NEWS REPORT NO.99

APRIL 1959

CANADIAN RAILROAD HISTORICAL ASSOCIATION

INCORPORATED.

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

Notice of Meeting

The regular monthly meeting of the Canadian Railroad Historical Association will take place on Wednesday, April 8th, 1959, at 8:15 PM in Room 202, Montreal Transportation Commission Building, 159 Craig Street West, Montreal. While it is hoped to obtain a speaker for this meeting, the entertainment had not been disclosed at the time of our printing deadline.

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Association News

A good gathering of members and friends were present at the closing excursion on the Quebec -Ste.Anne-St.Joachim electric service of the Canadian National Railways, on Sunday, March 15th. Details of this excursion are given in a write-up beginning on page 38 of this issue. Eighty-one participants went to Quebec for this trip, some of our United States friends coming from as far distant as Iowa, Wisconsin, Michigan and Indiana.

MAY 10TH EXCURSION, BELLEVILLE-BANCROFT

The Trip Committee advises us that quite a number of reservations have already been received for this trip, giving an early indication of a probable successful outing. Details have been carried previously in the News Report, but they are still available by writing to: Trip Committee, Canadian Railroad Historical Association, Box 22, Station B, Montreal 2, Canada. It is to be noted specially that this trip will feature DOUBLE-HEADED STEAM LOCOMOTIVES, a 2-6-0 and a 2-8-0. Connections will be made at Belleville for Toronto and Montreal, and points beyond.

TROLLEY TRIPS

Now that the weather has moderated somewhat, the Railway Division are considering trolley trips once again. Since this will be the last year for trolley trips in Montreal, unless and until the Association obtains its own facility for operation, it is suggested that members interested take advantage of these final trips for riding and photographing Montreal's transportation equipment. Members in the Greater Montreal area will be circulated separately on these trips. Those outside of Montreal who wish to be advised should advise us by postcard.

"CHEMIN DE FER DE LA BONNE SAINTE ANNE" - Bilingual 16-page illustrated history of the Montmorency Division of the QRL&P Co. 43 photographs, roster, car and locomotive plans, track diagram. Copies may be obtained from the Association, Box 22, Station B, Montreal 2. -- 50¢

THE GAUGE REVISION ON PRINCE EDWARD ISLAND,

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

The Province of Prince Edward Island is is unique in Canada in that it has never been served by more than one public railway in its transportation history. It is also interesting to the railway student due to the fact that, Newfoundland excepted, it once possessed Canada's longest narrow-gauge railway network.

When the British North American provinces considered confederation in the early 1860's, Charlottetown, then and now the Island capital, was the locale of one of the organizational conferences which took place (1864). This fact notwithstanding, Prince Edward Island was not a party to the original Confederation on July 1st, 1867, but maintained an existence as a separate British Crown Colony until 1873, when internal economic factors caused the Islanders to apply for admission into the Dominion of Canada.

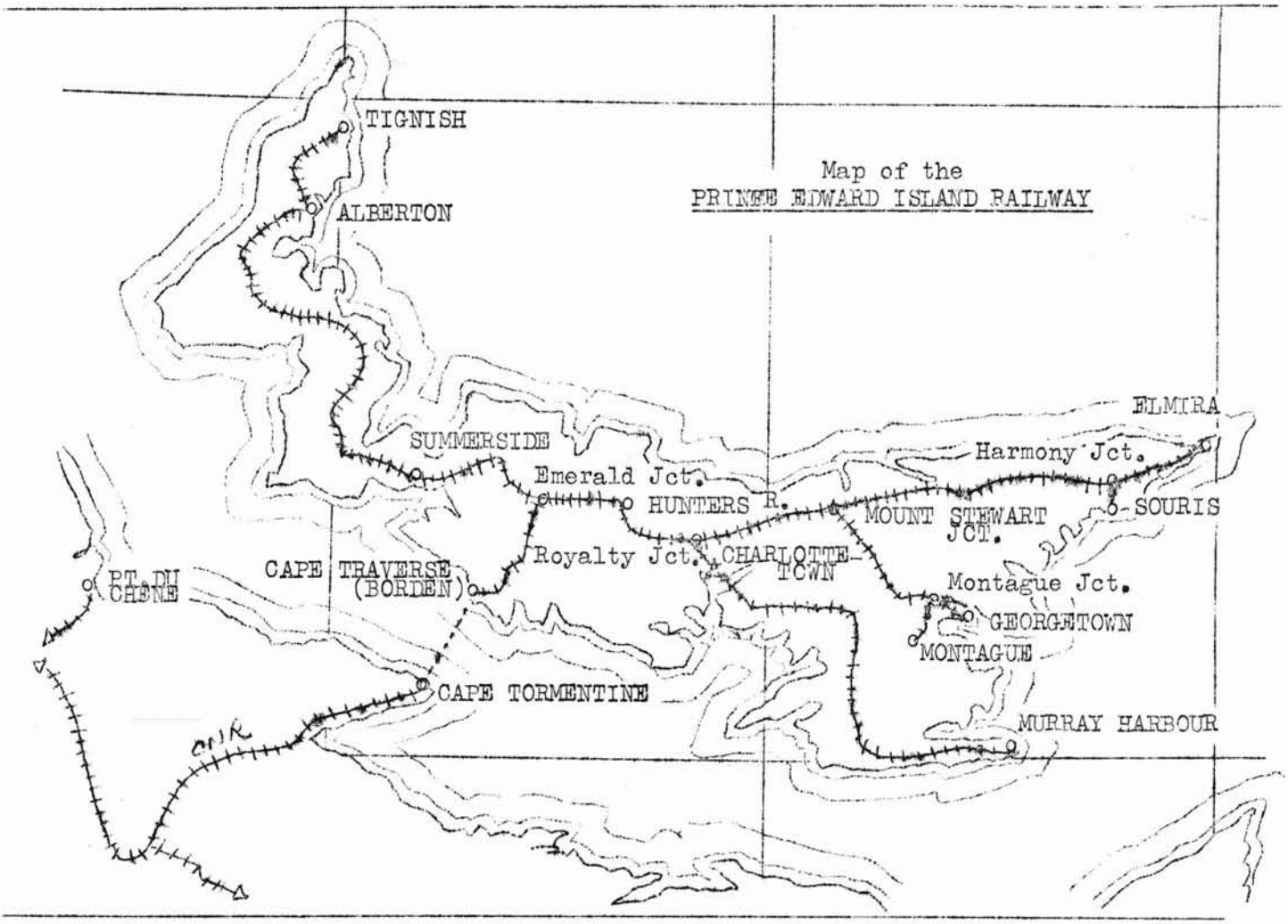
At this period, the narrow-gauge railway was coming into the picture Canada entered the field early, starting both the Toronto & Nipissing, and the Toronto, Grey & Bruce railways in 1871. Indeed, the Toronto & Nipissing claims the distinction of being the first narrow-gauge public railway in North America. The advantage of economy of cost in construction has always been advanced successfully for small-gauge railways, and it is only natural that, when the public authorities of a separate Prince Edward Island decided that their colony needed an internal railway network, which would never be physically connected with the mainland, they would throw in their lot with the narrow-gauge.

All of these early Canadian narrow-gauge lines were built to the 3'6" gauge width, and the Prince Edward Island Railway was no exception. Government-owned from the beginning, it was originally under the administration of the colonial government at Charlottetown. After confederation with Canada in 1873, the Prince Edward Island Railway was administered by the Canadian Government at Ottawa as part of the Government railway system. When the Canadian Government Railways became a part of the Canadian National Railways in 1918, the system became the Island Division of the C.N.R. In the forty-five years between the opening of the initial portion of the P.E.I.R. and the end of World War I, the railway had built up an island-wide service. Extending from Tignish in the west to Souris in the east, branch lines extended to the capital, Charlottetown, and to many other coastal points (see map, p.36).

In the summer of 1918, however, it was decided that a limited extension of standard-gauge operation should be made, so as to obviate the need for interchange from standard-gauge equipment to the ferry at Tormentine, then from ferry to narrow-gauge at Cape Traverse, P.E.I. (now Borden). Accordingly, starting in August, 1918, construction went ahead on the double-gauging of the branch from Cape Traverse to Emerald Jct., and from Charlottetown, via Royalty Jct. and Emerald Jct., to Summerside. The work was halted with the advent of winter in December 1918, but resumed in May, 1919, and was completed in August of that year. In all, 60.27 miles of main line track, plus sidings, were laid with the 4'8½" gauge third rail. The 3'6" gauge track had been a mixture of 50-and 56-pound rail, while the rails used in the double-gauging were 67½-lb. rails rolled for the Imperial Russian Government in 1917, but never delivered because of the Revolution.

In the three-railing operation, the main track had to be centered on its roadbed in accordance with the heavier standard-gauge equipment, necessitating a shift of 7¼" in the old track centre for the 42" gauge. Also, the heavier rails were only placed for standard-gauge equipment, leaving the lighterm interior rail, for the narrow-gauge. The 67½-pound rails were five inches high, while the inner rail was only a little more than four inches high, and the difference was overcome by shimming up the interior rail to the height of the outer rails. This was never a very satisfactory arrangement, and was responsible for many derailments while in effect.

Ultimately, the third rail was extended on the western end of the Island, to the end of the track at Tignish, meaning that standard-gauge



cars could be sent via car ferry, direct from the mainland to all points west of, and including, Charlottetown. During this period, transfer cars were used so as to enable mixed gauge trains to be run. One end of a standard-gauge flat car was equipped with two drawbar sockets, one in the regular position for standard-gauge equipment, the other 7¼" to one side and 6" lower, for the 42"-gauge cars. The drawbar, fastened with a pin, could be placed in either socket, as needs dictated. In order to use these transfer cars, a certain amount of consistency was necessary in laying the third rail, and the rule was made to place it on the north, or right hand side of the track, looking west. The usual difficulties took place at wyes, where switches had to be placed in one leg, to allow the narrow-gauge equipment to pass from one side of the

standard-gauge track, to the other. Interesting photographs exist showing the double-gauge trackage at different points.

This dual gauge persisted for five years. In 1923 however, possibly underthe impetus of the new, enlarged, Canadian National Railways management, it was decided to restrict the lines west of Charlottetown to standard-gauge operation only, and accordingly, on August 11th, 1923, narrow-gauge operation ceased on all track west of Royalty Junction, as follows:

Royalty Jct. - Tignish	109.91 miles.
Emerald Jct. - Borden	12.11 "

Dual gauge was maintained between Charlottetown and Royalty Jct., 5.26 miles, to enable access to Charlottetown by narrow-gauge trains coming from the east, or Souris, direction.

Three years elapsed before any more standardization was undertaken. However, on August 22nd, 1926, the greater part of the remainder of the system was changed over from narrow-gauge to standard-gauge, without a dual-gauge interval, as had previously been the case. Preparations had been made in advance, and the change was made in one day on the following lines:

Royalty Jct. - Souris	75.08 miles.
Mount Stewart Jct. - Georgetown	24.10 "
Montague Jct. - Montague	6.50 "

This left the branch from Harmony Jct. to Elmira, 9.90 miles, and this was changed over about ten days after the other portion, about August 30th, 1926. Narrow-gauge rolling stock left isolated was minimal, but that which remained was taken to Charlottetown loaded on standard-gauge flat cars.

The remaining segment of line, from Charlottetown to Murray Harbour, 47.70 miles, remained 3'6" gauge for some years. While there had been no engineering difficulties on the remainder of the system, the Murray Harbour line left Charlottetown over the Hillsborough Bridge, upon which severe weight restrictions were in effect. It should be noted here that the Murray Harbour branch was accessible only via the Hillsborough Bridge at this time, the branch from Mount Stewart to Vernon via Lake Verde being built only in the early 1930's. For some time, it was thought that the Murray Harbour line would never be changed over, but finally, in the month of August, 1930*, this line too, passed out of existence, leaving the narrow-gauge only a memory on Prince Edward Island.

As the last train pulled into Charlottetown, the only interested persons present to witness the occasion were the late Robert M. Brown of our Association, then on a business trip in P.E.I., and the Canadian National Railways' constable at Charlottetown. The 42-inch gauge lives on only 200 miles across the Gulf of Sainte Lawrence in Newfoundland, where more than 700 miles of C.N.R. and privately-owned narrow-gauge network is the largest in North America, and shows every promise of remaining so for some time to come.

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* - If any reader possesses the exact date of service cessation, the author would appreciate having it for his records.

LES ADIEUX.....

TERMINATION OF SERVICE ON SAINTE-ANNE-DE-BEAUPRE ELECTRIC RAILWAY MARKED BY THE ASSOCIATION.

Nearly fifty-nine years of electric railway service between Quebec, Montmorency Falls, Sainte-Anne-de-Beaupre and St.Joachim were terminated at 2:00 AM, Monday, March 16th, 1959, when the last electric passenger train arrived at Sainte Anne from St.Joachim, after having made the through run over the line as train 48, leaving Quebec at 11:59 PM, Sunday, March 15th.

The lights were turned out in the platforms of the St.Paul Street station in Quebec for the last time, ending a service which had begun as a steam railway, the Quebec, Montmorency & Charlevoix Railway, in 1889, only to undergo electrification in 1900. While Canadian National Railways will continue to operate the Montmorency Subdivision as a part of its diesel-served route between Quebec and Murray Bay, Que., and will serve many of the principal stations formerly used by the electric trains, the passing of the electric service marks the real end of the "Chemin de Fer de la Bonne Sainte Anne" as the inhabitants of the coast of Beaupre have come to know it.

A history of the railway is described in detail in the bilingual publication "Chemin de Fer de la Bonne Sainte-Anne" which is noticed elsewhere in this issue.

An official observance of the cessation of service was made by the Canadian Railroad Historical Association's chartered train, which left Quebec shortly after 1:00 PM on Sunday, March 15th, and returned about 5:00 PM. The Committee of operation for the Association consisted of Messrs. C.W.Kenneth Heard, Leonard A. Seton, Jean-Marie Leclerc, and Omer S.-A. Lavallee. Mr. Charles E. Saint Laurent, Asst. Superintendent, Canadian National Railways and formerly Superintendent of the Montmorency Division of the Quebec Railway, Light & Power Company was in charge of the train movement, while the crew consisted of Conductor O.L.Lemieux, Brakeman W. Cote, and Motorman A.Babineau.

A remarkably good turnout of members and friends was made on this occasion. Seventy-nine passengers were carried, coming from Quebec, Trois Rivieres, Montreal and Toronto. Guests from the United States included delegations from the trolley museums at Kennebunkport, Me., Branford and Warehouse Point, Conn. Others came from New York and Boston. Particularly gratifying to the committee was the fact that some of our United States passengers cane from as far afield as Iowa, Wisconsin, Indiana and Michigan. Members of the Executive Committee present, besides Messrs. Heard, Seton and Lavallee on the Committee, included Dr. R.V.V.Nicholls, our President, accompanied by his wife and daughters, Mr. S.S. Worthen, and Mr. W.L. Pharoah. The Superintendent of Rolling Stock, Mr. R.R.Clark, was also along, casting a critical, if premature, eye on the two units of our train, which the Association hopes to preserve in the rolling stock collection. The train was made up of No.401, the dean of the electric interurban cars, which has been in continuous service since 1902. No.401 pulled combination baggage-passenger car No.105, formerly QRL&PCo. No.108, which has been running on this line since 1889. Just before leaving Quebec's ancient St.Paul Station, we had our images preserved for posterity by a photographer from "L'Action Catholique", a large Quebec, French-language daily newspaper.

(continued on page 43)

Third instalment of...

The Story of Tunnels

by Omer S. A. Lavallée

SIMPLON TUNNEL

No discourse on the subject of tunnelling, no matter how short such a work might be, could conceivably be complete without dwelling for a moment on the great Simplon Tunnel, that gateway of international rail traffic, leading from the Rhone Valley in Switzerland to the valley of Antigorio and the northern plains of Italy.

I have no doubt that many readers have heard of this huge engineering project, an undertaking of some twelve and-a-quarter miles in length, through which in a pre-war and comparatively peaceful era, those diminutive European trains with the intriguing names such as the Simplon-Orient Express and many others, passed unobtrusively through the inner recesses of an Alpine mountain range of an average 7,000-foot height.

Trains require something over twenty minutes to effect the passage of the tunnel, which lies under the pass of the same name, whose historical significance dates from pre-Roman times. Let us dwell for a brief space on the use of the Simplon Pass before the coming of the railway.

The use of the pass as an artery of commercial and military significance is mentioned in incomplete records of the time of the "World State", the Roman Empire. Nothing more than a path, and a narrow one at that, its importance as an avenue of communication between the Gauls and the Italian peninsula attained considerable proportions by the Thirteenth Century, following the Swiss War of Independence instigated by the inhabitants of the cantons of Uri, Schwyz and Nidwalden in a solemn oath taken in the glade of the Rütli, in the year 1291. Old chronicles of this period tell us of the existence of a hospice which is still to be seen. This hospice is situated at an altitude of 6565 feet, just south of the highest point in the pass. To the Emperor Napoleon must go credit for the exploitation of the Simplon Pass Road as one of the highways of Europe, and, incidentally, as a means for his own ends. The construction of the modern road was begun in 1801 and took 4½ years. It is recorded that the first coach travelled over the pass in October 1805.

In 1847, Switzerland saw its first railway operation and, a short ten years later, the first serious suggestion to tunnel the Simplon was made. This was followed by many other proposals including suggestions for rack railways, inclined planes, funiculars and the like. In 1889, a conference of Swiss and Italian government officials participated in a meeting at Berne which laid the first concrete proposals for the construction of the Simplon Tunnel. In 1890, another conference was held by interested parties and several contracting firms were invited to participate. The findings of the conference were examined by a Swiss government commission consisting of several civil engineers of notable repute.

The tunnel proposal, which, incidentally, was estimated to cost almost 70 million Swiss francs, was approved by the commission. The construction contract was concluded in 1893, followed by a treaty with Italy on November 25th, 1895, known as the Simplon Agreement.

Simultaneously, the Jura-Simplon Railway obtained a 99-year

concession from the Italian government for the exploitation of that portion of the line in Italian territory. Shortly afterward, the Jura-Simplon Railway was purchased by the Swiss Government who took over the line's obligations in respect of the Simplon Tunnel.

Construction was started in October 1898. We, in a modern world, cannot appreciate the vastness of the project which presented itself to the constructors of the tunnel. None of the tunnels then in existence even approached the proposed Simplon in length. Indeed, the longest structure then in existence was the Saint Gotthard tunnel, 9¼ miles long, of which we have spoken previously. The new tunnel was to be one-quarter again as long and even if the engineers desired to look back on the construction of the Saint Gotthard for encouragement, their enthusiasm must have been dampened to a considerable degree, to say the least, as they contemplated the terrible price in human lives and constructional reverses it had cost, as we have seen. However, the experience gained in its construction was invaluable and necessary precautions were taken in the building of the Simplon to prevent a recurrence of engineering errors.

The method of construction which was adopted involved the boring of a small subsidiary tunnel of a secondary nature, parallel with the proposed main tunnel, and connected with the latter workings by transverse headings. It was destined to be used as a service tunnel and was also planned to be used in the provision of adequate ventilation at the working face.

Powerful fans were installed for this purpose. The subsidiary bore also served as a conduit for the water pipes which carried water under pressure to the workings where it was used to drive a newly invented rotary hydraulic drill which had been devised by one of the engineers, Herr Brandt. Lastly, the service tunnel was to act as a drainage system if, as was likely, any underground springs or other sources of water were encountered. This subsidiary tunnel had a section of 10' 6" by 8' ½". The main tunnel as per the original specifications was to have a section of 14' 9" by 18' ½" and the axes of the main and subsidiary tunnels were situated 55' 9" distant from one another.

Eventually, when the need arose, it was expected to widen the secondary tunnel into another tunnel and the contract stipulated that the request for the completion of the second tunnel be made within four years of the completion of the first tunnel. Geological estimates of the types of rock to be encountered proved to be of little value, as they were based on geologists' knowledge of the rock formation in the Saint Gotthard bore.

The greatest trouble of all, however, was experienced from springs which, ordinarily troublesome in work of this nature, complicated matters by the fact that they were hot springs. Though their presence was suspected, it was thought that the maximum temperature encountered would be around 107° F. and pipelines were laid in the service tunnel for the purpose of spraying the rock face and passing ventilating air through other water sprays to cool it. It may be mentioned here that the contract called for the temperatures to be kept as low as 77° F. The springs far exceeded in heat, the temperatures expected and, in the fall of 1902, a peak of 131° was encountered which rendered the installation of a refrigeration system an absolute necessity.

The headings from the north and south portals were continually coming into contact with underground water pools and, at one point,

some 4,400 meters (about 14,000 feet) from the southern end of the tunnel, water flowed at the rate of 3,000 gallons per minute. This nearly put the whole project on the shelf. However, the volume soon diminished and drainage was aided by the 1 in 145 grade of the southern section. In May of 1904, a new inrush of water on the north side, at the rate of 500 gallons per minute, coincided with a mountain slide at the power station, thus putting the intake out of commission. Powerful pumping and ventilating machinery thus became idle and the work on the northern heading was abandoned.

The northern heading had passed the summit of the tunnel. Thus it will be appreciated that the water encountered had now to be pumped up to the summit of the bore, as there was yet no natural outlet available to the south. The mountain slide caused such damage to the pumping machinery that it was deemed advisable to suspend operations from the north. Steel doors were then erected in the main and subsidiary tunnels; these doors were set in concrete and the water was allowed to accumulate between them and the headings in both tunnels.

Work proceeded apace in the southern heading, with considerable trouble from the springs. At one point, water, at a temperature of 115°, gushed into the workings and at a rate of 2,000,000 gallons a day and it was necessary to construct a gallery into the subsidiary tunnel for the especial purpose of allowing this water to drain away. The duct through which the hot water ran had to be covered in with timber to prevent unnecessary heating of the atmosphere which had already become just about as hot as the workmen could bear. When this last event occurred, there remained only about 800 feet of rock between the two headings and, as the excavation progressed toward the previously abandoned northern heading, temperatures became higher and higher. On February 25th, 1905, the drills broke through into the water-flooded northern heading and the water rushed through the opening.

By this time, the temperature had risen to such an extent that a day had to be allowed to permit the tunnel to cool enough to allow an inspecting party of engineers to view the connecting hole. Even at that, two of the party were overcome by the excessive heat, and later died from the effects of the heat combined with carbon monoxide poisoning. However, communication was thus established after nearly 2,400 working days. The completion of the tunnel required almost a year and on the 25th of January, 1906, the first passenger train passed through the Simplon Tunnel; regular service through the 12 mile 668 yard bore commenced the following June.

Almost immediately, it was proposed by the Engineering Department of the Swiss Federal Railways to proceed with the enlargement of the second tunnel, pointing out that traffic requirements would demand its use sooner or later. A start on this endeavour was not made until the fall of 1912, but the first World War put a stop to operations from the north end in July 1918, while work in the southern section had come to a standstill in March 1917. At this time, only 1,900 yards remained to be completed. Work was resumed in December 1919 and was completed two years later, on the 4th of December 1921. Following the opening of the first bore in 1906, steam motive power was used for the trains until the electrical equipment had been installed in 1907.

As completed, the Simplon Tunnel carries the main Geneva-Milan railway line through Monte Leone, 11,684 feet in height. The northern portal is located at the village of Brigue in the canton of Valais in Switzerland, and the southern entrance is at Iselle, in Italy.

Just beyond Iselle, the line passes through the only spiral tunnel on the Simplon route, the Cairasca Tunnel. This structure has the distinction of being the longest tunnel of its type in the world. The difference in altitude between the north and south portals of the Cairasca is 307 Feet. It is 1 mile 4560 feet in length. None of the seven spiral tunnels on the Saint Gotthard Railway is more than one mile in length and none makes a greater ascent than 118 feet.

THE LÖTSCHBERG TUNNEL

Much of the space in this story has been devoted to the subject of Alpine tunnels. I feel, however, that I cannot leave the geographical area without a cursory glance at the remaining lengthy passage in the Swiss Alps, the Lötschberg Tunnel, on the Berne-Lötschberg-Simplon Railway and its attendant constructional difficulties.

The route of the B-L-S Railway includes no less than thirty-four tunnels in its route from Thun, in the Bernese Alps, to Brigue in the Rhone valley, where connection is made with the Federal Railways line through the Simplon Tunnel.

On its route up the northern slope, we find an open spiral employed to raise the line some 1,800 feet in nineteen and-a-half miles. There is a path over the pass above the tunnel. This Gemmi Pass road was made jointly by the cantons of Berne and Valais between the years 1737-1740, but the railway now offers the traveller to the Rhone valley a much more comfortable and expeditious means of transport.

The tunnel begins about a mile-and-a-half south of Kandersteg station and continues for nine miles and fifty-five yards through to the Lötschental at Goppenstein, a wild Alpine valley after which tunnel and railway are named. In long tunnelling such as this, it is always the unexpected which happens, as we have seen. In the Lötschberg, suprise and tragedy were combined in a single accident. Excavation of the tunnel began in October 1906. The northern heading had proceeded about three miles from the portal on the 24th of July, 1908 when, without the slightest warning, a dynamite charge burst through into a deep fissure below the floor of a river valley above the tunnel. The workings were immediately flooded and debris filled the bore for more than a mile back. Of the twenty-five men at work at the face, only one lived to tell the tale, and the majority of the equipment was lost. After this tragic occurrence, work was suspended. It was perfectly clear to the engineers that to attempt to clear away the obstruction and proceed, was to invite further disaster.

Finally, after much consultation, it was decided that the only feasible method was to abandon the workings for about two miles back of the disaster area and, using the remaining mile of tunnel, bend its cours in such a way as to strike far east of the danger area. Both north and south headings were diverted and their meeting, with an error of but eighteen inches, speaks eloquently for modern engineering and surveying technique.

A world's record for boring was established by driving 1,013 feet of the tunnel's length through limestone in a single month. The headings met on March 31st, 1911, the masonry lining was finished in April, 1912, and in mid-July, 1913, the tunnel was opened for traffic and with it, the whole of the Lötschberg Railway. By reason of the diversion mentioned, the tunnel's length was increased from eight and five-eighth miles as planned, to nine and one-eiththe miles. It is thus

one of Switzerland's three longest bores. The highest level of the Lötschberg Railway is attained at 4,077 feet above sea level, in the middle of the tunnel.

I should like to continue my description of the Alpine railways, but I regret that space, and possibly the patience of our readers will not permit. I shall go on, therefore, to describe a few of our Canadian tunnelling efforts.

(to be continued)

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696 CAR FUND

Contributors to the Fund will be interested to know that this car was obtained by the Association, in spite of a considerable amount of difficulty in negotiation, and expense in purchasing and moving the car. It has been given a temporary home at Hull, Que. by our friends in the Canada Cement Company, and will be moved to Montreal sometime this year. The car was purchased for $300.00, and a further $400.00 was expended to move it to Hull. The expense covered not only the move, but careful dismantling of underbody parts and disconnecting electrical wiring so that the trucks could be removed. Toward the $700.00 expended so far, the Fund raised the sum of $415.00, and we consider this to be an excellent and encouraging response. The balance will be made up, ultimately, from trips and other money-raising projects, but there may be some other readers who have not as yet contributed who would like to be considered as "in" on this project. Their contributions, large or small, will be much appreciated, and will be acknowledged by the undersigned. It is hoped to carry a picture of No.696 in the May News Report. Thank you all again for your support.

Omer S.A. Lavallee,
Trustee, 696 Car Fund.

LES ADIEUX..... (continued)

Movement of our train between Quebec and Limoilou being within yard limits and by signal indication, we received our first train orders at Limoilou:

Terminal Clearance Form B.
Train Order, Form 19Y, No.16 "ENGINE 401 RUN PSGR EXTRA LIMOILOU TO MONTMORENCY FALLS .... "
Train Order, Form 19R, No.309 "TIME TABLE NO. TWENTY FOUR 24 IS EFFECTIVE AT TWO NOUGHT ONE 201 AM MONDAY MARCH 16TH .... "

With this authority, No.401's white flags were put up, and we proceeded eastward on the double track towards the Falls.

Those of the passengers who had been well acquainted with the line over the years found this to be a rather nostalgic occasion. With No. 401's horn sounding for the many crossings in the suburban area of

Quebec, the familiar local halts along the line flashed by -- Maufils, Maizerets, DeSalaberry, Monument, Giffard --. Guests of the Association for part of the trip were the wife and family of the Asst. Superintendent, Mr. St.Laurent, as well as a few regular passengers who had mistaken our special for the regular 1:00 PM train to St.Joachim.

Soon we were making our careful way through Village Montmorency, No. 401 blowing for the many crossings in this typically French-Canadian community. All too soon, it seemed, we drew up at the Falls station while Mr. St.Laurent went in to confer, over the telephone, with the train dispatcher. After a short wait, the conductor emerged with a further Terminal Clearance Form B, and three more train orders, one allowing us to run as passenger extra to St.Joachim, a second giving us a meet with train No.33 (car 454) at Chateau Richer, the third the familiar "rear end protection" order authorizing the operator at Montmorency Falls to hold all trains following us until 2:30 PM.

Losing no time in getting away from Montmorency Falls, we crossed the Montmorency River, the falls a huge, frozen, icicle in the late winter landscape. -- Boischatel, Trudelle, Riviere du Fer, -- The tall church spire of L'Ange Gardien now dominated the landscape -- Laberge, Dufournel, Petit Pre, Valin, Riviere Cazeau, Lemoine --; 401's horn sounded again for the crossings in Chateau Richer. The little halt at Chateau Village was passed and soon we stopped to take siding at Chateau Richer. This station, like those at Giffard, the two Montmorencys, Boischatel and L'Ange Gardien, is one of the larger structures, as contrasted with the tiny shelter-halts along the line, which are being served for the last time today.

After a short wait, in which many pictures were taken of the station with its gingerbread name-board, car 454 drew up fulfilling the schedule of train 33. Much film was used on this meet, and soon the passengers were on board again and our train under way. -- Lefrancois, Visitation, Baker Inn, Riviere-desChiens--; soon the spires of the Basilica of Ste. Anne could be seen over a spur in the hillside and a few minutes later, Passenger Extra 401 East arrived at the impressive stone station. We continued through to Ste.Anne Station, ½ mile further on, where more train orders awaited us. Some of the passengers left us here to spend their time photographing car 405, twin to our 401, and visiting the car house, while we went five miles further to St.Joachim, the end of the electric line. The snow blew up in squally gusts as our special left Ste.Anne's, passed through the new "tunnel" under the recently-completed highway. ,, Beaupre, Donohue, all were left behind. The little halt of Queylus warned us of our imminent arrival at St.Joachim, where train 35 was waiting to leave at 3:05 PM. CNR diesel 1025, on an extra west, also waited beyond the platform. No.401 was wyed briskly while the photographers, both moving picture and still camera devotees, took advantage of the occasion.

In order to afford as much time as possible for the visitors to see the shrine at Sainte-Anne, and to visit the railway facilities, our special wasted no time at St.Joachim, and departure took place just ten minutes after arrival, ahead of train 35. Returning to Ste.Anne, we spent a half hour, and during this time we were passed both by train 35 and by Extra 1025 West. About 3:45 PM, we too, left the Ste.Anne Church station, bidding our official farewell to the locality which had given impetus to the electric railway. About this time, we passed through a sleet storm of short duration, which dissolved some of the red ink used on the "Adieu" sign, which the Committee had placed on the rear of the train.

CANADIAN RAILROAD HISTORICAL ASSOCIATION

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The ink ran down the sign, and Mr. Seton, with grim propriety, remarked that it looked like the stigmata of the Godd Saint Anne's Railway.

We met train 32, car 451, on our way back at Chateau Richer. Stops for photographs were made at Boischatel, on the bridge at Montmorency, and at Montmorency Falls station. At the latter point, the passengers climbed the long stairway to the powerhouse to get aerial views of the station, the wye and our train, now Passenger Extra 401 West, since St.Joachim.

Once again, the stations of the suburban district were covered, and at Limoilou, your Editor helped to remove the extra flags from No.401 for the last time, on the Montmorency Subdivision. Quebec was reached shortly after 5:00 PM, and amid the general melee of departure from Quebec on C.P.R. train #155, a few die-hards took pictures of No.401 being turned and running around car 105. The Committee waited until the last of the passengers had left, then turned and made their way to Palais Station and train #155 for Montreal, where a hearty dining car dinner bolstered spirits which had sagged badly in the concluding minutes of the farewell to the "Chemin de Fer de la Bonne Sainte Anne".

Six hours later, Deputy Editor Forster A. Kemp made the last regular run over the line. Here is his account ....

THE LAST RUN OF "LE P'TIT TRAIN DE SAINTE-ANNE"

Flashbulbs illuminated the swirling snowflakes and whitened platforms of Quebec's St.Paul station shortly before midnight on Sunday, March 15th, as photographers and reporters recorded the departure of the last train from the station. Several groups of people stood near the doorways of car No.454, which was to make the last run as train #48. Others sat in the warm interior of the car, awaiting the fateful moment of 11:59 PM, when the car would clatter through the stub switches of the yard and rumble over the bridge to Limoilou for the last time.

The lively conversation of the passengers gave the run an atmosphere more of a wake than of a funeral as they recalled years of riding the red cars which have connected the Ancient Capital with the Beaupre coast for sixtyyears. A clearance was obtained at Limoilou, and then the car sped on through Giffard, Beauport and Montmorency, pausing briefly to deposit some of the forty passengers who rode the last trip. Snow swirled round the windows, obscuring the lights which shone across the snow. Wheels rumbled as we crossed the Montmorency, and the whiteness rose up again as the front plow bit into the drifts. Boischatel, L'Ange Gardien, Chateau Richer, Ste.Anne; The great grey Basilica was only dimly visible through the blustery night. At Ste.Anne Station, a short distance beyond, Car 405 which had spent most of the winter as a spare car standing on a siding at Ste.Anne, was lighted up and made to plow its way across the yards to be coupled to 454.

Only a few passengers remained as No.454 towed its darkened companion across the whitened plains, past Beaupre village and the mill at Donohue, to the wye. Vigourous strokes of the broom cleared the switch points as we paused at each junction of the wye, finally backing into St.Joachim station at 1:25 AM (28 minutes late). The last two "staying" passengers detrained, exchanging a few last words with the crew and leaving eight others to return with the car.

Five minutes sufficed for last-minute farewells (most of the younger men were to be laid off) and to obtain a clearanee as Train No.105, which left St.Joachim at 1:30AM

for Ste.Anne. A brief pause at Ste.Anne Station marked the end of regular passenger service by electric cars on the Montmorency Subdivision. White flags were putup and Extra West 454 moved out toward Quebec. The interior lights were put out, and headlight and trolley formed our only illumination as we rolled, ghostlike, through the snowy night. Stops were made only at Paquet, Giffard and Limoilou to detrain some of the last riders. Finally, the car wheels rumbled over the St. Charles River bridge and clattered into St.Paul Station yards, coming to a halt with (to quote a "Montreal Star" editorial on the same subject) "a last compressed-air sigh" and the motorman and conductor went to hook off duty for the last time, leaving the snowflakes to swirl around "les p'tits trains de Sainte-Anne".

--F.A.Kemp

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NOTICE TO REGULAR MEMBERS

In accordance with the Constitution and By-Laws, Regular Members of the Association in good standing are hereby notified that, at the regular monthly meeting of the Association which is to be held on Wednesday, April 8th, 1959, as announced herein, a motion will be introduced for the consideration of the Meeting, amending Paragraph 2, Section B, of the "By Laws incorporated in Memorandum", and other pertinent sections, respecting the proposal and admission of new members into the Association.

By order of the Executive Committee,

C.W. KENNETH HEARD, Secretary

NOTES AND NEWS
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by Forster Kemp,

e Toronto already has a by-pass route for highway traffic, and soon it will have one for railway traffic also. The 33-mile route is part of a comprehensive plan for Canadian National Railways' Toronto Terminals area, which also includes a hump-retarder classification yard of the latest design. The by-pass line will leave the Oshawa Subdivision at mileage 314 (from Montreal) between Pickering and Port Union, and pass to the north of the city, crossing the Uxbridge, Beaverton and Newmarket Subdivisions, and joining the Brampton Subdivision at Malton. The line from Malton to Georgetown will be double-tracked and trains will use the Milton Subdivision from Georgetown to Burlington, whence they may proceed westward or southward. The yard is to be located at the northwest angle of the crossing with the Newmarket Subdivision (Toronto-Barrie).

e Following are the names of eight sleeping cars recently acquired by the Canadian Pacific Railway from the New York Central Railroad:

NYC name	becomes	CPR name	NYC name	becomes	CPR name
Fall Brook		Eastview	Cascade Faun		Armdale
Singing Brook		Mountview	Cascade Lane		Brookdale
Plum Brook		River View	Cascade Mist		Cloverdale
Babbling Brook		Seaview	Cascade Run		Riverdale

The "View" cars are finished in fluted stainless steel. CPR has applied Tuscan Red lettering boards, with yellow lettering, and a narrow red stripe below the windows. "Dale" cars are red, with yellow lettering.

SUPPLEMENT TO NOTICE OF MEETING

As we reached page 47 in preparing this month's News Report, the President called us to say that the speaker for the April meeting will be Mr. John Westwood, of the Department of Transportation Research, Canadian National Railways, who will address the Association on the topic, "Russian Railways".

- Editor.

- Nineteen sleeping cars have been purchased by Canadian National Railways from the New York Central Railroad. The cars contain eighteen roomettes each, and are of lightweight, smooth-side design, with retractable steps and four-wheel trucks, in NYC two-tone grey and white colour scheme. They are being repainted at Pointe St. Charles shops in Montreal. NYC names, and new CNR numbers and names are as follows:

NYC name	becomes	CN No. and name	NYC name	becomes	CN No. and name
Caminada Bay	2052	Val Alain	Chesapeake Bay	2062	Val Jalbert
Dorcas Bay	2053	Val Brillant	Great Peconic Bay	2063	Valjean
Sandy Hook Bay	2054	Valcartier	James Bay	2064	Valmarie
Traverse Bay	2055	Val Cote	Chaumont Bay	2065	Valmont
Gardiners Bay	2056	Val Court	Humber Bay	2066	Valois
Huntingdon Bay	2057	Cal d'Amour	Thunder Bay	2067	Valparaiso
Sodus Bay	2058	Val d'Espoir	Delaware Bay	2068	Valroy
Casco Bay	2059	Val d'Or	Haverstraw Bay	2069	Valrita
Dorchester Bay	2060	Val Doucet	San Francisco Bay	2070	Val St.Patrice
Three-Mile Bay	2061	Valhalla			

Some existing cars bearing names in the "Val" series have been renamed and others have been redesignated as coaches, with numbers in the 4300s.

- The last steam locomotive on the Ontario Northland Railway, No.200, a 4-6-0, will be displayed in Lee Park in North Bay, Ontario, as a memorial in an area which owes much of its development to the locomotive's use as an instrument of rapid and high-capacity transportation.

- The London Railway Commission has decided to retain the 25-mile London & Port Stanley Railway, and is seeking the most economical way of operating the line. The Commission has thus turned down the Canadian National's offer to purchase the railway for a reported price of $1 million.

- An important change has been made in the timetable for conversion from rails to rubber of two Montreal Transportation Commission routes. These are routes 24 MILLEN and 40 MONTREAL NORD, both operated on private right of way from Youville Shops. Originally planned for September , the changeover to bus operation will be made May 3rd. This is due to the intention of the City of Montreal to complete the roadway on Millen, Avenue, and to widen Blvd. Henri-Bourassa by appropriating the present track reservation.

- Passenger service on the Niagara, St.Catharines & Toronto Railway will also have ended before this appears. March 28th was the last day of scheduled passenger service on Canada's last interurban trolley line. Details of the final trip will appear next month.

- Ottawa's decimated traction system, which saw the substitution of buses for electric cars of the Bank-St.Patrick route on January 12th, and on the Holland-Laurier line on February 16th, will make a similar changeover on the Preston-Rideau route early on the morning of April 4th. The remaining line, Britannia-George Loop, is expected to be converted on June 6th. Removal of the Bronson trolley-coach line, expected in September, will end all electric operation on what was once known as the Ottawa Electric Railway.

- Canadian National Railways has purchased bodies from National Steel Car Corporation, of Hamilton, Ontario, for six new business cars to be used by its officials. These cars willbbe of modern design, similar in appearance to the charter cars "Burrard" and "Bedford" built in 1954, and to Business Car No.91, which was rebuilt from Coach 5584. The cars will be completed by the railway at Point St. Charles Shops in Montreal.

- Canadian National Railways discontinued passenger service on mixed trains 153 and 154, operating three times weekly between Inverness, Port Hawkesbury and St.Peters, N.S. on March 1st, after a hearing held in Moncton. The CNR also applied to discontinue Trains 77 and 78 between Moncton and Point du Chene, NB but the decision of the Board of Transport Commissioners has not yet been made public. The trains carry about 200 commuters daily, many of whom are employed in the CNR Moncton shops.

- The site of the Moncton hump yard of Canadian National Railways provides a considerably large open space for a task which requires a great deal of ground by reason of its nature. This involves the welding together of 39-foot lengths of 132-pound rail into 1170-foot "ribbonrail" sections, and the loading of them onto a train of 25 open-end gondolas. Such a train recently carried 42 such rails from Moncton to Springhill Junction, a distance of 65 miles. 14 miles of welded rails will be laid in the Moncton-Halifax line during the summer. This was the first time that welded rails have been carried in tiers on CNR lines.

- Canadian Pacific Railway recently opened a new station at St.Basile, Que., on the Montreal-Quebec line. Although it is of the modern, flat-roofed design, it is attractively faced in locally-quarried stone. The former station building, erected originally in the late 1870's by the Quebec, Montreal, Ottawa & Occidental Railway, was destroyed by fire three years ago.

- Canadian Pacific Railway is engaged in scrapping its last four buffet-parlour-observation cars. As far as it is known, these are the last public passenger cars on the CPR system having open observation platforms (mountain observation cars excepted). The cars were numbered 6612, 6613, 6615, and 6616. Also to be scrapped is restaurant car 6402 (formerly dining car "Bangor"). The dining cars "Wilton", "Woodstock" and "Airlie" are to be converted to service cars.

VISIT TO PANORAMA OF TELEPHONE PROGRESS...

The field of communications is allied so closely to that of transportation, that our member Mr. Fred Motton, of the Bell Telephone Company, has invited Montreal members and their wives or friends to visit the Bell Telephone Company's "Panorama of Telephone Progress", an exhibition of historical communications equipment, at the Bell Building, Beaver Hall Hill, Montreal, at 8:00 PM on Wednesday, April 15th. There is no charge, and refreshments will be served, but members MUST RESERVE IN ADVANCE at the April 8th meeting.

NOW

IS THE TIME

FOR ALL RAIL FANS

TO DECIDE TO ATTEND THE

SPRING EXCURSION

BELLEVILLE - BANCROFT
ONTARIO

MAY 10, 1959

6.45 a.m. - 5.45 p.m.
E.S.T.

A MOGUL AND A CONSOLIDATION

DOUBLEHEADED

STEAM POWER

TICKETS - $8.00

MOVIE RUNS AND PHOTO STOPS

xx - xx - xx

LUNCH CAR

xx - xx - xx

ATTENTION MONTREAL AND NEW ENGLAND PASSENGERS

A roomette car will be reserved for passengers from Montreal, or passing through Montreal to the Spring Excursion Trip via C.N.R. from Belleville to Bancroft. Return fare and roomette charge is $24.15, Montreal-Belleville return. A minimum of 18 reservations is required. Reservations received will be held until the minimum has been received; then mailed promptly. If by May 2nd., the minimum number has not been received, you will be advised immediately by mail; and your money refunded. We will advise on other connections available at that time.

SCHEDULE

May 9 Lv. Montreal CN Central Terminal 8.35 p.m. EST AR. Belleville
May 10 2.44 a.m., occupancy to 6.45 a.m. Returning via Train 118
May 11 at 12.35 a.m. (occupancy 10 p.m.) arriving Montreal 6.55 a.m.

TO: Passenger Agent, Canadian Railroad Historical Assn.,
P.O. Box 22, Station B, Montreal, Quebec.
Please reserve ____ roomette(s) @ $24115, and ___ ticket(s) @ $8.

NAME .....
ADDRESS . . . . . .
. . . . . .

Money Order enclosed
Canadian Funds.