

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

NEWS REPORT # 71

MONTREAL, CANADA

OCTOBER 1956

Notice of Meeting

The October meeting of the ASSOCIATION, will be held in room 155, Queens Hotel, on THURSDAY, October 11th, 1956 at 8:00 PM. Please note particularly for

this month only that the meeting night is THURSDAY, as we were unable to engage the room for the regular Wednesday meeting. Entertainment will be provided by a programme of slides, to be arranged by the Entertainment Committee on a railway subject to be determined. Slides of the MTC Pageant on September 3rd, will be included in the programme.

Please remember, THURSDAY, October 11th -- not Wednesday !

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Association News

TRIP NO.25 - This trip was operated on Saturday, September 29th, using MTC car #1046 - resplendent in orange paint scheme, from Saint Denis shop to Lachine and return via DeLorimier Avenue. No.1046 was operating with a whistle for the first time in some twenty years. The whistle was used a considerable amount -- to avert accidents, of course (!) and a considerable amount of attention was attracted both from the public and the operators of other cars along the route. The Rolling Stock committee had worked energetically for over a week reversing the twenty side seats to their original positions -- as a matter of fact, the last ones were bolted in place only an hour before departure time on Saturday.

TRIP NO.26 - SUNDAY, September 30th. - This was our sixth chartered railway train excursion, and our fourth annual Fall Foliage excursion. Just as our 1955 Fall Foliage trip to Rawdon, Que., under Trip Committee Chairman William Stannard broke all previous attendance records, the excellent work done by Trip Chairman John Marjoribanks this year caused attendance records to be broken again, with 150 passengers carried on board the four-car special.

The train left Windsor Station a little after 9:00 a.m., pulled by CPR G2 class 4-6-2 No.2580. It consisted of a wooden combination car and three wooden passenger cars. At Farnham, No. 2580 was removed from the head of the train and replaced by D4 class 4-6-0 No.489, which handled the trip the rest of the way to Knowlton and Sutton and return to Farnham, where No.2580 resumed the trip back to Montreal. One hundred passengers participated in a special Brome Lake Duckling dinner at the Lakeview House in Knowlton, and many of them visited the museum of the Brome County Historical Society, located at that town. The train was met by a local delegation, including the M.L.A. for Brome county, Mr. Glen Brown. Despite unfavourable forecasts, the weather remained clear during the daylight hours and many photographs recorded the trip. We were pleased to note many friends from outside the metropolitan area, including Toronto, New York and Hartford, Conn.

Mr. John Marjoribanks and his trip committee desire us to thank the members and our friends for their excellent support.

COMING ACTIVITIES

As a result of an announcement in the local press that autobus services of Chambly Transport, Inc., will replace the rail service of the Montreal & Southern Counties Railway on Sunday, October 14th, the association will hold an unofficial last trip over all lines on Saturday, October 13th, probably in a car of the 600 class. Fare will be \$2.00 per person, payable on the car. Leaving time will be 12:30 PM from St. Lambert station. Our Official Last Trip was held last June 2nd, when the service did not end as anticipated. Hence, the October 13 trip will be Unofficial.

**GRAND TRUNK RAILWAY OF CANADA
MONTREAL-TORONTO LINE CENTENARY**

A Centenary Observance Committee has been set up under the Chairmanship of Mr. S.S. Worthen to arrange a joint observance of this important anniversary, in cooperation with our contemporary, the Upper Canada Railway Society, of Toronto. The Canadian Locomotive Company has graciously consented to allow the participants to make an inspection of its works at Kingston on the date on which the centenary is to be observed, Saturday, October 27th, 1956. THOSE FROM THE MONTREAL AND TORONTO areas who would like to participate with the UCRS and this ASSOCIATION to observe the centenary are asked to indicate their desire to do so to the respective organizations:

Those in the Montreal area should advise the Canadian Railroad Historical Assn., P.O. Box 22, Station "B", Montreal 2.

Those in the Toronto area should advise the Upper Canada Railway Society, Box 122, Terminal "A", Toronto.

-- In each case mark envelope "GTR Centenary Observance"

Schedules:

Leave Montreal	CN #5	9:15 AM	Toronto	CN #14	9:15 AM
Arr. Kingston	"	1:20 PM	Kingston	"	1:32 PM

Upon arrival of both groups at Kingston, they will proceed for lunch at the hotel. There will be no preselected meal, participants may order whatever they wish from the hotel menu. Following luncheon, there will be a short memorial address by a representative of each group, and the balance of the afternoon will be spent in a tour of the works of the Canadian Locomotive Company at Kingston. Participants will return as follows:

Leave Kingston	CN #6	6:59 PM	Kingston	CN #15	6:47 PM
Arr. Montreal	"	10:15 PM	Toronto	"	9:45 PM

Those who desire to attend from each city should indicate their desire to do so as soon as possible, to the appropriate society, so that any fare advantage which might be gained by travelling as a group can be extended to all concerned. Also it will be necessary to advise the hotel how large our group will be.

We have been given no indication as to whether our centenary observance of the completion of the rail link between Canada's two largest cities will be noticed officially by Canadian National Railways. It should be noted that the observance will take place on the centenary date itself.

Montreal & Southern Counties
Railway service to end
finally October 13th

Local press reports indicate that electric railway service over the Montreal & Southern Counties Railway will cease on Saturday, October 13th. Members will recall that service cessation was origin-

ally planned for June 2nd, last, but it developed that the autobus company which was to take over the service was not in a position to do so at that time. In the interim period, electric cars continued to provide service which had been initiated in 1909.

Within the last two weeks, the Chambly Transport Company has reportedly indicated its preparedness to take over all service as of Sunday, October 14th, and in anticipation of this, the Association is planning a trip on the preceding day. Details will be found on the previous page.

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Ottawa & New York Railway is
Casualty of the Seaway.

An agreement has been concluded between the Saint Lawrence Seaway authority and the New York Central Railroad, subject to the approval of the Board of Transport Comm-

missioners, to construct a new vehicular traffic bridge over the Saint Lawrence River and Seaway on the site of the present NYC railway-highway bridge, at Cornwall, Ontario. Construction of this bridge will result in the abandonment of the NYC line in Ontario between Ottawa and Cornwall, which has been in operation for fifty eight years.

Authority to build this line was originally conferred on the Ontario Pacific Railway Company, incorporated in 1882, to build from Cornwall to Ottawa, thence to Arnprior and by way of River Bonnechere and Lake Nipissing to French River and a bridge over the Saint Lawrence at Cornwall to connect with U.S. lines. In 1897, the name was changed to Ottawa and New York Railway Company, and the line was opened between Cornwall and Ottawa in 1898. Two years later, the bridge was completed. In 1915, Order of the Privy Council No.2742, dated November 15th of that year, approved of the lease of the O&NY to the New York Central RR Co. for 21 years. The lease was extended, on December 22, 1936 for a further 99 years, by Order No.3233.

No indication has been given as yet as to the actual termination date of service.

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Photo Salon in Toronto

Notice has been received from the Eastern Canada Transit Club of a Photo Salon which is to be held in Wychwood Hall, Toronto, on November 29th, 30th and December 1st. The salon is open to photographs of all manner of railway subjects, subject to a \$1.50 entry fee which will cover as many as three black and white photographs, not to exceed 8x10" in size. They may be mounted or unmounted but if mounted, the matte must not exceed 12x16". First prize of \$25.00 will be awarded, with seven other cash prizes and ten honourable mentions. Details can be obtained from:

William G. Carruthers, Salon Secretary, ECTC,
405 Belsize Drive, Toronto 7, Ontario.

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Canadian National Railways has announced that the shuttle train service between Montreal Central Station and St. Lambert and the M&C Ry. electric service between St. Lambert, Montreal South, Mackayville Brookline, Marieville and Ste. Angele, will be discontinued effective 12:01 AM Sunday, October 14th, 1956. According to

present schedules, the last train to Ste. Angele will leave St. Lambert at 4:40 PM; the last Marieville train at 6:55 PM, and the last shuttle train and connecting cars for Montreal South and Mackayville will leave Central Station at 10:50 PM and St. Lambert at 11:15 PM on Saturday, October 13th. The suburban service will be replaced by a bus service of the Chambly Transport Limited, while service to Marieville will be provided by CNR diesel-electric trains. There will then be only four interurban-type electric railways operating passenger service in Canada:-

1. CNR Montmorency Subdivision (formerly QRL&P Co.)
2. Niagara, St. Catharines & Toronto Ry., (CNR)
3. London & Port Stanley Railway.
4. British Columbia Electric Railway.

★ On September 30th, most of Canada's towns and cities changed back to Standard Time and the semi-annual change in railway schedules brought about several curtailments in service. There were very few additions. On Canadian National Railways, the following trains were removed, ending passenger service on their routes.

Mixed 255-256 Villeroy-Parisville, Que.
 " 397-398 Allandale-Penetang, Ont.
 " 347-348 Stratford-Sarnia, Ont.
 Psgr. 79-80 Longlac-Fort William, Ont.

The latter were replaced by a bus service which operates twice daily connecting with the "Continental" and "Super-Continental" at Longlac. Other trains withdrawn ended passenger service between Algonquin Park and Scotia, Ont., and between Unity, Sask., and Bodo, Alta. CNR is also requesting authority to end passenger service between Parkhead and Warton, Ont. Montreal-Toronto overnight mail trains 31 and 32 which were inaugurated in April, now appear in the public timetables for the first time. At the same time, two trains bearing similar numbers, which followed an unusual U-shaped route between Saskatoon and Melville via Melfort, Sask., were altered to run to Hudson Bay Jct., Sask.

★ On the Canadian Pacific Railway, the new timetables noted the introduction of Dayliners on several additional routes, principally on the Dominion Atlantic Railway, and on Sudbury-Fort William, and Moose Jaw-Calgary services, where they were introduced during the summer. It is proposed to replace the Montreal-Boston "Alouette" with these vehicles beginning October 28th. Local trains 105 and 106 between Saint John and Fredericton, NB have been discontinued, ending passenger service to most of the oddly-named suburban stations in the Saint John area. A new Sunday evening service will be operated between Montreal and Sutton commencing October 28th. Train 217 will leave Sutton at 5:30 PM, arrive Montreal 7:30 PM. Train 218 will leave Montreal at 9:00 PM and arrive Sutton at 11:00 PM.

★ Schedules of the Pacific Great Eastern Ry. appearing in CNR folder "A" shows RDC cars running twice daily between North Vancouver and Squamish. Regular tri-weekly trains operate Squamish to Prince George.

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ASSOCIATION INC.

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* Passenger service on the London & Port Stanley Ry. is still operating, despite reports that it was to be withdrawn on September 30. There are still seven trips between Toronto and St. Thomas; three continue through to Port Stanley. On Sunday there are four trips, two going to Port Stanley. The railway is faced with additional capital expenditures, despite accumulating deficits over the passenger trains. The hundredth anniversary of this railway was observed by a group from the Upper Canada Railway Society on September 30th, one day

before the actual centenary date, October 1st.

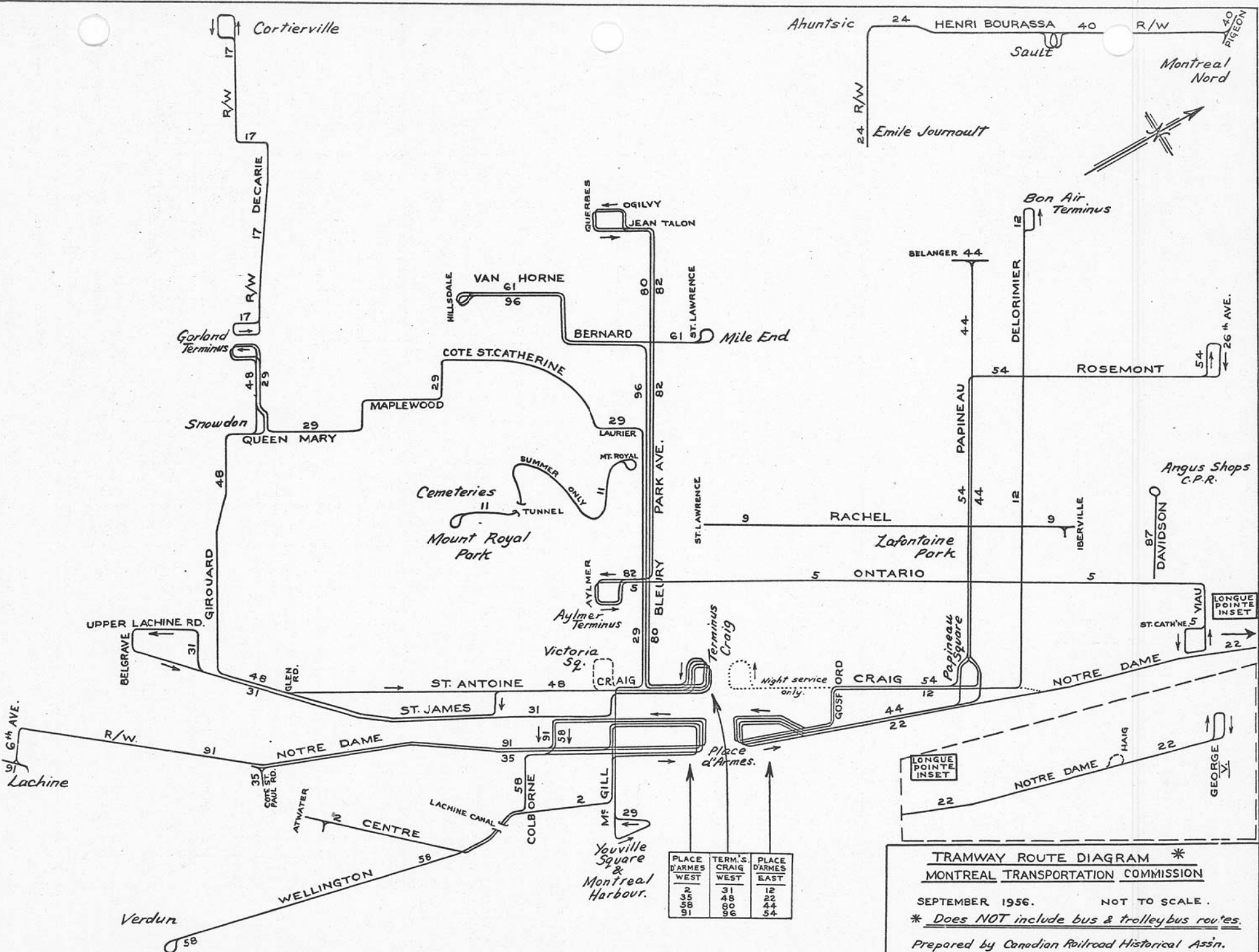
* Contract has been awarded to Modern Construction Limited of Moncton, for the construction of a 22-mile line of railway from Bartibog, NB to the Little Tomogonops River near Little River Lake, where a mine is being established by Heath-Steele Mines Limited, which will operate a concentrator to process lead, zinc and copper ores. The initial contract covers the construction of the sub-grading, (preparation of the right-of-way, exclusive of ballast, rail, ties and bridges). This will be the first new line built in the Maritime Provinces in forty years.

* Many changes are to be made in railway lines in the Ottawa area within the next few years under the National Capital Plan. Another stage of the scheme is presently under way with the awarding of a contract for new CNR freight sheds to be built across the Rideau River, at Russell Road and Alta Vista Drive. This will permit all freight operations to be removed from the present location near the Union Station. Another stage in the plan will involve revision of the CPR trackage in the Ottawa-Hull area, including abandonment of the historic Sussex Street branch, the Interprovincial Bridge and the present main line from Ottawa West station through Westboro to Britannia. It is expected to begin work on this project in 1957 and to complete it in 1962. At present CPR transcontinental trains cross the Ottawa River twice within three miles.

* Canadian Pacific Railway is presently converting nine arch-roof, 18-section steel colonist cars into seven-section baggage-and-smoking combination cars for use on branch lines. Cars 2425, 2429, 2436, 2439, 2442, 2444, 2447, 2448, 2449 are being converted into the series 3310-3318 inclusive, equipped with six-wheel trucks.

* Canadian Pacific Railway is applying for permission to discontinue service between Nanaimo and Port Alberni on Vancouver Island (This is passenger service) Application is being opposed by Nanaimo City Council.

ENCLOSURE THIS MONTH - Route map of rail lines of the M.T.C.
NEXT MONTH; A history of Sleeping Cars, and diagram of a
CPR Selkirk (2-10-4 type) steam locomotive.



PLACE D'ARMES WEST	TERM.'S CRAIG WEST	PLACE D'ARMES EAST
2	31	12
35	48	22
58	60	44
91	96	54

TRAMWAY ROUTE DIAGRAM *
MONTREAL TRANSPORTATION COMMISSION

SEPTEMBER 1956. NOT TO SCALE.

* Does NOT include bus & trolleybus routes.

Prepared by Canadian Railroad Historical Assn.
 Montreal, Sept. 1956. Drg. - A.Clegg.