



CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

P.O. BOX 22, STATION "B"
MONTREAL 2, QUEBEC

Notice of Meeting

THE ANNUAL BANQUET of the Canadian Railroad Historical Association will replace the regular June monthly meeting, and will be held on Wednesday, June 11th, 1958, in a Canadian National Railways dining car in Central Station, Montreal. The banquet will feature a roast beef dinner, as is customary, and will commence promptly at 7:00 PM.

Members and friends who desire to attend the banquet will please note that ADVANCE RESERVATIONS will be necessary to attend this banquet. Tickets are now on sale, at \$4.00 per person. Due to the capacity of the dining car, a maximum of 40 guests will be accommodated. The price includes meal, tax and gratuity.

This will be the third banquet held in a dining car through the courtesy of the Canadian National Railways; those members who attended previous ones will remember how enjoyable these dinners have been. We would strongly suggest that you make your reservation immediately so as to ensure that seats will be available. Reservations should be accompanied by cheque or money order payable to the Canadian Railroad Historical Association, and addressed to the Association at P.O. Box 22, Station "B", Montreal 2, Canada, marked "Banquet Reservations".

Following the meal, an informal meeting will be held. Those members who may wish to exhibit photograph prints in their collections are invited to bring them along, to be circulated among the other members following the banquet.

SEE YOU AT THE BANQUET, ON JUNE ELEVENTH !

LAPEL PINS

Some of our newer members or subscribers may not be aware that the Association has a lapel pin for sale to those interested. The pin consists of the Association's emblem, (as it appears at the top of this sheet) embossed in blue enamel on a sterling silver screw back. It is a little more than $\frac{1}{2}$ " in diameter, and is at once distinctive yet conservative. If you would like to have one sent to you, boxed, in an attractive leatherette case, send \$2.00, by cheque or money order, payable to the Association in Canadian funds at par in Montreal, to the Association at P.O. Box 22, Station B, Montreal 2, Canada. Mark envelope "Lapel Pin".

A LIST OF BACK ISSUES OF OUR PUBLICATIONS IS ENCLOSED WITH THIS REPORT.

CANADIAN RAILROAD HISTORICAL
ASSOCIATION

News Report No. 90
June, 1958.

Editorial Address:
P.O.Box 22, Station "B",
Montreal 2, Canada.

Editor: Omer S.A. Lavallee
Deputy Editor: Douglas Brown
Asst. Editor: Forster Kemp
Committee: Kenneth Chivers,
Anthony Clegg,
William Pharoah

The Association has a considerable amount of duplicate railroadiana for sale. This includes railway operating timetables, maps, scale equipment diagrams and other similar things.

A stamped, addressed envelope, sent to Mr. C.W. Kenneth Heard, Storekeeper, Railway Division, Canadian Railroad Historical Association, P.O.Box 22, Station B, Montreal 2, Canada, will secure a copy of our sales list for your use.

Association News

At a recent meeting of the Trip Committee, a schedule of railway and trolley trips for the summer and fall months was drawn up, and a copy is attached, for your information.

The principal trips are, of course, the railway ones, and three more have been scheduled for 1958. The next one is to be operated on Sunday, July 20th, 1958, from Montreal to Hervey Junction, Que., in the Laurentians. The going trip will run from Montreal to Garneau, thence to Hervey via St. Prosper. Returning, the train will go via St. Tite. Many photo stops are scheduled for this trip, as it promises to be very popular. Canadian National Railways have promised the Association one of the 5700 class 4-6-4 locomotives to haul our train, which will include similar passenger accomodation (non-streamlined air conditioned coaches) as our March 30th trip. Train will leave Montreal (Central Station) at about AM, returning about 5:30, Eastern Standard Time. A special attraction that the Committee hopes to include will be a long photo stop at the tunnel at Val Pichette, near Shawinigan Falls. Those who have participated in our previous trips will receive direct mail advice giving times, prices and other particulars. Those who have not participated before are invited to send a card to the Association's Trip Committee for details.

The Fall Foliage weekend, which has become an annual feature of our trip programme, will feature, this year, two steam railway trips, on succeeding days, into the Laurentian mountain area. The trip on Saturday, October 4th, will be by Canadian Pacific Railway, while that on Sunday, October 5th, will be over the Canadian National Railways. Destinations have not yet been announced, but keep the dates free.

On Saturday, July 19th, the day preceding the Hervey trip behind the CNR 5700, the Association will operate a tour of Montreal using the Montreal Transportation Commission's famed observation cars. Several other trolley trips have been planned, which are detailed on the list attached, including one on Sunday, August 10th, which will mark our Tenth Anniversary of the operation of our first trolley charter on August 7th, 1948, when we used MTC Training Car #1054, now scrapped.

REMEMBER THE BANQUET, JUNE 11TH, 1958, 7:00 PM, RESERVATIONS NECESSARY.

ARTHUR OWEN RADFORD HUDDELL

The Editorial Committee records, with deep regret, the death on May 22nd, 1958, of Mr. A.O.R. Huddell, well-known elder member of the Canadian Railroad Historical Association.

In the twenty years in which Mr. Huddell had been a member of our group, he served for some years with distinction as Treasurer, and was always noted for his sober, experienced and direct approach to the problems which beset the Association from time to time. He will be remembered for the generous way in which he supported all of the Association's activities unstintingly and impartially.

On behalf of the members of the Association, the Editorial Committee extends its deep and sincere sympathy to his sister, Miss Ida Huddell, who survives him.

R. I. P.

oo00o00oo

The Railway Division

On Saturday, May 24th, the Railway Division announced the completion of the rebuilding and restoration work on our open electric car which was acquired last year from Gillies Brothers & Company Limited, lumber manufacturers of Braeside, Ontario. A photograph of the car in its present condition will be found on page 79, at the top.

According to the Superintendent of Rolling Stock, Mr. Robert R. Clark, the only work now required to finish the car is that of the glazing of the windows, and painting. This is expected to take a few more weeks, but it is hoped that all will be in readiness by the middle of June. The Committee, which with Mr. Clark comprises Messrs. Paul R. McGee, Yves Saint Pierre, Neil Robertson, William McKeown, J. Richmond, (as well as "Ye Editor") has worked very vigourously to accomplish this task, which we believe to be one of the first of its kind to be completed by a group of our kind. Several other members of the Association helped the Committee at various times during the six-month period which saw a rather dilapidated hulk turned into a museum piece which carries the aura of the Nineties about it.

The final colour scheme will be that of the Montreal Street Railway of about 1896: light chrome yellow with silver, black and dark green striping, varnished wood superstructure, and dark green inner lining. The whole will be set off with deck lights carrying green "Cathedral Glass" which was specially obtained for the car by Mr. Kemp. The car will carry the number 395, selected by Mr. Binns due to its close resemblance to the MSR car of that number.

A Tale from the French-Canadian hinterland.....

THE RAILWAY OF BENONI TARDIF

A short history of the l'Assomption Railway,

by Omer S.A. Lavallee.

NORTHEAST OF MONTREAL, in the agricultural French-speaking perimeter of the metropolis, lie the two large villages of l'Assomption and l'Epiphanie, named after the Roman Catholic feast days which occur on the 15th of August and the 6th of January, respectively. Tradition has it that they were so named after the days upon which their respective seigneurial accounts, and consequent tax assessments, were due, during the French Regime in Canada, prior to 1763.

L'Epiphanie has a population, today, of 2,500 people, while the community of l'Assomption is a small town of some 4,000. Even seventy-five years ago, when the Quebec, Montreal, Ottawa & Occidental Railway was built through this region, l'Assomption was relatively important. However, the engineers who surveyed the Q.M.O. & O. were inclined to take full advantage of the flat, sandy and coniferous terrain, resulting in a line which was dead straight for 38.3 miles, from a point a short distance east of Terrebonne, where the Riviere des Milles Iles was crossed, to a point some distance east of St. Cuthbert. This was a notable achievement in 1879, but its disadvantage was that it missed l'Assomption by about three miles, passing instead through the village of l'Epiphanie.

The provincially-owned Q.M.O. & O. contemplated no link with l'Assomption. The railway was completed in 1879, the child of political controversy, whose effects lasted for some twenty years afterward. Never again would the Province of Quebec interest itself in railway ownership, and it was only too glad, in the first half of the 1880 decade, to unload its unwanted dependent, in two halves and at different times, upon the then-adventurous Canadian Pacific Railway.

For seven years, l'Assomption languished in its railway-less locale. Some of its produce was carried by wagon to l'Epiphanie, but more of it found its way down the traditional route to the Saint Lawrence River at St. Sulpice, three miles away. Such a state of affairs could hardly be allowed to continue. The towns along the railway were prospering, and a railway link was what l'Assomption really needed. Accordingly, in 1886, the Dominion Government passed a law chartering the L'Assomption Railway Company (49 Vic. Cap.10)0. At the same time, the railway was granted a subsidy not to exceed \$11,200 for its 3½-mile length. On August 28th, 1886, a government order-in-council authorized a contract to be entered into with the railway company, granting the subsidy providing that the railway was completed and in operation not later than January 1st, 1887. The contract was subsequently signed on September 16th, 1886.

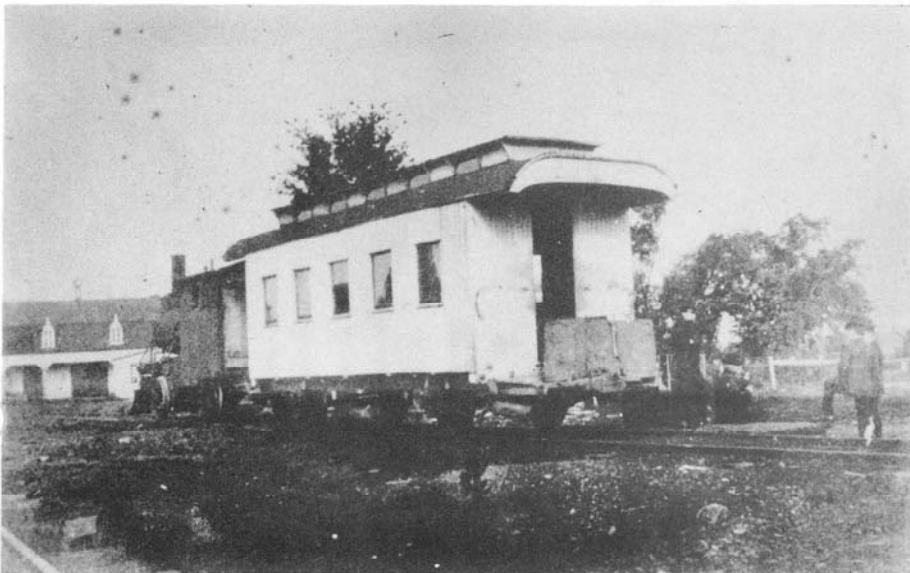
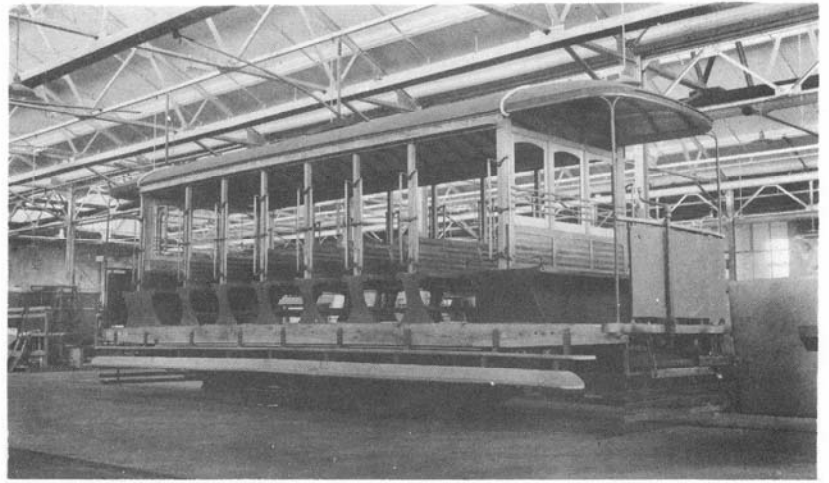
Notification of completion of the railway was given by the promoters, Charles Gill, President and A.C. Wurtele, Secretary, Treasurer and General Manager, both of Montreal, in January of 1887, and on inspection, the full amount of the subsidy was paid to the company.

As completed, the railway was 3.50 miles long, was laid to the 4'8½" gauge, and had 56-pound rail. Rolling Stock was reported as consisting

ASSOCIATION'S OPEN CAR

At right is a picture of our open electric car taken on May 24th in the Youville Shops, Montreal Transportation Commission, upon completion of rebuilding and restoration. The car still lacks paint and glass.

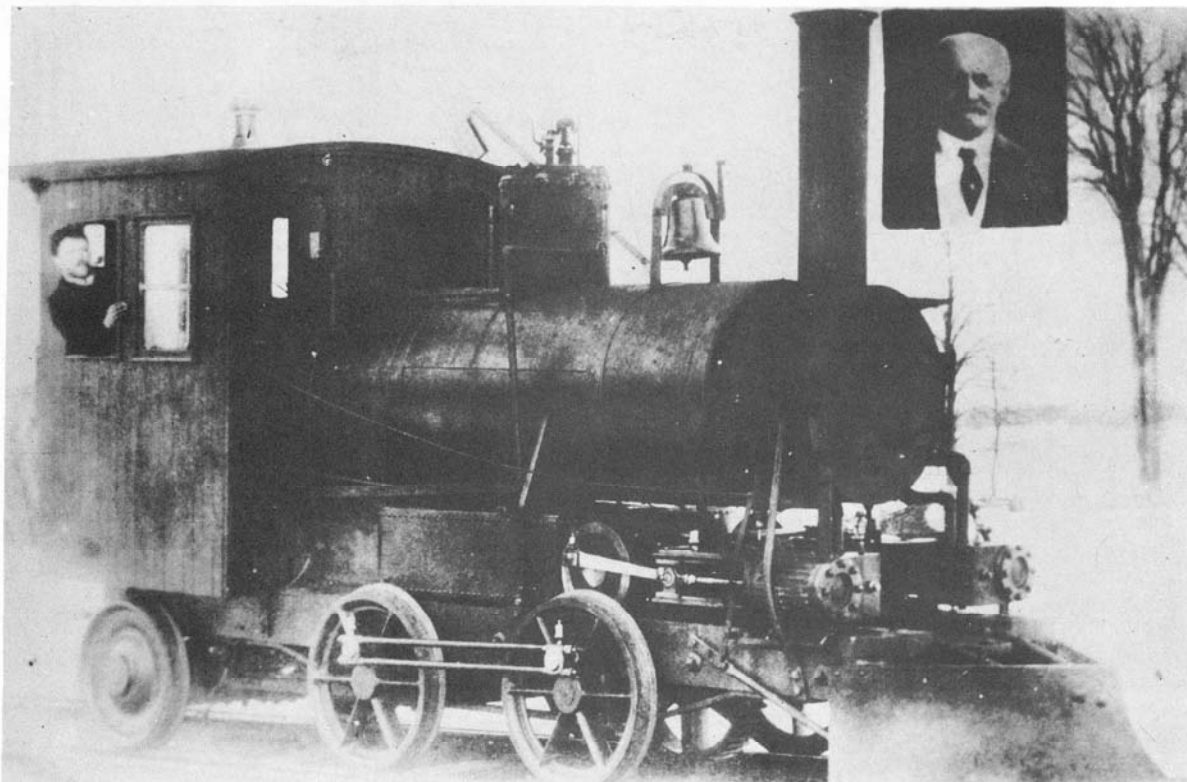
Photo O.S.A. Lavallee



L'ASSOMPTION RAILWAY

Left: View of train showing home-built passenger car.
Below: The 0-4-2 geared locomotive which was the sole motive power for many years.
(Inset- Benoni Z. Tardif)

Collection O.S.A. Lavallee



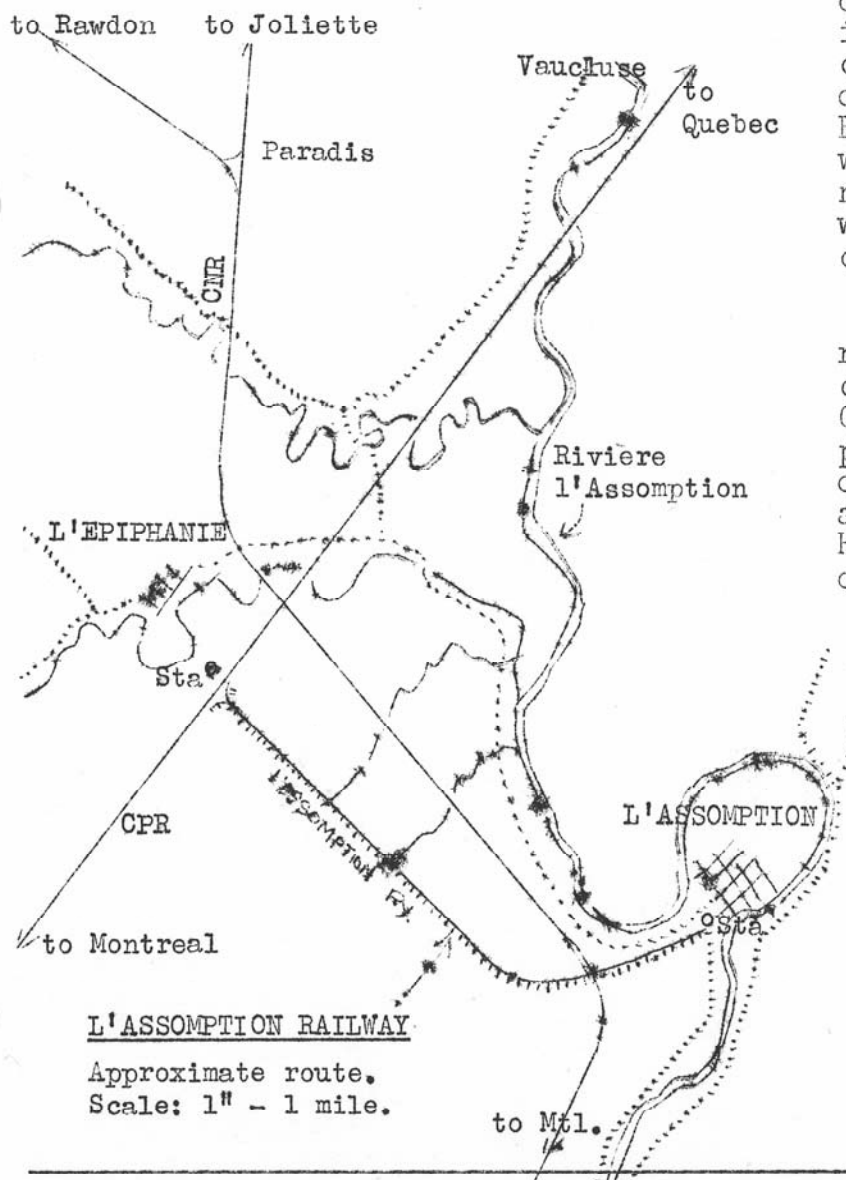
of one locomotive and one car. In the six months ending June 30th, 1887 the Company reported that 3,297 train miles had been run, 4,158 passengers carried and 90 tons of freight moved. The capital stock amounted to \$30,200 subscribed, of which \$19,200 was paid in (including the \$11,200 subsidy).

The locomotive used on this line, in its early years, is said to have been Canada's second steam locomotive, the "Jason C. Pierce", which had started out on the Champlain & Saint Lawrence Railroad in 1837, was sold by them to the St. Lawrence & Industry Railway in 1850, taken over by the Q.M.O. & O. when that line acquired the Industry Railway in 1880, acquired by the Canadian Pacific (1st No. 197) in 1885, when the CPR acquired the QMO&O, and finally sold, about 1887, to the l'Assomption Ry. It was scrapped not many years afterward.

The l'Assomption Railway functioned for fifteen years after its opening in January 1887. The locomotive and car connected with the important trains on the Montreal-Quebec line at l'Epiphanie, and occasionally hauled cars of freight in to l'Assomption. Mileage statements

indicate that an average of two or three round trips a day were operated. On several occasions, it is related that a private car was brought in over the line, once on a visit of the Catholic Bishop to l'Assomption, another when Sir Wilfrid Laurier, the noted Canadian political figure, who hailed from nearby St. Lin, came to give a political speech.

In its early years, the railway was a joint stock company controlled by its promoters, Gill and Würtele. During this period, the railway was cosmopolitan and urbane enough to have a Principal Office in Montreal. However, the location of the office varied from year to year; 40 rue des Allemands (German Street), 1656 Notre Dame, 1488 Notre Dame, 97 St. James and 35 St. James, were some of the Montreal addresses. In 1892, a man named J.O. Dorion was General Superintendent, but from 1893 on, the Gill-Würtele administration engaged the services of one Benoni Z. Tardif, as Superintendent in direct charge of the line at l'Assomption. Apparently, Tardif made the railway something of a hobby, and in spite of small but continuing deficits, he acquired the railway in 1900, and from

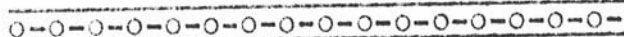


and from then on operated it as the "Sole Proprietor" of the L'Assomption Railway. Mr. Tardif's daughter, an authoress, is still alive somewhere in France, and in a recent article contributed to a French railway magazine, and shown to us by one of our newer members, Mr. Michel Bellehumeur, the lady reminisces about her early days in l'Assomption when father Benoni ran the railway. The local inhabitants named the train "le tardif" both as a tribute to the Sole Proprietor and to his railway, in an oblique way, as the meaning of the surname "Tardif", translated freely into English means, "the tardy one".

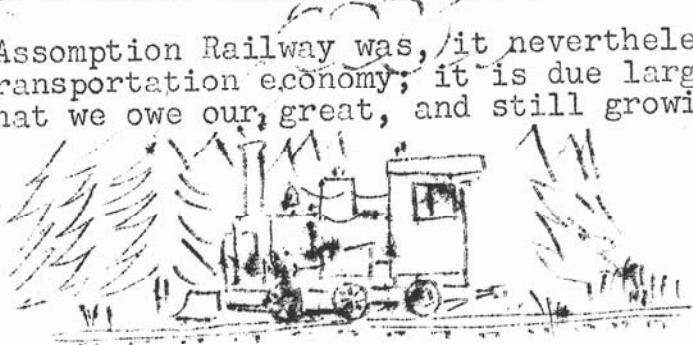
In its later years, the railway owned a rather strange-looking 0-4-2 geared locomotive, probably of local manufacture, and a home-built passenger car, whose photographs are shown with this article (page 79). It is doubtful whether this small engine would have had the power necessary to move a regular railway car, and it must be assumed that by the turn of the century, the railway's function had lessened to that of a "taxi" service between l'Assomption and l'Epiphanie, rather than as a bona-fide railway connection in the strictest sense, for freight and passenger interchange.

The career of the l'Assomption Railway terminated in 1903. In that year, the Great Northern Railway of Canada completed construction of its subsidiary, the Chateauguay & Northern Railway, from Moreau Street station in Montreal, through Pointe-aux-Trembles, Charlemagne, l'Assomption, and l'Epiphanie to Joliette. Between l'Assomption and l'Epiphanie, the line paralleled the Tardif railway about a half-mile to the north east. (See map). The last report of the little line was for the fiscal year ending June 30th, 1903. The deficits which had characterized much of its career were still much in evidence, though in this last report, the deficiency between earnings and expenses amounted to only \$258.00. In that last year, passengers brought in \$945 and freight \$266, totalling \$1,211, but the operating expenses for 5,994 train-miles were \$1,469. These figures are small as railway statistics go, but the deficits were rather large to be shouldered by the "Sole Proprietor", Benoni Z. Tardif, and in the completion of the "Grand Nord", it is to be expected that he saw his chance to get out from under a rather burdensome "hobby".

Small and local though the l'Assomption Railway was, it nevertheless played its tiny part in Canada's transportation economy; it is due largely to pioneer ventures of this type that we owe our, great, and still growing, railway network of today.



oo00o00oo



RAILWAY EXCURSION IN NEW BRUNSWICK



An excursion will be held over the Canadian Pacific Railway's Minto Subdivision, between Norton and Chipman, N.B., and return, on Saturday, June 14th. This excursion, organized by Mr. Donald H. Scott of the Moncton Travel Agency, Moncton, N.B., will include motor transportation to and from Norton, out of Moncton. Participants will ride the regular trains 559 and 560. Motorcade from Moncton will leave Main and Alma streets at 7:45 AM A.D.S.T. Those interested should contact Mr. Scott for fares and information.

C.P.R. Mountain Observation Cars afford

THE BEST WAY TO SEE THE ROCKIES

...by Forster Kemp

MUCH HAS BEEN SPOKEN AND WRITTEN in the last few years about dome-equipped railway cars, as the "last word" in observation equipment. One Canadian railway, the Canadian Pacific, operates dome cars. This railway also operates mountain observation cars between Calgary and Kamloops or Vancouver during the summer months. These are probably the last such cars in North America to see regular service, and operation of both types provides an interesting opportunity to compare them.

The dome car incorporates lounge or dining facilities in addition to the dome seats, which are 24 in number. There are usually two dome cars in a train which, however, may be carrying 300 or more passengers. They have the advantage of being available in all kinds of weather, but, besides being crowded, they have a number of disadvantages for those wishing to photograph the scenery. The glass is tinted green to minimize the glare from the sun, and compensation must therefore be made by the use of a photographic filter; these two factors reduce available light by almost one-half. The curvature of the glass introduces reflections which are difficult to avoid. It seems to be almost impossible to keep the glass clean for any length of time, as dust, insects and other matter collect on the glass, especially the front panels, while the motion of the train causes heads to bump the glass occasionally, leaving smears of hair oil.

How to avoid all this? Simply procure a reservation from Moose Jaw or Calgary on train No.13, "The Mountaineer" which runs from St. Paul to Vancouver during July and August, returning as No.14. At Calgary, one of three mountain observation cars will be added to the train. These arch-roofed "hayracks" were converted from coaches 1421, 1422 and 1424 in 1956, and bear numbers 597, 598 and 599. They are unique in appearance, having narrow lettering boards and high windows in the centre section. Of steel construction, they ride upon six-wheel trucks.

Each car has three sections. Two of these, at the ends, are open except for the roof and supporting pillars. They are fitted with wooden "walkover" seats which have canvas covers which are rolled down while the car is stored. The centre section has high windows with aluminum sashes, which may be raised to half their height. The centre section also has steam heating coils, and is heated during evening hours and in the chill weather often encountered in the Rockies, even in midsummer. Seats in this section have heavily-padded "walkover" seats, with leatherette coverings.

From this car, one can photograph the scenery without the bother of filters and reflections. The smell of the forests; the roar of rushing waters; the rumble of wheels on bridges; the growl of the diesels as they pull up a grade -- all these can be experienced from the open car, but are almost lost in the dome.

However, be warned --- you will get dirty on the open car! Diesels have eliminated cinders, but fine dust still rises from the roadbed. You may not notice it until you wash up for dinner, but you will then

want a clean shirt, at least ! A cap of some description is strongly recommended.

The capacity of cars 597-599 is at least 100, so that there is not nearly as much competition for space as on the dome cars. In the estimation of this writer, a little grime is a small price to pay for what I consider to be, the best ride through the Rockies.

Ooo

-o-

ooOoOoOoo

-o-

ooO

NEXT MONTH, Mr. Kemp will describe the interesting itinerary and background of some of Canada's last lake steamers. Don't miss - "Through Muskoka's Narrow Channels," illustrated, next month.

COMING NEXT MONTH ALSO, Part II of Chapter III of "The Intercolonial", a history of Canada's Confederation railway, by L.A. Seton.

NOTES AND NEWS

by Forster Kemp

- e The Cumberland Railway & Coal Company has been authorized by the Board of Transport Commissioners to abandon its line between Springhill and Parrsboro, N.S. The company stated that it had lost \$504,000 in operating the line during the period from 1950 to 1957. The line was originally built to haul coal from Springhill mines for shipment via steamers from Parrsboro, but has been dependent upon local traffic since most of the coal began moving by rail through Springhill Jct. The line parallels the main Halifax-Amherst highway, and most of the local freight and passenger traffic now moves in this manner. Abandonment is to take place before June 13, but the exact date of the last run is not yet known.
- e Canadian National Railways is planning to discontinue operation of two of its most interesting local trains. The Company has requested permission from three municipalities in the Cornwall area to discontinue Trains 25 and 26, unofficially "The Moccasin", which operate daily except Sunday between Montreal and Brockville, Ontario. This train, in operation for nearly 103 years (it began in the summer of 1855), is the oldest continuously-operated schedule in Canada. It is proposed to discontinue the service on July 30th, and to handle express shipments by truck.
- e The other C.N.R. local service affected is train No.45 between Toronto and Orillia, Ont., and probably its counterpart, No.44 from Barrie to Toronto. This service was made famous by Canadian humourist Stephen Leacock in his short story "Train to Mariposa". The fact that the return trip operates from Barrie is accounted for by the fact that the train returns deadhead from Orillia to Allandale (near Barrie) where it remains overnight. This train formerly operated through to Midland.
- e The Pacific Great Eastern Railway reached the Peace River on May 19th, as work trains crossed the bridge, which was constructed last year near Fort Saint John, B.C. The arrival was virtually unheralded, and

no ceremony was held to mark the completion of the line to the Peace. Trains are now serving gas-refining operations which extract sulphur from natural gas near Taylor, B.C. The Company's General Manager, Mr. Joseph Broadbent, has stated that passenger service from North Vancouver to Fort Saint John and Dawson Creek will probably begin in September. The through service will be provided by Budd RDC units, and will require 21 hours for the 725-mile trip. The time required for the North Vancouver-Prince George part of the trip will be shortened to 14½ hours.

- e The Speech from the Throne, delivered at the opening of Canada's Parliament on May 12th, stated that Parliament will be asked to authorize construction of a 400-mile railway from Waterways, Alta., on the Northern Alberta Railways, to Pine Point, N.W.T., on Great Slave Lake. It is expected that some opposition will come from representatives of the Peace River area, who want the railway built northward from Grimshaw, on the Hines Creek branch of the N.A.R., which is operated under the joint management of the C.P.R. and the C.N.R. The railway, as projected from Waterways, would cost from 65 to 75 million dollars.
- e Canadian National (West Indies) Steamships Limited has decided to offer its fleet of eight cargo ships for sale. These vessels, comprising five steam and three motor vessels, have been idle since their crews went on strike July 4th, 1957. They now lie at anchor in Halifax.
- e Canadian National Railways' famous motor vessel "William Carson" is expected to begin operation into Port-aux-Basques, Nfld., this year. This vessel, built in 1955, proved unable to operate into Port-aux-Basques harbour safely, and so it has been playing in freight service to Argentia, until the Port harbour could be modified, to receive the new ferry. Service to Port-aux-Basques is presently operated by the S.S. "Burgeon" and the S.S. "Cabot Strait".
- e As previously announced, the Montreal Transportation Commission will substitute autobuses for street cars on three regular routes and one rush-hour route on June 22nd. The regular routes are nos. 5 - ONTARIO, from Aylmer Terminus to Viau and Notre Dame; 9 - RACHEL, from St. Lawrence to Iberville; and 37 - DAVIDSON, from Ontario to Rachel. The rush hour route to be discontinued is 5A - ONTARIO, from Victoria Square to Viau and Notre Dame.
- e It is expected that the 4-6-4T suburban locomotives used on Canadian National Railways' Montreal-Dorval local trains will soon be replaced by diesel road switchers. There are two of these trains, daily except Saturday and Sunday; one train only on Saturday. Each train makes two round trips from Montreal to Dorval. Engines used are Nos. 47 and 49 and they are probably the last suburban "tank" engines on the continent. Coal and water are carried in a small "tender" mounted behind the cab, but on the engine frame. (Engines are actually "Forneys"- Ed.)
- e Canadian Pacific Railway experienced a three-day strike by its firemen between May 11th and 13th, but service continued in most areas. The majority of trains were hauled by diesel locomotives. Eight road-switcher units handled six trains in Montreal suburban service, in addition to normally steam-hauled trains to Ottawa, Quebec, Sutton, and Ste. Therese-Ste. Agathe.

REMEMBER THE BANQUET, WEDNESDAY JUNE 11TH, 7:00 PM, RESERVATIONS REQUIRED.

- e Canadian National Railways claims to have operated the largest Canadian passenger train on May 8th, 1958, when 964 passengers were handled from the Cunard, S.S. "Saturnia" at Halifax. The train included 26 passenger cars, drawn by three diesel units. The previous record was 24 cars, made on April 15th. A 21-car special, carrying 753 passengers from the liner "Queen Fredrica" followed the "Saturnia" special out of Halifax. Passengers were carried to points across Canada, as far afield as British Columbia.
- e Montreal Transportation Commission's famous observation cars will not be operated in regular service this year. However, cars 3 and 4 will be available for charter by interested organized groups. The cars, known as "Golden Chariots" by the Montreal public, because of their gilded metalwork, were a familiar sight on Montreal streets for fifty-two seasons, until contraction of trackage brought about their withdrawal. Cars 1 and 2 are in storage at Youville for historical purposes. These observation trolleys are the last in Canada, though other cities operated similar equipment in years past. Two each operated in Quebec city and in Vancouver, while the system in Calgary had one such car which featured large plate-glass mirrors in the side panels.
- e On May 22nd or 23rd, Canadian National Railways started using its new underpass under the Canadian Pacific Railway's Winchester Subdivision at Ballantyne, on the western outskirts of Montreal. This underpass replaces a level crossing at grade which was originally installed in 1887 when the present CPR line to Toronto was built across the older tracks of the Jacques Cartier Union Railway, a Grand Trunk subsidiary. Canadian Pacific trains are still using a temporary wooden trestle over the new depressed CNR tracks, some yards south of the permanent CPR bridge on its old alignment, which is expected to be put into use shortly.

BACK COPIES OF THE NEWS REPORT AVAILABLE:

With this issue, there is enclosed a list of back copies of the News Report which are now available from the Editorial Committee at nominal cost. Some of these copies are in very short supply, and those interested are urged to send in their requests as soon as possible. In addition to the copies listed, copies of the current year's Reports, except that for January, are also available, at 20¢ per copy.

ONE OF THE MOST RUGGED pieces of railway track in Canada is the 36.3 miles of Canadian Pacific line through the Coquihalla Gorge, between Coquihalla and Hope, B.C. At the western end of the southern or Crows Nest route through British Columbia, this stretch of track descends from an altitude of 3,646' above sea level at Coquihalla, to 144' just before crossing the Fraser River at Hope, B.C. This section includes twelve tunnels, forty trestles and bridges and five snowsheds. One of the bridges is a 630-foot wooden trestle over a small creek. To top it all off, Coquihalla station holds one of the snowfall records for Canada, the average being some 575" -- nearly forty-eight FEET -- per year. The names of the stations - JULIET, ROMEO, IAGO, PORTIA, JESSICA, LEAR, OTHELLO - are all taken from the plays of Shakespeare.

BACK ISSUES - NEWS REPORT

- No.28 - September/October 1952 (.15¢) Story and roster of Philipsburg Railway & Quarry Co.
- No.65 - March 1956 (.10¢) Canadian Northern Railway, Part II.
- No.66 - April 1956 (.15¢) Victoria Bridge - Part IX.
- No.67 - May 1956 (.15¢) Story, roster and drawing of Canada Atlantic Railway 4-4-2's; Victoria Bridge, conclusion; Royal Bank News Letter - "Canada's Memorials".
- No.68 - June 1956 (.10¢) Trip Reports.
- No.69 - July/August 1956 (.10¢) - Montreal Transportation Commission roster; C.N.R. renumbering; story of MTC 1200 class.
- No.70 - September 1956 (.15¢) Pacific Great Eastern extension; trip reports; report on MTC Pageant.
- No.71 - October 1956 (.15¢) Trip reports; M.T.C. track map.
- No.72 - November 1956 (.15¢) - Story of sleeping cars, Part I; M.T.C. trolley routes list; Grand Trunk centenary; story, roster and drawing of Canadian Pacific 2-10-4's.
- No.73 - December 1956 (.15¢) Notes on the Railways of Cape Breton, Part I; Story of sleeping cars (conclusion); end of Montreal & Southern Counties Railway service.
- No.74 - January 1957 (.15¢) Calgary Municipal Railway roster; story of Champlain & Saint Lawrence "Dorchester"; New Brunswick and Canada Railway schedule.
- No.75 - February 1957 (.15¢) Canadian Pacific 1956 scrapping list; Notes on Railways of Cape Breton, Part II.
- No.76 - March 1957 (.15¢) Canadian Pacific location roster (of locomotives); Canadian National 1956 scrapping list; story of London & Port Stanley Railway; Centenary of the European & North American Railway.
- No.77 - April 1957 (.15¢) -Story of Champlain & Saint Lawrence RR "Jason C. Pierce"; drawings of "Dorchester" and "Jason C. Pierce"; Report on RDC's in Canada; P.G.E. schedule.
- No.78 - May 1957 (.15¢) Trip report; another RDC report; M.T.C. scrapping list; roster of MTC work equipment.
- No.79 - June 1957 (.15¢) Story, with drawing, of M.T.C. 1550 class. M.T.C. track map.
- No.80 - July/August 1957 (.15¢) No.274 photo cover; "Aerotrain" report; trip report.
- No.81 - September 1957 (.15¢) Report on Huntsville & Lake of Bays Railway; Report on White Pass & Yukon Route; C.P.R. official car No.37.
- No.82 - October 1957 (.15¢) Alaska Railroad report with map.
- No.83 - November 1957 (.15¢) White Pass & Yukon photo cover; White Pass & Yukon Route history, map and locomotive and equipment roster; trip reports.
- No.84 - December 1957 (.15¢) Trip report; trolley operation on Mount Royal; M.T.C. 1957 scrapping list; M.T.C. roster.

Bulletin No.18 (.25¢) "The Last Broad Gauge" -- the story of the Carillon & Grenville Railway.

Bulletin No.19 (.50¢) All time roster of Canadian Pacific business and official cars.

News included in all News Reports; supplies of some issues very short. The above, also current subscriptions at \$2.00 per year, available from:
 Editorial Committee,
 Canadian Railroad Historical Association,
 Box 22, Station "B", Montreal 2, Canada.

CANADIAN RAILROAD HISTORICAL ASSOCIATION

RAILWAY DIVISION

TRIP COMMITTEE

William D. McKeown,
Chairman, Trip Committee,
Box 22, Station B,
Montreal 2, Canada.

SUMMER AND AUTUMN OF 1958 - TRIP SCHEDULE:

- Sunday, June 8th: Trolley trip leaves ^{St. Denis} Youville Shop, 12:15 PM, EDST, for Lachine and return, probably using car ~~2037~~ ²⁰³⁶ pcc ex-Tuscaloosa, Ala., shortly due to be scrapped. \$2.00
- Saturday, June 21st: Trolley trip leaves Youville Shop, 12:15 PM, EDST, for tour of lines on Ontario, Davidson and Rachel, using car #1317, and double-ender on Rachel. This is a "farewell" trip account bus replacement following day. \$2.00
- Saturday, July 19th: Trolley trip using observation car for city tour of many remaining MTC rail lines, leaves Youville 12:15 PM, EDST. \$2.00
- Sunday, July 20th: Special steam train leaves Central Station about 8:00 AM, EST, for Joliette, Shawinigan Falls, Garneau, St. Prosper and Hervey, returning via St. Tite. CNR 5700 class 4-6-4 locomotive. \$6.50 until July 13th, \$7.00 after. Children under 12, half fare. Box lunch optional. Returns about 5:30 PM, EST.
- Sunday, August 10th: Tenth Anniversary Trolley trip, possibly using Training Car #1177 leaves Youville 12:15 PM, EDST for Bois Franc and Cartierville. This commemorates first trolley trip run by CRHA on August 7, 1948, using old training car #1054, now scrapped. \$2.00
- Saturday, August 23rd: "Farewell" trip to Bleury, Outremont, Van Horne routes, using car #1339, leaves Youville Shops 12:15 PM, EDST. \$2.00
- Saturday, October 4th: Special steam train for "Fall Foliage" excursion planned from Montreal, Windsor Station to St. Gabriel, Que., and return. 4-6-0 type steam locomotive. Details and fares to be announced later. C.P.R.
- Sunday, October 5th: Special steam train for "Fall Foliage" excursion planned from Montreal, Central Station to Huberdeau and/or Lac Remi, Que., Details and fares to be announced later. C.N.R.
- Also, planned for September or October: Weekend visit to Quebec via regular train, with special excursion over the electrified Montmorency SD of the CNR, using early wooden interurban cars. Details to be announced.

*** KEEP THIS SHEET, FOR FUTURE REFERENCE. ***

CANADIAN RAILROAD HISTORICAL ASSOCIATION

Founded 1932

Incorporated 1941

SUNDAY, MARCH 30TH, 1958

--

TRIP NO. THIRTY SEVEN

The Railway Division of the Canadian Railroad Historical Association, and its Trip Committee, welcome you to our Circle Tour, which is being operated today via Canadian National Railways, from Montreal to the Richelieu and the Ottawa Rivers, and return. We hope that you will obtain the fullest enjoyment as one of our passengers, and that we may see you again on future trips, which are sponsored from time to time by our group.

- IF YOU HAVE ANY QUESTIONS, the members of our Trip Committee will be pleased to try to answer them for you. The Committee members may be identified by their white enamel lapel buttons.
- THE LUNCH SERVICE, providing light refreshments, will function as usual in the train. You are invited to avail yourself of its facilities.
- LIABILITY: While a number of stops have been scheduled so that participants may disembark for photographic or other purposes, such disembarkation is made at the passenger's discretion and risk only, and neither the Canadian Railroad Historical Assn., nor Canadian National Railways will be responsible for injuries received or damages sustained whether by negligence on the part of the sponsors, or otherwise. Neither will any responsibility be undertaken for clothing or other articles left in the train by the passengers.

PHOTO STOPS will be announced in the train between five and ten minutes in advance of such stop. It is also hoped to stage one or two moving picture "runs". Since the latter normally involve the movement of the train past the spectators, those who take advantage of the "runs" to disembark should take particular care not to station themselves in any hazardous position while taking pictures. In embarking and disembarking, the instructions of the Trip Committee members will govern.

W.D. McKeown, Chairman, Trip Committee.

O.S.A. LAVALLEE, General Superintendent.

The route of our trip today passes through the southwestern part of the Province of Quebec, and the easternmost part of the Province of Ontario. This area forms a part of what is known as the Saint Lawrence Lowlands, although some outcroppings of the Canadian Shield will be seen after leaving Hawkesbury on the homeward journey. The Shield is a large area of rocky hills and plateau which overlies most of northern Quebec and Ontario. The country is drained principally by the Saint Lawrence River, one of North America's largest, which is crossed at Montreal and at Coteau, and by two of its larger tributaries -- the Richelieu, seen briefly near St. Johns, and the Ottawa, which is crossed at Hawkesbury.

There follows a description of some of the points of interest to be seen from the train, together with some historical facts about the railway lines over which we shall be passing.

Forster A. Kemp.

CANADIAN NATIONAL RAILWAYS, CENTRAL REGION, MONTREAL DISTRICT.

Montreal (Central Station) to Bridge Street.

This part of our route is also the most recently-built line over which we shall pass today. It was opened by Canadian National Railways in July, 1943, as part of the Central Station development. The site was first occupied in 1918, when the Canadian Northern Railway completed its Mount Royal Tunnel, and opened the "temporary" Tunnel Terminal. This company envisioned a large terminal development, which has been continued at various times by its successor, the Canadian National Railways. The track area and southern approach were constructed in 1930, but no track was laid. The station and its approaches are electrified at 3000 volts D.C. overhead catenary, but steam, diesel-electric and RDC units are to be seen at Central Station. There are 64 or more trains in each direction daily, and this traffic is handled by a large electric interlocking machine installed at the Lift Bridge tower, next to the Lachine Canal.

<u>Trip Miles</u>	<u>Subdivision Mileage</u>	<u>Station</u>	<u>Remarks</u>
0.0	0.0	Montreal (Central)	
1.1	1.1	Lift Bridge	
1.92	1.92	Bridge Street	

Bridge Street to Edison Avenue

The main feature of this portion of the line is Victoria Bridge, built during the years 1852-59, as a single-track tubular bridge of Robert Stephenson's design. It was opened by the Grand Trunk Railway of Canada in December 1859, officially opened by H.R.H. the Prince of Wales (later King Edward VII) in 1860, and replaced by the present double-track, through-truss structure in 1892-97. This was accomplished without cessation of traffic by constructing the present spans around the old ones, which were then removed. As the reconstruction was completed in 1897, the year of the sixtieth anniversary of the reign of Queen Victoria, it was called the Victoria Jubilee Bridge, but is usually referred to merely as "Victoria Bridge". The full name and the Grand Trunk Railway crest are affixed to the end trusses. Two roadways are supported on brackets outside the trusses; from 1909 to 1955, the one on the downstream side carried the line of the Montreal & Southern Counties Railway.

There are twenty-five spans, numbered in order from the Montreal end. Electrification extends to span 9 on the downstream side and span 2 on the upstream side. The east end of the bridge is undergoing extensive modification as a result of the construction of the Saint Lawrence Seaway Canal along the St. Lambert waterfront. A lift span is being installed in the main bridge, and an alternate route is being constructed to permit passage of traffic while the span is raised. The lift span replaces span 25 of the original bridge.

- | | | | |
|------|------|---------------|--|
| 1.92 | 1.92 | Bridge Street | Jct. Windmill Point branch, Butler cutoff and line to Turcot Yard, also leads to Coach Yard. Leaving Bridge Street, the train proceeds on to Victoria Bridge, ascending the grade to span 13 at the centre, then descending to the south shore. The Seaway construction may be seen from both sides of the train as it approaches St. Lambert. |
| 4.01 | 5.70 | St. Lambert | Junction Sorel Subdivision and line to Southwark East (connection to St. Hyacinthe Subdivision). |
| 4.37 | 6.06 | Edison Avenue | |

St. Lawrence Division, Rouses Point Subdivision, Edison Ave. to Cantic.

This part of our journey takes us over part of Canada's first public railway, the Champlain & Saint Lawrence Rail Road, which was opened between Laprairie and St. Johns in July, 1836, thereby spanning a gap in the then-important water route between Montreal and New York. As railway traffic and facilities developed further, the line was extended northward to a station in the St. Lawrence River in front of St. Lambert, whence a steamer operated to Montreal, and southward to Rouses Point, N.Y. These extensions were completed in 1850. The line became a part of the Grand Trunk Railway, but its trains continued to use the river terminal (known as South Montreal) until 1864, when a loop connection was built and a third rail laid to allow its 4'8½" gauge trains to use the Grand Trunk line into Montreal, then laid to the 5'6" gauge. This sharply-curved loop section is the newest portion of the line.

- | | | | |
|------|------|---------------|--|
| 5.2 | 6.89 | Ranelagh | Crossing old M&SC right-of-way. Skyline of Montreal to the right. |
| 9.1 | 10.8 | Brosseau | Jct. Massena Subdivision and end of double-track. |
| 15.0 | 16.7 | (approximate) | By means of a gentle curve to the left we swing on to the alignment of the St. Johns-Laprairie line built in 1836. The abandoned grade of the Laprairie line may be seen at the right. |
| 17.0 | 18.7 | Lacadie | As we approach St. Johns, the conical shape of Mount Johnson will be seen. Located six miles northeast of St. Johns, it is one of the seven hills known as the Monteregian chain. |
| 22.3 | 24.0 | CPR crossing. | Here we cross the Adirondack Subdivision of the Canadian Pacific Railway, being its main line to the East Coast. |

23.3	25.0	St. Johns (St. Jean)	The line turns southward, to run parallel to the Richelieu River. the former main line of the Central Vermont Railway passes north of the station; it crosses the river on a wooden trestle to serve industries in the town of Iberville. It has been torn up south of Iberville. Village at station is St. Blaise.
29.8	31.5	Grande Ligne	
32.1	33.8	Girard	
35.8	37.5	St. Valentin	
40.4	42.1	Cantic	Jct. Alexandria Subdivision and Swanton Subdivision of Central Vermont Railway. These lines were part of the <u>Canada Atlantic Railway</u> , from which the name "Cantic" is derived.

Ottawa Division Alexandria Subdivision Cantic to Glen Robertson

This part of our journey is over an east-west line formerly owned by the Canada Atlantic Railway. Developed principally by an Ottawa Valley lumberman named J.R. Booth, it was built in stages between 1880 and 1890 and extended from East Alburgh, Vermont, to Depot Harbour, Ontario. The line was leased by the Grand Trunk in 1904, and passed into the C.N.R. system in 1923. That part of the former CAR between Coteau and Ottawa forms part of the CNR transcontinental main line.

40.4	9.8	Cantic	
41.5	10.9	Napierville	Jct. Napierville Junction Railway, Canadian subsidiary of the Delaware & Hudson RR. forming part of Albany-Montreal main line.
41.9	11.3	Lacolle	
45.4	14.8	Henrysburg	About a mile west of this village, line crosses Montreal-New York highway, Rte. 9. Crossing of Hemmingford Subdivision.
52.0	21.4	Barrington	There is no connecting track. This line built in 1850 as the Montreal & New York Railway, an outgrowth of the Montreal & Lachine Railroad. It was, for a while, a competing route for the Champlain & Saint Lawrence, but the two were later reunited under the name Montreal & Champlain. The line between Hemmingford & Mooers, N.Y., has been abandoned. Passenger service ended April 27, 1957.
56.6	26.0	Holton	
62.0	31.4	Aubrey	Bridge over Norton Creek.
67.3	36.7	Ayrness	Jct. and crossing Massena Subdivision. Several historic sites from the War of 1812, are in the vicinity.
73.2	42.6	St. Louis	Full name St. Louis de Gonzague. Line crosses Beauharnois Power Canal at this station.
79.8	49.2	Cecile	Crossing and Jct. New York Central RR.
82.3	51.7	Valleyfield	During the years 1886 to 1890, a car ferry operated between Valleyfield and Coteau, but in 1890, route completed over the river using four bridges and three islands (Clark, Longueuil and Dadancour)

85.5	54.9	Soulanges	Drawbridge over Soulanges Canal. This is one of the 14-foot St. Lawrence canals which will be replaced by the Seaway in 1959. A lock may be seen at left.
87.6	57.0	Coteau	Jct. Cornwall Subdivision.
91.5	60.9	St. Polycarpe	
93.8	63.2	De Beaujeu	Crossing and connection C.P.Ry.
98.6	68.0	Ste. Justine	
103.2	72.6	Glen Robertson	Jct. Vankleek Subdivision. The Scottish name of this station gives evidence of the origin of the settlers of Glengarry Co.

Ottawa Division Vankleek Subdivision Glen Robertson to Hawkesbury.

This hilly branch line was opened in January 1892 as the Central Canada Ry. but was operated by the Canada Atlantic Railway, later by the Grand Trunk, and now by Canadian National Railways.

103.2	0.0	Glen Robertson	Having run east, south and west, we now turn north to Hawkesbury.
106.8	3.6	Glen Sandfield	
110.4	7.2	Dalkeith	
116.9	13.7	Vankleek Hill.	Town of 1,600 named for its first settler, Simeon Van Kleeck, a United Empire Loyalist of Dutch descent.
118.5	15.3	CPR crossing	Crossing of M&O Subdivision of C.P.R.
121.2	18.0	Green Lane	
124.2	21.0	Hawkesbury	Jct. Grenmont Subdivision. Trackage and station built by Canadian Northern Railway whose main line passed through here. The Canada Atlantic station may still be seen where mill spur crosses the main street.

St. Jerome Division Grenville Subdivision Hawkesbury to Grenmont.

Line situated mainly on plain between the Ottawa River and the Laurentian mountains. Bridge and line from Hawkesbury to Grenville opened in 1901 by the Great Northern Railway of Canada as part of its line from Hawkesbury to Garneau. Remainder of line built in 1914 by the Canadian Northern Railway. From a point near Grenville to Cushing, it follows the old right of way of the Carillon & Grenville Railway, which served as a portage route for Montreal-Ottawa steamer service from 1854 to 1911. Built to the Provincial gauge of 5 feet 6 inches, it was the last railway of its gauge in Canada.

124.2	31.6	Hawkesbury	Line curves to a crossing of the Ottawa River. Rapids here are part of the "Long Sault" where a small group led by Dollard des Ormeaux, diverted an impending attack by Indians on the infant settlement of Ville-Marie-de-Montreal. (1660)
125.5	30.3	Grenville	Crossing of Grenville Canal.
128.6	27.2	Stonefield	
130.2	25.6	Argenteuil	Formerly Cushing Jct., where a cut-over ran to the old Great Northern line which ran parallel as far as this point.
130.8	25.0	Watson	
132.0	23.8	Cushing	Old C&G roadbed at the left.
134.5	21.3	Monalea	Old C&G roadbed crosses about one mile past this point, en route to Carillon.

136.5	19.3	Carillon	The line branching off to the left goes to gravel pit about one mile south.
138.8	17.0	St. Andrews East	Crossing of North River. So called to distinguish it from St. Andrews near Cornwall, Ontario.
141.6	12.2	Lalande	
145.0	8.8	St. Placide	
148.6	5.2	St. Benoit	Oka Mountain may be seen to the right; It is one of "two mountains" from which the lake and county are named. The other is Rigaud Mountain, across the lake.
153.9	0.0	Grenmont	Jct. Montfort Subdivision. Name comes from words " <u>Grenville</u> " and " <u>Montfort</u> ".

St. Jerome Division Montfort Subdivision Grenmont to Val Royal

Line from Grenmont to Mount Royal and Montreal opened in 1916. From St. Eustache in to Montreal is electrified at 3000 v. D.C. and sustains a suburban service. Trains from Hawkesbury and Lac Remi, like our train, retain their steam locomotives to Val Royal. Between St. Eustache and St. Genevieve, three bridges and two islands are traversed to enable us to reach Montreal Island.

153.8	15.6	Grenmont	
154.7	14.7	Fresniere	
158.6	10.8	Oka Jct.	Jct. Oka Subdivision to Calumet Beach.
159.7	9.7	St. Eustache	Leaving station, train crosses the Riviere des Milles Iles (1000 Islands River). Lake of Two Mountains on right.
160.2	9.2	Laval-sur-le-Lac	
160.6	8.8	Laval Links	
160.9	8.5	Desprairies	
161.5	7.9	St. Dorothee	Train crosses a short bridge over a channel of the Riviere des Prairies to Ile Bigras.
162.0	7.4	Bigras Island	Another bridge brings us on to the Island of Montreal.
163.9	5.5	St. Genevieve	
164.4	5.0	Roxboro	
167.7	1.7	Saraguay	Siding and Jct. Pointe Claire Industrial spur to the right.
169.4	0.0	Val Royal	Jct. Mount Royal Subdivision. The steam locomotives will be replaced by an electric locomotive here.

Montreal Terminals Mount Royal Subdivision Val Royal to Montreal.

The last lap of our journey is a double-track electrified line protected by automatic block signals and carrying an intensive suburban passenger service. Skirting the city of St. Laurent, it descends into a cutting and plunges into a tunnel beneath Mount Royal, emerging in Central Station. The line was opened to Model City (Mount Royal) in 1916, and to Montreal in 1918.

169.4	7.3	Val Royal	
169.9	6.8	Monklands	
171.3	5.4	Vertu	
171.4	5.3	BJ Tower	Jct. l'Assomption Subdivision.

172.8	3.9	Mount Royal	Located in a cutting, the ticket office of this station is at street level. Mount Royal, known originally as Model City, is an entirely-planned community whose development was begun by the Canadian Northern Railway. Many of its streets were named for railway officials that along the tracks bearing the name "Canora Road", from <u>Canadian Northern Railway</u> .
173.3	3.4	Portal Heights	Canadian Pacific Railway Adirondack Sub. passes above the tunnel portal.

The Mount Royal Tunnel is 3.2 miles in length. It is the longest tunnel on the Canadian National Railways, and it is the second longest in Canada, yielding first place to the Canadian Pacific's Connaught Tunnel in British Columbia. At each end, it is concrete lined with centre partition, but most of the bore is unlined through rock. The tunnel is 16,315 feet long, and excavation was begun in June 1912. The headings met on December 10th, 1913, and the widened tunnel was completed in February 1916. The first electrically propelled train passed through the tunnel on April 22, 1917, and the first regular passenger train passed through the bore on October 22nd, 1918.

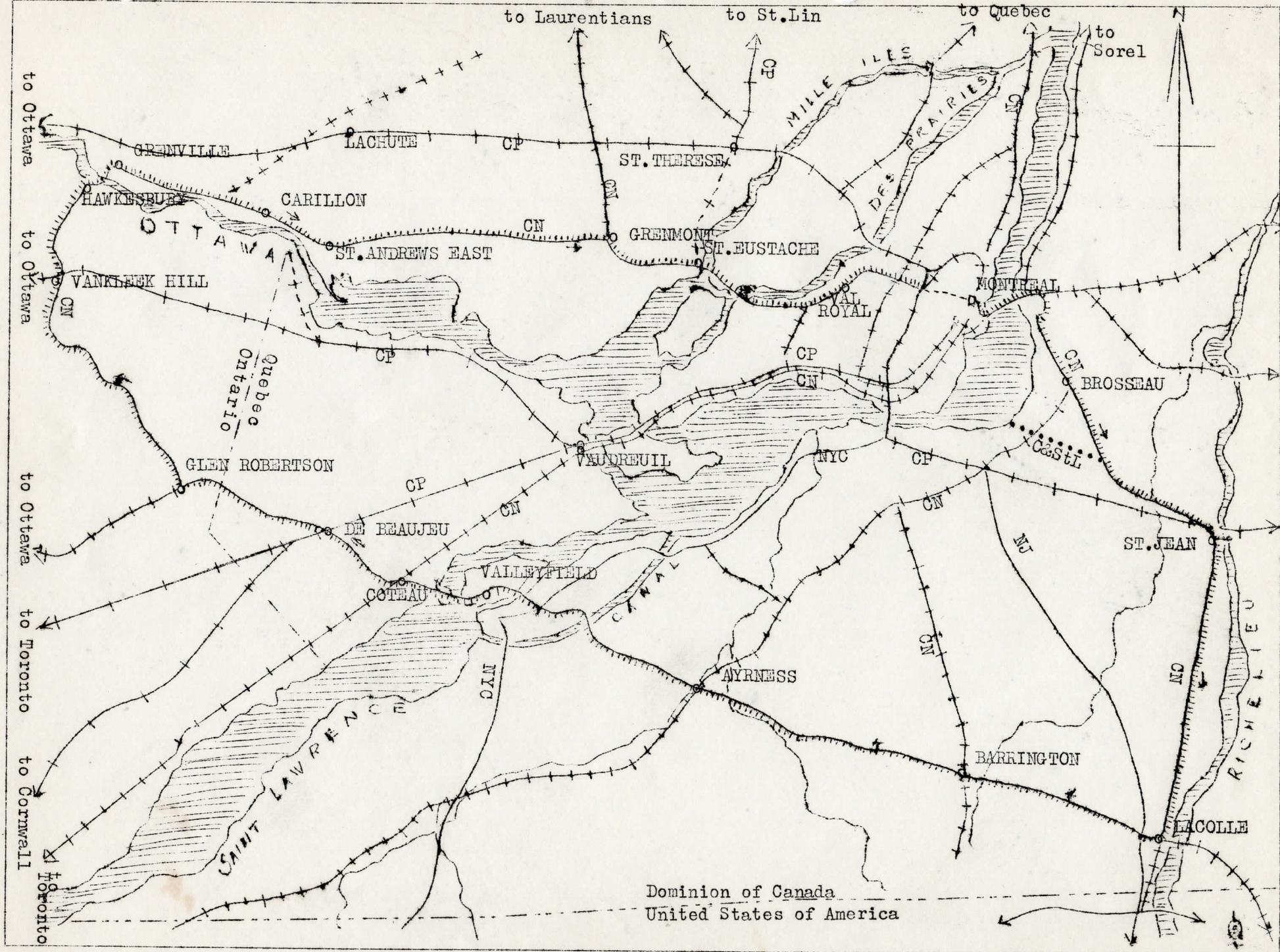
176.2	0.5	Grotto	Beginning of Interlocked Zone. This aptly-named point is the location of crossovers between the tracks. From Grotto to Central Station, the two tracks are considered as single tracks, and operated in either direction.
176.5	0.2	South Portal	All trains stop here before entering the station area.
176.7	0.0	Montreal (Central)	

Passengers are reminded not to leave any of their belongings on board the train. We sincerely hope that you have enjoyed yourselves, and invite you to come along on our next railway excursions, noted below.

NOTE: Our route is shown on the map included with this itinerary, thus: ~~Montreal to Montreal~~

TWO FURTHER STEAM TRIPS ARE CONTEMPLATED BY THE ASSOCIATION DURING THIS YEAR: On SUNDAY, JULY 20TH, a trip by Canadian National Railways steam train into the Laurentian Mountains. On SUNDAY, OCTOBER 5TH, our Annual Fall Foliage Excursion, by Canadian Pacific Railway steam train to Sherbrooke, Que., thence by Quebec Central Railway to Newport, Vt., and Stanstead, Que. If you have placed your name on our guest passenger list, you will receive further details of these trips as they are developed, by direct mailing. WE SINCERELY HOPE TO SEE YOU AGAIN, ON EITHER OR BOTH OF THESE COMING TRIPS IN 1958 !

THE TRIP COMMITTEE.



to Laurentians to St. Lin to Quebec

to Sorel

to Ottawa

to Ottawa

to Ottawa

to Toronto

to Cornwall

to Toronto

GRENVILLE

LACHUTE

ST. THERESE

CARILLON

OTTAWA

ST. ANDREWS EAST

GRENMONT

ST. EUSTACHE

VAL ROYAL

MONTREAL

Quebec
Ontario

GLEN ROBERTSON

VAUDREUIL

DE BEAUJEU

VALLEYFIELD

COTEAU

AYRNESS

ST. JEAN

BARRINGTON

LACOLLE

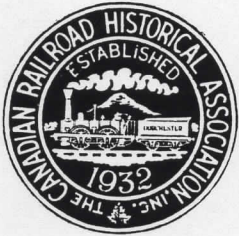
RICHELIEU

Dominion of Canada
United States of America

RAILWAY

EXCURSION

..... ORGANIZED BY



CANADIAN RAILROAD HISTORICAL ASSOCIATION



P.O. BOX 22, STATION "B"
MONTREAL 2, QUEBEC

Sunday, **JULY 20, 1958.**

A SPECIAL STEAM TRAIN will be operated over the lines of the
CANADIAN NATIONAL RAILWAYS

Leaving Montreal, Central Station, at 8:00 AM, Eastern Standard Time, for Joliette, Shawinigan Falls, Garneau, St. Prosper and Hervey, Que. Returning via Ste. Thecle, and Garneau to Montreal. Arrival in Montreal about 5:30 PM, Eastern Standard Time, giving adequate time for rail connections to other Canadian and United States points during the Sunday evening departure period.

THIS IS A 269-MILE ROUND TRIP. AS USUAL, MANY SPECIAL STOPS ARE PLANNED FOR PHOTOGRAPHIC PURPOSES. THE ROUTE OF THIS TRIP WILL TAKE US PAST MANY SCENIC LAURENTIAN SPOTS.

THE STOPS WILL INCLUDE STE. URSULE FALLS, AND THE RAILWAY TUNNEL AT VAL PICHETTE.

MOTIVE POWER: Canadian National Railways have promised us one of its 5700 class (4-6-4) steam locomotives to pull our train over this route. This is your chance to see, photograph and ride behind one of Canada's most distinctive locomotive types.