

CANADIAN RAILROAD HISTORICAL ASSOCIATION

MAY 1951

Announcement of Meeting

The regular monthly meeting of the Association will be held on Wednesday, May 9th, 1951, at 7:45 p.m. in Room 153 of the Queen's Hotel.

Following the regular business of the meeting, a humorous monologue entitled "Rail-Fan Fragments" will be given by our well-known member Mr. R. R. Brown. This should prove to be entertaining for everyone and we hope you will attend.

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Trip Announcement

A trip, sponsored by the Association, to Quebec via Garneau over the Canadian National Railways, has been set for Sunday, June 10th. This scenic trip will include Ste. Ursule Falls, Scenic St. Maurice River crossing at Grand'Mere, Cliffs at Cap Sante and the Viaduct at Cap Rouge. There will be a stop over of three and a half hours in Quebec City so that a trip to Montmorency Falls over the Quebec Railway Light and Power Company can be made if desired. The Fare will be \$7.50 per person, but if purchased prior to Midnight, Sunday, June 3rd, it will be \$6.98. Remember the date and bring your friends.

Train lvs. Montreal Central Station....7:45 a.m.(DAYLIGHT)
ars. " " " 9:50 p.m.(TIME)

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Items of Interest

Effective with the time table change on April 29th, 1951, the Rutland Railway Corporation re-scheduled its daily passenger and milk trains #7 and #8 between Alburgh, Vt., and Ogdensburgh, N.Y., combining them with the way freight to form a daily mixed train. The last passenger and milk train run was #8 Eastbound from Ogdensburgh, early Sunday morning, handled by Engine #78, a 4-6-0. The first mixed train was #7 Westbound from Alburgh, handled by Engine #31, a 2-8-0. A good number of freight cars were handled besides the usual milk cars. Opened-end combination car #253, recently shopped in the Rutland car shop, handled the passenger end of the train, which arrived in Ogdensburgh on time. The crew was doubtful whether the new scheme would work out on week days when L.C.L. freight will have to be handled.

Favourable connections from Montreal make this train an excellent opportunity for a Sunday "off-the-beaten-track" jaunt. One can leave Montreal's Central Station on #64 at 8:45 a.m., EST, arriving in Alburgh at 10:20 a.m. and catch the mixed train at 12:00 noon for a trip to Malone, N.Y. Arrival time in Malone is 2:37 p.m., EST, in plenty of time to catch the N.Y.C. RR. back to Montreal at 5:00 p.m.

Engine #51, a 4-6-0, built in 1902 is presently assigned to switching the yard and industrial track at Ogdensburgh, N.Y. One diesel-electric locomotive #200 now operates the through freight over the line between Bellows Falls or Rutland, Vt., and Norwood, N.Y. However, when more diesels are received this mixed train will probably be one of the first to be changed to diesel motive power.

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The harsh sound of the horn of diesel locomotives will soon be a thing of the past on railways in Canada. A new Board of Transport Commissioner's regulation will require diesel locomotives to have a warning device of three or more tones of a pleasing note and resembling as much as possible a steam whistle. Locomotives now being delivered by manufacturers have the multiple-tone horns, while a number of other locomotives already in service have been changed.

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Six diesel-electric locomotives for the Pacific Great Eastern Railway in British Columbia are presently nearing completion at the Montreal Locomotive Works. Two will be delivered shortly and the P.G.E. hopes to have all in service early in June.

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The privately-owned two-foot gauge Edaville Railroad at South Carver, Mass., will be operated again this Summer for tourists. It was thought that, due to the untimely death of its owner, Ellis D. Atwood, the railroad might be discontinued. However, the executors of the estate have announced their intention to keep the railroad running. Trips will commence on May 19th for week-ends only until June 23, thence daily in the afternoons till September 4th, and again on week-ends till the end of October. All schedules are subject to weather conditions. Locomotives and rolling stock used are from abandoned 2-foot gauge railroads in the State of Maine.

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Canadian Pacific Railway's Place Viger Station in Montreal will be closed effective June 1st. It will then be turned over to the City of Montreal along with the former Place Viger Hotel for municipal office space. Last train to leave the station will be No. 463 at 10:30 p.m., EST, on May 31st. Trains now operating out of Place Viger will be operated out of Windsor Station.

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Starting April 29th, the Delaware and Hudson RR. reinstated parlor car service on the day trains between Montreal and New York City. New York Central Railroad parlor cars are used, which are of corrugated stainless steel construction with a beaver tail type solarium end. A luminated tail sign bearing the train's name, "The Laurentian", is built in the rear of the car. Although the cars have built-in marker lights, provision has been made to carry standard marker lanterns to conform with Board of Transport Commissioners regulations while running in Canada.

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The Turgeon Royal Commission on Transportation, in a report made public last month, recommends among other things, that a seven million dollar annual subsidy be granted Canadian Railways for maintaining service over the 550 miles of unproductive line through Northern Ontario.

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The Province of Newfoundland has requested the Dominion Government and the Canadian National Railways to consider the construction of a car ferry to operate between Nova Scotia and Port aux Basques. A car ferry would enable standard gauge cars to be shipped to Newfoundland and would mean but one trans-shipment of freight, whereas the present system requires handling traffic four times.

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Strong protests have been registered against the proposed abandonment of the Canadian National line between Port Hope and Milbrook, Ont. The Railway Company is seeking to discontinue all service on this line, but the move is being fought by the municipalities and shippers concerned.

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Suggestion to electrify mainline railways in the Maritime Provinces has been put forward by authorities in Halifax as a solution to railways' motive power problems. Diesels and gas turbines now rapidly replacing steam locomotives do not make use of the coal that the Maritimes mine and it is claimed that coal generated electricity would be both practical and economical in the long run.