



CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

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

Notice of Meeting

The regular monthly meeting for October will be held in room 202, Transportation Building, 159 Craig Street West, on Wednesday, October 8th, 1958, at 8:15 PM. We are very fortunate in having secured a complete programme of 8 mm films, covering the Association's various railway trips back to the fall of 1956, which have been loaned to the Association by Mr. Leroy Fredrick, of Newport, New Hampshire. All of these films will be new to the members of the Association resident in Montreal, and it is hoped that the attendance will be good, as usual. A cordial invitation will be extended to guests who may wish to attend.

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New Book traces History of the Toronto Railway

A history of the Toronto Street Railway and the Toronto Railway, 1861-1921 has recently been written by Mr. Louis Pursley, a long-time Toronto Transit Commission employee and a member of our contemporary group, the Upper Canada Railway Society. Published by "Interurbans", of Los Angeles, California, U.S.A., the book, which contains 156 8 1/2 "x 11" pages, carrying text, 265 photographs, 14 car plans and two maps, can be obtained direct from Mr. Pursley, whose address is 149 Edmwood Ave., Willowdale, Ont. The price is \$3.00, and cheques or money orders should be made payable to Mr. L. Pursley.

Association News

LIBRARY - We were very pleased to hear from the Custodian, Mr. S.S. Worthen, that books are now available on loan to the regular members of the Association who are resident in the Montreal area. Several volumes are now available for circulation and a list of them, as well as the terms, including a nominal charge for loans to defray the operational costs of the Library, is detailed elsewhere in this issue. In order to minimize the number of calls

made to Mr. Worthen, and to avoid entirely members calling at his home, book loans will be made on a month-to-month basis, those selected being delivered to members requesting them at the regular monthly meeting of the Association, with the understanding that they will be returned to the Custodian at the following meeting. Initially, it has been decided to charge members 25¢ per volume for one month, but if the volume for any reason is retained beyond the meeting date, the member will be charged an additional 50¢ for the second month, or any portion thereof. The price for each succeeding month will multiply the previous month's price by two. It is felt that this will ensure the prompt return of books, so that they may be available to other members for borrowing. No books will be loaned out during the summer vacation period, that is, from the June meeting through to the September meeting.

(Ed.Note: If a member inadvertently keeps a book for eight months under this arrangement, he will be charged no less than \$63.75 !!!!)

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TRIPS

Sunday, August 3rd: On this date, the Association took its open car No.8 on the second trip made by this little car since its rebuilding. The distance travelled was some 29½ miles by rail, round trip, being from Youville Shops to Sixth Avenue, Lachine, and return. The car was the centre of much attention en route. Two white "extra" flags carried by No.8 while on the private right-of-way of the Lachine line, caused a considerable amount of amusement to the crew of a CNR freight train which paralleled the car for some distance around Rockfield.

The return trip was interrupted by a "hot box", caused by new brasses and lack of lubrication, at the corner of Sherbrooke Street West and Girouard Avenue. After waiting some minutes for assistance from the St.Henri carhouse, which was not forthcoming, the car was reversed and operated back to St.Henri on the wrong track, where the disturbance was quickly remedied. Far from being inconvenient, the incident was one which allowed the members to get out and have a couple of extra picture stops, and the return to Youville was delayed by about an hour.

Sunday, August 10th:

Occasioned by the removal of rail service from the Lachine route 91 in the early hours of August 10th, the Association ran a "farewell" trip to Lachine using car #1046, on the afternoon of the 10th. On this trip, the double track line between Cote St.Paul Road and Sixth Avenue, Lachine, was at the disposal of the Association, and full advantage of the lack of regular cars was taken to have picture stops of longer-than-usual duration, for the last time. Three round trips were made between Cote St.Paul and Lachine. On one of the return trips, the car was operated eastward on the westward track, between the crossovers near Sixth Avenue, Lachine, and Montreal West station. Of course, great care was taken with the car, and No.1046 acquitted itself very well, as usual.

When the car left Sixth Avenue wye at about 4:10 PM, on the last passenger trip ever to be made to Lachine by rail, it rang down the curtain on more than sixty-one years of rail service between the metropolis and Lachine. The original line was laid double-track and was completed about November 25th, 1896, by the late Montreal Park & Island Railway Company whose promoter was the indefatigable Albert C. Corriveau.

It is tribute enough to the farsightedness of Mr. Corriveau and his associates that the lines built by the Park & Island, those to Lachine, Cartierville and Montreal Nord, have been, or will be, among the last rail lines to disappear in Montreal, even after the rails in the downtown area have been abandoned.

Sunday, August 24th:

A "farewell" excursion to the lines used by Bleury, route 80, Outremont, route 29, and Van Horne routes 96 and 61, was held on this day, one week in advance of the regular scheduled replacement, due to the number of members who expected to be absent over the Labour Day holiday weekend. The car used was No. 1317, the monitor-roof two-man car built by Ottawa in 1912. No. 1317 had been last used on the Saturday of Labour Day weekend in 1956, for our farewell trip to the St. Catherine lines. Unfortunately, the weather was rather unfavourable, but a good turnout resulted nevertheless. The tour carried all of the lines discontinued, plus the Cartierville line as far as the McDonald wye in St. Laurent.

QUEBEC TRIP

On Saturday, September 13th, and in cooperation with the McKinléy Chapter of the Electric Railroaders' Association, the Association sponsored what is believed to have been the first railway enthusiasts' excursion over the Montmorency Subdivision of the Canadian National Railways. As many of our readers are aware, this electrified operation was formerly the Montmorency Division of the Quebec Railway, Light & Power Co., and was taken over by the CNR, which previously had running rights over this line, in 1950. The electrified section extends from Quebec to St. Joachim, Que., about 25 miles, and is double-tracked as far as Montmorency Falls, 7 miles.

Twenty-five participants from the United States and Canada joined in the trip, making it both international and bilingual in character. The car used was No. 401, the dean of Canadian interurban cars, which has been in continuous operating service since 1902, when it was built by the Ottawa Car Manufacturing Company. This is possibly a record for longevity among North American interurban cars. The trip was accompanied by Mr. St. Laurent, the Assistant Superintendent of the line, who spared no effort to make the trip a success from the point of view of the participants. Thanks are due also to Mr. W. Luper Hay of Canton, Ohio, and Mr. Jean M. Leclerc, of Levis, Que., for making arrangements direct with Mr. St. Laurent.

RAILWAY DIVISION NOTES

The Association's two ex-Montreal & Southern Counties Railway interurban cars, Nos. 104 and 611, were removed from their place of storage in Canadian Pacific's Outremont yard on Wednesday, September 10th. CPR yard diesel switch engine 6507 made the move, placing the cars in the MTC interchange track at Mile End yard. The cars remained in the interchange, which is a part of the MTC St. Denis carhouse, until Tuesday, September 16th, when they were brought to Youville one by one, by MTC crane W-3. The cars will remain at Youville for the winter, where an extensive rehabilitation programme on the trucks, electrical circuits and body, will be carried out, at the Association's expense. The Railway Division is particularly indebted to Mr. Arthur Duperron, Chairman and General Manager of the MTC, for his permission in enabling this work to be done.

CANADIAN RAILROAD HISTORICAL
ASSOCIATION

News Report No. 93
October, 1958

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Finishing touches were given to the Association's open car, No.8, during the month of August, when the restoration work on the ceiling was completed, and the car fitted with side curtains of green canvas. The Superintendent of Rolling Stock, Mr. Robert R. Clark, is now readying his winter's programme of work, which will include the restoration of the two M&SC cars, and, it is hoped, finally, to take some steps toward the rehabilitation of MTC #859, which has been in partly-dismantled condition since the fall of 1953.

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REDISTRIBUTION OF MTC PASSENGER
EQUIPMENT AFTER SEPTEMBER 1ST

LABOUR DAY weekend, 1958, marked a very decisive step in the completion of the Montreal Transportation Commission's programme of replacement of rail routes by

autobusses. On Sunday, August 31st, busses took over operation of the streets formerly served by the BLEURY, Routes 80 and 82, OUTREMONT, Route 29, and VAN HORNE, Routes 96 and 61 streetcar lines.

With this changeover, the Commission implemented its plans to divide the rail system into three physically-disconnected parts, for the remaining period of operation, approximately one year. In the three weeks preceding the changeover, the MTC had work equipment lifting the rails from the private-right-of-way of the Lachine line, and while most of this rolling stock was returned to Youville before the rails were disconnected physically, cars 2650 and 2652, which had been used to haul flat cars in the dismantling, were ultimately stranded at St. Henri carhouse. During the same period, the double track on Decarie Blvd. from a point just a little north of Snowdon, as far as Garland, was singled, so as to allow for the construction of an autobus private right-of-way in the space formerly occupied by the northbound track.

The situation now is that cars on the ROSEMONT (54), DELORIMIER (12) and PAPINEAU (44) routes are now stationed at Mount Royal carhouse; those for CARTIERVILLE (17) are at St. Henri, while the MILLEN (24) and MONTREAL NORD (40) cars return to Youville, where certain operating tracks have been set aside to service cars, actually under the administration of the adjacent Villeray division garage. Certain rail equipment is still stored at St. Denis division, but this is awaiting scrapping, and when the equipment has all been moved to Youville, the rail connection between Youville and St. Denis will be severed.

Only 144 passenger cars now remain in service on the MTC; their numbers and distribution are as follows:

VILLERAY (Youville): All DE Cars- 2001-10, 2050-56, 2064-65, 2078-79, 2081-82. SE cars- 2069, 2076, 1872, 1873, 1874.
ST. HENRI: SE cars- 1675-76, 1686-91, 1694-99, 1850-71.
MOUNT ROYAL: SE cars- 1950, 1952-54, 1956-92, 1994-2000, 2057-63, 2068, 2071-75, 3500-17.

As noted above, 2650 and 2652 are out of service at St. Henri. The Historical Collection is intact at Youville Shops.

BEGINNINGS OF STANDARD TIME
ON THE INTERCOLONIAL

Perusing a copy of the Appendices of the Annual Report of the Minister of Railways and Canals for the fiscal year ending June 30, 1880, we came upon a letter, signed by Collingwood Schreiber,

Chief Engineer of the Government Railways in operation, from which the following paragraph was extracted:

" In order to avoid mistakes as to time which might otherwise occur upon a line covering so many degrees of latitude, it was determined, by the Minister of Railways & Canals, to adopt an arbitrary standard time over the whole road. Trains are accordingly run by "Intercolonial Standard Time" 15 minutes faster than Quebec, 15 minutes slower than Halifax and 5 minutes slower than Saint John time. This is, as it were, a compromise between the longitudes of the terminal points, and the arrangement has been found to work with perfect success. "

Now, it is quite generally known that Standard Time, as we know it, did not come into use until 1883, but when it did, it was at the instance of Sir Sandford Fleming, who had been an ardent promoter of such a system for many years previously. In view of Sir Sandford's close association with the Intercolonial, as readers of Mr. Seton's serial, recently concluded, will know, it is obvious that the application to which Mr. Schreiber refers was influenced, if not applied by, Fleming.

This "Intercolonial Standard Time" was actually 67°30" meridian time, or four-and-a-half hours slow on Greenwich, that is to say in relation to our present time zones, half way between Atlantic (60th meridian) and Eastern (75th meridian) time. In 1883, when standard time went into effect, most of the Intercolonial went over into the Atlantic time zone, one half hour faster than the old ICR Standard Time. Nonetheless, customs have a tenacious hold on the public, and Atlantic Time was known for many years after as "Intercolonial Time" even though it was a half hour slower than the original ICR time. Possessors of older copies of the "Official Guide" will note that in the familiar clock-face design showing time zones which still graces the cover of that publication, the face showing Atlantic Time, up to about fifteen years ago, called it "Atlantic, or Intercolonial Time".

This standard time system thus inaugurated in 1879 was an important step away from the cumbersome collection of local town times used by railways prior to that time. For example, the Grand Trunk Railway used at least four local time systems in its schedules -- those of Portland, Quebec, Montreal and Toronto -- all in an area now embraced by Eastern Standard Time. The resulting confusion among travellers was something which we, in a world of standard time zones, can never fully appreciate.

-- O.S.A. Lavallee

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ABANDONMENT OF FORMER QUEBEC RAILWAY
LIGHT & POWER ELECTRIC LINE
TO STE. ANNES APPLIED FOR

vice is now under consideration before the Board of Transport Commissioners for Canada.

IT WILL COME as a distinct surprise to electric railway enthusiasts that the discontinuance of the Canadian National's Montmorency Subdivision electric railway service

Principal reason for the application by the Canadian National, which was made on July 24th, is a radical decrease in the number of passengers carried, which in 1957 amounted to only 368,000 compared with 577,000 in 1956. Hearings by the Board were held in Quebec on September 9th and 10th, and were then closed, with the Board permitting further submissions up to November 1st, 1958. Sometime after that date, the Board will hand down its decision. Several autobus services operate in the same area, and they have indicated that they would be able to handle the passengers now carried on the electric trains.

The railway along the coast to Ste. Anne and St. Joachim was originally opened in 1889 by the Quebec, Montmorency & Charlevoix Railway, a steam railway whose memory survives in the little 100-class passenger cars still used as trailers behind the newer interurbans. The line was electrified in 1900, and service inaugurated on August 15th of that year, when the Quebec Railway, Light & Power Co. was formed. Fifty years later, the line was acquired by the Canadian National, who had previously enjoyed running rights over the QRL&P, from Quebec to St. Joachim, some 25 miles, the initial stage of the CNR line to La Malbaie, Que. Very little change ensued as a result of the CNR taking over the line. The cars retained their distinctive red colour, and some of them continue to carry the old initials "Q.R.L. & P. Co.", though the six electric locomotives have been renumbered in the CNR series. Equipment at the present time includes two wooden interurban cars, Nos. 401 and 405, built in 1902 and 1904 respectively, and six steel interurban cars, Nos. 450 to 455, built in 1930; all eight of these cars were built by the Ottawa Car Mfg. Co. There are six electric locomotives, all of the B₀-B₀ steeple cab type, approximately two dozen assorted passenger cars used as trailers, a crane, a plow, a flanger and a line car.

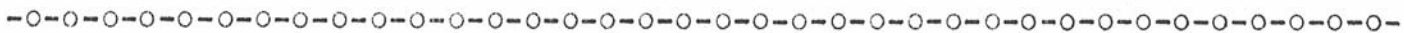
Canadian National had indicated, in any event, that it plans to dieselize the freight operation of the Montmorency Subdivision.

LIBRARY NOTICE:

The following volumes are available for loan to regular members in the Montreal area. They will be delivered to those requesting them at the meeting, and must be returned by the next meeting. Requests should be made by telephone to the Custodian, Mr. S.S. Worthen, at RE.9-0262. The charge is 25¢ per volume, for one month.

If a book is not returned on due date, penalty charges will accumulate.

- TRAINS MAGAZINE: Bound Volumes (by year) Vol. VII-XVII (1947-58)
- RAILWAY MAGAZINE: " " Vol. LXVIII-CIII (1930-58)
- TRAINS ILLUSTRATED: " " Vol. II-X (1950-58)



NOTES AND NEWS

• PACIFIC GREAT EASTERN will run an inaugural train over its new line from Prince George, B.C. to Dawson Creek, B.C. on Thursday, October 2nd. After suitable ceremonies, in which railway and provincial officials, including British Columbia Premier W.A.C. Bennett, will take part, the train, on the following day will return to the junction of the Fort Saint John branch, and then proceed to the other terminal of the "Y" shaped extension from Prince George.

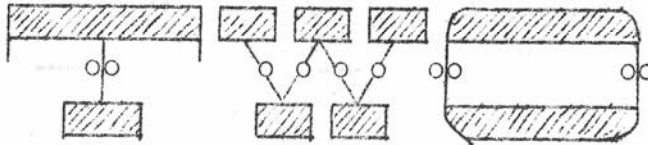
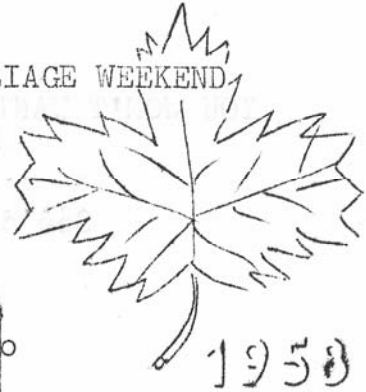
- e It is reported that General Motors Diesel Limited, of London, Ontario have completed a new diesel-hydraulic locomotive, which will shortly be tested by the Canadian Pacific Railway. The new unit, No.600, is said to have increased horsepower over the first unit which was tested two years ago, No. 1001.
 - e C.A. Pitts of Canada, Limited, and Foley Brothers of Canada, Limited, have jointly been awarded the contract for the construction of the 193-mile railway which is to be built from Port Cartier, near Shelter Bay, Que., to Lac Jeannine, in the Mount Wright area of the north shore of Quebec, by the Quebec Cartier Mining Company, a subsidiary of United States Steel Company.
 - e New York Central Railroad has been authorized by the Board of Transport Commissioners for Canada, to discontinue its commuter passenger service between Montreal and Malone, N.Y. The authorization follows a petition made some time ago by the N.Y.C.
 - e Canadian National's trancontinental service this winter will see the elimination of the Continental Limited, and its replacement by the Super Continental running on a slower schedule. The new schedule takes effect October 26th. It is the CNR's intention to reinstate the Continental next summer, and allow the Super Continental to resume its accelerated schedule during summer months.
 - e Canadian National's train ferry PRINCE EDWARD ISLAND, which operates between Cape Tormentine, N.B., and Borden, P.E.I. was slightly damaged by fire on September 20th. The vessel was placed back in service a little over a week later for freight service only. The passenger and motor vehicle service are being handled on an interim basis by the MV ABEGWEIT. The CNR auto ferry WILLIAM CARSON will finally begin daily round-trip service between North Sydney, N.S. and Port-aux-Basques, Nfld., on October 5th. The vessel was built in 1955 for this service, but was unable to use the route pending removal of certain navigational obstacles at the Newfoundland terminal.
 - e Canadian National has ordered 14 double-deck automobile transporter cars at a cost of \$2,600,000, from the Canadian Car Company. The design will be similar to twenty-five similar units now in service, built in 1957. Fifty of the new cars will carry eight Canadian-built or ten European-size autos, while the remainder will be smaller, having a capacity of six Canadian or eight European cars only.
 - e The City of Victoria, B.C., is said to be interested in preserving Canadian National 2-8-0 No.2149, currently in service on Vancouver Id.
 - e A report is being circulated that the Ottawa Transportation Commission will shortly take delivery of a sufficient number of autobusses, to replace street cars on the Bank-St.Patrick-Lindenlea route, in the city of Ottawa. The Commission is now considering a plan which would replace all rail lines remaining by the end of 1959; it is claimed that substantial savings can be effected by discontinuing the street car repair and overhaul facilities at Champagne carhouse, and replace them with similar facilities for autobusses.
 - e New York Central Railroad has applied to the Board of Transport Commissioners for leave to close seven Ontario stations: Woodslee, Muirkirk, Ridgetown, Rodney, Dutton, Oil Springs and Brigden, Ontario.
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CANADIAN RAILROAD HISTORICAL ASSOCIATION sends you ---

A REMINDER ○○○○○○

YOU WON'T WANT TO MISS OUR ANNUAL FALL FOLIAGE WEEKEND
THIS YEAR !!

FOR THE FIRST TIME :



STEAM TRAINS

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SATURDAY, OCTOBER 4TH, 1958

A 164-mile return trip via Canadian Pacific Railway from Montreal to St. Gabriel, Que., and return, over main and branch lines.

TRAIN LEAVES MONTREAL (Windsor Sta.) 8:30 AM, E.S.T.
and returns about 5:00 PM, "

With a two-hour layover at St. Gabriel.
Light steam power on this train.

SUNDAY, OCTOBER 5TH, 1958

A 214-mile return trip via Canadian National Railways from Montreal to Garneau, Que., and return over CNR main line to northern

Quebec. TRAIN LEAVES MONTREAL (Central Sta.) .. 8:10 AM, E.S.T.
and returns about 5:00 PM, Q

with a one-hour layover at Garneau.
CNR 5700 class 4-6-4 on this train.

<u>FARES:</u>	<u>SATURDAY (CPR)</u>	<u>SUNDAY (CNR)</u>	<u>CPR-CNR</u> <u>BOTH</u>
Adults	\$4.00	\$6.00	\$9.00
Children, age 5-11	2.00	3.00	4.50
" under 5	free	free	free

SANDWICHES AND SOFT DRINKS WILL BE AVAILABLE ABOARD TRAINS!

COUPON: Passenger Agent, Canadian Railroad Historical Association
Box 22, Station B, Montreal 2, Canada.

Please reserve tickets as follows, for which remittance in Canadian Funds payable to the Canadian Railroad Historical Assn. is enclosed:

SATURDAY (CPR TRIP)	_____ x \$4.00,	_____ x \$2.00	---	\$	_____
SUNDAY (CNR TRIP)	_____ x 6.00	_____ x 3.00	---		_____
BOTH (CPR-CNR) TRIPS	_____ x 9.00	_____ x 4.50	---		_____

My name and address are printed on the reverse.

CANADIAN RAILROAD HISTORICAL ASSOCIATION
1958 FALL FOLIAGE EXCURSION WEEKEND,
SUNDAY, OCTOBER 5TH, 1958.

Canadian National Railways Special Train
from Montreal to ~~St. Gabriel~~ and return.

Garneau

THE ASSOCIATION AND ITS PURPOSE

The Canadian Railroad Historical Association was founded in 1932, and incorporated under Part II of the Dominion Companies Act, in 1941, as a corporation without share capital to collect, preserve, and disseminate information pertaining to railways, and generally, inland transportation in Canada.

Now in its twenty-seventh year, the Association has made a considerable contribution to the documentation of Canadian transportation history, and is presently engaged in a project to establish a national transportation museum in the Montreal area. Funds to carry out this project are derived principally from our railway excursions, which were inaugurated in 1950, and which are designed, as well, to promote interest in railway travel.

Your patronage of this excursion is very much appreciated.

W.D. McKeown, Chairman, Trip Committee	A.S. Walbridge, Passenger Agent.	O.S.A. Lavallee General Superintendent.
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Railway Division, Canadian Railroad Historical Association.

OUR LOCOMOTIVE TODAY is a Canadian National
5700 class 4-6-4 type engine, built by the
Montreal Locomotive Company in 1930.

OUR ROUTE

Canadian National's Central Station, opened in July, 1943, is the starting point for our excursion today. Leaving the station in the electrified zone, our train will be pulled by an electric locomotive through the 3.1-mile Mount Royal Tunnel, which was opened for service by the Canadian Northern Railway, in 1916. The tunnel was the fruit of the engineering skill of Henry King Wicksteed, to whom a plaque is erected in Central Station. It is the second longest railway tunnel in Canada, and the longest on the Canadian National system.

Leaving the west portal of the tunnel at Portal Heights, where the Canadian Pacific, passed on yesterday's excursion, is located directly overhead, the route is through the pretty suburban community of Mount Royal, and on to Eastern Junction where we leave the original 1916 route into Montreal. At this point, our electric locomotive will leave us, and a steam locomotive of the 5700 class of Canadian National Railways will take over the running of our train. These engines are among the most distinctive on Canadian railways, and are noted for their speed capabilities.

After the engine has been coupled, our route is over the belt line around the city which the National system completed in July 1943, coinciding with the opening of the Central Station. At Pointe-aux-Trembles, a junction brings us on to the original railway from Montreal

to Joliette, and the eastern Laurentians, which was built by the former Great Northern Railway of Canada, in 1903. The GNRC or "Grand Nord" as the local inhabitants still refer to it, was a constituent of the Canadian Northern railway system, later passing into the Canadian National's hands.

After passing many picturesque French-Canadian villages, the railway crosses the Montreal-Quebec line of the Canadian Pacific Railway just before l'Epiphanie, the route which our special train on the Canadian Pacific travelled yesterday. On through the flat sandy plain of a prehistoric sea bed, with the Laurentians always in view on the left, we make our way to Joliette, a historic town of considerable importance, which was founded in 1823 at the falls of the l'Assomption River. After leaving Joliette, we cross the Canadian Pacific once again, also on the route traversed yesterday, and proceed eastward along the edge of the foothills. At Ste. Ursule Falls, the Maskinonge River plunges down over the last hills into the plain below, and the railway is carried across the gully on an impressive steel viaduct. Our second tunnel today is threaded at Val Pichette, just short of Shawinigan Falls. It is a very short one, but picturesquely situated. Our train next passes through Shawinigan Falls with its many industries, and, a short distance farther onward, skirts Grand'Mere, where the mighty St. Maurice River is crossed. A few miles east of Grand'Mere, our train ends its journey in the railway yard at Garneau, Québec.

ANNOUNCEMENTS

As is usual on our trips, the passengers will be notified by public announcement, in each car, a few minutes in advance of each stop where they will be permitted to disembark. Where stops are made at locations other than railway stations, passengers disembark at their own option and at their own risk, and neither the Canadian Railroad Historical Association, nor the Canadian National Railways will hold themselves responsible for injuries received as a result of the passenger exercising his option to disembark. The duration of each stop will also be announced, and passengers are asked to re-embark on the train within the time limit. Neither the Association nor the Railway Company will be responsible for personal belongings left in the cars.

If you desire any information about the train, or the Association, feel free to ask questions of members of the Trip Committee, who may be identified by their white enamel lapel badges.