

Just A. Ferronut's REMEMBERING WHEN!

TITBITS FROM HALF A CENTURY AGO

These items will no doubt bring back many memories to our older members, while perhaps showing how our hobby has changed over the past half century. The following is a series of short items gleaned from the various UCRS Newsletters that were originally printed in 1946 and 1947.

From today's look at what little remains of the CSX and their operations in Canada, a couple of articles from 1946 and 1947 portrays quite a different view of the railway that Hiram Walker built!

April, 1946

Canada May Get a New Railroad - If literally true, this would be great news indeed. Actually, it involves only the transfer of ownership of a section of line operating in south-western Ontario. Yet this in itself, by the very nature of it, is spectacular and uncommon enough. When a whole Class 1 railroad is swallowed up into another, it is news these days. Nevertheless, this is what is occurring right now, and the final arrangement may have been completed by the time this reaches print. The Chesapeake & Ohio is negotiating to take over the Pere Marquette, which it already controls by stock ownership.

The particular reason why this is of interest to Ontario railfans is, of course, the fact that the Pere Marquette operates 200 miles of line in Canada, including the 127 mile secondary main line from Walkerville to St. Thomas and branches from Blenheim to Erieau and Sarnia. Trackage rights are maintained over the New York Central from St. Thomas to Niagara Falls & Buffalo.

Thus it appears that the C & O will become a company operating in Canada, while the PM disappears as an independent road. Just what effect the merger will have on these Canadian lines is difficult to say at the moment. However, it is generally known that the PM has never been a very prosperous railroad, whereas the C & O is one of the best off, financially, of them all; moreover, it is under the guidance of an aggressive and able president, Carl Newton, who has just currently bring the C & O into the public eye in other matters beside the PM acquisition.

The PM main east - west line in Ontario carries a heavy freight traffic; yet the branches, and what little passenger traffic there is, can hardly be said to be flourishing. The present C & O management appears to have a very aggressive policy with regard to passenger traffic, despite the fact that the road is primarily a coal carrier. Thus it may well be that the C & O will endeavour to revive passenger business on the lines in Canada. At present the PM operates a mixed train daily each way between Walkerville and Chatham - the result is freight only. The mixed takes 6 hours for the 90 mile run.

This merger will be very significant from the standpoint of demonstrating how the C & O is still very definitely a growing railroad, while practically all others have reached the static point. In the late 1920's, the C & O was, except for the Chicago Line, entirely south of the Ohio River, and a long way from Canada. Then it acquired the Hocking Valley which was floundering at the time; the C & O built a connecting line between Columbus and Portsmouth, Ohio, and this gave it a through north-south route in Ohio up to Toledo. Now, with the PM it spreads its tentacles all though Michigan, over to Wisconsin (by car ferry), and of greatest interest to Canadian railfans, into the Province of Ontario.

July, 1947

Chesapeake and Ohio Now Into Canada - It's final! The Chesapeake and Ohio Railway's acquisition of the Pere Marquette Railroad became effective June 6th when it extended its far-

reaching tentacles to the north of Michigan and also into and across Southern Ontario. The Pere Marquette has ceased to exist as a separate railroad.

This takeover includes both the 127 mile main line between Walkerville and St. Thomas, Ontario, which skirts the north shore of Lake Erie through Kingsville, Leamington, Blenheim and Ridgetown, as well as the intersecting 73 mile line extending 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.

August, 1946

Electric Railway News From - By William Houston of Kingston, Ontario - July & August

Levis Tramways: This company has twelve miles of tracks, comprised of 3 routes - Lawson, Haute-Ville, and St-Romuald. The St-Romuald line is the longest and has a considerable stretch of Private right-of-way. The rolling stock consists of 22 ST, DE Birneys, numbered 85 to 103, 204, 214, 224, a lone DT car numbered 104, and old ST passenger car 83 and an express car numbered 10. Several of the 85 - 103 series were built by the Canadian Brill Company at Preston. The 200's came from the M.T.C. and are still painted in Montréal Tramways green, in contract to the L.T.C.'s scheme of orange, blue and yellow. The Montréal Birneys are all in storage. Number 104 was Hagerstown & Frederick 49. The company has 24 buses on order, and when these arrive car service will be abandoned.

Montréal & Southern Counties - There are now two express trailers which can be operated with the 620 (ex-WE&LS Railway). These two cars, 503 & 520, have had their coupler heights altered in order to make this possible. There is still talk of new equipment, and rerouting the M&SC into Central Station, but as yet no changes have been decided upon.

Cornwall Street Railway - Aroostook Valley Railroad locomotive 54 has been purchased by the CSR, and renumbered 8, despite the fact that they already have a plough of that number. The new freight line from the CNR Station to Courtauld's plant is approaching completion and should be in operation soon.

September, 1946

Unusual Spottings at Toronto's Union Station

Where is my camera? When we consider the lists that today's train spotters put together, here is a list of unusual equipment that Jack Bost recorded as having visited Toronto's Union Station between September, 1945 and August, 1946 - Please watch the drooling!

1. Boston & Albany Railroad:
Coach 468 - December 24, 1945.
2. Boston & Maine Railroad:
Express & Mail Agency Car 2939 - September 18, 1945.
3. Canadian National Railways:
 - (a) - Business Car 61 - September 18, 1945.
 - (b) - Business Car 101 - pulled by CPR 3657 - September 18, 1945.
 - (c) - Business or Private Car "Bonaventure" with diaphragm frame attached to observation platform - May 1946.
 - (d) - Inspection Car 93 - October 25, 1945.
 - (e) - Rule Instruction Car 15077 - September 4, 1945.
4. Canadian Pacific Railway:
 - (a) - Wooden Coach fitted out as travelling dental clinic - furnished by I.O.D.E. - November 27, 1945.
 - (b) - Business Car "Ontario" - September 27, 1945.
5. Denver & Rio Grande Western Railroad:
Coach 917 - July 1, 1946.
6. Erie Railroad:
Coach 2266 - April 23, 1946.
7. Grand Trunk Western Railway:
Coach 5355 - July 1, 1946.
8. Lehigh Valley Railroad:
Coach 907 - red with black windows - October 14, 1945.
9. New Haven Railroad:
Coach 8064 - October 26, 1945.
10. New York Central Railroad:
 - (a) - Coaches: 1434 - April 26, 1946, 1566 - April 23, 1946, 1678 - April 21, 1946, 1714 - October 10, 1945, 1737 - April 23, 1946, 1822 - May 21, 1946, 1917 - October 10, 1945, 2189 - October 10, 1945, 2282 - May 11, 1946, 2555 - October 20, 1945, 2818 - April 3, 1946, 2819 - April 21, 1946.
 - (b) - Express Cars: 8199 - November 14, 1945, 8338 - September 27, 1945.
 - (c) - Parlour Cars: 477 - December 8, 1945, 525 - May 21, 1946, 541 - March 16, 1946, 542 - December 10, 1945, 565 - May 21, 1946, 574 - May 20, 1946, 590 - April 21 & 28, 1946, 595 - September 10, 1945.
11. Ontario Northland Railway:
Coach 802 - only one seen in Toronto to have new road name on outside & inside. On CNR train 20 from London with T&NO Coach 805 - June 8, 1946.
12. Pennsylvania Railroad:
Railway Express Agency Car 5797 - November 14, 1945.
Railway Express Agency Car 6625 - November 13, 1945.
13. Temiskaming & Northern Ontario Railway:

(a) Business Car "Ontario" - September 10, 1945.

(b) - Coaches: 601 - December 24, 1945, 603 - October 24, 1945, 605 - July 1, 1946, 606 - July 1, 1946, 804 - September 27, 1945, 805 - June 8, 1946, 901 - October 24, 1945, 907 - September 27, 1945.

(c) - Express Cars:

403 - September 27, 1945

701 - September 27, 1945.

1103 - October 24, 1945.

14. Union Pacific Railroad:

Coaches: 877, 888 - July 1, 1946 - very old, with high arch roofs - central chandelier - stained glass in upper part of arch windows.

December, 1946

C.P.R. Leaside Station Opens

In 1998, this structure, after its life as a station, and later a restaurant, is buried as part of a railway office complex on its original site. However, in late 1946, we were commenting on the opening of station.

"The new and modernistic suburban station which the CPR has been constructing for the past year at Leaside was opened this month. It is thoroughly modern throughout, with brick and stone construction with fluorescent lighting and modern interior appurtenances. Three large and powerful floodlights mounted on sturdy polished steel poles illuminate the station, grounds and adjoining tracks, doing away with the traditional platform lights. Much new excavation work has been done for the new easy approach for the driveway up to the station from Millwood Road. The old station building has been demolished.

January, 1947

T.T.C. Sherbourne Line Changes to Buses - The long rumoured and long threatened end of the Sherbourne street car line in Toronto became a reality at 1:45 a.m. on Sunday morning, January 5, as the last car, 2104, rolled into the Danforth carhouse after making the last round trip over the line. Thirteen members of the Society were practically the only "passengers" on the last up trip, and the editor grabbed the last seat in the car so as to be last man over the rails. His dubious distinction is shared by friend Bailey, however, who was last man out of the car at the barns, clutching tightly the last transfer. In a matter of minutes after the last car passed over the rails on Sherbourne Street, a work truck crew spiked the switches so that further entry from intersections was impossible. Already the crossing at Carlton Street has been removed. The cars formerly regularly assigned to the line are now being used as tripper cars on other routes operated out of Danforth Division.

Other Changes:

On a happier note, January 5th also saw the Parliament Street extension go into service, as Parliament cars began burnishing the new laid rails and loop below Queen Street.

Starting January 6th Danforth tripper cars were routed via Parliament Street, Queen Street to McCaul Loop and return, making up somewhat the gap left by the new Parliament routing.

Also starting January 6th, a portion of the eastbound King cars in the rush hour on evenings were routed via Parliament and Dundas Streets to evade the Queen Broadview throat, and seem to have aided this sore spot considerably.

July, 1947

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 24th, 1946, the Lonsdale line, which was Route 1, a two man line, ceased operation, being replaced by double engine

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 24th. On Sunday, April 27th, 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 31st, 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.

August 30, 1998