

CANADIAN RAILROAD HISTORICAL ASSOCIATION INC.

NOTICE OF MEETING:

The regular monthly meeting of the Association will take place in room 153 Queen's Hotel, on Wednesday, May 14th, 1952, at 8 PM. Please note this starting time. By virtue of a motion made and duly passed at the last meeting, the members signified their desire to restrict the time used by the business of the association in order to permit the entertainment to start at an earlier hour. The May 14th meeting will start exactly at 8 PM or as soon thereafter as a quorum (five members) is present.

Entertainment will be supplied by Mr. Allan Toohy, who will show a program of 8 mm moving pictures on varied railway subjects. The projection will be by our popular publicity director, J. Norman Lowe. The moving pictures will start at 8:45 PM.

EARLY RAILWAYS OF THE EASTERN TOWNSHIPS

Robert R. Brown.

III. UNITED COUNTIES RAILWAY

This Company was chartered in 1883 to build from Richelieu to Sorel and in 1888 was authorized, as well, to build south to the border. Construction started in 1893 and in December of the following year, the line was completed from Iberville through Rougemont and St. Hyacinthe to Bellevue Jct. and from there to Sorel over the Montreal & Atlantic Railway, originally the Richelieu Drummond & Arthabaska Railway.

In 1895 a southern extension known as the East Richelieu Valley Railway was started and on August 1st, 1898, it was completed from Iberville to Noyan Jct.

In 1900, the United Counties Railway and the East Richelieu Valley Ry. amalgamated as the Quebec Southern Railway and in 1906 became part of the Quebec Montreal & Southern Railway. It was bought by the Canadian National Railways in 1929. Train service south of St. Hyacinthe was discontinued in 1936 and the line dismantled - in 1936 from Iberville to Noyan and in 1938 from Iberville to St. Hyacinthe.

LOCOMOTIVES

<u>UCR #</u>	<u>QSR #</u>	
1	100	4-4-0 11x18" 39" 1876 Kingston Ex South Eastern Railway #19, "St. Pie". Originally a narrow gauge (3'6") locomotive, built for the Lake Champlain & St. Lawrence Jct. Railway.
2	101	4-4-0 11x18" 42" 1872 Avonside. Ex Toronto Grey & Bruce Ry. #12. Originally n.g. (3'6")
3	102	4-4-0 17x24" 63" 1879 Danforth #1146 Ex Canada Central Railway #3.
4	103	4-4-0) Two second-hand engines of unknown origin.
5	104	") Bought in Chicago. When they arrived at St. Hyacinthe, the company did not have enough money to pay the customs duty and they lay on a siding for many months, sealed by Customs, until the duty was forthcoming.

Many members are perhaps not aware that the interests of the society, as set forth in its constitution, embrace the study of steam navigation, and, for many years, there was a Marine Section in our organization. We are therefore presenting a story that we believe is quite timely, written by our erudite member and colleague, Mr. Robert R. Brown.

THE STEAMBOAT "BEAUHARNOIS"

The little steamboat "BAUHARNOIS", now running on the Valleyfield - Coteau ferry route, is believed to be the oldest operating steamboat in the world and, because of the building of a new bridge to replace it, it is probable that 1952 will be the last year when transportation historians will have the opportunity of seeing it or riding on it.

The BEAUHARNOIS was built in Montreal in 1845 for the Richelieu Navigation Company, organized by Captain M. Sincennes, and under its original name "RICHELIEU" it ran for many years between Montreal and the Richelieu River ports as far as Chambly. Shortly after confederation, in 1871, it was chartered by the Dominion Department of Marine to service the lights and buoys of the St. Lawrence River Ship Channel. In the mid-eighties, it was bought by Captain Filgate who renamed it the "BELMONT" and ran it for some years on the St. Helen's Island ferry. Then in 1896, it was rebuilt with a new beam engine replacing the original steeple engine and subsequently acquired by Captain Desroches who ran it from Montreal to Lachine, Chateauguay Basin, Woodlands and Beauharnois, changing its name to BEAUHARNOIS at that time. It continued in that service until 1923 and then it ran for two years between Verdun and La Tortue. It has been operating between Valleyfield and Coteau since about 1926 and because dams have been built above and below its present crossing place, it cannot be moved elsewhere and must inevitably be broken up when it is retired. It is the last survivor of the once-great fleet of St. Lawrence River market boats and being one of the few remaining side-wheel steamboats, it is well worth an inspection.

The original Richelieu Navigation Company of 1845 became the St. Lawrence & Richelieu Navigation Company in 1856. In 1875 it amalgamated with the Canadian Steamship Company, better known as the Upper Canada Royal Mail Line; the new company being known the world over as the Richelieu & Ontario Navigation Company which continued until 1913 when it was reorganized as the Canada Steamship Lines.

Principal dimensions of the BEAUHARNOIS are:

Length	130-5/10 feet.	Breadth	18-3/10 feet.
Depth	7-1/10 "	Gross tonnage . . .	167.
Registered tonnage	87	Horsepower of engine .	20

Breadth is of hull only and over the guards would be about 26 feet. The hull was made of wrought iron imported from Scotland and the little "RICHELIEU" was probably the second iron steamboat in Canada.

During the early years of the present century, the BEAUHARNOIS and its hated rival the "CHATEAUGUAY" ran Sunday excursions from Montreal to Chateauguay Basin, shooting the Lachine Rapids on the way back, and in those good old days when there were no automobiles, the boat rides were very popular. Large cotton signs adorned the sides of the BEAUHARNOIS announcing "The Fastest Boat to Shoot the Rapids" while the CHATEAUGUAY primly claimed to be the "Safest Boat to Shoot the Rapids". Both claims were grossly exaggerated.

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SASKATOON MUNICIPAL RAILWAY.

-- A. Clegg.

Saskatoon, in the heart of the Canadian prairies, is one of the cleanest and best-planned cities in the country. Until last year, it also had the distinction of possessing one of the finest street railway systems on the continent. While in size the Saskatoon Municipal Railway placed far down on the list of the Dominion's transit organizations, it equalled the largest in respect to maintenance of equipment and quality of service.

The historical background of the S. M. R. is not lengthy, for but forty years ago the Saskatoon area was only just beginning to play a major role in the story of Canadian development. In 1912, the population of the young city numbered about 15,000 persons, and it was during that year that the Saskatoon tramway system had its beginnings. The administration of the municipality had received a report from Stone and Webster, transit consultants of Boston, Mass., recommending that the city enter the civic transportation field, operating electric rail cars as a municipal enterprise. This recommendation was approved, and in 1912, seventeen miles of single track were constructed. In the following January, the system commenced operations, using twelve single-truck cars built by the St. Louis Car Co. In 1914, six double-truck cars from Preston Car and Coach Co. were placed in service, and these trams remained in daily use until 1919, serving the community during the period of its most spectacular growth.

By the year 1920, traffic on the local rail lines had increased considerably, in step with the rapid rise in population in the city and the prosperity of the surrounding districts. A number of additional electric cars were acquired at this time and the following year, one-man operation was introduced. Passenger trams in service at the end of 1920 totalled twenty-four units.

Between the years 1927 and 1930, more new cars of modern design were purchased from National Steel Car Co. and Ottawa Car Manufacturing Co. to replace the older trams which were retired. During this same period, extra services using rented buses were inaugurated to supplement the tramway services; but until 1945 the management of the Saskatoon Municipal Railway had the foresight and wisdom not to abandon main-line electric railway services in favour of buses.

Passenger rolling stock of the S. M. R. at the end of the year 1946, consisted of twenty-eight trams (10 single truck, and 18 double truck units) all equipped with air and for one-man operation. Also included in the equipment roster were two work cars, five buses, and two autotrucks (one equipped for overhead line work). The rail rolling stock operated over three electric car routes, consisting of 19.8 miles of track, with a base headway of approximately ten minutes. The buses were used on auxiliary feeder routes to outlying suburban districts.

Now, however, all that is changed. Tramcars no longer can be seen on the streets of Saskatchewan's largest city --- for the last car run was made on November 11, 1950. Trolleycoaches and buses have been substituted for the electric cars in Saskatoon as they have been in so many other small cities.

The end came very swiftly to the attractive green and silver trams of the S. M. R. A change of management in 1947 was the first step in the alteration, climaxed last year by the final trip on November 11th. Ultimate disposition of the cars has not been reported as yet, but it is believed that the majority of the trams have been scrapped. One of the former single truckers, however, has had a kinder fate. S.M.R. 12, one of the original St. Louis built cars dating from 1912, has now once more returned to the U.S.A. --- this time to Oakland, California, as the property of the Bay Area Railway Association. It is to be maintained and preserved by this group as a historical relic of a by-gone era ---- a memento of an era when almost every self respecting town and city boasted a transit system --- an efficient transit system --- an Electrified Street Rail Way.

NOTES ON "THE BEAUPRE ROUTE"

The electric line from Quebec to St. Joachim described in the March bulletin, still has about 22 old coaches built in 1889 by Jackson, Sharp & Co. of Wilmington, Del., for the Quebec, Montmorency and Charlevoix Railway, predecessor of the electric line. Those with clerestory roof were first class and those with flat roof second class. The latter originally had wooden seats running lengthwise; two rows along the sides facing inwards and a double row, back-to-back, along the centre. Scattered along the two aisles were about twenty monstrous cast iron cuspidors, about 15" in diameter, and about 5" high -- very handy to trip over.

The embankment of the railway, from Limoilou to Montmorency, was formed from the earth rampart thrown up by the French army under General Montcalm during the siege of Quebec in 1759.

From about 1900 to about 1916 there was a short branch line, known as the Mastai Railway running from a junction at mile 1.7, back to the Beauport mental hospital. It had one car, like the earliest type used in Quebec, single truck, double end, built by Ottawa -- but in one respect it was unique. The trolley wire, instead of being centred over the track, was about 8 feet west of the centre line and the trolley pole on the car was mounted at the end of a plank the other end of which was bolted to the roof of the car. The Mastai Railway had a physical connection with the QRL&P Co. and cars of coal, etc., were taken up the branch by steam locomotives, but the Mastai car could not run out on the main line because of the position of the trolley. This was to prevent the possibility of an insane person getting possession of the car and running away with it.

The Vatican City Railway is one of the shortest in the world and, in proportion to its length, the most costly. It is 2,615 feet long and has a station which cost \$1,500,000. When it was completed about twenty years ago, the Italian State Railway assigned a Canadian locomotive to work the line and it continued to do so for many years -- perhaps still does.

Italian State Railway no. 735-210.

2-8-0 21 $\frac{1}{2}$ x27 $\frac{1}{2}$ " cyls. 53 $\frac{1}{2}$ " drivers. 1919 Montreal Loco. Wks. #60834.

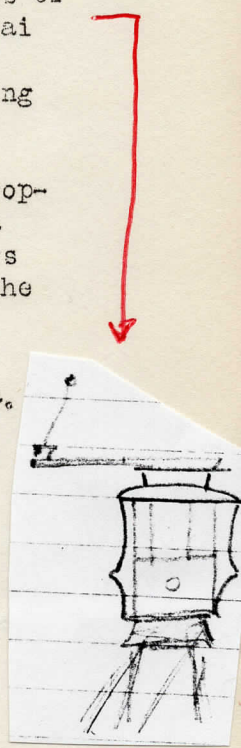
CNR LOCOMOTIVE NOTES:

Parts II to V of CNR roster - should be corrected as follows:

- U2a should read 6100-6102, 6104-6119. ✓
- O12c " 7359-7368, 7369-7413.
- O18c add 7510. ✓ O18d add 7520. ✓
- P5e should read 8340-8349. ✓ P5f should read 8350-8369. ✓
- P5g " 8370-8381. ✓
- V11a " 9000, 9002, 9003, 9005, 9006-9027.
- CVR M2a engines 401 and 403 were scrapped in 1951.

Class Q9a (1200 HP GMDL) is now complete, units 7000-7009 having been rec'd. " W1Ac, unit 9436 and W1Bb, unit 9437, completing classes, have been rec'd. CNR engines 4014 and 3700, QRLP sweeper #7 and trailers 303 and 304 are now at Val Royal awaiting scrapping.

Canadian National Railways has added supplementary train service on the Montreal to Winnipeg run, operating regularly in the westward direction. This train is designated #103, carrying local passengers to Ottawa ahead of train #1, and hauling the latter train's head-end cars and doing the corresponding work.



ITEMS OF INTEREST

With the advent of spring, construction work is under way again on the Quebec North Shore & Labrador Railway. 140 miles of right-of-way have been cleared and twelve miles of track laid. The only tunnel on the line was completed last summer and with the completion of the Moisie River Bridge during the winter, track laying can now commence in earnest. It is expected that 190 miles will be laid this year and the first ore trains will operate in the spring of 1954.

The completed railway will have two subdivisions, Seven Islands to Midway and Midway to Knob Lake, a total distance of 360 miles. The line will be completely equipped with CTC and all trains will have end to end radio communication. There will be 22 passing tracks, giving the line a capacity of 35 to 40 trains daily. All main line track is being laid with 132 lb. rail. Fifty-five diesel-electric road switchers, 2400 ore cars and 380 service and miscellaneous cars and two wrecking cranes will be placed in service. All freight equipment will have roller bearings.

The locomotives will consist of four units (total 6000 HP) and handle 115-car (14000 ton) trains. The ore cars, of 95-ton capacity, will have solid bottoms as they will be unloaded by an ore dumper at Seven Islands. A hump yard will be installed at Seven Islands and provision is being made for inspection and weighing of cars as they pass over the hump. Classification is necessary to sort out cars with different grades of ore.

Maximum grade for southward loaded trains will be 0.3% compensated and northward empties will be 1.8%. Maximum elevation on the line is 2050'.

CANADIAN PACIFIC RAILWAY - Locomotives Dec. 31, 1951 (cont'd)

DIESEL-ELECTRIC LOCOMOTIVES

2200HP	DPA22a	1800-1802.	1000HP Sw	DS10a	7010-7014.
Booster	SB10a	B100-B101.		DS10b	7015-7024
1500HP	DFAL5a	4000-4007		DS10c	7025-7037.
"A"	DFAL5b	4008-4027		DS10d	7038-7051.
	DFAL5c	4028-4037		DS10e	7052-7064.
	DFAL5d	4038-4041.		DS10f	7065.
1600HP	DFAL6a	4042-4051.		DS10g	7066-7075.
"A"	DFAL6c	4064-4065 £		DS10h	7076-7095.
	£- still bear	nos. 7005-7006.		DS10j	7096-7098.
1500HP	DFB15a	4400-4403		DS10k	7099-7108.
"B"	DFB15b	4404-4423	1000HP RS	DRS10a	8000-8012.
	DFB15c	4424-4437.	1500HP RS	DRS15a	8400-8404.
660HP Sw	DS3a	6500-6505.		DRS15b	8405-8408.
800HP Sw	DS8a	6700-6703.			
	DS8b	6704-6709.			

Corrections to list in April issue:

Delete nos. 432, 673, 3424. Add 3712, class N2b.

The end came to the British Columbia Electric Railway's Oak Street (17) route in Vancouver on Saturday, April 19th. This trolley line was an electric line enthusiast's delight; single-track with passing turnouts, wooden double-end cars of the style of fifty years ago, and, believe it or not, a staff system to forestall "cornfield meets". To end the service in commemorative style, five of the curved-sided cars were assembled, and filled with invited guests of the BCER, started on the last trip down Oak Street to the terminus on Marine Drive in Marpole. A touch of the wild (Canadian) West was added when the expedition was "held up" by members of the Vancouver Gun Club. --- R.I.P. OAK STREET CARS.

CHANGES IN CPR PASSENGER EQUIPMENT

The Canadian Pacific Railway has applied diesel generator sets to six tourist sleeping cars and one dining car, the "Ashby". The sleeping cars are 14-section cars of the "G" class and were converted from non-air-conditioned 12-section, 1 drawing room cars of the "N" class. Old and new names are as follows:

Nipigon conv. to	Globe	Nobleford conv. to	Grange
Naicam "	Gerald	Nolan "	Grassy
Nicholson "	Glass	Norton "	Guy

Four cafe-parlour cars are being converted to buffet-parlour cars and renumbered in the 6480 series; old and new numbers follow:

6556	conv. to	6480
6557	"	6481
6558	"	6482
6559	"	6483

The former buffet-observation sleeper "Fort Whyte" is being rebuilt into a restaurant sleeping car, similar to those of the "M" class. Other units of the "Fort" class will remain as at present.

The former dining cars "Bangor" and "Bramber", now converted to restaurant cars, have been designated 6401 and 6402 respectively.

The observation-compartment-sleeper "Mount Baker" which was damaged by fire recently, will be rebuilt as a safety instruction car.

The following "R" class 8-section, 1 drawing room, 2-compartment type sleeping cars are being remodelled with new double plate width windows.

Red Deer,	Reston,	Rosser,	Rennie,	Regina,	Rosspport,
Richford,	Rosenfeld,	Rosemary,	Ruby Creek,		

The name "Tavernor" has been chosen by Newfoundlanders for the new CNR ferry operating between the tenth province and the mainland.

The completion of the northward extension of the Pacific Great Eastern by June 15th and celebration on July 1st have had to be postponed. Completion is not now expected before the end of July.

The proposal to abandon electric rail passenger service on the London & Port Stanley Railway will be put up to taxpayers next December. While the summer and fall schedule remains as usual, London railway commission would like to put buses in the service. While it was reported that the L&PS were contemplating purchasing new locomotives, the type remained undisclosed.

Certain Vancouver Island ratepayers associations have advocated that the Government should take over the Esquimalt & Nanaimo Railway, a CPR subsidiary.

With the settlement of the union dispute, the Montreal Transportation Commission expects to replace trolleys with buses on the St. Catherine East, Frontenac and St. Laurent Blvd. trolley routes this year.

CNR Moncton shops are now repairing diesels, and units 9408 to 9435 have been transferred to the Atlantic Region. With the trend to dieselization in the east, it was announced that shops at Riviere du Loup would be closed.

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Montreal 15, Que.

O.S.A. Lavallee
Editor.

CANADIAN RAILROAD HISTORICAL ASSOCIATION INC.

SUNDAY JUNE 1ST 1952

EXCURSION TO ASBESTOS, QUE.

Through the courtesy of officials of Canadian - Johns-Manville Co. and that organization's Asbestos & Danville Railway, the Association is pleased to sponsor today's trip to visit the mines and processing facilities for asbestos, for which this Province is justly famed.

Appropriately named after this well-known fireproof insulating material, the town of Asbestos is situated some miles to the east of the railway line between Richmond and Quebec, and the Asbestos & Danville railway connects it with Danville, on the CNR line. In addition, the railway serves the various components of the asbestos plant, the huge crater-like pit, several hundred feet deep into which the track spirals, the slag heap between Asbestos & Danville, the top of which has been converted into an aircraft runway, and the various mill buildings. An opportunity will be given us to visit many parts of this comprehensive operation, by means of a special railway train which the Company has thoughtfully provided for our use.

The route chosen between Montreal and Danville is that of the Canadian National Railways, by way of St. Hyacinthe, Actonville and Richmond. Coincidentally, the section of railway between St. Hyacinthe and Richmond is now in its hundredth year of operation, having been opened for service in August 1852 by the former St. Lawrence & Atlantic R.R. The St. L. & A. was a component part of the Grand Trunk Railway of Canada, when the latter was formed in 1854. The section of railway west of St. Hyacinthe, whose western terminus was at the wharf at Longueuil, was opened for use in the spring of 1847.

Northward from Richmond, the railway was opened as far as Point Levis on November 27th, 1854.

Leaving Montreal, our route crosses Victoria Bridge, over a mile long and consisting of twenty-five spans. This historic bridge was erected in the Nineties and completed in 1897, and replaced the earlier Tubular Bridge which had been opened by H.R.H. The Prince of Wales in 1860. East of the St. Lawrence, the terrain is mostly quite flat, with Mount Bruno occurring on the north side of the track near St. Basile-le-Grand, while Mount St. Hilaire can be seen on the opposite side of the track at St. Hilaire. Some distance eastward, near Richmond, we enter the beautiful rolling country of the Eastern Townships.

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CANADIAN
RAILROAD
HISTORICAL
ASSOCIATION

TIME **10** TABLE

IN EFFECT - SUNDAY - JUNE 1ST
1952 ONLY

GOVERNED BY EASTERN STANDARD
TIME.

ANTHONY CLEGG

CHAIRMAN TRIP COMMITTEE

ERNEST MODLER

TIME TABLE COMPILER.

SAFETY FIRST

CANADIAN RAILROAD HISTORICAL ASSOCIATION

Excursion - Sunday, June 1, 1952

EASTWARD - READ DOWN			EASTERN STANDARD TIME	WESTWARD - READ UP	
AM	MILE POSTS	TRIP MILEAGE	STATIONS	ELEV.	PM
CNR-MONTREAL TERMINAL DIVISION					
L7:50	0.0	0.0	MONTREAL (Central)	69'	A6:05
7:55	1.1	1.1	Lift Bridge (W Tower)		5:58
8:00	1.9	1.9	BRIDGE STREET		5:53
	2.3	2.3	HR Cabin	69'	
			(Victoria Bridge West End)		
	2.9	2.9	Victoria Bridge, Center Span	92'	
	3.6	3.6	(Victoria Bridge East End)	68'	
f8:08	4.0	4.0	ST.LAMBERT	74'	f5:46
	4.9	4.9	Southwark West		
	5.5	5.5	Southwark Center		
	6.3	6.3	M&SC Jct.		
8:14	6.4	6.4	Southwark East		5:40
CNR-ST.LAWRENCE DIVISION-ST.HYACINTHE SUB.					
8:14	67.9	6.4	Southwark East		5:40
	66.5	7.8	ST.HUBERT	90'	
8:23	62.4	11.9	ST.BRUNO	81'	5:31
	60.5	13.8	MONTARVILLE		
	59.3	15.0	ST.BASILE LE GRAND	62'	
8:33	55.4	18.9	BELOEIL	63'	5:21
	55.3	19.0	RICHELIEU RIVER DRAWBRIDGE		
	55.0	19.3	OTTERBURN PARK	69'	
8:39	54.3	20.0	ST.HILAIRE	83'	5:18
	53.6	20.7	ST.HILAIRE EAST	100'	
	52.6	21.7	Ribeco		
8:50	48.4	25.9	STE.MADELEINE	117'	5:10
A9:03	40.9	33.4	ST. HYACINTHE	109'	L5:00
L9:11					A4:58
9:14	40.6	33.7	Montbec Jct.		4:56
	40.4	33.9	YAMASKA RIVER BRIDGE	104'	
A9:18	38.9	35.4	STE.ROSALIE JCT.	111'	4:53
L9:28					
	38.5	35.8	STE.ROSALIE	111'	
9:39	33.9	40.4	BRITANNIA MILLS	221'	4:45
	31.6	42.7	ST.LIBOIRE	290'	
9:48	28.5	45.8	UPTON	202'	4:36
9:59	22.1	52.2	ACTONVALE	309'	4:27
	21.8	52.5	C.P.R. Crossing	318'	
	14.5	59.8	DANBY	437'	
	10.8	63.5	Summit	612'	
10:17	10.3	64.0	SOUTH DURHAM	608'	4:11
	7.4	66.9	LISGAR	529'	
10:27	4.7	69.6	GORE	535'	4:03
	2.9	72.3	Pierce's Crossing		
	1.8	72.5	ST.FRANCIS RIVER BRIDGE	423'	
Q10:38	0.0	74.3	RICHMOND	390'	L3:55
CNR-LEVIS DIVISION-DANVILLE SUB.					
L11:25	87.4	74.3	RICHMOND	390'	A3:48
11:40	80.5	81.2	ST.CYR	481'	3:30
11:49	75.2	86.5	DANVILLE (Station)	447'	3:10
A11:50	75.0	86.7	DANVILLE (Interchange)		L3:15
ASBESTOS & DANVILLE RAILWAY					
L12:00	0.0		DANVILLE (Interchange)		A3:05
A12:20	3.0	(approx)	ASBESTOS		L2:45

See Footnotes on Reverse.

FOOT NOTES: A- Arrive f- Flag Stop L- Leave S- Stop.
All times are passing times unless marked otherwise.

MONTREAL TERMINALS

Multiple Track: Central Station to HR Cabin.
Double Track: HR Cabin to Southwark East.
Electric Zone: Central Station to HR Cabin.
Interlocked Zone: Central Station to Southwark East.
Operation: By Signal Indication.
Central Station - Junction Mount Royal Sub.
Lift Bridge: Lachine Canal Lift Bridge. Jct. Main Line West.
Bridge Street: Jct. lines to coach yard and electric shop.
Engine change tracks.
HR Cabin: Jct. "Butler" cutoff and lines to coach yard and electric shop. Entrance Point. St. Charles yard and shop
Victoria Bridge (East End): Jct. M. & S.C. Ry.
St. Lambert: Jct. Sorel Sub. and Main Line South.
Southwark West: Entrance Southwark Yard.
M&SC Jct.: Jct. M. & S.C. Ry.
Southwark East: Entrance Southwark Yard. Jct. St. Hyacinthe Sub.

ST. HYACINTHE SUBDIVISION

Double Track: Southwark East to Montbec Jct.
Single Track: Montbec Jct. to Richmond
Automatic Block Signals: Southwark East to Montbec Jct.
Operation: By Signal Indication, Southwark East to Montbec Jct.
By Timetable & Train Orders, Montbec Jct. to Richmond.
Southwark East: Jct. Montreal Terminals, entrance Southwark Yard.
Mileage 55.3: Richelieu River drawbridge.
St. Hyacinthe: Jct. St. Judes Sub.
Montbec Jct.: Jct. Drummondville Sub.
Ste. Rosalie Jct.: Jct. C.P. Ry. Yard. Roundhouse.
Mileage 21.8: Jct. C.P. Ry.
Richmond: Jct. Danville and Sherbrooke Subs. Yard. Roundhouse.

DANVILLE SUBDIVISION

Single Track: Richmond to Danville
Operation: By Timetable & Train Orders.
Richmond: Jct. St. Hyacinthe & Sherbrooke Subs. Yard. Roundhouse.
Danville: Interchange, Jct. A. & D. Ry.

ASBESTOS & DANVILLE RAILWAY

Single Track: Danville to Asbestos.
Operation: Yard Limits.
Danville: Jct. C.N. Rys.
Asbestos: Yard. Enginehouse.