

No. 10

CANADIAN RAILROAD HISTORICAL ASSOCIATION

JULY-AUGUST, 1950.

EXCURSION NOTICE

The last remaining Birney Safety Car in operating condition in Canada, Montreal Tramways No. 200, will be used in an Association sponsored excursion on Saturday, August 5th. Please note that this is Saturday coming. The trip has been planned to cover the whole Frontenac #95 route upon which the M.T.C. plans to place trolley coaches within the next few weeks. The date of the trip is the last day of rail service on the northern half of the route. Car is scheduled to leave the Hochelaga carhouse, at St. Catherine and Harbour Streets, at 2:00 P.M. Daylight Saving Time. An interesting itinerary is being planned. Fare: \$1.00 if received on or before Friday, August 4th. Anyone appearing without prior reservation at the carhouse on Saturday, will be charged \$1.50. Send your dollar, along with your name, to either of the under-noted members of the Trip Committee:

A. Clegg,  
3 McDonald Ave.,  
Ville St. Laurent, Que.

O.S.A. Lavallee,  
6959 De l'Epee Avenue,  
Montreal 15, Que.

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ITEMS OF INTEREST

The Canadian Pacific Railway has, to the present time, taken delivery of six "A" and "B" unit diesel-electric locomotive sets from the Montreal Locomotive Works. The "A" units are numbers 4008 to 4013 inclusive, and the "B" units bear the numbers 4404 to 4409 inclusive. After a few trial trips out of Montreal, the locomotives are being forwarded to northern Ontario for regular use on the C.P.R.'s Schreiber Division.

On Monday, July 3rd, the C.P.R.'s new St. Luc freight yard was put into operation. This is the first complete electrically equipped and signalled hump yard in Canada. All operations from the former Outremont Yard have been removed to St. Luc, and while the Hochelaga shop was to have been transferred as well, this has not as yet taken place.

An addition to the C.P.R.'s list of business cars has been made with the acquisition of the business car "Hamilton" of the Toronto, Hamilton and Buffalo Railway. The car is to be renamed "Kingsmere".

NEW ELECTRIC LOCOMOTIVES

The Canadian National Railways' three new electric locomotives, built by the General Electric Company, were placed in service on suburban trains through the Mount Royal Tunnel on July 28th, 1950. Numbered 200 to 202, class Z-5-a, they are 42' 10" long and weigh eighty-seven tons. The colour scheme is black, with gold numerals. The C.N.R. insignia appears on the sides of the cab, which is located in the centre. The pantographs are painted red. They carry builder's serial Nos. 30357 to 30359.

Six self-propelled coaches and twelve trailers were ordered by C.N.R. during the month of July from the Canadian Car and Foundry Company at Montreal. These units are to be 70 feet in length, of all-steel construction, and will be operated as six trains of three cars each on the electrically-operated runs to St. Eustache, Cartierville and Montreal Nord. Motor units will have a motorman's cab and will seat 88 people, while the trailers will accommodate 84 passengers and will include a toilet, washroom and water cooler.

Montreal Tramways Company duplex cars 2500 and 2501 have recently been overhauled, repainted and transferred to Hochelaga car barn for use on the St. Catherine Street routes. It is expected that they will be operated more intensively than formerly.

On Sunday, July 16th, the trestle of the Central Vermont Railway across Mississquoi Bay between East Alburgh and Swanton, Vermont, was partially destroyed by fire. The destruction of this bridge has necessitated special arrangements by the Railway to reroute trains via the former main line through St. Armand, Que. crossing the Richelieu River at St. John's. Weight restrictions on the St. John's bridge require the use of C.N.R. K-3 class 4-6-2 type engines on passenger trains, with CNR N class and C.V.R. 450 series 2-8-0 engines on freight trains. These engines are doubleheaded, separated by two cars on passenger trains, and three cars on freight trains.

Montreal Tramways Company track changes at Snowdon Junction, which have been under way since May have now been completed, eliminating one of the worst traffic bottlenecks in Montreal.

The proposed plan of the Canadian Pacific Electric Lines, to abandon passenger service on the Grand River Railway and the Lake Erie and Northern Railway as reported in our March bulletin, was not approved by the Board of Transport Commissioners. Contrary to reports in other publications, electric cars still provide regular passenger service between Preston and Kitchener, Hespeler and Port Dover.

It is understood that the Shawinigan Falls Terminal Railway will be taken over as a joint operation by the Canadian Pacific Railway and the Canadian National Railways on September 1st. It is expected that the present electric locomotives will be replaced by diesel-electric locomotives as a result of this move, in spite of the abundance of electric power at Shawinigan Falls. (Story of this line is included with this issue of the bulletin).

#### SILVER ANNIVERSARY

Plans are tentatively being made to hold an excursion on Sunday, October 1st, 1950, from Montreal to Huberdeau, using one of the Canadian National Railways' diesel-electric unit cars. This trip will commemorate the introduction of diesel-electric power to the Railroads of America and will mark the 25th anniversary of the record-breaking trip of C.N.R. #15820 from Montreal to Vancouver in 67 hours, in 1925. The September bulletin will give final details regarding this proposed event.

## SHAWINIGAN FALLS TERMINAL RAILWAY

By Omer S. A. Lavalee

The Shawinigan Falls Terminal Railway was organized in 1899, and started operations in 1901 from Aldred Junction on the Great Northern Railway (Canada) to the present City of Shawinigan Falls, a distance of  $4\frac{1}{2}$  miles. The line was constructed to bring machinery to the power plants then being constructed.

Since that time, the S.F.T.R. has expanded into a terminal railway serving both railway systems and all industries in Shawinigan Falls. In 1930, the Canadian National Railways, successors of the Great Northern Railway and the Canadian Northern Quebec Railway, relocated their line in the vicinity of the St. Maurice River bringing the Montreal-Garneau line through the City of Shawinigan Falls itself. The line to Aldred Junction was abandoned and dismantled, except for the lower portion which is presently used as a siding.

The S.F.T.R. serves a total of 21 miles of electrified trackage, distributed as follows:

Shawinigan Falls Terminal Railway . . . . .	2 miles
Canadian National Railways . . . . .	$8\frac{1}{2}$ miles
Canadian Pacific Railway . . . . .	$5\frac{1}{2}$ miles
Private industrial sidings . . . . .	5 miles

From 1901 to 1912, the railway was operated on a voltage of 500 volts DC, but in 1912 it was raised to 6600 volts, AC, single-phase. To the great relief of employees, it was lowered in 1917 to the present 600 volts, direct current.

### LOCOMOTIVES:

1. Montreal Street Railway 1901 Operated from 1901 to 1908. Sold in 1912 to a company in St. Catharines, Ont. Eventually went to Niagara, St. Catharines & Toronto Railway, later to the Cornwall (Ont.) Street Railway as No.7. Now (1950) Courtalds (Canada) Limited No.7. Equipped with Montreal trucks. Used trolley when in use on S.F.T.R., 500 volts, DC.
2. General Electric 1908 Built to operate on three voltages, mentioned above. Steeple cab. 50 tons weight. Four 100-h.p. motors. Used trolleys to 1911, then pantographs. In use 1950.
3. Montreal Locomotive Works 1916 2-4-2T type steam locomotive. Sold 1919 to F.W. Smith, Longue Pointe, a contractor.
4. Albany Southern Railway 1906 Box cab, acquired from Albany Southern Ry. in 1918. Equipped with "Taunton" trucks, four 100-hp. motors, 600 v. DC. This engine was built from spare parts. In use 1950.
5. National Steel Car 1918 Steeple cab, 600 v. DC. Formerly Ontario Hydro-Electric Power Commission No.E-19. Acquired in March 1924, sold in July 1924 to Montmorency Div. of the Quebec Ry. Light & Power, becoming their No. 33.

6. National Steel Car 1918 Same as No.5. Formerly O.H.E.P.C. E-20. Both engines purchased through Hydro Salvage Syndicate. Four 100-h.p. motors. In use 1950.
7. General Electric (10040) June 1926. Steeple-cab. 50-tons. Inside frame trucks. Four 100-h.p. motors. 600 v. DC. Formerly Delaware Lackawanna & Western No. 4001, used at Kingsland, New Jersey. In use 1950.

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