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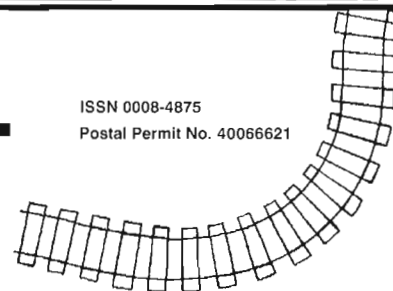


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FRONT COVER: May 17, 1952. This was the only excursion operated with MTC observation car No. 4. The car was chartered for an excursion over the mountain and out to Lachine. The group was photographed coming down the mountain line, the CRHA drumhead proudly displayed. Fortunately, all four Montreal 'Golden Chariots' have been preserved, two at Exporail and two at USA trolley museums. Ronald S. Ritchie.

17 mai 1952. L'unique excursion avec le tramway observatoire numéro 4. Ce tramway fut nolisé pour une promenade sur la montagne et vers Lachine. Le groupe a été photographié en descendant la ligne de la montagne, l'enseigne circulaire de l'ACHF mise fièrement en évidence. Heureusement, les quatre p'tits chars en or de Montréal sont sauvegardés, dont deux à Exporail et deux dans des musées américains. Ronald S. Ritchie.

BELOW: August 7, 1948. Some of the enthusiasts who rode the CRHA's first excursion aboard MTC car 1054. Ronald S. Ritchie.

CI-DESSOUS: 7 août 1948. Quelques-uns des amateurs ferroviaires qui ont voyagé à bord du tramway 1054 de la MTC à l'occasion de la première excursion de l'ACHF. Ronald S. Ritchie

For your membership in the CRHA, which includes a subscription to Canadian Rail, write to:

CRHA, 110 Rue St-Pierre, St. Constant, Que. J5A 1G7

Membership Dues for 2007:

In Canada: \$45.00 (including all taxes)

United States: \$43.00 in U.S. funds.

Other Countries: \$80.00 Canadian funds.

Canadian Rail is continually in need of news, stories, historical data, photos, maps and other material. Please send all contributions to Peter Murphy, X1-870 Lakeshore Road, Dorval, QC H9S 5X7, email: psmurphy@videotron.ca. No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember "Knowledge is of little value unless it is shared with others".

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Peter Murphy, Douglas N.W. Smith

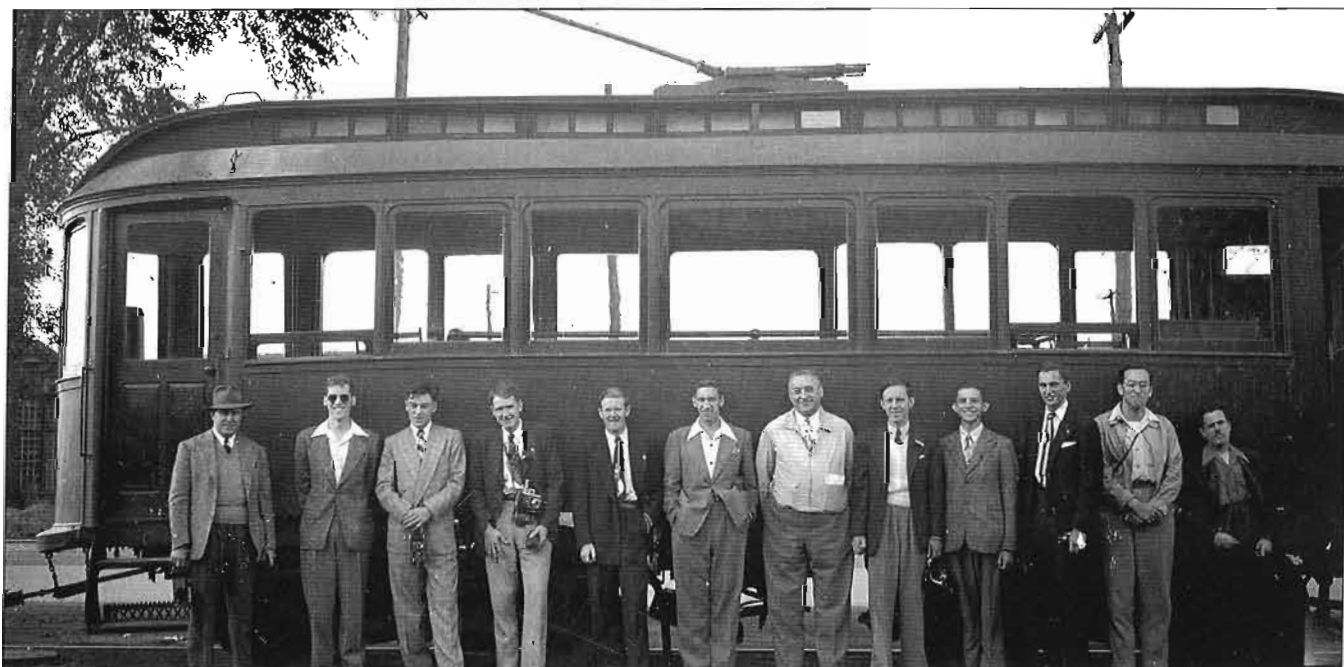
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A Concise History of the CRHA

By Stephen Wray and Peter Murphy

PART 2

THE EXCURSION ERA

An important function of the Association from its earliest days was operation of special Excursions. Excursion activity (as well as the “CRHA News Report”) was suspended during World War II. After the war, with membership on the increase, CRHA excursions took on a whole new meaning with the charter of MTC training car 1054 (an ex Montreal Terminal Railway ‘bobtail trolley’) on August 7, 1948 for a trip to Cartierville with a detour down the Noordyn loop, a branch line serving a wartime aircraft factory off the suburban Cartierville line. From this first post war outing, a CRHA excursion committee tradition was established, to operate oddball equipment to unusual branch line destinations wherever possible and hopefully cover expenses while doing it!

Un aperçu de l’histoire de l’ACHF

Par Stephen Wray et Peter Murphy
Traduit en français par Denis Vallières

DEUXIÈME PARTIE

L’ÈRE DES EXCURSIONS

Dans ses débuts, l’Association avait comme mandat d’organiser des excursions spéciales. Celles-ci, cependant, tout comme la publication de News Report, furent suspendues pendant la Deuxième Guerre mondiale. Avec l’accroissement du nombre de membres par la suite, les excursions de l’ACHF prirent un nouvel élan. Le tramway d’entraînement numéro 1054 de type Bobtail (ex-Montreal Park & Island Railway) s’ébranla, le 7 août 1948, pour une randonnée à la boucle Noordyn, un tronçon de desserte de la ligne de train de banlieue de Cartierville qui reliait une usine d’aéronefs pendant la guerre. À la suite de cette première sortie, on créa un comité des excursions chargé d’organiser des randonnées sur des lignes peu fréquentées, à bord de véhicules ayant un lien pertinent avec l’ACHF.

Activities vs Research

As more volunteer time and effort was turned to the operation of excursions and other activities, less time was spent addressing the original objectives of the CRHA. This did not sit well with some Directors. The following extract is taken from Robert R. Brown’s handwritten notes from 1952:

“ However there is one disturbing feature of current activities, it is that few of the present members are interested in history and fewer still are actively engaged in research. It is recognized that the events of today will be the history of tomorrow and we should take an active interest in modern developments but we should remember that current developments are fully documented and any such interest on our part serves no useful purpose. But on the other hand, much of the early history of Early Canadian railways has been lost, temporarily we hope, and here we have a wonderful field for exploration.

If we make it our business to gather obscure bits of information, from hundreds of scattered sources, analyze them, verify them, then fit them together like bits of a jig saw puzzle we will be able to reconstruct the most important branch of Canadian

Activités et recherches

Comme on consacrait beaucoup de temps de bénévolat à l’organisation des excursions et autres activités, on négligeait un peu les objectifs de base de l’ACHF, ce qui ne plaisait pas à certains directeurs. L’extrait ci-dessous provient de notes manuscrites de Robert R. Brown datant de 1952 :

« [...] De toute manière, il existe une situation dérangeante relativement aux activités courantes : peu de membres sont intéressés par l’histoire [du chemin de fer] et il y a moins d’engagement dans les activités de recherche. Certes, les événements d’aujourd’hui seront l’histoire de demain et nous devons nous intéresser activement aux développements modernes [...] mais une bonne partie de l’histoire du début des chemins de fer canadien a été perdue, temporairement espérons-le, et nous avons là tout un domaine à explorer.

« Si nous investissons dans la collecte de fragments d’information [...] provenant de centaines de sources éparpillées, que nous les analysons, les vérifions et les assemblons tel un casse-tête, nous arriverons à reconstituer la partie la plus importante de l’histoire canadienne. Il est évident pour tout

History. It is obvious to even the most casual observer that without the railways the Dominion of Canada would not exist.”

In reality it turned out that a balance evolved between the research of railway history, (much of it published in Canadian Rail or other publications) and the CRHA's various excursion and activities, including the Canadian Railway Museum in recent years.

observateur que sans les chemins de fer, le Canada n'existerait pas dans son entité actuelle. » (traduction libre)

En réalité, un équilibre s'est développé entre la recherche sur l'histoire ferroviaire (publiée principalement dans le Canadian Rail et autres) et les excursions et activités variées, dont celles du Musée ferroviaire canadien, au cours des dernières années.

The second excursion, on May 14, 1949 was operated with Montreal Tramways observation car No. 3. This was scheduled as a tour around the two mountains (Westmount and Mount Royal). This excursion included a trip up and over the mountain from Park Avenue to Cote des Neiges Road via Beaver Lake. Only three trips were made with Montreal's famous observation cars over the mountain, they were banned in 1957 when the MTC realized danger caused by the limited clearance of the trolley wire to the upper tier of seats within the tunnel.

Une deuxième excursion se déroula le 14 mai 1949 à bord du tramway observatoire numéro 3 de la Montreal Tramway Company (MTC). Il s'agissait d'une randonnée autour des deux montagnes (par Westmount et Mont-Royal), un parcours à partir de l'avenue du Parc vers le chemin de la Côte-des-Neiges en passant par le lac des Castors. Seulement trois excursions eurent lieu sur la montagne à bord des célèbres tramways observatoires puisque, en 1957, la MTC constata qu'il était périlleux de traverser le tunnel en raison du faible dégagement entre le câble de trolley et les sièges situés au niveau supérieur du tramway; elle décida de suspendre définitivement de telles randonnées.

Early CRHA excursion ticket which is actually a black and white photograph trimmed, these were the days before photocopiers existed and insufficient participants to permit printing. CRHA Archives, FondAngus.



Les premiers tickets d'excursion de l'ACHF étaient en noir et blanc et comportaient des photos découpées. C'était avant la photocopie, et le petit nombre de participants ne justifiait pas qu'on les imprime... Archives de l'ACHF, Fonds Angus.

From the outset excursions were taken very seriously as if they were not properly promoted, a financial loss could easily be incurred. Every excursion was operated as a 'railroad charter' with a route map, timetable and program guide of interesting points (mostly railway/tramway related) for the participants.

Excursions helped to attract new members and further spread the interest in the Association. In the earlier years participants were mainly members and their guests as the trips were not widely publicized to the public. These excursions were an opportunity to meet, share experiences and enjoy an outing in a specifically selected piece of equipment. Participation grew and on October 1, 1950 another major step forward was taken with the

Les premières excursions étaient orchestrées avec minutie afin d'éviter un déficit financier. Chacune était conçue comme un « affrètement ferroviaire » : on fournissait aux participants une carte du trajet, un horaire et un index des sites intéressants (en lien avec les chemins de fer ou les tramways).

Les excursions eurent comme effet d'attirer de nouveaux membres et de répandre par le fait même l'intérêt envers l'Association. Pendant les premières années, les randonneurs étaient surtout constitués de membres et de leurs invités, puisque ces excursions n'étaient pas annoncées auprès du grand public. Elles furent des occasions de rencontres et de partage du plaisir de voyager à bord d'équipements qui nourrissaient la curiosité des membres. Le taux de participation continua de croître et le 1er octobre 1950, une étape importante fut franchie : la première excursion ferroviaire nolisée de

operation of the CRHA's first charter railroad excursion. Billed as a Fall Foliage Excursion, the CRHA chartered Canadian National Railways oil-electric doodlebug No. 15837 and a trailer for a run to Huberdeau, Quebec and return. This was the first of many trips on the CNR's Montfort subdivision, one of the most scenic destinations within easy reach of Montreal.

l'ACHF. C'est l'autorail à propulsion essence-électrique de type Doodlebug numéro 15837 du CNR, tirant une voiture coach, qui fut choisi pour cette excursion, annoncée comme « excursion Feuillage d'automne », à destination d' Huberdeau, Qué., et retour. Ce fut la première des nombreuses randonnées dans la sous-division Monfort du CNR, l'une des voies les plus panoramiques et les plus facilement accessibles à partir de Montréal.



October 1, 1950. Group photo of those participating in the CRHA's first railroad excursion with CNR oil-electric 15837 and one coach to Huberdeau, Quebec. CRHA Archives, Fond Toohey.

1er octobre 1950. Groupe des participants de la première excursion de l'ACHF, avec l'autorail essence-électrique 15837 du CNR suivi d'une voiture coach, à destination de Huberdeau, Qué. Archives ACHF, Fonds Toohey.

This excursion was a success and encouraged the trip committee to look into the possibility of other charters including the possibility of a steam hauled excursion train. In 1951 three excursions were held, they included the first outing on the Montreal & Southern Counties Railway. Members and guests rode car 107 to Granby, QC (the line was cut-back to Marieville on November 24, 1951). To mark the closure of the CPR's Viger Station on May 31, 1951, a group rode Train No. 463, which was the final train to depart the station. The CRHA group rode to Park Avenue station.

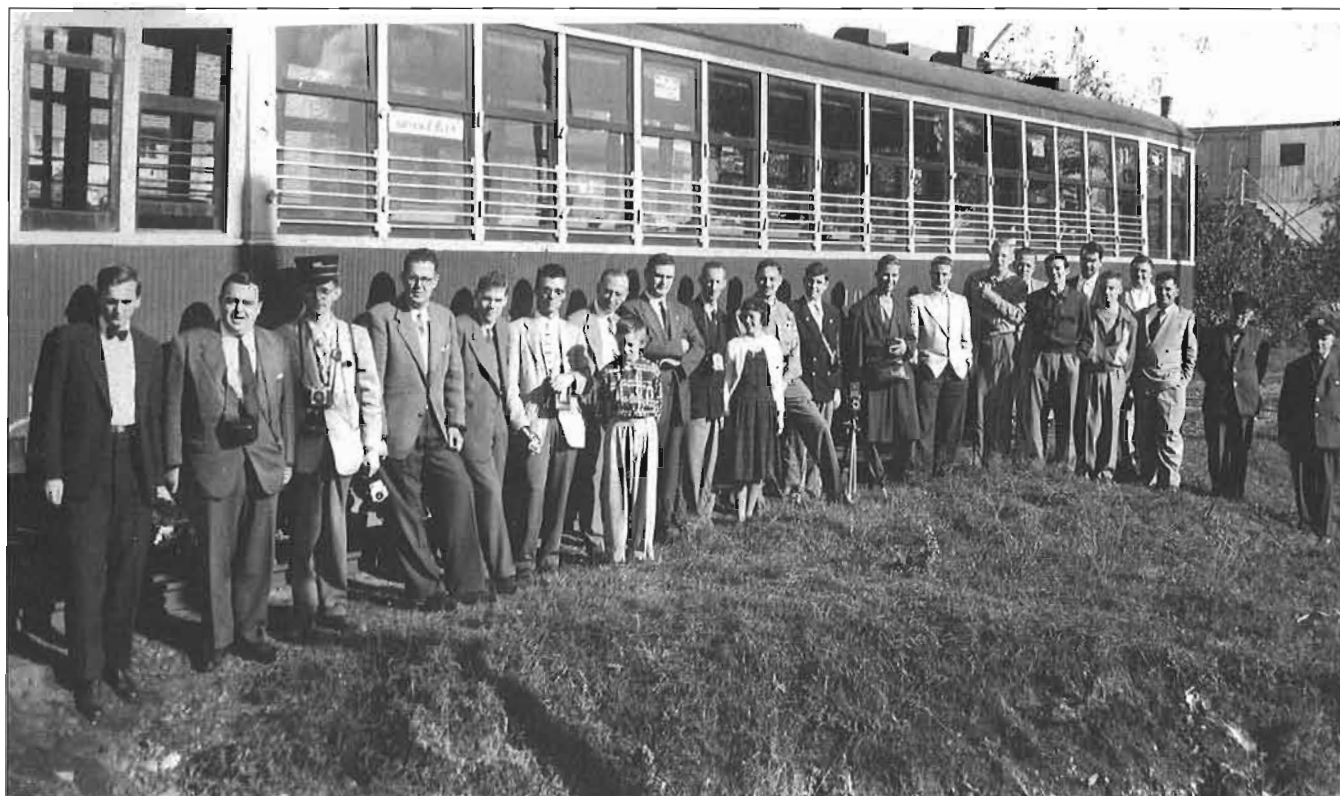
Cette excursion eut un tel succès qu'elle incita le comité des excursions de l'ACHF à songer à d'autres possibilités avec d'autres types de véhicules, par exemple une escapade à bord d'un train tiré par une locomotive à vapeur. Trois excursions eurent lieu en 1951, dont une première sortie sur le chemin de fer Montreal & Southern Counties. À cette occasion, des membres et des invités voyagèrent à bord de la voiture numéro 107 à destination de Granby, Qué. Le 24 novembre 1951, le terminus de cette ligne fut ramené à Marieville. Puis, le 31 mai 1951, un groupe de participants monta à bord du numéro 463, dernier train à quitter la gare Viger du CPR, afin justement de souligner la fermeture de celle-ci, puis descendit plus loin, à la gare de l'avenue du Parc.

By 1951 the writing was on the wall, Canadian railroading was changing, diesels were replacing steam locomotives at an ever accelerating rate, Montreal and Ottawa's streetcar systems were facing 'bustitution' and numerous railway branch lines faced closure. The CRHA excursion committee became ever more active and innovative. The object was to run as many interesting trips as possible, many to branch line destinations prior to their abandonment.

The CRHA's first steam hauled charter occurred on October 5, 1952 behind CNR's 4-6-2 No. 5292. This was billed as another ever popular Fall Foliage Excursion. Huberdeau, Quebec was again chosen as the destination. The first Canadian Pacific Railway charter occurred on September 30, 1956 when double header 2580 and 489 operated as a Fall Foliage Excursion to Sutton, Quebec.

De grands changements s'amorcèrent en 1951 dans le domaine ferroviaire. Les locomotives diesels remplacèrent celles à vapeur à un rythme effréné, tandis que les autobus se substituaient aux tramways de Montréal et d'Ottawa et que plusieurs tronçons de lignes ferroviaires disparaissaient. Le comité des excursions de l'ACHF fut alors fort actif et innovateur. L'objectif était de fournir autant d'excursions que possible, tout particulièrement sur les tronçons de lignes sujettes à d'éventuelles fermetures.

La première excursion « vapeur » eut lieu le 5 octobre 1952 à bord d'un train nolisé tiré par la locomotive de type 4-6-2, numéro 5292, du CNR. Cette excursion fut annoncée encore une fois comme « excursion Feuillage d'automne » à destination d'Huberdeau. La première excursion à bord d'un train nolisé du Chemin de fer du Canadien Pacifique eut lieu le 30 septembre 1956; le train de cette autre « excursion Feuillage d'automne » à destination de Sutton, Qué., était tiré par les locomotives à vapeur numéros 2580 et 489.



In this un-dated photo found in Fred Angus' collection, a group of enthusiasts was photographed beside a 1040 class MTC excursion tram. This is probably the October 1, 1955 charter of 1046 whose destination was Montreal North and Cartierville. The 1046 had not yet been re-painted into its original orange colour scheme. CRHA Archives, Fond Angus.

Sur cette photo non datée provenant de la collection de Fred Angus, un groupe d'amateurs ferroviaires est photographié à côté d'un tramway de la classe 1040 de la MTC. Il s'agit probablement de l'excursion du 1er octobre 1955 avec le train 1046 à destination de Montréal- Nord et de Cartierville. Cet équipement n'a pas encore été repeint dans sa livrée orange d'origine. Archives ACHF, Fonds Angus.



Another un-dated photo depicting a group of excursionists in front of an MTC tram. This is probably the trip with tram 997 along Notre Dame St. to the George V loop on June 3, 1956. CRHA Archives, Fond Angus.

Une autre photo non datée, illustrant un groupe d'excursionnistes devant un tramway de la MTC. C'est probablement la randonnée avec le 997, le long de la rue Notre-Dame vers la boucle George V, le 3 juin 1956. Archives ACHF, Fonds Angus.

The period from 1955 to 1960 was one of intense excursion activity. Streetcar routes and car types were being retired almost monthly. On December 14, 1957 the first excursion outside Montreal took place when Ottawa Transportation Commission streetcars 1003 and 685 were chartered for a tour of the Ottawa streetcar system. This was the first of four Ottawa streetcar excursions that were to take place, the final being car 859 chartered to participate in the parade to mark the end of streetcar operation on May 2, 1959.

October 4 and 5, 1958 are significant dates in that it was the first time that CRHA excursions were held on successive Saturday / Sunday dates. On that occasion CNR 5702 was chartered to Garneau, QC on the Saturday, and CPR 2633 to St. Gabriel de Brandon on the Sunday. In later years back to back excursion dates would become the norm to help pro-rate the cost of deadheading CNR steam locomotives from Toronto to Montreal for excursion charters.

La période de 1955 à 1960 fut témoin d'une intense activité en ce qui a trait aux excursions. Pendant ce temps, le retrait des lignes des tramways se poursuivait mois après mois, tout comme la disparition de différents modèles de tramways. La première excursion à l'extérieur de Montréal eut lieu le 14 décembre 1957; les tramways numéros 1003 et 685 furent nolisés de l'Ottawa Transportation Commission pour une escapade à travers le réseau des lignes de tramways d'Ottawa. Ce fut la première de quatre excursions, la dernière étant l'affrètement de la voiture 859 pour le défilé marquant la fin du tramway, le 2 mai 1959.

Les 4 et 5 octobre 1958 furent des dates significatives pour l'ACHF. En effet, c'était la première fois qu'avaient lieu successivement des excursions le samedi et le dimanche d'une même fin de semaine. Le samedi, la locomotive du CNR numéro 5702 fut nolisée pour une escapade à destination de Garneau, Qué., tandis que le dimanche, ce fut au tour de la locomotive du CPR numéro 2633 à destination de Saint-Gabriel-de-Brandon. Quelques années plus tard, des excursions de fin de semaine devinrent la norme entre Toronto et Montréal, cela afin de diminuer les coûts des affrètements de trains.

March 29th, 30th, 1958

RAIL ENTHUSIASTS' WEEKEND

FEATURING

IN AND AROUND **MONTREAL**

DOUBLE-HEADED

STEAM TRAIN

SPONSORED BY THE

CANADIAN RAILROAD HISTORICAL ASSOCIATION

Saturday — March 29, 1958

(A) Visit to Railway Roundhouses where STEAM Power will be on view.
 (Bus Tour) (Late morning and afternoon).....\$2.00 per person

(B) Tour of rail lines of Montreal Transportation Commission using historical Rolling Stock
 (Afternoon).....\$2.00 per person

Sunday — March 30, 1958

(C) **DOUBLE-HEADED Special STEAM Train**, light power, via Canadian National Railways from Montreal to St. Johns, Cantic, Valleyfield, Coteau, Glen Robertson, Hawkesbury and Montreal. Main line and branch lines. As usual, many photo stops. (About 9 hours)
 Electric Engine in Montreal Terminals..... \$6.00 per person

CRHA LUNCH SERVICE WILL FUNCTION IN THE TRAIN.

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Passenger Agent, CANADIAN RAILROAD HISTORICAL ASSOCIATION.
 Box 22 — Station "B", Montreal 2 "CANADA"

ENCLOSE REMITTANCE IN CANADIAN FUNDS FOR TRIPS CHECKED BELOW:

*Trip A: _____ x \$2.00 = \$ _____
 or
 *Trip B: _____ x 2.00 = _____
 Trip C: _____ x 6.00 = _____

TOTAL \$ _____

From _____ Name _____
 _____ Address _____

PLEASE PRINT

*These trips run concurrently and may not both be taken. Check one or the other. Further information can be obtained from address above.

NOTE . . . Registrations received by the PASSENGER AGENT AFTER Monday March 24, 1958, will be HELD in Montreal. These will be available to the registrant the day of the trip upon presentation of identification to the PASSENGER AGENT OR to a member of the TRIP COMMITTEE assigned to the particular activity.

These trips are planned for your enjoyment. May we include you as one of our passengers?

CPR NO. 144 TO OPERATE NEXT EXCURSION

In service since 1886, Canadian-built 4-4-0 makes its final run in November for CRHA

This locomotive is one of the last 4-4-0 types on the continent operating in public railway service, and holds the longevity record for a Canadian-built steam engine: 73 years.

No. 144 will provide the motive power for wooden passenger cars averaging fifty years old -- the last such train ever to operate on Canadian Pacific.

Saturday, November 21st, 1959:

"Mystery Tour" leaving Windsor Station, Montreal, at approximately 8:45 a.m. EST for a trip around Montreal, visiting places of railway historical interest. Lunch stop. Return not later than 3:00 p.m. EST.

Sunday, November 22nd, 1959:

Montreal to Cornwall, leaving Windsor Station, Montreal, at approximately 9:00 a.m. EST for an excursion to Cornwall, Ontario, in the St. Lawrence Seaway Valley. The trip will include double-track main line to DeBeaujeu, then over quiet rural branch line to Cornwall.

PHOTO STOPS WILL BE A FEATURE OF BOTH THESE TRIPS

Due to age and size of Engine No. 144, accommodation on these trains will be strictly limited. Reservations must be made in advance. Space assignments will be confirmed by the Association.

FARES: Each trip: \$6.00 Both trips: \$11.00
 Children under 5: FREE Children 5 to 12: Half Fare

IMPORTANT: U.S. visitors are respectfully requested to remit in CANADIAN funds at par in Montreal.
 NO UNCOMPLETED PASSENGERS WILL BE ACCEPTED AT THE STATION AT DEPARTURE TIME.

Canadian Railroad Historical Association, At: Mr. A. S. Walbridge,
 P.O. Box 22, Station B, Montreal 2, Canada. Passenger agent.

Please send me tickets as outlined below, for which remittance in CANADIAN FUNDS is enclosed:

Mystery tour, Nov. 21, 1959: _____	tickets at \$ 6.00:	\$ _____
" " " children _____	" " " 3.00:	_____
Cornwall Excursion Nov. 22/59 _____	" " " 6.00:	_____
" " " children _____	" " " 3.00:	_____
Both trips " " _____	" " " 11.00:	_____
" " " children _____	" " " 5.50:	_____
TOTAL REMITTANCE ENCLOSED: . . . \$ _____		

Please print your name and address on the back of this coupon.

Sunday, September 4, 1960, marked the beginning of the next phase in CRHA excursion history. The Association chartered CNR Northern 6153 for operation from Montreal to Ottawa. Billed as The End of Steam excursion, Canadian National Railways' public relations department got involved as did the local media making this the first widely publicized CRHA excursion. Many of us who knew that a railway association existed, but didn't know how to get in touch with it, got their chance on that September Sunday in 1960. The locomotive had hauled another charter to Joliette the day before without such wide publicity.

In 1960, regular steam operation in Canada had come to an end on the Class I railways, although some locomotives were stored 'serviceable' because their boiler certificates had not yet expired. Two more Canadian Pacific steam trips would take place, Pacific 1270 to Ste. Agathe, QC on October 16, 1960 and 4-4-0 No. 29 to St. Lin, QC on November 6, 1960. The latter excursion commemorated the 75th anniversary of the driving of the last spike on the CPR. This was the last steam locomotive

Le 4 septembre 1960 marqua le début d'une nouvelle étape dans l'histoire des excursions de l'ACHF. L'Association nolisa ce jour-là la locomotive à vapeur numéro 6153 de type Northern du CNR pour une randonnée entre Montréal et Ottawa. Le jour précédent, cette même locomotive avait tiré un convoi d'excursionnistes pour une randonnée vers Joliette. Le Bureau des relations publiques du Canadien National collabora à cette occasion, tout comme le firent les médias locaux, pour publiciser largement cette « excursion fin de la vapeur » de l'ACHF. Ceux d'entre nous qui connaissaient l'existence de l'Association ferroviaire, mais sans trop s'y intéresser, furent particulièrement sensibilisés en ce dimanche de septembre 1960.

L'année 1960 marquait ainsi la fin de l'utilisation des locomotives à vapeur pour les chemins de fer de classe 1. Cependant, certaines furent gardées en réserve puisque les certificats de validité de leurs chaudières n'étaient pas encore expirés. Deux autres excursions « vapeur » eurent lieu, d'abord le 16 octobre 1960 à

to operate on Canadian Pacific Railway for many decades by corporate edict.

Canadian National Railways continued to make big steam power available, as it turned out the September 4, 1960 trip was only the first of the end of steam trips. Locomotives 6153 and 5107 were available through to 1962, No. 6167 to 1963 and the venerable No. 6218 until 1969. Locomotives 6167 and 6218 were shared by Toronto's Upper Canada Railway Society, the CRHA and other excursion operators. When operating out of Montreal, they were deadheaded from Toronto in most cases.

With the end of branch line steam, the CRHA operated its first diesel excursion on October 15, 1960 to (you guessed it) Huberdeau, Quebec. Motive power was CNR No. 1914, unfortunately the weather was terrible so few good photos of this trip exist.

In the 1960 and 70's the CRHA continued to operate rail enthusiast excursions to various branch line destinations as well as the occasional major event excursion partially geared to the public market. With big power came large financial risks as operating costs had increased and deadhead costs were incurred meaning more passengers were required to 'break even'. Publicity became an essential element of each excursion, especially those geared to public participation. Main line destinations behind CNR's Northerns were limited to Sherbrooke, Victoriaville, Ottawa, Garneau and the Coteau-Cantic loop. On the weekend of October 1 – 2, 1966, the CRHA operated its first two day excursion - a weekend fall foliage excursion to Portland, Maine in co-operation with the 470 Railroad Club. The weather could not have been better making this was a most memorable excursion.

Every major excursion was billed with such titles as Tulip Festival, Fall Foliage, Maple Sugar Special, etc. in order to gain general public ridership. This was serious business and Stephen Walbridge, our treasurer, kept the trip committee on the straight and narrow. The operation of every excursion was a challenge, from the contract negotiation, publicity, ticket selling, safety committee, food and snack bar operation, and destination arrangements (charter busses, tours, etc.).

There was much nail biting as the final days before an excursion played out. As always the weather played an important part in the ultimate success of each excursion. Many people, especially the public held off to hear the weather predictions, or worse still, waited to see the weather on the morning of departure. A few excursions were cancelled, this in itself created other problems with last minute notification of ticket holders, dealing with 'morning of' walk ups, refunding tickets, etc.

We were fortunate to gain the support of Gordie Tapp, a well-known Montreal radio host on CFCF. Gordie would plug our major excursions and offer tickets

destination de Sainte-Agathe, Qué., avec la locomotive du Canadien Pacifique numéro 1270, puis le 6 novembre de la même année à destination de Saint-Lin, Qué., avec la locomotive de type 4-4-0 de la même compagnie, arborant le numéro 29. Cette dernière randonnée commémorait le 75^e anniversaire de la pose du dernier crampon du CPR. Ce fut la dernière locomotive à vapeur utilisée sur le réseau du Chemin de fer du Canadien Pacifique pendant de nombreuses décennies.

En ce qui concerne le Canadien National, l'excursion du 4 septembre 1960 n'était en fait que la première de plusieurs randonnées « fin de la vapeur ». On utilisa à cette fin les locomotives numéros 6153 et 5107 jusqu'en 1962, puis la numéro 6167 jusqu'en 1963, et enfin, la vénérable 6218 jusqu'en 1969. Les locomotives numéros 6167 et 6218 furent partagées par la Toronto's Upper Canada Railway Society, par l'ACHF et par d'autres organismes pour diverses excursions.

L'ère de la vapeur étant révolue, l'ACHF organisa sa première excursion « diesel » le 15 octobre 1960 (vous avez deviné!) à destination d'Huberdeau, Qué. L'engin utilisé à cette occasion fut le numéro 1914 du CNR. Malheureusement, à cause de la température exécrable de cette journée, peu de clichés ont été pris de l'événement.

Dans les années 1960 et 1970, l'ACHF continua d'organiser des excursions sur des parcours variés, et ce pour les amateurs ferroviaires, mais aussi, dans le cas des plus importantes, pour le grand public. Ces projets s'accompagnèrent cependant d'un plus grand risque financier, les coûts d'exploitation ne cessant d'augmenter; il fallait accueillir un plus grand nombre de passagers afin d'équilibrer le budget tout en maintenant un tarif abordable. La publicité devint un élément essentiel pour chacune de ces excursions, particulièrement pour celles destinées au grand public. Les destinations sur des voies principales utilisant la Northern du CNR étaient limitées à Sherbrooke, Victoriaville, Ottawa, Garneau et à la boucle Coteau-Cantic. Pendant la fin de semaine des 1^{er} et 2^e octobre 1966, l'ACHF organisa, en collaboration avec le 470 Railroad Club, une « excursion Feuillage d'automne » à destination de Portland, Maine. La température exceptionnelle de cette journée contribua pleinement à la réussite de cette mémorable excursion.


Toutes les excursions importantes furent annoncées par des noms tels que « Festival des tulipes », « Feuillage d'automne », « Spécial Temps des sucres », etc., afin d'attirer la faveur du grand public. C'était exigeant pour le comité des excursions – maintenu sur la corde raide par le trésorier, Stephen Wallbridge. En effet, l'organisation des excursions constituait chaque fois un défi à relever : négociations de contrats, publicité, vente des billets, équipe de sécurité, organisation des casse-croûtes et arrangements à destination (autobus nolisés, visites, etc.).

Later excursion printed ticket, several card colours were used, tickets were pre-numbered for financial control and each trip destination was rubber stamped in 4 spots on each ticket. Excursion tickets were collected by the train conductor who then issued one bulk ticket to the CRHA, payment to the railway was made by CRHA check on the spot. CRHA Archives, FondAngus.

Ticket imprimé ayant servi lors d'une des dernières excursions. On utilisait des cartons de différentes couleurs et les tickets étaient numérotés afin de faciliter la comptabilité. Les noms des destinations étaient estampés à quatre endroits sur le billet. Les tickets étaient récupérés par le chef de train, lequel remettait un relevé à l'ACHF. Un chèque était dès lors émis par l'ACHF à l'endroit de la compagnie de chemin de fer. Archives ACHF, Fonds Angus.

A document seldom seen by the excursionists, the official transportation advice issued by the railway and sent to all affected by telex, in this case Canadian National Railways for the Saturday, May 24, 1975 trip to Ottawa. CRHA Archives, FondAngus.

Voici un document bien connu des excursionnistes : l'avis officiel émis par la compagnie de chemin de fer, en l'occurrence le CNR, pour la randonnée du samedi 24 mai 1975 à destination d'Ottawa. Archives ACHF, Fonds Angus.

CANADIAN RAILROAD HISTORICAL ASSOCIATION L'ASSOCIATION HISTORIQUE CANADIENNE DU CHEMIN DE FER Box 22 - Station B - Montreal 110	
	
EXCURSION	
DATE 4 OCT. 1981	
MONTREAL TO / A Maniwaki, Qué.	
AND RETURN / ET RETOUR N 5151 <small>Page 2</small>	
GOOD FOR ONE PASSAGE BON POUR UN PASSAGE TO / A MONTREAL FROM / DE Maniwaki, Qué.	
GOOD ONLY ON - BON SEULEMENT LE 4 OCT. 1981	
N 5151 <small>Page 2</small>	HALF FARE IF PUNCHED DEMI BILLET SI POINÇONNE
AGENTS STUB MONTREAL TO / A Maniwaki, Qué.	

MILVP242
 MTLTR MTLAM MTLCM MTLCD MTLRB SHQPS SHQGC SHQAF OTTAD BVLAM BVLCD PSCCYB

MONTREAL QUE MAY 16, 1975 1435

MONTREAL REGION

JM BEAULIEU H MCDERMONT
 R PASTERIS MTL MAIL.....
 P LORTIE MTL MAIL.....
 SUPT INVESTGN MTL MAIL.....

MONTREAL

STATIONMASTER	L PROULX	JP LABELLE	MTLCM
INFO BUREAU	MLTRB	RP CRAIG	MTLAM
EH KINSELLA	JH ALFORD	RL BORDEN	HQ
JO GARIPEY	PT ST CHARLES		

BELLEVILLE

GB SWEZEY	F BECKER	MC MUNDREY
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OTTAWA

I.P VINCENT	JR BRAULT	STATIONMASTER
DW MCLAUGHLIN		
G LANDRY	PT ST CHAS	
K KILPATRICK	MTL YD	

TA O STL 191-75
 ACCT "CANADIAN RR HIST ASSOC" SPCL TRN ENROUTE FROM MTL TO OTTAWA
 AND RETURN SAT MAY 24 STOP

ALL CONCERNED ARRANGE TO PROTECT MOVE IN LINE WITH THE FOLLOWING DETAILS
 EQUIPMENT
 ONE DIESEL UNIT (NO 6758 OR 6759)
 ONE BAGGAGE CAR
 FOUR AC COACHES

SCHEDULE: SATURDAY MAY 24
 GOING

LV MONTREAL	0905 HRS (ENTRAINING)
LV DORVAL	0925 HRS (ENTRAINING)
LV COTEAU	0955
AR MOOSECREEK (40.3)	1035 HRS (RUNPAST)
LV MOOSECREEK (40.3)	1055 HRS (RUNPAST)
AR OTTAWA	1200 HRS (DETRAINING)

RETURNING

LV OTTAWA	1815 HRS (ENTRAINING)
AR DORVAL	2000 HRS (DETRAINING)
AR MONTREAL	2020 HRS (DETRAINING)

PASSENGERS: GROUP WILL BE NUMB APPROX 250 PSGRS WITH MR FRED ANGUS IN CHARGE.

ONE CH PSGR REP WILL ACCOMPANY THIS TRAIN STOP
 TICKETS EACH PSGR WILL BE IN POSSESSION OF SPCL C R H A TICKET
 COVERING THE ROUND TRIP JOURNEY SAME WILL BE PICKED UP BY TRAIN CONDUCTOR
 WHO WILL BE GIVEN A BLOCK TICKET ISSUED BY MTL CENT STN COVERING THE
 TOTAL COUNT OF PSGR CARRIED ON THE TRAIN
 MINIMUM GUARANTEE OF \$2716.20 COLLECTED BY MTL CENT STN OFFICE
 STEPPING BOXES: EACH VESTIBULE COACH MUST HAVE A STEPPING BOX
 STOP MEALS NIL
 BAGE CAR BAGE CAR MUST BE EQUIPPED WITH PROTECTIVE -GUARDS- PLACED
 ACROSS THE SIDE DOORS IN ORDER THAT THEY MAY BE LEFT OPEN FOR PHOTO
 PURPOSES STOP

RE MARKS: IT IS IMPERATIVE THAT ALL EQUIPMENT ASSIGNED FOR
 THIS EXCURSION INCLUDING DIESEL UNIT TO BE VERY CLEANED. STOP

CRHA SAFETY COMMITTEE

QUOTED BELOW ARE INSTRUCTIONS TO BE FOLLOWED BY ALL THOSE WHO WILL ACT
 ON THE SAFETY COMMITTEE ON BEHALF OF C R H A FOR THE ROUND TRIP MOVEMENT
 DUTIES:

ALL PERSONNEL WILL BE ASSIGNED A VESTIBULE OTHER THAN THE HEAD OR
 REAR END, WHERE TRAIN CREW WILL BE ON DUTY THEY WILL ENDEAVOUR
 TO PROMOTE SAFE PRACTICE AT THAT VESTIBULE THROUGHOUT THE TRIP.
 SAFETY COMMITTEE MEMBERS WILL SUPPLEMENT THE TRAIN CREW IN THE FOLLOWING
 FASHION:

- (1) SEE THAT ALL PSGRS ENTRAIN AND DETRAIN SAFELY AND THAT NO ONE
 DETRAINS OTHER THAN AT LISTED RUNPAST
- (2) OPEN DOORS FOR DETRAINING AND KEEP ALL OUTSIDE DOORS CLOSED
 AT OTHER TIMES THE TOP HALF OF DOORS MAY BE OPENED FOR PHOTOS
 WHILE THE TRAIN IS IN OPERATION
- (3) WHEN THE SIGNAL IS GIVEN AFTER PHOTO STOP TO ENTRAIN ASK ALL
 PSGRS TO ENTRAIN QUICKLY SO WE MAY KEEP ON TIME
- (4) SAFETY COMMITTEE MEMBERS MUST NOT GIVE ANY SIGNALS REGARDING
 THE OPERATION OF THE TRAIN
- (5) BE COURTEOUS BUT BE FIRM TO ENDORSE SAFE PRACTICES

REMARKS. IT IS IMPERATIVE THAT SCHEDULE BE MAINTAINED THROUGHOUT AND
 ALL CONCERNED ARE REQUESTED TO RENDER THE VERY BEST OF ATTENTION TO
 ALL DETAILS INVOLVED IN THIS MOVEMENT
 PROTECT GL 44-2-23.

JFA LEVASSEUR RMPSS MTLCM

as prizes on his show. He was responsible for many additional riders in the 1960's and 70's. Every rider was canvassed to become a member of the CRHA, or at least have their name added to a mailing list for notification of future excursions (this in a pre-computer era). Another supporter was Mike Stephens of CJAD. He hosted various CRHA members on some of his phone in shows over the years dealing with steam and streetcar memories. This would lead into a promo for an upcoming excursion.

In the late sixties and early seventies rail passenger service was dwindling, heavyweight cars were being withdrawn from service and various new paint schemes had been introduced by both Canadian National (white with black trim) and Canadian Pacific (aluminium with red trim). The excursion committee and the railways went to great lengths to assemble trains in the traditional CNR green and gold and CPR tuscan red paint schemes. In many cases, we gave the railway a list of car numbers that had been scouted to be in the traditional colours to marshal excursion trains.



June 21, 1970. CPR Budd car charter arrives at the Canadian Railway Museum. Passengers will transfer to ex CNR oil-electric 15824 for the short ride to Hays. Participants will enjoy a day at the museum and an afternoon BBQ. CRHA Archives, Fond Angus.

21 juin 1970. L'autorail Budd du CPR arrive au Musée ferroviaire canadien. Les passagers vont transférer vers le 15824 du CNR pour une courte randonnée vers le Hays. Ces participants profiteront d'une journée au Musée avec BBQ en après-midi. Archives ACHF, Fonds Angus.

Il y avait beaucoup de tension chez les organisateurs dans les jours précédant l'excursion. C'est la température qui déterminait pour une grande part le succès de chacune. Les gens, surtout le grand public, suivaient assidûment les prédictions de la météo et reportaient souvent au matin même du départ leurs décisions d'y participer ou pas. Quelques excursions furent ainsi annulées, obligeant les organisateurs à accomplir des démarches le matin même pour rejoindre les détenteurs de billets afin de les rembourser.

Nous avons la chance d'être appuyés par Gordie Tapp, un annonceur populaire du poste de radio CFCF de l'époque. Gordie ne manquait pas une occasion d'annoncer nos excursions majeures et offrait même des billets comme prix au cours de son émission. Il fut responsable d'une augmentation importante du nombre d'excursionnistes dans les années 1960 et 1970. De plus, chaque voyageur était sollicité par l'ACHF afin de devenir membre, ou du moins, d'inscrire son nom sur une liste d'envoi pour les futures excursions (ceci bien avant l'ère de l'informatique!). Mike Stephens, de CJAD, nous

aidait lui aussi. Pendant plusieurs années, il invita des membres de l'ACHF à participer à des conversations téléphoniques, discutant de souvenirs du temps de la vapeur ou de tramways pour ensuite faire la promotion d'une excursion à venir.

À la fin des années 1960 et pendant les années 1970, les services ferroviaires aux passagers diminuèrent peu à peu; on retira du service les voitures lourdes (modèles anciens à six essieux) et de nouvelles livrées furent créées pour les voitures du

Canadien National (blanc et noir) et du Canadien Pacifique (aluminium avec une bande rouge). Le comité des excursions et les compagnies de chemins de fer firent du mieux qu'ils purent pour assembler des trains avec des livrées originales, soit le vert et noir avec bande or pour le CNR et le rouge tuscan pour le CPR. Souvent, nous remettions à l'entreprise de chemin de fer les numéros des voitures que nous avions dénichées et arborant les couleurs traditionnelles, afin qu'elles soient sélectionnées pour nos excursions.

Overall, the operation of excursions was a great success. Considerable profits were realized over the years and these were directed to the building of the Canadian Railway Museum. Ridership in the 1960 and 70's on those excursions geared to the public was in the 500 to 700 passenger range. We topped out on April 7, 1973 at some 1200 passengers carried on the then annual St. Albans, VT Maple Sugar Special. This trip was a logistical nightmare! Some 25 local school busses were chartered to bring riders to seven maple sugar shacks in the St. Albans area, plus rotate through a church basement on a staggered basis for lunch. This was the largest excursion train ever operated by the CRHA; it consisted of 3 diesel units and 14 cars.

By 1977 CRHA excursion activity was grinding to a halt. Many interesting branch lines had been abandoned, the older rolling stock had been retired, there were insurance issues and prices had increased to the point where the risk of losing money was too great. The final death knell for CRHA excursions came when VIA took over CNR passenger service in 1977 and CPR in 1978. Thereafter the cost of chartering a train became prohibitively expensive.

After the CRHA gave up organizing excursions, the Saint Lawrence Valley Division took up the torch. They organized numerous excursions to museum operations within driving distance of Montreal, and at least two group fare excursions organized in conjunction with the Bytown Railway Society of Ottawa. Members rode the last train to Maniwaki, Quebec before the line was cut back to Wakefield, and an excursion on the Thurso and Nation Valley Railway, a logging railway that operated in the Gatineau. These were memorable excursions.

Ces excursions eurent un grand succès. Les profits considérables réalisés tout au long de ces années furent investis dans la construction du Musée du chemin de fer canadien. Pendant les années 1960 et 1970, on comptait de 500 à 700 participants aux excursions ciblées pour le grand public. Mais le 7 avril 1973, ce sont plus de 1200 passagers qui voyagèrent à bord du « spécial Temps des sucres » à destination de Saint-Albans, au Vermont. Quel cauchemar que la logistique de cette randonnée! Plus de 25 autobus scolaires de la région furent nolisés pour transporter tous ces gens vers les cabanes à sucre de la région, puis, en rotation, vers le sous-sol d'une église pour le lunch. Ce fut le train le plus imposant jamais utilisé pour une excursion de l'ACHF; il était constitué de trois locomotives diesels tirant plus de 14 voitures.

Puis, en 1977, les excursions de l'ACHF cessèrent. Plusieurs tronçons intéressants furent abandonnés, l'ancien matériel roulant retiré, puis le coût des assurances et les frais d'exploitation augmentèrent au point que le risque de déficit financier devenait trop élevé. Le coup de grâce? Quand Via Rail prit en charge le service passager du CN en 1977 et du CP en 1978... Après cela, les coûts d'affrètement de trains devinrent démesurés.

Après l'abandon des excursions par l'ACHF, la division de la Vallée du Saint-Laurent reprit le flambeau. Elle organisa des excursions vers des musées à des distances accessibles par route de Montréal; au moins deux forfaits furent offerts en collaboration avec la Bytown Railway Society of Ottawa. Les membres eurent l'occasion de voyager sur le dernier train à destination de Maniwaki, Qué., avant que la ligne ne soit amputée jusqu'à Wakefield, puis sur la ligne de Thurso & Nation Valley Railway, une entreprise de chemin de fer forestier de la région de Gatineau. Ce furent là des excursions mémorables.

LIST OF POST WORLD WAR II EXCURSIONS

The following list of post World War II excursions has been compiled by Peter Murphy from various sources including: Board of Directors Minutes, Annual Trip Committee Reports, past issues of the CRHA News Report and Canadian Rail, ticket stubs discovered in Fred Angus' collection and dates on slides from various collections. It has been checked by Ronald Ritchie against Ernie Modlers meticulous logs which date to 1967. If information is unknown the appropriate space has been left blank. Corrections or additions/deletions to this list are welcomed.

We define 'excursion' as any event (tram / railway charter, group travel, plant tour, etc) where the event was announced and participation made available to the general CRHA membership.

LISTE DES EXCURSIONS D'APRÈS GUERRE (2e guerre)

Cette liste des excursions, qui ont eu lieu après la Deuxième Guerre mondiale, a été compilée par Peter Murphy d'après plusieurs sources d'informations incluant : des comptes rendus du Conseil d'administration, les rapports annuels du Comité des excursions, d'anciens numéros du News Report et du Canadian Rail de l'ACHF, des talons de billets découverts dans la collection de Fred Angus et des inscriptions de dates sur des diapositives de divers collections. Tout cela a été vérifié par Ronald Ritchie en comparant méticuleusement les carnets de notes de Ernie Modlers datant de 1967. Si certaines informations sont manquantes, des espaces sont en blanc. Les corrections, ajouts ou suppressions à cette liste sont bienvenues.

No.	Date	Co.	Train	Equipment	Destination	Special Event
1	Aug. 7, 1948.	MTC	Charter	Suburban 1054	Noordyn / Cartierville	First excursion using chartered equipment
2	May 14, 1949.	MTC	Charter	Observation 3	Mountain / Mt. Royal	
3	Oct. 30, 1949.	MTC	Charter	Suburban 1042	Lachine	
4	May 24, 1950.	NYC	22-2, 3-33	4543 + others	Childwold, NY	Visit Grasse River RR Corp.
5	Aug. 5, 1950.	MTC	Charter	Birney 200	Frontenac, Cote St.	Farewell route 95
6	Oct. 1, 1950.	CNR	Charter	Oil elect.15837	Huberdeau	First CRHA railroad charter excursion
7	Feb. 18, 1951.	M&SC	Charter	Suburban 107	Granby, QC	First M&SC charter excursion
8	May 31, 1951.	CPR	Tr. 463	Steam 1228	Park Ave. Station	Last train to depart Place Viger Stn.
9	June 10, 1951.	CNR	Charter	Oil elect. 15837	Quebec via Garneau	
10	May 17, 1952.	MTC	Charter	Observation 4	Mountain & Lachine	
11	June 1, 1952.	CNR - A&D	Charter	Oil elect. 15837	Asbestos, QC	Visit Asbestos and Danville RR, loco 47
12	Oct. 5, 1952.	CNR	Charter	Steam 5292	Huberdeau, QC	Fall foliage excursion
13	Nov. 22, 1952.	MTC	Charter	Tram 859	Montreal North	Last run 703 class car
14	Mar. 14, 1953.	MTC	Charter	Duplex 2501	Garland & Cote St.	Last run duplex articulated car
15	June 6, 1953.	CNR	Wayfreight	Steam 2591	St. Hyacinthe, QC	St. Rosalie wayfreight, coach added
16	Oct. 3, 1953.	MTC	Charter	Birney 200	Youville Shop	
17	Oct. 4, 1953.	MTC	Charter	Training 1177	Lachine	
18	Oct. 30, 1954.	MTC	Charter	1555-1664, 2 car train	Montreal North	Last MTC two car train
19	April 30, 1955.	MTC	Charter	Birney 200	Bois Franc Road	
20	May 1, 1955.	M&SC	Charter	Suburban 107	Ste. Angele, QC	
21	June 19, 1955.	M&SC	Tr. 128-129	Suburban 326	Montreal South	Last M&SC car from McGill Street Stn.
22	June 25, 1955.	MTC	Charter	Tram 1981	C des Neiges/Wsmt. Blvd.	Farewell route 65 and 14
23	Oct. 1, 1955.	MTC	Charter	Suburban 1046	Mtl. North & Cartierville	
24	Oct. 2, 1955.	CNR	Charter	Steam 674	Rawdon, QC	Fall foliage excursion
25	May 12, 1956.	M&SC	Charter	Interurban 607	Ste. Angele, QC	
26	June 2, 1956.	M&SC	Charter	Suburban 104 & 102	Ste. Angele, QC	
27	June 3, 1956.	MTC	Charter	Tram 997	George V loop	
28	Sept. 1, 1956.	MTC	Charter	Tram 1317	St. Catherine St.	Farewell St. Catherine St. trams
29	Sept. 3, 1956.	MTC	Pageant	Tram 997 & 274	St. Catherine St.	End of St. Catherine St. trams pageant
30	Sept. 29, 1956.	MTC	Charter	Suburban 1046	Lachine	
31	Sept. 30, 1956.	CPR	Charter	Steam 2580 & 489	Sutton, QC	Fall foliage excursion
32	Oct. 13, 1956.	M&SC	Charter	Suburban 104	Ste. Angele, QC	Farewell to M&SC
33	April 13, 1957.	CPR	Charter	RDC 9106 & 9067	Cornwall, ON	Visit St. Lawrence Seaway
34	June 23, 1957.	MTC	Charter	Tram 274	Notre Dame St./ George V	Farewell Notre Dame St. Trams
35	Sept. 22, 1957.	MTC	Charter	Tool car 3200	Cartierville & Youville	Youville shop tour
36	Oct. 5, 1957.	MTC	Charter	Observation 1	Mountain & Lachine	Farewell Moluntain line trams Route 11 & 93
37	Oct. 6, 1957.	CPR	Charter	Steam 2467	Labelle, QC	Fall foliage excursion
38	Nov. 2, 1957.	MTC	Charter	Tram 997	Lachine & Garland	Farewell tram routes 48 & 31
39	Dec. 14, 1957.	OTC	Charter	Tram 1003 & 685	Britannia & Lindenlea	First Ottawa streetcar trip
40	Dec. 15, 1957.	MTC	Charter	Birney 200	Mtl. North & Cartierville	
41	Feb. 23, 1958.	MTC	Charter	Tram 2222	Ontario & Papineau	Retirement of motorman H. Heider
42	March 2, 1958.	OTC	Charter	Tram 855	Britannia, Bank, Coburg	
43	March 29, 1958.	MTC	Charter	Suburban 1046	Cartierville & Lachine	
44	March 30, 1958.	CNR	Charter	Steam 1165 & 1391	Cantic, QC	Circle trip via Hawkesbury
45	June 8, 1958.	MTC	Charter	PCC 3514	Lachine	
46	June 21, 1958.	MTC	Charter	Birney 200	Ontario & Davidson	Farewell to Ontario, Davidson, Rachel
47	July 13, 1958.	MTC	Charter	Open 8	Montreal North	First trip with No. 8 after restoration
48	July 19, 1958.	MTC	Charter	Observation No. 1	Rosemont & Cartierville	
49	Aug. 3, 1958.	MTC	Charter	Open 8	Lachine	
50	Aug. 10, 1958.	MTC	Charter	Suburban 1046	Lachine	Farewell to Lachine trams route 91
51	Aug. 24, 1958.	MTC	Charter	Tram 1317	Bleury, Outremont	Farewell Bleury, Outremont street trams
52	Sep. 13, 1958.	QRL&P	Charter	Interurban 401	St. Joachim, QC	First enthusiast charter trip on QRL&P
53	Oct. 4, 1958.	CPR	Charter	Steam 2663	St. Gabriel de Brandon	Fall foliage excursion
54	Oct. 5, 1958.	CNR	Charter	Steam 5702	Garneau, QC	Fall foliage excursion
55	Dec. 15, 1958.	OTC	Charter	Tram 1002	Bank, Preston, Britannia	
56	March 15, 1959.	QRL&P	Charter	Interurban 401 & 105	Srt. Joachim, QC	Farewell to QRL&P
57	April 12, 1959.	MTC	Charter	Tram 1339	Montreal North	
58	April 19, 1959.	MTC	Charter	Tram 1801	Montreal North	
59	April 23, 1959.	MTC	Charter	Open 8	Montreal North	
60	April 26, 1959.	MTC	Charter	Tram 2009	Montreal North	
61	April 26, 1959.	MTC	Charter	Open 8 & 1046	Montreal North	Farewell to Millen & Montreal North
62	May 2, 1959.	OTC	Charter	Tram 859	George Loop & Britannia	Farewell Pageant for Ottawa streetcars
63	May 10, 1959.	CNR	Charter	Steam 90 & 2649	Belleville to Bancroft, ON	CRHA & UCRS joint excursion
64	June 7, 1959.	MTC	Charter	Tram 1864	Cartierville	
65	June 21, 1959.	MTC	Charter	Tram 1699	Cartierville	
66	June 28, 1959.	MTC	Charter	Tram 1864	Cartierville	Farewell to Cartierville
67	Aug. 9, 1959.	MTC	Charter	Tram 1976	Papineau & Rosemount	

No.	Date	Co.	Train	Equipment	Destination	Special Event
68	Aug. 30, 1959.	MTC	Charter	Trams 8, 200, 274, 997	Papineau	Farewell Pageant for Mtl. Streetcars
69	Oct. 3, 1959.	CPR	Charter	Steam 424 & 946	St. Guillaume, QC	Fall foliage excursion, wooden coaches
70	Oct. 4, 1959.	CPR	Charter	Steam 424	Ottawa, ON	Fall foliage excursion, No. 1 in consist
71	Nov. 21, 1959.	CPR	Charter	Steam 144	Montreal terminals	
72	Nov. 22, 1959.	CPR & CSR	Charter	Steam 144 & CSR 8	Cornwall + CSR tour, ON	Cornwall Street Ry. Gondola excursion
73	April 16, 1960.	CPR	Charter	Steam 1201	Mount Orford, QC	
74	April 17, 1960.	CPR	Charter	Steam 2811	Smiths Falls, ON	
75	Sept. 3, 1960.	CNR	Charter	Steam 6153	Joliette, QC	
76	Sept. 4, 1960.	CNR	Charter	Steam 6153	Ottawa, ON	End of steam on CNR ceremony
77	Oct. 15, 1960.	CNR	Charter	Diesel 1914	Huberdeau, QC	First diesel excursion (fall foliage)
78	Oct. 16, 1960.	CPR	Charter	Steam 1270	St. Agathe, QC	Fall foliage excursion
79	Nov. 6, 1960.	CPR	Charter	Steam 29	St. Lin, QC	75th. Anniversary of Last Spike on CPR
80	July 22, 1961.	CNR	Charter	Steam 6153	Victoriaville, QC	125th. Anniversary of C&SLRR
81	Sept. 23, 1961.	MRR	Charter	Steam 10	Maccan to Joggins, NS	Farewell Maritime Railway
82	May 27, 1962.	CNR	Tr. 99 & 100	Diesel 6790 & 6771	Lac Remi, QC	Farewell Montfort Sub. CNR
83	June 24, 1962.	CNR	CNR operated		Steam 5107 & 6153	Garneau, QC
84	Oct. 13, 1962.	CNR	Charter	Steam 5107	Sherbrooke, QC	Fall foliage excursion
85	Oct. 14, 1962.	CNR	CNR operated		Steam 5107 & 6153	Coteau - Cantic, QC
86	Sept. 28, 1963.	CNR	Weyfreight	Diesel 1719	Hemmingford, QC	Passed Barrington station
87	Oct. 27, 1963.	CNR	Charter	Steam 6167	Victoriaville, QC	Loco turned on CPR turntable at Sherbrooke
88	March 14, 1964.	C>	Charter	Oil Electric 405	Mont Joli / Matane, QC	Group fare on CNR Ocean to Mt. Joli
89	June 6, 1964.	CNR	Charter	CNR wey freight	Hemmingford, QC	Wey freight with gondola car added
90	Oct. 3, 1964.	CNR	Charter	Steam 6218	Garneau, QC	Fall foliage excursion
91	Oct. 4, 1964.	CNR	Charter	Steam 6218	Coteau / CanticQC	
92	Apr. 10, 1965.	C>	Charter	Oil-electric M405	Mont-Joli / Matane, QC	Last trip on Canada & Gulf Terminal
93	May 29, 1965.	CNR	Charter	Steam 6218	Drummondville, QC	
94	May 30, 1965.	CNR	Charter	Steam 6218	Ottawa, ON	Tulip festival excursion
95	July 10, 1965.	Kilmar RR	Charter	Loco + 2 gondolas	Kilmar, QC	
96	Sept. 11-12, 1965.	CNR	Charter	Steam 6218	Montreal / Portland ME	Fall foliage excursion
97	Oct. 30, 1965.	CPR - CNR	Charter	Scheduled	Brockville, ON	Last CNR - CPR pool trains Nos. 15 & 16
98	May 21, 1966.	CPR	Charter	Budd car 9068	Museum	First charter to the museum
99	May 22, 1966.	CNR	Charter	Steam 6218	Essex Junction, VT	
100	Oct. 1 - 2, 1966.	CNR	Charter	Steam 6218	Portland, ME	In co-operation with the 470 RR Club
101	May 28, 1967.	CNR	Charter	Diesel 1800	Waterloo, QC	Apple blossom excursion
102	Jun. 24, 1967.	CNR	Charter	Steam 6218	Garneau, QC	
103	July 2, 1967.	CNR	Charter	Steam 6218	Ottawa, ON	
104	July 3, 1967.	CNR	Charter	Steam 6218	Victoriaville, QC	
105	Oct. 7, 1967.	CNR	Charter	Steam 6218	Sherbrooke, QC	Fall foliage excursion
106	Mar. 2, 1968.	CPR	Charter	Budd cars 9105 - 9065	Sherbrooke, QC	Via Newport, VT
107	Sep. 21, 1968.	CNR	Charter	Steam 6218	Ottawa, ON	Visit NMST
108	Oct. 20, 1968.	CNR	Charter	Electric 101	Deux Montagnes, QC	50th. Anniversary of Mt. Royal Tunnel
109	Dec. 12, 1968.	CNR	Group fare	Scheduled	Toronto, ON	First commercial run of Turbo train
110	Mar. 2, 1969.	CPR	Charter	Budd 9111 +	Labelle, QC	Snow excursion
111	Apr. 20, 1969.	CNR	Wey freight	Diesel 3900	Huntingdon, QC	Wey freight with coach added
112	May 31, 1969.	CNR	Charter	Steam 6218	Grand'Mere, QC	800 passengers
113	Jul. 9, 1969.	CPR	Charter	RDC	Museum	Evening excursion & visit
114	Oct. 11, 1969.	CNR	Charter	Steam 6218	Quebec, QC	Via the Quebec Bridge
115	Nov. 15, 1969.	MTC	Charter	Bus	Montreal City tour	50 years since first bus, 34 passengers
116	Mar. 21, 1970.	CPR	Charter	Diesel E8, 1801	Drummondville, QC	'Horse car trip' (smell in baggage car)
117	Date 1970			Bus	MLW	Visit Montreal Locomotive Works
118	May 30, 1970.	CPR	Charter	Road switcher 8444	Montreal terminals	Including LaSalle loop line
119	Jun. 20, 1970.	CNR	Charter	Steam 6218	Coteau / Cantic, QC	Lost \$ 900
120	Jun. 21, 1970.	CPR	Charter	RDC	Museum	Train and Museum BBQ
121	Aug. 23, 1970.	CNR	Charter	Diesel 1262	Grenville, ON	Via Taschareau yard
122	Sept. 11-13, 1970		Group visit	Automobile	Kennebunkport ME	Group visit to Seashore Trolley Museum
123	Oct., 1970.	CPR	Charter	Diesel	Labelle, QC	
124	Nov. 8, 1970.		Group fare	Automobile	Bellows Falls/Rutland	Steam excursion at Steamtown
125	Feb. 6, 1971.	CPR	Charter	Diesel 4071	Labelle, QC	Stainless steel equipment
126	April 3, 1971.	CNR	Charter	CN 6534 +	St. Albans, VT	Maple sugar special, 11 cars
127	April 24, 1971.	D&H	Group fare	D&H PA unit	Whitehall, NY	Passenger service ends April 30, 1971
128	June 5, 1971.	CNR	Charter	CNR 3900 - 6750	Waterloo, QC	Apple blossom special
129	Sept. 18-19, 1971.		Charter bus	Bus	N.E. Trolley Museums	
130	Oct. 2, 1971.	CNR - CV	Charter	GT 4446	White River Junction, VT	
131	Feb. 26, 1972.		Charter	CN Road switcher		Sherbrooke, QC
132	April 8, 1972.	CNR	Charter	GT 4922 +	St. Albans, VT	Maple sugar special
133	May 27, 1972.	CNR	Charter	CNR 3205 - 3208	Ottawa, ON	Tulip festival excursion
134	Sept. 30, 1972.	CPR	Charter	Budd cars	Newport, VT	Fall foliage excursion

No.	Date	Co.	Train	Equipment	Destination	Special Event
135	March 10, 1973.	CPR	Charter	CPR 4094 + 2nd. Unit	Ottawa, ON	Via north shore, stainless steel equipment
136	March 17, 1973.		Group visit	Auto to Pt. St. Charles	Pt. St. C.	Visit CNR's Pointe St. Charles shops
137	April 7, 1973.	CNR	Charter	GP9 4596 + 2 others	St. Albans, VT	Maple sugar special
138	April 28, 1973.	D&H	Group fare	D&H steam trip north		
139	April 29, 1973.	D&H	Group fare	D&H steam trip south		
140	May 9, 1973.		Group visit	Auto to MLW	MLW	Visit Montreal Locomotive Works
141	May 12, 1973.	CNR	Charter	2333 + 2 yard switchers	Ottawa, ON	2333 failed, 2 yard switchers added
142	Sept. 9, 1973.	CNR	Charter		Deux Montagnes, QC	
143	Oct. 13, 1973.	CV	Charter	4550 + 4551	Richford, VT	Fall foliage excursion, locos in green & gold
144	Feb. 23, 1974.	CPR	Charter	CPR Road switcher	Shawinigan, QC	Snow special had private car
145	April 6, 1974.	CNR	Charter		St. Albans, VT	Maple sugar special
146	June 1, 1974.				Quebec, QC	
147	July 6 - 7, 1974.	CNR	Charter		Portland ME	
148	October 5, 1974.	CPR	Newport, VT		CPR 4094	Newport, VT Fall foliage excursion
149	March 22-3, 1975.	C>	Charter	Diesel + oil elect. Trailer	Mont Joli - Matane, QC	CN Ocean to Mont Joli, group fare
150	May 24, 1975.		Charter	CNR FA 6775	Ottawa, ON	Tulip festival excursion
151	July 11, 1975.	CNR	Charter		Grenville, QC	Heavyweight commuter cars
152	Oct. 18, 1975.	CNR	Charter	CV 4550 (green & gold)	Burlington, VT	
153	Feb. 12, 1976.				St. Hyacinthe, QC	
154	April 10, 1976.	CNR	Charter		St. Albans, VT	Maple sugar special
155	June 5, 1976.		Charter	Bus	Shelbourne, VT	Visit Shelbourne museum
156	Oct. 17, 1977.	CV	Charter	CV 4500 series	Richford, VT	Fall foliage excursion
1977, CRHA advised by the Central Vermont Railway that no further excursions would be held.						
1977, VIA takes over passenger operations of Canadian National Railway						
1978, VIA takes over passenger operations of Canadian Pacific Railway						
157	Oct. 4, 1981.	CPR	Charter	Steam 1201	Maniwaki (last train)	Operated by Bytown RR Society
158	Jun. 10, 2004.	CPR	CPR Donated	2816	Exporail	CPR Fundraiser for Exporail
159	July 5, 2005.	CPR/AMT	Special	4563	Exporail	Donation / delivery of 800 series coach

The Safety Committee

In retrospect, when you think of some of the oddball excursions that were operated, they would never even be remotely permitted today in this era where an open dutch door is considered a safety hazard. Imagine trying to persuade a major railway today to operate cars with open windows, allow baggage car or open gondola car rides, or run pasts. Fortunately there was never a serious accident on any CRHA excursion with the thousands of passengers carried over the years. This is a credit to the CRHA safety committee that worked the excursions.

Snack / Lunch Service

CRHA volunteers organized a snack bar service including drinks, coffee, snacks, sandwiches and box lunches. This was made easier on several CNR excursions when a snack car was included in the consist. The car was staffed by our volunteers. What seems easy today was more difficult then, with no Costco to purchase from, all items had to be purchased from various wholesalers. In the case of sandwiches, they were by special order to be picked up early the morning of the trip. The snack car service generated substantial profits for the CRHA over the years.

Comité de sécurité

Quand nous songeons à certaines excursions « excentriques » du passé, nous constatons qu'elles ne seraient sûrement pas permises aujourd'hui, sachant, par exemple, qu'une dutch door (porte dont la partie supérieure peut s'ouvrir indépendamment de la partie inférieure) ouverte est considérée comme un danger. Impossible maintenant de convaincre une entreprise ferroviaire majeure d'utiliser des voitures avec fenêtres ouvertes, de permettre de voyager à bord d'un fourgon à bagages ou d'un wagon tombereau! Heureusement, il n'y a jamais eu d'accident grave durant les excursions de l'ACHF, malgré les milliers de passagers transportées pendant toutes ces années, et ce, grâce à la vigilance du comité de sécurité.

Service de repas/casse-croûte

Des bénévoles de l'ACHF organisaient des services de casse-croûte à bord des trains d'excursions : café, collations, sandwiches et boîtes à lunch. Une voiture casse-croûte était incorporée au convoi lors des excursions du CNR, pour faciliter la tâche. Ce qui paraît simple aujourd'hui était plus complexe à l'époque pour les bénévoles, car il n'y avait pas de magasins de type Costco pour acheter tout le nécessaire! On devait plutôt se procurer le

CRHA Excursions Photo gallery

Stan J. Smail
French Version, Michel Lortie

In this issue we are pleased to present a look back at CRHA excursions through the years. We had a difficult time whittling down almost one hundred excellent excursion slides to those we present in this issue. We thank Ms. Josee Vallerand, CRHA Archivist, and Mr. Ronald Ritchie for their help in the selection of slides and photos presented in this CRHA Excursions Photo gallery.

August 7, 1948. World War II is over and things are getting back to normal. The CRHA has recommenced its activities and the Association chartered Montreal Transportation Commission training car 1054 for a trip around town and out to the Noordyn Loop which branched off the Cartierville line. This loop was very active during the war serving the workers at the Canadair and Noordyn aviation plants. The 1054 was formerly No. 101 of the Montreal Terminal Railway and was converted to a training car with glass panels in the floor to view the mechanical workings, it was retired in 1949. This photo shows the excursion at the corner of Laurier and Park Ave. Ronald S. Ritchie



7 août 1948. La guerre est finie, la vie revient à la normale. L'ACHF peut recommencer ses activités. Elle nolise la voiture-école No 1054 de la CTM pour une ballade en ville jusqu'au terminus Noordyn de l'embranchement Cartierville. Ce terminus fut très actif durant la guerre, car il accueillait les travailleurs des usines d'aviation de la Canadair et de Noordyn. La voiture No 1054 est l'ancienne voiture No 101 de la Montreal Terminal Railway, qui fut convertie en voiture-école. Son plancher consistait en un panneau de verre qui permettait de voir le fonctionnement de la mécanique en mouvement. Elle fut mise au rancart en 1949. Cette photo a été prise au coin de la rue Laurier et de l'avenue du Parc, à Montréal. Photo : Ronald S. Ritchie

October 1, 1950. The CRHA takes its next plunge, the chartering of a railroad excursion. The Association chartered CNR oil-electric car 15837 and coach for a tour up the scenic Montfort subdivision to Huberdeau, Qc. Little did these early excursionists know that 57 years later we would be looking back at some 160 CRHA excursions having been operated! This photo is of that first railroad charter on the trestle at Intervale, just south of Huberdeau. CRHA Archives, Fond Toohey.



1er octobre 1950. L'ACHF prend le risque de noliser l'automotrice pétrole/électrique No 15837 du CN ainsi qu'un wagon de passagers pour une excursion de Montfort à Huberdeau, au Québec. On ne se doutait pas à ce moment-là que 57 ans plus tard, l'ACHF aurait à son actif 160 excursions. Cette photo montre notre première excursion en chemin de fer sur le pont à chevalet d'Intervale, un peu au sud de Huberdeau. Archives ACHF, Fonds Toohey.

Galerie de photo des excursions de l'ACHF

Par Stan J. Smail
Traduction : Michel Lortie

Nous sommes heureux de vous donner l'occasion ici de revoir des photos de certaines excursions de l'ACHF. Le choix fut difficile à faire parmi la centaine de très belles photos prises par les participants lors de ces randonnées. Nous tenons à remercier Josée Vallerand, archiviste de l'ACHF, pour l'aide apportée à cette sélection.

October 5, 1952. By 1952 the CRHA had chartered 5 tram, 1 interurban and 3 oil-electric rail excursions, as well as organizing 2 group fare trips on scheduled trains. It was time to move up to the next level, namely the chartering of a steam hauled excursion train. The fall foliage trip of 1952 consisted of CNR 4-6-2 5292, a J-7-b class Montreal 1918 product, hauling one baggage car and two coaches to Huberdeau, Quebec. This photo is at the destination, the train having been turned on the wye and is ready for its return trip. Ronald Ritchie.



5 Octobre 1952. À cette date, l'ACHF avait déjà nolisé cinq excursions en tramway, une en voiture interurbaine et trois en autorails, sans compter deux voyages en groupe sur des trains réguliers. Il était alors temps de passer à l'étape suivante, plus précisément des excursions en traction vapeur. Le train des couleurs d'automne de 1952, en direction de Huberdeau, Québec, avait à sa tête la locomotive CN 4-6-2 5292, une classe J-7-b construite à Montréal en 1918, suivie d'une voiture-bagages et de deux voitures-coach. Cette photographie a été prise à l'arrivée, le train ayant effectué son retournement en préparation du retour. Photo Ronald S. Ritchie



September 1, 1956. MTC 1317 is at the Elmhurst Loop on Sherbrooke Street in the west end Montreal borough of Notre Dame de Grace. This was the last year of regular streetcar service on the old MTC route No 3 to NDG. Note the "Montreal" roof on car 1317. CRHA Archives, Fond Angus 865.

1er septembre 1956. La voiture No 1317 de la CTM au terminus Elmhurst, rue Sherbrooke Ouest, dans le quartier Notre-Dame-de-Grâce à Montréal. L'année 1956 est la dernière année de service des tramways sur l'ancienne ligne no 3 NDG. La voiture No 1317 est munie de l'un des fameux toits dits « de Montréal ». Archives ACHF, Fonds Angus 865.



September 30, 1956. Enlaugra, Quebec on Canadian Pacific's Newport Subdivision is the location of this fine Fred Angus image showing CPR D4 4-6-0 489 waiting for orders. The 489 and G2 4-6-2 2580 were the two locomotives used on this memorable fall foliage circle trip which operated over former South Eastern Railway lines in Quebec's Eastern Townships. CRHA Archives, Fond Worthen.

30 septembre 1956. À Enlaugra, au Québec, sur la ligne Newport du Canadien Pacifique. Cette belle photo de Fred Angus montre la No 489, une D-4 4-6-0 du CP attendant le signal du départ. La No 489 ainsi qu'une G2 4-6-2, la No 2580, furent les deux locomotives utilisées lors de ce mémorable voyage sur les voies de l'ancien chemin de fer Southeastern dans la région de l'Estrie. Archives ACHF, Fonds Worthen.

October 13, 1956. Montreal & Southern Counties Car 104 at M&SC Jct. The "Swift" style train order signal is "clear" for car 104 running as a passenger extra, while the train order signal for the CNR Rouses Point Sub indicates "caution"- account 19Y orders for a southbound CNR movement. Just beyond the operator's shack at M&SC Junction is the "new" junction connecting the CNR Rouses Point and St. Hyacinthe Subdivisions. This control point was named Cannon Junction after Mr. R. Cannon, the last superintendent of the M&SC. Car 104 will soon be bound for Marieville and Ste. Angele on the last day of electric service. CRHA Archives, Fond Angus 962.



13 octobre 1956. À la jonction de « Montreal & Southern County ». Le signal est au vert pour la voiture No 104 du M & SC alors que celui de la ligne Rouses Point du CN est à l'arrêt pour un convoi en direction sud. Juste derrière la guérite du préposé du M & SC, on peut voir la nouvelle jonction reliant les lignes Rouses Point et Saint-Hyacinthe du CN. Cet endroit fut nommé Cannon Junction en l'honneur de R. Cannon, dernier surintendant de M & SC. La voiture No 104 se dirige vers Marieville et Sainte-Angele en ce dernier jour de service par voiture électrique. Archives ACHF, Fonds Angus 962.

June 23, 1957. Marking the end of service on Montreal's MTC streetcar lines in the nineteen-fifties was the bittersweet duty of the CRHA's Trip Committee as buses gradually replaced streetcars. Ex-MSR tram 274 is seen here on the last day of streetcar service on Notre Dame street east. Car 274 was the first restoration project undertaken by the CRHA. The work was done by Association volunteers and MTC tradesmen at the legendary Youville Shops in Montreal. CRHA Archives, Fond Angus 1115.



23 juin 1957. Le comité des excursions de l'ACHF a eu, au cours des dernières années 1950, le triste devoir de présider à la fin des activités des tramways à Montréal. On aperçoit ici la voiture No 274 en ce dernier jour de service de tramway rue Notre-Dame Est. Cette voiture, qui a déjà appartenu à la MSR, fut la première restaurée par l'ACHF. Le travail fut réalisé par un groupe de bénévoles et d'ouvriers spécialisés des légendaires ateliers Youville de Montréal. Archives ACHF, Fonds Angus.



December 15, 1957. MTC Birney Safety car 200 is in the clear for the regular service route 40 car in this wintry view. Railroad style headlights were a typical feature on streetcars used on the MTC's Montreal North, Lachine and Cartierville lines which in many ways emulated classic interurban operations. Birney car 200 is now part of the tramway collection at Exporail. CRHA Archives, Fond Angus 1294.

15 décembre 1957. La voiture No 200 de la CTM, une Birney Safety Car, sur la ligne no 40. Cette photo hivernale a été prise par Fred Angus. Le phare de style chemin de fer était typique de ces voitures utilisées sur les lignes de Montréal-Nord, de Lachine et de Cartierville, lignes de type interurbain. La voiture No 200 fait maintenant partie de la collection des tramways du Musée Exporail. Archives ACHF, Fonds Angus.



March 30, 1958. Thanks to the vigilance of CNR Turcot roundhouse engine dispatch clerk Ernie Modler, diminutive 4-6-0 1165 was not only saved by the CRHA, but operated on a legendary circle trip from Montreal to Cantic thence to Glen Robertson and Hawkesbury, Ontario returning to Montreal via the Grenville, Montfort and Mount Royal Subs. Engine 1165 was assisted by larger ten-wheeler 1391 on this excursion. Carrying her original road number 1009, the engine is on loan to the CRHA New Brunswick Division and stored on their Salem and Hillsborough Railway. The approach signal for Barrington diamond is seen in this fine Fred Angus shot from fifty years ago. CRHA Archives, Fond Angus 1366.

30 mars 1958. On voit ici la No 1165 du CN, une petite 4-6-0 sauvée de la ferraille par l'ACHF grâce à l'intervention de Ernie Modler, le répartiteur des locomotives à la rotonde Turcot. Cette locomotive, assistée d'une plus grosse de dix roues, la No 1391, fut nolisée pour un légendaire voyage de Montréal à Cantic au Québec, puis vers Glen Robertson et Hawkesbury en Ontario avec retour à Montréal via Grenville, Montfort et la ligne du mont Royal. La voici au cours de ce voyage au croisement de Barrington. Cette locomotive a repris son numéro original, le 1009, et circule sur le chemin de fer de Salem & Hillsborough, Nouveau-Brunswick. Archives ACHF, Fonds Angus 1366.

August 10, 1958. In the transition years of the mid to late fifties when MTC streetcars were steadily replaced by a veritable onslaught of Can-Car, GM and Mack buses, it seems that a streetcar excursion was run every second weekend. In this view, car 1046 is stopped in front of Lewis Hardware on rue Notre Dame in Lachine. Car 1046 started life on the Montreal Park and Island railway as a clerestory roofed car. It was one of the last examples of this class of car used by the MTC. It now wears the orange and cream colours of the Montreal Park & Island Railroad. CRHA Archives, Fond Angus 1591.



10 août 1958. Durant la fin des années 1950, époque de transition, les tramways étaient sans cesse remplacés par des autobus de marque Can-Car GM ou Mack. Des excursions en tramway avaient lieu aux quinze jours. Sur cette photo, la voiture No 1046 est à l'arrêt devant la quincaillerie Lewis, rue Notre-Dame à Lachine. Cette voiture appartenait à l'origine à la compagnie Montreal Park & Island Railway. Elle fut l'une des dernières de sa catégorie à être utilisée à Montréal. Elle affiche les couleurs originales, orange et crème, de la MP & IR. Archives ACHF, Fonds Angus 1591.

October 4, 1958. St. Gabriel de Brandon is the terminating station for this Association fall foliage excursion powered by CPR G2 Pacific 2663. Photographer Fred Angus worked on survey crews in the fifties in the area photographed the regular mixed train that operated between St. Gabriel and Lanoraie, the junction with the Trois-Rivieres subdivision. CRHA Archives, Fond Angus 1745.



4 octobre 1958. Cette année-là, Saint-Gabriel-de-Brandon est le terminus de l'excursion d'automne de l'ACHF. La locomotive est une Pacifique de type G2, la No 2663 du CP. La photo est de Fred Angus, qui a lui-même travaillé dans cette région. Le train reliait Saint-Gabriel à Lanoraie Junction sur la ligne de Trois-Rivières. Archives ACHF, Fonds Angus 1745.



October 3, 1959. The CRHA fall foliage excursion is still steam powered. The D4 ten-wheeler 424 has paused for a water stop at St. John's, Qc. After slaking her thirst, Passenger Extra 424 South will be southbound for Farnham where she will be joined by D10 4-6-0 946. Together, the two ten-wheelers will tour the excursionists up the branch to St. Guillaume. CRHA Archives, Fond Worthen.

3 octobre 1959. Un an plus tard, l'excursion d'automne de l'ACHF se fait encore avec une locomotive à vapeur, la No 424. Une dix roues de type D-4 s'est arrêtée pour prendre de l'eau à Saint-Jean, Qué. Après cet arrêt, le train continuait vers Farnham où une autre locomotive 4-6-0 de type D-10, la No 946, était ajoutée pour un voyage sur l'embranchement Saint-Guillaume. Archives ACHF, Fonds Worthen.



November 22, 1959. Vaudreuil, Qc. Fireman Philip Andre on CPR 4-4-0 144 is blowing off steam prior to heading west to Soulanges and Cornwall. The 144 is the oldest Canadian built steam locomotive in existence and a featured display at Exporail heading up a consist much like the one in this photo. CRHA Archives, Fond Worthen.

22 novembre 1959. À Vaudreuil, Québec, le chauffeur, Philippe André, lâche la vapeur sur la No 144 du CP, une 4-4-0 en partance pour Soulanges, Qué., et Cornwall, Ont. La No 144 est la plus ancienne locomotive fabriquée au Canada encore existante. Elle est préservée à Exporail en compagnie de wagons passagers semblables à ceux qu'on voit sur la photo. Archives ACHF, Fonds Worthen.



November 22, 1959. On arrival at Cornwall, the enthusiasts on CP 144's train were treated to a tour through the streets courtesy of the Cornwall Street Railway. Streetcar service had ended so passengers rode in CPR wooden Hart ballast cars hauled by Baldwin Westinghouse electric motor No 8. CRHA Archives, Fond Angus, 2613.

22 novembre 1959. Rendus à Cornwall, les amateurs à bord du train sont invités à faire une balade dans les rues de la ville sur les voies du Cornwall Street Railway. Le service de tramway étant aboli, ils montent à bord de wagons de ballast du CP tirés par la locomotive No 8, une motrice électrique de Baldwin Westinghouse. Archives ACHF, Fonds Angus 2613.

November 6, 1960. The late afternoon sun warmly illuminates CPR 4-4-0 29. The engine is hauling a CRHA excursion over the St. Lin Branch the day before the seventy-fifth anniversary of the driving of the last spike at Craigellachie, BC which completed the Canadian Pacific Railway. Today, the venerable eight-wheeler resides in front of CPR headquarters at Calgary, Alberta. CRHA Archives, Fond Angus 2935.



6 novembre 1960. Un soleil de fin d'après-midi illumine chaudement la locomotive du CP No 29, une 4-4-0, sur la ligne de Saint-Lin au Québec, 75 ans après la pose des derniers clous marquant la fin de la construction du CP à Craigellachie. Aujourd'hui, cette vénérable antiquité orne l'édifice du siège social du CP à Calgary, Alberta. Archives ACHF, Fonds Angus 2935.



July 22, 1961. Victoriaville, Qc. CNR 4-8-4 6153 is about to take on water with the assistance of the local fire department. Part way up the old Grand Trunk main line from Richmond to Charny, Victoriaville was a popular destination for C.R.H.A. excursions in the nineteen sixties and seventies. Northern 6167 and 6218 as well as Mountain 6060 also powered excursion trains to Victoriaville. CRHA Archives, Fond Murphy.

22 juillet 1961. Les pompiers de Victoriaville aident à remplir d'eau la locomotive à vapeur de type 4-8-4, la No 6153 du CN. Victoriaville, située sur l'ancienne ligne du Grand Tronc, entre Richmond et Charny, fut une destination très populaire pour les excursions de l'ACHF au cours des années 1960 - 1970. Les locomotives de type Northern No 6167 et Mountain No 6060 ont également amené des trains d'excursion à Victoriaville. Archives ACHF, Fonds Murphy.



May 27, 1962. Not a CRHA charter as such, but one of the saddest last runs out of Montreal was the farewell trip of trains 99 and 100, the CNR service between Montreal and Lac Remi, Qc. For the occasion, back-to-back MLW FPA-4's 6790 and 6771 powered an all heavyweight consist on a beautiful spring day on the old CNR Montfort Sub. In this Peter Murphy scene, the 100 is making an unscheduled runpast at Newaygo! CRHA Archives, Fond Murphy.

27 mai 1962. Ce voyage, non organisé par l'ACHF, fut un triste adieu au service des trains 99 et 100 du CN entre Montréal et Lac-Rémi, au Québec. À cette occasion, deux locomotives diesel MLW de type FPA-4, accouplées dos à dos, ont tracté un train entièrement composé de wagons lourds lors d'une magnifique journée de printemps sur la ligne Monfort. Sur cette photo de Peter Murphy, on voit le train No 100 à Newaygo, lors d'un arrêt non prévu à l'horaire. Archives ACHF, Fonds Murphy.



October 27, 1963. CNR 4-8-4 6167 spent most of her excursion career in the early sixties powering trips out of Toronto, Ontario. On October 27, 1963 she ran her only trip out of Montreal powering a CRHA charter to Victoriaville. Here she prepares to perform a high speed runpast near St. Bruno, Quebec. CRHA Archives, Fond Murphy.

27 octobre 1963. La locomotive à vapeur de type 4-8-4 Northern du CN, la No 6167, tractait presque tous les trains d'excursion au départ de Toronto, au début des années 1960. Le 27 octobre 1963, elle fait son seul voyage organisé par l'ACHF à partir de Montréal vers Victoriaville. On peut la voir ici faisant un passage à haute vitesse près de Saint-Bruno. Archives ACHF, Fonds Murphy.

April 10, 1965. Canada and Gulf Terminal once operated an ex-New York Central Brill diesel electric car M405 in passenger service between Matane, Qc and the CNR main line at Mont Joli. Association members visited this interesting property twice as a group through the years. Today, the C> serves as part of a rail-water link between Mont Joli and Baie Comeau, Qc for the Matapedia and Gulf Railway. The old Brill railcar is preserved. Following service on the Wolfboro Railroad in New Hampshire, it migrated to the Delaware and Ulster Railroad in the Catskill Mountain region of New York state, where it still resides. CRHA Archives, Fond Murphy.



10 avril 1965. Le chemin de fer Canada & Gulf Terminal a déjà exploité un service de passagers entre Matane et Mont-Joli en utilisant une automotrice diesel Brill acquise du New York Central, la No M405. Les membres de l'ACHF ont visité à deux reprises cet intéressant petit chemin de fer, aujourd'hui partie intégrante d'un lien ferroviaire et fluvial entre Mont-Joli et Baie-Comeau. L'ancienne automotrice Brill a été conservée et a été utilisée sur le Wolfboro Railroad au New Hampshire, puis sur le Delaware & Ulster Railroad dans la région des Catskill de l'État de New York, où elle se trouve toujours. Archives ACHF, Fonds Murphy.



May 28, 1967. Five years later, rare MLW RSC-24 1800, still CNR green and yellow, performs a runpast on the former Montreal and Southern Counties Richelieu River bridge. Electric operation on the M&SC ended in 1956. CRHA Archives, Fond Murphy.

28 mai 1967. Cinq ans plus tard, toujours dans sa livrée CN vert et jaune et cette fois en compagnie d'une rare MLW modèle RSC-24, la No 1800, une locomotive du CN, fait un passage photo pour les amateurs sur l'ancien pont du M & SC sur la rivière Richelieu, entre Chambly et Iberville. Les trains électriques ont cessé de fonctionner sur cette ligne en 1956. Archives ACHF, Fonds Murphy.



October 20, 1968. Canadian National Railways boxcab electric 101 is on the point of an Association excursion celebrating the 50th anniversary of the opening of the Mount Royal Tunnel. Stopped for a photo opportunity on the curve between Vertu and Monkland, perhaps the aging electric is recalling the day she hauled the first scheduled train through ``Canada's First Subway`` back in 1918. The 101 was renumbered 6711, served until 1995, and now reposes in retirement as part of the commuter-transit display at Exporail. CRHA Archives, Fond Angus, 8369.

20 octobre 1968. La locomotive électrique No 101 du Canadien National tracte le train d'une excursion de l'ACHF organisée pour la célébration du 50e anniversaire de l'ouverture du tunnel sous le mont Royal. Elle est à l'arrêt, pour permettre des prises de photos sur la courbe entre les gares Vertu et Monkland. Cette vieille locomotive se rappelle peut-être ce jour où elle a tracté le premier train dans ce tunnel, en 1918! La 101 fut renumérotée par le CN No 6711 et a continué de fonctionner jusqu'en 1995. Elle est maintenant conservée à Exporail. Archives ACHF, Fonds Angus 8369.

Mar 2, 1969. Canadian Pacific Railway RDC 9111 carries the famous CRHA drumhead at a photo stop near Piedmont on a Montreal to Labelle excursion. Preserved at Exporail are two CPR RDC's. One of them is CPR 9069 which presently sports the "hockey mask" with Tuscan red letterboard paint scheme we see here on RDC-1 9111. Stan J. Smaill.



2 mars 1969. L'automotrice RDC No 9111 du CP portant le fameux écusson de l'ACHF, lors d'un passage photo près de Piedmont durant une excursion entre Montréal et Labelle. Deux de ces automotrices sont conservées à Exporail dont l'une, la CP No 9069, montre une livrée dite « masque du gardien de but » avec fond de lettrage en rouge, que l'on voit ici sur la No 9111. Photo Stan J. Smaill.

May 30, 1970. CPR RS3 8444 powered a Montreal Terminals excursion in May 1970 what featured one of the last all heavyweight CPR passenger consists to operate in excursion service. The train is seen here between Place Viger and Hochelaga along Montreal's waterfront. The 8444 had already achieved CRHA notoriety as the first diesel locomotive to enter the Canadian Railway Museum back in the early sixties on a track building work train. CRHA Archives, Fond Angus, 9605.



30 mai 1970. La locomotive modèle RS3 No 8444 du CP tractant un train d'excursion entre les terminus de Montréal. Ce fut l'un des derniers trains composés de wagons lourds en service d'excursion. Le train est photographié ici entre la gare Viger et la cour Hochelaga dans le port de Montréal. La No 8444 a été la première locomotive diésel à faire son entrée sur les rails de Exporail au début des années 1960, à la tête d'un convoi de construction de la voie. Archives ACHF, Fonds Angus 9605.



February 6, 1971. The enthusiasts are out for a photo opportunity as CP Passenger Extra 4071 north prepares to perform a runpast on the Ste. Agathe Sub near Piedmont, Qc. The famous CRHA drum head is prominently displayed on the rear of the Park observation car. CRHA Archives, Fond Angus, 10413.

6 février 1971. Les amateurs sont en place pour prendre en photo du train de passagers Extra 4071 Nord sur la ligne Sainte-Agathe, près de Piedmont. Le fameux écusson de l'ACHF est bien visible à l'arrière du wagon-observatoire de type Park. Archives ACHF, Fonds Angus 10413.



April 7, 1973. Canadian National Railways GP9 4596 prepares to execute a runpast on the Central Vermont Swanton Subdivision. This excursion was one of many ``Marty Maple`` maple sugar specials operated by the Association in the nineteen seventies. CNR Geeps did not have steam generators so a GMD built steam generator car supplied steam heat for the train. CRHA Archives, Fond Angus, 12129.

7 avril 1973. La locomotive de type GP9 du CN No 4596 se prépare à faire un passage photo sur le chemin de fer Central Vermont, ligne de Swanton. Cette excursion fut l'une des nombreuses randonnées offertes durant le temps des sucres par l'ACHF au cours des années 1970. Le GP-9 du CN n'ayant pas de génératrice de vapeur, un wagon générateur spécial faisait partie du convoi pour assurer le chauffage des wagons. Archives ACHF, Fonds Angus 12129

June 10, 2004. From the old catbird seat at Montreal West Tower, we see the first CRHA excursion to operate on the CPR out of Montreal since the nineteen seventies. Leading a special train bound for Delson and Exporail is restored CPR H1B 4-6-4 2816. Funds raised from the operation of this excursion were used to restore Exporail's ex CPR S-2 7077. Credit Ken Goslett for this wonderful view of CPR 2816.



10 juin 2004. Cette très belle photo de Ken Goslett, prise de l'ancienne tour de contrôle de Montréal-Ouest, nous montre le premier train d'excursion de l'ACHF à utiliser les voies du CP au départ de Montréal depuis les années 1970. On voit la locomotive à vapeur rénovée du CP No 2816, une Hudson 4-6-4 type H1B, tractant un train d'excursion vers Delson et Exporail. Les fonds générés par cette activité furent utilisés pour la rénovation de la locomotive de type S2 No 7077 du CP, maintenant à Exporail.

Continued from page 15

Every Excursion had an event!

It never failed, there was always some event (often humorous) that set the tone for almost every excursion, some are still talked about today! A few examples:

Oct. 5, 1952. at Sixteen Island Lake, Quebec, the track runs beside the road and the lake where there are wharfs and boats tied up to serve the cottagers who have no road access. CNR 5292 and train are stopped for a photo shoot, Jack Beatty takes up his position on the wharf and a gust of wind blows his trademark bowler hat into the lake. Jack instinctively jumps into a rowboat, unties and shoves off. Reaching for the oars, he finds there are none and the train was delayed by 20 minutes! He wasn't so lucky on at least two other trips where his hat was never recovered, including once when it was blown into the Rideau Canal at Smiths Falls, Ontario.

March 10, 1973. The legendary Jack Beatty, CPR Passenger Representative, long time CRHA member, Director and story teller (without his patent bowler hat, but with his cigar) at Montebello, Qc. on the Association's CPR excursion from Montreal to Ottawa via the Lachute Sub., Stan J. Smaill.

10 mars 1973. Le légendaire Jack Beatty, représentant du CPR, section passagers, très longtemps membre de l'ACHF, directeur et conteur d'histoires (sans son célèbre chapeau melon) à Montebello, Qué., lors d'une excursion de Montréal à Ottawa via Lachute. Stan J. Smaill.



Newfoundland, 1956. One engine took water when two of 'em otter, not an official CRHA trip, but this one is too good to pass up. A group of CRHA members went to Newfoundland to bid farewell to the "Newfie Bullet". Forster Kemp was busy photographing the first of a pair of double headed steam locomotives watering. He waited as the train advanced, expecting them to water the second engine, however the train kept going! The second engine didn't need water. Forster had to taxi to Deer Lake to re-board!

June 23, 1957, the only excursion run with MSR 274 (first piece of rolling stock donated to the CRHA) operated on Notre Dame Street the day after service on this thoroughfare was discontinued. Heading west along Wellington Street, the car drifted under a section breaker only to find that the power had been shut off on the western circuit. Numerous photos

ravitaillement chez plusieurs grossistes. Les sandwiches, par exemple, faisaient l'objet d'une commande spéciale et on devait les récupérer le matin même de la randonnée. Le service de casse-croûte généra cependant des profits substantiels pour l'ACHF tout au long de ces années.

Un incident à chaque excursion!

Inévitablement, il se produisait quelques incidents (parfois drôles) dans la plupart des excursions, dont certains demeurent encore des sujets d'actualité! Quelques exemples:

Le 5 octobre 1952, au lac des Seize-Îles, Qué., la voie suivait la route, puis le lac. Il y avait là des quais auxquels étaient amarrées des embarcations desservant les chalets n'ayant pas de chemin d'accès. Le train, tiré par la locomotive CNR numéro 5292, était arrêté pour des prises de photos. Jack Beatty s'installa sur un quai... et soudain une bourrasque souffla son chapeau melon vers le lac. Instinctivement, il sauta à bord d'une chaloupe, la détacha et la poussa au large pour se rendre compte... qu'il n'y avait pas de rames, ce qui retarda finalement le départ du train de 20 minutes! Il n'était pas chanceux : à l'occasion d'au moins deux autres randonnées, son chapeau disparut de façon similaire, dont cette fois où il s'envola dans le canal Rideau à Smiths Falls, Ont.

1956. Une locomotive, et non deux, fait le plein d'eau! Ce n'est pas ici une randonnée officielle de l'ACHF, mais on ne peut passer sous silence l'événement... Un groupe de membres de l'ACHF vient ce jour-là souligner l'adieu du Newfie Bullet. Forster Kemp prend des clichés de la première d'une paire de locomotives faisant le plein d'eau. Il attend que le train avance, croyant que la deuxième locomotive fera aussi le plein, mais voilà que le train continue à avancer, puisque la deuxième locomotive... n'a pas besoin d'eau! Forster devra prendre un taxi jusqu'à Deer Lake pour remonter à bord.

23 juin 1957. Le tramway MSR 274 (premier véhicule donné à l'ACHF) fut utilisé pour une seule excursion. Ce jour-là, il roula rue Notre-Dame, au lendemain du retrait de service de ce tronçon. Se dirigeant vers l'ouest le long de la rue Wellington, il passa sous un disjoncteur de section et constata alors que le courant avait été coupé dans le secteur ouest... On a plusieurs photos de passagers poussant le tramway vers une section où le câble suspendu était alimenté afin de le diriger vers la rue Peel, puis en direction est! Le tramway 274 fut utilisé une dernière fois à l'occasion du défilé de tramways de Montréal le 30 août 1959.

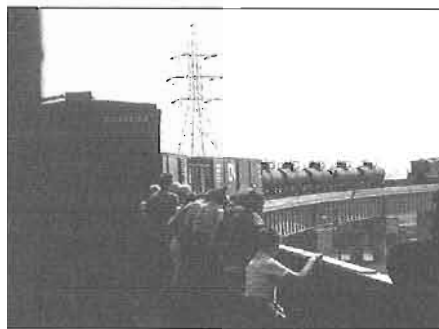
exist of the passengers pushing the car back under the live wire so it could be short turned at Peel Street and head back east! Car 274 would again be operated on August 30, 1959 in the final Montreal streetcar parade.

July 22, 1961, the Bull's Head Trip, so named because of the Bull's Head ginger ale loaded on board at Richmond, QC. Bull's Head is a locally famous 110 year old ginger ale product manufactured in Richmond. The Bull's Head stop became a regular feature on all future excursions operating through Richmond.

May 27, 1962, the CRHA organized a group fare to ride regular scheduled train No. 99 to Lac Remi, QC. This was the last train to operate over the popular Montfort subdivision, lifting of the rails commenced on Monday morning May 29. Running about an hour and a half late northbound out of Morin Heights, we asked the conductor if we could have a runpast. He looked at his pocket watch and said "what the hell, we're an hour and a half late now, why not", and so we did. This was the only runpast ever held on a regularly scheduled train that we know of!

June 6, 1964, Riding the gondola car added to the Hemmingford wayfreight, a passerby asked what was going on? We told him we had purchased red fare tickets to Hemmingford! Remember the red, white and blue fare promotion when the red days had the cheapest fares.

June 6, 1964. A bona fide CNR mixed, at the south end of the Victoria Bridge in the charge of CNR MLW RSC-13 1719 is the Association's excursion to Hemmingford, Qc. Extra 1719 South will cross the CNR Valleyfield sub at Barrington, Qc. Shortly thereafter the old Canada Atlantic station will be moved by truck to its present location at Exporail. Imagine trying to convince CN to run such an excursion today! Ronald Ritchie.



6 juin 1964. Photo, prise à l'extrémité sud du pont Victoria, du train 1719 du CNR tiré par une MLW RSC-13, lors d'une excursion organisée de « bonne foi » par l'Association et le CNR vers Hemmingford, Qué. L'extra 1719 Sud traversera bientôt la sous-division Valleyfield à Barrington, Qué. Imaginez d'essayer de convaincre aujourd'hui le CN de faire une telle randonnée! Un peu plus tard, la vieille station Barrington du Canada Atlantic sera déménagée par camion vers son site actuel, à Exporail

March 21, 1970, the horse car trip, so named because the baggage car, which had been selected because of its tuscan red livery, was (unbeknownst to us) used to transport horses. It took days to get the smell out of your clothes, pity those who had allergies!

May 12, 1973, Canadian National Railways had just received their most powerful diesels, the 2300 series. We arranged to have our Ottawa special pulled by one of these (2333) and billed the trip accordingly.

22 juillet 1961. Randonnée du Bull's Head, ainsi nommée parce qu'une cargaison de boissons gazeuses au gingembre de marque Bull's Head était chargée à bord, à Richmond, Qué. Cette boisson était fabriquée déjà depuis 110 ans à Richmond. L'arrêt Bull's Head fut une attraction pour toutes les autres randonnées passant par Richmond.

27 mai 1962. L'ACHF organisa une randonnée avec le train numéro 99 à destination de Lac-Rémi, Qué. Ce fut le dernier voyage sur la sous-division Monfort puisque le retrait des rails débuta le matin du 29 mai. Malgré un retard d'une heure trente au nord de Morin-Heights, nous avons quand même osé demander au chef de train un passage photo (runpast). Il regarda sa montre et dit : « Pourquoi pas, diable! Nous avons de toute façon une heure trente de retard », et ainsi fut fait. Ce fut le seul passage photo, à notre connaissance, qui eut lieu sur un train régulier.

6 juin 1964. Un passant, nous voyant à bord d'un wagon tombereau accroché au train de marchandises de Hemmingford, nous demanda ce que nous y faisons. Nous lui avons répondu que nous avions acheté des billets de passage « rouges ». Souvenez-vous de la promotion bleu, blanc, rouge : les jours rouges étaient les plus économiques...

21 mars 1970. La « randonnée en voiture à cheval », ainsi nommée à cause du fourgon à bagages sélectionné en fonction de sa livrée rouge tuscan, servait normalement (à notre insu) pour le transport de chevaux. L'odeur persista pendant des jours sur nos vêtements, au grand dam des personnes qui y étaient allergiques!

12 mai 1973. Le Canadien National venait tout juste d'acquérir l'une de ses plus puissantes locomotives diesels, la série 2300. Nous avons fait en

The unit failed on the lakeshore and after a substantial delay the train was hauled to Ottawa by two yard switchers that had been sent out from Taschereau yard and coupled up ahead of a dead 2333! Top speed of the switchers was only about 40 MPH and OTC busses for the tulip tour were waiting in Ottawa. This was not one of our better excursions!

sorte que le train de notre randonnée spéciale d'Ottawa soit tiré par l'une d'elles, la numéro 2333, et nous avons publicisé l'événement comme tel. Mais voilà qu'elle tomba en panne! Après une longue attente, deux locomotives de manœuvre du triage de Taschereau vinrent à la rescousse pour amener le train à destination. La vitesse maximale des locomotives de manœuvre n'était que d'environ 40 mph (64 km/h) et les autobus de l'OTC nous attendaient patiemment à Ottawa pour la tournée du Festival des tulipes. Ce ne fut pas notre meilleure excursion!



May 12, 1973. The big diesel that couldn't. Twin SW1200RS's have piloted the CRHA spring excursion to Ottawa after the big Alco failed leaving Montreal. Ottawa Transportation Commission buses await the passengers of the delayed excursion train from Montreal for a tulip festival tour. Canadian National GP-40 4014 is in charge of the return movement of the ill fated trip from Montreal. All three photos, CRHA Archives, Fond Angus.

12 mai 1973. Le gros diesel en panne. Deux SW1200 RS amènent les excursionnistes printaniers vers Ottawa après que la grosse Alco a flanché en quittant Montréal. Les autobus de la Ottawa Transportation Commission attendent les voyageurs pour la tournée du Festival des tulipes. C'est la GP-40 numéro 4014 du CN qui se chargera de ramener les passagers à Montréal. Trois photos des Archives de l'ACHF, Fonds Angus.

February 23, 1974, CPR Excursion to Shawinigan via Trois Rivières. This was billed as a Snow Excursion and we didn't disappoint, the trip was held in a blizzard with whiteout conditions! A good time was had by all especially in view of the fact that a private car brought up the rear!

23 février 1974. Excursion vers Shawinigan via Trois-Rivières. Elle était annoncée comme « excursion de neige » et nous n'avons pas été déçus, ayant frappé... un blizzard. Tous ont eu du bon temps, particulièrement ceux qui, installés sur la plateforme de la voiture de fonction accrochée à l'arrière du train, eurent le privilège d'une vue imprenable de la tempête!

On one excursion to Ottawa, the snack car developed a hot box and had to be switched out of the train and left in a siding. That was an excursion that the snack car volunteers will never forget, try moving food and snacks for 500 people on a moments notice to occupied coaches!

Lors d'une des excursions vers Ottawa, une boîte chaude fut détectée sur le boggie de la voiture casse-croûte et celle-ci dû être aiguillée sur une voie d'évitement. Cette excursion demeura longtemps dans la mémoire des bénévoles de la voiture casse-croûte, qui durent transporter les repas et les collations pour les quelque 500 personnes à bord des voitures coach!

October 17, 1977, Central Vermont charter to Richford VT arrives in St. Albans and as usual all the local restaurants are inundated with rail enthusiasts. Service was slow (despite pre-warning of the excursion) and our safety committee was almost left behind at the Black Cat Cafe. They had assumed that the moving train was switching, when in fact it was departing!

17 octobre 1977. Le train nolisé du Central Vermont à destination de Richford arriva à Saint-Albans et, comme prévu, tous les restaurants de la localité furent envahis par les excursionnistes. Le service fut lent bien que les restaurateurs aient été prévenus; les membres de l'équipe de sécurité, bien installés au Black Cat Café, furent presque oubliés. Ils virent soudain le train bouger et crurent un instant que celui-ci exécutait des manœuvres d'aiguillage, mais en fait, il repartait!



June 5, 1971. Apple Blossom Special arrives at Waterloo, Qc., headed up by CNR 3900, 6750 will lead on the return trip after the run-around movement. The dual service station served the CNR and CPR line which crossed to St. Guillaume. The manually operated protection signal was donated to the CRHA and now protects the diamond at Barrington station. CRHA Archives, Fond Murphy.

5 juin 1971. Le « spécial Pommiers en fleurs » arrive à Waterloo, Qué., tiré par les CNR 3900 et 6750. La gare dessert le croisement du CNR et du CPR, dont la ligne se rend à Saint-Guillaume. Le signal manuel de protection de voie a été donné à l'ACHF et protège maintenant le croisement à la gare Barrington. Archives de l'ACHF, Fonds Murphy.

MEMBERS MEETINGS

Members Meetings have also been an integral part of our past with entertainment and business meetings be held on a regular basis. Entertainment would often consist of slides and/or movies provided by a member or members. These evenings also gave members the opportunity to meet and discuss the issues, rail of course, of the day.

Originally meetings were held at the Queen's Hotel on Windsor Street (now Peel) that was located between the CPR's Windsor Station and the CNR's Bonaventure Station. The hotel always provided members with a free room . . . and it was always room 153! Meetings later moved to the headquarters of the MTC located on Craig Street (now St-Antoine) in the heart of the old business district. Subsequently, they were held at McGill University, the MTC's Metro control room on Berri Street and other diverse locations including at Exporail itself. Another event were the Banquets, they were held annually in the early 1960's and featured a noted guest speaker.

One banquet that stands out was held on November 7, 1960 in the Alouette Room of Windsor Station. Those, who attended, celebrated the 75th anniversary of the driving of the last spike on the Canadian Pacific Railway. Mr. Norris Crump, President of the railway (and who was instrumental in the CRHA acquiring our CPR steam locomotive collection), was guest-of-honour and principal speaker.

LES ASSEMBLÉES DES MEMBRES

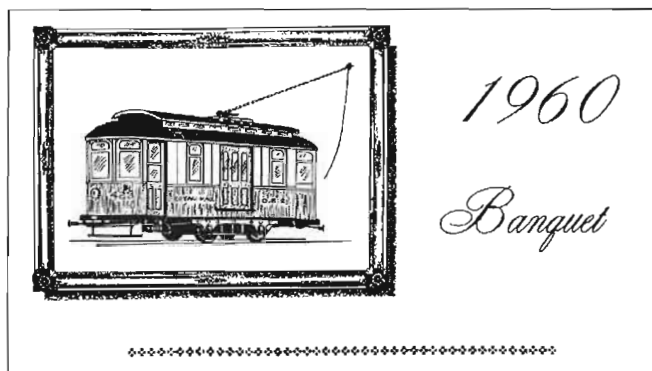
Les assemblées régulières des membres, que ce soit pour des divertissements ou pour affaires, font partie intégrante de notre histoire. Les divertissements consistaient souvent en la projection de diapositives ou de films par un ou plusieurs membres. Ces soirées leur permettaient aussi d'échanger sur des sujets d'actualité en lien, évidemment, avec le chemin de fer.

À l'origine, ces rencontres se tenaient à l'hôtel Queen, rue Windsor (maintenant Peel) à Montréal, qui était situé entre la gare Windsor du CPR et la gare Bonaventure du CNR. L'hôtel offrait gracieusement aux membres un local, le numéro 153. Plus tard, les assemblées se tinrent plutôt au siège social de la MTC, rue Craig (maintenant Saint-Antoine), au cœur du vieux quartier des affaires de Montréal. Enfin, les réunions eurent lieu par la suite à l'Université McGill, au centre de contrôle du métro de la STM rue Berri, puis en divers endroits, dont Exporail.

Un banquet fut organisé le 7 novembre 1960 à la salle Alouette de la gare Windsor. Les invités étaient là pour célébrer le 75^e anniversaire de la pose du dernier crampon par le Chemin de fer du Canadien Pacifique. L'invité d'honneur et conférencier était nul autre que Norris Crump, président de la compagnie de chemin de fer et responsable de l'acquisition par l'ACHF de la collection de locomotives à vapeur du CPR.

Dr. Robert V.V. Nicholls, Miss Anna O'Dowd, Donald Angus and John Loye attend the CRHA's 1962 banquet which was held at the Queens Hotel in Montreal. CRHA Archives, Fond W.G.Cole.

Le Dr Robert V.V. Nicholls, Anna O'Dowd, Donald Angus et John Loye au banquet de l'ACHF tenu à l'hôtel Queen de Montréal en 1962. Archives ACHF, Fonds W.G.Cole.



This tradition continues to this day, albeit on a reduced scale, with special evenings at the Museum for members to see special exhibits or participate in sumptuous dinners held from time to time to honour historical rail events and/or individuals associated with the railroad industry or its history. Many of the CRHA divisions also hold meetings, excursions and related activities across Canada.

CRHA DIVISIONS

There are currently twelve divisions across Canada. The Divisions undertake a variety of activities within the overall mandate of the Canadian Railroad Historical Association. Some of the projects undertaken by the divisions are as follows, presented from east to west:

The New Brunswick Division meets monthly in Sussex N.B., and operates the Salem and Hillsborough Railroad just outside of Moncton N.B. The Division has also established a small museum of railroad history in the



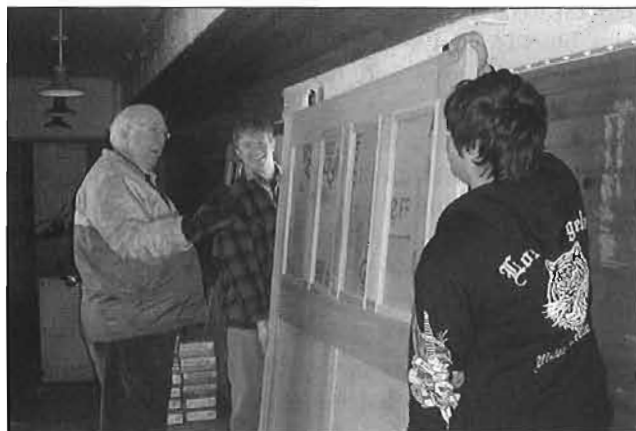
La tradition se poursuit aujourd'hui, mais d'une manière plus sporadique, avec des soirées spéciales au Musée, afin que les membres puissent admirer de nouvelles expositions ou participer à de somptueux banquets soulignant soit des événements ferroviaires historiques, soit la collaboration de personnes associées à l'industrie ou à l'histoire du chemin de fer. Plusieurs divisions de l'ACHF tiennent aussi des assemblées, organisent des excursions et autres activités connexes à travers le Canada.

LES DIVISIONS DE L'ACHF

Il y a actuellement douze divisions à travers le Canada. Elles ont pour mission d'organiser diverses activités dans le cadre du mandat général de l'ACHF. Voici, ci-dessous, une liste descriptive de quelques projets des divisions, présentées d'est en ouest du pays.

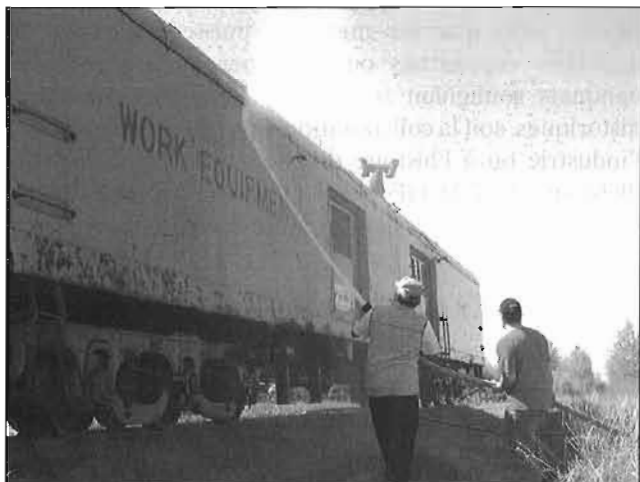
La division New Brunswick organise des rencontres mensuelles à Sussex et gère le réseau Salem & Hillsborough Railroad, à proximité de Moncton. Cette division a aussi fondé un musée d'histoire ferroviaire dans la région. Le bulletin trimestriel New Brunswick Update informe les membres à propos des activités en lien avec le chemin de fer et de l'histoire ferroviaire locale. On y a créé récemment une section pour les jeunes.

On going activities include the restoration of their baggage car No. 8605, Richard Viberg observes Chuck Kinney and cohort as they prepare to install a new sliding door.



area. The quarterly newsletter, "New Brunswick Update", keeps members informed of the activities on the railroad and local railroad history. It has recently added a Youth Group.

The Charny Division has been a Division since May 22, 2005, it is located on the south shore of the St. Lawrence river near Quebec City. It was a few pieces of railroad equipment and its members are heavily involved in TRAQ (Transport by Rail in Quebec). This is a non profit association promoting rail transport in Quebec and has a monthly newsletter which is sent out by either E mail or hard copy. Denis Fortier and his members are also involved in writing articles of historic interest for Canadian Rail.



Members of the Charny Division hose down their CN baggage car.

Des membres de la division Charny nettoient le fourgon à bagages.

The St. Lawrence Valley Division organizes excursions of a local nature – either by rail or to sites of interest to the members. Recent outings have included trips on VIA to La Tuque and a round trip on "The Chaleur" to Gaspé and back. Occasional member's nights are also organized.

The Rideau Valley Division operates the Smiths Falls Railway Museum based in the Canadian Northern Railway station, built in 1914. The Museum collection includes ex Q.N.S.&L. 1112, a MLW locomotive built for the Canadian Government Railways in 1919, which is leased from the CRHA.

The Kingston Division maintains an active involvement with two model railroads, hosts "Rail-o-rama", Kingston's annual model railroad show, publishes

Les activités en cours incluent la restauration de leur fourgon à bagages numéro 8605. Richard observe Chuck Kinney et ses aides qui se préparent à installer une nouvelle porte coulissante.

La division Charny a été créée le 22 mai 2005. Son local est situé à Charny, sur la rive sud du Saint-Laurent près de la ville de Québec. Elle possède quelques pièces d'équipements ferroviaires, dont un fourgon à bagages, ainsi que des archives. Ses membres sont particulièrement actifs au sein du groupe TRAQ (Transport sur Rail Au Québec), une association sans but lucratif faisant la promotion du rail au Québec. La division publie une revue bimensuelle et diffuse un courriel hebdomadaire. Denis Fortier et ses co-membres participent aussi à la rédaction d'articles d'intérêt historique pour Canadian Rail.



Kingston's Rail-O-Rama is an annual springtime event drawing visitors from all over eastern Ontario, this scene was taken on March 17, 2007.

Le Rail-O-Rama est un événement annuel de Kingston, qui attire des visiteurs de toute la région est de l'Ontario. Cette scène fut croquée le 17 mars 2007.

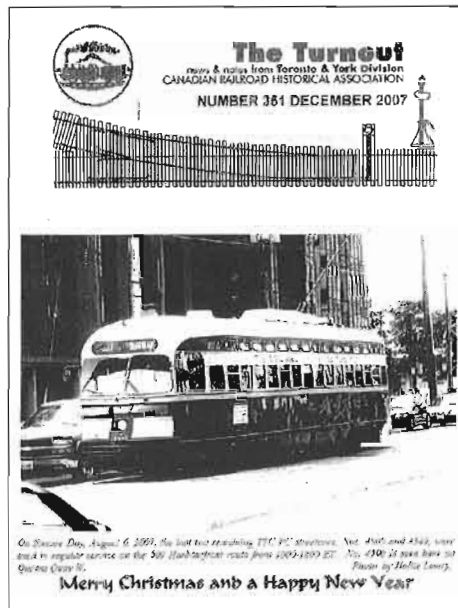
La division de la Vallée du Saint-Laurent organise des excursions d'intérêt local pour ses membres. Récemment, une excursion par train est partie de La Tuque par Via Rail, puis fit plus tard un aller-retour à Gaspé à bord du Chaleur, également par Via Rail. Des soirées sont aussi organisées à l'occasion pour les membres.

La division Rideau Valley gère le musée Smiths Falls Railway Museum of Eastern Ontario, situé à la gare du Canadian Northern Railway construite en 1914. La collection du musée comprend la locomotive ex-Québec North Shore & Labrador construite par la MLW pour le Canadian Government Railways en 1919 et qui est prêtée par l'ACHF. La division publie la revue trimestrielle Rideau Valley Dispatch.

Kingston Rail and various monographs, including the popular *Constructed in Kingston*, "History of the Canadian Locomotive Companies, 1854-1968".

The Toronto and York Division publishes "The Turnout" which covers railroad and transit news, and members articles on these topics. In the past it has organized excursions and walking tours of rail-related sites in the Toronto area. Meetings are held occasionally.

The Niagara Division, besides tours and presentations on local railroad history, has undertaken to photograph several railroad related sites in the area on the same day each year as a permanent record of the changes that occur in these locations.



The Niagara Division members have a long history of socializing including road trips to major railroading events. In 1985 six Niagara Division members went to Craigellachie, BC to observe the CPR's 100th Anniversary of the driving of the last spike. Their group joined up with some members of the Selkirk Division for dinner; a good time was had by all!

La division Niagara a une longue tradition d'activités de socialisation, dont des randonnées par route vers des événements ferroviaires. En 1985, six membres de cette division se rendirent à Craigellachie, C.-B., afin d'assister au 100e anniversaire de la pose du dernier crampon par le CPR. Ils furent rejoints par des membres de la division Selkirk pour un souper où ils se payèrent ensemble du bon temps!



The Calgary and South Western Division has assembled and displays one of the largest collection of railroad signals in Canada in addition to meeting regularly and publishing a newsletter, "The Flag Stop".

The Selkirk Division in Revelstoke, British Columbia has built a beautiful museum that focuses on the Canadian Pacific Railway in the Rocky Mountains. The Revelstoke Railway Museum houses, among other artifacts, ex C.P.R. 5468, a Mikado class steam locomotive that operated in the area; CPR 5500, the first SD-40 ordered by the railroad; a robot car; and a diesel locomotive simulator. The Museum also hosts "Railway Days", the 10 day, signature festival of the City of Revelstoke held every August.

La division Kingston demeure active avec ses deux réseaux de chemin de fer à échelle réduite. Elle est l'hôte du Rail-O-Rama, l'exposition annuelle de modélisme ferroviaire, et publie le Kingston Rail ainsi que différentes monographies, dont le populaire *Constructed in Kingston* : *History of the Canadian Locomotive Companies, 1854-1968*.

La division Toronto & York publie *The Turnout*, qui présente des articles de membres sur les actualités ferroviaires. Auparavant, elle organisait des excursions et des randonnées pédestres d'intérêt ferroviaire dans la région de Toronto. Des réunions des membres ont lieu à l'occasion.

La division Niagara organise des séances de photographie annuelles, toujours le même jour et toujours sur les mêmes sites d'intérêt ferroviaire, afin de constituer des archives sur les changements affectant ces sites dans l'espace-temps.

La division Calgary and South Western a rassemblé une des plus vastes collections d'appareils de signalisation ferroviaire au Canada, en plus de tenir régulièrement des réunions et de publier son bulletin de nouvelles, *The Flag Stop*.

La division Selkirk à Revelstoke, C.-B., a construit un magnifique musée ciblant particulièrement le chemin de fer dans les Rocheuses. Le musée héberge, entre autres : l'ex-CPR 5468, une locomotive à vapeur de type Mikado qui fut utilisée dans les environs; la CPR 5500; la première SD-40 commandée par l'entreprise; un wagon-robot et un simulateur de locomotive diesel.



On August 20, 2007 Canadian Pacific Railway donated locomotive 5500 and its robot car to the Revelstoke Heritage Railway Society which is a project of the Selkirk Division of the CRHA. Members and CPR officials are gathered on the running board for a photo during the presentation ceremony.

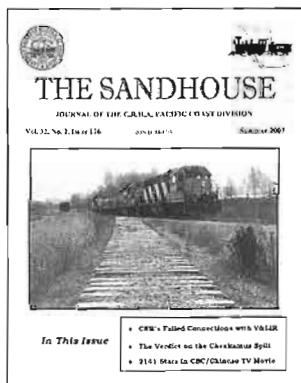
Le 20 août 2007, le CPR offrit la locomotive numéro 5500 et un wagon-robot à la Revelstoke Heritage Railway Society, un projet de la division Selkirk de l'ACHF. Des membres de l'ACHF et des représentants du CPR sont rassemblés sur la passerelle pour une photo pendant la cérémonie de présentation.

The Prince George-Nechako-Fraser Division operates the Prince George Railway and Forestry Museum that focuses on the railroads of Northern British Columbia. It has an extensive collection representing BC Rail and Canadian National, including CNR 1520, a Canadian Locomotive Company 4-6-0, on lease from the CRHA.

The Pacific Coast Division meets monthly and publishes "The Sand House" newsletter. The Division is actively involved in the Mallardville Railway Station.

La division Prince George-Nechako-Fraser gère le Prince George Railway and Forestry Museum, qui s'intéresse aux chemins de fer du nord de la Colombie-Britannique. Le musée possède une vaste collection de matériel du BC Rail et du Canadien National, dont la locomotive CNR 1520 de type 4-6-0, construite par la Canadian Locomotive Company et prêtée par l'ACHF.

La division Pacific Coast organise des réunions mensuelles et publie The Sand House, un bulletin d'information trimestriel. La division est active dans la préservation de la gare de Mallardville.



The Prince George Division cares for this classic ten-wheeler 1520 amongst other items.

La division Prince George prend un soin jaloux de cette ten-wheeler classique numéro 1520.



The Esquimalt and Nanaimo Division meets monthly and is working on the preservation of the E&N roundhouse in Victoria as a rail transport museum. The Division is also preserving railroad artifacts related to Vancouver Island and operate some excursions on the Esquimalt and Nanaimo Railway.

La division Esquimalt and Nanaimo tient des réunions mensuelles et travaille à la sauvegarde de la rotonde de la E & N de Victoria, avec l'objectif d'en faire un musée du transport ferroviaire. La division voit aussi à la préservation d'artéfacts en lien avec le chemin de fer de l'île de Vancouver et organise des excursions sur le réseau ferroviaire du Esquimalt and Nanaimo Railway.



A photo of the CRHA's E&N Division equipment in Victoria B.C., E&N days are held every August to commemorate the driving of the last spike on the E&N on August 13, 1886 at mile 25. The E&N Budd car can be seen on the right.

Une photo de l'équipement de la division E&N de l'ACHF à Victoria, C.-B. Les « jours E&N », au mois d'août, commémorent la pose du dernier crampon sur l'E&N, le 13 août 1886, au mille 25. Ici, à droite, l'autorail Budd de l'E&N.

OTHER ACTIVITIES

Canadian Railroad Historical Association activities have also grown to incorporate other areas to help disseminate railroad history. To commemorate the sesquicentennial of public railroad operation in Canada in 1986, the Association established an Annual Conference dedicated to Canadian railroad history. The initial conference held in Montreal included presentations, tours, and participation in the celebrations at La Prairie, the northern terminus of the Champlain and St. Lawrence Rail Road.

Subsequent conferences followed similar format, and have been held in Vancouver (1987), Hillsborough (1988), Toronto (1989), Calgary, Revelstoke, Nelson and Cranbrook (1990), Kingston (1991), Montreal for the 60th anniversary of the C.R.H.A. (1992), Toronto (1993), Revelstoke (1994), Smiths Falls (1995), Prince George (1996), St. Catharines (1997), Winnipeg (1998), Revelstoke (1999) and Montreal (2000). The last few years have seen the establishment of joint conferences with the Canadian Association of Railway Modellers, or CARM. Past meetings have been in Winnipeg (2005), Montreal (2006) and Victoria (2007). The 2008 site is Hamilton, Ontario.

ANNUAL AWARDS

In 1987 the Canadian Railroad Historical Association established its annual Awards. These awards recognize and honour individuals and organizations whose endeavours in the past year have contributed significantly to the recording and/or preserving artefacts of historical value related to Canada's railroads. Awards are presented in the following categories:

- a Life Time Achievement Award to a person who has made an outstanding contribution to the study of Canadian railroad history or preservation over a number of years;
- an Article Award published in a Canadian Railroad Historical Association publication, including those published by Divisions;
- an Article Award published in a non - C.R.H.A. publication;
- a Book Award published in the last year; and
- a Preservation Award of railroad artefacts by an individual or group, and;
- a Multimedia Award

To be continued...

AUTRES ACTIVITÉS

L'intégration d'autres secteurs d'activité a permis à l'ACHF de croître tout en diffusant l'histoire du chemin de fer. Afin de souligner le 150^e anniversaire de l'établissement du chemin de fer public au Canada en 1986, l'Association a établi le Congrès annuel, dédié à l'histoire ferroviaire canadienne. Le premier congrès, tenu à Montréal, comprenait des exposés, des randonnées ainsi qu'une participation aux célébrations du 150^e anniversaire de l'inauguration du premier chemin de fer à La Prairie, le terminus nord du Champlain & St. Lawrence Rail Road.

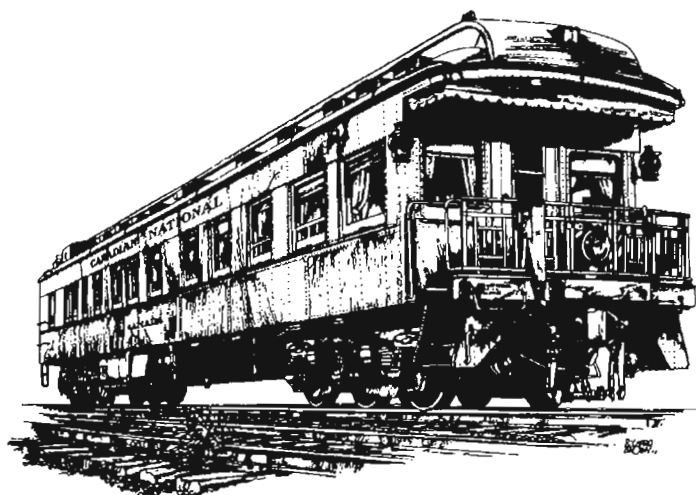
Des conférences similaires eurent lieu à Vancouver (1987), Hillsborough (1988), Toronto (1989), Calgary, Revelstoke, Nelson et Cranbrook, (1990), Kingston (1991), Montréal à l'occasion du 60^e anniversaire de l'ACHF (1992), Toronto (1993), Revelstoke (1994), Smiths Falls (1995), Prince George (1996), St. Catharines (1997), Winnipeg (1998), Revelstoke (1999) et Montréal (2000). Le Canadian Association of Railway Modellers s'est joint à l'ACHF pour des congrès mutuels au cours des dernières années. Ceux-ci eurent lieu à Winnipeg (2005), Montréal (2006) et Victoria (2007). La ville de Hamilton, Ont., a été retenue pour celui de 2008.

PRIX ANNUELS

En 1987, l'ACHF a créé ses Prix annuels, qui ont pour but de reconnaître et d'honorer des personnes et des organismes qui, pendant l'année précédente, ont contribué de façon significative à la documentation ou à la sauvegarde d'objets ayant une valeur historique en lien avec les chemins de fer canadiens. Les prix sont répartis de la manière suivante :

- Prix pour la réalisation d'une vie : prix décerné à une personne pour son engagement significatif dans la préservation ou la diffusion du patrimoine canadien pendant plusieurs années.
- Prix pour un projet de préservation : prix décerné à une personne ou à un groupe ayant réalisé une action de préservation ou un projet de restauration remarquable durant l'année courante.
- Prix pour un article (deux prix) :
 - prix décerné à un auteur ou une auteure pour la qualité d'un article paru dans Canadian Rail ou un bulletin de division;
 - prix décerné à un auteur ou une auteure pour la qualité d'un article publié dans tout autre périodique.
- Prix pour un livre : prix décerné à un auteur ou une auteure pour un livre publié durant l'année courante ou précédente.
- Prix pour un produit multimédia : prix décerné à une personne ou à un groupe ayant réalisé une vidéo, un film, un CD, un DVD ou un site Web sur un sujet relié aux chemins de fer.

À suivre...



CN blames cold for stopping Santa Train.

CN Rail said it was weather and mechanical trouble that prevented the annual Prince George Santa Train from running on schedule. There was to have been a pair of train trips on Friday December 9, 2007 from the downtown Via Rail station out into the countryside and back, with Christmas decorations aboard, music, and a visit from Santa.

The fundraiser for the Salvation Army is so popular that people line up for hours to purchase the tickets when they are released for sale each year. "It was extremely cold on Friday and the severe weather affected the operation of a freight train leaving Prince George," said Kevin Franchuk, a CN spokesman. "The unexpected delay in turn kept the Santa Train at the station."

Parents and children waited for hours in hopes that the tracks could be cleared. There were tears shed by some youngsters and some anger from the adults when it was announced the night was cancelled. "After consultations, the train was rescheduled," said Franchuk. Those who could return got to take their trip on Sunday, December 11, evening instead and, according to the Salvation Army, most were able to take part then. (Prince George Citizen)

CN's Harrison says U.S. railroads will be pressured to merge.

Canadian National CEO Hunter Harrison said in an interview with Bloomberg News that the biggest U.S. railroads, including Union Pacific Railroad and BNSF Railway, will face investor pressure to merge as they struggle to add capacity. "There's going to be a large transaction in the next five to six years," Harrison, 63, said in an interview at his Montreal office. He said his railroad wouldn't be involved in any big acquisitions before he retires in 2009. A combination between two of the four largest U.S. railroads would create a single

BUSINESS CAR

January - February, 2008

transcontinental carrier or allow one railroad to dominate in either the western or eastern U.S.

CN, which generates more than half of its revenue from shipments to or within the U.S., is currently seeking STB approval for its \$300 million purchase of most of the Elgin Joliet & Eastern Railway Co. from U.S. Steel Corp. CN wants the "J" to ease traffic congestion in and around Chicago. Harrison said he is confident the deal will be approved by the U.S. Surface Transportation Board following the STB decision to classify the transaction as minor. Some residents are opposed to the plan, and Canadian National is trying to resolve its concerns, he told Bloomberg. "The railroad's gotta go somewhere," he said. "People don't want them in the core, and they don't want them in the suburbs. Where do you expect us to go?"

Harrison said he expects the U.S. dollar will strengthen and the Canadian dollar weaken "some," without giving a time frame. An eventual decline in the price of diesel fuel will bring some balance to the U.S.-Canadian dollar exchange rate, he said. Canadian currency is up 18 percent against its U.S. counterpart this year, hurting CN by rendering U.S. revenue less valuable.

Harrison said he plans to step down as CEO at the end of 2009, when he turns 65. By then, he will have spent more than 45 years in the industry after starting as a carman-oiler on the Frisco in 1963. He led Chicago-based Illinois Central until 1998. CN plans to name a chief operating officer by mid-2009 who would be Harrison's likely successor. There is a "high probability" that the pick will come from within the company, Harrison said. (TrainsNewswire)

CN re-acquires another former line in Alberta.

CN has announced it will acquire the Athabasca Northern Railway Ltd. (ANY) to preserve a critical rail link to the oil sands region of northern Alberta. CN's purchase and rail-line rehabilitation plan are premised on long-term traffic volume guarantees that the Company has negotiated with shippers Suncor Energy Inc., OPTI

Canada Inc., and Nexen Inc.

CN will pay C\$25 million for ANY and invest C\$135 million in rail-line upgrades over three years to improve transit times and service consistency. E. Hunter Harrison, CN president and chief executive officer, said: "CN's investment and partnership agreements with key shippers will allow the parties to maintain important rail service to Lynton, Alta., a point near Fort McMurray, home of existing and future oil sands development.

"CN is focused on the future. While ANY's current traffic volumes are too low to keep it going as a stand-alone operation, we and our shipper partners see the ANY playing a critical role in one of the world's largest construction projects - the oil sands reserves in northern Alberta are second only to Saudi Arabia's, and industry is expected to invest more than C\$100 billion over the next decade in oil sands development, construction and infrastructure upgrading."

The 202-mile ANY connects with CN at Boyle, Alta., located 101 miles north of Edmonton. CN's plans for the line will preserve market access to existing and potential receivers along the rail corridor - today sulphur and petroleum coke move southbound on the ANY, and increased volumes of these commodities are expected to move over the line in future. CN's line rehabilitation, including upgraded rail, ties, bridges and new

ballast, will allow greater volumes of northbound shipments of construction materials and machinery to support oil sands development.

"Suncor has a long history with the Athabasca Northern and, with this announcement, we're looking forward to the line's future with upgraded operations," says Mike Ashar, Suncor executive vice president. "Moving oil sands freight by rail and relieving highway traffic has significant safety and environmental benefits that we strongly support." Without the commitment and investments being made by Suncor, OPTI Canada,

Nexen and CN, the rail line faced abandonment this month. The result would have been a significant increase in truck traffic on Highway 63, generating increased congestion and safety concerns on the busy road.

Rail is also a much more efficient way to move freight traffic compared to truck, with

significantly fewer Green House Gas (GHG) emissions. ANY marks CN's third short-line transaction in economically vibrant northern Alberta in the past two years. In January 2006, CN purchased the Mackenzie Northern (MKNR) Railway and Lakeland & Waterways Railway for C\$26 million, and in December of that year it acquired the Savage Alberta Railway, Inc., (SAR) for C\$25 million. In 2006 and 2007, CN spent C\$58 million to upgrade the rail infrastructure of the former MKNR and SAR and is planning C\$22 million in further improvements in 2008.

CN is uniquely positioned to capitalize on energy opportunities in the northern Alberta, with a strategically

located network close to the action. CN also has a talented team of experts to support economic development in the oil sands area as well as in the Alberta Industrial Heartland near Edmonton that will see construction of C\$20-billion worth of heavy oil upgraders in the coming decade.



CPR, Mayo Clinic officials meet to discuss DM&E transaction.

Canadian Pacific Railway is trying to establish a common ground with the biggest foe to the Dakota, Minnesota & Eastern Railroad Corp.'s (DM&E) proposed Powder River Basin project — the Mayo Clinic. The hospital also is leery of CPR's acquisition / integration of the DM&E.

The CPR and clinic officials have conducted their first face-to-face meeting on the transaction and committed to keeping an ongoing dialogue between the parties and the city of Rochester, Minnesota, as the acquisition / integration progresses. CPR officials emphasized that they've made no decisions about accessing new coal haulage business in the Powder River Basin per the DM&E's long-proposed PRB project.

Clinic officials have opposed the project for years, questioning the safety risks the proposed coal line would pose to the hospital, Rochester and other communities along the route. "This meeting was the beginning of a long-term constructive relationship based on open dialogue, mutual understanding and compromise," said Mayo Clinic Chief Executive Officer Glenn Forbes in a prepared statement. "I look forward to hosting CPR officials in Rochester to build on the progress we made."

In September, CPR and the DM&E reached an agreement under which the CPR would acquire and control the 2,500-mile regional and its subsidiaries — including the Iowa, Chicago & Eastern Railroad Corp. — for \$1.5 billion. A month later, the parties completed the transaction, pending Surface Transportation Board (STB) approval. The board plans to conduct a public hearing or hear arguments in June and issue a final decision on the transaction by Sept. 30. (Progressive Railroading On-line)

TRANSIT

Calgary Transit set to launch service on Northeast light-rail extension.

On Dec. 17, Calgary Transit opened its 1.7-mile Northeast CTrain light-rail extension from Whitehorn to McKnight-Westwinds Station. The agency will offer feeder bus service at the station, which will feature a central platform with at-grade access, shelters and heated waiting areas, and a 900-car park-and-ride lot. (Progressive Railroading On-line)



Canada Line cars 201-101 are seen after the official unveiling on December 14, 2007, at the Operations & Maintenance Centre in Richmond, B.C. Ian Smith, Pacific Coast Division.

British Columbia's Canada Line receives first train sets.

InTransitBC unveiled the first batch of Canada Line trains, which recently were delivered by Hyundai Rotem Co. The car builder has delivered the first four of 20 fully automated, two-car metro trains that will operate along the 16-station line. Scheduled to open in less than two years, the Canada Line will run between the transportation hub at Waterfront Centre in Vancouver and branches to Vancouver International Airport and central Richmond.

The driverless cars feature wide aisles, a walkway between vehicles, emergency passenger-operated intercom panels, and electronic interior and exterior signs. Hyundai Rotem is scheduled to deliver the remaining vehicles by August 2008.

The \$2 billion Canada Line is being funded by the Canadian and British Columbian governments, TransLink and Vancouver International Airport Authority. InTransitBC has been contracted to design, build, operate, maintain and partially finance the line. (Progressive Railroading On-line)

AMT orders double-deck coaches for Montreal.

THE government of Quebec has awarded Bombardier a \$386 million contract to supply 160

double-deck coaches for Montreal commuter rail operator Metropolitan Transit Agency (AMT). The stainless steel vehicles will have capacity for up to 200 passengers, 30% more than AMT's existing single-deck coaches with GPS-based audio visual passenger information systems.

The coaches will be assembled at Bombardier's La Pocatiere plant in Quebec and deliveries will begin in the third quarter of 2009. The order includes vehicles for AMT's \$300 million East Train project, which will see the introduction of commuter rail services on the 51km line from Montreal to Repentigny and Mascouche in 2011. (International Railway Journal)

HERITAGE

Countess of Dufferin not landlocked after all.

This is a follow up on news items that the "Countess of Dufferin" is stranded in the Winnipeg Railway Museum due to collapse of the embankment at the south end of the museum (tracks 1 and 2 in the VIA station):

Although immediately after the collapse it looked as though CN planned to remove the tracks and the embankment, such has not been the case. CN has cleared away all the gravel, masses of concrete, uprooted trees and the general debris; has laid gravel covered with

clay to retain the slope of the embankment, and grassed it; has built concrete retaining walls at the bottom of the slope; has removed or repaired several fences around the embankment and cleaned up and landscaped the area (which badly needed doing anyway); and picked up several signal masts and other heavy artefacts which had been carried away into the collapse and placed them in the Museum. In short they've done a fast, neat job, and the CN crews doing it were very helpful to the Museum.

Therefore both tracks are still attached to the Museum and to the mainline. The "Countess" is on track 1, the track closest to the collapse, but there's a crossover to track 2 immediately outside the Museum; track 2 was never in any danger. The rest of track 1 - a stub which VIA used to park cars on for training purposes - appears to be safe for very low-speed movements; this is all that would be necessary as the Museum uses it only for switching and for storage. The track needs to be straightened a bit and lots of tie and ballast work should be done but there's no hurry. It's interesting to note that the embankment apparently is a fill-in over a trestle: the ends of very large beams of wood became visible when the cover fell away. Indeed, that may be why the collapse wasn't more devastating.

The "Countess" is at the opposite end of the station from the collapse, so was never directly endangered, but now it's certain that she is not landlocked either. (Peter Lacey Winnipeg RR Museum)

Federal government pushing for an agency to oversee Toronto's Union Station.

The federal government wants Toronto to create an agency to oversee and run Union Station, something that the city agreed to do more than seven years ago, Transport minister Lawrence Cannon said recently. "It's imperative that [the station's] governance structure be clarified before we move ahead on any project," Cannon told the Toronto Board of Trade in a breakfast speech. Under the terms of the agreement in June, 2000, for the purchase of Union Station, the city, GO Transit and the federal government agreed that an agency would be created to oversee redevelopment of the station and its transformation into a multimodal urban transit hub for the greater Toronto region.

Seven years on, no agency had been created and the federal government is running out of patience. "We are encouraging the city of Toronto put in place a dedicated governance entity for the station so that we [the federal government] can negotiate a contribution agreement and move forward with the station's restoration and redevelopment," Cannon said. After the speech, he told reporters that he was "basically pretty flexible" on how the issue of governance could move

forward. "I guess I am telling them, quite clearly, make me an offer in terms of the governance structure and the kind of model that you would want to see there so we can go forward," Cannon said.

"I understand from my officials that it has been bogged down because people are literally holding positions which might not be reasonable to hold." The city may finally be moving on the governance issue. Stewart Green, spokesman for mayor David Miller, said that a report going to the city council meeting next week will instruct staff to prepare a proposal for a governance structure for Union Station.

(Globe and Mail)

INDUSTRY

Consultant unable to find buyer for closed NS rail car plant.

A Halifax consultant has been unable to find a buyer for TrentonWorks. In a brief statement posted on its website, consultant Ernst and Young said it has been unable to find an acceptable proposal for the mothballed Pictou County rail-car manufacturer. However, it indicated that some proposals are still being reviewed and discussed with key stakeholders. The notice concluded that the possibility of a sale was complicated by external factors, including economic ones, and the disposition of the assets "is expected in the coming weeks.

"The plant closed last spring after parent company Greenbrier determined the operation was no longer cost-effective. Three hundred jobs were lost with the closure. Ernst and Young had been asked to find a buyer and make a recommendation to the company by Jan. 14. The consultant's announcement didn't sit well with Trenton mayor Shannon MacInnis, who has been waiting like the rest of the community for word on the plant's future. "It doesn't sound good," MacInnis said recently. "But if they're still talking to somebody, the door isn't completely closed." MacInnis, who said he hadn't heard anything directly from Ernst and Young, suggested the complicating economic factors mentioned by the consultant included the strong Canadian dollar and concerns about the facility's unionized workforce.

A spokesman for Foreign Affairs minister Peter MacKay, the Central Nova MP, said in an e-mail Tuesday to the Halifax Chronicle Herald that although there might not be a buyer, a new operator might be found. "The minister remains confident that an operator can be found for this important facility," Dan Dugas said in the e-mail. Last week, Mark Rittenbaum, a vp with Greenbrier, raised concerns about the plant's immediate future when he said the company was "accelerating the timeline for liquidation" of the money-losing facility. He made the comments in a release of Greenbrier's first-quarter 2008 results. (Canadian Press)

SHORTLINES & REGIONALS

Foundation committed to making E&N railway a reality.

Despite some recent setbacks, the Island Corridor Foundation is confident Vancouver Island's railway service has a bright future. Doug Backhouse, executive-director of the ICF, owners of the 234-kilometre stretch of track between Courtenay and Victoria and Nanaimo's historic but burned-out E&N railway station on Selby Street, said the

organization is continuing its efforts to "build a vision" for the railway.

He said despite the Island railway losing nearly 90% of its cargo revenue less than 10 years ago, and the near loss of the Nanaimo rail station in an August fire, the non-profit public foundation believes the railway's fortunes are beginning to turn around. "We're

working on a number of different fronts to revitalize the railway, including the possibility of hooking up with a Port Alberni group to extend the service to that

community to open it up for steam trains for the tourists," Backhouse said.

"Freight numbers are also up as the service improves and we expect those numbers to continue to rise." As for the \$2-million refurbishment of Nanaimo's E&N railway station,

gutted by fire in the early morning hours of Aug. 26, Backhouse said the ICF is "working through the process" of raising the funds and expects the work will begin soon. (Nanaimo Daily News)

PASSENGER

VIA TO REBUILD F-40s.

Via Rail's fleet of F40 locomotives will be rebuilt after the company announced a five-year, \$101.5-million contract with CAD Railway Services Ltd. Via said that 53 F40s will be refurbished by CAD, which is wholly owned by Global Railway Industries Ltd.

The work will begin in 2008 and is aimed at making the trains more environmentally friendly. The



On September 13, 2007 David Morris caught VIA No. 16 hauled by a pair of F-40's lead by 6403 on the trestle at mile 82.2 of the Cascapedia Subdivision. The consist that day was: 6403 – 6408 – 8621 – 8140 – 8107 – 8505 – Dollier – Laval – Acadian – Lasalle – Salaberry. David Morris

money is part of the \$691.9 million that the federal government recently announced it would spend on Via over five years. Federal Transport Minister Lawrence Cannon and Via Rail president Paul Cote were among those present at a news conference in Montreal for the announcement.

"Not only is this investment in the locomotives good for the environment but it will also allow us to improve the punctuality of the trains," Cannon said. "The rebuilt locomotives will provide more reliable service to Canadians in all regions of the country."

About 90 jobs will be created. "We are extremely pleased to announce that CAD Railway Industries Ltd. is our first partner following the government's investment," Cote said. "By rebuilding 70 per cent of our fleet of locomotives, CAD will help us reach our goals of increasing reliability while decreasing maintenance costs.

"It is one of the many steps we are undertaking to modernize our fleet while ensuring all locomotives are in compliance with safety, environmental and other regulations, all as a means to providing our customers with the best travel experience." Global CEO Terry McManaman said the deal will be a major boost to his company. "This contract award positions Global as the largest re-manufacturer of locomotives in Canada and as a major competitor in locomotive remanufacturing in North America," he said in a statement. (The Canadian Press)

Federal government continues funding Northern ON passenger rail.

The Government of Canada is providing Algoma Central Railway with \$4.2 million in operating funding to continue passenger rail service between Sault Ste. Marie and Hearst, ON, until March 31, 2009. The Honourable Tony Clement, Minister of Health and Minister for the Federal Economic Development Initiative for Northern Ontario, made the announcement recently on behalf of the Honourable Lawrence Cannon, Minister of Transport, Infrastructure and Communities.

"Algoma Central Railway is an economic and community lifeline in Northern Ontario and our government is proud to support this valuable service," said Clement. "By investing in local infrastructure and transportation, we are investing in the people of Northern Ontario, and that's an investment that always pays dividends." Cannon added, "Passenger rail services in this

region contribute to the economic and social well-being of its communities. This funding will allow Algoma Central Railway to continue to provide a safe, efficient and comfortable transportation option to local residents and area visitors.

"In addition to providing a valuable transportation service to local residents, Algoma Central Railway's Sault Ste. Marie-to-Hearst passenger rail service supports the regional economy by carrying customers, staff and supplies to remote commercial lodges and wilderness tour points, many of which can only be reached by rail. The service transported 7,842 passengers in 2007. For over a decade, the Government of Canada has demonstrated its commitment to the Sault Ste. Marie-to-Hearst service by providing operating funding of up to \$2.1M per year to Algoma Central Railway. In 2006, the federal government also provided Algoma Central Railway with \$1.5M for the refurbishment of its passenger rail fleet. The revitalized fleet, along with upgrades and modifications, was put into service in April 2007. (Canada NewsWire)

Quebec's Tshiuetin railway to obtain \$12 million from Canadian government.

The Canadian government recently announced it will provide up to \$12 million to Tshiuetin Rail Transportation to continue passenger-rail service between Sept-Iles and Schefferville, Quebec, until Dec. 30, 2009. The only surface transportation mode available to Schefferville, rail is used by First Nations members to travel to their hunting, fishing and trapping territories.

In 2007, the railway transported 15,000 people. Tshiuetin became the first First Nations company to own and operate a railway in Canada when it acquired the Menihek subdivision from the Quebec North Shore and Labrador Railway in December 2005. Since 2004, the government has provided start-up, operating and capital funding for the railway. Funds have been used to recruit and train employees; purchase equipment, vehicles, locomotives and rolling stock; renovate the Schefferville station; construct a locomotive repair shop; create a railway maintenance-of-way camp in Esker, Newfoundland and Labrador; and build passenger shelters in Emeril, Newfoundland and Labrador. The funding will be awarded through Transport Canada's Regional and Remote Passenger Rail Services Class Contribution Program. (Progressive Railroading On-line)

BACK COVER: A photo montage of other CRHA excursions through the years, photos courtesy Ronald Ritchie, CRHA Archives Fond Angus and Murphy.

COUVERTURE ARRIÈRE : Montage photographique des excursions organisées par l'ACHF au cours des années. Photographies provenant des Archives de l'ACHF, Fond Fred Angus, Fond Peter Murphy et Ronald S. Ritchie.

Canadian Rail

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