

Canadian Rail

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1967

Number 185





An artist's view of travel progress on the Montreal--Toronto main line.

(Courtesy Canadian National Rys. Magazine)

Getting There Was Half The Fun

Being an account of a trip to Toronto in March, 1869

S. S. WORTHEN

Jn 1896, there appeared from the presses of Williamson and Company of Toronto, a book entitled "Railways and other ways", which was a collection of the reminiscences of Mr. Myles Pennington over a period of sixty-seven years. It was a magnificent collection of reports and experiences by a man who for all his life had worked on railways. While every account and reminiscence may not be completely factual, nevertheless it is a remarkable period piece and well worthy of note. The account to be examined here is an extract from Mr. Pennington's diary, of a trip from Montreal to Toronto on the young and burgeoning Grand Trunk Railway of Canada, which operated on the then - standard Canadian gauge of 5 feet, six inches.

Weather predicting in 1869 seems to have been just about as uncertain as in our own day. Educated people (which is just another way of saying "those that could afford it") had their personal barometers, and from them drew their own conclusions. They were not always correct.

"Montreal, March 9, 1869:

"The night is fine and mild as I arrive at Bonaventure Street station, and there seems every prospect of slipping through to Toronto between snow storms; but a friend, by way of consolation, slightly whispers to me that the barometer is falling. This is ominous, and I am afraid tells of ills to come. I notice that the train is not 'made up' as is usual at 8:15 p.m. On inquiring the cause, I am informed that about 4 miles west the axle of a car of a passenger train is broken, and that a 'truck' has just been sent out to replace the damaged one, and that the only available sleeping-car is with that train. So after some time, we all went into an ordinary first-class car, and at 10:00 p.m. make a start; but only run out to the Tanneries Junction (later, St. Henri Station - Ed.), where we have to wait the arrival of the disabled train. The time is spent as pleasantly as possible, mainly by the amusing talk of a funny Englishman, of the kind that is 'Wont to set the table in a roar' and like Mark Tapley, is jolly under all circumstances; for, as he says, 'What's the use of complaining when you can't help it', and recommends all to make themselves as happy as possible; and thus the time whiles away until 2:00 a.m., when we get the sleeping cars and make a fresh start.

"As we pass along, I notice that the train runs between two walls of snow, varying from four to twelve feet in height, and that the country presents one plain of pure white, with no fences visible, broken only by trees which look all branches, their trunks being buried in the deep snow, with here and there a cottage emerging from the surface, having the appearance of being stunted in its growth, giving a strange aspect to the winter landscape.

"The thought of a sudden thaw, with heavy rain, cannot be contemplated without a shudder, as the rapid melting of this bed of solid snow, compressed from ten or twelve feet to about five or six feet, over hundreds of miles of country would produce floods of a terrible magnitude.

"There is the usual making up of beds and fixing upon berths and one by one screep under nice clean sheets, and are soon playing all kinds of tunes upon the nasal organ and dream not of the morrow".

It is interesting to speculate where our courageous traveller observed the banks of snow along the line. Probably the first appearance of snow in large masses would have been west of Lachine long the lakeshore, and most certainly in the cut through which the present Canadian National main line climbs the Vaudreuil escarpment.

"March 10:

"At dawn of day we are at Prescott, and a soft snow is falling, which gradually increases to a storm by the time we reach Brockville. This continues until we arrive at a point three miles east of Gananoque, where we come suddenly to a stand. Now the storm rages with terrible fury; the snow comes sweeping over the plain, gritty and blinding as the sands of the desert; it flies in eddies and whirlpools; it rushes around stumps of trees, pelting the cars, penetrating every corner and crevice of the intricate parts of the locomotive; it chokes up the axle-boxes, throws up embankments, creates all kinds of architectural forms and buries the railway track out of sight.

"A freight train from the east arrives, and the engine, being detached, comes to our help; and now commences a hard struggle of pushing behind and hauling in front; and for two hours this is kept up with men all the time plying the shovel to keep the wheels clear, but it is labour in vain. For as fast as the snow is thrown out, it comes back again, and the two locomotives puff and scream and their driving wheels fly 'round, but no progress is made; and the work is at last abandoned as utterly hopeless. Our engine, along with the conductor, then start for Gananoque for relief, and the freight engine struggles for some time to get back, but is fairly beaten, and dies in harness.

"The train containing upwards of 150 passengers is now left alone. It is noon (12 hours since leaving Montreal - Ed.) and we are yet without breakfast, having calculated upon getting that meal at Kingston, distant 20 miles. Each passenger begins to look into his or her larder, and many were the long faces that were made on finding such scanty supplies. One musters a few sandwiches, another a few apples or an orange, or a few crackers. Two gentlemen with two little boys think they have enough for three days' siege, as they have a good-sized basket and two parcels, - the whole having been made up by kind friends; the contents were unknown to the gentlemen. The result of the inspection exhibits two bottles of milk and half a dozen small sandwiches in the basket. Parcel No. 1, some ginger cakes and candies. No. 2 is a paper box and must certainly contain something substantial. It is opened: on the top there is a thin layer of sweet cakes, then a stratum of paper. Now expectation is on tiptoe (solids are always found at the bottom).

C. W. SPENCER



"The paper is removed and in a moment, eight rosy apples, all in a row, come to full view, to the utter consternation of the two gentlemen and the great glee of the two little boys, who believe in apples as the staff of life. Deep in the dark recesses of his carpet-bag, one gentleman finds an ancient meat pie (the relics of a lunch provided for a former railway expedition) and though it looks hard and dry, and rather like one of those pies dug up in Pompeii, still is cut up, divided and pronounced an excellent morsel. One gentleman has transformed a glass bottle into a tea-kettle; with this he manufactures curious mixtures for the children.

"Observations of the surrounding country are taken through the thick snow. One gentleman thinks he descries the outlines of a house. He puts himself in the best condition for travel and boldly leaves the cars, sinks up to his middle in the snow, and after plunging on a few yards, vanishes like the ghost in Hamlet. Anxious eyes are kept on the lookout for his return, and in about an hour, a spectral object comes out of the snow-cloud, which turns out to be the gentleman in question. He carries a large bundle and a jug of hot tea. How he has kept the tea hot is a puzzle to all on board. This is encouraging.



A ROTARY SNOW PLOUGH AT WORK

"Other expeditions are formed and leave the cars in the course of the day, and make new discoveries of farm houses, where inmates willingly throw open their larders and set to cooking in good earnest, to supply the wants of the belated travellers, so that by night, all on board the train are pretty well satisfied. One gentleman returns with his ear frozen and swollen. Some jokes were passed upon him, as he would not cover himself with a rug when he went forth, but said he could stand a storm like this and did not care for it. An elderly Scotchman said the young man had got an 'elongated lug'.

"Our stock of reading matter is rather scanty and there is no news-boy on board the train. We have a Toronto 'Globe' of the previous Saturday, Montreal papers of Tuesday, a 'Dominion Monthly', two or three novels and three or four magazines. Political discussions take place on Confederation, Annexation, Reciprocity, the Nine Martyrs, etc., and night draws on. The storm continues with unabated fury, the car being kept rocking to and fro by the high wind. By nine o'clock (21 hours since leaving Montreal -Ed.) all in our car are in bed. I am in an upper berth and the windows and doors of the car being closely shut, it is very uncomfortable for want of ventilation. But I doze a little and am wakened at 2:00 a.m. by the distant whistle of a locomotive. But after waiting for the sound to be repeated, I find that it is the stentorian snore of the next neighbour.

"It is now calm, but the snow is still falling, and what a scene of desolation presents itself without, - a wide plain of snow with the dark stumps of trees standing forth clear and distinct, requiring no great stretch of the imagination to endow them with motion and being engaged in some wild fantastic dance, the whole encircled by the dark outline of the forest, and in the midst, the train with its living freight, from the infant in arms to the old man of seventy. Some were sleeping, others in moody speculation. And what hopes and fears are here congregated together.

In our car, one gentleman mourns the loss of his young wife who died a week ago. A second, the sad loss of a little sister, accidentally poisoned. A third, the sudden death of a young friend by inflammation of the lungs. And a fourth is journeying to a distant city in fear that his father will be dead before he arrives. In the other cars, the passengers lie in every possible position and are constantly changing to ease the weary body. Here the air is close and sickly, and the lamps cast a yellow light upon the upturned faces seen below.

"Distant twenty yards is the dark figure of the dead (freight) locomotive. The snow has held high revel under it, on it and around it, adding many a piece of ornamental frost-work to its iron sides. It makes one melancholy to look at it, - a mechanical Samson shorn of its might, the genius of steam prostrated, its breathing gone, its power annihilated, unwieldy as a ship on shore, - there it stands, looking like some monument of past greatness.

"March 11th 7 a.m.

"The snow on both ends of the train stands level with the platforms of the cars. Sectionmen arrive and set to work with willing hands to dig us out; they cut the snow in blocks and as they throw it out, it looks like the purest marble.

9 a.m..... (33 hours from Bonaventure - Ed.)

"Sleigh bells are dead, and up comes the conductor cargoes of provisions. Soon we have steaming hot coffee which, with sandwiches of gigantic proportions, is handed round. Now there is a general rejoicing in the cars, - a huge picnic takes place. Knives and forks we have none, but penknives and jackknives are brought into play, and where these are lacking, fingers and teeth are plentiful enough, and each person does not hesitate to use them, regardless of all rules of etiquette and customs of civilized society.

"A loud report is heard near the stove. It is the gentleman's teakettle bottle, which has burst after two days' active service.

"The conductor relates his adventures, - how when he left us, the engine only got a mile from us and then stuck fast in a snowbank, - how he then battled his way to Gananoque and telegraphed to Kingston for food and assistance, and how a train started from Kingston on the previous night but stuck in the snow three or four miles west of Gananoque and that sleighs were sent out to bring in the supplies and convey them to us. And he further gladdened us by the news that three locomotives and a snow-plough arrive, and after many hard pulls, we are on the move again, and go on with slight interruptions to Kingston, arriving there at 6 p.m. Here the Grand Trunk Company, with great liberality, has provided a free dinner for all the passengers, and full justice is done to it.

THE PHOTOS accompanying this article are from the collection of Mr. C. W. Spencer. An article on rotary plows (a Canadian invention, incidentally) will appear in a forthcoming issue.

A ROTARY SAW AT WORK



"Kingston is left at 9 p.m. (45 hours from Bonaventure - Ed.) and having settled down in a clean, fresh, comfortable sleeping car, we think our troubles are over and go to sleep.

"March 12, 2 a.m.

'Change Cars!'

"These were the words that disturbed us in our pleasant dreams of home, and they were found to proceed from the strong lungs of the sleeping-car conductor. We pop out our heads and inquire the 'reason why', and are told that about three miles ahead, near Grafton, there are two engines off the track. There is now a general muffling-up, - rolling children in rugs, and other preparations for a night march through the snow. We reach the point of obstruction and there leave the cars, form a long procession in Indian file, and thus hobble through the snow, meeting as we go another similar procession on march to take possession of the cars just vacated by us. We pass the two engines. They are abreast of each other, blocking up the whole track most effectually. By 4 a.m., we once more make a start and go on without any further trouble, arriving in Toronto at 11 a.m., - sixty-two hours after we left Montreal.

"Here we require some washing, polishing and brushing up, to make us presentable to the denizens of the fair city of Toronto.

"Addendum:

"When I recorded and described the snow blockade of March, 1869, I thought that that storm was about as bad as one as had ever occurred in Ontario, since railways were introduced into the country. But all records were beaten by the great snow-storm which set in on March 19th., 1896. It was the most complete snow blockade ever experienced (in Ontario). The only line on which a train could be run to its destination was a single track between here (Toronto), and Hamilton. On every other line running into the city (Toronto), the traffic was completely paralysed. On the Grand Trunk system, thirteen trains were caught in the storm between here and Belleville, but fortunately nearly every train was able to get to a railway station, which secured a greater degree of comfort to the passengers. Somewhere, in Durham, there were, in the string of ten cars that lay between two walls of snow, three classes of passengers: the 'Thursday comes', the 'Friday comes' and the 'Saturday comes'. (It was now Sunday). All were started from Ottawa by the courteous, if not too accurate, gentlemen of the Canadian Pacific Railway, with the assurance that the line would soon be cleared. There was a little block as far as Peterboro', and when the (Friday comes) reached that town on Saturday morning, they were informed that the line was not yet quite clear and therefore were sent up to town to take breakfast at the Company's expense, the situation being extremely simple. On a little yellow slip of paper were the words: 'Good for passenger's meals while in Peterboro'. Mr. Morrice, District Superintendent of the Grand Trunk Railway was able to state that he had just received word from Weston to the effect that the passengers on the train which was stalled at Highfield had been supplied with food, and that the men engaged shovelling the snow off the tracks were making good progress.

About fifteen passengers for North Bay, who had been waiting in the (Toronto) station nearly the whole of yesterday for the train to start, spent last night in the cars, which had been placed on a side track at the western entrance to the station. The reporter for the Toronto 'Globe' succeeded in reaching the city (from Whitby) at 4 o'clock yesterday morning (March 23) on a forty-four hour delayed train. The Ottawa deputation (of the Young Liberal Association) turned up at a quarter after 1 this morning; other reporters of the 'Globe' in Wingham, investigating the mob outrage to J. G. Fields and in Lindsay, in connection with the murder of Mr. James Agnew, are yet to hear from.

"The first train from Montreal since Thursday (March 19) arrived on Sunday. It was the regular train on the Grand Trunk which should have reached Toronto on Friday morning. Its progress was blocked at Cobourg, and there it remained until early Sunday morning. The corresponding Canadian Pacific express from Montreal reached Toronto on Sunday night about midnight. It was storm-stayed at Peterboro' and had to await there the clearance of the road. The lines of both systems east of the points at which the trains were stopped were kept clear, and the regular trains run from Montreal west that far, and then back, after having delivered their passengers at Cobourg or Peterboro', as the case might be.

"Upwards of 80 passenger trains arrive at and depart from the Union Station, Toronto, on each working day, but on Saturday, March 21st, 1896, with the exception of three or four Hamilton trains, no trains came in or went out. It is safe to say that such a circumstance never happened before."

As a foot-note to the above report, it is recorded that in 1869, a Toronto dentist, Dr. J. W. Elliot, patented a device called a "Revolving Snow Shovel". He built a small hand-operated model but never tried to market his invention. In 1884, basic patents were issued in Canada and the United States to Mr. Orange Jull of Orangeville, Ont., for a "Rotary Steam Snow Shovel". This snow-removing device was partially proven on the Canadian Pacific's line from Parkdale to Queen's Wharf in the late winter of 1884-85. Improved models appeared in the United States in 1885-86, and the Southern Pacific Railroad ordered one for the Sierra Nevada region in 1887. The first rotary snow-plough, built to the order of a Canadian railway, was manufactured by the Montreal Locomotive Works in March, 1906, for the Canadian Pacific Railway. Its construction number was 40400 and its road number was 4241. They sure could have used it in 1896! *



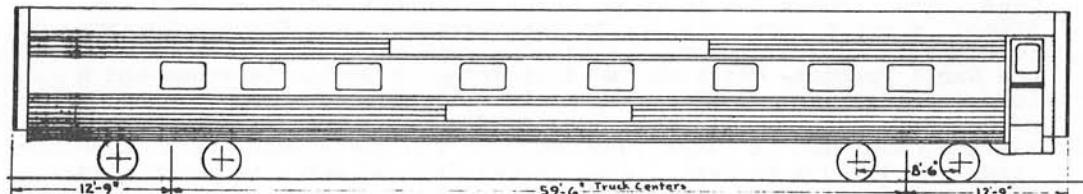
CORRECTION TO "CANADIAN RAIL" NO. 179 PAGE 152

(1)

Canadian Pacific Ry. Sussex Street Sub. abandoned between Elwood and Smyth and Hurdman; new approach to Ottawa Station is on alignment of CN Beachburg Sub.; new connections north to east and south to east between CP Prescott Sub. (3) and CP Beachburg Sub. (17) at crossing, now called "Elwood Diamond" CP Lachute Sub. passenger trains follow (7), (3) and (17) to reach new Ottawa station.

From JAMAICA

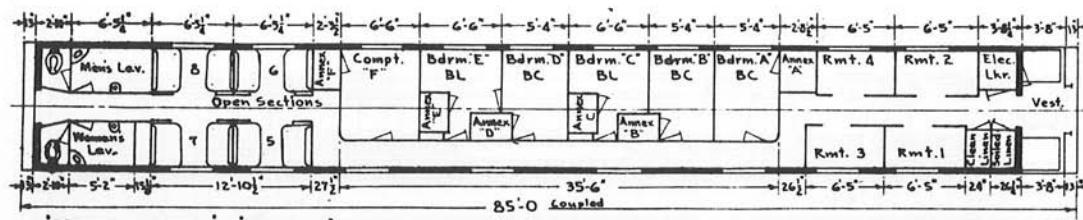
To MANITOUE



During the first part of 1967, the passenger car fleet of the Canadian National Railways is to be augmented by the addition of fifty-one units. In addition to the 5-car trainsets powered by the United Aircraft Corporation's turbines, the cars for which are being constructed by the Montreal Locomotive Works. These were described in detail in the April issue of Canadian Rail. Twenty-six are to be second-hand sleeping cars acquired by CN from various railroads in the United States, the other twenty-five are to be new cars built by Hawker Siddeley Car Co. at their plant in Fort William, Ontario.

From the Milwaukee Road, CN will receive five sleepers (10 Roomettes, and 6 Double Bedrooms) which were constructed for the Milwaukee's Olympian Hiawatha in 1949 by the Pullman Standard Car Company. Names are as follows:

Milwaukee Road Name	CN Number	CN Name
Lake Coeur d'Alene	2142	Wanapitei River
Lake Keechelus	2143	Warpath River
Lake Pepin	2144	Vermillion River
Lake Pend Oreille	2145	Dauphin River
Lake Pewaukee	2146	Torch River



From the Erie-Lackawanna will come a quintet of sleepers, almost identical with those mentioned above. They were built for the Delaware Lackawanna & Western at the time the famous train "Phoebe Snow" was re-inaugurated, November 15, 1949.

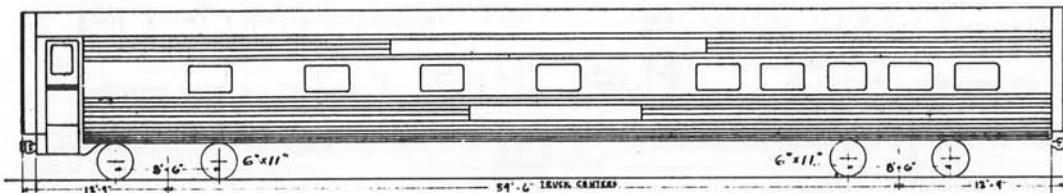
Names on the E-LCN NumberCN Name

James Gore King	2147	Battle River
Marvin Kent	2148	Elbow River
Benjamin Loder	2149	Clearwater River
D. C. McCallum	2150	Chilcotin River
Charles Minot	2151	Nechako River

Sixteen sleepers are to be acquired from the Florida East Coast Line. These are to be of three different interior configurations: a dozen cars similar to the Milwaukee and Erie-Lackawanna 10 Roomette 6 Double Bedroom sleepers mentioned before; two American Car & Foundry- built units containing 6 Double Bedrooms and a Lounge (these were built in 1949 also); while the other two are a pair of Pullman-Standard units with 4 Sections, 4 Roomettes, 5 Double Bedrooms and 1 Compartment each. The last-named were constructed in 1954 as part of an order for 18 cars to equip the "Dixieland", the new name train placed in C&EI, L&N, NC&StL, ACL, FEC pool service between Chicago and Florida on December 16, 1954. The roomettes feature "cut-away" beds -- a type that passengers can raise and lower without opening the aisle door. These are of light-weight construction and have stainless steel exteriors. Names carried by the F.E.C. equipment are:

F.E.C. NameCN NumberCN Name

10 Roomette - 6 Double Bedroom		
Argentina	2131	Grand Codroy River
Bahamian	2139	Deep River
Brazil	2133	Ecum Secum River
Caparra	2136	Rivière Cloche
Chile	2138	Belle River
Columbia	2134	Nashwaak River
Cuba	2137	Rivière St-François
Guatemala	2130	Terra Nova River
Havana	2140	Petawawa River
Honduras	2141	Naiscott River
Oriente	2135	Grande Rivière
Venezuela	2132	Moose River
6 Double Bedroom - Bar Lounge		
Magnolia	1095	North Star
O'Leander	1096	North Wind
4 Sec., 4 Rmette, 5 D.BR, L Cpt.		
Jamaica	1701	Manitou
Scott M. Loftin	1700	Windigo

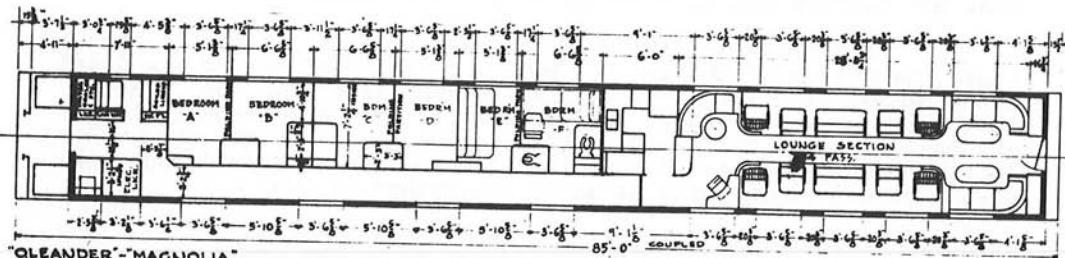


The twenty-five new cars are to consist of 15 day coaches, 5 cafe-coaches, and 5 club cars. Although few details have been announced regarding trains and runs, they are to be assembled into five trains of 5 cars each, in the style of the Champlain, (i.e. 3 coaches, one cafe coach, and one club car,) and used in the southwestern Ontario areas between Toronto, Sarnia and Windsor.

Seating and service will be styled after that planned for the turbotrains, while from available details, it would appear that the basic structure of the cars will be similar to the GO GO Transit cars described in the September issue of Canadian Rail: light-weight; 85 feet in length; constructed primarily of aluminum; equipped with electrically-operated heating and air-conditioning; modern decor; - although it is presumed that better quality seating will be installed for comfort on the longer runs involved. They will be hauled by specially-adapted road switcher type diesels equipped to operate the electric heating facilities. The equipment is to be numbered as follows:

Club Cars from	320 to 324
Café Lounges from	340 to 344
Coaches from	360 to 374

Like the suburban commuter cars, they are to be constructed at the Fort William plant of Hawker Siddeley Canada Limited. The new CN cars will cost approximately four million dollars and are to be delivered during the summer of 1967 to handle the expected continued increase in passenger traffic within the Quebec-Chicago zone of high-density population.



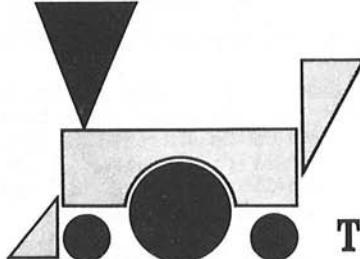
Equipment owned by the Government of Ontario Transit organization and to be operated by the Canadian National Railways in suburban service in the Toronto Area is to be designated as follows:

Locomotives	600 to 607
Self propelled cars	D700 - D708
Coaches with driving cabs	C750 - C757
Standard coaches for commuter services	4700 - 4731

*

the cover

GO Transit locomotives for hauling trains in consists up to 10 cars are 3000 horsepower diesel-electrics, GP-40 series, manufactured by General Motors Diesel Ltd., London, Ontario



DEREK
BOLES

1966 Progress Report The Canadian Railway Museum

During 1966, intense effort has been made to progress development of the Canadian Rail Museum. The most significant development has been a promise of a \$75,000 grant from the Federal government. This has been promised in three yearly installments of \$25,000 apiece, the first of which has already been received. Obtained largely through the efforts of Dr. R.V.V. Nicholls and Mr. C.S. Cheasley, this donation will enable the museum to construct its second exhibits building. (Presumably most of the second installment included in the Government Estimates, if received, would be used to retire the contingent liability on regular members of the Association which arose from over-expenditure of capital money in 1966.-- Ed.)

The foundations of the second building have been built, along with a number of switches and corresponding trackwork. Completion of the entire building is expected for this summer. This will enable the museum to house some thirty-five pieces of equipment now outside and unprotected from the elements.

A donation of \$30,000 has been received from the Misses Hays , daughters of Charles M. Hays who was President of the Grand Trunk Railway from 1909 to 1912 when he went down with the "Titanic". The donation is intended for construction of a permanent library and headquarters building dedicated to the memory of Mr. Hays . Because the building is still in the planning stage, actual construction will not begin until at least the autumn of 1967.

Permanent lighting has been installed in the first two-thirds of the present exhibits building, at a cost of \$3,000. (Not quite half of this money came from profits made on the operation of steam-hauled excursion trains during 1966 and previous years.--Ed.) Lighting facilities have also been installed in the section house, office and tool shed.

The twenty-one pieces of equipment on display to the public in the main building have been completely restored and are in fine physical condition. Of major interest is a complete C.P.R. "Museum Train" consisting of 4-4-0 locomotive No. 29, and four pieces of wooden passenger equipment.

The "Centennial Project" is an operating streetcar line planned for the Museum site. Initial operation will be from the inside gate to the present exhibits building. Eventually the line will encircle the entire property. A branch line to the parking lot is also being considered. Work has already started on a traction "sub-station", a concrete structure used to house the necessary electrical equipment for the operation of this line.

Because construction and maintenance were of primary importance in the 1966 programme, the acquisition of additional rolling stock was not considered a major factor. (The fact that even the second building will not house all the yet unhouse material, and the generally tight space situation might also have contributed to this.--Ed.) However, one piece of equipment, E.B. Eddy Company's No. 2, an 0-4-0 tank engine donated some years ago to the Association, was moved to the Delson property. It should be noted that much has been done in 1966 to assure the acquisition of additional rolling stock in 1967.

Dr. Nicholls obtained for the museum, a completely restored (externally -- Ed.) British Railways Gresley 4-6-2, the "Dominion of Canada", including transportation from England to Canada sometime this Spring. The museum also hopes to obtain Canadian National's No. 77, one of the original diesel locomotives.

Another "Centennial Project" has been the complete restoration of Barrington Station, the museum's 1885 Grand Trunk depot. During the summer the building was lowered onto its permanent foundation and the station platform was built. A permanent cedar shingle roof is currently nearing completion and full restoration is expected for this summer.

Canada's oldest steam locomotive, C.P.R. No. 144, a 4-4-0 built in 1887, is undergoing complete restoration pending possible operation this summer. A series of tests has indicated that the boiler is in good condition and that operation will be possible without the usual Class A overhaul, an operation which involves considerable expense.

In 1966, the museum embarked upon a large publicity campaign designed to attract visitors to the site. Five episodes of a popular children's television program were filmed at the museum. An advertisement was also broadcast over a local radio station. Free publicity was also obtained when, coinciding with the opening of the "Metro", ten of the Association's Montreal streetcars were exhibited at the main downtown subway station. In addition thousands of museum brochures were distributed to various tourist installations around the city. The campaign proved to be most lucrative; over ten thousand visitors had passed through the gates when the museum was closed at the end of October for the 1966 season.

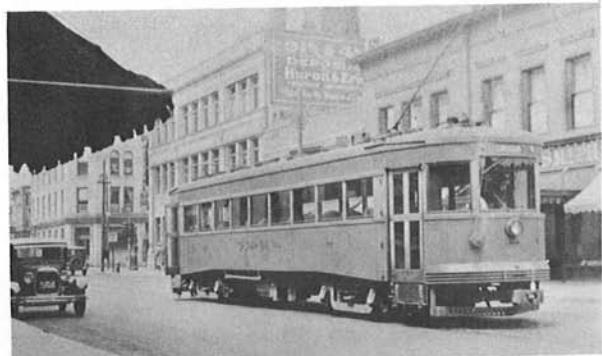
In reviewing museum progress for 1966, one should keep in mind the considerable expense and effort involved in maintenance and upkeep of the museum site.

Administration of the museum is carried out by a committee of seven men. This body is currently comprised of the following: Mr. F.A. Angus; Mr. W. Bedbrook; Mr. C.S. Cheasley; Mr. H. Rostok; Mr. A.S. Walbridge; Mr. R.W. Webb; Mr. S.S. Worthen. The guidance of the whole museum project rests, of course, with Dr. R.V.V. Nicholls, the President of the Association. Valuable assistance has also been given by Mr. J.A. Beatty, Mr. D.D. Macorquodale, Mr. D.F. Angus, Mr. B.P. Hill, Mr. R. Cox, and Mr. E. Springer.

The progress the museum has attained in 1966 is due to the tireless and persistent efforts of these individuals. *

WINDSOR

WINDSOR



Windsor Essex & Lake Shore 503 on
Pitt Street, Windsor, Ontario, 1931.
(Courtesy W. Bailey collection)



Cars being moved
through Windsor
en route to
Montreal in 1939.

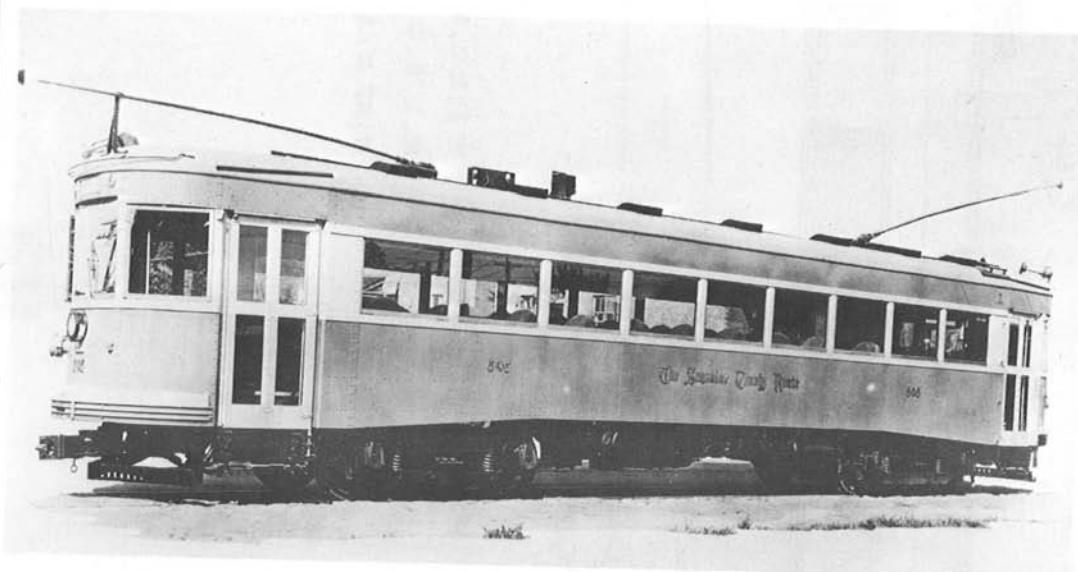
--photo courtesy
Mr. S.D. Maguire



ESSEX & LAKE SHORE RAPID RAILWAY

The first in a series of articles
on Canadian Interurban Cars
by Peter Murphy

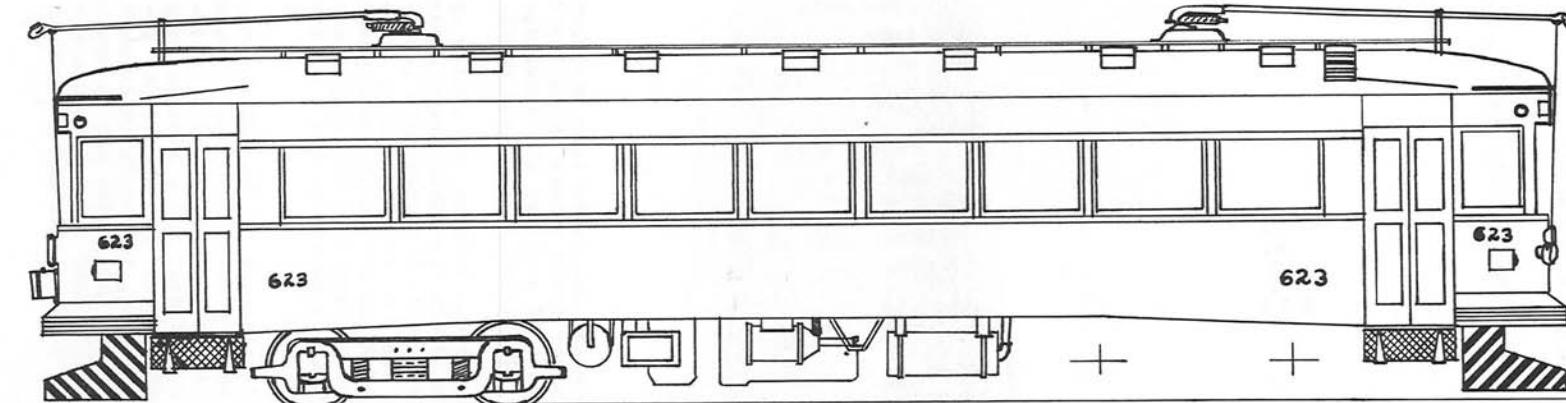
The 500 Series Cars



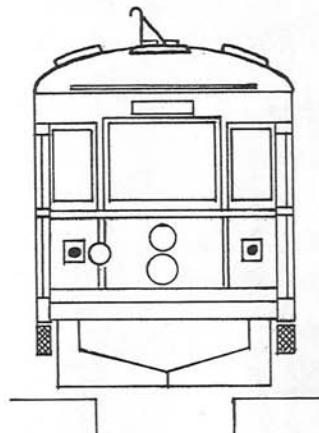
In 1930 the Ottawa Car Manufacturing Company delivered four electric motor cars and one trailer car to the Windsor Essex & Lake Shore Rapid Ry. in Southwestern Ontario. These cars were of a modern all steel design and at that time were the ultimate in interurban comfort and speed.

Unfortunately, these cars served the route between the cities of Windsor and Leamington for only two years before the WE&LS service was suspended. The last car operated over the rapidly deteriorating interurban line on September 15, 1932. With the right of way abandoned, these "500 series" cars, all but new, were retired and stored in the Windsor carhouse to await future disposition. Shortly thereafter the city track age was lifted, leaving the cars virtually isolated in the heart of the city of Windsor.

Following a number of years of dead storage, one of the WE&LS motor cars was delivered to the Montreal and Southern Counties Rly. to operate on its Montreal-Granby line, as a trial. After the car proved successful on the M&SC line, all five units were purchased and a contract was let to a Windsor contracting firm for the removal and loading of the remaining four cars. In order to accomplish this, temporary rails were laid on their sides in the streets, and the cars then towed out by truck the flanges riding in the web of the temporarily-laid rails. Upon arrival in Montreal the WE&LS blue and yellow paint scheme was re-done in



0 1 2 3 4 5 FT. SCALE



W.E.&L.S. 505

M.&S.C. 623

N.ST.C.&T. 623

C.N.R. Green, and the Indiana-Railroad-type pilots were replaced with standard M&SC truck mounted pilots. The M.U. fittings were subsequently mounted under the cars on the draft gear. The cars were re-numbered from the former 500 series to the 620's. These cars saw extensive service on the M&SC'S Granby run for twelve years but when the service was cut back to Marieville in 1951 their use was greatly restricted. They were noted for their large power consumption due to their electric heating facilities, and were seldom used during the later years of Montreal and Southern Counties operation.

M&SC service was entirely discontinued in 1956 and the cars were faced with an uncertain future. With almost all major interurban networks already abandoned, their future use seemed unnecessary. Car 621 was promptly acquired by the Seashore Trolley Museum in Maine where it is still in operation. The remaining cars were forwarded to another CN electric subsidiary, the Niagara St. Catharines & Toronto Railway in Ontario. The cars were repainted in a smart new C.N.R. coach green paint scheme with yellow trim. The M.U. fittings and couplers were removed along with the M&SC pilot, a solid plough type pilot was added and painted in black & white tiger stripes, thus adding a modern colourful air to the cars. The re-fitting was crowned by the addition of the gold Canadian National maple leaf emblem to the car sides. The only actual victim of the move was the trailer car, number 220. Because of limited traffic and lack of M.U. equipment its use became impossible, and it was subsequently used as a supply of spare parts for the remaining three motor cars. The fortunate three plied the iron between Welland and Thorold until March 28, 1959, when all service on the line was suspended and the cars scrapped. The N.St.C.&T. operated the last true interurban line in Canada, and it seems fitting that these cars were fortunate enough to partake in this honour.

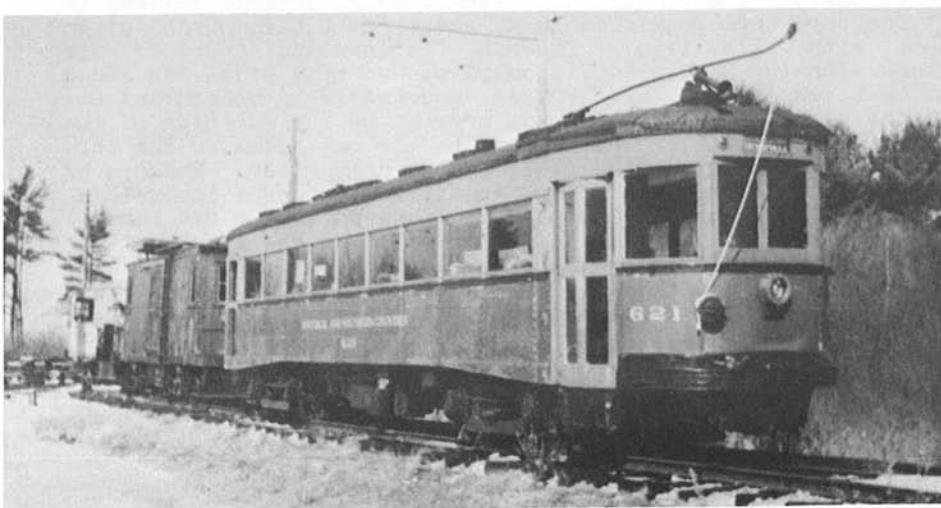
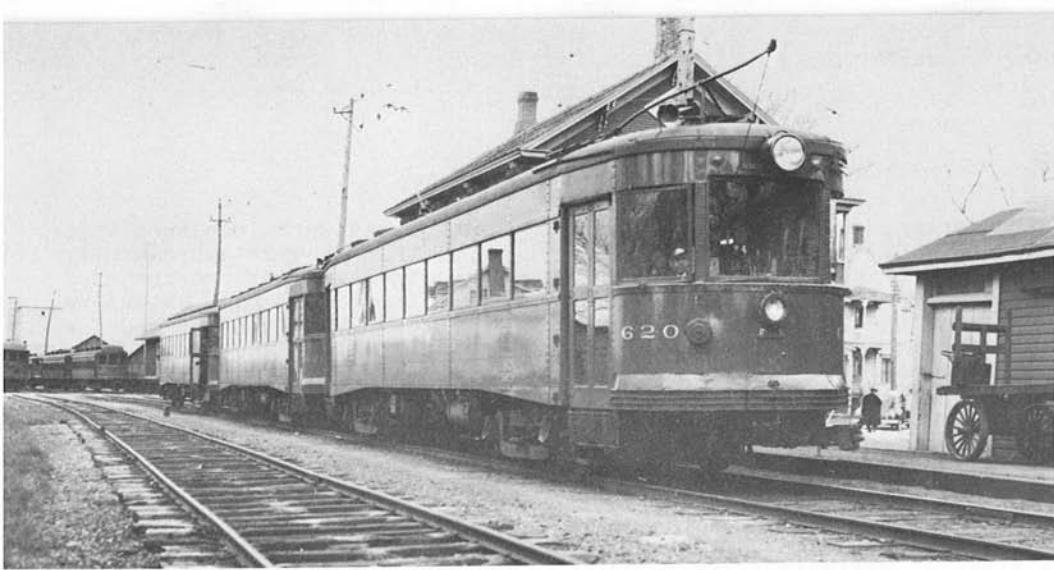
Roster & Disposition of these cars:

WE&LS <u>Number</u>	Built 1930 <u>as</u>	In 1939 <u>became</u>	In 1956 <u>became</u>	<u>Disposition</u>
501	motor car	M&SC 620	NStC&T 620	Scrapped 1959 on NStC&T
502	trailer	M&SC 220		Scrapped 1956 on NStC&T
503	motor car	M&SC 621		Preserved at Seashore Elec. Ry. Museum
505	motor car	M&SC 622	NStC&T 622	Scrapped 1959 on NStC&T
507	motor car	M&SC 623	NStC&T 623	Scrapped 1959 on NStC&T

* On the Montreal & Southern Counties Railway, 1948.
(R. F. Corley)

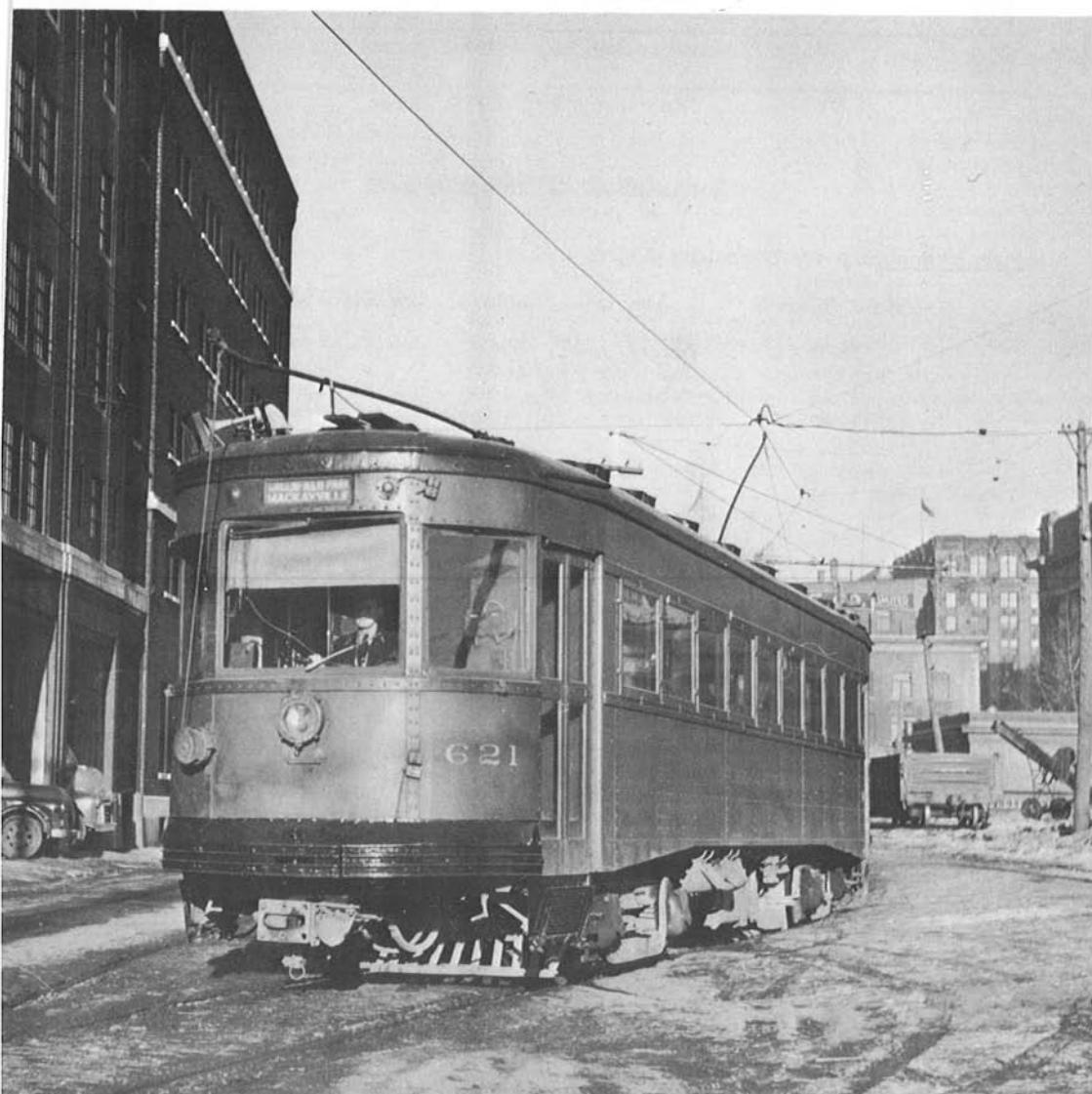
* Preserved at the Seashore Electric Railway Museum.

* Towards the end of the Line, at Thorold on the Niagara St.Catharines & Toronto, 1957.
(S.D.Maguire)



Various colour schemes of these cars:

- W.E.&L.S.RY. Sky blue with yellow trim, lettered in script 'THE SUNSHINE COUNTY ROUTE' in red on the car sides under the belt rail. The letters W.E. & L.S.Ry. appeared in fine print on the letterboard beside the opposite doors.
- M.& S.C. RY. C.N.R. green with black trim and underbody. The name 'MONTREAL & SOUTHERN COUNTIES' written in block letters on the car sides in yellow under the windows except on trailer car 220 where it appeared on the letterboard.
- N.ST.C.&T.RY. C.N.R. coach green with yellow trim, black and white striped pilots and anticlimbers. C.N. gold maple leaf design herald inscribed 'Canadian National'. *



POWER



GRAND TRUNK WESTERN

Rentals: up to January 20, 1967.

The GTW has five switchers on lease from the Chicago and Western Indiana Railroad.

ROAD NUMBER	BUILDER'S NUMBER	DATE BUILT	BUILDER	BUILDER'S MODEL
252	76799	July 22, 1949	Alco	RS-1
253			Alco	RS-1
255	77173	October 31, 1949	Alco	RS-1
257			Alco	RS-1
260	77849	February 17, 1950	Alco	RS-1

CANADIAN NATIONAL RAILWAYS

Purchases: up to February 13, 1967.

ROAD NUMBER	DATE DELIVERED	BUILDER'S NUMBER
3224	January 27, 1967	M-3477-03
3225	January 31, 1967	M-3477-04
3226	February 10, 1967	M-3477-05
3227	February 10, 1967	M-3477-06

Delivery of the first Turbotrain has now been set back to at least June 1, 1967.

Retirements: up to February 13, 1967.

The following locomotives are slated for retirement soon: 1609: 1616: 2204: 2206: 4815: 9066: 9124. Unit 1659 mentioned as a retirement possibility in #182 still holds uncertain status.

CANADIAN PACIFIC RAILWAY

Purchases: up to January 24, 1967.

ROAD NUMBER	DATE DELIVERED	BUILDER'S NUMBER
5533	Not Delivered	A-2178
5534	January 21, 1967	A-2179
5535		A-2180
5536		A-2181

GOVERNMENT OF ONTARIO

Purchases: up to January 24, 1967.

The builder's number of GO 600 is A-2125.

(See Front Cover photograph)

MONTREAL LOCOMOTIVE WORKS EXPORT SALES

Sales: up to February 14, 1967.

Indian State Railways have ordered thirty locomotives from MLW. They are 1200 horsepower road switchers to be built to Specification DL-535A. The locomotives are metre gauge and will be outshopped between June and November at approximately six per month. Road and serial numbers are as yet not assigned.*

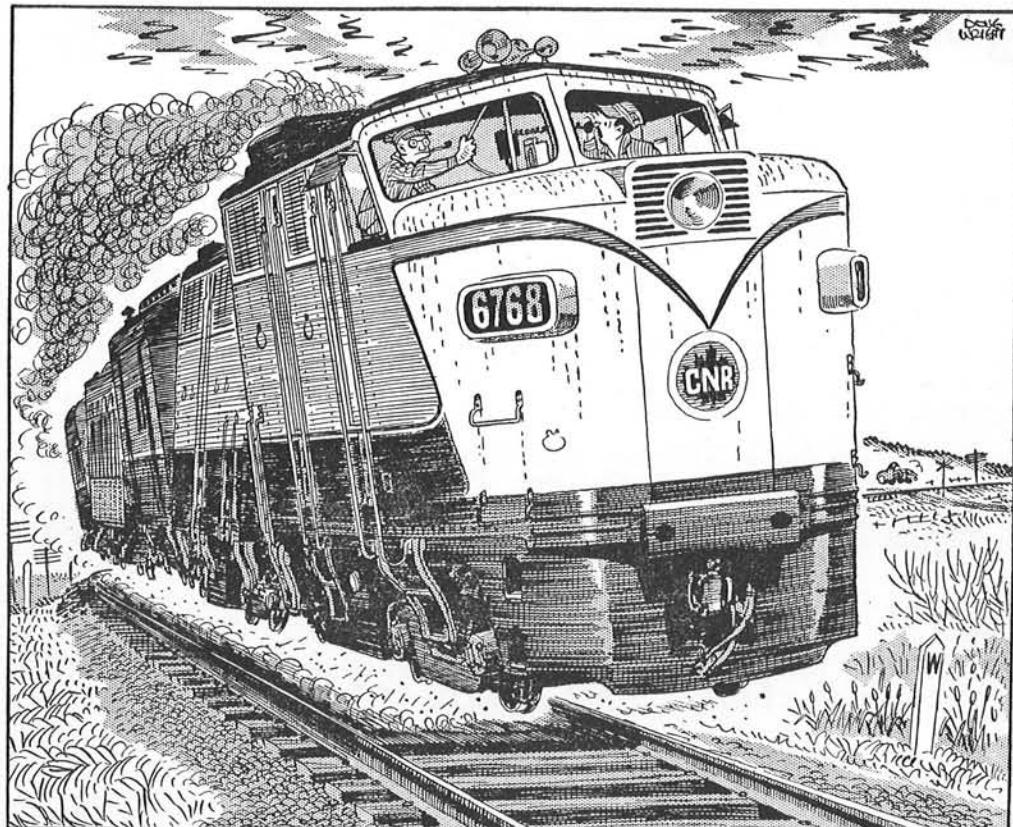
CN NEW Passenger Services**'THE HIGHLANDER'**

A new main-line passenger train service, operating over a route which has had only indifferent passenger train facilities for the past thirty-five years or more, is to be scheduled by the Canadian National Railways during the coming summer months.

This is the planned Montreal-Sydney, N.S., through train, which the CN intends to route over the National Transcontinental Line via Monk. Que. and Edmundston, N.B. It will also provide a first class service for Fredericton, the New Brunswick Capital, via McGivney Junction. Name of the train: THE HIGHLANDER.

It is also announced that THE CHALEUR, now operating between Montreal and Campbellton, will have its run extended to Gaspe, PQ providing sleeping and dining car service on that line. In making the announcements, E.J.Cooke, the National System's Atlantic Region V-P., cautioned that continuance of these new services in future years would depend on the volume of traffic developed by the communities concerned.

Said Mr. Cooke: "Introduction of the new train services will involve a large amount of work and planning...platforms will have to be lengthened and station facilities improved. Nearly two hundred extra men will have to be hired and trained to man the new trains; locomotives and cars will have to be found for the trains from CN's already-busy fleet.... The extension of THE CHALEUR will eliminate the existing railiner service on the line between Matapedia and Gaspe and replace it with a first-class passenger train. Since CN introduced Red White and Blue fares there has been a renaissance of train travel.... The increase in traffic created by these fares has made it possible to plan for increased passenger services. I hope these Centennial Year Trains will enable many local people to travel to Expo '67 and other events, and show that railways are as much part of Canada's future as of its past."*



"Wesley's got one hand on the horn and one on the throttle, one foot on the sand and one on the deadman's handle; we're four minutes late; I have a fire bell ringing in the back. Could you call again in half an hour?"

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