

Public Wade
1964

Railway Week Official Program

BELLEVILLE, ONTARIO
JUNE 22-28, 1964



City of Belleville

K.E. Hunt
Manager

J.R. Ellis
Mayor

Canadian National and employees of the Rideau Area take pride in welcoming you to RAILWAY WEEK.

Almost everything today is new in railroading. Sleek diesels eat up the miles faster than ever. Research and development keep turning out special new cars for special kinds of freight. There is also a continuing effort to improve passenger equipment so that train travel is smoother and more comfortable.

The photographs of some of the equipment on display illustrate, for example, how the business end of railroading has improved from the days of the woodburner. The photographs on page six, as well as the various exhibitions in the baggage car, highlight the last word in passenger accommodation. These pictures also show how far CN has progressed in high speed freight transport.

Canadian National is your Company. See it in action. Talk to the men who manage part of it.

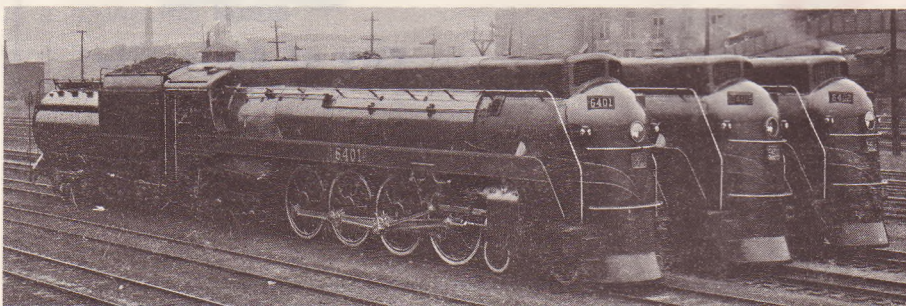
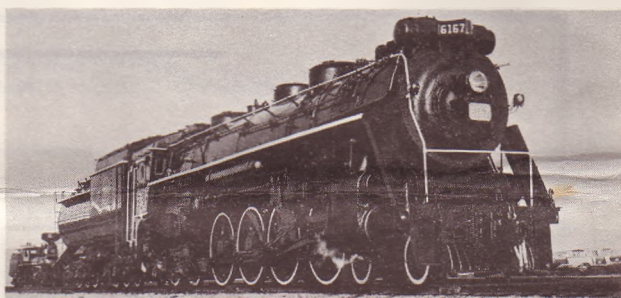
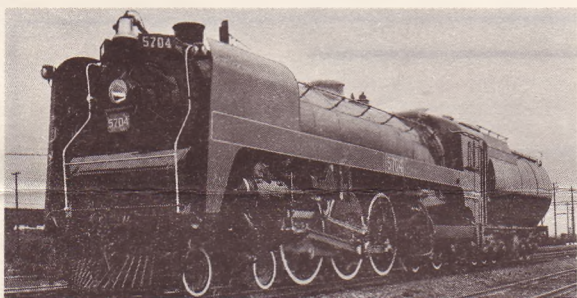
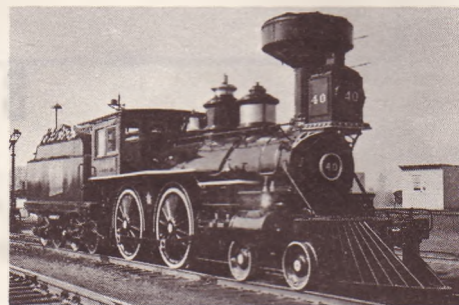


(1) No. 247 is a 0-6-0 T type locomotive and was built in 1894 for the Grand Trunk Railway. It was used for many years in yard service at Montreal.

(2) The only woodburner locomotive in Canada used for exhibition purposes, No. 40, a 4-4-0 type, was built in 1872 for the G.T.R. and operated for many years in passenger service between Portland, Maine and White River Junction, Vermont.

(3) No. 5700 is a 4-6-4 Hudson type locomotive and has 80 inch main wheels. Only five locomotives of this type were built for CN. Manufactured in 1930, the 5700's were assigned to the fast afternoon flyer between Montreal and Toronto.

(4) Northern 4-8-4 type locomotive No. 6167 is very famous. Built in 1940, it is the only operative one left in Canada. CN had over 200 dual-purpose locomotives of this design.



(5) These 6400 series streamlined Northern type locomotives were built in 1936. In 1939, No. 6400 - centre - pulled the Royal Train and was at the New York World's Fair.

Railway Week Activities

Belleville June 22-28, 1964

Monday, 22nd

- 11:45 a.m. - Rotary Club of Belleville entertains crippled children - Luncheon - Quinte Hotel. Ride special steam train from CN station to the Hotel.
- 1:30 p.m. - Train returns from hotel to station.
- 1:40 p.m. - Members of the news media gather at reception desk in station for identification purposes.
- 1:50 p.m. - Brief welcome by K.E. Hunt, Rideau Area Manager, Canadian National Railways, at entrance of display area, officially opening Railway Week.
- 2:00 p.m. - Tour of display conducted by CN officers for members of the news media.
- 2:30 p.m. - Departure of special steam train to Anson Junction for members of the news media.
- 4:15 p.m. - Arrival back at station.
- 6:00 p.m. - Annual civic dinner, by Belleville & District Real Estate Board. President: Gerald W. Joyce
Guest speaker - J.A. McDonald, Vice-president, St. Lawrence Region, Canadian National Railways, at Hotel Quinte.
- 9:00 p.m. - Display closes.

Tuesday, 23rd

- 9:00 a.m. - Display opens.
- 9:30 a.m. - Students leave CN station aboard special steam train to Anson Junction.
- 10:45 a.m. - Arrival back at station and viewing of the display.
- 1:30 p.m. - Students leave station aboard special steam train to Anson Junction.
- 2:45 p.m. - Arrival back at station and viewing of the display.
- 9:00 p.m. - Display closes.

Wednesday, 24th

- 9:00 a.m. - Display opens.
- 9:30 a.m. - Students leave CN station aboard special steam train to Anson Junction.
- 10:45 a.m. - Arrival back at station and viewing of the display.
- 1:30 p.m. - Students leave station aboard special steam train to Anson Junction.
- 2:45 p.m. - Arrival back at station and viewing of the display.
- 7:30 p.m. - Hastings and Prince Edward Regiment band concert at CN station.
- 9:00 p.m. - Display closes.

Thursday, 25th

- 9:00 a.m. - Display opens.
- 9:30 a.m. - Students leave CN station aboard special steam train to Anson Junction.
- 10:45 a.m. - Arrival back at station and viewing of the display.
- 1:30 p.m. - Students leave station aboard special steam train to Anson Junction.
- 2:45 p.m. - Arrival back at station and viewing of the display.
- 8:00 p.m. - Symbolic track lifting ceremony by Civic and CN officers at Pinnacle and Victoria Streets.

8:15 p.m. – Live – “The Tommy Hunter Show” featuring Tommy Hunter, Gordie Tapp, the Haymes Sisters and Bert Niosi and his band. Pinnacle Street parking lot opposite Hastings County building. This show will be followed by a street dance, music by Floyd Lloyd and his Country All Stars. The first part of the program will be taped and broadcast the following day coast to coast over the CBC radio network and is presented by CJBQ Radio – Belleville. Tickets for the street dance \$1.25 from either the Hastings and Prince Edward Jr. Farmers or from CJBQ radio. At the gate \$1.50.

9:00 p.m. – Display closes.

Friday, 26th

9:00 a.m. – Display opens.

9:30 a.m. – Students leave CN station aboard special steam train to Anson Junction.

10:45 a.m. – Arrival back at station and viewing of the display.

1:30 p.m. – Students leave station aboard special steam train to Anson Junction.

2:45 p.m. – Arrival back at station and viewing of the display.

8:30 p.m. – At the Belleville Fair Grounds.

Belleville Railway Week Half-mile Dirt Track Motor Cycle races, organized by the Piston Pushers Motor Cycle Club and sanctioned by the Canadian Motor Cycle Association, Inc. Featured will be champion riders from Ontario and Quebec. Admission – \$1.50. Children 12 years of age and under \$1.00.

9:00 p.m. – Display closes.

9:00 p.m. – The Belleville Junior Chamber of Commerce presents a monster Dance at the Memorial Arena featuring Moe Koffman (“Swinging Shepherd Blues”) and his 14 piece orchestra. Admission \$3.00 a couple.

Saturday, 27th

9:00 a.m. – Display opens.

10:00 a.m. – First Annual Spring Horse Show at the Belleville Fair Grounds presented by the Quinte Western Horse Association. Admission \$1.00. Children 14 years of age and under .50.

12:01 p.m. – Special steam excursion train to Peterborough. Photo stops en-route.

1:00 p.m. – Quinte Hydroplane Racing Club presents inboard and outboard speedboat races – official meet sanctioned by the Canadian Boating Federations. Featured will be champion drivers from Ontario, Quebec and the United States. Location – Zwicks Island. Admission .50.

5:00 p.m. – Steam special leaves Peterborough.

7:00 p.m. – Steam special arrives Belleville.

8:00 p.m. – Harness racing presented by the Belleville Raceway Association at the Fair Grounds. Eight heats including CN feature race. Mutual betting privileges. Admission \$1.00.

8:30 p.m. – Belleville Junior Chamber of Commerce present “Hootenanny” featuring Gordon Lightfoot (MC), Joso and Malka, Allan Ward trio, Charlotte Vaile, Ted and Marion, at the Arena. Admission \$1.50.

9:00 p.m. – Display closes.

Sunday, 28th

9:00 a.m. – Display opens.

1:00 p.m. – Picnic special train to Cobourg beach pulled by a steam locomotive.

2:30 p.m. – Special arrives at beach.

3:00 p.m. – Concert – Hastings and Prince Edward Regiment band (Cobourg).

7:00 p.m. – Picnic special leaves Cobourg beach.

8:30 p.m. – Picnic special arrives Belleville.

9:00 p.m. – Display and Railway Week comes to a close.

General Information

Tickets for Morning and Afternoon Student specials.

Available only through respective schools.

Tickets to Peterborough

Adults \$5.00. Children 5 – 12 years \$2.50. May be purchased from the CN Pensioners; Roluf's Travel Bureau, 231 Front Street, or CN ticket office, Belleville. Connections allowed for those coming from or returning to Montreal and Toronto.

Tickets for Cobourg Beach

Adults \$2.50. Children 5 – 12 years \$1.25. May be purchased from the CN Pensioners; Roluf's Travel Bureau, 231 Front Street, or CN ticket office, Belleville.

Supervision – Display Area

Display Area is under control of the CN Police Department and the CN Pensioners Association.

In the event of rain the following will be

Held indoors – Tommy Hunter Show – Arena. **Cancelled** – all other outdoor events.

Restrictions

No one will be allowed in the cab of steam locomotive No. 6167 during runs except operating officers of the Railway.

Parking

Ample space is available in the immediate vicinity of display area.

Safety First

Do not stand on rails – they may be slippery.

Do not attempt to open vestibule doors of special trains while in motion.

Do not climb on equipment meant for viewing only.

Be very careful while climbing steps and looking at equipment.

PLEASE – SAFETY FIRST AT ALL TIMES

Refreshments

– Available in the immediate vicinity of display area and at Cobourg beach.

Queries

Questions will be gladly answered by CN staff (with red badges) and CN Pensioners (with blue badges).

Souvenirs (Display Area)

On sale – A book entitled "Pioneer Railways of Central Ontario". Also, a selection of coloured silk-screen drawings of Canadian National locomotives. A diesel cardboard cut out and a cap free to all children.

Belleville City Bus Service

Frequent service from display area to downtown Belleville.

Helicopter rides –

At CNRA Recreation Grounds, June 25, 26, 27, 28. Fare \$4.00 per person.

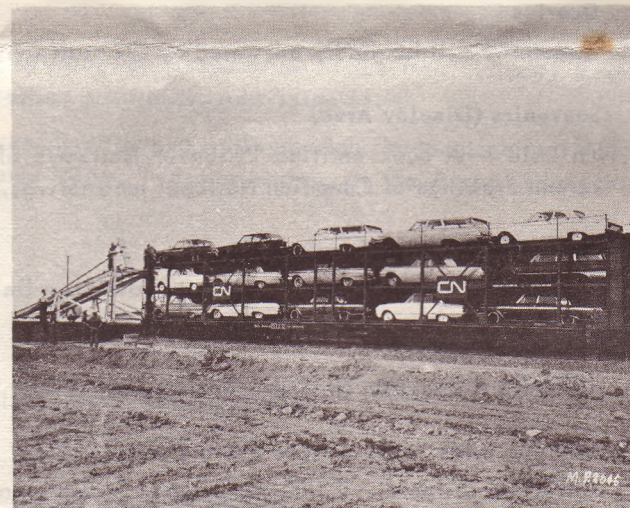
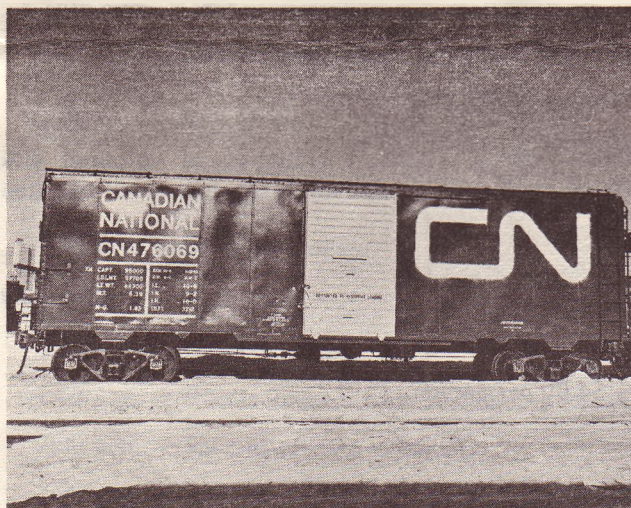
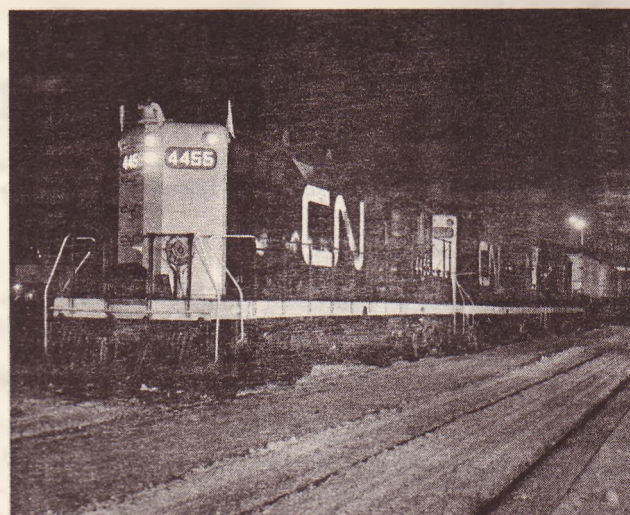
Airplane rides – By Prince Edward Flying Club.

Belleville Airport – \$3.00 per person. – Dates as above.

ALL TIMES SHOWN ARE DAYLIGHT SAVING TIME



- (1) The Super Continental on the first leg of its 2,924 mile trip between Montreal and Vancouver, being pulled by two 1750 h.p. locomotives.
- (2) Playing the miles away aboard THE very latest in lounge cars now in service on both the Super Continental and the new Panorama, operating daily between Montreal-Toronto and Vancouver.
- (3) These are typical high speed locomotives used in freight service. This train, which operates between Montreal and Toronto, is the fastest freight train in Canada.
- (4) This yellow door box car represents the spic and span way to deliver Canadian newsprint for tomorrow's newspapers throughout North America.
- (5) The safe, fast and economical way of moving automobiles.



A FAMILIAR SCENE?



To those who use the busy intersection of Pinnacle and Bridge Streets, it's very familiar indeed.

But the traffic snarls that for years have become almost commonplace are at an end, thanks largely to former Mayor MacLean Haig, who first approached Canadian National Officers here to rid the area of the traffic bottleneck.

Railway tracks on Pinnacle Street have a history that can be traced back nearly a century. Oldtimers say that the idea behind them was planted by a group of local die-hard promoters who met one cold evening in a home near the present Quinte Hotel. They were determined that Belleville should have a rail link to the north and west of Central Ontario, since the Grand Trunk Railway had given up plans to build a loop line from Belleville through Peterborough and Lindsay to Toronto due to financial difficulties. That very night, the air was thick with the sounds of shovels and axes clearing and preparing land for the ties and rail.

But all of this is now part of history, a colourful history, that saw the trackage become known as the Grand Junction Railway. Of four feet eight and a half inch wide gauge, the Railway played an important, but small part in the development of this section of Ontario.

The segment of the Railway, in which we are primarily interested, extends for a little over two miles; from the wharves, up the west side of Pinnacle Street to the Canadian National Station. It is from here that the railway continued an arduous route to its eventual terminal at Peterborough.

The charter of the Grand Junction Railway, affectionately known as "Belleville's Own", was originally issued in 1852. Construction did not commence, however, until 1872, due primarily to the lack of funds. As with most railways of that time, progress was slow, held up by various agreements that had fallen through between the Company and the contractors. However, in 1879, the Railway was completed, with a total trackage of around ninety miles. Part of this line which served a number of nearby communities, was 3'6" in width. It was during this time that other railways were being built in Ontario and this curtailed any dreams for further expansion of the Grand Junction Railway by its promoters.

Residents of Belleville, then a community of 8,000 souls, were served by two Railways, "their own" and the Grand Trunk, between Montreal and Toronto. The main stem of survival for the Grand Junction was the lumber industry. Passenger service was also provided, with a station which still stands near the market square. At the waterfront, the Railway had a small switching yard, including a wye and other secondary trackage. A small office building complemented the facilities.

But life was not kind to "Belleville's Own". It lived but a year. Chief difficulties were severe operating conditions, such as steep gradients, heavy snows, light motive power, and poor trackage, to name but a few. Added to this, earnings were low, the Railway became involved in a rate war with other carriers, outside financial assistance was stopped and competition from the nearby and vigorous Midland Railway was hurting.

It is not surprising to find that in 1881, the Grand Junction Railway was taken over by the Midland Railway which improved trackage and linked the line as part of a loop via Peterborough-Lindsay to Toronto. In 1892, the Midland Railway was absorbed by the mushrooming Grand Trunk Railway which itself became part of the coast to coast Canadian National System in 1923.

Belleville has been a railway centre since 1851. Originally an Indian location referred to by them as Assauknosk, meaning "the place where the rushes end", it was first discovered by Champlain in 1615. It became a city in 1878. One of the biggest of red letter days for the community was October 27, 1856. It was then that the Grand Trunk Railway ran its first passenger train through Belleville from Montreal to Toronto.

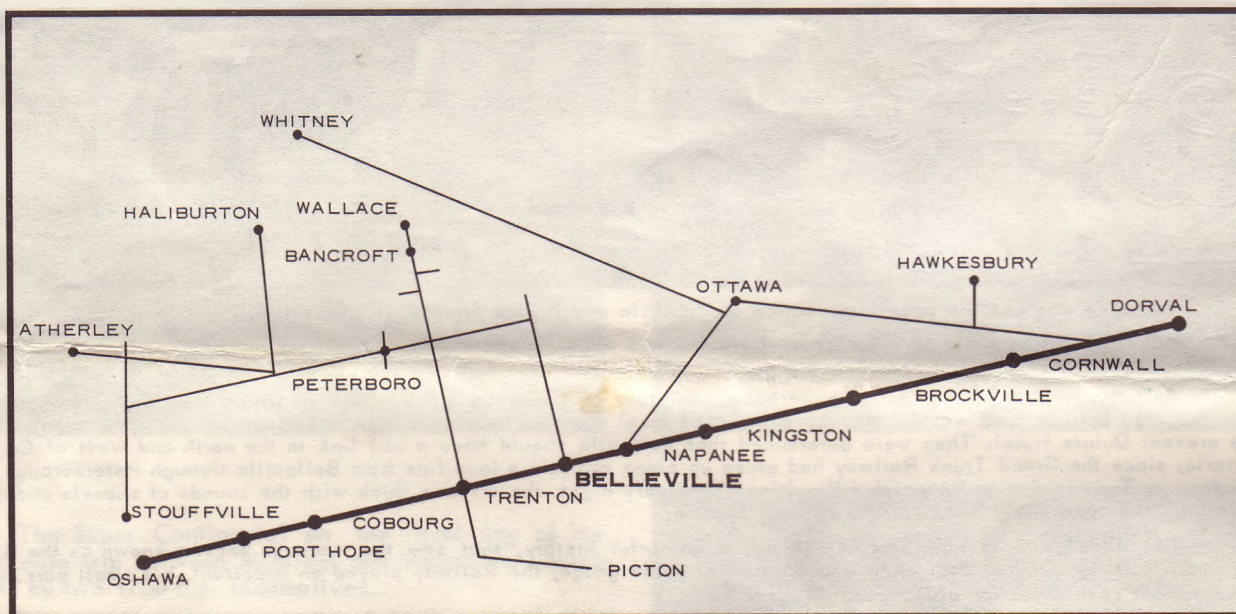
Engineers in 1851 made the town their headquarters during preliminary surveys of the GTR. So did contractors for the grading and the suppliers of timber for the bridges and ties for the roadbed. In 1855, Belleville was designated an official divisional point by the GTR and in 1961, it became the headquarters for the Rideau Area, one of 18 such Areas in Canada which make up the Canadian National of today.

It is interesting to note that during the early days of the Grand Trunk, the Railway boasted of having the largest roundhouse in the world here as well as large yards and other facilities which today have been streamlined to meet the needs of the Area.

Canadian National is an integral part of the Quinte District. Continually growing, CN keeps pace in all avenues of development through aggressive diversification. CN's Express Freight performance reflects new handling techniques and equipment. Its nationwide Red, White and Blue passenger fare plan has gone beyond all original expectations in popularity. CN's activities in other avenues of operation are equally outstanding, such as customer research, telecommunications, etc.

So it is that June 25th. marks an historic day in Belleville, a day that sees the end of railway traffic on Pinnacle Street and the final chapter of the Grand Junction Railway coming to a close, a railway which at times became a toy in the hands of financiers. Further, it sees a cementing of continued good relations between the City of Belleville and Canadian National.

The Rideau Area is one of 18 which make up the Canadian National of today. Territory served by the Area includes most of the heavy density double track main line between Canada's two largest cities. With headquarters in Belleville, more than 10,000 passenger trains and 25,000 freight trains are supervised yearly from this point. In addition to serving many established and growing communities, the Area also shares in the growing industrial development now going on throughout the territory. Employees number 2,500 and total population served is in the order of one and a quarter million people. Administration of the Rideau Area is the responsibility of a Manager whose functions are to direct sales, industrial development and operations for the convenience of shippers and travellers.



SENIOR AREA OFFICERS

Manager - K.E. Hunt

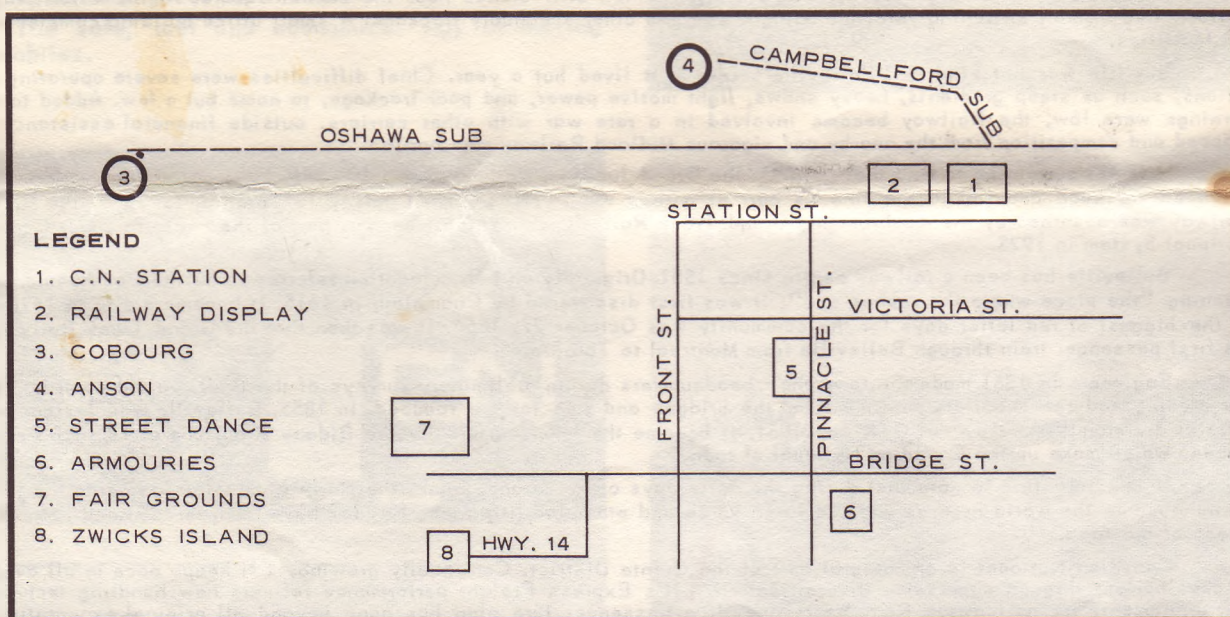
Operations Manager - W.D. Newell

Freight Sales Manager - R. Reid

Passenger Sales Manager - J.K. Fleming

Industrial Agent - S.G. Durrant

Map of Belleville showing major points of activity.



BELLEVILLE CIVIC RAILWAY COMMITTEE

Alderman Frank C. Murray, Chairman; E.G. O'Connor; Norm Keith; Z. Kvarda; K. Allison

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