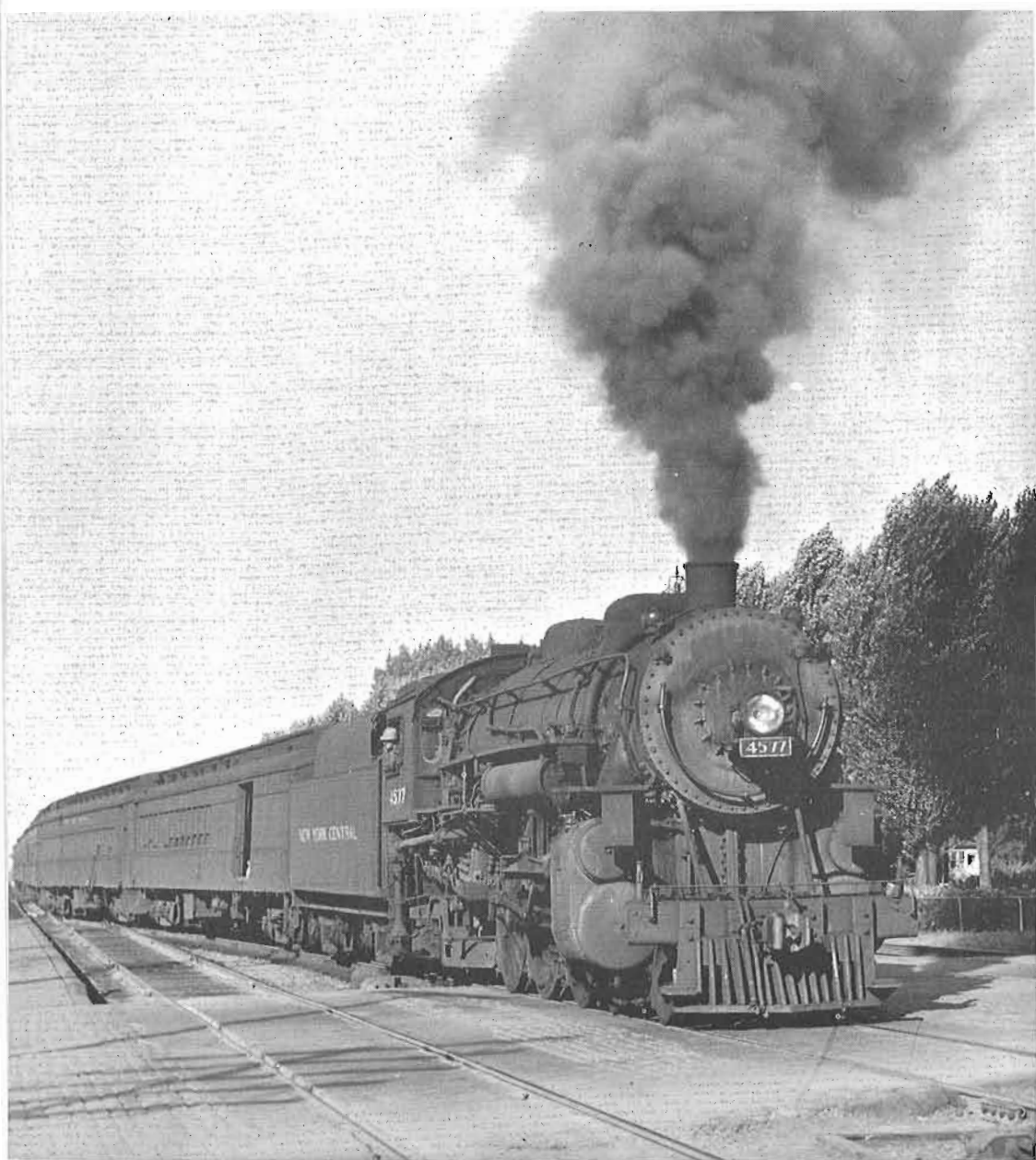


# Canadian Rail



NO. 201

JULY - AUGUST 1968





# CRISIS AT THE CROSSING OR EVERY DAY HAS ITS DOG !

By. S.S.Worthen

**IN** NOT QUITE ONE HUNDRED YEARS AGO, in the age of the elegant eighties, railway construction was still burgeoning. Nowhere was this more the case than in the New England portion of the United States, in which region the Vermont Central Railroad was still taking on all comers, in an epic competition for the traffic between the Atlantic seaboard and the Great Lakes. Naturally, this extremely aggressive competition prevailed whenever and wherever a competing line crossed the CV's right-of-way.

ONE OF THE MORE IMPORTANT of these competitive locations was the town of Swanton, in the State of Vermont, only a few miles south of the international boundary. Swanton had first achieved local importance with the construction of the Vermont and Canada Railroad, in 1850-51. This line was the natural extension of the Vermont Central, north of its original terminus at Essex Junction and Burlington, on Lake Champlain. Now, in 1881, Swanton was served by a second railroad, -the new line from Fonda Junction to St. Johns, Que., through Highgate; St. Armand and Stanbridge. The third main line to hit town, was the St. Johnsbury and Lake Champlain Railroad, which had struggled over the Green Mountains from St. Johnsbury. The St. J. & L.C. was pushed and prodded by the wealthy citizens of St. Johnsbury, who were anxious to participate in the apparently limitless profits associated with running a railroad.

ADMITTEDLY, THE VERMONT CENTRAL had a strangle-hold on the lion's share of the traffic from Boston to the Great Lakes. Granted, the Grand Trunk Railway effectively monopolized the traffic from Portland, Maine, to Montreal and the West. Moreover, the Vermont Central had gathered to its capacious bosom such potential competitors as the Rutland Railroad and the Ogdensburg and Lake Champlain. Thus the "Central", -as it was known locally, was able to offer through and rapid service from tidewater to the St. Lawrence River & the lower Great Lakes, at Ogdensburg. At this point, freight was

loaded on board one of the Company's steamboats, which plied as far as Duluth, Minnesota.

IN THE FACE OF THIS APPARENT iron-clad monopoly, a group of Portland business men and other interested local parties incorporated a new railway, to run from Portland easterly through Maine and New Hampshire, over the Green Mountains of Vermont to the shores of Lake Champlain, where, it was intended to achieve some kind of a connection with the rail or river highway to the West. When it was built, the new line ran northwest from Portland up the valley of the Saco River and penetrated the barrier of the White Mountains in New Hampshire, through fabled Crawford Notch. Having descended to the valley of the Connecticut River, the Portland and Ogdensburg Railroad made an end-on junction, at Lunenburg, Vt. with the St. Johnsbury & Lake Champlain Railroad, -incorporated in the State of Vermont.

THE ST. JOHNSBURY AND LAKE CHAMPLAIN has often been described as the "crookedest railroad in North America". It has also been otherwise described, - but not in such genteel language. As the connection of the Portland and Ogdensburg, a more unique railroad could hardly be imagined. Winding its way up, over and down through the Green Mountains, eventually it terminated at a place named Maquam on the eastern shore of Lake Champlain. While this location was some several more miles west of Swanton and the Vermont Central, to all intents and purposes it was still "nowhere". Nothing daunted, a pier was here constructed, so that side-wheel steamboats could unload and load freight for and from Plattsburg, N.Y., on the west shore, and for other towns on Lake Champlain and the Richelieu River in Quebec.

TO REACH THE "PORT" OF MAQUAM, the St. J. & L.C. had to pass through the town of Swanton, crossing the Missisquoi River by a long covered bridge. In the process of passing through Swanton, from east to west, two crossings at grade were made with the "Central". At that time, the "Central" boasted two stations in Swanton. The "west" or original station was called Swanton Junction, while the more recent "east" station, on the line of the Vermont and Canada Railroad, from Fonda Junction to St. Johns, Que., was called East Swanton. This awkward requirement for two grade crossings was the prime cause for a good deal of bickering and quarreling for a number of years.

PERMISSION TO INSTALL THESE crossings at grade at various locations was usually granted grudgingly, and the "Central's" case at Swanton was no exception. Intrusions on its right-of-way were never welcome, even under the best of circumstances, and here the request came from a real competitor. Although the appropriate materials were necessarily a responsibility of the St. J. & L.C., - the petitioner, the "Central" did nothing whatever to assist. After all, the Vermont Central had preceded the St. J. into Swanton by a good margin of years, and it was logical that the latter should pay the bill! Being not too affluent at this period of its history, the St. J. was forced to do things a little on the cheap. When constructed, the two grade crossings obviously left much to be desired from the point of view of

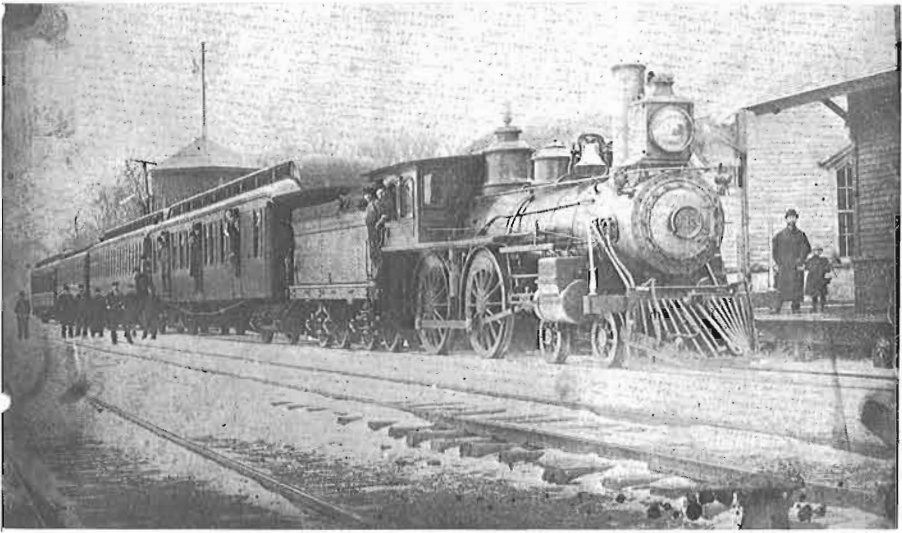


PHOTO ABOVE: The Year of Grace, 18 and 95, is the year when this Canada Atlantic Railway train, drawn by engine 413 of the Grand Trunk Railway, eased to a stop at the station at Alexandria, Ont. The engineer on this trip was Mr. Wm. Atkins and the conductor was Mr. Wm. G. Cole, sr., father of Mr. William G. Cole, jr., late member of the association. Photo C.R.H.A. (W.G.Cole collection)

PHOTO PAGE 166: About 1895-96, A Canada Atlantic Railway train, headed by engine 32 of the St. Lawrence & Adirondack Railway, stands at the station platform at Coteau Junction, with the east-bound afternoon train. Photo C.R.H.A. (W.G.Cole Collection)

---

good railway construction, and this regrettable situation was soon to have an even more regrettable result.

THE SIGNALS, DERAIL SWITCHES and guard rails for such crossings were rather primitive, to say the least. Those provided at Swanton Junction by the St. J. & L. C. were certainly no exception. Some hundreds of feet from the actual crossing, - on each railroad and in both directions, painted signboards were erected. Sometimes, these signboards were red with white bullseyes and the word "STOP" in large letters. On other occasions, the colour scheme was reversed. Trains on either railway (and in both directions) were supposed to stop at these signs, whistle and then proceed slowly across the crossing, having first made absolutely certain that no trains were approaching on the other line.

A FURTHER "IMPROVEMENT" on this somewhat risky practice was the installation of derail or "disconnecting" switches on one railway, - usually that of the petitioner, who sought permission to effect the crossing, - and therefore was obliged to install the derails. These derails were not actually required by law and so the provision of these safety devices was generally overlooked. The derail switches were usually placed near the "STOP" boards and the routine procedure was, that when the train stopped at the board, the head end brakeman dropped off and closed the derail, which was open in its normal position. This assured the derailment of trains or cars approaching the crossing out of control. After closing the first switch, the head-end brakeman would then walk across the crossing, and close the derail on the other side. Making sure that there was no train approaching on the

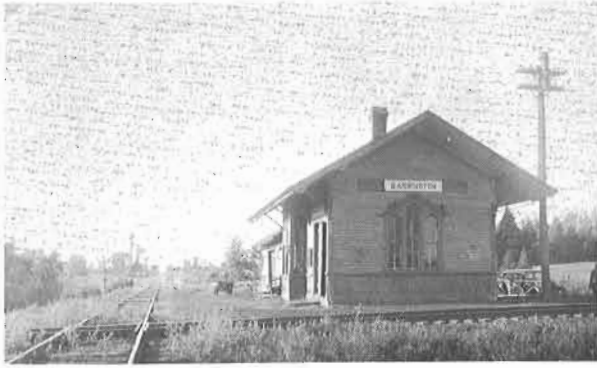


Photo: A genuine crossing-frog! Barrington Station now at the Canadian Railway Museum-in its original setting, at the crossing of the main line of the Canada Atlantic Railway with the Caughnawaga Division of the Grand Trunk. Barrington, being a Canada Atlantic

station, has its main platform alongside the CAR main. The Grand Trunk crosses the picture from right to left.

Photo C.R.H.A. (W.G.COLE Collection)

other line, the engineer brought the train slowly across the crossing. The conductor or rear-end brakeman opened the derail switches behind the train, and after the second switch was opened, the train proceeded.

WITHOUT DOUBT, THIS WAS a very correct and safe procedure. Nevertheless, precious minutes were lost in starting, stopping and picking up various brakemen and conductors. If the crossing happened to be on a grade, or on the approach to a grade, some difficulty could be caused by having to stop. As luck would have it, there was a grade from Swanton Junction to Maquam, for westbound trains on the St. J. All of these conditions favoured skimping on the safety rules by the St. J. crews. In fact, the St. J. had thus (or perhaps therefore) not seen fit to install these "disconnecting" switches at the crossing with the "Central" at Swanton Junction, as of March, 1881.

WE MAY NOW PROCEED TO THE EVENT which highlighted this omission. It is suitably recorded in the weekly newspaper, - the Swanton COURIER, under date of March 12, 1881:

"Thursday morning, quite a serious accident occurred at the crossing of the Central Vermont and the St. J. & L.C. Railroad, on the west side. These crossings are known as "know-nothings" and it is the first accident, we believe, that has taken place since the iron from the two roads crossed. Just who is to blame for the accident is not for us to judge and we will only give the particulars as we heard them, though we have not been able to interview the conductors of the two trains. The morning freight of the St. J. & L.C. was being made up. While the engine was doing some switching, Conductor Burt undertook to let four cars, - two flats and one box, loaded with coal and iron, out of the cut west of the 'Central' line, where they had been left overnight. This is a common practice, we understand, as it saves time. These cars, standing in the cut without an engine, cannot be seen by an approaching train, coming from the south (St. Albans) on the "Central" line.

While Conductor Burt was letting the cars out of the cut, down the grade, he, having hold of the brakes on the rear car, - the morning express from the south came up, stopped and whistled as required by law and then started. Just as the express neared the crossing frog, the freight rolled down in front of them, and was struck with terrific force, demolishing the two flat cars and scattering the coal and iron in every direction.

The 'Central' engine PACIFIC, Mr. Driscoll the driver, cut the car in two, tore up the track and went into the sand, where it fetched up at an angle of about 45 degrees. The passengers in the coaches were well shaken up and strangely enough, no one was injured. The engine was smashed up badly and will have to go to the shops for general repairs."

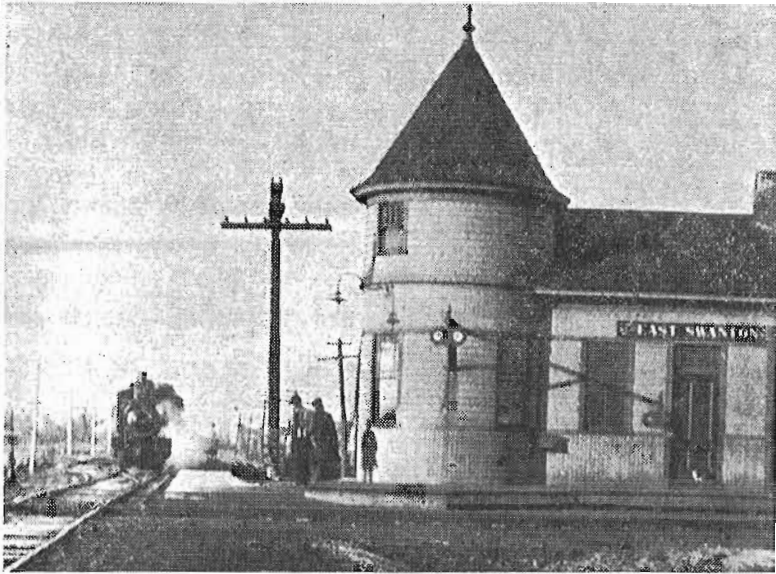
IT MIGHT HAVE BEEN ASSUMED by the COURIER's readers in spite of some inconsistencies in reporting, that the incident was shortly amicably settled by the parties concerned, had it not been for a succeeding newspaper item which appeared in the COURIER of May 24, 1881, - some eight weeks later:

"The taking up of the frog at the west crossing Tuesday by the 'Central' folks and the replacing of the same Wednesday forenoon by the St. J. & L.C. management was an exceedingly quiet affair compared with the blood-curdling reports in the Boston JOURNAL and the St. Johnsbury CALEDONIAN."

THE DIPLOMACY OF THE EDITOR of the Swanton COURIER was admirable, but this does not seem to have mitigated the little skirmish, reported above. Obviously, it was abundantly apparent to the readers that things were not quite as lovey-dovey as the newspaper reports had suggested. Indeed, more of the same was to follow. The COURIER of Saturday, May 21, 1881, had this to say:

"Some papers, notably the St. Johnsbury CALEDONIAN and the Lyndon UNION make misstatements in regard to the crossing-frog affair. The latter paper, in particular, in a vulgar article under the head of St. Johnsbury, says that Superintendent Hobart (of the 'Central') got bilious and ordered the frog jerked up. Now this writer if he knows anything, knows that Mr. Hobart is one of the most efficient railroad men in the country, always a gentleman, fair and manly in his business transactions and courteous to all comers and a man above everything mean and underhanded. The CALEDONIAN has been generally read here, we believe, as extra copies containing the article, marked in blue, have been circulated. The facts are that the 'Central' folks requested the St. J. & L.C. management to put in a disconnecting switch at this crossing, - an inexpensive arrangement that insures safety, where one line crosses another on a down-grade. It is something that the 'Central' folks have in use at several points on their line. By mutual agreement, Superintendent Hobart and Colonel Jewett were to meet here at a certain time to arrange about the frog and for the engine, damaged several we-





THE FORMER VERMONT CENTRAL station at East Swanton, Vermont, where the Fonda Junction-St. Johns, Que. line crossed the St. Johnsbury & Lake Champlain Railroad, at grade. The train approaching is the Swanton-St. Johnsbury "Accommodation" of the St. J. & L.C. Plainly visible against the station tower is the "STOP" board, swung across the CVRR tracks, casting its shadow across the station front, and tastefully surmounted by a standard switchstand lantern. Close examination of the picture shows the absence of the "disconnecting switch". Photo courtesy Swanton COURIER.

---

eks ago at this crossing. The former was present at the appointed time and after waiting nearly an hour for the latter, who was at the Lake (Champlain), was obliged to leave on account of another engagement. Since then, Mr. Hobart has written several letters to the St. J. & L.C. management, in relation to the matter, but could get no response. By removing the dangerous frog, Mr. Hobart doubtlessly only obeyed instructions from his road. Judge Ross of St. Johnsbury granted the injunction which allowed the old arrangement to go back".

AND SO, THE EPISODE OF THE CROSSING FROG stood adjourned. It was not the first nor the last of these little skirmishes, by any means. These incidents characterized an era of fierce competition for interstate and international traffic. Subsequently, when the Vermont Central empire collapsed in the late 1890's, and the Grand Trunk Railway Company of Canada emerged as the owner of most of the international railroads in this area, most of the traffic from the Ocean to the Lakes travelled over its lines. Otherwise, freight traffic agreements effectively prevented any one railroad from securing the lion's share. But the old-time spirit of competition died very slowly and the honest company loyalties therein demonstrated are still as true, honorable and lively as they were then, - nearly a hundred years ago !





# FROM OUR READERS

## THE GREAT GLACIER STATION MYSTERY.

Our readers may remember the discussion in these pages regarding the picture of the Royal Couple during their tour in 1901, taken at Glacier, B.C. D. Wayne Brow, our member from Edmonton, Alta., has been to Glacier, to inspect the locale, and writes as follows:

"I am quite sure that the picture was taken at (old) Glacier, B.C. The train is heading west, having just descended the grade from Rodgers Pass, and has made a loop of 180 degrees, crossing Asulkan Brook, just out of the picture to the left. Above the last coach we can just distinguish the roof of the Glacier House (hotel). If the mountains in the background were sharper, it would be possible to see a portion of the Great Glacier. Today, it has receded far up the side of the mountain and the great scars of its passage are quite clear on the flank of Mount Sir Donald. The fountain which once adorned the hotel grounds is reduced today to a crumbling circle of stones, faintly reminiscent of a turntable pit. Farther back in the trees, the foundations and parts of the walls of the old hotel can be traced and, if one looks hard enough, the boiler room foundations, complete with boiler (what's left of it) may be uncovered. For a view of the area, may I suggest that readers refer to the August, 1961 issue of the Association's NEWS REPORT. I hope that this information will be of assistance to you."

We appreciate Mr. Brow's assistance, and hereby declare that the Great Glacier Mystery officially solved!

---

ADD... TO "WHERE TO FIND 'EM" .

**H**EREWITH, AND THROUGH THE KIND cooperation of the readers noted, are sundry additions to the original list which appeared in the April and May, 1968, issues of CANADIAN RAIL.

- |                     |                                      |  |
|---------------------|--------------------------------------|--|
| * Glace Bay<br>N.S. | Cape Breton Island<br>Miner's Museum | Old Sydney Collieries<br>No. 17 2-6-0<br>Blt. Schnectady 1903<br>(#27301)<br>Ex Broughton (4 Star)<br>Mines No. 17 |
| o Trenton           | Mr. R.C. Tibbetts                    | No. 7260 0-6-0<br>Blt. C.L.C. 1906 (#697)<br>Ex Drummond Collieries<br>Ex CNR 7260                                 |

Ex CNR 7075  
 Ex CGR 809  
 Ex ICR 100

No. 42 2-6-0  
 Blt. Schnectady 1900  
 (#5103)  
 Ex Acadia Coal no. 42  
 Ex S. & L. #42  
 Ex S. & L. #17  
 (Blt. as 2-6-4T, Rebuilt  
 as 2-6-0 by S. & L.)

No. ? 2-6-2  
 Blt. Baldwin 1911  
 (#36768)  
 Ex Drummond Collieries  
 Ex Jacksonville Terminals  
 said to be #4  
 (Rebuilt from 0-6-0 by  
 Drummond Collieries Ltd.)

(These additions from Mr. Conrad Steeves, Hillsboro, N.B.)

\* Smooth Rock Town of Smooth Rock No. 100 2-6-0  
 Falls, Ont. Falls, Ont. Ex Mattagami Ry.

(This one from Mr. Ron Morel, Kapuskasing, Ont.)

\* Atikokan, Ont. Town Park No. ? Shay (geared)  
 Ont. Town of Atikokan Ex Shelvin-Clarke  
 Lumber Co. Ltd.

(This "gem" from K. Gordon Younger, our Manitoba Representative)

(Score "one" for the Editor.)

\* Port Alfred Musee de Msgr. Dufour No. 15 0-4-2ST  
 Que. Port Alfred, Que. Blt. MLW 1923 Aug.  
 (#64710)  
 Ex Roberval & Saguenay

And change.....

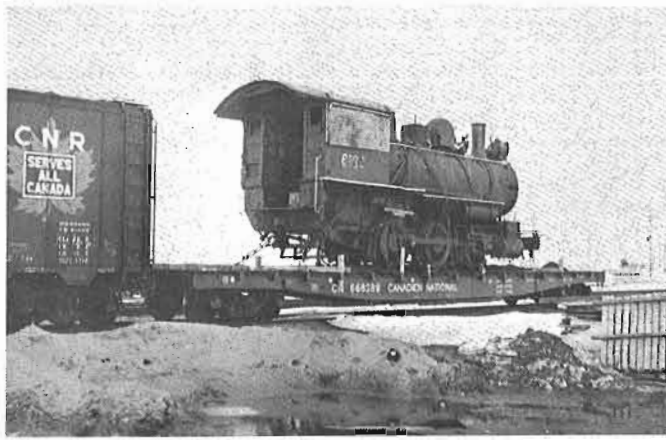
\* North Battleford Western Development No. 6166 0-6-0  
 Sask. Museum Ex Manitoba &  
 North Battleford. Saskatchewan  
 Coal Co.  
 (see photo)

(This change from Mr. Cecil Barrett, Saskatoon, Sask.)

And NOTE.....

\* CN CNR Yards - No. 8447 0-8-0  
 Belleville, Ont. in transit Ex CN 8447

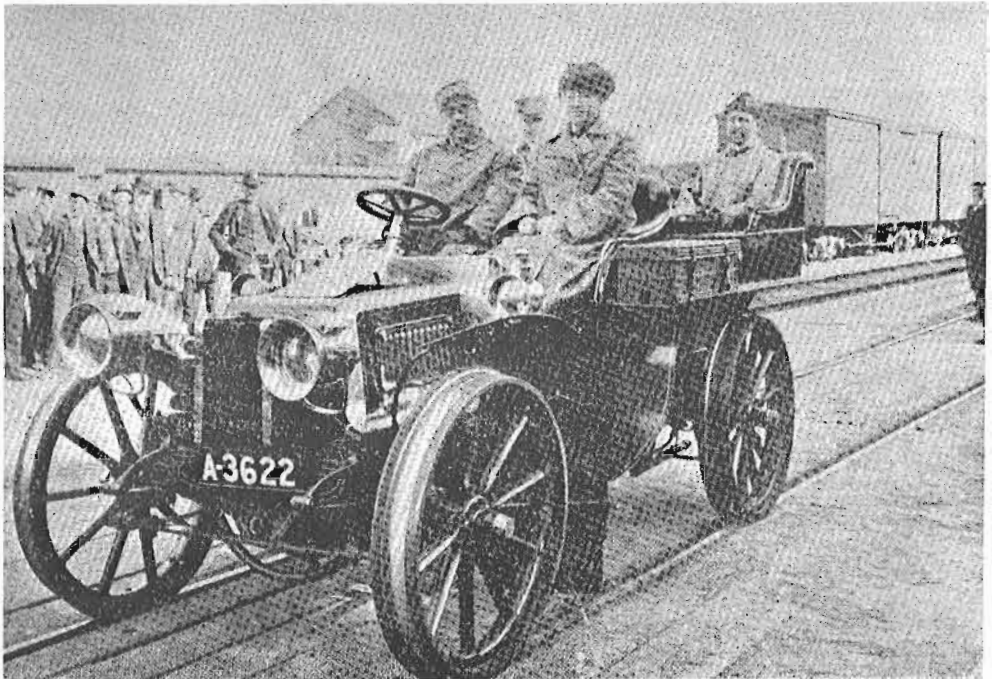
(Mr. Frank Dubery observed this engine in transit from CN's Pointe-St-Charles Shops, Montreal to London, Ont., - for scrapping, so the roundhouse crew at Belleville says. Mr. Dubery notes, "So will perish the last example of CN's 0-8-0 switchers".)



MANITOBA & SASKATCHEWAN COAL COMPANY'S no. 6166 caught by photographer Cecil Barrett in CN's Chappell Yard, at Saskatoon, Sask., in April, 1967, en route to Western Development Museum at North Battleford, Sask.

---

Winnipeg readers Younger, Downing and Harris all point out that Winnipeg Hydro 4-4-0 no. 3 was NOT Greater Winnipeg Water District No. 3. G.W.W.D. engines 3, 5 and 7 were all little "moguls" (2-6-0's), built new for the road by Montreal Locomotive Works, Montreal.



DOES ANYBODY ANYWHERE have any information on this "doll" ? The caption says "Vancouver, B.C.: Mr. and Mrs. Charles J. Glidden of Boston, Mass., arriving in Vancouver, after driving in a car equipped with railroad wheels, over tracks of the \$OO Line and the Canadian Pacific Railway for 1,803 miles." Ain't she a gasser ?

# THE SPRING & SUMMER TIMETABLES IN 1968

- by F. A. Kemp -



THIS YEAR, CANADIAN NATIONAL'S lines east of Montreal were most subjected to changes in passenger train arrangements. Through trains numbered 122-123 resumed service between Montreal and Campbellton, N. B., replacing the former "Railiner" service, which connected with "Rapido" trains 22 & 23 at Charny, Que. These latter trains have now become "Railiners" between Charny and Quebec, connecting with nos. 122 & 123 except Saturday and Sunday. It would appear that equipment from Richmond - Quebec trains 628-629 is used for this short run. Through "Rapido" service has reverted to twice daily on this line.

MORE JUGGLING HAS BEEN GOING ON with the Montreal -- Maritimes trains although most of the changes will apply only from June 21 to September 9. The "Ocean", - trains 14 & 15, continues to operate via Edmunston, with through equipment to Sydney, N.S., except during the summer months. The "Chaleur", trains 16 & 17, will continue to divide at Matapedia, into Moncton and Gaspé sections except that during the summer, it will be strictly a Montreal - Gaspé train, with two Campbellton sleepers. The "Cabot", trains 18 & 19, will run between Montreal and Sydney, N. S., via Campbellton, from June 21 to September 9 only. Last year, this train operated via Edmunston, N. B.

NO MENTION WAS MADE IN THIS SUMMER'S timetables of the Montreal - Portland, Maine, service, and the Montreal - Sherbrooke -- Coaticook service over this line has been drastically curtailed. The Sherbrooke - Coaticook train is shown as operating on Fridays only! Otherwise, passengers are transported by taxi service, connecting at Sherbrooke with trains 621-622, except Sunday. It is noted that these are the only regular services, but trains 620-623 run Friday and Saturday, 624-625 on Sunday only and 626-631 on Friday only.

THE MONTREAL - OTTAWA SERVICE will have an additional train, according to the new timetables, numbered 32 and 37, from June 14 to September 13. No. 37 will follow CN no. 1 and take the heavy Ottawa traffic of the latter during the peak summer period, while no. 32 will provide an additional service to "Man and His World" from intermediate points on the Montreal - Ottawa line.

FROM THE MAINLAND TO NEWFOUNDLAND, an additional ferry service has been shown, between North Sydney, N.S., and Argentia, Nfld. (on the south coast of the Avalon Peninsula) beginning on June 17. This ferry will operate three times weekly and requires 17 hours for

the 265-mile trip. Trains 101-102, the "Caribou" will continue to operate and will run daily July 1 to September 4. Other Newfoundland services remained virtually unchanged.

ON THE MONTREAL - TORONTO SPEEDWAY, "Rapido" trains 64 & 65 have appeared with "Executive Club Cars" for the busy business man and "Bistro Cars" for the effete. The Montreal - Windsor, Ont. through sleeping car will disappear after May 20. This car ran in trains 59-149 and 148-58, offering service "through" Toronto, without charge. It was the last CN sleeper in the Windsor - Detroit areas. All of the Toronto - Sarnia and Toronto - Windsor trains have lost their names, - "Huron", "Tecumseh", "Erie" and "St. Clair", but the Detroit - Chicago afternoon express has assumed the name "Mohawk". Brampton and Windsor trains 219-220 have been eliminated from the timetables.

CAPREOL-FOLEYET PASSENGER TRAINS nos. 194-195 run Saturday and Sunday, while mixed trains 266 - 267 also operate twice weekly. The "Panorama", no. 106, will also stop at some of the stations on this part of CN's line, on certain days of the week.

THE CN TRANSCONTINENTAL SERVICES have been slowed down again. The "Super Continental", - no. 1, is given 1 hour and 35 minutes additional for the Montreal - Vancouver journey, while no. 2 eastward takes 10 minutes longer. Trains 3 and 4 will run separately between Toronto and Vancouver from June 14 to September 13. The "Sceneramic" lounge cars will run on trains 1, 2, 3 and 4 between Edmonton and Vancouver. The "Panorama" continues to be divided at Winnipeg and the lay-over there between nos. 105 and 5 and between 106 and 6 has been extended. Montreal - Winnipeg times have been lengthened, while Winnipeg - Vancouver timings have been reduced. No. 6 now has a 16.30 departure from Vancouver, instead of 23.00, so that it leads the procession to Winnipeg. Nos. 2 and 4 follow at 2-hour intervals, but all arrive at Winnipeg within 3 hours, which may have resulted in schedule adjustments for all of them. Westbound timings for all of these trains are more spread out, but this has been achieved mainly by slowing down no. 1.

THE JASPER - PRINCE RUPERT SERVICE has been changed to a through tri-weekly operation, with daily trains from June 17 to September 15. There was formerly six-day - a-week service between Jasper and Prince George. Many flag-stops have been eliminated, but little improvement in schedules has resulted.

AN INCREASING NUMBER OF BUS CONNECTIONS are shown in CN summer timetables for Western Canada, especially those of Coachways which extend all the way from Edmonton to McMurray, Hay River, Yellowknife, Dawson Creek, Whitehorse, Fairbanks, Anchorage, Prince George and Prince Rupert. Some of the routes shown are parallel to CN or Northern Alberta Railways passenger services, but rail tickets are honoured.

RED, WHITE AND BLUE FARES are not as economical this summer as they were, due to increases. A rise in space charges for sleeping car accommodation is also apparent, although club car (parlor car) supplements have not been revised upwards. Lower space charges are to apply after September 30th.

# Canadian Pacific

DAYLIGHT SAVING TIME has made its first appearance in Canadian Pacific public timetables, since its compulsory use during World War II. Train times are shown in "local time", which means that while such times are "day-light" in eastern Canada, they will remain "standard" in Saskatchewan and Alberta, but not in B.C. The difference is not explained in the public folders, so that train no. 1 leaves Virden, Man. at 3.18 and Moosomin, Sask. at 3.05 a.m., although these two towns are 39 miles apart! Obviously, the time at Moosomin is "standard" and would otherwise read 4.05. Station clocks also show local (daylight) time, except those used for comparison of watches by operating employees.

VERY FEW CHANGES HAVE BEEN MADE in CP passenger services, since the abolition of the "EXPO Limited" on October 28, 1967. Another ten minutes has been chopped from the schedules of Montreal - Quebec City trains "Frontenac", nos. 152-153 and "Viger" 154-155, Montreal - Vaudreuil locals 295-298 and Ottawa - Montreal Sunday train 136 will bring visitors to "Man and His World" again this year, while trains 417-418 are again running six times per week from Sudbury to White River, Ont. All of these trains are designated as "seasonal" services. Late evening commuters this year will have five additional minutes to catch "the last train to Rigaud", as it departs from Windsor Station at 10.50 p.m., instead of 10.45 p.m.

"THE CANADIAN" IS STILL SHOWN as stopping at Port Arthur, despite the projected closure of the railway station there. Port Arthur is convenient to Hotels and public Transportation, while Fort William is not, being some distance from the city centre. The stations are about four and a half miles apart.

## ONTARIO NORTH LAND.

TOURIST BUSINESS IS AGAIN TO THE FORE on Ontario's development railroad. Trains will run six days a week between Cochrane and Moosonee, from June 29 to September 4. ONR is using this "Polar Bear" service as a promotional gimmick. Passenger trains will make return trips on Sunday and Wednesdays, (trains 219-220) while mixed, trains 221-222 travel on four other days each week. Other trains continue as before. Not listed in the timetable is ONR's Centennial Train which is expected to operate at least twice during the summer with chartered excursions.

## ALGOMA CENTRAL.

THIS COMPANY WILL AGAIN OPERATE daily except Sunday passenger service, beginning June 2, and continuing its tri-weekly (both ways on Saturday) service until that date.

## PACIFIC GREAT EASTERN.

BRITISH COLUMBIA'S PEOPLES RAILWAY is still operating

daily service between North Vancouver and Lillooet, but there is only tri-weekly service described north from Lillooet to Prince George. The tourist traffic to central British Columbia should have warranted some extra services.

#### CANADIAN NATIONAL MIXED TRAINS.

THE FOLLOWING MIXED TRAIN SERVICES have ( alas ) been discontinued:

Nos. 256-257 Noranda-Rouyn-Taschereau, Que. (tri-weekly)

Nos. 258-259 Senneterre-Miquelon, Que. (tri-weekly)

Nos. 262-263 Miquelon-Chibougamu, Que. (tri-weekly)

## FOR OUR MUSEUM



On April 10, 1968, Mr. Raymond Baumier (centre) of the Delaware and Hudson - Napierville Junction Railway presented N.J.Ry. caboose no. 34 to Dr. R.V.V. Nicholls (right), Association President. Mr. George McDevitt, Vice-President, Brotherhood of Railroad Trainmen, Ottawa, (left) assisted in the ceremony. The caboose will be on display at the Canadian Railway Museum at Delson/St-Constant, this summer.

Photo courtesy R.V.V. Nicholls



# POWER



CANADIAN NATIONAL RAILWAYS



Deliveries: up to 30 April 1968.

2020.....01	March 1968.	2027.....03	April 1968.
2021.....08	March 1968.	2028.....09	April 1968.
2022.....13	March 1968.	2029.....10	April 1968.
2023.....20	March 1968.	2030.....20	April 1968.
2024.....21	March 1968.	2031.....23	April 1968.
2025.....27	March 1968.	2032.....26	April 1968.
2026.....29	March 1968.	2033.....30	April 1968.

5040 to 5041.....16 April 1968.  
5042 to 5043.....20 April 1968.  
5044 to 5045.....30 April 1968.

Numbers 2020 to 2023 are assigned to the St. Lawrence Region, numbers 2034 to 2033 to the Atlantic Region, and numbers 5040 to 5045 to the Great Lakes Region.

Retirements: up to 30 April 1968.

ROAD NUMBER	SERIAL	BUILDER	BUILT	RETIRED
3011	79186	MLW	16/10/53	15/04/68
3018	81013	MLW	25/08/54	15/04/68
3021	81016	MLW	30/08/54	01/03/68
3085	81592	MLW	19/12/56	07/03/68
3088	81595	MLW	14/01/57	01/03/68
3090	81597	MLW	22/01/57	22/04/68
3092	81599	MLW	29/01/57	12/03/68
3803	81208	MLW	26/09/55	01/04/68
3810	81215	MLW	31/10/55	12/03/68
3821	81565	MLW	26/10/56	01/03/68
9062 a	A-332	GMD	16/01/52	18/04/68
9122 a	A-397	GMD	20/11/52	18/04/68
9402	77297	MLW	25/05/50	12/03/68
9404	77299	MLW	29/05/50	01/03/68
9407	77302	MLW	06/06/50	01/03/68
9408	77323	MLW	20/02/51	01/03/68
9414	77627	MLW	19/03/51	01/04/68
9431	77723	MLW	06/02/52	01/04/68
9440	79145	MLW	04/02/53	01/04/68
9444	79147	MLW	27/02/53	01/04/68
9456	79153	MLW	05/06/53	15/04/68

a) Retired due to an accident. See C.R. #195 for details.

Leasings: up to 30 April 1968.

The following is a summary of units leased by CN to other companies from January to April 1968.

UNIT	FROM	TO	DATE	RELEASED
1256	Mountain Region	Great Slave Lake	05/67	
1271	" "	" " "	08/02/68	
1275	" "	" " "	01/68	
1277	" "	" " "	05/67	
1280	" "	" " "	05/67	
1282	" "	" " "	05/67	10/02/68
1283	" "	" " "	05/67	
1303	St. Lawrence Region	Spruce Falls Power	02/68	
1368	Mountain Region	Pacific Great Eastern	25/01/68	
1369	" "	Alberta Resources Rwy.	11/67	
1370	" "	" " "	21/03/68	28/04/68
1371	" "	" " "	21/03/68	
1372	" "	" " "	28/04/68	
1373	" "	" " "	10/02/68	11/03/68
1373	" "	Northern Alberta Rwys.	24/03/68	14/04/68
1376	" "	Alberta Resources Rwy.	11/03/68	
1381	" "	" " "	10/67	10/02/68
4206	" "	" " "	24/04/68	
4213	" "	Northern Alberta Rwys.	16/02/68	29/02/68
4227	" "	Alberta Resources Rwy.	05/03/68	
4238	" "	" " "	10/01/68	21/02/68
4341	" "	Great Slave Lake	09/67	
4343	" "	" " "	10/67	
4344	" "	" " "	08/67	
4345	" "	" " "	06/67	
4348	" "	" " "	05/67	
4352	" "	" " "	10/67	
4353	" "	" " "	06/67	
4802	" "	Alberta Resources Rwy.	24/04/68	
4803	" "	" " "	24/02/68	05/03/68
4803	" "	" " "	07/03/68	11/03/68
4805	" "	Northern Alberta Rwys.	01/04/68	
4809	" "	" " "	11/67	10/01/68
4811	" "	Alberta Resources Rwy.	01/68	21/02/68
4811	" "	" " "	21/03/68	
4812	" "	" " "	01/04/68	24/04/68
4816	" "	" " "	12/67	
4817	" "	" " "	12/67	21/03/68
4818	" "	" " "	21/02/68	07/03/68
4818	" "	" " "	11/03/68	24/04/68
4821	" "	" " "	21/02/68	24/02/68
8021	St. Lawrence Region	Shawinigan Terminal	05/67	
8455	Great Lakes Region	Can. Dom. Sugar, London	10/67	01/01/68
8468	" " "	Int'l. Harv., Hamilton	10/67	31/03/68
8514	" " "	Int'l. Nickel, Sudbury	12/67	31/03/68

In addition, the Minto Coal Company has had one 1600 series unit leased from CN since June 1967. Units 1655, 1645, and 1653 have been involved at various times, the latter being the one leased at the end of April 1968.

Transfers: up to 30 April 1968.

ROAD NUMBERS	TRANSFERRED FROM	TRANSFERRED TO	DATE
1037 to 1038 1217 to 1218 1327 1711 3609 to 3612	St. Lawrence Rgn. St. Lawrence Rgn. Great Lakes Rgn. St. Lawrence Rgn. C.V. St. Albans	Atlantic Region Great Lakes Rgn. Atlantic Region Atlantic Region DW&P Virginia	31/03/68 01/03/68 11/04/68 31/03/68 25/03/68
3850 3869 to 3878 3884 4902 4925	St. Lawrence Rgn. St. Lawrence Rgn. St. Lawrence Rgn. GTW Battle Creek GTW Battle Creek	Great Lakes Rgn. Atlantic Region Great Lakes Rgn. CV St. Albans CV St. Albans	26/04/68 01/03/68 03/04/68 25/03/68 25/03/68
7910 7913 8044 8060 8184 to 8188	Mountain Rgn. Prairie Region Atlantic Region Atlantic Region St. Lawrence Rgn.	GTW Battle Creek GTW Battle Creek St. Lawrence Rgn. St. Lawrence Rgn. Great Lakes Rgn.	15/04/68 15/04/68 31/03/68 31/03/68 01/03/68
8456 8612 8617 9001 9004	St. Lawrence Rgn. Atlantic Region St. Lawrence Rgn. Mountain Rgn. Mountain Rgn.	Great Lakes Rgn. Great Lakes Rgn. Great Lakes Rgn. GTW Battle Creek GTW Battle Creek	01/03/68 11/04/68 21/04/68 15/04/68 15/04/68
B-1 D106 D206 D302 D401 D452	Atlantic Region Atlantic Region Great Lakes Rgn. Atlantic Region St. Lawrence Rgn. Atlantic Region	Prairie Region Great Lakes Rgn. Mountain Rgn. Great Lakes Rgn. Great Lakes Rgn. Prairie Region	11/04/68 29/04/68 29/04/68 29/04/68 29/04/68 29/04/68



CNR 3856 partially repainted and renumbered before seeing service in southwestern Ontario. New number on the cab side is different from number in the front number board. This new service is advertised as "TEMPO TRAIN" while railway employees like the more descriptive term "SWOT" (for southwestern Ontario Train). Unit photographed at Point St. Charles, Montreal, on 09 May 1968 by Clayton F. Jones.



Miscellaneous items:

D. R. McQueen of London, Ont., writes as follows: "All CLC units mentioned previously are now in the Reclamation Yard being scrapped in an assembly-line style, -piecemeal. The whole line goes through the dismantling section to have one or two pieces removed, and then goes back to the storage line until that phase of the reclamation is completed. A few locomotives, however, are scrapped outright. Nothing is left of 9305 and little remains of accident - stricken 2213. Parts of 3221 are spread throughout the reclamation area. Additional arrivals are 9322 - still in the freight yard and 2201 in the Reclamation Yard". Photos by Mr. D. R. McQueen should be viewed left to right for proper sequence.

CPR TRAINMASTER units 8906, 8911, 8913, 8914, 8915 and 8919 have been purchased by The Streigle Supply and Equipment Corporation of Baltimore, Md. An additional 8 prime - mover generator sets we purchased, being taken from units 8902, 8907, 8908, 8910, 8912, 8916, 8918 and 8920.

CPR's C-630's which start delivery in the second week of July, will be numbered 4500 to 4507. The traction motors

for these units are trade-ins, but not from any specific unit. Our reporter is Mr. Roger Boisvert.

RDC 9194,- CP's experimental unit was reported to be up for conversion to a standard RDC. The conversion has been temporarily delayed and the unit is stored at Angus Shops Montreal.

Mr. Clayton Jones of Edmonton, Alta., reports that the CP units leased to the Northern Alberta Railway were returned by the end of April, 1968.

Last-minute additions to CN motive power transfer show nos. 2034 to 2038 delivered to the Atlantic Region, and nos. 5046 to 5051 to the Great Lakes Region. The dates are as follows:

2034.....	02 May 1968	2038.....	30 May 1968
2035.....	09 May 1968	5046-5047..	08 May 1968
2036.....	14 May 1968	5048-5049..	17 May 1968
2037.....	24 May 1968	5050-5051..	31 May 1968

The CN has retired 6 units, as follows:

ROAD NUMBER	SERIAL	BUILDER	BUILT	RETIRED
3813	81479	MLW	1955	27/05/68
6701	2851	CLC	22/12/54	27/05/68
6705	2855	CLC	10/02/55	27/05/68
6801	2857	CLC	22/12/54	27/05/68
6804	2860	CLC	28/01/55	27/05/68
9416	77628	MLW	02/04/51	27/05/68

FAIRBANKS MORSE (CANADA) LTD., Kingston, Ont., constructed three groups of locomotives in 1967:

<p>1) Contract C-670. Calcutta Port Commissioners, India. 76 ton 0-4-4-0 diesel-hydraulic. 66 inch gauge.</p> <p>Serial #3048....04/12/67 Serial #3049....04/12/67 Serial #3050....04/12/67 Serial #3051....04/12/67 Serial #3052....19/02/68 Serial #3053....19/02/68 Serial #3054.....04/68</p>	<p>2) Contract C-671. Calcutta Port Commissioners, India. 124 ton 0-6-6-0 diesel-hydraulic. 66 inch gauge.</p> <p>Serial #3055....21/07/67 Serial #3056....21/07/67 Serial #3057....21/08/67 Serial #3058....21/08/67 Serial #3059....27/09/67 Serial #3060....30/09/67</p>	<p>3) Contract C-672. Associated Cement Companies, India. 47 ton 0-6-0 diesel-hydraulic. 66 inch gauge.</p> <p>Serial #3061....26/03/68 Serial #3062....26/03/68 Serial #3063....29/03/68 Serial #3064....29/03/68</p>
---	---	--

The five SD40's, numbers 200 to 205, on order from the Q.N.S.& L. will not be delivered from GMD until the start of navigation in the spring of 1969.

Eight GP9's, nos. 4504 to 4512 (omitting 4506) have been leased from CN for summer use, effective 15 May 1968.



ATCHISON, TOPEKA AND SANTA FE RY. Chicago, Ill. to Los Angeles, Calif.  
 13 May 1968. Trains 19 & 20

SEABOARD COAST LINE RAILWAY Columbia, S.C. to Miami, Fla. Trains 41 & 42  
 30 May 1968 However, the PALMLAND, Trains 141-9 and 10-118 will continue to operate between New York and Columbia, S.C.

Nevertheless, this encouraging information from the Southern Railway System, dated 3 June 1968, as follows:

"It is anticipated that effective Sunday, June 16, the departure of the BRIMINGHAM SPECIAL, Train 17, will be advanced one hour and ten minutes, to depart from Washington, D.C. at 3.10 p.m., and effect a 1 hr. 10 minute earlier arrival at all intermediate stations and Birmingham, Ala. This schedule will shorten the overall running time from stations north of Washington by reducing the layover from PENNCENTRAL Train 121, and Train 17's diner will operate through to Roanoke Va."

OUR PROUD BEAUTY as she once was ! British Railways no. 60010 A-4 "Pacific", now displayed at the Canadian Railway Museum, hauled "The Capitals Limited" on its inaugural non-stop run from London (King's Cross) to Edinburgh (Waverley) on May 23 1949. The bell, presented by the Canadian Pacific Railway for installation on the "Dominion of Canada" is plainly visible. It was removed when a double blast-pipe was installed, making the chimney oval-shaped and longer.







BY F. A. KEMP

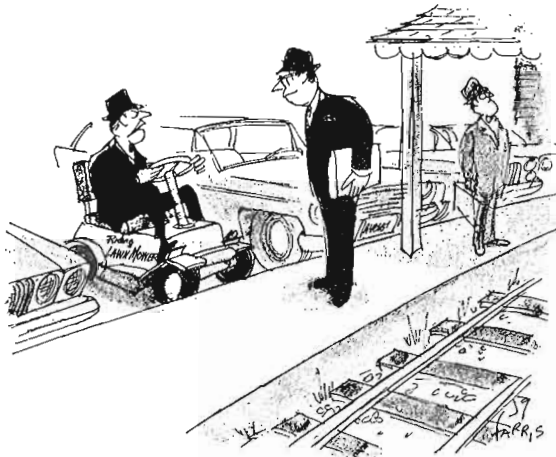
RAPID TRANSIT FOR EDMONTON? Indeed, Edmonton may well be Canada's next city to get a RT system, if a study in progress should justify it. The proposal forms part of the continuing re-development of Canadian National's station area. A 42-storey tower would incorporate a transportation centre, linked to other downtown buildings by underground walkways beneath 100A Street, and to seven other stations by a high-speed transit line using railway rights-of-way. The plan would be somewhat facilitated by the fact that former Canadian Northern and Grand Trunk Pacific railway lines were often built side by side, leaving plenty of extra space. The CPR High Level Bridge to South Edmonton, still has the extra right-of-way space at each side, which was formerly used by street cars. It is considered that such a system would be much less expensive than a similar gross expansion of arterial highways.

CANADIAN NATIONAL RAILWAYS are making what might be called a gargantuan effort to merchandise an old, reliable product. Described as "a new element of luxury" and somewhat more precisely as "cars featuring exclusive private rooms with special meals prepared by a particular chef assigned to each unit, together with conference facilities, portable typewriters, wines, beverages and cigars", this exotic equipment turns out to be the former bedroom-longue cars BURREARD and BEDFORD. Attached to regular RAPIDO trains daily except Saturday after April 28, 1968, they provide travellers with "executive service offering business people the chance to work while they travel or to relax in an atmosphere of prestige and sophistication". All this in two deluxe seven-bedroom lounge cars completely redecorated with smart, new interiors with the observation lounge converting in a jiffy from a living room arrangement to an elegant dining room or conference room. The only adjectives omitted in the press release were "lucullan" and "sybaritic".

---

## COVER

STRAIGHT OUT OF THE FABULOUS FIFTIES-New York Central Railroad's 4-6-2 No. 4577 shuffles across Westminster Avenue crossing, in Montreal's west end, with a summer afternoon's commuter train to Valleyfield. Photo E.A. Toohy Collection.



"My car wouldn't start."

BETTER HOMES AND GARDENS, MAY, 1967

## CANADIAN RAIL

published monthly (except July & August combined)  
by the

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  
FAR EAST W.D.McKeown, Oaska (Tosabori) YMCA, 2-chome, Nishi-ku, Osaka, Japan.  
BRITISH ISLES J.H.Sanders, 67 Willow way, Amphil, Beds, England.  
MANITOBA K.G.Younger 267 Vernon Road, Winnipeg, Manitoba.  
ALBERTA V.H.Coley, 11243 - 72nd Ave., Edmonton, Alberta