

CANADIAN RAILROAD HISTORICAL ASSOCIATION Inc.NOTICE OF MEETING

The regular monthly meeting of the Association will be held in room 153 Queens Hotel, on Wednesday, March 12th, 1952 at 8:00 PM.

The members are reminded that the Twentieth Anniversary Banquet of the Association is scheduled for Salon "A" in the Queens Hotel on Saturday, March 15th, 1952 at 7:00 PM. As mentioned previously, the members are cordially invited to bring relatives or guests. An interesting programme has been scheduled for the banquet including moving pictures on railway subjects, and a memorial by Mr. Robert R. Brown on the society and its activities in the first twenty years. Price per cover - \$3.00.

The Treasurer, Mr. M.B. Monahan Jr., has observed that many membership fees for 1952 are still lacking and those members who have not attended to their annual duty are urged to do so at the March 12th meeting, at the latest. We would remind you that this is the last publication to be sent to those in arrears. If you wish to remain on the society's mailing lists, membership fee should be remitted to the Treasurer at the following address: 5537 Trans Island Avenue, Montreal, or at the March 12th meeting.

EARLY RAILWAYS IN THE EASTERN TOWNSHIPS - I

by Robert R. Brown

STANSTEAD, SHEFFORD & CHAMBLEY RAILWAY

Even before Canada's first public railway, the Champlain & St. Lawrence was completed in 1836, the Montreal "Gazette" reported that the inhabitants of the eastern townships were planning to build a railway from the terminus of the C&StL at St. Johns, through Farnham, Granby, Waterloo, Magog to the province line near Stanstead, where connection would be made with an American railroad being built from Hartford, up the Connecticut and Passumpsic valleys to Newport at the southern end of Lake Memphremagog. Many years were to elapse, however, before the project got beyond the conversation stage.

The Company was incorporated in 1853 but construction did not begin until 1858. The trestle across the Richelieu River and the line from St. Johns to Farnham were built very quickly and completed on January 1st, 1859. A year later, on December 31st, 1859, it was completed to Granby, and to Waterloo on August 21st, 1861. It is said that the line was actually completed a few miles beyond Waterloo to Frost Village but that part was not operated. During 1859 and 1860 the line was operated by the Champlain & St. Lawrence Railroad and with rolling stock belonging to that Company but toward the end of 1860, the SS&C received its new locomotive, the "A.B. Foster" and other rolling stock and commenced running the line itself. The promoters of the railway were all residents of Waterloo, then a town of relatively much greater importance than now. L.T. Drummond was President, L.S. Huntington was Secretary, and A.B. Foster was lessee and manager.

Meanwhile the Vermont Central Railroad and the Connecticut & Passumpsic Rivers Railroad (better known as the "Passumpsic") had become bitter rivals for the traffic of northern Vermont and, since the Vermont Central had already established an international rail route to Montreal via Rouses Point, it was determined to prevent the opening of a rival route between New England and Montreal via Newport and Waterloo. In the autumn of 1862, the trustees of the Vermont Central Railroad bought a controlling interest in the Stanstead Shefford & Chambly Railroad Co. and put a stop to all further construction work. Its control was strengthened by the purchase in 1867 of all the remaining capital stock, and then leasing the line at a rental sufficient to pay the interest on the outstanding bonds.

For many years the road was operated as part of the Vermont Central and for ten years (1878-1888) the trains ran through to Magog over the Waterloo & Magog Railway. The Waterloo & Magog Railway was sold to the Canadian Pacific Railway in 1887 and dismantled in 1888. The Central Vermont continued to operate to Waterloo until November 1st, 1923, when the line was taken over by the Canadian National Railways. In 1935, the part between S.S. & C. Jct. (Iberville) and Farnham was abandoned and trains re-routed over the parallel Canadian Pacific Railway tracks and finally on November 25th, 1951, all service via Farnham was discontinued and the trains from Waterloo, hauled by new diesel electric locomotives, began operating via Granby and Marieville over the Montreal & Southern Counties Railway. A mixed train service now operates between Farnham, Granby and Waterloo.

Locomotives of the Stanstead Shefford & Chambly Railway

" A.B. FOSTER "

4-4-0 15x22" 66" 1860 Taunton no.276

In 1871 it was added to the Vermont Central R.R. roster as no.42 and two years later it was sold to the Ogdensburg and Lake Champlain Railroad and its subsequent history is unknown.

" WATERLOO "

4-4-0 13x20" 60" 1845 Hinkley no.55

Originally the "Holyoke" of the Connecticut River Railroad; bought by the Vermont Central Railroad in 1855 as no.43 "Bolton"; rebuilt by Taunton in 1862, and sold to the S.S. & C. Ry. as the "Waterloo". In 1881, it was sold to the Montreal & Sorel Railway as no.2; to the Pontiac Pacific Junction Ry. in 1882 as no.2 "John Rankin". Finally sold in 1885 to the Great Northern Railway of Canada as no.1 "Sto.Sophie". Scrapped 1903.

" I.B. FUTVOYE "

4-4-0 15x20" 66" 1852 Souther

Originally Vermont Central Railroad no.40 "Iron Horse". renamed "Gov.Smith" in 1863; rebuilt at St.Albans in 1866, sold to the SS&C Ry. and named "I.B. Futvoye" in honour of the station agent at St. Johns. Scrapped 1895.

In 1884, during one of its numerous re-organizations, the Vermont Central Railroad sold the following locomotives to the Stanstead Shefford & Chamblay Railway although they continued to carry VCCR lettering.

No. 13	" BINGSBURGH "	4-4-0	15x24"	60"	1850	Hinkley #280
14	" OTEA QUICHER "	"	15x20	"	1848	" 195
15	" EXPRESS "	"	"	"	1849	" 251
45	" L. BRAUNERD "	"	15x24	"	1864	VCCR
46	" HARTLAND "	"	"	"	"	"

(Map of the S&C and Waterloo & Magog in next issue)

CANADIAN NATIONAL RAILWAYS - - - - - LOCOMOTIVES IN USE DECEMBER 31, 1951

I- NARROW GAUGE STEAM LOCOMOTIVES

4-6-0	- F3a	17, 18.	M4k	1878, 1918, 1920, 1927.
2-8-0	- L7a	280.	M4j	1948.
2-8-2	- R2a	300-301.	M3a	1981-1984
	R2b	302-307.	M1a	2015, 2015, 2016, 2021-2024
	F2c	308-319.	M1b	2025-2027, 2032, 2035, 2038,
	R2d	320-329.		2040, 2042, 2045-2047, 2049,
4-6-2	- J8a	590-595.		2052, 2053, 2054, 2056, 2058-
	J8b	596, 597.		2060, 2063.
	J8c	598, 599.	M3a	2098, 2105, 2107, 2113, 2114,
				2115, 2117, 2092, 2093-2094,
				2096, 2097, 2099, 2100, 2102-
				2104, 2109-2112, 2116, 2119-
				2121, 2124.
			M3c	2125-2129.
			M3b	2130-2133, 2135-2147, 2149-
				2154, 2134, 2148.
			M3e	2155, 2157-2176, 2178, 2179,
				2156, 2177.
			M5a	2180, 2181, 2183, 2184.

II- STD. GAUGE STEAM LOCOMOTIVES

4-6-4T	- X10a	45-50.		
2-6-0	- E10a	80-96.		
	E12a	403-406	M3c	2125-2129.
	E12b	411, 414.	M3b	2130-2133, 2135-2147, 2149-
	E12c	423, 424, 426, 428.		2154, 2134, 2148.
	E7a	674, 713, 745, 788,	M3e	2155, 2157-2176, 2178, 2179,
		845, 849.		2156, 2177.
4-6-0	- F1b	1004, 1008, 1009	M5a	2180, 2181, 2183, 2184.
	F1c	1014-1018.	M5b	2186-2189.
	F2a	1012	M5c	2190-2194.
	G16a	1111-1115, 1117, 1119-	M5d	2195-2200.
		1126, 1128-1143, 1145-	N3a	2334-2338.
		1159.	N3b	2339-2354.
	G17a	1161-1165.	N3c	2355-2369.
	H3a	1207, 1208.	N3d	2370-2384.
	H4a	1223, 1224.	N1a	2400-2409, 2411-2419,
	H4b	1236, 1238.	N1b	2420-2424, 2426-2444, 2385-
	H6b	1273-1275.		2391, 2393-2399.
	H6c	1278, 1280, 1284, 1285,	N1c	2445-2454.
		1287, 1294, 1300, 1301,	N2a	2455-2458, 2460-2464.
		1303, 1307, 1309-1312,	N2b	2465-2479, 2481-2514.
		1313-1317, 1318-1322.	N4a	2515-2531, 2533-2566, 2567-
	H6d	1323-1330, 1332-1342.		2612, 2614-2629, 2631-2660,
	H6f	1347-1351.		2532, 2630.
	H6g	1354-1409.	N4b	2661, 2662.
	H10a	1423-1430, 1432-1440,	N4c	2663.
		1442-1444, 1446-1448,	N4d	2664-2669, 2671-2673, 2676-
		1451.		2683.

Can. Nat. Rys. - Locomotives Dec. 31/51 (cont'd)

2-8-0 -	N4e	2670, 2674, 2675, 2684.	2-10-2 -	T1a	4000-4009.
	N4f	2685, 2686.		T1b	4010-4014, 4016-4019, 4015.
	N5a	2687-2691, 2693-2706.		T1c	4020-4044.
	N5b	2707, 2708, 2710-2726.		T2a	4100-4104.
		2728-2746.		T3a	4200-4209.
	N5c	2747, 2748.		T4a	4300-4314.
	N5d	2749-2758, 2759-2768.		T4b	4315-4332.
	N4g	2800, 2801.	4-6-2 -	J1a	5000-5003.
	N4h	2810-2819.		J3a	5030-5034, 5036-5046, 5048.
2-8-2	Slj	3198, 3199.		J3b	5049-5079.
	Sl1a	3200-3249.		J4a	5080-5084.
	Sl1b	3250-3266.		J4b	5085-5089.
	Sl1c	3300-3329.		J4c	5090-5099.
	Sl1d	3330-3340, 3342-3351,		J4d	5100-5105, 5107-5124.
		3353-3364, 3366-3389,		J4e	5125-5144.
		3341.		J4f	5145-5156.
	Sl1e	3390-3404.		J7a	5250-5279.
	Sl1f	3405-3429, 3430-3454,		J7b	5280-5294.
		3456-3465, 3467-3504,		J7c	5295-5304.
		3455, 3466.		K1a	5503-5505, 5507.
	Sl1g	3505-3514, 3518, 3519.		K1d	5521, 5522, 5524, 5529.
	Sl1h	3524		K1e	5533, 5535, 5536.
	S2a	3527, 3531, 3525, 3526,		K2a	5543-5546.
		3528-3530, 3532-3537,		K2b	5547-5551.
		3539-3546, 3547-3559.		K2c	5552-5556.
	S2b	3560-3569.		K3a	5557-5569, 5571-5576.
	S2c	3570-3593.		K3b	5578-5589, 5591, 5597.
	S3a	3700-3739.		K3c	5599.
	S3b	3740-3747.		K3d	5600-5602, 5604-5607, 5611.
	S3c	3748-3757.		K3e	5608.
	S4a	3800.		K3f	5609, 5610.
	S4b	3801-3805.		K3g	5612-5626.
0-8-2	Sl1g	3515-3517.		K4a	5627-5631.
	Sl1h	3520-3523.		K4b	5632-5634.
			4-6-4 -	K5a	5700-5704.

(To be continued in April news report)

CANADIAN NORTHERN NO. 1387

This snappy little ten-wheeler was born in the Montreal Locomotive Works in 1912 and it played a worthy part in World War I, which should not be forgotten. Canada too, played an honourable part in that terrible conflict and much of the credit was due to an old war horse, (Sir) Sam Hughes. He had a lot of titles, but he was just "Sam Hughes" to everyone. In an incredibly short time, he built up a real fighting army in a country that knew nothing about war, and much of the work was done at Ottawa and at Valcartier Camp. The shortest railway line between those points was the old Canadian Northern line from Ottawa, running through Rockland, Hawkesbury, Lachute, Joliette, and Garneau and every Friday night a special train pulled out of Ottawa consisting of engine 1387, a baggage car, a coach, one or more sleeping cars and always Sam Hughes' business car, the "Roleen". They were in the camp early Saturday morning and then left for Ottawa on Sunday night.

The track was very rough and much of it new but little 1387 could, and did, maintain a speed of 65 m.p.h. for practically the whole distance. 1387 was assigned to this service for about two years, and then was sent to the Huberdeau line where it ran for many years. This engine, now C.N.R. 1387 is still assigned in the Montreal area and frequently sees way-freight service on the former Canadian Northern lines in the Laurentians.

ITEMS OF INTEREST

The Central Railway of Brazil has ordered forty-eight 1600 HP DE road switchers from the Montreal Locomotive works. Cost of these locomotives will be \$8,500,000. Apart from being fitted with trucks for use on 1.6 metre (approx. 5'3") gauge, they will be similar to road switchers already delivered to the CP, NJR, QNSL, etc.

The Canadian Northern Railway's plan for entering Vancouver, BC by means of a tunnel from New Westminster has recently been revived. It is reported that the feasibility of this scheme is currently being investigated by interested parties.

The Canadian Pacific Railway will soon inaugurate a new fast train service between Medicine Hat, Lethbridge and Vancouver. The proposed schedule will reduce travel time through souther British Columbia and Alberta by about five hours.

Pacific Great Eastern Railway has announced that service on the Quesnel - Prince George extension will commence in September of this year.

The Ontario Government has authorized the Ontario Northland Railway to buy eight more diesel units, to equip the North Bay office and also the North Bay yard locomotives with two-way radio. Radio communications between conductor's van and locomotive is being tested on freight trains.

The city of London (Ont.) has proposed that the Canadian National Railways station be used as a Union Station, and thus abandon the present Canadian Pacific station for passenger use.

Sunday passenger service to Owen Sound, Ont. by the Canadian Pacific Railway, inaugurated on January 27th last, was scheduled to conclude February 24th unless patronage justified its continuation.

A new railway line is being built by the Canadian National Rys. in British Columbia, between Kitimat and a point on the former Grand Trunk Pacific Railway near Terrace, B.C. It is expected that it will be completed by 1955.

C.N.R. inaugurated truck service in Kings and Queens counties, Prince Edward Island, on February 1st, 1952 for express and l.c.l. shipments.

An alert member of the society noted two small gondola cars in Turcot yard on Saturday, March 1st, from a little-known Mexican railway. The cars belonged to the Ferrocarril de Nacozari, which extends from Douglas, Ariz. for about 80 miles southward to Nacozari, Sonora, Mexico.

The transit scene in and around Vancouver is rather hectic at the present time. The British Columbia Electric Railway is attempting to discontinue its interurban electric lines which presently serve Vancouver and neighbouring New Westminster. At the present time, talks are being held between Vancouver municipal council subcommittee and the BCER to arrange for the discontinuance of the principal interurban route to New Westminster, known as the Central Park line. This route carries some 200,000 persons a month. It has already been announced that the Richmond portion of the Steveston interurban line will be replaced by busses on April 18th. Local trolley lines in Vancouver will be depleted this year by the passing of the Oak Street (17) route. Wooden cars used on this route are doomed to be burned, a method used heretofore to dispose of other wooden cars. It is expected that the end of the year will leave only 87 cars out of the original 386 units owned by the BCER for city service. The remaining cars are of steel construction, and when the extensive planned bus system is eventually brought into effect, the company does not anticipate much difficulty in disposing of them by sale.

(Editor's note: While we question bus replacement of rail routes in certain circumstances, purely on traffic grounds, perhaps the following excerpt from a Vancouver paper might be construed to indicate that such replacement is not as economical as many transit systems have been led to believe - " BCE spokesmen are expected to appear before trade unionists March 4 to explain why they have applied to the Public Utilities Commission for a 13-cent street car cash fare with 4 (tickets) for 50 cents. ")

The following locomotives have been scrapped by Canadian National Railways since September 1st, 1951:

September: 816, 829, 833, 859, 1055.
October: 3352.
November: 7308, 1227, 1244.
December: 15, 16. (narrow gauge)

The following CNR series are now being delivered:

Q8a - 660 HP switchers, Montreal Locomotive works, 8450 series.
C1Aa- 1600 " freight "A" units, Canadian Locomotive Co, 8700 series.
Delivery of Y2b Fairbanks-Morse road switchers (1000 HP) from Kingston, nos. 7600-7614 for Gaspé dieselization, is now complete. Central Vermont Railroad received one 1000 HP switcher (#8015) from Schenectady during the latter part of 1951.

Freight "A" units 9056, 9058, 9060, 9062 and "B" units 9057, 9059, 9061, 9063 received from General Motors Diesel Ltd. in December 1951 and January 1952. Three more freight "B" units, 9429, 9431, 9433 were received from Montreal Locomotive Co. in February 1952.

The eighteen electric multiple unit cars for the Montreal Terminal electrification, ordered from Canadian Car & Foundry some time ago, have been redesignated M-1 to M-6 for the motor units, and T-1 to T-12 for the trailer units, instead of 15905-15910 and 15975-15986 respectively, as reported in the January 1951 news report.

Renumbering of Quebec Ry. Light & Power Co. locomotives to CNR series has now commenced, and numbering will be as follows:

QRL&P 22 - 2-6-0 (steam)	to become	CN #429, class E13a.
" 30 B-B (electric)	"	CN #225, class Z6a.
" 31-33 "	"	CN #226-228, class Z6b.
" 34-35 "	"	CN #229-230, class Z6c.

CNR engine 6184 has had the experimental poppet valve gear removed and replaced with the conventional Baker gear. Engines 7000-7003, 1200 HP General Motors Diesel Ltd. have been received.

Quebec North Shore & Labrador Ry. #92, a 600-HP General Electric switcher, arrived in Montreal recently for transshipment to a boat for Seven Islands.

ERRATA: Story of CNR's new diesel-electric train stated that D-1, former 15834 had been built by National Steel Car. This should have read Canadian Car & Foundry Ltd.

We extend our sincere congratulations to the Baltimore & Ohio Railroad which is celebrating its 125th anniversary. In tribute to the immeasurable contribution it has made to land transportation in the eastern United States and the part which it played more than a century ago in opening up the inland area, the Government of the U.S.A. is paying fitting tribute to a great and progressive railroad by issuing a special postage stamp in commemoration of the road's 125th anniversary. The B&O is justly entitled to its slogan "Linking 13 Great States with the Nation".

Before going to press, we learn that the sale of the USA 3¢ stamp commemorating the B&O's birthday has been contested by an action by the "Atlantic Freight Lines". This trucking company has put up an objection on the grounds that the stamp advertises one of its competitors. The trucking business must have sunk to a new low in objecting to this commemoration of an event of such national importance.

Ferrocarriles Nacionales de Mexico has ordered a large number of passenger cars from Europe for delivery next year. The Schindler Wagen Aktiengesellschaft in Switzerland are building 57 cars while others are to be received from France.

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The list of Canadian National locomotives currently being published will permit those who are interested to keep accurate lists of motive power, by correcting this list from the additions and deletions to be reported from time to time. Concluding instalment on the CNR will be printed next month at which time we hope to commence a similar list of CPR power. Mr. Robert R. Brown has contributed the first in a series of articles on Railways of the Eastern Townships. Next month's offering will deal with the Waterloo & Megog Ry. Our feature this month deals with the Quebec Railway Light & Power Co., by Mr. J.C. Bredin, known to many members of the Society, and Mr. Anthony Clegg. We are pleased to publish this work, and we have accompanied it with a track diagram of QRL&P lines.

Two comments -- hope you like this issue which is the product of our new machine -- also, more subscriptions, please!

O.S.A.L.

Editorial office: 6959 De l'Épée Avenue, Montreal 15.

The Beupre Route.

By J. Bredin
from information supplied
by A. Clegg.

Running eastward from Quebec City to St. Joachim lies the Montmorency Subdivision of the C. N. R., formerly known as the Quebec Railway. This rail line operated as an independent road for eighty-one years until 1951 when it was acquired by the Canadian National Railways. It had, however, for some time been a rather unique link in the Canadian National's system, for it formed the only physical connection between the CNR's Murray Bay Subdivision and the other lines of the railway. Between Quebec City and Limoilou, the Quebec Railway operated over CNR tracks, and from that point to St. Joachim, through trains were hauled over the Quebec Railway, Light and Power Company's line. St. Joachim is the western terminus of the CNR Murray Bay Subdivision.

It is interesting to note the characteristics of the country through which the line operates. As will be seen from the accompanying track diagram, the railway skirts the north shore of the St. Lawrence River east of Quebec City for 25 miles. This is one of the most charming parts of Canada, very beautiful and rich in the history of New France. The legendary stories of the area are certainly colourful even if not always quite authentic. At Ste. Anne de Beupre stands the great Basilica and shrines to Ste. Anne which attract many thousands of Roman Catholic pilgrims each year. An unusual attraction along the route is Montmorency Falls, a scenic wonder that is a fascinating drawing point for many tourists. Nowhere can a better view of this cataract be obtained than from the rail line which crosses the river just below the cliffs.

The railway itself has had an interesting history. It was started in 1881 when a company known as the Quebec Montmorency and Charlevoix Ry. was incorporated to build a rail line to provide transportation along the north shore of the St. Lawrence, east of Quebec City. Eight years later, on August 10, 1889, Cardinal Taschereau officially presided at the opening ceremony, when the first train under steam power made the run from Quebec to Ste. Anne de Beupre. In 1899 the line was taken over by the Quebec Railway Light and Power Company and was completely electrified.

The growth of passenger traffic since 1900 has been phenomenal. At the time the line was electrified only ninety thousand passengers a year were carried, but by 1945 the number had increased to two and a half million. To provide the necessary service the railway operates thirty-three trains a day in each direction. The motive power equipment includes six electric engines, one Mogul type steam locomotive, and nine self-propelled coaches. On the feast of Ste. Anne this equipment together with about forty passenger trailers, is called upon to transport between six and ten thousand persons in each direction between Quebec City and Ste. Anne Church. All the motive power and rolling stock of the former Q.R.L. & P. has now been taken over by the Canadian National.

The western terminus for Quebec Railway local trains is Gare St. Paul at Quebec, just one block from the Palais Union Station. At Limoilou the station services of the private company were operated jointly with the Canadian National, while at points further east, the stations, brightly painted and very attractive, were operated solely by the Quebec Railway, Light and Power. At some of these agents handled all services, such as baggage, express and telegrams.

Power distribution on the electrified Quebec Railway is by means of a single wire overhead, suspended from wooden poles along the route. These poles lean outward at a sufficient angle to eliminate the necessity for guy wires at all but a few points. Originally all power was generated at the Montmorency Powerhouse, near Montmorency Falls, but today additional power is brought in from other sources. Much of the track is laid with joints opposite each other, and ancient stub switches are used on all spurs and sidings.

In addition to the high volume of passenger traffic, the freight business is also surprisingly heavy. Two freight trains are operated daily in each direction, and average about thirty-five cars each. The total annual tonnage carried is in the neighbourhood of 400,000 tons. Much of this freight is through traffic from the Murray Bay Subdivision but there is one large cotton mill at Montmorency operated by the Dominion Textile Company, and it is rumoured that a sizable cement works will shortly be built just west of the same town. Other establishments along the line are of a smaller nature.

The frequency of the short trains on the electrified line has caused many to consider the railway as an "interurban electric line", although it has always been technically a steam railway, and has continually maintained a steam locomotive.

The future will certainly see some changes in operation such as the replacement of the obsolete stub switches and the consolidation of facilities at Quebec City, changes that should result in a more efficient service to the shippers and travellers. The line has always been noted for the excellence of its service, --- a service that it is hoped will only be still further improved by the new owners, the Canadian National Railways.

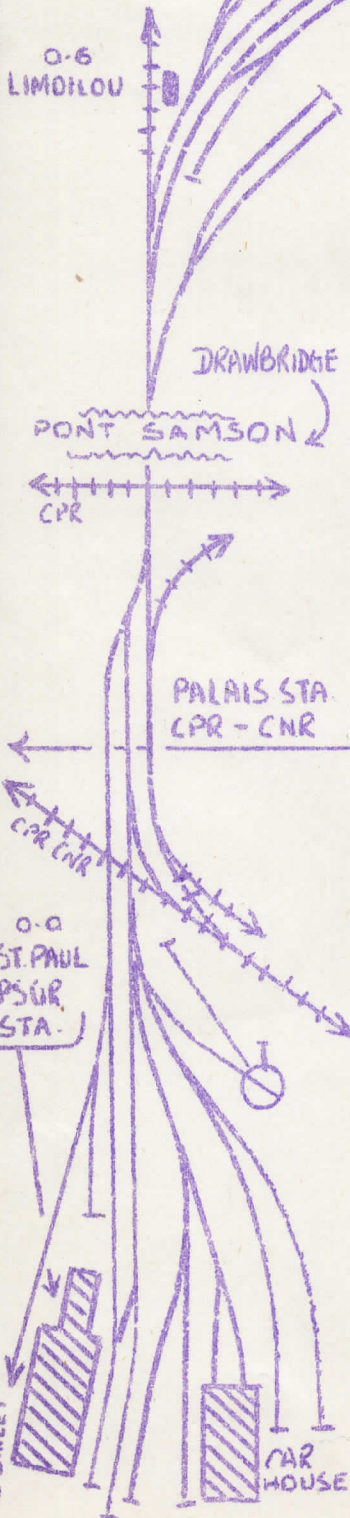
Motive Power of the Quebec Railway. (Nov.1,1951)

<u>Type.</u>	<u>Number.</u>	<u>Built by</u>	<u>To be C.N.R.</u>	
2-6-0 steam loco.	22	Montreal Locomotive Works	429	E-13-a
B-B electric	30	Quebec Railway	225	Z-6-a
" "	31	National Steel Car Co.	226	Z-6-b
" "	32	" " " "	227	"
" "	33	" " " "	228	"
" "	34	Quebec Railway	229	Z-6-c
" "	35	" " " "	230	"
Wood elec. Car	401	Ottawa Car Mfg. Co.		
" " "	405	" " " "		
" " "	410	" " " "		
Steel " "	450	" " " "		
" " "	451	" " " "		
" " "	452	" " " "		
" " "	453	" " " "		
" " "	454	" " " "		
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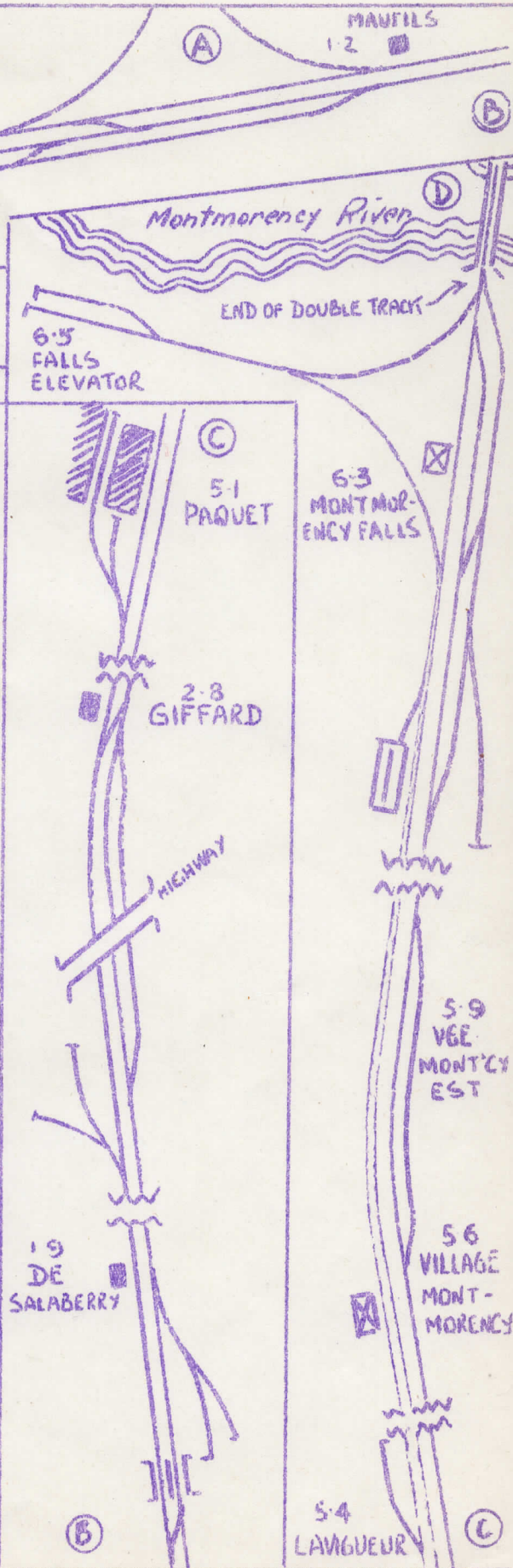
QUEBEC RAILWAY LIGHT & POWER CO.

TRACK DIAGRAM - NOT TO SCALE
QUEBEC TO MONTMORENCY FALLS

CAN. NAT RYS.
LIMOULOU YARD



AS AT OCT. 5, 1947
A - CLEGG
O - S A - LAVALLEE



TRACK DIAGRAM - MONTMORENCY FALLS - ST JOACHIM / JUNE 4TH - 1950 A. LEGG - O. S. A. LAVALLEE

