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During May, the Society purchased a duplicating machine which, it is hoped, will eventually enable a considerable saving to be made in the production of the *Newsletter*, and will concentrate its production in the hands of members of the Society. (Previously, the typing of the stencils and the process of duplicating has been done outside of the Society, and a saving in production expenses should be realised by not having to pay any labour costs under the new arrangement). The expected savings will not be realised for about a year, owing to the cost of the duplicating machine, but they will go towards the more frequent publication of bulletins.

As the machine is new, the first few copies of the *Newsletter* may not be quite up to the standards of appearance that the pages have enjoyed for the past two years, but this difficulty should not last very long

#### NEW SERVICE FOR SOCIETY MEMBERS

At the last Directors' meeting of the Society, the officers approved the issuing, at intervals, of a sheet listing items which members may want, or have for sale or trade. It will be similar in nature to the "Switch List" at the back of *RAILROAD MAGAZINE*, but members may submit entries of greater length describing more fully what they have or want. The first list will be published during the coming fall and frequency of subsequent lists will depend upon the number of items received. There will be no charge for this service, members are simply asked to write out their entry, as they wish it to appear, with name and address, on a separate sheet of paper and mail or give to the editor of the *Newsletter*.

#### PORT HOPE - PETERBOROUGH ABANDONMENT

The month's most important news in Eastern Canada was the final trip of CNR train 95 from Port Hope to Peterborough on Thursday, May 31<sup>st</sup>. As of June 1<sup>st</sup>, the 16 mile stretch of track from Millbrook to Port Hope (the older portion) was officially abandoned, as was passenger service on the whole line. Freight service, as required, will still be given from Peterborough to Millbrook. K-3-a Pacific No. 5575 pulled No. 95 (consisting of one head end car and one coach) on its last trip and received a surprising amount of publicity. Toronto newspapers carried illustrated articles concerning the event and in one of these, the Upper Canada Railway Society received good publicity as the result of interviews of its members who made the trip. From Toronto, UCRS members Walton Ball, Charles Randall, George Horner and Raymond Corley were aboard. Large crowds met the train at stations and the coach was crowded with passengers who desired to take the last trip. A CNR official commented that if the train had been patronized as well every day as it was on its last day, there would have been no thought of abandonment.

#### THE CPR "ROYAL" HUDSONS

By F. H. Howard

(Editor's Note: The following article by Mr. Howard, who is the Society's foremost authority on Canadian Pacific motive power, is presented as a supplement to the recent issued Bulletin 27, which covered the CPR Hudsons).

The summer of 1937 was noteworthy in Canadian railroad circles for expression of the CPR's intention to enlarge its passenger locomotive fleet. Kingston was in the midst of laying frames for light branch line power, when Windsor Station announced the placing of an order with Montreal

Locomotive Works for 30 of the renowned H1 class Hudsons resuming a lineage that had been interrupted seven years previously at the onset of the depression; the year's total of 50 engines, representing an investment over five million dollars, was the largest since 1913, when 100 P-1's and G-2's were added.

The first H1 of the sub-class "C", and numbered 2820, appeared in September, and by the end of the year all had been delivered. They were outstanding for their colour and lines, the streamlined pilot, smokebox and boiler being only somewhat more conservative than the road's first "Jubilee" efforts, the 3000's of the previous year. Thus was the creation of the largest streamlined fleet in America, which, considerably augmented, it remains to this day.

Mechanically, the H1C's differed but little from their magnificent predecessors. Single guide bars were adopted in place of the alligator crossheads, and the number of tubes was decreased by four to gain freedom of steaming at the expense of heating the surface; the CPR standard serrated dry-pipe was installed and the steam dome eliminated, and one engine, 2838, was equipped with an HT stoker of the BK design. Streamlining meant a dropped coupler and solid pilot, a recessed headlight and a faired-in stack combining number lights. The bell was hidden, but was later brought out onto the boiler. The ingenious frame mounting of Elesco pump on the left and air compressor on the right was inaugurated. There are few if any other road's locomotives that carry the air pump on the right side. Roller bearings of course were applied to the engine truck, and still another CPR innovation, the air-motor reverse gear, was fitted. Tenders were of the 12,000 gallon 21 ton water bottom design.

In an effort to negotiate the Neys hill with trains 3 and 4, boosters were mounted on 2838-2842; this hill is the ruling grade on the Schreiber Division, and frequently called for doubleheading over the entire Heron Bay Subdivision between Schreiber and White River. They must, however, still be helped from Sudbury to Cartier.

The new engines went into service on both Eastern and Western lines. 2820-2828 were assigned to Glen roundhouse in Montreal to handle the Quebec trains, and 7 and 8 (running at the time only east of Sudbury). On occasion, they were used on extra sections of 21, and have also been known to run to Sherbrooke, a service in which they were not often employed, and now not at all. One of these engines of recent years was assigned to the afternoon Ottawa train 505 (leaving ahead of 7) to return on 502 (behind 8) the next morning. 2838-2842 were maintained at John Street roundhouse in Toronto for the Fort William run, a turn-around of 1620 miles, which for some time was the longest locomotive stint on the continent. The remaining 16 went west, and performed mainline duty between Calgary and Winnipeg on all passenger trains. This resulted in the original 20 H1a's and b8s being re-united on Eastern iron, where with some exceptions they handled fast freight runs out of Outremont to Toronto and Chalk River.

The following year, 10 more H1d's were built; the first five of these, 2850-2854, were given boosters in order to master the difficult Raith grade west out of Fort William on the Winnipeg run. 2855-2857 took over the Toronto - Windsor run, and when traffic increased, they displaced the Jubilees on trains 37 and 38. The last two of this series handle 7 and 8 between Montreal and Chapleau, along with one of the H1c's, of which these engines are the exact duplicates. Attempts were made at one time to run 2858 and 2859 all the way from Montreal to Fort William with the smaller 7 resulting from a reshuffle with 3 at Sudbury, but this was discontinued, and G-3's carry on west of Chapleau. It will be remembered that 2850 headed the Royal Train on its transcontinental trip in 1939, to mark which event all streamlined Hudsons are nominated "Royal Hudsons" and bear the Royal crown at the front of the running board skirt.

The last of the Royal Hudsons appeared in the summer of 1940, when 2860-2864 were given the task of handling the "Dominion" between Revelstoke and Vancouver, relieving G4 2700's then employed. Besides boosters for the Selkirk foothills, these locomotives were designed to burn

liquid fuel in common with most power west of Calgary; they trailed a rather lighter tender, with a 12-wheel Buckeye articulated truck replacing the standard Commonwealth type.

The outstanding change that has been made to these superb locomotives has been the changeover of the 16 Western Region coal burners running out of Calgary to oil-burners, the same as a good many other engines in that area. Oil can be bought for some four cents a gallon, and the H1's were among the first to take advantage of this. At the close of the war, all the streamliners began to lose their closed-in stacks, which were replaced by short (vertical) but elongated affairs with a wide flange at the top, endowing them with an even more distinguished outline; the illuminated numeral was mounted at the top of the smoke-box cover, facing directly forward. Most have now been given roller-bearing tender trucks for minimum service requirements.

The Royal Hudsons constitute the mainstay of the CPR passenger fleet to this day - and very frequently one is assigned to the night fast freight out of Quebec City, known colloquially as the "paper train", from its principal lading. They are capable of quite adequate speed with loads commensurate with their tractive effort and boiler capacity, which loads reach 18 cars on No. 4 leaving Winnipeg. Speeds can reach 90 miles per hour as No. 8 thunders along the Ottawa River flats trailing dusty sleepers toward Montreal Island. But on the cruel Algoma, testing ground of all CP motive power, they have performed most gallantly, especially in view of the necessarily limited servicing available along that savage route.

Replacement of the Royal Hudsons, eventually, with diesel locomotives is of course extremely probable - but to those that know them, run them, work on them, or have ever seen them calling for the board on a frosty dawn after whipping their consist over the reverse curves of the Carleton Place Subdivision, they occupy a unique niche in Canadian railroading.

#### LOCOMOTIVE NEWS

An addenda to the recently published Ontario Northland roster already in order, as the railway recently ordered four more 1600 H.P. road-switchers from Montreal. These will carry road numbers 1308-1311.

Central Vermont No. 40, a Portland 4-4-0 of 1872 vintage and preserved as an historical locomotive, passed through Toronto on June 2<sup>nd</sup> en-route to Durand, Michigan to take part in a celebration in this predominantly GTW town. The locomotive was lettered "Grand Trunk Western".

The Quebec, North Shore and Labrador Railway purchased a 65 ton 350 H. P. GE switcher, second-hand from the East Erie Commercial Railroad (GE's testing railway).

The electric M.U. cars and control trailers which the CNR has currently on order with the Canadian Car and Foundry Company are to be numbered 15905-15910 (motors) and 15975-15986 (trailers).

Only one E-7-a class Mogul of the CNR remains in the Toronto vicinity now. This is No. 845, used in work train service.

The CPR's six 660 H.P. switchers which were received from Montreal during April and May are numbered 6500-6505. The series is to be split between Montreal and Winnipeg yards.

Ontario Northland has received its GMD freight "A" units 1500-1505 (see roster in bulletin 29)

#### ELECTRIC RAILWAY NOTES

As all Torontonians are very well aware already, the TTC announced in May that fares will be raised from 4 for 25¢ to 3 for 25¢ on August 1<sup>st</sup>. This is the first general fare increase since September 1<sup>st</sup>, 1921.

The Hamilton Street Railway has sold its 500 series cars for scrap to the International Iron and Metal Company of Mars Avenue, Hamilton. This company is endeavouring to re-sell the

bodies for the usual uses. HSR track has been removed from King Street from James to Sanford and on Main Street from Ottawa to Kenilworth; at time of writing, track removal has just begun on Barton Street between Ottawa and Kenilworth, and James Street (north of the CNR tracks) will follow this.