newsletter

September 1967 • 50c

Upper Canada Railway Society

EQUIPMENT *Notes*

CN ORDERS MORE INSULATED BOX CARS

* Canadian National has awarded a contract to National Steel Car Corp. for the construction of 300 70-ton insulated and heated box cars. To be built at Hamilton, Ont., the cars will be delivered commencing early in January at the rate of eight to ten cars per day.

STEADMAN CONTAINERS GO CONTINENTAL

* The Steadman 'Railtainer' container system, used extensively by CN, CP and by REA Express in the U.S., will be manufactured and marketed in Europe by a new company, Klockner-Steadman Container GmbH, a joint venture of Steadman Industries of Toronto and Klockner-Werke AG of Germany. Corporate headquarters will be in Duisburg, Germany.

Steadman is currently building 500 containers for Canadian National at a cost of $1.5-million; this will boost CN's container fleet to 1,000 units.

MODERNIZED CABOOSES FOR CANADIAN PACIFIC

* The first of 25 rebuilt cabooses, which will soon be in use on the Prairie and Pacific regions of Canadian Pacific, is now undergoing renovations at Weston shops in Winnipeg. As with the new vans now being introduced on CN (July NL, page 102), the CP cabooses will have safety glass in all windows, a cushion underframe and electrical generating equipment. Interior improvements include a combination stove and refrigerator and electric wall heaters, two oil heaters and a chemical toilet.

The railway has indicated that it plans to rebuild 50 cabooses each year during the next five years.

DOUBLE-DECKERS FOR MONTREAL COMMUTERS?

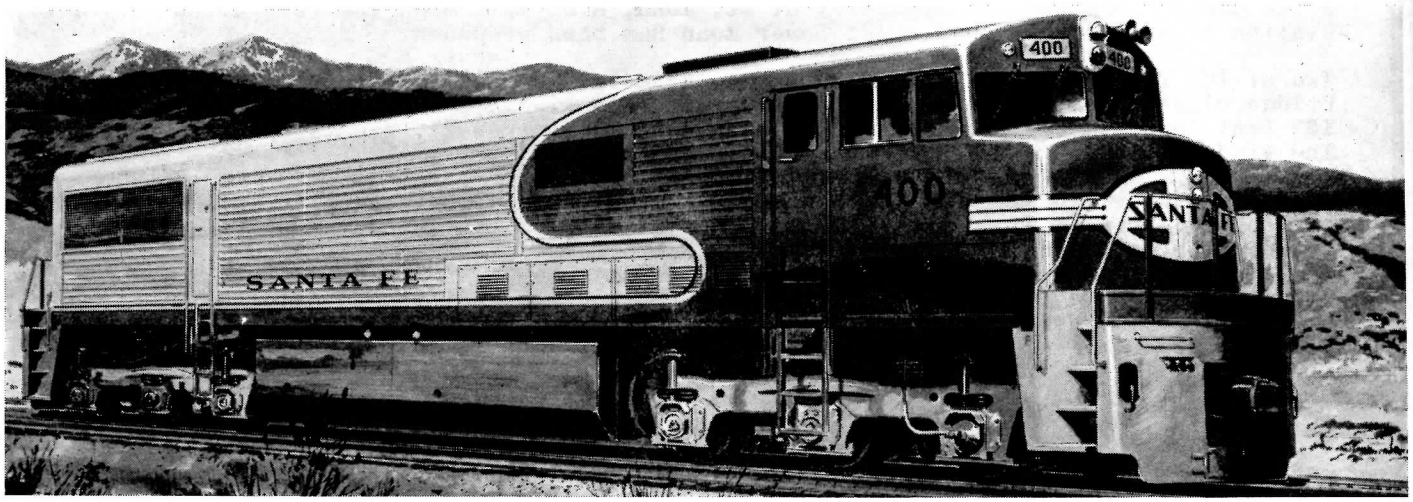
* We have it on good authority that the long-awaited CP order for new Montreal commuter stock will comprise eight double-deck, stainless steel cars for push-pull service. No further details are available.

DIESEL STYLINGS: THE FULL CIRCLE

* It had to happen. Once the road switcher's short hood was chopped down as a concession to improved visibility, it was almost inevitable that someone would discover the advantages of enclosing the side walkways and generally streamlining the unit: the reduction of wind resistance; convenient access to the engine, both from a maintenance standpoint and during operation; ability to be washed by conventional mechanical rotary-brush washing facilities, and so on.

It was really no surprise, then, when Santa Fe announced that it would soon be receiving 15 modified road switchers from two builders for high speed freight/passenger service. Nine will be 3,600 h.p. EMD FP-45's, while the remaining six will be GE's model U-30CG, at 3,000 h.p. The FP-45 has been added to EMD's catalog of standard production models.

While both models retain the blunt snout reminiscent of the road switchers from which they were derived (the FP-45 is essentially an SD-45, lengthened to 72'-6"), their carbodies hint strongly of the E's and PA's, so popular in the 1950's. Could be that the road switcher's versatility, two-way visibility, etc., isn't all that important any more.



/Railway Age

CANADIAN PACIFIC MOTIVE POWER NOTES

* CP has called for tenders from Canadian manufacturers for new railway equipment worth $30-million; however, details of the equipment will not be available until the actual orders have been placed.

The railway has indicated that the orders will include a number of 'new design' 3,000 h.p. freight locomotives and a large quantity of both specialized and general purpose freight cars.

* It is reported that SD-40 unit 5557 is presently being fitted with 'Locotrol' equipment to permit its operation in mid-train, while receiving its control impulses from the train's leading locomotive. It is understood that initial testing of 5557 will take place on Toronto-Montreal runs.

Mid-train power, of course, permits the operation of heavier trains than are possible when power is concentrated at the head end, because of draft gear limitations.

* Despite the new lease on life for unit 4054 (July NL, page 102), CP's CLC units are apparently headed for the same fate as befell their CN sisters. Five CLC road switchers are stored serviceable at Alyth and 21 at Nelson, B.C., while 17 of the 21 'Trainmasters' are laid up at Winnipeg.

* CP removed its five leased B&LE units from service during the summer, and is storing them at St. Luc diesel shop; not required by owner B&LE, the units will thus be readily available should CP have further use for them.

CANADIAN NATIONAL MOTIVE POWER NOTES

* U-2-g 6167, the favourite excursion locomotive of many enthusiasts, has been sold to the city of Guelph, Ont., for display on a site by CN's Guelph Subdivision, just east of the CN station. Its new paint gleaming, 6167 made the trip from Toronto Yard to Guelph on September 23rd. The 4-8-4 will be officially presented to the city in a ceremony on October 12th.

* Leased Precision Engineering Co. units 5960 and 5962 were returned to their owner on September 11th.

* MS-7 switcher 8455 was leased to Dominion Sugar at Chatham, Ont., on October 2nd, for a two-month period.

* CN continues to operate leased SD-9's and SD-18's from the Duluth, Missabe & Iron Range on the Prairie Region. DM&IR units on hand during August included Nos. 139, 143, 149, 152, 154, 155, 156, 157, 158, 163, 171.

* The first eight of CN's current orders for 76 SD-40 locomotives from GMD have been delivered. Classified GR-30c, their delivery dates are as follows:

5000 - Sept 13th	5004 - Sept 22nd
5001 - Sept 13th	5005 - Sept 22nd
5002 - Sept 18th	5006 - Oct 1st
5003 - Sept 18th	5007 - Oct 1st

Following a single break-in run from London to Montreal, the units are worked west to Edmonton (Calder) where they will be assigned. They are currently seeing duty on potash trains to the west coast.

When they are delivered in the spring of 1968, units 5058-5075 will be assigned to Toronto Yard.

BELOW: At Toronto Yard on September 18th, one of CN's first SD-40's, No. 5001, awaits dispatch to western Canada.

/J.A. Brown

THE SEVENTY-FIFTH ANNIVERSARY OF THE FIRST ELECTRIC STREET CAR IN THE CITY OF MONTREAL

by Omer Lavallee

FIRST ELECTRIC CARS RUN OVER THE BELT LINE

Yesterday morning, the model electric motor car, Rocket, was sent over the Belt Line route, having on board Messrs. L.J. Forget, one of the directors of the Montreal Street Railway, H.A. Everett, Managing Director, E. Lusher, Manager & Secretary, Senator Thibaudeau, President Royal Electric Light Company, Mr. William Mackenzie, President Toronto Street Railway, Alderman Villeneuve and a number of reporters.

The trip was not so successful as was expected inasmuch as the car went off the track at each of the curves, although it ran fairly well on the straight streets. It is said that the curves are too sharp for the Rocket's trucks which are 7½ feet apart, and that the other cars, which have trucks only 7 feet apart, will not experience the same difficulty. At all events, five electric cars will be on the route today. Of course there was a large crowd to witness the novel spectacle and the car was much admired. Contrary to general expectation, the horses seemed but little disturbed by it, and doubtless will soon become accustomed to the presence of electric cars.

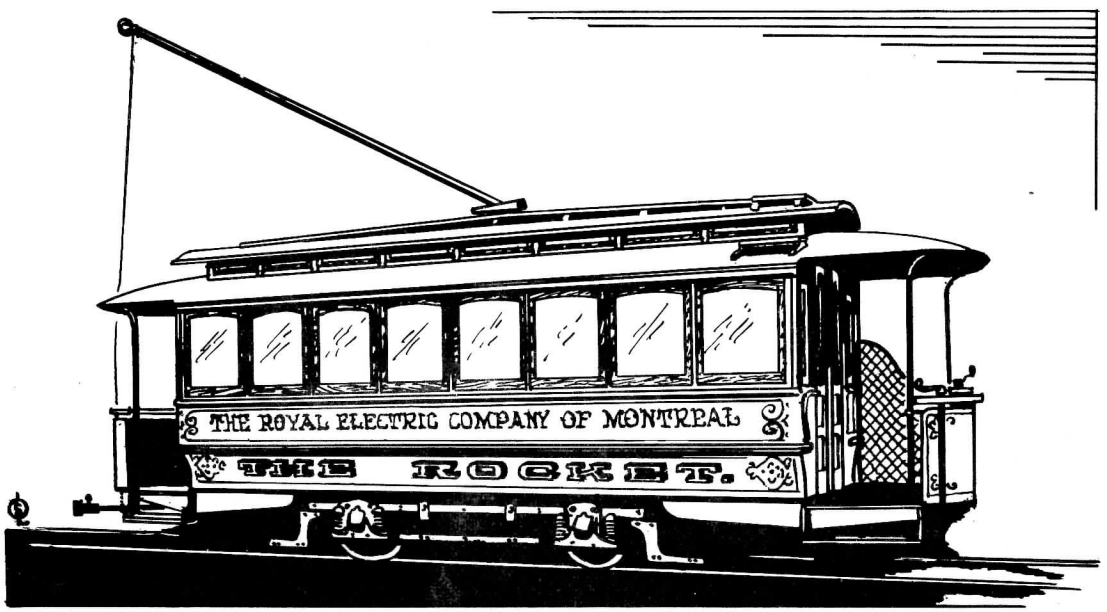
Each of the cars is beautifully upholstered and lit by five incandescent lamps, and when they are once running, will be a great improvement upon the Company's present rolling stock.

This extract from page 3 of the Montreal "Gazette" for Thursday, September 22nd,1892, gives an account of the operation of the first electric street railway car in Montreal, an event whose seventy-fifth anniversary will occur on September 21st, 1967.

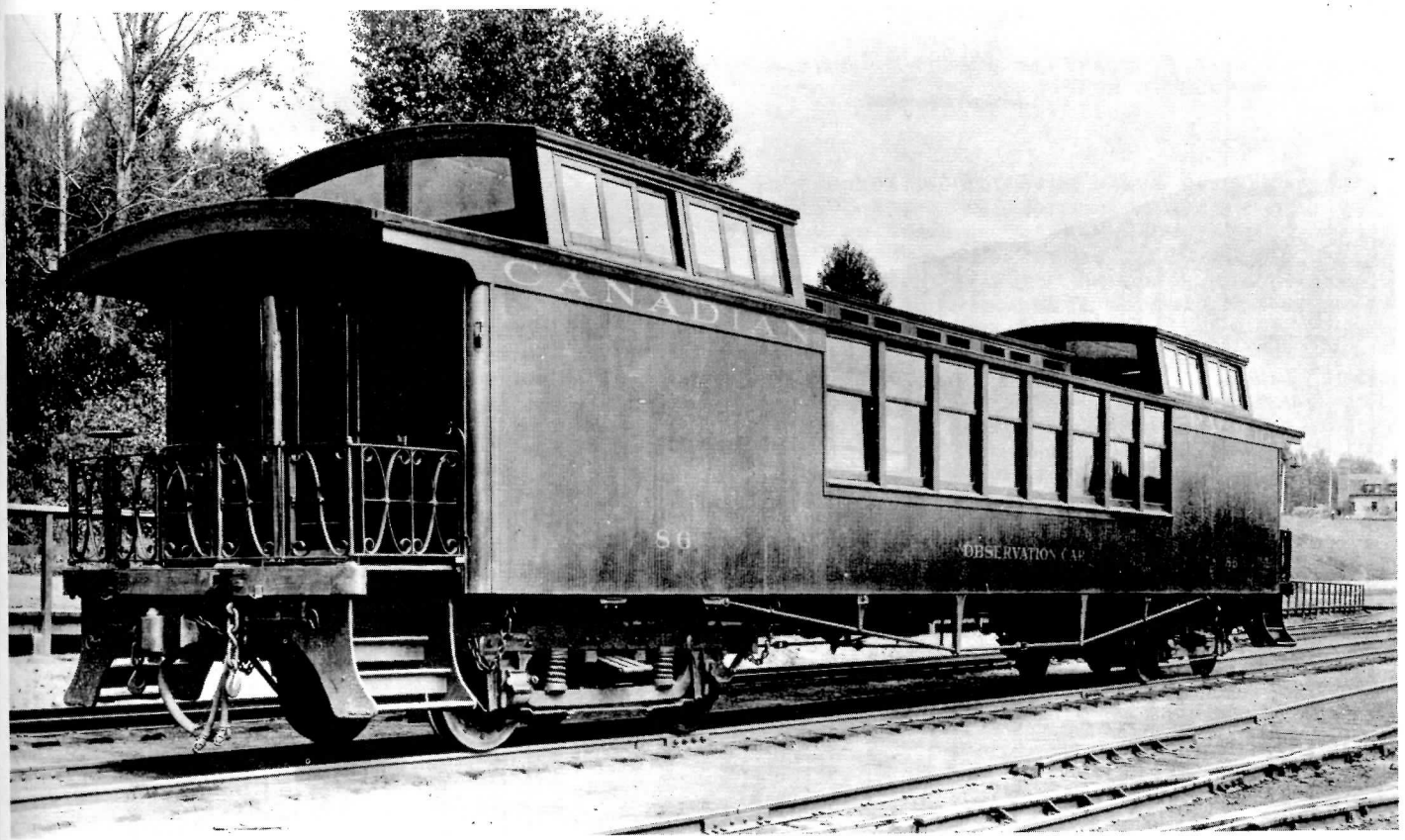
The "Rocket", the car referred to in the text, was a single-truck closed electric passenger car built by the Brownell Car Manufacturing Company of St. Louis, Missouri, for the Royal Electric Company of Montreal which had accepted the contract to electrify Montreal's extensive horse-car system. Nearly sixty-seven years later, on August 30th, 1959, the same car participated, under its own power, in a procession marking the end of surface rail transit in Montreal. It is now at the Canadian Railway Museum at Delson, Que.

The car, which had been put on its truck and had had its wiring installed at the Royal Electric Company's shop in downtown Montreal, was put on the rails on Cote Street, off Craig and the now-famous inaugural run around the "Belt Line" took it west on Craig, north on Bleury and Park Avenue, east on Mount Royal, south on St. Denis, east on Rachel, south on Amherst and west on Craig. Only one circuit of the Belt Line was made, the car having a crew of five: motorman, brakeman, conductor, electrician and a young apprentice whose duty it was to hold on to the trolley rope.

The car was of a Brownell design known as the "Accelerator", patented on November 3rd, 1891. It was the only Brownell car ever to be used in Montreal. Eventually, it was turned over to the Montreal Street Railway and num-



"The Rocket", Montreal's first electric car, as it appeared three-quarters of a century ago at the inauguration of electric rail service in that city.



THE WORLD'S FIRST DOME CAR

This month, we reproduce photographs and a diagram from the collection of Omer Lavallee depicting one of Canadian Pacific's wooden 'dome' cars built between 1902 and 1906. The cars, claimed to have been the first 'dome' cars in the world, operated between Laggan (Lake Louise), Alta., and Vancouver, B.C. on transcontinental trains.

The first car, No. 517, made its appearance in 1902. It was similar to the car in the illustration except that it did not have a glass roof in the centre section, nor did it have a clerestory in the same area. Moreover, the letter board extended the full length of the car. So successful was No. 517 that in 1906, CP introduced three further cars, Nos. 84-86 inclusive, which incorporated these additional features. The 84-series cars had a coupled length of 64'-4", and the exteriors were finished in naturally-varnished mahogany, with gold leaf lettering. There were swivel chairs in the two cupolas, while the normal-level centre section had swivel chairs and longitudinal reversible seats which faced outward toward the sides of the car.

These interesting cars survived until 1913 when they were converted to boarding cars following the appearance of the more conventional roofless mountain observation cars.

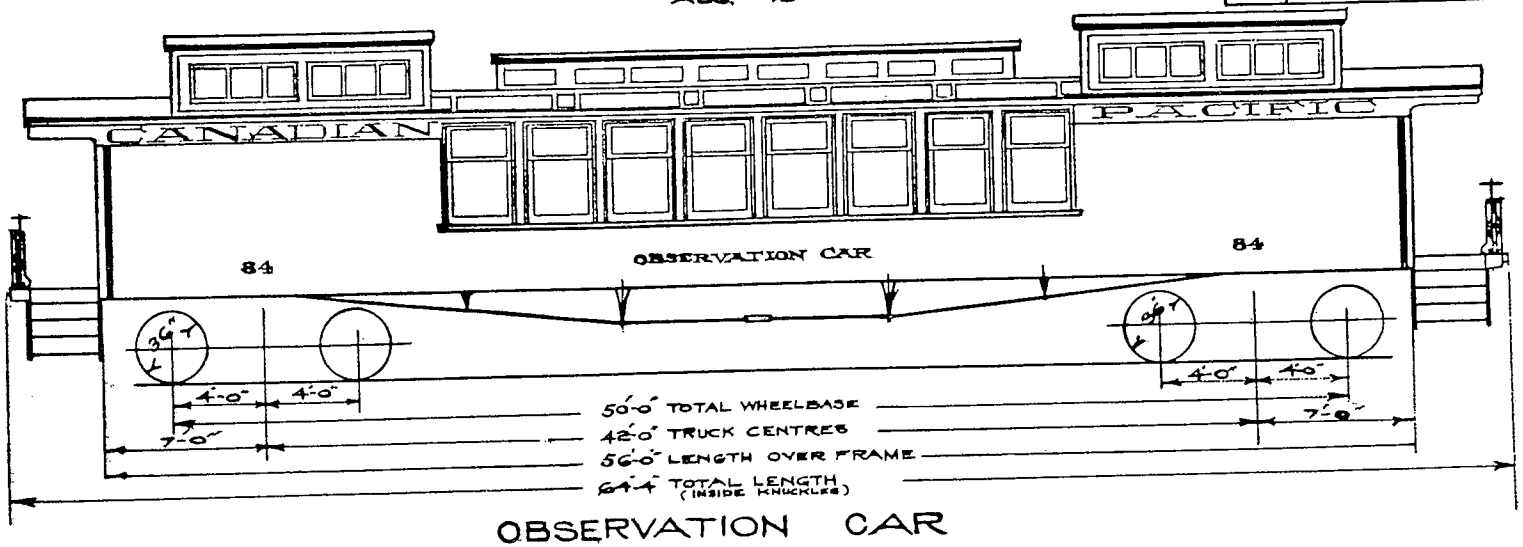
/OSAL

No of CARS	CAR Nos	DATE	No OF CARS	CAR Nos	DATE
3	84.85.86.	1906			

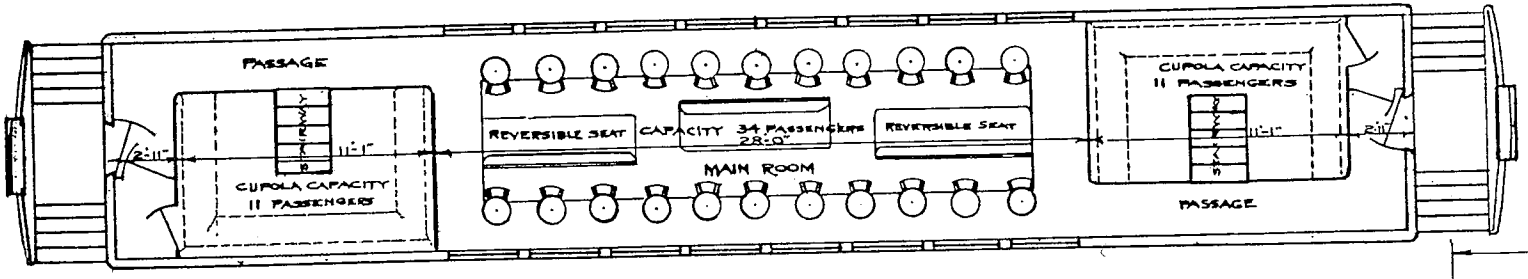
CANADIAN PACIFIC RAILWAY

CAR DEPT MONTREAL

AUG. 1906



OBSERVATION CAR



CAPACITY 56 PASSENGERS

BUILDER	DATE BUILT	WEIGHT	FINISH		LIGHTING SYSTEM		HEATING SYSTEM		VESTIBULE	PLATFORM	BRAKE
			OUTSIDE	INSIDE	GAS LAMPS	OIL LAMPS	HEATER	STEAM HEAT			
C.P.R'Y	1906	75160	MAHOGANY	MAHOGANY	NIL	2 OIL	NIL	ST. STEAM	NONE	STEEL	W.A.B.