

# CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

NEWS REPORT NO. 79

MONTREAL, CANADA

JUNE 1957

## NOTICE OF MEETING:

The June meeting will be held in Room 202, Transportation Building, 159 Craig Street West, on Wednesday, June 12th, 1957, at 8:15 PM. Entertainment will be provided by Mr. Robert R. Clark, who will give an illustrated talk on tramway lines in Scotland.

As usual, guests will be welcome.

## Association News

Trip Plans for the summer of 1957 have been released by Mr. William Pharoah, Acting Chairman, Trip Committee.

SATURDAY, JUNE 22ND - Trip over lines of the Montreal Transportation Commission, over which rail service will be discontinued on that day. This will include Notre Dame Street East and West, as well as the Centre route to Pointe St. Charles. Equipment to be used and route to be followed will be decided shortly, but was not available at printing time. Members in Montreal who are interested may be kept informed by calling Mr. Pharoah, or other members of the Executive.

SUNDAY, OCTOBER 6TH, - The Annual Fall Fol. re Excursion, which will be held this year from Montreal to Labelle, over lines of the Canadian Pacific Railway. The Trip Committee has requested the railway to supply a train consisting of a H1a class Hudson Type locomotive of the 2800 series, a steel combination car, three air-conditioned steel coaches, and a parlour-observation car. Route followed will be from Windsor Station, via Montreal West, Park Avenue, Ste. Therese, St. Jerome, Ste. Agathe, to Labelle. Keep the date open. Further details will be released in the next issue, including the fare. If there is sufficient response from out-of-town, the customary MTC trolley trip will be held on Saturday, October 5th.

## Granby Museum Project

At the May meeting, Mr. S.S. Worthen was appointed Chairman of the Granby Museum Project Committee. Mr. Worthen has since selected the members of his Committee who include Messrs. Douglas Brown, the President-Antony Clegg, Robert R. Clark, O.S.A. Lavallee, Dr. R.V.V. Nicholls, and Leonard A. Seton, our Honourary Legal Counsel.

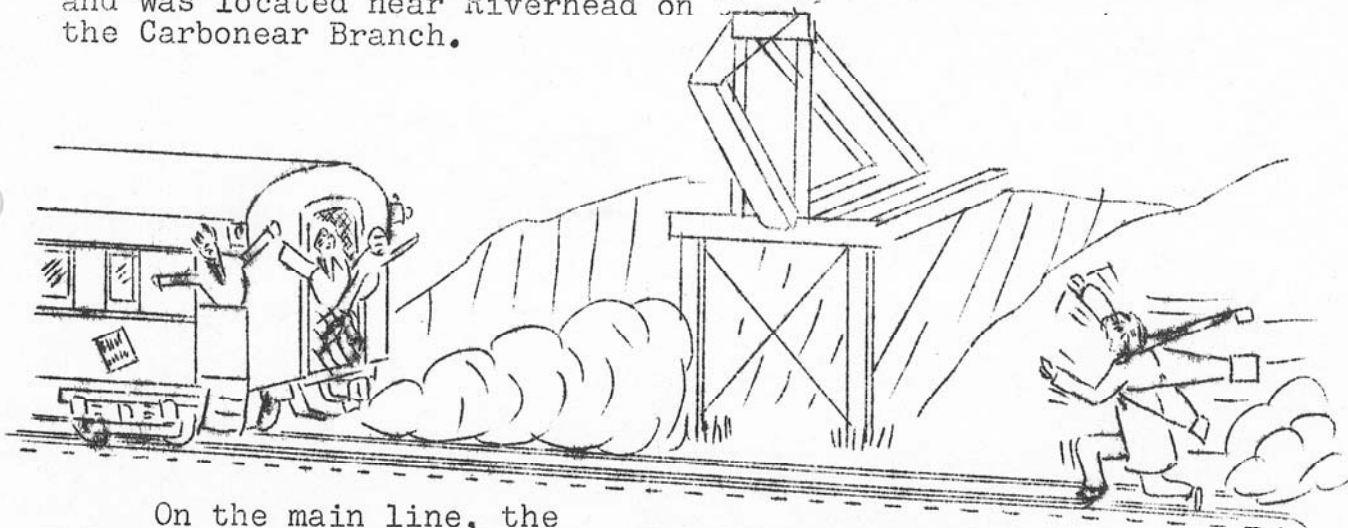
Initial meeting of the Committee with Mayor P. Horace Boivin of the City of Granby was held on Saturday, May 25th, and the six-acre site was examined for the first time, by the official group. Details as to buildings, siding from the railway and fencing, were discussed with the Mayor, and it is anticipated that Mr. Worthen will have a short report for the meeting on June 12th, prior to the entertainment.

Forster Kemp recalls .....

A NEWFOUNDLAND TRADITION -- THE WATER STOP  
and.. AN EMBARRASSING INCIDENT !

THE ADVENT OF THE DIESEL-ELECTRIC LOCOMOTIVE to Newfoundland's 42-inch gauge railway has eliminated several picturesque practices that were adjuncts to steam locomotive operation. Chief among these was the water stop.

There were very few water tanks, in the usual meaning of the word, on Newfoundland's railways. Instead, water was fed, usually by gravity, from a pond or reservoir which was usually at some distance from the tracks. In most cases, pipes were used to convey the water, but there were several locations where water was fed through a wooden flume, supported on trestlework and leading from a nearby hillside to the track. The water spout was attached to the end of the flume and this arrangement was sometimes referred to as a "water shute". In fact, one of these appeared in the public timetables for some time. It was listed simply as "Water Shute" and was located near Riverhead on the Carbonear Branch.



On the main line, the through passenger trains were often doubleheaded. The locomotive tenders held slightly more than 4000 gallons of water and it was necessary to refill the tenders at intervals of about 45 miles. Water facilities were located to supply this need, but, since they had also to serve freight trains, they were sometimes closer together than necessary for passenger service. The usual practice was to fill both tanks at each stop, each tender taking about eight minutes to fill, and the train then moved ahead so that the second engine might take water also.

On a visit to Newfoundland early last summer, a party of association members found that these water stops were also good photo stops, especially in the morning, going northward from Port-aux-Basques. Taking up a position near the front of the train as it approached a water spout, they would step down as soon as it stopped and move quickly to the front, where Newfoundland's uneven terrain usually provided a convenient rise from which pictures might be taken. As the train moved up for the second engine to take water, they would return to the car from which they had descended and get aboard. This was done at almost every water station during

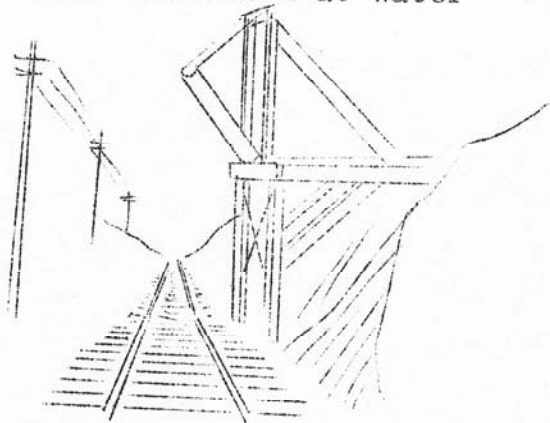
the first day, although, as the Sun moved around to the rear of the train, it was no longer of much value to go up to the front.

At Humbermouth, the first division point east of Port-aux-Basques, and about three miles east of Corner Brook, one of the engines was changed. The train was running late, so that everyone moved up to the dining car as it passed through the scenic Humber Canyon and along the shore of Deer Lake.

Shortly after dinner, the train stopped at an interesting "water shute" about one-and-a-half miles west of Deer Lake station. Five members of the party, who were congregated on the rear platform, stepped down to watch proceedings. There were banks of fresh gravel at the ends of the ties, just beneath the car steps. When the train started to move, it was naturally thought that it was just moving up for the second engine to take water. However, the speed increased too rapidly for this, and four members of the party scrambled onto the car steps, hampered somewhat by the soft gravel. One unfortunate person was left, running along behind, as the clatter of wheels died away and the train disappeared around a curve, leaving a trestle-like flume and the sign "YARD LIMIT ONE MILE".

The members of the party who successfully re-boarded the train were in a quandary as to what to do. However, they informed the sleeping car porter, who in turn told the train conductor; the train was held at Deer Lake station; a taxi was taken back along the road which runs parallel to the railway and the tie-stepping member was retrieved from his status as an unofficial second section of Train No.2. As might be expected, much more care was taken at water stops thereafter by all concerned!

The reason for only one engine taking water was that Deer Lake water shute is only about 28 miles from Humbermouth. One engine took water at Corner Brook, the other was put on at Humbermouth. The former (second engine) watered at Deer Lake while the other went on to Kitty's Brook, about thirty miles farther on, where both engines filled before beginning the climb to Gaff Topsail.



It was strictly a case of being caught by an exception to the usual rule. Who was the involuntary track-walker? Well, as a matter of fact, it was the writer of this article!

(EDITOR'S NOTE)--

By dint of diligent search, we have uncovered an appropriate stanza from the old Newfoundland traditional folksong, the "Squid-Jigging Ground" (With apologies to all squid)

" One of the b'yes is old Forster Kemp,  
He has three cameras to get all his shots,  
One engine took water,  
When two of them ought'er,  
Left be-hind was he at Deer Lake water stop. "



MONTREAL TRANSPORTATION COMMISSION 1550 CLASS CARS  
and  
SOME NOTES ON TWO-CAR TRAIN OPERATION IN MONTREAL  
by R.M. Binns

WITH THE EXCEPTION of No.1571 which was withdrawn from service in July 1955, this entire group of fifty cars (1550-1599) was retired during 1956.

Twenty-five identical cars (1800-1824) have also disappeared, the last fourteen of these having been taken out of service for scrapping on April 27th, 1957.

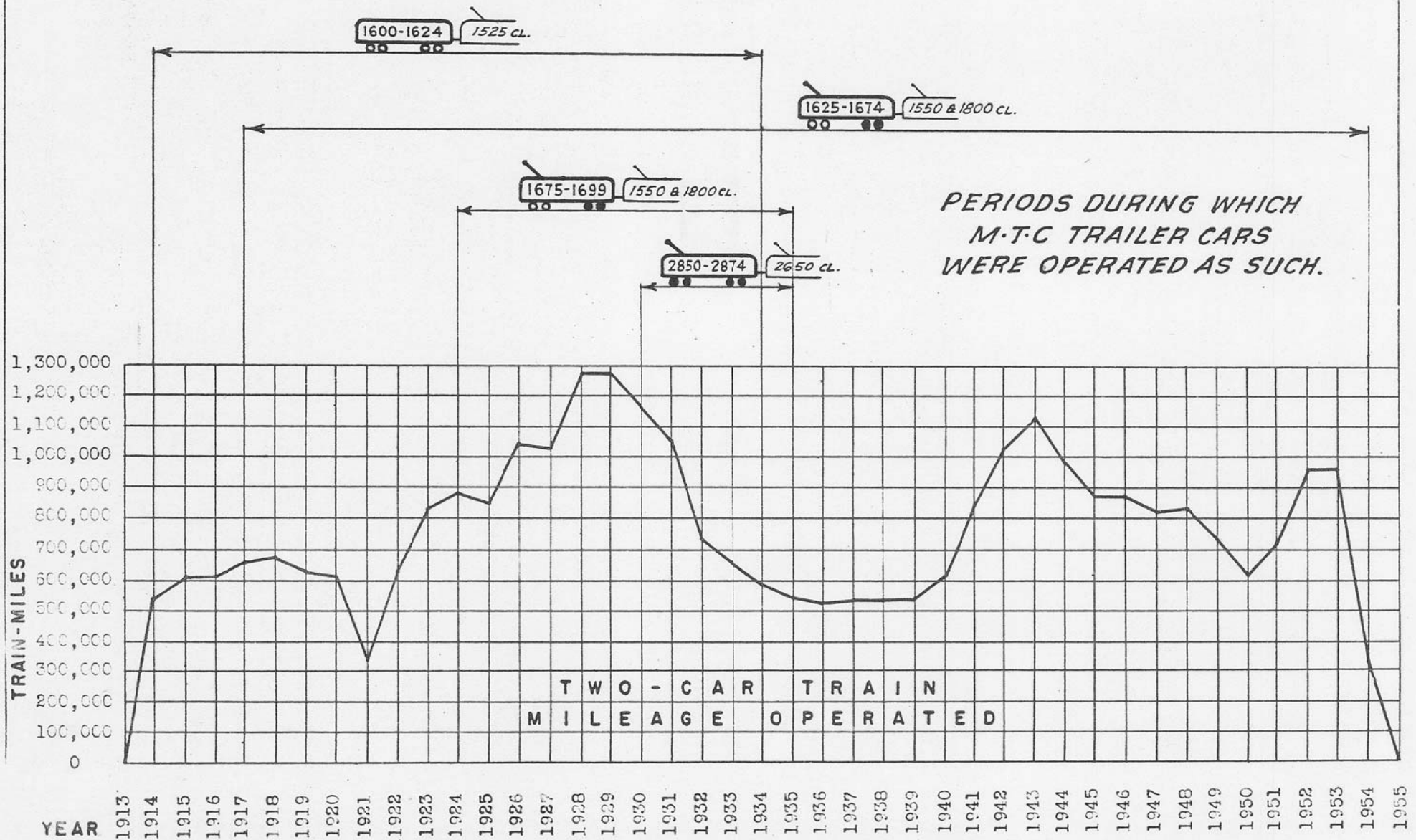
The 1550 class cars had a particular significance in the Montreal transit picture inasmuch as they were the leading cars of most of the two car train service operated here. An equal number of matching trailer cars (1625-1674) with two motors on the front truck were coupled on during rush hours and other busy times. For some thirty five years, these two-car units were almost an integral part of the lives of many thousands of daily travellers on the St. Lawrence Blvd. and St. Denis street lines.

Unlike many large North American cities, Montreal never operated trailers extensively. Aside from the use of former horse cars as trailers between 1893 and 1895, Montreal Street Railway did not own or operate any passenger trailer cars. Apparently it was felt that steep grades and severe winter conditions precluded their use here. However, in 1913, the then Montreal Tramways Company ordered 25 two-car sets consisting of a motor car (1525-1549) and dead trailer (1600-1624) from the J.G. Brill Company, Philadelphia, for use on St. Catherine Street. On February 1st, 1914, this equipment was put into service on St. Catherine, operating as two-car units on a four-minute headway throughout the day, alternating with a four-minute headway of single cars. This peculiar arrangement was hailed by the technical press as a progressive and successful advance in operating methods. The success of these trains was attributed to two somewhat novel features: first, the entrance doors of the motor and trailer were adjacent, which contributed towards rapid and more equal loading of each car, and second, the closing of the manually operated doors on both cars gave an instantaneous signal to the motorman by means of a small lamp. This was a distinct advance over the slow method of passing cord, or buzzer signals, from two conductors, which was generally used in trailer operation elsewhere.

In spite of the alleged success of all-day train operation on St. Catherine Street, it was abandoned in the summer of 1918. Because of the great activity in munition plants at that stage of World War I, the trains were diverted to serve factories in the Lachine area, combined with rush-hour trips on St. Catherine Street. Subsequently they were used almost exclusively for rush-hour service on St. Catherine and Ontario Streets. In the mid-30's, both the motor cars and trailers were equipped as one-man cars. At this writing, they are still in service as such.

In 1917, however, the Company was sufficiently impressed and

# EXTENT OF TWO-CAR TRAIN OPERATION IN MONTREAL CITY SERVICE



and influenced, no doubt, by the scarcity of labour and rising wages during the latter part of the first World War, to order from Brill in January 1917, fifty additional two-car trains.

Mr. Keith MacLeod, M.T.C. Engineer of Equipment, writing in the Electric Railway Journal says: " The operation of trailers on the fairly level east and west lines of Montreal Tramways Company, has proved so satisfactory that it has been decided to place fifty new two-car trains on the north and south lines. As these

The electric, pneumatic and air-brake equipment was developed by the Westinghouse Company. Collaboration of MTC engineers with the Westinghouse Company was necessary on some modifications required for MTC service. Each car of the train being identically equipped, was a complete operating unit, except that the trailer had only two motors, located in the front truck.

Each car was equipped with a modern drum controller mounted under the body. The remote control of this main controller was accomplished by a master controller in the front vestibule. An operating head consisted of two magnet valve-actuated air engines, one for accelerating and one for reversing. This head was directly coupled to the drum shaft main controller. Current for all control and auxiliary circuits was supplied by a storage battery charged from the ground side of the air compressor.

A 12-volt-12 conductor jumper cable completed all control and auxiliary circuits between cars and air-brake lines were automatically coupled by the coupler heads. All doors, except the front end of the motor car, were interlocked with the main control circuit. Train or single car could not be started with any door open, although a door cut-out switch was provided for the motorman. The trailer rear treadle exit was interlocked with the air brake. Release of brake when this door was open, caused an emergency brake application on both cars.

**ACCELERATION BY NOTCHES:** Initial movement of master controller handle energized the magnet valves of the accelerating engine causing it to move. As the handle was advanced notch by notch, the main controller followed it until full power was reached.

**AUTOMATIC ACCELERATION:** This was obtained by moving master controller quickly to full power position. The accelerating engine then moved to full power position at a predetermined rate. To prevent excessive current surges, this cycle was subject to a limit relay.

**REVERSING:** Moving master controller reverse handle energized the magnet valves on the reverse engine, which then reversed main controller.

lines are quite hilly, the maximum grade being 13%, it was necessary to increase the motive power, and a two-car, six motor multiple unit train was decided on as the most efficient and flexible arrangement. "



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ASSOCIATION

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June 1957

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These were the 1550 class motor cars and 1625 class trailers.

Contrary to popular opinion, the use of trailers was not intended as a means of increasing passenger capacity, but was primarily a matter of economy. It was fairly obvious that on a close headway service, there was no reason why one motorman should not control two cars simultaneously, thereby reducing the average crew per car from two to one-and-one-half men.

Another advantage was the proven fact that at busy intersections where it was necessary to pass as many cars as possible in a given time, two coupled cars could pass in about 25% less time than two single cars.

Against these advantages there was the disadvantage that the overall schedule speed on the typical city route was lower with cars coupled in pairs than with single cars. Aside from the slower acceleration, the greater number of passengers in two-car units meant that more stops per mile were made by each car of the pair than if they were running singly. This fact was well understood by C.O. Birney and was the underlying principle of the Birney car, namely, that if a given passenger traffic were split into small groups, each unit would average fewer stops per mile and, consequently, a faster schedule would be maintained. In any case, the coming of the one-man car displaced trailers as a measure of economy and their use declined sharply thereafter in most cities.

But to get back to 1917 and the 1550's. These trains arrived in December 1917, and were placed in service at St. Denis Division where they were destined to spend almost their entire life on St. Lawrence and St. Denis routes, with some service on Park Ave. lines and on the Cartierville line during busy summer weekends. When received, these cars were without doubt the most advanced example of street railway equipment to be found anywhere. The distinctive feature was the remote multiple-unit control system, providing a combination of manual and automatic acceleration. It is not our purpose to explore fully the technical aspects of these cars. Let us simply endorse the editorial comment appearing in Electric Railway Journal of March 2, 1918:

" At first glance there may seem to be a lot of "frills" in the control system which has been provided for the new six-motor, two-car trains of the Montreal Tramways..... If, however, this or any other arrangement serves to give the motorman more perfect control of his car, a slight complication of wiring should not be permitted to stand in the way of its adoption. The multiple-unit control system is a wonderful success in heavy train services; it will work just as well with light, short trains, if the equipment is properly installed and maintained..... "

These cars were the first in Canada to be built with pneumatically operated doors, although M.T.Co. had already equipped several  
(continued on page 66)

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Several changes were made in timetables of Canadian railways on April 28th in addition to those mentioned in the May News Report. Dieselization has affected passenger service on the Newfoundland District of the Canadian National Railways to the extent that trains

15 and 16, which formerly ran tri-weekly between St. Johns and Corner Brook, are no longer required. Trains 1 and 2 still require 27 hours and 15 minutes for the 547-mile journey, despite the elimination of the water stops. The elimination results in a layover of the through St. Johns-Bonavista sleeping car of 10 hours, 10 minutes westbound, and 11 hours, 35 minutes eastbound, at Clarenville effective June 6th.

Other C.N.R. changes result in a reduction in time of 20 minutes for trains 5 and 14, and of 25 minutes for train 19 between Montreal and Toronto and of 30 minutes for train 5 between Toronto and Chicago. Pembroke-Brent mixed trains 209 and 210 now run twice weekly instead of weekly as heretofore. Trains 102 and 103 have been re-established between Capreol and Winnipeg. They run ahead of trains 3 and 4 (the "Continental") except Monday, to handle mail and express. Trains 57 and 58 have been cancelled between Terrace and Prince Rupert. There are now two trips between Kitimat and Terrace in each direction, the trains are numbered 57, 58, 89 and 90. They offer connections between Kitimat and trains east and west, with busses between Terrace and Prince Rupert, and with Canadian Pacific Air Lines services between Terrace and Vancouver. This latter connection seems to be the governing factor!

On the Northern Alberta Railways, schedules on the 304-mile Waterways branch have been considerably improved. Trains numbered 7 and 8 run twice weekly in each direction, making the run in one day. They leave either terminal at 7:45 AM and arrive at 9:50 PM (21:50K). The service was formerly operated by mixed trains which ran tri-weekly between Edmonton and Lac la Biche, and weekly from Lac la Biche to Waterways, with sleeping cars on days when trains ran to Waterways. Elapsed time was formerly 20 hours and 20 minutes north, and 18 hours 55 minutes southbound. It is now 14 hours, 5 minutes in each direction.

On the Canadian Pacific Railway, schedules of trains 537 and 538 between Ottawa and Maniwaki were changed to permit operation of these Sunday trains with the same equipment as weekdays and Saturday, trains 534, 535 and 539. These trains are being operated with gas-electric car 9005 and trailer 9002, effective May 20th.

Trains 612 and 613, which operate over the scenic Kingston Subdivision between Kingston and Renfrew, Ont., will operate between Sharbot Lake and Renfrew only, effective June 15th. These trains are interesting to railway enthusiasts because they are hauled by D4g class 4-6-0 type locomotives and have RPO mail service, now becoming rare on mixed trains.

Schedules of "Dayliner" trains 707, 706 and 702 between Toronto and Owen Sound was accelerated to 3 hours and 5 minutes in each direction. (from 3 hours, 20 minutes and 3 hours, 15 minutes respectively)



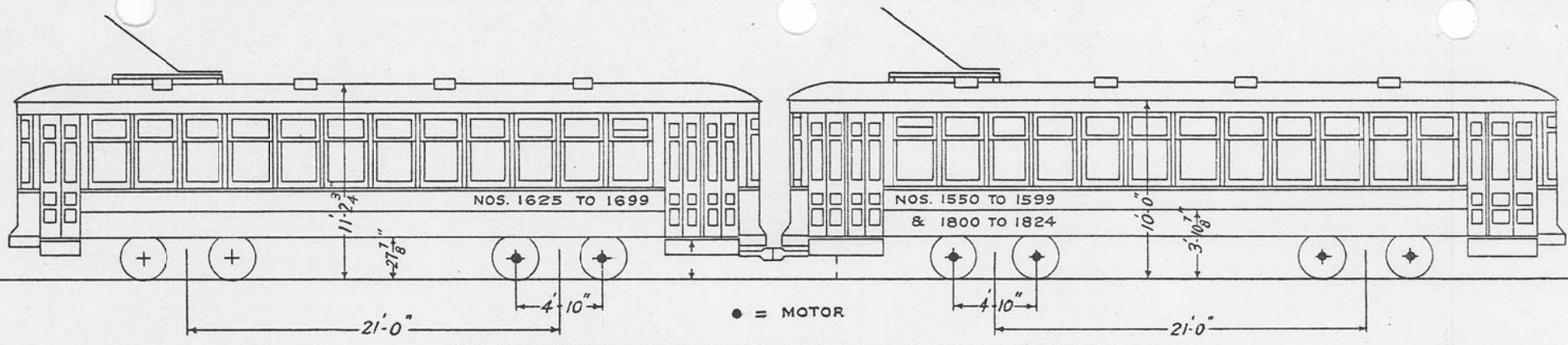
Mixed trains on the main line between Fort William and Brandon have been discontinued. These were trains 201-202 Fort William-Ignace; 203-204 Ignace-Kenora; 205-206 Kenora-Winnipeg and 221-222 Winnipeg-Brandon. All ran tri-weekly. The former tri-weekly service between Lac du Bonnet and Great Falls, Man., has given way to a weekly service. Another DAYLINER service has been removed; trains 117 and 118 between Winnipeg and Riverton have been discontinued. This line now has a tri-weekly mixed service (Trains 237-238) and a daily passenger service during the summer months (Trains 111-112), also a Saturday and Sunday passenger train during July and August (trains 113 and 114). On the Saskatchewan District, trains 319 and 320 between Moose Jaw and Shaunavon were reduced from except Sunday to tri-weekly service. Trains 490 and 491 between Assiniboia and Killdeer were reduced from weekly to once-a-month service. No. 490 operates the Wednesday in the third week of each month and No. 491 returns the following day. The portion of line affected extends from Benches and Killdeer, 24.6 miles, known as the Colony Subdivision. In British Columbia, mixed trains 707-708 between Sicamous and Kelowna have been changed to an overnight schedule and are operated to and from Revelstoke in an effort to combine freight and mixed train services and eliminate enginehouse facilities at Sicamous. Passengers are handled to and from main line train connections at Salmon Arm in chartered Greyhound busses, which make a faster, if less comfortable means of transportation for passengers to Okanagan Valley points.

The last line of the British Columbia Electric Railway on which passenger service is operated, from Marpole to Steveston, BC, will lose that distinction on July 17th, when the last passenger trains will make their runs. This will close out the era of the electric car in western Canada and marks the end of railway passenger service by one of Canada's most extensive electric railway systems. The companion route (Marpole-New Westminster) was discontinued last November 18th. Electric freight operation is expected to continue for some time, although diesel-electric locomotives are being acquired to replace older electric units. Freight tonnage is steadily increasing with the growth of Vancouver's industrial area, served by the BCER.

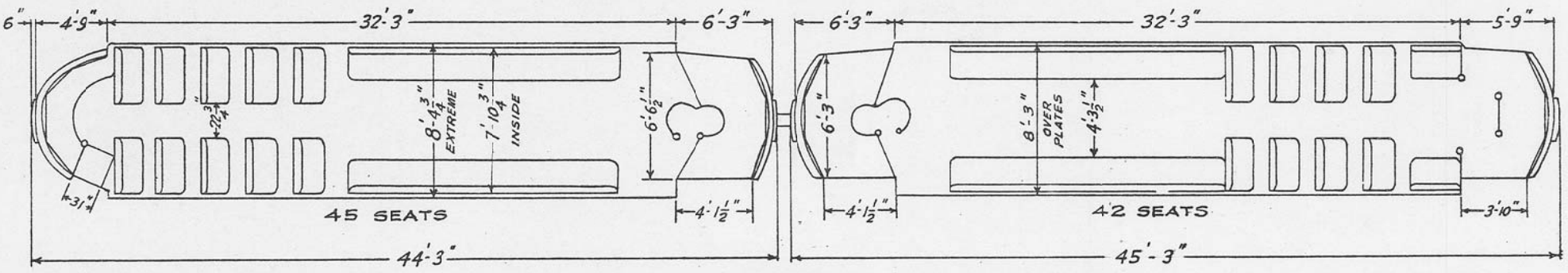
A report has been received that the Government of British Columbia has made a grant of \$7,500.00 to launch a fund for the preservation of the sternwheel steamer SS "Moyie" which was retired by the Canadian Pacific Railway from its British Columbia Lake & River Service on April 27th, 1957.

August 19th to August 24th is to be designated as "Railway Week" by the City of Moncton, NB. to commemorate the arrival of the first train in that Maritime railway centre on August 20, 1857. Special editions will be published by the city's two newspapers, the Moncton TIMES and the TRANSCRIPT to mark the occasion. It is interesting to note that the city's first railway station building is still standing but has been condemned and will shortly be demolished. The railway concerned in the centenary was the European & North American Railway, which eventually linked Bangor, Maine, with Shediac, N.B.

Canadian National Railways recently inaugurated RAILINER service between Duluth, Minn. and Fort Frances, Ont., on the Duluth, Winnipeg & Pacific Railway. (Trains 19 and 20). Although this service is 1  
(continued on page 68)



DIMENSIONS SHOWN ARE THE SAME FOR BOTH CARS UNLESS OTHERWISE INDICATED.



CLASS 1550 ~ 1625

TWO-CAR TRAINS

100 CARS :- 1550 TO 1599 & 1625 TO 1674 BUILT IN 1917 BY THE J.G.BRILL CO. PHILADELPHIA.  
 50 CARS :- 1800 TO 1824 & 1675 TO 1699 BUILT IN 1924 BY CAN. CAR & FOUNDRY CO. MONTREAL.

GENERAL CONSTRUCTION :- *Steel underframe, Channel-Iron side sills, Composite steel and wood body, Arch roof.*  
 WEIGHT :- ..... *Class 1550: 45,300 lbs., Class 1625: 38,000 lbs., Sub-cl. 1800: 46,700 lbs. Sub-cl. 1675: 39,800 lbs.*  
 EQUIPMENT :- ..... *BRAKES :- Westinghouse S.M.E - M-20 brake valve.*  
 ..... *COMPRESSOR :- Cl. 1550: G.E. CP27, Cl. 1625: Christensen AA1 - Sub cl. 1800 & 1675: WH. DH16*  
 ..... *CONTROL :- Westinghouse PK - 12 volt MU*  
 ..... *MOTORS :- Westinghouse 533-T-4 - 50 HP Gear ratio: 61-16*  
 ..... *TRUCKS :- Cl. 1550: Brill T6 F2, Cl. 1625: Brill T6 E, Sub cl. 1800 & 1675: C.C.F. T6E*  
 ..... *COUPLERS :- Tomlinson form B. WHEELS :- Cast iron 30" dia.*

of its 1325 class cars with air doors by the end of 1917.

The characteristics of the St. Lawrence and St. Denis routes were well suited to two-car train operation. The cars on these routes loaded fully in the downtown area and most passengers rode fairly long distances northward. Inbound passengers quickly alighted by all doors at two or three downtown points. There was not the continuous "turn-over" of passengers as on St. Catherine. North-south blocks are long, resulting in fewer stops per mile, and the two-car trains performed a schedule speed equal to that of single units. The success of the 1550-1625 trains is attested to by the purchase of 25 identical trains from Canadian Car & Foundry Co. in 1924 (1800-1824) and (1675-1699). Plans were prepared from the Brill plans of the 1550-1625 group and to further assist the builders, one train was stationed at St. Henry car barn for convenient examination during construction.

The 1800's were delivered in December 1924 and January 1925 and were also used on St. Lawrence and St. Denis lines. All the trailers (1625-1699) could work with either 1550 or 1800 class cars.

The 1550 cars suffered only one serious accident. On October 31st, 1921, two trains (1573 & 1628) and (1575 & 1663) met head on in dense fog on the Millen Street right-of-way at 7:30 AM. At the time, this section was single track with passing sidings. Obviously someone erred and the result was a typical "cornfield meet". As both trains were travelling at full power, the leading cars were virtually demolished. There were no fatalities but some serious injuries. Nos. 1573 and 1575 were placed in storage and later rebuilt. They returned to service in November 1922.

Only alteration made to the 1550 and 1800 class trains was the installation of an automatic treadle exit at the rear of the trailers in 1928. Originally, this door was an emergency exit only. The front exit on the leading cars was widened in 1929.

To round out the Montreal trailer picture, brief reference must be made to the 2650-2850 eight-motor trains bought in 1930. These were 25 C.C.F. units of modern light-weight design, equipped with fully automatic control. The operating procedure was intended to be directly opposite to the usual trailer practice. The second car was to operate singly as a one-man car during off-peak hours and the leading two-man car attached for rush hours, the two working together as a train with the one-man operator functioning as a conductor on the second car. No line was ever equipped in this manner. The cars were operated as two-car trains on various lines during rush hours, and for a time on the Lachine line during summer weekends. Barely four years later, in 1934 and 1935, the couplers were removed and each unit was operated separately in regular service. At this writing, all are still in service. In 1953, the 2850 group was renumbered as the 1850 class.

Reference to the chart, included with this article, shows that during the past twenty years, two-car train service in Montreal was furnished solely by 1550 and 1800 class leading cars, and 50 trailers (1625-1674). A few years ago, several were transferred to St. Paul Division and worked on Lachine and Wellington lines. When bus service was inaugurated on St. Lawrence Blvd. in 1952, some trains were sent to Hochelaga Division for all-day service on the Ontario

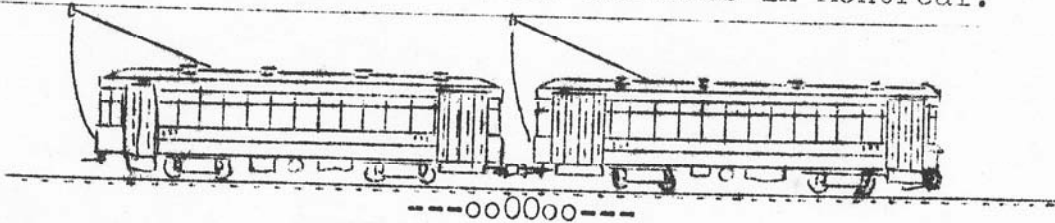


line. With the substitution of busses on St. Denis Street in 1953, the trains were divided between St. Paul and Hochelaga Divisions.

At the beginning of 1954, the Commission started conversion of the trailers to one-man cars. Two-car operation in Montreal ceased on November 5th, 1954. Last trains in service were (1573 & 1648), (1571 & 1663) and (1574 & 1666). Number-conscious readers will note that, by co-incidence, two of the above cars were involved in the famous collision of 1921.

The 1550's and 1800's continued to work as single two-man cars until, as mentioned in the beginning, the last were retired on April 27th, 1957.

Thus we mark the passing of a group of cars which performed most of the two-car train service in Montreal. While this type of operation never exceeded eight percent of total car mileage in any year, it had many interesting aspects and was definitely part of the colourful history of electric streetcar services in Montreal.



MTC TRACK MAP. With this issue, we enclose a track map of rail lines of the Montreal Transportation Commission, as they appeared following the abandonment of the St. Catherine and tributary lines in September last. This map was drawn, and information compiled by, Anthony Clegg. It should be noted that the lines southwest of the intersection of Wellington and Centre streets (to Woodland Loop) were abandoned in April, and the lines on Notre Dame street, between St. Henry Place and George V Loop, as well as the lines in Centre, Colborne and on the remainder of Wellington will be abandoned on June 22nd of this year.

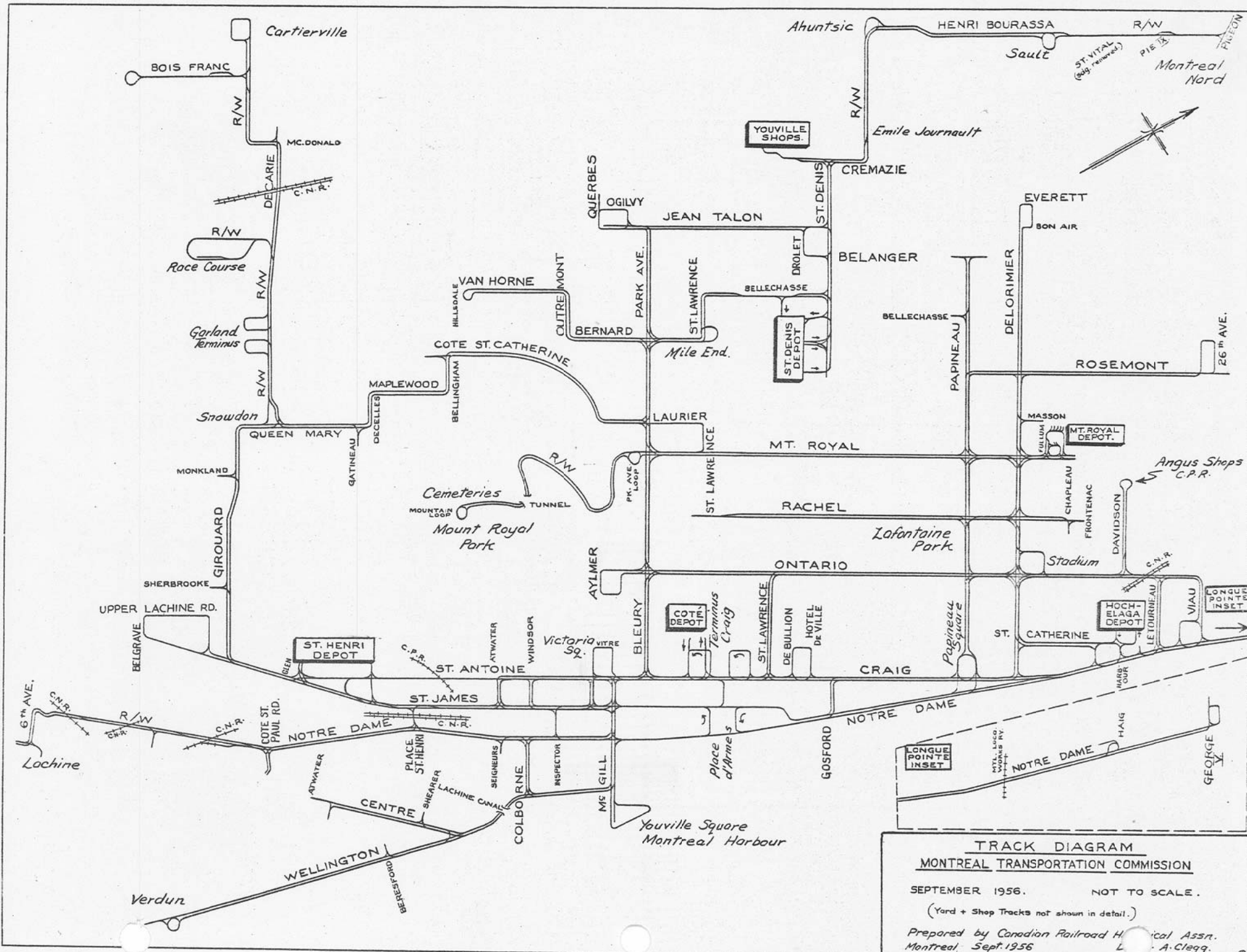
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THE RAILWAY DISASTER AT  
THE DESJARDINS CANAL,  
ONE HUNDRED YEARS AGO.

March 12th, 1957, was the centenary of the second worst railway accident in Canadian history. It was on that date in 1857, that a train, consisting of an engine, baggage car, and two passenger cars plunged

through a wooden bridge spanning the Desjardins Canal just east of Hamilton, killing 59 passengers. This fearful event occurred on the Great Western Railway and one of the victims, ironically enough, was Samuel Zimmerman, the contractor who built the bridge.

The accident happened at about 5:45 PM and is attributed to the derailment of the engine leading truck due to a broken axle. The wheels cut through the bridge timbers, plunging the train 40 feet into the frozen canal. The Desjardins accident was eclipsed only once, in June 1864, when a Grand Trunk immigrant train plunged through an open drawbridge at Beloeil, Que., killing 99 people.



**TRACK DIAGRAM**  
**MONTREAL TRANSPORTATION COMMISSION**

SEPTEMBER 1956. NOT TO SCALE.  
 (Yard + Shop Tracks not shown in detail.)

Prepared by Canadian Railroad Historical Assn.  
 Montreal, Sept. 1956 L. A. Clegg.

hour and 5-10 minutes faster, it has resulted in longer connections for trains to and from Winnipeg, so that elapsed time, Winnipeg to Duluth, is now 3 hours and ten minutes longer. Railiner service has been restored to trains 601-602 Richmond-Sherbrooke, Que. and trains 647, 648, 649 and 650 between Richmond and Lyster, Que. When additional cars are delivered, they will supplant present steam-hauled trains 11, 12, 111 and 112 between Montreal and Sherbrooke, and trains 5, 6, 7, 8, 59 and 60 in the Regina-Saskatoon-Prince Albert, service.

Canadian National Railways' new line between Cornwall and Cardinal, Ont. was placed in revenue service May 15th, when the first freight train moved over the 40-mile, double-track relocation.

The Museum Train of the Canadian National Railways has begun an extended tour of western Canada. It is expected that this train will remain in the West for about three years. Engine 713, for many years motive power for Danville Junction-Lewiston mixed trains on the Grand Trunk Railway in Maine, has replaced engine 674 as the representative of the Mogul type. As No. 713 is not presently steamworthy, the train is being hauled by Class H-6-g, 4-6-0 type engine #1408. It will spend the winter of 1957-58 at McBride, BC after touring the prairie provinces this summer, and plans call for participation in British Columbia's centennial year activities which will take place in 1958.

This year will probably be the last year of operation for the Clarendville-Gambo railway ferry for automobiles, which bridges the last gap in the Newfoundland section of the Trans-Canada Highway. The 1958 service will begin June 10th and will operate daily until some time in October, at a date to be agreed upon between the Newfoundland Government and the Canadian National Railways.

TIMETABLE OF THE MONTH: Train times of the Thousand Islands Railway to and from Gananoque are no longer shown in CNR timetables. Therefore, for the benefit of those who would like to visit this little line, here is the latest schedule:

Miles	Station				
0.0	Lv. Gananoque	12:35 AM	2:05 AM	12:15 PM	1:35 PM
0.8	King Street	f	f	f	f
2.8	Cheesboro	f	f	f	f
4.5	Ar. Gananoque Jct.	12:50 AM	2:20 AM	12:30 PM	1:50 PM
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CNRys.	Connection	1:10 AM	2:37 AM	12:45 PM	2:03 PM
	Train Number	#19	#18	#5	#14
-----					
0.0	Lv. Gananoque Jct.	1:15 AM	2:45 AM	12:55 PM	2:10 PM
1.7	Cheesboro	f	f	f	f
3.7	King Street	f	f	f	f
4.5	Ar. Gananoque	1:30 AM	3:00 AM	1:10 PM	2:25 PM

All Trains Daily. f-indicates flag stop.

Officials of Canadian National Railways are reported to have made an inspection of the London & Port Stanley Railway, early in May,



with a view either to purchase or lease the railway from its present owner, the City of London.

The Quebec North Shore & Labrador Railway, Quebec's famous iron ore railway, has purchased a number of sleeping cars from the Canadian Pacific Railway. All are steelplated wooden cars with steel underframes. Most of them have twelve regular sections, one drawing room and two large washrooms. In recent years they have been operated as tourist cars and colonist cars, in which case they were known as 13 section cars, the drawing room becoming Section "A". It is not known at time of writing what use will be made of them. Those numbered in the 2400 series are 20-section colonist cars with leather seats. Cars were renumbered Q.N.S. & L. Ry. Nos. 1 to 12 inclusive. Following are former numbers and names:

Colonist	2403	20-section	Sleeper	LOCHABER
"	2407	"	"	KALADAR
"	2408	"	"	KANAKA
Tourist	6308	13-section	"	KANDAHAR
"	6314	"	"	KES' ICK
Colonist	2709	20-section	"	KIMBERLEY.

Canadian Pacific Railway is also rebuilding thirteen colonist sleeping cars (18 section) into baggage-smoking combination cars for use on mixed trains. They will be similar to those rebuilt last year, and will be numbered in the same series. Numbers of cars being rebuilt are:

2426, 2427, 2428, 2430, 2431, 2432, 2433, 2435, 2440, 2443,  
2446, 2448, 2449.

LAST RUNS: Only a few members of the Association participated in last runs on the last Saturday in April. That between Montreal and Huntingdon on the Canadian National was made by train No. 80 which was hauled by engine 5559 and consisted of a mail-baggage car and one coach. The train returned to Montreal as an extra. Connecting mixed train for St. Remi and Hemmingford was also discontinued on the same date. Last train was No. 200, engine 1713. Canadian Pacific terminated the Zorra-St. Marys passenger service in Ontario same date. Last trains were nos. 681 westbound and 682 eastbound. Both were hauled by engine 1086. Conductor and trainman wore passenger uniforms for the occasion, which was also marked by an unusual number of tickets being sold at St. Marys. Last run on Montreal Transportation Commission's Route 58 WELLINGTON was made by car #1919, run #6, completed 3:28 AM, on Sunday, April 28th.

#### MTC TRAM REPLACEMENTS

June 23rd is the date for the next stage in the conversion of Montreal Transportation street car lines to auto-bus operation. On that date, busses will replace street cars on Routes #2 CENTRE, #35 NOTRE DAME (Cote St. Paul) #22 NOTRE DAME (George V) and #23 NOTRE DAME (Viau). In addition, cars of routes #12, DELORIMIER, #44 PAPINEAU and #54 ROSEMONT will turn at Papineau Square instead of at Place d'Armes. Trackage at Place d'Armes will be used only by the Observation Cars until the end of the summer, and then will be abandoned. Contrary to the note carried last month, cars of Route #91 LACHINE will wye

at Cote St. Paul Road, owing apparently to some opposition to the construction of a loop off Notre Dame street by adjacent property-owners.

The last stage in the 1957 programme changeover will take place on November 2nd, when routes #31 ST. HENRI - NDG and #48 ST. ANTOINE will be replaced by motor vehicles.

Plans for further conversions to take place in 1958 were announced recently by the Commission. Three hundred and forty-five busses will be required to convert the following lines, late in 1958: Routes #5 and #5A ONTARIO; #29 OUTREMONT; #80 and #82 BLEURY; #61 and #96 VAN HORNE; #87 DAVIDSON and #9 RACHEL. The remaining lines, including the suburban operations to Lachine, Cartierville and Montreal Nord are scheduled to be changed over in 1959.

The status of the City's most scenic route, #11 MOUNTAIN, is still in doubt. Plans have been drawn up for a roadway to follow the route of the private right-of-way, but it is not known when work will begin. Meanwhile, the cars continue to operate each afternoon in good weather. This is now the only place where units of the 1325 series may be seen in regular operation and shares with route #91 LACHINE the distinction of being the only route to operate two-man cars in regular operation.

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BOOK BINDING

Mr. S.S. Worthen, who has occupied the post of Librarian ex-officio for a number of years, has requested us to announce that, in conjunction with the current programme of having certain of the publications in the Association's collection bound in cloth, the same privilege will be extended to the members for their private libraries. The books are bound in cloth, between hard covers, and are suitably titled. Prices for 1 volume (1 year) of certain periodicals are given, as an example of cost:

TRAINS MAGAZINE .....	\$3.60 per volume
RAILWAY MAGAZINE .....	3.00 "
TRAINS ILLUSTRATED .....	2.50 "

Additional details or prices for other publications can be obtained on request from Mr. Worthen. Before sending publications to be bound, members are requested to write him in care of the Association's Box 22, Station B, Montreal 2, Canada. or 'phone him in Montreal, evenings, at WELLINGTON 4358.

AMENDMENT TO TRIP COMMITTEE NOTICE ON COVER PAGE:

It would now appear that the MTC Trip over Notre Dame and Centre lines, originally scheduled for Saturday, June 22nd, will now be held on Sunday, June 23rd. For the first time in the history of CRHA, the Association's car #274 will be used for this trip. Under these circumstances, reservations in advance from the Trip Committee, at \$1.50 per person, are imperative. No.274 seats only 22 persons.