

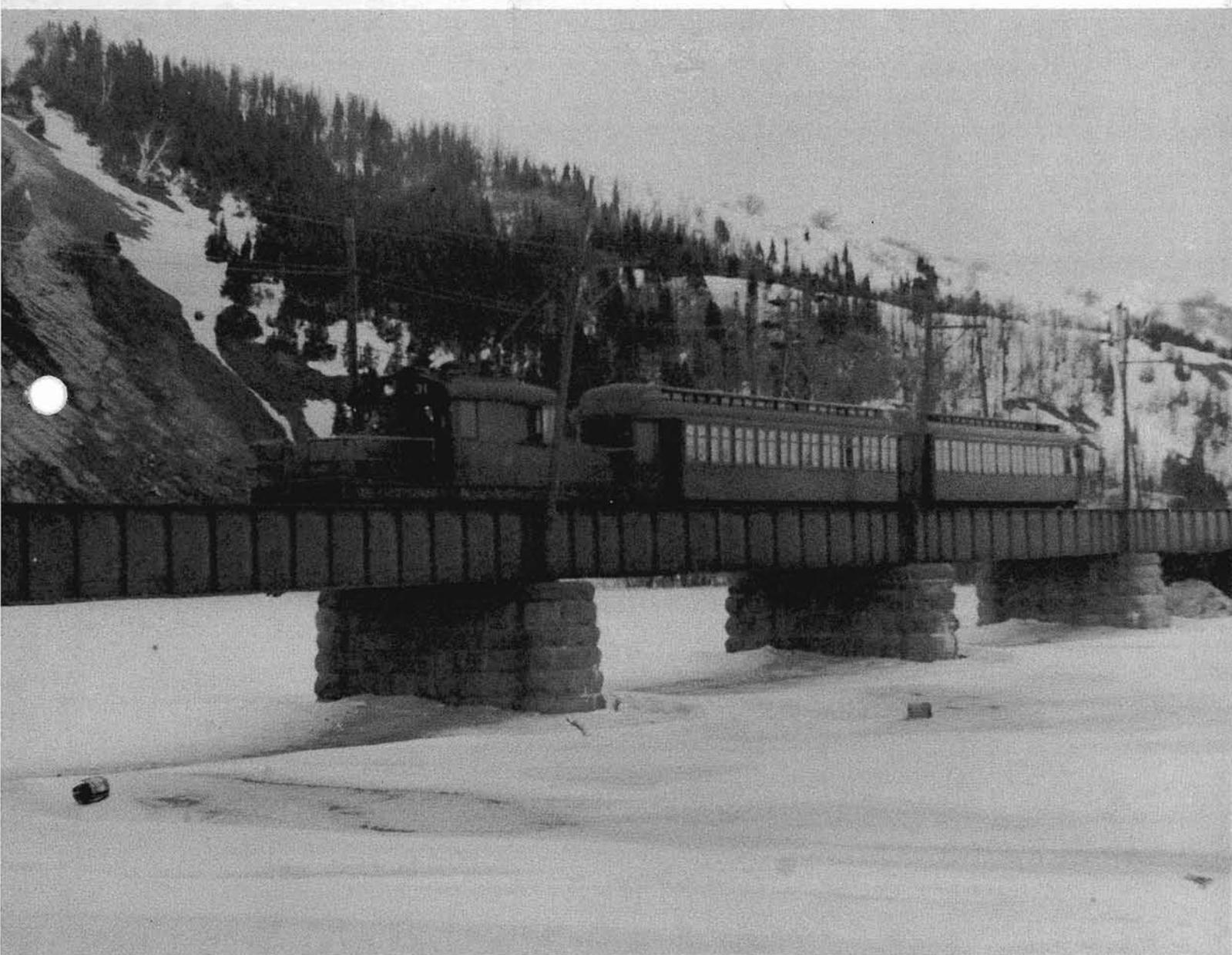
NEWS REPORT NO. 96



JANUARY 1959

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

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



On March 16th, electric service between Quebec city and St. Joachim, Que., will be terminated, bringing an end to scenes such as this, which shows QRL&PCo. locomotive 31 pulling a passenger train across the frozen Montmorency River in 1950.

Canadian Railroad Historical Association

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OMER S.A. LAVALLEE
 Chairman, Editorial
 Committee, and Editor.
 FORSTER A. KEMP
 Assistant Editor
 WILLIAM L. PHAROAH
 Publisher & Distributor.
 ANTHONY CLEGG,
 Editorial Accounting
 JOHN MARJORIBANKS, JR...
 Circulation and Sub-
 scriptions.

The Annual General Meeting

The Annual General Meeting of the Association, beginning its twenty-eighth year of activity, was held in Room 202, Montreal Transportation

Commission Building, 159 Craig Street West, Montreal.

Chairman of the meeting to hear the reports of the retiring officers was Mr. R.M. Binns, a retiring Director of the Association. Reports of the President, Secretary, Treasurer and the various committees were read and approved, all of which pointed up to the fact that 1958 had been a year of unprecedented activity in our Association, which was founded at the Chateau de Ramezay in 1932.

Following the reading of reports, the election of officers for 1959 took place, and the results were as follows:

President: Dr. Robert V.V. Nicholls,
 Vice President: Sanborn S. Worthen,
 Treasurer: A. Stephen Walbridge,
 Secretary: C.W. Kenneth Heard,
 Directors: R.G. Harries,
 Omer S.A. Lavallee,
 Lorne C. Perry,
 William L. Pharoah.

It is worthy of note that Dr. Nicholls, while serving his first term as President of the Association, has held other posts in the past; he was for some time Secretary of the Association, and is a Charter Member. Messrs. Walbridge and Heard are serving their first terms on the Executive. After Mr. Binns had formally handed over the gavel to Dr. Nicholls, the meeting proceeded to the election of honorary officers. Duly proposed, seconded and approved, the results are as follows:

Honorary President: Donald F. Angus,
 " Vice President: Norris R. Crump, President,
 Canadian Pacific Railway Company,
 " " " : Arthur Duperron, Chairman and Gen-
 eral Manager, Montreal Transportation Commission.
 " Vice President: Donald Gordon, Chairman and Pres-
 ident, Canadian National Railways.
 " Legal Counsel: Leonard A. Seton, B.A., B.C.L.

Following the confirmation by the President of the present Committee Chairman, the Railway Division of the Association, in charge of the preservation and upkeep of the rolling stock and other railway material, announced the following organization for 1959:

General Superintendent	O.S.A. Lavallée
Superintendent of Rolling Stock ..	R.R. Clark
Chief Accountant	C.W.K. Heard

The other customary positions in the Association were also filled, the President calling upon Mr. Charles Viau to act, once again, as Auditor. Mr. S.S. Worthen continues as Custodian and Librarian.

Excursions

TWO EXCURSIONS ARE PLANNED during the spring of 1959:

SUNDAY, MARCH 15TH, 1959

In connection with the cessation of electric railway service between Quebec, Montmorency Falls, Sainte-Anne-de-Beaupre and Saint Joachim, Que., by Canadian National Railways (formerly, Quebec Railway Light & Power Co.), the Association will sponsor a "Farewell" Excursion, using cars 401 and 105, and other equipment as required. Fare is \$2.50 per person and tickets are available from Canadian Railroad Historical Assn., Box 22, Station "B", Montreal 2, Canada. The usual railway fare reductions apply to children. This movement will leave the Saint Paul Street terminal at Quebec shortly after the arrival of Canadian Pacific train No. 150 from Montreal, and will return in time to connect with train No. 155, which leaves Quebec at 6:00 PM. This train is due at Montreal at 10:00 PM in time for New York and Toronto connections. You are cordially invited to come along and observe the passing of the celebrated "Chemin de Fer de la Bonne Sainte-Anne" after nearly seventy years of service.

MAY, 1959

The precise date is not yet determined, but during the early part of May, the Association, in cooperation with the Upper Canada Railway Society of Toronto, will sponsor a special train from Belleville, Ontario, to Bancroft, Ontario and return. Bancroft is in the Haliburton Highlands of Ontario, the terminal of the former Central Ontario Railway whose route the train will follow. The train will also be taken up the short branch from Ormsby Jct. to Coe Hill. EQUIPMENT: DOUBLE-HEADED STEAM LOCOMOTIVES, one of which will be a Canadian National 2-6-0 type engine of the 80 series. The second engine will probably be a 2-8-0 type. Those of you who remember our double-headed CNR 1165/1391 trip on March 30th, 1958, will certainly not want to miss this one. The trip will connect with day trains in one direction, but further details will be circulated to the mailing list and published in a future issue of the News Report. This trip will be over Canadian National Railways.

ALSO.... A number of trolley trips are planned for the spring of 1959, of which further details will be given as available.

Subscriptions

The Editorial Committee will have to discontinue delinquent subscriptions with the next issue of the News Report. All subscribers who wish to continue receiving the News Report but who have

not yet remitted for 1959, are requested to send \$2.00 in Canadian funds to: Editorial Committee, C.R.H.A., Box 22, Station B, Montreal 2, Canada, as soon as possible.

**1959 BLACK YEAR FOR
ELECTRIC LINES**

While it had previously been anticipated that 1959 would see a considerable curtailment in electric railway mileage, recent developments indicate that, by the end of 1959, the Toronto Transit Commission will provide the only electric railway passenger service in the Dominion.

First, early in January, Canadian National Railways announced that the abandonment of the electric operation between Quebec, Montmorency Falls, Ste. Anne de Beaupre and St. Joachim would take effect at 2:00 AM on March 16th, 1959. This will completely end service on what was, until 1950, the Quebec Railway, Light & Power Co.'s Montmorency Division. This line was built in 1889 by the Québec, Montmorency & Charlevoix Railway, electrified in 1900 by the Q.R.L. & P.Co., and acquired by the C.N.R. in 1950. The March 16 abandonment will end nearly seventy years of local rail service on the Beaupre coast. The Association will run a farewell trip on March 15th, for which an announcement appears elsewhere in this issue.

Montreal Transportation Commission plans final bus substitution on the three remaining rail segments of its network on September 6th, Labour Day weekend. It is possible, however, that traffic changes on some of the main-travelled streets will result in an earlier abandonment of the Cartierville, route 17, line, though no definite plans have been formulated.

Ottawa Transportation Commission replaced its route "B" (Bank-Lindenlea) streetcars with busses on January 12th, leaving only the "S" (Holland-Laurier), "R" (Preston-Rideau) and "Q" (George Loop-Britannia) rail routes still operating. Retired coincidentally with the Bank route were 24 passenger cars, including the last three units of the 651 class, cars 685, 695 and 696, and the four units of the 1000-1003 class. The Association expects to preserve one of the 1000 and one of the 651 class cars, while the other two 651 class cars have been bid for by the Bradford Electric Railway Association. While the Commission has made no pronouncement on the fate of the rest of the system, usually reliable sources indicate that the summer will see the complete passing of the once-extensive rail network in Ottawa, a city which, by reason of its well-known citizens, Thomas Ahearn and Warren Y. Soper and the many traction enterprises in which they were associated, can well claim title to being the home of the Canadian streetcar. Ottawa, incidentally, had electric cars in 1890, two years before Montreal and Toronto, the other cities in which rail service can be seen today.

As if the foregoing were not enough, the Board of Transport Commissioners gave the Niagara, St. Catharines & Toronto Railway permission to abandon its Thorold-Port Colborne passenger service, upon 60 days notice being given to the public. At printing time, the date had not been set, but the announcement is expected to come shortly. We understand that the electric freight operation will continue, however.

RAILWAY DIVISION, (cont'd)

During January, an appeal was circulated privately by Mr. O.S.A. Lavallee, to members of the Association resident in the Montreal area, for funds with which to preserve Ottawa Transportation Commission car No. 696 in our collection. Mr. Lavallee informs us

that, as of January 20th, the sum of \$262.00 was raised toward the \$300.00 bid which was made on this car, contributions were made by Ottawa and Toronto members in addition to those from Montreal. The generosity of the members who supported this appeal is much appreciated by the members of the Railway Division, who have thus had a demonstration of the general support of the Association in the work which they carry out. At printing time, no official advice had been received from the Ottawa Transportation Commission as to the status of the bid, which also included \$100.00 toward car #1002, but we gather from reports released by the OTC to the press, that the Association was successful in its bid to preserve these cars. More expense will be entailed when these cars are moved to Montreal. Any of the readers, apart from those who received circulars by direct mail in the Montreal area, who care to contribute to this fund, are invited to do so. Their contributions will be gratefully received, and their names placed on plaques which it is proposed to erect in each of the cars giving the names of those who supported this very worthy cause.

As this appeal is not an official Association appeal, you are invited to send your contributions, by currency or cheque, to:

Omer S.A. Lavallee,
7440 Durocher Avenue,
Montreal 15, Canada.

Envelopes should be marked "Ottawa Car Fund".

The Railway Division has also initiated negotiations with Canadian National Railways, to preserve some of the Quebec electric equipment. The negotiations presently embrace car 401, a wooden, electric passenger car built in 1902 by the Ottawa Car Company, which we believe holds some record for longevity, 57 years, in regular passenger service. Another car included in this project is No.105, a combination baggage-passenger car built by the Delaware Car Works in 1889 for the predecessor steam road, the Quebec, Montmorency & Charlevoix Railway, and latterly used as a trailer behind the electric motor cars.

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NOTES AND NEWS

by Forster Kemp

- e Canadian National Railways have called for tenders for the sale of the Newfoundland coastal vessel SS "Glencoe". This coal-burning vessel was built in Glasgow in 1899, and has been almost everywhere around Newfoundland's coastal waters during fifty-nine years of operation. Withdrawn from regularly-scheduled service in 1956, she was used on freight runs and to relieve other vessels of the fleet until September, 1958, when regular use of the MV "William Carson" in the North-Sydney-Port-aux-Basques service released SS "Burgeo" and SS "Cabot Strait" for this duty.
- e Canadian National Railways has received approval of its application to discontinue electrically-operated suburban services between Quebec and St. Joachim, Que. Notice was given on January 7th and service will end effective 12:01 AM March 16, 1959.
- e Ottawa Transportation Commission has announced that electric operation of its Bank-Lindenlea (B) route will cease after the end of service on Monday, January 12th, 1959. Three lines will continue operation:

Routes A (George Loop-Britannia via Albert Street), R (Preston-Rideau via Albert Street) and S (Holland-Laurier via Somerset Street). At night and on Sundays, the R car does not operate; the A route runs Britannia-Rideau and a shuttle bus runs on Preston Street.

- e Canadian Pacific Railway has scrapped gas-electric cars 9004 and 9007m and trailer 9002 at Angus Shops during December. It appears that car 9008 will also be scrapped shortly. Only one of these cars is now in service; car 9003 runs the Fredericton branch service, and car 9005 is stored in reserve at Angus Shops. Trailer 9002 was built originally as a battery-electric car for Guelph Jct.-Guelph service, but proved unsuccessful and was converted into a trailer. It was a twin to Canadian National 15796.
- e Canadian National Railways' steam locomotives which have stood idle in Montreal through most of 1958 were placed in service during December to replace those diesel-electric units which were sent to the Atlantic Region to handle the seasonal upswing in traffic on this entirely Dieselized area of the system. However, dieselization is continuing on other parts of the system -- the Northern Ontario District was completely changed over to diesel-electric power on December 7th, though 45 steam locomotives are retained in tallow. CNR's 2-10-2 No.4190 is once again in service on the snow-melter at Turcot Yards. It is reported to us that Stratford Shops is now starting to scrap steam locomotives at the rate of two per day. All southern Ontario District passenger service is scheduled to be dieselized by September 1959, with freight not long after.
- e The heavy snow of December and January also resulted in Canadian Pacific turning to its reserve pool of steam power to handle regular trains. 4-6-2's of the G3 and G5 classes, and 4-6-4's of the H1 class predominated, while the Ste. Therese commuter train, and its Friday night extension to Ste. Agathe were handled frequently by 5100 class 2-8-2's. This brought back to mind the ski specials of former years upon which the 5100's were to be found regularly. Even the famous "Canadian" was not exempt from the seasonal shortage of diesels. On one occasion in January, it was hauled by steam from Chalk River to Sudbury, 2-8-2 No.5411 doing the honours as far as North Bay.
- e Canadian National Railways will suspend night operation through its Mount Royal tunnel for two three-week periods during relocation of track at the South Portal, caused by construction of new buildings in the Central Station area. The first of these periods will begin on January 12th, and trains 370 and 371 will terminate and originate at Mount Royal only, with bus connections to Central station. Trains 372 and 347 will also operate to and from Mount Royal only, but without bus connection.

OUR COVER : This month, a photograph made by your Editor in 1950 calls to mind the imminent abandonment of the Quebec electric service. The use of electric locomotives to haul trains of trailers was also only characteristic of the annual Ste. Anne's feast day in July, and the train in the photograph was evidently composed in this way because of a shortage of motor passenger units, some being under repair at that time.

OUR APOLOGIES FOR THE SHORT, AND LATE, NEWS REPORT THIS MONTH.
FEBRUARY AND MARCH WILL MAKE UP FOR IT !! -- The Editor.