

#11

CANADIAN RAILROAD HISTORICAL SOCIETY

SEPTEMBER 1950

TRIP ACCOUNCEMENTS

On October 1st the Association has arranged to hold an excursion over the Canadian National Railways' Montfort Subdivision to Huberdeau, Que. in diesel-electric rail car No. 15837 hauling one passenger coach. The trip is to commemorate the 25th anniversary of the famous 67 hour Montreal to Vancouver run of C.N.R. diesel-electric car No. 15820 in October 1925. The line to Huberdeau, through the Laurentian Mountains is very scenic and the foliage will be in full Autumn colour. Special stops have been arranged for photographers. As this is the first railroad trip the Association has arranged, members are requested to co-operate to the fullest possible extent. Fare is \$4.25 per person which includes a box lunch and beverage. Everyone is welcome, bring along your friends. Tickets may be purchased from:

S. S. Worthen,  
3 Prospect Street  
Westmount, Que. Phone: We.4358 (evenings)

October 1st, 1950

Train will leave CENTRAL STATION at:-

8:15 A.M. STANDARD TIME

And VAL ROYAL STATION at:-

8:50 A.M. STANDARD TIME

YOU MUST HAVE YOUR TICKETS BEFORE BOARDING TRAIN

- - - - -

A trip over the electric freight lines of the Cornwall Street Railway is being held on September 25th, by the Cornwall Electric Railway Society. The trip will be made in the Society's car #29, a former street railway passenger car. This car has recently been completely re-painted by the Society. The fare will be \$1.25 per person.

- - - - -

IMPORTANT NOTICE

The Canadian National Railways has announced the imposition of a ban on taking photographs of Company property and equipment.

The following quotation is reprinted for the information of members who may be travelling to the United States, from a circular published by the National Railway Historical Society of Baltimore, Md.

"On July 22, 1950, for security reasons, the United States War Department issued an Order prohibiting the taking of photographs on all railroad property, and the inspection or visiting of railroad terminals.

"Railroad and local police officials are now enforcing these restrictions. Some of our members have already had unpleasant experiences, even to the point of being ordered off of station platforms".

It is suggested for the benefit of members that these restrictions be respected.

ITEMS OF INTEREST

CENTENARY OF THE OGDENSBURG & LAKE CHAMPLAIN RAILROAD

On May 14th, 1845, a charter was granted to the Northern Railroad of New York to construct a railway line from Rouses Point to Ogdensburg. Construction was started in the following year, and the line was opened for through traffic on September 20th, 1850.

The Railway Guide for 1852 indicates that there were two round trip passenger trains daily. By comparison with a present-day timetable of the Rutland Railroad (present owner of this line) several interesting changes can be noted from the following list of stations, shown in the 1852 Guide:

NORTHERN RAIL ROAD (NEW YORK) - 1852

<u>Mile</u>	<u>Station</u>	<u>Mile</u>	<u>Station</u>
0	ROUSES POINT	57	MALONE
4 $\frac{1}{2}$	CHAMPLAIN	63	BANGOR
12	MOOER'S	68 $\frac{1}{2}$	BRUSH'S MILLS
15 $\frac{1}{2}$	CENTERVILLE	71	MOIRA
21	SAND PIT WATER STA.	76 $\frac{1}{2}$	LAWRENCE
23	CHAZY	82	STOCKHOLM & BRASHER FALLS
29	ELLENBURGH		
30	BRANDY BROOK	90	KNAPP'S
35	GRAVEL PIT	93	POTSDAM
37 $\frac{1}{2}$	SUMMIT	101	MADRID
45	CHATEAUGAY	109	LISBON
49 $\frac{1}{2}$	BURKE	118	OGDENSBURGH

In 1864, the line was re-organized as the Ogdensburgh and Lake Champlain Railroad. In 1873, the line was acquired by the Central Vermont Railroad and remained with this company through a number of financial vicissitudes until 1902. In the latter year, it was purchased by the Rutland Railroad, in whose possession it has remained.

FIFTIETH ANNIVERSARY OF THE MONTMORENCY DIVISION OF THE QUEBEC RAILWAY, LIGHT & POWER COMPANY.

On the 15th of August, the "Chemin de Fer de la Bonne Sainte-Anne" observed the fiftieth anniversary of the first electric train between Quebec and Ste.Anne-de-Beaupre. Service along the coast of Beaupre had been given for some ten years previously by the steam trains of the Quebec, Montmorency & Charlevoix Railway. In 1899, with the commencement of the electrification of this gradeless line, the company name was changed to Quebec Railway, Light & Power Co. The preliminary electrification was completed between Quebec and Montmorency Falls and

the first electric train service established on May 27th, 1900, followed by the opening of the electrified service to Ste. Anne on August 15th. Subsequently, on September 6th, 1900, the electrified service was extended to St. Joachim, which is the present terminus of the Q.R.L.& P.

It was not intended to haul passengers on the first return trip to Ste. Anne as a test run. On the return trip, however, the car was unexpectedly pressed into service to carry two distinguished Roman Catholic prelates, Msgr. Merry del Val, Apostolic Delegate to Canada, and Msgr. Nazaire Begin, Archbishop of Quebec, back to the capital city from a pilgrimage to Ste. Annes. Their trip to the shrine had been made in the Archbishop's carriage, which sustained a broken axle at Ste. Anne. The reaction of the reverend gentlemen to the comfort of the electric railway has unfortunately not been recorded, but it could not have been other than favorable as the last survivor of the 300 series of cars used on the occasion was scrapped less than two years ago.

THE CANADIAN RAILWAY STRIKE

The threatened strike of non-operating railway workers became a reality at 6:00 A.M. on Tuesday, August 22nd. Within a few hours after the deadline, all trains had pulled into terminals and the strike became complete. Though the strike was without doubt the most complete industrial tie-up Canada has ever experienced, its nine-day duration was remarkably free from any incidents or violence of any kind, and it was terminated through Government intervention at 9:20 P.M. on Wednesday, August 30th, 1950. Within a few hours afterward, trains were in motion and normal service was restored for the heavy Labor Day weekend traffic.

First engine to leave the CNR Turcot roundhouse was the Bonaventure switcher, No. 7349, which left the shop at 11:55 P.M. During the strike, there were 142 "dead" engines in and around the Turcot engine terminal. The situation in the CPR Montreal Terminal yard was similar. The first train movements out of Montreal on the CNR both left Turcot Yard simultaneously at 4:00 A.M. One was train No.490, manifest freight for Portland, with GT engine #3704, while the other was an extra west for Toronto, headed by diesel-units 9002-3. First train to leave Montreal on the CPR was train No. 902, which left the St. Luc Yard. On both railroads, regular suburban passenger service was completely restored the following morning.

- - - - -

In July, the Rutland Railroad underwent another re-organization, coming out of the legal mill as the Rutland Railway. It appears quite probable that the new management will start to dieselize the line within the next year. The Rutland's Chatham branch was tied up recently due to a wash out on the line near Bennington, Vt.

- - - - -

The East Alburgh trestle of the Central Vermont R.R. had its reconstruction completed on August 25th. Due to the strike, however, the first train did not run until August 31st, 1950. This trestle had been partially destroyed by fire several months ago. All Central Vermont service has now returned to normal.

- - - - -

Fairbanks-Morse units Nos. 4801-4802, two "A" units totalling 4800 HP were recently used on test on the Canadian National Railways. They were operated daily on CNR trains #17 and #8 from August 15th to September 9th.

- - - - -

In an effort to headoff the threatened strike of railway conductors and trainmen, the United States Government seized all United States railroads on August 27th. A bulletin issued by the Rutland Railway and the Central Vermont R.R. indicate that they are now under the control of Maj.-Gen. F.A. Heileman, Chief of Transportation, United States Army.

- - - - -

The Iberville-Frontenac Streets portion of No. 95 carline of the Montreal Tramways was scheduled to have been abandoned on September 3rd. However, a dispute over seniority rights of street-car employees being transferred to the bus division, lead to a wild-cat strike. All rail lines were out of service by late Saturday afternoon, September 3rd, although bus lines continued to operate. Complete service was resumed on Sunday, although the dispute was not settled. Street cars will continue to run on the Frontenac line until the dispute is settled. All equipment transfer brought about by the pending abandonment were made on schedule and, consequently, spare two man cars are being used on Frontenac line, although many of the motormen and conductors are wearing bus drivers uniforms.

- - - - -

The "Tremblay Report" on Montreal's transportation problem was made public on September 16. Besides the numerous recommendations in the 95 page report, it is noted that it considered that 430 of the street cars were obsolete and should have been scrapped years ago. Presumably it refers to all cars numbered below 1525. It recommended that they be replaced by P.C.C. cars or busses.

- - - - -

On September 12th, the former Temiscouata Railway shops (now C.N.R.) were destroyed by fire. No rolling stock was lost as it had been transferred to the C.N.R. yards.

- - - - -

A 660 hp diesel switcher built by the Montreal Locomotive Works is being tested for a period of two weeks by the Canadian Pacific Railway at St. Luc Yard. It has been assigned the number 7004.

- - - - -

The Toronto Transportation Commission has purchased 52 modern P.C.C. type street cars from the Cincinnati Street Railway. These are in addition to the 50 presently on order with the St. Louis Car Company.

Publisher: R.J. Joedicke

Editor: Allan Tooney,  
2368 Beaconsfield Ave.,  
Montreal 28, Que.

THE CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

Meetings every first Wednesday of the month  
in the Queen's Hotel, Montreal.

Dear

This is to acknowledge your request for  
reservations for the Commemorative Excursion to Huberdeau, P.Q.,  
via the Canadian National Railways, on Sunday, October 1st., 1950.

The Special will leave Montreal from the Canadian  
National Railways Central Station at 8.15 A.M., standard time,  
and will return to Montreal, arriving at 6.15 P.M. standard time.

Information and directions for the gate from which  
the excursion will leave may be obtained from the Information Desk  
at Central Station, or from the attendant at the Green Light. Also,  
you may look for the emblem of the Canadian Railroad Historical  
Association, coloured in green and gold.

The Special will also leave the station at Val Royal  
at 8.50 A.M., standard time. We hope you will have a good time.

S. S. Worthen,  
General Passenger Traffic Manager,  
Canadian Railroad Historical Ass'n., Inc.

MONTREAL, Que. Sept. 26th, 1950.

TRANSPORTATION ADVICE NO. 3790.File 3322.

Mr. R.A. McQuado - Montreal.

CANADIAN RAILROAD HISTORICAL ASSOCIATION.

Please arrange movement as follows:-

NUMBER: About 80 persons.EQUIPMENT: Special Train No. 463, consisting of:-  
One (1) diesel-electric motor car No. 15837.  
One (1) small wooden coach (3400 Series)

<u>SCHEDULE:</u>	Lv. Montreal (C.S.)	Sun. Oct. 1st	<u>SPECIAL #463</u>	8.15 am
	Ar. Turcot East	" " 1st	"	8.30 am
	Stop to be made to pick up 3 or 4 passengers.			
	Lv. Turcot East	Sun. Oct. 1st	"	8.30 am
	Via Ballantyne and E.J. Tower			
	Ar. Val Royal	Sun. Oct. 1st	"	9.05 am
	Lv. " "	" " 1st	"	9.10 am
	Ar. St. Eustache	" " 1st	"	9.25 am
	If necessary, stop to be made to pick up 3 or 4 passengers.			
	Lv. St. Eustache	Sun. Oct. 1st	<u>SPECIAL #463</u>	9.25 am
	A 15 minute stop is to be made at the bridge over the river at Shawbridge in order that passengers may take photographs. A 20 minute stop is to be made at the far side of the lake from Nowaygo Stn. in order that passengers may take photographs.			
	Ar. Huberdeau	Sun. Oct. 1st	<u>SPECIAL #463</u>	12.50 pm
	<u>Returning</u>			
	Lv. Huberdeau	Sun. Oct. 1st	<u>SPECIAL #463</u>	2.00 pm
	Ar. Intervale	" " 1st	"	2.05 pm
	Ten minute stop required.			
	Lv. Intervale	Sun. Oct. 1st	"	2.15 pm
	Ar. Weir	" " 1st	"	2.30 pm
	Ten minute stop required.			
	Lv. Weir	Sun. Oct. 1st	"	2.40 pm
	Ar. Sixteen Island	" " 1st	"	3.00 pm
	Ten minute stop required.			
	Lv. Sixteen Island	Sun. Oct. 1st	"	3.10 pm
	Ar. St. Eustache	" " 1st	"	5.30 pm
	If necessary, stop to be made to detrain 3 or 4 passengers.			
	Lv. St. Eustache	Sun. Oct. 1st	"	5.30 pm
	Ar. Val Royal	" " 1st	"	5.50 pm
	Lv. Val Royal	" " 1st	"	5.55 pm
	Via Mount Royal and the tunnel.			
	Ar. Montreal (C.S.)	Sun. Oct. 1st	"	6.15 pm

NOTE:- On arrival at Val Royal on the going trip, several cases of soft drinks and a crate of box lunches will be loaded into the baggage section of the motor car. On the return move, the soft drink empties will be unloaded at this point.

TICKETS: Proper transportation of Montreal Central Station issue.  
Coach party fare basis (1 1/10).

TA-3790 (Cont'd.)

GUARANTEE:- A block ticket for 54 fares at \$3.00 each, has been issued, total value \$162.00 which is minimum guarantoo required for the operation of this special, on a basis of \$1.00 per mile, as authorized by Assistant General Passenger Traffic Manager.

MEALS: Party will have box lunchos and soft drinks.

RAILWAY

REPRESENTATIVE: Mr. J.T. Meero, District Passenger Agent, Montreal, will accompany this movement in both directions.

REMARKS: This is an important party, and all concerned should be instructed to show special attention throughout.

H.J. NEVIN,  
General Passenger Agent.

SF/NF

COPIES TO MESSRS:-

SFD	MED	AEL	OAB	AGelinas	HJN
PHF	ASA	PT-3	JRC	JANebert	JTM
EHL-2	PMcA	JAGT	NTW		IOS
HCR-5	JAMcI		RJHW	Agt-Huberdeau	AG
JTW	YM-2		WHM-2	Agt.St.Eustache	BAM
JSM-3	LPC-4		GVS		LFM
TJG	CF		JAMcE		SF
AHH	EDP-2		JCW-2		Rec.
FRB-3	NC		JDH		Infr. Bur.
GAS	EstCyr				Travel Bur.
WST	HRW				

Agent - Val Royal, Quo,

Scmotime on Sat. Sept. 30th, several cases of soft drinks and a crate of box lunches will be delivered to you for safekeeping until Sunday morning Oct. 1st, when these supplies will be loaded into the baggage section of the diesel electric motor car by the organizers of this movement. On arrival at Val Royal, on the return move, the empty soft drink cases will be returned to you for safekeeping overnight and will be picked up sometime on Monday, Oct. 2nd.

Will you kindly arrange to handle accordingly.

Terminal Passonger Agent - Montreal.

Please see away and meet on return.

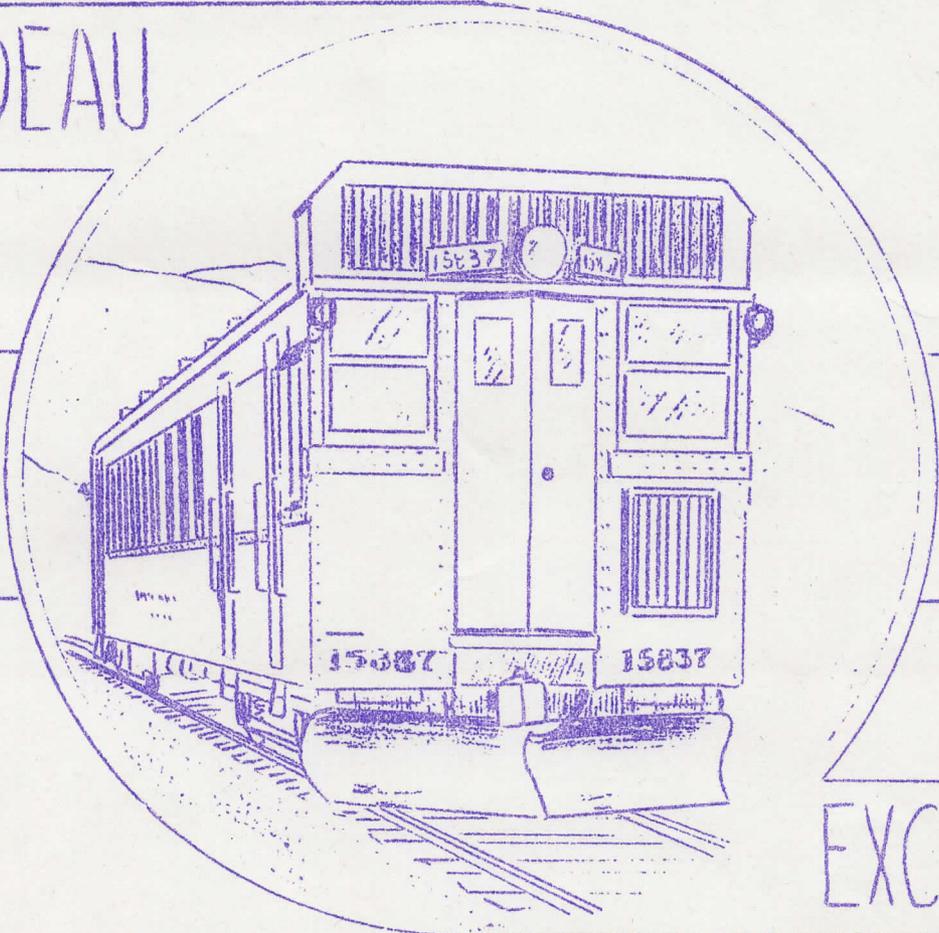
# CANADIAN RAILROAD HISTORICAL ASSOCIATION

INCORPORATED - 1944

HUBERDEAU



1925



1950

EXCURSION



SUNDAY, OCTOBER 1<sup>ST</sup>, 1950.

— IN CO-OPERATION WITH —

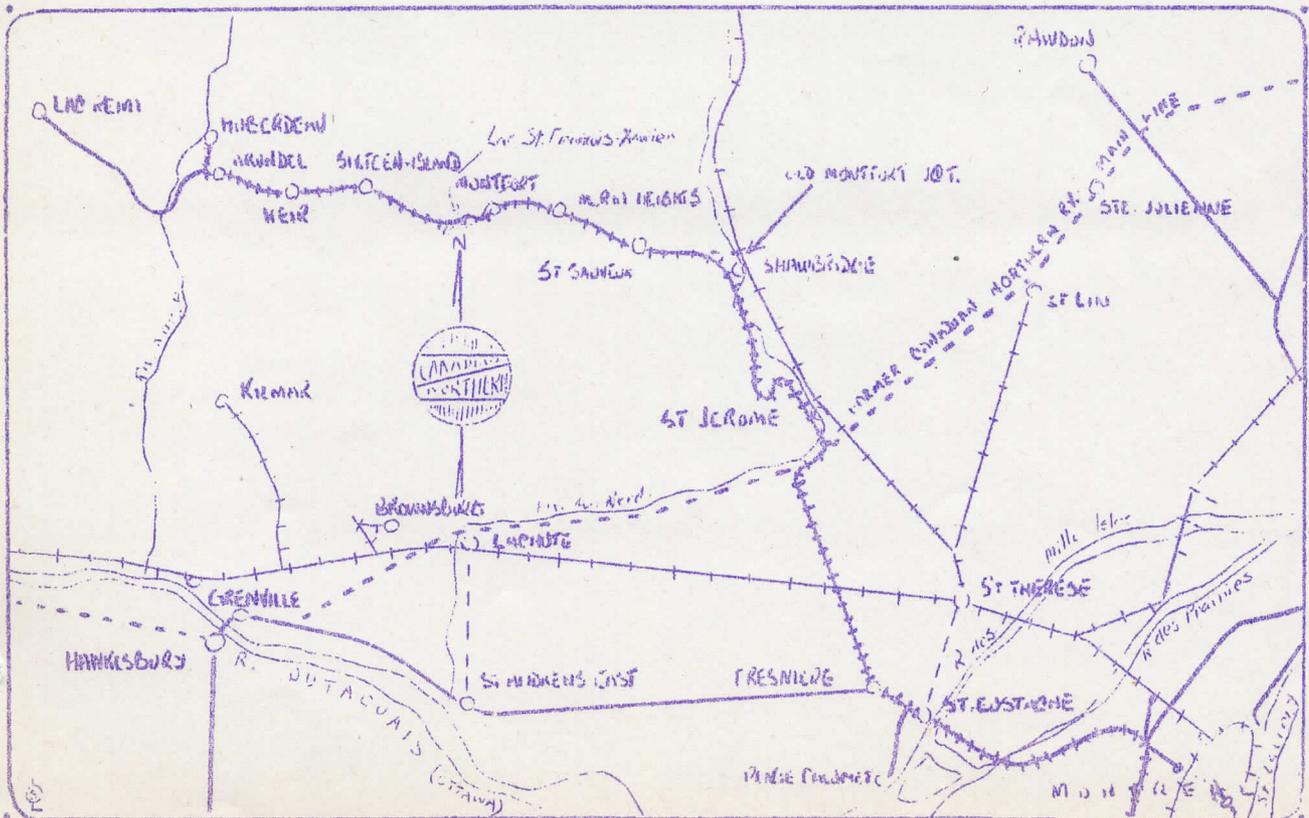
Canadian National Railways.

THE HUBERDEAU EXCURSION

The special motor train excursion, operated today by the Canadian Railroad Historical Association in cooperation with the Canadian National Railways, was arranged to mark the Silver Anniversary of one of the most recent chapters in the interesting story of railway development. Twenty-five years ago, in the summer of 1925, the Canadian National Railways introduced main-line diesel-electric traction to the railroads of America, by placing in service for the first time nine diesel-electric cars. The C.N.R. system, moreover, subjected one of these cars, #15820, to a gruelling cross-continent run from Montreal to Vancouver in the autumn of the same year --- a trip that was successfully completed in sixty-seven hours, breaking three world's records en route. A summary of the events leading to the advent of the first main-line diesel in America, and a resume of CNR 15820's epochal journey is included in the following pages.

The route chosen for the anniversary trip, --- from Montreal to Huberdeau, P.Q., was selected because of the scenic route by which the railway threads the Laurentian hills, whose autumnal hues are justly-famed. From an elevation of 70 feet at Montreal, the railway rises to its summit east of Laurel, 1360 feet above sea level, and descends to 636 feet at Huberdeau.

Incorporated in 1890 as the Montfort Colonization Railway, the line was opened in 1896 between Montfort Jct. (with the C.N.R. to the east of St. Sauveur) and Arundel. This primitive line was narrow-gauge (3'). In 1898, the name of the line was changed to Montfort & Gatineau Colonization Ry. In 1903, it was sold to the Great Northern Ry. of Canada (the "Grand Nord") and was subsequently altered to standard gauge. As a portion of the G.N.R.C., it passed later into the hands of the Canadian Northern system, to its present status as a portion of the Montfort Subdivision of the Canadian National Rys.



The Canadian National Railways, one of the world's largest systems, had its beginning in Canada's first steam railway, the Champlain & Saint Lawrence Rail Road, which started operation in 1836 as a portage line on the water route between Montreal and New York. This, with the Montreal and Lachine line opened eleven years later, and several other early railways, became part of the Grand Trunk Railway of Canada, which was incorporated in 1852.

During the year 1918, the Canadian Northern system, the Canadian Government Railways and the Grand Trunk Pacific Railway were amalgamated under a single management, and the unified lines were given the title of Canadian National Railways. In 1923, the Grand Trunk Railway was added and the system fused into one operating unit. Many of the lines of the new Canadian National System lay in sparsely-settled country and a great deal of the motive power was in need of replacement. Consequently, attention was focussed on obtaining new power which could be operated economically in light-traffic territory and provide fairly frequent service on branch lines. Storage battery cars, gasoline and gas-electric cars were developed and did their share to cut down costs, but all of these had serious faults --- they were but part-way measures.

In the autumn of 1923, the late C.E. Brooks, who was then Superintendent of Motive Power, made an extensive tour of America and Europe to investigate the latest railway equipment developments and to ascertain what type of power would best suit the requirements of service on the National system. He found little on other railway lines that could be adopted profitably by the Canadian National; on his way home from Sweden, however, he stopped over in Glasgow, Scotland and paid a visit to the plant of the

William Beardmore Company where several airship motors were on test. Mr. Brooks saw that these engines might be adapted to railway use and his opinion was shared by the chief designers of the manufacturing company. Arrangements were therefore made whereby the Beardmore Company would supply a number of modified power plants for experimental railway purposes in Canada.

Mr. Brooks returned to this country and orders were placed with the Ottawa Car Manufacturing Company for nine special motorcoach bodies which would be equipped with the Beardmore diesel engines. Canadian Westinghouse supplied generators and traction motors to transfer the power of the diesels to the driving axles. The completed units were assembled at the Pointe St. Charles Shops of the Canadian National Railways during the early part of 1925.

Thus was born the Diesel-electric Rail Car.

By the month of August, two units were ready for tests, #15819, a single self-propelled coach, and #15817, an articulated unit. These cars were put through severe tests on various runs in Eastern Canada -- the large one operating out of the Tunnel Terminal in local service between Montreal and Ottawa over the now-abandoned L'Original Subdivision. The smaller car successfully completed runs in the Toronto area, and returning to Montreal, made the 334-mile journey at a total fuel cost of but \$3.98.

The newspaper and magazine articles of the day were enthusiastic about the new means of motive power, but it is doubtful whether many who saw the cars realized the full significance that they held for the future of American railroading. The late R.L. Fairbairn, manager of the Passenger Service Bureau of the C.N.R., who was responsible for the assignment of the cars,

characterized them as the "outstanding invention of the century in the rail transportation industry" and pointed out that they were an achievement for British and Canadian engineers. That this achievement was something to be proud of was proved before many weeks had passed.

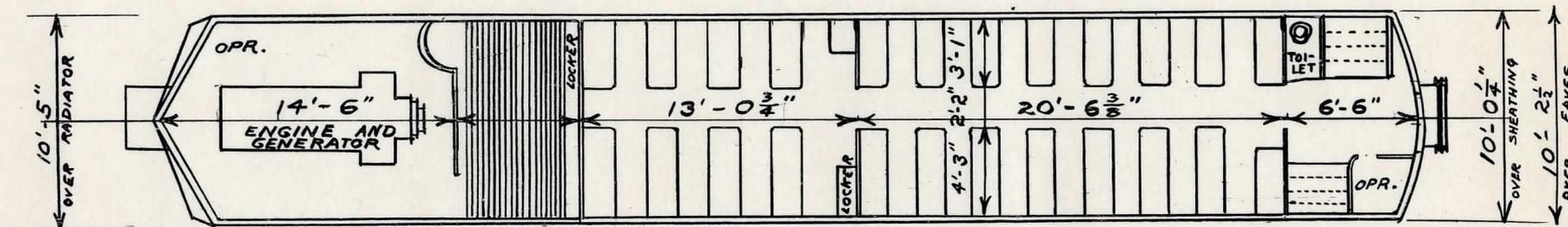
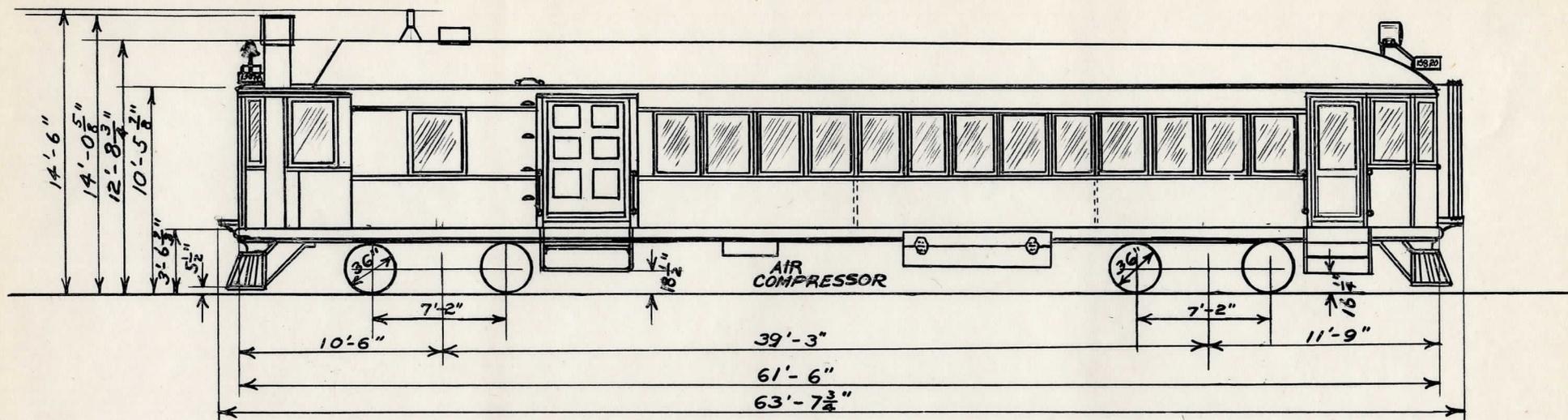
Diesel-electric unit cars of this new and promising design were required for service on short, local runs from terminals all across the country, and when No. 15820 was completed, it was assigned to the British Columbia District on the Pacific Coast. Thus an opportunity was presented to make the supreme test --- by operating the car under its own power across the continent to Vancouver. The record-breaking dash of the famous 15820 is now history --- 2937 miles in 67 hours with the engine operating non-stop throughout the journey.

The route of the trip was over the lines presently followed by the C.N.R. Continental Limited, probably the first through train to operate over this route. Prior to this time, trains #1 and #2 were scheduled over the Temiskaming and Northern Ontario Railway (now Ontario Northland Ry.) from North Bay to Cochrane, but Extra 15820 followed the Hornepayne Subdivision to Longlac, and travelled across the newly-completed Longlac Cutoff to Nakina. The interior of the car was slightly changed for the convenience of the officers and crew who made the journey, the seats in the main passenger compartment were altered to provide sleeping and eating facilities, and additional fuel-oil storage installed in the baggage section. The trip was marked by a number of events, including a collision with a moose and a broken brake-pipe. There was an Almost-catastrophe near Boston Bar, B. C. when the unit came upon a section-man on a long trestle, hidden from view by a sharp curve. Tragedy drew very near as the

emergency brake was thrown on, but fortunately receded again as the section man jumped clear of his speeder. The pilot of the diesel cut through the speeder like a knife, but the man was safe and waved the car on its way. Notwithstanding these happenings, the one-coach train arrived in Vancouver ahead of schedule after only sixty-seven hours running from Montreal, breaking the world's records for endurance, economy and sustained speed over such a distance.

We all know now the events that followed the success of 15820 and the other diesel-electric cars --- how from these, America's first diesel road locomotive, C.N.R. #9000 was designed, tested and proved, and how subsequently the railways of America enthusiastically adopted the diesel-electric principle. Mr. S.J. Hungerford, Vice President of Operations, later Chairman and President of the National System, and now retired, can therefore be quoted as prophetic when he commented on 15820's journey and declared "It is possible that a single locomotive could handle trains clear across the continent without being relieved.....such locomotives would render it unnecessary to maintain water stations and would greatly reduce the need of terminal facilities.....and would eliminate such vexations as smoke and cinders. Taken all together, the indications point to a rapid development in the use of oil-electric motive power on the railroads of the continent".

- - - - -



### 15820

Steel construction - double-end control.  
 Seating capacity - 60 persons.  
 Total weight - 120820 lbs.  
 Two 600 volt motors on front truck.  
 Two Duplex AAC Pneuphonic horns.  
 One 30 lb. locomotive-type bell.  
 Peter Smith hot water heater.

CNR OIL-ELECTRIC CAR  
 15820  
 CLASS ED61B - 61 FT. 6 IN.  
 Builder - Ottawa Car Co. + C-N-R-  
 Date constructed - 1925.

Drawing reproduced courtesy of  
 CANADIAN NATIONAL RAILWAYS.  
 25-9-50 A.C.