

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

MONTREAL, CANADA

NEWS REPORT NO. 78

MAY 1957

Notice of Meeting

The May meeting, a business meeting, will be held in room 202, Transportation Building, 159 Craig Street West, on Wednesday, May 8th 1957 at 8:15 PM. The usual business will be transacted, and further details will be given on the Granby Museum project, for which a report was submitted at the April meeting. Discussion on this topic will be invited.

Association News

The Railway Division of the Association has been authorized by the Executive to accept the offer of an open-bench street car, which the firm of Gillies Brothers & Co. Limited, Brantford, Ontario, are making available to us for the nominal sum of \$1. As we have noted previously, this car, a former electric car, was built by the St. Catharines, Ontario builders, Patterson & Corbin, in the closing years of the Nineteenth Century. While considerable repairs will be required before this car, which is presently unpowered, can take its place with the other items in our collection, all essential parts are intact and the work required is almost wholly in the carpentry field. As soon as arrangements can be made to have this car moved to Montreal, it will be included in the restoration programme.

Trip No. 28 -- We See the Seaway

Ninety seven members, their families and friends, participated in our Trip No. 28, which was an inspection of the construction work on the power project of the St. Lawrence Seaway in the vicinity of Cornwall, Ontario. The trip to Cornwall was made via the Canadian Pacific Railway, over the Winchester Subdivision as far as Soulanges, Que., 41.6 miles from Windsor Station, and then over the Cornwall Subdivision for the rest of the way to Cornwall, a total route mileage of 69.2. The Cornwall Subdivision is presently freight service only.

In sponsoring this trip, the Trip Committee, under the chairmanship of Mr. John Marjoribanks, Jr., conducted the seventh chartered railway train excursion by this Association. Also, the trip marked several new practices in the operation of our excursions. This was the first time that a railway (as opposed to a trolley) excursion, has been operated on a Saturday. It was also the first time that Budd rail diesel cars (RDCs) were used. With one exception, the Association's trips have employed wooden coaches, but Trip 28 was entirely up-to-date. It was also the first time that a Canadian railway enthusiasts organization has chartered RDC units, and the first time that RDC cars were used on the freight-only Cornwall branch.

Members and participants in the trip began gathering at Windsor Station about ten o'clock in the morning and soon two gleaming "Dayliner" cars stood ready to receive their passengers. The cars

were Nos. 9106, an RDC-2 and 9067, an RDC-1. The underfloor engines droned softly and the air compressors cycled on and off as our members gave the cars a thorough inspection.

As the departure time of 10:45 AM approached, the members of the Trip Committee glanced quickly around Windsor Station concourse to check on any last-minute passengers, and then withdrew to the train. When "all aboard" was given, Conductor Kerr pressed the buzzer on which intercommunicating signals are given, and Passenger Extra 9106 West got under way, at a later departure time than any other mainline railway trip of the Association.

A fast run was made to Montreal West, with a brief pause at Westmount, but well within the ten minutes allowed. A number of passenger entrained at Montreal West, but the important reason for the stop was the loading of sandwiches and soft drinks by the CRHA Lunch Service, under the direction of Messrs. William Pharoah and Stephen Cheasley. After this necessary work was accomplished, we proceeded rapidly out on the double-track Winchester Subdivision.

At Ballantyne, work was in progress on a relocation to permit an underpass to be built for Canadian National Railways' approach to the new Cote de Liesse freight yard. Resuming speed after this 50 m.p.h. restriction, automobiles on the adjacent highway were rapidly overtaken. A 60 m.p.h. restriction brought down our speed at Strathmore and Valois, but this was soon passed and an interested group in the rear vestibule watched the speedometer needle climb as we moved along the Lakeshore. The squeal of disc brakes was heard as the cars swept around the curving approach to Ste. Annes station, where cameras were unlimbered and light readings checked as about half of the passengers stepped down for that shutterclicking occasion, the photo stop. Train #10 came into the station, drawn by three road switchers. Its trailing express car stopped opposite the leading RDC, No. 9106. When ten minutes had elapsed, the bell rang out from the dome of the car, and summoned the passengers back to the train. Ile Perrot, with its two bridges, was soon passed and after a brief pause at Vaudreuil, we began an effortless ascent of the grade to St. Lazare. The participants were very impressed by the capabilities of the RDC cars, particularly in terms of speed and acceleration. The crew consisted of Conductor Kerr, Engineman Haladay and Trainman Connors, all of Smiths Falls. Canadian Pacific Railway personnel on board in an official capacity included Messrs. J.J. Youngs, Road Foreman of Engines, Jack Beatty, Travelling Passenger Agent, Ray Chaisson, Press Representative, and a CPR photographer.

Another photo stop was made at De Beaujeu, where the cars were stopped just short of the CNR crossing. Following this, the train moved on slowly for a mile and then stopped, while the trainman lined up switches permitting us to cross to the Cornwall Subdivision. Of course, the switches were returned to normal position after we had passed over.

A speed restriction applied to the Cornwall branch, and the pace was relatively low for most of the remainder of the trip. It was the first time over the branch for most of us, since it has been operating "freight service only" since 1952.

A photo stop was made at Williamstown, and it was necessary to stop at the crossing of the new line of the CNR just outside Cornwall, where interlocking signals were not yet in operation.

Considerable attention was paid to the silvery cars as they entered the city of Cornwall and came to a stop at the station, facing Pitt Street, Cornwall's main thoroughfare. Engine 1253 switched cars in the small yard as the "Dayliners" passed by and stopped opposite three orange busses, which were drawn up to the platform.

Three Colonial Coach Lines vehicles were used on the second part of the excursion, marking the first time that busses were thus chartered officially for a CRHA excursion. The busses were not of the most modern type, tending to emphasize the differences between highway travel and the roomy spaciousness of railway cars like our two RDCs.

We were transported to the Visitors' Reception Centre at the Ontario Hydro project headquarters and were there given a "briefing" on the Seaway and Power Project, with maps and photographs.

After we had returned to our busses, the "convoy" began. The Hydro guide led the way in a station wagon, equipped with loudspeakers. The three busses followed in line. We proceeded on the relocated highway #2 to the new town of Long Sault, which consists mainly of homes which have been moved from sites along the river. This town will house the residents of Mille Roches, Moulinette and Dickinson's Landing. After a tour of the town, we proceeded along open fields on the new highway, finding it hard to believe that this road will soon border a large lake. Presently, we came to the town of Ingleside, which has a greater variety of architecture since it contains a mixture of old and new houses. Its residents formerly lived in Wales, Farran's Point, Aultsville and Johnstown. After touring this town, the "convoy" turned down a side road to the river and followed the old No.2 highway to the site of the Long Sault Rapids, which have been blocked off by a coffer-dam. A much-welcomed photo stop was made here, enabling passengers to stretch their legs.

After returning to the reception centre, the procession went on to the Power House. This is reached by passing through two small steel-lined tunnels which pass under the Cornwall Canal and a channel of the river. The tunnels lead directly onto a large coffer-dam which is constructed of great steel caissons, filled with rock and concrete. This effectively separates the river from the powerhouse construction work. The coffer-dam and the power house are built across a channel of the river which is now blocked off at the upper end. Both straddle the International Boundary, the powerhouse being equally divided. When completed, its 36 generating units will produce 1,640,000 kilowatts.

A stop was made on the coffer dam to observe construction of the great concrete power house, the largest one that most of us had ever seen. The construction work is interesting to us by the fact that a short railway line is used to shuttle the wet concrete to the pouring positions. A small diesel locomotive is used to haul a flatcar which carries a giant-size basket carrying eight tons of concrete.

After this interesting photo-stop, the passengers boarded the busses again, and were carried across the dam onto Barnhart Island,

which is United States territory. We continued to the west end of the Island where we saw the lower end of the former Long Sault Rapids and half of the new control dam. The other half of the dam will be completed when the rapids area has been dewatered.

On the return trip, a string of covered hopper cars was seen crossing the bridge to Barnhart Island on the NYC spur, powered by a diesel locomotive in Canadian National colours. However, its identity was not established.

We passed over the dam, through the tunnels and back to the reception centre where our guide bade us farewell. Then we turned back to Cornwall where our train awaited us. The train trip homeward was made without photo stops, leaving Cornwall at 4:32 PM and arriving at Montreal at 6:10 PM. During the return trip, Messrs. R.G. Harries, past President of our Association, Lorne Perry, Public Relations Officer and Ye Editor, O.S.A. Lavallee, were interviewed on a tape recorder for the radio series "Assignment" which is broadcast over the CBC Dominion Network. Topics discussed in the interview included the Association, its history, aims and accomplishments, as well as an outline of rail transportation history in Canada.

Car #9067 was in the lead on the return trip so the train ran as Passenger Extra 9067 East. As the passengers detrained, most of them agreed that it had been a most enjoyable and educational excursion; many of the roads and sites visited on the tour will be flooded completely four days after the dams and locks are closed to allow the water to accumulate. The trip also demonstrated the capabilities of the Budd RDC on short-distance runs.

The arrangements for the trip were made by Mr. John Marjoribanks Jr., Chairman, Trip Committee, with the aid of the Corresponding Secretary, Douglas Brown. The Association's Lunch Service, provided by Mr. William Pharoah and Mr. Stephen Cheasley, assisted by several volunteers, functioned efficiently as usual, distributing soft drinks and some two hundred delicious home-made sandwiches to the passengers, at nominal cost.

Mr. Marjoribanks indicates that the Fall Foliage excursion this year will probably be from Montreal to Labelle, Que., via the C.P.R., using, as is usual on these trips, a regular train hauled by a steam locomotive.

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CANADIAN RAILROAD HISTORICAL
ASSOCIATION

News Report No. 78
May 1957

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NOTICE:

Mr. H.J. Brooks, of 171 Keewatin Avenue, Toronto 12, Ont. desires photographs of trolley and interurban cars which ran in the Province of Quebec. He will pay for all photographs accepted so that if any member wishes to correspond, it is suggested that they write direct to him.

R.D.C.'s --- An Alternative View,

by W.T. Sharp.

IN THE LAST ISSUE of the News Report, Forster Kemp has written a provocative if one-sided review of four years of RDC's in Canada. Much of what he said needed to be said even if the casual reader is inclined to query the relevance of his conclusions, in the light of the conditions prevailing in 1957. This note will attempt to present another side of the picture.

First, let us face the facts of 1957. Almost every Canadian family has a car. Car owners will use public transportation only if it offers material advantages in cost, comfort, convenience or speed. The last of these factors is surely dominant for most people. Under these circumstances public transportation in thinly-populated rural areas is almost intrinsically unprofitable and the bus with lower costs per seat mile under light traffic conditions is in a much better position to compete than the train. Some of the RDC routes proposed by Mr. Kemp are in areas where even the buses have a hard time making ends meet. I find it hard to believe that RDC's on such routes as Kingston-Renfrew or Orangeville-Teeswater would pay their out-of-pocket operating costs let alone provide any return on the substantial investment involved. For satisfactory operation of RDCs there must normally be enough traffic that a fast and convenient service can be provided. The RDC makes it possible to provide service where a conventional train would be uneconomic but still requires traffic potential.

Mr. Kemp criticises the absence of reclining seats, parlour cars, meal service and limited checked baggage facilities. As shown by the B&O and PGE reclining seats and meal service are entirely possible in RDC equipment. Such routes as Toronto-Detroit, Montreal-Boston and Yarmouth-Halifax surely require such amenities. Mr. Kemp and I may mourn at the passing of the G-2 hauled DAR and QCR locals with buffet observation car on the rear. However, such trains must be money-losing anachronisms. My friends from the Annapolis Valley all speak of the much-improved train service and this is typical of the applications of RDC equipment. I may hope for buffet service, reclining seats and faster schedules but even the present equipment and schedules represent real progress. Budd could no doubt provide RDCs with parlour or sleeping accomodation if there was a real demand. It seems to me, however, unreasonable to demand that the railways continue to provide unprofitable service where there is no real need for it.

There is also much to be said for the segregation of passengers and head-end traffic. Handling both together often involves delays that make the service entirely uncompetitive with road transport. Checked baggage is a convenience used by only a small proportion of short-haul passengers. Under such circumstances it surely makes sense where possible to handle head-end business on other trains (e.g. CPR #9) or by truck.

The recent CRHA excursion to Cornwall is an excellent example of the attractiveness of RDC equipment for special parties, which in many cases would otherwise travel by bus.

In asking for better connections in arranging RDC schedules,

Mr. Kemp is on firmer ground. This is a criticism not of the RDC but of passenger schedules generally. Why passenger timetables are arranged as they are is beyond the ken of the author. (CPR #51 misses a connection with CPR #1 at Portage la Prairie under the Sept. timetables by 21 minutes and similar instances are all too common)★ but passenger convenience does not seem to be the main consideration.

Finally Mr. Kemp complains that RDCs are inflexible. This is the price paid for their many advantages. At times of peak traffic it is surely possible however to substitute conventional trains on such routes as Toronto-Detroit and use the cars thus released to augment other RDC runs where conventional train operation is impractical. One should also ask to what extent it is economic to keep large reserves of equipment to protect occasional peak traffic. Let us hope, however, that the railways will not have to sink to the level of TCA which requires almost all of its aircraft fleet to maintain regular schedules.

Intercity operation seems to me to offer the greatest scope for RDC profits. Such runs as Calgary-Edmonton and Toronto-London-Detroit are good examples. To provide schedules substantially faster than the private automobile can hope to match, these runs should not be burdened with too many local stops or too much head-end business. The experience of the Alberta District would seem to indicate that on branch lines average speeds of nearly 60 mph are quite possible, local stops included, and on such runs as Toronto-Hamilton, Montreal-Ottawa or Winnipeg-Brandon substantially better speeds should be possible.

In conclusion then, RDCs should not be regarded merely as replacements for branch line services. In many cases, small rural stations no longer offer enough traffic to justify passenger services. RDCs however make it possible to provide at low cost, fast intercity services fully competitive with any other form of transport, public or private. They complement long distance main line services with modern equipment and, imaginatively used, show promise of providing a passenger service that returns more than its out-of-pocket costs. The CPR has shown itself aware of the possibilities, as evidenced by such examples as the Lethbridge-Calgary-Edmonton service. It is interesting that it is just such applications as the Winnipeg-Great Falls service in which a conventional train was replaced by an RDC on an equally slow schedule that have been subsequently withdrawn. The CNR has not yet demonstrated its appreciation of the possibilities but we can hope that the educational process will be continued.

The aim of a railway is to make money. To my way of thinking, the RDC is an efficient and flexible tool for that purpose. To make the best use of it may require a new outlook toward passenger service. How the RDC can be most profitably used is a challenge to railway management.

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★ - This is corrected in April 28, 1957 timetables. Train 51 now leaves Portage la Prairie at 23:45K, 1 hour and 9 minutes after Train 1's departure time of 22:36 K. - Ed.

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 & NOTES AND NEWS
 C -----
 S by Forster Kemp
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* Dieselization of many lines of the Canadian National Railways is continuing, and during March and April, the principal passenger trains linking Montreal with Toronto and Chicago were changed over to diesel power. Grand Trunk Western road switcher units operate through between Toronto and Chicago

passing through the St. Clair Tunnel. The last steam run on the GTW main line was made early in April by engine 6327, pulling train #17 between Port Huron and Battle Creek. The steam locomotive was coupled ahead of two diesel units, and received wide publicity. Twenty new passenger units have been placed in service between Montreal and Toronto. They now operate the six regular passenger and mail trains between those cities. Last trains to be dieselized were #15, International Limited, and #6, Inter-City Limited. Engine 6214 made the last steam-powered run on both trains, #6 on March 31st and #15 on April 1st. The first diesel operation of #6 was done by units 6520-6620 on April 1st, and of #15 by units 6518-6618 on April 2nd. The diesel units are returned from Windsor Station to the CNR after arrival of #6 and delivered to the CPR in time for #15.

- * CNR engine 6208 ended steam-powered operation on the Central Vermont Railway by hauling train #21, the Montrealer, from White River Jct. to St. Albans, Vermont. It later returned from St. Albans to Montreal in freight service.
- * Branch line services are also being changed to diesel power with the addition to the motive power of 1000 hp and 1200 hp road switchers, on Canadian National Railways. The mixed train services on the Irondale and Haliburton Subdivisions, in Ontario, are examples of this trend.
- * The first phase of the Montreal Transportation Commission's 1957 plan for substitution of busses for electric railway cars took place in the early hours of Sunday, April 28th when the last cars ran on route 58 WELLINGTON. This ended electric railway operation in yet one more Canadian city, Verdun, and thereby, through the Wellington Street underpass under the CNR in Pointe St. Charles, which was the lowest clearance on the system. Other stages in the substitution programme will take place in June and November.
- * Canadian Pacific Railway scheduled a number of passenger service changes effective April 28th, the day when most of Canada changes to Daylight Saving Time for the summer months. The changes include the introduction of "Dayliner" service on trains 421, 422, 423, 424, 427 and 428 between Montreal and Ottawa via Montebello. A time reduction of up to one hour has been made in the schedules. A new Sunday evening train has been added between Montreal and Staynerville to accommodate returning week-enders. "Dayliners" have replaced one of the local round trips between Ottawa and Chalk River, replacing trains 551, 557 and 558. The other local trains on this line have been abolished. Train #10 now makes all local stops between Chalk River and Vaudreuil. Trains 29 and 30, Montreal-Smiths Falls, have been cut back to Vaudreuil. Trains 155 and 156, motor trains between Woodstock and Chipman, NB have been abolished and replaced by

- mixed trains 178 and 179 which run tri-weekly between Woodstock and Fredericton, and mixed trains 170 and 173 between Fredericton and Chipman. (Operating timetables show mixed train service on branch from Southampton to Otis, NB which was not previously served by the motor trains, giving, in effect, a new passenger service where one had not existed for many years. This service is not shown in the public timetables, however. - Ed.) Mixed trains 170 and 173 were formerly freight trains 70 and 73 and have carried coaches for several years, though not advertised in public timetables. Coaches run through from Fredericton to Norton via mixed trains 155-156.
- * CPR "Dayliner" trains 709 and 710 have been placed in service between Toronto and Camp Borden, replacing trains 25 and 26 (Toronto-Medonte) and the unscheduled mixed trains which connected at Ypres for Camp Borden. Trains 25 and 26 will resume operation from June 22nd to September 3rd, when they will operate between Toronto and Sudbury. On the Montreal-Ottawa (M&O) line, trains 518 and 523 were cut back to Rigaud, after establishing a record slow service between Montreal and Ottawa for the duration of two time tables. A revision has been made in Lanoraie-St. Gabriel schedules, so that St. Gabriel now has only one passenger train daily. The other run now goes only as far as Joliette. Passenger train service has been discontinued on the Woodstock-St. Marys, Ont. line (trains 681-682) and on the Canadian National Railways Montreal-Huntingdon, Que., line. (Trains 79 and 80).
 - * According to a recent report, the London & Port Stanley Railway is operating two freight trains and two express trains daily except Sunday in each direction. The express trains consist of two passenger motor cars hauling two boxcars in which express and mail are handled. It is reported that Canadian National Railways are considering operating the L&PS if satisfactory arrangements can be made. The Mayor of London, Ont., (L&PS is owned by the City of London) indicates that the city would consider a 25-year lease.
 - * The progress of work on the Queen Street extension and relocation by the Toronto Transportation Commission has necessitated the installation of a short section of gauntlet track in the LONG BRANCH line at the entrance to the Queen Elizabeth Way. This allows cars to circumvent the end of a recently constructed underpass which will soon form the right-of-way for the line beneath the Lakeshore Expressway and the CNR Oakville Subdivision. Westbound cars, upon reaching the obstruction swing on to the line of the eastbound track for a distance of about two carlengths and then return to their own line, with abrupt turnouts at both ends. Eastbound cars have right-of-way. This is probably the only piece of street-railway gauntlet track in Canada; although the Grand River Railway has a short section at Galt, Ont., it cannot be considered as a street railway. The underpass itself is almost completed and a waiting room has been finished at the new Humber Loop on the north side of the CNR tracks. Service over the relocated line is expected to begin in July.
 - * In connection with the imminent removal of tracks on Notre Dame Street, in Montreal, by the Montreal Transportation Commission, and the resultant cutback of the LACHINE route 91 rail line, the MTC will build a new loop on Notre Dame, west of Place St. Henri.

- * During the second week of April, the San Francisco Municipal Railway restored one of its cable car lines, the first "new" cable railway opened since 1880. The line runs from Powell and Market Streets, along Powell and Hyde streets, to the corner of Hyde and Beach, a distance of two and a quarter miles. The old turntable at Powell and Market streets was rehabilitated, and a new turntable built at the intersection of Hyde and Beach, in conjunction with a level crossing with a main line railway at the same point. Ten cars are used at peak periods, making a round trip in 50 minutes, with five minutes headway between each car.

- * On Friday April 12th, ferry service between North Sydney and Port aux Basques was resumed by Canadian National Railways when the ferry "Cabot Strait" made its first voyage since January 12th when it ran aground off Port aux Basques, Nfld. Curtailed service had continued after the "Cabot Strait" was grounded, but serious ice conditions ultimately forced cessation of the service, which was resumed on April 12th.

- * Canadian Pacific Railway had announced that it will dispose of its three resort hotels in Nova Scotia, the Cornwallis Inn at Kentville, The Pines Hotel at Digby, and Lakeside Inn at Yarmouth, at the close of the 1957 summer season. The Cornwallis Inn is open all year 'round, while the other two hotels are open during the summer months only.

- * A private railway is to be built from Degrosbois, Que., 5.4 miles north of Ste. Agathe on the Canadian Pacific's Ste. Agathe Subdivision, northeast for 24 miles to the site of a mining development. Further details will be carried when they are available.

- * The Canadian National Railways' Chibougamau extension has now been completed as far as Chapais, Que., 25 miles short of Chibougamau. Campbell-Chibougamau Mines, located at Chapais, are forwarding test shipments of concentrate via the new railway line, which joins the former National Transcontinental Railway at Barraute, Que. The ore shipments are bound for Noranda, an all-rail trip of 330 miles, against 850 miles by road and rail via Lake St. John, which has hitherto been necessary.

- * On Saturday, April 27th, the Canadian Pacific Railway's British Columbia Lake & River Service closed out passenger service for good with the last run of the sternwheel steamer "Moyie". The "Moyie", built at Toronto in 1898, was the last sternwheeler on the B.C. lakes, sole remnant of a onetime extensive fleet, which operated on Okanagan, Kootenay, Slocan and the Arrow Lakes. For the past few years, the "Moyie" provided a passenger service on Saturdays on the 53-mile route between Proctor, Kaslo and Lardeau, on Kootenay Lake. It was the subject of a feature article by Forster Kemp in the News Report several years ago. A sister ship, the "Minto", was retired several years ago from the Arrow Lakes route between Robson West and Arrowhead, and is now, we understand, preserved at Nakusp, B.C.

<p>Montreal Transportation Commission Equipment Changes</p>

During the month of February the undernoted passenger rolling stock was destroyed at Youville Shops. A total of 83 passenger cars were

included, as follows:

1201	1386	1436	1492	1563	1582	1597
1302	1411	1443	1500	1564	1583	1598
1312	1412	1452	1502	1565	1585	1599
1319	1416	1454	1504	1566	1586	1802
1323	1417	1462	1511	1569	1587	1805
1325	1425	1465	1515	1572	1588	1806
1326	1427	1467	1516	1573	1589	1809
1333	1431	1468	1518	1575	1590	1814
1344	1432	1474	1519	1578	1591	1818
1350	1433	1481	1552	1579	1592	2040
1366	1434	1483	1554	1580	1593	2070
1382	1435	1489	1556	1581	1594	

At the same time, the following 36 cars were held, out of service:

1234	1375	1513	1557	1570	1596
1257	1400	1520	1558	1574	1815
1265	1415	1550	1559	1576	1816
1275	1422	1551	1562	1577	1817
1308	1455	1553	1567	1584	1819
1314	1501	1555	1568	1595	1823

Thirty five additional cars are to be withdrawn for service for eventual scrapping, on April 28th, the date of changeover of WELLINGTON routes 58 and 60 to autobus service. These cars are:

1338	1383	1430	1445	1484	1807	1813
1348	1384	1437	1447	1800	1808	1820
1351	1387	1438	1464	1801	1810	1821
1354	1398	1439	1471	1803	1811	1822
1381	1428	1444	1482	1804	1812	1824

Of the 1550 and 1800 classes, no cars will remain, and of the 1325 class, ten cars only, those equipped with special brake equipment for the MOUNTAIN Route 11, will remain after April 28th. The ten cars are as follows:

1332, 1337, 1339, 1340, 1347, 1466, 1477, 1488, 1495, 1496.

Cars 1993 and 2103 were withdrawn from service also, during the past few weeks.

The twelve remaining sweepers of the 40, 50 and 60 classes are now in storage, to be disposed of shortly. One of these sweepers, No. 51, a single-truck, double end sweeper, built by the Ottawa Car Manufacturing Company in 1928, has been selected to be preserved as part of the MTC Historical Collection. This car is in very good condition; the exterior was painted recently, and the wood-sheathed interior is finished in varnish.

Of the seventy-seven pieces of work and service equipment remaining on the Montreal Transportation Commission's rail lines, thirty-two vehicles are presently held to be disposed of by sale or scrapping.

A complete list of work and service equipment as of the month of February is given below, giving unit number, type of car, builder and date of construction. Unless specified as "trailer", all items are motor cars.

W1	Crane	x	MTC	1912	3013	Rail Car Trailer	x	MTC	1913
W2	"		"	1923	3014	"		"	"
W3	"		Differ'l	1928	3015	"		MSR	1904
W60	Grinder	s	MTC	1927	3017	Stores Car		MTC	1913
W63	"	s	"	1945	3018	Flat Car	x	MLW	1906
1	Tower Car		MSR	1907	3019	"	x	"	"
2	"		"	1910	3021	Spare Brine Car	x	MSR	1904
5	Rotary Plow	x	Ruggles	1905	3022	Flat Car		"	"
40	DT Sweeper	sx	Ottawa	1912-14	3023	"		"	"
41	"	x	"	"	3051	Frink Plow		Dom.	1908
42	"	x	"	"	3053	Willet Grader		"	"
43	"	x	"	"	3054	Frink Plow		"	"
44	"	x	MTC	1919	3055	"		"	"
45	"	x	"	"	3056	Willet Grader	x	"	"
46	"	x	"	"	3057	Frink Plow		"	"
51	ST Sweeper	sh	Ottawa	1928	3067	Dump Car		Dom.	1909
52	"	sx	"	"	3082	"		Dom.	1910
53	"	sx	"	"	3089	Rail Car Trailer	x	"	"
60	"	sf	Ottawa	19	3096	Frink Plow		"	"
61	"	sf	"	"	3097	"		"	"
100	ST Plow	s	Ottawa	1913	3102	Rail Car Trailer		"	"
101	"	s	MTC	1920	3125	Differential Dump		Diff'l	'28
102	"	s	"	"	3126	"		"	"
103	"	s	MTC	1926-29	3127	"		"	"
104	"	sx	"	"	3128	"		"	"
105	"	sx	"	"	3129	"		"	"
106	"	sx	"	"	3130	"		"	"
107	"	s	"	"	3131	"		"	"
108	"	sx	"	"	3150	Frink Plow		CC&F	1925
109	"	s	"	"	3151	Flat Car		"	"
110	"	s	Ottawa	1932	3152	Frink Plow	x	"	"
111	"	s	"	"	3153	Flat Car		"	"
112	"	sx	"	"	3160	Rail Car		"	"
113	"	sx	"	"	3161	"	x	"	"
114	"	s	MTC	1945	3200	Tool Car		MTC	1929
115	"	sx	"	"	5001	Locomotive	x	MTC	1917
1175	Brine Car	x	MTC	1943	5002	"		"	"
1176	"		"	"					
1177	Training Car		"	"					
1178	Brine Car		"	"					

Nos. W-3, and 3125-31, were built by the Differential Steel Car Co., of Findlay, Ohio, USA.

x - indicates unit out of service for disposal.

H - " " in Historical Collection.

s - indicates unit is single truck. All other units double-truck.

£ - Sweepers 60, 61 received from Trois Rivieres, Que., in 1935.