Newsletter

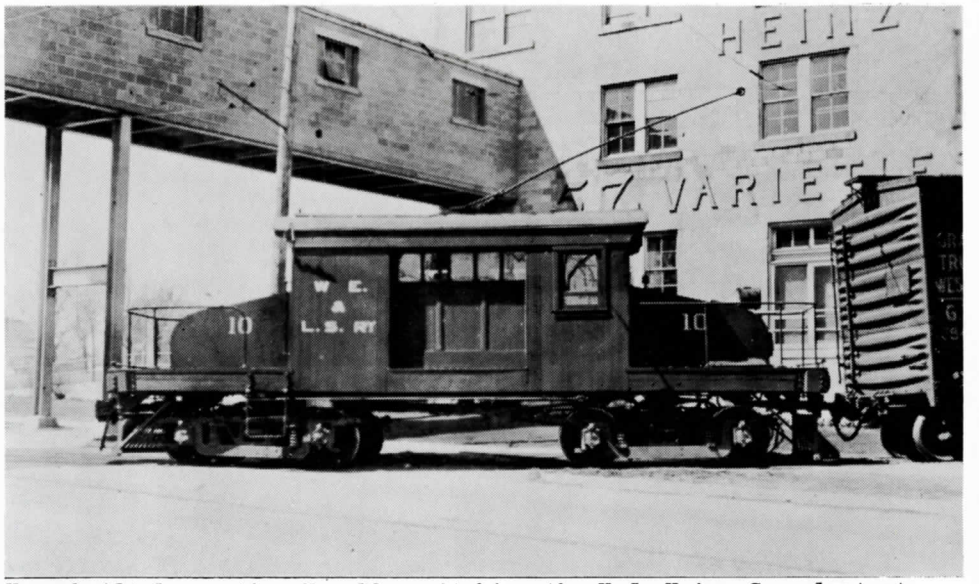
INCORPORATED 1952

NUMBER 395 SEPTEMBER 1982

UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO

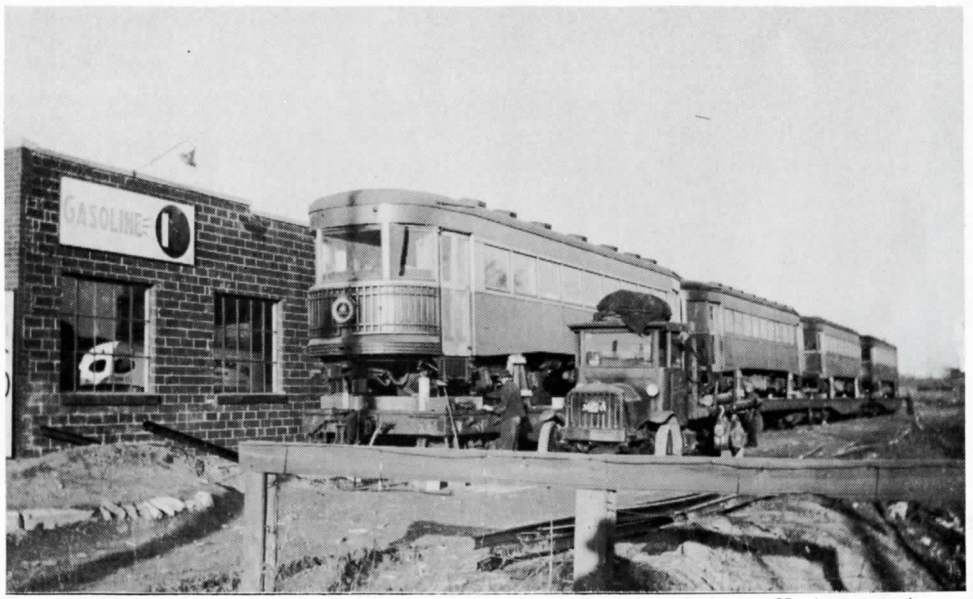
Rain has not dampened the enthusiasm of the spectators as CPR G5a Pacific 1201 eases to a halt at the CNR station at South River, Ontario. The train had just been turned on the wye here in readiness for its return to North Bay. The photo was taken on Sunday, Aug. 8, 1982, the day after the train had arrived from Ottawa for the week-long "100 Years of Rail" celebrations in North Bay.

--John D. Thompson photo



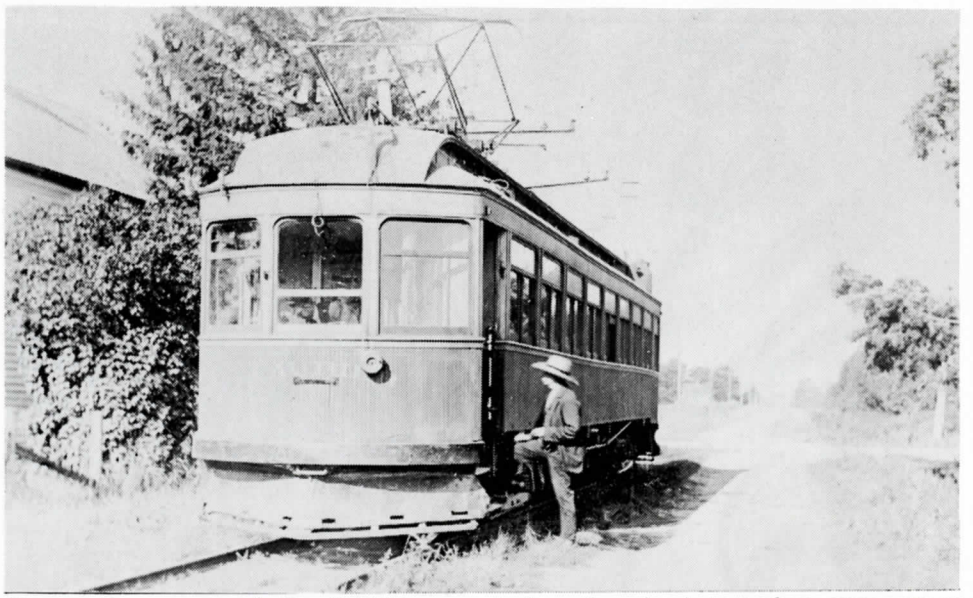
Home-built locomotive No. 10, switching the H.J. Heinz Co. plant at Leamington on April 23, 1932, just a few short months prior to the end of operations on the WE&LS.

--R.F. Corley collection



Four WE&LS 500 series interurban cars are seen loaded on flatcars at Windsor in 1939, waiting to depart for Montreal and new careers on the Montreal and Southern Counties Ry.

--S.D. Maguire photo, R.F. Corley collection



The earlier cars of the WE&LS presented a classic interurban appearance, except for the pantographs and steel-covered pilots. Another different practice was that of naming cars, such as "LAURIER", photographed at an identified rural location.

THE SUNSHINE COUNTY ROUTE

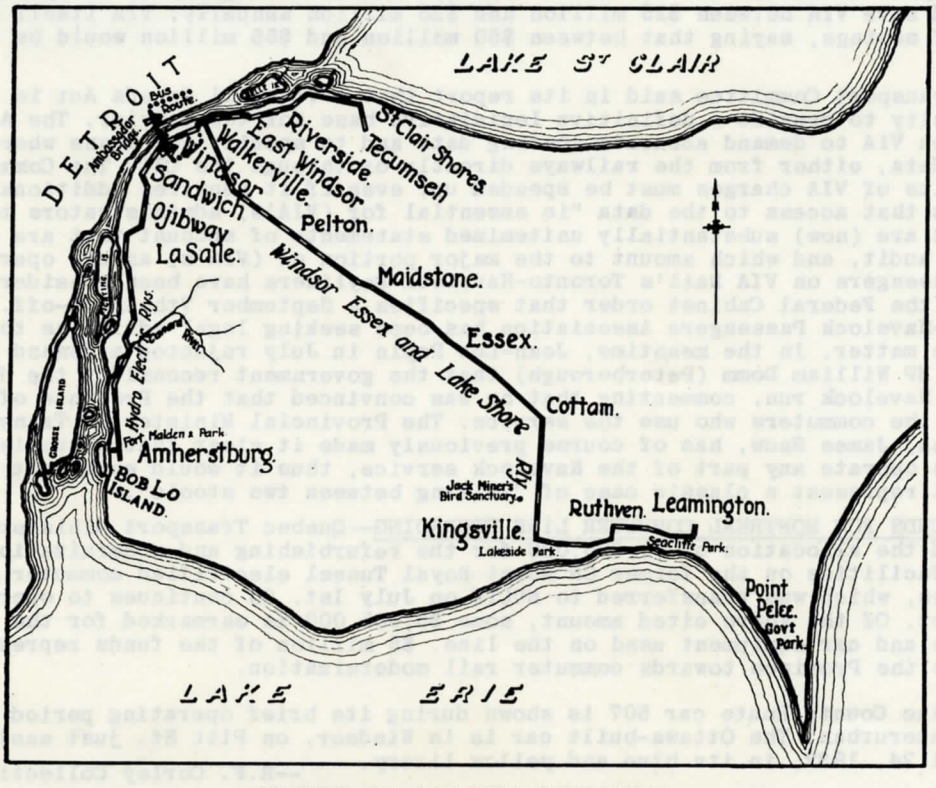
The Windsor, Essex and Lake Shore Rapid Railway, the 36.12 mile interurban line which connected Windsor and Leamington, Ontario, was abandoned 50 years ago this month, on September 15, 1932. The railway was noteworthy in two respects: one was its use, over a period in excess of 20 years, of single phase 6600 volt AC traction power, produced by its own steam-driven generating station; the second was the extensive modernization of the railway as undertaken in 1929-30, including conversion to 600 volt DC power, which was very quickly followed, virtually without parallel in such circumstances, by total abandonment.

The Windsor, Essex and Lake Shore Rapid Railway was incorporated as early as 1879 by Provincial Statute, to extend from Essex Centre to Windsor and to Kingsville. There is no record of what form of motive power was intended, although it would seem probable that the line would have been steam operated. Nothing further happened until 1901, when the lapsed charter was re-enacted, with power to extend also to Wheatley, the undertaking now being promoted by W. Newman and A.J. Nelles, of whom the former was City Engineer of Windsor. After some years of difficulty in obtaining capital, U.S. financing was secured and the Keystone Construction Co. of Philadelphia began building the line. In 1904 power was obtained to extend from Wheatley to Cedar Springs and Chatham, and, in 1905, to extend to Tilbury. Keystone ultimately ran into financial difficulties, and the Ontario firm of J. Piggott and Sons took over to complete the railway.

The principal difficulty encountered in the actual construction of the line was the prolonged refusal of the Michigan Central Railroad to permit a level crossing of its line at Essex, an impasse which was finally broken when the Board of Railway Commissioners authorized the crossing and decreed that the cost of stationing a watchman at the crossing be equally divided between the two railways. An unusual condition in the franchise granted by the City of Windsor was that permitting the use of T rail provided that the WE&LS would substitute girder rail therefor after three years if the City should choose to so direct.

An order for five 55-foot passenger cars was placed with Ottawa Car Co. in the spring of 1906, and their delivery in 1907 permitted the commencement of operation to Essex in September of that year, although the exact date has not been determined. Four former New York elevated cars were

Contd. Page 5



WINDSOR, ESSEX & LAKE SHORE RAILWAY

The Newsletter is published monthly by the
Upper Canada Railway Society,
Box 122, Station "A", Toronto, Ont. M5W 1A2.

Editor: Stuart I. Westland, 78 Edenbridge Dr.,
Islington, Ontario Canada M9A 3G2.
Telephone (416) 239-5254

Assistant Editor: John D. Thompson
(416) 759-1803

Activities Editor: Ed Campbell (416) 255-1924

Please address all correspondence relative to the Newsletter to the Editor at the above address.

• The Senate Transport Committee is becoming increasingly concerned with the matter of the undocumented charges levied by the two major railways against VIA Rail for the use of the former's tracks, stations, personnel and (some) equipment. Contracts with CN and CP for 1981 have cost VIA $397 million (so far), and the passenger carrier feels that it is being had. CN, on the other hand, has told the Commons Transport Committee that, if it levied the true costs accountable to providing the services to VIA, its take would escalate by another 20% ($80 million). The Senate Committee is not impressed by this claim, and in a recent report points to the lack of any detailed breakdown of the railways' charges, to their practice of submitting additional "surprise" bills after the fact, and to the lengthy delay in auditing the bills. The Committee is concerned that nobody is making any effort to determine whether VIA is getting proper value for the amounts charged, and is also concerned that the form of the current agreements with CN and CP does not provide any incentive for those companies to improve efficiency. As an example of the delayed audits, 1978-79 charges were not verified until March, 1982. More vital are the delayed charges, which the Senate Committee has called "unpredictable and substantial, beyond the already huge amounts paid to the operating railways for services rendered". It found, in the course of its hearings, that "14th bills" will be submitted for 1979, of over $2 million from CN and about $1.2 million from CP.

VIA's arrangements with the railways are in sharp contrast to those of Amtrak, which pays only "strictly avoidable costs", amounting to about one third of its budget. VIA Rail, on the other hand, is forced to hand over about two thirds of its budget to CN and CP Rail. The CTC's Railway Transport Committee has estimated that the Amtrak arrangements, if operative in Canada, would save VIA between $25 million and $35 million annually; VIA itself disagrees with this range of savings, saying that between $50 million and $55 million would be closer to the truth.

The Senate Transport Committee said in its report that a VIA Rail Canada Act is a clear and urgent necessity to provide a definitive legislative base for the carrier. The Act would confer the right upon VIA to demand accurate costing data and to specify the means whereby it could secure such data, either from the railways directly or through the CTC. The Committee also said that CTC audits of VIA charges must be speeded up, even if it requires additional staff. The report states that access to the data "is essential for (VIA's) administrators to assess properly what are (now) substantially unitemized statements of account that are not subject to a management audit, and which amount to the major portion of (VIA's) annual operating budget".

• Regular passengers on VIA Rail's Toronto-Havelock Dayliners have been considering a court challenge to the Federal Cabinet order that specifies a September 7th train-off. The Toronto-Peterborough-Havelock Passengers Association has been seeking legal advice as to whether it has a case in the matter. In the meantime, Jean-Luc Pepin in July rejected a demand on the part of Conservative MP William Domm (Peterborough) that the government reconsider the decision to withdraw the Havelock run, commenting that he was convinced that the Province of Ontario would take care of the commuters who use the service. The Provincial Minister of Transportation and Communications, James Snow, has of course previously made it clear that there is no plan for GO Transit to operate any part of the Havelock service, thus it would seem that the fate of the RDC runs will represent a classic case of "falling between two stools".

PROVINCIAL FUNDS FOR MONTREAL COMMUTER LINE UPGRADING--Quebec Transport Minister Michel Clair has announced the allocation of $6,305,000 for the refurbishing and modernization of equipment and station facilities on the former CN Mount Royal Tunnel electrified commuter service to Deux Montagnes, which was transferred to MUCTC on July 1st. CN continues to operate the service under contract. Of the above cited amount, some $5,665,000 is earmarked for the rehabilitation of locomotive and car equipment used on the line. $5 million of the funds represent Federal money paid to the Province towards commuter rail modernization.

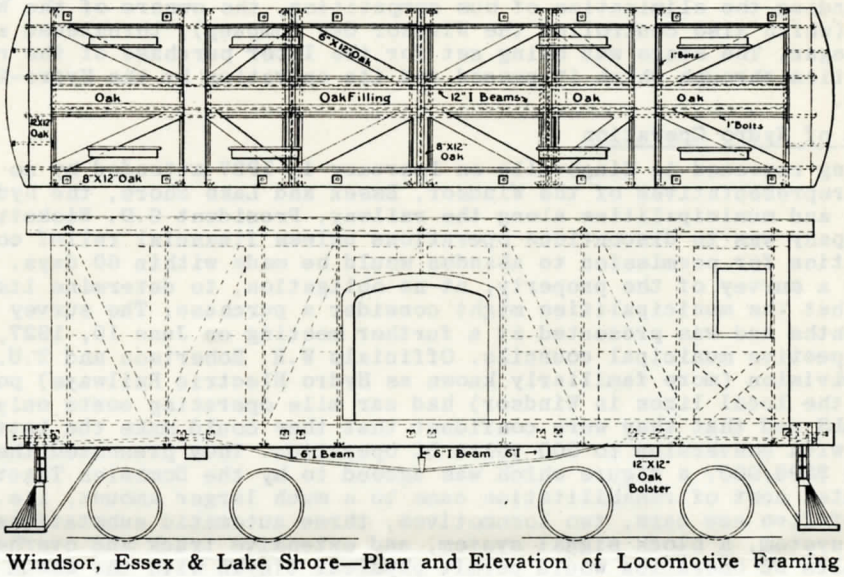
COVER: Sunshine County Route car 507 is shown during its brief operating period on the Windsor-Leamington interurban. The Ottawa-built car is in Windsor, on Pitt St. just east of Ouellette Ave. on April 24, 1932, in its blue and yellow livery. --R.F. Corley Collection

also bought in 1907, to serve as trailers behind the first WE&LS locomotive, No. 50, particularly in summer excursion service to Lake Erie. The line was completed to Kingsville in 1907, and the first run to Leamington occurred on April 10, 1908.

The operating schedule for most of the life of the WE&LS provided for nine trips a day each way, on a basic two-hour headway. Two of these schedules ran as limiteds for a period, with an 85-minute running time between end terminals, while the local runs took 105 minutes. The line had a very level profile, although there was one 5% grade in Kingsville. The main carhouse, shop and power house complex was located on a spur line on Park Street in Kingsville, and there was one substation at Maidstone. The Kingsville carhouse was a 50-foot x 120-foot brick building, while the power house, a 60-foot x 120-foot brick structure, had an attached concrete block boiler house, 50 feet x 70 feet. Steam was produced by four 360 H.P. Canada Foundry Co. watertube boilers at 110 lb. pressure, with power being generated by two Goldie and McCulloch cross compound slow speed engines each connected to a 500 KW. Westinghouse single phase 6600

locomotive 50

(From Electric Railway Journal)



Windsor, Essex & Lake Shore—Plan and Elevation of Locomotive Framing

volt AC generator. The normal load approximated 600 KW., although momentary loads of up to 900 KW. could be accommodated. A combined carhouse and freight shed was established on Arthur St. in Windsor, having 60-foot x 120-foot dimensions and brick construction. A combined brick station and corrugated iron freight shed was erected at Essex, a facility that was more auspicious than those accommodating passengers at the larger communities on the line.

Rail on the WE&LS was of 60 lb. and 80 lb. ASCE section, in 33-foot lengths, laid on cedar and jackpine ties. Wooden overhead poles of 30 to 35-foot length supported the 10-point catenary overhead, with a 7/16 steel messenger wire supporting a 3/0 grooved copper trolley wire. Voltage was stepped down from 6600 volts to 1100 volts within the City of Windsor.

More former New York elevated cars were purchased in 1912 for use as trailers, and a further order for motor cars was placed, this time with the little-known Tillsonburg Car Co., which delivered them in 1913. Three cars (one a combine) were purchased second hand in 1920 from the Richmond-Ashland Railway in Virginia. Three cars had been extensively damaged in a fire at Kingsville Carhouse in the spring of 1917, which also damaged locomotive 50. Canadian Railway and Marine World reported that the intention was to have the cars rebuilt by Preston Car and Coach Co., but the Virginia purchase may have been to replace the damaged cars. The fire was said to have originated in a dry kiln used for drying armature, transformer and other coils.

Freight and express traffic was developed on the WE&LS, although it always represented a minor portion of operating revenues, about 25% thereof. Steam road connections existed with the CPR, MC (Canada Southern), Essex Terminal and Pere Marquette. Passenger traffic grew dramatically in the early years, from some 100,000 in 1908 to 900,000 in 1921, the peak year, much of this growth being attributable to the fact that the steam roads did not offer good service to southern Essex County. There was considerable excursion business to Mattenas Park in Kingsville.

The inevitable reversal in the fortunes of the WE&LS occurred after 1923. Highway competition, combined with advancing depreciation as the result of the pounding given the permanent way by the heavy AC equipment, began to put the operation in serious financial straits. Matters were not helped by a head-on collision, in dense fog, on November 15, 1923, near Devonshire Race Track on Howard Avenue, three miles south of the Windsor city limits, in which motorman Orley Wigle lost his life and 13 passengers were injured. The cars (identies unknown) were reported to have telescoped to the extent of about 20 feet of their respective lengths. The motorman of the northbound car was ultimately charged with manslaughter.

In mid-1924 some 3000 feet of track were moved from the side to the centre of the road through Cottam Village; road pavement was placed on each side of the track, although the latter was left unpaved. On April 8, 1925 the railway commenced operation of is subsidiary "Highway Motor Coach Line" with two 18-passenger Gotfredson sedan type buses, Nos. 1 and 2. This was in direct response to two other bus operators who had commenced service paralleling the WE&LS line during the

summer of 1924. Six bus trips were operated between Windsor and Leamington having a one hour, 45 minutes running time, tickets being interchangeable with the rail service. Six car runs were withdrawn at this time, leaving the rail operation rather skeletal. Two further Gotfredson buses, of larger capacity, Nos. 3 and 4, were received in the spring of 1926 and a garage was constructed adjacent to the railway's facilities at Kingsville. On September 1, 1926 the operations of the company reached their greatest geographical extent as bus service was commenced, using one of the 18-passenger vehicles, between Leamington and Chatham. This was however short-lived, being discontinued on March 1, 1927 as unprofitable. Total cessation of bus operation quickly followed, on April 17, 1927, the Ontario Department of Highways having agreed not to permit competing bus service by other operators, and full railway service was resumed. Operation at this time included seven daily Windsor-Leamington runs and one from Windsor to Kingsville. There were also two limited runs, daily except Sunday, to Leamington. There was one freight run, daily except Sunday, from Windsor to Leamington, and a second such run between Windsor and Kingsville.

Notwithstanding the elimination of bus competition, the owners of the WE&LS, Dominion Traction and Light (which also controlled the Windsor Gas Company), threatened abandonment in 1927, as deficits began. The stage was being set for the later purchase of the railway by the municipalities through which it passed and its operation by the Hydro-Electric Power Commission of Ontario.

The Period of Hydro Operation

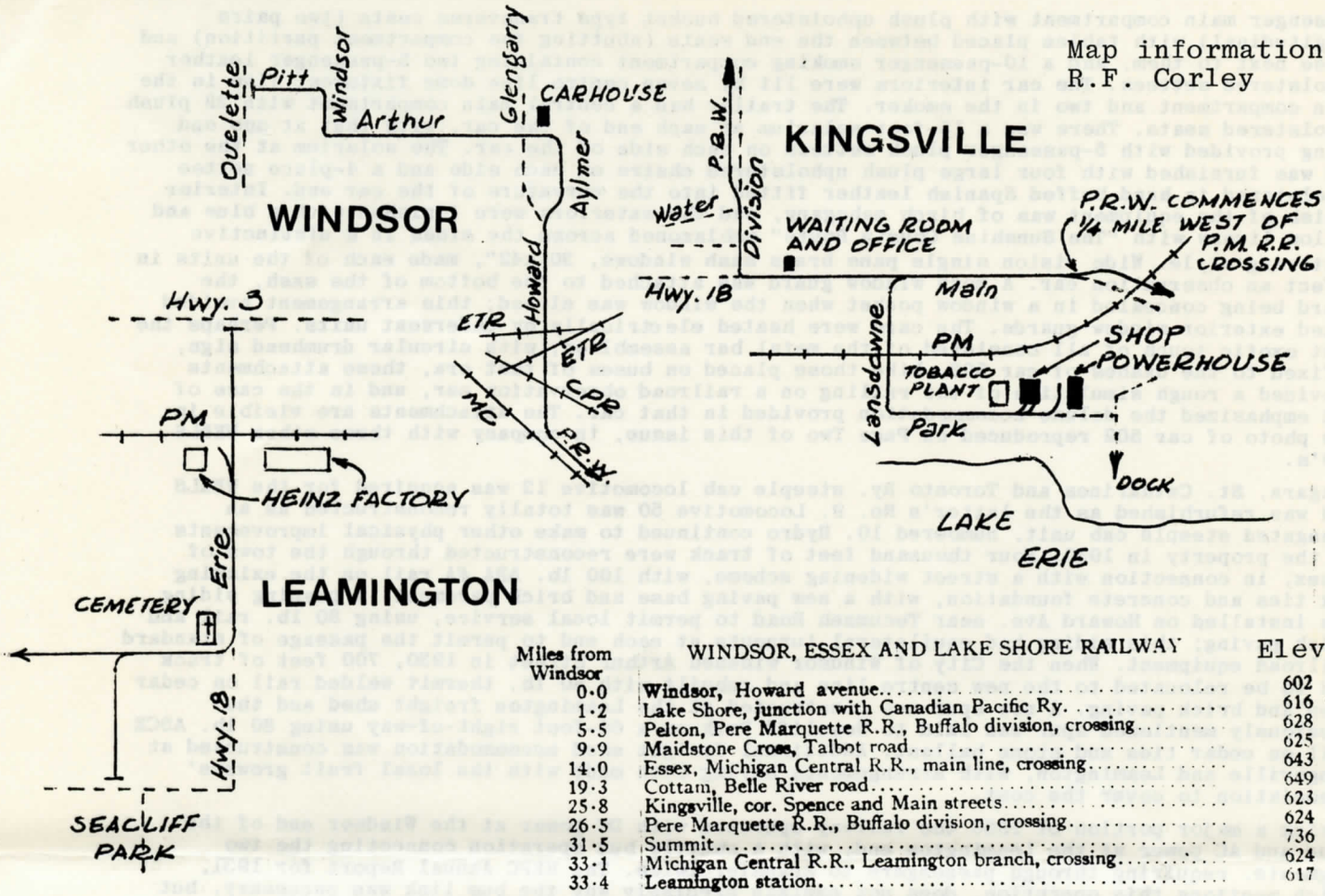
At a meeting convened in Kingsville on February 1, 1927 attended by no less than 200 persons, including representatives of the Windsor, Essex and Lake Shore, the Hydro-Electric Power Commission and municipalities along the railway, President G.D. Wickett said that the intention of the company was to discontinue operations unless financial relief could be secured, and that an application for permission to abandon would be made within 60 days. It was agreed that Hydro would make a survey of the property, at no obligation, to determine its value as a going concern in order that the municipalities might consider a purchase. The survey was carried out over the ensuing months and was presented at a further meeting on June 10, 1927, at Essex, for transmittal to the respective municipal councils. Officials W.R. Robertson and T.U. Fairlie of the HEPC Railways Division (more familiarly known as Hydro Electric Railways) pointed out that their Essex Division (the local lines in Windsor) had car mile operating costs only half of those incurred on the WE&LS and that they were confident that they could make the latter at least a break-even operation with conversion to 600 volts DC operation. They presented their valuation of the railway at $296,000, a figure which was agreed to by the Dominion Traction and Light management. The estimated cost of rehabilitation came to a much larger amount, i.e., $696,496, including the purchase of five new cars, two locomotives, three automatic substations, four new sidings, a telephone system, a block signal system, and extensive track and overhead rehabilitation. Six hundred volts DC operation would permit physical tie-in with the Essex Division (Sandwich, Windsor and Amherstburg Ry.), effecting certain economies. The combined purchase and rehabilitation costs of about $1 million would produce carrying charges of about $100,000. It was further proposed that the Essex Division local bus service on Howard Ave. be discontinued and that a local car service be operated on the WE&LS. The municipalities to participate in the purchase were 12 in number, as follows: Windsor, Sandwich West, Sandwich East, Sandwich South, Maidstone, Essex, Colchester North, Gosfield North, Gosfield South, Kingsville, Mersea, Leamington. Hydro agreed to submit model by-laws for the local councils to submit to ratepayers for purposes of voting on the question of purchase of the railway. Debentures for the purchase of the line would be deposited by the municipalities with the HEPC which would in turn issue bonds to secure financing for the rehabilitation.

While negotiations dragged on, the WE&LS continued to make physical changes. 1100 feet of paving was completed on the track on Park Street in Kingsville (shed trackage leading to the shops and power house), while in the same town a 600-foot siding was constructed to the Canadian Co-operative Tobacco Growers Ltd. plant.

January 2, 1928 was voting day in most of the affected municipalities on the question of purchasing the railway, and the result was a resounding "yes" in most cases. However, the process of takeover proved to be a very slow one. A bill was introduced in the Ontario Legislature to validate the purchase and to ratify the agreement with Hydro respecting its acting as operator; the bill passed with all three readings occurring on March 30, 1928. The bill created the Windsor, Essex and Lake Shore Electric Railway Association, consisting of one member from each participating municipality, appointed for a three-year term. The Association was empowered to arrange with any body corporate giving railway service within the County of Essex to operate the WE&LS. Hydro was not specifically mentioned in the bill. The Government ordered, as a condition of the operating agreement, that the municipalities issue debentures to the extent of 10% more than they had been bargaining for, i.e., to the total extent of $1,100,000. The purpose of this was to make the Hydro bonds more attractive to buyers with the additional security provided.

The agreement between Hydro and the municipalities was signed on January 3, 1929. The WE&LS Association sold a $1 million bond issue to the Canadian Bank of Commerce, making $980,000 available for purchase and rehabilitation. The Association offered prizes for a new "slogan" name for the railway; one name which was under consideration was "The Sun Parlour Railway". Ultimately a somewhat similar name, "The Sunshine County Route", won out. However, as of mid-1929, the demurring Townships of Sandwich East and Sandwich South had still not passed by-laws providing for their share of the debenture cost, and the existing WE&LS management announced on July 10 that abandonment of the line would occur on July 22 and that the municipalities would be sued for the agreed purchase price of $296,000, if the sale was not consummated. The threat, however, was not borne out, and the transfer of ownership finally occurred at midnight, September 7-8, 1929, with the Hydro Electric Railways immediately assuming operations.

A.F. McGill, Superintindent of the Essex Division, was placed in direct control of the WE&LS, the intention being to co-ordinate the operation of the two properties, with economies



Miles from Windsor	WINDSOR, ESSEX AND LAKE SHORE RAILWAY	Elev.
0·0	Windsor, Howard avenue	602
1·2	Lake Shore, junction with Canadian Pacific Ry.	616
5·5	Pelton, Pere Marquette R.R., Buffalo division, crossing	628
9·9	Maidstone Cross, Talbot road	625
14·0	Essex, Michigan Central R.R., main line, crossing	643
19·3	Cottam, Belle River road	649
25·8	Kingsville, cor. Spence and Main streets	623
26·5	Pere Marquette R.R., Buffalo division, crossing	624
31·5	Summit	736
33·1	Michigan Central R.R., Leamington branch, crossing	624
33·4	Leamington station	617

expected in such areas as equipment maintenance. The further intention was to purchase power from the HEPC and to scrap the Kingsville steam plant. The Kingsville Shop would be closed and the SW&A facility used for WE&LS equipment. Plans were prepared for five new interurban cars, three city cars (for Howard Ave. service) and two locomotives; four existing 6600 volt cars would be converted to trailers.

Work soon commenced on installing a new wooden 45' pole line between Windsor and Essex and for two miles north of Kingsville, with 120-foot pole spacing. By October 15, 1929, 2½ miles of paved trackage had been reconstructed in Windsor, from Ouellette Ave. to Tecumseh Rd. Seven miles of open track had been reballasted with stone and with 18,000 new cedar ties placed. Poplar shims were used in place of the tie plates which had at first been intended. The line voltage was reduced from 6600 to 6000. In the meantime orders were placed for materials and equipment for three new 20-foot square brick substations to feed 600 volt DC power to the overhead at Maidstone, Cottam and Ruthven, spaced at approximately 10-mile intervals. Four 300 KW. rotary converters were purchased second hand from a U.S. railway for installation in these substations, with one to act as a spare. Also purchased was transformer equipment for a temporary outdoor substation at Maidstone to permit taking Hydro power for continued AC output after the closing of the steam plant and pending installation of the three new rotaries. Operation with Hydro power commenced on January 20, 1930.

The total trackwork program was to include 50,000 replacement ties, 7000 pairs of 4-hole angle bars (fish plates) to replace old 2-hole bars, and 13,000 Ohio Brass "Titon" rail bonds. The pole line was used for a new telephone line and a 26,000 volt 3-phase 25 cycle HEPC transmission line. The overhead was reconstructed with the main messenger wire consisting of 7/16 inch steel Siemens-Martin cable, tensioned to 2000 lbs. and supporting a 4/0 copper contact wire by means of OB Hollow Screw Hangers at 15-foot intervals. The feeder was supported on wood arms and tied to OB #9890 porcelain insulators.

The new car order was placed with Ottawa Car Mfg. Co., for bodies only, and five Baldwin trucks (one spare) were ordered for the two new locomotives to be built in Kingsville Shop.

In 1930 Hydro was planning a new Windsor terminal to serve the WE&LS, the SW&A Tecumseh and Amherstburg suburban lines, the Detroit-Windsor Coach Co. and other bus lines. An option was secured on land at Sandwich-Ferry-Pitt Streets, the site of the existing Essex Division waiting room. The terminal was, however, never constructed for railway use.

In June of 1930 the WE&LS took delivery of the car order for which, more than for any other reason, the railway is chiefly remembered, five highly modern and distinctive units. The cars consisted of four motors numbered 501-507 (odd numbers) and one matching trailer (also referred to by Hydro as an observation car), numbered 502. The motor cars were divided into a 40-

passenger main compartment with plush upholstered bucket type transverse seats (two pairs longitudinal) with tables placed between the end seats (abutting the compartment partition) and those next to them, and a 10-passenger smoking compartment containing two 5-passenger leather upholstered settees. The car interiors were lit by seven centre line dome fixtures, five in the main compartment and two in the smoker. The trailer had a central main compartment with 28 plush upholstered seats. There was a 15-foot solarium at each end of the car, with that at one end being provided with 5-passenger plush settees on each side of the car. The solarium at the other end was furnished with four large plush upholstered chairs on each side and a 4-place settee upholstered in hand buffed Spanish leather fitted into the curvature of the car end. Interior finish of the equipment was of birch mahogany, and the exteriors were finished with a blue and yellow livery with "The Sunshine County Route" emblazoned across the sides in a distinctive lettering style. Wide vision single pane brass sash windows, 30"x42", made each of the units in effect an observation car. A mesh window guard was attached to the bottom of the sash, the guard being concealed in a window pocket when the window was closed; this arrangement avoided fixed exterior window guards. The cars were heated electrically by underseat units. Perhaps the most exotic touch of all consisted of the metal bar assemblies, with circular drumhead sign, affixed to the dashes of car 502. Like those placed on buses of that era, these attachments provided a rough simulation of the railing on a railroad observation car, and in the case of 502 emphasized the deluxe accommodation provided in that car. The attachments are visible in the photo of car 502 reproduced on Page Two of this issue, in company with three other WE&LS 500's.

Niagara, St. Catharines and Toronto Ry. steeple cab locomotive 12 was acquired for the WE&LS and was refurbished as the latter's No. 9. Locomotive 50 was totally reconstructed as an elongated steeple cab unit, numbered 10. Hydro continued to make other physical improvements to the property in 1930. Four thousand feet of track were reconstructed through the town of Essex, in connection with a street widening scheme, with 100 lb. ARA #A rail on the existing oak ties and concrete foundation, with a new paving base and brick pavement. A passing siding was installed on Howard Ave. near Tecumseh Road to permit local service, using 80 lb. rail and brick paving; this siding had equilateral turnouts at each end to permit the passage of standard railroad equipment. When the City of Windsor widened Arthur Street in 1930, 700 feet of track had to be relocated to the new centre line and rebuilt with 80 lb. thermit welded rail on cedar ties and brick paving. A new spur was constructed at the Leamington freight shed and the previously mentioned spur was laid to Seacliff Park on a 66-foot right-of-way using 80 lb. ASCE rail on cedar ties and stone ballast. Additional freight shed accommodation was constructed at Kingsville and Leamington, with arrangements having been made with the local fruit growers' association to cover the cost.

During a major portion of 1930 the railway operated with DC power at the Windsor end of the line and AC power at the Leamington end, with a shuttle bus operation connecting the two segments, requiring through passengers to transfer twice. The HEPC Annual Report for 1931, which mentions this operation, does not explain precisely why the bus link was necessary, but it seems fairly obvious that sections of the line had the overhead de-energized as the work of conversion to DC progressed. The Report mentions that excursion business to Lake Erie was virtually non-existent in 1930 because of this operating constraint. Carload freight traffic nosedived in 1930 also, with only one car having been originated from the canning factories at Kingsville and Essex during the last six months of the year. During that period the Heinz plant at Leamington shipped nothing, owing to depressed economic conditions. On the "up" side, arrangements were completed with CN Express to double the rate paid to the WE&LS, providing some $6000 to $8000 more revenue per annum. Kingsville Shop was closed after the two locomotives had been completed. The WE&LS assumed the Howard Ave. local service on December 15, 1930, on a 15-minute headway, and Hydro expected that it would earn "a good profit". As the planned three city cars were never acquired by the WE&LS, it is assumed that borrowed SW&A equipment was used. As 1930 closed, the management continued to express the hope that summer operating profits would cancel out the winter period deficits.

In the context of transit operations in the 1980's, one might think that the WE&LS situation was such that periods of adversity should have been overcome. There were no less that 12 municipal owners to "share the load", and a prestigious operator with proven expertise in electric railway operation was present. The property had just been placed in excellent physical condition, with substantial operating economies now possible by comparison with the former situation. It must be remembered, however, that deficit financing of transit systems, accepted virtually universally to-day, was not part of the thinking of the operators, municipalities or the public 50 years ago. Belts were tightened everywhere in those early depression years and a municipal council which attempted to cover losses on an electric railway system by way of increased tax levies would likely have been voted out of office. Any hope of persuading electors to contribute to sustaining a losing railway was made even more remote by the proven success of the motor bus, regarded by the layman as a desirable and modern substitute in spite of its inferiority, obvious to anyone who really cared to look.

It was realized during the course of 1931 that the deficit conditions of 1930 were more deep seated than to have resulted from the operating difficulties of that year. Canadian Railway and Marine World reported that, by the fall of the year, the owner municipalities were giving up hope of the WE&LS ever being a paying proposition. At a meeting on October 26, 1931 the municipal representatives discussed the options of abandonment and of selling or renting the line to other interests. Windsor and Kingsville were opposed to abandonment, but the smaller municipalities, by weight of numbers, ultimately won the day. The total deficit in the year ending October 31, 1931 was $102,000. The talk for a period was of temporary abandonment until economic conditions improved, and when what proved to be the end finally came, on the date mentioned at the beginning of this article, there was no firm decision that the abandonment would be permanent. By this time the accumulated deficit was $150,753. The Windsor, Essex and Lake Shore Railway Association had obtained bus and truck permits from the Department of

Highways and had arranged with Canadian Greyhound the latter's operation of Windsor-Leamington service effective September 16, with the Association to receive 9% of the gross receipts. There was no interest in assumption of the freight service by the neighbouring steam roads, although Michigan Central officials had inspected the property in August. The employees, numbering 47 at the time of cessation of service, had submitted a proposal to the Association for taking over the line, but the scheme was deemed to be unrealistic.

All physical assets of the WE&LS were turned over to the Trusts and Guaranty Co. of Windsor, agent for the bondholders. This company, after scrapping the equipment which was without resale value, attempted over a succeeding period of years to dispose of the remainder, which was placed in the Windsor carhouse. So tight was the space in this facility that a wooden door could not be closed over the end of one of the steeple cabs, and a bulge was constructed in the door to box the locomotive in. The municipalities (Windsor having withdrawn from the Association by this time) approached the Provincial Government in 1934 seeking assistance in meeting the financial burden occasioned by the continuing payments on the bonds, the argument being that Hydro had sweet-talked the municipalities into the purchase of the railway. The HEPC produced memoranda as evidence to deny that allegation, and the municipalities appear to have left empty-handed.

The track and overhead were removed in the summer of 1935. Rail was sold to the American Iron and Steel Co. of Boston; aluminum and copper overhead materials were sold to a Windsor scrap dealer; the ties were sold to farmers along the line, and the roadside right-of-way was parcelled off to adjacent owners or to the Department of Highways. Finally, in 1939, the Montreal and Southern Counties Railway expressed interest in the 500 series cars, and 507 was extricated from the carhouse and sent to St. Lambert to undergo tests on the Granby interurban line. These were pronounced successful and the balance of the series was shipped to Montreal. Locomotives 9 and 10 remained in the Windsor carhouse for several more years while attempts were made to sell them by the Transit Equipment Co. of New York City. They ultimately went to the Cornwall Street Railway, Light and Power Co. in March, 1943.

The 500's, much better known to railfans as the M&SC 620 series, went on to serve on the Granby run up to 1951 and thereafter saw much reduced usage, until 1955, in local service to the south shore communities. The last phase of their history (621 excepted) commenced in September, 1955 when they were transferred to the Niagara, St. Catharines and Toronto Railway for Thorold-Port Colborne service, with couplers removed and large plow type pilots applied. The trailer, renumbered 220 on the M&SC, came to St. Catharines but was not used on the NS&T. Motors 620, 622 and 623 served until the March 30, 1959 abandonment of the Welland Subdivision ended all interurban electric railway service in Canada. Car 621 (WE&LS 501) went to the Seashore Trolley Museum in 1955 where, happily, it can be seen to this day as a reminder, even though still in M&SC livery, of a relatively little known Ontario interurban and of a valiant but futile attempt to reverse its fortunes.

References:

-Canadian Railway and Marine World, various references.
-Hydro Electric Power Commission of Ontario Annual Reports, 1929-1931.
-Electric Railway Journal, 1908.
-Ohio Brass Traction News, November, 1930.
-Robert Dorman, A Statutory History of the Steam and Electric Railways of Canada.
-John F. Due, The Inter-City Electric Railway Industry in Canada.
-Central Electric Railfans' Association, Bulletin 9, January, 1940.

WINDSOR, ESSEX AND LAKE SHORE RAILWAY--A DESCRIPTION OF THE LINE FROM PERSONAL OBSERVATION AS IT LAY IDLE BUT INTACT IN THE MID-1930'S

By John A. Maclean

Starting point in downtown Windsor was in Pitt St. just east of Ouellette Ave., the city's main shopping thoroughfare. Terminal facilities were minimal, comprising the single track in the centre of the street, a storefront waiting room, and nothing more: no sidings, runaround or turning facilities were provided, nor did any link exist with the nearby SW&A tracks in Ouellette Ave. From this inauspicious beginning the line proceeded two blocks east in Pitt St., jogged south one short block in Windsor Ave. (now Mercator Pl.) and continued four blocks east in Arthur St. (now Chatham St. East), passing the car house on the north side of Arthur between Glengarry and Aylmer Avenues.

Turning south into Aylmer Ave., the scenery changed from shabby commercial to shabby residential, improving gradually as one progressed. A double-track SW&A line was crossed at Wyandotte St., again with no track connection between the two systems, and a couple of blocks beyond this Aylmer Ave. makes a reverse curve to merge with Glengarry Ave. to form Howard Ave. This was followed by the interurban line, which continued south on Howard until another SW&A double track was encountered at Erie St. This time track connections did exist, in the form of connecting curves permitting operation from east in Erie to south in Howard and from north in Howard to west in Erie.

Continuing south in Howard Ave., the first passing siding was reached near Tecumseh Rd., and some distance beyond this, the edge of the city coincided with level crossings over the Essex Terminal and Canadian Pacific Railways just east of the point where these cross each other, the whole triangular interchange area being known on all three railways as Lake Shore. In the process of crossing the steam roads the WE&LS forsook the centre of Howard Ave. for its west shoulder, while the street itself changed character into a two-lane paved County road. Continuing through a sparsely built-up area now known as Remington Park, several spurs diverged into small industries, while at Grand Marais Rd. the line passed near the Michigan Central Railroad's roundhouse and hump yard, a loop being provided at this point for turning

city cars. A little farther on, two race tracks faced each other across Howard Ave., Devonshire on the east side and Kenilworth on the west. Beyond this the surroundings became completely rural, flat-as-a-billiard-table prairie country.

Some few miles farther on, Highway 3 was reached, the interurban curving left to follow the north side of this to Maidstone, where it crossed to the south side and continued to Essex, passing through the town in the middle of the main street, with a short passing siding at the centre of town. From Essex to Cottam and a little beyond the line occupied the south side of Highway 3, then curved to the right on a short stretch of private right-of-way to run south along the west side of a County road leading to Kingsville. Passing Jack Miner's celebrated bird sanctuary on the right, the streets of Kingsville were soon gained; the line turned east at the four corners in the centre of town. What is now Highway 18 was followed east for approximately half the distance to Leamington, whereupon the line turned abruptly north along what is now Highway 107 to reach the village of Ruthven, and then turned east again on private right-of-way which brought it to the outskirts of Leamington. Here it turned north again in the main street, which it followed to its intersection with Highway 3, this being the heart of downtown Leamington. The WE&LS thus ended as it began in downtown Windsor as a lonesome single track petering out in the middle of the street.

The Windsor, Essex and Lake Shore Railway comprised a single-track main line 36.12 miles long, plus a small amount of yard and siding trackage (there were other passing sidings besides the two mentioned above, but this observer has lost track of their exact locations--it was all a long time ago!), mostly on roadside reservation, with a few stretches of private right-of-way, and street running in Windsor (slightly over two miles), Essex (three quarters of a mile), Kingsville (one mile) and Leamington (three quarters of a mile). Main line overhead was of simple catenary type, supported from wooden poles by bracket arms on the roadside and private right-of-way sections, and by span wires in the streets. Catenary was rare on roadside trolley lines, and equally so over street trackage, thus giving a somewhat exotic air to what was otherwise a strictly "grass roots" operation. Industrial spurs had plain direct suspension trolley wire, and all overhead sported the special trolley ears and long pulloffs required for pantograph operation, a holdover from high-voltage days, as all operation after the 1930 voltage change was by conventional trolley poles. The three substations built during the 1929-1930 rehabilitation program, at Maidstone, Cottam and Ruthven, were yellow brick buildings housing the rotaries, adjoined by the usual transformers surrounded by chain link fences. Stations were of the storefront type, apparently the norm in Essex County, as the SW&A provided its patrons with the same kind of accommodation in Windsor and Amherstburg.

POST-ABANDONMENT OPERATION OF A PORTION OF THE WINDSOR, ESSEX AND LAKE SHORE RAILWAY BY THE SANDWICH, WINDSOR AND AMHERSTBURG ELECTRIC RAILWAY

By John A. Maclean

After WE&LS operation was discontinued on 15 September 1932, passenger and freight service was provided on a small portion of the line by the Sandwich, Windsor and Amherstburg Electric Railway, using its own equipment. The portion of WE&LS track involved in this operation extended about three miles from the connection between the two systems at Erie St. and Howard Ave. to the twin race tracks, Devonshire and Kenilworth, at the edge of the suburban area.

Passenger operation took the form of SW&A's HOWARD car line, extending from one of several around-the-block loops in downtown Windsor, south in Ouellette Ave. and east in Erie St., to Howard Ave., this being SW&A double track shared with other routes, thence south on Howard to the loop at Grand Marais Rd. Service was provided every 15 minutes (every 20 minutes on Sunday) by SW&A's 201-series single-truck lightweight steel city cars, similar to Birneys. No extra fare was exacted for travel beyond the city limits: regular city fares, at that time 10 cents cash or four tickets for 25 cents, were charged, and free transfers were issued to and accepted from the other car lines.

Freight service was furnished between the steam road interchanges at Lake Shore and the industries along Howard Ave. as far as the race tracks, motive power taking the form of large box motor 199, uniquely painted bright yellow with black lettering, all other SW&A equipment being in a red-and-cream livery. This monster made its home at SW&A's own car house on London St. West (now University Ave.) at Elm Ave., deadheading six mornings a week via London St. and the route of the HOWARD line to Lake Shore to pick up its interchange freight cars from the steam roads there, returning as another deadhead move when its work was done, usually around noon hour or early in the afternoon.

No use was made by the SW&A of the WE&LS track between downtown and the Erie-Howard connection, nor of the WE&LS car house on Arthur St., the latter being filled literally to overflowing with stored WE&LS equipment considered to have resale value. This comprised all five of the 1930-built interurban cars and the two home-made steeple-cab locomotives. This trackage was paved over and the overhead dismantled at the same time the rest of the WE&LS beyond the race tracks was torn up, leaving the car house and its contents devoid of any track connection with the outside world. This also left the SW&A still operating the above-described remnant for several more years after all the rest of the line had been scrapped. This was finally brought to an end when the SW&A implemented their own bus substitution and track abandonment program in the late 1930's. Final chapter in the long-drawn-out death agonies of The Windsor, Essex and Lake Shore Railway was written in 1939-1942, when the long-stored equipment in the Arthur St. car house was indeed sold to other electric railways: the luxurious interurbans to the Montreal and Southern Counties in 1939 and the steeple-cabs to the Cornwall Street Railway in 1942. Lacking rail connections, the equipment had to be dragged through the streets of Windsor on lengths of rail laid temporarily on their sides, motive power being furnished by a large truck.

WE&LS ROSTER - PAGES 12 AND 13

Ontario Northland

ONR MAINTENANCE OF WAY RECREATION CARS--The Ontario Northland Railway's Mechanical Department converted, over the winter of 1981-82, three former passenger train cars for use by maintenance of way extra gangs. The cars, refurbished and converted in North Bay car shop, were coach 810 and lunch counter cars 1402 and 1403, and have been renumbered 1882 to 1884 respectively. Car 1882 is divided into three rooms separated by bi-fold doors, with the entire car interior being finished with wall panelling and carpeting. The other two cars have one panelled room, with the other two rooms having carpeting on the walls, and drop ceilings. A majority of the windows in the cars have been blocked out. Electricity for the equipment is supplied by generator cars, and floor heaters are provided. Stacking chairs are supplied for card playing in one section of the cars, while a second section has a shuffleboard, a game table and a dart board. A colour television with built-in aerial is also available, and each car is furnished with sofas and lounge chairs. It is expected that the cars will be used on occasion for general meetings, for which purpose they have facilities for slide and film presentations. One car is assigned to each of the ONR's Rail Gang, Tie Gang and Lining Gang. The equipment is of particular value on the ONR because of the numerous isolated locations at which the gangs are stationed, with no other recreational facilities being available in the vicinity. --ONR "Chevron"

short items

Bombardier Inc. says that its $1 billion sale of subway cars to New York City's Metropolitan Transit Authority is now assured, along with the equivalent of five years' employment for 3000 Canadian workers; the U.S. Government has declined to offer the Budd Company, the rival bidder whose actions threatened the sale for a time, with cut-rate financing like that provided by Ottawa... Coal contracts signed recently by the British Columbia Railway are expected to more than double that carrier's freight traffic and reduce its dependency on forest products, which presently account for between 80% and 90% of traffic volume; the current situation in the forest products industry is such that the railway sees an urgent need to diversify...CP Rail has sold RDC's 9300, 9303, 9305 and 9307 to VIA Rail...To make way for the B.C. Place complex in Vancouver, the CTC has ordered removal of CP Rail tracks on the north side of False Creek and on the Kitsilano Trestle by October 31st, followed by removal of the trestle itself; the Dunsmuir Tunnel, to be used by the ALRT line, was to have been cleared by CP by August 15th. B.C. Hydro, which has been running one train a day over the trestle in each direction, is establishing a connection with the Burlington Northern at First and Columbia Streets to move freight from the CP line to customers along the south shore of False Creek through Kitsilano and along Arbutus...Economic conditions may delay CN's 2.5 billion double tracking program between Winnipeg and Vancouver to the end of the decade...A group of 15 businessmen were reported in mid-July to be considering the purchase of two GP7's and three coaches from sources unknown in order to operate them in Peterborough-Toronto commuter service, following VIA's September 7th vacating of the route; talks were in progress with CP Rail with respect to trackage rights. (When private enterprise won't run passenger trains, it's time for government to step in; when government won't do it any longer, it's time for private enterprise again.)...The Province of Saskatchewan has agreed in principle to assist Phase 1 of the railway relocation project in the City of Regina, which will make some 83 acres of CN yards available for redevelopment, to the extent of some $54.6 million; about $24 million of federal assistance was promised the project in June, 1981; the phase also includes relocation of a CP Rail line...CP's subsidiary Soo Line has completed purchase of the Minneapolis, Northfield and Southern Railway from Glen Valley Realty Ltd. for $6 million...CP Rail's loaded car miles were down 8.9% over the first six months of 1982, as compared with the same period in 1981; the traffic in forest products was down 32.4%, automobiles by 16.3%, and metals by 30.3%; wheat was up by 13.2% and other grains by 25%; revenues were down by almost 6%...The Burlington Northern wants to abandon the railway car barge lumber traffic heretofore handled between a British Columbia Railway connection at North Vancouver and Seattle; BN intends to move the traffic to its own rails by way of a CN connection from BCOL to its line--the change is being protested by Foss Launch and Tug Co. of Seattle...CP expects that there will be an increase of close to 50% in grain movement and of about 25% in general merchandise traffic, together with a growth in potash traffic, on its double tracked Winnipeg-Lakehead line by 1990; this would necessitate signalling improvements, in the order of $30 million, to increase operating flexibility...Jean-Luc Pepin has told the press that there will be no further cuts in VIA Rail service this year despite the projection of a $500 million deficit on the operation (later, in the course of talking to reporters upon the occasion of the announcement of the awarding of a franchise for Short Takeoff and Landing air service in the Toronto-Ottawa-Montreal triangle, he said that this new service could well result in the reduction of rail service in the Corridor); the Senate Transportation Committee has released a report calling for the swift passage of measures to prevent the Transport Minister from unilaterally slashing rail passenger services without public consultation...Fire severely damaged the provincially-owned railway bridge over the Fraser River linking Surrey and New Westminster, B.C. on May 29; the bridge is used by CN, BN and BC Hydro; pending repairs, CN trains are using CP's line between Mission and New Westminster...CN will extend the layoff for 3150 employees at Pointe St. Charles, Transcona and Moncton to October 15th but says that this is a firm recall date; CN had 320 diesels stored serviceable as of mid-June...The Clay Gilson report on western grain transportation, released on June 28th, recommends that the 85-year old Crow's Nest Pass freight rates should be terminated in the 1983-84 crop year, that the total railway shortfall for 1982-83 be set at $644.1 million, and that subsidies to compensate the railways be phased in from 1982-83 to 1986-87 with full compensation beginning in the latter crop year...CN has equipped 110 hopper cars used in West Coast coal traffic with steerable axle trucks and is studying operating experience with these trucks preparatory to placing an order for about 1000 new 91-ton hoppers to be so equipped.

ALL-TIME ROSTER, WINDSOR, ESSEX AND LAKE SHORE RAPID RAILWAY

Nos.	Type	Length	Width	Height	Trucks, Wheels	Motors	Control	Bldr.& Date	Notes
9	Double truck steeple cab locomotive, steel, 50-ton	35'	10'	11'8"	Baldwin 36" RS	4-WH 333B2, 125 HP	GE C-74	Baldwin?	A
10 (2nd)	DT steeple cab locomotive wood, 45-ton	34'9"	10'	11'10"	Baldwin 36" RS	4-WH 333-B2 125 HP	GE C-74	WE&LS, Windsor Shop Apr. 1930	B
X-12 (later 15)	DT maintenance/line/snow -plow, trailer, wood	43'	8'11"	12'4"	Peckham 4'10" WB, 32"	--	--	See note	C
25	DT DE express motor, wood, monitor roof	53'6"	9'6"	13'3"	Baldwin, 42"	4-WH 567 C9	WH HL	St. Louis, 1908 (order 676)	D
26-32 (even nos.)	DT passenger trailer, wood				Arch bar	-	-	Wason, 1878	E
50	DT DE freight motor /locomotive, wood, box body, arch roof	41'5"	8'11"	12'4"	McGuire-Cummings 70A 6'6" WB 20'3"TC	4-WH 100 HP	WH	Tillsonburg, 1907	F
75	DT DE express motor, wood, monitor roof	53'4"	9'	12'4"	Baldwin Standard 36"	4-WH 306-A		Tillsonburg (Preston?) 1912-13	G
101	DT DE Express trailer, wood	60'	9'6"	13'3"				St. Louis, 1908 (?)	H
126-132 (even nos.)	DT gondola, wood	39'9 3/4"			Arch bar	-	-		Scrap after 1932
202, 204	DT box car, wood	40'5½"			Arch bar	-	-		"
302-310 (even nos.)	DT DE passenger motor, wood, monitor roof	48'10"	9'	12'	Brill			Ottawa, 1907-08	J
312, 314	DT DE passenger motor wood, monitor roof	55' 1"	8'10"	12'6"	Baldwin 84-30AA 36"	4-WH 567C9	WH HL	Tillsonburg, 1913	K,L
316, 318	DT DE passenger motor wood, monitor roof	55'	8'10"	12'6"	Baldwin 84-30AA 36"	4-WH 567C9	" "	See Note M	L,M
320	DT DE combination motor wood, monitor roof	55'	8'10"	12'6"	Baldwin 84-30AA 36"	4-WH 567C9	" "	" " "	M,N
340-343	DT passenger comb. trailer	44'	8'6"	11'6"	McGuire MCB-10A	-	-	St. Louis	O
501-507 (odd nos.)	DT DE passenger motor steel	51'2"	8'3 1/8"	11'2 1/8"	NSC (Baldwin design) 33"	4-WH 548C2	WH HL 264-T11-15 B2 controller	Ottawa, 1930	P
502	DT DE pass. trailer steel	51'2"	8'3 1/8"	11'2 1/8"	NSC (Baldwin design) 33"	-	-	Ottawa, 1930	Q

Four section speeders, four hand push cars, four Gotfredson buses.

Abbreviations: WH - Westinghouse; GE - General Electric; WB - Wheelbase; TC - Truck Centres; RS - Rolled Steel; NSC - National Steel Car Co.

Notes

A - One report says built by Baldwin, 1914, but acquired second hand c. 1912; acquired 1930 from Niagara, St. Catharines & Toronto Ry. 12; rebuilt Kingsville Shop, April 1930, body only used; originally had GE motors and McGuire 70A trucks; 2 CP-30 compressors; sold 1942 to Cornwall St. Ry., Light & Power Co. 9, shipped March 7, 1943. Sold for scrap 1951-52, converted by A.A. Merrilees to diesel-electric and sold to Western Dominion Collieries #3070.

B - Rebuilt from locomotive 50; 2 DH 25 compressors; sold 1942 to Cornwall St. Ry., Light & Power Co. 10, shipped March 14, 1943; scrapped for parts.

C - Origin uncertain; may have been rebuilt from earlier work car or rebuilt from 300 series passenger motor C. 1931-2, work not complete at time abandonment; used in scrapping of line by salvage co. behind Plymouth locomotive.

D - Acquired from Rock Island Southern Ry., C. 1915; left side cab door at each end, large centre door on each side, rung type pilot, 85,000 lbs. weight, 45,000 lbs. capacity; scrapped at Kingsville after 1932.

E - Six cars of type acquired from New York Elevated Ry., 1907 as follows: (N.Y. El Nos. shown): 139 (May 23), 121, 221 (July 23), 174, 175, 214 (July 25); disposition of other two cars unknown; the original passenger equipment on WE&LS, hauled by locomotive 50; narrow windows, open platforms; scrapped between 1927 and 1932 except 28 and/or 32 used as line car until end of service.

F - Nicknamed "The Mogul"; large centre door on each side for express work; 50,000 lbs. weight, originally had Taylor trucks; rebuilt as locomotive 10, 1929-30.

G - Ordered 1911; two express doors on each side; rung type pilot; 56,000 lbs. weight, 38,000 lbs. capacity; used for parts storage, 1929-1932; scrapped at Kingsville after 1932.

H - Acquired from Rock Island Southern Ry., 1915, on which it had been a motor car; express door on each side, 85,000 lbs. weight, 45,000 lbs. capcity; scrapped 1929.

J - Eight double square-topped windows per side, rung type pilot; 28,260 lbs. weight; entrance on left side of each vestibule; originally had Baldwin trucks, Brill trucks by 1927; scrapped 1928 at Kingsville Shop (no record that 302, 308, 310 survived until 1928).

K - Eight double windows per side, arch top to each pair, solid steel pilots, entrance on left side only of each vestibule; 37,000 lbs. weight.

L - Shown as trailers on records after 1930, not believed to have been used after DC conversion; scrapped at Kingsville after 1932.

M - Origin of cars uncertain; some records say built Tillsonburg, 1914; could be cars obtained from Richmond-Ashland Ry. Aug. 1920 (CR&MW reported 58' length).

N - Centre express doors on each side, train door at each end, entrance on both sides of vestibule; not on roster in 1930, may have been converted to maintenance/line car 15.

O - Acquired from N.Y. Elev. Ry., 1912, used 1912-15; scrapped at Leamington Gravel Pit, 1931.

P - 50 pass. capy.; weight 66,500 to 68,000 lbs., DH 25 compressors, WH motors purchased second hand, pilot on trucks, sold respectively to M&SC Ry. 621, 622, 632 (Dec. 1939) and 620 (Aug. 1939); 620, 622, 623 to NS&T Ry. (Sept. 1955), 621 to Seashore Trolley Museum, (Dec. 1955); 620, 622, 623 sent to CN London Reclamation Yard for scrap, 1959.

Q - 50 pass. capy., 3 compartments; 44,500 lb. to 46,000 lb. weight; sold to M&SC Ry. 220, 1939; to NS&T Ry., Sept. 1955, used for parts only, scrapped 1958.

--SW&A Ry. DT freight motors 197-199 leased by WE&LS as required during 1930-1932; 198 and 199 on line at time of abandonment.

Roster information courtesy R.F. Corley (Toronto) including component information from O.P.Maus (Brantford) and S.B. Ferriss (Detroit).

ADDENDA--Note J above should include: Cars 302-310 were originally numbered 2-10 (even nos.) and were also named; Car 4 was REPUBLIC, and one other car, number unknown, was LAURIER (picture on Page 2); other names unknown. The five Baldwin trucks purchased by Hydro to equip locomotives 9 and 10 (one spare) were acquired second hand, as were the WH548C2 motors used on the 501-507 series cars.

Text of advertisement for locomotives 9 and 10, as published in trade magazines in 1940.

BARGAIN

2—35 TON ELECTRIC SWITCHING LOCOMOTIVES

Make ..... Baldwin
Length ..... 36 ft. 0"

Complete with all parts just as removed from service. Westinghouse Air Brakes with 2—CP-30 Air Compressors.

TRUCKS

Builder ..... Baldwin
Wheels ..... Steel
Diameter of Wheels ..... 36"

ELECTRIC EQUIPMENT

Consists of 4—WH 333 (125 HP) Motors.
General Electric Multiple Unit Control.

LOCATION—These Locomotives are now stored in Ontario.

TERMS—Will sell upon the deferred payment plan.
Code—"LURT".

TRANSIT EQUIPMENT COMPANY

501 Fifth Avenue - NEW YORK

The Great Lakes Region of CN was reorganized into four operating territories, in place of the previous five, on June 1st. The change has the principal objective of streamlining operations and the administrative structure in the quest for greater efficiency. Each territory or division is headed by a Superintendent of Operations. The breakdown of the 3578 miles of main track in the Region is shown diagrammatically on the accompanying map and is briefly summarized in the following.

The Lakeshore Division has its headquarters in Toronto. Superintendent L.I. Brisbin's territory will include the Oakville Subdivision as far west as Burlington West; the Kingston Subdivision from Toronto to the St. Lawrence Region boundary; other lines in eastern Ontario; and portions of the Uxbridge, Weston, Bala Subdivisions.

The Central Ontario Division has its headquarters at MacMillan Yard. G.D. Adair, formerly superintendent of MacMillan Yard, will be responsible for the new Central Ontario Division which includes 641 miles of track as well as MacMillan Yard. Mr. Adair's territory extends north to include Parry Sound on the Bala Subdivision and to Nipissing on the Newmarket Subdivision. It will also include the busy Halton and York Subdivisions in their entirety.

The Western Ontario Division has its headquarters at London. The present boundaries have been altered to include most of the former Niagara Division, excepting portions of the Oakville and Halton Subdivisions. J.R. Church, superintendent of the former Niagara Division, will head up the W.O.D. effective July 1st. He replaces Allan Bartlett who has accepted a promotion to a position in Winnipeg.

The Northern Ontario Division has its headquarters at Capreol. Superintendent J.H. Staples' territory remains basically the same.

As a result of the new divisional boundaries, it is expected that adjustments in administration staff will be made at certain locations. Studies of the various workloads are currently under way. At present there are 13 assistant superintendents at strategic locations on the Great Lakes Region and these positions will continue with the four divisions.

--CN Great Lakes Region News

GWWD SHOAL LAKE TRAIN RECEIVES A REPRIEVE--Winnipeg City Council has reversed the decision of its Works and Operations Committee to discontinue the operation of the passenger service to Shoal Lake on the city-owned Greater Winnipeg Water District Railway. Prior to this eleventh hour decision, the Committee had actually begun its intended phasing out of the service by cancelling certain runs and forbidding the sale of tickets for others. The Winnipeg Free Press, in an editorial on the matter, said on July 19th that the Committee had been guilty of the perpetration of "mischief behind Council's back", and that the waterworks authorities, expert at supplying drinking water to the citizens, cannot be expected on their own to plan, equip, finance, market and operate a recreational excursion train service . The newspaper further pointed out that terminating the service would cut off the only access to one of the city's finest parks, one that, along with the train ride to it, could be further developed as an important tourist attraction. The editorial urged that City Council consider the matter of the continuation or otherwise of the train service well in advance of the commencement of the 1983 operating season.

--Peter F. Oehm

VIA NOTES FROM OTTAWA--VIA has been using LRC power units 6900, 6901, 6902, 6903, 6904 as locomotives pulling conventional equipment in the Ottawa area. The Ottawa section of the CAVALIER has been made up several times of an LRC unit, a steam generator car in CN grey and black, a sleeper and a coach. The steam generator car was left in Ottawa when the train was hauled by an FPA4 or an FP9. The same locomotive took Train 36 (17:00 Ottawa to Montreal). The most interesting motive power lashup occurred on Thursday, July 22 when LRC 6903 failed (while waiting at Ottawa for a late-running RDC Train 35 to arrive). Standby locomotive RS18 3123 was coupled on, so that the full consist was 3123, 6903 and three coaches. The train left about 30 minutes late. The steam generator was used only on the overnight trains.

The full duty cycle seems to be as follows: Montreal-Ottawa, Train 37; Ottawa-Brockville, Train 49; Brockville-Ottawa, Train 48; Ottawa-Brockville, Train 43; Brockville-Ottawa, Train 44; Ottawa-Montreal, Train 36, although not all of the trains had been seen as of date of writing (July 25).

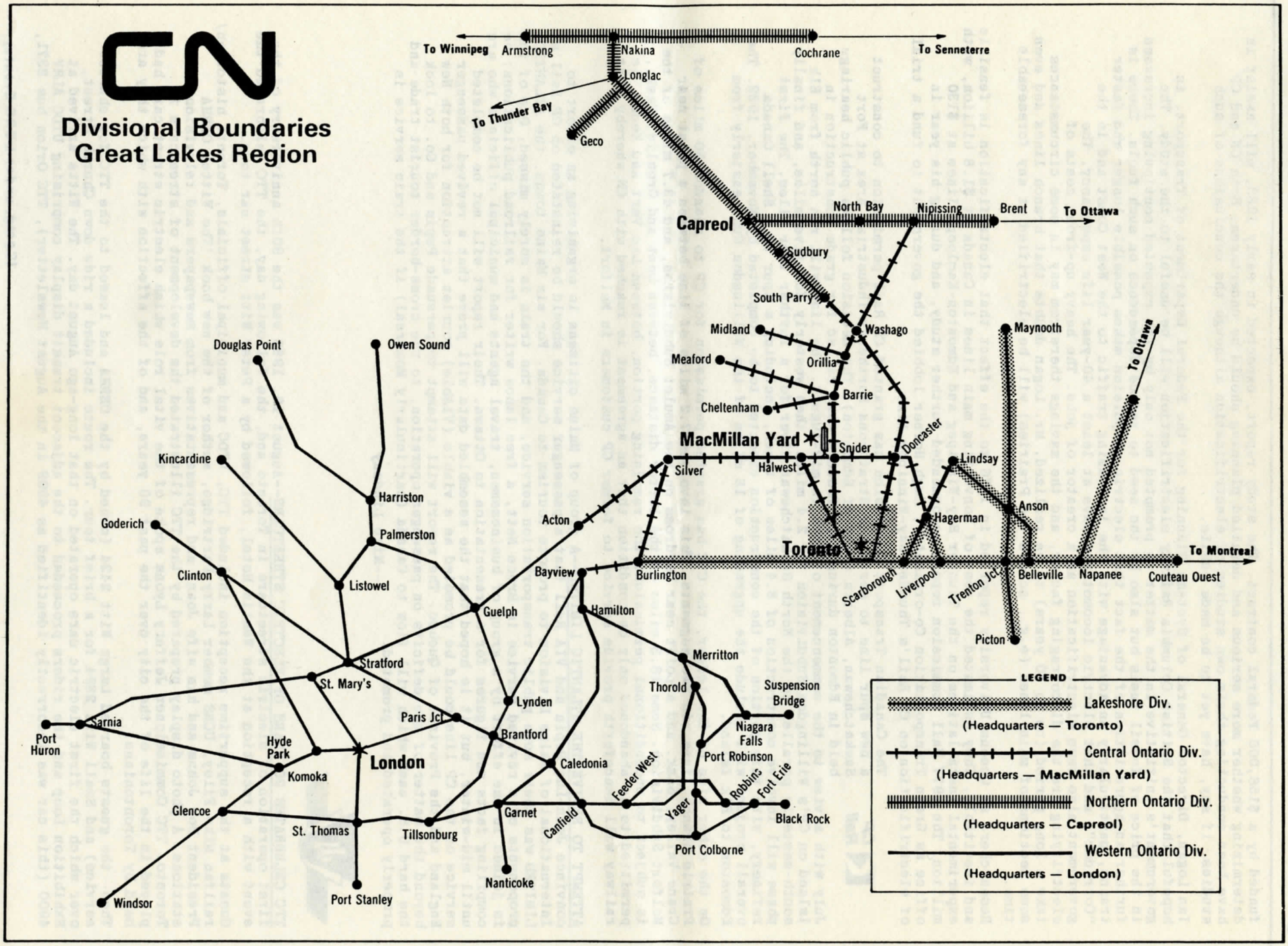
--J.M. Harry Dodsworth

BRITISH COLUMBIA RY. ELECTRIFICATION ONE STEP CLOSER; ELECTRIFICATION ELSEWHERE UNDER STUDY

BCOL President M.C. Norris told the press at the end of July that he has been notified that Federal aid to the extent of $5 million has been promised towards offsetting the cost of electrification of the Tumbler Ridge branch and that this will be matched by the B.C. Government. It has been estimated that electrification will add $14.2 million to the cost of construction of the line, previously pegged at $447 million. Some of the funds would come from the Federal-Provincial Energy Conservation and Renewable Energy Development and Demonstration Program, based on the anticipated savings of oil from electrification. Mr. Norris further indicated that orders for seven 50 KV. electric locomotives would be placed as soon as the letter confirming the financial aid was received. The units would cost slightly under $2.6 million apiece, about $700,000 more than a comparable diesel. This higher first cost would be offset by lower maintenance costs and the longer life of the locomotives, as well as by avoidance of $15 million in costs to ventilate the two tunnels on the Tumbler Ridge branch. Engineering design work towards electrification has been underway by Canadian Pacific Consulting Services. It is expected that various types of catenary poles will be tested, although wooden poles would predominate, at least initially.

Meanwhile, the Federal Government, together with the Provinces of Manitoba and Alberta and the two major railways, has embarked upon a series of studies into the costs and benefits of electrification of major segments of Canada's railway system. Data Resources of Canada has been commissioned to report to the government on the economic impact of electrification, being

Divisional Boundaries Great Lakes Region



funded by a $156,000 Federal contract. The study report, expected in early 1983, will assist in determining whether more serious and detailed planning should be undertaken. Both CN and CP have been conducting their own studies of electrification although the conclusions of such studies, if any, have yet to be made public.

Ian Logan, Director General of Systems Planning for the Federal Department of Transport, is hopeful that the British Columbia Railway electrification will be useful to the study. The government's initiative in the matter is prompted not only by the expected continuing increases in the price of fossil fuels but also by the need to reduce dependence on such fuels. There is further an appreciation of the fact that electric propulsion makes possible longer and faster trains, particularly an advantage with the increasing traffic to the West Coast and in the "Corridor", and that electric locomotives have at least a 40-year life expectancy. The government also sees electrification as a creator of jobs. The heavy up-front costs of electrifying are the discouraging factor, and the savings therefrom may in some circumstances take a long period (up to 50 years) to be realized. Mr. Logan doubts that branch lines and even some sections of main lines (e.g., across the Prairies) will be electrified at any foreseeable time.

Researchers at Queens University reported in 1976 to the effect that electrification is feasible and inevitable. They estimated the cost of converting main lines in Canada at $1.8 billion, with experimental installations on the Thunder Bay-Winnipeg and Edmonton-Kamloops lines at $130 million. The 1977 Hall Commission report recommended further study, and during his year in office as Grain Transportation Co-ordinator, Hugh Horner lobbied the government to fund a trial of electrification on CP Rail's Thunder Bay-Winnipeg line.

CP Rail

The Canadian Transport Commission has granted CP Rail permission to construct a new spur line to serve the Strathcona Northeast Industrial Area at Fort Saskatchewan, Alberta (east of Edmonton). The decision follows public hearings held in Edmonton during May. Tenders were called for grade construction in July with a view to the commencement of work in mid-August. The line will run north from Elk Island on CP's Willingdon Subdivision for 2.4 miles, then westerly for five miles, and finally south-westerly parallel to the North Saskatchewan River for a further four miles. The first phase will involve construction of 8.4 miles of track, including a spur to a Shell Canada refinery, with this portion of the construction expected to be completed by November, 1982. The overall project will include the upgrading of 18 miles of the Willingdon Sub. easterly from Edmonton to Elk Island.

On the other side of the ledger, the CTC has granted permission for CP to abandon 50 miles of Prairie branch lines, in two segments. This involves 7.2 miles of line between a point near Crane Valley, Sask. and a point near Cardross on the Amulet Subdivision, and 43.7 miles of the Melfort Subdivision. Some 18.3 miles of the latter distance, between Dent and Gronlid, Sask., is subject to unconditional permission; the remaining portion, between Lac Vert and Keddy, is permitted to be abandoned only on condition that an agreement is reached with CN whereby that railway will henceforth provide service to former CP customers in Melfort.

ATTEMPT TO REVIVE THE ATLANTIC LIMITED--A group of Maine citizens is organizing an effort to convince Jean-Luc Pepin and VIA Rail that a passenger service should be reinstated on CP Rail's International of Maine Division to promote tourism to Canada. For six Maine towns, the ATLANTIC LIMITED was their sole public transportation service, and the train is sorely missed. One of the proponents of a revived service is Bruce Nett, a free lance writer for railroad publications; he is joined in the effort by a group of businessmen, travel agents and municipal officials who are compiling facts and figures for a presentation to Ottawa. Their report will not be completed until mid-winter, but it is hoped that the assembled data will prove that a revived passenger service on the CP line could be promoted as a viable (VIAble) tourist attraction for both New England and the Province of Quebec. The report will attempt to persuade Pepin and Co. to look beyond the matter of the deficits on passenger operation, to the cross-border tourist trade and the hard U.S. cash which will flow to Canada (particularly Montreal) if the train service is properly operated and promoted.

--Mike Lindsay

TTC CELEBRATES 90 YEARS OF ELECTRIC STREETCARS--August 15, 1982 was the 90th anniversary of the first operation of electric streetcars in Toronto and, the following day, the TTC celebrated the event with a reception at the Westin Hotel, followed by a Peter Witt street car tour.

Guests at the suppertime reception included TTC, UTDC and municipal officials, Toronto historian/railfan Mike Filey, UCRS member Larry Partridge, author of the new book 'The Witts', OERHA President Bob Johns and his wife Joan, and representatives from mewspapers and television stations. A photo display prepared by the TTC illustrated the development of streetcars in Toronto. TTC Commissioner Jeffery Lyons spoke of the vital role which electric street cars had played in the life of the city over the past 90 years, and of the affection with which they are held by Torontonians.

Then the guests boarded Large Witt 2424 (owned by the OERHA and leased to the TTC for charter service) and Small Witt 2894 for a brief tour. The route included a ride down Church Street, over which the first electric cars operated on that long-ago August day. The Witts arrived at Exhibition Loop and the riders proceeded to the adjacent transit display comprising UTDC ALRV 4900 (this car was incorrectly identified as 4999 in the August Newsletter), TTC Orion bus 8371,

(Contd. under UCRS Events)

UCRS and other events and activities

by Ed Campbell

There are still opportunities for members to participate in UCRS activities; why not give this some serious thought? Put together a few slides for the next meeting's "Newscast", offer to help when the Society has booths at fairs, exhibitions, etc. or stand for election to the Board of Directors. You will get a great deal of satisfaction in serving your Society.

A very sincere "thank you" is due to Norm English and all of those who assisted him at the Society's booth at the Canadian National Exhibition and of course to those who were on hand to keep CN 6213 "open" during most evenings during the period of the Exhibition. Sincere thanks also to Jim and Heather Walther and John Robertson and any others who staffed the UCRS booth at the Milton Steam Fair.

If you missed the August 20th Toronto meeting because it was summer, and you fail to keep up with UCRS activities during that period, you missed a very excellent presentation of 16mm movies. Those who put the show together are to be congratulated. (That Waterloo, Cedar Falls and Northern film was worth "the price of admission" alone--SIW). Try not to miss any of your Society's meetings, as they are all interesting. A pretty broad statement? Well, I think it's true.
Friday, September 17--The regular UCRS Toronto meeting at the Education Centre, College and McCaul Streets, doors open at 7 p.m. before the 8 p.m. sharp calling to order of the meeting. The entertainment will be provided by Bob McMann, his subject being 90 years of electric traction in Toronto.
Friday, September 24--The regular Hamilton Chapter meeting in the CN Station, Hamilton. Bring your slides to show, as slides are an important part of the meeting, which will start at 8 p.m. Don't forget that there is direct GO Train service from Toronto Union Station to Hamilton Station, leaving from Union at 5:19 p.m. and 6:03 p.m.
Saturday, October 2--UCRS Annual Banquet; see separate flyer.
Friday, October 15--Regular Toronto UCRS meeting at the Education Centre, College and McCaul Streets. Come at 7 p.m. and enjoy the pre-meeting get-together. The meetinj will start at 8 p.m. sharp; the entertainment will be provided by UCRS member Don McQueen of London, Ont., whose subject will be thirty years of diesel production at GMD's London plant.

---

and a GM bus equipped with the Commission's Communications and Information System. Here, in front of the latest example of street car technology, additional speeches were made and a ceremonial cake in the form of a streetcar was cut by TTC Chief General Manager Alfred Savage and Russell Operator Andy Overchuk.

The first horsecar began operating in Toronto in 1861, from the St. Lawrence Hall at King and Jarvis, west along King to Yonge, then north on Yonge to Yorkville Town Hall, just north of Bloor. This service was operated by the Toronto Street Railway Co. When this company's franchise expired in 1891 the newly-formed Toronto Railway Co. was granted the franchise, oncondition that electric street cars be introduced within one year and the system totally electrified within three years.

The TRC, headed by Sir William Mackenzie of Canadian Northern Railway fame, immediately began preparations for operating electric street cars. Replacement of the old lightweight horse car rails with new heavier girder rail was necessary to support the electric cars built in the company shops at Front and Frederick (only recently demolished, although vacated by the TTC in 1924 when Hillcrest was opened). The newest stable building, on the southeast corner of Front and Frederick, was chosen for conversion to a coal-fired steam generating powerhouse. (Today part of it remains extant as the Young Peoples Theatre). However, this facility was not ready in time for the Church St. electrification and power had to be supplied by the Incandescent Light Company.

Inauguration of electric street cars on Church was a gala affair. Car 270 was reserved for dignitaries and, when dispatched from City Hall (in what is now St. Lawrence Market, at Front and Jarvis), it took only 12 minutes to reach Bloor Street. Large crowds gathered along the route, their curiosity raised by press publicity preceding the event.

To quote a newspaper reporter on board: "The car travelled, initially, at an easy jog-trot and those on board had time to pass comment on the artistic merits of the new pavement in front of the public library at Church and Adelaide. At Queen St., however, the car bounded forward...and I held my breath and the straps, waiting for what tragic writers call 'the final plunge'. Dogs barked, children screamed and telegraph poles looked like rungs of a ladder as the car flew past. Horse cars on the down trip went by at their best speed as if they were in a dread of losing their jobs; groups of smiling ladies on street corners were out of sight before one could smile back; and the car walked carefully around the corner at Bloor and finally the conductor rang the bell to announce we had arrived at the end of the Sherbourne St. track in Rosedale".

Here, at the intersection of Sherbourne and Glen Road, the TRC hosted a reception to observe the occasion. A theme common to the ensuing speeches was that the success of the municipal transit operation could only mean a great benefit to the Company and the enrichment of City coffers.

Perhaps the most significant aspect of the 90 years of electric street cars celebration was the

fact that it served to "make official" the high esteem in which Toronto's street cars are held, to the extent that they are virtually regarded as an institution.

Torontonians, and railfans everywhere, can consider themselves fortunate that the city and the TTC, with typical conservatism and common sense, resisted the illogical and short-sighted anti-street car attitude which destroyed so many other systems in the 1950's and 1960's, and retained our clean, smooth and energy-efficient street cars. Today, in an energy-conscious society, events have caught up with this sensible policy, and Toronto's beloved street cars remain secure. New CLRV's, supplemented by rebuilt PCC's, ply the core routes of a city which has changed almost beyond belief from the community of 1892, but which still knows a good thing when it sees it--the electric streetcar.

• MORE SECOND HAND UNITS--GO Transit has purchased Burlington Northern F7PB units 733 and 737 for conversion into APCU's. The two units were, at time of writing, at Chrome Crankshaft in the U.S. undergoing body work; upon completion of this they will be shipped to the Ontario Northland Railway's North Bay shop for conversion into the power control format. GO's intention is to use the units to supplement the auxiliary power supply from locomotives on long bilevel trains, and in consists they will be placed immediately adjacent to the locomotive. GO Transit numbers will be reported as soon as they are available.

• As equipment joins GO Transit's increasingly complex roster, other equipment leaves. Twenty-two single level coaches have been sold to the Urban Transit Authority of British Columbia for use on the latter's planned Vancouver-Port Coquitlam commuter rail service. The cars will be sent to Vancouver later in the year when the second order of GO Transit bilevel cars begins to arrive from Thunder Bay. In their new service, the 22 cars will be pulled by ex-QNS&L GP9's, UTA having bought the 133, 147, 157, 167 and 169. One unit will be stripped for spare parts. The locomotives sold for $75,000 apiece. The numbers of the cars involved in the sale will appear when such information is at hand.

• The news is not good for GO Transit commuters who park at suburban stations. TATOA announced in mid-August that, on an as yet unspecified date early in 1983, it will institute a charge at its parking lots. The daily rate has not been fixed, but is expected to be between 60 cents and one dollar. The Authority operates some 14,000 parking spaces at its rail and bus stations.

• Any hopes in the Hamilton area for an early shift of the GO Transit rail terminal from the CN station to the TH&B station would appear to have been dashed with the recent announcement of Transportation Minister James Snow that tenders have been called by the Province for an enlargement of the 44-space parking facility at the CN station to 124 spaces on land owned by the city.

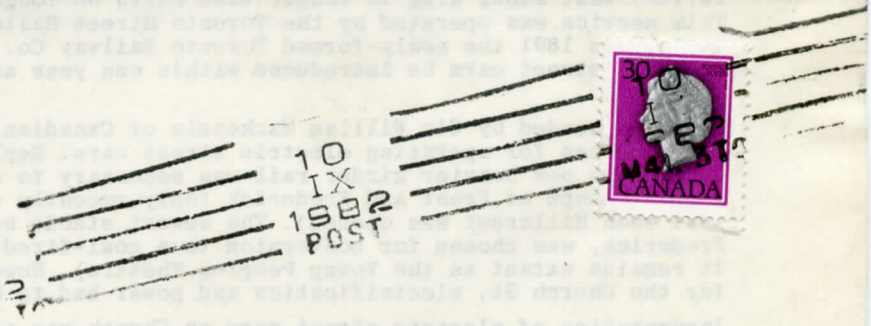
• A by-election campaign in the Provincial riding of Hamilton West has provided the opportunity for the candidates for the three major parties to have their say about the perceived inadequacy of GO Train service between Toronto and Hamilton; all parties agreed that expanded service should come, with the Liberals being the most clamorous. Liberal Leader David Peterson travelled to Hamilton one day during the election campaign on the 17:19 departure from Toronto Union and received an "earful" from commuters about the unreliability of the existing service and its inadequacy as a link between the two cities.

--(Above two items from Doug Page)

SPOTTED GO 720 & 722 (EX-RI) WILLOWBROOK AUG. 26--JACK BOST

UPPER CANADA RAILWAY SOCIETY
Box 122, Terminal "A"
Toronto, Ontario M5W 1A2

ADDRESS CORRECTION REQUESTED
RETURN POSTAGE GUARANTEED



PRINTED MATTER

NEWS MAGAZINE
PLEASE
DELIVER PROMPTLY