

Canadian Rail

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1971 - - - AMTRAK IN CANADA DURING THE LAST 25 YEARS - - - 1996

PUBLISHED BI-MONTHLY BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

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CANADIAN RAIL

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FRONT COVER: During a promotional tour of some major centres in Ontario and Quebec, ABB's "X2000" made a one-day stopover in Ottawa on July 28, 1993. Besides being on public display, the "X2000" made two short trips to Masson, Que. to entertain dignitaries and members of the public. Since the train was not able to operate under its own power (there being no electrified overhead) an Amtrak F40PH was used to provide the necessary power. Photo by Pierre Ozorák.

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Canadian Rail is continually in need of news, stories, historical data, photos, maps and other material. Please send all contributions to the editor: Fred F. Angus, 3021 Trafalgar Ave. Montreal, P.Q. H3Y 1H3. No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember "Knowledge is of little value unless it is shared with others".

As part of its activities, the CRHA operates the Canadian Railway Museum at Delson / St. Constant, Que. which is about 14 miles (23 Km.) from downtown Montreal. It is open from late May to early October (daily until Labour Day). Members, and their immediate families, are admitted free of charge.

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Twenty-Five Years of Amtrak in Canada

Amtrak's 25th Anniversary: 1971 - May 1 - 1996

By Fred F. Angus

May 1, 1996 marks a quarter century since the formation of Amtrak. Some purists may say that the title of this article is a misnomer since Amtrak trains did not run in Canada until September 1972, which is not even 24 years ago, let alone 25. However they have run in Canada during at least a part of every year from 1972 to 1996 inclusive which, as simple arithmetic will show, is 25 calendar years. Besides, the logical time for the commemoration is the silver jubilee of the corporation; hence the title, and the article.

Twenty-five years ago - May 1 1971, the National Railroad Passenger Corporation, better known as Amtrak, began business in the United States. Its purpose was to take over the operation of intercity passenger trains, thereby relieving the various railroads of the burden of running trains that were carrying fewer and fewer passengers and losing more and more money. Ever since soon after World War II, passenger service in the U.S., and to a lesser extent in Canada, had been declining year by year and, by the late 1960s was seriously threatened with extinction. It was in an attempt to salvage the service and preserve a national passenger train system that an act of the U.S. Congress was passed to establish the NRPC. At first the tentative name "Railpax" was used for the proposed new system, and it was not until a matter of days before the implementation date of May 1 that it was announced that the new corporation would trade under the name "Amtrak".

When the schedules for the new services were announced it was quickly realized that more than half of the long distance passenger trains in the U.S. would disappear the night of April 30, 1971. It was the single biggest cutback in American history and was analogous to what Canadians would experience on January 15, 1990. Among the discontinued trains were all U.S. trains which crossed the border into Canada. Gone were the "Laurentian" and "Montreal Limited" of the Delaware & Hudson, the "International" of the recently-formed Burlington Northern, as well as trains connecting Ontario with the midwest states. While there was hope that Amtrak might one day reinstate some of these services, in the spring of 1971 no one could be sure.

This does not mean, of course, that all international passenger trains had stopped running. Canadian railways still operated some trains that crossed the border. The Toronto Hamilton & Buffalo offered a service, with Budd RDCs, between Toronto and Buffalo, while both CN and CP ran trains that crossed the border twice in their runs between Canadian points. CN's was the train from Thunder Bay to Winnipeg via the old Canadian Northern line that passed through a part of Minnesota, while CP ran a train known as the "Atlantic Limited" which passed through almost 200 miles of northern Maine on its route along the "Short Line" between Montreal and Saint John N.B. Far to the north, the trains of the White Pass & Yukon Route crossed the international boundary between Alaska and British Columbia.

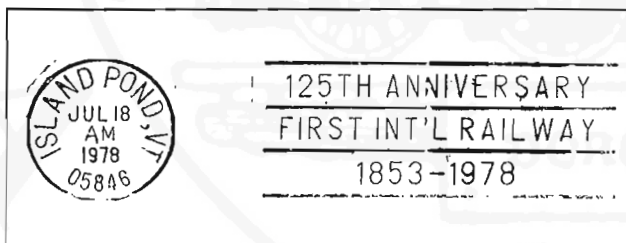
Railway traffic across the border between Canada and the United States began on September 4 1851 with the opening of the extension of the Champlain & St. Lawrence Rail Road from St. John's, Canada East (now Quebec), to Rouse's Point, New York. The Montreal Gazette, in its issue of September 6 1851, rightly predicted that this would be "the precursor of a traffic of which the extent is incalculable". Ironically, the date of that article was the date of the death of Jason C. Peirce, one of the major promoters of Canada's first railway. On September 17th, 18th and 19th 1851, the city of Boston held a huge "Railroad Jubilee" to commemorate the opening of rail communication with Canada.

"Railroad fever" was in the air in the early 1850s, and two more international lines were already under construction. The first to be completed was the Montreal & New York and the Plattsburgh & Montreal which met at the border north of Mooers, N.Y. on the evening of Thursday, September 11 1852. Full through passenger service between Montreal and Plattsburgh (including a ferry boat across the St. Lawrence river) began on Monday, September 27 1852, thus creating a rival to the C&StL. Then on July 18, 1853 the combined St. Lawrence & Atlantic and Atlantic & St. Lawrence (which by then had become part of the newly-incorporated Grand Trunk) was completed from Montreal to Portland Maine when the last spike was driven at Island Pond, Vermont. A commemorative plaque at Island Pond still proclaims that this was the first international railway line in America! As we have seen, however, this is incorrect; the line was actually the third.

As the years went on, more and more international railway lines were built. From the eastern end of the Maine - New Brunswick border between Calais and St. Stephen, all the way to the west coast, tracks were laid between the two countries. The most remote was the White Pass & Yukon Route which, in 1899, reached the international border at the summit of the White Pass. There were even international street car lines, such as the Calais - St. Stephen system, the lines in the Niagara area, and the physically-separated system serving the two Sault Ste. Maries, one in Ontario, the other in Michigan. Many of these railways offered through passenger service, and some of these international trains were famous. The CP line from Montreal to Boston actually crossed the border three times, with intermediate stations on both sides of the boundary.



Eighty three years before Amtrak! "A Snow Blockade on the Canadian Border" shows what international train travel was like in winter in the nineteenth century. This woodcut illustration appeared in "Harper's Weekly" on November 24, 1888.



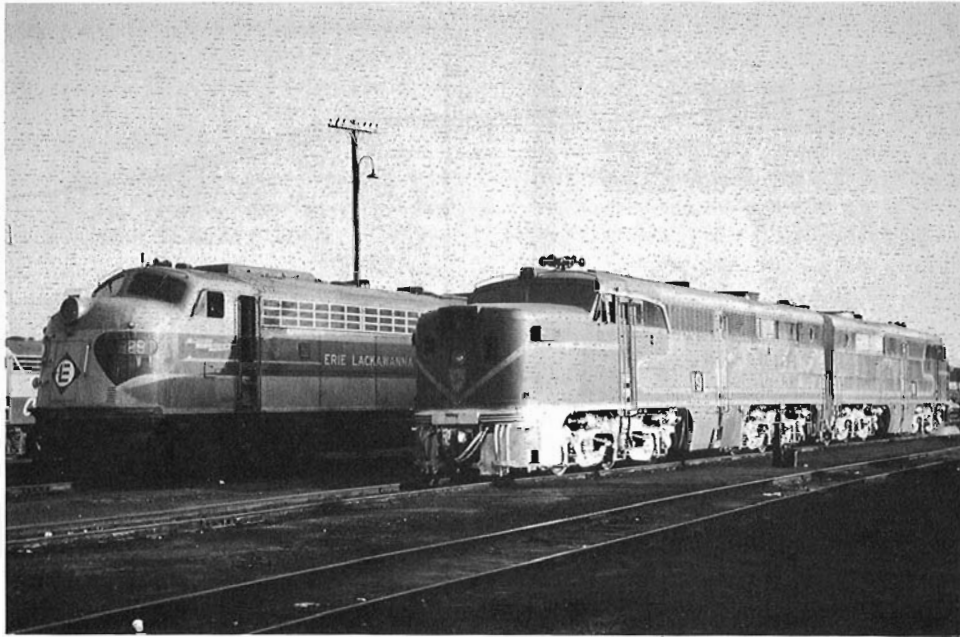
This commemorative cancellation of 1978 perpetuates the myth that the Island Pond connection was the first international railway. As we have seen, the true first was almost two years before at Rouses Point N.Y. That at Island Pond was the third.

After 1945 more and more of these international railway lines became freight only as a part of the general decline of passenger trains. By 1971 the only passenger trains of the American railways that came into Canada were those on the D&H between Montreal and New York and that of the Great Northern from Seattle to Vancouver. The D&H trains were of special interest to railway enthusiasts because of the four ex-Santa Fe PA-1 locomotives that were regularly used, aided at times by Erie-Lackawanna power and rolling stock. In the last days of April, railway enthusiasts spent much time riding and photographing the trains that many

believed would never return. On the morning of May 1, the last overnight "Montreal Limited" arrived in Montreal from New York. For the first time in almost 120 years, no U.S. passenger trains were scheduled to come to Canada. An era had ended, but a new era had begun.

For more than a year, railway enthusiasts on both sides of the border watched as Amtrak worked hard to improve and upgrade its pioneer national system. Soon additions to the original network were planned and in the summer of 1972 it was announced that passenger service would return to the Seattle-Vancouver route. On September 10 1972 this new train, the "Pacific International", went into service and so inaugurated Amtrak service into Canada. Less than three weeks later, the night of September 29-30, Amtrak's new "Montrealer" (northbound) and "Washingtonian" (southbound) went into service between Montreal and Washington D.C. This train had not been a casualty of the 1971 cutbacks, but had been discontinued in 1966, almost five years before. U.S. passenger service had returned to Canada after a hiatus of more than sixteen months. It has continued ever since.

Since 1972, trains have been added, others have been discontinued, and there have been many modifications. At least two trains have been reintroduced after having been previously discontinued. There have been as many as five Amtrak trains crossing into Canada (from June 1994 to April 1 1995 and from May 26 1995 to September 9 1995), and at present there are four



During the last days of the Delaware & Hudson service between Montreal and New York, the D&H's famous PA locomotives were often joined by Erie-Lackawanna units. Here we see both sets of motive power at CP's Glen Yard on the morning of April 19, 1971. One set has brought in the night train "The Montreal Limited", while the other set is preparing to leave with the day train "The Laurentian".
Photo by Fred Angus.



The last southbound "Laurentian" about to leave Montreal's Windsor station the morning of April 30, 1971 with Erie-Lackawanna 821 leading. The next day Amtrak would be born. Photo by Fred Angus.

regularly scheduled daily trains. For a time Amtrak Superliner cars operated on VIA Rail's "Panorama" while VIA was contemplating whether to buy new Superliners or rebuild the older cars. However the decision was finally made to rebuild the existing equipment so no superliners were ordered. In addition to train service, there have been, and still are, dedicated bus connections between certain

Amtrak trains and points in Canada. We will here give a short history of each of these train services, as well as a table giving the overall picture during the last quarter century.

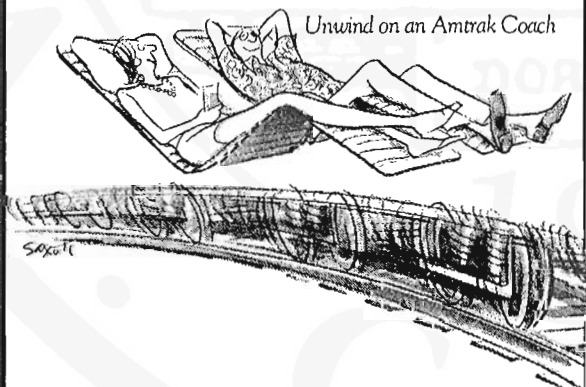
On this silver jubilee, we congratulate Amtrak and sincerely hope and trust that it will continue to provide fast and convenient service to its northern neighbour for many years to come.

AMTRAK INAUGURATES DAILY SERVICE TO SEATTLE ON THE PACIFIC INTERNATIONAL

With convenient connections to Chicago, San Francisco and Los Angeles trains.

This is Amtrak's first international service and we want you to enjoy every minute of it. In deep comfortable two-abreast seating. Sightsee through our big picture windows. And a fine breakfast served en route. Welcome aboard.

Southbound Read Down		Northbound Read Up
Lv. 7:00 a.m.	Vancouver, B.C.	Arr. 10:05 p.m.
Arr. 7:20 a.m.	New Westminster	Arr. 9:30 p.m.
Arr. 7:50 a.m.	White Rock	Arr. 8:45 p.m.
Arr. 7:55 a.m.	Blaine	Arr. 8:40 p.m.
Arr. 8:42 a.m.	Bellingham	Arr. 8:06 p.m.
Arr. 9:19 a.m.	Mt. Vernon-Burlington	Arr. 7:30 p.m.
Arr. 10:08 a.m.	Everett	Arr. 6:44 p.m.
Arr. 10:34 a.m.	Edmonds	Arr. 6:22 p.m.
Arr. 11:15 a.m.	Seattle	Lv. 5:50 p.m.



We're making the trains worth traveling again.



For reservations and information, call your Amtrak Travel Agent or call (604) 682-5552.



Why Canadians are visiting the U.S. by the trainload.

It's simple. Amtrak is making the train the best way to see the U.S.A.

Our U.S.A. RAIL PASS offers unlimited coach rail travel at new off-season rates — US\$ 165 for 14 days, US\$ 220 for 21 days and only US\$ 275 for 30 days.

Our trains like the Montrealer and the Adirondack from Montreal (schedules on opposite page) and the Pacific International from Vancouver offer convenient service from Canada and connections to Amtrak's entire U.S. rail network.

You can take the overnight Montrealer to New York City, Philadelphia and Washington, D.C. Or board the daytime Adirondack and follow the scenic western shore of Lake Champlain to New York City. Our Pacific International features our new Amfleet service to Seattle.

Need more reasons to join the Canadians who are traveling to the U.S. by train? Your travel agent or Amtrak will gladly provide them.

All information contained herein is subject to change without notice.

Pourquoi les Canadiens visitent les Etats-Unis par trains entiers.

C'est très simple. Amtrak fait que le train est le meilleur moyen de voir les Etats-Unis.

Notre U.S.A. RAIL PASS offre un parcours illimité par chemin de fer en voiture-coach à de nouveaux tarifs hors saison — US\$ 165 pour 14 jours, US\$ 220 pour 21 jours et US\$ 275 seulement pour 30 jours.

Nos trains tels que le Montrealer et l'Adirondack de Montréal (horaires sur la page en face) et le Pacific International de Vancouver, offrent un service pratique depuis le Canada et des correspondances avec le réseau américain entier d'Amtrak.

Vous pouvez prendre le Montrealer de nuit vers New York, Philadelphie et Washington. Ou bien monter dans l'Adirondack de jour et suivre la pittoresque rive occidentale du Lac Champlain en allant à New York. Notre Pacific International présente notre nouveau service Amfleet vers Seattle.

Voulez-vous davantage de raisons pour vous joindre aux Canadiens qui se rendent aux Etats-Unis par le train? Votre agent de voyage ou Amtrak se fera un plaisir de vous les donner.

Tous les renseignements contenus dans les présentes sont sujets à modification sans préavis.



Two Amtrak Canadian advertisements from the 1970s. The one on the left is historic as it announces the very first Amtrak service to come to Canada, the "Pacific International". It appeared in Vancouver newspapers on inauguration day, September 10, 1972. The advertisement above appeared on October 31, 1976, by which time Amtrak was offering three different trains to Canada.

Collection of Mark Paul.

AMTRAK TRAINS WHICH HAVE OPERATED IN CANADA

1. SEATTLE - VANCOUVER

Sep 10 1972. "Pacific International", trains 194 - 197, inaugurated.

Apr 29 1973. Train numbers changed to 793 - 794

Oct 28 1979. Train 793 leaves Vancouver later (11:25 A.M. instead of 6:05 A.M.).

Apr 27 1980. Train 793 returns to early schedule (7:00 A.M.).

Oct 1 1981. "Pacific International" discontinued.

May 26 1995 "Mount Baker International", trains 760 - 761, inaugurated, using Talgo equipment.

Train in service as of writing.

2. WASHINGTON - MONTREAL VIA ST. ALBANS

Sep 29-30 1972. "Montrealer", train 60, and "Washingtonian", train 61, inaugurated.

May 19 1974. Trains 60 and 61 are called "Montrealer" in both directions.

Oct 25 1987. "Montrealer" discontinued.

Jul 18 1989. "Montrealer", trains 60 - 61, reinstated using different route south of Brattleboro Vt.

Apr 2 1995. "Montrealer" discontinued; replaced by day train "Vermont" which terminates at St. Albans and does not go to Canada. Note: St. Albans has the smallest population of any terminus of an Amtrak train.

3. NEW YORK - MONTREAL VIA ALBANY

Nov 15 1974. "Adirondack", trains 68-76 - 63-69, inaugurated using D&H equipment including the PA type locomotives. Later these were retired and the train ran with turbo equipment.

May 15 1975. Train numbers now 68 - 69. Note: On numerous occasions this train has operated on a different schedule on Sundays and has thus carried different numbers on that day. These changes are not covered in this table.

Jan 12 1986. Montreal terminus of train changed from Windsor Station to Central Station. Note: This was the last scheduled long distance train to use Windsor Station.

Apr 7 1991. New York terminus of train changed from Grand Central to Pennsylvania Station.

Apr 2 1995. "Adirondack", trains 68 - 69, ran from Washington D.C. to Montreal via New York and Albany.

Apr 14 1996. Extension to Washington discontinued. Train once more runs only between New York and Montreal.

Train in service as of writing.

4. NEW YORK - DETROIT VIA BUFFALO, FORT ERIE, ST. THOMAS AND WINDSOR

May 15 1975. "Empire State Express", trains 63 - 64, extended from Buffalo to Detroit via Canada, but does not make passenger stops in Canada.

Nov 30 1975. Train now carries passengers to or from (but not between) points in Canada.



Northbound to Montreal, train No. 69, the "Adirondack", near Whitehall, New York on April 1, 1983.

Photo by David Morris.

Apr 25 1976. Trains 63 - 64 now called "Niagara Rainbow" and does carry passengers between points in Canada.

Oct 29 1978. Train rerouted through Niagara Falls instead of Black Rock - Fort Erie.

Apr 29 1979. Western terminus of "Niagara Rainbow" cut back to Niagara Falls N.Y., so it no longer runs through Canada. Note: This was the first Amtrak service in Canada to be discontinued.

5. NEW YORK - TORONTO (DAY TRAIN)

Apr 26 1981. "Maple Leaf", trains 63 - 64, inaugurated. Joint service with VIA Rail between points in Canada. Note: Train numbers are the same as formerly used for the "Niagara Rainbow".

Apr 7 1991. New York terminus of train changed from Grand Central to Pennsylvania Station.

Train in service as of writing.

**Chicago
Port Huron
Toronto**

International
Limited

**Amtrak Invites You
On An
International
Adventure.**

Chicago-Toronto in our exciting new train.

Take the International, the new Amtrak/VIA train service and discover Canada or the Midwest. Spread out, relax and sightsee from the comfortable reclining seats. Enjoy all the excitement of Toronto, one of Canada's most modern cities. Special low fares and go-as-you-please travel plans make this the trip of a lifetime you can't afford to miss.

▼ READ DOWN		READ UP ▲	
364		365	367
Daily	Train Number	Ex Su	Suonly
<input checked="" type="checkbox"/>	Frequency of Operation	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Type of Service		
10 25A	km 0 Mi 0		
10 49A	25 18	Ar	10 47P
1 08P	141 88	Ar	10 07P
1 54P	221 138	Ar	9 57P
2 30P	258 160	Ar	9 10P
3 27P	335 208	Ar	8 40P
3 53P	382 238	Ar	7 25P
4 18P	409 254	Ar	6 57P
4 39P	441 274	Ar	6 37P
5 40P	513 318	Ar	6 15P
5 45P	513 318	Ar	5 30P
6 00P	516 321	Ar	4 50P
6 30P	516 321	Ar	4 30P
7 11P	579 360	Ar	11 50A
7 40P	611 380	Ar	11 45A
	641 399	Ar	11 03A
	656 408	Ar	10 40A
8 38P	699 435	Ar	10 08A
	730 454	Ar	9 56A
	744 463	Ar	9 26A
7 29P	762 474	Ar	9 03A
9 50P	796 495	Ar	8 49A
		Ar	8 38A
		Ar	8 10A
		Ar	1 28P
		Ar	1 00P
12 50A		Ar	
6 30A		Ar	
7 30A		Ar	



Two Great Cities

Montreal and Toronto

Three Great Ways to Get There

If you're among the many who believe Canada is at its best when covered with light snow and crisp air; let Amtrak take you there this winter.

Amtrak's Adirondack offers you daylight service to Montreal from New York City via Albany. This delightful trip along the shores of Lake Champlain is perhaps Amtrak's most scenic. Or leave New York in the evening aboard the Montrealer. This comfortable overnight train puts you in Montreal in the morning. Refreshed and ready for a full day of sightseeing.

Toronto is the destination of Amtrak's Maple Leaf. This daylight train originates in New York and winds gracefully through the hills and farms of Upstate, before crossing the Niagara River Gorge and arriving in downtown Toronto by early evening. The Maple Leaf is the most beautiful way to travel to one of Canada's most beautiful cities.

Super Savings With Amtrak's Circle Fare When Visiting Both Montreal and Toronto

Call your Travel Agent or Amtrak for details.

ABOVE: On April 24, 1983 Amtrak inaugurated the "International" between Chicago and Toronto. This went through the St. Clair Tunnel which had been built between the two nations in 1890. In April 1995 the new tunnel was opened and the old one closed. This allowed the use of double-deck "Superliners" on this train.

LEFT: By October 25, 1981, when this advertisement appeared, there were three ways to reach eastern Canada by Amtrak. It was also possible to make the circle tour, in conjunction with VIA, and visit New York, Montreal and Toronto for a special fare.

6. CHICAGO - TORONTO VIA SARNIA

Oct 31 1982. "International Limited", trains 364 - 365-367, inaugurated, running via Brantford. Joint service with VIA Rail between points in Canada. Note: Train often has run on different schedules on Sundays and has different numbers on those days. These changes are not covered in this table.

Oct 30 1983. Train drops the word "Limited" and becomes the "International".

Apr 28 1985. For the next six months there were several changes to the schedule of the "International" due to work on the track.

Jan 15 1990. Train rerouted via Kitchener. This was part of the restructuring of VIA Rail Canada in which almost half of VIA's service was discontinued. For some time the "International" used VIA and Amtrak power on alternate days, but now regularly uses VIA locomotives and Amtrak cars.

Apr 5 1995. Train starts using new St. Clair tunnel.

Train in service as of writing, using superliners.

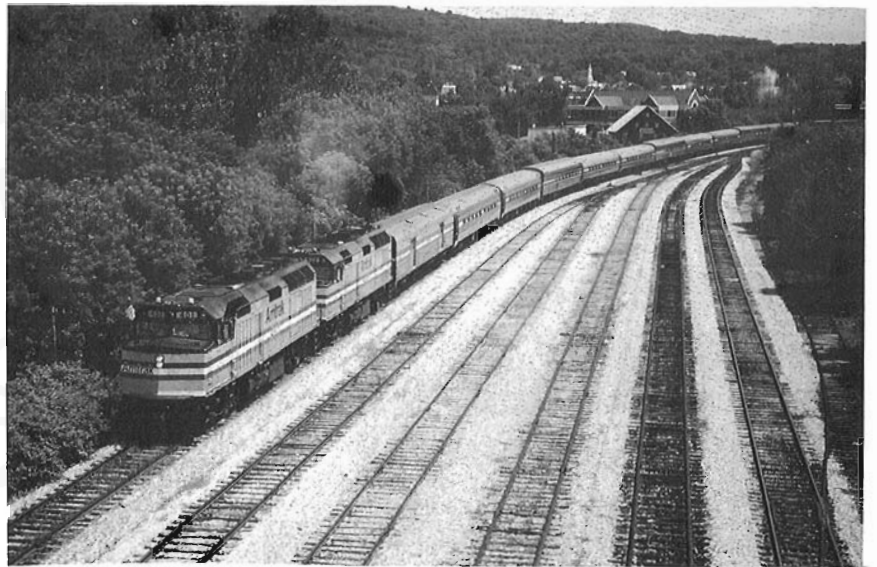
7. NEW YORK - TORONTO (NIGHT TRAIN)

June 1994. "Niagara Rainbow", train 65 (northbound, Friday only) and train 62 (southbound, Sunday only), inaugurated. Joint service with VIA Rail between points in Canada. Note: This train was to have begun operation May 1, and run twice weekly in both directions. However it was delayed until June and only ran once weekly. This was the only Amtrak service into Canada that did not run daily.

Sep 10 1995. "Niagara Rainbow" discontinued.

On July 18, 1989 Amtrak revived the "Montrealer" using a different route south of Brattleboro Vermont. The day before, a special train was run by day, and crowds turned out to welcome it at every station along the route from Amherst Massachusetts to Montreal. The photos on this page were taken by Fred Angus on that day.

RIGHT: At White River Junction, VT. the great length of the train is readily apparant.



LEFT: "Bombardier Welcomes Amtrak's Montrealer to Vermont" on July 17, 1989. Behind the welcoming committee is one of the new "Horizon" cars, built by Bombardier for Amtrak.

RIGHT: At Montpelier Junction a banner is stretched across the track as a gesture of welcome as the train approaches on July 17, 1989. These banners were used at each station along the route, culminating in a large one hung in Montreal's Central Station.



Sing & Swing Your Way To Canada



If summer hiking, winter skiing, or anytime-of-the-year getaways take you anywhere between Washington, D.C. and Montreal, Canada, then Amtrak's got just the ticket — the Montrealer.

Hop on board in the evening, have a complete meal or snack in the "Le Pub" car, then enjoy the live musical entertainment provided while you sip on specialty drinks and make some new friends. Catch some sleep in your wide reclining seat (or optional sleeping accommodations), watch the beautiful mountain scenery glide by your window, and hop off refreshed, relaxed and ready to roll.

Ask your travel agent or Amtrak about special excursion fares and hotel/tour packages. And have a great time on the way to your next getaway.



Rediscover Amtrak's Montrealer: Vive la Différence!



Amtrak's Washington-Montreal overnight service aboard the all-new Montrealer is an international adventure! You'll enjoy excellent service, live entertainment in the Le Pub car, casual dining, laughter and fun.

The Montrealer takes you from the major cities of the Northeast—Washington, Baltimore, Philadelphia and New York—through the beauty of New England—including stops in Waterbury and Burlington, VT, where skiers will find such resorts as Stowe, Smuggler's Notch and Sugarbush. Then it's on to Montreal, Canada's Golden City, and back again. Connection service is also available to Atlantic City.

For reservations or more details, please call your Travel Agent or Amtrak at 1-800-USA-RAIL.



This ad for the "Montrealer" appeared on April 5, 1987, when the train had the Bistro car complete with piano. Not long after this the train was temporarily discontinued.

By October 29, 1989, when this ad appeared, the "Montrealer" was back, and it remained in service until April 2, 1995 when it was replaced by the "Vermontier", a day train which does not run north of St. Albans Vt.

RIGHT: On September 16, 1993 work officially began on drilling the new St. Clair tunnel. Soon after the ceremony, Amtrak's "International" passed by and entered the old tunnel, bound for Chicago. Note the "Horizon" cars, hauled by a VIA locomotive.

Photo by Fred Angus.



LEFT: Stopped at Niagara Falls Ontario, while the passengers undergo customs inspection, the "Maple Leaf", bound from New York City to Toronto, is seen on May 23, 1994.

Photo by Fred Angus.

RIGHT: Toronto-bound on September 17, 1994 is the short-lived "Niagara Rainbow" which ran, on an overnight schedule between New York City and Toronto. Northbound, the train left New York on Fridays only, while southbound it departed from Toronto on Sundays only. In this view, at Aldershot Ontario, the "Niagara Rainbow" is coupled to the VIA train, which went from Toronto to Niagara Falls the night before, and which is being hauled backwards to Toronto by the Amtrak train.

Photo by Fred Angus.



DEDICATED CONNECTING BUS SERVICES BETWEEN AMTRAK TRAINS AND POINTS IN CANADA

SEATTLE - VANCOUVER

Oct 1 1981. Bus inaugurated between Seattle and Vancouver to connect with the "Coast Starlight". This replaces the "Pacific International".

Apr 27 1986. Additional busses inaugurated to connect Vancouver to Seattle and Everett for the "Empire Builder" and the "Mount Rainier".

Apr 5 1987. Vancouver terminus of connecting busses changed to Sandman Inn.

May 26 1995. Bus to connect with "Coast Starlight" discontinued as it has been replaced by the "Mount Baker International".

Oct 29 1995. Vancouver terminus of connecting busses changed to Pacific Central Station.

Busses in service as of writing.

GRAND FORKS - WINNIPEG

Oct 29 1989. Bus inaugurated between Grand Forks and Winnipeg to connect with the "Empire Builder".

Oct 28 1990. Bus, Grand Forks - Winnipeg discontinued.

BUFFALO - TORONTO

Apr 2 1995. Bus inaugurated between Buffalo and Toronto to connect with the "Empire State Express".

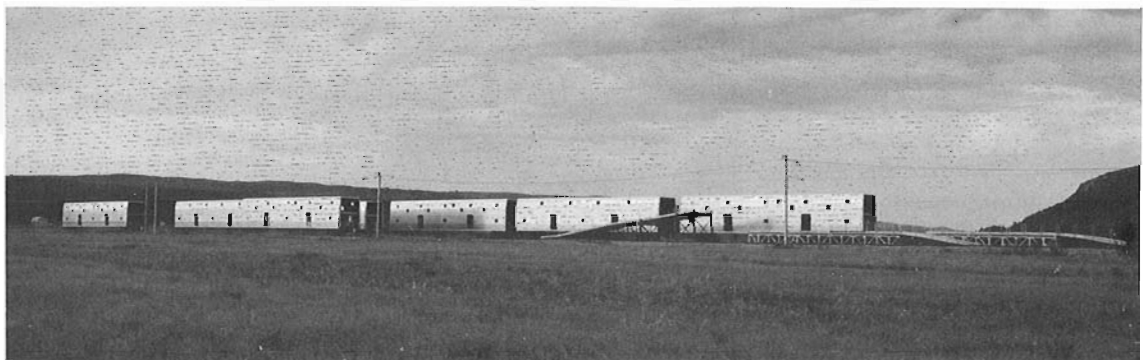
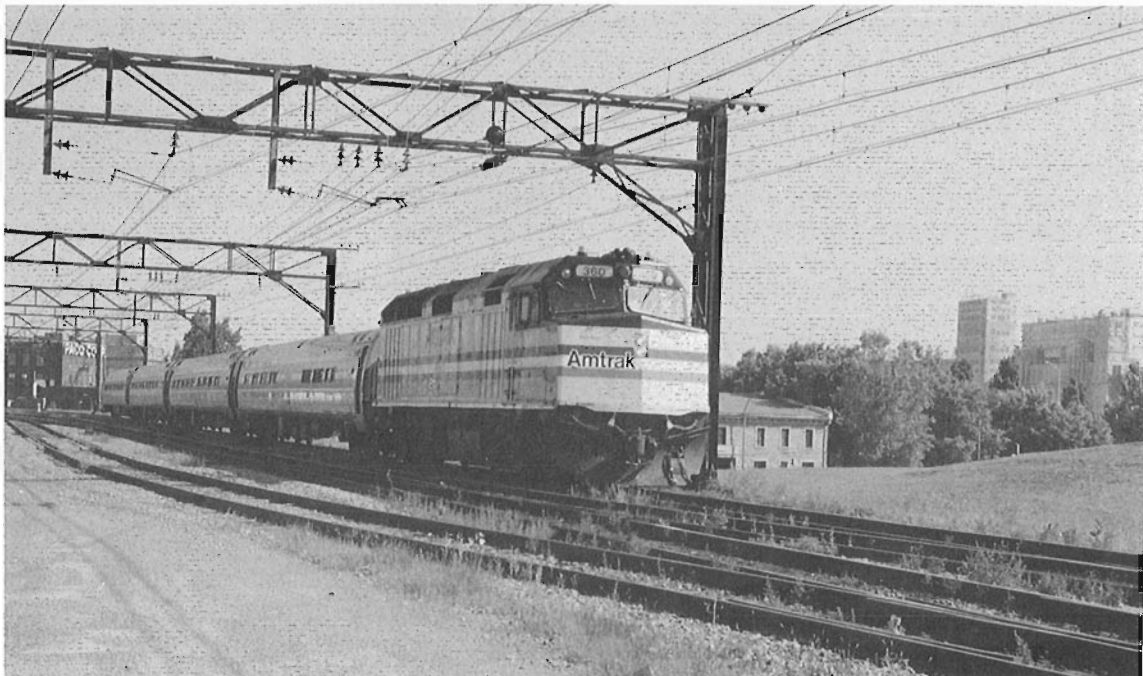
Bus in service as of writing.

ST. ALBANS - MONTREAL

Apr 2 1995. Bus inaugurated between St. Albans and Montreal to connect with the "Vermont".

Sep 10 1995. Departure time from Montreal set ahead to 4:30 A.M. to accommodate early departure time of the "Vermont".

Bus in service as of writing.



AMTRAK TRAINS OPERATING IN CANADA

1971 TO 1996

STARTING DATE	SEATTLE VANCOUVER	WASHINGTON MONTREAL VIA ST. ALBANS	NEW YORK MONTREAL VIA ALBANY	NEW YORK DETROIT VIA CANADA	NEW YORK TORONTO	CHICAGO TORONTO VIA SARNIA
MAY 1 1971						
SEP 10 1972	*					
SEP 30 1972	*	*				
NOV 15 1974	*	*	*			
MAY 15 1975	*	*	*	*		
OCT 29 1978	*	*	*	N		
APR 29 1979	*	*	*			
APR 26 1981	*	*	*		*	
OCT 1 1981		*	*		*	
OCT 31 1982		*	*		*	*
OCT 25 1987			*		*	*
JUL 18 1989		*	*		*	*
JAN 15 1990		*	*		*	K
JUNE 1994		*	*		* @	K
APR 2 1995			W		* @	K
MAY 26 1995	*		W		* @	K
SEP 10 1995	*		W		*	K
APR 14 1996	*		*		*	K

- NOTES:**
- * Daily service between points indicated.
 - N From October 29 1978 to April 29 1979 "Niagara Rainbow" ran daily via Niagara Falls instead of Black Rock - Fort Erie.
 - @ Overnight train "Niagara Rainbow" ran north on Friday, South on Sunday, in addition to day train "Maple Leaf".
 - K Starting January 15 1990 "International" runs daily via Kitchener and Guelph instead of via Brantford.
 - W From April 2 1995 to April 13 1996 "Adirondack" ran daily between Washington and Montreal via New York.

OPPOSITE TOP: Passing Montreal's Wellington Tower on August 27, 1993, the "Adirondack" has just left Central Station en route to New York City.

OPPOSITE BOTTOM: Another aspect of Amtrak in Canada is represented by the numerous Amtrak cars being built by Bombardier. The shells of the cars are built in Canada with final assembly at Barre Vt. or Plattsburgh N.Y. This view shows seven new "Superliner" cars as they appear when shipped to the U.S. for completion.

Both photos by David Morris.

The Northwest Talgo

By John Godfrey

Friday, September 30th, 1994. The nerve-rattling ring of my travelling alarm clock announced to the world that 0430 had arrived. Ever want to completely demolish an alarm clock?

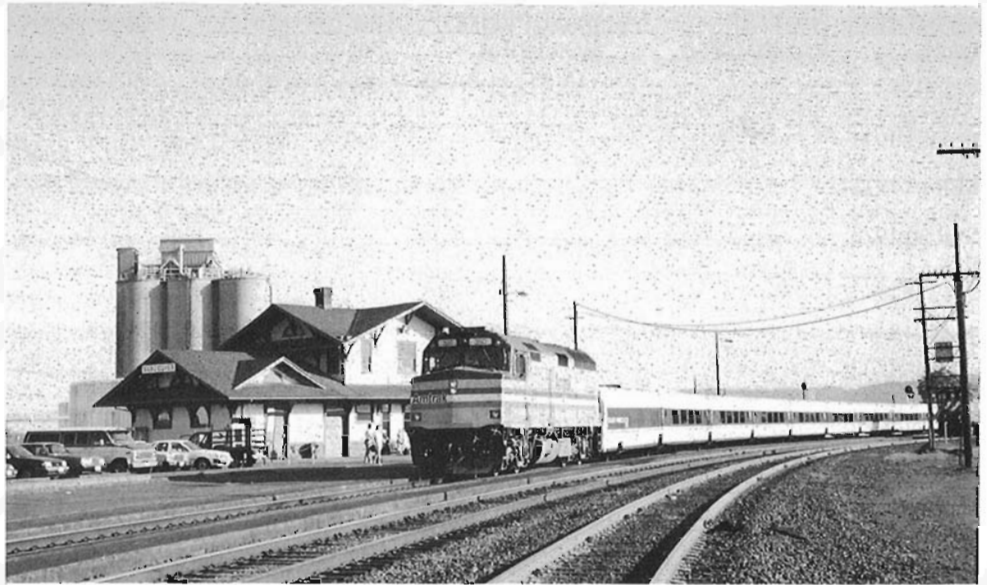
It had been a short night. The effects of an unfamiliar bed and some unresolved jet-lag from my arrival two nights previously had not made for a restful night; and here another day of adventure was about to unfold for one bleary-eyed traveller. At least I was not going to be alone, my host Kevin Dunk was yawning his way through a bowl of cereal in the kitchen. By 0515, showered and relatively presentable, we were off to Vancouver's Sandman Inn to board the 0555 Amtrak Thruway bus for Seattle's King Street Station and a rendezvous with our quarry, Amtrak's leased Talgo 200, for a trip to Portland, Oregon.

Most of the fifteen or so passengers on board were connecting with Amtrak's train No. 11, the *Coast Starlight*, which left the northwestern U.S. metropolis at 0940. This made our 20 minute late arrival at 0930 a nail-biting experience for them. Kevin and I did our best to dodge speeding Samsonites as we took in the spectacle of one of Amtrak's premier long-distance trains about to depart on its journey down the U.S. west coast.

Having ingested a second breakfast at a nearby eatery, we returned to the station to find the Talgo at the bumper post of one of the Garden tracks south of the head house. On the next track the private car *Dagney Taggart*, a Budd-built observation car, that did time on the QNS&L and CP after its time on the NYC, quietly looked on.

Photo time. Walking the length of the train we found (from rear to front): TG62-03 power car; TA6-62 first class coach; TA6-66 first class coach; TA6-60 first class coach; TA6-58 first class handicap coach; TC6-51 bistro car with kitchen; TR6-06 diner; TA6-61 first class coach; TA6-64 first class coach; TA6-51 first class coach; TA6-59 first class coach; TG6-03 power car; 287 F40 PH locomotive.

Walking the length of the train, some of its features made themselves apparent. The windows are huge; much more akin to streamliner era coaches than the Amfleet cars of the '70s. The train is lower than the now-departed CN Turbos with whom it shares a



The Northwest Talgo at Vancouver, Washington in August 1994. When the "Mount Baker International" went into service between Vancouver, B.C. and Seattle, this equipment was assigned to that run where it is still in service at the present writing. Note how short the cars are compared to the standard passenger cars used in North America, also how the Amtrak locomotive towers above them.

Photo by Mark Gustafson.

single wheel-set pendular suspension system between cars. A closer look at the wheel-set reveals that there are no axles on this train. Each wheel on each side rotates independently of the other while a device ensures that they remain parallel to each other.

We decided to secure seats in the last coach of the train, and so returned to the rear through the interior to see what was contained inside the aluminum car bodies.

The train consists of twelve cars, each 44 feet long, comprised of eight coaches, a bistro-kitchen car, a diner and two power cars. The coaches are configured as first class cars with 2-1 seating for 26 people facing the direction of travel. From front to rear the cars are numbered 31 to 38 excluding the power cars. The bistro follows the diner between cars 34 and 35. Car 35 contains only 14 seats, as it has space for wheelchairs as well as a handicap-accessible washroom.

As departure loomed, we settled into seats 5 and 6 of car 38. The seats are the pull-the-handle-and-slide-your-butt recliners found in Europe; comfortable for short and medium distance trips, but inadequate for longer runs. Overhead baggage racks are small, just wide enough for the average brief case, and difficult to reach from the aisle seat for us "altitudinally impaired" types. Most passengers seemed to stow their belongings in the two car-end racks found on each car.

1130. Precisely on time, No. 793 eased into motion. As the train worked its way out of Seattle, both Kevin and I noticed that the rocking motion that the Turbo had had through the trackwork was also found on the Talgo. Out by the Boeing plant we were surprised and amazed to see a Russian Antonov cargo plane sitting on the tarmac. This is the type of plane that GM used to fly that diesel to Ireland. That's one big plane.

1216. We rolled to a stop in Amtrak's Tacoma station four minutes early. Despite a good crowd waiting to board, we departed on time at 1220.

The train's video system was put to good use on this run. The four ceiling-mounted monitors (two facing in each direction) presented shorts on the WSDOT program to upgrade service from Vancouver B.C. to Portland Oregon, and also on the RENFE (Spanish National Railways) Talgo and its features. Later on in the trip, the film *Major League II* was shown.

1300-02. Olympia-Lacey, Washington. Time for a walk. Those big windows can allow in a lot of sunlight, though not today. Should that be a problem, shades are easily pulled across them to kill the glare. They compliment the two-tone grey and red interior.

To get from car to car, one must cross the vestibule on a slight step designed to permit the wheel assembly to move under the low-slung body of the train. Full-length glass doors protect the vestibules on all but the food service cars. They open automatically at the pull of a latch.

1320-23. Kelso-Longview, Washington. In the first coach I met Juan Carlos Lopez, the RENFE technician on board. He explained that the train is entirely self-contained. Two Mercedes engines in each power car provide electricity for all hotel power. Also housed are air compressors, water reservoirs, batteries, hostler controls, and a panel to monitor all the various systems. A steam locomotive could haul the train and all this equipment would still work. Juan also provided insight into one of the train's selling points: its multi-gauge capability. The device that keeps the Talgo's wheels parallel also locks them in place at a pre-set gauge. They can be changed to another pre-set gauge on the fly by running over a special section of track that unlocks the wheels, regauges them, then locks them back in place. A twelve-car train requires about ten minutes for the gauge change. This feature is especially useful when the Talgos operate from their native Spain across the border to France, since the Spanish gauge is wider than the 1435 mm. (4' 8 1/2") used in most European countries.

1447-50. Vancouver, Washington. Thanks to some track work that had the line single-tracked, we departed Vancouver, WA five minutes late. Back in my seat, I took some time to try out the seat-side sound system. There are three channels, two for music, one for the video system. The train's electrical system requires the use of special headsets which can be rented on board for \$3.00. Apparently Walkman headsets will short things out.

Before long the Portland skyline comes into view on the left. Cross the Willamette River, a hard left, a trip through some industrial neighbourhoods, and Amtrak 793 rolls to a stop at the station at 1511, thirteen minutes early.

Kevin and I were ticketed to return north immediately on the northbound *Coast Starlight* at 1555, so we decided to stay close to the station and photograph the Bombardier-built MAX transit

equipment and the arrival of No. 14. Our time in Portland soon stretched to over two hours, as the *Coast Starlight* did not come to a stop on track five until 1700. By 1718, with servicing complete, we were on our way. Proving the old adage that late trains get later, we rolled to a stop in Seattle 1 hour and 54 minutes late at 2204. There we transferred to what was to become the bus ride from Hell with Norman the frustrated DJ-cum-bus driver and his irritatingly incompetent and verbose road show. We did not get back to Vancouver until after 0200 in the morning, an awful ending to an otherwise good day.

But what of the Talgo? September 30th 1994 was to have been its last day in service before returning to Spain. However, while on board, we learned that it was to leave on October 3rd on a U.S. tour, then return to its run between Seattle and Portland for seven months. When Amtrak's *Mount Baker International*, running between Seattle and Vancouver B.C., began operating, the Talgo was transferred to that run and, as of March 1996, it is still in that service. Another Talgo is also running in California.

Washington State DOT are pleased with the train. Despite the reduction of the Pioneer to tri-weekly, patronage between Seattle and Portland increased 44% in April and May 1994 over the corresponding period in 1993. The 79 MPH speed limit that track conditions impose on the train does detract from the "high speed" qualities being touted, but does permit one to speculate what things might be like at the 125 MPH designed speed. A Talgo 200 trainset reached 181 MPH on a test run in Germany in 1985, while a Talgo truck was successfully tested at 311 MPH.

Everything on the train is functional. There are no fancy wood interiors or push-button faucets, as are found on the previous two speedsters (the X-2000 and the ICE train) tested on Amtrak's North East Corridor over the last couple of years. The bistro-kitchen car offers a 16-seat counter and two dinette tables for use by patrons purchasing snacks, beverages and souvenirs at the take-out counter. The 30-seat diner is divided into two and four seating. The day we travelled, three convection-style meals were available: poached salmon, marinated sirloin roast, and breast of chicken with oriental noodles. Two people staff this two-car combination. The Amtrak operating crew amounted to three: engineer, conductor and assistant conductor. One representative each from RENFE and WSDOT rounded things out. On the day we travelled the passenger load was heavy; evenly divided between through and local traffic.

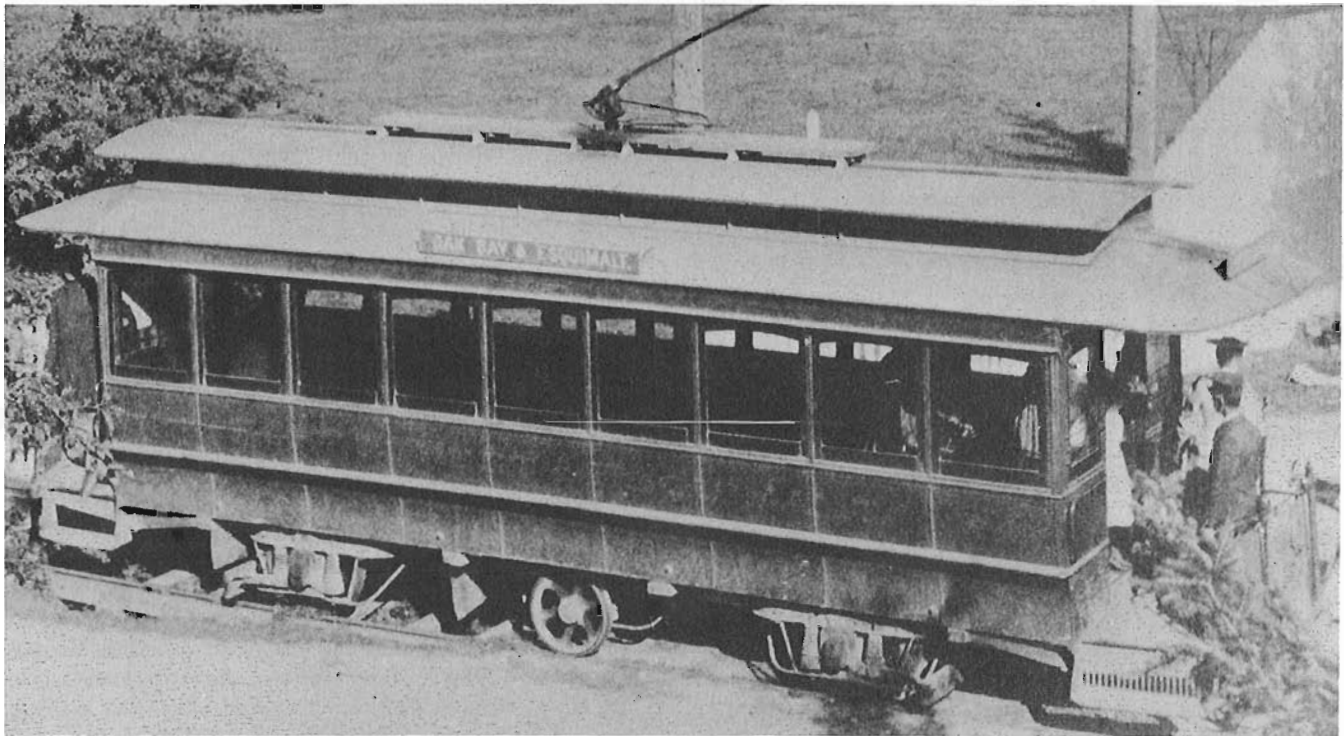
Would the Talgo work in Canada? You bet. Any operating locomotive can haul the train (it is self contained). No need for overhead or third-rail electrification or dedicated rights-of-way. The passive tilt system employed requires no high-end maintenance or special attention. In addition, the cars are available in three different sleeping configurations for overnight travel. The twelve-car train in the northwest weighs about as much as three of VIA's Budd coaches. It is speculated that any made-for-North America models would weigh more so as to better meet North American standards. Another thought bandied about by Kevin and I would be to replace that vestibule step with a ramp set-up to further decrease the chance of spills on the way to the toilet, exit, or bar car.

Will the Talgo make it into VIA's stable? You bet. Right after a daily, steam-heated, F-unit hauled "Canadian" returns to the CP route, to and from the West!

The Centennial of the Point Ellice Bridge Disaster

Some Observations About the Car Involved in the Tragedy and its Radial Truck

By Fred F. Angus



In happier times, Victoria street car No. 16 is pictured at Esquimalt about 1894. The Robinson Radial truck is plainly visible. This was about two years before the fatal accident. CRHA Archives, Binns collection.

One hundred years ago the electric railway era had arrived. Electric lines and street car systems were being built in many parts of the world, but above all in North America. However it was barely a decade since the first practical electric railways had been introduced, so the industry was just emerging from the pioneer period. There was still a lot to learn. During this era occurred the worst-ever disaster on a North American street car system, the Point Ellice bridge disaster in Victoria B.C. on May 26 1896, a date which, after a century, is still looked on with horror. The story has often been told, and the reader is referred to Canadian Rail No. 209, April 1969, for an excellent article on the subject by the late Richard M. Binns. It is not proposed to go into details of the tragedy here, only to give an outline of the facts. In addition, more information has come to light, since 1969, concerning the car involved in the accident, and some photos from the Binns collection, not used in that article, are shown here. The car was very interesting in its own right, and was the only one of its type ever to operate in Canada.

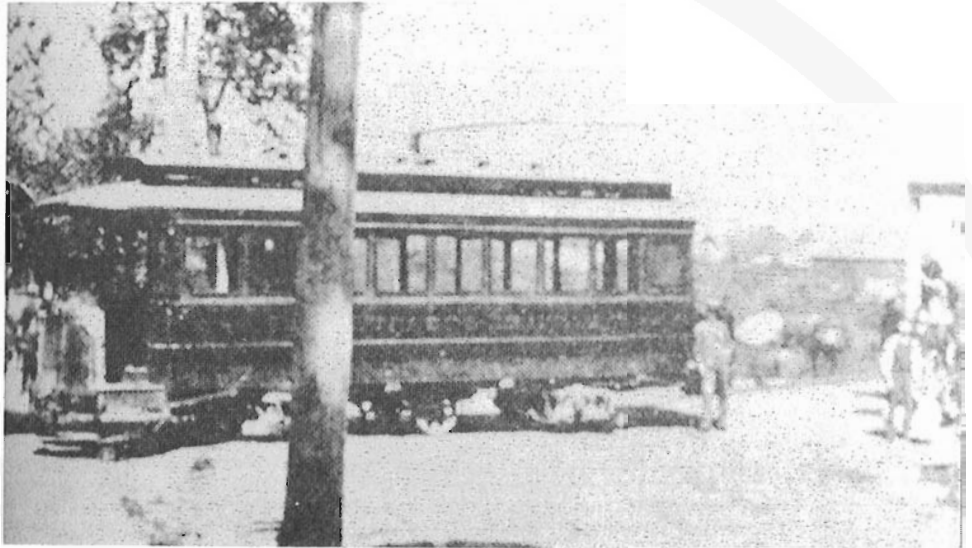
Eighteen ninety-six was near the end of both the nineteenth century and the Victorian era. Queen Victoria had been the British sovereign since 1837; in fact most Canadians had never known another monarch. The following year her sixtieth jubilee would be celebrated with great festivities all across the British Empire. That empire was approaching its height of importance, and it was often said that it was so far reaching that on it "the sun never set". One of the major holidays, celebrated across the empire, was the Queen's birthday, the 24th of May, and in 1896, her 77th birthday was being celebrated as usual with great enthusiasm. As May 24 fell on a Sunday that year, many of the celebrations were scheduled for Monday the 25th and Tuesday the 26th. Since a major strength of the British Empire was the Royal Navy, it is natural that any place where there was a naval base would have celebrations involving the navy. Such a base was Esquimalt B.C., near the capital city named after the Queen. So it was that a sham naval battle and military exercise were scheduled for Esquimalt on Tuesday, May 26 1896.

The day dawned bright and sunny and large crowds of people boarded the cars of the Consolidated Railway and Light Company for the trip from Victoria to Esquimalt. The route crossed the Point Ellice bridge, an iron truss structure which had been built in 1885, before the electric car era, and which had seriously deteriorated in the intervening eleven years. About ten minutes before 2:00 P.M., car 16, the largest car on the system, began to cross the bridge. An estimated 142 passengers were crowded into, and on the platforms of, this car which had seats for 34! Suddenly there was a loud cracking sound and, within a few seconds, the first centre span collapsed, carrying with it car 16 and its passengers and crew. While some of those on the platforms were able to jump free, many of those inside the car never had a chance. The newspaper *The Colonist*, in its issue of May 28 1896,

reported: *"Those who were in the car heard a crackle, felt themselves descending, found themselves in sudden darkness, and then felt the water rising about them and engulfing them. Those who were on the right hand side of the car had practically no opportunity of escape, for the car turned over on its side in falling, though it afterwards righted itself; those who were on the left hand seat were able to crawl through the windows or were floated through them, and so had a chance to fight for their lives. The car did not sink to the bottom but hung suspended by the wreckage of the bridge with ten or twelve feet of water under it."*

Within seconds of the crash, rescuers were at work attempting to pull passengers from the water. Many were saved but when the wreckage was raised and the bodies recovered it was found that 55 persons had died, setting a record for fatalities which has never been broken on any street car system in Canada or the United States. We sincerely hope that this is a record that will stand for all time. Needless to say, all festivities were immediately cancelled, and what had started so happily became a day of deep gloom. A hundred years later one still trembles to think about it.

What about this car that was involved in such a tragic wreck? To find out we must travel across the continent, to far away Boston Massachusetts, where the story began. Car 16 was, in 1896, about four years old, having been built in 1892 by the Newburyport Car Company of Newburyport Mass. CRHA members will likely observe that our car 274, the first piece of equipment in the CRHA collection, was built in the same factory in the same year; perhaps they were in the shop at the same time. What is especially interesting is that the Victoria car appears to be almost identical to a group of 45 cars being built by Newburyport for the West End Street Railway of Boston at the same time; in fact it is likely that it was an "add on" to the Boston order. Furthermore it was equipped with the "Robinson Radial Truck", as were a number of the Boston cars at that time.

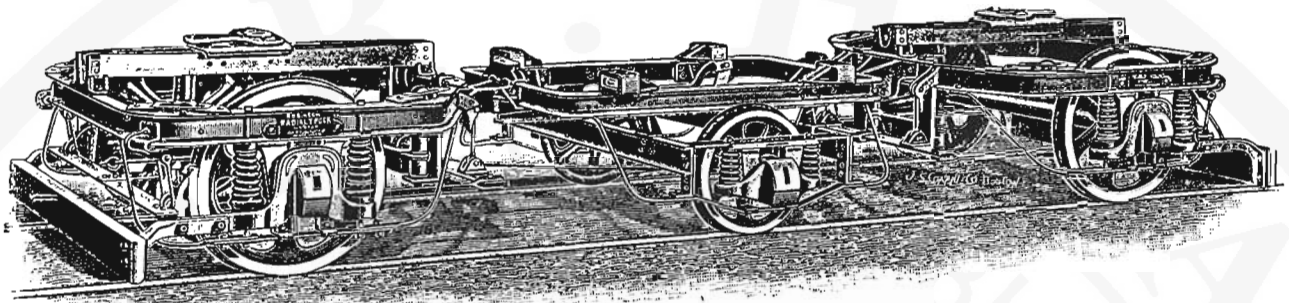


The Robinson Radial truck was prone to derail on some curves, and this faded old photo shows car 16 derailed as several onlookers watch. Undoubtedly it was soon back on the tracks, but a far worse fate was in store for No. 16.
CRHA Archives, Binns collection.

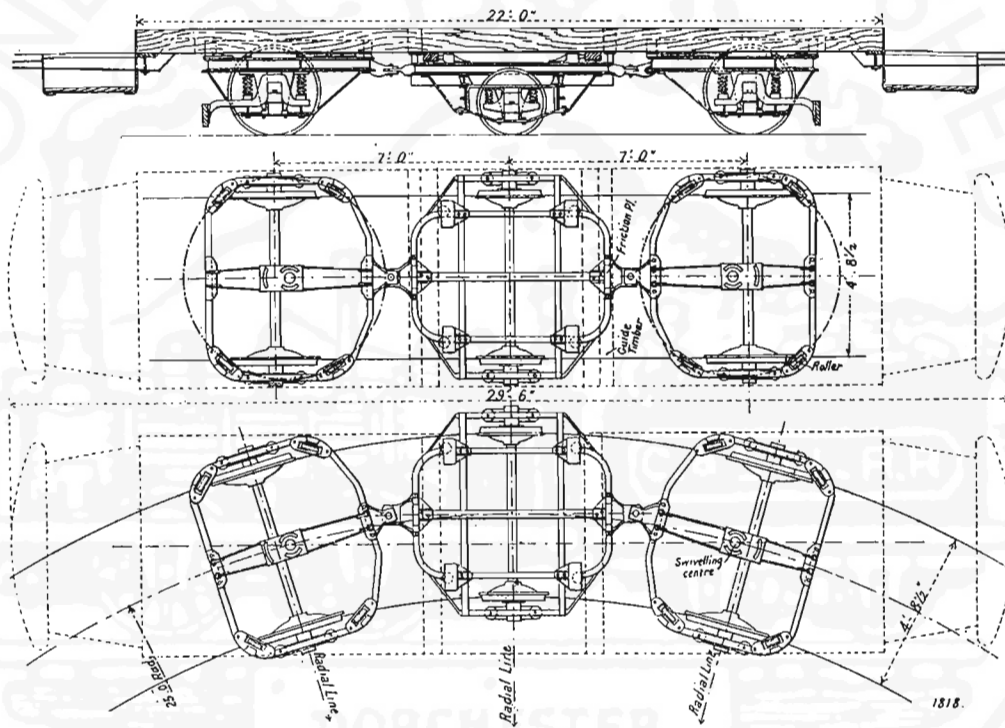
The West End Street Railway was the operator of what was, in the 1890s, the largest street railway under a single management in the world. Following numerous mergers about 1887, the West End controlled almost all the street railway lines in Boston, unlike other large cities that had numerous different companies. Following their electrification, starting in 1888, the West End sought to increase their passenger-carrying capacity and so, early in 1890, they developed what was for that time a very large car. This type, known as the 25-foot car, had an overall length of just over 34 feet and a body length (as its name would suggest) of 25 feet, with nine windows per side.

There was, however, a technical problem. At that time most street cars were single truck with bodies less than 20 feet long. A 25-foot car was obviously far too long to be mounted on a single truck, but street railway companies seemed reluctant to adopt fully double truck cars. One reason for their reluctance may have been concern over the ratio of powered wheels. No four-motor street cars were in existence or contemplated, thus the most that could be powered would be four wheels unless complicated gearing was used. So a double truck car would have only 50% of its wheels powered, compared to 100% for a single truck car. Therefore there was considerable experimentation carried out in an effort to improve this power ratio, yet still accommodate the requirements of longer cars. In Boston the problem was compounded by the many narrow winding streets that were (and in many cases still are) a feature of that city's traffic.

Some cities tried the "Maximum Traction" truck; a double truck design in which the two motorized wheels are larger than the two non-powered ones and carry a greater proportion of the weight. While Boston did use some of this design, they also tried something else. This was the Robinson Radial Truck, a six-wheel device, carrying two motors, which might be described as "a truck and a half" It is best described by the drawings and writeup from



"ROBINSON RADIAL" TRUCK.



"ROBINSON RADIAL" TRUCK. ELEVATION, PLAN, AND ACTION ON CURVE.

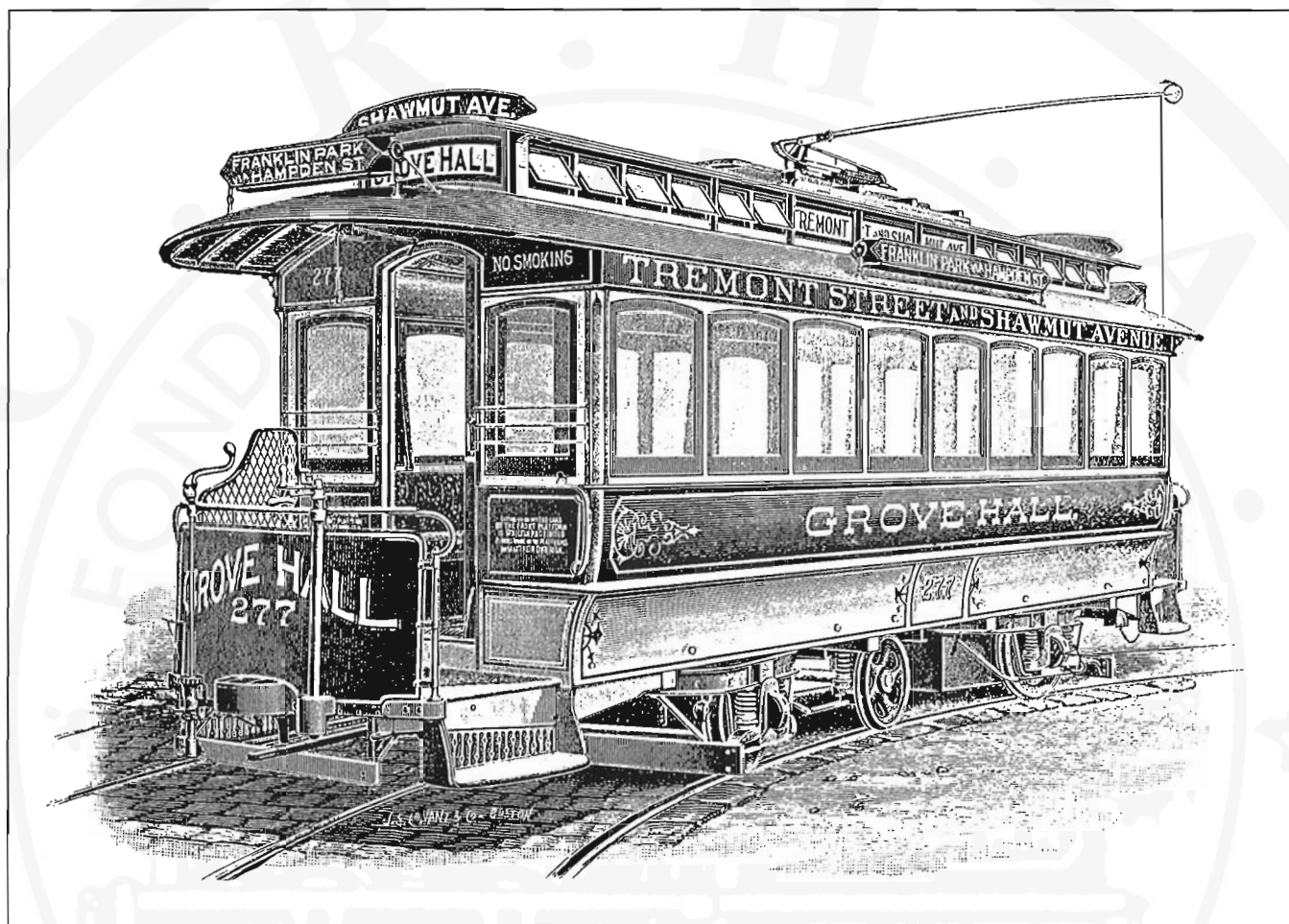
Diagrams of the Robinson Radial truck from "Electric Railways and Tramways" printed in 1897. This shows a later version of the truck in which the bearings of the centre axle are outside the wheels.

the book "Electric Railways and Tramways" by Philip Dawson, C.E., printed in London in 1897.

"We will now consider a different type of truck, namely, one with six wheels, and known generally as a "Radial" truck. This was introduced to do away with the waste of power due to the skidding and grinding of the wheels on curves of small radius which frequently occur on street railways. It originated in Boston, a city which is not laid out in square blocks like most American towns, but has winding streets. The truck is composed of three independent two-wheel trucks pivoted together, the two end trucks carrying most of the load and the motors. The centre axle frame has smaller wheels, and moves transversely across the bottom of the

car body, which is pivoted on the central truck and not attached to it. In running, the axles become exactly radial in the curves. The framework of the trucks is built of steel channel-irons riveted together, and these are suspended by coil springs from the axle-boxes. The illustrations show elevation and plans of a radial truck and its behaviour on curves. The disadvantage of this gear is that on double curves of "S" shape, the truck frequently derails, while it is more costly than a four-wheel truck. Where very large cars are in use, two four-wheel bogies are generally considered to be preferable to the radial truck".

In the early 1890s, the West End Street Railway equipped a fairly large number of its 25-footers with radial trucks, either the



A detailed woodcut, made in 1891, showing West End Street Railway No. 277, built in 1890 and one of the first 25-footers. The drawing clearly illustrates the action of the Robinsion Radial truck on a curve. In 1891 the body design was modified slightly so that cars built from then on had sides which were less curved. Victoria No. 16 was of the latter type; identical to those being supplied to Boston throughout 1892.

Robinsion ones or its own later (but not necessarily improved) design. However as time progressed it was realized that the complications and problems in the radial truck outweighed their theoretical benefits. The double truck for city street cars was becoming more and more a reality, and by 1899 some street cars actually had four motors. The radial truck was quickly losing its "raison d'etre". Few of them were manufactured after 1892, and the days were numbered for those in service. It was an ingenious idea, good in theory but impractical in operation. Starting late in 1892, the West End Street Railway began to specify standard equal-wheel double trucks for all its 25-foot cars delivered from then on. By 1896 the radial truck was well on the way out and they were rapidly scrapped and replaced with double trucks. It was quite easy to convert the 25-footers, and by 1900 the radial truck was virtually extinct.

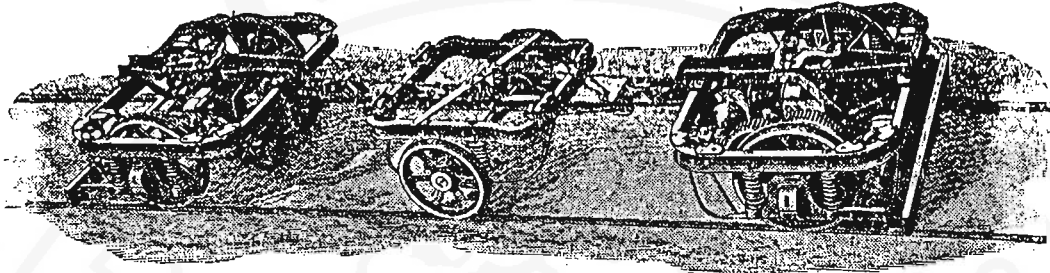
Since the basic principle of a radial truck is sound in theory, it is not surprising that, in later years, the idea, in various forms, has reappeared from time to time over the last century. Today some of the modern high-speed trains use the radial

principle; however in a form quite different from the old Robinsion design.

The truck which was fitted to car 16 when it was in service in Victoria was a true Robinsion Radial one of the original design, identical to those used in Boston at that time. The truck shown in the 1897 drawings is a slightly later version but the principle is the same. Why the company acquired a car and truck of this type will likely never be known, but it was certainly a radical (or radial) new idea at the time. However there is no evidence that the truck design played any part in the accident; it was simply that the bridge was too weak for such a large, heavily loaded car.

The final fate of No. 16 is unknown. A photo of it after the wreck shows the car body to be in surprisingly good condition, but one thing is sure, it was never returned to service; there would have been too many tragic memories. One story says that it was used for a time as a storage shed, but it soon disappears from the pages of history. The Robinsion Radial truck was probably recovered from the wreckage of the bridge and was almost certainly scrapped soon after, since by 1896 it was virtually obsolete.

ROBINSON RADIAL TRUCK.



THE ONLY TRUCK SUITABLE FOR ELECTRIC RAILROADING.

Hundreds in Successful Operation in ELEVEN STATES and Four Foreign Countries.

OVER FIFTY ON WEST END RAILWAY, BOSTON, AND FORTY ON FIRST FORTY ELECTRIC CARS ORDERED FOR BROOKLYN CITY RAILROAD. PROVIDENCE ROADS EQUIPPED WITH RADIALS ONLY.

"It has always given us satisfaction."—HENRY M. WHITNEY, *President West End Street Railway Co., Boston.*
 Mr. WILLIAM ROBINSON, SUPERINTENDENT'S OFFICE, 191 Market St., LYNN, MASS., Sept. 11, 1891.
Dear Sir:—We have in use four open cars 35 feet long, mounted on Robinson Radial Trucks. They have been in use all summer, and have given good satisfaction. We consider them the best and smoothest running Trucks in the market, following the track better than any Truck we have ever seen.

Yours truly, Q. A. TOWNS, *Pres. Lynn Belt Line Ry.*

The Traction of the Robinson Radial is Double that of the Eight-wheel Car.

FOR CIRCULARS, ADDRESS ROBINSON ELECTRIC TRUCK & SUPPLY CO.,
 WM. ROBINSON, General Manager. 180 Summer Street, BOSTON, MASS.

"The only truck suitable for electric railroading" was the exaggerated claim made for the Robinson Radial truck in this advertisement of late 1891. Practice proved this claim to be false, and they soon went out of use.

Back in Boston, the 25-foot cars proved to be very successful and well over a thousand of them (1155 to be exact) were built by various builders between 1890 and 1900. As we have seen, most were equipped from the start with double trucks (with one motor per truck), and all that had radial trucks or other experimental types were fitted with conventional double trucks before many years had passed. Some of these cars remained in passenger service as late as 1928, and some were in use as work cars into the 1950s. One has survived, No. 396, built in 1900, is preserved at Seashore Trolley Museum in Maine. In 1963 this car was restored and appeared in the movie "The Cardinal".

To end this story, we present a final tragic irony, which occurred more than twenty years after the Point Ellice bridge disaster, and which completes the strange link between Victoria car 16 and the Boston 25-foot type. Shortly after 5:00 P.M. on Tuesday, November 7 1916, more than twenty years after the tragedy in Victoria, Boston car 393, built in 1900, was on a rush hour run when it went through an open drawbridge and fell into the Fort Point Channel drowning 47 passengers, almost as many as in Victoria - and under very similar circumstances. So it was that perhaps the worst street car accidents in both Canada and the United States involved cars of very similar design - and both disasters took place on a Tuesday!

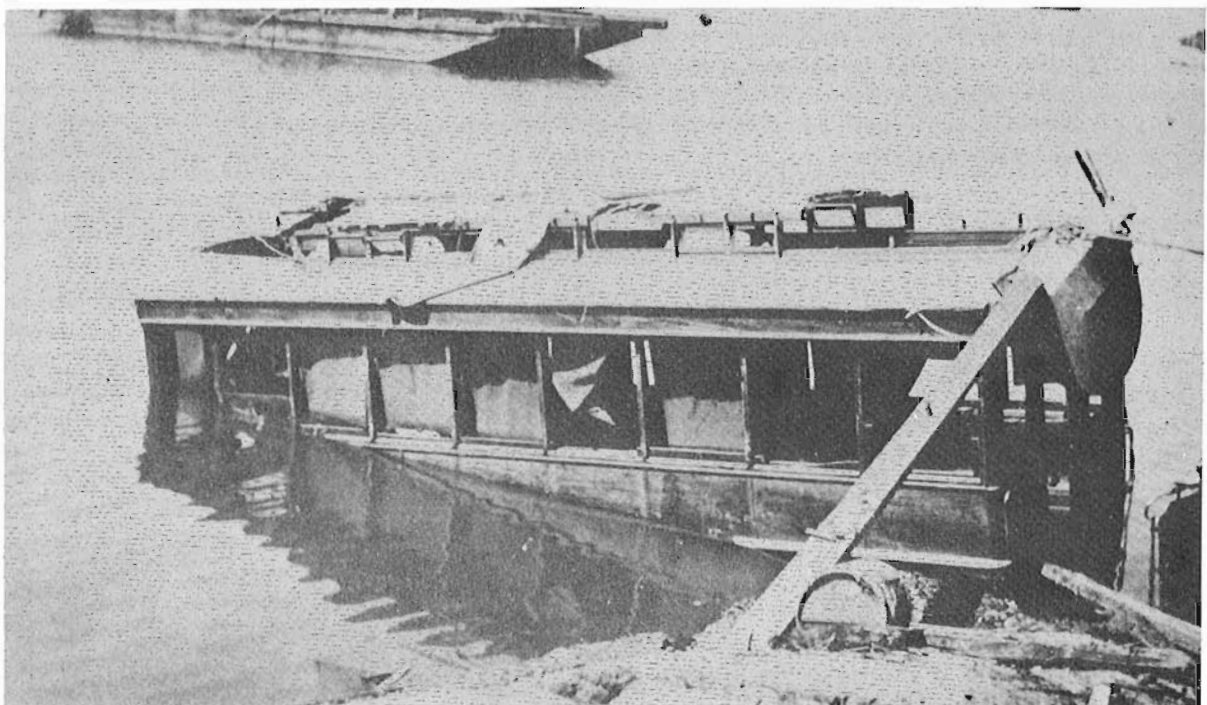
Today it is a full century since that fine day in 1896 when car 16 went through the bridge. Street cars vanished from Victoria in 1948, and the bridge which replaced the collapsed span was

itself replaced by yet another of modern design. The British Empire of Queen Victoria's day has long gone, evolved into today's Commonwealth, and the world, and Canada, is a greatly different place. Technology has changed too, and the street car, in the form of the light rail vehicle, is also coming back. Whatever happens in the future all hope that never again will be seen a street car accident as tragic as that which occurred one hundred years ago.

OPPOSITE TOP: A general view of the wreck scene after the body of car 16 was brought ashore. The lettering on the side of the car says "Fort Street & Esquimalt". Other than some roof damage, the car seems to have suffered surprisingly little after its terrible experience. Note the man sitting on the window sill looking inside. There is no sign of the remains of the collapsed span since the water was very deep and no wreckage showed above the surface.

OPPOSITE BOTTOM: A close up view showing the left-hand side of car 16. Through these windows quite a few passengers escaped since, unlike those on the right-hand side, they were not blocked by the wreckage of the bridge. The seats were longitudinal and hence did not offer as much obstruction as if they had been crosswise. Nevertheless it seems incredible that about 87 passengers managed to escape in the few seconds after the plunge.

Both photos from the collection of Richard M. Binns.



A Bad Day for the Grand Trunk

Monday, June 4, 1906

By Steve Thorning



What a mess! The amazed look on the face of this bystander is understandable. This is the scene along the east fence line of the track.

This photo, and the next two, are from postcards produced soon after the wreck. All were mailed on June 18, and bear the regular 1 cent postage stamp, with a picture of Edward VII, that was the rate for postcards at the time. This card says on the front "A G.T.R. double header wrecked 1 1/2 miles north of Fergus June 4 - 06. 3 men injured only". The address side of one of the cards is also shown, illustrating the stamp and the Elora postmark.

Historians are occasionally fortunate to stumble on an incident from the past that is well documented through written sources and photographs. This is the case with a Grand Trunk train wreck near Fergus, Ontario on June 4 1906, exactly ninety years ago. This line was originally the Wellington, Grey and Bruce branch of the Great Western, running north from Guelph to Elora, Fergus and Palmerston. The route became an important Grand Trunk secondary line, serving the various branches that radiated from Palmerston.

By sifting through various sources, it is possible to reconstruct the events of 90 years ago. About 1 A.M. on the morning of June 4 1906, the Grand Trunk operator at Palmerston dispatched a 23-car freight train to Guelph, hauled by two aging 4-4-0 locomotives. An hour later the train neared Fergus. The engineers shut off the steam and began to coast downgrade on the approach to the Canadian Pacific diamond and the 135 degree curve that swung the main line past the Fergus station and on to Elora.

As the train passed diagonally through the farm of Bill Byers, engineer George Angel, in the lead locomotive, peered ahead into the glow cast by the headlight. He caught sight of a horse running ahead of the train between the rails. He applied the brakes, but seconds later his pilot hit the quadruped. His locomotive jumped off the rails, surged ahead about 100 feet, and turned into the ditch on the left side of the track. The second locomotive partially mounted the tender of the first, then veered off into the ditch on the right, 75 feet ahead of the first one.

The rest of the train pushed ahead. When everything stopped moving, 12 of the 23 cars were on the ground and 150 feet of track had been ripped up. The force smashed some of the wooden cars to splinters. Although a short train, it was a heavy one. All cars were loaded, many of them with cement. The derailed cars consisted of seven cars of cement (probably from the plant at Owen Sound or Shallow Lake), two of lumber and one each of brick (probably from the brickyard at Drew, east of Harriston), ties and flour.

Amazingly, no one was seriously injured, other than the horse who was killed. Engineer Angel (whose guardian angel must have been with him), and Collins, the fireman on the second locomotive, walked away from the wreck. Engineer Jeffrey, on the second engine, received some minor scrapes and bruises. R.J. Moorehead, fireman in the first locomotive, and brakeman John Pettigrew stayed briefly at the Fergus hospital to have some cuts attended to. The rear crew members received only a bad shaking.

Fortunately neither boiler exploded, and the debris did not catch fire. Within a couple of hours, wrecking crews were on their way. The Palmerston auxiliary arrived first. It coupled to the cars still on the track and towed them to Alma, the first available siding north of the site of the wreck, and then returned to begin work on the north side. Later the Stratford auxiliary pulled up, routed by

way of Guelph, and started attacking the wreckage from the south. Crews worked all day Monday, through the night, and all day Tuesday.

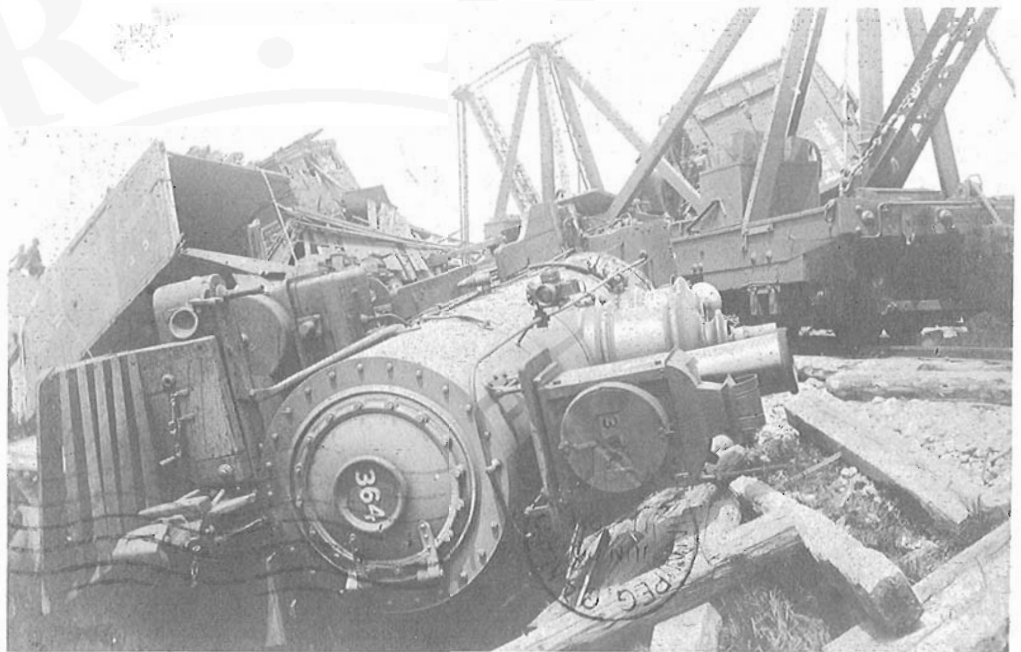
The derailment tied up an important branch line for two days. Normal daily traffic consisted of three scheduled passenger trains each way, a way freight in each direction, and two or more through freights, such as the one that derailed.

On Monday morning, northbound train 17 met southbound train 18 at the wreck. Passengers, mail and baggage were transferred between the two around the wreck site, and the two trains then retraced their paths in reverse. Dispatchers sent all later trains between Palmerston and Guelph on Monday and Tuesday on a detour route via Stratford. A temporary shuttle service connected Fergus and Elora with Guelph for two days.

By Tuesday night the track had been replaced, and most of the wreckage cleaned up. The crew salvaged the two locomotives, some car parts and much of the cargo. While the cleanup work was in progress, the recriminations started. The Grand Trunk had been advised several times that the fences along this stretch of track were in very poor repair. The horse killed by the train, and another that was not injured, had apparently jumped the fence at a low point, from the adjoining pasture. Fencing was improved within days of the wreck, possibly on the orders of General Manager Charles Hays after he reviewed the accident reports. Engineer George Angel contended that at a higher speed the horse would have been thrown clear and the train would not have derailed.

Although in open country, the wreck occurred about a mile and a half from downtown Fergus, in an easily accessible location. Hundreds of local residents showed up to take in the scene, and watch the two auxiliaries at work. A few amateur photographers snapped some shots, and these soon became collectibles in Fergus. The best pictures, though, were produced by John Connon, a professional photographer from neighbouring Elora. Connon sold scenes of the wreck as postcards, and three of his views appeared on the pages of the Fergus News Record four days after the wreck.

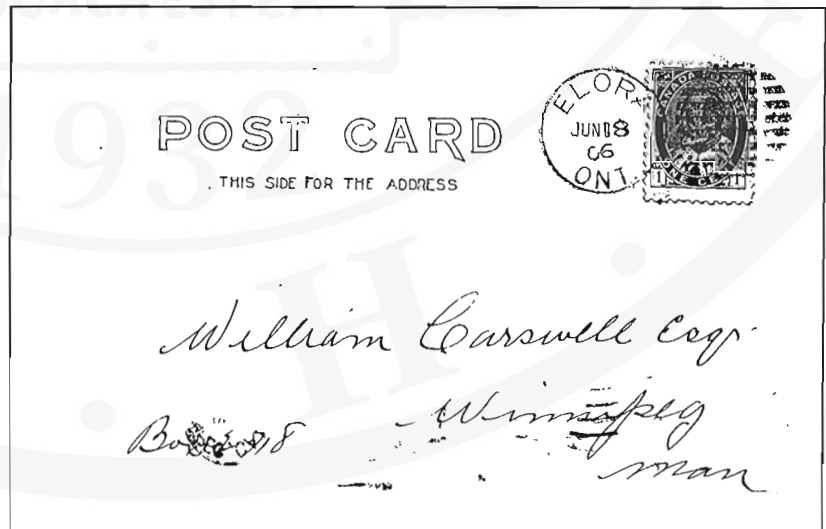
The two locomotives involved in the wreck were older than some of the crew members. The Grand Trunk had renumbered and repainted many



In the ditch. Locomotive 364 was the second engine pulling the train. At the time of the crash it was 32 years old. It was scrapped two years later, and may never have been repaired following the wreck. Note the old-fashioned kerosene headlamp. The cab of the locomotive has been completely smashed. Miraculously, the crew escaped with only scrapes and bruises.

The message on the card reads "A double header and 14 cars loaded with brick, cement, lumber, flour etc. caused by horse lying on track".

of its locomotives in 1904. New paint partially disguised the fact that both were more than 30 years old, and may well have racked up a half million miles or more in service. Over the years, both had been altered considerably: narrow smokestacks when they were converted to coal, shorter pilots, and air pumps when air brakes became standard railway equipment. The Grand Trunk had acquired both locomotives in the early 1870s during the standard gauge



The address side of one of the cards, showing the stamp and postmark.



The best show in town. The wreck occurred about a mile and a half from Fergus, and it attracted quite a crowd in the pleasant June weather of 1906. This view looks north. Note the light 56 lb. rail. At the right, cleanup crews have piled intact bags of flour or cement for salvage. Workers are moving debris to the side: reopening the track was the first priority.

The message on the card reads "It has taken them two days to get it in this shape. Quite a jam up".

conversion. Rather than convert all of its existing roster, the GTR purchased many new standard gauge engines: 270 of them in 1873-74. The wrecked locomotives, of the J4 and J5 class, dated from that period.

The lead locomotive in the crash, number 372, was part of an order of 23 from the Portland Company of Portland Maine. It was built in December 1873, with cylinders 17 X 24 inches, 63 inch driving wheels and 140 lbs. of boiler pressure. It had been rebuilt in 1892 with a new boiler. Originally numbered 262, it was renumbered 319 in 1898 and 372 in 1904.

The second locomotive, number 364, came from the Kingston Locomotive Works in Kingston Ontario, in October 1873, as part of an order of 12. Its technical specifications were virtually identical to No. 372. Originally numbered 271, it was renumbered 445 in 1898 and 364 in 1904.

No. 372 was rebuilt following the wreck. It was renumbered 2078 in 1910, and served until 1919. No. 364 did not fare as well. At the time of the wreck only three of the twelve Kingston locomotives in this group were still in service. Five had been sold to the Temiskaming and Northern Ontario [today the Ontario Northland], and the other four wrecked or scrapped. No. 364 itself was cut up in 1908; it may not have been repaired after the crash. On the other hand, 17 of the 23 engines from the 1873 Portland order were still in service in 1906, and a half dozen lasted into the post World War I period.

The Wellington, Grey and Bruce line was not in the best of condition in 1906. Although the line had been in operation for 35 years, it was still not well ballasted, and was laid with old 56-lb.

rail. Light bridges and culverts ruled out any motive power heavier than the old J4 and J5 4-4-0s, which weighed in at only 38 tons. Uneven track caused frequent derailments, most of a minor nature, and mostly in the spring. The most serious was the derailment of a passenger coach north of Guelph in 1903 that killed two and injured 25. The Fergus wreck was one of the few on the line that could not be blamed on bad trackage.

In 1908 the Grand Trunk began rebuilding the line between Palmerston and Guelph, with improvements in grading, deeper ballast and heavier rail. The bridge over the Grand River was replaced in 1909, and the final replacement rail was laid in June, 1910. This upgrading of the track permitted the GTR to use class E 2-6-0s as the standard freight engines on the line, and class H1 4-4-0s, and other heavier engines, on passenger assignments.

Curiously, the details of the 1906 wreck did not enter local folklore, although hundreds of people visited the site during the cleanup operations. Ninety years later, photographs are still among the heirlooms of some families in the area, but the date and details of the occasion have been forgotten.

Today the location of the wreck has changed considerably. No train has passed this way for more than a decade. There is no visible remnant of the wreck, but a metal detector would probably turn up some artifacts. Nature is taking over the roadbed. It is hard to believe that this was once the main transportation route to North Wellington and large parts of Grey and Bruce Counties.

SOURCES:

Drayton Advocate: June 7, 1906.

Elora Express: June 6, 1906; September 8, 1908.

Fergus News Record: March 19, 1903; March 26, 1903; June 7, 1906; June 14, 1906; July 15, 1909; June 23, 1910.

Guelph Weekly Mercury: June 7, 1906.

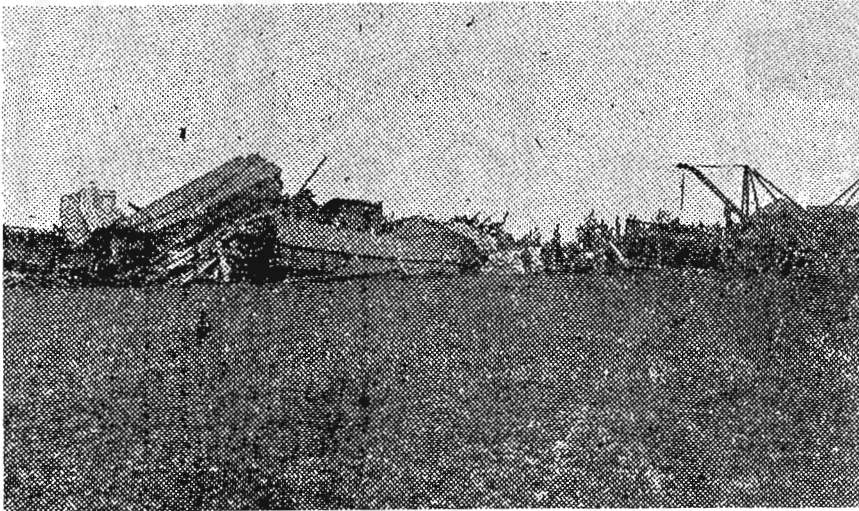
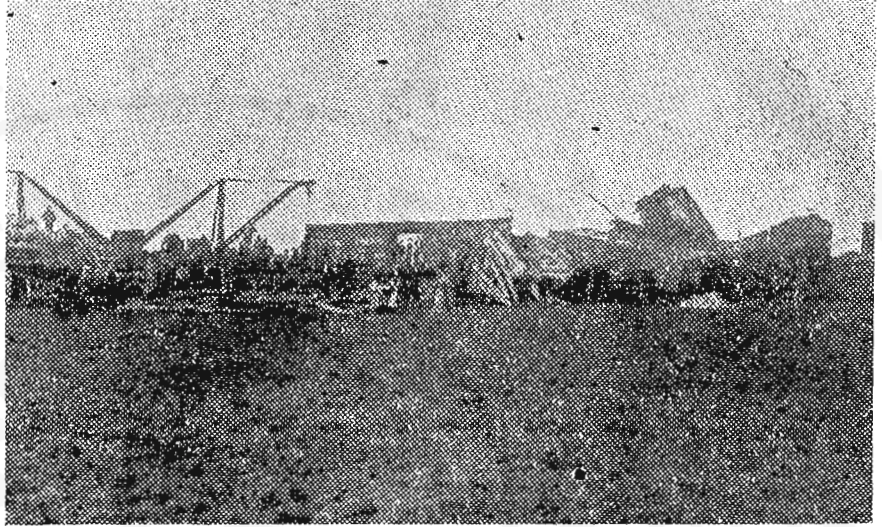
William D. Edson et al.: "Locomotives of the Grand Trunk Railway", Railroad History: No. 147, Autumn 1982, pages 42-191.

A.E. Carswell to William Carswell: June 18, 1906, collection of the author.

The author is indebted to Mrs. Ruth Hodgins of Toronto for supplying the three postcards illustrated here, also to Mr. Douglas Scott of the Wellington County Museum, for reproducing photographs from contemporary newspapers.

The three photos on this page appeared in a newspaper at the time, so are not of the highest quality. However they do show details of the wreck not otherwise available.

RIGHT: The wreck scene, looking west. The Stratford auxiliary is at work at the left of the picture.



LEFT: Still a long way to go. This view looks west and shows the Stratford auxiliary at work removing the wrecked locomotives, some 12 or 14 hours after the wreck occurred.

RIGHT: A photo opportunity. The crews paused and posed for photographers by sitting atop the wrecked boxcars. Note the photographer with tripod in the foreground.



CP Rail System Donates an M-630 to the CRHA

By Len Thibeault



4563 At St. Luc on December 20, 1995, just after restoration was completed.

On December 20th 1995, CP Rail System made the donation of M-630 No. 4563 to the CRHA with a turnover ceremony held at the St. Luc steam shop. This ceremony marked for CP the end of the "Big Alco" era.

In the mid-sixties CP purchased 55 DS40 units which proved to be less than a success; among other things a problem was the IDAC control system (sometimes known as "I Don't Always Correct"). Following this experience, CP turned its attention to MLW who was claiming to have a much better wheel-slip control system and a better product - the "M-Line" series. No. 4563 was built in 1969 (serial number M6030-10) as No. 4575 and was originally assigned to the coal fields of British Columbia. She and her 28 other sisters launched the robot control concept and unit coal train service on CP. They were also the first locomotives to be acquired in the Action Red and Multimark paint scheme.

However CP soon found that these locomotives were certainly not living up to expectations. A rash of mechanical failures and trains stalling on the main line because of slipping locomotives proved to be too much. Perhaps the assignment of MLW units to a mostly GMD region and maintenance facility was not the wisest decision on CP's part. The M-630s soon migrated back to eastern Canada, joining their 4700-series sisters, where they were assigned to the St. Luc diesel shop. They saw service in any type of assignment east of Winnipeg, such as intermodal service in the Montreal-Windsor corridor and general freight service between Montreal and Saint John, N.B.

In the mid-eighties it became quite clear that their years were becoming numbered as they received, at that time, their last

heavy overhaul. This reality became even more clear when the famed Angus Shops were closed. 4563 is notable for being the last M-Line locomotive to receive such an overhaul. As major failures started to occur in the early nineties, their numbers started to dwindle, and the last one (4706) was retired on December 23, 1993.

However this was not the end of the story for CP found itself in a severe power shortage as its traffic level rose quite significantly in early 1994. Desperately seeking to put back on the road any operable locomotives, it decided in mid-1994 to "un-retire" the 34 best of the recently retired veterans, and to strip the remaining 29 for any serviceable parts that could be used to keep the remaining locomotives of the MLW fleet running. Restricted to trailing unit status, these battle-scarred warriors saw service for one last time throughout most of the system, with some making it as far as Vancouver B.C., but time soon

caught up with them and the last ones (4743, 4573, 4736) were retired in the summer of 1995. No. 4563 had already been retired on November 19, 1994.

This could perhaps have been the last chapter if it had not been for the generosity of the CP Rail system. In September 1995, members of the CRHA and CP personnel chose, out of the remaining units, No. 4563 to be preserved at the Canadian Railway Museum. Twenty three employees of the St. Luc diesel shop performed a full exterior and interior cosmetic paint job to this unit. The CRHA would like to thank those employees who, by their contribution, have made this locomotive a premier exhibit at the Museum. Here are their names:

Mario Bergeron, Facility Manager; Yvon Chalifour, Operations Co-ordinator; Gordie Rushton, Resource Specialist, Assistant Co-ordinator; Yvon Lauzon, Brake test; Andre Jacob, Job Supervisor and Acquisition of Supplies; Carmen - Jean-Paul Sevigny; François Turgeon; Danton Swan; Andre Bernard; Boilermakers - Yves Archambault; Daniel Fortin; Lucien Ouimet; Andre Perreault; Michel Pilon; Gilles Bergeron; Electricians - Andre Roy; Michel Bertrand; Serge Laffleur; Derek Lecours; Pipefitters - Michel Duzick; Claude St-Cyr; Pierre Archambault; Machinist - Hubert Drainville.

All of these employees can certainly be proud of their work!

Finally, the CRHA would also like to extend a thank you to two of its volunteers whose patience and dedication made this donation project possible. They are Alan Blackburn and Charles Dejean.

The Business Car

ST. LAWRENCE & HUDSON RAILWAY CREATED

On April 2, CP Rail gave its money-losing operations in eastern Canada a new name and a goal: break even this year. The St. Lawrence and Hudson Railway was officially created with the merger, for operating purposes, of CP Rail track (other than the main line) in Ontario and Quebec with the Delaware and Hudson in the U.S. Jacques Coté, president of the new railway, revealed that the eastern Canadian section lost between \$50 million and \$100 million last year, while the D&H made a small profit. "Our goal is to break even this year" he told a news conference. Coté has his work cut out for him. The freight market served by the SL&H, between Quebec City and Chicago and down to eastern U.S. ports, is dominated by trucks. Trains carry mainly manufactured goods - newsprint, cars, car parts and import-export containers. With revenue of \$700 million, and 4500 employees, the new railway "is still pretty impressive".

To become profitable, the SL&H plans to sell or abandon 1600 of its 6000 kilometres of track, mostly on the Canadian side. Some will be abandoned and some sold to short line operators. The new railway will also lobby governments in Quebec and Ontario to reduce the \$24.5 million it pays each year in real estate taxes on track rights-of-way in cities. "This is essential to our survival" Coté said, noting that cities don't impose road taxes on trucking companies.

The deal makes it unlikely that CP Rail will merge with the newly privatized CN in the east, an option once considered to deal with the bleak railway business and cutthroat freight competition in the region. "We couldn't sit around and wait" for discussions with CN, said Coté.

The SL&H also operates commuter trains in Toronto and Montreal that carry 7.3 million passengers a year. It will be a subsidiary of CP Rail System which is moving its head office from Montreal to Calgary this spring. Trains running across northern Ontario from Toronto and Ottawa will remain a part of CP Rail because they carry long-haul goods. CP severed its links to the Maritimes at the beginning of 1995 with the sale of its line through Maine and New Brunswick.

Source: Montreal Gazette, April 3, 1996.

In a related development, shareholders of Canadian Pacific Limited have been asked to approve, at the company's annual meeting in Vancouver on May 1, a restructuring of the company. Under this plan, its railway assets will become the property of a company to be called Canadian Pacific Railway Company (CPR), which will be one of six wholly-owned subsidiaries of a "new" reorganized CP Limited. The SL&H will be wholly-owned by CPR. If, as is highly likely, the plan is approved by the shareholders, and by the courts, it would come into effect about mid-June 1996.

One thing immediately noticeable is the revival of the old historic name Canadian Pacific Railway Company, or CPR, under

which the company operated from its founding in 1881 until 1968. In fact the initials CPR were used for the railway as far back as 1871 when the federal government began surveys to build the transcontinental railway. Whatever happens, it is good to see the old name and initials in use again after a 28-year absence. One wonders if they will again appear on the company's locomotives and cars.

CANADIAN POSTAGE STAMPS - OLDER BACK ISSUES

A thoughtful, but unnamed, member sent the Association a collection of sheets of Canadian postage stamps issued in years past - mint - which we have been using for Association mail. We will gladly accept similar donations, sheets or smaller quantities, and acknowledge with a Canadian income tax receipt. Please contact Steve Walbridge, c/o 120 rue St. Pierre, St. Constant, P.Q. J5A 2G9 if you would like to make such a donation. Thanks.

MORE HELP WANTED

The following letter was received from Margaret Madden, 16 Pierpont Place, Mississauga, Ontario, L5N 5V1

"My great grandfather William Freeman was a conductor on the CPR based in Prescott, Ontario from 1881 until 1899, when he died. He was born in 1834 in Quebec and I believe he started in the railway around 1851 in Hemmingford, Huntington County, Quebec. William married Fanny McGrath, the daughter of Henry McGrath a railway man, and they lived in Hemmingford from 1859 to 1868. At this time I lose them until 1881 in Prescott. On May 25 1881, William Freeman's daughter married James F. Mundle, station agent for the CPR in Ottawa. William lived on lot 15, Dibble Street, Prescott from 1881 to 1899. There was a railway family of Freemans and McGraths in the CPR and GTR:

GTR, Montreal:

George V. Freeman, Clerk - Time keeper, 1876 - 1885. Moved to CPR in 1885.

Henry McGrath, Clerk, 1860 - 1879.

William McGrath, Brakeman, 1879.

John McGrath, Clerk - Checker, 1884 - 1901.

CPR, Montreal:

William Freeman, Conductor, 1881 - 1899.

George V. Freeman, Clerk - Time keeper, 1885 - 1901.

William H. Freeman, Foreman shipper, 1897 - 1906.

Richard S. Freeman, Clerk, 1896 - 1906.

The latter two were sons of William Freeman.

I am hoping you might have some information on William Freeman, conductor, of Prescott, or information on the Prescott - Montreal line. I will gladly pay for any photo copies etc."

Anyone who can provide information should contact Mrs. Madden. This would certainly make an extremely interesting story of a family who were employed in the railways from the very early days until into the twentieth century.

BACK COVER: "Tea with Royalty". The Royal Hudson steam locomotive 2860 has been pulling British Columbia's premier excursion train for the past 23 years. In 1995 BC Rail upgraded the service with the addition of 12 newer coaches and a parlour platform observation car. Here we see 2860 beside the parlour car "Mount Cascade", built in 1930, which is used on the scheduled summer service. Parlour class includes a luncheon served on the way to Squamish, and tea and desert served on the return leg to Vancouver.

Canadian Rail

120, rue St-Pierre, St. Constant, Québec
Canada J5A 2G9

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