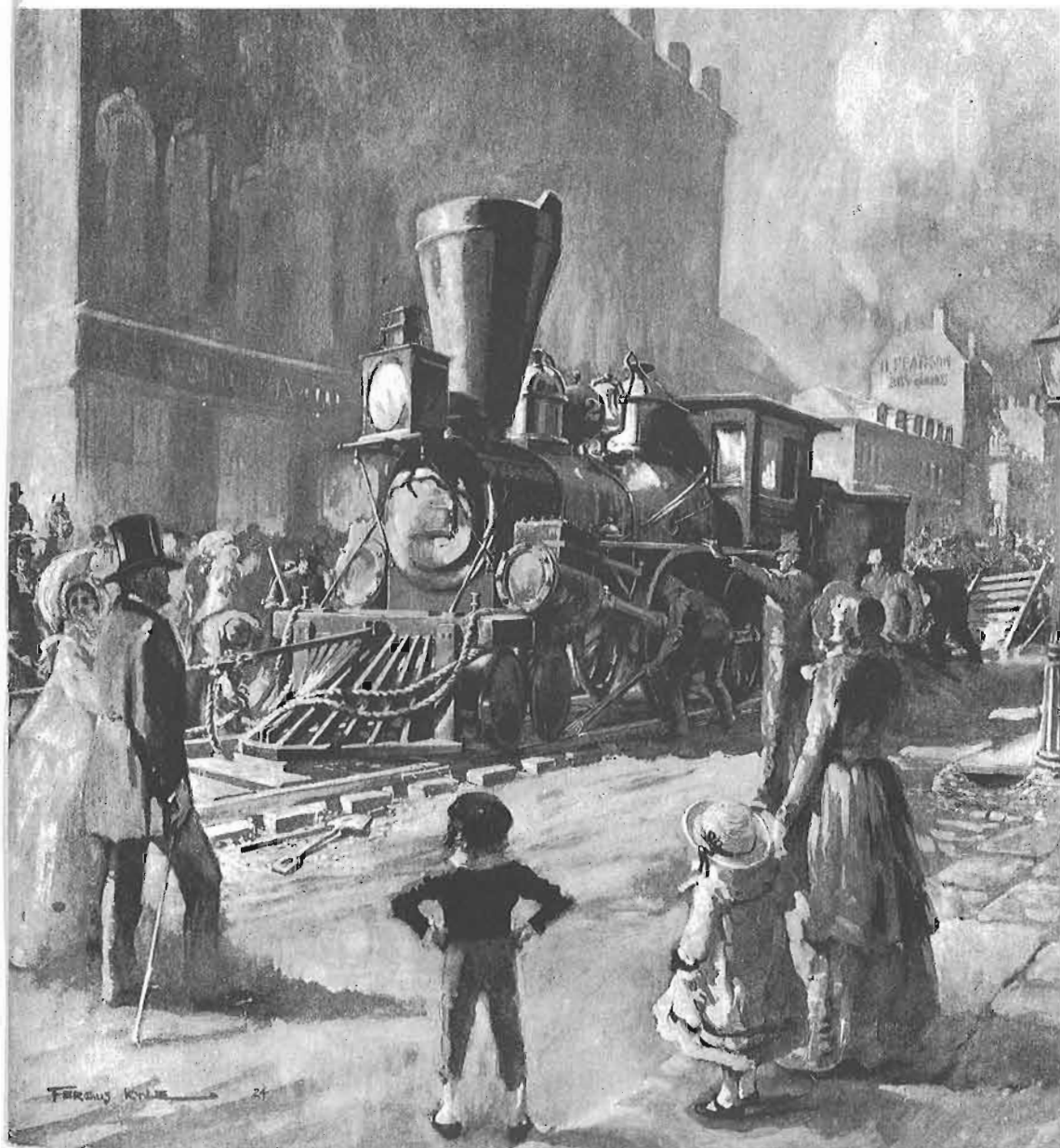


# Canadian Rail

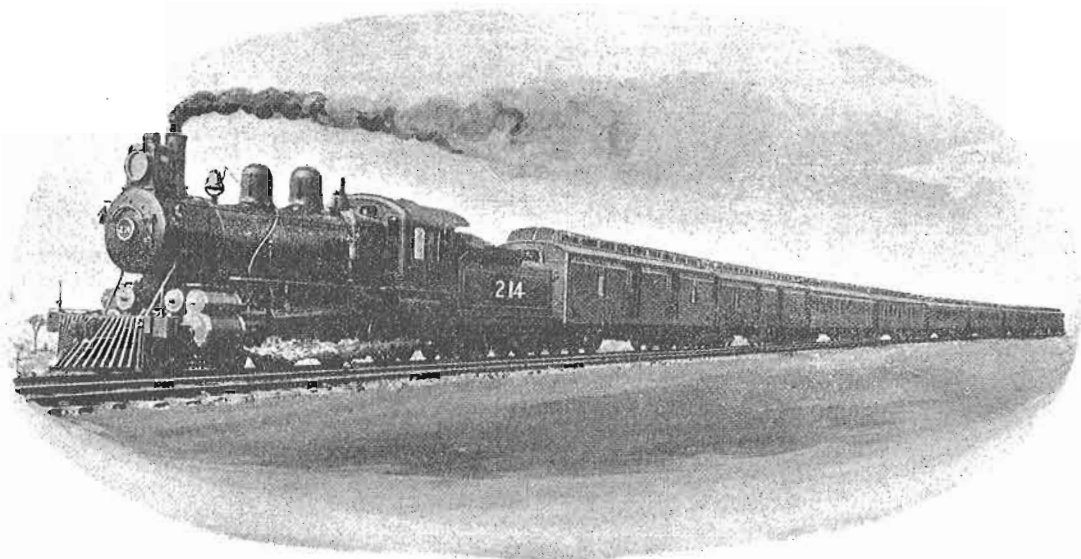


No. 194 December 1967



# The Royal Tour of 1901

- by John Beswarick Thompson -



*A* favourite theme of Canadian historians has been the evolution of Canada from "colony to nation". There are some today who take that theme one step further and feel that Canada will someday cease being a Dominion and will instead become a republic. Only the future will tell, of course; however, the past reveals a contrary trend. For Canadians have always responded warmly to visits of the British Royal Family to this country, and Royal Tours have always made headlines in Canada. From the first in 1860 when the Prince of Wales journeyed through Canada East and Canada West, to the latest visit in 1967 when Queen Elizabeth II and Prince Phillip participated in Canada's centennial celebrations, royalty has been greeted enthusiastically by Canadians.

Each tour of Canada has found this country at a different stage of her evolution. The Prince of Wales travelled mainly by steamboat, Queen Elizabeth by automobile and airplane. Back in 1901 the steam locomotive proudly bore two Royal Visitors across the nation. It was the golden age of steam, and when in 1900 it was announced that their Royal Highnesses the Duke and Duchess of Cornwall and York -- the future King George V and Queen Mary -- would visit Canada, the Canadian Pacific Railway prepared to make it a truly regal tour of the country.

In the spirit of the era in which "the sun never set on the British Empire", the Duke and Duchess planned a globe-encircling trip. Leaving England in March, 1901, the couple would first visit India, Australia and New Zealand. They would then travel by sea to Quebec City, across Canada and back to Halifax, then to South Africa and finally back to England. As Joseph Pope wrote in his book, Tour of Their Royal Highnesses...Through the Dominion of Canada in the Year 1901, the trip would strengthen "the cord of brotherhood that binds together our glorious empire".

Feverish preparations began immediately in Canada to make the visit a memorable one. The C.P.R. constructed a special modern train and printed a commemorative timetable, Queen Mary's copy of which is now preserved in the Public Archives in Ottawa and from which the following description of the lavish train is taken:

### *The Royal Train*

This train will consist of the day coach "Cornwall" and the night coach "York", each reserved for the use of Their Royal Highnesses; the compartment car "Canada" and the sleeping car "Australia" for the members of their suite; the dining car "Sandringham"; the sleeping car "India" for the attendants; the sleeping car "South Africa" for the members of the press and others invited to join the Royal progress; and two cars for luggage and the accommodation of railway train employees.

The cars are all vestibuled, communication being had from end to end of train. The exteriors are finished in mahogany. The entire train is lighted by electricity and equipped with electric bells, and there is telephone connection between all the cars.

The "Cornwall" is the rearmost coach, so that from its observation platform an uninterrupted view may be obtained of the scenes of interest and beauty through which the train will pass.

Immediately preceding the "Cornwall" is the "York" night coach, with bed chambers, bathrooms and accommodation for Their Royal Highnesses and their personal attendants.

The train was designed and constructed for the purpose for which it is to be used. Having in view the long run it is intended to make, the essentials for comfort and safety have been kept in mind in its construction, and it is believed that the train represents all that is best in Canadian railway equipment.

If the brief mention of the technological marvels of electric light and telephone on board the mahogany-finished train



OPPOSITE: The Royal Train of 1901 as pictured in the commemorative timetable printed specially by the CPR to mark the occasion. Locomotive 214 was used on the eastern parts of the trip. It was built by the Canadian Pacific in 1899 and later became engine 2033, scrapped in 1934.

(Collection of the Author)

was not sufficiently impressive, this description of the rear car, "Cornwall" must have excited even the sophisticated:

### *Description of the "Cornwall"*

The "Cornwall" is a day coach 78 feet 6½ inches in length over all, with a width of 10 feet 3 3/8 inches, an extreme height over rail of 14 feet, and a weight of over 59 tons. It is divided into a Reception Room, Boudoir, Dining Room and Kitchen, etc.

The Reception Room, the largest room of the suite, opens directly on to the observation platform at the rear of the train. The woodwork is of Circassian walnut, and is undecorated save for a few ornamental mouldings. The entire upper part of the room above the cornice is finished in quiet antique gold. The mouldings and ornaments are touched with gold and blue. The decorations of the room are in the style of Louis XV. The curtains are plain, of dark blue velvet, draped simply back from the windows, and the floors are carpeted with heavy Wilton of a quiet grey-green tone. The furniture, consisting of a large sofa and light roomy arm-chairs and table and desk, is upholstered in blue velvet to match the draperies, and a specially designed piano of Canadian manufacture is conspicuously placed in this room.

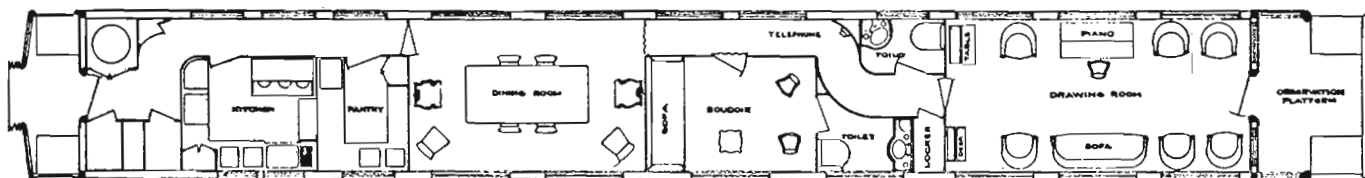
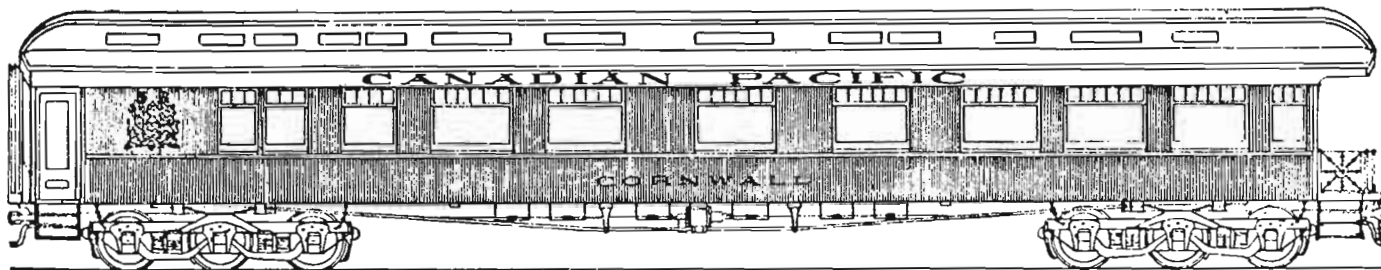
A short corridor, finished in mahogany, leads from the Reception to the Dining Room. Half-way in this corridor a door opens into the boudoir. This room is finished in pearl gray enamel. The walls are divided into panels framed with delicate modelled ornament in the style of Louis Quinze, and filled with paintings,

soft yet rich in colour, after the manner of Watteau. Ornamental frames in the ceiling, filled with lattice work, provide ventilation. These, as well as the ornament around the wall panels, are touched with gold. The draperies are of light blue moiré silk. A couple of small chairs, a divan, and a table finished in gold, the latter carrying a reading light, complete the furnishings of this room.

The woodwork in the Dining Room is of African Coromandel; the coves and ceiling being carried out in a lighter tone. The ceiling is plain, save for the gold frames of the electric fixtures. Ornamental cartouches in bas-relief display at one end the heraldic bearings of the King; at the other the combined coats-of-arms of the Duke and Duchess of Cornwall and York, while the arms of the Dominion and the private badge of the Duke face each other on opposite sides of the room. The hangings are of green velvet, the portieres and wall draperies being decorated with painted and embroidered applique in tones of gold and green. The furniture matches the other woodwork in the room, and is upholstered in velvet of a rich warm brown. A candelabrum-like electric fixture supplies light for the dining table, which is capable of extension to seat eight persons.

A corridor similar in finish to the one already mentioned leads forward past the pantry, kitchen and storerooms, towards the night car.

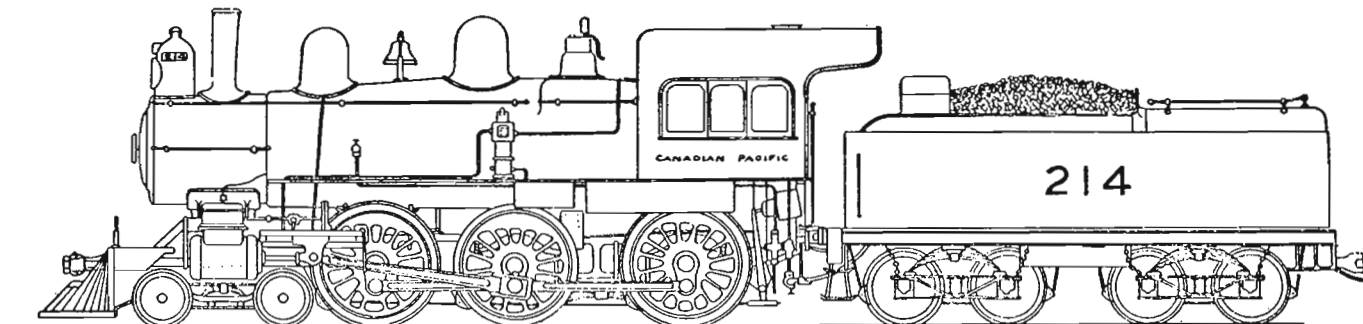
Finally the timetable announced that to transport the Royal Couple, "locomotives varying in weight and power, according to grades, will be used, and during the long run of over 3,000 miles



DAY COACH CORNWALL

257

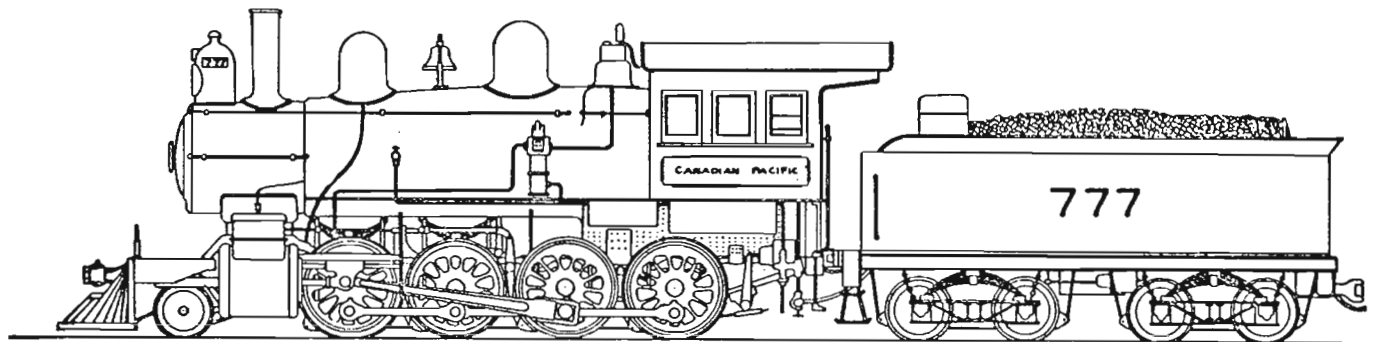
PHOTO on PAGE 259: Locomotive 658 stopped at Laggan, Alberta, while the Duke and Duchess took a walk. Preparations seem to be going on in front of the engine for a ride "on the cow-catcher". This locomotive was later renumbered 364 and was scrapped in 1930.  
 (Public Archives of Canada)



**10-WHEELED PASSENGER ENGINE**

Weight of Engine and Tender when loaded 130 tons  
 Diameter of Driving Wheels 5 feet 9 inches

Cylinders 29 inches by 24 inches, Steam pressure 200 lbs.  
 Length of Engine and Tender over all 61 feet 11 inches



**CONSOLIDATION ENGINE**

Weight of Engine and Tender when loaded 152 tons  
 Diameter Driving Wheels 4 feet 9 inches  
 High Pressure Cylinder 22 inches diameter

Low Pressure Cylinder 35 inches diameter  
 Stroke 26 inches, Steam Pressure 200 lbs.  
 Length of Engine and Tender over all 61 ft. 5 1/2 in.

from ocean to ocean about twenty changes of locomotives in all will be made." The typical types were pictured in diagrams in the timetable -- Ten Wheeler 214 used in the east, and Consolidation 777 used in western Canada:

Even though the sad news of death of the Duke's grandmother, Queen Victoria, came in early 1901 -- in the midst of the preparations -- this did not stop the trip or deter its planners. In fact it was said that now "the Duke of York, invested with the added dignity of Heir Apparent would...fulfill the promise of the great Queen to her loving subjects beyond the seas."

"Great guns thundered forth Canada's welcome" at Quebec City in early September, 1901. The tour began. The Royal Couple were in Montreal on the twentieth and were cheered by thousands. Two thousand people greeted them at the small town of Alexandria in Glengarry County on their way to Ottawa. On September 26th, they were welcomed by an overjoyed crowd who never before had greeted royalty at Winnipeg. In the wild west the Duke and Duchess attended the "Pow Wow of 1901" -- a gathering of the Blackfoot tribe so impressive as to make Joseph Pope think it to be "no light undertaking to bring together 2,000 savages dwelling hundreds of miles apart". But this was the Royal Tour and anything was possible.

Continuing west, the train stopped at the hamlet of Laggan, now in Alberta, then located deep in the North West Territory, where "the station was prettily decorated with evergreens and their Royal Highnesses left their car for a short walk." While they did so, ubiquitous photographers captured the moment and preserved a picture of the Royal Train, headed by locomotive 658, waiting in the shadows of the Rockies.







They reached Vancouver, then Victoria via the "Empress of India" and then turned to make their return journey. Every Royal Guest has been treated to some kind of spectacular, unforgettable experience while in Canada. The Prince of Wales rode a raft in a timber slide in 1860; Queen Elizabeth rode the Minirail. For the Duke and Duchess of York in 1901, the moment came on October 4th when "their Royal Highnesses and several members of their suite went through the Fraser canon on the cow catcher of the foremost engine". The writer continued, "a photograph was taken of them as they issued from one of the tunnels". It is preserved in the Public Archives of Canada. Warmly wrapped in a voluminous blanket, the future King and Queen of England appear dwarfed by the towering boiler and lofty headlight of C.P.R. locomotive 683. (See Photograph 3)

Ironically, this locomotive which slowly trundled up the dangerously beautiful Fraser with its Royal Passengers was not Canadian-made. Its number plate reveals that it was built in Virginia by the Richmond Locomotive Works in 1898. Also ironic is the later fate of this engine; in 1911 it was rebuilt from a Consolidation to a 0-8-0 switcher, was renumbered 6834 about the same time, and humbly spent the rest of its days in yard and helper service.

The final leg of the journey brought the Duke and Duchess to Toronto, Niagara Falls and finally to Halifax, where on a chilly October day they said goodbye to Canada forever. In 1910, the Duke was proclaimed King George V and he reigned until his death in early 1936.

None of the locomotives photographed heading the Royal Train of 1901, however, lasted beyond his reign. In the west, engines 658 and 683 were both scrapped in 1930. In the east, locomotive 214, renumbered 2033, ended its days of branch line service when it was scrapped in 1934. Forgotten like the great event itself, they had been pushed aside by newer engines of greater power. But at one time they had been part of a spectacular binge of patriotism and Imperial glory which had aroused "great feelings in every city, town, and hamlet" -- the Royal Tour of 1901.

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- Pope, Joseph. The Tour of Their Royal Highnesses the Duke and Duchess of Cornwall and York Through the Dominion of Canada in the Year 1901. Ottawa: S.E. Dawson, 1903.
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OPPOSITE: The Royal Group seated on the front of locomotive 683, at Glacier, B.C. after a trip through the Fraser Canyon. The future King is seated in the middle of the group, third from the left; his wife is to his left.

(Public Archives of Canada)

# The Expo Express

by: A.Clegg O.S.Lavallée  
R.Corley M.D.Leduc



Cars of the EXPO EXPRESS, which was operated as the basic transportation service on the grounds of Expo '67 at Montreal during this past summer, were constructed by Hawker Siddeley during 1966 at their car manufacturing plant at Fort William, Ont. There were forty-eight units, made up into eight trains of six cars apiece. Each of the lightweight aluminum cars was fully air-conditioned and fitted with large windows permitting a panoramic view of Expo as the trains traversed the site. Expo Express was constructed to standard gauge and the cars can be adapted to operate on almost any standard-gauge, electrified rail line without major modifications. Up to the present, their future is still in doubt.

During the period of Expo Express operations, many of the cars were sponsored by various towns and cities across the Dominion, and proudly carried the names of their sponsors in bold black lettering on their unpainted aluminum sides.

Originally, it was planned that each car be sponsored by a different municipality. It was also planned that if the sponsor's name was spelled differently in English / French, the English version would appear on the south side of the unit, while the French spelling would be carried on the north side. The first ten cars to be named were:-

	<u>South side</u>	<u>North side</u>
A 13	City of St-Michel	Cité de Saint-Michel
B 14	City of Pointe-Claire	Cité de Pointe-Claire
C 15	Saint-Laurent, Que.	Saint-Laurent, Qué
D 16	Ville d'Anjou	Ville d'Anjou
A 31	Town of Mount Royal	Ville Mont-Royal
B 32	Burnaby, B.C.	Burnaby, B.C.
C 33	Cornwall, Ontario	Cornwall, Ontario
D 34	Metropolitan Toronto	Toronto Métropolitain
E 35	CITY OF POINTE AUX TREMBLES	CITE DE LA POINTE-AUX-TREMBLES
F 36	RICHMOND B C	RICHMOND B C

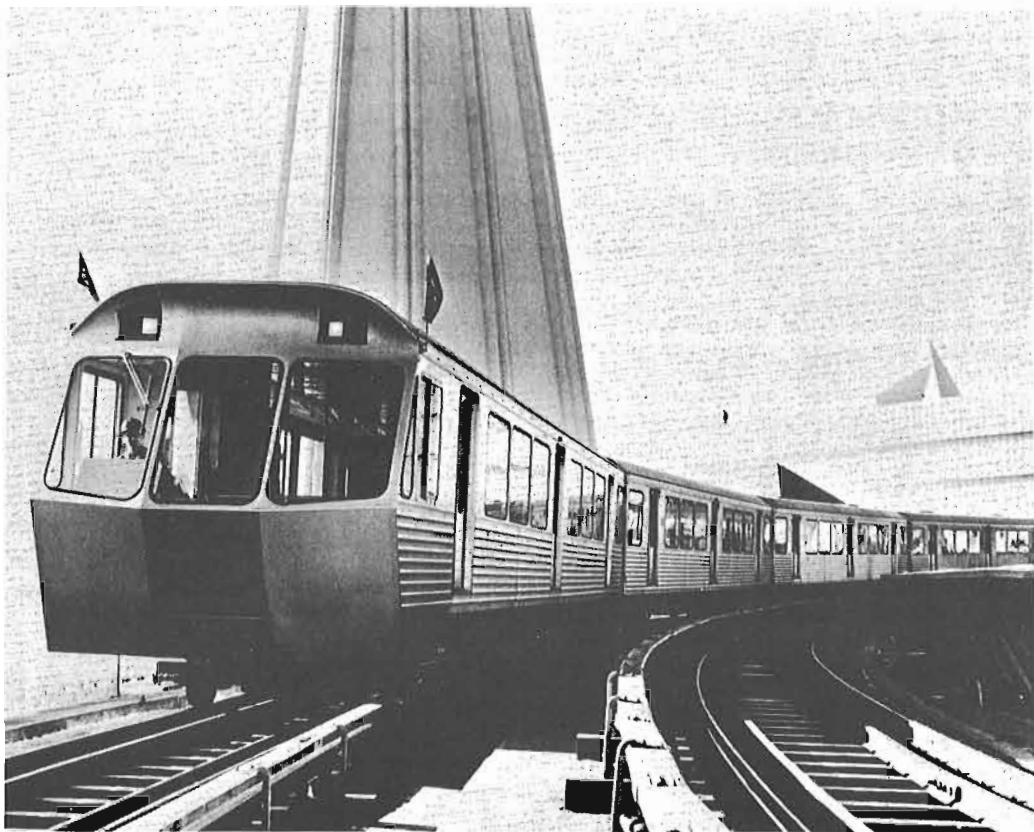
When, in July, it became apparent that no other communities were going to pay the fee to sponsor a car, the same names were repeated, with minor changes in wording and punctuation, as follows:  
 --names on 13 to 16 repeated on 7 to 10, 19 to 22, and 25 to 28;  
 --names on 31 to 36 repeated on 1 to 6, 37 to 42, and 43 to 48.

Although trainsets usually remained in numerical sequence, pairs of cars were sometimes interchanged between trains, but the ABCDEF sequence was always retained in a train. Very rarely, a single car would be moved from one trainset to another; but this was done only occasionally, as the cars are equipped to operate in pairs, e.g., AB, CD, EF.

For the record, the following list has been compiled, showing

the Expo Express road numbers, corresponding Hawker Siddeley serial numbers, and the exact spelling of the sponsors' names. "South side" refers to the side of the car adjacent to the St. Lawrence Seaway while operating alongside the ship channel; "north side" designates the opposite -- that nearest to the Montreal Harbour while running along the line past Habitat on Cité du Havre.

All cars are model RTC-75 (rapid transit car, 75 ft. in length) while serials indicate year built and length, followed by a four-digit consecutive serial number from 0165 to 0212. End cars with control cabs are indicated by letters A and F.



Photographed prior to the opening of Expo '67 at Montreal, one of the EXPO EXPRESS trains rounds the curve south of the British pavilion with a helmeted construction worker at the controls. Although train control was fully automatic, during the period of the World Exposition, cabs were occupied by M.T.C. operating personnel for reasons of safety. (photo courtesy Mr. Thomas, of Wabco.)

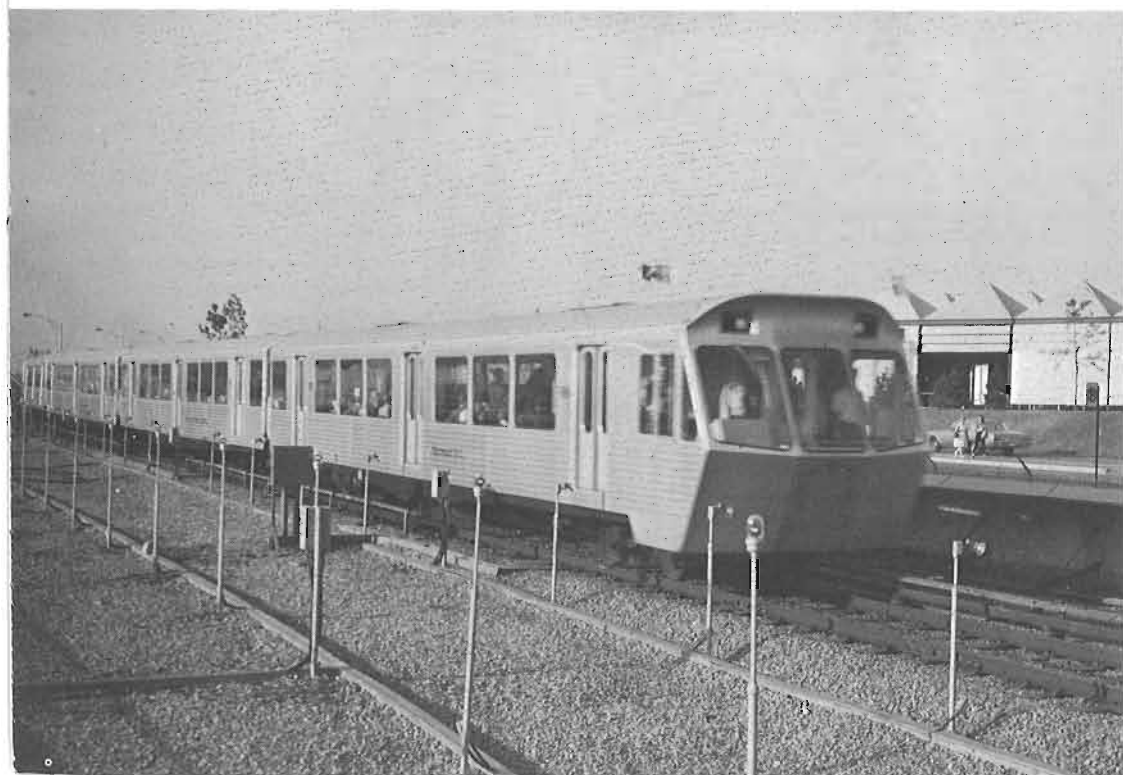
EXPO EXPRESS CARS - EXPO '67, MONTREAL.

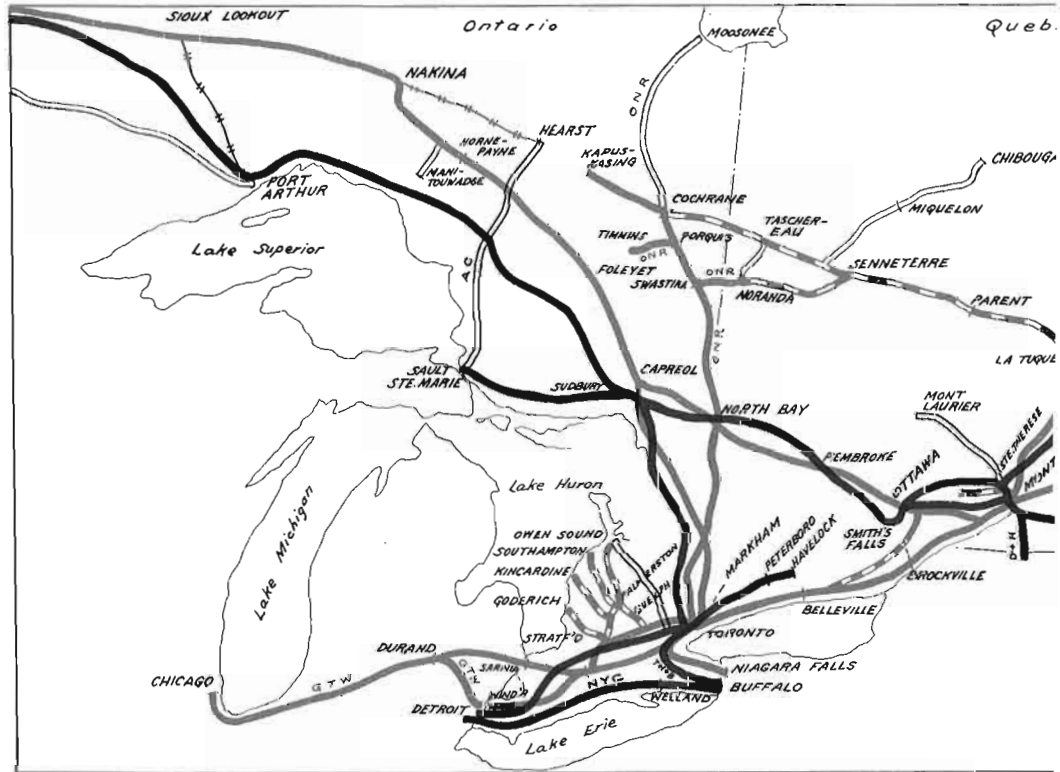
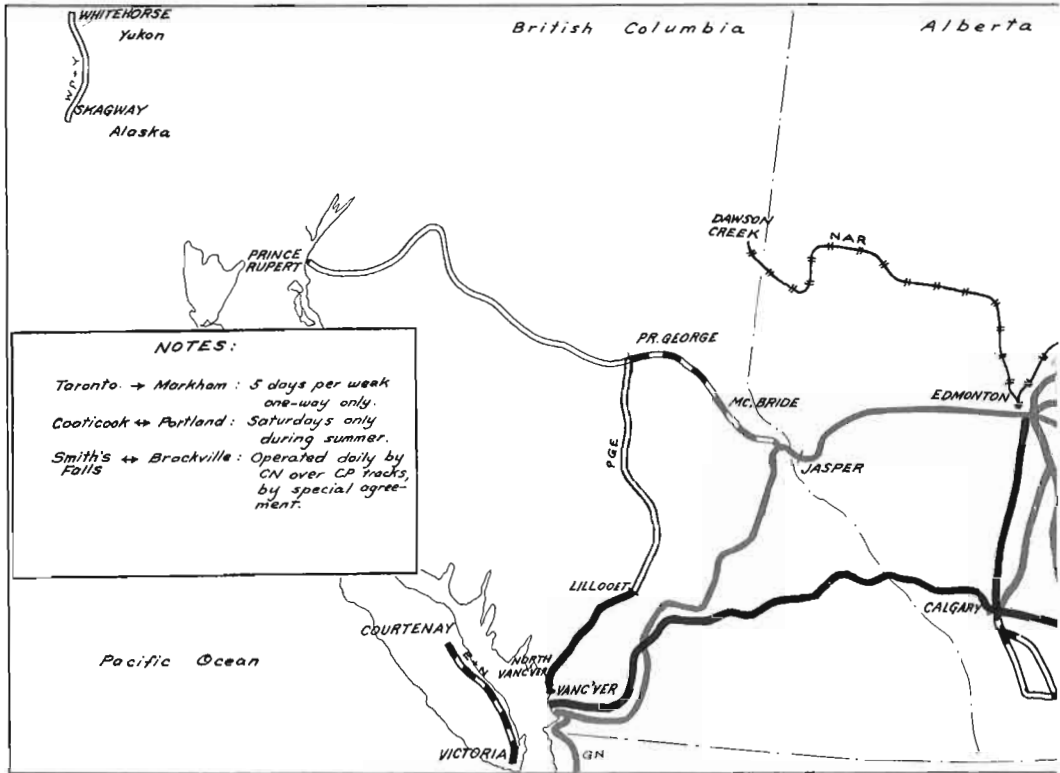
Road No.	Serial No.	Name on South side	Name on North side
A 01	66750166	Ville de Mont Royal	Town of Mount Royal
B 02	0165	Burnaby B.C.	Burnaby B.C.
C 03	0170	Cornwall Ontario	Cornwall Ontario
D 04	0171	Metropolitan Toronto	Metropolitan Toronto
E 05	0172	Pointe aux Trembles, Québec	Pointe aux Trembles, Québec
F 06	0167	Richmond B.C.	Richmond B.C.
A 07	0168	Ville Saint-Michel, Québec	Ville Saint-Michel, Québec
B 08	0174	Pointe Claire, Québec	Pointe Claire, Québec
C 09	0175	Ville Saint Laurent, Québec	Ville Saint Laurent, Québec
D 10	0176	Ville d'Anjou, Québec	Ville d'Anjou, Québec
E 11	0179	-	-
F 12	0169	-	-
A 13	0173	City of St-Michel	Cité de Saint-Michel
B 14	0180	City of Pointe-Claire	Cité de Pointe-Claire
C 15	0181	Saint-Laurent, Que.	Saint-Laurent, Qué
D 16	0182	Ville d'Anjou	Ville d'Anjou
E 17	0185	-	-
F 18	0177	-	-
A 19	0178	Ville Saint-Michel, Québec	Ville Saint-Michel, Québec
B 20	0186	Pointe Claire, Québec	Pointe Claire, Québec
C 21	0187	Ville Saint Laurent, Québec	Ville Saint Laurent, Québec
D 22	0188	Ville d'Anjou, Québec	Ville d'Anjou, Québec
E 23	0191	-	-
F 24	0183	-	-
A 25	0184	Ville Saint-Michel, Québec	Ville Saint-Michel, Québec
B 26	0192	Pointe Claire, Québec	Pointe Claire, Québec
C 27	0193	Ville Saint Laurent, Québec	Ville Saint Laurent, Québec
D 28	0194	Ville d'Anjou, Québec	Ville d'Anjou, Québec
E 29	0197	-	-
F 30	0189	-	-
A 31	0190	Town of Mount Royal	Ville Mont-Royal
B 32	0198	Burnaby, B.C.	Burnaby, B.C.
C 33	0199	Cornwall, Ontario	Cornwall, Ontario
D 34	0200	Metropolitan Toronto	Toronto Métropolitain
E 35	0203	CITY OF POINTE AUX TREMBLES	CITE DE LA POINTE-AUX-TREMBLES
F 36	0195	RICHMOND B C	RICHMOND B C
A 37	0196	Ville de Mont Royal	Town of Mount Royal
B 38	0204	Burnaby B.C.	Burnaby B.C.
C 39	0205	Cornwall Ontario	Cornwall Ontario
D 40	0206	Metropolitan Toronto	Metropolitan Toronto
E 41	0208	Pointe aux Trembles, Québec	Pointe aux Trembles, Québec
F 42	0201	Richmond B.C.	Richmond B.C.
A 43	0202	Ville de Mont Royal	Town of Mount Royal
B 44	0209	Burnaby B.C.	Burnaby B.C.
C 45	0210	Cornwall Ontario	Cornwall Ontario
D 46	0211	Metropolitan Toronto	Metropolitan Toronto
E 47	0212	Pointe aux Trembles, Québec	Pointe aux Trembles, Québec
F 48	0207	Richmond B.C.	Richmond B.C.

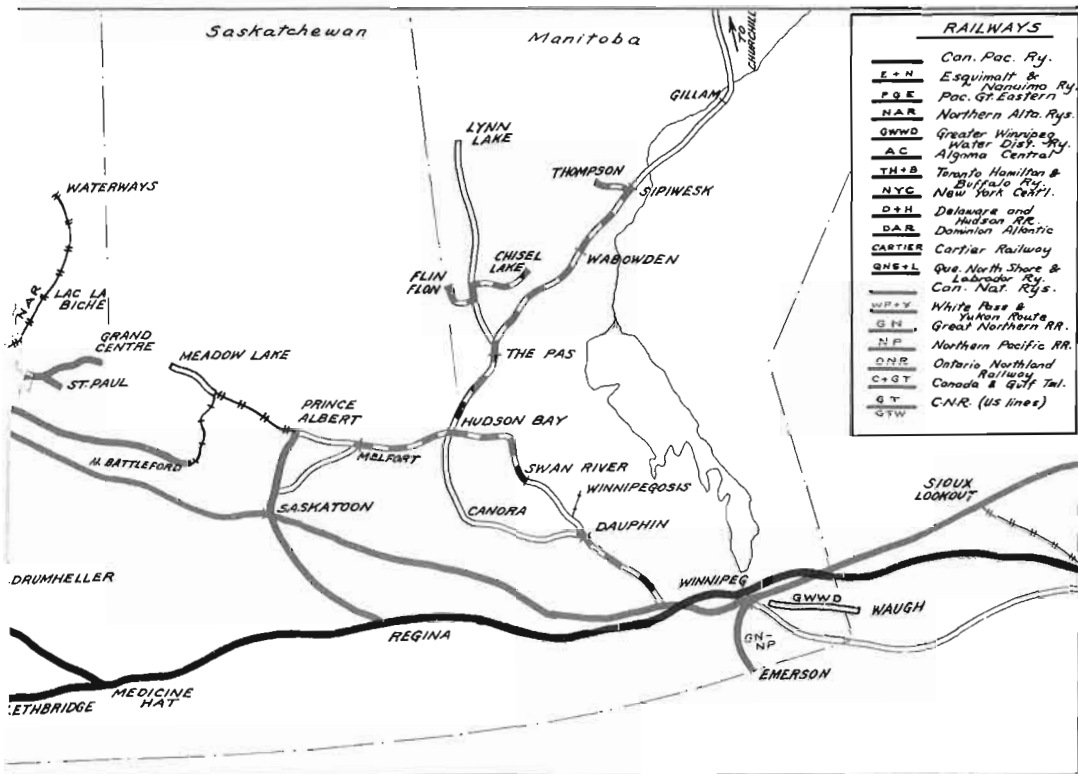
Technical information, model and serial numbers courtesy R. Corley, Names of "Sponsors" checked visually by O.S.A.Lavallée, M.D. Leduc, and A. Clegg. Numbers 32 to 37 verified October 25th, others verified October 13th.



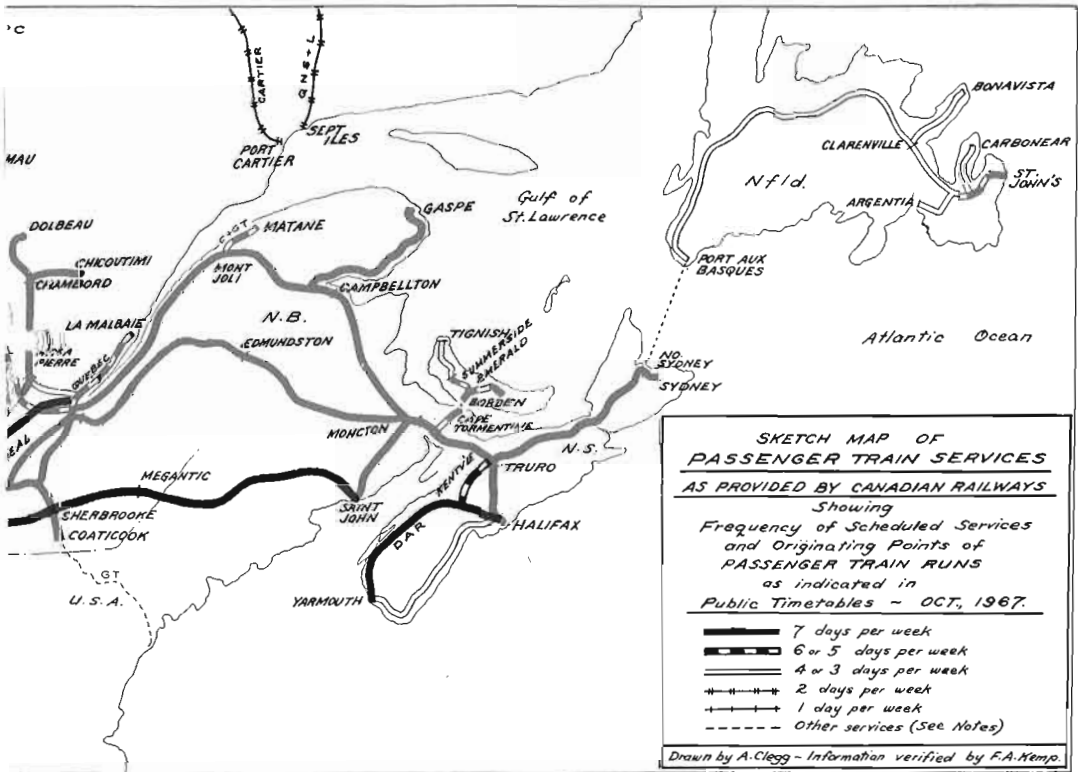
EXPO flags cracking in the breeze on the front of leading units oft-times made more noise than the cars themselves while Expo Express trains were operating at speed. Here, one trainset dashes past Habitat on its way to Place d'Accueil. Photo by A.Clegg from Habitat with the Montreal Harbour in the background.







RAILWAYS	
	Can. Pac. Ry.
	E+N Esquimaux & Naininao Ry.
	PGE Pac. Gr. Eastern
	NAR Northern Alta. Rys.
	GWWD Greater Winnipeg Water Dist. Ry.
	AC Algoma Central
	TH+B Toronto Hamilton & Buffalo Ry.
	NYC New York Centrl.
	D+H Delaware and Hudson RR.
	DAR Dominion Atlantic
	CARTIER Cartier Railway
	QNS+L Que. North Shore & Labrador Ry.
	WUP+W White Pass & Yukon Route
	GN Great Northern RR.
	NP Northern Pacific RR.
	ONR Ontario Northland
	C+GT Canada & Gulf Tel.
	GT C.N.R. (US lines)
	GTW



**SKETCH MAP OF PASSENGER TRAIN SERVICES AS PROVIDED BY CANADIAN RAILWAYS**  
 Showing Frequency of Scheduled Services and Originating Points of PASSENGER TRAIN RUNS as indicated in Public Timetables - OCT, 1967.

	7 days per week
	6 or 5 days per week
	4 or 3 days per week
	2 days per week
	1 day per week
	Other services (See Notes)

Drawn by A. Clegg - Information verified by F.A. Kemp.

# The WINTER Timetables

F.A.Kemp

The change back to Standard Time on October 28th brought more changes to Canadian National schedules than to those of Canadian Pacific. The CP schedules simply reverted to their pre-Expo status, with the exception of the former Toronto-Detroit service which now goes only as far as Windsor, Ont., thus cutting CPR off from the largest city on its system.

## CANADIAN NATIONAL RAILWAYS

This Company again made extensive changes in its passenger services, principally on the Atlantic Provinces services, the Transcontinental services, and the Grand Trunk Western lines.

Atlantic Region - The entire service east of Montreal has been re-arranged. The "CABOT", (Trains 18-19) was discontinued but the "OCEAN" (Trains 14-15) was re-routed via Edmundston to Moncton making the same stops formerly made by the "CABOT" and carrying a complete block of Sydney cars which are handled between Truro and Sydney by Trains 18 and 19, now also designated as the "OCEAN".

The "CHALEUR", (Trains 16-17), now runs through to Moncton, but also has a block of through cars which are transferred to or from Trains 118-119 at Matapedia instead of Campbellton. All the cars formerly run to and from Campbellton are now routed either to Moncton or Gaspe. The Moncton sleepers from the "OCEAN" are now operated on the "CHALEUR". The "SCOTIAN" (Trains 11-12) has been left untouched, being the only train on which the Skyview cars are still scheduled.

Newfoundland services remain virtually unchanged from last year, with the "CARIBOU" (Trains 101-102) operating three times weekly, four additional trips being made at Christmastide. The ferry service between North Sydney and Port aux Basques is listed as operating twice daily, and this may indeed be possible when the additional vessels now being completed are delivered.

Several Mixed Trains were discontinued on this timetable:- they include Nos. 247-248 Edmundston-Monk, Nos. 249-250 Monk-Joffre Nos. 235-236 Summerside-Emerald Jct., and those formerly operated each winter from Charlottetown to Souris, Elmira, Georgetown, Vernon, Hazelbrook, and Murray Harbour, P.E.I.

St. Lawrence Region - Three of the four Montreal - Quebec City "RAPIDO" services continue to operate, only Trains Nos. 26-27 being discontinued. On the Montreal - Ottawa run, Trains 32 and 37 were cut, and Train No. 1 "SUPER CONTINENTAL" again carries coaches, a diner-lounge, and a club car to Ottawa.

Montreal suburban services - The service provided by Trains Nos. 942, 943, 944 and 945 between Montreal and Montreal Nord has remained in operation pending a hearing by the new Canadian Transport Commission. This service enjoyed a brief traffic boom during the recent Montreal transit strike, when it provided the only public transportation in this portion of the city. Three trains a day were also run on Saturdays and Sundays during this period. Trains 900 and 991 are now operated between Montreal and St. Hilaire East only instead of Montreal-St. Hyacinthe as formerly. They have also been discontinued on Saturdays. Trains 621-622 now make the



daily flag stops at Ste.Madeleine and Saturdays only flag stops at other suburban stations.

Trains 633 and 634 have disappeared from the schedules, ending passenger service on the line where it began one hundred and thirty one years ago. About nine miles of the original Champlain and St.Lawrence Rail Road line are still in use. Service over the entire distance between Montreal and Cantic dated back to the year 1852, but the routing was changed in 1864, 1943 and 1958.

Montreal-Toronto - No times for TurboTrains appear in this issue of the timetable, but an additional train is listed Friday and Sunday evenings. Numbered 68-69, it is an extension of the "EXPO EXTRA" which began operating on June 24th. Timed at "RAPIDO" speed, it makes passenger stops only at Dorval and Guildwood. Railiners 649-650 have continued in operation between Montreal and Belleville.

Great Lakes Region - On the Toronto-North Bay line, Railiners 673-676 have replaced Trains 83-84 and Railiners 674-675 have been discontinued, reducing the basic service on this line from three to two trains daily in each direction.

Toronto-Windsor "EXPRESS FREIGHT" trains Nos.219-220 are still carrying passengers, but they now run via Stratford to and from Toronto Yard, and passengers are taken only as far as Brampton. Other stops are made at Chatham, Glencoe, London, Stratford, Kitchener and Guelph.

The "MOHAWK" (Trains 153-154) now runs between Sarnia and Toronto instead of to and from Port Huron, due to the elimination of Grand Trunk Western trains 197-198 between Port Huron and Chicago.

Grand Trunk Western RR - The withdrawal of Nos. 197-198 has also led to the removal of their Detroit-Durand connection Nos.161 and 162 and the through sleeping car service between Detroit and Chicago, but a replacement has been made in the form of a fast afternoon service numbered 164-165. These trains leave each terminal at 16:30 and take five hours and forty minutes for 320 miles. Coaches and club cars are carried.



Transcontinental services - The "PANORAMA" has been cut in two!! Trains 105-106 carry this name between Montreal and Winnipeg while 5 and 6 run between Winnipeg and Vancouver.. The Toronto Capreol connection is numbered 107-108. While the divided sections still connect with each other, no equipment is run through, and the lay-over exceeds 8 hours westbound and four hours eastbound. The trip taken in this way would be much like one taken on the old "CONTINENTAL LIMITED". The Sceneramic cars are still in service on Nos. 5 and 6.

Western Canada - The Regina - Saskatoon Railiner service has again been reduced to two trains daily with the removal of Trains 683-684. Old No. 685 has been renumbered 683.

Continued on Page 275.

On the preceding pages we reproduce a sketch map of Canada, showing the railway passenger services operated in the country. This map was prepared from information verified by our timetable expert, Forster A. Kemp, and is accurate to November, 1967. Compare with the somewhat similar map printed in Issue Number 134, June 1962. The changes are astounding.

# Longueuil Diversion

EARLY IN NOVEMBER, the Canadian National Railways announced plans for the relocation of a portion of its tracks on the South Shore of the St. Lawrence River, opposite Montreal, almost completing the "belt line" linking C N lines south of the Island. The newly-announced plans, to be implemented within the year, will open up a new industrial zone of some 4,500 acres, and will also permit the elimination of twenty-one level crossings through the residential areas of the municipalities of Jacques Cartier and Longueuil. The accompanying map shows that portion of the Sorel Subdivision to be abandoned "A" to "B"  and the alignment of the substitute line "C" to "D"  through the new industrial zone. The new line will connect with the St. Hyacinthe Subdivision about mid-way between St. Hubert and St. Bruno.

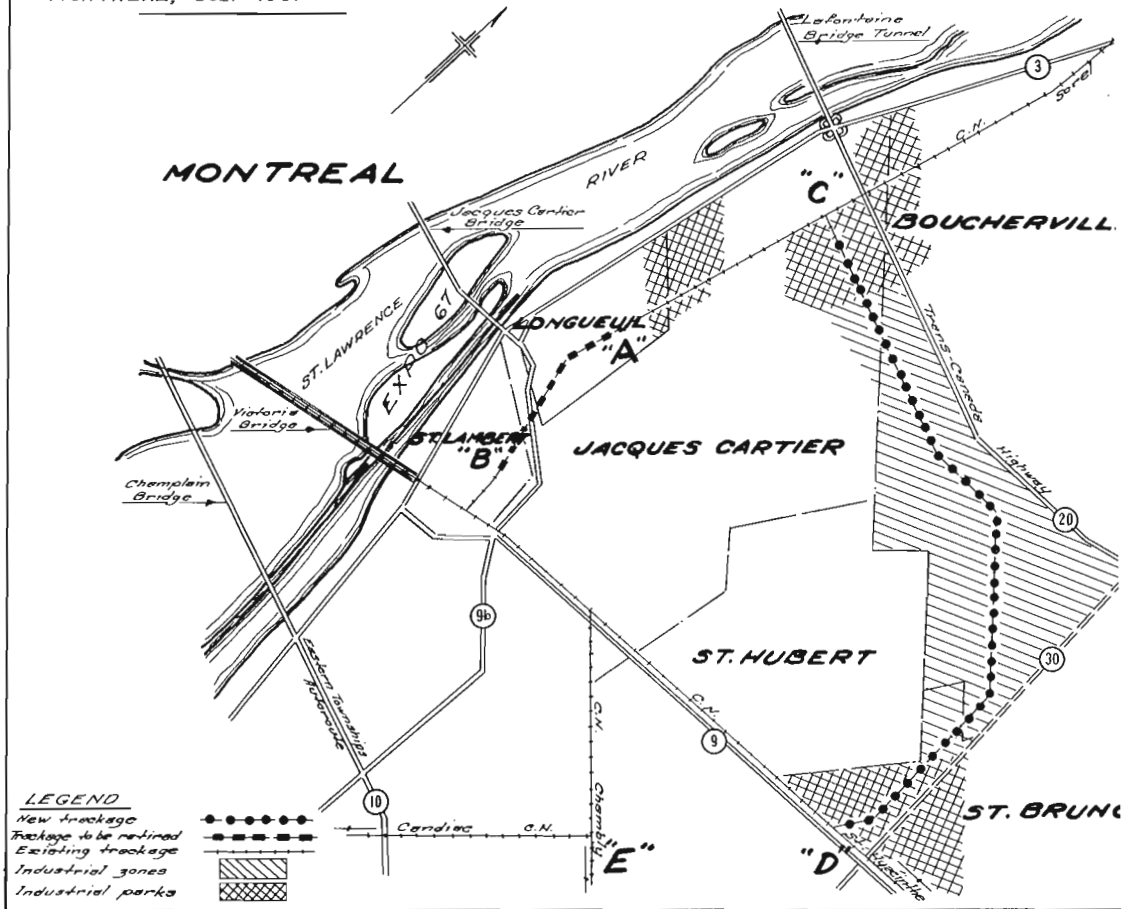
The announcement concerning this major change in the Montreal railway picture, was made at a press conference in the Queen Elizabeth Hotel by Messrs J.A. McDonald, CN Vice President, J.L. Moisan, Regional Manager of Industrial Development and Alex Olynyk, Manager of the Railways' Champlain Area.

The line to be abandoned, part of the C.N.'s Sorel Subdivision, was, prior to 1929, a section of the Quebec, Montreal and Southern Railway, one of the Delaware and Hudson R.R. Co.'s holdings in the southern counties of Quebec. The line had its beginnings in a series of legal and political controversies during the closing years of the nineteenth century - adequately described in the CNR History "Towards the Inevitable". By 1900, trains were running from St. Lambert to the St. Francis River; rails were slowly extended eastwards to the vicinity of Fortierville; and the line was only about 45 miles short of its goal, a connection with the National Transcontinental Line at Charny. The D. & H. controlled the line between 1904 and 1929, when it was sold to the Canadian National System, together with its motive power and rolling stock. Its acquisition accounted for the only camelback-type locomotive to appear on the C.N. motive power roster, an ancient 2-8-0 that saw little, if any, service under National operation.

There were two daily (ex. Sunday) passenger trains until about ten years ago, between Montreal, Sorel and DesOrmeaux. One was operated for many years by diesel-electric unit car 15837, (of C.R.H.A Excursion fame). The other run, nicknamed "The Shad Flyer" (-see "The News Report" of December 1957 - "The Shad Flyer" by Lorne Perry), was usually powered by C.N. 5529, one of the K-class Pacifics.

In his speech, Mr. Olynyk pointed out that there is now no passenger train service on the line to be abandoned, and therefore the local population will not be inconvenienced by the diversion. That portion of the Sorel Subdivision between Longueuil, point "A", and point "C", the beginning on the new line, will still be used as a spur, ensuring existing industrial establishments of continued CN services.

DIVERSION OF TRACK  
 BETWEEN  
 ST. LAMBERT AND JACQUES CARTIER  
 MONTREAL, JULY 1967



The construction of this new line, together with the relocation of the Rouses Point Subdivision a few years ago (opened January '59) will almost complete a "belt line" around the south of Montreal from Laprairie in the southwest to Boucherville in the northeast. No mention was made of the logical completion of this "belt" between "D" (the new junction near St. Bruno) and "E", Castle Gardens, where the Rouses Point Sub. now joins the Granby Subdivision, the former Montreal and Southern Counties Railway electric line to Chambly, Marieville and Granby.

The three CN spokesmen, in making announcement of the impending change in trackage, indicated that planning and negotiations had been going on for the past two years, and that the total bill for the improvements would run in the vicinity of 1.3 million dollars. All expressed their thanks for the cooperation and support which the railway had received since the inception of the project - known as the "Longueuil Diversion" - by the six municipalities involved.

# POWER

..with Murray W. DEAN

This December's Canadian Rail marks the 18th issue of "Power". As always, the column is grateful to the many persons, both members and otherwise, who have helped make it as comprehensive as it is. The author would especially like to thank the Canadian National Railways, Montreal Locomotive Works, and the various shipping companies which operate from the Port of Montreal. Their good nature was especially appreciated in this year of Canada's Centennial when everyone was so very busy. Best wishes to all readers and contributors in 1968 and always.



CANADIAN NATIONAL RAILWAYS



## Deliveries: up to 31 October 1967.

The following SD-40's have been received from GMD and assigned to the Mountain Region.

5000.....13/09/67.....GR-30c	GR-30c.....5005.....24/09/67
5001.....13/09/67.....GR-30c	GR-30c.....5006.....01/10/67
5002.....17/09/67.....GR-30c	GR-30c.....5007.....01/10/67
5003.....17/09/67.....GR-30c	GR-30d.....5008.....27/10/67
5004.....24/09/67.....GR-30c	GR-30d.....5009.....27/10/67

In addition, outshopping of the last GP-40's has been accomplished, all units going to the Great Lakes Region.

4012.....11/10/67.....GR-30b	GR-30b.....4015.....18/10/67
4013.....11/10/67.....GR-30b	GR-30b.....4016.....23/10/67
4014.....18/10/67.....GR-30b	GR-30b.....4017.....23/10/67

## Retirements: up to 31 October 1967.

ROAD NUMBER	SERIAL	BUILDER	BUILT	RETIRED
1607	2660	CLC	02/01/52	13/09/67
1632	2882	CLC	26/08/55	13/09/67
1646	2908	CLC	25/04/56	22/08/67
3012	79189	MLW	19/12/53	12/09/67
3086	81593	MLW	28/12/56	12/09/67
3805		MLW		12/09/67
9032	A-207	GMD	19/05/51	17/10/67
9043	A-218	GMD	12/07/51	17/10/67
9302	2649	CLC	02/01/52	05/10/67
9415	77703	MLW	19/03/51	05/10/67
9419	77705	MLW	20/04/51	12/09/67
9425	77708	MLW	18/05/51	05/10/67
9452	79151	MLW	31/03/53	05/10/67

Locomotive Transfers: up to 31 October 1967.

ROAD NUMBERS	TRANSFERRED FROM	TRANSFERRED TO	DATE
5	Prairie Rgn.	Mountain Rgn.	05/10/67
6	Prairie Rgn.	Mountain Rgn.	05/10/67
1038 to 1039	Mountain Rgn.	St. Lawrence Rgn.	12/10/67
1800 to 1803	St. Lawrence Rgn.	Atlantic Rgn.	20/09/67
4400 to 4404	Mountain Rgn.	Prairie Rgn.	15/10/67
8093 to 8094	Central Vermont	Grand Trunk Western	17/10/67
D108	Great Lakes Rgn.	St. Lawrence Rgn.	29/10/67
D110	Prairie Rgn.	Great Lakes Rgn.	29/10/67
D206	Mountain Rgn.	Prairie Rgn.	29/10/67
D354	St. Lawrence Rgn.	Great Lakes Rgn.	29/10/67
D500	Atlantic Rgn.	Great Lakes Rgn.	29/10/67

Rentals: up to 31 October 1967.

Precision Engineering Company equipment was returned on 11 September 1967, followed by all the BLE units on the 14th of the month. All DMI locomotives were returned as shown below:

139.....26/10/67	154.....25/10/67	158.....21/10/67
143.....23/10/67	155.....23/10/67	163.....21/10/67
149.....24/10/67	156.....26/10/67	171.....23/10/67
152.....23/10/67	157.....25/10/67	

The railway has leased GO self-propelled cars D701 and D706 effective 08/09/67 for use out of Toronto.

Miscellaneous: up to 15 November 1967.

"Power"'s western informant, Clayton F. Jones, sends the following interesting information: "CN 4341 is being painted and lettered for GSL. This entails substituting GSL yellow for black on the long hood of the unit and placing 'GREAT SLAVE LAKE' under the cab window and along the running board of the short hood (the unit will operate short end forward). The big change is the installation of Wabco ATO equipment.

## CANADIAN RAILROAD HISTORICAL ASSOCIATION

The Board of Directors of the CRHA has formed a committee to recommend suitable Canadian diesels for acquisition which will represent the diesel locomotive in production before 1960 i.e. the "first generation" diesels. Persons interested in expressing views about what should or should not be preserved, should write to:

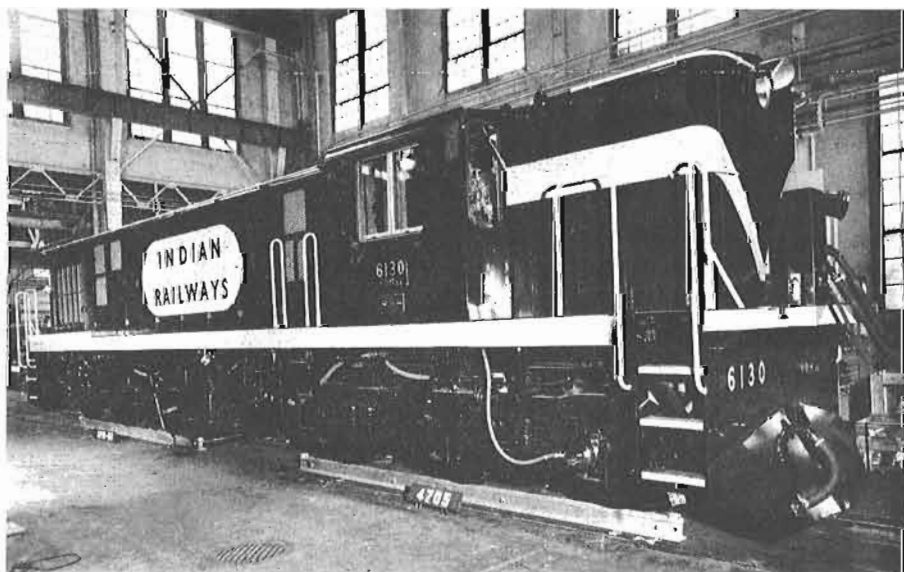
Diesels,  
Canadian Railroad Historical Association,  
Box 22,  
Station B,  
Montreal 2, P.Q.



Indian State Railways: up to 07 November 1967.

Twelve more locomotives have been outshopped and shipped as shown.

ROAD NUMBER	DATE OUTSHOPPED	SHIP	DATE SAILED	DESTINATION
6173	19/10/67	Jalaagopal	21/10/67	Calcutta
6174	"	"	"	"
6175	"	"	"	"
6176	"	"	"	"
6177	"	"	"	"
6178	"	"	"	"
6179	24/10/67	City of Ripon	29/10/67	Bombay
6180	"	"	"	"
6181	"	"	"	"
6182	26/10/67	"	"	"
6183	"	"	"	"
6184	"	"	"	"



ERRATUM

- 1) #192 stated that all CN's BLE units had been transferred from the Prairie to the Great Lakes Region on 24/08/67. This should have been all BLE units except 714B, 718B, 719A, 719B, 720A.

Continued from Page 269.

Another Saskatchewan substitution involves the replacement of an "unprotected" branch line by a bus! For the past several years, Railiners 688-689, in the course of their tri-weekly journeys between Saskatoon and The Pas, have been clattering over a branch line connecting Reserve and Crooked River, Sask. This being one of the lines left "unprotected" under the new Transportation Act, it is thus subject to early abandonment. Therefore, trains 688-689 are now running over the "main line" via Prairie River, and a chartered bus connects with the train at Crooked River to serve stations as far as Weekes.

The only other complete abolition of passenger service also took place in Saskatchewan, on the two lines between North Battleford and Medstead. Mixed Trains 286-287 and 288-289 made two weekly round trips over these lines, going up one way and returning the other. Operating days were Tuesdays and Fridays. These lines and the others connecting with them have seen all manner of motive power and passenger rolling stock, including gas-electrics, oil-electric and battery cars, auto-railers, steam and diesel-hauled passenger and mixed trains. Some of the self-propelled units were later used as coaches in the same area. The last time I saw these mixed trains, the combination car was an articulated one, possibly former oil-electric 15817. A CPR mixed train still runs to Medstead on its way to Meadow Lake (by trackage rights).

Jasper - Prince Rupert service, operated six days weekly last winter, has continued in that manner, between Jasper and Prince George, but has reverted to tri-weekly service between Prince George and Prince Rupert. Through sleepers and dining service are still operated.

#### CANADIAN PACIFIC RAILWAY

As was to be expected, Trains 5, 6, 15 and 16, "EXPO LIMITED" were discontinued, as were the additional Montreal - Ste. Anne's suburban trains 295-298. The Sudbury - Sault Ste. Marie "Dayliners" 427-428, and Sudbury - White River 417-418, reverted to their former times, as did Montreal Rigaud train 255.

The only notable change was made in the Montreal-Quebec City service where the trains have all been renumbered and most of them speeded up. The Saturday train 142 was replaced by a Saturday trip of the "VIGER" No. 152. All trains except No. 155 make the trip in three and a half hours: No. 155 takes ten minutes longer. As I mentioned previously, Trains 337 to 340 inclusive now run between Toronto and Windsor, Ontario, only.

#### NORTHERN ALBERTA RAILWAYS

Concurrent with the beginning of oil shipments from the Tar Sands area near Waterways, Alberta, the N.A.R. service on the Waterways line made a "great leap backward". Not only was the service reduced to twice weekly, but it is now necessary to stay overnight at Lac la Biche, and it therefore takes four days to make the round trip. Service on the Dawson Creek line remains as inconvenient as it was before.

#### ALGOMA CENTRAL

This scenic short line is operating tri-weekly passenger service this winter, compared to its four days-a-week operation last year. Both northbound and southbound trains are run on Saturdays thus requiring another set of equipment.



by Derek Booth

CN this year hosted the Second International Cybernetics Symposium held at the Queen Elizabeth Hotel in Montreal between October 1st and October 6th. Up for discussion at the Symposium were some of the major applications of cybernetics to railroad operations including :

- improved management control of all phases of planning and operations
- quality control of freight service on an origin-to-destination basis
- simulation of operations as a guide to more efficient and economical use of track and equipment
- closer and more accurate control of freight car distribution
- automatic car identification
- automatic or semi-automatic train operation
- improved marketing intelligence and forecasting

CP has called for bids for new railway equipment worth \$30 million. Orders will include new design 3,000 horsepower diesel freight locomotives and a large quantity of both specialized and general purpose freight cars. First deliveries are expected in early 1968.

CN has ordered 500 Railtainer intermodal containers to be built by Steadman Industries in Rexdale, Ontario at a cost of approximately \$1.5 million. This order will bring the line's container fleet to more than 1000 units.

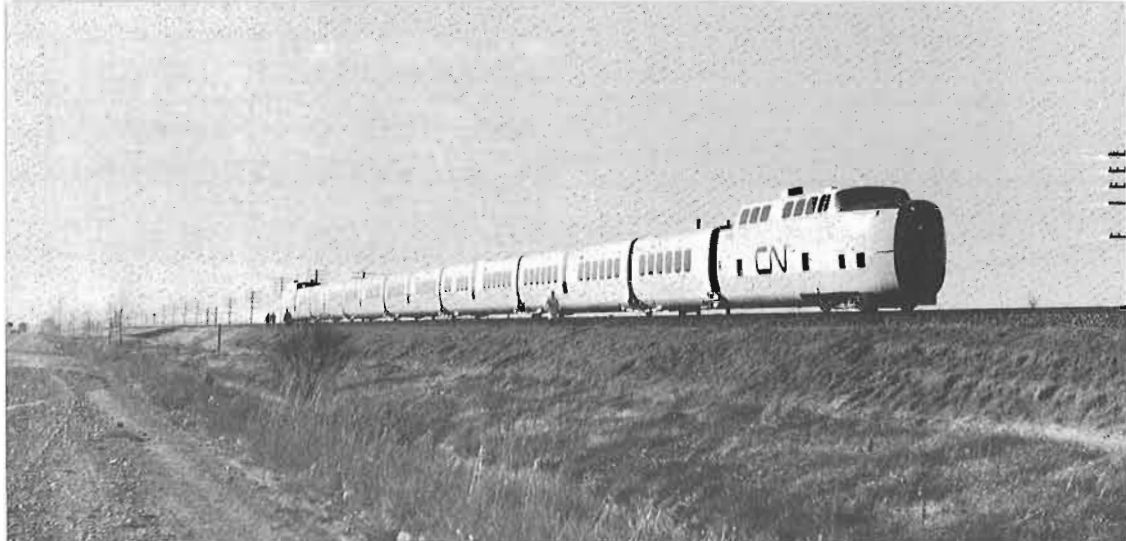
The start of high speed three hour rail passenger service between Washington and New York on the P.R.R. which was scheduled for October 29th has been postponed until the beginning of 1968. Additional time required in the building and testing of the self-propelled electric cars was the reason given for the delay.



Last month we reported on the closing of Eastray Station, and speculated that it was awaiting the wreckers' hammer. Such has indeed been its fate, and all that remains of this once-spacious station is a pile of rubble.

View of the station building before wrecking crews did their job.





Canadian National's Turbo Train left Montreal last November 14th for Providence, R.I., U.S.A., after successfully passing its preliminary tests in the Montreal area. Mr. T. R. Wheaton, project manager for UAC, said in an interview that the prototype acquitted itself better than expected. It will return to Canada early next year for cold-weather trials. Construction of the other four Turbo Trains is presently under way at the Montreal Locomotive Works in eastern Montreal. Below is a view of the first Turbo being tested on the CN's St.Hyacinthe Subdivision (mile 64.6) south of Montreal, on Nov.10th. (Photo by Murray W. Dean)

Canadian locomotive builders have recently obtained a number of orders for export locomotives to be shipped to railways in other parts of the world. On page 274, a photo is reproduced, courtesy M.L.W., of one of the 37 units being shipped to Indian Railways. Below is a view of one of the GLC-built Fairbanks Morse diesel-hydraulic units which were shipped to Guyana earlier in the year. The picture, taken at the Kingston plant of Fairbanks Morse(Canada) Ltd, was submitted by William Houston.



CN has recently announced a major relocation of its tracks through suburban Montreal South Shore communities. A sketch map and further details are included in this issue of Canadian Rail - Page 266.

The Delaware & Hudson RR, in a determined effort to retain traffic generated by EXPO '67, has purchased some modern passenger equipment from the Denver & Rio Grande Western. Altogether, twelve units have changed hands, three baggage cars, six air-conditioned coaches, two modern diners and a snappy cafe-lounge car. These vehicles are being painted the soft gray and bright blue of the D. & H., in the railway's Colonie Shops near Albany, N.Y. This deluxe equipment formerly operated on the D. & R.G.W. from Denver, Colo. to Salt Lake City, Utah, through the Colorado Rockies. It was purchased in 1950. In addition to the improvements effected by these new cars, the journey between Montreal and New York will be made more pleasant by train hostesses. They will look after passenger comforts, and passengers' appetites in the new dining cars. The revitalization of passenger service is part of a recently-inaugurated campaign to improve the total service of the D. & H., initiated by the road's president, Frederic C. Dumaine.

To handle the increasing freight tonnage over the line, the D. & H. has purchased three GM SD-45 demonstrator units. These are of the twenty cylinder, 3600 h.p. type. On order are six GE U-30-C's for delivery in December 1967, as well as two hundred ore hopper cars, 100 covered hoppers and eight bay-window cabooses. Yes, things are happening on the D. & H., and from all indications, the Company will be a strong contender for New York-- Montreal intercity business for some years to come. (Courtesy J.J. Shaughnessy and S.S. Worthen)

A recent edition of Toronto's Globe and Mail called attention to the increasing number of passengers being handled by the Ontario Government's GO Transit service. "Will success spoil GO Transit?", the paper asked. Although only about 15,000 passengers per weekday was the pre-inauguration estimate, already the volume has exceeded that figure and one official said "We expect when the bad weather hits us, we'll be bouncing up to 20,000 a day. It will mean discomfort on the peak trains".

To cope with the unforeseen success, GO Transit management has leased four locomotives and nine old coaches from the Ontario Northland Ry. This temporary equipment provides a service more akin to the Montreal commuter services and a far cry from the service standards on the specially designed GO trains. But the GO management has ordered 14 new cars for delivery next summer. It is not expected that more runs will be scheduled, but that capacity of existing trains will be augmented.

Now it's official: Canadian National has applied to the Canadian Transport Commission for permission to replace its passenger trains, in Newfoundland, with buses, and a hearing is scheduled to begin in St. John's December 11th. During the latter part of November, the CN moved a borrowed bus into Newfoundland in order to get detailed information to present to the Commission. The bus is similar to those the CN is proposing to use and includes toilet and washroom facilities. Mr. G.D. McMillan, manager of the Newfoundland Area announced that the railway plans to operate the proposed trans-island bus service for a test period early next year in order to give Newfoundlanders a chance to try it out for themselves. "the test will be for operational purposes but the service will be available to any passengers who wish to compare it with passenger train operations".... "We are convinced that the buses will provide a much better service than the trains." Mr. McMillan is manager of the Canadian National Railways!

# 'FAREWELL'

**W**ITH THIS DECEMBER issue, the 1967 Editor and Publications Committee bid 'Canadian Rail' readers "Farewell". Next year, a completely new Editorial staff takes over the compilation and production of the periodical --- the future of 'Canadian Rail' is in their hands.

During the past eighteen years, since the late Allan Toohey founded the C.R.H.A. News Report in October, 1949, there have been one hundred and ninety-four issues of "The News Report" and 'Canadian Rail' printed and distributed. Except for a brief period in 1950, the magazine has been published just about monthly -- eleven times a year -- by a Publications Committee that has been in a sort of "apostolic succession" from the beginning. As our early readers will remember, it was Omer Lavallee who took over when Allan Toohey left for South Africa, and during the succeeding ten years almost single-handedly turned out over one hundred and ten editions. In 1959 David Henderson took charge of the production details and business management, and three years later, Anthony Clegg became Editor. William Pharoah, originally responsible for the popular Notes and News Section, has been Editor during more recent times.

And now, we feel like the parents of three girls, whose third daughter is betrothed to be married. Naturally, we wish her every success.... naturally, we shall follow her future with interest and good wishes.... but her upkeep, like that of her two sisters, is now the responsibility of someone else. Her happiness and well-being can best be achieved without the undue interference of her parents.

To paraphrase from Page 223 of 'Canadian Rail' for 1964..... "Eighteen years of continuous publication is quite a milestone.... Thank you so much for your support... Now we look to a new Editorial Committee to give us future issues of 'Canadian Rail' that will be even bigger and better -- with more of everything we like...about railways." (A.C.)

William Pharoah, Editor.  
Anthony Clegg, Associate Editor.  
David Henderson, Chairman,  
Publications Committee.

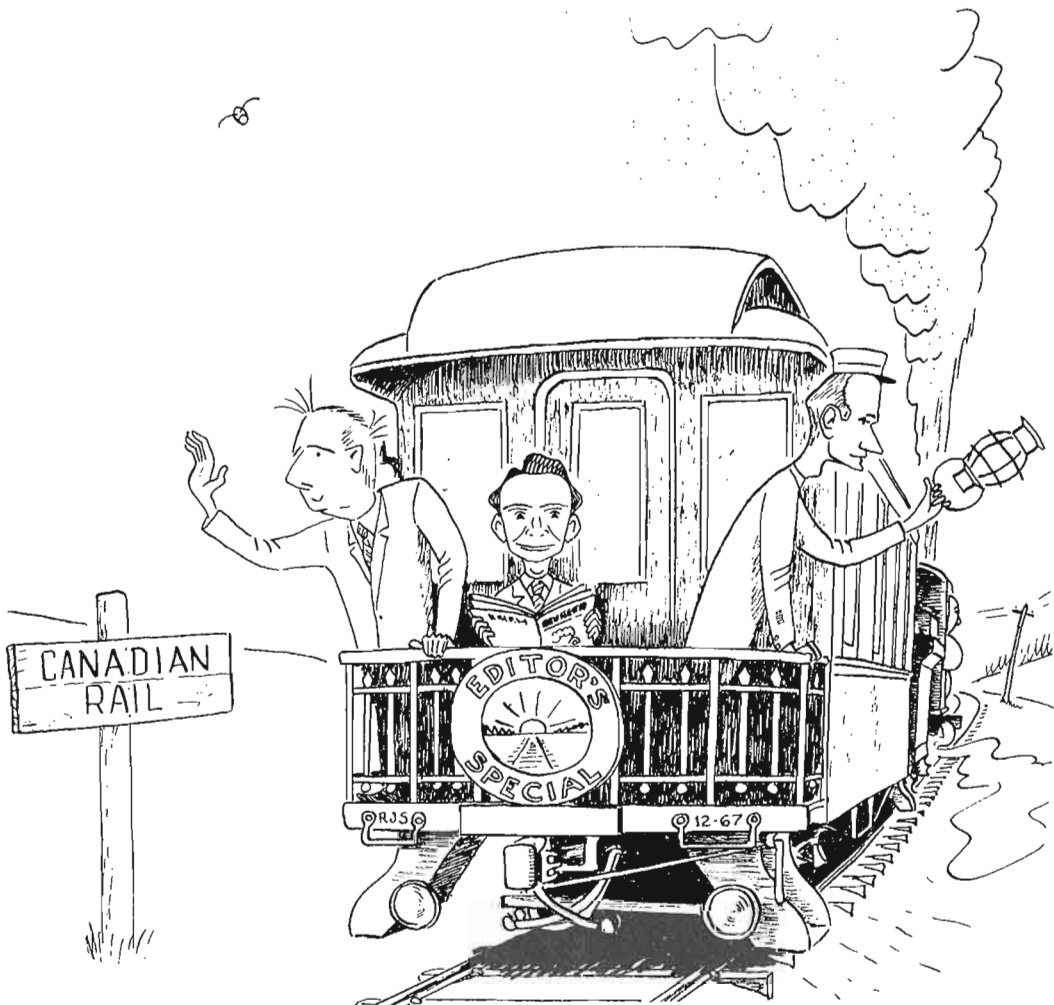


## the cover

### "The Wonder of the Age"

A reconstruction of the scene which greeted the first engine built in Ontario as it was moved through Toronto, for service on the Ontario, Simcoe & Huron Railway.

(From Can. Nat. Rys. Magazine).



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