



CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

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

Notice of Meeting

THE ANNUAL BANQUET of the Canadian Railroad Historical Association will replace the regular June monthly meeting, and will be held on Wednesday, June 11th, 1958, in a Canadian National Railways dining car in Central Station, Montreal. The banquet will feature a roast beef dinner, as is customary, and will commence promptly at 7:00 PM.

Members and friends who desire to attend the banquet will please note that ADVANCE RESERVATIONS will be necessary to attend this banquet. Tickets are now on sale, at \$4.00 per person. Due to the capacity of the dining car, a maximum of 40 guests will be accommodated. The price includes meal, tax and gratuity.

This will be the third banquet held in a dining car through the courtesy of the Canadian National Railways; those members who attended previous ones will remember how enjoyable these dinners have been. We would strongly suggest that you make your reservation immediately so as to ensure that seats will be available. Reservations should be accompanied by cheque or money order payable to the Canadian Railroad Historical Association, and addressed to the Association at P.O. Box 22, Station "B", Montreal 2, Canada, marked "Banquet Reservations".

Following the meal, an informal meeting will be held. Those members who may wish to exhibit photograph prints in their collections are invited to bring them along, to be circulated among the other members following the banquet.

SEE YOU AT THE BANQUET, ON JUNE ELEVENTH !

LAPEL PINS

Some of our newer members or subscribers may not be aware that the Association has a lapel pin for sale to those interested. The pin consists of the Association's emblem, (as it appears at the top of this sheet) embossed in blue enamel on a sterling silver screw back. It is a little more than $\frac{1}{2}$ " in diameter, and is at once distinctive yet conservative. If you would like to have one sent to you, boxed, in an attractive leatherette case, send \$2.00, by cheque or money order, payable to the Association in Canadian funds at par in Montreal, to the Association at P.O. Box 22, Station B, Montreal 2, Canada. Mark envelope "Lapel Pin".

A LIST OF BACK ISSUES OF OUR PUBLICATIONS IS ENCLOSED WITH THIS REPORT.

CANADIAN RAILROAD HISTORICAL
ASSOCIATION

News Report No. 90
June, 1958.

Editorial Address:

P.O.Box 22, Station "B",
Montreal 2, Canada.

Editor: Omer S.A. Lavallee
Deputy Editor: Douglas Brown
Asst. Editor: Forster Kemp
Committee: Kenneth Chivers,
 Anthony Clegg,
 William Pharoah

The Association has a considerable amount of duplicate railroadiana for sale. This includes railway operating time-tables, maps, scale equipment diagrams and other similar things.

A stamped, addressed envelope, sent to Mr. C.W. Kenneth Heard, Storekeeper, Railway Division, Canadian Railroad Historical Association, P.O.Box 22, Station B, Montreal 2, Canada, will secure a copy of our sales list for your use.

Association News

At a recent meeting of the Trip Committee, a schedule of railway and trolley trips for the summer and fall months was drawn up, and a copy is attached, for your information.

The principal trips are, of course, the railway ones, and three more have been scheduled for 1958. The next one is to be operated on Sunday, July 20th, 1958, from Montreal to Hervey Junction, Que., in the Laurentians. The going trip will run from Montreal to Garneau, thence to Hervey via St. Prosper. Returning, the train will go via St. Tite. Many photo stops are scheduled for this trip, as it promises to be very popular. Canadian National Railways have promised the Association one of the 5700 class 4-6-4 locomotives to haul our train, which will include similar passenger accomodation (non-streamlined air conditioned coaches) as our March 30th trip. Train will leave Montreal (Central Station) at about AM, returning about 5:30, Eastern Standard Time. A special attraction that the Committee hopes to include will be a long photo stop at the tunnel at Val Pichette, near Shawinigan Falls. Those who have participated in our previous trips will receive direct mail advice giving times, prices and other particulars. Those who have not participated before are invited to send a card to the Association's Trip Committee for details.

The Fall Foliage weekend, which has become an annual feature of our trip programme, will feature, this year, two steam railway trips, on succeeding days, into the Laurentian mountain area. The trip on Saturday, October 4th, will be by Canadian Pacific Railway, while that on Sunday, October 5th, will be over the Canadian National Railways. Destinations have not yet been announced, but keep the dates free.

On Saturday, July 19th, the day preceding the Hervey trip behind the CNR 5700, the Association will operate a tour of Montreal using the Montreal Transportation Commission's famed observation cars. Several other trolley trips have been planned, which are detailed on the list attached, including one on Sunday, August 10th, which will mark our Tenth Anniversary of the operation of our first trolley charter on August 7th, 1948, when we used MTC Training Car #1054, now scrapped.

REMEMBER THE BANQUET, JUNE 11TH, 1958, 7:00 PM, RESERVATIONS NECESSARY.

ARTHUR OWEN RADFORD HUDDELL

The Editorial Committee records, with deep regret, the death on May 22nd, 1958, of Mr. A.O.R. Huddell, well-known elder member of the Canadian Railroad Historical Association.

In the twenty years in which Mr. Huddell had been a member of our group, he served for some years with distinction as Treasurer, and was always noted for his sober, experienced and direct approach to the problems which beset the Association from time to time. He will be remembered for the generous way in which he supported all of the Association's activities unstintingly and impartially.

On behalf of the members of the Association, the Editorial Committee extends its deep and sincere sympathy to his sister, Miss Ida Huddell, who survives him.

R. I. P.

oo00o00oo

The Railway Division

On Saturday, May 24th, the Railway Division announced the completion of the rebuilding and restoration work on our open electric car which was acquired last year from Gillies Brothers & Company Limited, lumber manufacturers of Braeside, Ontario. A photograph of the car in its present condition will be found on page 79, at the top.

According to the Superintendent of Rolling Stock, Mr. Robert R. Clark, the only work now required to finish the car is that of the glazing of the windows, and painting. This is expected to take a few more weeks, but it is hoped that all will be in readiness by the middle of June. The Committee, which with Mr. Clark comprises Messrs. Paul R. McGee, Yves Saint Pierre, Neil Robertson, William McKeown, J. Richmond, (as well as "Ye Editor") has worked very vigourously to accomplish this task, which we believe to be one of the first of its kind to be completed by a group of our kind. Several other members of the Association helped the Committee at various times during the six-month period which saw a rather dilapidated hulk turned into^a museum piece which carries the aura of the Nineties about it.

The final colour scheme will be that of the Montreal Street Railway of about 1896: light chrome yellow with silver, black and dark green striping, varnished wood superstructure, and dark green inner lining. The whole will be set off with deck lights carrying green "Cathedral Glass" which was specially obtained for the car by Mr. Kemp. The car will carry the number 395, selected by Mr. Binns due to its close resemblance to the MSR car of that number.

A Tale from the French-Canadian hinterland.....

THE RAILWAY OF BENONI TARDIF

A short history of the l'Assomption Railway,

by Omer S.A. Lavallee.

NORTHEAST OF MONTREAL, in the agricultural French-speaking perimeter of the metropolis, lie the two large villages of l'Assomption and l'Epiphanie, named after the Roman Catholic feast days which occur on the 15th of August and the 6th of January, respectively. Tradition has it that they were so named after the days upon which their respective seigneurial accounts, and consequent tax assessments, were due, during the French Regime in Canada, prior to 1763.

L'Epiphanie has a population, today, of 2,500 people, while the community of l'Assomption is a small town of some 4,000. Even seventy-five years ago, when the Quebec, Montreal, Ottawa & Occidental Railway was built through this region, l'Assomption was relatively important. However, the engineers who surveyed the Q.M.O. & O. were inclined to take full advantage of the flat, sandy and coniferous terrain, resulting in a line which was dead straight for 38.3 miles, from a point a short distance east of Terrebonne, where the Riviere des Milles Iles was crossed, to a point some distance east of St. Cuthbert. This was a notable achievement in 1879, but its disadvantage was that it missed l'Assomption by about three miles, passing instead through the village of l'Epiphanie.

The provincially-owned Q.M.O. & O. contemplated no link with l'Assomption. The railway was completed in 1879, the child of political controversy, whose effects lasted for some twenty years afterward. Never again would the Province of Quebec interest itself in railway ownership, and it was only too glad, in the first half of the 1880 decade, to unload its unwanted dependent, in two halves and at different times, upon the then-adventurous Canadian Pacific Railway.

For seven years, l'Assomption languished in its railway-less locale. Some of its produce was carried by wagon to l'Epiphanie, but more of it found its way down the traditional route to the Saint Lawrence River at St. Sulpice, three miles away. Such a state of affairs could hardly be allowed to continue. The towns along the railway were prospering, and a railway link was what l'Assomption really needed. Accordingly, in 1886, the Dominion Government passed a law chartering the L'Assomption Railway Company (49 Vic. Cap.10)0. At the same time, the railway was granted a subsidy not to exceed \$11,200 for its 3½-mile length. On August 28th, 1886, a government order-in-council authorized a contract to be entered into with the railway company, granting the subsidy providing that the railway was completed and in operation not later than January 1st, 1887. The contract was subsequently signed on September 16th, 1886.

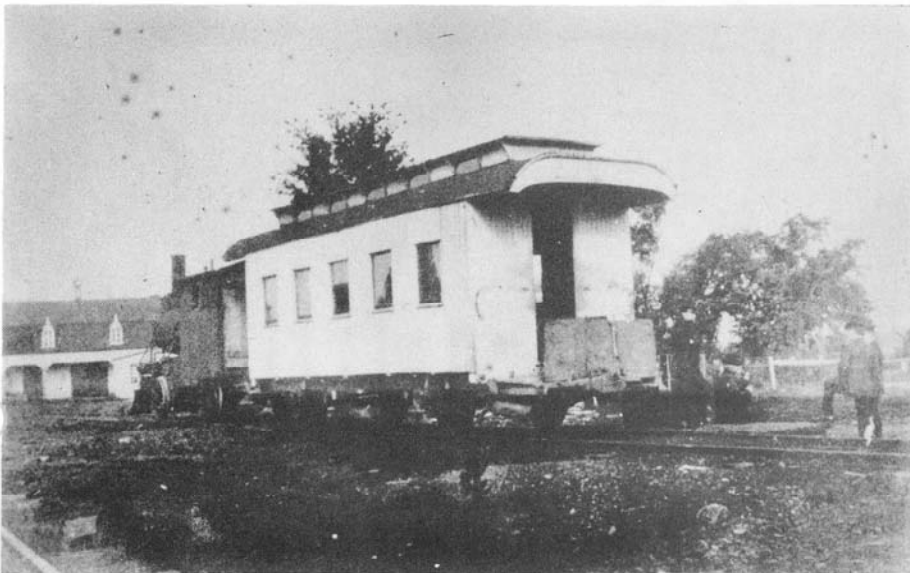
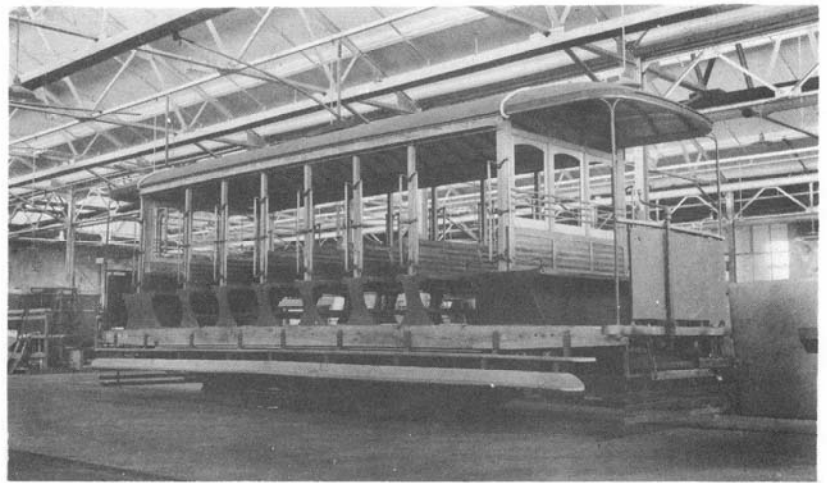
Notification of completion of the railway was given by the promoters, Charles Gill, President and A.C. Wurtele, Secretary, Treasurer and General Manager, both of Montreal, in January of 1887, and on inspection, the full amount of the subsidy was paid to the company.

As completed, the railway was 3.50 miles long, was laid to the 4'8½" gauge, and had 56-pound rail. Rolling Stock was reported as consisting

ASSOCIATION'S OPEN CAR

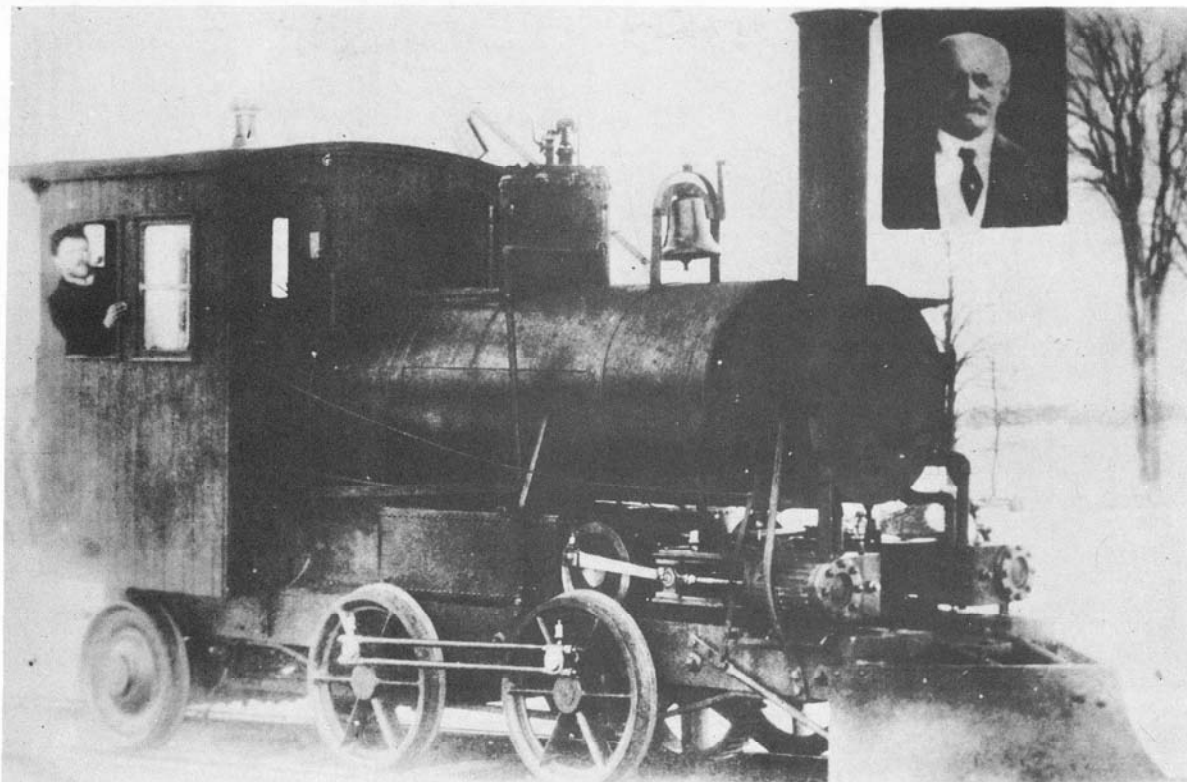
At right is a picture of our open electric car taken on May 24th in the Youville Shops, Montreal Transportation Commission, upon completion of rebuilding and restoration. The car still lacks paint and glass.

Photo O.S.A. Lavallee

L'ASSOMPTION RAILWAY

Left: View of train showing home-built passenger car.
Below: The 0-4-2 geared locomotive which was the sole motive power for many years.
(Inset- Benoni Z. Tardif)

Collection O.S.A. Lavallee



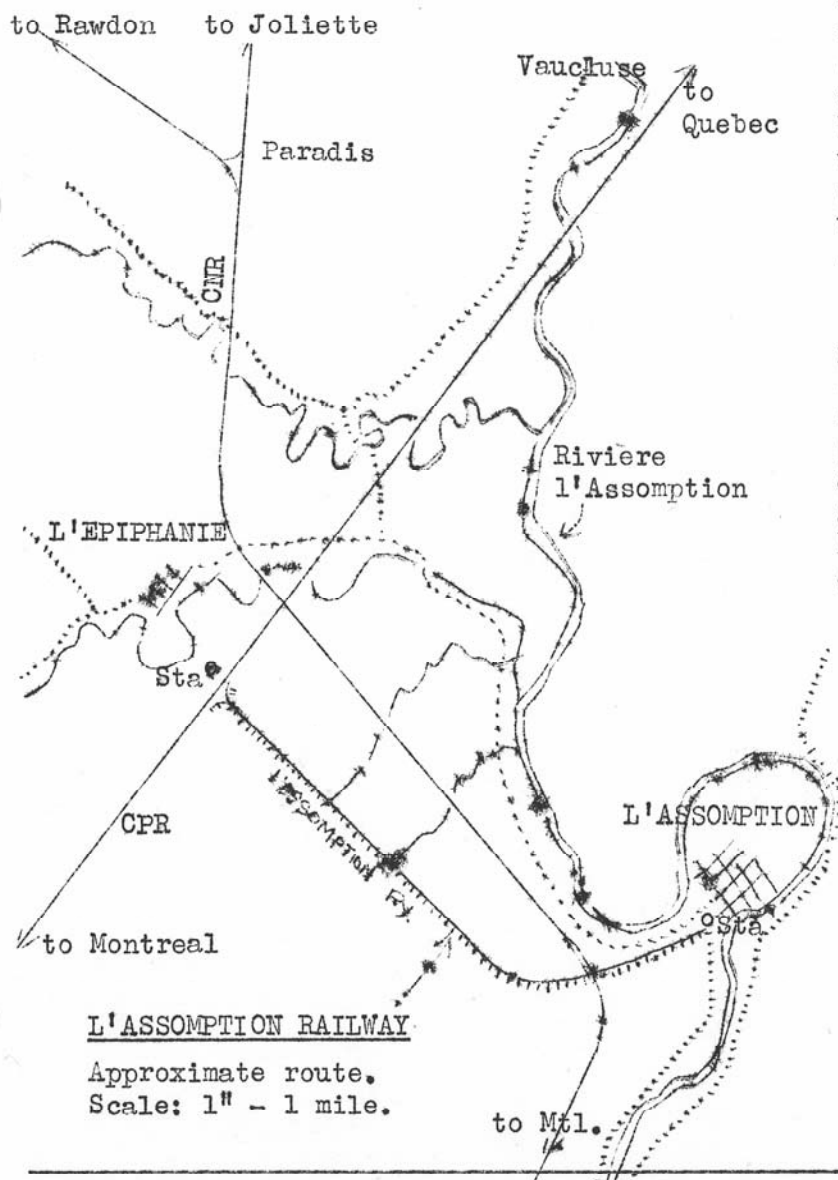
of one locomotive and one car. In the six months ending June 30th, 1887 the Company reported that 3,297 train miles had been run, 4,158 passengers carried and 90 tons of freight moved. The capital stock amounted to \$30,200 subscribed, of which \$19,200 was paid in (including the \$11,200 subsidy).

The locomotive used on this line, in its early years, is said to have been Canada's second steam locomotive, the "Jason C. Pierce", which had started out on the Champlain & Saint Lawrence Railroad in 1837, was sold by them to the St. Lawrence & Industry Railway in 1850, taken over by the Q.M.O. & O. when that line acquired the Industry Railway in 1880, acquired by the Canadian Pacific (1st No. 197) in 1885, when the CPR acquired the QMO&O, and finally sold, about 1887, to the l'Assomption Ry. It was scrapped not many years afterward.

The l'Assomption Railway functioned for fifteen years after its opening in January 1887. The locomotive and car connected with the important trains on the Montreal-Quebec line at l'Epiphanie, and occasionally hauled cars of freight in to l'Assomption. Mileage statements

indicate that an average of two or three round trips a day were operated. On several occasions, it is related that a private car was brought in over the line, once on a visit of the Catholic Bishop to l'Assomption, another when Sir Wilfrid Laurier, the noted Canadian political figure, who hailed from nearby St. Lin, came to give a political speech.

In its early years, the railway was a joint stock company controlled by its promoters, Gill and Würtele. During this period, the railway was cosmopolitan and urbane enough to have a Principal Office in Montreal. However, the location of the office varied from year to year; 40 rue des Allemands (German Street), 1656 Notre Dame, 1488 Notre Dame, 97 St. James and 35 St. James, were some of the Montreal addresses. In 1892, a man named J.O. Dorion was General Superintendent, but from 1893 on, the Gill-Würtele administration engaged the services of one Benoni Z. Tardif, as Superintendent in direct charge of the line at l'Assomption. Apparently, Tardif made the railway something of a hobby, and in spite of small but continuing deficits, he acquired the railway in 1900, and from



C.P.R. Mountain Observation Cars afford

THE BEST WAY TO SEE THE ROCKIES

...by Forster Kemp

MUCH HAS BEEN SPOKEN AND WRITTEN in the last few years about dome-equipped railway cars, as the "last word" in observation equipment. One Canadian railway, the Canadian Pacific, operates dome cars. This railway also operates mountain observation cars between Calgary and Kamloops or Vancouver during the summer months. These are probably the last such cars in North America to see regular service, and operation of both types provides an interesting opportunity to compare them.

The dome car incorporates lounge or dining facilities in addition to the dome seats, which are 24 in number. There are usually two dome cars in a train which, however, may be carrying 300 or more passengers. They have the advantage of being available in all kinds of weather, but, besides being crowded, they have a number of disadvantages for those wishing to photograph the scenery. The glass is tinted green to minimize the glare from the sun, and compensation must therefore be made by the use of a photographic filter; these two factors reduce available light by almost one-half. The curvature of the glass introduces reflections which are difficult to avoid. It seems to be almost impossible to keep the glass clean for any length of time, as dust, insects and other matter collect on the glass, especially the front panels, while the motion of the train causes heads to bump the glass occasionally, leaving smears of hair oil.

How to avoid all this? Simply procure a reservation from Moose Jaw or Calgary on train No.13, "The Mountaineer" which runs from St. Paul to Vancouver during July and August, returning as No.14. At Calgary, one of three mountain observation cars will be added to the train. These arch-roofed "hayracks" were converted from coaches 1421, 1422 and 1424 in 1956, and bear numbers 597, 598 and 599. They are unique in appearance, having narrow lettering boards and high windows in the centre section. Of steel construction, they ride upon six-wheel trucks.

Each car has three sections. Two of these, at the ends, are open except for the roof and supporting pillars. They are fitted with wooden "walkover" seats which have canvas covers which are rolled down while the car is stored. The centre section has high windows with aluminum sashes, which may be raised to half their height. The centre section also has steam heating coils, and is heated during evening hours and in the chill weather often encountered in the Rockies, even in midsummer. Seats in this section have heavily-padded "walkover" seats, with leatherette coverings.

From this car, one can photograph the scenery without the bother of filters and reflections. The smell of the forests; the roar of rushing waters; the rumble of wheels on bridges; the growl of the diesels as they pull up a grade -- all these can be experienced from the open car, but are almost lost in the dome.

However, be warned --- you will get dirty on the open car! Diesels have eliminated cinders, but fine dust still rises from the roadbed. You may not notice it until you wash up for dinner, but you will then

want a clean shirt, at least ! A cap of some description is strongly recommended.

The capacity of cars 597-599 is at least 100, so that there is not nearly as much competition for space as on the dome cars. In the estimation of this writer, a little grime is a small price to pay for what I consider to be, the best ride through the Rockies.

Ooo

-o-

ooOoOoOoo

-o-

ooO

NEXT MONTH, Mr. Kemp will describe the interesting itinerary and background of some of Canada's last lake steamers. Don't miss - "Through Muskoka's Narrow Channels," illustrated, next month.

COMING NEXT MONTH ALSO, Part II of Chapter III of "The Intercolonial", a history of Canada's Confederation railway, by L.A. Seton.

NOTES AND NEWS

by Forster Kemp

- e The Cumberland Railway & Coal Company has been authorized by the Board of Transport Commissioners to abandon its line between Springhill and Parrsboro, N.S. The company stated that it had lost \$504,000 in operating the line during the period from 1950 to 1957. The line was originally built to haul coal from Springhill mines for shipment via steamers from Parrsboro, but has been dependent upon local traffic since most of the coal began moving by rail through Springhill Jct. The line parallels the main Halifax-Amherst highway, and most of the local freight and passenger traffic now moves in this manner. Abandonment is to take place before June 13, but the exact date of the last run is not yet known.
- e Canadian National Railways is planning to discontinue operation of two of its most interesting local trains. The Company has requested permission from three municipalities in the Cornwall area to discontinue Trains 25 and 26, unofficially "The Moccasin", which operate daily except Sunday between Montreal and Brockville, Ontario. This train, in operation for nearly 103 years (it began in the summer of 1855), is the oldest continuously-operated schedule in Canada. It is proposed to discontinue the service on July 30th, and to handle express shipments by truck.
- e The other C.N.R. local service affected is train No.45 between Toronto and Orillia, Ont., and probably its counterpart, No.44 from Barrie to Toronto. This service was made famous by Canadian humourist Stephen Leacock in his short story "Train to Mariposa". The fact that the return trip operates from Barrie is accounted for by the fact that the train returns deadhead from Orillia to Allandale (near Barrie) where it remains overnight. This train formerly operated through to Midland.
- e The Pacific Great Eastern Railway reached the Peace River on May 19th, as work trains crossed the bridge, which was constructed last year near Fort Saint John, B.C. The arrival was virtually unheralded, and

no ceremony was held to mark the completion of the line to the Peace. Trains are now serving gas-refining operations which extract sulphur from natural gas near Taylor, B.C. The Company's General Manager, Mr. Joseph Broadbent, has stated that passenger service from North Vancouver to Fort Saint John and Dawson Creek will probably begin in September. The through service will be provided by Budd RDC units, and will require 21 hours for the 725-mile trip. The time required for the North Vancouver-Prince George part of the trip will be shortened to 14½ hours.

- e The Speech from the Throne, delivered at the opening of Canada's Parliament on May 12th, stated that Parliament will be asked to authorize construction of a 400-mile railway from Waterways, Alta., on the Northern Alberta Railways, to Pine Point, N.W.T., on Great Slave Lake. It is expected that some opposition will come from representatives of the Peace River area, who want the railway built northward from Grimshaw, on the Hines Creek branch of the N.A.R., which is operated under the joint management of the C.P.R. and the C.N.R. The railway, as projected from Waterways, would cost from 65 to 75 million dollars.
- e Canadian National (West Indies) Steamships Limited has decided to offer its fleet of eight cargo ships for sale. These vessels, comprising five steam and three motor vessels, have been idle since their crews went on strike July 4th, 1957. They now lie at anchor in Halifax.
- e Canadian National Railways' famous motor vessel "William Carson" is expected to begin operation into Port-aux-Basques, Nfld., this year. This vessel, built in 1955, proved unable to operate into Port-aux-Basques harbour safely, and so it has been playing in freight service to Argentia, until the Port harbour could be modified, to receive the new ferry. Service to Port-aux-Basques is presently operated by the S.S. "Burgeo" and the S.S. "Cabot Strait".
- e As previously announced, the Montreal Transportation Commission will substitute autobuses for street cars on three regular routes and one rush-hour route on June 22nd. The regular routes are nos. 5 - ONTARIO, from Aylmer Terminus to Viau and Notre Dame; 9 - RACHEL, from St. Lawrence to Iberville; and 37 - DAVIDSON, from Ontario to Rachel. The rush hour route to be discontinued is 5A - ONTARIO, from Victoria Square to Viau and Notre Dame.
- e It is expected that the 4-6-4T suburban locomotives used on Canadian National Railways' Montreal-Dorval local trains will soon be replaced by diesel road switchers. There are two of these trains, daily except Saturday and Sunday; one train only on Saturday. Each train makes two round trips from Montreal to Dorval. Engines used are Nos. 47 and 49 and they are probably the last suburban "tank" engines on the continent. Coal and water are carried in a small "tender" mounted behind the cab, but on the engine frame. (Engines are actually "Forneys"- Ed.)
- e Canadian Pacific Railway experienced a three-day strike by its firemen between May 11th and 13th, but service continued in most areas. The majority of trains were hauled by diesel locomotives. Eight road-switcher units handled six trains in Montreal suburban service, in addition to normally steam-hauled trains to Ottawa, Quebec, Sutton, and Ste. Therese-Ste. Agathe.

REMEMBER THE BANQUET, WEDNESDAY JUNE 11TH, 7:00 PM, RESERVATIONS REQUIRED.

- e Canadian National Railways claims to have operated the largest Canadian passenger train on May 8th, 1958, when 964 passengers were handled from the Cunard, S.S. "Saturnia" at Halifax. The train included 26 passenger cars, drawn by three diesel units. The previous record was 24 cars, made on April 15th. A 21-car special, carrying 753 passengers from the liner "Queen Fredrica" followed the "Saturnia" special out of Halifax. Passengers were carried to points across Canada, as far afield as British Columbia.
- e Montreal Transportation Commission's famous observation cars will not be operated in regular service this year. However, cars 3 and 4 will be available for charter by interested organized groups. The cars, known as "Golden Chariots" by the Montreal public, because of their gilded metalwork, were a familiar sight on Montreal streets for fifty-two seasons, until contraction of trackage brought about their withdrawal. Cars 1 and 2 are in storage at Youville for historical purposes. These observation trolleys are the last in Canada, though other cities operated similar equipment in years past. Two each operated in Quebec city and in Vancouver, while the system in Calgary had one such car which featured large plate-glass mirrors in the side panels.
- e On May 22nd or 23rd, Canadian National Railways started using its new underpass under the Canadian Pacific Railway's Winchester Subdivision at Ballantyne, on the western outskirts of Montreal. This underpass replaces a level crossing at grade which was originally installed in 1887 when the present CPR line to Toronto was built across the older tracks of the Jacques Cartier Union Railway, a Grand Trunk subsidiary. Canadian Pacific trains are still using a temporary wooden trestle over the new depressed CNR tracks, some yards south of the permanent CPR bridge on its old alignment, which is expected to be put into use shortly.

BACK COPIES OF THE NEWS REPORT AVAILABLE:

With this issue, there is enclosed a list of back copies of the News Report which are now available from the Editorial Committee at nominal cost. Some of these copies are in very short supply, and those interested are urged to send in their requests as soon as possible. In addition to the copies listed, copies of the current year's Reports, except that for January, are also available, at 20¢ per copy.

ONE OF THE MOST RUGGED pieces of railway track in Canada is the 36.3 miles of Canadian Pacific line through the Coquihalla Gorge, between Coquihalla and Hope, B.C. At the western end of the southern or Crows Nest route through British Columbia, this stretch of track descends from an altitude of 3,646' above sea level at Coquihalla, to 144' just before crossing the Fraser River at Hope, B.C. This section includes twelve tunnels, forty trestles and bridges and five snowsheds. One of the bridges is a 630-foot wooden trestle over a small creek. To top it all off, Coquihalla station holds one of the snowfall records for Canada, the average being some 575" -- nearly forty-eight FEET -- per year. The names of the stations - JULIET, ROMEO, IAGO, PORTIA, JESSICA, LEAR, OTHELLO - are all taken from the plays of Shakespeare.