

CANADIAN RAILROAD HISTORICAL ASSOCIATION

MAY 1951

Announcement of Meeting

The regular monthly meeting of the Association will be held on Wednesday, May 9th, 1951, at 7:45 p.m. in Room 153 of the Queen's Hotel.

Following the regular business of the meeting, a humorous monologue entitled "Rail-Fan Fragments" will be given by our well-known member Mr. R. R. Brown. This should prove to be entertaining for everyone and we hope you will attend.

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Trip Announcement

A trip, sponsored by the Association, to Quebec via Garneau over the Canadian National Railways, has been set for Sunday, June 10th. This scenic trip will include Ste. Ursule Falls, Scenic St. Maurice River crossing at Grand'Mere, Cliffs at Cap Sante and the Viaduct at Cap Rouge. There will be a stop over of three and a half hours in Quebec City so that a trip to Montmorency Falls over the Quebec Railway Light and Power Company can be made if desired. The Fare will be \$7.50 per person, but if purchased prior to Midnight, Sunday, June 3rd, it will be \$6.98. Remember the date and bring your friends.

Train lvs. Montreal Central Station....7:45 a.m.(DAYLIGHT)
ars. " " "9:50 p.m.(TIME)

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Items of Interest

Effective with the time table change on April 29th, 1951, the Rutland Railway Corporation re-scheduled its daily passenger and milk trains #7 and #8 between Alburgh, Vt., and Ogdensburgh, N.Y., combining them with the way freight to form a daily mixed train. The last passenger and milk train run was #8 Eastbound from Ogdensburgh, early Sunday morning, handled by Engine #78, a 4-6-0. The first mixed train was #7 Westbound from Alburgh, handled by Engine #31, a 2-8-0. A good number of freight cars were handled besides the usual milk cars. Opened-end combination car #253, recently shopped in the Rutland car shop, handled the passenger end of the train, which arrived in Ogdensburgh on time. The crew was doubtful whether the new scheme would work out on week days when L.C.L. freight will have to be handled.

Favourable connections from Montreal make this train an excellent opportunity for a Sunday "off-the-beaten-track" jaunt. One can leave Montreal's Central Station on #64 at 8:45 a.m., EST, arriving in Alburgh at 10:20 a.m. and catch the mixed train at 12:00 noon for a trip to Malone, N.Y. Arrival time in Malone is 2:37 p.m., EST, in plenty of time to catch the N.Y.C. RR. back to Montreal at 5:00 p.m.

Engine #51, a 4-6-0, built in 1902 is presently assigned to switching the yard and industrial track at Ogdensburgh, N.Y. One diesel-electric locomotive #200 now operates the through freight over the line between Bellows Falls or Rutland, Vt., and Norwood, N.Y. However, when more diesels are received this mixed train will probably be one of the first to be changed to diesel motive power.

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The harsh sound of the horn of diesel locomotives will soon be a thing of the past on railways in Canada. A new Board of Transport Commissioner's regulation will require diesel locomotives to have a warning device of three or more tones of a pleasing note and resembling as much as possible a steam whistle. Locomotives now being delivered by manufacturers have the multiple-tone horns, while a number of other locomotives already in service have been changed.

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Six diesel-electric locomotives for the Pacific Great Eastern Railway in British Columbia are presently nearing completion at the Montreal Locomotive Works. Two will be delivered shortly and the P.G.E. hopes to have all in service early in June.

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The privately-owned two-foot gauge Edaville Railroad at South Carver, Mass., will be operated again this Summer for tourists. It was thought that, due to the untimely death of its owner, Ellis D. Atwood, the railroad might be discontinued. However, the executors of the estate have announced their intention to keep the railroad running. Trips will commence on May 19th for week-ends only until June 23, thence daily in the afternoons till September 4th, and again on week-ends till the end of October. All schedules are subject to weather conditions. Locomotives and rolling stock used are from abandoned 2-foot gauge railroads in the State of Maine.

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Canadian Pacific Railway's Place Viger Station in Montreal will be closed effective June 1st. It will then be turned over to the City of Montreal along with the former Place Viger Hotel for municipal office space. Last train to leave the station will be No. 463 at 10:30 p.m., EST, on May 31st. Trains now operating out of Place Viger will be operated out of Windsor Station.

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Starting April 29th, the Delaware and Hudson RR. reinstated parlor car service on the day trains between Montreal and New York City. New York Central Railroad parlor cars are used, which are of corrugated stainless steel construction with a beaver tail type solarium end. A luminated tail sign bearing the train's name, "The Laurentian", is built in the rear of the car. Although the cars have built-in marker lights, provision has been made to carry standard marker lanterns to conform with Board of Transport Commissioners regulations while running in Canada.

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The Turgeon Royal Commission on Transportation, in a report made public last month, recommends among other things, that a seven million dollar annual subsidy be granted Canadian Railways for maintaining service over the 550 miles of unproductive line through Northern Ontario.

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The Province of Newfoundland has requested the Dominion Government and the Canadian National Railways to consider the construction of a car ferry to operate between Nova Scotia and Port aux Basques. A car ferry would enable standard gauge cars to be shipped to Newfoundland and would mean but one trans-shipment of freight, whereas the present system requires handling traffic four times.

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Strong protests have been registered against the proposed abandonment of the Canadian National line between Port Hope and Milbrook, Ont. The Railway Company is seeking to discontinue all service on this line, but the move is being fought by the municipalities and shippers concerned.

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Suggestion to electrify mainline railways in the Maritime Provinces has been put forward by authorities in Halifax as a solution to railways' motive power problems. Diesels and gas turbines now rapidly replacing steam locomotives do not make use of the coal that the Maritimes mine and it is claimed that coal generated electricity would be both practical and economical in the long run.

An additional train between Montreal and Montreal North has been added to the Canadian National's suburban runs, effective April 30th. The train which leaves Montreal at 10:30 p.m. and returns from Montreal North at 11:10 p.m. allows those living in the Northeast part of Montreal to travel home by Railway, after spending an evening in the City. The eastbound trains runs as No. 176, and the West-bound as No. 177. An additional rush hour train in both directions has also been added to the Montreal-Val Royal service.

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On Saturday, April 28, a number of the members of the Association, including Messrs: S.S. Worthen, O.S.A. Lavallee, R.M. Binns, A. Cleg, D. Brown, R.S. Ritchie and A. Toohey, visited St. Denis car house of the Montreal Tramways and made a thorough inspection of salt car #274, which is to be preserved and restored to its original appearance as a passenger car by this Association. Inventory of what was required to restore the car was taken and discussion on the project made headway. Through the much appreciated co-operation of the Montreal Tramways Company, work on restoration will begin soon. Members interested in taking part in this project should contact the President or the Secretary.

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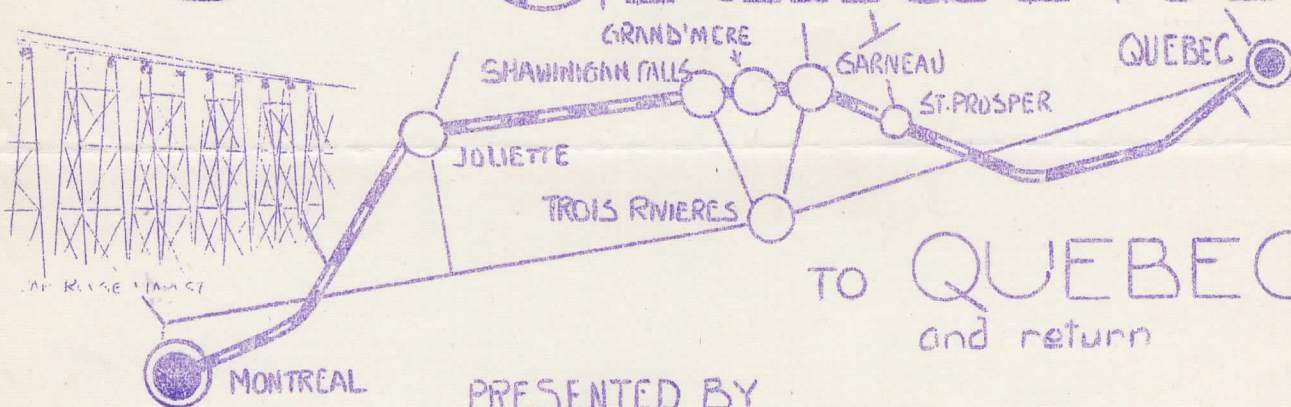
Editor: Allan Toohey,
2368 Beaconsfield Ave.,
Montreal 28, Que.

SUNDAY - JUNE 10TH 1951



AN EXCURSION BY THE FORMER

Grand Nord



PRESENTED BY

CANADIAN RAILROAD HISTORICAL ASSN. INC.

IN COÖPERATION WITH

CANADIAN NATIONAL RAILWAYS

Through a typical cross section of New France, this trip will feature:

- STE. URSULE FALLS
- VAL PICHETTE TUNNEL
- POWER DEVELOPMENT AT GRAND'MERE
- CLIFFS AT CAP SANTÉ
- VIADUCT AT CAP ROUGE

A CONNECTION WILL BE MADE AT QUEBEC WITH QUEBEC RAILWAY TRAINS FOR MONTMORENCY FALLS.

LV. MONTREAL	CENTRAL STATION C.N.R.	7.45 A.M.
AR. " "	" " "	9.50 P.M.

THREE AND A HALF HOURS IN QUEBEC.

FARE \$7.50

FOR THOSE PURCHASING TICKETS BEFORE MIDNIGHT

\$6.98

JUNE 3RD

FOR TICKETS APPLY TO:

S. S. WORTHEN - GENL. PASS. TRAFFIC MGR
CANADIAN RAILROAD HISTORICAL ASSN INC

3 PROSPECT ST., WESTMOUNT PQ.

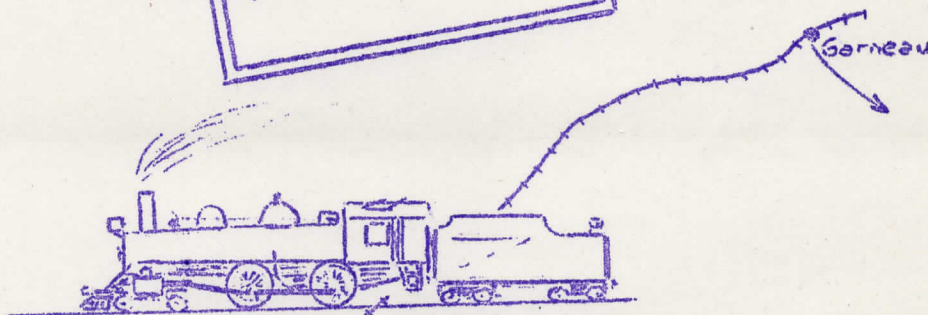


SPECIAL EXCURSION

MONTREAL - QUEBEC CITY

JUNE 10 1951.

to mark a half century of service - Joliette to Garneau, Que



1901

1951

Joliette

Garneau

Sponsored by the
CANADIAN RAILROAD HISTORICAL ASS'N. INC.

in co-operation with the
CANADIAN NATIONAL RAILWAYS.

" GRAND NORD EXCURSION "

Sponsored by
Canadian Railroad Historical Assn.,
Incorporated.

Sunday,
June 10th,
1951

The purpose of this trip is to follow -- as far as possible -- the scenic and interesting main line of the former Great Northern Railway of Canada.

The Great Northern Railway of Canada was incorporated under the laws of Quebec in 1883 to build a line of railway from the district of St. Andrews to a point on the North Shore Railway by way of the counties bordering on the north shore of the Saint Lawrence River, toward Quebec. Subsequently incorporated under Dominion legislation, the lines of the GNRC were rapidly extended into the Laurentian foothills. Stretching from Hawkesbury on the west to Riviere-a-Pierre on the east, other branches extended to Huberdeau, Pawdon, Montreal, Shawinigan Falls and Quebec.

Fifty years ago, in 1901, that portion of the system between a point slightly west of Joliette, and St. Tite, northeast of Carneau, was opened for service. The section between Joliette and Carneau will be followed by the Canadian Railroad Historical Association's Special Train in commemoration of the passing of a half century since the inauguration of this rail link.

In 1906, the Great Northern Ry., the Chateauguay and Northern Ry., and the Quebec, New Brunswick & Nova Scotia Ry., were amalgamated under the name of the Canadian Northern Quebec Railway. This was later absorbed by the Canadian Northern Railway system, which in turn, formed the nucleus of the present Canadian National Railways.

Also in 1901, the city of Shawinigan Falls, which we shall visit briefly, was incorporated. Endowed with many natural advantages, the city's growth has been phenomenal, and today it ranks among the centres of the Province. Shawinigan Falls is served by the Shawinigan Falls Terminal Railway which until recently operated four Lilliputian electric locomotives. The Association has been fortunate in securing, through the kind efforts of Mr. H.P. Cook, Superintendent of the Terminal Railway, the whistle of electric engine No. 2 which had served the industrial city of the St. Maurice for 42 years. (A complete history of this line was given in the Association's News Report for July-August 1950.)

DESCRIPTION OF ROUTE:

Leaving Montreal Central Station, our train passes through the 3.3 mile Mount Royal tunnel, a double-track bore opened in 1918 by the Canadian Northern Railway. At Eastern Jct., the route to be followed is that by way of the CNR's 7-year old belt line, now a part of the L'Assomption Subdivision. At Pointe-aux-Trembles, the original Canadian Northern Quebec line to Moreau Street Station, is joined.

Continuing across the Riviere des Prairies bridge and through the town of L'Assomption, the main Montreal-Quebec line of the Canadian Pacific Railway is crossed at L'Epiphanie. A short distance past this point, the branch line to Rawdon bears away to the left. This junction is known as Paradis.

The next place of importance is the city of Joliette on the L'Assomption River, a turbulent stream at this point, with many rapids. Leaving Joliette, the line crosses this river and shortly afterward, the St. Gabriel Subdivision of the Canadian Pacific Railway. Some distance eastward, the country becomes rugged and at the intersection of the gorge of the Maskinonge River, the railway line crosses the crest of Ste. Ursule Falls on a trestle. One of the few railway tunnels in Quebec is shortly encountered, that at Val Pichette between St. Boniface and Shawinigan Falls. Stops are scheduled at Ste. Ursule Falls and at Val Pichette Tunnel.

From Shawinigan Falls to Carneau, we follow the St. Maurice River, an incomparable source of water power. This river is crossed at Grand'Mere by an impressive viaduct, and a magnificent view of this structure can be obtained as the train rounds a hairpin curve a few hundred feet east of the east abutment.

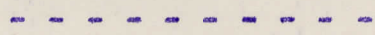
Carneau is the junction of the St. Tite Subdivision and as well as the crossing of the Piles Subdivision of the Canadian Pacific Railway. Several miles eastward, at St. Prosper, the original alignment of the Canadian Northern Quebec Railway is left and that of the National Transcontinental Railway joined, for 13 miles to St. Marc. A short diversion brings the line once more upon the route of the Canadian Northern Quebec at Lachevrotiere. Here, the CPR Montreal-Quebec line is crossed, for the second time.

The descent to the foot of the precipitous cliffs forming the shore of the Saint Lawrence River begins near Deschambault, culminating at Cap Sante, where another stop will be made. From this point, a splendid view of the river is obtained. At Les Bourcauls, the CNQ route is left once again, and a brisk climb takes the railway back to the roadbed of the National Transcontinental Ry. across the Cap Rouge Viaduct. This structure is 175 feet high, and nearly a mile long. Cap Rouge station is the junction for the railway over the Quebec Bridge and our route descends into the valley of the St. Charles River, through La Svette, to Allenby Jct., where a freight loop line around northern Quebec City is met, while the passenger line

parallels the Canadian Pacific Railway to Cadorna. At Cadorna, on the right-hand side as the train passes over to CPR rails, the wye into the Wolfe's Cove Tunnel may be observed. Use of the Canadian Pacific line brings the train into Quebec's architecturally-distinctive Palais Station. This terminal is used by both railway systems.

Adjacent to Palais Station is the Quebec Railway Light & Power Co.'s St. Paul station from which frequent electric train service is available to Montmorency Falls.

The return trip will be made over the same route. The time of departure from Quebec will be announced prior to arrival at Palais Station, though it will be about 4:00 PM Eastern Standard Time.

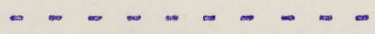


THE CANADIAN RAILROAD HISTORICAL ASSOCIATION, Incorporated

The Association, which is operating this train today, will be pleased to receive your comments and suggestions in relation to our trips. Always eager to improve our trips, which have attained a popularity for excursions of this nature, hitherto unknown in the Province, the Trip Committee will be pleased to have your views from a critical standpoint, so that we know that we are offering the BEST to those who accompany us. Membership in this group, which is a corporation with a Dominion charter, is open to those persons interested in railways and railway operations and practices as a hobby or spare-time endeavour. The dues, \$2.00 per year, are nominal, and they include subscription to our monthly News Report. Any officer or member will be pleased to give details.

If you are not on our mailing-list, we would suggest that you contact or write any one of the undernoted members, who will be pleased to see that you receive copies of any notices issued in relation to our trips. The purpose of these excursions is to offer interesting rail trips through scenic surroundings, and we try to cater to the lover of nature as well as to the devotee of transportation.

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| Mr. S.S. Worthen,
Genl. Pass. Traffic Mgr., CRHA,
3 Prospect Street,
Westmount, Quebec. | Mr. J. Norman Lowe,
Director of Publicity, CRHA,
4895 Walkley Avenue,
Montreal, Quebec. |
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SCHEDULE: (Times are approximate, except leaving time from Montreal. Leaving time from Quebec to be announced definitely on the train before arrival.)

Leave Montreal (Central Station)	6:50 AM	Eastern Standard Time	"	"
Arrive Quebec (Palais Station)	1:25 PM	"	"	"
Leave " " "	4:00 PM	"	"	"
Arrive Montreal (Central Station)	9:50 PM	"	"	"

A passenger stop will be made at Mount Royal in both directions.

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|--------------|-----------------|
| R.M. Binns, | A. Clegg, |
| E.L. Godler, | O.S.A. Lavallee |

Trip Committee.

Railways on the North Shore
of the
Saint Lawrence River

Route of special CNRA excursion
train is over CNR route with
crossed lines via Joliette,
Gorneau, etc.

Not to scale

