



# THE BRANCHLINE

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## Decries neglect in passenger development

MONTREAL — It's a strange twist of logic, believes Garth C. Campbell, general manager of CN's passenger sales and services, that "in a continent where 80 per cent of all travel is within a radius of 500 miles, the one method of travel which is by all odds the most efficient and potentially the most comfortable and fastest, is the one whose development has been most seriously neglected."

Referring to the passenger train, Mr. Campbell called for a study to determine the costs of providing high-speed rail transportation between Montreal and Toronto as an alternative to pouring hundreds of millions of dollars into other transportation facilities.

Speaking to the Electrical Club of Montreal, Mr. Campbell said the price of the neglect of train development was the ever-spiralling cost of both highways, airports and all associated facilities. He said he hoped CN's experience with the Turbo would lead to a more balanced development of transportation facilities.

The Turbo, he said, was a logical development of CN's passenger policy, and "was made possible by the success which the railway had had with service experiments conducted over a number of years, particularly with the Rapido, which had set standard of rail service unmatched in North America."

The Turbo could propel the railway into a completely new era of technology and should ultimately reduce the total cost of providing transportation. It would also offer a transportation service which would be at least as equivalent of any competitive service between Montreal and Toronto. He estimated that the Turbo could eventually produce direct seat-mile costs about one-third those of any aircraft flying the same route.

Canadian National, Mr. Campbell pointed out, has made a major contribution towards the solution of Canada's intercity travel problems and, were it not for this fact, airport and highway congestion would be considerably more serious than it is. "It seems obvious that the railway has an important role to play, and Canadian National has demonstrated that it is not only willing, but capable of meeting this challenge."

## Inauguration spectaculaire du Turbo

D'après Louise Cousineau du quotidien montréalais La Presse, le slogan publicitaire du CN "en toute quiétude à quatre pieds d'altitude", est bien trouvé. "Les journalistes qui étaient à bord du Turbo en provenance de Toronto se sont particulièrement réjouis de la basse altitude lorsque leur train a tranché un camion en deux à un passage à niveau à Kings-ton. Ils n'ont pas eu besoin de parachute pour aller constater les dégâts."

Point n'est besoin d'entrer dans les détails. Tout le monde doit savoir maintenant que le Turbo du CN — qui révolutionnera tout le monde du transport ferroviaire moderne — a été inauguré officiellement pour le public voyageur le jeudi 12 décembre.

Deux jours plus tôt, les premiers voyageurs à prendre un fauteuil dans le nouveau train étaient les journalistes. En plus de vivre une des pages les plus émouvantes de l'histoire ferroviaire mondiale, comme le dit le Journal de Montréal, les scribes sont revenus à leur journal plus riches d'un fait divers.

Somme toute, le CN s'est bien tiré de ce contretemps. Naturellement, il aurait été préférable qu'il n'y eut pas d'accident, mais comme la plupart des journalistes l'ont mentionné, cet accident a prouvé que le Turbo est solide et sécuritaire. La plupart des voyageurs n'ont senti qu'une petite secousse et il était difficile au début de convaincre certains d'entre eux que le train venait de frapper un aussi gros camion.

Comme le font voir les photos qui accompagnent cet article, on peut se rendre compte que les dommages au Turbo étaient plus spectaculaires que graves. En effet, le train a pu continuer vers Montréal et l'accident n'a pas retardé l'inauguration officielle du service régulier le 12. Le Turbo accidenté a été réparé en moins de 36 heures.

HE TAKES ALL KINDS — Someone put a hammerlock on the long arm of coincidence for locomotive engineer John Welch, of Belleville, during July

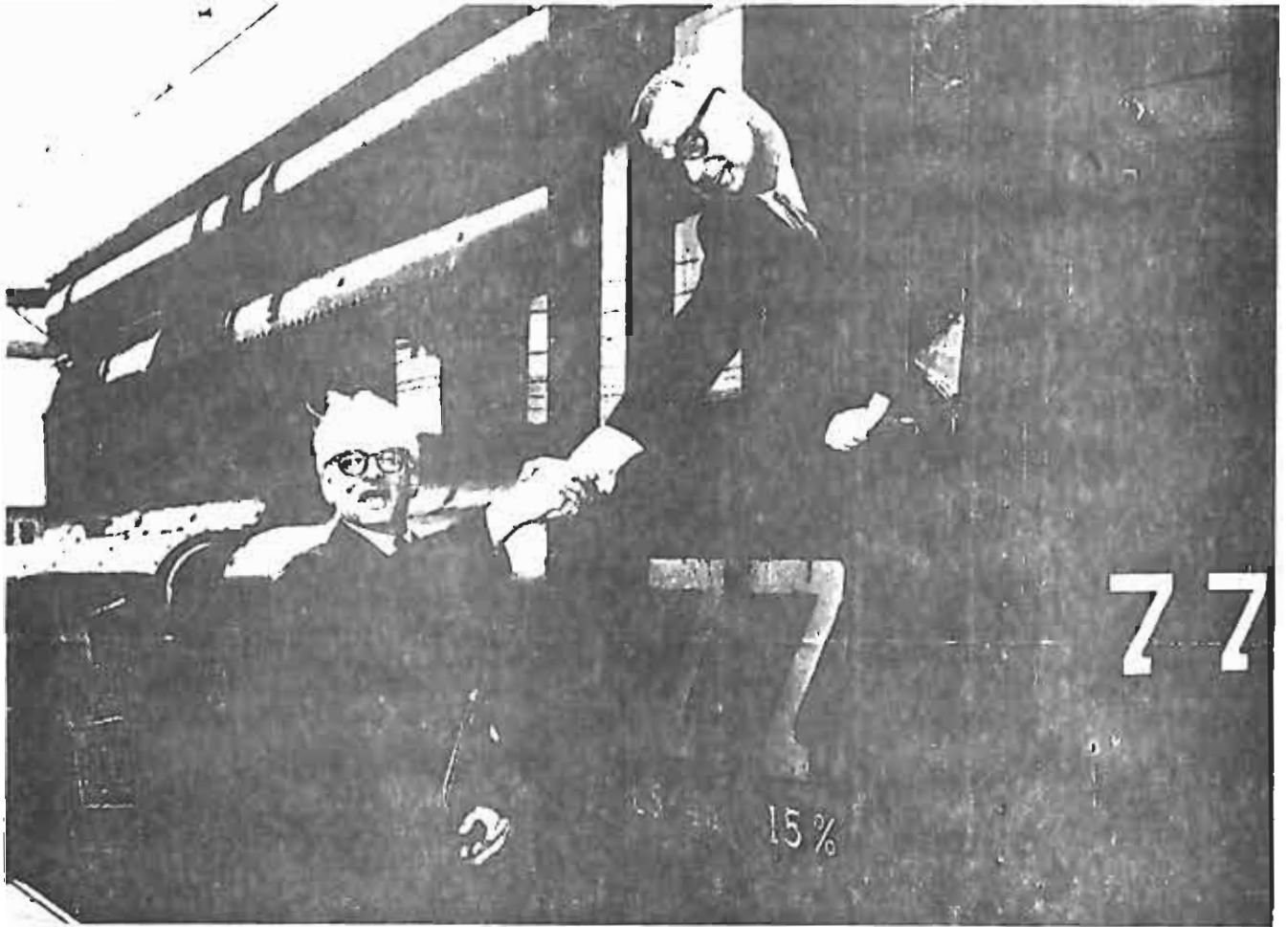
Within a week, John chauffeured motive power that spanned a century and a half of railroading

On July 6, John handled the throttle on our old pal steam locomotive 6218 for a railfan excursion, and on July 13 he was second engineer on a Turbo test run between Belleville and Montreal

In between times, he took his turn as engineer on a Railiner and on a diesel.

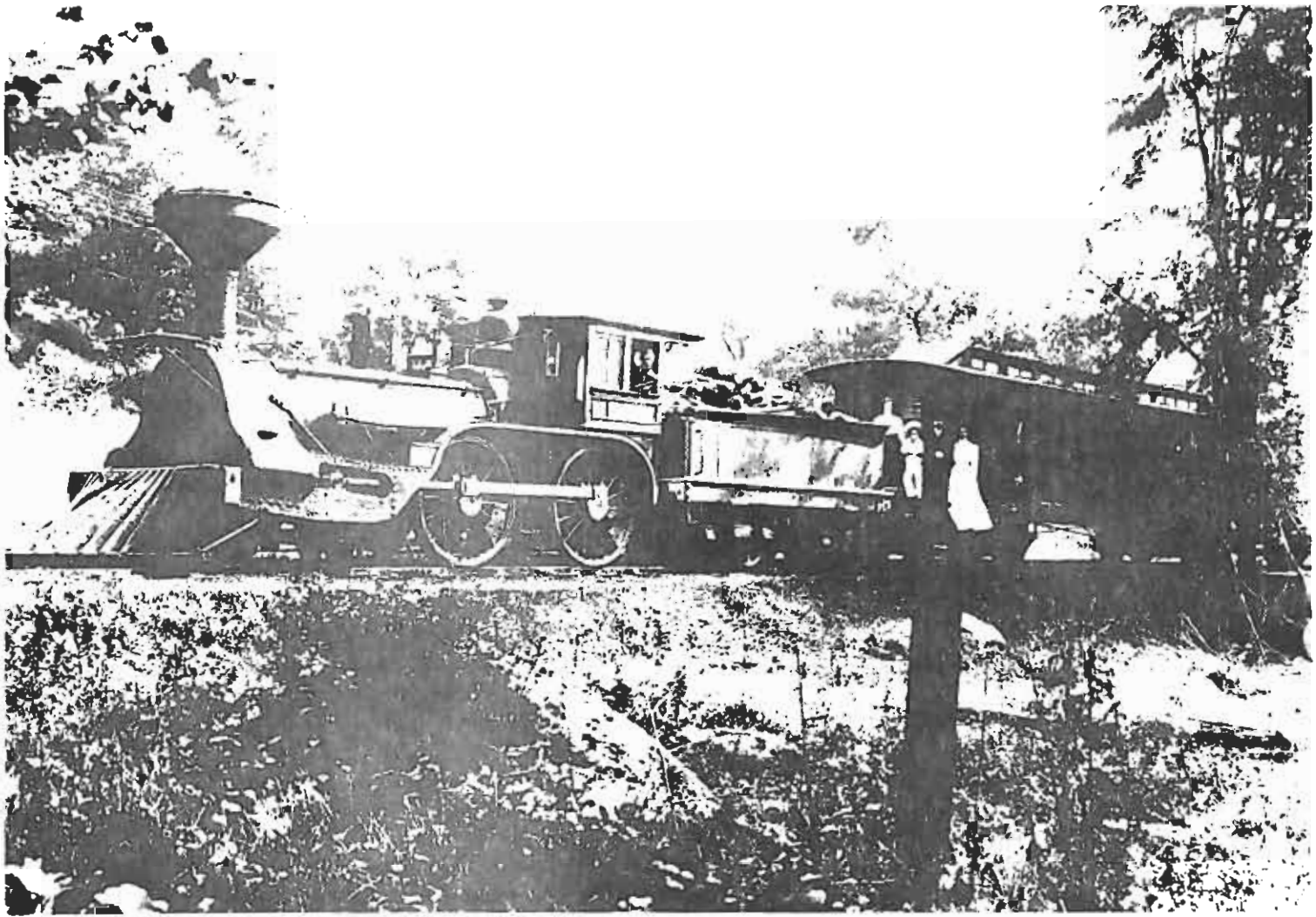
This is just a guess, but I guess he also drove his own car and the family power mower. Man of many talents, you'd have to say.

EDITORIAL



In case you were wondering where Number 77 went - now you know. This loco was once promised to us by our 'brothers' in Montreal. So much for honor among train buffs.

..... Editor



J. Lorne Groves was wandering through Man and His World early in October when he suddenly discovered he was an exhibit. The discovery brought back 58-year-old memories. It was in 1910 and Mr. Groves, then a little boy in a sailor suit, was photographed with his parents and grandmother on the platform of an old train called the Ottawa. At Man and His World, Mr. Groves found the snapshot

shown above was part of the CN display of historical photographs in the windows of La Toundra restaurant. Mr. Groves, who lives in Beaconsfield, wrote Mayor Drapeau, asking if he could have the enlarged photo as a memento when the exhibition closed for 1968. He sent along a sketch — an excellent sketch — to show exactly which picture he meant. Mayor Drapeau started wheels turning

and today, thanks to CN photographic services and St. Lawrence Region public relations, Mr. Groves got the picture he wanted — 20 by 25 inches. Noted Mr. Groves, "That old train had quite a history which ignominiously ended on the battle fields of France during World War I, having been sold as scrap in 1917 for making of munitions."

J. Lorne Groves se promenait début octobre à Terre des Hommes lorsqu'il découvrit subitement qu'il était une pièce d'exposition. Sa trouvaille fit surgir en son esprit une réminiscence vieille de 58 ans. C'était en 1910 et M. Groves, jeune garçon en costume de matelot, avait été photographié avec ses parents et sa grand-mère sur la plate-forme d'un vieux train nommé l'Ottawa. Et cet instantané que l'on voit ci-haut M. Groves le découvrait parmi les pièces d'exposition que le Canadien National présentait à

titre de photographies historiques dans les montres du restaurant La Toundra. M. Groves, qui habite Beaconsfield, écrivit au maire Jean Drapeau lui demandant s'il serait possible d'obtenir un agrandissement de cette photo lorsque le rideau tomberait le 14 octobre sur Terre des Hommes. Il joignit à sa lettre un très bon dessin pour bien indiquer laquelle des photos il désirait. Le maire Drapeau fit les démarches nécessaires et

aujourd'hui, grâce aux services photographiques du CN, M. Groves a reçu sa photo agrandie à 20 par 25 pouces. M. Groves de commenter "Ce vieux train a toute une histoire: il finit ses jours d'une façon étrange sur les champs de bataille en France durant la première guerre mondiale, car il fut vendu pour en faire des munitions en 1917."

# **ANNUAL GENERAL MEETING**

**Tuesday**

**28 January**

**8:00 PM**

1. REVIEW OF ACTIVITIES 1968
2. ELECTION OF OFFICERS
3. PROGRAM OF RAILWAY FILMS

**Auditorium**

**Museum of Science and Technology**

**St. Laurent Blvd.**