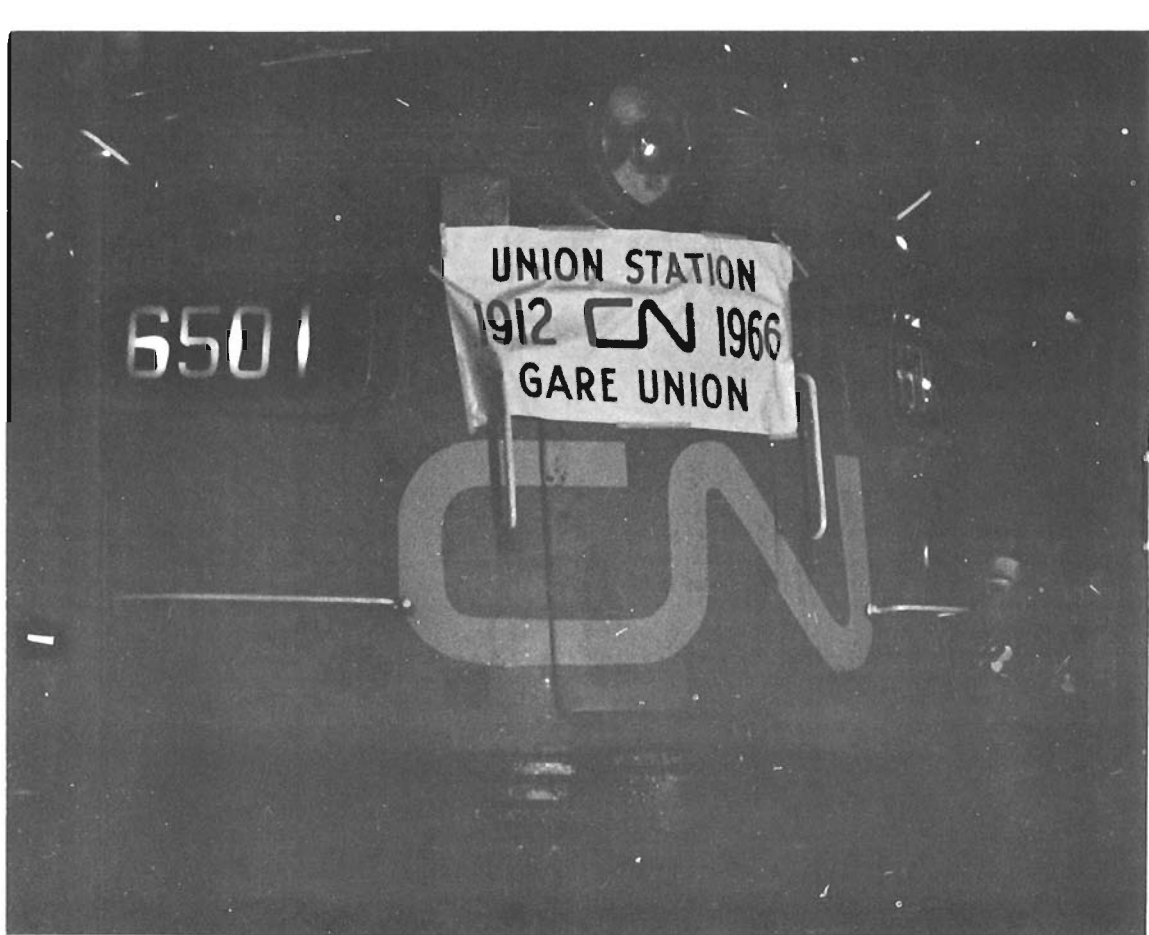


Canadian Rail

July
August
1966

Number 179





OTTAWA UNION STATION CLOSES

- story • Omer Lavallée
photographs • Jim Sandilands
• Denis Peters
maps • Anthony Clegg



THE DEPARTURE of Canadian National's train No. 5, the "Panorama", at 12:40 AM, E.S.T., on Sunday, July 31st, 1966, officially marked the closing of one of Canada's most familiar railway terminals, Ottawa Union Station. A victim of town planners, who ordained that the needs of the rail travelling public must come second to those of the aesthetics of Canada's capital city, Ottawa Union was succeeded by the new Ottawa Station, two miles from Confederation Square, where Canadian National and Canadian Pacific main lines from Montreal formerly converged to cross the Rideau River, at Hurdman tower. Fifty-four years and two months had elapsed since the structure had been opened to the public on June 1st, 1912; at that time, it was known as Central Station, and it was used, from the beginning, by trains of the Grand Trunk Railway, Canadian Pacific Railway and the Ottawa & New York Railway (NYC).

The 1912 station was on the site of an earlier structure, erected nearly seventeen years earlier by J.R. Booth as a city-centre terminus for his Canada Atlantic Railway; this original station had been opened on December 3rd, 1895, and had consisted of a few terminal tracks abutting against an old stone building used previously by the federal government for militia stores. The proposals to build a new, enlarged structure at this location began shortly after the Canada Atlantic Railway had been purchased by the Grand Trunk Railway in 1904. By 1908, elaborate plans had been prepared for an imposing station and office building, along with a major hotel. The enlarged facilities required by this development necessitated negotiations with the Sparks estate to acquire lands originally ceded to the government specifically as a reserve for the Rideau Canal. On January 7th, 1907, the Canadian government and the Grand Trunk Railway signed an agreement under which the railway leased the canal reserve for 999 years at a rental of \$1,100 per year, to be readjusted every 21 years. Moreover, the GTR agreed to pay the Sparks estate \$80,000 for the ceded land's release so that it could be used for railway terminal purposes. There were a number of other provisions in this agreement, among them that the station to be erected would cost at least \$250,000 and that its facilities were to be made available to other railways on equal terms, though under the control of the Grand Trunk.

Charles M. Hays, then Second Vice-President and General Manager of the GTR met the Ottawa city council on February 11, 1907, and asked for certain concessions. In stating that the station would be worth about \$250,000 and the hotel between \$1,250,000 and \$1,500,000, he asked that the city agree to a fixed assessment on the station of \$150,000 and on the hotel \$200,000 for twenty years as a tax concession for twenty years. Ottawa's city fathers demurred on the grounds that Ottawa's largest hotel, the Russell House, had an evaluation of nearly \$400,000. Hays then agreed to a compromise proposal that the hotel assessment would not exceed that of the Russell House.

The plans which he displayed for the new station envisioned a building with a circular rotunda enclosing a waiting room, with other concourses, ticket offices and passages opening from it. The main entrance was to be situated in Little Sussex Street, which was to be widened to the same width as Sussex Street so that street cars of the Ottawa Electric Railway and vehicular traffic could be brought to the station entrance with ease. The station and hotel were to be constructed in a "semi-Gothic" style; the station included a tall office-building in its plans. Hays indicated that the construction of the hotel was entirely contingent upon the property tax concession being made.

In the ensuing two years, plans for the station were modified somewhat and the office building annex abandoned. Construction got under way on both structures in 1910 and they were opened in 1912. The hotel is, of course, the present Chateau Laurier. The opening of Central Station, as it was then known, took place at 7:00 AM, June 1st, 1912.

Previous Railway Facilities in Ottawa

The opening of this new and imposing edifice, with its columned facade facing the Chateau Laurier hotel, represented the culmination of six decades of service into Ottawa by rail. It was on Christmas Day, 1854, that the first train on the Bytown & Prescott Railway reached Ottawa, then known as Bytown, from Prescott, some 54 miles distant. There had evidently been a condition attached to Bytown's financial support, making it necessary that a train should arrive in what was destined to be the capital of Canada before the end of 1854. With his precious supply of Welsh iron rails running short just as the track reached what is now Ellwood, the irrepressible Robert Bell, the promoter and secretary of the Bytown & Prescott, had wooden stringers laid as rails from that point to the crossing of the Rideau River just a half mile from the site of Ottawa's future station in Sussex Street, between Botelier and Redpath. He selected his lightest locomotive, an 0-4-0 tender engine named "Oxford", built by the Boston Locomotive Works in 1854 and weighing only eighteen tons in working order with its tender; the little "Oxford" steamed into Bytown on December 25th, giving the residents of the town what would prove to be a most useful and durable Christmas gift. In the following spring, further supplies of iron from the Ebbw Vale works arrived, with which the wooden rails were replaced, and with the Rideau Bridge completed, trains began to serve Ottawa through the station at Sussex Street. This site was utilized for railway purposes for nearly one hundred and ten years, being abandoned in June 1964 as part of a plan to utilize the area for the construction of the Macdonald-Cartier Bridge.

Selection of the Sussex Street site for a railway station was considerably influenced by the gift of land for that purpose by one of the railway's directors, who operated a factory nearby. Nonetheless, it was quite unfavourable from a traffic point of view, being situated below the Chaudiere Falls of the Ottawa River. One of the purposes of the railway (renamed the Ottawa & Prescott in 1855, when Bytown became "Ottawa") was to take traffic from the upper reaches of the Ottawa, but its position below the falls necessitated land transportation through the town -- an impractical concept particularly for lumber and other forest products. This, combined with other factors forced it through a number of unfavourable financial vicissitudes in the uncertain times of the late 1850s and the early 1860s.

The railway was given some impetus when Ottawa was chosen as the capital of the new Dominion of Canada in 1867, and it was then reorganized as the St. Lawrence & Ottawa Railway. The advent of Ottawa's second railway, the Brockville & Ottawa Railway Company, which opened a terminal at Broad Street, opposite the Chaudiere Falls on September 15th, 1870, caused the St. L. & O. to implement construction of its own branch, from Chaudiere Junction (Ellwood) to the falls, in 1871.

The third railway to reach Ottawa was that of the Quebec, Montreal, Ottawa & Occidental, owned by the Province of Quebec, which completed a line from

Montreal to Hull in December, 1877. With its eyes on the upper Ottawa traffic, the QMO&O continued its line to Aylmer and three years later, late in 1880, it constructed the Prince of Wales Bridge across the river to what is now Ottawa West. Freight interchange began immediately, but passenger trains did not use the structure until January 17th, 1881. Later in 1881, the Canada Central Railway, which had previously absorbed the Brockville & Ottawa Railway, was itself integrated into Canadian Pacific Railway Company, newly-formed that year. That part of the QMO&O, extending from Montreal to Hull, Aylmer and Ottawa followed the CCR into Canadian Pacific, being purchased by CP in 1882. Ottawa's original railway completed Canadian Pacific acquisitions when it was itself leased by the transcontinental in September 1884.

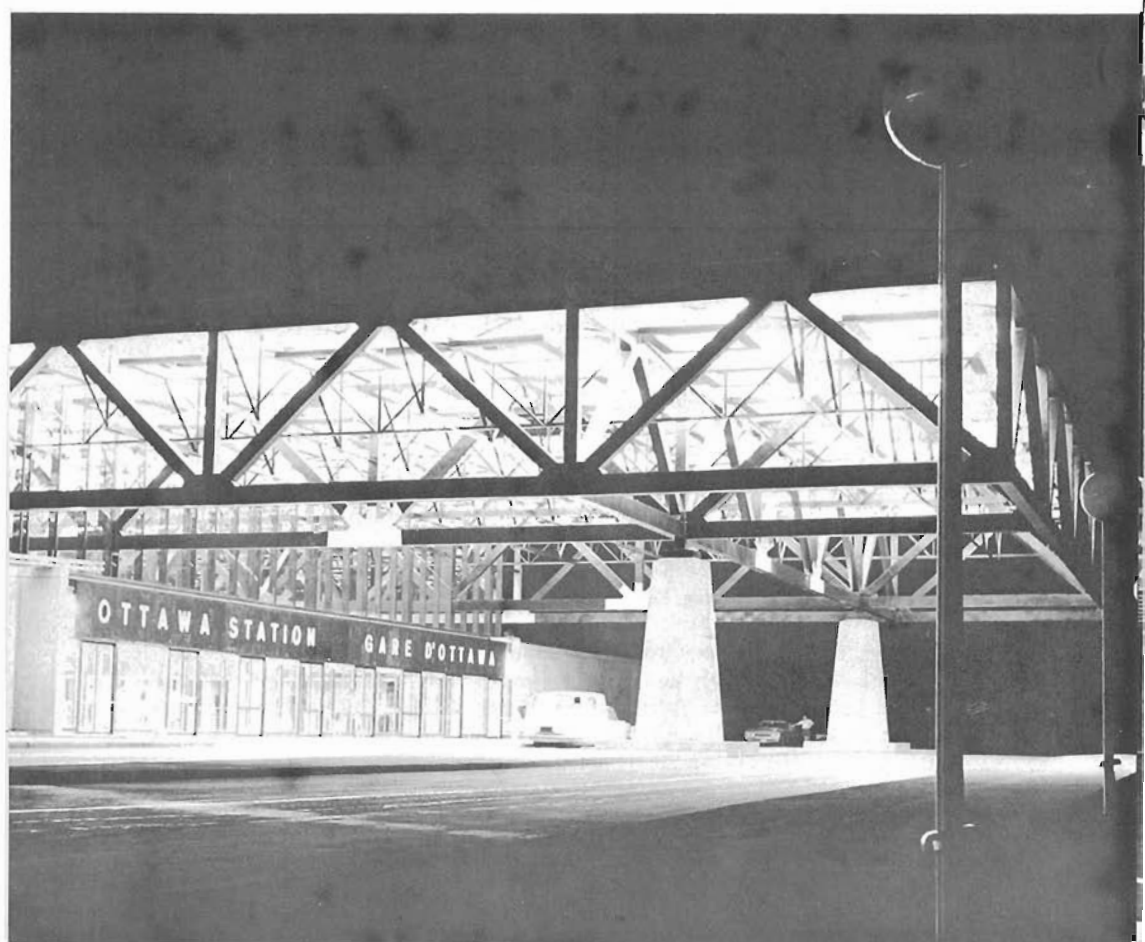
The Canada Atlantic

The first link in what was subsequently to become the very extensive Canadian National trackage into our capital city was inaugurated on September 13th, 1882, when the Canadian Atlantic Railway, a project of J.R. Booth, the lumber king, was completed from Coteau, Que., into an Ottawa station located at what is now the intersection of Elgin Street and the Queensway. The rails themselves were continued westward for some distance as far as the St. Lawrence & Ottawa Chaudiere Branch, where they turned alongside, following them to a freight terminal at Lebreton Flats.

Ten years later, Booth was deep in negotiations with the city of Ottawa for a passenger terminal in the central area, resulting in the opening of the old Central Station on the site of the late Union Station, on December 3rd, 1895. The facilities at this time are described as being very rudimentary, the railway waiting room and ticket offices occupying only a portion of an old stone building otherwise used as a militia store. The obtaining of this land necessitated an agreement with the Sparks estate for the use of land granted originally as a canal reserve, for railway purposes.

In the 1880s and 1890s, two independent railways, the Ottawa & Gatineau Valley Railway and the Pontiac Pacific Junction Railway, had constructed lines to the north and to the west, respectively, on the Quebec side of the Ottawa River. To secure an entry into the city, both agreed to combine (as the Ottawa Northern & Western Railway) and to construct a bridge across the Ottawa opposite the entrance to the Rideau Canal. This structure, the Royal Alexandra or Interprovincial Bridge, was completed and opened to traffic on February 22, 1901. Owing to reluctance on the part of the Canada Atlantic, the tracks across the bridge were used only for freight interchange with the CAR but in 1904, upon sale of the Canada Atlantic to the GTR, arrangements were concluded to permit trains of other railways to use the Central Station.

By this time, however, the ON&W had been leased by Canadian Pacific Railway (on November 1st, 1902), and its passenger services diverted into the CPR station at Broad Street, at this time called "Union Station". Takeover of the Canada Atlantic by the Grand Trunk did, however, permit Canadian Pacific trains of the M&O Subdivision from Montreal via Vankleek Hill to use the station, as well as those of the Ottawa & New York. The M&O line had been completed to a connection with the Sussex Street line at Hurdman on July 19th, 1898. The O&NY was finished to Ottawa only two weeks later, on July 29th, 1898.





ABOVE: Framed by the trees of The Driveway, a Canadian National train from Montreal approaches Ottawa Union Station near Deep Cut. (DP)

LEFT, (Top): Ottawa Union Station raises its distinctive pillared facade above Confederation Square. (DP)

(Bottom): A dramatic night view of the street entrance side of the new Ottawa Station, taken just a few hours before it opened its doors for the first time. (JS)

Station



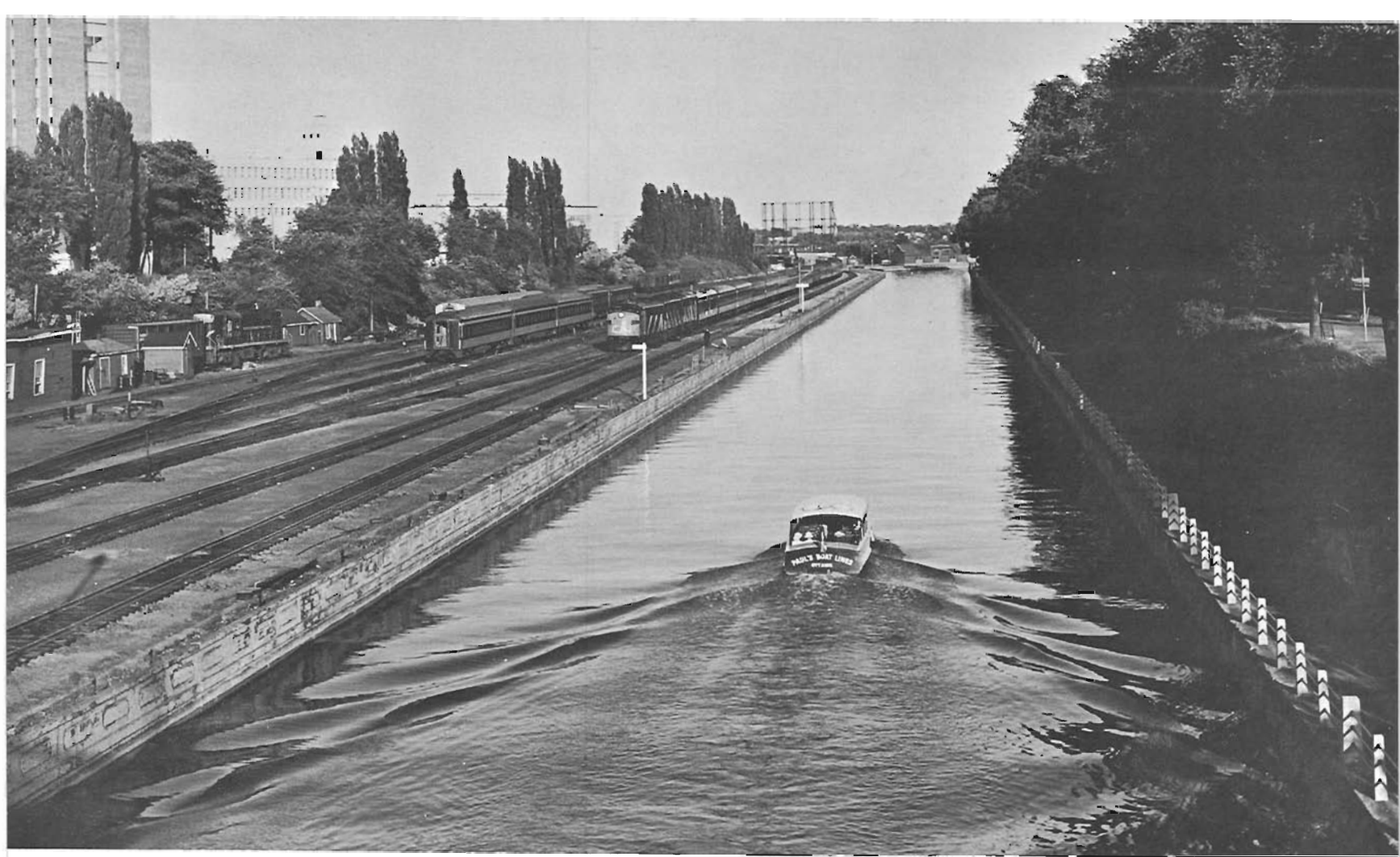
Gare



ABOVE: High platform canopies and brilliant illumination give an impression of spaciousness to the new Ottawa Station. Passengers gain access to the five through tracks through an underground passageway from the station, at right. (JS)

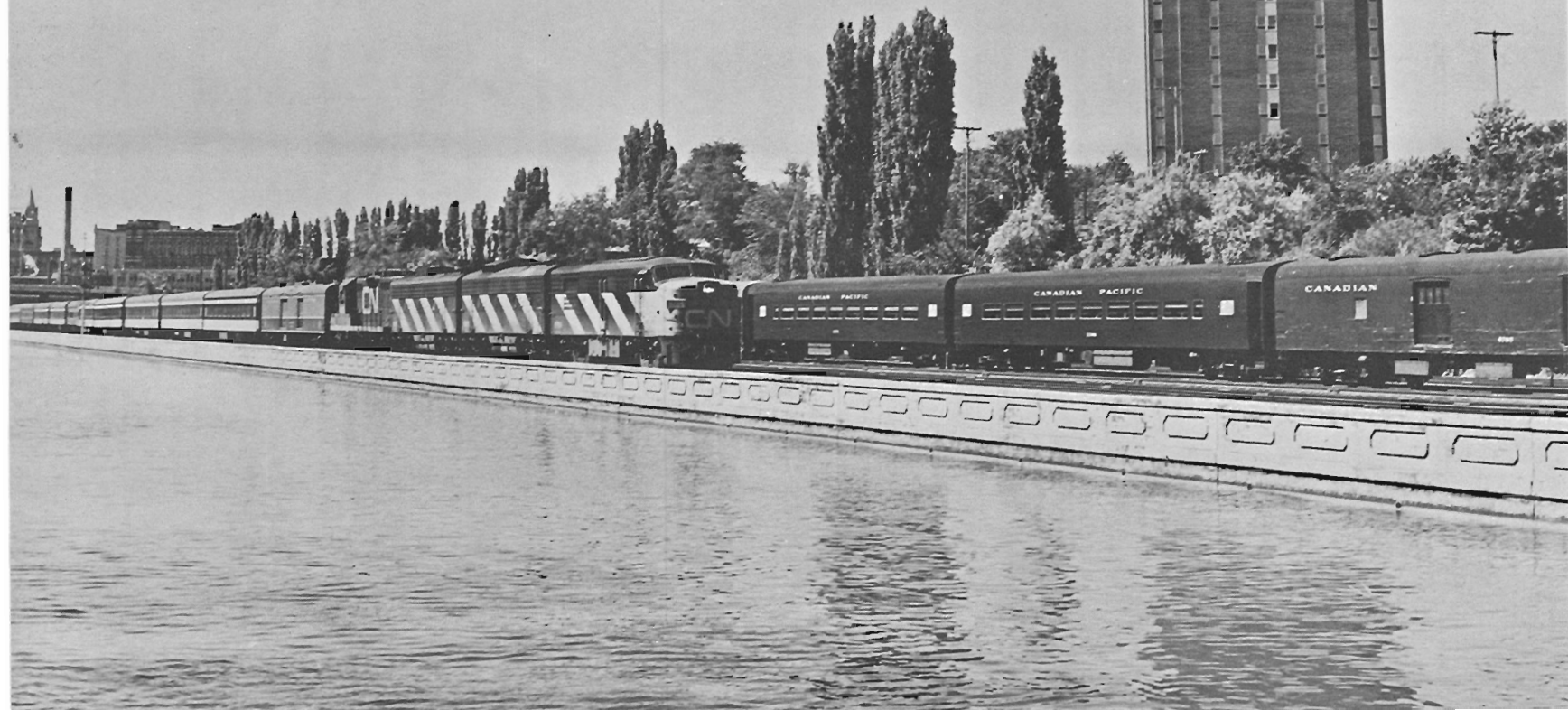
BELOW: Canadian National train #1, "Super Continental", makes its last approach through the station yard of old Ottawa Union on Saturday, July 30th, 1966. (JS)





ABOVE: Another view of the "Super Continental", taken two weeks before the closing of the station, shows the picturesque alignment of the approach tracks beside the historic Rideau Canal, once a main artery of commerce and communication, opened by Colonel By in 1825. The road now being constructed where the tracks are shown in this photograph will be known as Colonel By Drive. (JS)

BELOW: Canadian National train #2, "Super Continental", leaving Ottawa Union on the last day of service, July 30th, 1966. (JS)



Before Booth opened his Central Station, however, he had under way the construction of the Ottawa, Arnprior & Parry Sound Railway, whose initial section, taking off westward from the Chaudiere spur on the alignment of what is now the Queensway, was opened to Arnprior in May 1893. It eventually reached Parry Sound and Depot Harbour in December 1896.

Developments Subsequent to Central Station

Upon its opening in 1912, the new station handled trains of the Grand Trunk, Canadian Pacific transcontinental and M&O Subdivision trains, and those of the O&NY -- the New York Central in Canada. The Canadian Northern system, which had arrived in Ottawa on November 30th, 1909, contented itself with a rather unostentatious wooden structure in the east end of the city, off Gladstone Avenue near the NYC terminal. The same system built a railway from Ottawa to Toronto, opening the section from Napanee to Ottawa (Hurdman) on December 30th, 1913. The last new railway extension into Ottawa was another Canadian Northern line, that of its transcontinental route, which was opened from Pembroke to Federal in November 1916.

In 1912, though all of its traffic was Canadian Pacific, the old Broad Street "Union Station" handled a considerably greater number of trains than the new Central depot, but during and after World War I, consolidation of traffic at the new facility took place, and in January 1920, Canadian Pacific closed its Broad Street passenger terminal and transferred all services to the GTR station. Subsequently, the Grand Trunk changed the name of its station to "Union Station" which it carried to the end. Canadian Northern was absorbed by the new Canadian National Railways in 1918, and with the taking-over of the GTR by the National system in 1923, all CN trains were diverted into Union Station. Subsequently, however, the New York Central, in an economy move, diverted its trains from Union Station and thereafter terminated services at a small station at its yard and engine facility at the corner of Gladstone and Nicholas.

With this exception, the railway terminal situation in Ottawa remained static for thirty years, until the NYC abandoned passenger service into the capital in 1954. In February 1957, its line was completely abandoned.

In the interim, following the conclusion of hostilities in the second World War, federal authorities were at work on a master plan to rationalize and beautify the capital city. The multiplicity of railway lines was a prime target in such a project, as might be expected, and the relocation or elimination of many cross-city routes was the subject of early consideration. Plans were set afoot about 1950 which, while they did not contemplate removal of Union Station to the outskirts, they did envisage removal of several lines in midtown Ottawa:

- (a) The original Canada Atlantic line, by now the CN Renfrew Subdivision, from Deep Cut, east of Union Station, to Bells Corners.
- (b) Ottawa's original railway, the CP Sussex Street Subdivision, from Sussex Street to Hurdman.
- (c) The original St. Lawrence & Ottawa Railway Chaudiere Branch, now a part of the CP's Prescott Subdivision, from Ellwood to Ottawa West.

The idea of the formation of an Ottawa terminal railway company, first mooted in 1905, was revived with the intention of combining CN and CP traffic in the area of the capital onto single railway arteries. Also in the books was a new freight yard at Walkley Road south of the city, to replace Canadian National facilities at Bank Street on the Renfrew Subdivision, and Canadian Pacific yards at Sussex Street and at Ottawa West.

Construction of Walkley Yard was begun in 1950 and the yard fully opened in 1955. It was built on a "belt line" opened in 1953 which connected the CP M&O Subdivision and the CN Alexandria Subdivision on the east, with the CP Prescott Subdivision, and the CN Beachburg and Smiths Falls Subdivisions on the west. This permitted planning of track removal in the midtown area, the decision being made to use the right-of-way of the Renfrew Subdivision as a site for the Queen Elizabeth Way trunk road. Abandonment of the Renfrew Subdivision east of Bells Corners came gradually:

- 1953 - Nepean to Island Park Drive.
- 1955 - Island Park Drive to the Chaudiere spur switch.
- 1962 - Chaudiere switch to Deep Cut (not including wye).
- 1963 - Deep Cut wye.

The plan to dispense with the CP Prescott Subdivision from Ellwood to Ottawa West was found to be impractical owing to the existence of industries in the neighbourhood of Ottawa West, and the necessity to construct a new railway bridge over the Ottawa to the Quebec side somewhere east of the city. Accordingly, a change in the master plan was authorized, retaining this line but relocating it on a grade separation alignment which would carry it in a tunnel under Carleton University campus and the Rideau River and Canal. This project got under way in 1960 and while it is now essentially complete, the rails have not been laid as yet and trains (including CP Lachute Subdivision passenger trains from Ottawa to Montreal from the new Ottawa Station) still use the old "surface" route.

The Sussex Street Subdivision of Canadian Pacific, Ottawa's original railway line, was also abandoned in two stages:

- 1964 - Sussex Street to Beechwood Avenue
- 1966 - Beechwood Avenue to Hurdman

The changes effected thus far in 1966 include:

- (a) Abandonment of CN lines from Ottawa Union to Hawthorne via Hurdman.
- (b) Abandonment of CP line from Hull to Ottawa Union and from Deep Cut via Hurdman to M&O Junction. Also Sussex Street Subdivision from Smyth to Hurdman.
- (c) Construction of new trackage from M&O Junction to Hawthorne, and on site of former Beachburg Subdivision from Smyth to new Ottawa Station on an elevated alignment.

Construction of the approach trackage to Ottawa Station necessitated a few temporary reroutings of trains using Ottawa Union in the weeks preceding the changeover. The building of the connection from M&O Junction to Hawthorne

The tables below and on the opposite page show the services which a smaller capital city demanded in the pre-highway age, fifty-three years ago. Union Station was then known as Central Station, the term "Union Station" having been assumed by the depot in Broad Street in an earlier day when it served three railway companies subsequently incorporated into the CPR. Trains using Central Station at this period include some now long gone, such as the daily service to Swanton over the former Canada Atlantic, and the daily-except-Sunday train between Ottawa and Depot Harbour over the Ottawa, Arnprior & Parry Sound Railway, a Booth appendage.

1913

Ottawa Train Service

CENTRAL STATION

<u>Train</u>	<u>Frequency</u>	<u>Time (EST)</u>	<u>Origination</u>	<u>Destination</u>
CP 19	Daily	Ar. 12:50a	Montreal £	
CP 19	"	Lv. 12:50a @		Sault Ste.Marie
CP 1	"	Ar. 1:30a	Montreal £	
CP 1	"	Lv. 1:30a @		Vancouver
CP 20	"	Ar. 5:00a @@	Sault Ste.Marie	
CP 20	"	Lv. 5:00a		Montreal £
CP 2	"	Ar. 5:55a @@	Vancouver	
CP 2	"	Lv. 5:55a		Montreal £
NYC 21	Exc.Sunday	Lv. 7:50a		Tupper Lake
GT 22	Daily	Lv. 8:30a		Montreal £
CP 502	"	Lv. 8:30a		Montreal £
GT 51	Exc.Sunday	Lv. 8:35a		Madawaska
NYC 20	"	Ar. 11:00a	Tupper Lake	
GT 24	"	Ar. 11:05a	Madawaska	
GT 29	Daily	Ar. 11:30a	Swanton	
CP 501	"	Ar. 11:35a	Montreal £	
CP 509	"	Ar. 11:59a	Montreal £	
GT 23	"	Ar. 12:15p	Montreal	
GT 24	"	Lv. 3:15p		Montreal
CP 508	"	Lv. 3:30p		Montreal £
NYC 23	"	Lv. 4:35p		Tupper Lake
GT 26	Exc.Sunday	Ar. 4:45p	Depot Harbour	
GT 30	Daily	Lv. 5:00p		Swanton
GT 23	Exc.Sunday	Lv. 5:02p		Madawaska
NYC 22	"	Ar. 6:35p	Tupper Lake	
CP 504	Daily	Lv. 6:45p		Montreal £
GT 25	Exc.Sunday	Ar. 7:10p	Montreal	
CP 503	"	Ar. 7:15p	Montreal £	
GT 54	"	Ar. 7:20p	Madawaska	
GT 28	"	Lv. 8:00p		Montreal
CP 507	Sunday only	Ar. 11:05p	Montreal £	
GT 27	Daily	Ar. 11:15p	Montreal	
GT 31	Exc.Sunday	Lv. 11:30a		Depot Harbour

@ - To Ottawa Broad Street
 @@- From Ottawa Broad Street
 £ - Via Vankleek Hill.

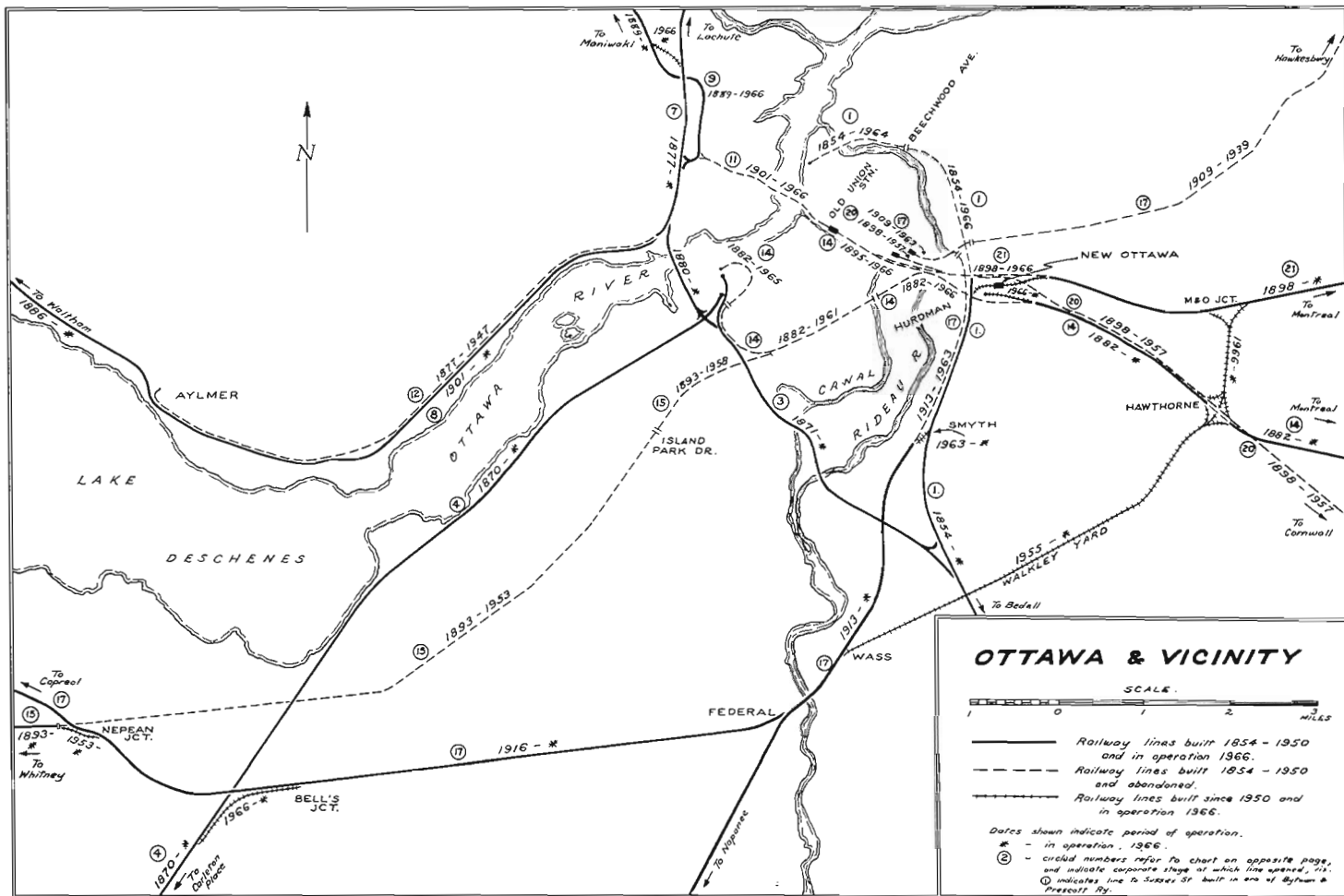
BROAD STREET

<u>Train</u>	<u>Frequency</u>	<u>Time (EST)</u>	<u>Origination</u>	<u>Destination</u>
CP 19	Daily	Ar. 1:15a @	Montreal £	
CP 19	"	Lv. 1:30a		Sault Ste.Marie
CP 1	"	Ar. 1:55a @	Montreal £	
CP 1	"	Lv. 2:05a		Vancouver
CP 20	"	Ar. 4:20a	Sault Ste.Marie	
CP 20	"	Lv. 4:35a @@		Montreal £
CP 2	"	Ar. 5:15a	Vancouver	
CP 2	"	Lv. 5:30a @@		Montreal £
CP 561	Exc.Sunday	Lv. 7:25a		Brockville
CP 543	"	Lv. 7:30a		Waltham
CP 550	"	Lv. 7:30a		Prescott
CP 34	Daily	Ar. 7:50a	Toronto	
CP 420	"	Lv. 8:30a		Montreal %
CP 557	Exc.Sunday	Lv. 8:30a		Pembroke
CP 531	Daily	Lv. 9:00a		Maniwaki
CP 542	Exc.Sunday	Ar. 9:30a	Waltham	
CP 560	Daily	Ar. 10:00a	Brockville	
CP 551	Exc.Sunday	Ar. 10:05a	Prescott	
CP 563	"	Lv. 10:25a		Brockville
CP 571	Sunday only	Lv. 10:25a		Brockville
CP 532	Exc.Sunday	Ar. 10:44a	Maniwaki	
CP 556	"	Ar. 11:25a	Pembroke	
CP 421	Daily	Ar. 1:15p	Montreal %	
CP 35	Exc.Sunday	Lv. 1:55p		North Bay
CP 36	"	Ar. 2:45p	North Bay	
CP 552	"	Lv. 3:50p		Prescott
CP 553	"	Ar. 4:50p	Prescott	
CP 559	"	Lv. 5:00p		Pembroke
CP 562	"	Ar. 5:00p	Brockville	
CP 572	Sunday only	Ar. 5:00p	Brockville	
CP 541	Exc.Sunday	Lv. 5:05p		Waltham
CP 531	"	Lv. 5:30p		Maniwaki
CP 422	Daily	Lv. 5:45p		Montreal %
CP 534	Exc.Sunday	Ar. 5:45p	Maniwaki	
CP 558	"	Ar. 6:10p	Pembroke	
CP 544	"	Ar. 6:15p	Waltham	
CP 565	Daily	Lv. 6:45p		Brockville
CP 535	Sunday only	Ar. 9:25p	Maniwaki	
CP 564	Exc.Sunday	Ar. 10:05p	Brockville	
CP 423	Daily	Ar. 10:30p	Montreal %	
CP 33	"	Lv. 10:45p		Toronto

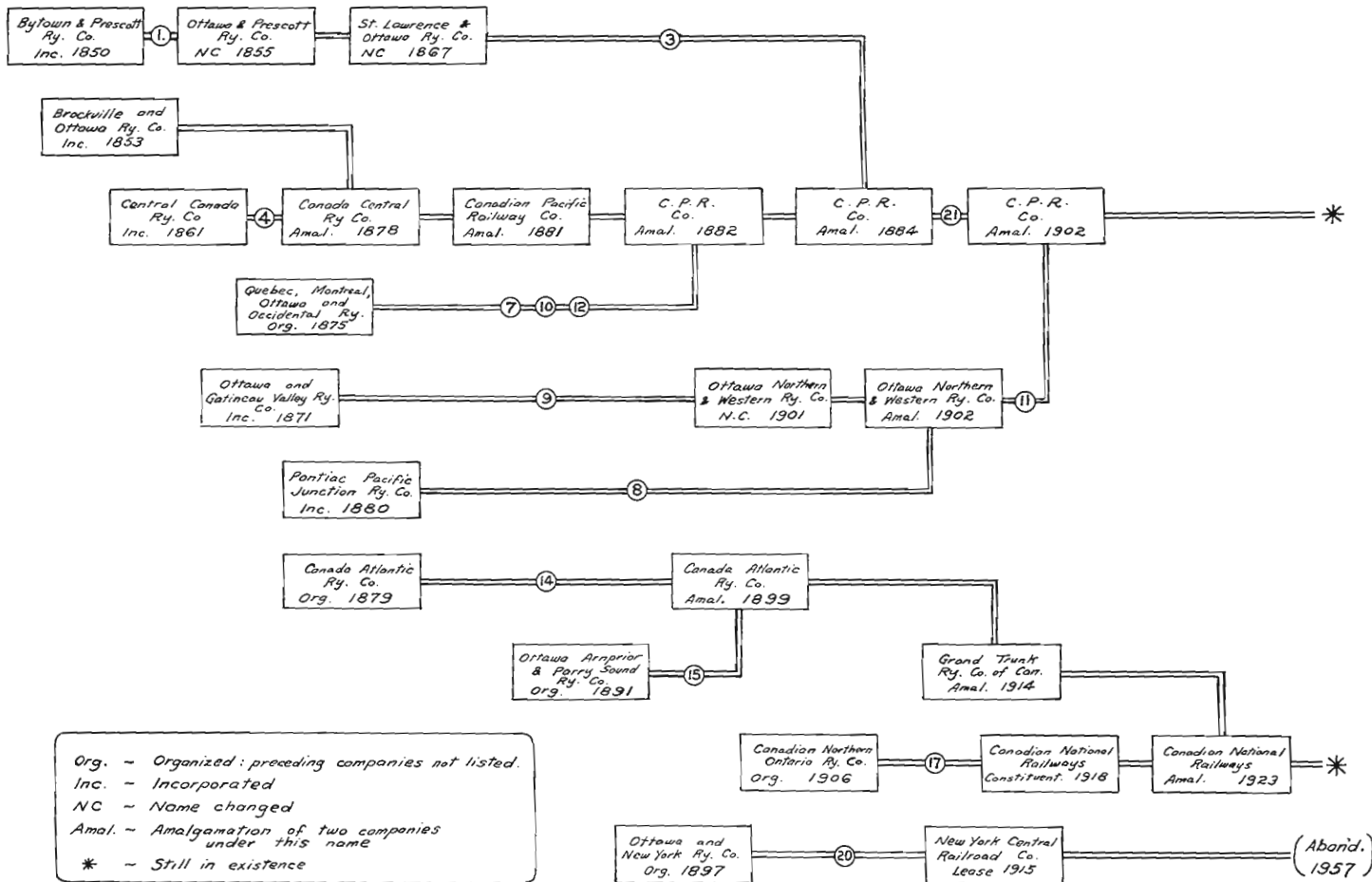
@ - From Ottawa Central Station. @@ - To Ottawa Central Station.
 £ - Via Vankleek Hill. % - Via Lachute.

C.N.R. STATION

<u>Train</u>	<u>Frequency</u>	<u>Time (EST)</u>	<u>Origination</u>	<u>Destination</u>
CNR 34	Exc.Sunday	Ar. 11:00a	Joliette	
CNR 35	"	Lv. 5:00p		Joliette



CORPORATE KEY TO MAP.





ABOVE: Canadian Pacific train #1, "Canadian", on the north-to-west curve at Hawthorne on July 30th, 1966, during a temporary rerouting necessitated by the cutting of the CP M&O Subdivision trackage into Ottawa Union in order to divert them into the new facility. (JS)

BELOW: The same train, the last westbound "Canadian" to use Union Station, coasts easily onto the Royal Alexandra Bridge for the last time. This view was taken from Parliament Hill. (JS)

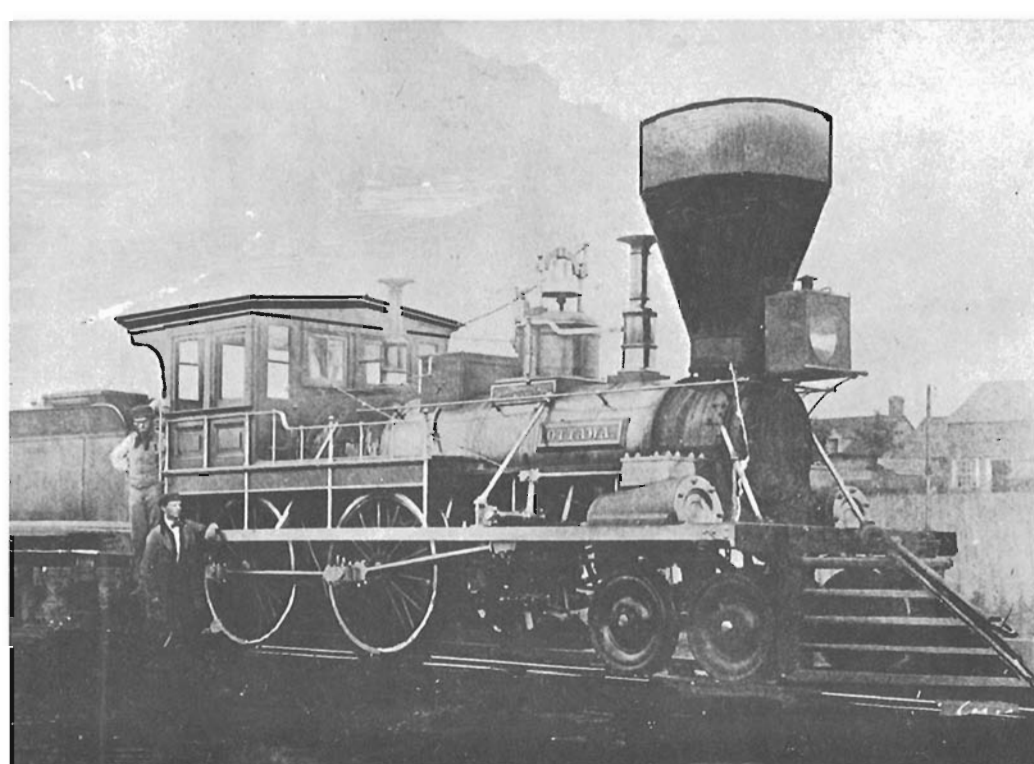




ABOVE: Canadian National roadswitcher No. 4155 and the end of a cut of unoccupied passenger cars are framed by the undulating contour of Union Station trainshed. (JS)

BELOW: Views of trains in Ottawa Union were invariably given that Bavarian castle effect by the pinnacles of the Chateau Laurier hotel on the opposite side of the square from Union Station, with which it was connected by a pedestrian tunnel. Here, CN #6510 heads a passenger train bound for Montreal. (DP)

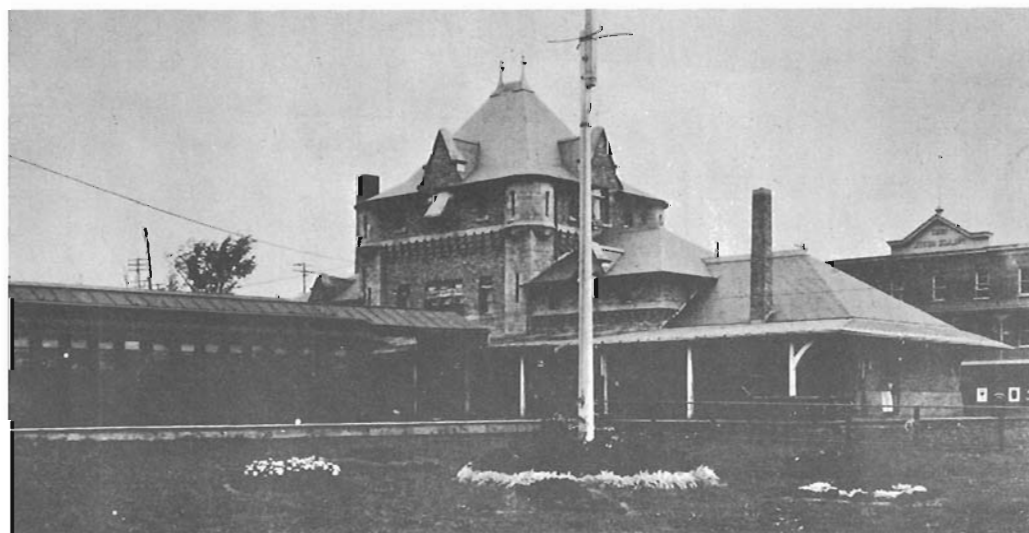


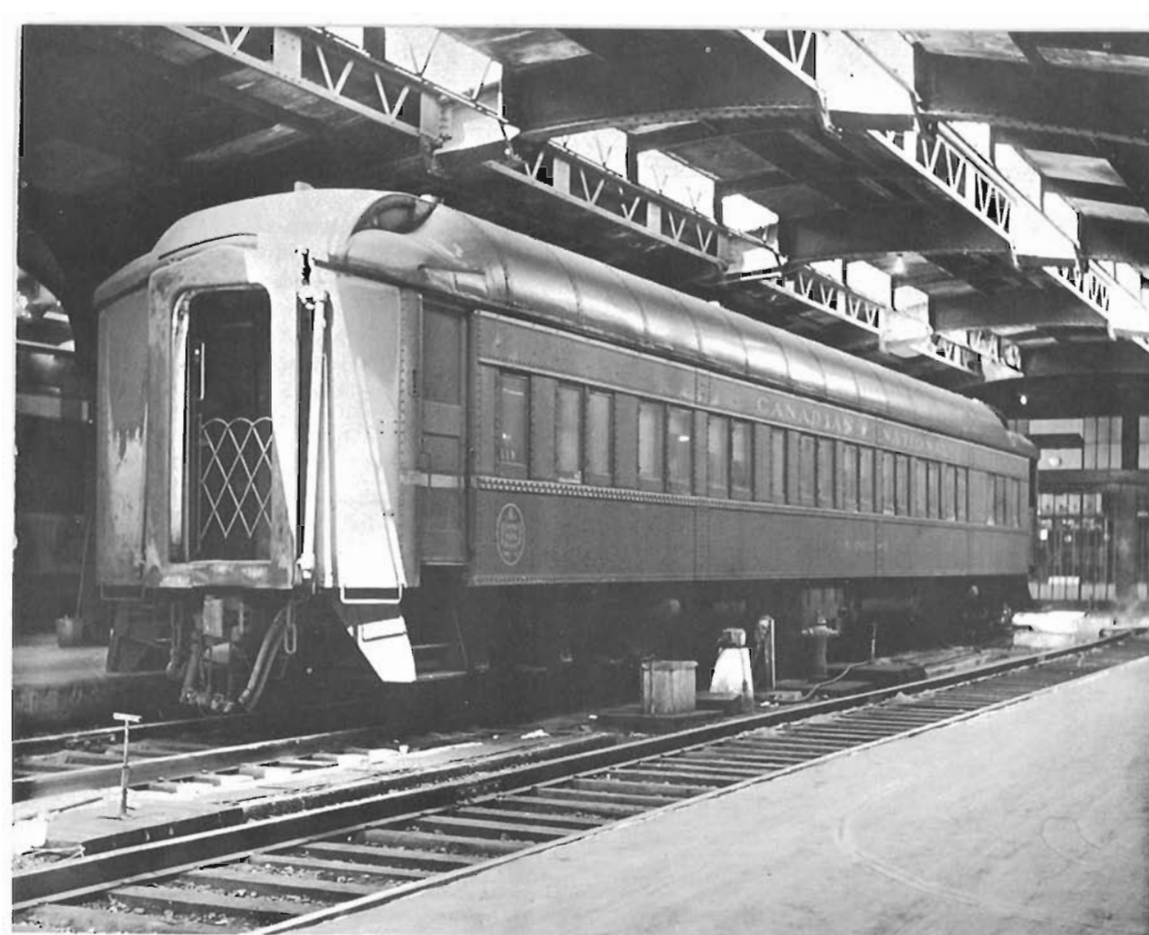


TOP: St. Lawrence & Ottawa Railway #2, "Ottawa", built in 1854, was one of the first locomotives ever to reach Canada's capital. Picture was taken in 1862. (OSAL collection)

BOTTOM: The business end of Broad Street station shows a distinct affinity to contemporary Canadian Pacific structures, such as Palais Station in Quebec, Windsor Station in Montreal and the old Vancouver station. (OSAL collection)

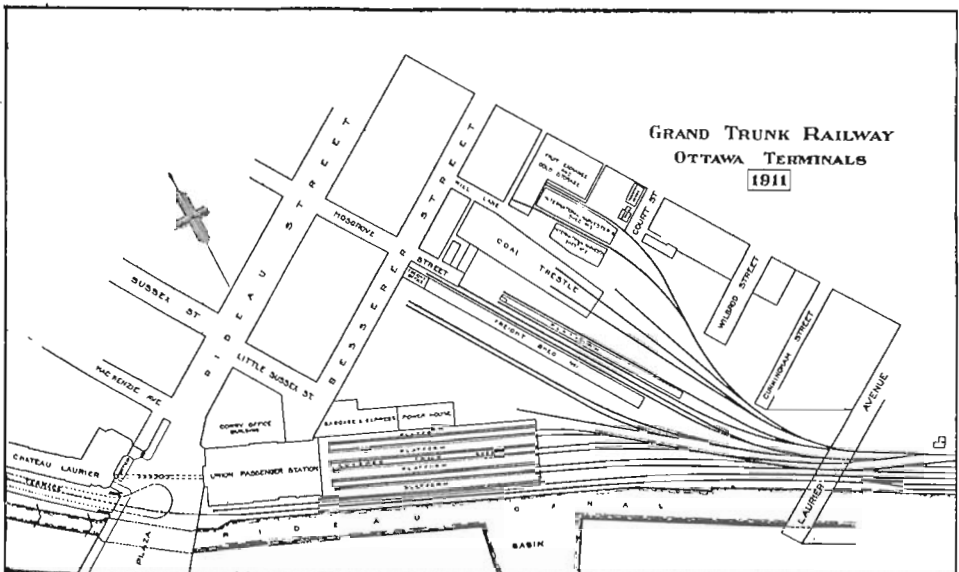
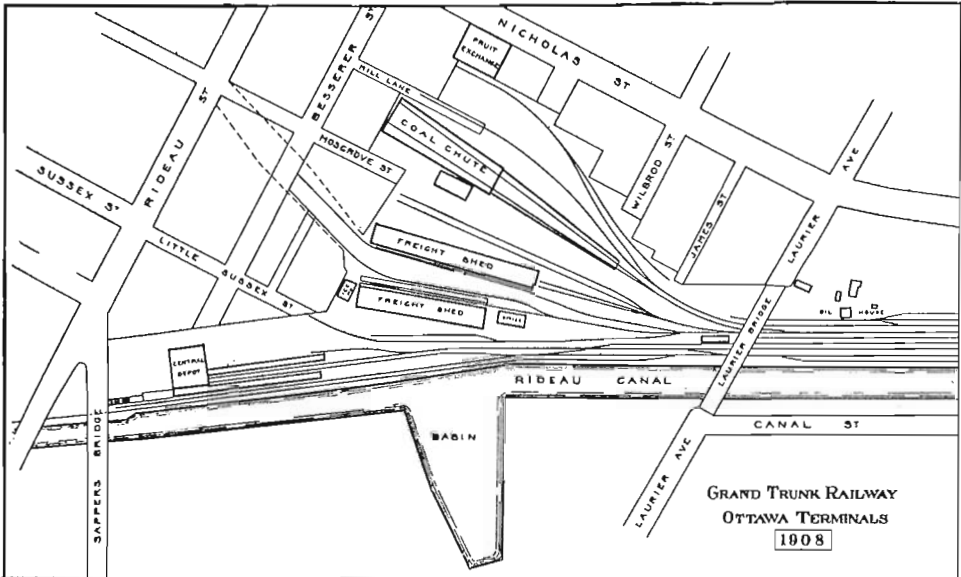
RIGHT: Ottawa Union trainshed was frequently used to store "dead" passenger equipment such as this Canadian National sleeping car shown in the upper photograph. Trainshed construction is clearly shown. At the new station, as shown in the lower photo of Canadian Pacific standby equipment, the passenger sidings are situated adjacent to the station where the cars are not infrequently bathed in the light of a full moon. (JS)





in July permitted abandonment of the CPR M&O Subdivision from M&O Junction into Ottawa, and its rerouting as the main line into the east end of Ottawa Station. During this period, CPR M&O Subdivision trains followed the route: M&O Jc.-Hawthorne-Hurdman-Deep Cut-Union Station. Similarly, for a few days following the inauguration of the new facilities, an incomplete westward main line on the site of the old Beachburg Subdivision required all westbound trains, CN as well as CP, to leave the new station from its east end, and proceed to western and northern main lines via Walkley Yard.

A full description of the new station and its facilities will be given later.



POWER

..with Murray W. DEAN

The author regrets the delay in bringing forth the following information. However, keeping up to date has been made difficult by the uncertain deadline of "Canadian Rail". It is hoped that what appears in October is new news, although what follows is not.

ERRATUM

The following errors and misprints appeared in "Power" in Number 174:

- 1) The builder's number for CP 4008 is not 77304, but rather 77303.
- 2) The builder's number for CP 4009 is not 77305, but rather 77304.
- 3) The builder's number for CP 4420 is not 77342, but rather 77341.
- 4) Information pertaining to the LSI's should be as below:

ROAD NUMBER	BUILDER'S NUMBER	BUILDER'S MODEL	BUILT
1503	76804	RS-2	13/4/49
1606	80478	RS-3	20/5/53
1803	83547	RSD-12	13/11/59
1804	84293	RSD-12	1/4/63

- 5) Marathon's locomotive was outshopped on February 11, 1966 and carries road number 28-120.
- 6) The closing date for the GTW section was January 28, 1966.
- 7) CP class DRF-24c extends from 4233 to 4250, not from 4233 4237 only.
- 8) The closing date for the CP leaseings was December 20, 1965.

In addition, these misprints appeared in Number 175:

- 1) CP 5025 was rebuilt from 1906, not 2906.
- 2) The first unit of CN class MR-10b listed (Page 63) is 1706 not 2706.

CANADIAN NATIONAL

Purchases: up to May 5, 1966.

DL-640A's were delivered as follows:

3202.....March 24, 1966	3204.....March 25, 1966
3203.....March 24, 1966	3205.....May 3, 1966

Unit 3204 was outshopped unfinished due to a strike pending at Montreal Locomotive Works. The final work was performed at CN's Montreal Yard.

Although 3205 was outshopped May 3, it was not delivered to CN until May 4.

Two locomotives are being kept by CN from the London and Port Stanley Railway. Data is shown on the next page.

CANADIAN			162	RAIL		
----------	--	--	-----	------	--	--

LPS ROAD NUMBER	CN ROAD NUMBER	CN CLASS	HORSE-POWER	BUILDER	BUILT
L-4	991	GR-12zb	1310	GMD	14/9/1955
L-5	992	GR-12zb	1310	GMD	15/7/1957

These B-B export locomotives will be standardized to 1200 horsepower at their first major shopping.

Scrappings: up to May 5, 1966.

ROAD NUMBER	STATION	OUT OF SERVICE	RETIRED	BUILT	BUILDER'S NUMBER	NOTES
1	Symington		15/2/66	21/5/47	28349	
74	Deerholme	In Service	15/2/66	4/47	28688	@
2207	Montreal	17/1/66	15/2/66	18/4/55	2869	
2209	Montreal	4/3/64	15/2/66	25/4/55	2871	
2211	Montreal	2/6/65	15/2/66	9/5/55	2873	
2213	Montreal	1/2/66	6/5/66	13/5/55	2875	
2216	Montreal	24/11/64	15/2/66	31/5/55	2878	
2900	Montreal	25/1/65	15/2/66	19/8/55	24-L-862	
3003	Moncton		28/3/66	20/11/53	79127	£
3029	Moncton	1/2/66	15/3/66	24/9/54	81024	£
3058	Moncton	1/4/66	2/5/66	12/7/55	81175	£
3060	Moncton	4/1/66	10/2/66	14/7/55	81177	£
3079	Moncton	4/1/66	10/2/66	15/11/56	81586	£
3087	Moncton	4/1/66	10/2/66	28/12/56	81594	£
3807	Moncton	4/1/66	10/2/66	20/10/55	81212	£
8450	Moncton	22/4/66	2/5/66	5/11/51	77757	°
9303	Montreal	9/1/64	15/2/66	29/5/52	2670	
9304	Montreal	23/7/65	15/2/66	29/5/52	2668	
9308	Montreal	7/2/64	15/2/66	2/12/52	2697	
9318	Montreal	26/1/66	15/2/66	23/12/52	2702	
9320	Montreal	1/2/65	15/2/66	31/12/52	2703	
9322	Montreal	27/1/66	15/2/66	31/12/52	2704	
9342	Montreal	7/2/66	15/2/66	12/3/53	2714	
9344	Montreal	29/4/65	15/2/66	12/3/53	2715	
9403	Moncton		15/2/66	25/5/50	77298	£
9412	Moncton	3/4/66	6/5/66	28/2/51	77626	£

£ - units so marked were traded-in to MLW for DL-640A's.

° - converted to B-14 to be assigned to Symington.

@ - sold to Vancouver Wharves May 27, 1966.

NOTE: Retired units are not necessarily scrapped. Some are kept for cannibalization purposes.

Rentals: up to May 5, 1966.

All rented units had been dispatched home by the end of March, except the B&M switchers which were turned over to CP. Montreal stationed DMIR's returned to Ottawa as shown below:

LOCOMOTIVE	TRAIN	DATE	LOCOMOTIVE	TRAIN	DATE
133	407	22/3/66	152	407	22/3/66
137	407	2/3/66	154	401	29/3/66
138	407	7/3/66	158	407	7/3/66
143	401	8/3/66	169	401	22/3/66

LOCOMOTIVE	TRAIN	DATE	LOCOMOTIVE	TRAIN	DATE
147	407	2/3/66	170	401	29/3/66
149	401	22/3/66	174	401	8/3/66
151	407	8/3/66			

Train 401 leaves Montreal Yard at 12:30AM, while Train 407 leaves Montreal Yard at 1:00PM.

Miscellaneous: up to May 5, 1966.

1) The following additional MR-10 locomotives have been placed on four-wheel trucks: 1718, 1720.

2) Readers may recall a great controversy about the horsepower of 1719 in Numbers 151 and 153. It turned out that the unit had been equipped with an experimental engine, supposedly for a period of two years. The locomotive was outshopped from MLW with a 260 engine (1200HP) on December 7, 1961. The unit had its 539 engine (1000HP) replaced and was outshopped April 2, 1965.

CANADIAN PACIFIC

Purchases: up to September 17, 1965.

Canadian Pacific has ordered 32 locomotives from GMDL in London, Ontario to be built to Model SD-40. Expected delivery schedule is shown below.

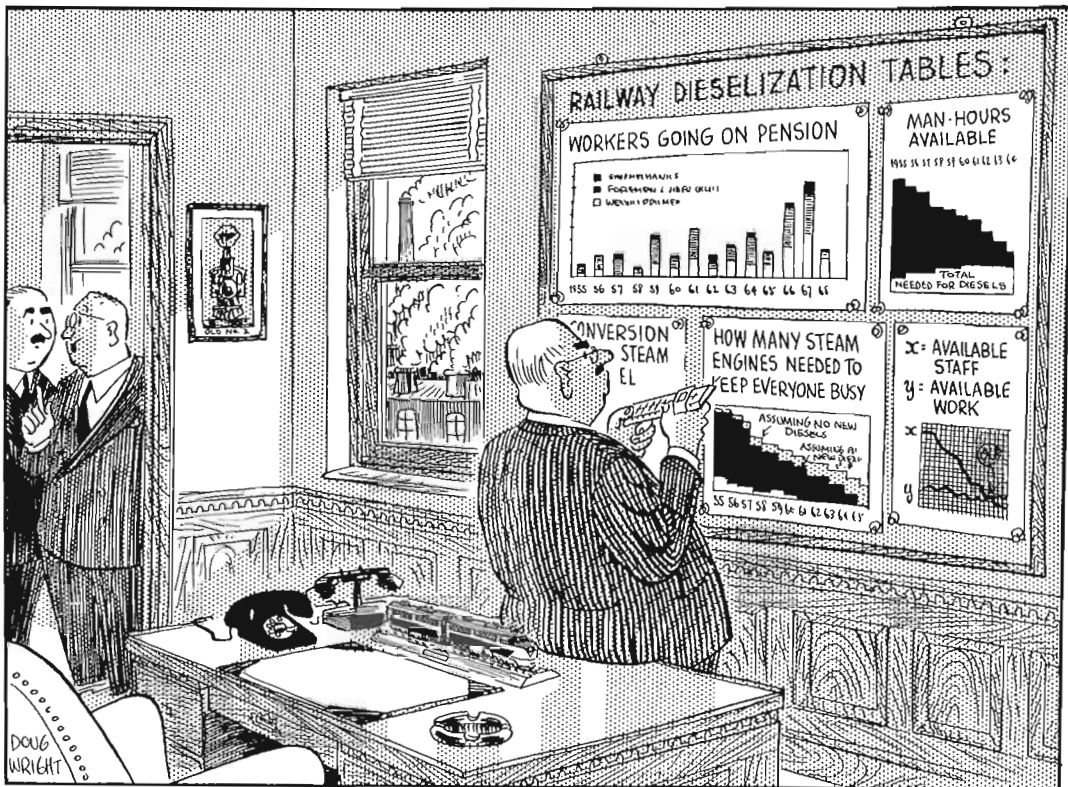
July 1966.....2 units	October 1966.....3 units
August 1966.....8 units	November 1966.....3 units
September 1966.....8 units	December 1966.....8 units

Rentals: up to April 1, 1966.

The railway has acquired all the Boston and Maine switchers that CN had previously been using: numbers 1178, 1179, 1181, 1263, 1268, and 1270. In addition, another GP-7, #1573, was rented from the B&M. All BLE, DMIR, and LSI units have been returned to their owners.

COVER PHOTO

The Chateau Laurier and the trees of Majors Hill Park form a backdrop for a pair of Canadian Pacific RDC cars on the afternoon train to Montreal, as they leave Canada's capital for its metropolis via the Royal Alexandra Bridge. The abandoned spans in the gully bridge are the last remnants of the Hull Electric Railway whose wooden interurbans ceased operating into their Ottawa terminal underneath Confederation Square back in 1947. (Photo by Jim Sandilands)



“Shh! He’s trying to figure out when will the Brotherhood let him buy another Diesel!”.

CANADIAN RAIL: Published monthly (except July/August combined) by the Publications Committee, Canadian Railroad Historical Association, P.O. Box 22, Station B, Montreal 2, Canada. Subscription includes Associate Membership: \$4.00 annually.

PUBLICATIONS COMMITTEE: D.R. Henderson, Chairman.
 J.A. Collins,
 W.L. Pharoah.
ACTING EDITOR, CANADIAN RAIL: Omer Lavallée
ASSOCIATE EDITORS: Anthony Clegg, William Pharoah
EDITORIAL STAFF: Derek Boles, James Sandilands, Ian Webb.
DISTRIBUTION: John W. Saunders, Wayne Hughes
MEMBERSHIP CHAIRMAN: Michael Leduc.

ASSOCIATION REPRESENTATIVES:

OTTAWA VALLEY: Kenneth F. Chivers, Apt. 3, 67 Somerset St. W., Ottawa.
PACIFIC COAST: Peter Cox, 2936 W. 28th Avenue, Vancouver, BC.
SASKATCHEWAN: J.S. Nicolson, 2306 Arnold St., Saskatoon, Sask.
ROCKY MOUNTAIN: V.H. Coley, 11243 - 72nd Avenue, Edmonton, Alta.
FAR EAST: W.D. McKeown, 900 Senriyama (Oaza), Suita City, Osaka, Japan.
BRITISH ISLES: John H. Sanders, 10 Church St., Ampthill, Beds., England.