

CANADIAN RAILROAD HISTORICAL ASSOCIATION, INC.NEWS REPORT - FEBRUARY 1952NOTICE OF MEETING

Salon A The next meeting of the Association will be held in ~~Room 153~~, Queens Hotel, on Wednesday evening, February 13th, 1952 at 8:00 PM. In addition to the regular business, Mr. Lavallee will provide a showing of coloured photographic slides dealing with railway subjects. The members are cordially invited to bring guests or prospective members to this meeting.

The Treasurer would respectfully remind the membership that the annual dues, \$2.00, are now payable. Remittance may be made direct to Mr. M. B. Monahan, Jr. by mail, at 5537 Trans Island Avenue, Montreal, or payment can be made at the February meeting.

ASSOCIATION NEWS

In accordance with the custom of the association the annual elections were held at the January Annual Meeting. As a result of the voting, Mr. S. S. Worthen was elected to his fourth term as President. Mr. O. S. A. Lavallee was the successful contender for the office of Vice President, and Mr. M. B. Monahan, Jr. was appointed as Treasurer. The new Secretary is Mrs. Dorothy Lowe who was elected by acclamation. The Advisory Executive for 1952 includes: Messrs. S. G. Bethune, R. R. Brown, W. G. Cole, and Chas. Viau. Heads of Committees are as follows: Trip Committee: Mr. A. Clegg. Program and Publicity Committee: Mr. J. N. Lowe. Membership Committee: Mr. E. A. Barnes. Editorial Committee: Mr. O. S. A. Lavallee. Custodian: Mr. M. B. Monahan, Jr. Superintendent of Rolling Stock: Mr. K. Chivers.

The Secretary's address is: Apartment 17, 4895 Walkley Avenue, Montreal, Quebec.

Plans are being made to observe the Association's Twentieth Anniversary by means of a Banquet; this will be held in the Queens Hotel on Saturday, March 15th at 7:00 PM. Tickets are being handled by Mr. S. S. Worthen, 3 Prospect Street, Westmount, Quebec, and the cost is \$3.00 per cover. The members are urged to attend if possible, in order to make the banquet a success and to celebrate an important milestone in our society's history. Guests will be welcome.

THE ASSOCIATION'S COLLECTION

During the late summer and fall of 1951, several of the members, under the direction of Mr. Monahan, were engaged in removing the heavier items of the Association's collection from the former site at St. Lambert to another suitable location. Through the kindness of our member Mr. Chivers, this heavy material is now stored a short distance outside the city. The smaller items and manuscript material, photographs, etc. are presently kept by Mr. Worthen.

Through the untiring efforts of Mr. Foster, negotiations have been completed for the storage of the heavy material under cover, protected from the weather; it will be moved to the new location in the spring. The material now in the possession of Mr. Worthen will eventually be housed in a new location as soon as suitable partitioning has been completed. Mr. Monahan is Chairman of the Committee making these arrangements.

THE CANADIAN RAILWAY PICTURE ONE HUNDRED YEARS AGO

In the year 1852, Canada, then divided into the politically disunited provinces of Canada, New Brunswick and Nova Scotia, possessed 211 miles of railway in regular operation. Steam locomotives were in use upon these railways - 38 of them in all. There were also two major tramways operated by animal haulage, one extending from Niagara-on-the-Lake to Chippewa, while another was situated at Sydney Mines, in Cape Breton. While Canada's first railways had been of the standard, or 4'8½" gauge, the "Broad Gauge Law" of 1851 had had its effect, and the railway miles of the three provinces were split almost exactly in half between the standard and the 5'6" gauge; the former was used on 105 miles of line, the latter on 106 miles.

A map is included with this issue showing the railway lines completed for operation in 1852. A number of other lines were under construction but not in use - they are not shown.

There follows a list of the locomotives in use in Canada in 1852, twenty-seven of them built in the United States, while eleven had been built in the United Kingdom.

ONTARIO SIMCOE & HURON UNION RAILROAD - 5'6" Gauge

LADY ELGIN 4-4-0 14x20" 60" 1852 Portland #33

SAINT ANDREWS AND QUEBEC RAILWAY - 5'6" Gauge

PIONEER 0-4-0 1851 Stephenson #763
NORTH STAR " "

NORTH STAR owned by James Sykes & Co. and probably Second-hand.

CHAMPLAIN & SAINT LAWRENCE RAIL ROAD - 4'8½" Gauge

MONTREAL	4-4-0	11x16"	54"	1846	Baldwin #265	
CHAMPLAIN	"	15x22	60	1847	Norris	Bought 1849
		Formerly the LACHINE of the Mtl. & Lachine				
JOHN MOLSON	4-2-2	13x18	72"	1847	Kinmond	Ordered by
		Mtl. & Lachine RR but sold before delivery..				
ST. LAWRENCE	4-4-0	15x20"	60"	1851	Baldwin #420	
CANADA	"	13x26	"	1851	Norris	
ST. LAMBERT	"	14x20	66"	1851	Taunton #84	
ST. HELEN	"	"	"	1851	"	#99
DORCHESTER (2nd)	"	16x20"	60"	1851	"	#103
LAPRAIRIE	"	"	"	1852	"	#113

GENERAL MINING ASSOCIATION - ALBION MINES RAILWAY - 4'8½" Gauge

SAMSON	0-6-0	15½x18"	48"	1838	Hackworth	
		The only survivor in 1952 - still preserved in NS.				
HERCULES	0-6-0	15½x18"	48"	1838	Hackworth	
JOHN BUDDLE	"	"	"	1838	"	

MONTREAL & LACHINE RAIL ROAD - 4'8½" Gauge

MONTREAL	4-2-2	13x18"	72"	1847	Kinmond	
JAMES G. FERRIER	"	"	"	1847	"	

ST. LAWRENCE & ATLANTIC RAILROAD - 5'6" Gauge

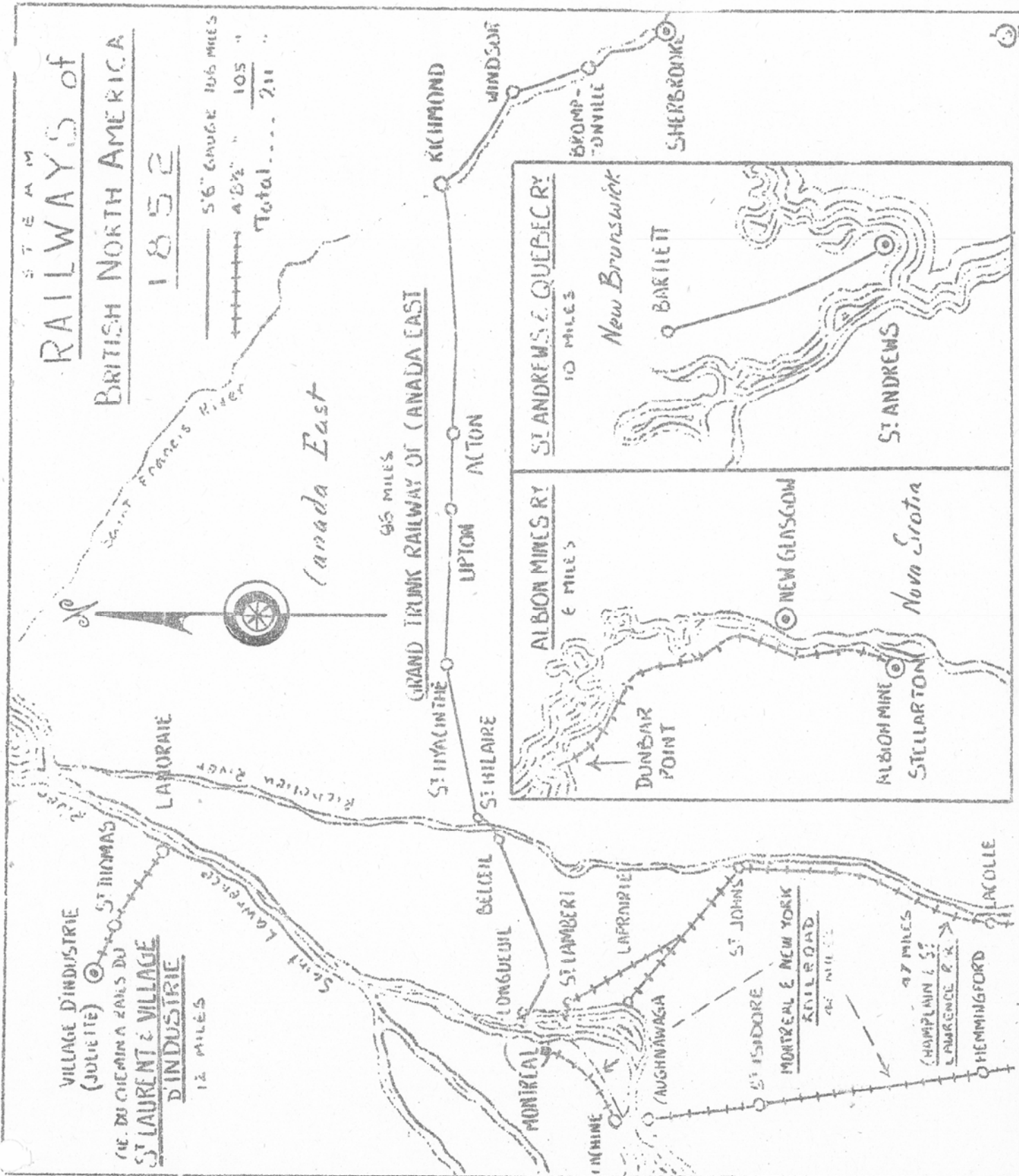
BRITANNIA	6-2-2	13x18"	60"	1839	Stirling	
PRINCESS	"	"	"	1839	"	
		Probably ex BRITANNIA and VICTORIA of the				
		Arbroath & Forfar Railway in Scotland.				
A. N. MORIN	4-4-0	15x22"	60"	1848	Portland #3	
MONTREAL	"	"	66	1850	"	#15
SHERBROOKE	"	16x22	66	1850	"	#17
ST. LAWRENCE	"	15x20	66	1851	"	#25
RICHELIEU	"	16x22	"	1851	"	#26
YAMASKA	"	15x22	60	1851	"	#27
QUEEN	"	16x22	"	1852	"	#34
MASSAWIPPI	"	16x24	54	1852	"	#35
MAGOG	"	16x24	60	1852	Hinkley #380	
ST. FRANCIS	"	"	"	1852	"	384
COATICOOK	"	"	54	1852	Amoskeag #62	
NALHEGAN	"	"	"	1852	"	#63
MANCHESTER	"	16x20	66	1852	"	#64
ST. HYACINTHE	"	16x24	54	1852	"	#65
UPTON	"	16x20	66	1852	"	#66
ACTON	"	"	"	1852	"	#67
PRINCE ALBERT	"	"	"	1852	"	#68

CIE. DU CHEMIN A RAILS DU ST. LAURENT & VILLAGE D'INDUSTRIE 4'8½" Ga.

DORCHESTER	4-2-0	9x14"	48"	1836	Stephenson #127	
		First locomotive in Canada. Formerly 0-4-0.				
		Bought 1849 from Champlain & St. Lawrence R.R.				
JASON C. PIERCE	4-2-0	9x18"	48"	1837	Norris	
		Bought 1850 from Champlain & St. Lawrence R.R.				

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5'6" CAVE	105	105
4'8"	105	105
Total	211	211



CANADIAN NATIONAL'S D-1.

The Canadian National has a new train - well, almost! It is known as D-1, and except to those who keep an eye on such things, it appears as the latest model in the National System's line of unit car equipment. Actually it is the rebuilt 15834, whose physical history goes back to the year 1930 when it was outshopped by the National Steel Car Co. in Hamilton, Ont.

But the story of the unit-car is older than that - it is in fact almost a parallel of the story of the Canadian National Railways. Ever since its beginning in 1918, the CNR has operated numerous self-propelled units, many inherited from the various predecessor roads that made up the transcontinental system. These included gasoline-propelled coaches, both electrically and mechanically driven, storage battery units and steam coaches, while two electric MU's also were included in the CN roster for many years. The account of how diesel power was successfully adapted to railway use by the mechanical officers of the CNR and the Beardmore Company, the epochal run of #15820 from Montreal to Vancouver in 1925, and the subsequent construction and operation of America's first diesel-electric road locomotive, Canadian National's first 9000, have been told in other chapters of the railway history. (See NRHS bulletin No. 2-1949; CN Magazine April 1950; CRHA report 12-Oct. 1950)

That the first diesel-electric motorcoach units, constructed during the development period from 1925 to 1930, were of sound design and fine workmanship is demonstrated by the fact that many of the original cars are still in operating condition and are daily performing their allotted tasks. Mechanical improvements, however, especially in the design of diesel engines for railway purposes, have been spectacular in the past two decades, and as a number of the CNR unit cars were in need of both general overhaul and new power plants, it was decided in 1949 by motive power officers to modernize one of the existing rail cars by equipping it with a new diesel engine, completely overhauling the electrical apparatus, the generator and the motors, and by refurbishing the car body and passenger accommodation.

C.N. 15834, which had previously been operating between London and Sarnia, and was at the time stored unserviceable at Stratford, was picked for the experiment and re-designated D-1. Two trailer units, numbers 15742 and 15739, which were available and in need of general reconditioning, also underwent alterations and emerged from the CNR shops as C-1 and C-2.

As mentioned previously, the leading unit of the 3-car train, formerly CN 15834, was built by the National Steel Car Co. and the CNR in 1930. Its lightweight is recorded as 147,000 lbs. and it has been rebuilt to provide space for operation and baggage only. A curved cowl has been applied to the front end and an additional baggage door cut towards the rear where formerly the passenger section was located. A new twelve cylinder Caterpillar diesel, type D-397, provides the prime motive power in the rebuilt D-1, replacing the original Westinghouse diesel. A Canadian Westinghouse generator and two type 569 traction motors, mounted on the leading truck, provide the means of transmitting the energy to the driving wheels.

C-1, previously known as 15742, and C-2, previously 15739 were both originally built in 1926 by the same Hamilton carbuilder, National Steel Car. Structurally, the bodies of these trailers have not been altered to any great extent from their original design. C-1 is now a combination Post Office mail and passenger unit seating fourteen, whereas formerly it was completely devoted to passengers. C-2 as previously, is a straight coach seating 52 persons, 44 in the main compartment and 8 in the smoking section. The interior of both trailer units has been finished in green and cream, while the seats have been re-upholstered in brown leather. Future trailers may be equipped with new seats of modern design, for the seats are the passengers' closest contact with comfort - the comfort that the railway is in a better position to provide than any other form of transportation. (Continued next page)

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CANADIAN NATIONAL RAILWAYS LOCOMOTIVE
RENUMBERING AND RECLASSIFICATION

The following changes have been authorized:

Class C3b	to be	E12a
" C5b	"	E12b
" C7a	"	E12c

Engines 902-911, 914-915, 919, 923-926, to become 80-96, all numbers inclusive, class E10a.

" 7035, 7039, 7040, 7043, 7044, 7053, 7061 to become 7250-7256 inclusive, class 0-10-a,b.

" 7075 to become 7260, class 0-14-c.

" 7014, 7021, 7025 to become 7265-7267 inclusive, class 0-7-a,b.

" 7125, 7127-7135, 7138, 7141, 7142, 7144, 7146, 7147, 7149-7152, 7157, 7169-7171, 7173, 7175, 7177, 7183 to become 7220-7247 all numbers inclusive, class 0-9-a. In this class, nos. 7202, 7215, 7216 remain unchanged.

The following renumbering changes have been carried out:

Class Q2a	-	GTW	7730	is now	73
" Q4a	-	"	7800	"	78
" "	-	"	7801	"	79
" Y3a	-	CN	7818	"	7800
" "	-	"	7819	"	7801
" "	-	"	7802-7817 inclusive remain unchanged.		
" Q1a	-	"	7700	is now	77
" Y1a	-	"	7751	"	7550
" "	-	"	7752	"	7551

Effective November 1st, 1951, the following locomotives of the Quebec Railway Light & Power Co. were transferred to the Canadian National Railways. They retain their QRL&P numbers:

Steam: #22 (2-6-0) Presently stored.

Electric: #30-35 inclusive. (B-B).

All axles of the train operate on SKF roller bearings, and heat is supplied throughout by Peter Smith car heaters. The entire re-modelling job was done in CNR shops and the work was completed in October 1951. On the 31st of the month the first trial trip was made by D-1, when it operated over the St. Hyacinthe Subdivision to St. Hubert, and the following day the three car train was tested between Montreal and St. Johns, Que.

This trial run to St. Johns on November 1st was the first time the three units of the train were tested together, and it was my privilege to accompany the technical officers who made the trip to take note of the train's capabilities. My first impression of the lead unit, which was in the Electric Locomotive Shop at Pointe St. Charles when I arrived, was the enormous length of the car. No doubt not much longer than the other CN motorcoaches, its length was accentuated by the yellow panel enclosing the window area and narrowing to a point at the front, where the CNR maple-leaf insignia is located. Altogether a very attractive colour scheme.

We left the lower level track at Bridge Street Station at 9:52 AM and proceeded over Victoria Bridge to St. Lambert, where there was a short delay due to operating conditions. Our departure from St. Lambert was timed at 10:08 am and arrived at St. Johns at 10:41 am, the train making all station stops at intermediate points, as if mythical passengers were alighting and embarking. This time works out at an average of 35 m.p.h., most of the running being clocked at between 40 and 45 miles per hour. The fastest mile recorded on the run was made in 77 seconds, or at a speed of 46.7 m.p.h.

After our arrival at St. Johns the train was rearranged for the benefit of the photographers and public relations officer who accompanied the train, and C-1 was placed next to the motor unit D-1. On the southbound journey coach C-2 had been coupled behind the power unit while C-1 brought up the rear, but a few switching moves at the St. Johns Wye soon altered the consist order. Then, after a short pause to inspect the train and examine the alterations effected in the equipment, we returned to Montreal. The results of the trip pointed up a few minor adjustments that would have to be made, and these were taken in hand by the electrical and mechanical staffs concerned. Further trials took place during the following weeks in the Montreal area and on December 10th the train was turned over to the Southern Ontario district, where it will operate trains 660, 661, 662, 663, 61, and 62 between Hamilton, Allandale and Meaford.

No doubt, if the new motor train measures up to expectations, other self-propelled units will be similarly reconditioned or built - units that can be operated economically on light-traffic lines. The provision of adequate service on these branch lines, so numerous on a system like the CNR, is essential to the welfare of the country. In this connection, the acquisition of a greater number of motor trains by the railway should work to the advantage of all - by providing economical operating conditions for the railway and by serving the communities in sparsely settled areas with efficient and reasonably frequent transportation services.