

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

NEWS REPORT NO.68

MONTREAL, CANADA

JUNE 1956

Notice of Meeting

The regular monthly meeting of the Association will be held for this month only, in Room 153, Queen's Hotel, Windsor & St. James Streets, on Wednesday, June 13th, 1956, at 8:15 PM. Older members will recall that Room 153 was the site of our meetings for many years, prior to our move to the Transportation Building. We expect to be back in the Transportation Building by the September meeting.

The entertainment will consist of another Twenty Questions Railway Panel which proved so hilarious and enjoyable on the last occasion. This time, the experts will include Messrs. Douglas Brown, Kenneth F. Chivers, Anthony Clegg, Forster Kemp, and John Marjoribanks, Jr. Ye Editor will act as Moderator, while the members in attendance will each be given a subject, which they will be asked to assume, for the purpose of the questioning. The members of the audience will be provided with a key to the subject before the questioning starts, so that the "experts" will be the only ones with no knowledge of the subject.

As usual, a cordial invitation is extended to guests.

Association News

COMING TRIPS OUR ANNUAL FALL FOLIAGE EXCURSION.

Trip Committee Chairman Marjoribanks, full of zest after the transit weekend in Montreal which he handled in such an excellent manner, desires us to announce that the Annual Fall Foliage Excursion will be held this year on Sunday, September 30th. (PUT IT ON YOUR CALENDAR NOW - Ed.) It is planned to hold it this year over the Canadian Pacific Railway, from Montreal to Sutton, Que., going via Foster, returning via Cowansville. The train will consist of the customary wooden equipment, and will be powered by a steam locomotive -- possibly a 4-6-0 of the CPR's D4g class. It is expected that tickets will go on sale sometime during July. After the response we had last year to our Rawdon trip, we would really suggest that reservations be made as soon as the notices are received. The engine is small and once the train is full -- that's that ! It is expected that the trip fare will be about \$4.00 and facilities will be available to eat in Sutton. Complete details in our July-August issue.

TRIP 21 - Saturday,
June 2nd, 1956

On Saturday, June 2nd, the Association held what had originally been scheduled as the last trip over the Montreal & Southern Counties Railway.

Earlier, there had been indications that all service by electric cars on the M&SC would cease on that date, but due evidently to the lack of a suitable autobus service to replace the line, the operation will continue for the time being.

CANADIAN RAILROAD HISTORICAL
ASSOCIATION, INC.

News Report No. 68
June 1956

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A great deal of publicity had been issued, however, and despite the fact that the postponement of the date of service cessation had been known for some days previously, it was deemed inadvisable to cancel the official Last Trip at the last moment. Nearly sixty people participated in the trip, many of them from out of town, and favourable weather marked the occasion. Noted were Associate Members W. Luper Hay of Canton, Ohio, Aubrey Mattingly and son, from Arnprior, Ont., and Jack Knowles, John Mills and Robert Sandusky, all from Upper Canada.

Car #104 was augmented by car #102 and the special left St. Lambert promptly at 12:27 PM EST for Marieville and Ste. Angele. Stops were made at Greenfield Park, M&SC Jct., Brookline, Fort Chambly and the Chambly Canal drawbridge. Returning to Saint Lambert, a photo stop was made at the Richelieu River Bridge, while the cars backed across and made a "photo run" across the bridge for the photographers. The cars then proceeded to Montreal South loop and return, to complete the tour of the system.

When service ultimately ceases, car #104 will become the property of the Association, and those present noted that it was in good running condition for the trip.

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TRIP 22- Sunday,
June 3rd, 1956

In order to provide a suitable diversion for Sunday, for those out-of-town guests remaining over after the M&SC Excursion, a trip over lines of the

Montreal Transportation Commission was held on Sunday afternoon, using, for the first time, car #997, which has been preserved by the Commission. Thanks to the efforts of the shop staff at Youville shop, with a little final retouching by members of the Association's Rolling Stock Committee, No. 997 was resplendent in new paint. This car, and others of the same series, have been out of service for more than a year. They were built in 1910 by the Ottawa Car Manufacturing Company, and were the last cars to be received by the Montreal Street Railway, before it became a part of the Montreal Tramways Company in 1911. Trip was from St. Denis carhouse, via Bellechasse, St. Laurent, Bernard, Park, Bleury, Craig, Place d'Armes Hill, and Place d'Armes, then via Notre Dame street to George V loop at the city limits. A feature of the trip was the operation over the stretch of track on Place d'Armes Hill, which has not been used by regular cars in many years. Car #997 negotiated the hill, aided by a plentiful supply of sand. The trip returned along Notre Dame, St. James, Windsor, St. Catherine, Bleury, Park, Bernard, St. Laurent and Bellechasse to St. Denis division. With the aid of Mr. Yves Saint Pierre's excellent farebox, an exact hand-made replica of the "Cleveland" variety found on transit systems, a silver collection of \$5.50 was made on this trip, for the use of the Rolling Stock Committee.

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 R NOTES & NEWS H
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 C by Forster A. Kemp. N
 S & J
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* Several members of the Association were present on the last passenger train from Montreal to St.Lin, Que., which ran on Saturday, April 28th. The train, No.473, was hauled by Engine 2580, and included a baggage car and six wooden suburban coaches

of the type formerly used in the Montreal "Lakeshore" commuter service. The unusual number of cars was due to the fact that the train was to be used in the Ste.Therese-Montreal service on the following Monday morning. Despite the extra cars, the train kept its schedule and arrived on time. There was ample time for the photographers to record the occasion while the cars were marshalled and the engine turned on the man-powered turntable. The train then returned deadhead to Ste.Therese, ending passenger service on the St. Lin Subdivision.

* While sunny weather prevailed for the St.Lin "last run", such was not the case on a similar occasion on another branch line. The last run of a Canadian National Railways passenger train to Rawdon, Que. was made by train No.208 on Friday, April 27th. It consisted of a combination baggage-smoking car, and a coach, both of steel construction, drawn by Engine 1408. It was a dark, cloudy afternoon and a light drizzle began falling just as the train eased onto the Rawdon Subdivision at Paradis, Que. By the time the train reached Rawdon, a heavy rain was falling. Needless to say, no time was lost in unloading Rawdon's last rail-borne express shipment of bread, and in refilling the tender with water. Then the train backed unceremoniously out of the station, over the bridge and out of sight, leaving the sound of raindrops and the roar (! - Ed.) of Manchester Falls as the only sounds to disturb the countryside.

* Several other passenger services ceased operation on April 29th in addition to those listed in this column in the May News Report. All were on Canadian National Railways or its subsidiary, the Grand Trunk Western Railroad.

Trains 343-344	Mixed	London-Clinton, Ont.
" 41-42	"	Durand-Greenville, Mich.
" 44-45	"	Pontiac-Richmond, Mich.
" 49-52	"	Pontiac-Caseville, Mich.
" 50-51	"	Grand Rapids-Grand Haven, Mich.
" 21-22	Psgr.	Winnipeg-Steep Rock-Gypsumville, Man.

Freight service continues on all of these lines.

* Canadian Pacific Railway has chosen June 3rd as the date for reduction in passenger train services on several lines in the Prairie provinces. In most cases, trains on the affected lines will run three times weekly instead of daily except Sunday. Lines affected are as follows:

Trains 55-56	Winnipeg-Regina via Souris
" 65-66	Swift Current-Empress
" 101-102-103	Winnipeg-Great Falls ("Dayliner" service)
" 121-122	Winnipeg-Deloraine-Napinka
" 123-124	Winnipeg-Deloraine-Lyleton
"	

Trains 137-138	Brandon-Estevan
" 159-161 & 160-162	Brandon-Regina via Neudorf.
" 307-308	Regina-Weyburn
" 327-328	Regina-Lanigan-Gronlid

In the foregoing, trains 121, 123 and 122, 124 were tri-weekly trains on the same schedule between Winnipeg and Deloraine; Nos. 121-122 now run once a week, while 123 and 124 run twice weekly. Trains 159, 161 and 160, 162 follow different routes between Virden and McAuley but are otherwise similar. Trains 65 and 66 were replaced by tri-weekly mixed trains 625 and 626.

- ★ Another timetable oddity was introduced by this Company on some of its lines in Alberta, in the form of a mixed train that goes by one route and returns by another. The train leaves Calgary each Monday as Train 632 to Nacmine, Alta. On Tuesday it leaves Nacmine for Bassano as train 634. On Thursday it returns to Calgary via Irricana as Train 633. This results in service being given in one direction only over the greater portion of these lines. It is believed that this train goes to Cassils and Scandia on Wednesday as trains 677 and 678.
- ★ Another chapter is being written in the story of the Canadian Pacific's open observation cars. The wooden cars of the 7900 class, which were attached to all transcontinental trains during the summer season until the advent of the "Scenic Dome" have been condemned. To replace them on trains 13 and 14, the "Mountaineer" which has no dome cars, the CPR is rebuilding three arch-roof steel day coaches into open observation cars. The coaches were formerly numbered 1421, 1422 and 1424. The new numbers are 597, 598, 599. The new observation cars will be similar to the old 7900 series, with a closed centre section and open sections at both ends. Seats from the old cars are being used in the new vehicles.
- ★ Lack of patronage is affecting railway bus services as well as passenger trains. On May 27th, the CNR discontinued its bus service between Kamsack, Sask. and Flin Flon, Man. The bus lines operated daily except Sunday. CNR bus service between St. Catharines and Niagara Falls, Ont. was recently reduced from hourly to twice daily as the result of an agreement with Canada Coach Lines. This line was formerly operated by electric cars of the Niagara St. Catharines & Toronto Railway.
- ★ Parliament has given second reading to two bills of interest to railwayists. In one of these, the Canadian Pacific Railway seeks authority to build a 20-mile line in a southerly direction from Bocket, Alberta to serve a plant of the Canadian Gulf Oil Company. The other bill would incorporate the Grand Falls Central Railway Company, as a wholly-owned subsidiary of the Anglo-Newfoundland Development Company, to carry on the existing railway operations of the AND Company.
- ★ Canadian National Railways has awarded a contract for the relocation of 40 miles of double track between Cornwall and Cardinal, Ontario. The contract, awarded to Mannix, Limited of Calgary, calls for ballasting, track laying and other work to begin May 15th and to be completed by May 1st, 1957. Most of the grading and culverts were finished last year. Meanwhile, construction of

the Beattyville-Chibougamau line is expected to be completed by September. Tracklaying has now been completed to the Opawica River, more than half way to Chibougamau. At this point, two bridges await completion after the spring breakup. Tracklaying will proceed when the bridges are finished. The line will be 159 miles in length and will link up with a 182-mile Chibougamau-St. Felicien line which is expected to be completed in 1957 or 1958.

- ★ It is reported that "third class" was abolished on British and European railways effective June 3rd. On British Railways, the former third class will be renamed "second class". With minor exceptions, second class has not existed as such on British railways since the railway grouping of 1923.
- ★ The General Manager of the Northern Alberta Railways, Mr. J.F. Cooper, has announced an improvement programme which will cost four million dollars. It is proposed to begin dieselization of motive power starting with five units to be acquired during 1957. Other items on the programme will include piers, bridges, roadbed and communications. A new diesel shop is to be built at Dunvegan Yards, near Edmonton. The overhaul of six passenger cars is also to be included.
- ★ The CNR will operate its auto "ferry service" between Clareneville and Gambo, Newfoundland, beginning June 4th. This service enables motorists to bridge a 59-mile gap in the Newfoundland section of the Trans-Canada Highway, which is now under construction. The "ferry" train consists of 10 flatcars and a coach.

MOTIVE POWER SECTION

- ★ The 5700's are back ! Canadian National Railways added a new train to its Montreal-Toronto service on April 30th. Numbered 31 and 32, this all-mail train operates on a 6-hour and 15-minute schedule, stopping only for fuel, water and crew changes. Locomotives of the K1a class, 4-6-4 type with 30" driving wheels, are regularly assigned to the schedule. These engines are better known for their service on trains 15 and 6 over the same route before these trains became too heavy for them to maintain the schedule. In recent years they have been used on the Southern Ontario District, mainly between Toronto and London.
- ★ Have you ever heard of the Canadian Pacific's 0-4-0's ? There are seven such engines located in the yard of the Company's Angus Shops. They were originally brought in for major repairs and were stripped in the usual manner for this work. After this was done, and apparently due to the excessive cost of repairs, each engine was then mounted on two pairs of driving wheels and set out in the yard. The engines concerned are nos. 2320, 2395, 2418, 2422, 2453, 2465, 5379. Several of them can be seen from Rachel Street at the east end of the property. It is very doubtful that they will ever be reassembled. No. 2455 is another engine which has been completely dismantled for three years but is still on the roster! It was brought in in 1953, the boiler, frame and cab separated for repair work which was never carried out.

NAVIGATION NOTES

Our Associate Member Mr. Richard B. Willis of Los Angeles, Calif. writes us as follows:

" One other thing, which probably only a steamship fan such as myself would notice. Where, oh where, did you get your information that the DELTA KING was an "old Mississippi River steamer"? (page 37, May issue, 5th paragraph) Undoubtedly you have the DELTA KING confused with its sister steamboat DELTA QUEEN, which was rebuilt at great expense after World War II for de luxe cruise service on the Mississippi, where it still operates. However, the less widely-travelled DELTA KING has never seen the Mississippi nor been closer to it than Sacramento, California. Furthermore, I would not describe either of the DELTAs as old, as inland steamboats go. They were built about 1926 for de luxe overnight tourist service on the Sacramento River between San Francisco and Sacramento. While they were propelled with stern paddles, they were oil burning, had every modern comfort and luxury (including many bedrooms with private bath) and later, air-conditioning was added. Tourists' automobiles were carried on the lower deck. Declining patronage caused them to be laid up just prior to the War. During the war they were used as troop ferries on San Francisco Bay, and then the QUEEN was sent to the Mississippi while the KING languished somewhere on the Sacramento River, until now it, too, has travelled -- north, to Kitimat! I am glad to see it is serving again in some capacity, if not as a passenger vessel. "

" I had the pleasure of making a trip up the river on the DELTA KING the year before it was taken out of service, and the end was foretold on that voyage, as there was but a handful of passengers to enjoy the delightful cruise up the river. "

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Canadian National Railways have received the new M.V. BONAVISTA from Scotland. The vessel will replace SS GLENCOE on the St. John's-Lewis route. MV NONIA will arrive later in the season to replace MV CODROY in the Green Bay Service.

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On the Pacific Coast, the CNR recently sold SS PRINCE RUPERT, last of the Grand Trunk Pacific steamers, to Japanese interests. This three-funneled vessel had been a familiar sight to Pacific Coast residents since 1910.

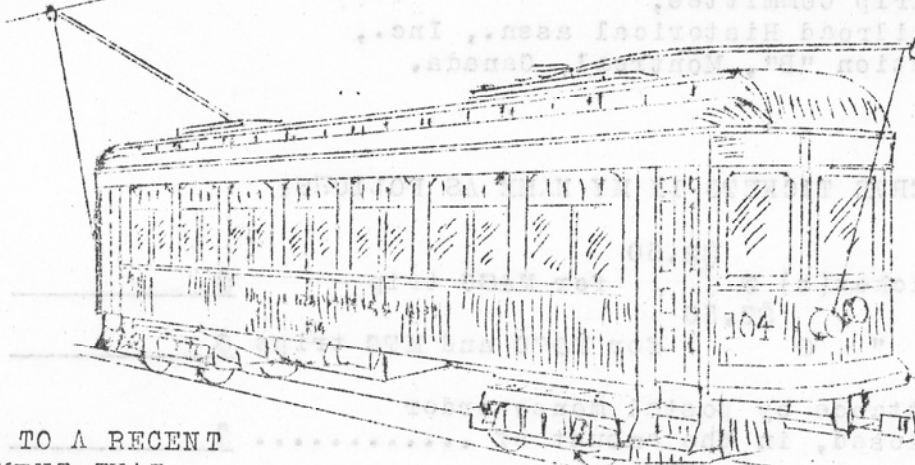
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Some delay has been experienced in preparing Bulletin 20 - the story of the Montreal & Southern Counties Railway - a 16-page photo-offset bulletin. It is being worked on at the present time, and will probably be released late in July.

-- Editor.

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED

..... SATURDAY,
JUNE SECOND,
NINETEEN FIFTY SIX.



PURSUANT TO A RECENT
ANNOUNCEMENT THAT
ALL ELECTRIC RAILWAY SERVICE ON THE
MONTREAL & SOUTHERN COUNTIES RAILWAY
WILL CEASE on Saturday, June 2nd, 1956.

an excursion will be sponsored by the ASSOCIATION over all lines of the M&SC Railway on that day. Trip will operate from St. Lambert via Greenfield Park, Mackayville, Chambly, Marieville to Ste. Angele, and return. Round trip will also be made over the St. Lambert to Montreal South branch.

- ★ - Equipment to be used will be car #104. If patronage requires, additional similar rolling stock will be used.
- ★ - Times have not been determined exactly, but the trip is scheduled to leave St. Lambert shortly after noon on Saturday, June 2nd, upon arrival of connecting CNR shuttle train from Central Station, Montreal. The trip will be over by 6:00 PM, Daylight Time. Photo stops will be arranged, as usual. Persons reserving tickets will be notified individually of exact departure and arrival times, when this information is available.
- ★ - Due to the fact that a large response is anticipated, it is ESSENTIAL that reservations be made as quickly as possible. Fare - \$2.50 per person, before May 26th. After May 26th, the fare will be \$3.00 per person. In the event that it is found necessary to restrict the number of passengers, preference will be given in the order in which reservations are received.
- ★ - For the benefit of those who will remain in Montreal over Sunday, a trolley trip over lines of the Montreal Transportation Commission will be held early on Sunday afternoon, June 3rd. Tickets, \$1.00 in addition to the M&SC ticket. In other words, \$3.50 for the two trips, before May 26th. After May 26th, \$4.00.

(order form on reverse)