

CANADIAN RAILROAD HISTORICAL ASSOCIATION

INCORPORATED.

SEPTEMBER

MONTREAL, CANADA

NEWS REPORT NO. 70

SEPTEMBER 1956

Notice of Meeting

The September meeting, which will be principally a business meeting, will be held in room 153, Queens Hotel, on Wednesday, September 12th, 1956, at 8:00 PM. At that time, a full report will be presented covering the current effort to establish a permanent museum in Montreal, as well as a report covering the summer activities, and plans to celebrate the Montreal-Toronto railway centenary late in October. Other business will also be transacted.

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Association News

The Trip Committee has been encouraged considerably by the response to the sale of tickets, and something of a record was established when it was found that 25% of the tickets had been sold five weeks before the trip. The Committee Chairman, Mr. Marjoribanks, has been satisfied with the response, and desires us to remind the local members once again to make their reservations as soon as possible. The Committee desires to restrict the train to three or four cars and late-comers may have to be refused. Once again, the details are:

SUNDAY, SEPTEMBER 30, 1956. Montreal to Sutton, Quebec, via Foster with a stopover at Knowlton, where dinner is available by advance reservation at the hotel. The entree will consist of Brome Lake Duckling. Returning the trip will go by way of Cowansville. Engine will be a 4-6-0 steam locomotive, and several photo stops are promised.



Fare, including Dinner at the Hotel \$6.00 per person
" without " " 4.50 "

For the benefit of those visitors from out of town who will be spending the weekend in the city, a trolley trip over the lines of the Montreal Transportation Commission, to Lachine and return, will be held on SATURDAY, SEPTEMBER 29, 1956.

Fare for the trolley trip \$1.00 per person

Complete details can be obtained from the Trip Committee, Box 22, Station B, Montreal.



NO FURTHER REMINDERS ARE PLANNED.
YOU ARE URGED TO MAKE RESERVATIONS NOW !!



The Centenary of the Opening of the GTR, Montreal-Toronto

While details of present plans will be discussed at the September meeting, and made available to associates in the next issue of the News Report, members are advised that the general plan as envisaged presently, is that interested individuals will proceed by rail to Kingston, Ont. on Saturday, October 27th, there to meet a similar group from the Upper Canada Railway Society at Toronto.

Delegates from Montreal would proceed to Kingston on train #5, CNR, returning on No.6. Those from Toronto would proceed on train #14, returning to Toronto on No.15. Since the respective arrivals and departures will be practically coincident, several hours will be available in Kingston in which to have an official dinner at a hotel. Possibly a visit to the locomotive works might be included as well, though no approach has been made to the Canadian Locomotive Company as yet. So far as is known, Canadian National Railways plans no official observance of this event.

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A LETTER FROM THE PRESIDENT

Dear Fellow Member:

If the year 1956 appears to be a sad one from the point of view of those members who are interested in electric transportation in and around Montreal, it seems to be a very bright one from the point of view of progress on the part of the society.

The various projects which the Association has undertaken have been most fruitful this year. The News Report, under the extraordinary guidance of Omer Lavallee, has been more readable than ever before due to the splendid staff work on the part of Omer's associates. The value of the News Report cannot be overlooked -- in one issue it does more to bind together the scattered membership of the Association than all the "missionary" work that a dozen members could do. Its ever-increasing popularity is evident in the mad scramble for back copies.

The high point this year was the exhibition of our extraordinary car, Number 274, to the Commissioners of the Montreal Transportation Commission. If anything ever accelerated our progress towards our goal of a museum of our own, this event did, for in no other way could we have convinced these men of our enthusiasm and integrity. It is all very well to talk about what we are doing, or what we would like to do, but you can win far more arguments when you present concrete evidence. The work of members like Forster Kemp and his Rolling Stock Committee, all of whom contribute weekly to the reconstruction of No.274, should be a shining example to us all. I do hope that they have been convinced of the worth of their efforts by the sympathetic reception of our society by the Commissioners.

Now that we have succeeded in accrediting ourselves with the Montreal Transportation Commission, we must of necessity protect our position from any influences which might undermine our integrity. There have been occasions in the past when particular incidents have made our group appear unreliable in the judgement of the senior transportation bodies both in this city and elsewhere. Every member must realize that his actions pertaining to matters of transportation will necessarily reflect on the whole Association, particularly when he identifies himself directly as a member of this Association.

If the actions of one member of the society makes the Association ridiculous in the eyes of transportation bodies in North America or elsewhere, the Association shall then have no alternative other than to expel the offending member, particularly if the offenses have been committed several times. This is not to say that any individual may

(continued page 60)

NEW RAILWAYS DEPARTMENT:
VANCOUVER EXTENSION OF
THE PACIFIC GREAT EASTERN
RAILWAY NOW IN OPERATION

by Omer S.A. Lavallee

A YEAR OR SO AGO, someone in the trucking business made the observation that the era of railway expansion was over. The observation was rather ill-timed coming as it did within months of the completion and opening of the 360-mile Quebec North Shore & Labrador Railway. Within the past month, we have had another very graphic demonstration of

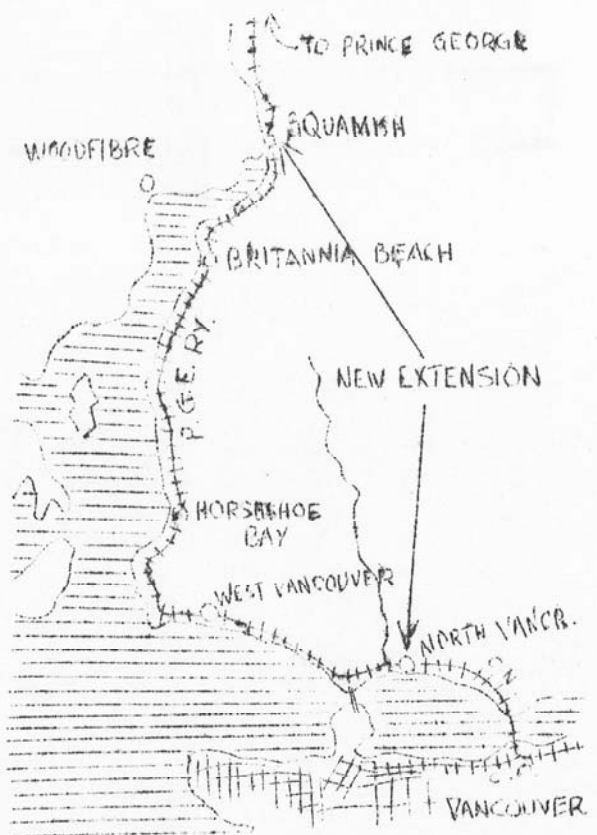
the fact that railway expansion, at least in Canada, is entering upon a new era.

On Monday, August 27th, 1956, the first official train inaugurated service over the Pacific Great Eastern Railway's new extension between Squamish and North Vancouver, B.C., a distance of forty one miles. While the mileage is not great, it marks one of the most important development in the history of the provincially-owned railway by permitting it to drop forever its former reputation as the railway which began and ended nowhere. The eleven miles between North Vancouver and Horseshoe Bay have been relaid on the roadbed of a line which was constructed originally before the first World War. Service on this line was operated by self-propelled railcars from 1914, until 1928 when the service was discontinued owing to the completion of a road paralleling the railway. The PGE never relinquished its right-of-way however, and when construction of the rugged thirty-mile section between Horseshoe Bay and Squamish was started in 1954, the old roadbed from Horseshoe Bay to North Vancouver was rehabilitated for the new and increased traffic which the extension would bring. The new 30-mile section, high above the waters of Howe Sound, necessitated the removal of 1,500 million tons of rock. The whole 41-mile extension cost in the neighbourhood of 10.5 million dollars, but the Province of British Columbia will be amply repaid directly in terms of revenue, and indirectly in terms of the effect the new extension will have on the development of the wild interior of the Province.

It used to be a pleasant trip up Howe Sound on the Union Steamship Company's "Lady" vessels. At least this was so for the passengers but the water link between Squamish and Vancouver was a decided impediment to the smooth flow of freight, since freight cars had to be moved by barge -- a slow and costly business. For years, the PGE was the longest railway on the Canadian mainland without physical connection with another line. It began at Squamish, 40 miles from Vancouver by water, and meandered in a scenic but very uncertain manner to Quesnel, 347 miles north in the storied Cariboo country.

The Pacific Great Eastern Railway was incorporated in 1912 (2 Geo. V Cap. 34) to build a railway from Vancouver to Lillooet and to the Grand Trunk Pacific Railway at Fort (now Prince) George, with branches, etc. The railway came under the control of the Provincial Government in 1918 through acquisition of all the capital stock of the company from the contractors, Foley, Welch & Stewart, and the line was opened between Squamish and Quesnel in 1921. In addition to this portion, as we have noted, the line between Whytecliff and North Vancouver was opened in July 1914. While the Squamish-Quesnel portion was being built, steel was also laid north from Quesnel to the Cottonwood River, and south from Prince George for 17 miles. Service was never operated on these northern lines, however, and the rails were subsequently removed. Service on the North Vancouver segment was discontinued on November 29, 1928 and the rails were lifted in 1930,

For years, the railway languished under the burden of growing expenses. Deficit followed deficit with disturbing monotony in the annual reports, and the "white elephant" railway became a serious financial responsibility to its Government owners. The Province never quite lost faith in the PGE, however, and in 1949, in an effort to allay the increasing indebtedness, work started on the completion of the Prince George extension, 80 miles long. In the course of this work two viaducts of impressive size, at Cottonwood Canyon and Ahbau Creek were constructed. The extension was finished in November 1952, freight trains started operating in January 1953, and passenger service the following May. Almost immediately, revenue brought on by increased traffic as a result of the physical connection with the CNR at Prince George convinced the Government that the PGE could be called the "Province's Greatest Expense" no longer. No sooner was the Prince George line operating satisfactorily, than plans were laid to expand at both ends simultaneously. The culmination of several years effort was seen in the driving of the last spike on the Vancouver extension at mile 26.2 on June 10th, 1956, and the operation of the inaugural train on August 27th. Even as these events are going on, work is proceeding apace on the northern extension to Dawson Creek and Fort Saint John, which, when completed in 1957, will bring PGE rails almost 800 miles north of Burrard Inlet. This will make the Pacific Great Eastern Canada's third longest railway.



The territory through which the railway runs ranks among the most scenic on the continent. The southern section is particularly gifted by the spectacular run along Howe Sound, the threading of the precipitous Cheakamus Canyon just north of Squamish, the run of the train mirrored in the still waters of Anderson and Seton Lakes and finally, best of all, the Fraser Canyon above Lillooet where the writer once stayed up past midnight in an open top observation car for the privilege of glancing down at the silvery thread of the Fraser River nearly half a mile in vertical distance below.

It is said that the Pacific Great Eastern gained its name by adding "Pacific" to "Great Eastern" -- the name of a pre-grouping British railway whose shareholders provided much of the money for the initial undertaking back in 1912.

Later, PGE was alleged by the irreverent to stand for "Prince George Eventually" but now that the old fort town has been attained and passed and Vancouver linked with the north, it would appear that the motto is to be, whether the initials fit or not -- "Alaska Pretty Soon".

be singled out for disciplinary action without cause, but rather to state that no member may weaken or soil the reputation of the whole Association through acts of self-gratification. It will not be tolerated.

You all know our general aims. You recognize our particular interests. You are acquainted with our present financial position. You are aware of the capabilities of the Executive which you have elected. Some of you know the road by which we have come. None of us know the path which leads to the consummation of our aspirations. Each of us, however, can make that path more smooth by NOT adding unnecessary obstacles. Let us each one do what we can toward smoothing our way to success.

With every good wish,

SANBORN S. WORTHEN

Forster Kemp reports on --

THE END OF AN ERA IN MONTREAL TRANSPORTATION

The Association Observes the Passing of Street Railway Service from Saint Catherine Street, and connecting lines.

During the Labour Day weekend, September 1st, 2nd and 3rd, members of the Association participated in several observances to mark the replacement of street cars by motor busses on routes serving St. Catherine Street and a number of other streets in the west end of the city.

TRIP NO. 23 - On Saturday, September 1st, members of the Association began appearing at St. Denis car barn at about 1:00 PM, and were joined by several other railway enthusiasts from other parts of Canada and the United States. Car No. 1317, a unit of the 1200 class which has now been officially retired from service, was used to operate over all lines on which rail service was to be discontinued. It was decided to run over Windsor Street first, and to reach this street, No. 1317 was run via Bellechasse, St. Lawrence, Bernard, Park Avenue, and Bleury to Craig Street, then on Craig, McGill, St. James to Windsor Street. Ascending Windsor and Peel to St. Catherine, the car then turned eastward along St. Catherine street to the terminal at Harbour Street. There the car was run through the loop around the Hochelaga car barn in the hope of seeing the cars which were to run in the procession on Monday. Passengers could only catch a few glimpses of them, due to the fact that most of the doors were closed. After a short wait while film was exposed, we proceeded westward along St. Catherine, Atwater and Sherbrooke streets to the Elmhurst Loop. The car was run down to Connaught Avenue on the former Montreal West line so that photographs could be taken without interfering with regular service. After returning eastward to Greene Avenue, we descended to St. Catherine and ran westward to another photo stop in the Victoria Avenue Loop, where work had already begun to convert the loop for use by buses. After rounding the loop, we went north on Victoria, and then followed the 3A route to its terminal at Somerled and Walkley Avenues.

A stop was made on the "T" shaped turning facility while shutters clicked, and then the car returned to Atwater where it turned south to follow the route formerly used by cars of route 14, via Atwater to St. James, then eastward to Victoria Square. From that point, the same route was followed back to St. Denis car barn, where arrival was at 5:50 PM.

Last Regular Run on Saint Catherine Street - Four of the Association's "night-owls" were present at the Harbour Street terminal at 3:45 AM, as car #2107, specially selected by the MTC, stood ready to make the last run on Saint Catherine street on Sunday morning, September 2, 1956. Conductor Paul Pigeon followed the traditional practice of allowing the few "last riders" to travel free. Motorman Marcel Descoudeaux made a fast run to St. Denis Street, but ran into a jam of double-parked taxicabs waiting night-club patrons between St. Denis and St. Lawrence Blvd. Once clear of these, speed was resumed and maintained until the car turned down Glen Road and entered St. Henry carbarn, where the farebox was changed and flashbulbs lit up the carfront during the ten-minute stop. Car 2107, Route 15, run 7 left Harbour Street 3:45 AM and arrived St. Henry carbarn at 4:16 AM. On the return trip, the car paused momentarily at Glen and Saint Catherine streets to pick up a man who had fallen asleep on the outbound trip and was carried past his destination. The return trip was made more quickly, the only delay occurring at Papineau Avenue where the car was forced to stop in the middle of the intersection while a taxicab took on passengers. Car 2104, Route 15, run 7 left St. Henry carbarn 4:26 AM arrived Harbour Street at 4:54 AM.

The last eastbound run on route 83 (WINDSOR-GARLAND) was made, appropriately enough, by car No. 1956.

TRIP NO. 24 - A Procession of Transit Equipment (1870-1956)

This event was arranged by the Montreal Transportation Commission to illustrate the progress of urban transit in Montreal on the occasion of the conversion of its principal thoroughfare to rubber-tired vehicles. The procession included fifteen units. Leading the caravan was motor flat car 3153 carrying the horse-drawn sleigh, which was resplendent in brown and cream and bearing the complicated monogram of the Montreal Street Railway. The second unit was horse-drawn omnibus No. 7, resplendent in maroon colour and lettered "Montreal City Passenger Railway Company". It was carried on motor flat car 3151, as actual haulage by horses was not deemed practicable. Next came the "Rocket" No. 350. This splendid example of restoration was Montreal's first electric street car. It had maroon and cream panels with gold lettering and the platforms had been opened out as they were in 1892, although they were closed in during the first winter the car operated. After that came the Association's car No. 274 in the MSR colour scheme of 1900. (Cream, with black and silver lettering and striping). This car was making its first operating appearance since its restoration from salt car service. After that, the cars in order were: 997, 1046, 1482, 200, 3512, 2107, observation cars 1 and 2 and then three new autobusses, of the latest types put out by Mack, General Motors and Canadian Car. At the end was an emergency truck which the railway enthusiasts alleged was there to retrieve disabled busses.

On the westbound trip, most association members rode in car No. 997 while eastbound, they were carried in No. 274, which carried 31 passengers on the occasion. Many thousand Montrealers turned out along the length of the route to see the procession in excellent weather. The cars stood for twenty minutes on Closse Street to allow the guests to disembark.

This break also served to allow resistors to be cooled, after the long run at slow speed. During this time, members of the public were admitted to some of the cars. Trip Committee Chairman Marjoribanks counted 407 visitors to car No.274 in an eight-minute period.

(A complete review of the circumstances leading up to the pageant, and the pageant itself, follows below)

SPECIAL ENCLOSURE WITH THIS ISSUE

Enclosed in this page is one of the transfers issued on the last regular run on St. Catherine Street, described by Mr. Forster Kemp in the foregoing account. This transfer was one issued on Car 2107, Route 15, Run 7, on the morning of Sunday, September 3rd, 1956.

ROMAN TRIUMPH - MONTREAL STYLE

----by O.S.A. Lavallee

HISTORIC TRAMS BID OFFICIAL ADIEU
TO THE SAINT CATHERINE STREET ROUTES

FEW, IF ANY, OF THE 200,000 MONTREALERS who watched a procession of twelve streetcars and three autobusses officially mark the changeover from rails to rubber on Montreal's main thoroughfare, will ever know of the rapidity with which the plan was tackled and carried through by the Montreal Transportation Commission. Four weeks before, it was only an idea. We like to think that the plan received its first real impetus on Wednesday, August 8th, when, restoration work completed, the Canadian Railroad Historical Association displayed its car, Montreal Street Railway No.274 to the members of the Montreal Transportation Commission.

Mr. Arthur Duperron, Chairman & General Manager of the MTC was there (he is also Honourary Vice President of our group), accompanied by Vice Chairman Richard F. Quinn, and Commissioners Robert Hainault and Leonard Leger. The only absentee was Commissioner Jean Constantin who, regrettably, was confined to hospital. After examination of the car, the talk turned naturally to the idea of a procession to mark the Saint Catherine street changeover, then under consideration by the MTC. Key-note for the whole work was sounded on that sunny Wednesday noon by Chairman Duperron when he said to the writer - " I find it very easy to get enthusiastic ". He is a man of his word and the enthusiasm was apparently infectious. Within twenty four hours, the Commissioners had met and issued instructions to Superintendent of Rolling Stock L.J. Macdonald at Youville Shops that overhaul of all cars preserved to date by the Commission should be put in hand at once to ready them for the September 3rd observance. Nos.350 and 1046, already at Youville for inspection, were placed in the shop immediately, and No.997 was moved from storage at St.Denis two days later.

No.350, the "Rocket", our original electric car, had top priority in repairs. Though stored under cover since removal from service in 1914, movement of the unpowered car from place to place through the years had left it in rather pitiful condition. One of the most beneficial provisions made by the Commission in its instructions for restor-

Cette souche doit faire partie des correspondances émises entre 4 p.m. et 4 a.m.

394668

Transfers issued between 4 P.M. and 4 A.M. must have this stub attached

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	20 55	Claremont	4	15	30 45
	20 55	Victoria	5	15	30 45
	20 55	Lansdowne	6	15	30 45
	25 50	Greene & Sherbrooke	7	15	30 45
	25 50	Greene & Ste-Catherine	8	15	30 45
	25 50	Atwater-Closse	9	15	30 45
	30 45	Guy	10	15	30 45
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Voir Conditions au verso / See Conditions on back

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SPECIAL *

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ation was the fact that the car was to be remotored.

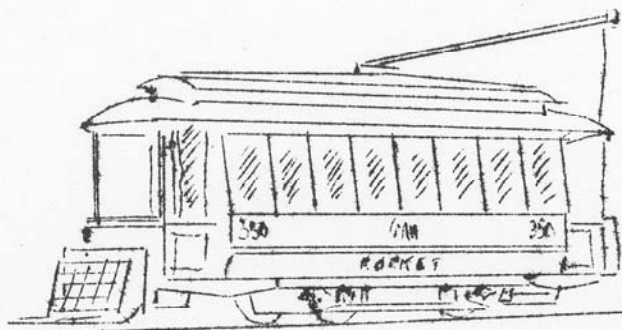
In company with Anthony Clegg, we went to Yauville Shop on the afternoon of Friday, August 10th, and in consultation with Mr. Macdonald and his assistant, Mr. Len Brook, projected the steps in the restoration of the car, as nearly as possible, to its appearance when it inaugurated electric railway service in Montreal on September 21st, 1892. Ours was the simple task -- to show what would have to be done as far as appearance was concerned. Messrs. Macdonald, and Brook, and their staff had the much more critical task of translating the recommendations to reality. They proceeded with a will and within about ten days, all structural carpentry and mechanical work was completed, new wiring and motors had been installed, and the "Rocket", despite the fact that it was still unpainted, had undergone a remarkable transformation in appearance. Meanwhile, the carpenters had worked an equally marvellous change in the rear platform of No.997. The folding doors had been removed, original rear bulkhead doors replaced, and a system of railings consistent with the early application of the "Pay-as-you-enter" system had replaced the rather conventional conductor's stand of more recent times. Much to our pleasure, we were advised that a decision had been reached to repaint the car in the 1910 cream colour scheme, with silver black and green striping and lettering. Photographs in the possession of Mr. R.M. Binns enabled this to be done, even to the vermilion oblong on the front dash with its silver numbers which identified "Pay-as-you-enter" cars for passengers of fifty years ago. The painting completed, it was found that No.997's transformation had been almost as complete as that of No.350.

Next to receive attention was No.1046, the suburban car. To those of us who remembered these cars in their pre-1936 orange paint scheme, they had somehow never quite looked the part after being painted green. As there were no particular structural alterations necessary to the refurbishing of this car other than the removal of the dash lights at the front, the orange and cream paint scheme was applied to create exactly the desired effect. I think that the effectiveness of paint as far as No.1046 was concerned received adequate testimony when a lady of middle age remarked to her companion on St.Catherine street during the pageant - "Oh look, Peggy, there's one of the old Cartierville cars". During the week immediately preceding the pageant, the Birney car No.200, and the omnibus (no.7) and sleigh (No.20) were also brought to Youville Shop. No.7 had been painted only two years ago and so was in pretty good shape. The sleigh had lain neglected for as long a period as No.350 and required some repairs in addition to the repainting. A strenuous year's work on the part of the Birney car, carrying advertising around the city had made it rather grimy, and we were gratified to see that the repainting for the pageant included gold striping of the type carried by these cars when in passenger service. Despite the amount of work and painting involved, everything was ready about five days before the pageant and the cars were moved to the small carhouse which still remains at Hochelaga on the north side of St.Catherine street. This movement took place at night and by Saturday morning, Sept.1st, all were congregated in the building with doors closed, there to await the big day.

On Sunday night, a small delegation of members returned to Hochelaga to help MTC public relations assistant Andre Saint Pierre to instal the cardboard explanatory signs (in English and French) in the cars.

Everything got under way at 3:10 PM on Monday afternoon, September 3rd, when the carhouse doors were rolled up to show the cars to the public, and vice versa. There was a tremendous crowd in front of the building and the police on special duty had a critical time clearing the tracks to allow motor flat cars 3153 and 3151 (newly painted and acting as floats for the sleigh and omnibus respectively) to move out of the building to start the formation of the procession. Then came the "Rocket" and the crowd broke into applause for Montreal's first electric car. No.274 followed the "Rocket" with further applause and then came the other cars, pretty much in chronological order. No. 997, filled with members of the Canadian Railroad Historical Association and their friends from out of town representing all of the major railway museums in Canada and the United States, was closely followed by No.1046. This car was occupied principally by CRHA President S.S. Worthen, then came in order No.1482, No.200, No.3512 and No.2107, the latter the last car to operate in regular service on St.Catherine street early on the morning of the day before. Following these cars came observation cars 1 and 2, occupied by Chairman Duperron and members of the Montreal Transportation Commission, and civic dignitaries headed by Montreal Mayor Jean Drapeau and City Executive Committee Chairman Pierre Desmarais both, strangely enough, making their first trip in the famed golden cars. A tape stretched across St.Catherine Street was cut by the Mayor and the cars, assembled in parade order around the carhouse moved off smartly.

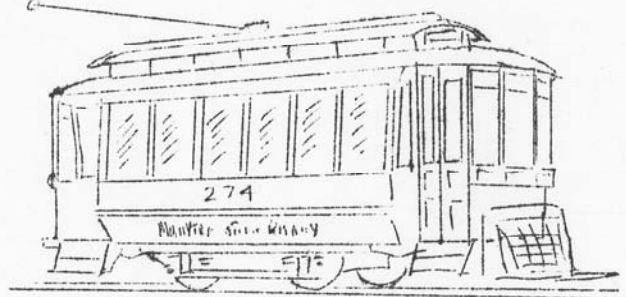
To the unconcealed surprise of the participants in the procession, the thousands of people lined up were beyond the most optimistic expectations. Some of us had thought the MTC public relations people were expecting a little too much when it was learned, before the pageant, that they expected about 100,000 people. While the actual number of onlookers is the subject of some speculation, there were at least twice that number packed into St.Catherine street. In some blocks there was only sufficient space for the cars to pass and it is a tribute to the experienced skill of the veteran crewmen who handled the cars that no bystander was injured, considering the number of people who ran into the track ahead of each car to take pictures, then beating a retreat again. Forster Kemp comments that one young lad ran behind No.997 all the way from Frontenac Street to Bleury. The number of cameras in evidence was surprising, ranging from the elementary drugstore plastic cameras to expensive motion picture cameras in the hands of photo devotees. Someone estimated that there must have been at least half a million photographs taken.



The demeanour of the onlookers was appropriate to the occasion, the older people just looked or clapped, while the young people cheered or called not-unfriendly comments across to those of us on board the cars. In spite of the popular practice in recent years of maligning the service given by the trams, all of the spectators seemed to appreciate that, with the autobusses in service and the trolleys gone, an abrupt change would come over the downtown area. The persons lining the tracks reached out to touch the cars as they passed by at slightly better than walking speed. Photography from the streets was an almost hopeless task but the MTC looked after its own photographers in approp-

riate style by mounting them on the tower of an emergency truck, parked beside Eaton's at the intersection of University & St. Catherine.

Our day was complete when we came in sight of the Forum. There, on the marquee of the building was perched CRHA member Roger Christin who is well-known among the members for his affinity to high places. After circling the Forum Loop, the cars stopped in Closse Street while the guests disembarked. Most of them inspected the new Atwater bus terminal facilities, then returned along the new Dorchester route in chartered autobusses. Most of the railwayists returned on the street-cars, with the CRHA members spontaneously climbing on board No. 274 for the return run to Hochelaga. It is worthy of record that No. 274 amply repaid the conscientious efforts of the members of the Rolling Stock Committee during its five years of restoration by hauling 31 persons, including the crew, without visible mechanical or structural strain. In the twenty minutes which the cars spent at Closse Street, members of the public were admitted to the cars. Mr. Kemp has already recorded that 407 persons inspected No. 274 in an eight-minute period, and it was with difficulty that the visiting was stopped so that the return trip could be made. The stop was also used to advantage to allow the car resistors to cool after the long westward trek at slow speed.



The eastward trip was made more quickly and by 6:00 PM, the cars were back at Hochelaga in the shop. Sumtotal of damage received in the procession: the initials "R.B." scratched in the paint on the "Rocket's" rear vestibule (CRHA Directors R.R. Brown and R.M. Binns both deny complicity, incidentally). The lack of other defacing marks is overwhelming tribute to the appreciation of the people of Montreal, young and old alike, for relics of the city's colourful past.

At the reception held afterward in the hall at the MTC Hochelaga station, the officers of the Association were given assurance that civic assistance might be forthcoming shortly to aid in the establishment of our long-projected Transportation Museum. Anything which may be done in this direction for the Association, we must owe entirely to the efforts of the MTC in giving our cause such a tremendous boost, by the restoration of the vehicles which were kept aside for historical purposes.

It is to be hoped that we are witnessing the dawn of a new era of appreciation of the Association's aims and principles, with the staging of the St. Catherine Street pageant, as much as we have seen an outstandingly successful example of public relations on the part of the Montreal Transportation Commission.

WHEN RESERVING FOR THE FALL FOLIAGE EXCURSION (September 30th)
 WHY NOT BRING ALONG THE WIFE AND KIDDIES ?
 LADIES ARE ALWAYS SPECIALLY INVITED ON OUR TRIPS,
 AND CHILDREN BETWEEN FIVE AND TWELVE TRAVEL AT HALF
FARE, THOSE UNDER FIVE TRAVEL FREE. RESERVE TODAY !!

CPRAC&HBCNRGWDNARDARPGEC>
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 & NOTES & NEWS &
 C
 S by Forster A. Kemp N
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★ Montreal Transportation Commission double-end cars 2600-2605 are presently being renumbered in the series 2005-2010, to allow use of 2600 series numbers by new autobusses. Car 2600 is already out of the shop as No.2005.

★ Canadian National Railways has removed its electric catenary overhead wires between Eastern Junction and St. Laurent yard, in the Montreal terminal electrification. Wires now extend only about halfway along the "we" connection to St.Laurent

- ★ The German diesel electric locomotive No.1000, after completion of two months' tests on Canadian Pacific Railway lines, was returned to the agents of the manufacturers, Maschinenbau Kiel A.G., at the end of August. The unit, repainted in CPR maroon and yellow colours, was used out of Ottawa on the Waltham Subdivision, later transferred to Farnham to work on branch lines out of that division point. In the middle of August, it was tested on the St.Maurice Valley Subdivision out of Trois Rivieres, and finished its CPR tests by a return trip in passenger service on the Maniwaki Subdivision.
- ★ On September 6th. Canadian Car & Foundry Company announced that it has been licensed by The Budd Company, Philadelphia, Pa., to build Budd equipment in Canada, including the well-known RDC cars.
- ★ Canadian National Railways has indicated that complete conversion from steam to diesel operation on its Newfoundland lines is expected to be completed by the end of this year. 32 diesels will replace the present 30 Mikados, 10 Pacifics.
-

OSWALD A. TRUDEAU

With profound regret, the Association learned of the death, at the beginning of August, of Oswald Trudeau, long-time member and friend of the Association, and ardent supporter of its aims. Formerly General Passenger Traffic Manager of Canadian National Railways, Mr.Trudeau was associated with many groups in his extra-curricular activities, including our own society and the Antiquarian & Numismatic Society of Montreal. In recording the loss of a valued associate, we desire to extend our humble sympathy to his family.

R.I.P.

CANADIAN RAILROAD HISTORICAL ASSOCIATION

News Report No.70

September 1956

Editorial Address: P.O.Box 22, Station "B", Montreal 2.
 Editor: Omer S.A. Lavallee Asst.Editor: R.Douglas Brown
 Committee: Robert R. Brown, Anthony Clegg,
 Forster A. Kemp, Kenneth Chivers.

CANADIAN
RAILROAD
HISTORICAL
ASSOCIATION
INCORPORATED

1956 FALL FOLIAGE TRIP



IN EFFECT SUNDAY, SEPTEMBER 30TH, 1956 ONLY

John Marjoribanks, Jr.,
Chairman, Trip Committee

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED

1956 FALL FOLIAGE EXCURSION

About our Association.....

The CANADIAN RAILROAD HISTORICAL ASSOCIATION INC. is a non-profit group which was founded in 1932 -- just one hundred years after the organization of Canada's first railway, the Champlain & Saint Lawrence Rail Road. In 1941, the Association sought and obtained, by special act, a federal charter permitting it to carry on its activities as a corporation without share capital, incorporated under the Companies Act.

The purpose of the Association, as defined in its charter, is:
" The collection, the preservation, the exhibition and distribution of information, relics, documents and other historical matter, relating to railways, locomotives and any other means of transportation in Canada, for the mutual benefit of collectors of Canadian transportation history."

The Association possesses extensive manuscript material, photographs, books, relics and souvenirs which together tell the fascinating story of the railway, without doubt the greatest single contributing force in the development of Canada as a nation. Railways have meant a lot to Canada; they still do. Canada possesses more railway mileage per capita of population than any other country in the world. Our railways possess rolling stock of the most advanced types.

It might be appropriate to explain that the equipment in which you are riding today has been requested specially because our interests are historic. Actually, Canadian passenger trains include a high percentage of air-conditioned equipment. A steadily-increasing number of trains today are pulled by modern diesel-electric locomotives, or consist of up-to-date self-propelled rail cars. The era of the steam locomotive is passing and for this reason, the Association is specially interested in using them on its special trains. Ultimately, our organization would like to preserve examples of Canadian steam locomotives, in operating condition, as has been done extensively in the United States, Europe, and elsewhere.

There are distinct advantages in train travel. Let the engineman do your driving for you, while you relax in the up-to-date equipment which is part of the principal services of all Canadian lines. Canada possesses scenery and locale to suit every taste -- climate ranging from sub-tropical to arctic. Canadian railways will take you comfortably to your destination. If you are planning a trip, visit a railway ticket office for information, suggestions, tickets and/or reservations. You'll be glad that you did !

TO THOSE OF OUR GUESTS WHO POSSESS TICKETS FOR DINNER AT KNOWLTON:
Passengers having tickets for the first sitting will assemble immediately on the platform upon arrival at Knowlton. Those for the second sitting will assemble at the same place at a later time to be announced in the train. In the interval, before or after your sitting, it is suggested that a visit be paid to the museum of the Brome County Historical Society. A nominal admission fee of .15¢ is charged.

SCHEDULE & ITINERARY -- TRIP NO. 26 -- SUNDAY, SEPTEMBER 30, 1956

Subdivision	Trip	Mileage	Mileage	Time	Station & Remarks
0.0	0.0	Lv. 9:00 AM			Montreal (Windsor Sta.) - Headquarters of the Canadian Pacific Railway Co. This terminal station possesses 11 terminal tracks and is the eastern extremity of CPR's 2881-mile main line across Canada to Vancouver.
					Between Windsor Station and Westmount, the track skirts the escarpment separating uptown Montreal and Westmount, from the downtown section. An excellent view of the downtown area can be obtained from the left side of the train, shortly after leaving Windsor Sta.
2.0	2.0	Lv. 9:07 AM			WESTMOUNT - Station on the right side, Glen Yard, terminal yard for passenger equipment used out of Windsor Station, is at the left. Stainless steel equipment used on the CPR's transcontinental "THE CANADIAN" can be seen as the station is left behind.
4.7 44.8	4.7	Lv. 9:15 AM			MONTREAL WEST - Important junction point where CPR lines diverge northward to the Laurentians and Quebec, westward to points in Ontario and western Canada, and southward to the Eastern Townships and the Eastern seaboard. Our train takes the southward direction and passengers on the right side of our train may see the other lines bearing off to the right just after Montreal West.
					Between Montreal West and LaSalle, the railway lies at the top of an embankment. The town of Ville St. Pierre can be seen at the left, while the large industrial establishments of Northern Electric, Dominion Engineering and Dominion Bridge can be seen at the right. Overpasses are located over the Metropolitan Boulevard, over two Canadian National lines, and the private way of the MTC between Montreal and Lachine.
43.1	6.4				SWING BRIDGE - Lachine Canal - 238' long.
42.4	7.1	P 9:20 AM			LASALLE - CPR Station for Lachine and Ville LaSalle.
42.0	7.5				SAINT LAWRENCE RIVER BRIDGE - 3657' long. This structure carries the railway over the Lachine Rapids of the Saint Lawrence River. At the far end, on the left, works in connection with the St. Lawrence Seaway can be seen, while on the right is situated the Indian village of Caughnawaga.
40.7	8.8	P 9:24 AM			ADIRONDACK JUNCTION. NYC line for Valleyfield and the Adirondacks diverges here, on the right.

35.0	14.5	P	9:31 AM	DELSON - On the left, before the station, the yard of the creosoting plant which possesses an extensive narrow-gauge plant railway network. Crossing the Canadian National Railways. The name "Delson" is an adaptation of the words "DELaware" and "HUDSON" as it is at this point that the D&H RR connects, on the right, for U.S. points.
24.5	25.0	P	9:45 AM	L'ACADIE - Named for early settlers who were deportees from Acadia in the 18th Century.
20.0	29.5	Ar. 9:53 AM Lv. 10:00 AM		ST. JOHN'S - Historic town on the Richelieu River, originally called Fort St. Jean. In later years it was called Dorchester by the English, but in 1835 it was given the present name St. Johns. St. John's was the eastern terminal of Canada's first railway, which connected this town with Laprairie, opposite Montreal, on July 21, 1836.
12.8	36.7	P	10:12 AM	VERSAILLES. - The symmetrical cone of Mount Johnson, can be seen to the left. Mountains farther in the distance are Mounts Bruno and St. Hilaire, and Rougemont.
6.3	43.2	Ar. 10:24 AM Lv. 10:50 AM		FARNHAM - Headquarters of the Farnham Division of the C.P. Ry. Twenty five minutes stop will be allowed here to permit those who desire to do so to photograph the change of engines at the head of our train.
0.0 125.6	49.5	Ar. 11:00 AM Lv. 11:02 AM		BROOKPORT - End of double track. The Newport Subdivision -- upon which we will be returning -- diverges on the right. There is neither brook nor port at Brookport. Station name is an adaptation of "SherBROOke" and "NewPORT" names of the two CPR subdivisions which diverge here.
121.6		P		ADAMSVILLE - Village named after early settlers named Adams.
114.4	60.7	P	11:19 AM	WEST SHEFFORD - Called after family of settlers named Shefford.
105.6 12.2	69.5	Ar. 11:31 AM Lv. 11:49 AM		FOSTER - Named after the Foster family of Waterloo, a few miles north. One of the more famous members of this family was Col. Foster who was prominently connected with the South Eastern Ry. Branch to Drummondville diverges on the left; main line east goes straight ahead while our train takes Knowlton branch on the right. Photo stop.
9.2 7.7	72.5 74.0	P	11:55 AM	FISHERS
		Ar. 11:59 AM Lv. 12:20 PM		BROME LAKE - The lake is at the right. Photo stop.

6.9	74.8	Ar. 12:23PM Lv. 3:00PM	KNOWLTON - Resort centre on Brome Lake. Town was named after Col. Paul Holland Knowlton, a United Empire Loyalist from Newfame, Vermont, who settled in this area around 1825. Train will wait here for 2½ hours while those who possess reservations may lunch at the Lakeview House. Museum of the Brome County Historical Society may be visited. Admission charge 15¢. Photo Stop. (See note about lunch and museum on first page)
3.6 0.0 16.2	78.1 81.7	P 3:09 PM Ar. 3:16 PM Lv. 3:30 PM	BROME ENLAUGRA - Junction with Montreal-Boston line of CPR. Station is called after former CPR General Manager Alfred Price's three daughters - ENid, LAUra and GRACE. Train will reverse here on "wye" track and back into Sutton. Photo Stop.
19.4	84.9	Ar. 3:35 PM	SUTTON - First named "Sutton Flats" in 1792 by settlers, but following construction of the South Eastern Railway in the 1880's, word "Flats" eliminated. Sutton Mountains on the left.
16.2 11.8	88.1 92.5	P 4:10 PM Ar. 4:15 PM Lv. 4:30 PM	ENLAUGRA WEST BROME - Photo stop.
6.9	97.4	P 4:38 PM	COWANSVILLE - Named after early local landowners named Cowan.
0.0 0.0 6.3	104.3	Ar. 4:48 PM Lv. 4:50 PM	BROOKPORT
0.0 6.3	110.6	Ar. 5:00 PM Lv. 5:10 PM	FARNHAM - Photo stop. Here we give up the small D4 class engine which was attached to our train here on the outward trip.
13.8	117.1	P 5:19 PM	VERSAILLES - Mount Johnson now on the right side.
20.0	124.3	Ar. 5:29 PM Lv. 5:36 PM	ST. JOHNS
24.5	128.8	P 5:44 PM	L'ACADIE
35.0	139.3	P 5:58 PM	DELSON
40.7	145.0	P 6:05 PM	ADIRONDACK JCT. Saint Lawrence River Bridge.
42.4	146.7	P 6:09 PM	
44.8	149.1	Ar. 6:15 PM	MONTREAL WEST. Disembark passengers.
4.7		A	
2.0	151.8	Ar. 6:22 PM	WESTMOUNT. Disembark passengers.
0.0	153.8	Ar. 6:30 PM	MONTREAL (WINDSOR STATION) All change -- until our next trip !!

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NOTE TO OUR GUESTS: If you would like to be placed on our mailing list for future trips of this kind, ask Mr. John Marjoribanks, Chairman of our Trip Committee, or any of our members (those wearing white enamel badges) and we will see that you are kept informed.