

SEPTEMBER 1950

TRIP ACCOUNCEMENTS

On October 1st the Association has arranged to hold an excursion over the Canadian National Railways' Montfort Subdivision to Huberdeau, Que. in diesel-electric rail car No. 15837 hauling one passenger coach. The trip is to commemorate the 25th anniversary of the famous 67 hour Montreal to Vancouver run of C.N.R. diesel-electric car No. 15820 in October 1925. The line to Huberdeau, through the Laurentian Mountains is very scenic and the foliage will be in full Autumn colour. Special stops have been arranged for photographers. As this is the first railroad trip the Association has arranged, members are requested to co-operate to the fullest possible extent. Fare is \$4.25 per person which includes a box lunch and beverage. Everyone is welcome, bring along your friends. Tickets may be purchased from:

S. S. Worthen,
3 Prospect Street
Westmount, Que.

Phone: We.4358 (evenings)

October 1st, 1950

Train will leave CENTRAL STATION at:-

8:15 A.M. STANDARD TIME

And VAL ROYAL STATION at:-

8:50 A.M. STANDARD TIME

YOU MUST HAVE YOUR TICKETS BEFORE BOARDING TRAIN

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A trip over the electric freight lines of the Cornwall Street Railway is being held on September 25th, by the Cornwall Electric Railway Society. The trip will be made in the Society's car #29, a former street railway passenger car. This car has recently been completely re-painted by the Society. The fare will be \$1.25 per person.

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IMPORTANT NOTICE

The Canadian National Railways has announced the imposition of a ban on taking photographs of Company property and equipment.

The following quotation is reprinted for the information of members who may be travelling to the United States, from a circular published by the National Railway Historical Society of Baltimore, Md.

"On July 22, 1950, for security reasons, the United States War Department issued an Order prohibiting the taking of photographs on all railroad property, and the inspection or visiting of railroad terminals.

"Railroad and local police officials are now enforcing these restrictions. Some of our members have already had unpleasant experiences, even to the point of being ordered off of station platforms".

It is suggested for the benefit of members that these restrictions be respected.

ITEMS OF INTEREST

CENTENARY OF THE OGDENSBURG & LAKE CHAMPLAIN RAILROAD

On May 14th, 1845, a charter was granted to the Northern Railroad of New York to construct a railway line from Rouses Point to Ogdensburg. Construction was started in the following year, and the line was opened for through traffic on September 20th, 1850.

The Railway Guide for 1852 indicates that there were two round trip passenger trains daily. By comparison with a present-day timetable of the Rutland Railroad (present owner of this line) several interesting changes can be noted from the following list of stations, shown in the 1852 Guide:

NORTHERN RAIL ROAD (NEW YORK) - 1852

<u>Mile</u>	<u>Station</u>	<u>Mile</u>	<u>Station</u>
0	ROUSES POINT	57	MALONE
4 $\frac{1}{2}$	CHAMPLAIN	63	BANGOR
12	MOOER'S	68 $\frac{1}{2}$	BRUSH'S MILLS
15 $\frac{1}{2}$	CENTERVILLE	71	MOIRA
21	SAND PIT WATER STA.	76 $\frac{1}{2}$	LAWRENCE
23	CHAZY	82	STOCKHOLM & BRASHER FALLS
29	ELLENBURGH		
30	BRANDY BROOK	90	KNAPP'S
35	GRAVEL PIT	93	POTSDAM
37 $\frac{1}{2}$	SUMMIT	101	MADRID
45	CHATEAUGAY	109	LISBON
49 $\frac{1}{2}$	BURKE	118	OGDENSBURGH

In 1864, the line was re-organized as the Ogdensburgh and Lake Champlain Railroad. In 1873, the line was acquired by the Central Vermont Railroad and remained with this company through a number of financial vicissitudes until 1902. In the latter year, it was purchased by the Rutland Railroad, in whose possession it has remained.

FIFTIETH ANNIVERSARY OF THE MONTMORENCY DIVISION OF THE QUEBEC RAILWAY, LIGHT & POWER COMPANY.

On the 15th of August, the "Chemin de Fer de la Bonne Sainte-Anne" observed the fiftieth anniversary of the first electric train between Quebec and Ste. Anne-de-Beaupre. Service along the coast of Beaupre had been given for some ten years previously by the steam trains of the Quebec, Montmorency & Charlevoix Railway. In 1899, with the commencement of the electrification of this gradeless line, the company name was changed to Quebec Railway, Light & Power Co. The preliminary electrification was completed between Quebec and Montmorency Falls and

the first electric train service established on May 27th, 1900, followed by the opening of the electrified service to Ste. Anne on August 15th. Subsequently, on September 6th, 1900, the electrified service was extended to St. Joachim, which is the present terminus of the Q.R.L. & P.

It was not intended to haul passengers on the first return trip to Ste. Anne as a test run. On the return trip, however, the car was unexpectedly pressed into service to carry two distinguished Roman Catholic prelates, Msgr. Merry del Val, Apostolic Delegate to Canada, and Msgr. Nazaire Begin, Archbishop of Quebec, back to the capital city from a pilgrimage to Ste. Annes. Their trip to the shrine had been made in the Archbishop's carriage, which sustained a broken axle at Ste. Anne. The reaction of the reverend gentlemen to the comfort of the electric railway has unfortunately not been recorded, but it could not have been other than favorable as the last survivor of the 300 series of cars used on the occasion was scrapped less than two years ago.

THE CANADIAN RAILWAY STRIKE

The threatened strike of non-operating railway workers became a reality at 6:00 A.M. on Tuesday, August 22nd. Within a few hours after the deadline, all trains had pulled into terminals and the strike became complete. Though the strike was without doubt the most complete industrial tie-up Canada has ever experienced, its nine-day duration was remarkably free from any incidents or violence of any kind, and it was terminated through Government intervention at 9:20 P.M. on Wednesday, August 30th, 1950. Within a few hours afterward, trains were in motion and normal service was restored for the heavy Labor Day weekend traffic.

First engine to leave the CNR Turcot roundhouse was the Bonaventure switcher, No. 7349, which left the shop at 11:55 P.M. During the strike, there were 142 "dead" engines in and around the Turcot engine terminal. The situation in the CPR Montreal Terminal yard was similar. The first train movements out of Montreal on the CNR both left Turcot Yard simultaneously at 4:00 A.M. One was train No. 490, manifest freight for Portland, with GT engine #3704, while the other was an extra west for Toronto, headed by diesel-units 9002-3. First train to leave Montreal on the CPR was train No. 902, which left the St. Luc Yard. On both railroads, regular suburban passenger service was completely restored the following morning.

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In July, the Rutland Railroad underwent another re-organization, coming out of the legal mill as the Rutland Railway. It appears quite probable that the new management will start to dieselize the line within the next year. The Rutland's Chatham branch was tied up recently due to a wash out on the line near Bennington, Vt.

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The East Alburgh trestle of the Central Vermont R.R. had its reconstruction completed on August 25th. Due to the strike, however, the first train did not run until August 31st, 1950. This trestle had been partially destroyed by fire several months ago. All Central Vermont service has now returned to normal.

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Fairbanks-Morse units Nos. 4801-4802, two "A" units totalling 4800 HP were recently used on test on the Canadian National Railways. They were operated daily on CNR trains #17 and #8 from August 15th to September 9th.

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In an effort to headoff the threatened strike of railway conductors and trainmen, the United States Government seized all United States railroads on August 27th. A bulletin issued by the Rutland Railway and the Central Vermont R.R. indicate that they are now under the control of Maj.-Gen. F.A. Heileman, Chief of Transportation, United States Army.

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The Iberville-Frontenac Streets portion of No. 95 carline of the Montreal Tramways was scheduled to have been abandoned on September 3rd. However, a dispute over seniority rights of street-car employees being transferred to the bus division, lead to a wild-cat strike. All rail lines were out of service by late Saturday afternoon, September 3rd, although bus lines continued to operate. Complete service was resumed on Sunday, although the dispute was not settled. Street cars will continue to run on the Frontenac line until the dispute is settled. All equipment transfer brought about by the pending abandonment were made on schedule and, consequently, spare two man cars are being used on Frontenac line, although many of the motormen and conductors are wearing bus drivers uniforms.

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The "Tremblay Report" on Montreal's transportation problem was made public on September 16. Besides the numerous recommendations in the 95 page report, it is noted that it considered that 430 of the street cars were obsolete and should have been scrapped years ago. Presumably it refers to all cars numbered below 1525. It recommended that they be replaced by P.C.C. cars or busses.

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On September 12th, the former Temiscouata Railway shops (now C.N.R.) were destroyed by fire. No rolling stock was lost as it had been transferred to the C.N.R. yards.

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A 660 hp diesel switcher built by the Montreal Locomotive Works is being tested for a period of two weeks by the Canadian Pacific Railway at St. Luc Yard. It has been assigned the number 7004.

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The Toronto Transportation Commission has purchased 52 modern P.C.C. type street cars from the Cincinnati Street Railway. These are in addition to the 50 presently on order with the St. Louis Car Company.

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