

Canadian Rail

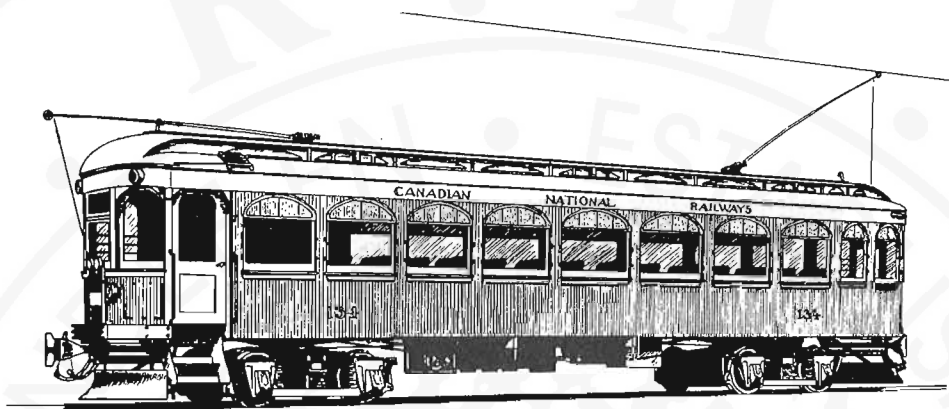


NO. 231
APRIL 1971





CANADA'S CLASSIC INTERURBANS



Sketch courtesy R.J. Sanduski

THE 130 CLASS CARS OF THE NIAGARA ST. CATHERINES & TORONTO RAILWAY

M.P. Murphy

Unlike the cars on the electric interurban lines of Canada's neighbour to the south, wooden arch-windowed trolleys of the "classic" design were a rarity in Canada in the high summer of the interurban era. Notwithstanding this fact, the Preston Car & Coach Company of Preston, Ontario, did turn out six such cars in 1914 for the Niagara, St. Catharines and Toronto Railway and this brief history is intended to chronicle the story of these unusual cars.

The Niagara, St. Catharines and Toronto Railway was one of the largest and most successful of all of Canada's interurban electric railroads. It is also very well-remembered by most North American trolley enthusiasts. It is remarkable that this line provided both the first and the last inter-city electric interurban service in Canada, having instituted service between St. Catharines and Thor-

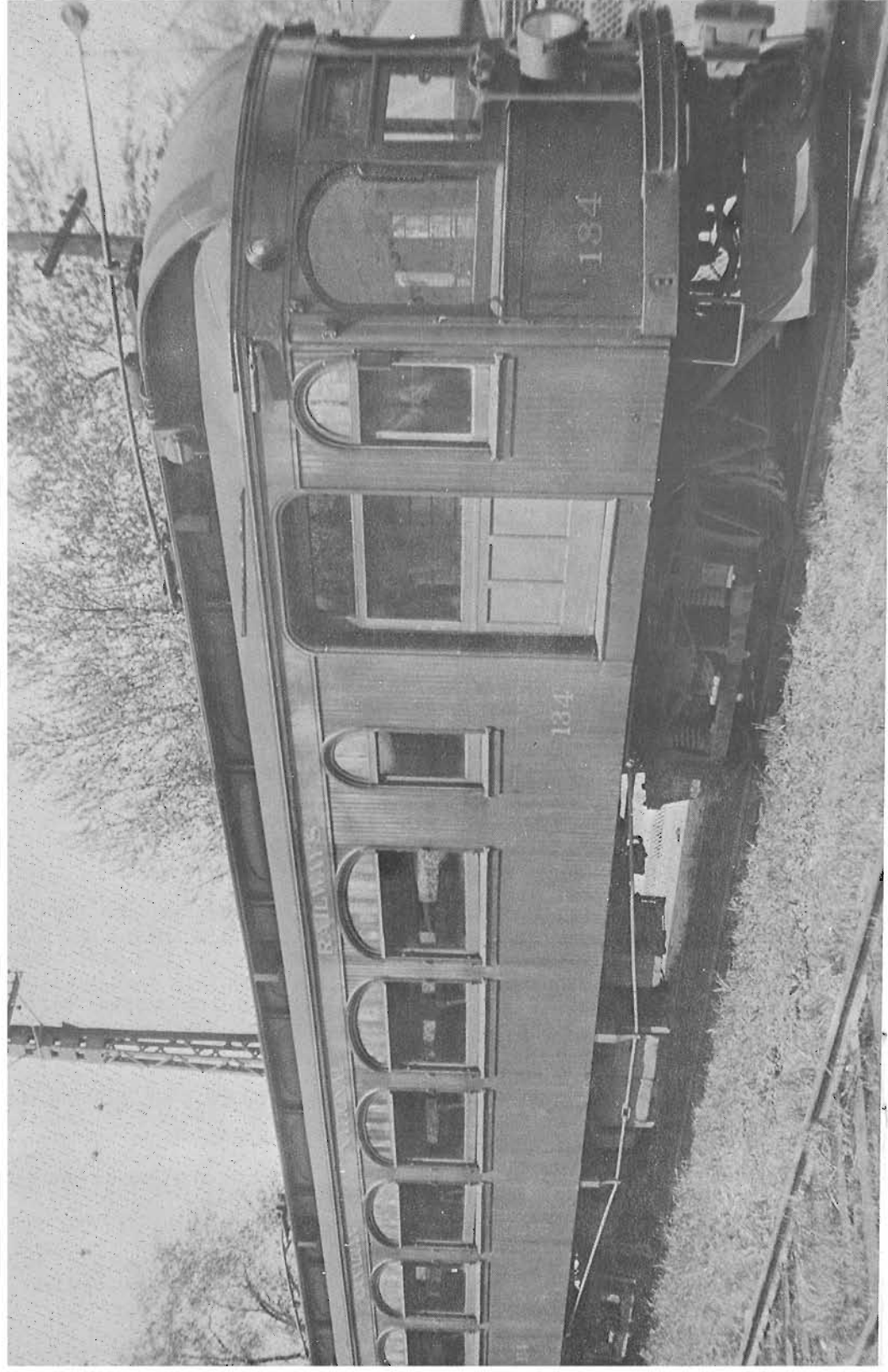


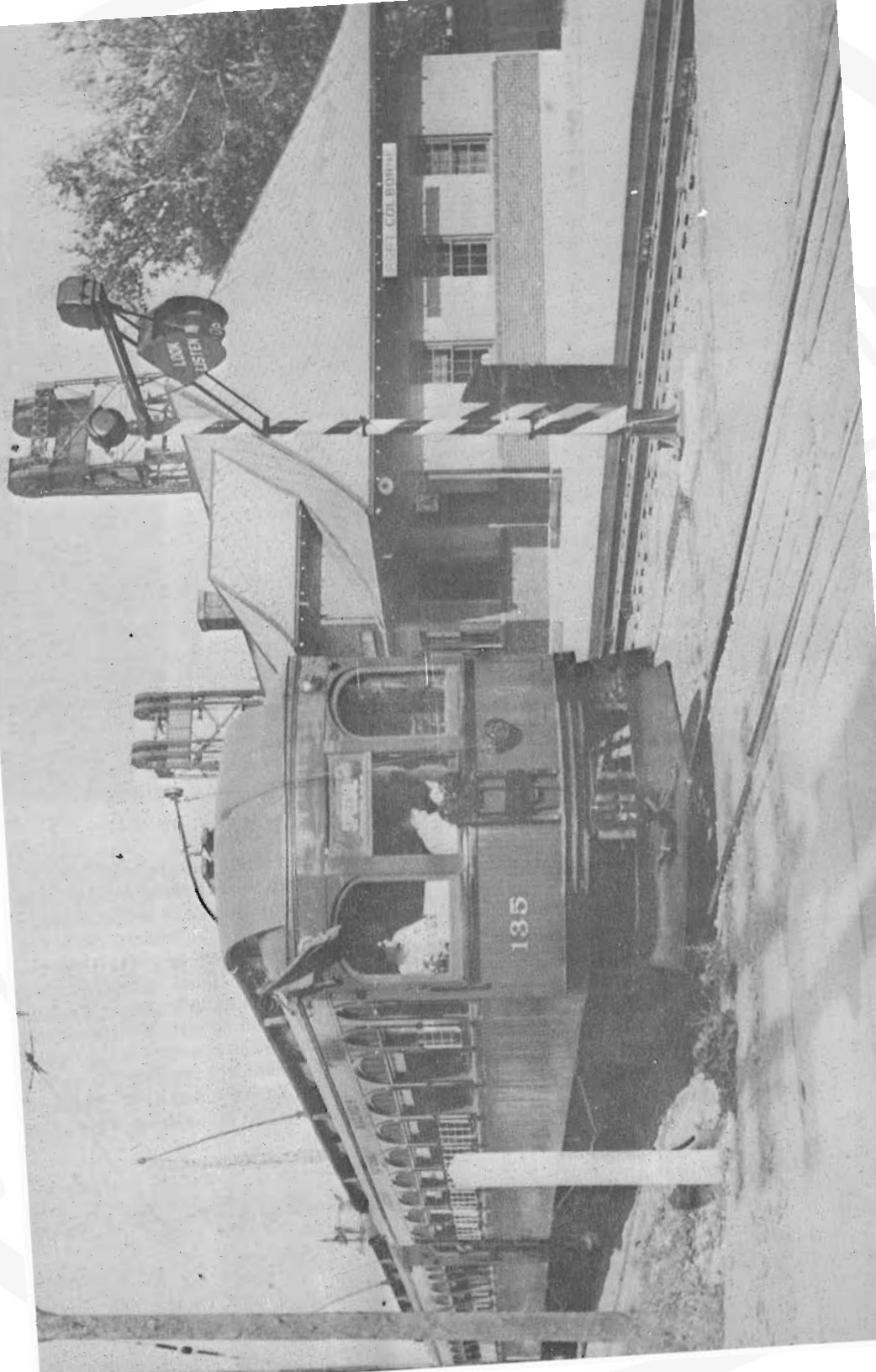
CROSSING THE ANCIENT SWING-BRIDGE OVER THE OLD WELAND CANAL, NIAGARA, St. Catharines & Toronto Railway's classic 130, complete with the "CN wafer", decorates this month's cover. On June 20, 1948, the date of the picture, 130 has just left the "main line" and is now on the Welland Subdivision, heading for Port Colborne.

Photo courtesy W. Bailey.

PRESTON-BUILT NO. 134, AIR COMPRESSOR CHUGGING, WAITS FOR THE HIGHBALL FOR a northbound run to St. Catharines from Bridge Street Terminal in Niagara Falls, Ontario, in April, 1943. 134's air whistle is tucked in behind the rear-end red flag.

Photo courtesy W. Bailey.





old, Ontario, in September, 1887. The last inter-city service was that from Thorold to Port Colborne, which was discontinued in March, 1959, by which time other comparable services had entirely disappeared from the Canadian transportation scene.

Moreover, the N.S. & T. had the distinction of being the operator of Canada's only international trolley service, from Niagara Falls, New York to Port Dalhousie, Ontario. From the latter city on Lake Ontario, connections were made with steamboats for the onward journey to Toronto, across Lake Ontario.

A very cursory examination of a map of this region shows the density of population which encouraged the incorporators of urban and interurban electric lines. It could be said to be a matter of logic that the City of St. Catharines would be joined eventually to Thorold, Welland, Port Colborne and Niagara Falls - as well as to other towns in the Niagara Peninsula - by electric railways.

THE NEW CARS.

Following the construction and electrification of the various lines which made up the N.S. & T.'s system - including the earlier streetcar lines which were integrated therein - the emphasis was placed on rolling stock. Interurban electric car technology had now advanced to the point where large cars, capable of being operated in one or two-car trains, could be built. These larger cars provided the most elegant and most comfortable mode of transportation for the public, while at the same time making possible attractive economical operation. This "in-train" operation - that is to say, several cars operating as one train - reduced operating problems especially on single-track lines. More people could be moved at a lower cost and with fewer operating problems, when electric interurban cars were operated in multiple-unit trains.

When these advantages became evident, the Niagara, St. Catharines and Toronto Railway ordered six wooden multiple-unit cars from the Preston Car and Coach Company of nearby Preston, Ontario. The six units were delivered in 1914 and were, at the time, the only cars on the line capable of operation "in multiple" or "in-train".

These units were particularly interesting because of the arch-windows and because they were wood-sheathed interurbans - rather unusual in Canada. There were, of course, other examples. Those which might be recalled include the Preston-built trailers for the London and Port Stanley Railway, as well as certain cars of United States manufacture which operated on the British Columbia Electric



N.S. & T. CAR 134, WITH TROLLEY POLE DOWN, TAKES A REST IN THE ST. CATHERINES, Ont. yards on May 5, 1946. Snowplow-type pilots and electric marker-lights were common on trolleys in Ontario. Photo courtesy W. Bailey.

THE END OF THE LINE! PORT COLBORNE, ONTARIO, WITH A RAILFAN SPECIAL OF CARS 134 & 135 approaching the adjacent road crossing, on July 28, 1940. Even the wig-wag grade-crossing signals have now disappeared.

Photo courtesy S.D. Maguire.

Railway. There were also other Preston-built arch-window cars running on the complex of electric interurban lines in the Grand River valley, in the central part of the southern Ontario peninsula.

An item in THE CANADIAN RAILWAY AND MARINE WORLD of February, 1915, indicated that the order for these new cars had been completed and delivered:

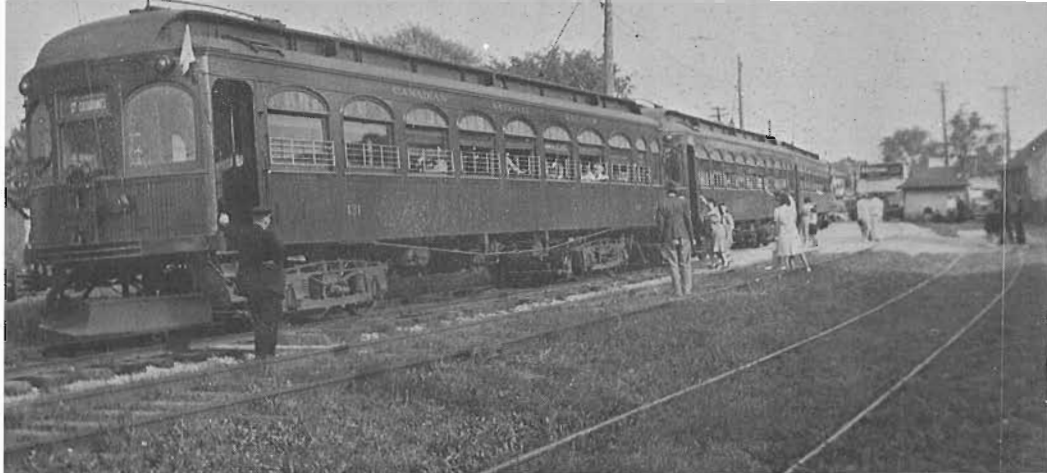
The Niagara, St. Catharines and Toronto Railway has received six 55½ foot semi-steel cars for its interurban service. They are steel underframed, with sheathed steel sides. Seating capacity is 67 persons and the weight of each car is about 75,000 lbs. The cars are designed for operation in two-car trains, for which purpose the front car has, in addition to the main and smoking compartments common to both classes of cars, a baggage section. The leading car has high-backed seats with head roll upholstered in green leather and the rear car is upholstered in plush. The cars are finished in polished quarter-cut oak, inlaid with white holly, in a mission finish, agasote headlinings and empire decks, all carried on the steel framing. The trimmings throughout are statuary bronze. Special attention has been given to the lighting and ventilation. They are also equipped with the latest type of forced-draught electric heaters, with thermostat control. They are also equipped with electric markers and classification lamps. Electrically, they consist of four GE 219, 75 hp. motors, with M.K. multiple-unit control with dead-man release. Westinghouse A.M.M. train control, air brakes and Tomlinson radial automatic couplers complete the outfit.

These were classic cars indeed, originally painted steel-grey with black and gold lettering. The interiors were elegantly varnished, with stained upper-sash arch-windows and large lower-sash picture-windows.

During the early years of their service on the N.S. & T., these cars were undoubtedly the backbone of the service on the system, but as other larger, more modern cars became available from other lines, the 130's were slowly but surely displaced and phased out of regular service, being relegated to "standby" or extra train situations. In later years, the 130's did see considerable service in special train moves or in substitute service when other cars were being repaired.

The Peak Years.

The heyday of the 130-class cars occurred at the same time as the railway itself enjoyed its greatest popularity. From the time that they were delivered in 1914, passenger traffic on the N.S. & T. increased steadily through to 1921, which was the line's peak year. That year, the N.S. & T. carried some 8,365,000 passengers over its approximately 75 miles of track. The largest part of the bus-



THE MOTORMAN WAITS PATIENTLY AS THE PASSENGERS BOARD A FIVE-CAR TRAIN OF 30-class cars at Niagara Falls, Ontario in July of 1943. The 130's may be gone but the "midis" are still around! Photo courtesy W. Bailey.



Business was over the line from Port Dalhousie to St. Catharines and Niagara Falls, logically from the boat connection from Toronto across the lake.

It was on this "main line" operation that the multiple-unit trains were used to their greatest advantage and although the description had said that they were to be used in two-car trains, frequently there were more cars in the train than that!

After 1921, passenger traffic began to decline little by little, partly because of the growing competition from the "jitney" and primitive autobus and partly because of the increasing use of the family automobile. The N.S. & T. was therefore obliged to modernize its services in order to make them more attractive to the traveller.

Because so much of the N.S. & T.'s other-than-commuter traffic was to the popular holiday and sightseeing city of Niagara Falls, Ontario, in 1928 the Company built and opened the spanking new "Tower Inn Terminal" at that place. This was designed to be and very likely was the most beautiful interurban electric railway terminal in Canada. It was an imposing structure, built of multicoloured stone and resembling in a general way an English country inn. There were three terminal tracks (nos. 1-3) for services to Niagara Falls only. Track 4 was a through track for connecting services to Niagara Falls, New York. The terminal building also boasted an observation tower from which a superb view of the Horseshoe and American Falls at Niagara could be enjoyed. In addition to this new and imposing terminal building, the N.S. & T. made costly improvements in the right-of-way and approaches, to reduce the running time through the elimination of much of the street-running in the city.

Over the River.

In the following year (1929), the Niagara, St. Catharines and Toronto concluded an agreement with the International Railway Company of Niagara Falls, New York, whereby cars from the Canadian line

could operate over the latter Company's tracks across the Falls View Bridge to Niagara Falls, N.Y. At this city, connections could be made with the International Railway's high-speed interurban electric trains to Buffalo and from there to other cities in northwestern New York state.

The Tower Inn Terminal was adjacent to the Canadian approaches to the Falls View Bridge and it was for this reason that Track 4 in the terminal had been constructed as a through track. The through interurban electric trains from Port Dalhousie and St. Catharines would stop at the Tower Inn Terminal to detrain passengers, and would then continue on across the Falls View Bridge to the United States. As the view of the mighty Falls of Niagara from the spacious windows of the 130-series cars was quite spectacular, the local traffic would have been tremendous had it not been for the fact that no local passengers were carried in either direction! The through interurban trains carried only those passengers who were ticketed to points beyond the twin cities of Niagara Falls, in both directions.

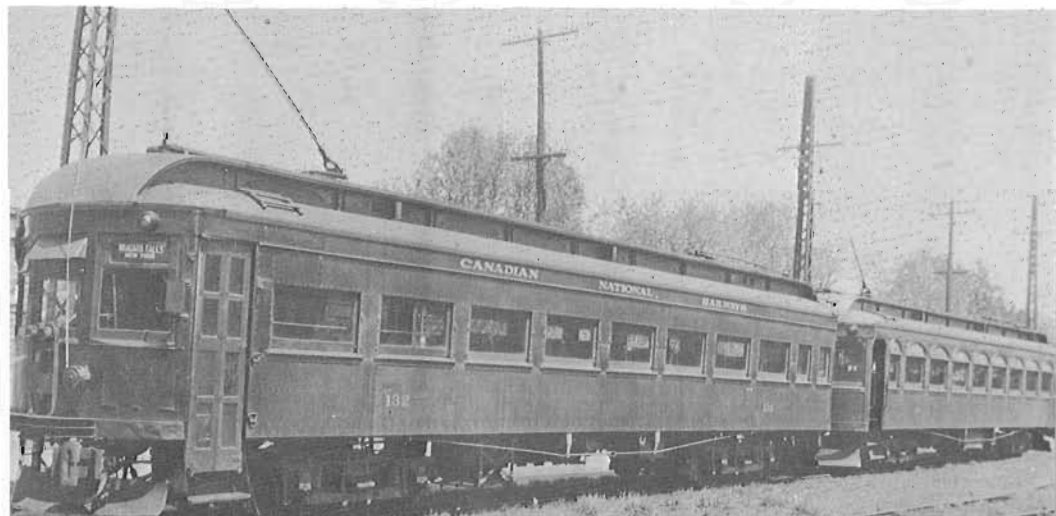
The Decline of the Service.

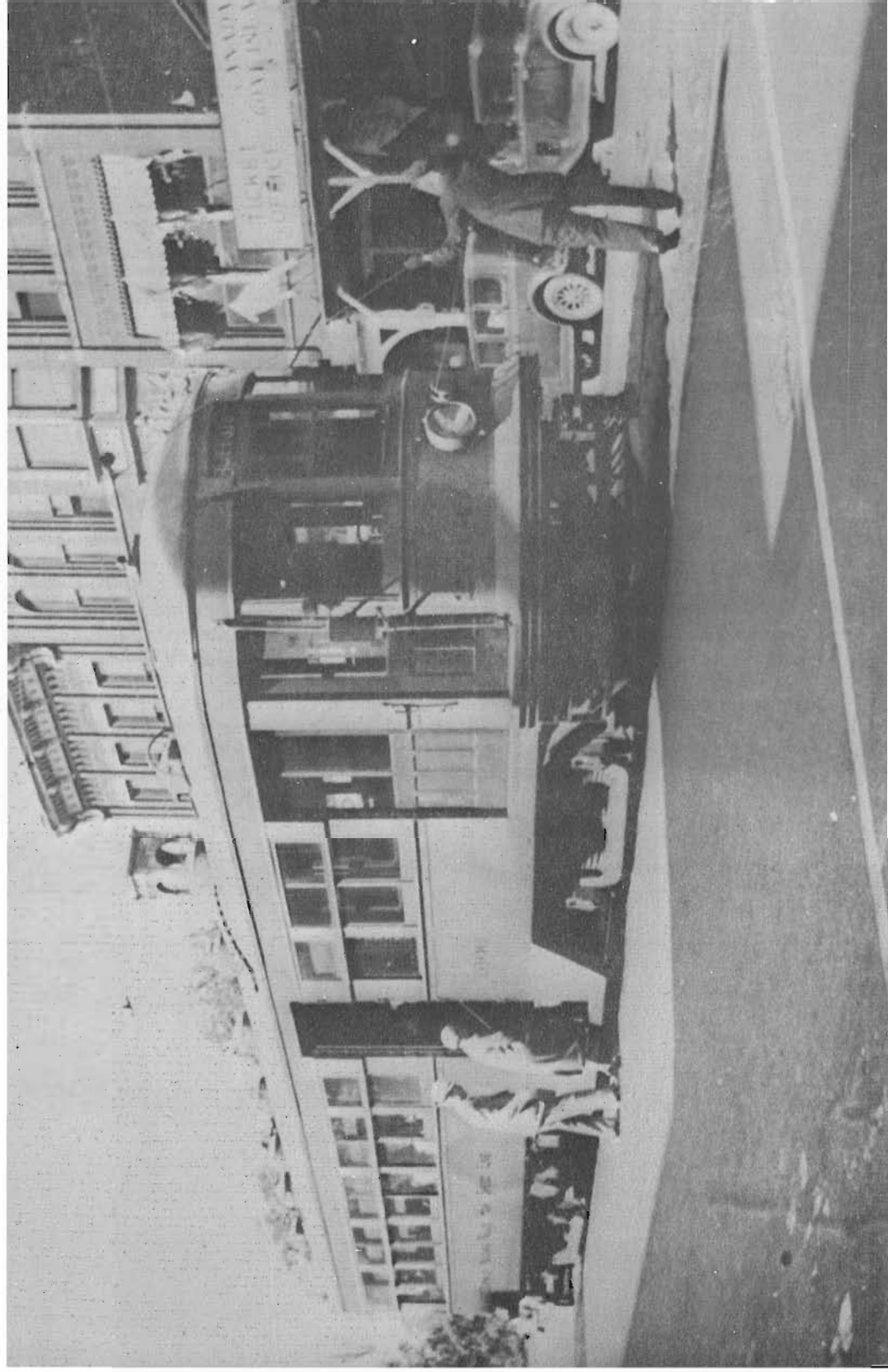
Unfortunately, this excellent operation had no sooner been inaugurated than it was forced to be cancelled. Weight restrictions had to be imposed on vehicles crossing the Falls View Bridge and the electric cars were the first affected. The 130's were replaced at once with the less heavy 60-class cars. As the Falls View Bridge continued to deteriorate, additional restrictions were added and on July 6, 1932, electric railway service was suspended altogether and a bus shuttle-service across the bridge was substituted. Now all



CAR 132 WAS STEEL-SHEATHED EARLY IN ITS CAREER AND IS SHOWN HERE IN A train with number 130. The destination sign "Niagara Falls New York" is interesting.

Photo courtesy W. Bailey.





the N.S.& T.'s trains terminated at the Tower Inn Terminal in Niagara Falls, Ont.

Nevertheless, for four short years the N.S.& T. could boast that it ran an "international" trolley service, but for most of this period, the 130's were unable to make this run because of their weight.

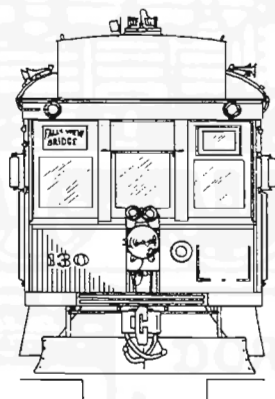
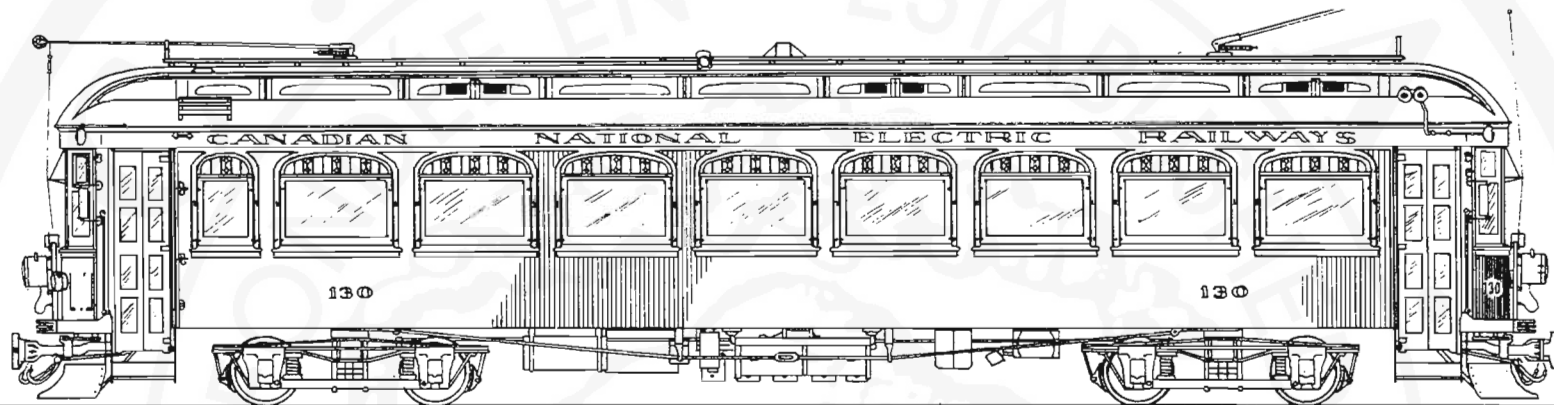
The Falls View Bridge, famous throughout North America and Europe, was not destined to stand much longer. Every spring its piers were exposed to recurring damage from the ice-flows which ground their way down the Gorge. On January 27, 1938, in the midst of one of Canada's severe winters, the bridge foundations were displaced by the ice and the Falls View Bridge collapsed into the Niagara River Gorge. It was a spectacular and memorable disaster. The collapse of the bridge ended the bus shuttle-service once and for all, but it also contributed significantly to the decline of the interurban electric service to Niagara Falls. With the loss of the bridge, the Tower Inn Terminal was very badly situated to handle traffic to and



CANADA'S ONLY INTERNATIONAL TROLLEY CONNECTION WAS PROVIDED BY THE NIAGARA, St. Catharines & Toronto Railway, between 1929 and 1932. During most of this period, the 130-series were not in the international service because of the weight restrictions on the Falls View Bridge over the Niagara Gorge. By July 3, 1933, when this photograph was taken, travellers were "bussed" over the bridge to board the International Railway Company's high-speed cars for Buffalo and other points in northern New York State. The picture shows I.R.C.'s heavy centre-entrance car no. 2006 for the Niagara Falls, N.Y. - Buffalo, N.Y. High Speed Line, loading in Niagara Falls, N.Y. In the period mentioned, the N.S.& T. shared this terminal. Photo courtesy S.D. Maguire.

THE "CLASSIC" INTERURBAN CAR INTERIOR. THE LAYOUT OF THE 130-CLASS CARS was peculiar, with the unusual baggage compartment arrangement, which left a passage-way to the motorman's cab. Photo courtesy W. Bailey.





NIAGARA, ST. CATHARINES
& TORONTO RAILWAY CO.

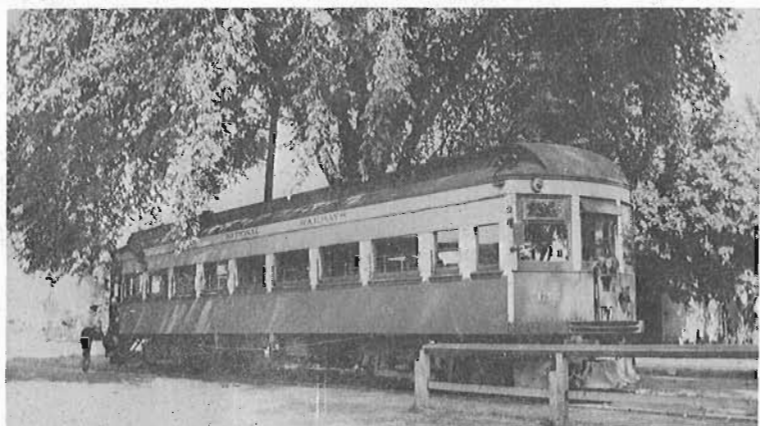
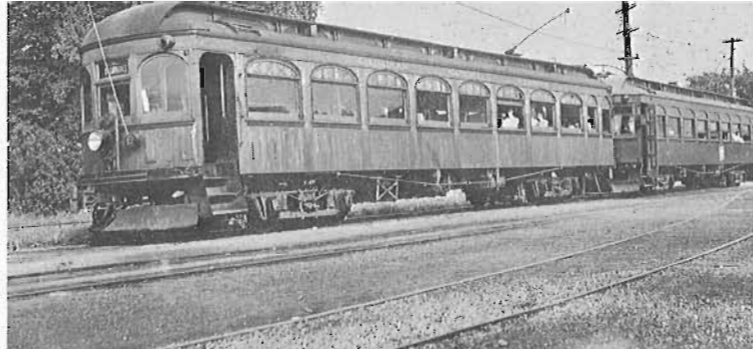
No. 130

BLT. PRESTON 1914

DEC. 23, 1953

R. J. SANDUSKY

Plan courtesy R.J.Sanduski



NIAGARA, ST. CATHERINES AND TORONTO RAILWAY'S CARS NOS. 135 & 130 IN A train at Niagara Falls, Ontario, in the late '40's. These cars were built by the Preston Car & Coach Company in 1914.

N.S. & T. CAR NUMBER 132, IN THE MODERN COLOUR SCHEME OF RED AND CREAM, photographed at St. Catharines, Ontario on July 28, 1940.

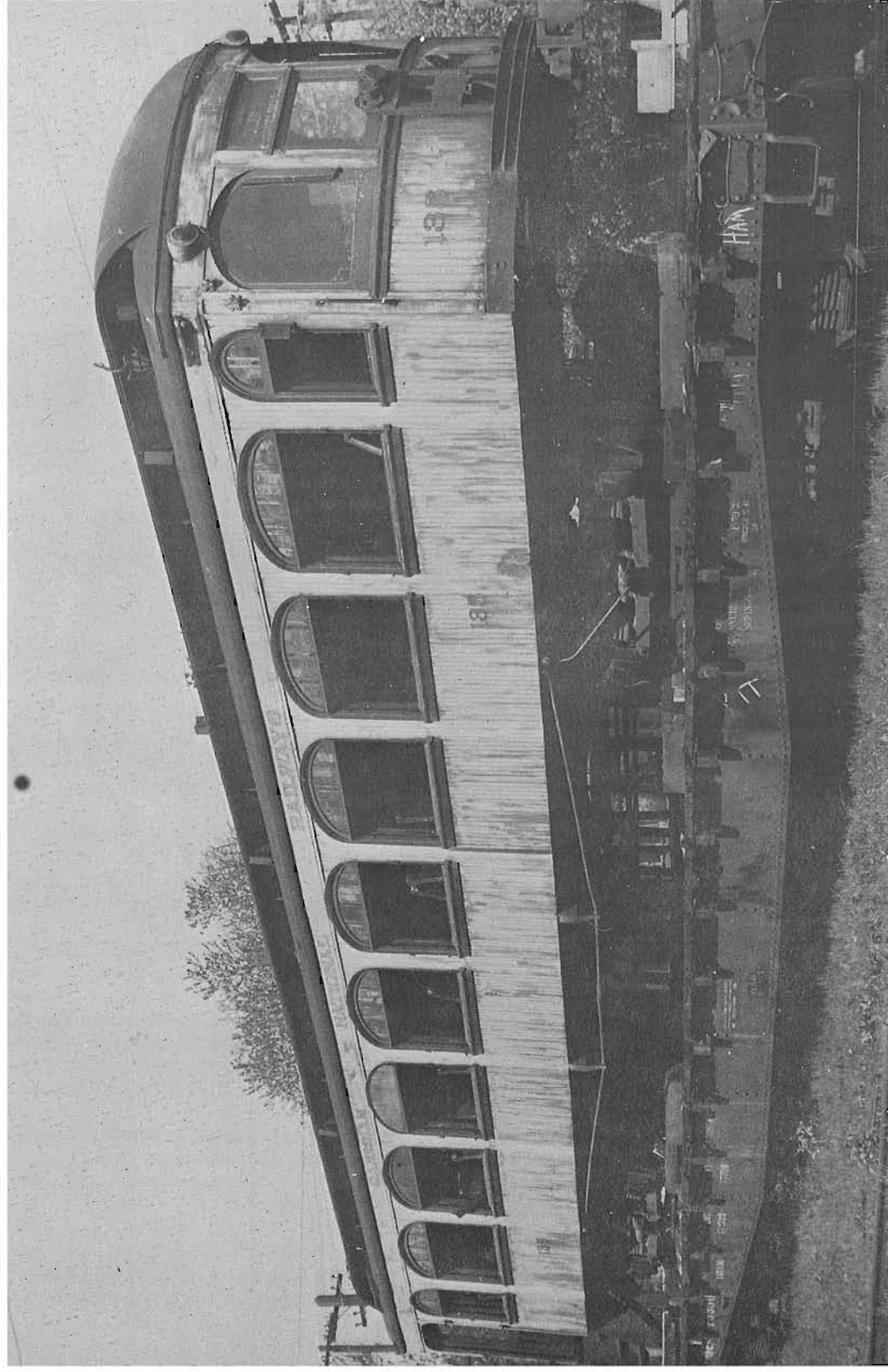
Photos courtesy S.D. Maguire.



from Niagara Falls, New York, as the alternate crossing of the Gorge was some distance downstream. This beautiful terminal was closed on September 27, 1940 and subsequently demolished.

Passenger traffic on the N.S. & T.'s Niagara Falls line declined to such an extent that in 1940, all main line service was suspended. Shortly thereafter, several of the 130-class cars were "put out to pasture" in bad repair and their heyday was over. The N. S. & T. had made very considerable expenditures for equipment and track-work in the hope of increasing its passenger traffic. Unfortunately, the increased traffic which would have justified these expenses never materialized.

All of these remarkable 130's were scrapped - some sooner, some later. One of them, No. 130, was rebuilt and modernized - if indeed the result could be so described - in 1947. However, it too was retired in 1954. Many electric interurban railway enthusiasts hoped that it could be preserved, but damage during transport and subsequent outside storage caused it to deteriorate to such an extent that it soon was beyond repair. Thus the last of these beautiful cars passed from the Canadian Interurban electric railway scene. (



The 130-Seriesof theNiagara, St. Catharines and Toronto Railway Company.

All of these cars were built by the Preston Car and Coach Company, Preston, Ontario, in 1914.

Number.Information.

- 130 Interurban coach; rebuilt and modernized in 1947 to a one-man car with 4 doors; painted red and cream; retired in 1954; later it was shipped to RAIL CITY MUSEUM, Sandy Pond, N.Y., the roof being badly damaged in transit; after sitting outside for several years, it is now believed to have been scrapped.
- 131 Interurban coach; scrapped in 1949.
- 132 Interurban combine; rebuilt as a one-man steel-sheathed car and finally scrapped in 1949.
- 133 Interurban combine; retired in 1935; scrapped in 1942.
- 134 Interurban combine; scrapped in 1950 after a long retirement.
- 135 Interurban coach; originally numbered 129 prior to 1920; scrapped in 1949.

Basic Dimensions.

Overall length	55 feet 6 inches
Overall height	13 feet
Body width	10 feet
Weight (approx)	75,000 lbs.
Seating capacity	67 persons.

Sources of Information.

Canadian Railway and Marine World February, 1915.
The Intercity Electric Railway in Canada Due, 1965.
The Niagara, St. Catharines & Toronto Railway Mills, J.M., 1967.
Trains Magazine, October 1957 Issue.



THE 130-SERIES CARS, LIKE ALL OTHER GOOD THINGS, HAD TO COME TO AN END! Car 135 - mounted on a flat car - leaves her native land for the Canadian National scrap-yard at London, Ontario, a sad but all-too-common fate for electric interurban cars. Photo courtesy W. Bailey.

HAPPY EVER AFTER

S.S.Worthen

All good, pure and happy stories, we are told, invariably begin with the words "Once upon a time....." .

Well, here we go!

ONCE UPON A TIME (Not so very long ago), in a country (not so very far away) there lived a man and wife who had two, small, little-girl Alsatian (German Shepherd) puppies and a house-trailer. There was also a street-car museum. The man and wife expected to become caretakers of the street-car museum and the two little-girl doggies expected to become street-car museum watchdogs, class I. However, neither of these two things happened.

The members of the street-car museum named the two little-girl doggies "Pantagraph" and "Trolley". These names were not particularly well-suited and so they were changed by the Fairy Godmother to "Moraga" and "Bidwell", after two electric interurban railway parlor cars of yesteryear.

Now when the husband and wife found that they could not become street-car museum caretakers, they decided to donate the two little-girl doggies to the street-car museum in appreciation of this decision. After a while, a member of the street-car museum association temporarily adopted "Moraga" and "Bidwell" and so the little-girl doggies joined a little-boy doggie named "Miyou" and an effete miniature poodle entitled "Bimbo". They lived happy ever after for quite some time.

Pretty soon, another member of the street-car museum association thought that the name "Bidwell" was not very appropriate for a young-adult girl-doggie and so he went to an old W.C.Fields movie and chose the name "Flower Belle". So now "Moraga", "Flower Belle", "Miyou" and "Bimbo" lived happy ever after until they had to go to the veterinarian's to get their distemper shots.

Some time later, "Moraga" fell into a state of severe depression and one day, being distracted, attempted the dangerous crossing of Highway 12 in front of the street-car museum. The result was one-sided and totally fatal. After this, "Flower Belle" became "Flower Belle Bidwell".

"Flower Belle Bidwell" lived happy ever after for quite a while at the street-car museum. She was a people-dog and was most friendly to visitors and other human beings, except nocturnal. Sometimes she rode on the passenger streetcars at the street-car museum. Her name was inscribed in the county records and she registered for social security.

In August of some year, the Railway Superintendent at the street-car museum noticed that "Flower Belle" had a bad case of (OH HORROR) mange. The Railway Superintendent immediately transported "Flower Belle" to the nearby clinic, where her veterinarian took her case-history and prescribed for her. The Railway Superintendent requested the nice veterinarian to send the bill to the street-car museum association.

THEN THE TROUBLE STARTED.

In September of the same year, the officers of the street-car museum association met in plenary session to peruse the revenues and disbursements of the association's museum and among the latter was the bill for "Flower Belle's" estheticist treatment. An Officer asked for additional information on this charge of \$ 15.25 - improperly-authorized expense - and the Treasurer and Secretary spent half-an-hour trying to decipher the writing of the laboratory technician who had done the diagnostic tests. After a futile thirty minutes, the Secretary and Treasurer jointly and severally recommended to the officers that the bill be paid, since this item was insignificant and was using a lot of high-priced executive time and talent. So under the rug it went!

Soon after, the Board of Directors of the street-car museum association held their inevitable irregular meeting and during the meeting, one of the items that was tabled for consideration was the bill for the fee requested for "Flower Belle's" recent visit to her veterinarian. The Chairman of the Board, who had just returned from Europe, was preoccupied with showing his Danish street-car pictures, but took time out to object to the processing of this transaction through the street-car museum association's books.

He declared that the street-car museum association's POLICY was to handle such matters on a philanthropic basis. In a dramatic gesture, the Secretary of the Corporation donated \$ 10.00 in support of "Flower Belle's" unpaid balance. There had previously been a \$ 5 subvention, "from a friend". Another Director provided the remaining 25 cents. Thus it was that the unresolved

portion of the account of "Flower Belle" with the veterinarian was resolved.

HOWEVER, this resolution did not satisfy the Chairman of the Board of Directors of the street-car museum association. At the same moment, another Director who felt that animals at the street-car museum should be either on a leash or carried in cages, moved that the expenditures and donations associated with "Flower Belle's" visit to the veterinarian NOT be put through the account books of the street-car museum association. This motion was eagerly seconded with great enthusiasm by another Director.

THEN CAME THE VOTE.

The Director-mover and the Director-seconded of the motion were joined by two other unsympathetic Directors, making 4 in favor of the motion.

The Director-Railway Superintendent and two Director-associates voted against the hateful motion.

The Director-Chairman of the Board, while in favor of the motion, did not vote, since he was the chairman of the meeting and therefore not entitled to vote, strictly speaking.

The ninth and remaining Director was absent.

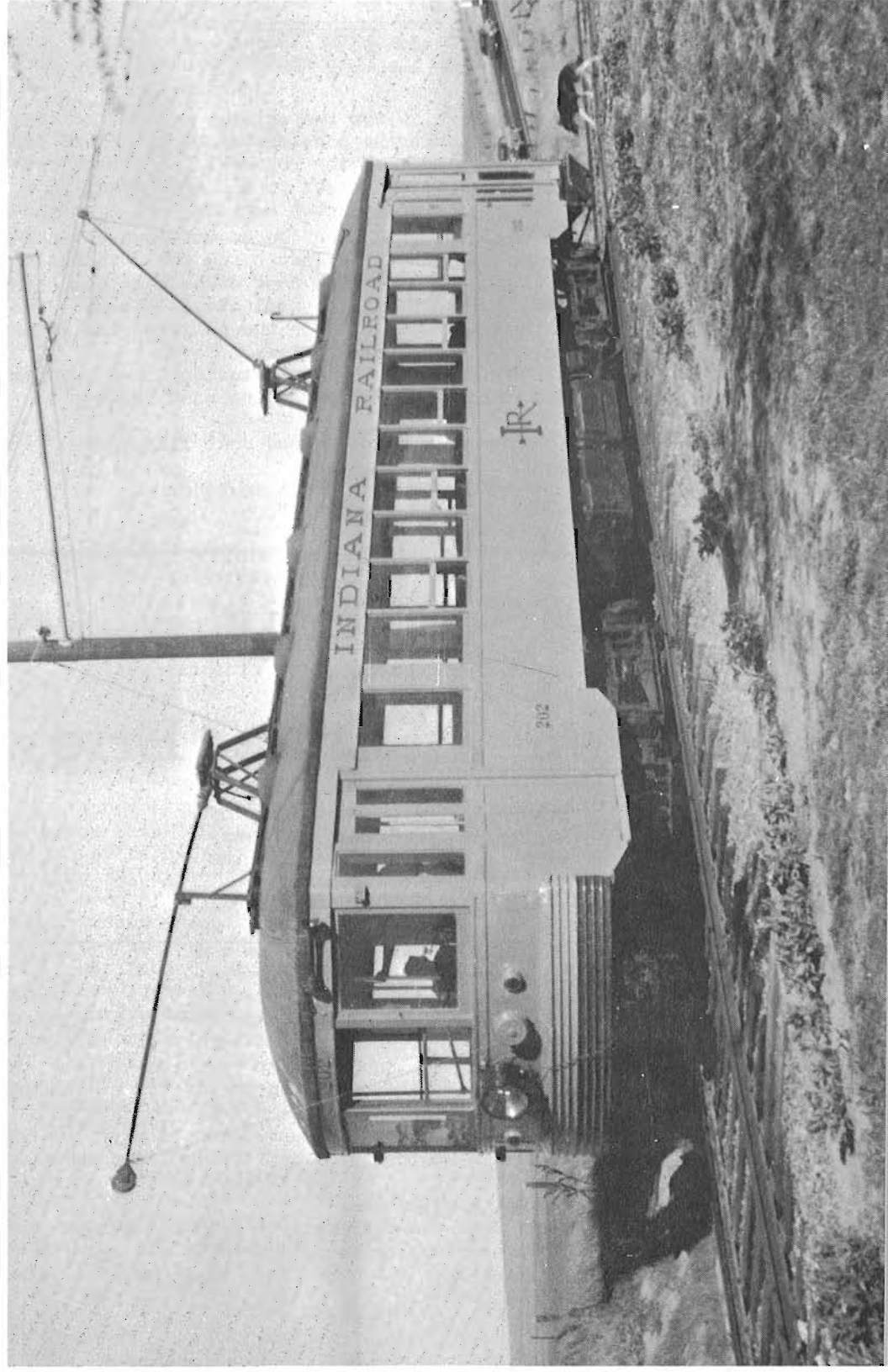
The motion was therefore inscribed in the official transactions of the street-car museum association as being passed and ordered and the Treasurer thereafter expunged utterly from the accounts and ledgers any and all reference to the transaction.

Some time later, the import of this motion was transmitted to the members of the street-car museum association, who now found themselves totally deprived of the privilege of taking recognition of any transaction relating to "Flower Belle" - at least, until the next annual meeting of the street-car museum association.

In supporting the motion, the Chairman of the Board re-affirmed the street-car museum association's policy that it was the street-car museum association's chief function to collect, to preserve, to restore and to exhibit historic electric railway equipment, not to collect, to preserve or to maintain dogs or ducks. The inclusion of the ducks in this policy statement was not immediately clear.



SHARP-EYED READERS CAN CATCH A GLIMPSE OF "FLOWER-BELLE" DISAPPEARING behind Car no. 202 of the Indiana Railroad! Photo courtesy A. Laflin, jr.



Nevertheless, it was the opinion of some of the Directors that the presence of ducks on the regular passenger service route at the street-car museum added some class to the operation. For, after all, it was pointed out, the most important and most historic location on the gone-but-not-forgotten south line (after the world-famous Burlingame Siding) was none other than the Duck Ranch and there are several stations such as Mallard and Spoonbill on the neighbouring former electric interurban railway.

The Board of Directors, having come to this conclusion, lived happy ever after, together with "Flower Belle", for quite some time.

P.S. Although this story sounds a good deal like most fairy tales, it is really true.

Changing the names won't protect anybody,
not even "Flower Belle".

A Souvenir Of The London & Lake Erie

Mr. Eric Johnson, Department of Mechanical Engineering, University of Calgary, recalls the article by Professor J.I. Cooper, McGill University, Montréal, in the March, 1968 issue of CANADIAN RAIL on the London & Lake Erie Railway & Transportation Company of London, Ontario.

The illustration reproduced herewith appeared in a Brush Electric catalogue of uncertain vintage - 1900-1914 would be an approximation. Car number 35 of the Southwestern Traction Company is totally UNLIKE any of the cars illustrated in the article, although in general shape, it resembles the car in the drawing on page 61.

Mr. Johnson believes that this illustration is a photograph of an actual car, rather than an "artist's impression". The parallax of the window-frames of the far end of the car and of the trucks, helps to substantiate this conclusion.

It has been said that the Southwestern Traction Company had other operations in south-central Ontario, so perhaps the car did in fact belong to another line with the same name. Comments from readers of CANADIAN RAIL are invited.

SOUTH WESTERN TRACTION COMPANY

35

35



HAPPINESS IN HALIFAX

S.S.Worthen

Any alert chronicler of railway activity in Canada's maritime provinces will sometime suddenly become aware that there was once a man called H.B. Jefferson who lived in Halifax, Nova Scotia and was an independent but knowledgeable authority on Maritime railways and railway personalities, especially those of the Halifax region. Mr. Jefferson was equally a well-known journalist and contributor to the Halifax newspapers - especially the CHRONICLE-TELEGRAPH - and wrote a long series of articles for that paper, using the "nom-de-plume" of J.B. King. You remember: the guy that wrote his name on everything, including boxcars!

Early in 1970, Mr. Jefferson discovered a rather remarkable private car on a disused spur near the Strait of Canso. It was the property of the Nova Scotia Pulp & Paper Company and was located at some distance from their new mill, then under construction at Port Hawkesbury, on the Strait of Canso. Here, it had been in use as - of all things - a residence for the manager of construction at the new mill.

Having come to a quick decision, Mr. Jefferson was able soon thereafter to finalize the purchase of this remarkable railway car. He had identified it as the private car "Ethan Allen" of the Rutland Railroad, purchased by Nova Scotia Pulp & Paper about seven years ago. The "Ethan Allen" was built in 1891 by the Pullman Company as their charter private car "Pilgrim".

Although the "Ethan Allen" that Mr. Jefferson bought was somewhat "piebald" on the exterior, the interior was in unbelievably excellent condition, with hardly a scratch on the woodwork. The running gear was also in first-rate condition and with a little oil and grease, the move from its rather remote location to the main line, while costing a small fortune, was relatively uncomplicated. When the "Ethan Allen" hit the main line, she ran like a charm, making a regular passenger train "60-per" without so much as a creak or groan.

Early in April, 1970, the "Ethan Allen" was in Canadian National's Rockingham Yard, Halifax and shortly thereafter, she was moved to Fairview Roundhouse, where interested local enthusiasts came to marvel at the elegant interior.

Divided into four large staterooms, a kitchen, a shower and toilets, the accessories included french mirrors; the whole vehicle was enhanced by brass-rail platforms and an observation lounge. There was also bed linens and blankets, silver, china and stemware. The china was 22-carat gold-trimmed.

Mr. Jefferson intended to paint the "Ethan Allen" a deep Pullman green with gold lettering. The name of the railway company, chosen by Mr. Jefferson to identify the car was:

THE BOSTON, PARRSBORO & LONDON DERRY

Railway and Steam Navigation Company.

This was a Nova Scotia entity, originally incorporated in 1882, which never got beyond the "egg" stage. That is to say, it didn't hatch!

Mr. Jefferson was a competent journalist all of his life. He

began writing about railways as early as 1912 and completed 191 articles on the railways of Nova Scotia. In the pursuance of his journalistic activities, he went to Moncton, N.B. in the summer of 1970 and it was while he was working there that he was stricken by a massive and fatal heart attack.

While Mr. Jefferson had planned to donate the "Ethan Allen" one day to the Scotian Railroad Society, of which he was a member, he had not been able to put this intention in writing prior to his death. This meant that the "Ethan Allen" became part of his estate and subject to his executors and his heirs.

When it became apparent that the "Ethan Allen" might be sold to the highest bidder, the officers of the Scotian Railroad Society, under the able leadership of their president, Dr. Stephen Bedwell, quickly began to make inquiries and representations which they hoped would result in the acquisition by the Society of this extraordinary private car. The process of presenting and supporting these formal representations was long, involved and sometimes discouraging. The Society demonstrated that it was in earnest by making a cash offer for the car. The executors of the late Mr. Jefferson's estate entertained these representations and the offer with great civility.

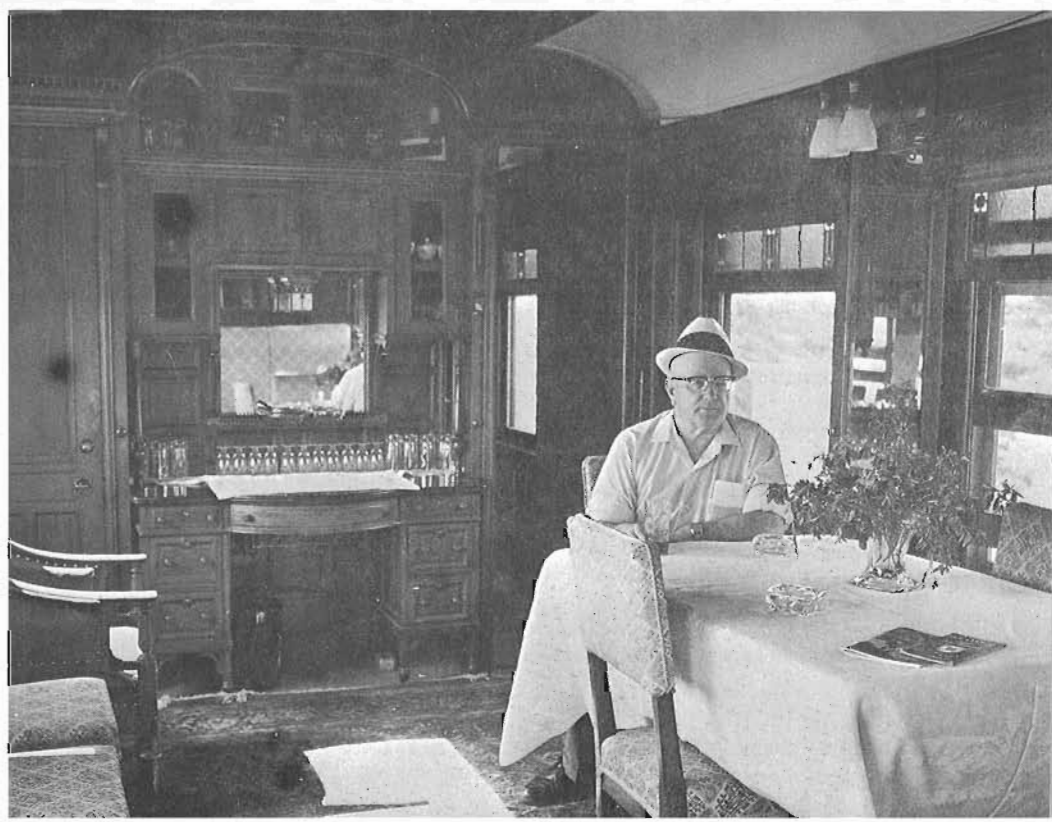
It was with the greatest happiness, pride and a supreme sense of accomplishment that on February 3, 1971, Dr. Stephen F. Bedwell, President of the Scotian Railroad Society, announced that the Society had acquired the private car "Ethan Allen", formerly of the Nutland Railroad, for preservation in Nova Scotia and that it would be a fitting companion to the ex-Intercolonial Railway Company's one-time (1875) coach, latterly (1892) a baggage car, more recently part of Canadian National's Museum Train, which was donated to the Scotian Railroad Society in 1969 and in which the Society has organized the nucleus of their museum (CANADIAN RAIL no. 212, July-August, 1969).

As you can well imagine, the "cash offer" for the "Ethan Allen" has severely depleted the Society's capital cash account and financial assistance at this time for the "Ethan Allen" project is very welcome. While the Society has not said so, it may probably be safely assumed that a picture of this remarkable car would be provided to contributors to the project. The Society earnestly solicits support in the realization of the late Mr. H.B. Jefferson's great intention. Your assistance should be directed to the "Ethan Allen Project", The Scotian Railway Society, P.O. Box 798, Armdale Post-Office Station, Halifax, Nova Scotia, Canada. Contributions are eligible for income tax purposes.



IN MARCH, 1970, THE PRIVATE CAR "ETHAN ALLEN" CAME FROM THE SHORES OF THE Strait of Canso to the outskirts of Halifax. The first part of the journey was made on a Canadian National Railways way-freight.

DURING THE INSPECTION PERIOD IN 1968, PRIOR TO THE PURCHASE OF THE PRIVATE car, the late Mr. H.B. Jefferson was photographed in the dining portion of the "Ethan Allen", while she was still at Port Hawkesbury, N.S.
Photo courtesy Scotian Railroad Society.





BY
F.A. KEMP

Postscript to . . . NO WIRES IN WINNIPEG ?

Wires in Winnipeg there may have been, and trolleybuses there may have been, but there was no power in the network after 1915 hours on October 30, 1970.

5 THE SIGN SAYS: METRO WINNIPEG'S last trolley bus run: October 30, 1970. Passengers on this run included (l. to r.) Supervisor V. Beaurey, Supt. of Electrical Distribution M. Simister, Ass't. Superintendent of Transportation A. Painchaud, Manager of Transit Operations R.W. Church, Superintendent of Schedules R.G. Ferguson and Superintendent of Transportation C.E. LaForme. Photo Winnipeg Transit Commission.



BUMPITY-BUMP:BUMPITY-CLANK:BUMPITY-TINKLE - - -

February 1970 started out as a "no-good" for both Canadian National and CP RAIL. Alex Olynyk, CN's manager of passenger sales and services announced cancellation of TURBO services between Montreal and Toronto for the second time in the two-year history of this new transportation mode. Reason given was "mechanical difficulties". The trouble was not a single problem, although the suspension system and "cold weather capability" had been less than satisfactory recently. Added were operating problems, poor reliability and out-of-service units, which latterly resulted in withdrawal of one daily service of the two previously scheduled. Mr. Olynyk said TURBO service would be resumed as soon as new problems had been remedied. Track 6 at Montreal's Central Station will be fully occupied once again. The Railway Transport Committee of the Canadian Transport Commission rejected both Canadian National and CP RAIL proposals for a "Rationalization" of transcontinental services (SUPER-CONTINENTAL and CANADIAN) and told CP RAIL to keep on running the CANADIAN daily. The CTC said CP RAIL still hadn't got to the heart of the matter of cost reduction, but agreed with the proposal to increase fares, especially the prices of berths and meals. CP RAIL, said the CTC, should forecast traffic better, with consequently greater flexibility in the train size. The CTC quoted the Manitoba government's contention that it may not be essential for CN and CP RAIL to operate a competitive passenger service. Manitoba asserted that a single service on one

line, either jointly or individually operated, would result in the elimination of duplicate overhead costs. Ontario thought that some sort of integrated service was the answer. When all the interested parties had had their say before the Commission, it was resolved that the next step would be for the CTC and the two railway companies to plan for an integrated transcontinental passenger service; after which it will invite a fresh round of briefs from provincial and municipal governments and others. Bumpity-tinkle.

BULLDOZER, SPARE THAT ANCIENT PILE - - -

Last year's announcement that Toronto Union Station would be razed to make way for yet another urban redevelopment project was followed in the latter months of 1970 by yet another shocking disclosure: a ten-year plan was announced (entitled MARATHON II) which would result in the demolition of Canadian Pacific's grey-stone landmark, Windsor Station in Montréal - headquarters of the Company since its opening in 1889. Canadian Pacific real-estate subsidiary, Marathon Realty, proposes to reorganize considerably the area bounded by Peel (formerly Windsor) Street, St-Antoine and Mountain Streets and Dorchester Boulevard. This area includes the Laurentien Hotel and St. George's Anglican Church, in addition to THE Station and ancillary buildings.

The station itself, although opened in 1889, was not completed to its present form until 1928, but the additions were kept consistent with the original romanesque style, with rough stone facing. Additions to office space and express facilities were made on both sides of the track area in the 1950's, but these were in a more modern style, faced with brown brick.

There are now ten tracks used for passenger traffic and two short spurs, formerly used for express traffic prior to the removal of this service to a new terminal in Lachine. The tracks are covered by a "Bush" trainshed, with supports on every second platform. The longest track has room for 20 coaches, but the shortest will accommodate only six.

On at least five days of the week, 22 trains operate in and out of Windsor, of which 13 are suburban and 8 long-distance. The Mont Laurier service operates three days a week. The glass-topped concourse, at right-angles to the ends of the tracks, is level with Lagachetière Street on the north side, but three floors above St-Antoine on the south. It is connected by a covered passageway to Bonaventure Station on the METRO and by a pair of automatic hydraulic elevators to the corner of St-Antoine and Peel Streets. The building, including the fourteen-storey tower, is served by hydraulic elevators, which rise to the upper floors on long steel pistons, actuated by water pressure. The ever-growing requirement for office space, which recently gobbled up most of the waiting room, has now also absorbed the coffee shop, leaving only the station buffet and the beautifully-panelled "Alouette Room" as places to eat and dine. However, the concourse has received a badly-needed new coat of paint, which has altered its colour from the traditional green to an attractive light grey, so perhaps the steel-shod bulldozer is a few years away, yet!

THE SLOW HISTORICAL PROCESS - - - -

The following report is reproduced verbatim from the column "Pertinent Paragraphs" in the RAILWAY MAGAZINE, London, England, for the month of October, 1901 and is presented courtesy of the Editor:

ELECTRIC MOTORS ON THE CANADIAN PACIFIC RAILWAY:

The Directors of the Canadian Pacific Railway are considering the desirability of removing the steam locomotives on the high mountain grades in the Rockies and of having recourse to electric power. It is well known that for some time past the company has had electricians at work studying the practicability of utilizing the energy contained in the vast water powers of the Rocky Mountains as a means of supplying electric power to haul the trains up the steep grades. At present a number of banking engines have to be kept at these points to assist in hauling the trains. The greatest difficulty the electricians have been trying to overcome is the transmitting of the power over a long distance.

Superintendent Timmerman in the employ of the C.P.R. at Toronto, firmly believes, however, that the scheme can be carried through successfully, and that, owing to the unlimited water power available for economically developing electric energy, the latter will take the place of steam power all through the Rockies.

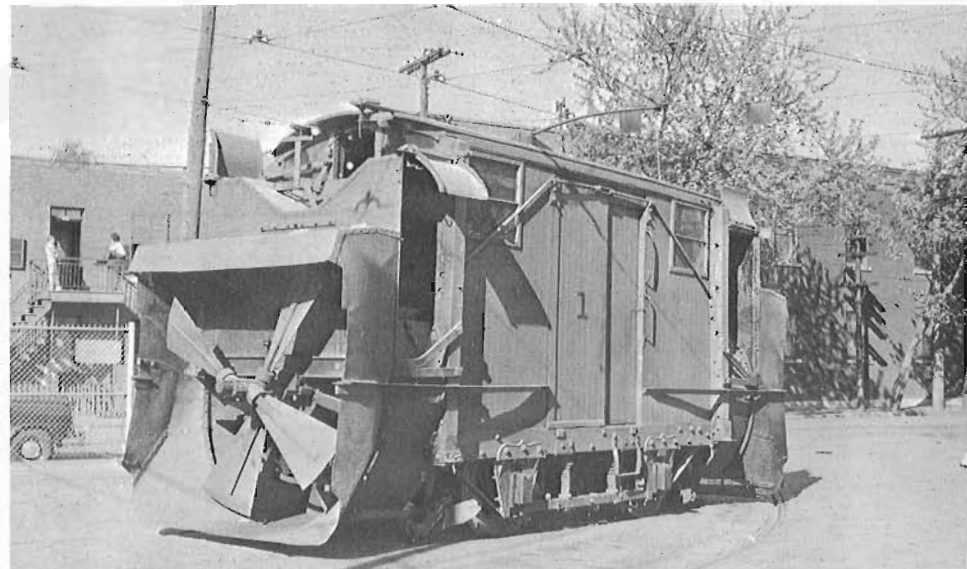
DISPOSITION: DEMOLITION - - -

Canadian Pacific's Mile End Station, a rather dated red brick structure, closed since the Park Avenue Station was opened in 1932, was recently demolished to make way for a new viaduct connecting Van Horne Avenue with Rosemont Boulevard. The same project also necessitated the razing and removal of part of the St-Denis Garage (Shops) of the MUOTC. Usines St-Denis, or at least a part of them, are best remembered by C.R.H.A. ancients as the "place where" the restoration of M.S.R. no. 274 - the Association's single-end, single truck Newburyport streetcar - began back in 1951. This deck-roof car was donated to the Association in 1950, after 38 years of service as a salt car. It was the first unit of rolling stock preserved by the Association and is now at the Canadian Railway Museum, Delson/St-Constant, Qué.



MONTREAL TRAMWAYS COMPANY ROTARY SNOWPLOW NUMBER 1, AT THE MOUNT ROYAL Car Barns on May 14, 1949. Montréal sure could have used this in March, 1971.

Photo E.A. Toohey Collection, C.R.H.A.



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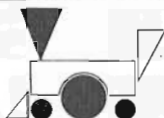
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