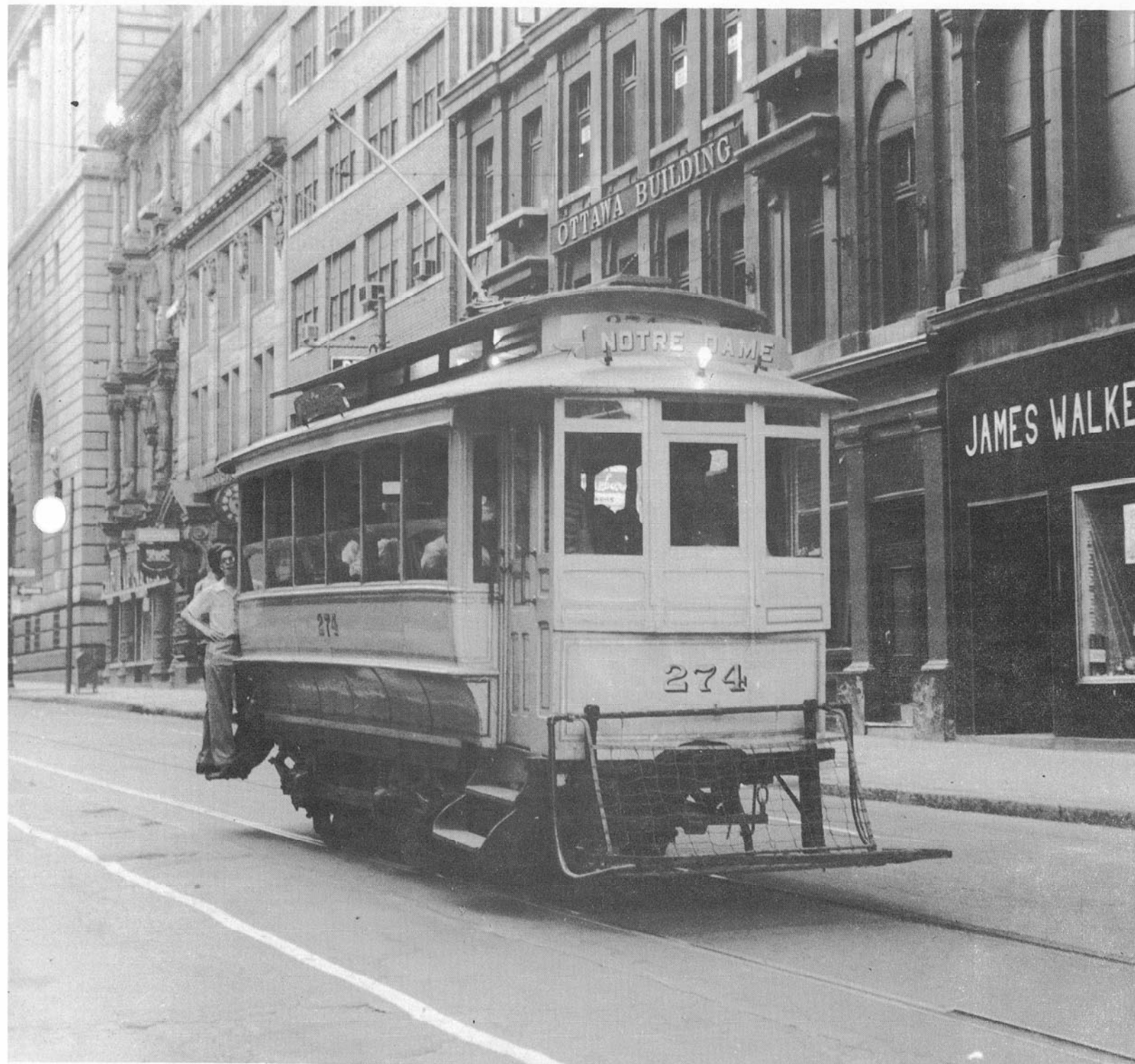


# CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

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

NEWS REPORT No. 80

JULY-AUGUST 1957



SAINT JAMES STREET was on Montreal's first horse car route, in 1861. On Sunday, June 23rd, our No. 274 became the last street car to pass through the famed Montreal financial thoroughfare, bringing 96 years of rail service to a close.

As is customary during the summer months of July and August, there are no regular meetings of the Association.

### Association News

The Trip Committee are busily engaged in planning the Annual Fall Foliage Excursion, which will take place this year to Labelle, via the Canadian Pacific Railway, from Windsor Station, on Sunday, October 6th.

Present plans call for the train to be pulled by a Class H-1-a Hudson (4-6-4) type steam locomotive, of the 2800-2819 series. Equipment will include air-conditioned coaches, and if there is sufficient response to the advance advertising, which is to be released shortly, facilities will be available at slight extra charge, to travel first class in parlour car chairs. Half a dozen on-line photo stops have been arranged, and the train will make a special stop at Mont Tremblant station, nine and one-half miles short of Labelle, for those whose interests lie rather in the picnic and tourist facilities of the Mont Tremblant region, rather than in the railway facilities alone at Labelle. Those who would rather remain aboard to photograph equipment at Labelle will, however, be carried to that point from Mont Tremblant at no extra charge.

At press time, the Trip Committee had not released the schedule or the fares, but a separate printed circular will be sent to all those on our mailing list, within a week or ten days.

As it is anticipated that this will attract a considerable number of our friends from the United States, who are being invited to attend specially through a thorough publicity campaign in the Eastern states and in New England which has been organized by Mr. Marjoribanks, you are asked to make your reservations as early as possible after receipt of the printed circular.

--- REMEMBER, KEEP SUNDAY OCTOBER SIXTH OPEN FOR THE FALL TRIP ---

### OUR COVER:

A photograph made by your Editor, on Sunday, June 23rd, is the subject of our first News Report photo cover. On this date, the Association's No. 274 became the last street car to roll through St. James Street, Montreal's financial district, ending ninety six years of street railway operation. The car is pictured at the corner of McGill.

**RAILWAY DIVISION :** On two successive Saturdays, July 6th and 13th, the members of the Railway Division completed the repainting of our steam locomotive, No. 2, which was donated to the Association last fall by the E.B. Eddy Company of Hull, Quebec. The engine is now

resplendent in a glossy coat of black paint, with window frames, and the background of the number plate in Chinese red. Striping, numbering and lettering, as well as the driving wheel tires are in white. The lettering has yet to be placed on the engine, and when completed, it will bear the inscription "Donated by E.B. Eddy Company, Hull, Canada" on the back of the tank below the number. No. 2 was built by the Montreal Locomotive works in 1926 and is in very good, operating condition, betraying good care and maintenance while in the hands of its previous owners.

The practice of the former Newfoundland Railway has been followed in that the ends of the upper beam, at each end of the locomotive, have been painted red. The leading edge and backs of the footboards are black-and-white diagonal stripes. The engine, incidentally, is an oil burner, of the O-4-OT wheel arrangement.

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ONTARIO NORTHLAND RAILWAY  
SAYS  
"FAREWELL TO STEAM"

A train, including a number of official cars, pulled by a 4-6-2 type steam locomotive, toured northern Ontario on Monday and Tuesday, June 24th and 25th, 1957 commemorating the official end of the use of steam locomotives as railway motive power on the Ontario provincially-owned road.

The locomotive was No. 701, a 4-6-2 built by the Canadian Locomotive Company at Kingston in 1921. When purchased originally by the ONR, then the Temiskaming & Northern Ontario Railway, this locomotive carried the number 158. In the five-year period 1935-1940, it was No. 758 and in 1940 acquired its last number, 701. The engine weighs 36,493 pounds, and is a sister of the No. 702, which was sold several years ago to the Quebec North Shore & Labrador Railway, where it is still used occasionally.

The train, carrying prominent Ontario Northland and Ontario Provincial officials, as well as many invited guests from the press, left Timmins at 8:15 AM on Monday, June 24th, it then proceeded with brief stops at Schumacher, South Porcupine, and Porquis to Cochrane. Returning southward from Cochrane, with stops again at Porquis, and at Matheson, Ramore, Swastika and Kirkland Lake, the train spent the night at Rouyn-Noranda. Next day, Tuesday, the 25th, it ran from Noranda all the way to North Bay, stopping at Swastika, Englehart, Earleton, New Liskeard, Haileybury, Cobalt, Latchford, Temagami. Arrival at North Bay was made in the CPR station.

Thus was concluded fifty-four years of steam locomotive operation on the T&NO/ONR, the first engine, a 4-6-0 numbered 101, having been built, like No. 701 at Kingston, in 1903. The event enjoyed excellent newspaper publicity and the railway issued a souvenir booklet, entitled "The End of an Era", to mark the historic occasion.

To those of us who have an affection for the steam locomotive, some consolation was obtained from the knowledge that No. 701 is to be preserved at Englehart as a relic. Familiar with the care and pride of appearance which the Northland has always given to its engines, we are confident that No. 701 will never be allowed to fall



into that disreputable appearance which, unfortunately, has been the lot of too many relics in the past.

When the train passed through Englehart, an estimated 1,000 persons -- over half the railway town's population of 1,750, stood on the station platform in a steady rainfall to watch No.701 make history. As the train pulled into North Bay, some five thousand persons were on hand to bid farewell to steam on the Northland.

OTHER RECENT  
LOCOMOTIVE PRESERVATIONS

On April 29th, the railway town of White River Junction, Vermont, officially took delivery of a venerable Boston & Maine Railroad 4-4-0, No.494, when the engine and

its tender were moved into place on a section of track next to White River Junction's Municipal Building.

The Hartford Historical Society initiated efforts nearly three years ago to have this engine moved to White River Junction, as a symbol of that town's historical importance as a rail centre. The engine, according to a plaque it bears, was presented by the Railroad Enthusiasts Inc., and restored by volunteers from the Mechanical Department of the Boston & Maine Railroad.

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Another locomotive to earn the distinction of immortality is Canadian National Railways E-10 class 2-6-0 No. 88. This engine was recently presented to the St. Lawrence Seaway Museum at Morrisburg, Ontario, to form part of a rail exhibit. The Museum hopes to obtain a passenger car of the same era, to be placed with the locomotive on an isolated section of the old Canadian National (Grand Trunk) main line between Montreal and Toronto, which is on the Museum grounds. It is understood that the locomotive will stand beside the former CNR Aultsville station, which has also been included as part of the Museum's railway exhibit.

Our Legal Counsel, Mr. Leonard A. Seton, has promised to let us have a writeup for the August News Report on the Seaway Museum and its exhibits.

Mogul No.88 is being preserved instead of 4-6-0 No.1012, which was originally reported to have been earmarked for this purpose. No.1012 is still in operation at Stellarton, NS and we understand was not available when the Museum request was received by the Canadian National Railways.

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The first commercially successful diesel-electric locomotive in the United States, Central Railroad of New Jersey No.1000, which was outshopped in October 1925, has now found its way to the Baltimore & Ohio's famed Railway Museum at Baltimore.

No.1000, a joint product of Ingersoll-Rand, American Locomotive

Company and General Electric, is a 300-horsepower switch engine, weighing 67 tons. During the month of June, No.1000 made a commemorative trip between Jersey City and Elizabethport, 9.5 miles, and return, with reporters, historians and railway officials on board. One of the guests was Thomas D. Campbell, the engineer who operated No.1000 on its first run thirty-two years before.

The locomotive has spent the greater part of its career switching the Bronx Yard of the CRRofNJ, which is isolated by ferry boat from the rest of the system. The commemorative passenger trip was No.1000's first and last trip in passenger service.

CANADIAN NATIONAL'S  
SEAWAY DIVERSION  
NOW IN OPERATION

The issuance of Canadian National time table No.54, Montreal District, effective 12:01 AM Sunday, July 21st, 1957, marked the transfer of all rail operations over the old main line between Cornwall and Cardinal, to the new diversion which has been built to avoid the Seaway flood-out area. Previous to that date, the line had been in use for some months by freight trains, to "run in" the roadbed, but all traffic was routed over the new line on July 21st.

The new stations are: Mile 65.6 Cornwall East, 68.0 Cornwall, 75.7 Long Sault, 81.0 Ingleside, 92.6 Morrisburg, 100.3 Iroquois.

One of the last movements over the old line, was the movement of No.88 to that section of the line within the Museum grounds at Morrisburg (as reported in the article above) where the engine was isolated and the tracks removed on each side of it. Other parts of the route, which was the Grand Trunk Railway main line linking upper and lower Canada, built nearly 102 years ago, will be covered with the water of the Seaway system upon completion of the dams and power houses two years hence.

OLD HORSE CAR RAILS  
FOUND IN MONTREAL

Recently, during construction of a drain in front of the doors of one of the St. Henri Division carhouse buildings, during conversion to an autobus garage by the Montreal Transportation Commission, the workmen came upon a set of horse-car rails, forming part of a track which was originally laid on this property in the early 1870's by the former Montreal City Passenger Railway Company.

The rails are of the horse-car "step" type, and were found to be in excellent condition. They were laid on pine sills 6" square, and when one of the sills was removed with its length of rail, it proved to be as sound as the day it was placed there over eighty years ago.

Through the efforts of Mr. R.M. Binns, the rails were made available to the Association by the Montreal Transportation Commission, and will be held for incorporation into our planned Museum exhibit.

WE RIDE THE .....

# AEROTRAIN

by Anthony Clegg.

HORSES AND CATTLE GRAZING alongside the Canadian National's St. Hyacinthe Subdivision did not bolt with fright on Thursday morning, July 18th -- for they had all seen trains before. The farmers, however, did pause to look up from their fields, and autoists and children did stop to gaze, as General Motors' AEROTRAIN No.1000 sped by on one of its first public appearances in the country.

Brought to Canada through the cooperation of the Canadian National Railways and the General Motors Corporation, the modern lightweight train was demonstrated for newsmen, railway officials and other interested parties, including representatives of the Canadian Railroad Historical Association. On Wednesday, July 17th, the train was at Toronto, the next day at Montreal, with Quebec and Ottawa getting their view of the streamliner on the following two days.

Details of the revolutionary ten-car train and its specially designed 1200-horsepower diesel-electric locomotive are well known, and can only be summarized briefly here. Planned and constructed by General Motors as a possible solution to the so-called "passenger train problem", the entire train is operated as a unit. Two-axle coach bodies follow the basic design of a G.M. autobus -- for, in fact many of the components are "off-the-shelf" items from General Motors' autobus stores. Forty-passenger coach bodies of aluminum construction were increased 18" in width to provide more seating comfort and the usual chauffeur's area transformed into lavatory and galley space. More or less standard railway-type vestibules were added at each end and the whole mounted on a steel underframe, capable of withstanding 800,000 pounds of "buff", the maximum required of conventional rolling stock.

The interior fittings and the decor of the train are also far from conventional and a number of features have been incorporated which are not found in most standard railway passenger coaches. The reclining seats of the AEROTRAIN are comfortable but do not reverse requiring the turning of the complete train at terminal points. On certain runs into dead-end stations, this could be somewhat of a disadvantage. Seats are a mere detail however, and could be provided in more suitable models. A more serious fault of the train, to my mind, is the type of doors between the cars. To open these doors, they must be pushed and punched with no little force -- something akin to the "tumble-out" centre doors on the General Motors demonstrator bus used last year by the Montreal Transportation Commission. General Motors just don't seem to know how to build a door !

The demonstration run from Montreal to St. Hyacinthe on Thursday July 18th, commenced at exactly 7:05 AM as G.M. #1000 eased its red and silver train out of the National System's Montreal Central Station. Eight minutes later, the AEROTRAIN pulled into Bridge Street for a 1½ minute halt. No speed records were being attempted on this trip and it took another eleven minutes before St. Lambert Station was passed while an additional unexplained halt in the Southwark yard



dropped our passing time at St. Hubert to 7:32AM. The rest of the run to St. Hyacinthe showed that the train was capable of speeds up to 72 mph.

After arrival at St. Hyacinthe, the train was backed and turned on the wye -- then made ready for the return trip. Seventy five miles per hour was achieved on the return, with details of the times as follows:

Mile 00:0	St. Hyacinthe	Leave	8:41	AM
7.5	St. Madeleine	Pass	8:49:30	AM
25.6	St. Hubert	"	9:06	"
27.7	St. Lambert	"	9:11	"
	Charlevoix Street, Montreal	"	9:20	"

From this latter point in the Montreal Terminals we backed slowly into Central Station and the train was made ready for the visit of the public.

All in all, the cars rode well at the speeds attained -- much better than I had anticipated -- and only at the rear of the last unit was there any uncomfortable side motion. Noise, however, was high at the ends of every car, but it is my contention that this noise is allowed to enter the body by means of the poorly-fitting rubber-edged doors referred to previously. Replacement of these by tight-closing and more reasonably-manipulated doors would, I believe solve much of the noise problem. Also, imagine the snow problem in the winter with doors that don't close tightly.

Other comments overheard on the trip -- "No coat hooks" -- "What a tiny seat in the lav." -- etc., can be discounted in a resume on this interesting train, for such details ought to be modified in a production model. Likewise the rather insignificant marker lamps provided for operational purposes should be replaced by standard electric markers.

Whether or not the AEROTRAIN as built by General Motors will become a model for the trains of the "day after Tomorrow" is not for us to say at this point. Certainly no one will claim that it is the last word in passenger travel, but it does provide a real operating train in which new ideas have not been shunned. Destinay could hand the AEROTRAIN of 1957 the crown that was the ZEPHYR's in 1935, or it could become forgotten along with the steam-coach and the Auto-Railer. Whatever its future, it is heartening to see that the railways and their suppliers are still experimenting and designing new products that will keep rail transport in the foreground of the country's transportation picture.

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On Saturday, July 19th, 1957, a group of members of the Association rode the AEROTRAIN from Montreal to Ottawa. For the benefit of those who collect logs and statistics, we reproduce an unofficial log of this trip taken by Douglas Brown, our Corresponding Secretary, with a few timed miles.

Log of AEROTRAIN trip, Montreal to Ottawa  
July 19th, 1957 - Canadian National Rys.

Montreal (Central Station)	Leave	7:31:30	AM
Turcot East	Pass	7:43:30	"
Turcot West	"	7:48:30	"
Lachine	"	7:53	"
Dorval	"	7:55:15	"
Pointe Claire	"	7:59:30	"
Ste. Anne de Bellevue	"	8:04	"
Vaudreuil	"	8:07:15	"
Coteau	Arr.	8:19:30	"
"	Leave	8:23:30	"
DeBeaujeu	Pass	8:31:15	"
Ste. Justine	"	8:35:45	"
Glen Robertson	"	8:39:15	"
Alexandria	Arr.	8:45:45	"
"	Leave	8:49:15	"
Greenfield	Pass	8:56:30	"
Maxville	"	9:00:30	"
Moose Creek	"	9:05:30	"
Casselman	"	9:10:45	"
Vars	"	9:20:30	"
Carlsbad Springs	"	9:25	"
Old NYC diamond	"	9:29:30	"
Hurdman	"	9:33	"
Ottawa	Arr.	9:37	"

Timed miles:	Cornwall Subdivision:	Mile 13-14	55 sec.	(65.5 mph)
		16-17	44 "	(81.8 "
Alexandria Subdivision:	93-94	53 "	(67.9 "	
	94-95	46 "	(78.3 "	
	95-96	45 "	(80.0 "	
	107-108	45 "	(80.0 "	

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BUDD-BUILT "PIONEER III" COACH  
TO BE TESTED

It is reported that a Budd-built "Pioneer III" light-weight passenger car, will be tested in the Montreal area during the month of August. The car will be brought to Canada by the Budd Company's test RDC car #2960. It is understood that it will be utilized by the Canadian Pacific Railway on regular runs out of Montreal (but not in revenue service) during the first two weeks in August, after which it will be turned over to the Canadian National Railways for more tests for the balance of the month.

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 A FALSE NEWSPAPER REPORT has enjoyed extensive circulation among eastern Canadian newspapers, to the effect that the three Canadian Pacific Railway 4-4-0 type Class "A" locomotives are being scrapped, and replaced by a 44-ton diesel locomotive. Your Editor has made inquiries with the result that we are glad to say that this is not presently the case, and that the locomotives are in regular service. Retirement of Nos. 29, 136 and 144 may not be long in coming, however, possibly within the year.

--- O.S.A. Lavallee



- e On August 12th, Canadian National Railways will place RDC "Railiner" service on the run between Moncton and Campbellton, replacing present trains 25 and 26 and shortening the running time by one hour and 40 minutes northbound, and 1 hour and 15 minutes in the opposite direction. On August 4th, CNR will put Railiners on the Regina-Prince Albert via Saskatoon run, cutting total time by over three hours. Three-and-a-half hours will be cut off Turo to Sydney running times also, in the near future, as it is reported that CNR will put Railiners on this run also, via the recently-opened Canso Causeway.
- e Canadian Pacific Railway will discontinue service for passengers between Fraxa and Teeswater, and Saugeen and Walkerton, as well as between Ingersoll and Port Burwell, on August 5th. These lines are presently served by mixed trains. It is anticipated that the passenger service on the Woodstock-St. Thomas section will be removed shortly, as well, though no date has been announced.
- e Another rumour is being circulated concerning a possible sale of the Pacific Great Eastern Railway by the Province of British Columbia. This time, possible buyers are said to be the Great Northern and the Northern Pacific Railroads, and the price is reported at \$114,500,000. Plan behind such a purchase would be to extend the PGE through to Alaska, for a connection with the Alaska RR, which extends from Seward to Fairbanks, Alaska.
- e The final contract has been awarded by Canadian National Railways for the completion of the Beattyville-Chibougamau-St. Felicien branch line, 294 miles long. La Societe d'Entreprises Generales of Amos, Que. will construct 83 miles of line between Chigoubiche Lake and Cache Lake for approximately \$5,000,000. The Beattyville-Chibougamau line is about completed, and it is anticipated that the official opening will take place this summer. The contract referred to is on the eastern section from the Lake Saint John area.
- e London & Port Stanley Railway has temporarily revived its passenger business by running a 500-passenger picnic special from London to Port Stanley, in eight passenger cars hauled by the L&PS diesel locomotive. It is reported that several more similar picnics have been chartered.
- e Some controversy has arisen over a plan by the Canadian National Railways to discontinue rail service for passengers to local points between Montreal and Marieville, on July 28th. This diesel-hauled service was that which replaced the Montreal & Southern Counties Railway last October. The communities concerned wish to retain the rail service claiming the autobus service is inadequate. The matter is presently before the Board of Transport Commissioners.
- e-The narrow-gauge Portage Railway near Huntsville, Ontario, the Huntsville, Lake of Bays Railway, changed from daily except Sunday to daily except Saturday operation (summer months only) on July 7th. The line, which had operated daily-except-Sunday for many years, possesses two 0-4-OT tank locomotives, a box car, two passenger cars which were former open-bench street railway cars, and a few miscellaneous flat cars. The length is about one mile, extending between Peninsula Lake and Lake of Bays.

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# NOTES AND NEWS

by the Editor \*

\*- Mr. Forster Kemp is away on another of his 8,000 mile "fact-finding" expeditions. This one is taking him to the White Pass & Yukon, and the Alaska RR, among other things. The September instalment of "N&N" should be full of interesting facts.

- e The train which was pulled over the Ontario Northland Railway by engine #701 on its commemorative last steam run, included the official cars "Onakawana", "Temagami" and "Moosonee" of the ONR along with sleeper and cafe car.
- e Three metre-gauge road switcher diesel-electric locomotives, built by GMDL, were noted being loaded for export in Montreal harbour on May 12th. The locomotives are Nos. 3009, 3010 and 3011 of the Caminho de Ferro Mogiana, of Brazil. The units were loaded aboard the Moore-McCormack line vessel "MORMACFIR" for Rio de Janeiro.
- e On July 14th, the Ottawa Transportation Commission inaugurated autobus service on all routes, except Route A - BRITANNIA, on Sundays only. It is reported that the Britannia route will cease Sunday service as of September 1st. Eventually, it is planned to curtail all rail service after 7:00 PM weekdays and Saturdays, with the eventual goal the total elimination of rail service after 7:00 PM weekdays, and all day on Saturdays, Sundays and holidays. Seventeen units of the 651 class cars remain, but they are not used at present, being stored at Coburg barn. It is probable that these cars will not see service until the time of the Central Canada Exhibition next month. Four of the 651's are slated to be scrapped. No. 662 is presently in the process of dismantling.
- e On behalf of the City of Winnipeg, Mayor Stephen Juba is reported to have offered to find a permanent home for the Canadian National's Museum Train in that city. The offer follows a recent visit of the Museum Train to Winnipeg in the course of its 1957 Prairie Provinces tour.
- e An unidentified Pennsylvania Railroad steam locomotive has been placed as a memorial in the centre of the Horseshoe Curve near Altoona, Pennsylvania.
- e Canadian National Railways have placed a \$27,000,000 order for 150 diesel locomotives, in continuation of the system's present dieselization policy. General Motors Diesel Limited will supply 17 road passenger units, 80 road switchers and 19 yard switchers. Montreal Locomotive Company will build 30 1800HP road switchers. Electro Motive will build two road switchers for the Central Vermont, while Alco Products will supply two yard switchers for the GTW. The CNR now has 1245 diesel units in operation, with 332 more on order.
- e It is reported that the new Conservative Government at Ottawa will give serious consideration to the projected railway to Pine Point, N.W.T., on Great Slave Lake. Costing about \$50,000,000, the possible southern terminals would be Grimshaw or Waterways, Alta.

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CANADIAN RAILROAD HISTORICAL  
ASSOCIATION

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TRIP IN NO. 274, Sunday, June 23rd

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On Sunday, June 23rd, marking the cessation of rail service on lines of the Montreal Transportation Commission using Notre Dame street, Wellington and Centre streets and connections, a trip was arranged in which our car No. 274 was used on a charter trip by the Association for the first time since it was acquired in 1951.

No. 274 acquitted itself very well, though slow speeds were necessary due to the fact that the car was equipped with hand brakes only. No. 274 was in the capable hands of Motorman Laurin, and the Conductor was Mr. Henry Heider who is well known to the Association's trolley habitués.

The trip turned out to be, in very mild form, a comedy of errors. Proceeding down Park Avenue and Bleury from the St. Denis car house, and, incidentally, provoking much public attention and wonderment, the first goal was the Centre Street line and the Wellington tunnel. The party never accomplished this as it was discovered, alas all too late, that the power was off west of the circuit breaker at Wellington and Colborne streets. We were rescued in time by Mr. Latter of the MTC who was observing the new autobus service with a traffic supervisor. In short order, a trouble truck was dispatched from Cote Street, and in due course, No. 274 was pulled back the two or three hundred feet to Colborne Street, in a rather undignified but very unusual manner. Once the "juice" was reached again, we proceeded under our own "steam" (or "juice").

The trip out Notre Dame street was interesting, and assuaged the disappointment of those who would have liked photographs in the Wellington Tunnel. Highlights included stops to salute Notre Dame Church and the Chateau de Ramezay; at the latter place we were met by the Chateau's charming Chatelaine, Miss Anna O'Dowd. A traffic policeman followed us on motorcycle for some distance, then disappeared and returned a short time later with a camera! Near Haig Street, the appearance of the car dissolved a baseball game, and roused consternation at the George V terminus. On the return trip time overtook us, and the trip was reluctantly curtailed at St. James and McGill, the hour then being 5:15. At this point, our cover picture was taken.

The return trip was accomplished back to St. Denis without incident -- the threatening rain holding off until the exact instant that No. 274 was put away in the carhouse -- then it teemed.

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COMING TROLLEY TRIPS:

A trolley trip is planned in No. 997, from Mount Royal to Lachine shortly. Another is planned over lines of the Ottawa system some Saturday in August. Details from O.S.A.L. on request.

--- Omer S.A. Lavallee