

# Canadian Rail



No. 199 May 1968





# THE ROUSES POINT GATEWAY

S. S. Worthen

Travel westward from Montreal by railway, was not a reality before 1857, when the Grand Trunk Railway Company of Canada opened its broad gauge-line from Montreal to Toronto. Rather, it was possible, but by a somewhat round-about route and a further journey by steamer was required to reach the growing towns along the St. Lawrence River west of Montreal. For a period of about 6 years, from 1851 to 1857, the favourite route of the summer traveller, (and presumably the winter one, if there was one), was via the Champlain and St. Lawrence Railroad to St. Johns, Quebec, the Montreal & Province Line Junction Railway, (which had been chartered in 1848 and whose rights had been purchased in 1850 by the Champlain & St. Lawrence) to Rouses Point, in the State of New York. Here, the traveller took the cars on the Northern Railroad of New York (later the Ogdensburgh & Lake Champlain Railroad (westward to the banks of the St. Lawrence at Ogdensburgh, where frequent steamboat service to the upper St. Lawrence and Lake Ontario was available.

By 1865, the Grand Trunk had the traffic from the riverside towns in its pocket but the southeastern traveller from Ontario still found the Ogdensburgh route attractive if his journey trended towards New England. The HUNTINGDON JOURNAL of 1 September 1865 carried the following travel information:

## OGDENSBURGH RAILROAD

Summer Arrangement.

Running time twelve minutes faster than local time.

THREE TRAINS DAILY (Sundays excepted).

First Train, Boston and New York Express:

Leave Ogdensburgh at 5.30 A.M. (breakfast at Malone) arriving at Boston 10.00 P.M. and New York next morning. No change of cars by this train between Ogdensburgh and Boston.

Second Train, Through Mail:

Leave Ogdensburgh at 11.30 A.M. (dine at Malone) arriving at Boston at 8 o'clock the following morning and New York, 2 P.M. the next day.

---

**opposite** BONAVENTURE STATION- Montreal as it used to be in 1948. The 5:15 pm local "The Mocassin", engine 5283, is leaving for Cornwall, Ontario. Photo from the E.A.Toohy Collection.

Splendid sleeping cars run with this train between Rouses Point and Boston. This train connects with M & C R.R. at Rouses Point, arriving in Montreal at 9.00 P.M.

Accommodation Train leaves Ogdensburgh at 6.45 P.M. arriving at Rouses Point at 4.45 A.M., connecting with V.C. R.R. for Boston and New York also with cars for Montreal.

#### RETURNING

Trains leave Rouses Point at 7.05 A.M., 7.05 P.M., and 9.00 P.M. connecting with all trains on the Grand Trunk and Ottawa and Prescott Railroads, and with Lake Ontario steamers.

Trains pass Malone and Chateauguay as follows:

Pass Malone going East at 8.00 A.M., 2.45 P.M., and 12 Night.  
Going West at 10.A.M. 9.30 P.M. and 1.40 Night.  
Pass Chateauguay going East at 8.46 A.M., 6.30, P.M. and 1 at Night. Going West 9.15 A.M., 8.50 P.M. and 1 Night.

The following steamship lines were listed in the same edition of the HUNTINGDON JOURNAL.

Richelieu Company - Daily Royal Mail Line.

Steamer MONTREAL - Montreal to Quebec, Mon.,  
Wed. Fri. - 6 P.M.  
For Sorel, Three Rivers, and  
Batiscan.

Steamer EUROPA - Montreal to Quebec, Tues.  
Thurs. Sat. - 6 P.M.  
For Sorel, Three-Rivers and  
Batiscan.

Steamer COLUMBIA - Montreal to Three Rivers -  
Tues. Fri. - 2 P.M.  
For Sorel, Maskinonge, Riviere  
du Loup, Yamachiche and  
Port St. Francois.

Steamer NAPOLEON - Montreal to Sorel-Tues. Fri.  
Montreal to Sorel - Tues.  
Fri. - 3 P.M.  
For St. Sulpice, Lanoraie,  
Berthier, Petit Nord, Grand  
Nord.



photo above

Before it was demolished, Canadian National Railways station at St-Henri, Montreal, marked the point where the Grand Trunk broad-gauge track met the standard-gauge Montreal & Lachine. The Grand Trunk's connection to Bonaventure Station was at the rear of the building. Photo C.R.H.A. (E.A. Toohy Collection)

- 
- Steamer CHAMBLY - Montreal to Chambly, Tuesday,  
Fri. - 3 P.M.  
For Vercheres, Contrecoeur,  
Sorel, St. Ours, St. Denis,  
St. Antoine, St. Charles, St.  
Marc, Beloeil, St. Hilaire &  
St. Mathias.
- Steamer TERREBONNE Montreal to L'Assomption-Mon.  
Tues. Fri. Sat. - 3 P.M.  
For Boucherville, Varennes &  
St. Paul l'Ermite.
- Steamer L'ETOILE - Montreal to Terrebonne-Monday  
Tues. Fri. Sat. - 3 P.M.  
For Bout de l'Ile & Lachenaie
- Day Line - Between Montreal, Chateauguy & Beau-  
harnois.
- Steamer LOTBINIERE Montreal, Lachine & Beauhar-  
nois. The Steamer Lotbiniere  
Capt. S. Filgate will leave  
Canal Basin, Montreal, every

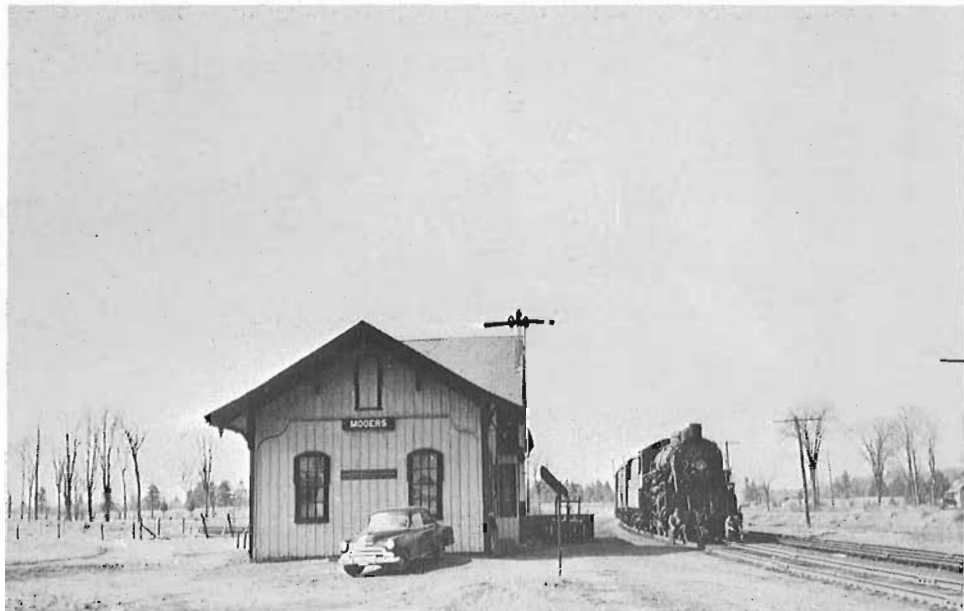


PHOTO ABOVE: Mooers , New York - about two miles south of the international boundary, at the former junction of the line from Plattsburg to Montreal, via Hemmingford and Caughnawaga. On April 1, 1951, Rutland # 8 with engine No. 78 stood under the order-board, waiting for a meet with a westbound freight.

PHOTO BELOW: The same train, Rutland No 8, with the same engine photographed on April 29, 1951.

PHOTO PAGE 121: This photo shows the same train as pictured below leaving Mooers N.Y. on its eastward run to Rouses Point, Alburgh, Burlington, and Rutland Vt. Note the classic combine on the rear.

All photos from the E.A.Toohy collection.



day at one o'clock P.M. (Sundays excepted) and Lachine on arrival of five o'clock, P.M. Train from Montreal, calling as above.

Returning - leave Beauharnois every Monday morning at six o'clock, (Sundays excepted), calling at Chateauguay and arriving at Lachine for the 8 o'clock train.

The M & C R.R. referred to in the Ogdensburgh Railroad schedule for the "Second Train Through Mail" is the Montreal and Champlain Railroad, the successor to the Champlain and St. Lawrence Railroad. The first rival of Canada's first railway was the Montreal and Lachine Railroad, which, had amalgamated with the Lake St. Louis and Province Line Railroad, (Caughnawaga to the International Boundary near Mooers, New York), on 1 January, 1852. Fierce competition and a bad business climate, forced the amalgamation of the two rivals under the name "Montreal and Champlain Railroad Company" in 1862. The Parliamentary Act Authorizing the amalgamation received Royal Assent on 9 June, 1862, but unfortunately no customers were found for the preferred stock. At this point, and with the newborn Montreal & Champlain on the verge of bankruptcy, the directors of the Grand Trunk, decided that this was an opportune time for action and on 25 September, 1863, leased the whole operation for 21 years.

Several results of this lease became immediately apparent:

- a. A connecting curve was laid from the G.T.R. main line at St. Henri Junction, Montreal, to the Montreal & Champlain's approach tracks to Bonaventure Station. An additional rail was laid to accommodate the broad-gauge equipment of the G.T.R. on the tracks of the standard-gauge Montreal & Lachine.
- b. Since the opportunity existed for a connection between the Grand Trunk and the Montreal and Champlain at St. Lambert, the G.T.R. soon abolished the underpass of the M. & C. and by means of a large balloon, reverse curve, connected the M. & C. to the GTR main line. The installation of a third or "narrow gauge" rail permitted M. & C. trains to pass over the Victoria Bridge to St. Henri Junction, and thence to Bonaventure Station.
- c. There was no immediate change in the name of the Montreal and Champlain Railroad, although it was firmly leased to the Grand Trunk. Moreover, the primary reason for leasing the M. & C. was to obtain access (over the Old Montreal and Lachine) to Bonaventure Station, their own station at Pointe St. Charles now being quite inadequate and remote for their Montreal operation. In view of this fact, it is not surprising that the GTR made no dramatic effort to work

the M. & C. profitably for the shareholders. This reluctance persisted to 1873-1874, when the GTR standard gauged its lines. To add insult to injury, in 1873, when gauge-standardization was imminent, all service on the Caughnawaga Division of the M. & C. was arbitrarily discontinued, and the line from Caughnawaga to Mooers Junction was used for the storage of new standard gauge GTR locomotives and cars.

In his history of the Champlain and St. Lawrence Railroad, the late Robert R. Brown reported that "the people of the district, naturally annoyed by the total suspension of train service on what had once been a very busy line retaliated by removing and hiding all the brake wheels and coupling pins of the rolling stock stored there."

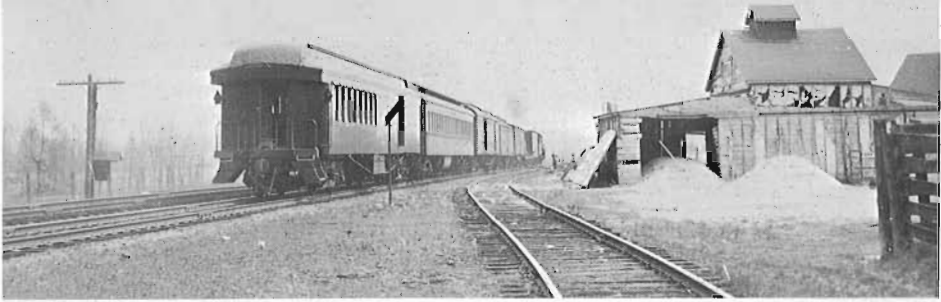
The Caughnawaga Division of the M. & C. and its natural extension, the Plattsburg and Montreal had been variously wooed by the Vermont Central and the Rutland and Burlington. After the Richelieu River had been bridged, the Vermont Central could afford to be casual with the Plattsburg & Montreal and the M. & C. For a time, some freight made its way from the Rutland and Burlington to the Plattsburg & Montreal and the Ogdensburg line via Mooer's Junction. Inevitably, this trickle of traffic stopped when the Vermont Central leased the Rutland & Burlington. For a time it seemed as though the all-powerful Smiths of St. Albans, Vermont, had triumphed!

---

PHOTO BELOW: Rouses Point Junction - grade crossing between the D & H, and the Rutland in 1947. In the 1870's this was the junction where trains from Plattsburg connected with the Montreal and Champlain for St. John's and Montreal. Photo from E.A. Toohy col.







Within four years after the Vermont Central had leased the Rutland and Burlington, on 30 December, 1870 the lessor was unable to pay the rent, \$281,660.63, being due. In 1874, both the Rutland and the Ogdensburgh lines proposed the termination of their leases to the V. C. RR. and the consolidation of the two roads into one. However, the Rutland succumbed to the charms of a modified lease in February, 1875, and this was ratified and actually lasted until 1896, when the Rutland took back its property. The Ogdensburgh line, meanwhile, had returned to its President, on 1 April, 1877. The all-powerful Vermont Central went resoundingly bankrupt in 1873, and was rapidly reorganized as the Central Vermont Railroad in the same year. Unable to form a connection with any alternate north-south or east-west system the poor Ogdensburgh helplessly accepted another C. V. RR. lease in 1886, which arrangement lasted ten years until the second resounding bankruptcy of the Central Vermont.

Humpty-Dumpty's pieces were stuck back together with another Central Vermont reorganization, whereupon the Grand Trunk Railway Company of Canada emerged as the majority stockholder. For the GTR, this was the final step in the elimination of competition for freight traffic from Portland and Boston to the Great Lakes. The Delaware & Hudson Canal & Railroad Company managed, by some magical means, to make a through line from Albany, New York, to Rouses Point, late in 1875. Even so the CV-GTR stranglehold on traffic through the Rouses Point - St. Johns gateway endured until 9 April, 1907, when the D. & H. bought the Napierville Junction Railway from Rouses Point to St. Constant (on the CPR) for \$615,680.56. From then on the D. & H. was a "shoo-in" to Montreal, via the C.P.R. By that time however, the Grand Trunk was busy expanding elsewhere, and the C.V. had been exiled to the role of a New England bridge-line, whose sole mission was to feed business to the insatiable appetite of its master!

---

**COVER** ON A CLEAR, CRISP DAY IN 1953, Canadian National Railways afternoon train from Sherbrooke to Montreal Que., clattered across the twin span bridge over the Magog River. Pacific No. 5300 headed the parade. Photo courtesy J.J. Shaughnessy.



WHERE TO FIND 'EM IN 1968 . . . . . continued from last month.

MANITOBA

- |                |  |                                   |               |
|----------------|--|-----------------------------------|---------------|
| * Transcona    | Town of Transcona  | #2747 2-8-0                       | CNoR<br>1926  |
|                |  | ex CNR #2747                      |               |
| o Transcona    | Canadian National Railways<br>(Held for Mus. of Science) | #5114 4-6-2                       | MLW<br>1919   |
|                |  | ex CNR #5114                      |               |
| * Winnipeg     | City of Winnipeg<br>Assiniboine Park                     | #6043 4-8-2                       | CLC<br>1929   |
|                |  | ex CNR #6043                      |               |
| * Winnipeg     | City of Winnipeg<br>Station Park                         | COUNTRESS OF DUFFERIN<br>#1 4-4-0 | BLW 1872      |
|                |  | ex N.P. RR. #56                   |               |
|                |  | ex Whitehead #1-1877              |               |
|                |  | ex CPR #151                       |               |
|                |  | ex Columbia Riv.<br>Lumber '97    |               |
| o St. Boniface | Greater Winnipeg Water<br>District Railway               | #3 4-4-0                          | Dubs.<br>1882 |
|                |  | ex GWWD #3                        | - 1918        |
|                |  | ex CPR #86, 63, 133,              | 22            |

SASKATCHEWAN

- |             |  |               |             |
|-------------|--|---------------|-------------|
| o Saskatoon | Canadian National Railways<br>for Western Development Museum | #1158 4-6-0   | MLW<br>1913 |
|             |  | ex CNR #1158  |             |
|             |  | ex CNoR #1158 |             |
| * Regina    | City of Regina   | #5093 4-6-2   | MLW<br>1918 |
|             |  | ex CNR #5093  |             |
|             |  | ex CGR #471   |             |

**PHOTO OPPOSITE**

THE ROYAL TOUR OF 1901 !

Our reader, Mr. Neil McCarten, of Toronto, has been kind enough to send us this picture of the Royal Train of 1901 in the upper regions of Kicking Horse Pass, in the Canadian Rockies. A close inspection of the pilot of the leading locomotive will reveal the Duke & Duchess of York, bundled in their buffalo robes !

* Prince Albert	City of Prince Albert	#5080	4-6-2	MLW 1914
		ex CNR #5080		
		ex CGR #453		
* Moose Jaw	City of Moose Jaw Crescent Park	#2634	4-6-2	MLW 1912
		ex CPR #2634		
* Regina	IPSCO Park I-P Steel & Pipe Corp.	#3101	4-8-4	CPR 1928
		ex CPR #3101		
° Bienfait	Manitoba & Saskatchewan Coal Company	#3522	2-8-0	BLW 1907
		ex CPR #3522		
		sold to M&SCC10-56		
° Bienfait	Manitoba & Saskatchewan Coal Company	#6947	0-8-0	MLW 1908
		ex CPR #6947,		3537,
				1737
		Rebuilt from		2-8-0
° Regina	Interprovincial Steel Pipe Co. for IPSCO Park	#6166	0-6-0	CPR 1906
		ex CPR #6166,		2166
		ex M&SCC -		1965
		sold by CPR		1949

ALBERTA

° Edmonton	City of Edmonton Exhibition Association	#1392	4-6-0	MLW 1913
		ex CNR #1392		
		ex CNoR #1392		
* Jasper	Canadian National Railways Jasper Station	#6060	4-8-2	MLW 1944
		ex CNR #6060		
* Edmonton	Alberta Pioneer Museum (20 miles west of Edmonton)	#51	2-10-0	CIC 1926
		ex Nor Alb. Rys.		#51
		ex A&GW #51		
° Edmonton	Edmonton Transit System Cromdale Carhouse Canadian Railroad Historical Association	#73	2-8-0	CIC 1927
		ex Nor Alb Rys.		#73
		ex ED&BC Ry. #73		
* Lethbridge	City of Lethbridge Galt Gardens	#3651	2-8-0	MLW 1910
		ex CPR #3651,		1851

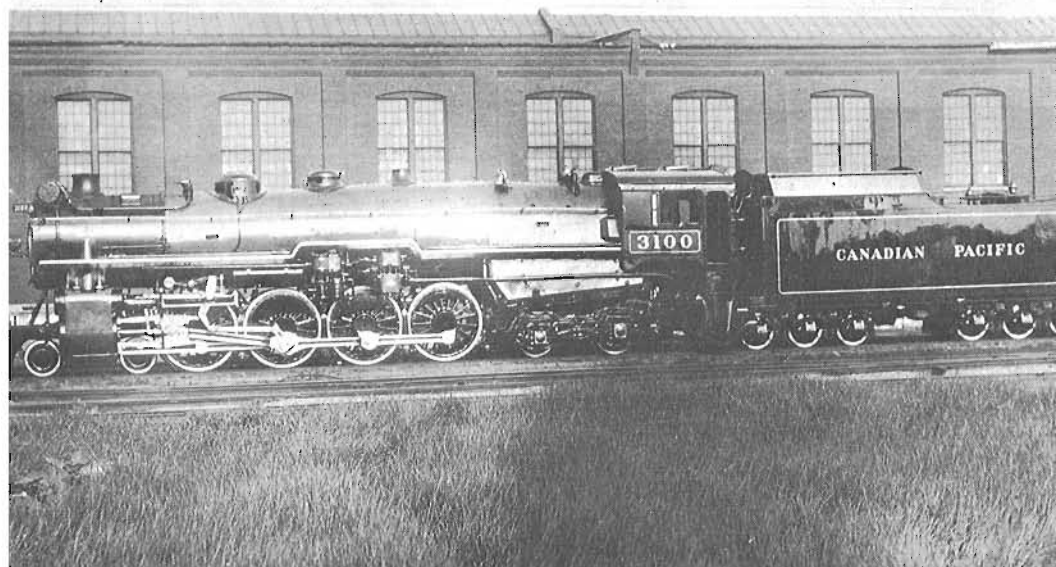


PHOTO ABOVE: Canadian Pacific Railway's class K-1-A No 3100, now at the Museum of Science and Technology, Ottawa, as she looked at Angus Shops, Montreal, in October 1928. Smoke deflectors and running board numbers appeared later. Photo by J.L.J.Mercier.

---

* Calgary	City of Calgary Mewata Park	#5934 2-10-4 MLW 1949 ex CPR #5931 (renumb. from 5931- 1959)
* Calgary	Heritage Park Glenbow Foundation	#6144 0-6-0 CPR 1905 ex CPR #6144, 2144 ex Cranmore Mines #4 (1943)
o Blairmore	Western Dominion Collieries	#6246 0-6-0 CPR 1912 ex CPR #6246-1936 Resold ex WDC 1963- 65.

#### BRITISH COLUMBIA

* Kamloops	City of Kamloops	#2141 2-8-0 CLC 1912 ex CNR #2141 ex CNOR #2141
* Vancouver	City of Vancouver Kitsilano Park	#158 4-4-0 CPR 1886 ex CPR #158, 245, 92, 374 Preserved as CPR #374

- ° Vancouver Vancouver Railway Museum #2860 4-6-4 MLW  
Association 1940  
ex CPR #2860
- \* Port Coquitlam City of Port Coquitlam #3716 2-8-0 MLW  
1912  
ex CPR #3716
- \* Prince George (Owner not known) #1 0-4-OT (unknown)  
Canadian National Railways n.g.  
Station. (Incorrectly number-  
ed and lettered as  
G.T.P. #1)
- \* Vancouver City of Vancouver #2 EMORY 0-4-4T  
Hastings Park (1926) (see \*)  
ex DO Mills & Co.  
1881  
ex Hastings Saw-  
mill - 1888  
\*Hypothetical  
builder -  
Marschuetts & Can-  
trell in 1879;  
nicknamed CURLY.

YUKON TERRITORY

- \* Carcross (owner unknown) Duchess 0-6-OST  
Near W.P.& Y. RR. BLW 1878  
ex Taku Arm  
DUCHESS - 1901  
ex Wellington  
Collieries - 1899
- \* Whitehorse City of Whitehorse #51 2-6-0 Brooks  
Chamber of Commerce 1881  
ex W.P.&Y. #51  
ex WP&Y. #1 - 1900  
ex P.C.Ry. - 1898



**NEXT MONTH . . . . .**

The forthcoming issue of 'Canadian Rail' will in our opinion achieve a great milestone in the history of the Canadian Railroad Historical Association, as it will be our 200 th. issue. To mark this occasion, we have a little added treat in store for you with which we hope that you will be pleased. Features will include :

- 1) 'The Champlain & St. Lawrence Ry.' By S. Worthen
- 2) Two Hundred Issues of Canadian Rail, By F. Angus
- 3) Many other interesting items & photos.

# FERROVIA

## to be, or not to be ?

NOT THIRTY DAYS AFTER EXPO-67 had bade its last visitor "good bye," Montreal's Mayor Jean Drapeau had begun planning the continuation of the exhibition in 1968 and subsequent years. The first step in perpetuating the exhibition as MAN AND HIS WORLD was to acquire as many of the pavilions as possible. The second part of the plan was to organize exhibits for these now-empty buildings.

Late in November 1967, the Association was contacted by telephone, by the Public Relations Department of one of the larger railway companies, to inquire if the Association was interested in bringing some of its exhibits from the Canadian Railway Museum to the island site of MAN AND HIS WORLD - (1968 et seq.). No information was available as to defrayment of expenses or maintenance of the exhibit, once established. The method of bringing the exhibits, (some of them weighing up to 100 tons), to the exhibition location was not considered critical. It was not stated as to whether the Association would receive any remuneration for the exhibit, in the form of admission fees.

Considering the nebulosity of this inquiry the Association's Board of Directors respectfully declined the offer and instructed the President to say that we would be happy to consider the suggestion again when additional information became available. No further contact was made by either the City of Montreal, Mayor Drapeau, or the representative of the Public Relations Department of the Railway.

Subsequently it was learned that His Honour the Mayor had approached officers of Canada's two major railways with the request that they lend their support to the creation of a railway museum for MAN AND HIS WORLD (1968 et seq.). These officers declined the invitation. So, in his search for some one or some company to assist in the creation of a railway museum for the exhibition, Mayor Drapeau turned to private individuals.

It was brought to the Mayor's attention that Mr. O. S. Lavallee, former officer and member of the Canadian Railroad Historical Association, had been of considerable assistance to the Museum of Science and Technology in Ottawa, and the Centennial Museum of Science and Industry, in Toronto. Accordingly, in December, preliminary discussions were held at Montreal's City Hall and by January 1968 a group of interested railway enthusiasts had been gathered. Discussions continued. Near the beginning of March, Mayor Drapeau announced that the display would be called FERROVIA, and would occupy the former State of Maine Pavilion. This offered about 1,000 sq. ft. for





exhibition purposes. The scale model "State of Maine Freight" which operated spasmodically during Expo '67, would not be entirely available, but the locomotive would. In a radio interview with Radio 800 CJAD's Sidney Margolies, in mid-March, His Honour described the project in glowing terms, but skirted all questions relating to details with his usual virtuosity. Indeed FERROVIA at MAN AND HIS WORLD, (1968 et seq.) remains as mysterious as UAC's TURBO-TWO!

There are, nevertheless, a few basic problems which must be resolved. Among these are:

1. The State of Maine Pavilion, like many other buildings on the site, is not a permanent building. It may be heated and air-cooled, but the walls and roof were not designed or constructed to be permanent. How long then can the building be expected to last or more to the point - how long will it be before major repairs are required?
2. Montreal municipal administration will have to provide the "risk capital" to enable construction of exhibits. Recovery of this investment is supposed to come from admissions at \$2.50 per person, with estimated weekly attendance figures based on some extrapolation of EXPO '67 figures. If MAN AND HIS WORLD, (1968 et seq.) does not achieve these attendance figures, who will pay the bill?
3. MAN AND HIS WORLD, (1968 et seq.) is scheduled to open on May 17, this year. That leaves just about two months, (from the time of writing), to organize and construct pavilion exhibits, including that for FERROVIA. Up to now, no budgets have been established, and aside from small token expense appropriations no money has been made available. What sort of exhibit for any pavilion, (FERROVIA included) can be put together in two months or less?

Certainly, the creation of a railway museum for MAN AND HIS WORLD (1968 et seq.) is a magnificent challenge. Even if all of the money and materials required were at hand, it would be almost superhuman to create it in time for Opening Day! But to accomplish this plan, in the light of the conditions described, in view of the imprecise information (or more correctly, lack of precise information), from Montreal's City Hall, it must be concluded that the fate of FERROVIA, if it is built will depend entirely on the "et seq." portion of MAN AND HIS WORLD (1968 et seq.).

---

PHOTOS OPPOSITE: The Maine Pavilion, and the model B & A train, as photographed during Expo 67. Photos courtesy of the Maine Dept. of Economic Development.



BY F.A.KEMP

**A** RECENT SURVEY OF TRANSIT FARES IN various cities in the United States indicates that we Canadians should count our blessings!

Indianapolis, Indiana, raised its fares from 25 cents to 30 cents and retained the 5 cent transfer premium. Rochester, New York, Transit Corporation sold its business to the City when union wage demands could not be met. Omaha Transit Company increased fares in that city from 25 to 30 cents. Grand Rapids, Michigan City Coach Lines hiked the tab from 30 to 35 cents (ouch!). The championship for high transit cost was won by the Rubber City itself - Akron, Ohio. If you haven't got alternative transport, you pay 40 cents a trip or 5 tokens for \$1.75. This is the highest tariff in North America - north of the Rio Grande, that is! We are indebted to John Eicker of Baltimore, Md. for conducting this survey.

SEABOARD COAST LINES eliminated trains #49 and #42 from Rocky Mount, N.C. to Wilmington, N.C. on 1 March, this year. Deprived of passenger service were towns like Calypso, Magnolia, Teachey and Burgaw. What was more regrettable was Louisville and Nashville's discontinuance of trains Nos. 1 & 2, Nashville, Tenn. to Atlanta, Ga., effective 14 March 1968, which removed passenger service from the immortal route of the "General" and Major Andrews and his daring men way back in the year of grace, 1862. The only "train robbing" that goes on there these days is when the authorities of the City of Chattanooga try to get the "General" back to its proper resting place in their railway station!

FRED INGLIS, OF THE OTTAWA "CITIZEN" sends a note that a recent visitor to the National Museum of Science and Technology was Mr. Harry Pellow, C.P.R. assistant foreman, from North Bay, Ontario. Mr. Pellow's particular interest was Canadian Pacific's 3100, which is being restored at the Museum. His contribution was to supervise the replacement of the side-rods, which had been removed when the engine was moved to the Museum. You can bet Mr. Pellow is a devoted steam locomotive enthusiast --- even after six years at CP's Angus Shops and a total of 44 years with the Company!

LIKE MOST OTHER EXPERIMENTAL VEHICLES United Aircraft Company's TURBO-TRAIN has had its share of trials and tribulations! TURBO - TWO, which has done more actual running on Canadian National Railways lines, than its twin, TURBO-ONE, has therefore been more frequently observed by interested persons.

The day after TURBO-TWO came out of Montreal Locomotive Works, a trial trip was planned. During the following week, the "monster" made a test run from Montreal to Joliette, Que. If the test was judged by the criterion of continuous uneventful running, then it was a failure. But it did provide a splendid opportunity for the amateur photographers.

On a sunny morning in March, 1968, TURBO-TWO departed from Montreal, Central Station, Track 6, for Toronto. It was duly observed by the local railway enthusiasts and was later duly recorded as arriving, according to plan, in the Queen City. After a multitude of inspections and some manoeuvres, TURBO-TWO whined out of town, headed back east to Montreal.

Meanwhile, the Montreal devotees had all wangled the afternoon off and had stationed themselves at vantage points west of Montreal - on the Lakeshore - in anticipation of viewing and photographing the new train. The afternoon wore on the light began to fade and they waited - and waited - and waited!

Eastbound, on TURBO-TWO, the UAC crew decided to conduct a controlled experiment near Brighton, Ont. To evaluate the train's performance, it was planned to bring TURBO-TWO into a medium curve at about 100-125 miles per hour. This experiment was put into action, and as the tubular speedster entered the curve, there was a sound of binding metal. The train was quickly brought to a stop. There was no derailment or serious damage to the superstructure or power plant but it was determined that the metal struts supporting and stabilizing the wheels of one of the cars had failed. Some time later, TURBO-TWO limped into Belleville, at a walking pace, where the struts were repaired so that the train could return to base at Montreal.

Both TURBO-ONE and TURBO-TWO are experimental vehicles and as such, other episodes such as this one may be anticipated. It is becoming increasingly obvious that it is impossible to translate aircraft technology holus-bolus to the design of surface transport vehicles. Since the decision to develop a ground transportation vehicle was taken long ago, the subsequent design difficulties must be a source of great chagrin to both the United Aircraft Company and Canadian National Railways, particularly in view of the fact that the latter's announcement of and advertising for TURBO-TRAIN is well into its second year! CN deserves our commiseration and understanding.

TORONTO'S T.T.C. ENGAGED a consultant last March to undertake a one-year study of the utilization of two-way radios on 90 of its busses. The expert was to report and advise on the choice of frequencies in the VHF or UHF bands, the type of equipment most suitable for T.T.C. requirements and the location of transmission towers. The consultant was also to prepare specifications leading to the calling of tenders for the test. It was proposed to rent the necessary radio equipment for 1 year, with an option to purchase, if satisfactory.

PASSENGERS AREN'T THE ONLY THINGS that are being kicked off trains these days! On March 25, 1968, KANSAS CITY SOUTHERN-LOUISIANA & ARKANSAS Railway Lines announced that all

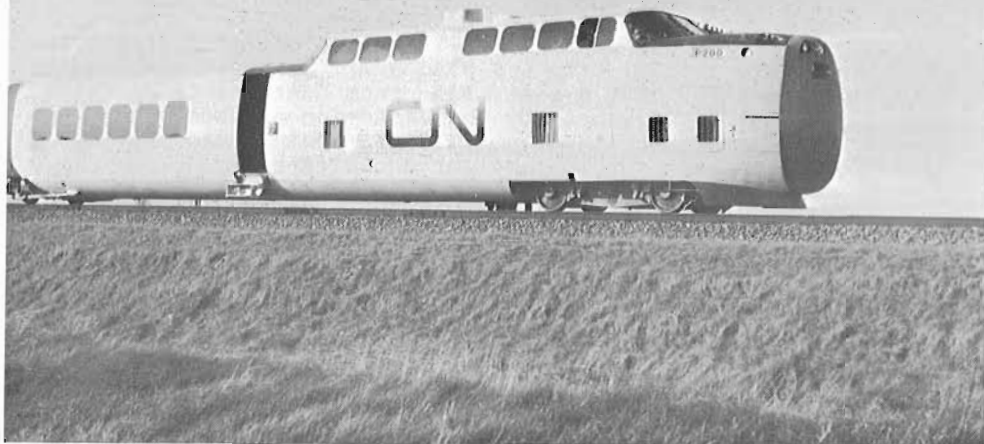


PHOTO ABOVE: Turob Train power unit P200, taken by Murray W. Dean.

head-end cars would be discontinued on their lines as of 1 April. "Therefore, any remains or baggage must reach its destination prior to March 31, 1968." Simultaneously, SOUTHERN RAILWAY SYSTEM announced the last departures of Trains 45 and 46 between Memphis and Chattanooga, Tenn. Deprived of service, via the SOUTHERN, were Huntsville, Ala., Scottsboro, Ala., Corinth, Miss., and Grand Junction, Tenn., amongst others.

AFTER THE RETIREMENT of the two private cars belonging to the Government of Canada, in 1967, two new vehicles were introduced for the use of the Queens Representative, Governor-General, Roland Michener. Built by the Department of Transport and Canadian National Railways, the cars were painted in traditionally conservative blue and gray, and were the first cars made in Canada which have independent power plants. Heating, air-conditioning and other accessory equipment is powered by a diesel motor-generator set, in order to enable the cars to be stationed anywhere along Canada's many railway lines, without the necessity of providing electricity. Known simply as "Car No. 1" and "Car No. 2," the new cars are decorated in soft shades of olive green. One car has a drawing room, dining room, kitchen, pantry and dining and sleeping areas for two stewards, a chef, a porter and a pantry-man. The other car has bedrooms for the Governor General and Mrs. Michener and accommodation for some of their personal staff. In the dining room, a huge map of Canada is concealed in the ceiling and may be pulled down when reference to it is necessary, during the meetings which may be held in this room. Private conversations are usually held in the Governor-General's study which opens onto the rear platform of the car.

YAY! YAY! EXPO EXPRESS TO MAN AND HIS WORLD! These glad tidings were announced, in Montreal, in March by Mr. Robert Winters, Federal Government minister, in charge of winding up the affairs of EXPO-67. The deadline date for tenders on the whole bundle of the EXPO EXPRESS has been advanced to September 4, 1968. New York City Transit Authority continues to nibble, planning to use the transport package on Staten Island.

# POWER

with P. N. Quarry



CANADIAN NATIONAL RAILWAYS



Deliveries: up to 29 February 1968.

Six more GR-30d's and eight more MR-30b's have been received as shown. The GMD units are all assigned to the Great Lakes Region except 5034 which, like its predecessors, is on the Mountain Region. All the MLW locomotives are on the Saint Lawrence Region.

5034.....01	February 1968	2013.....09	February 1968
5035.....01	February 1968	2014.....10	February 1968
5036.....07	February 1968	2015.....15	February 1968
5037.....07	February 1968	2016.....19	February 1968
5038.....09	February 1968	2017.....21	February 1968
5039.....10	February 1968	2018.....24	February 1968
2012.....01	February 1968	2019.....27	February 1968

Retirements: up to 29 February 1968.

ROAD NUMBER	SERIAL	BUILDER	BUILT	RETIRED
3013	79188	MLW	19/12/53	21/02/68
3062	81179	MLW	10/08/55	21/02/68

Locomotives 3238 and 3212 were just starting to take siding at Pefferlaw, Ontario, with Train 310 at 06:00 hours when Train 451 with units 3874 and 3869 came barrelling into them. No. 3238 was sideswiped and overturned; 3212 jack-knifed, its fuel caught fire, and the unit burned merrily for two hours; #3874 was badly buckled while 3869 recorded no particular damage.

CN 9032 and 9043, retired on 17 October 1967 (CR #194) had been involved in an accident on the Tekwa Subdivision on 08 May 1967.

Locomotive Transfers: up to 29 February 1968.

ROAD NUMBERS	TRANSFERRED FROM	TRANSFERRED TO	DATE
3851 to 3853	St. Lawrence Rgn.	Atlantic Rgn.	15/02/68
3855	St. Lawrence Rgn.	Atlantic Rgn.	15/02/68
3856	St. Lawrence Rgn.	Great Lakes Rgn.	01/02/68
3857 to 3859	St. Lawrence Rgn.	Atlantic Rgn.	15/02/68
3861 to 3868	St. Lawrence Rgn.	Atlantic Rgn.	15/02/68
4236 to 4244	Mountain Rgn.	Prairie Rgn.	01/02/68
CV 4902	Central Vermont	Grand Trunk Western	17/02/68
CV 4925	Central Vermont	Grand Trunk Western	17/02/68

## *Canadian Pacific*

RDC #9194 has been experimentally equipped with Rolls-Royce primemovers for many years. Although the car had superior pulling power, the transmission was troublesome, and for some reason known only to the peculiarities of the transmission itself, it could never be perfected. For this reason, coupled with the austerity program which the Railway, like everyone else, has been forced to adopt, the experiment has now been abandoned and the unit converted back to a standard RDC. The unit was jinxed in more ways than one. Being experimental, it was always leading, and, therefore, particularly vulnerable to accidents - a rough estimate gives the figure of eighteen persons killed by this one car during its experimental period.



The serials for GO are listed below. Although all of the items listed are not motive power, everything has been tabled for the sake of completeness.

4700 - 67850215	4717 - 67850237	C751 - 67850227
4701 - 67850218	4718 - 67850238	C752 - 67850232
4702 - 67850219	4719 - 67850239	C753 - 67850236
4703 - 67850220	4720 - 67850241	C754 - 67850240
4704 - 67850221	4721 - 67850242	C755 - 67850244
4705 - 67850222	4722 - 67850243	C756 - 67850248
4706 - 67850223	4723 - 67850245	C757 - 67850252
4707 - 67850224	4724 - 67850246	D700 - 67850213
4708 - 67850225	4725 - 67850247	D701 - 67850214
4709 - 67850226	4726 - 67850249	D702 - 67850217
4710 - 67850228	4727 - 67850250	D703 - 67850256
4711 - 67850229	4728 - 67850251	D704 - 67850257
4712 - 67850230	4729 - 67850253	D705 - 67850258
4713 - 67850231	4730 - 67850254	D706 - 67850259
4714 - 67850233	4731 - 67850255	D707 - 67850260
4715 - 67850234	C750 - 67850216	D708 - 67850261
4716 - 67850235		



GMD built one SW900 for Stelco and delivered it in October 1967. It carries serial A-2210 and road number 93. GMD also built

one SW900RS for The British Columbia Hydro and Power Authority. It was delivered on 01/07/67 and carries road number 910 along with serial A-2245. Serials A-2211 to A-2244 were assigned to 34 A1A-A1A G12's built for the New Zealand Government. They carry road numbers 1512 to 1545 and were outshopped between 12/05/67 and 23/08/67.

## ERRATUM

- 1) C.R. #196 claims that CN stored units 5018 to 5021 until 01 January 1967. Even CN couldn't take something out of storage 12 months before it was built. We regret this typographical error on our part. The date should be, of course, 01/01/68.
- 2) Also in C.R. #196, serials for CN 5008 to 5075 are given as A-2260 to A-2347. This should read A-2260 to A-2327.
- 3) Poor C.R. #196 didn't have a very good time. Page 43 has a footnote identified by "£", but it is not obvious for which locomotive the footnote has been written. The unit so honoured is CN 6538.
- 4) Oh Grief! Here's another one. C.R. #191 states on Page 193 that Train 423 hit a rockslide on 06 February 1967. This should read 03 February 1967.

---

Train #11, the Scotian, was spotted at St. Lambert on Christmas Eve of Centennial year with locomotives 3717:3743:3676 and sixteen cars by Geoffrey D. Southwood. The sight was so inspiring that he took the photograph shown below.





January 28, 1968

"Drive the bus, call the stops, make change, sell tickets, keep on schedule . . . now this!"

## CANADIAN RAIL

published monthly (except July & August combined)

by the publications committee

CANADIAN RAILROAD HISTORICAL ASSOCIATION P.O. Box 22, Station "B" Montreal, Que.

Associate Membership including 11 issues of  
"Canadian Rail" 6.00 annually.

EDITOR S. Worthen · PRODUCTION P. Murphy

DISTRIBUTION J. A. Beatty & F. F. Angus

### DIRECTOR OF MEMBERSHIP AND BRANCHES

Mr. J. A. Beatty, 4982 Queen Mary Road, Montreal 29, Quebec, Canada.

### ASSOCIATION BRANCHES

OTTAWA Maj. S. R. Elliot, Sect'y., P.O. Box 352, Terminal "A" Ottawa Ont.

ROCKY MOUNTAIN Mr. James R. Webb, Sect'y., 14703 - 104 Street, Edmonton.

### ASSOCIATION REPRESENTATIVES

OTTAWA VALLEY K. F. Chivers, Apt. 3, 67 Somerset St. W., Ottawa, Ontario.

SASKATCHEWAN J. S. Nicholson, 2306 Arnold St., Saskatoon, Saskatchewan.

PACIFIC COAST Peter Cox, 2936 West 28th Ave., Vancouver, British Columbia

PACIFIC EAST W. D. McKeown, Oaska (Tosabori) YMCA, 2-chome, Nishi-ku, Osaka, Japan.

BRITISH ISLES J. H. Sanders, 67 Willow Way, Amptill, Beds. England.

MANITOBA K. G. Younger 267 Vernon Road, Winnipeg, Manitoba.

ALBERTA V. H. Coley, 11243 - 72nd Ave., Edmonton, Alberta