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NEWS REPORT

JUNE & JULY 1951

At the last monthly meeting held in the Queen's Hotel on June 13th, the members present had the pleasure of viewing an interesting Technicolor film entitled "The Hoosier Line" which is distributed by the Chicago, Indianapolis & Louisville Railway, better known as the "Monon" route. The film was obtained through the efforts of our Publicity Chairman, Mr. Lowe, and the guest-of-honour at the meeting was Mr. Hoffman, the Monon's Commercial Agent in New York City.

As usual during the months of July and August, no meetings will be held.

TRIP COMMITTEE REPORT



On June 10th, the Association operated a highly successful trip to Quebec City by way of the Canadian National Railways via Shawinigan Falls, Garneau and Portneuf. Diesel-electric railcar #15837 and a trailing coach were used for this excursion, in which over eighty persons participated. Stops for photographs were made at Val Pichette Tunnel, Shawinigan Falls, Cap Sante, and at the west end of the Cap Rouge Viaduct. Accompanying the movement was Mr. J.T. Moore, District Passenger Agent, Canadian National Railways, while Mr. J.A. Nobert, Assistant Superintendent, was present on the trip as far as Joliette in the Morning. Both of these gentlemen were present on last fall's excursion to Huberdeau, as was Mr. R. Dixon, Road Foreman of Diesels, who accompanied Engineer Guenard in the cab. Conductor Larose officiated between Montreal and Joliette, while Conductor Simard was in charge between Joliette and the Ancient Capital.

At the present time, the Trip Committee is engaged in making plans for the Association's Annual Fall Excursion which is scheduled, this year, for Sunday, October 14th. We would accordingly urge members and friends interested to keep this date open. Many suggestions as to the route of this trip have been made, but the opinion of the majority seems to be, like the 1950 trip, that the destination should be in the Laurentian Mountains, due to the incomparable fall hues of the mountain foliage. It is also proposed to allow more time at destination than has hitherto been the case, and to organize some manner of picnic. The price, including fare, soft drinks and lunch, will probably be in the neighbourhood of \$3.50. You are urged to come, and to bring your friends.

Needless to say, the Trip Committee will be most pleased to receive comments, favourable or otherwise, on the routes, itineraries or facilities for our trips.

ROLLING STOCK COMMITTEE REPORT



Since the early part of June, when the Rolling Stock Committee began the restoration of car #274, a considerable amount of repair and finishing work on the exterior has been done. Indeed, this work has been carried to such an extent that the car is almost ready for the first coat of exterior paint.

Under the supervision of Mr. Clegg, the Association's Superintendent of Rolling Stock, a number of members have been meeting regularly at the St. Denis carhouse of the Montreal Transportation Commission on Wednesday evenings and Saturday afternoons, and much interest has been displayed.

The exterior colour scheme will embody the light chrome yellow shade used by the former Montreal Street Railway, with silver and black striping and lettering. Through the cooperation of the members, it is hoped that the exterior restoration will be completed by the beginning of September.

Work on the interior will require much more time, as the removal of grey paint from the natural woodwork is considered necessary, and a comprehensive programme is indicated for the winter months.

Members who have free time on Saturdays or Wednesday evenings, who are desirous of aiding the Rolling Stock Committee in this interesting enterprise, are invited to contact Mr. Clegg at BY.1197 or failing, the Secretary, Mr. Lavallee, at TA.8822.

NEWS ITEMS

Control of Montreal's transit services changed hands last June 16th, when the Montreal Transportation Commission, acting on behalf of the City of Montreal and suburbs, took over the ownership of the Montreal Tramways Company and the operation of the trams and autobuses in the district. It is not likely that the transfer of ownership will result in any radical changes in transportation policy within the next few years.

One of the last important changes put into effect by the M.T.Co. before its demise was the provision of new and different uniforms for the platform staff of the organization. The new universal uniforms, which replace the grey chauffeur's uniforms and the navy-blue railway-type uniforms of the tram operators, motormen and conductors, are of blue-grey material with silver-coloured buttons and braid. Comments on the change, both from the public and from the employees have been indicative of almost unanimous approval.

The Ontario Northland Railway recently received six 1500-HP diesel-electric road freight locomotives from General Motors Diesel Limited at London, Ontario. They are numbered between 1500 and 1505 and are fitted with train heater boilers, but for the present they will be used in freight service.

The ONR hopes to be completely dieselized by 1955. A new shop for diesel repair work and maintenance is to be built at North Bay. The present roster of diesel locomotives on the ONR includes fourteen units as follows:

3 switchers	American Loco Co.	1000 HP	Nos. 1200-1202
1 "	Montreal Loco Co.	"	1203
2 road-switchers	American Loco Co.	1500 HP	1300-1301
2 "	Montreal Loco Co.	"	1302-1303
6 road "A" units	Gen.Motors Diesel	"	1500-1505

On order with Montreal Locomotive works for Fall delivery are eight additional road-switcher type locomotives of 1600 HP each. They will be numbered 1304 to 1311 inclusive. Units 1304 to 1307 will be equipped with train heater boilers.

General Motors Diesel Limited have delivered four 1500 HP road switchers to the Chesapeake & Ohio Railway (Pere Marquette District) for use on their Canadian Division. The Wabash RR has also received four 1500 HP "A" units from the same Company for use in Canada.

The Canadian National Railways are presently receiving 800 HP diesel-electric locomotives from General Motors (Diesel) Ltd. They are numbered in the 8500 series and are part of an order for 22 units. Colour scheme is black, with yellow striping at the top of the motor housing enclosing the railway name. The first units to be delivered bore the painted Canadian National emblem tilted in the wrong position. It is understood that this heraldic error is presently being corrected. 1500 HP road "A" and "B" units are also being delivered to the Canadian National by GMDL and the Montreal Locomotive works.

Six 660 HP diesel electric switching locomotives have been received by the Canadian Pacific Railway. Built by the Montreal Locomotive works, they have been numbered 6500 to 6505 inclusive, and they are painted in a colour scheme, new to switching locomotives, of maroon and grey with yellow trim, similar to main line road units.

Two road switchers from MLW for the Pacific Great Eastern Railway left Montreal on May 18th, for the Pacific coast. A new rail crane numbered 201 accompanied them. Four more units, completing the order, have subsequently been shipped, and they are numbered 563 to 566 inclusive.

The National Harbours Board Railway at Montreal is presently receiving a number of 1000 HP diesel electric switchers, which are painted grey and white. When delivery is completed, the use of the 0-6-0 steam locomotives, will probably be discontinued.

One of the few remaining CNR E-7-a class (2-6-0) steam locomotives left, is No. 713 assigned to the Grand Trunk Railway, in Maine. Recently it passed through Montreal from St. Albans, Vermont where it had been overhauled in the Central Vermont Railway's locomotive shops. The engine carried a new coat of paint with white-trimmed running board and driving wheels. This locomotive is used on the GTR branch line between Danville Jct. and Lewiston, Me.

It is reported that the Quebec Railway, Light & Power Company's electric line from Quebec city to St. Joachim has been purchased by the Canadian National Railways for approximately \$750,000. The former independent road will then become a part of the Murray Bay Subdivision of the National system.

The Ottawa Transportation Commission's first trolley coach was unloaded at the CPR Broad Street Freight Shed on Sunday, June 24th. This is the first of ten such vehicles which will replace trolley cars of the present Bronson "E" route. The buses will be kept at the OTC's garage until overhead is installed on the new route. It is expected that this will be accomplished in three or four months' time.

Effective June 18th, a new Canadian National Station in the Montreal suburban electrified area was opened for service. The additional stop, made by ten trains (daily except Sunday) is at the point where the L'Assomption Subdivision crosses St. Lawrence Boulevard, adjacent to Ahuntsic Station. It is known as "BOULEVARD".

CLOSING OF PLACE VIGER PASSENGER STATION

On Thursday evening, May 31st, 1951, a number of members and friends of the Association gathered at Place Viger Station to observe the closing of the station for passenger service, with the departure of Train #463 for Ste. Agathe at 10:30 PM, Standard Time, that evening.

Train #463 was hauled by engine 1228, and the crew included Engineer Logare and Conductor Desjardins. Mr. G.E. Mayne, Superintendent of the CPR's Montreal Terminals was also present, as well as a CPR reporter and press photographer.

Led by the President of the Association, Mr. Worthen, and the Secretary, Mr. Lavallee, the members climbed on board the train, which left promptly at 10:30 PM, arriving at Park Avenue Station at 10:45 PM. The group disembarked, and after being photographed by Mr. Lowe, our popular Publicity Director, the participants dispersed, having fittingly marked the closing of a historic railway station.

Place Viger Station, which, with its adjoining hotel, was opened to the public in 1898, succeeded the former Dalhousie Square Station, which had occupied an adjacent site since the early Eighties. Due to the removal of the shopping and tourist area toward a more central location, the Place Viger Hotel was closed in 1932, but the station remained with gradually diminishing passenger service until May 31st last, when train #463's departure officially concluded its passenger station activities.

The Hotel and Station have been sold to the City of Montreal in consideration of the sum of \$1.00 and the railway company's release from certain obligations in respect to the railway passenger service. The Place Viger Freight Sheds continue in full operation.

NATIONAL RAILWAY HISTORICAL SOCIETY ANNUAL CONVENTION IN MONTREAL, SEPTEMBER 1-3

On Labour Day weekend, members from all over the eastern United States will join the local Canadian members of NRHS in that society's annual convention, which is being held this year in Montreal.

An Association with kindred interests to those of our own Association, the National Railway Historical Society has arranged an interesting programme of trips on trains and visits to railway facilities for the occasion, to which an enthusiastic invitation is extended to all interested.

For the benefit of members or associates of the C.R.H.A. who may be interested in participating in one or more of activities, they are outlined briefly below. Further information can be obtained from Mr. Worthen or Mr. Lavallee.

- Saturday, September 1st. - Registration of conventioners.
- Trolley tour of Montreal and MTC shops, or, a visit to CPR and CNR roundhouse facilities in Montreal.
- Annual Banquet.
- Sunday, September 2nd - Special train to Ottawa and return, by CPR. Going trip via Montebello, return by way of Vankleek Hill. At Ottawa, tour of Ottawa by trolley, or, visit to CPR Ottawa West roundhouse.
- Visit through the Parliament Buildings.
- Monday, September 3rd. - Trip over the Montreal & Southern Counties Railway, with visit to shop at Granby.