

THE CANADIAN RAILROAD HISTORICAL ASSOCIATION, INC.

FEBRUARY, 1950.

ANNOUNCEMENT OF MEETING

The regular monthly meeting of the Association will be held on Wednesday, February 8th, at 8.00 P.M. in Room 153 of the Queen's Hotel.

Program:

In accordance with a suggestion made at the Annual Meeting, it has been decided by the Program Committee to hold a question-and-answer night. Each member is requested to bring a question on the topic of railways which the other members will try to answer for him. It is hoped this discussion period will be informative and of interest to all.

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ITEMS OF INTEREST

The Delaware and Hudson Railroad inaugurated the use of diesel-electric locomotives on its trains Nos. 7 and 8 between Montreal and Albany, N.Y. when train No. 7 arrived in Windsor Station on January 9th pulled by locomotive No. 4019. Locomotives of the "4000" series are 1500 H.P. engines of the road-switcher type built by the American Locomotive Works. This change was brought about by the coal shortage, and has enabled the D.& H. to comply with the necessity of curtailing coal consumption in passenger service without cutting out any of their regular passenger trains into Montreal.

The New York Central Railroad, however, has cancelled trains Nos. 2 and 3 between Montreal and Utica on account of the I.C.C. order to cut passenger service by one-third.

Canadian National's locomotive No. 6184 is undergoing tests with Poppet Valve Gear supplied by Dominion Engineering Limited.

All diesel-electric switchers (1000 H.P.) being delivered to the Canadian National Railways by the Montreal Locomotive Works are now being numbered in the 8000 series instead of the 7600 series. Locomotives already numbered in the 7600 series will now be changed to the 8000 series. The 1500 H.P. road diesels expected to be delivered shortly by Montreal Locomotive Works will be numbered 9300 to 9307. The General Electric diesels for Prince Edward Island service are expected to be delivered in March and will be numbered 7802 to 7819.

Train service over the C.N.R.'s Hawkesbury bridge spanning the Ottawa River was restored on December 24th, 1949. This bridge was condemned some time ago, but has been put back in service.

Centralized Traffic Control is now completely installed on the C.N.R.'s single track line between St. Rosalie, Que., and West Jct., Que. (near Levis, Que.)

The Asbestos and Danville Railway is removing its tracks from the pits at Asbestos, Que. Hoisting machinery and trucks will handle work in the future. The railway, however, will still provide the line haul to the C.N. connection at Danville.

The Montreal Tramways Company has placed one man cars of the "1525" and "1600" series on route No. 25 (Notre Dame-Cote St. Paul). One man cars are also replacing two man cars on route No. 7 (Mount Royal) in the evenings and on Sundays. Rail service on route No. 84 (Hochelaga) and route No. 95

(Frontenac) will be abandoned by next Fall, when trolley busses will be placed in operation.

On November 27th last, the Canada and Gulf Terminal Railway inaugurated parlour car service on its line between Mont Joli and Matane, Que. The parlour car, No. 501, was built by the Railway from their motor rail car of the same number. This car seats 44 passengers. This progressive short line has also recently completed a modern three story depot at Matane, Que.

Although sale of the Temiscouata Railway to the Canadian National Railways has been completed indications are that the line will continue to run independently until the C.N.R. begins rehabilitating the line which it is expected will not be for some time yet. Locomotives Nos. 11 and 12, the 1888 Portland built 4-4-0's are handling the mixed trains, daily except Sunday, over the line. This will probably be the last season of operation for these locomotives as the C.N.R. has indicated that they will scrap them. Freight over the line is only on a two days per week basis and is handled by one of the 4-6-0's. Their No. 9 is receiving repairs at the shops in Riviere du Loup, Que. It has also been learned No. 11 was damaged in an enginehouse fire at Connors, N.B. about two years ago. Pronounced warping on the tender and cab still scar this locomotive.

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C.N. Reductions in Service Account Coal Shortages.

Changes on Montreal District (Eff. Jan. 9/50)

Reduced Service

<u>Train Nos.</u>	<u>Between</u>	<u>Type of Service</u>
16 & 17	Montreal and Portland, Me.	6 days to 3 days
79 & 80	" " Ft. Covington	" " " " "
89 & 90	Ottawa and Barry's Bay	" " " " "
193 & 194)	Golden and Pembroke	" " " " "
155 & 156)		

Increased Service

629	Valleyfield to Coteau	Daily, instead of Ex. Sat. and Sun.
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Cancelled

24 & 23	Montreal and Sherbrooke)
9 & 10	" " Richmond)
607 & 606	" " Waterloo)
48 & 51	" " Ottawa)
113 & 114	" " Garneau & Hervey)
33 & 34	" " Hervey)
109, 110 & 209	" " Garneau) Weekday or Daily Train
3 & 4	" " Riv. du Loup)
645 & 646	" " Nicolet)
627	Valleyfield to Coteau)
111 & 112	Montreal and Island Pond)
117 & 218	" " Coaticook)
22 & 39	" " Actonvale)
83 & 84	" " Hawkesbury)
152, 151, 153	" " Ottawa) Weekend Trains
297 & 298	" " Hemmingford)
99 & 98	Lac Remi and Montreal)
206 & 205	Montreal and Rawdon)
97, 105 & 104	" " Lac Remi)
101 & 102	" " Montford)

The effect at Turcot roundhouse has been to reduce weekly passenger engine despatches from 286 to 215.

SHORT RAILWAY HISTORY:

Data: R.R. Brown

ALMA AND JONQUIERES RAILWAY

- | | <u>Saguenay Power Jct.</u> | <u>To</u> | <u>Isle Maligne</u> | <u>11 miles</u> |
|-----------------------|--|-----------|---------------------|-----------------|
| 1912 Quebec: | 3 George V, Cap. 85.
Incorporation of the Alma and Jonquieres Railway Company to build from Hebertville to a point between Grande Decharge and Petite Decharge, and from St. Joseph d'Alma to Jonquieres. | | | |
| 1923 | April: Construction started. | | | |
| 1923 | August: Line completed from Saguenay Power Jct., on the Canadian National Railways (formerly the Quebec and Lake St. John Railway) to Riverbend and Isle Maligne. | | | |
| -o-o-o-o-o-o-o-o-o-o- | | | | |
| 1920 Quebec: | 10-George V, Cap. 114
Incorporation of the Quebec and Chibougamau Railway Company to build from Quebec City to Chicoutimi; Chicoutimi to Lake Chibougamau; from Albanel to Demeules: etc. | | | |
| 1929 Quebec: | 19-George V, Cap. 108.
Name changed to Quebec, Saguenay and Chibougamau Railway; power to build to James Bay; etc. | | | |
| 1929 | Construction started from the terminus of the Alma and Jonquieres Railway at Isle Maligne, toward Peribonka. | | | |
| 1930 | Construction abandoned after about 25 miles completed. | | | |
| -o-o-o-o-o-o-o-o-o-o- | | | | |

Locomotives of the Alma and Jonquieres Railway

<u>No.</u>	<u>Type</u>	<u>Cylinders</u>	<u>Drivers</u>	<u>Builder and No.</u>	<u>Date</u>
1	0-4-0T				1923
	Sold about 1926 to the Roberval and Saguenay Railway as No. 15.				
6	2-6-0	19 x 26	50"	Montreal #44265	1910
	Ex Roberval and Saguenay Railway No. 6 acquired 1923; Scrapped 1925.				
1048	4-6-0	19 x 24	56"	Kingston #542	1902
	Ex Canadian National Railways (Canadian Northern Ry.) No. 1048. Acquired 1925; scrapped 1931.				
1066	4-6-0	19 x 24	56"	Kingston #594	1902
	Ex Canadian National Railway (Canadian Northern Ry.) No. 1066. Acquired 1931; scrapped 1941.				
14	2-6-0	20 x 26	50"	Montreal.	1926
	Ex Roberval and Saguenay Railway No. 14. Acquired 1941.				

Passenger Train cars:

3001 Baggage

3002 Coach ex Quebec Central Railway

3003 Combination ex New York Central Railroad.

Note: The above roster of equipment was compiled about 1945 and
any subsequent changes are not included.

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