

CANADIAN RAILROAD HISTORICAL ASSOCIATION, Inc.

MARCH, 1951

Announcement of Meeting

The regular monthly meeting of the Association will be held on Wednesday, March 14th, 1951, at 8.00 P.M. in Room 153 of the Queen's Hotel.

Following the business of the meeting a program of Kodachrome slides will be shown by Mr. Lavallee.

The 1951 dues (\$2.00) are now payable.

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On Sunday, February 18th, the Association, in cooperation with the Montreal "HO" Association sponsored a trip to Granby, Que. over the Montreal and Southern Counties Railway, which was held on account of the anticipated dieselization of that portion of the line from Marieville to Granby. The trip was a successful venture in every respect and approximately 60 persons made the journey. Although the skies were overcast, many photographs were taken. The Montreal South city line and the St. Angele branch were also covered. Consist of the train included combination car No. 107 and trailer No. 200.

At Granby the group was welcomed by the pro-mayor of the city and other municipal officials and an autobus was provided by the city to carry the participants to the city hall where the pro-mayor gave a short welcome address and all visitors signed the golden book.

A variety of equipment was on display at the Granby West shops and the photographers took good advantage of the opportunity. The special train returned to Montreal shortly after 6.00 P.M. A number of other railroad associations were represented by out of town participants, which included Messrs. Herman Rinke of the Electric Railroaders Ass'n., New York City, John Mills and Ronald Cooper of the Upper Canada Railway Society, Toronto, and Kenneth Pratt of the Capital District Railroad Club, Albany, N.Y. William McKeown of Ottawa and Roger Boisvert of Trois Rivières also made the trip. Good publicity in the form of photographs and news reports was given by a number of local newspapers.

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Items of Interest

PACIFIC GREAT EASTERN RY. When six 1600 H.P. diesel-electric units, presently on order from Montreal Locomotive Works are received, it is reported that this line will be completely dieselized. While work is proceeding on the Quesnel - Prince George extension, 82½ miles long, and the grading is more than half completed, there is renewed agitation to complete the southern portion of the line from Squamish to

North Vancouver, rather than rely on barge transfer facilities. At the present time, a material yard is situated 7 miles north of Quesnel to which point rail has been laid. Another yard has been completed at Prince George and it is expected that steel laying will commence in the Spring. Three large bridges are required, and piers have been completed on the structure which will span the canyon of the Cottonwood River.

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QUEBEC NORTH SHORE & LABRADOR RAILWAY - Track work is now under way in the Seven Islands terminal area. This line will be 358 miles long, with sidings capable of holding a 4-unit diesel-locomotive and 100 cars, located approximately every 15 miles. The maximum grade northbound will be 1.8% and southbound 0.3%. It is expected that the road will order fifty 1600 HP diesel-electric locomotives and 2000 ore cars each of 100 tons capacity. The locomotive and car shops, General Offices, classification and storage yards, as well as ore dumpers will be located at Seven Islands. The Company has purchased a number of used freight and passenger cars through a second hand dealer, and they are presently stored in the Outremont Yard of the Canadian Pacific Railway in Montreal. About sixty cars are now assembled there of the following types and numerical series:

Type	
Baggage (wood)	- 300 series
Combination	- 427, 436, 437
Coach (wood)	- 425 series (some have steel sheathing, but all have open ends)
Gondola	- 600 series
Box	- 700 series
Flat	- 800 series
Flat (with small tank)	- 813-815
Tank	- 900 series.

Passenger train cars are painted green, box cars are red, while gondola cars, tank cars and flat cars are black. All have white stencilling "QNS&L". The passenger cars originally came from the Central Railroad of New Jersey and the Delaware, Lackwanna & Western Railroad, while the baggage cars came from the Erie Railroad. Some of the freight cars are formerly of the Toronto, Hamilton & Buffalo Ry.

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The road freight diesels, ordered by the Canadian National Rys. from the Montreal Locomotive Works last Autumn, are now being delivered to the railway at Montreal. They are similar in most respects to the first group of "W" class units on the C.N.R., numbered 9400-9407, but are equipped with triple-tone horns with a much more pleasing note.

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Strong protests have been made by the towns of Palmerston, Listowel and Wingham against the C.N.R. proposal to abandon railway service on the 56 mile line between Listowel and Kincardine in southwestern Ontario. Abandonment of the line would leave some dozen

communities without adequate transportation facilities. At present there are two passenger trains each way except Sunday, with freight service as required.

Quebec City, on the other hand, is attempting to have railway facilities in the city reduced. The proposals, as reported in a Quebec City newspaper, suggest eliminating the C.P.R. line into Palais Station and the removal of the terminal.

The Central Vermont Railway, New England Subsidiary of the C.N.R., recently announced the purchase of the New London Northern Railway. This line has been operated under lease for many years, but now becomes the property of the Central Vermont Railway, Inc.

The Rutland Railway has purchased the Alco road switcher type diesel-electric locomotive demonstrator which was making test runs over the line and has numbered it 200. This unit is painted green with yellow trim and is being used in freight service from Bellows Falls, Vt. to Norwood, N.Y. An order for two additional units has been placed with Alco.

Violent storms and heavy snows are causing hardships and many delays in operating trains in Western Canada. As an example C.P.R. locomotives 5917 (2-10-4), 5444 & 5442 (both 2-8-2s) coupled together with a wedge plow on each end were clearing the line east of Field, B.C. While making a run into a drift an avalanche came down packing snow hard on the rails. The hard snow lifted one of the wedge plows off the rails and toppled it 250 feet down the mountain side. Transcontinental trains were delayed considerably. Meanwhile an avalanche on the Coquihalla sub-division in southwestern B.C. completely buried engine 5810 (2-10-2) and a plow.

Effective March 5, 1951, a number of Montreal Tramways Co. route changes took place in the western section of Montreal. Route # 83, Windsor was divided into two sections. The line between Place d'Armes and Victoria Ave. Westmount retained the same name and number. The other section of the line between Westmount Station and Garland is now known as # 50, Girourd. Tram route # 64 formerly turning at Madison Ave. and Sherbrooke now operates to Cote des Neiges via Snowdon; and route # 49 has been extended to Somerled & Walkley Aves. during "Rush Hours".

Trolley coaches are now serving the Tramways Company's line along Jean Talon and Belanger streets. Trams were removed from these streets last summer and motor bus service provided while trackless trolley overhead was being installed.

Canadian Car & Foundry's Turcot plant are shipping P.C.C. type street cars to the Toronto Transportation Commission, part of the order for 50 placed last year. Although Toronto is building a subway under Yonge Street, the T.T.C. are wisely acquiring new tram-cars for use on other lines.

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The Cornwall Street Railway has received delivery of an electric locomotive which it purchased from Omaha, Lincoln & Beatrice Ry. of Lincoln, Neb. The engine of Baldwin-Westinghouse manufacture is similar to other engines in use on the C.S.R.

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The Budd RDC-1 on C.N.R. Lines

By A. Clegg

The Budd RDC-1, the latest and most modern development in railway diesel unit equipment, has been on Canadian National lines during the past two or three weeks. As noted in the news reports, one of the first runs of the car in this country was over the C.N.R. line between Montreal and Ottawa -- a particularly appropriate journey considering the fact that just a little over twenty-five years ago on this same route the National System introduced the diesel unit train to American railroading with its famous 15820 series cars.

Today's RDC however bears little resemblance to the pioneer. In appearance the coach looks very similar to the Vista Dome equipment on the CB&Q Zephyrs. It has sides and roof of unpainted stainless steel, corrugated in the standard Budd pattern, and a "blister" on the roof housing the ventilation and engine-cooling systems. Otherwise the car looks like any other modern railway coach with large platforms and "picture" windows. However it is not in external appearance but in mechanical features that the RDC differs from conventional rolling stock. Under the floor of the car there are two 275 h.p. motors, each directly driving one pair of wheels. No revenue space is taken up by this equipment and the interior of the body is broken only by a central 18" partition housing the exhaust ducts and ventilation pipes. Seats in the demonstrator model are of different designs --- some of the "Sleepy Hollow" type prove that the equipment can be as comfortable as a standard coach for long distance travel, while others of the "tramway" design are more suitable if the car is to be used in suburban service. Heating is taken care of by the exhaust from the diesel motors, while for operation in warmer weather, the car can be air-conditioned.

It was my good fortune to be present on one of the test runs of this car between Montreal and Coteau, Que. -- a trial simulating a regular run of a local commutation train, and allowing sufficient time at each stop for mythical passengers to embark or detrain. Promptly at 12:00 o'clock noon, the car left the engine-change tracks at Turcot East and seven minutes later made the first stop at Dominion. The other suburban stations were reached and left behind in quick succession, and we arrived at Vaudreuil four minutes early - 12:46 p.m. Throughout the trip the predetermined schedule was maintained or bettered -- in fact our time could have been reduced by at least twelve minutes and a scheduled arrival made at Coteau.

Leaving Vaudreuil at 12:50 p.m. an acceleration test was made ascending the grade west of the station. The car reached 47 mph one minute after departure, 60 mph forty-five seconds later, and 65 mph before reaching the highway crossing. Top speed on the outbound trip was 75 mph reached near Mile Post 34 between St. Dominique and Wilsonvale. This was bettered by another 3 mph on the return run -- 78 mph between Cedars and Vaudreuil, but this latter spurt was on the descending grade just west of Vaudreuil Station.

At Coteau, between 1:14 and 1:45, we had an opportunity to photograph the car and inspect the motorman's controls. Possibly this was the most surprising item on the car -- the ease with which the unit can be operated. The controller consists of a small handle set into an extension of the window sill and is pushed forward to accelerate and pulled backwards to shut off power, similar to the movements required in operating a 2650 or 2850 type of M.T.C. tram. A regular airbrake is provided for stopping the train, and a pedal which must be depressed by the operator's foot supplies the "dead-man control" feature. Nothing more to it than that. The adjustments usually made by the operator are provided for automatically and function without attention.

On the return trip, we left Coteau at 1:45 p.m. and arrived at the required stops consistently early. In fact after our dash down Vaudreuil Hill, we had sufficient time to spare to enable the crew of the regular local train waiting at the station to inspect the car. From here to Turcot East the trip was interesting but uneventful and we arrived at the engine-change tracks at 2:56 p.m. From this point the car was switched to the electric locomotive shop and put away for the day.

Altogether the car performed well and should find a place on certain runs in a country as large and diversified as ours. Its chief weakness would seem to be its inability to haul a trailer to take care of heavy traffic demands and for this reason its efficiency in suburban service is doubtful. Its acceptance by the railways will depend, no doubt, as much on economic considerations as upon traffic and mechanical features, but from an operational point of view the future of the RDC seems as bright as did that of 15820 a quarter century ago.

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While on test on the C.N.R. the RDC-1 car also made trial runs in the Garneau and Quebec area and two trips over the Montreal and Southern Counties Railway.

During its return trip to Philadelphia on the Central Vermont Ry. the RDC-1 car was damaged in a level crossing collision with a granite truck near White River Jct., Vt. None of the people on the car, which included some officials from the C.N.R., C.P.R. and C.V.R. were injured, however the driver of the truck was seriously hurt. Apparently the impact swung the truck around and also damaged the side of the RDC-1. The car continued on to White River Jct. under its own power where it was placed in a freight train for return to the Budd Co.

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