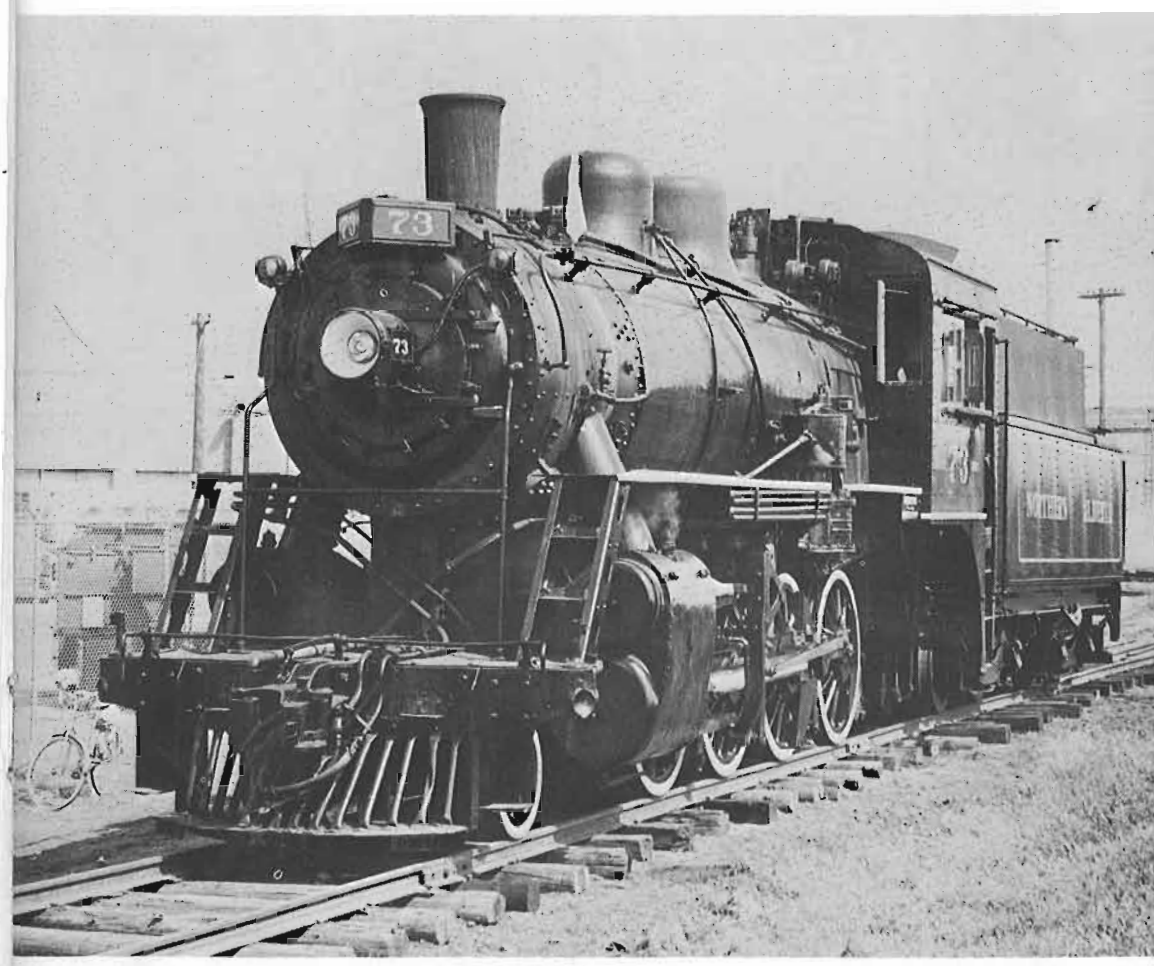
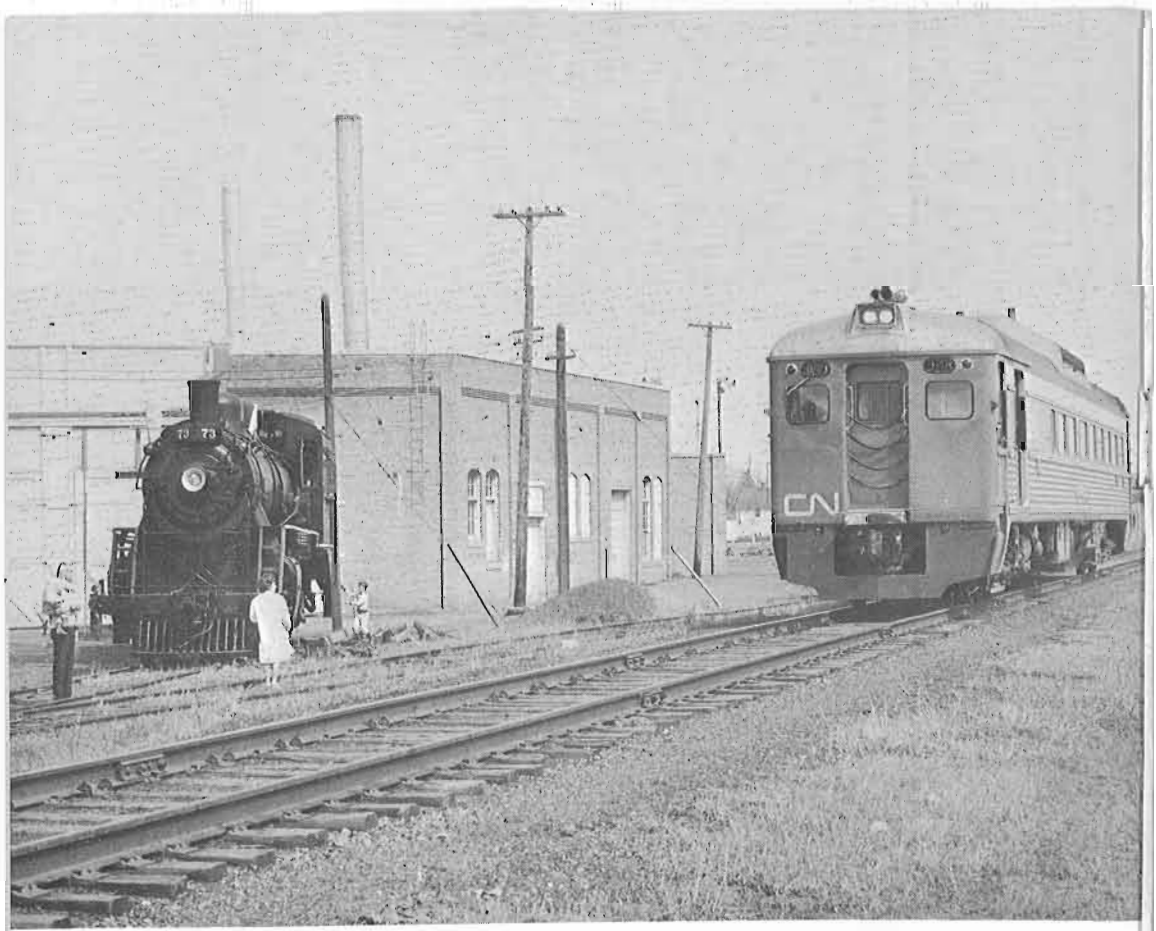
Canadian Rail

THE CANADIAN RAILROAD HISTORICAL ASSOCIATION, INC. ESTABLISHED 1932



No. 189 June 1967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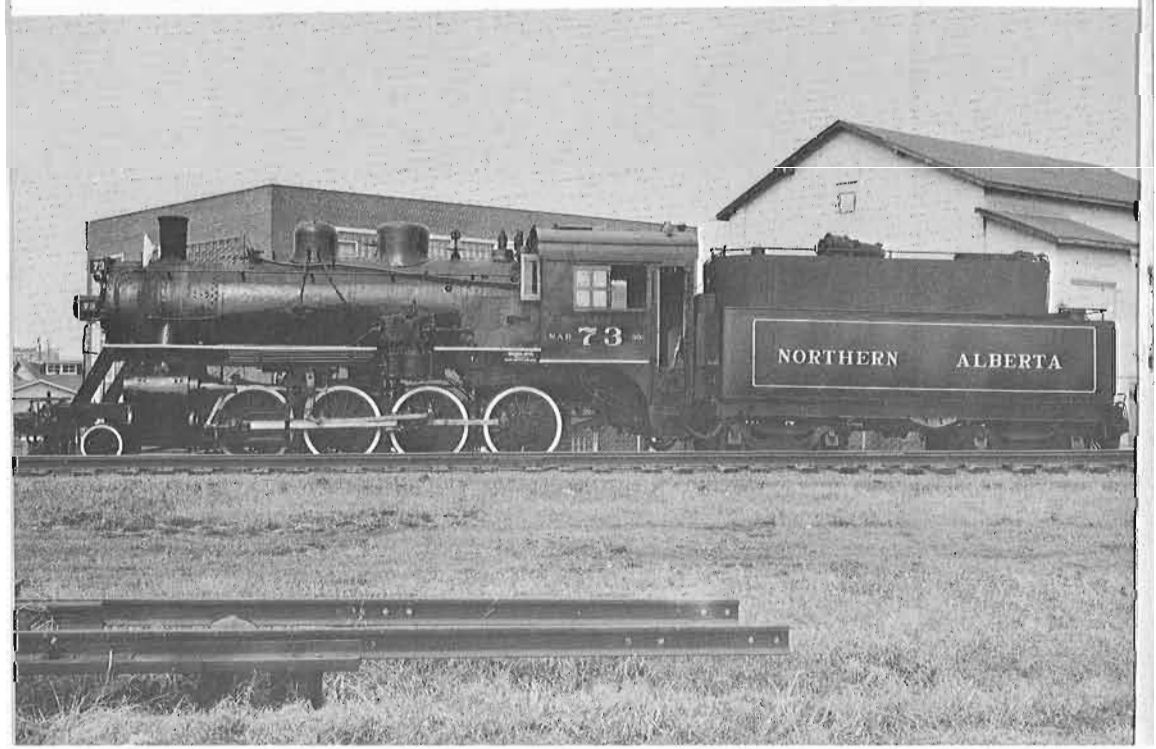

NORTHERN
ALBERTA
73

A CRHA MILESTONE

info from E.M. Johnson

Our cover photograph and the two pictures on the opposite page record a truly historic event for the Canadian Railroad Historical Association -- the first operation of a "museum" locomotive under steam. This very worthy centennial activity has been carried out by our EDMONTON CHAPTER, notwithstanding very limited material resources.

As mentioned in an earlier "Canadian Rail", Northern Alberta 2-8-0 No. 73 was moved outside of the Cromdale carbarns of the Edmonton Transit System before Christmas 1966, but this was by filling the boiler with air pressure at 100 pounds per inch squared. This provided sufficient energy to move the locomotive in and out of the barns and served as a cold test of the restored engine's pipes and valves.

Recently, the Edmonton Chapter obtained an Alberta Provincial boiler inspection certificate and the engine was steamed for the first time since being donated to the Association, on April 29. The accompanying photos were taken on April 30. The engine is in fine condition and reflects great credit on the Edmonton team, led by Harold Maw, which has worked long and hard on the restoration project.

One stall of the Cromdale carbarns, now used for buses, has been made available to the C.R.H.A. and houses Edmonton streetcar No. 1, Locomotive No. 73, and other smaller items such as handcars. The carbarns are located immediately alongside the CN's main line leading to the downtown passenger station and are served by a railway spur. Edmonton Chapter members extended this spur and laid a switch to provide access to "their" stall. A paved area at the end of the barns is crossed by prefabricated track sections -- full scale "snap track" -- which are piled out of the way of Edmonton Transit System operations when not in use.

Congratulations, Edmonton members. Your roster of steam locomotives may be small, but it is all in top notch operating shape with certificates to prove it.

The U.S.S.R. booklet "IN ADDITION TO WAGES" distributed at the Soviet Pavillion at Expo '67, contains an interesting Russian transit note: "A Metro ticket costs five kopecks and is good for all lines. It costs five kopecks on a bus ..... and three kopecks on a tram". In North America, the average Metro(subway) ticket costs 25¢ ... say, five nickels. It costs an average of five nickels on a bus. Would it have cost only three nickels on a tram??? if Canadian municipalities had retained their trams instead of replacing them by buses???

Getting There Was Half The Fun

S.S. Worthen

Being an Account of an Ingenious method

of circumventing a natural obstacle

The burgers of Boston had "had it in" for the proprietors of Portland, Maine, ever since the Atlantic & St. Lawrence joined the St. Lawrence and Atlantic, thus establishing a broad-gauge highway from the River to the Sea. This aggrivation was only increased when the Grand Trunk leased the line, connected it with Quebec City, and then crossed the St. Lawrence to Montreal, in 1859.

The stimulus which set the Vermont Central Railroad Company up and over the Green Mountains in 1848 was properly Bostonian. The wiley burgers had an eye on the Montreal-Great Lakes traffic, over a railroad which would be, of course, controlled by other members of the commercial society of Boston. Once this had been accomplished, they would be, once and for all, rid of the malevolant influence of the Grand Trunk, the Erie and the growing New York Central Railroad.

A regular passenger train ran between White River Junction and Bethel on June 26, 1847. The railroad was officially opened on February 13, 1849 to Windsor, Vt. It finally reached Essex Junction, near Burlington Vt., on December 31, 1849. But it was still one hundred miles (and one river, The Richelieu) away from Montreal. To be more precise, it was some seventy miles (and one river) short of the nearest railway, a standard gauge effort at St. Johns, Que., called the Champlain and St. Lawrence Railroad.

Elsewhere, it has been recorded how the Champlain and St. Lawrence came over to St. Johns on the 4 foot 8½, with a whoop and a holler, in 1836. Here, on the banks of the Richelieu, it languished for about ten years, while the side-wheelers on Lake Champlain carried the traffic to Burlington, Vt., and Plattsburg and Whitehall N.Y., to the waiting arms of the Ruthland and Burlington, on the Saratoga and Washington. But not, unfortunately, onto the metals of the Vermont Central, whose nearest point to Burlington, and interconnected to it by a spur, was at Essex Junction. Now this was a situation which could not be tolerated.

Additional indignities were heaped on the head of the Vermont Central when, in 1851, the Champlain and St. Lawrence extended its line to Rouses' Point N.Y., and a junction with the Northern Railroad of New York, whose main line wound away to the west, and Ogdensburgh, N.Y., on the upper, smoother reaches of the St. Lawrence, just east of Lake Ontario. From 1851 until the Grand Trunk Railway was opened through eastern Ontario in 1857, this was the preferred route for those travelling from Montreal to towns in Ontario.

Meanwhile, in 1847, the Montreal and Lachine Railway had been completed, and in 1852 the Lake St. Louis and Province Line Railroad had managed to make a start from Caughnawaga, opposite Lachine, to the international boundary near Mooers, N.Y., where it made a very opportune junction with the Northern Railroad of New York, aforementioned. This was the connection that finally "broke

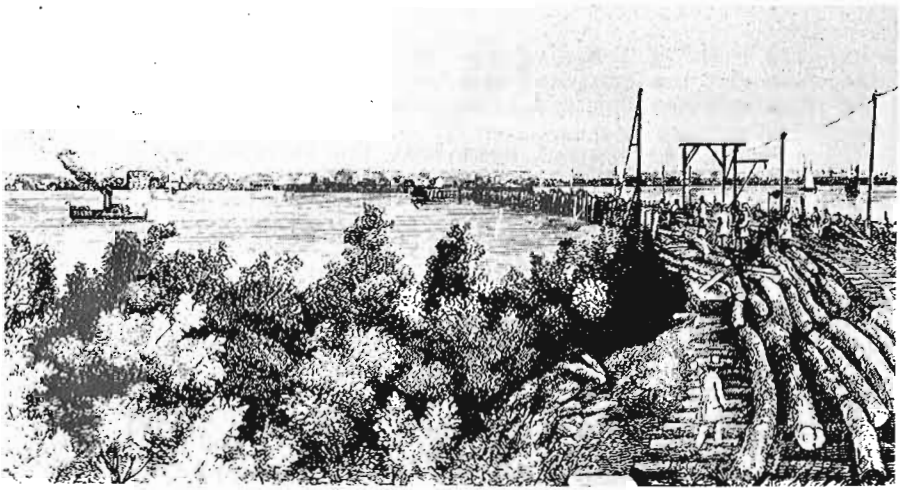
the camel's back" and forced the amalgamation of the Champlain and St.Lawrence and the Montreal and Lachine, under the corporate title of the Montreal and Champlain Railroad Company, in 1857.

Now this does not mean that the Vermont Central was standing idly by while all this hoorah was taking place. With the advent of the Champlain and St.Lawrence in Rouses' Point, the only natural barrier to an end-on connection with it was the Richelieu River, -- that and Missisquoi Bay and some 45 miles of Vermont Landscape, which was far from level, and had some very awkward ups and downs in it. A survey of a route from Burlington to the State line in the Town of Highgate was made in 1848, a charter for which (The Vermont and Canada Railroad Company) had been granted as early as 1845. The extension from Essex Junction to St. Albans was completed on October 17, 1850 and the last link, through Swanton, over Missisquoi Bay, through Alburgh to the Richelieu, and over it to Rouses' Point, N.Y., was completed on the glorious first of June, 1851.

This is a rather long preface to a description of the actual method by which the Vermont and Canada - Vermont Central crossed the one mile of Richelieu Bay on Lake Champlain, to a junction with the Northern Railroad of New York and the Champlain and St. Lawrence, for St. Johns and Montreal, and for Chirubusco, North Lawrence, Malone, Ogdensburgh and points west.

The Richelieu had always been a navigable river. Originally for canoes, later for long-boats, canoes, Durham boats, sloops, His and Her Majesty's ships and in 1850 Uncle Sam's side-wheelers for Lake Champlain. Of course, this immediately eliminated the possibility of a solid pile trestle across the mile-wide bay, but ingenuity prevailed, and in 1851, a remarkable structure was laid across the bosom of the bay. It is reported in the following detail in Moore's New England Views, published by H.P. Moore in 1861:

> But the place (Richelieu Bay) is one of more immediate interest to the tourist or traveller, on account of the remarkable railway connection, which, by the exercise of extraordinary enterprise, mechanical ingenuity and perseverance, has been here effected between the Vermont and Canada and the Ogdensburgh Railroads, and by which, not only those two important lines, but the two States of Vermont and New York, before accessible to each other for a hundred miles along their borders only by water craft, have become connected by an unbroken line of rails extending over bridge and bridge-boat, a mile across the lake, as very accurately exhibited, together with a portion of the surrounding lake scenery, in the accompanying view, taken a short distance in front of the railroad station, on the Vermont side of the lake.
>
> This bridge in its whole length is 5,290 feet, or one mile and two rods, and was erected at a total cost of $60,000, of which about $20,000 were expended on the draw, or as it is usually and perhaps more properly called the Boat Bridge. Three-fifths of the whole structure, including the Boat Bridge, were built by the Vermont and Canada and the Vermont Central, and the remaining two-fifths by the Ogdensburgh Railroad. The Boat Bridge, or that part which swings open to permit the passage of vessels, and is thus made to serve the purposes of a huge draw, is of the great length of 301 feet, and is an entirely



A very early view of the "Floating Bridge" across Richelieu Bay, Lake Champlain, showing the construction of the Vermont & Canada's connecting bridge to Rouse's Point and the Montreal & Champlain Railroad.
-- Courtesy of the Vermont Historical Society.

independent structure, - in fact, a regular boat, with iron rails running over its deck and so brought to the level and line of the adjoining bridge and track at the ends, by substantial and secure fastenings, that the whole line of rails from one side of the lake to the other. In a side-hold of this boat was placed a small steam engine, which, by winding up on a drum a strong iron chain passing to one end of the boat, and thence to a pier, will in the space of one minute throw out the boat at right angles and, in another, after the vessel has passed through, by reversing the revolutions of the drum, bring it back to its place.

This novel contrivance, the only one of its kind ever invented, or at least the only one ever put in operation, it is believed, was at first the offspring of a necessity. The legislatures of Vermont and New York, jealous of the rights of the people navigating the Lake, refused at that time to grant the privilege of bridging the Lake, except on the condition that 300 feet in width of the channel be left open, or be made to be opened, for the passage of vessels. No drawbridge could be constructed to open to such an extent; and hence arose the great desideratum of some contrivance to insure a continuous line of rails across the lake, so as to obviate the damaging necessity of breaking up trains on the Lake shores, and resorting to ferry-boats for the transit of passengers and freight. (Oh, delicious prose ! Author)

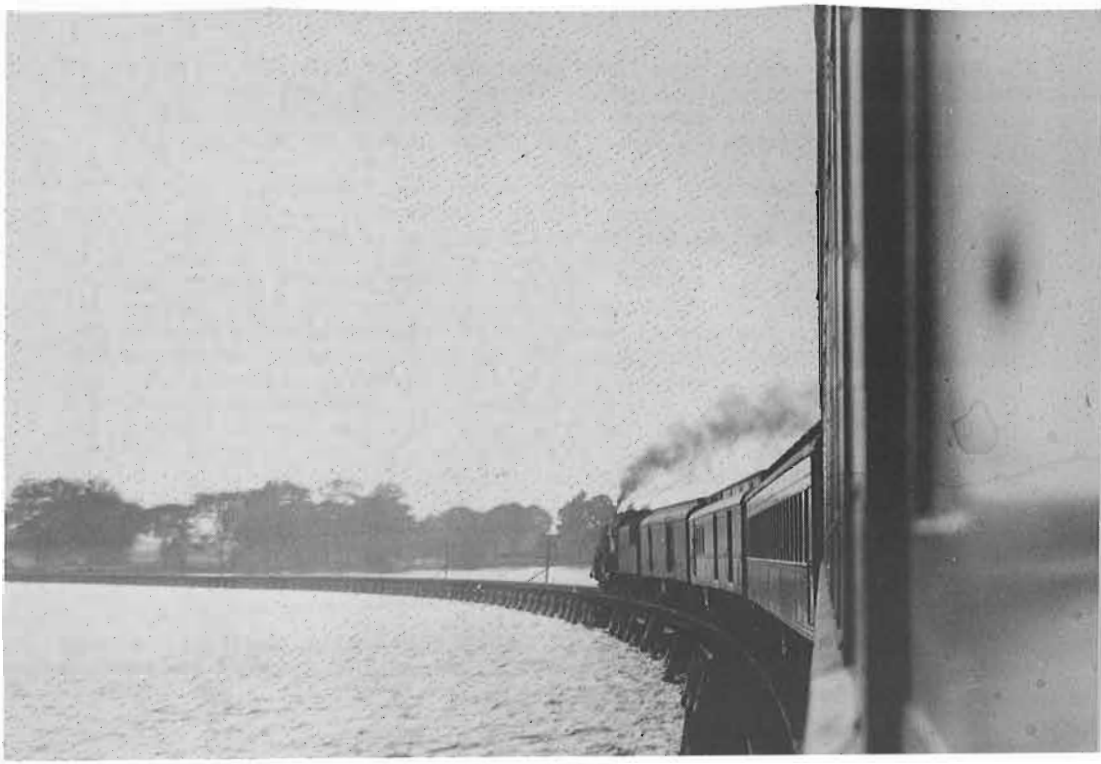
And that desideratum was, after some experimenting, at length fully realized in the construction of the present Boat Bridge, which has now been for about ten years in successful operation, having during the whole time led to no accident and no important detention of the trains. This invention, - for such it

truly was, mainly originated in the active brain of Henry R. Campbell, the noted master bridge-builder of the Vermont Central and Vermont and Canada line of railroads, who, acting on the suggestion of the late Governor Paine of the possibility of constructing some floating craft into which the cars could be run and thus passed over the unbridged part of the lake, went to work, perfected and put in operation the remarkable contrivance which has so often elicited the surprise and admiration of the visiting tourist. And few who carefully inspect its simple but efficient machinery, and witness the facility and exactness of its working, will fail to pronounce it an achievement which does honor to the projector.

The Henry R. Campbell referred to above, was the engineer who surveyed the original line, in 1848. Having got to the shores of Richelieu Bay, it certainly behooved him to find a way of getting across !

The history of the Boat Bridge was not altogether without accident. Apart from the normal wear-and-tear of the water on the wooden structure, the ice which formed on the Lake in winter "raised the dickens". After a few winters of resistance to the grinding, crushing action of the frozen mass, the timbers in the permanent portions were due for renewal. The floating portions were frequently raised or thrust out of line, which necessitated a great deal of chopping and shovelling in order to realign them to permit train

On July 13th, 1947, Train 65 of the Rutland Railroad proceeds at a cautious 10 mph over the trestle to Rouse's Point, New York, from the Vermont shore and Alburgh. -- Collection of the late E.A.Toohey.



operation. In 1871, part of the trestle collapsed under Rutland Railroad engine "N.L. Davis" and train. The Rutland had by this time fought its way to a junction at Rouses' Point with the Grand Trunk and Ogdensburgh and Lake Champlain. In the spring (April 2) of 1920, after the Boat Bridge had been converted to the more conventional trestle plus swing span, there was a proper mess! Rutland Mikado No. 33 and freight train were proceeding from the Vermont shore to Rouses' Point, N.Y., when the engine jumped the track and fell into the icy waters of the Bay. The annual ice-shove had pushed the track out of alignment. It required the services of the big hooks of the Delaware and Hudson and Boston and Maine to lift the 2-8-2 out of the mud. The Rutland's crane took care of the tender.

In its late life, the trestle was owned by the Central Vermont (inherited from the Vermont and Canada's and Vermont Central's three fifths) and maintained by the Rutland (from the Northern Railroad's two-fifths via the Ogdensburgh & Lake Champlain). After the Rutland wound things up in 1963, there really was no reason for the Central Vermont to maintain this section between East Alburgh and Rouses' Point, and so the tracks, swing span and trestle work were all removed in 1964. The Town of Rouses' Point still maintains a hundred feet or so of the old trestle as a sort of fishing pier cum marina. Thus ended Mr. Campbell's marvellous invention - or its offspring, - depending on how you like to look at it.

AN ANSWER

Information concerning the photograph of GTR 377 pictured on Page 246 of the December, 1966, issue has been supplied by Messrs. C. Warren Anderson of Sussex, N.B., R.Corley of Peterborough, Ont., E. H. Heath of Cornwall, Ont., and Denis Latour of Dorval, Que.

It appears that this view was taken at Richmond, Que. in the 1890's. Upon the date photographed, however, hangs the identity of the locomotive for as Mr. Corley points out, the G.T.R. had three engines numbered 377 at various times. One, built by Portland in May, 1873 carried the number 377 until 1898 when it was renumbered 100. It was sold to the United Counties Ry. in Nov. 1899. Another, built by Manchester in May 1883 was originally Midland 44, became GTR 640 and renumbered 377 in 1898. Again renumbered in 1904 as 252, it was scrapped in May 1914 carrying number 2061 which it received in 1910. A third locomotive received the number 377 in 1904 and was scrapped bearing this designation in September, 1909. It had been built by Partland in October 1873 as GTR 249, became Second 264 in 1893, 329 in 1898 and 377 in 1904.

Mr. Anderson provides us with further data on GTR's First 377,as follows: Constructed by the Portland Locomotive Company in 1873; construction number 251; it had 66" driving wheels and 16"x24" cylinders.

Mr. Corley believes, however, that the engine photographed was the Manchester-built machine, GTR's Second 377, which would date the picture between 1898 and 1904.

by Derek Booth

The Confederation Train may not disappear at the end of 1967 but may, like many other centennial projects, be continued in 1968. The idea has been discussed at the national centennial conference and has received wide support. The train may either cross Canada again as it is doing this year or tour the United States to stimulate tourist interest.

The Michigan Public Service Commission has approved Canadian Pacific Railway's application to discontinue its passenger service between Detroit and Windsor.

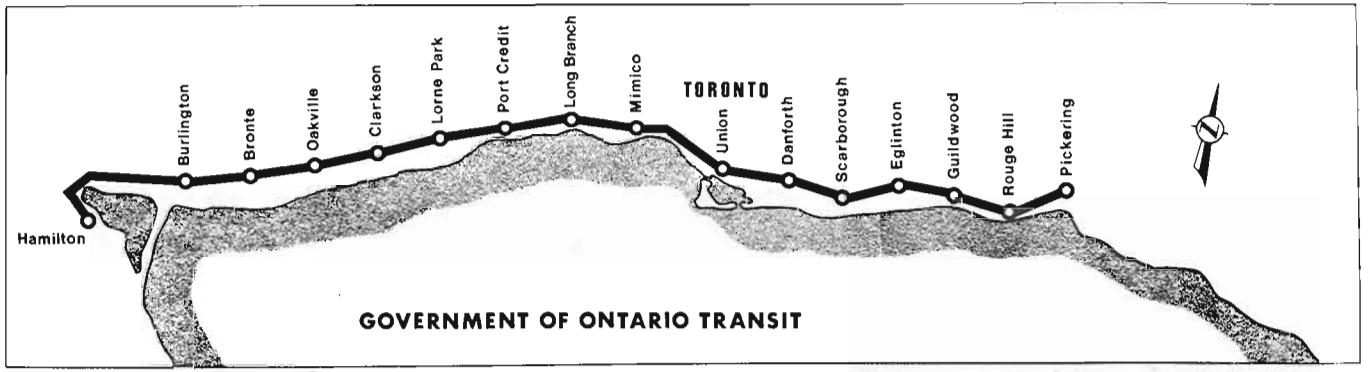
A Newfoundland royal commission on transportation report has urged the maintenance and improvement of passenger train services in the province even if such steps are not economically justifiable. It maintains that the railway is the vital link of transportation in the province and that CN's plans to replace passenger train service with a bus service are not in the best interests of Newfoundland.

The contract for CN's new bridge across the Second Narrows near Vancouver has been awarded to Dosco Industries Ltd., Canadian Bridge Division of Walkerville, Ontario. The new bridge will be 2,174 feet long with a 493 foot lift span which will rise 153 feet above high water. This will replace the existing railway bridge which has a maximum lift height of 140 feet and a span of 286 feet. The new bridge will facilitate passage of all types of water traffic and is due to be completed by September 1968.

Eightly thousand series fifty foot newsprint box cars now being delivered to Canadian Pacific are in a new paint scheme. The cars have no roof walks and are green with black ends, white lettering and the red "Newsprint service only" shield has been replaced by a circle containing a tree. Cars in the new paint scheme number up from 80967.

CN has applied to the Board of Transport Commissioners to discontinue passenger service between Charlottetown and a number of eastern Prince Edward Island points including Murray Harbour, Georgetown and Souris.


BANK OF MONTREAL
O'Keefe
CENTRE
CENTRE
MONTREAL TRUST


Hamilton
Burlington
Bronte
Oakville
Clarkson
Lorne Park
Port Credit
Long Branch
Mimico
TORONTO
Union
Danforth
Scarborough
Eglinton
Guildwood
Rouge Hill
Pickering
GOVERNMENT OF ONTARIO TRANSIT

CN said that freight services in P.E.I. would be improved if permission to drop the passenger runs is granted.

United Aircraft of Canada Limited has announced that the introduction of CN's 120 mph Turbo Trains will be delayed for three months because of difficulties in obtaining required materials. Although a three-car prototype Turbo will begin testing in a few weeks deliveries of operational trains will not take place until early fall.

Regular service on the Ontario government's GO Transit commuter service between Hamilton and Pickering went into operation on May 23, 1967. The first train left Oakville for Toronto's Union Station at 5:50 a.m.

Information for the above news items was contributed by D.W. Hatley and F.M. Kerr.

GO TRANSIT GOES

The signs above this Government of Ontario Transit "push-pull" train proclaim "Bank of Montreal" and "Montreal Trust", but citizens of that city must go over three hundred miles southwest to experience being encouraged to ride as a commuter on CN track. Specially designed commuter trains carrying the green and silver-white colours of GO Transit went into service in the Toronto area on May 23; the first train to inaugurate the service rolled out of Oakville at 5:50 am. Financed by the Ontario Government, the service is expected to attract 15,000 commuters off the highways in the sixty-mile corridor between Hamilton and Pickering. The Ontario Government invested fifteen million dollars in GO, and will pay CN an estimated two million dollars a year to meet operating expenses. On the other hand, the cost of building a six-lane expressway ranges between three-and-one-half million dollars, and four million dollars a mile. An elevated road such as Toronto's Gardiner Expressway costs about sixteen million dollars a mile, the same cost as providing GO commuter service over sixty miles.

It is interesting to note the effect of a provincial subsidy on Canadian National Railways: CN has undertaken to run an attractive, frequent commuter service on what is already high-traffic track. Contrasted with this is the south shore commuter service out of Montreal where the one evening commuter train is sometimes delayed up to thirty minutes in twenty miles because of conflictions with the one or two mainline trains operated over that line in the early evening.

...GO Transit photo


CN 79249
CN
CN 79249

CN's Comfortable Caboose

CN is beginning a programme to modernize its fleet of cabooses which will see the gradual elimination of the approximately 1150 wooden cars presently in service and their replacement by steel-shelled units boasting a host of new comfort, convenience, and safety features. The principal new feature will be the introduction of electricity, derived from axle-driven generators, which will produce for lighting, refrigeration, hot plates, marker lights, radio telephones and incinerating toilets.

A second innovation of the new cabooses will be a wide-vision glassed cupola which will be placed at the top centre of the car to afford crewmen a better view of the train. Integral parts of this new cupola will be safety glass, wind deflectors and electric windshield wipers.

Included among new features for the comfort of the crew are such "luxuries" as upholstered swivel chairs with safety head rests in both the cupola and conductor's desk, two modern oil stoves, one equipped for cooking, overhead safety grab-irons, draft-free aluminum windows, and a plentiful supply of water for washing and cooking.

The new car will be five feet longer than the old-type caboose and will feature roller bearings, specially designed wheel sets and shock-absorbing underframes to smooth the ride.

The first contract for 150 of the new units has been awarded to Hawker Siddeley Canada Ltd., Montreal. The steel shells will be built at its Trenton, N.S. works with the cars being completed at its Montreal plant. The estimated cost per unit is in the neighbourhood of $40,000. Delivery was scheduled to begin in February.

This whole project came about as a result of collaboration between CN officials and heads of the Brotherhood of Railroad Trainmen. It has been five years in the works and included the construction of a prototype caboose (No. 79184) which aided in the ironing-out of a number of basic operational problems which came to light in the course of 79184's service on a variety of runs.

This "new-look" caboose is the first of one hundred and fifty soon to be delivered to Canadian National Railways. The new units are being built by the Hawker Siddeley Co. and were ordered by the National to meet the needs of modern long-train operations and high speeds.

(photos courtesy Canadian National).

Honeymoon Train

The "honeymoon train" of the Japanese National Railways (JNR) has proved to be a hit, and it is said that this might be the turning point in JNR's manner of operating.

Up to now, the JNR has been criticized for being "too bureaucratic."

Called the "kotobuki" (felicitations), this train runs between Kyoto and Beppu, Kyushu. It will run on every lucky day until May 28.

The first honeymoon train left Kyoto at 5.57 pm on March 3 and arrived in Beppu at 8.08 am the next day.

Every bit of consideration was shown to passengers in order to show that JNR was seriously thinking about changing its business policies.

For example, great care was taken to ensure that the temperature in the compartments remained at about 23 degrees centigrade throughout the night.

The lights were dimmed at 9.30 pm, three hours earlier than on regular night trains.

The conductor checked to see which passengers were getting off at Beppu and which ones were continuing down Kyushu. This was done so that the groups arriving at Beppu could be handled efficiently.

A lot of work went into making the honeymoon train a success.

On the other hand, it has proven that even the JNR can provide good service if it wants.

JNR President Reisuke Ishida has repeatedly said that "what is lacking in the JNR is competitive spirit and the desire to make a profit."

He has also pointed out many times that "an enterprise cannot have a reason for existing unless it makes a profit."

The honeymoon train was dreamed up as one way to make money. But the people concerned had to undergo much in order to make the project a success. They had to take chances, for there was no assurance that the plan would succeed.

EVERY lucky day "Kotobuki" honeymoon train, packed with honeymooners, runs between Kyoto and Beppu, Kyushu.

Honeymooning is becoming more and more expensive these days. This was one reason why the JNR thought of operating the honeymoon train. But on the other hand, the officials also realized that they were losing honeymooning passengers to other transportation services because of their inefficiency and poor service.

The biggest headache for couples planning to marry is how to secure transportation for their honeymoon. They can book hotels a year in advance, but they have to wait until the last minute to make reservations on JNR trains.

The situation is much different in the case of ships and airplanes. Kansai Kisen accepts reservations from newlyweds at any time. And from last July, All Nippon Airways began accepting reservations from prospective honeymooners up to three months in advance.

Fearing that they would be left behind if they did nothing about the reservation system, the JNR, which previously accepted reservations only a week in advance, came up with the honeymoon train, which could be booked well in advance.

How can we provide the best service? This problem was discussed from all angles with the conclusion that "the best way to provide service is to capture the hearts of the passengers."

All preparations were based on this line of thinking.

The first question was whether to use sleepers or coaches with reclining seats. Considering that newlyweds would want to spend their first night together, the JNR officials decided on reclining seats.

They also decided to provide the best service from the start, and they drew up a plan to give passengers specially prepared tickets similar to those issued by airline companies.

However, the JNR went still further.

To each couple, the JNR gave 10 free admission tickets. The tickets mentioned the time and date of departure, as well as the couple's names. The tickets, bearing colorful designs of a crane in pink and gold, looked more like an invitation card.

Seventeen veteran conductors attached to the Kyoto Conductors Station were assigned to the honeymoon train. Since they had not traveled before on trains plying between Moji and Beppu, they immediately went on test rides on their days off and returned with bundles of pamphlets which they could study.

They were also asked to draft a congratulatory message to be announced over the PA system. The JNR officials gave this task to the conductors because they considered that the men that would actually make the announcement could come up with a better message than a cliche-filled stereotyped one drafted by a professional writer.

The final draft was finished just before the departure of the first honeymoon train. Some conductors practiced the speech after recording it in tape.

The best first-class coaches were used and the trains were thoroughly cleaned to befit the occasion.

Toward the end of February, several meetings were held in Beppu between JNR officials and representatives of hotels, tourist resorts and bus companies.

Because they felt they could not fail, JNR officials stressed the need for the best service and comfort for their prospective passengers.

As a result, it was decided that new buses would be used, to also be called kotobuki, and would be driven by veteran drivers. The bus guides and hotel staff agreed to treat the honeymooners with special care.

The first honeymoon train left Kyoto at 5.57 pm from No 7 platform. This platform was chosen because seven is a lucky number.

The train, about 80 percent full, stopped at Osaka to take on more passengers.

But more of a success for the JNR was the way the platforms at Kyoto and Osaka were crowded with well-wishers. Nothing could have been a better publicity stunt than having the platforms crowded with kimono-clad women and men dressed in formal clothes.

The congratulatory message was announced shortly after the train crossed the bridge spanning the Yodo River.

One conductor pledged he would do his best to "make this trip one of the happiest memories in your life."

The message seemed to have created a favorable impression. One bride said:

"The message was very befitting and pleasing to hear. I felt as if I was riding in something other than a train."

As the train neared Beppu, a conductor went around distributing ballpoint pens inscribed with "Congratulations on your happy wedding." At the same time, he asked the passengers to complete a questionnaire.

When the train reached Beppu at 8.08 am, a band was on hand to play the wedding march. All the station personnel were lined up to welcome the newlyweds.

According to one bride, one good point about the honeymoon train was that "you don't have to worry about being stared at, as is the case when traveling on regular trains."

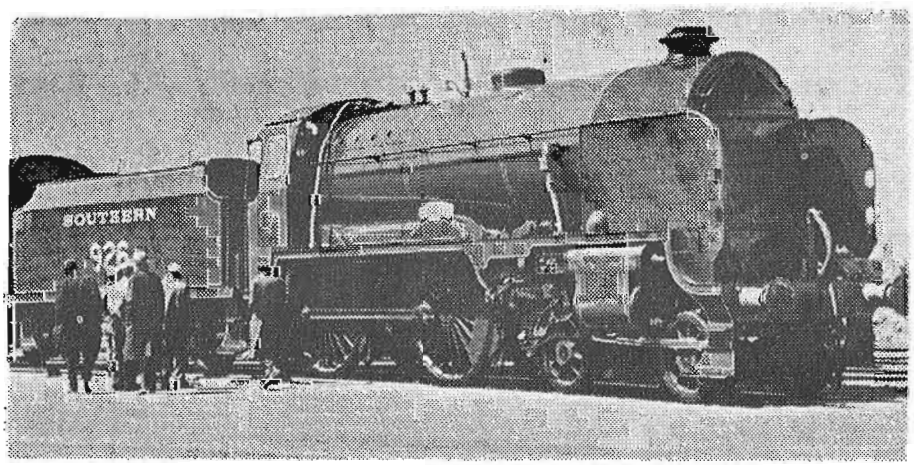
The idea of using reclining seats proved a success, for seven out of every 10 couples thought the seats were better than bunks.

The fear that the honeymoon train might be shunned was unfounded as all other honeymoon trains have been fully booked.

In a word, it can be said that the honeymoon train is a big success for the JNR.

(From Yomiuri, courtesy W. McKeown.)

Below is "REPTON" #926 of the Southern, now British Rail, which was on public display at Windsor Stn, Montreal, recently. It was built in 1934, one of the "Schools Class", and once headed royal trains between London and Windsor, England. It is now at Steamtown Railway Museum at Bellows Falls, Vermont.



Centennial Summer Schedules

- by F. A. Kemp -

This year in which we commemorate 100 years of Canada's history as a Confederation, would be a good one in which to compare schedules for Canadian passenger trains in 1867 and 1967, but this could be done only within a limited area, as most of the lines now in operation were undreamed of then, and some of the main lines of 1867 have no passenger trains at all! The lines which could be compared are Halifax-Truro and Windsor, N.S., Saint John-Moncton, N.B., Pointe Levi (Levis)-Richmond-Coaticook-Portland-Montreal-Toronto-Stratford-London and Toronto-Hamilton-Niagara Falls-Paris-London-Windsor and Toronto-Orillia, which lines now are all part of Canadian National Railways, except that between Windsor Jct. and Windsor, N.S. now part of CPR's Dominion Atlantic Railway.

If anyone can supply passenger train schedules of Grand Trunk Railway of 1867, or those of Nova Scotia Ry. or European & North American Ry. (New Brunswick Ry.) such a comparison might be possible.

CANADIAN NATIONAL

Three hours and 59 minutes between Montreal and Toronto would have been considered wild insanity in 1867, when Grand Trunk passengers usually spent 15 hours on the journey; yet this is what we are promised when CN Turbotrains Nos. 62-63, 66-67 and 68-69 start their much-heralded first runs. In the meantime, Rapido trains 60-61 and 64-65 continue their 299-minute schedules, with stops at both Dorval and Guildwood, a new GO Transit station in Scarboro, 12.2 miles from Union Station. The GO Transit service is to begin operation May 23, following the Victoria Day week-end, with push-pull trains and self-propelled units between Pickering and Hamilton trains 988, 989, 990, 991.

A new Toronto-Ottawa through service is now provided by trains 44-45, which now operate on a completely separate schedule from that of the "Bonaventure" trains 54-55. Trains 54-55 now run 75 minutes earlier at 1535 from both Montreal and Toronto, and also 14 minutes faster. A new Railiner 649-650 has begun operation between Montreal and Belleville, but the Toronto-Belleville locals 209-210 have been discontinued, cutting another group of smaller towns from the list served by CN passenger service.

West of Toronto, the main feature is the renumbering of Toronto-London-Windsor, Toronto Sarnia-Chicago and Toronto-Niagara Falls trains, but Toronto-Windsor trains 219-220 will make their last runs June 30th. Toronto-Kapuskasing trains 87-88 are to be rescheduled July 1st in a drastic move to cut 90 minutes from the running time of 87 and 40 from 88. Sleeper passengers will thus be deprived of their complimentary dinner on 87 and of "Continental breakfast" on 88.

Capreol-Foleyet passengers will have a tri-weekly passenger train 194-195 to supplement the mixed trains 266-267 over this subdivision. No. 203 will also carry passengers between Capreol and Winnipeg June 17 to Sept. 11.

The "Super Continental" will again operate as separate Montreal-Vancouver (1-2) and Toronto-Vancouver (3-4) trains between June 1 and October 1. Running time of all trains has been increased by anywhere from 20 minutes (No. 1) to 185 minutes (Nos. 5).

Canadian National's Montreal-Ottawa service has been expanded to seven round trips daily with the addition of Trains 32 and 37. The latter is merely the separated Ottawa portion of Train 1, which no longer carries passengers to Ottawa.

East of Montreal, most of the changes are effective only on June 1st, and amount to a considerable revamping of service between Montreal, eastern Quebec and the Atlantic Provinces.

Rapido service to Quebec will be doubled with the addition of trains numbered 22-23 and 26-27 to join the double-daily service provided by renumbered trains 20-21 and 24-25. Trains 22 and 23 will stop at Drummondville and at Charny, where they will connect with new Railiners 618-619 for Campbellton and intermediate stations. Trains 18 and 19, the old "Maritime Express" and one of the oldest CN schedules, will be discontinued, as will service to local stations between Drummondville and Charny, and between Campbellton and Moncton.

The numbers 18 and 19 will be assumed by a new train between Montreal and Sydney, N.S. via Edmundston. Named the "Cabot" it marks a break-through in many ways; the first through service over the former National Transcontinental route in many years, as well as the first through service to Sydney in a long time; even through sleeper service ended several years ago. On the other hand, it has resulted in the ending of local Moncton-Edmundston service with discontinuance of Trains 117-118, in an area with bad roads and little or no bus service. The Truro-Sydney service will be reduced from three to two trains daily, as overnight trains 109-112 and 110-111 and Railiners 601 and 602 are discontinued. Railiners 601 and 602 will provide Truro-Halifax connections for the "Cabot" beginning also on June 1.

Local service on the Gaspé line has also been reduced by the replacement of Railiners 616-617 and mixed trains 245-246 with through trains 118-119, which stop only at principal stations, connect with the "Chaleur" at Campbellton instead of Matapedia, and take up to 1 hour and 45 minutes longer for the Montreal-Gaspé trip.

Newfoundland services will be adjusted to connect with the "Cabot" but will revert to their former times on September 30, necessitating an overnight stay at North Sydney westbound. Trains 101-102 will operate daily June 17-Sept. 12th only, otherwise tri-weekly.

Other adjustments include rescheduling of 613-614 between Moncton and Saint John and the end of chartered bus service between Rivière-du-Loup and Edmundston.

Another train was added to Montreal-Deux Montagnes suburban service April 30, and a second began May 15th.

CANADIAN PACIFIC

Only two tiny portions of the railway that built a country was in existance in the year of Confederation, and both of these sections (St. Andrews-Richmond N.B.; Lanoraie-Joliette, Que.) are now without passenger service. The only concessions to the demands of Centennial year have been the provision of the "EXPO LIMITED", trains 5-6 between Montreal and Vancouver and 15-16 between Toronto and Sudbury, on a schedule like that of the old "Dominion", and of an additional evening commuter train 295-298 between Montreal and Ste. Annes. Trains 5 and 6 are making most of the stops between Sudbury and White River, thus replacing Dayliners 417-418.

QUEBEC CENTRAL

Passenger service between Quebec and Sherbrooke came to an end on April 29th with the last run of Trains 1 & 4 handled by RDC unit 9062.

NORTHERN ALBERTA

Tri-weekly mixed trains 77 and 78 replaced twice-weekly RDC Trains 7 and 8 between Dunvegan Yards and Waterways, Alta.

PACIFIC GREAT EASTERN

This railway's passenger service has continued to decline, and only a tri-weekly service is provided between Lilooet and Prince George, although there is still a daily North Vancouver-Lilooet service.

Another change in the current issue of CN's public timetable folder is the revised system map altered -(presumably)- to show only those lines over which passenger services are operated. If this be the object of the change, however, there are a number of discrepancies:

The section of the N.T.R. between Kapuskasing and Hearst is still shown by a heavy line although advertised passenger facilities indicate that only a bus service is available in this area. The same for the former passenger-train-on-ferry link between Windsor and Detroit. In the West, the Athabasca line and the Heinsberg line are both shown on the map although no mention of the service is made in the tables. Perhaps more serious is the retention of the Cabot line between Winnipeg and Portage la Prairie and the Victoriaville-Aston Jct. segment in Quebec. Any conductor taking his train over these routes would no doubt have to do some explaining to his superintendent!

The former M.&S.C.-CN line from Castle Gardens to Granby (& Waterloo & Farnham) is also shown, but this is o.k.: a number of C.R.H.A. enthusiasts can vouch for passenger operations over that route - at least on May 28th last.

A SUMMARY - Trains Discontinued

CN 111-112	Overnight	Daily	Truro	Sydney	May 31
CN 109-110	Local	"	Truro	Halifax	"
CN 601-602	Railiner	"	Truro	Sydney	"
CN 18-19	Local	Ex. Sun.	Moncton	Campbellton	"
CN 616-617	Railiner	Daily	Campbellton	Gaspé	"
CN 245-246	Mixed	Ex. Sun.	Campbellton	Gaspé	"
CN 18-19	Local	Daily	Montreal	Campbellton	"
CN 117-118	Local	Mo.We.Fri.	Moncton	Edmundston	May 30
CN 209-210	Local	Ex.Sat.Sun.	Toronto	Belleville	April 28
CN 988-999	Local	" " "	Toronto	Hamilton	May 19
CN 989-990	Local	Ex. Sun.	Toronto	Hamilton	May 20
CN 219-220	Express	Ex. Sun.	Toronto	Windsor	June 30
CN 87-88	Northland	Daily	Kapuskasing	Hearst	Nov.27, 1966
QC 1-2 & 4	Dayliner	Daily	Quebec	Sherbrooke	April 29
CP 109-110	Winnipeg	Daily	St.Paul	Winnipeg	NotAvailable
CP 337-338-339-340	Dayliner	Daily	Windsor	Detroit	To be announced
CP 417-418	Dayliner	Tri-Weekly	Sudbury	WhiteRiver	April 29

Trains Added

CN 18-19	Cabot	Daily	Montreal	Sydney	June 1
CN 118-119	Chaleur	Daily	Campbellton	Gaspé	June 1
CN 618-619	Railiner	Daily	Charny	Campbellton	"
CN 22-23-26-27	Rapidos	Daily	Montreal	Quebec	June 1
CN 955-956	Suburban	Daily	Montreal	Deux Montagnes	April
CN	"	"	"	"	May 15
CN 32-37	Express	Daily	Montreal	Ottawa	April 30
CN 44-45	Express	Daily	Toronto	Ottawa	April 30
CN 649-650	Railiner	Daily	Montreal	Belleville	April 30
CN 601-602	Railiner	Daily	Truro	Sydney	June 1
CP 5-6	ExpoLimited	Daily	Montreal	Vancouver	April 30
CP 15-16	" "	Daily	Toronto	Sudbury	April-May3
CP 295-298	Dayliner	Daily	Montreal	Ste.Annes	April 30

Trains Renumbered CN

41	to 141	Erie	Toronto to Windsor
42	to 142	Tecumseh	Windsor to Toronto
46	to 146	St. Clair	Windsor to Toronto
47	to 147	St. Clair	Toronto to Windsor
48	to 148	Erie	Windsor to Toronto
49	to 149	Tecumseh	Toronto to Windsor
50	to 150	Huron	Sarnia to Toronto
51	to 151	Huron	Toronto to Sarnia
53	to 153	Mohawk	Toronto to Port Huron
54	to 154	Mohawk	Port Huron to Toronto
53	to 197		Port Huron to Chicago
54	to 198		Chicago to Port Huron
55	to 155	International	Toronto to Chicago
56	to 156	International	Chicago to Toronto
58	to 158	Maple Leaf	Chicago to Toronto
59	to 159	Maple Leaf	Toronto to Chicago
148	to 140	Sunday only	London to Toronto
149-150	to 107-108		Niagara Falls to Toronto
153-154	to 125-126		Niagara Falls to Toronto
155-156	to 137-136		Niagara Falls to Toronto
157-160	to 103-104		Toronto to Niagara Falls
163-164	to 127-128		Toronto to Niagara Falls
165-166	to 135-134		Toronto to Niagara Falls

POWER

1) #186 stated that CN 9318 arrived in Montreal Yard February 9, 1966. This should have read February 9, 1967.
2) #180 showed CN 1633 and 1639 as having serial numbers 2683 and 2689 respectively. These should have read 2883 and 2889 respectivelv.

Purchases: up to May 16, 1967.

Canadian National has ordered a total of 110 3000 horsepower C-C locomotives. From MLW come 42 DL-630's - 16 to be delivered in November and December 1967, with the remaining 26 arriving between January and March 1968. The only trade-in material on this order is 26 sets of traction motors. GMDL is supplying 68 SD-40's. Other details will be published as soon as available.

CN's first two DL-630's, #2000 and #2001 will carry serial numbers M-3479-01 and M-3479-02. The outshopping has been delayed until June.

Deliveries: up until May 16, 1967.

ROAD NUMBER	DATE DELIVERED	SERIAL NUMBER
3237	April 21, 1967	M-3477-16
3238	April 21, 1967	M-3477-17
3239	May 11, 1967	M-3477-18

Retirements: up to May 16, 1967.

ROAD NUMBER	SERIAL	BUILDER	BUILT	RETIRED	BUILDER'S MODEL	NOTES
3806	81211	MLW	13/10/55	20/4/67	RS-10	1
3819	81563	MLW	24/10/56	20/4/67	RS-10	1
3822	81566	MLW	26/10/56	20/4/67	RS-10	1

1) These units are not trade-ins on CN's order presently under delivery.

Rentals: up until May 16, 1967.

N&W 3666 was recalled by its owners April 3, 1967 while 3658 was returned April 10, 1967. Then on April 16, 1967 (not April 17 as reported in CanRail #188). #3658 was again leased along with 3671. In addition, DMI's 155 and 158 were accepted by CN at NP's Rices Point yard at 18:40 on April 28, 1967. They were expected to go to Winnipeg on 2/417 ex West Duluth at about 06:00 April 29, 1967. (Official leasing date is 29/4/67).

Miscellaneous: up to May 16, 1967.

1) Steam locomotives 6400 and 5700 appeared in Montreal Yard today. They are expected to go to Ottawa on Train 407 on May 21, 1967. (courtesy Charles E. De Jean).
2) #3884 was turned over to the Great Lakes Region from the St. Lawrence Region on April 27, 1967 for use in Southern Ontario service. The locomotive will be returned to Point St. Charles later to have its electric generator installed.
3) Units 3840 to 3844 were transferred from the St. Lawrence Region to the Atlantic Region on March 2, 1967. Unit 1368 was transferred from the Prairie Region to the Mountain Region on March 6, 1967. #8613 and #B-1 were transferred from the Atlantic Region to the Great Lakes Region on April 10, 1967. Locomotive 8615 was transferred from the St. Lawrence Region to the Great Lakes Region on April 20, 1967. (courtesy Charles E. De Jean).

Canadian Pacific

Deliveries: up to May 19, 1967.

ROAD NUMBER	DATE DELIVERED	SERIAL NUMBER
5551	March 29, 1967	A-2196
5552	March 16, 1967	A-2197
5553	March 22, 1967	A-2198
5554	March 22, 1967	A-2199
5555	March 29, 1967	A-2200
5556	March 29, 1967	A-2201
5557	April 6, 1967	A-2202
5558	April 6, 1967	A-2203
5559	April 13, 1967	A-2204
5560	April 13, 1967	A-2205
5561	April 20, 1967	A-2206
5562	April 20, 1967	A-2207
5563	April 28, 1967	A-2208
5564	April 28, 1967	A-2209

Rentals: up to January 23, 1967.

DH 3015, 3023, 3026, 3035, 3045, 3047 and PGE 621, 622, 623 have been returned to their owners.

Rentals: up to February 3, 1967.

DMI 124 and 137 have been returned.

Canadian Pacific

Miscellaneous: up to May 19, 1967.

The following changes have been applied to CP's fleet between September 1, 1964 and February 1, 1967.

1) These fifteen units had their steam generators removed: 4030, 4036, 4052, 4061, 4439, 4440, 4444, 4445, 4463, 4464, 8401, 8403, 8553, 8554, 8555.

2) The following locomotives have had their weight changed as shown.

ROAD NUMBER	PREVIOUS WEIGHT	PRESENT WEIGHT	WEIGHT CHANGE
4036	260,000	252,000	- 8,000
4052	268,000	257,000	-11,000
4439	253,500	258,500	+ 5,000
4440	253,500	258,500	+ 5,000
4444	253,500	258,500	+ 5,000
4445	253,500	258,500	+ 5,000
4446	247,100	258,500	+11,400
4463	261,000	258,400	- 2,600
4464	261,000	258,400	- 2,600
6505	196,000	215,400	+19,400
6506	196,000	215,400	+19,400

3) The units shown below have had their top speed and gear ratio changed.

ROAD NUMBER	PREVIOUS SPEED	PRESENT SPEED	PREVIOUS GEAR RATIO	PRESENT GEAR RATIO
4061 to 4075	89	65	58:19	62:15
1909	89	65	58:19	62:15
1911 to 1919	89	65	58:19	62:15
8511 to 8512	65	89	62:15	58:19

4) Locomotives 8548 to 8556 and 8601 to 8711 have had their brakes changed from 24-RL to 26-C type.
5) Locomotives 6505, 6506, 7065, 7066, 7067, 7068, 7069, 7070, B-100, B-101 have been equipped with MU control.
6) Units 8401 and 8403 have had their fuel capacity increased from 667 to 1330 gallons.
7) #7030 and #7040 have been equipped to operate class SB-10a locomotives.
8) Locomotive 4448 has had its fuel capacity changed from 1000 gallons economy diesel fuel plus 400 gallons regular diesel fuel to 1000 gallons regular diesel fuel. The latter is standard for these units.
9) GP-35's have had their idle speed increased from 275 rpm to 315 rpm.

CANADIAN RAILROAD HISTORICAL ASSOCIATION

Acquisitions: up to May 25, 1967.

The Canadian Railroad Historical Association has taken delivery of two new pieces of equipment: British Railways 60010 and MTC 4042, and has accepted the offer of a third -- CN 77. A brief resumé of these pieces follows.

BR 60010 - This locomotive has been adequately described in Mr. Worthen's article "The Proud Beauty" in Canadian Rail No. 188.

CN 77 - This locomotive is the oldest existing diesel-electric of the Canadian National Railways. It was built in May 1930 by the Canadian Locomotive Company and Canadian Westinghouse and carried CLC serial 1861. A diagram showing the unit as it is presently running is included in this issue, as well as a photograph from the William G. Cole collection showing it under the number 7700. Other data (courtesy E.L. Modler) is listed below:

	1	2	3	4
Road Number	7700	7700	77	77
Class	0-21-a	Q-1-a	Q-1-a	LS-4-a
Date	5/30	12/31	28/12/50	1954
Place		Montreal	Montreal	

Tractive Effort: The locomotive was originally rated at 42%, but was later derated to 36%. This was changed to 15% in September, 1953.
Prime over: The original was a six cylinder Westinghouse 400 HP engine. This was changed to a 12 cylinder 500 HP Caterpillar engine in September 1953, later derated to 380 HP.
Assignment: No.77 was originally used at Turcot Centre along with 7750 to switch at the repair track and coal chutes until about 1945. It was then assigned to Point St. Charles Shop with occasional trips to the Thousand Islands Railway to replace 500. After 1958, it was kept at Gananoque permanently as 500's standby power. Since retirement on December 31, 1962, the locomotive has been in use by Canada Starch in Cardinal, Ontario. The locomotive is a gift of the Canadian National Railways to the CRHA.

MTC 4042 -- Following are details of this trolley coach, moved to the museum at Delson on April 28, 1967:

Builder:	Canadian Car & Foundry
Date:	November, 1947
Serial No.	CCB-T44-47-5387
Model:	T-44
Length:	35' 7"
Width:	8' 6"
Height:	9' 7" (coach) 10' 3⅛" (trolley pole contactors lowered)
Weight:	18,640 pounds
Wheelbase:	20' 9"
Motors:	General Electric
Controls:	General Electric
H.P.:	1 motor -- 140HP
Voltage:	600 V DC
Seats:	43
In Service	12/1947 to 4/1966

Information and photograph - Denis Latour, Dorval.


7700
CANADIAN
NATIONAL

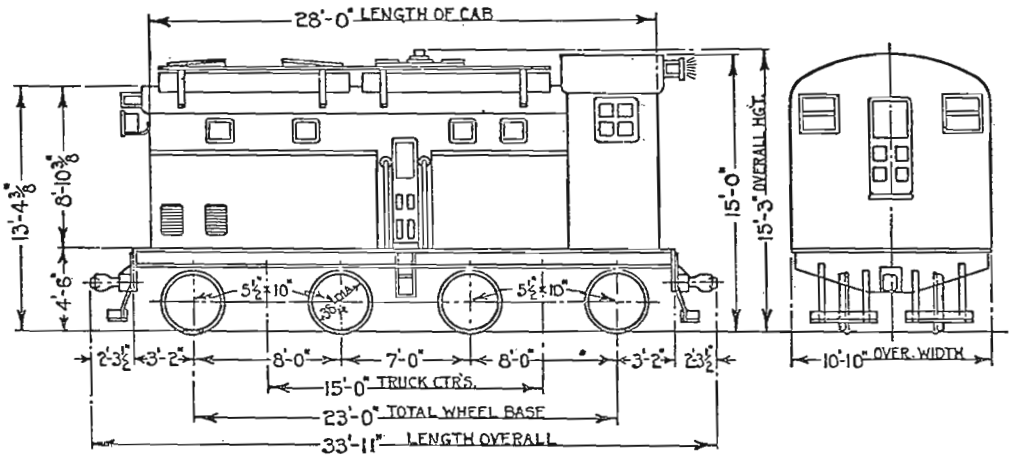
MECHANICAL DEPARTMENT — DIESEL UNIT DATA BOOK

LS-4a (CLASS) — 77 (NUMBERS)

DIESEL ENGINE: Re-engined 1953
Caterpillar D-397 380 H.P.
12 cylinder 5-3/4" bore, 8" stroke
900 R.P.M. Full speed

WEIGHT DISTRIBUTION	FR. MIN	REAR MIN.	TOTAL	FR. MAX.	REAR MAX.	TOTAL
LIGHT						
LOADED						142,400

BUILDER	G.E.C. West-house
ORDER Nº	
MODEL Nº	1861
DATE BUILT	1930



Diagram

CAPACITIES

NG. COOLING WATER	93	IMP. GAL.
UBRICATING OIL		IMP. GAL.
UEL OIL	400	IMP. GAL.
AND STORAGE		CU. FT.
TEAM GEN. WATER		IMP. GAL.

OPERATING FEATURES

AX. SPEED	40 M.P.H
EAR RATIO	16 : 70
E. STARTING	42,000 lbs.
E. CONTINUOUS	13,000 "
PER. CURVE ALONE:	{COUPLED:

WHEELS: TYPE & CLASS
38-1/4" dia. "C"

JOURNALS: TYPE & SIZE
Friction 5½" x 10"

TRUCKS

STEAM GENERATOR
None.

AIR COMPRESSOR
TWO - Westinghouse C-75

COOLING FANS

AIR BRAKE

ELECTRICAL EQUIPMENT

TRACTION MOTORS
FOUR
WESTINGHOUSE 582-E-6

T.M. BLOWER MOTORS

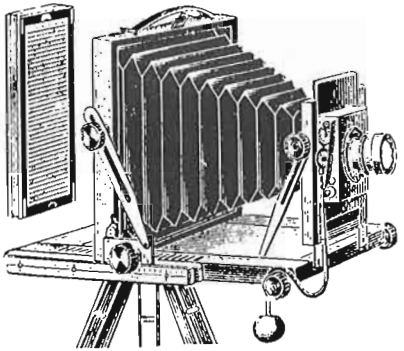
MAIN GENERATOR
Can Westinghouse
477B-8

AUXILIARY GEN: TYPE & Nº
Y-G-15

ALTERNATOR: TYPE & Nº

M.U. CONTROL
No

DYNAMIC BRAKE
No



PHOTOS from the PAST

The original Montreal West station, known as Montreal Junction, was built in 1888, and dismantled in 1905 in which year the present station was opened. Note the light-weight, wobbly-looking rails in the photo, and the remains of a horse-drawn cart, recently demolished by a passing train.

(Anon.)

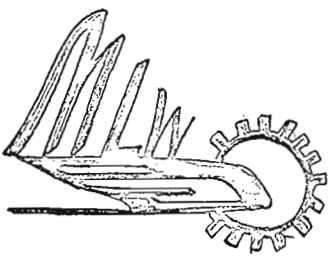
Miscellaneous: up to May 19, 1967.

One Sunday during February 1966, a Burro crane ambled onto DAR's main line, having forgotten about a "Sunday Only" train. RDC-1, #9058, was taken unawares and collided with the Burro. 9058 was dispatched to Angus for repairs and was replaced by CP 9057. Early in March 1966, #9058 appeared in service out of Montreal, still lettered "Dominion Atlantic". It was not until late September that "Canadian Pacific" was applied to the car. It is assumed, but not verified, that 9057 has been relettered DAR by this time.

GM LOCOMOTIVES

B.C. Hydro and Power Authority: up to May 16, 1967.

The BC Hydro and Power Authority ordered one B-B, 1000 horsepower switcher last August for delivery this June.



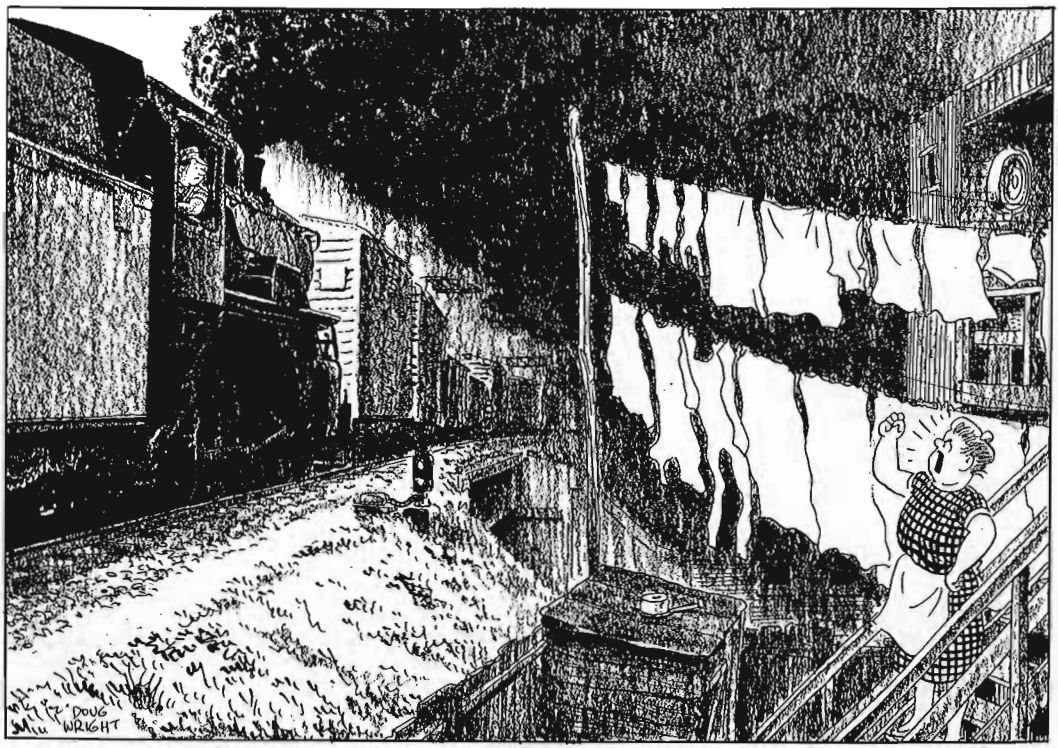
Spruce Falls Power and Paper: up to May 16, 1967.

The builder's number of SFP&P's DL-411 is M-3483-01.

Indian State Railways: up to May 16, 1967.

The road numbers of the first 30 units are 6167 to 6196. The serials for the entire order are M-3484-01 to M-3484-32.

SMOKE ABATEMENT PROGRAM



"GET A DIESEL!"

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