

CANADIAN RAILROAD HISTORICAL ASSOCIATION, INC.

## NOTICE OF MEETING:

The regular monthly meeting of the Canadian Railroad Historical Association will be held in room 153, Queens Hotel, on Ednesday, April 9th, 1952 at 8:00 PM. For the benefit of those members who did not attend the Twentieth Anniversary Banquet on March 15th, our popular Publicity Director J. Norman Lowe had the foresight to make a tape transcription of the proceedings, and this will be played back at the meeting.

## ASSOCIATION NEWS:

On Saturday, March 15th, 1952, officers, members and friends of the Association to the number of forty-five, assembled in Salon "A" of the Queens Hotel at a banquet held to commemorate the Association's Twentieth Anniversary. Appropriately, the Toastmaster was a member of long standing in our group, held in the highest regard by his associates, Dr. Robert V.V. Nicholls.

Our honoured guests included Mr. Oswald A. Trudeau, General Passenger Traffic Manager of Canadian National Railways, representing the President of that system, Mr. Donald Gordon; he was accompanied by Mrs. Trudeau. Mr. Trudeau has been a member of our society for many years and he and Mrs. Trudeau are well known to the Association's members. Representing Mr. William A. Mather, President of the Canadian Pacific Railway the society had the pleasure of the presence of Mr. Frederick Bramley, Secretary of the Company. Mr. Bramley is a railway man of many years' standing, having come originally from his native Darlington, England. He commenced his railway career with the former North Eastern Railway.

The gathering was distinguished by the presence of the President of the Canadian Railway Club, Mr. John Eaton, representing that group. Mr. Eaton is also General Purchasing Agent at Montreal, of the Canadian Pacific Railway. Accompanying Mr. Eaton was Mr. Richard M. Binns, who represented Mr. Arthur Duperron, Chairman and General Manager of the Montreal Transportation Commission. Mr. Binns is a member of the society. The Montreal & Southern Counties Railway was represented by Mr. Ernest Leonard, who was accompanied by Mrs. Leonard. The Association's very good friend Mr. Omer Boivin, General Superintendent of the Canadian National Railways was unfortunately unable to be present, but he was represented by his assistant, Mr. Johnson who we were pleased to welcome in his place. The presence of this assembly of delightful guests lent much to the enjoyment and the proper observance of our anniversary, and the Editorial Committee is confident that it speaks for all the members in recording that we were very pleased that they were in attendance.

After drinking a toast to the Queen, and partaking of an enjoyable meal, the guests were welcomed and toasted by Dr. Nicholls. Our toastmaster then formally introduced Mr. Robert R. Brown who gave a talk on the history and growth of the Society. Mr. Brown needs no introduction to the members; the part he played in organizing our association and his subsequent long association as an officer and member qualified him to act as speaker at our commemorative banquet.

At the conclusion of Mr. Brown's remarks, Mr. O.S.A. Lavallee, the Vice President, thanked him on behalf of all those present.

As an added attraction and without advance warning (to him), Mr. W.G. Cole was asked to narrate the incident in which he cleaned the flues of an engine on the Canada Atlantic Railway -- with a can of korosono! This narration was accompanied by much amusement on the part of those present and it was the common consensus of opinion that no one can tell a story like our well-beloved member -- Mr. Cole.

The banquet meeting then concluded with the showing of several films. The feature film was taken during the 1951 Convention of the National Railway Historical Society in Montreal, and was loaned to the Association through the courtesy of the Midwest Chapter of NRHS. It represents the combined work of several members of that Chapter, and it is a splendid photographic record of the biggest railway enthusiasts' get-together in the history of Canada's metropolis. The other films were both musical, classical and comical respectively.

A suitable exhibition of certain objects connected intimately with the Society was on view in the salon. This exhibit included the Society's Constitution, documents, photographs of activities, seals of early railways, publications of the society, and a detailed, large-scale model of the "Dorchester", Canada's first steam locomotive, built by the speaker of the evening, Mr. Robert R. Brown.

The description of our Twentieth "birthday party" could not conclude without paying tribute to the propriety of all arrangements which were made with the Queens Hotel by a man which our society could ill afford to lose -- our genial President, Sanborn (Sandy) Worthen. The projection of the moving pictures, and the preservation of the occasion forever on film and in wax was the work of another indispensable member of our group, Norman Lowe. Our sincere appreciation goes to both of these gentlemen.

Let's continue our expansion in the next twenty years!

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**ROLLING STOCK COMMITTEE:**

Work has been resumed on the Association's streetcar, no. 274. Considerable work has already been done but the task of restoring the car carefully to its original appearance, is a long way from completion. Work sessions are held almost every Saturday afternoon at the St. Denis divisional carhouse of the Montreal Transportation Commission, which is situated on St. Denis street, opposite DeFlourmont. No. 274 is stored at the end of track 4, inside the building.

Visitors will be most welcome at any of these Saturday gatherings. Those interested can telephone the Committee Chairman, Mr. Chivors, at TRenmore 3140, to ascertain whether any of the Rolling Stock Committee members will be present on the afternoon they choose for their visit.

The Committee recently acquired three original route signboards which will lend to the car's appearance. These signs are all lettered "AMHERST - ST. LOUIS ANNEX" on one side, and "AMHERST - DUFFERIN" on the other.

EARLY RAILWAYS IN THE EASTERN TOWNSHIPS - - - - - by Robert R. Brown

WATERLOO & MAGOG RAILWAY

Although the Vermont Central Railroad would not allow its wholly-owned Canadian subsidiary, the Stanstead Shefford & Chambly Railway, to connect with other American lines, it was interested in an extension which would serve the copper mines of Bolton Township and take away from the Passumpsic some of the traffic originating around Lake Memphremagog. In 1867, the Huntington Mining Company was organized to exploit the copper mines in Bolton about ten miles south of the village of Eastman which was then known as Dillontown, and by a charter obtained in 1870 the mining company had the right to build a light railway from the mines to a connection with the SS&C at Waterloo and also to the navigable waters of Lake Memphremagog. L.S. Huntington, owner of the mining company was also secretary of the SS&C Ry. and since the mining company's charter rights to build railway lines were transferred to the Trustees of the Vermont Central Railroad on July 26, 1871, and subsequently, on October 30, 1874, to the Waterloo & Magog Railway which had been incorporated by VCRR interests on December 23, 1871, it is obvious that the whole scheme was pre-arranged in the interests of the Vermont Central Railroad.

Started in 1875, the line was completed from Waterloo to Dillontown in 1877 and to Magog in 1878. In 1879, a branch line from Dillontown to Bolton, which had been built by the bankrupt Missisquoi & Black Rivers Railway, was taken over and operated for freight service only until 1888.

Meanwhile, the Quebec Central Railway had built a line from Levis to Sherbrooke but could interchange only with the Grand Trunk Railway and it was interested in promoting a connection with the Vermont Central. In 1882 the Waterloo & Magog Railway, which was wholly-owned by the VCRR, commenced building an extension from Magog to Sherbrooke and it is interesting to note that the contractors, Messrs. Bowen and Woodward, were officials of the Quebec Central. The line from Magog to Sherbrooke was completed about December 1884; the terminus in Sherbrooke being the brick station at the corner of Belvedere and Frontenac streets, now the freight office of the Canadian Pacific Railway. About a month later, the Quebec Central Railway completed a connecting link from its bridge over the St. Francis River, up through a ravine to a connection with the Waterloo & Magog Railway, where the Canadian Pacific passenger station is presently situated.

In 1887, the Canadian Pacific Railway opened negotiations for the purchase of the Waterloo & Magog Railway and on June 10th, the property was conveyed to the Atlantic & North West Railway. The Waterloo & Magog Railway had been built very cheaply and it meandered through the valleys and around the hills, and down into all the hollows and over the ridges, so the Canadian Pacific Railway built an entirely new line from Brigham Jct. (now Brookport) to Sherbrooke, completing it in 1889. Traces of the old line can be followed practically all the way. From Waterloo to South Stukely, it is close to the highway, then it runs under the high CPR viaduct; it dips into the valley at Eastman; passes around the south side of Orford Lake, crossing part of the lake on a pile trestle, traces of which are still visible. At Magog, it crossed the river near the textile mill, ran toward Katevale, and then along the east side of Lake Magog and the Magog River.

# CANADIAN NATIONAL RAILWAYS - LOCOMOTIVES IN USE DECEMBER 31, 1951 (CONT'D)

The following corrections should be made to last month's list:

M3b Delete #2134 scrapped Dec. 1951

S2c Add 3594-3599

Slb Add 3268-3299

E3b Should read "5578-5589, 5591-5597"

## II- STD. GAUGE STEAM LOCOMOTIVES (CONT'D)

4-8-2	U1a	6000-6003, 6005-6015	0-8-0	P5c	8296-8299, 8300-8304.
	U1b	6016-6036.		P5e	8305-8319.
	U1c	6037-6041.		P5c	8320-8339.
	U1d	6042-6046.		P5d	8330-8339.
	U1e	6047-6058.		P5c	8440-8449.
	U1f	6060-6079.		P5f	8450-8459.
4-8-4	U2a	6100-6102, 6104-6109.		P5g	8470-8481.
	U2b	6120-6131, 6133-6139.		P5h	8582-8486.
	U2c	6140-6159.		P5j	8417-8422.
	U2d	6160-6164.			
	U2e	6165-6179.			
	U2f	6180-6189.			
	U2g	6200-6234.			
	U2h	6235-6264.			
	U3a	6300-6311.			
	U3b	6312-6336.			
	U4a	6400-6404.			
	U4b	6405-6410.			

## III- STD. GAUGE ELECTRIC LOCOMOTIVES

Z1a	100-105.
Z2a	150-155.
Z2b	156.
Z3a	175-176.
Z4a	180-188.
Z5a	200-202.

## IV- NARROW GAUGE DIESEL-ELEC. LOCOMOTIVES

Q3b	775-777.
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## V- STD. GAUGE DIESEL-ELEC. LOCOMOTIVES

Q1a	77
Q2a	73
Q4a	78-79.
Q5a	7900-7902, 7904, 7914, 7936-7945, 7956-7974.
Q6a	7915-7916, 7920-7929, 7930-7935, 7946-7948, 7949-7955, 7975-7994.
Q6b	7995-8014.
Q6c	8016-8017. £
Q7a	8500-8533.
Q8a	8450-8451. £
Y1a	7550-7551.
Y2a	7600-7606. £
Y2b	7615-7617.
Y3a	7800-7817.
V1Aa	9000, 9002, 9003, 9005
V1Ba	9001, 9004.
V1Ab	9028-9054 (even nos.)
V1Ac	9056-9060 ( " " ) £
V1Bb	9029-9055 (odd nos.)
V1Bc	9057-9061 ( " " ) £
W1Aa	9400-9407.
W1Ab	9408-9426 (even nos.)
W1Ba	9409-9427 (odd nos.)

£ - Order incomplete at 31/XII/51.

0-6-0	O7a	7265.
	O7b	7266-7267.
	O10a	7250-7254.
	O10b	7255-7256.
	O14c	7280.
	O9a	7202, 7215-7216, 7220-7247.
	O5a	7300.
	O13a	7302-7304.
	O15a	7306.
	O15b	7307.
	O15c	7311, 7313-7314.
	O15d	7315.
	O12b	7319-7328.
	O12c	7329, 7331-7332.
	O12d	7333-7338.
	O16a	7339-7358.
	O12a	7359-7368, 7369, 7413.
	O12f	7414, 7423.
	O18a	7424-7473.
	O18b	7474-7498.
	O18c	7499-7509, 7511.
	O18d	7519, 7521.
	O19a	7522-7531.
	O20a	7532-7542.
0-8-0	P4a	8200-8209.
	P4b	8210-8214.
	P4c	8215-8221.
	P4d	8222-8226.



CANADIAN NATIONAL RAILWAYS - LOCOMOTIVES IN USE DECEMBER 31, 1951 (CONT'D)

The following locomotives had been acquired from the Quebec Railway Light & Power Co. and while new numbers had been approved, they had not been applied.

2-6-0 E13a 429

B-B (Elec.) Z6a 225  
Z6b 226-228  
Z6c 229-230

CENTRAL VERMONT RAILWAY

4-6-0 I-7a 219-220.  
4-6-2 K3b 231.  
0-6-0 O9a 388.  
2-8-0 M2a 400-404.  
M3a 450-455.  
N5a 460-475.  
0-8-0 Pla 500-501, 504, 507.  
4-8-2 U1a 600-603.  
2-10-4 T3a 700-709.

D-E Q6a 7917-7919.  
Q6b 8015.

(CNR #6173 on lease to CVR)

CANADIAN PACIFIC RAILWAY - - - - - LOCOMOTIVES IN USE DECEMBER 31, 1951

I- STEAM LOCOMOTIVES (Includes QCR and DAR)

4-6-0 (no class) 44 (Non-standard)

4-4-0 Ale 29.  
A2m 136.  
A2q 144.  
4-6-0 D4g 417-425, 427, 430, 434,  
437, 439-443, 445, 450,  
452-459, 463-464, 466,  
468-478, 484-485, 487-  
492.

D6b 526, 536.  
D6d 541, 550.  
D9c 560, 564, 569, 573, 575,  
582, 586, 590, 592, 597.  
D10d 600, 613, 621, 626-628,  
636, 642, 644, 650, 653,  
660, 665.  
D10c 670, 672-674, 675, 678,  
680, 748, 761, 776, 791,  
793.

D10b 685-687, 691, 693, 723,  
725, 729, 738, 751, 754.  
D10a 700-701, 706.

D10e 800-803, 806-807, 809-  
811, 813-816, 819-824,  
827-828, 830-832, 833-  
834, 836-842, 848-861,  
863-866, 868-869.

D10f 843-844, 846-847.  
D10g 870-877, 879-882, 886-  
894, 895-906, 908-909,  
911-919, 921-950, 952-  
958, 960-961.

4-6-0 D10j 962-964, 966-967, 969-981,  
983, 986.  
D10h 987-1015, 1017-1033, 1035-  
1061, 1087-1098, 1100-1106,  
1108-1111.  
D10k 1063-1068, 1071-1075, 1077-  
1086.

4-6-2 G5a 1200-1201.  
G5b 1202-1231.  
G5c 1232-1251.  
G5d 1252-1271.  
G1p 1272-1301.  
G1r 2200, 2202.  
G1s 2203-2206.  
2207, 2209-2216, 2218-2224,  
2226.

G1t 2227-2228.  
G1u 2229-2230.  
G1v 2231-2238.  
G3a 2300-2303.  
G3b 2304-2309.  
G3c 2310-2318, 2320, 2322-2325.  
G3d 2326-2328, 2330-2338, 2340-  
2349, 2350.  
G3e 2351-2356, 2358-2365.  
G3f 2366-2377.  
G3g 2378-2417.  
G3h 2418-2462.  
G3j 2463-2472.

4-6-2	G2p	2500-2501.	2-8-0	N2a	3600-3602, 3604, 3607, 3609-3611, 3614, 3616-3619, 3624-3626, 3628-3630, 3632-3633, 3636-3639, 3641-3643, 3647, 3649, 3650, 3651, 3654, 3657-3663, 3666, 3671, 3675-3678, 3681-3682, 3686, 3688-3690.
	G2q	2503-2505, 2507-2508.		N2b	3691-3692, 3694-3697, 3699-3701, 3706, 3708, 3713-3714, 3716, 3719-3727, 3729, 3731, 3734, 3736, 3738, 3740.
	G2r	2510-2514, 2516, 2518-2527.		N2c	3741-3742, 3744, 3746-3750, 3751-3753, 3758-3759.
	G2s	2528-2530, 2533-2534, 2536-2542, 2547-2548, 2550-2556, 2558-2559, 2564, 2569, 2571-2573, 2575, 2579-2582, 2583-2584, 2585-2586, 2588, 2590, 2592-2599, 2601-2602.		N4a	3952.
	G2t	2603-2604, 2606-2609.		N4b	3953-3954.
	G2u	2610, 2611, 2613, 2617, 2621-2630, 2633-2634, 2637, 2640, 2644, 2646, 2647-2650, 2652, 2655, 2657, 2660, 2662-2665.		N4c	3955.
				N4d	3956.
	G2f	2615, 2643.		P1d	5100-5119.
	G4a	2700-2711.		P1e	5120-5194.
	G4b	2712-2717.		P1n	5200-5264.
4-6-4	H1a	2800-2809.		P2a	5300-5309.
	H1b	2810-2819.		P2b	5310-5324.
	H1c	2820-2849.		P2c	5325-5333, 5335-5344.
	H1d	2850-2859.		P2d	5345-5359.
	H1e	2860-2864.		P2e	5360-5375, 5377-5379.
4-4-4	F1a	2910-2929.		P2f	5380-5392, 5394-5397, 5399-5404.
	F2a	3000-3004.		P2g	5405-5416.
2-6-0	J3d	3011.		P2h	5417-5436.
	J5b	3051.		P2j	5437-5461.
4-8-4	K1a	3100-3101.		P2k	5462-5473.
2-8-0	M3b	3360, 3369, 3387-3388, 3390.	2-10-0	R2a	5750.
	M4a	3400-3401, 3403-3404, 3408-3409.		R2b	5751-5754.
	M4c	3410, 3412, 3415, 3417-3418.		R2c	5755.
	M4b	3420.		R3a	5756-5757.
	M4d	3421-3429, 3432-3435, 3437-3440.		R3b	5758-5762.
	M4e	3441-3443, 3445-3446, 3448, 3450.		R3c	5763, 5765-5780.
	M4f	3454, 3458, 3460.		R3d	5781-5790.
	M4h	3462.	2-10-2	S2a	5800-5813.
	M4g	3471, 3477, 3479-3481, 3484, 3487-3492, 3495-3496, 3498-3499, 3503-3505, 3506-3511, 3513-3516, 3518-3524, 3528-3530.	2-10-4	T1a	5900-5919.
	M4h	3544-3546, 3549, 3551, 3553-3554, 3558, 3560-3561, 3563.		T1b	5920-5929.
				T1c	5930-5935.
			0-6-0	U3d	6210, 6212, 6213, 6215, 6220-6222, 6224, 6226-6228, 6230-6232, 6234, 6237, 6239, 6243-6245, 6247-6258.
				U3e	6260-6269, 6270-6271, 6273-6298, 6301-6304.
			0-8-0	V5a	6600-6609.
				V3c	6904-6911, 6913.
				V4a	6920-6922, 6924-6926, 6928-6933, 6935-6939, 6940-6949.
			0-10-0	W1a	6950-6952.

THE PASSING OF THE "703'S" - - - - - by Richard M. Binns.

After forty-five years' service, the last of Montreal Street Railway's famous 703 class street cars will vanish from the local transit scene sometime in early summer of this year.

While thirty-one of the remaining cars in this series have been reposing silently in storage at Montreal Transportation Commission's Youville Yard for the past year and a half, four cars have remained in more or less active service up to the present time. These are nos. 859, 861, 869 and 881.

The inroads of bus substitution will finally remove these four survivors from the streets and they will in all probability be destroyed along with others of the same family now in storage. Hence, we are about to see the final passing of the long wooden cars so familiar to Montreal for so many years.

A few words on the history of these interesting cars might be appropriate at this time.

The design was distinctively "M.S.R.". Cars of this structural pattern were never operated in any other city. The design followed almost exactly that of the world's first "pay-as-you-enter" car built by M.S.R. in 1905 insofar as platform arrangement, doors and general appearance were concerned. In fact, it was while building the first group of P.A.Y.E cars in Hochelaga Shops that one experimental car about 52 feet long was turned out (No.940) which became the prototype of the 703 class.

Apparently impressed with the passenger carrying ability of No. 940, M.S.R. officials placed orders with outside builders for ninety car bodies of similar pattern as follows:

Ottawa Car Mfg. Co.	-	50 cars	(703 - 801 odd numbers only)
Canadian Car & Foundry	-	10 "	(803 - 821 " " " )
The J.G. Brill Co.	-	20 "	(823 - 861 " " " )
Pressed Steel Car Co.	-	10 "	(863 - 881 " " " )

The first car to be placed in service was No. 705, on Christmas Day 1906. Delivery from all builders followed continuously throughout the next year and a half. The last cars to go into service were nos. 783, 789 and 793 in August 1908. All were delivered unequipped, that is, body and trucks only. Trucks for the Canadian built cars were supplied by Montreal Steel Works, and those for the U.S. cars by J.G. Brill Co. Controllers, air brakes and all auxiliary equipment was installed by M.S.R.

For those interested in numbering, these cars marked the end of the former practice of numbering closed cars by even numbers and open cars by odd numbers. In 1906, it was apparent that no more open cars would be acquired, and as the even numbers had reached the mid-900's, it was decided to go back and fill in the vacant odd numbers starting from the last open car No.701. Hence, the 703 class had odd numbers only.

Numbers 703 to 861 were entirely of wooden construction with iron bracing. The cars built by Pressed Steel Car Co. (863 to 881) had steel underframes and composite steel and wood bodies, which gave them a slightly different appearance. The overall length of the steel cars was slightly

greater, being 52'6", as against 51'10" for the wooden cars. All had open rear platforms 9 feet long and an unusually generous body width of 8'9 $\frac{3}{4}$ ". All in all, these cars were the largest ever to be operated in city service in Montreal.

With their M.S.R. light yellow paint, large red number plate in front and gleaming brass railings on the rear platform, these cars presented a handsome and impressive appearance on the streets of that day. They did much to enhance the already high reputation of the Montreal Street Railway Co. as a leader in street railway equipment and service. For a car of that size, the 703's were singularly graceful in appearance, due to a happy combination of body dimensions, and to functional simplicity.

It might be said that these cars, with their high capacity, wide entrance and rapid fare collection facilities, represented the ultimate application of the P.A.Y.E. principal as it was originally conceived.

Nevertheless it cannot be said that they were entirely successful. Although they were used on most of the main routes, it was soon apparent that their length and width were excessive for Montreal's narrow street intersections. Despite the fact that the bodies were offset on the trucks 2 $\frac{1}{2}$  inches to the right, the trackwork at very many intersections did not permit clearance for the rear swing of the 703 cars. Consequently, it was the necessary rule at such places to wait, before taking the curve, until cars going in the opposite direction had passed. With the increasing tempo of service and the shorter headways required for the growing passenger traffic, such restrictions became troublesome. Furthermore, some difficulty was experienced in supporting the long rear platforms.

Finally in 1913-14, the rear platforms were shortened by two feet, and at the same time, straightened and stiffened. While this alteration helped the clearance problem considerably, it did not entirely solve it. The use of this class has always been somewhat restricted for that reason. Track engineers have always been plagued with the problem of laying out intersections to provide clearance for the 703's. It is significant to note that the next group of cars purchased, the 901 series, were of considerably smaller dimensions.

The first gap in the 703 series occurred after they had been in service only about ten years. On November 6th 1917, no.835 suffered severe damage in a derailment and collision at Notre Dame and Seigneurs Streets. This car was never repaired. Equipment and trucks were used for other purposes and the body was scrapped in 1924. A somewhat similar fate befell No.813 on December 20th, 1926. (Scrapped 1928).

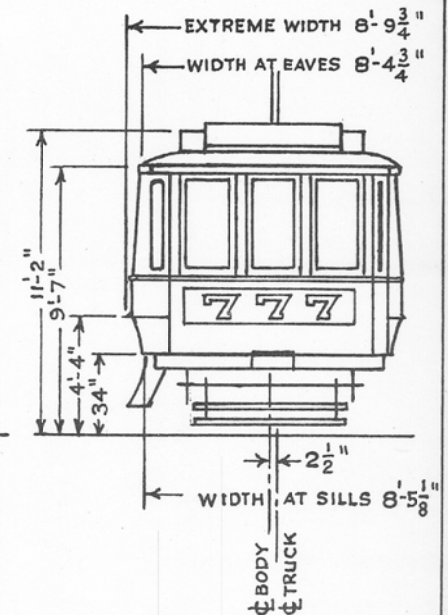
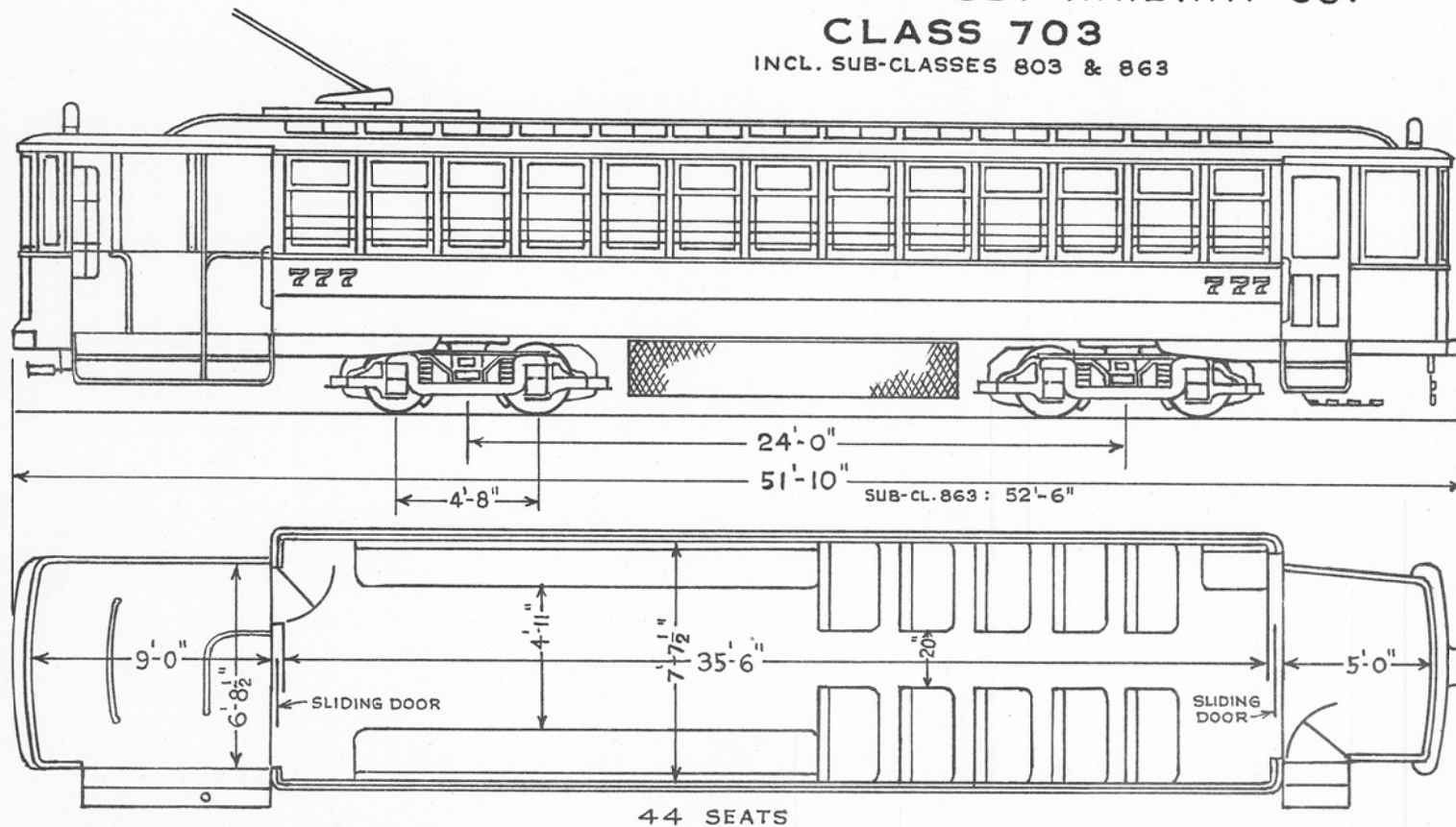
With the influx of new cars in the late 1920's the 703's were largely relegated to rush hour service. By 1927, the only regular all-day services assigned to 703's were St.Laurent route 77 (Craig Terminus - Drolet loop) and Pie IX Blvd. where two of these cars were regularly employed.

Drastic curtailment of service in the depression years placed the 703's in virtual retirement. Through most of the 30's they were to be seen only during the Christmas rush season and on other special occasions. In 1933, No.729 was scrapped and in 1935, No.823. In the following year, 1936, twenty-nine were scrapped, and three more in 1939.

# MONTREAL STREET RAILWAY CO.

## CLASS 703

INCL. SUB-CLASSES 803 & 863



### GENERAL DIMENSIONS

(DRAWINGS NOT TO SCALE)

WEIGHT :- 54,700 - 56,200 - 56,600 lbs.

### BUILT 1907-08

#### BODIES CONSTRUCTED BY

Ottawa Car Mfg. Co. Ottawa  
50 cars (Nos 703-801 incl.)  
Can. Car & Foundry Co. Montreal  
10 cars (Nos 803-821 incl.)  
The J.G. Brill Co. Philadelphia.  
20 cars (Nos 823-861 incl.)  
Pressed Steel Car Co. Wilmington  
10 cars (Nos 863-881 incl.)

EQUIPPED BY M.S.R. HOCHELAGA SHOPS

### EQUIPMENT DATA

BRAKES	: Straight air	GONG	: 12" foot operated
M.M. VALVE	: West S-2 & G.E. SC.	HEATERS	: Consol. Car Heating Co. 192
MOTORS	: West 101 & G.E. 80 (45 HP)	SIGNAL	: Edwards 4.5 V battery system
GEAR RATIOS	: 67:17 69:17 69:15	HEADLINING	: 3 ply veneer
COMPRESSOR	: C.P. 27, C.P. 21 & A. Chalmers	INTERIOR TRIM	: Ash-Oak stain and varnish
TRUCKS	: Mont. Steel Wks. & Brill 27-FE-2	ROOF TYPE	: Monitor
CONTROL	: G.E. K-28 & West 402	TROLLEY BASE	: Nuttall U.S. 11
COUPLERS	: M.S.R. Stad. drawbar	TROLLEY WHEELS	: Can. Ideal Co.
SIGNS	: Hunter roof sign	VENTILATORS	: Monitor deck sash
FLOOR COVERING	: Wood slats	WHEELS	: 33 in. cast iron
GEARS & PINIONS	: Spur	FENDERS	: H.B. lifeguard



Fortunately, the remaining 55 cars were not destroyed. They were destined to play an important role in the drama of wartime transportation in Montreal, and to see some thirteen more years of service.

In 1940, sharply rising passenger traffic due to wartime activity, coupled with gasoline rationing and other shortages to come, brought the remaining 703's into active service. Reconditioned, they provided a most useful rush hour unit of large capacity. Looking back, it is difficult to see how the extreme situation of those days could have been met, had these fifty-five large cars not been available.

In 1942, manually operated folding rear doors were installed and interior bulkhead doors removed. In 1943, the cross-seats were turned to provide longitudinal seating throughout the full length of the cars, thereby increasing the capacity. Also in 1943, the single panel front exit door was replaced by a two panel folding door.

With the phenomenal growth of the city in the post-war period, the remaining 703's have been retained in active rush hours service until quite recently.

It is an interesting fact that these cars were always noted for their dependability. Because of their good construction, simplicity, and rugged equipment, they had an excellent record of availability. Even in modern times, failures on the road were exceptionally rare.

Substantial orders of buses and trolley buses finally released these cars from service, and in late 1949 and early 1950, twenty were scrapped. In the latter half of 1950, thirty-one were placed in storage. Strangely enough, it was the possible threat of another world war that saved this last group from immediate destruction. Now, however, the arrival of additional buses and trolley buses and the need for space will mean the final disposition of these old cars. Hence the passing of the 703's.

EDITOR'S NOTE: Members living in the Montreal area are offered the opportunity of inspecting the four remaining cars of this group, or to take photographs or measurements of them. Mr. Binns has offered to make necessary arrangements; he can be reached at PL 4281.

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#### ITEMS OF INTEREST

The Montreal Transportation Commission has adopted a new monogram or symbol, which is rapidly being applied to all passenger and service equipment. Taking the form of the letter "T" with an arrow-shaped crossbar, sloped, within a circle formed by the name of the Commission in French and English, this interesting design is symbolical of transit progress.

Progress is in evidence on the Canadian National's new Lynn Lake line in northern Manitoba. It is reported that 55 miles have been cleared, 23 trestles completed, and 11 miles from Sherridon completed. It is expected that the end of the year will see 90 miles graded and steel laid for 54 miles.

### LOCOMOTIVE NOTES:

Engines received recently by the Canadian National Railways were:

Class Q8a 660 HP 8450 series up to 8461. (Montreal Loco Co.)

Class Q9a 1200 " GMDL 7000 series up to 7007.

Class W1Ac A units 9428, 9430, 9432, 9434.

" W1Bb B " 9429, 9431, 9433, 9435.

Engine 2134, 2-8-C class M3b, was scrapped in December 1951.

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The year 1951 dealt a blow to Canadian Pacific Railway steam motive power in certain of the smaller series. The scrapping of certain units contributed to the complete obliteration of three subclasses, that is, the D6a (4-6-0), T3a (0-6-4T) and V1a (0-8-0) classes. The four 4-6-0 type engines of the QCR non-standard design (which were inherited when the QCR was acquired) had dwindled to but one unit, no. 44, at the close of 1951. Nos. 42, 43 and 45 had been scrapped during the year. The remaining example of this class, no. 44, is presently in freight service on the Dominion Atlantic Railway. Under the heading of "the shape of things to come" it is worthy of note that five engines of the D4g (4-6-0) class were dismantled last year, leaving 57 engines, out of a one-time class of seventy six. Of the 57, eighteen were not in service in January. Orders for a number of Diesel Electric units are presently being filled and when completed will bring the diesel locomotive complement to a total of 284 units. Orders presently being filled include the DF15e class, nos 4058-4063 1500 HP GMD A units, also DFB15d class, corresponding B units. The first unit of a series of three 1500 HP GMD road switchers, no. 8409, class DRS15c, has been received.

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Canadian Pacific Railway has commenced rebuilding five dining cars to restaurant cars. Cars now in Angus Shops for this purpose include "Bramber" and "Bangor".

The Romaine River Railway commenced 1953 operations April 1st.

Traffic on the Toronto Transportation Commission's lines dropped considerably following the strike, with the result that service has been cut in many parts of the city of Toronto. Certain suburban routes have felt the axe most; some have been cut from ten to fifteen minute service, and others, it is reported, will be made "rush hour only" at the end of the month. The Toronto subway is between 85 and 90% complete south of Bloor, and track-laying has been going on for several weeks. Steel supplies have been guaranteed for the rest of the line removing the last big difficulty standing in the way of planned operation before the end of next year.

The Grand River Railway and Lake Erie & Northern have been relaying several miles of track with new rail and new ties and ballast are in universal evidence. Most of the cars are being, or have been, repainted, including the wooden equipment that sees only occasional service.

It is reported that Niagara, St. Catharines & Toronto Railway car No. 130 has been acquired by a group of Buffalo (NY) railway enthusiasts.

A diversion will be built on the Newfoundland Railway, to make room for the extension of Gander airport. The main trans-island railway line from St. John's to Port-aux-Basques will be diverted five miles to the north of the present location. Start will be made on the railway work as soon as the weather permits.

In line with many other city transit systems that have converted to 100% bus operation, the Hamilton system has been granted higher rates, now 10¢ cash.

Clinton, Ont. has applied to the CNR for Sunday train service to Stratford for connections.

The request for commuter service on the CNR between Toronto - Port Union and Scarboro has been refused by the railway. Township and municipality of Highland Creek will ask the Board of Transport Commissioners to consider this request.

Vancouver's CCF Civic Council is urging the Provincial Government to take over the British Columbia Electric Railway if the Company cannot operate it on the high fares now charged.

The Canadian National Railways has invited competitive tenders for 194 units of passenger equipment, as follows:

47 coaches	
52 sleeping cars (of various designs)	
10 sleeping-dining cars.	
5 buffet-parlour cars.	
20 tourist cars.	
20 dining cars.	
15 cafe-parlour cars.	
5 parlour cars.	Total: 194 units.

(EDITOR'S NOTE: And why restrict it to Canadian and United States builders? British and European products are just as good and very probably cheaper. Note the excellent example set by the Toronto Transportation Commission in ordering cars in England, or the report of equipment order for Mexico, in last month's News Report. This comment supported by -- not copied from -- Halifax "Mail-Star". )

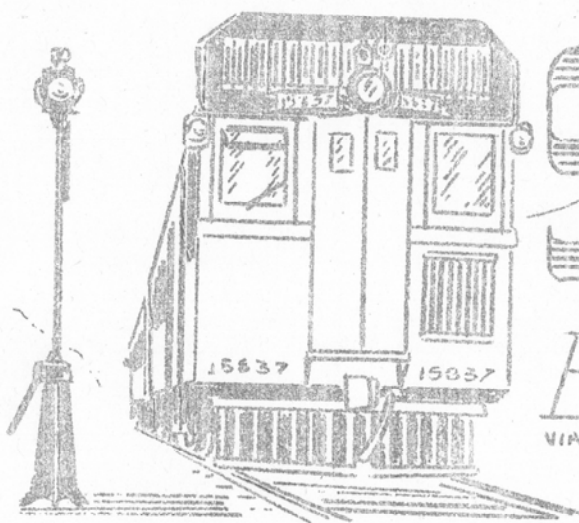
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A major repair operation is now being carried out on most of the Montreal Transportation Commission's 1325 series cars, as they pass through the shop for overhaul. This involves replacement of the main longitudinal member which forms the lower half of the car side. This structural member was originally formed of  $\frac{1}{4}$ " steel plate which has corroded to the extent that it was considered best to replace it. It is being replaced with 3/16" plate. This means renewal of the posts in practically every case. During conversion, the window bars will be left off the right hand side.

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New subscriptions or comments should be addressed to the Editorial Office of the Canadian Railroad Historical Association, 6959 De l'Epee Ave., Montreal.

O. S. A. LAVALLEE, Editor.



# SPRING

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