saint Laurent and Cartierville district, until these cars were repainted standard MTC green in 1936.


Following No.1046 will be a car of the 1325 class, whose 200 units (Nos.1325-1524) made them the largest single class of cars ever to be owned by the Montreal system. Many of these are still in operation, but most of them will disappear after the replacement of the St.Catherine street lines. The particular car has not, as yet, been selected. Next in line will be the Birney car, No.200, a Brill product of 1919, which was purchased from Detroit United Railways in 1923 by the MTC, along with thirteen other similar units. No.200 is the only Birney car owned by a transit system presently in Canada or the United States, though several have fortunately been preserved in railway museums.

There will also be a two-man car of the 2100-2239 class, representing the typical St.Catherine route car since the introduction of these units in 1926-28. The ultimate development of the street car in Montreal will be represented by one of the 3500 class streamlined cars. Also in the procession will be the other observation cars, Nos. 2, 3, and 4, for the accommodation of guests. The new era in St.Catherine transportation will be represented by three new autobusses, of the 3200, 3300 and 2300 classes. The order and content of the procession has not been finalized, and changes, omissions or additions to the foregoing description may occur before September 3rd.

Further details, as they become available, will be released on request by mail to the Association at P.O.Box 22, Station "B", Montreal 2, Quebec.

ABOUT OUR FALL FOLIAGE EXCURSION



 Reservations are coming in thick and fast for this annual event, scheduled this year for Sunday, September 30th. If you haven't reserved as yet, you are urged to do so as quickly as possible. Reservations or information about the trip can be obtained from the Trip Committee, C.R.H.A., Box 22, Station "B", Montreal 2. DO IT NOW !