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CHESAPEAKE AND OHIO NOW INTO CANADA

Through acquisition of the Pere Marquette Railroad, which it long previously had controlled, the Chesapeake and Ohio Railway on June 6<sup>th</sup> extended its far-reaching tentacles to the north of Michigan and also into and across Southern Ontario. The merger, proceedings for which began about a year and a half ago, became effective as of this date, and the Pere Marquette ceased to exist as a separate railroad. This affects the 127 mile line between Walkerville and St. Thomas, Ontario, which skirts the north shore of Lake Erie through Kingsville, Leamington, Blenheim and Ridgeway, and the intersecting 73 mile line from Erieau to Sarnia via Blenheim, Chatham, Dresden and Wallaceburg.

The east-west line was originally the Lake Erie, Essex and Detroit River Railway, which was built during the late 1880's and opened for traffic in December, 1888. In 1891 the name was changed to the Lake Erie and Detroit River Railway Company, and soon afterwards the London and Port Stanley Railway was leased to the L.E.&D.R. for 20 years, and operated as a L.E.&D.R. branch.

The Erie and Huron Railway from Rondeau to Sarnia was purchased in 1898, and by this time the L.E.&D.R. was an important transportation agency in South-Western Ontario. American control first came on the scene in 1904, when the Pere Marquette purchased the L.E.&D.R. and also arranged with the Michigan Central for trackage rights over the latter's line from St. Thomas to Niagara Falls and Buffalo, which agreement is still in effect. Thus for 43 years the old Lake Erie and Detroit River lines were part of the Pere Marquette system, and developed into an important east-west freight route. The London and Port Stanley line was let go when the lease terminated, and upon the latter's emergence as a separate railroad, a new agreement for trackage rights had to be set up by the Pere Marquette in the city of St. Thomas. Thus we see the peculiar situation of a steam road with trackage rights over an interurban line (from the PM roundhouse in south St. Thomas, where the PM's own track ends north to the N.Y.C.R.R. crossing.

This, briefly, is the history of the lines which the Chesapeake and Ohio has just acquired in Canada, and through which it becomes a Canadian operator. While it will no doubt take some time to repaint and reletter Pere Marquette rolling stock with the C&O name, we can look forward eventually to seeing Chesapeake and Ohio locomotives as close to Toronto as Welland and Niagara Falls.

GMC "TRAIN OF TOMORROW" TO BE EXHIBITED AT THE C.N.E.

The main attraction, to railfans, at least, at the exhibition's postwar reopening in August will be the displaying of the General Motors Corporation's "Train-of Tomorrow", which is currently on a tour of American cities. Pulled by a single unit EMC passenger diesel (naturally), the train features a variety of cars, built by Pullman-Standard, with many innovations, the most striking of which are the two-level floors with "Astra Domes" on top of each car. It certainly looks like a "must" for each of us.

BRITISH COLUMBIA NEWS

by John A. Wood, Vancouver

North Vancouver Converts to Bus:

Bad news for electric fans is that the British Columbia Electric Railway Company is rapidly turning to bus operation. On September 24<sup>th</sup>, 1946, the Lonsdale line, which was Route 1, a two man line,

ceased operation, being replaced by double engined Twin Coaches. Cars working on this route were 153, 155, 156 and 159 and were all small Brills. These cars were slowly dismantled during the winter months, and by February they were completely stripped and the bodies sold to private individuals. Conditions then remained static until April, 1947 when a new order of buses arrived, and enabled the remainder of the system, which consisted on the Lynn Valley line, Route 2, and the Capilano line, Route 3, to be converted. Cars 150, 151, 154 and 157 worked mostly on Capilano, and 160, 161 and 162 on Lynn Valley. The latter were Brills of a slightly heavier type than the 150's. All were double-end one-man equipment. Operation of cars on these routes ceased April 24<sup>th</sup>. On Sunday, April 27<sup>th</sup>, BCER officials kindly consented to have a special car run for the benefit of the Lower Mainland Railroad Club, and your correspondent had the honour of operating the last car ever to run on the system, this being No. 157. At that time, this car was the only one in condition to operate, the remainder already being partly dismantled. All that remains in North Vancouver at time of writing is sweeper S55, which is to be brought over to the city by truck. The North Vancouver line car L2 has been scrapped. The only link we now have with the old North Vancouver system are cars 152 and 158, which were sent to Vancouver in 1937, owing to a shortage of cars on the city lines at that time. Soon, they too, will be gone, and we shall have only fond memories of electric traction in North Vancouver.

#### Fraser Avenue Line:

On Saturday May 31<sup>st</sup>, cars rolled for the last time on Route 7, the Fraser line. At present, gas buses are operating on this route, although it is to be converted to trolley bus when the new equipment arrives sometime this fall. The "Fraser Trains" as they were known, somewhat similar to the Yonge Street cars in Toronto, are now working on Hastings East, Route 14, as rush hour specials only. This conversion has brought about a new route, Number 8. The old Fraser line ran from the South-East portion of Vancouver, downtown, and then south and west to Kerrisdale in the west end. The buses run on the eastern portion of the line, with cars still working the Western end, which is now called Kerrisdale, Route 8.

#### C.P.R. 447:

Ten-wheeler 447 of the Canadian Pacific Railway, which has been doing yeoman service on Vancouver Island for some years past, passed through Vancouver in the middle of May enroute to the Ogden shops at Calgary for a complete overhaul. As far as can be ascertained, she will return to service on the island, where service is maintained mostly by 900 class locomotives.

#### EASTERN ONTARIO AND QUEBEC NEWS

by W. Houston, Kingston

#### Cornwall Street Railway:

The CSR's cars have improved greatly over the past year in appearance and mechanical shape. The cars are clean inside and out, and are very quiet now. Some of the cars are receiving a two-tone brown interior similar to some of the N.S.&T. cars. Sunday service was improved on May 11 with the addition of an extra car on Second Street, and there is now service in both directions on Pitt Street.

Former Sunday service:

Second Street: 2 cars, Belt Line: 1 car, Pitt: 0

Present Sunday service:

Second Street: 3 cars, Belt Line: 1 car, Pitt: 1 car.

#### Montreal & Southern Counties:

The M&SC is using the ex-NS&T cars 320-322 only during rush hours, since they have no fare-boxes for them, and have to run them as two man cars with the conductor picking up fares with an old Toronto Railway Company coffee pot fare box. The only apparent changes are trolley shoes in place of wheels, and the removal of the "no smoking permitted in local line cars" sign, which now reveals that 321 was Washington-Virginia 369. The cars have not been repainted, and certainly show up beside the green of all the other cars. They are being used on the Montreal South local line, and ride very well over the Victoria Bridge, nearly 2 miles long.