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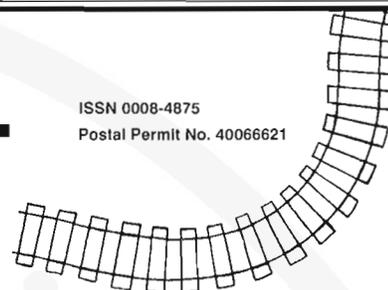


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FRONT COVER: CNR streamlined beauty 6400 was caught pulling the afternoon pool train to Toronto just west of Westmount station in 1956. This locomotive was the inspiration for the 6400 Eaton Toyville Train model that became the 'Toronto train'. Photo C. Robert Craig Memorial Library (Ottawa), Fonds Chivers No. 1823.

BELOW: The impressive Christmas tree with hundreds of coloured lights set up on the concourse at Windsor station on December 20, 1947. Photo CRHA Archives, Fonds Toohey, 47-237.

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The Eaton's Toyville Trains

By Peter Murphy

Christmas is a magical time of the year for every child, the magic varies with each generation and according to the customs, technologies and vogues of the time. As a child growing up in Montreal in the 1940's, Christmas was magic, there were several magical Christmas experiences we enjoyed that are not available today.

In the mid 1940's Christmas seemed to be simpler than today, we had more fun with less and the commercial activity centred around the major department stores located downtown. Back then the Christmas season was officially launched with the annual Santa Claus parade on a Saturday in early November, unlike today's 'big box' stores where the Christmas stock goes on display right after Labour day. A small boxed ad was always placed in the Montreal Star announcing the arrival of Santa and the operation of the Eaton Toyville train.

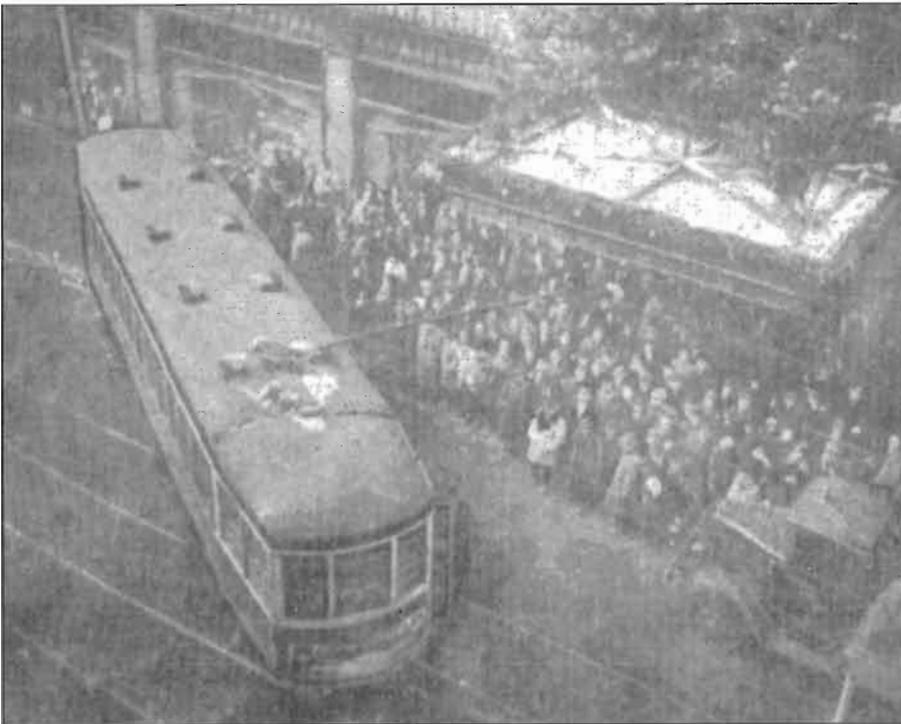
We would bundle-up in our snowsuit and travel down to Saint Catherine Street by streetcar to watch the parade, an event not to be missed! After the parade, Santa would take up his position at Eaton's (and elsewhere) where he would be on call until Christmas eve.

Sometime between the parade and a few days before Christmas there were two more trips downtown. The first was to walk Saint Catherine Street from Ogilvy's famous decorated window at Saint Catherine and Mountain Streets (which is still seasonally decorated to this day), then down Peel Street to Windsor Station, our first indoor stop. Windsor Station was a beehive of activity at all times, but even more so at Christmas time. I still remember the electric eye which opened the station doors, we believe that this was the first automatic door opener in Montreal.

Once inside, our first stop was to admire the impressive model of the Empress of Britain, about ten feet long, in an elevated glass case, located in the foyer of the station. Then on to the concourse where the famous CPR Christmas tree decorated with thousands of coloured lights and decorations was erected for the season. Once the traditional gift had been left for the less fortunate, we would make our way out of Windsor Station and proceed over to the Sun Life building. There a tree of almost as immense proportions was installed, the Sun Life tree was traditionally decorated with white lights only.



More streetcars than autos are visible in this 1940's photo taken on Saint Catharine Street just west of Peel. This was the Saint Catharine St. we knew in the era of the Eaton Toyville train! Photo, collection Daniel Laurendeau.



"During the morning rush hour, shortly before 11 A.M. on November 28 1949, a westbound No. 3A St. Catherine street car, of the 2100 class, hit a fragment of a manhole cover and derailed right outside Eaton's department store, as seen in this photo taken only 10 minutes after the accident. Note that the trolley pole is still on the wire. Despite the crowds of Christmas shoppers on the sidewalk there were miraculously only six injuries, none of them serious. Had the tram not hit a light standard on the sidewalk it might have crashed right into Eaton's store window. Perhaps even the street car wanted to get inside to see the "Toyville Train!" Photo, collection Fred Angus.

Next stop was Central Station although not renowned for its tree, they always had an animated Christmas scene on the west wall which was unique at the time and well worth a visit to see. Couple this with the usual department store and city seasonal decorations, Christmas carols, etc. and you had a most enjoyable early evening pre-Christmas experience.

The highlight of the season however was still to come, the annual Christmas visit to the T. Eaton Company department store at the corner of Saint Catherine and University Streets. This was a trip in itself, long before the days of Sunday shopping, this was a day trip, either during the week (pre-school years), or on a Saturday. One had to be on their best behaviour so as not to miss this special outing!

To be more specific, the visit was to Eaton's Toyville, located on the sixth floor as I recall, this was where the Christmas action was! Santa Claus, all sorts of toys and operating model train sets, decorations, hustle and bustle and of course the Eaton Toyville Train.

For twenty-five cents you would board the miniature train from a loading platform outside the loop, ride around two turns with the bell ringing and whistle blowing. We would then disembark into the loop, follow the foot path over the 'level crossing', receive a bag of goodies (worth more than the fare), then go and visit Santa Claus who was seated on his throne nearby. What more could any stary eyed child want! After visiting Santa we would pause and watch the train carrying yet another load of happy children around the loop.

He certainly was no more than five years of age. He stood in a fairyland of flashing Christmas decorations, giant candy sticks and glittering tinsel. From hundreds of shelves

the inhabitants of Toyland looked down and beckoned to him, but he paid them slight attention.

For all the attention, all the excitement he could muster was focused on the sleek silver and black Canadian pacific '3000' locomotive that passed within a few feet of him. Soon it would be his turn to board the 'Toyland Special' and ride around the track to nowhere while smartly attired attendants saw to his comfort and safety. Canadian Pacific Staff Bulletin - December, 1945.

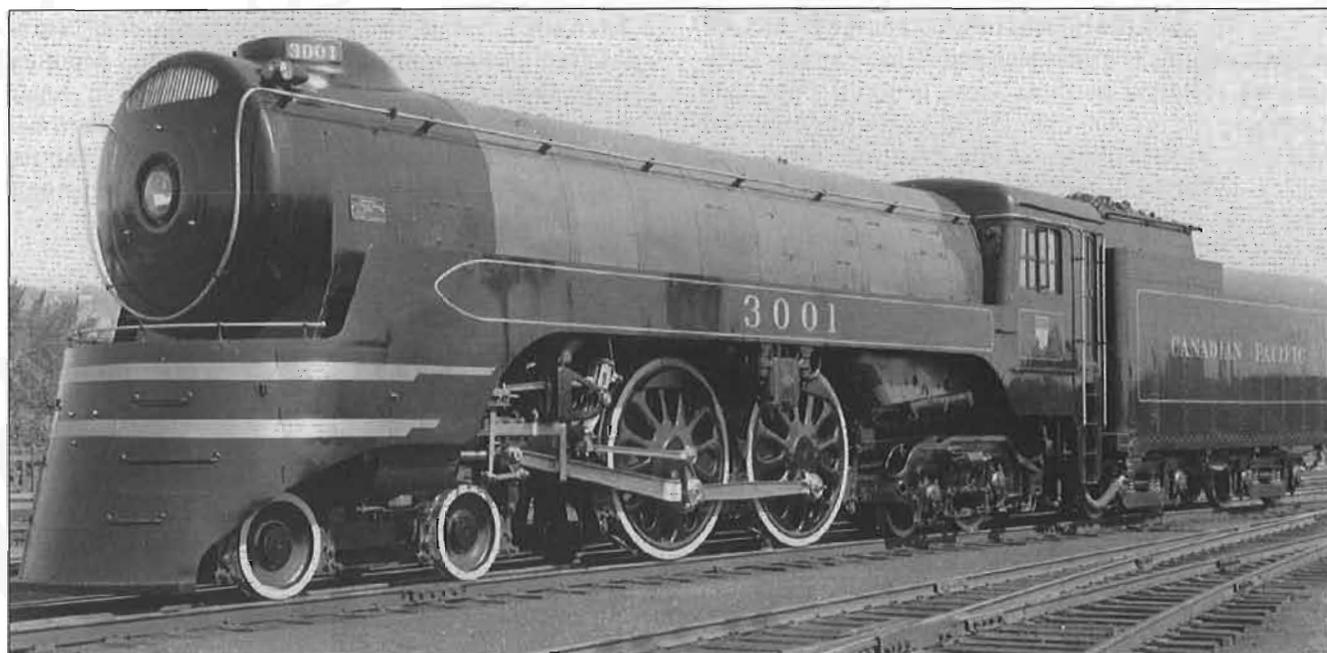
I recall as a child having been intrigued with the Eaton Toyville train, the mechanics of it, what voltage, which rails were powered, etc. Little did I know that I would re-acquaint myself with an Eaton Toyville train in 2004 at Exporail, this rekindled all those old memories albeit via a CN locomotive rather than the CPR 3000 that I was familiar with.

This is the story of the Eaton Toyville trains.

Unfortunately we can find no record as to how the Eaton Toyville trains came to be. Whose initiative was it, the T. Eaton Company, the Canadian Pacific Railway, Canadian National Railway, or a combination of their marketing departments?

The first documented evidence of the Eaton Toyville train is contained in the February 1936 issue of the Canadian Pacific Staff Bulletin, which is reproduced below. It's simply a captioned photo, no further explanation or article accompanies the photo, this is all we know. Note the present tense: *"This model engine is a perfect replica, one sixth the actual size, of five new light-weight streamlined locomotives being built by the Company!"*

Toyville junction in Eaton's Montreal, was a popular spot with the kiddies last Christmas, as they had a chance to visit Santa Claus' headquarters after a run on the newest thing in Canadian engines. This model engine is a perfect replica, one sixth the actual size, of five new light-weight streamlined locomotives being built by the Company. Canadian Pacific Staff Bulletin, February 1936 courtesy CPR Archives.



In 1936 CPR unveiled five streamlined class F2a 4-4-4 steam locomotives to pull four streamlined, lightweight passenger trains. These locomotives were named 'Jubilees' in honour of the fiftieth anniversary of the first CPR transcontinental train in 1886. Designed by Henry Blane Bowen, Chief of Motive Power and Rolling Stock for the Canadian Pacific Railway, these locomotives were inspired by the streamlined, lightweight passenger train sets emerging in the United States in the 1930's.

Bowen applied British undertones to his streamlined design, this new CPR look would carry on through in various wheel arrangements until the end of steam on the CPR.

Jubilees 3000 and 3002 were initially assigned to the Toronto – Detroit run; 3003 and 3004 were assigned to the Montreal – Quebec city trains; 3001 was assigned to western Canada specifically on the Calgary – Edmonton run.

Canadian Pacific chose the 3000 series locomotives as the prototype for the first model of an Eaton toyville train locomotive in 1936. It is quite possible that both the prototype and model were built simultaneously, the former by Montreal Locomotive works, the latter by Angus shops. Photo CRHA Archives, Fonds Corley.

The next record of the Toyville Train appears in a one page article which appeared in the December, 1945 issue of the same internal publication.

The CPR 3000, the Montreal train.

The engine, constructed to Canadian Pacific specifications (in 1936), is 1/6 th. the size of its big 3000 series sister. Eight feet in length and 32 inches high, with 14 inch driving wheels, it is complete in every detail. The tender is 65 inches long and has a built in seat for the engineer. The side and main rods are nickel plated steel and the streamlined casing of the same material as the real locomotive. The locomotive driving wheels are not flanged due to the sharp curve at either end of the oval track. On rounding the curve, the driving wheels slide from the steel rails and ride on hardwood boarding which is installed inside the running rails on the curve sections only.

The locomotive and tender assembly had an air compressor to sound the whistle and a manually operated bell, I can still hear the sound! A hand brake is provided for security. The train is controlled by the engineer who sits in the tender.

The cars, of wooden construction, are six feet, six inches in length, 34 inches high and 29 inches wide. Each seats six children on three cross benches. Four cars comprised the original train (1936) a fifth was built and added in 1945. The original four cars were fitted with brass hand rails to augment the overall streamlined effect.

The locomotive is seven inches narrower than the cars and rides on 11 inch gauge rails. The cars are built wider for stability and increased child capacity and ride on 18 inch gauge rails. The four rails are made from one inch square steel bar stock and sit into 1/8 inch deep routed grooves in the ties. They are held in place by flat head bolts whose heads are flush with the rail head and countersunk nuts with washers on the underside, (4 per tie). Crushed stone is spread between the ties (ballast) to add realism.

The power unit which operated on 24 volts DC from a motor generator set is located in the first car behind the tender. The electric motor is of a type usually used in electric material handling trucks. Power is delivered to the two locomotive rails and the two passenger car rails. All rail joints have flexible shunts to ensure conductivity rail to rail. The locomotive and tender are insulated from the cars by means of an insulated draw bar. An electric jumper from the cars to the tender completes the electric circuit to the locomotive.

The 3000, built in 1936 operated for only a short time before withdrawn from service during the war years, in order to conserve energy. We do know that it was overhauled at Angus Shops and reintroduced in 1945 to the thrill of thousands of children in Eaton's Montreal store. From then on the train was shipped to Angus annually prior to the Christmas season for a thorough inspection, repairs and new black, silver and tuscan red paint job. The train operated from early November until Christmas, a period of about six weeks a year.



Model locomotive 3000 is given an overhaul at CPR's Angus shops prior to re-introduction in Toyville train service after the war in 1945. R. Couturier, A. Desautels, J.E. Gerard and Z. Marsan are seen assembling the model locomotive. Photo CPR Archives, ns7951.



*Two views of the 'Montreal train', hauled by CPR 3000 at Eaton's toyville in 1945.
Photos CPR Archives, ns7836 and ns7838.*

The original oval track was approximately 218 feet long. An additional 12 feet were added in 1945 making the loop 230 feet. This was done to accommodate the extra passenger car that was added that year. The kiddies excursion takes its juvenile patrons through an enchanted forest complete with a crooked log cabin. The more practical-minded, however, will find the scene reminiscent of Quebec's Laurentian hills, which inspired the sylvan motif for the Toyland right-of-way. Typical railway signs and level crossing gates added to the realism and protected children after they disembarked inside the oval and followed the path over the level crossing to exit.

Canadian National 6400, The Continental Limited, the Toronto train.

While Canadian Pacific was refurbishing the 3000 and train at Angus shops in 1945, Canadian National was building their version of a Toyville Train at Montreal's Pointe Saint Charles shops for the T. Eaton store in Toronto. It was unveiled at an open house held at the Point Saint Charles shops on a Saturday in the fall of that year.

This was no small event, some ten thousand men, women and children flocked to the shop for the unveiling and demonstration of the replica 6400 and train. There were no shortage of dignitaries: Mr. Vaughan and Mr. Walton, President and Executive Vice President of Canadian National were in attendance. Mr. E.R. Battley, Chief of motive power and car equipment; Mr. A.C. Melancon, works manager; Mr. P. Burrows, chairman of the Federated Trades; E. Rodgers, general foreman of the motive power shop and G. McCready, general foreman of the car shops were also in attendance. The T. Eaton

Company was represented by Mr. Jack Brockie, supervisor of merchandise display Toronto; Mr. Colin Tait also of Toronto and Mr. Emile Lemieux who was in charge of Eaton's merchandise display in Montreal.

Despite all the dignitaries, the spotlight was stolen by the dozens of men and women who had manufactured the locomotive and train. This was their day, their pride overflowed into their families that Saturday afternoon.

The CNR 6400 model was built to 1/5 th. scale, the locomotive and tender measure 18 feet 4 inches long, 27 ½ inches wide and 36 ½ inches high, the drivers are 15 ½ inches in diameter. Four wooden cars, painted CN green to match the locomotive are 31 inches wide and 39 ½ inches high, each carry six children. Gauge of the train was the now standard 11 inches inside rails (locomotive and tender) and 18 inches outside rails (cars).

Unfortunately the thousands of attendees at the 6400 presentation could not ride, but they did observe Lucien Turbis the electrician / engineer put her through her paces! Following the unveiling event, the train was crated and shipped to Toronto for installation at the T. Eaton store in time for the 1945 Christmas shopping season.

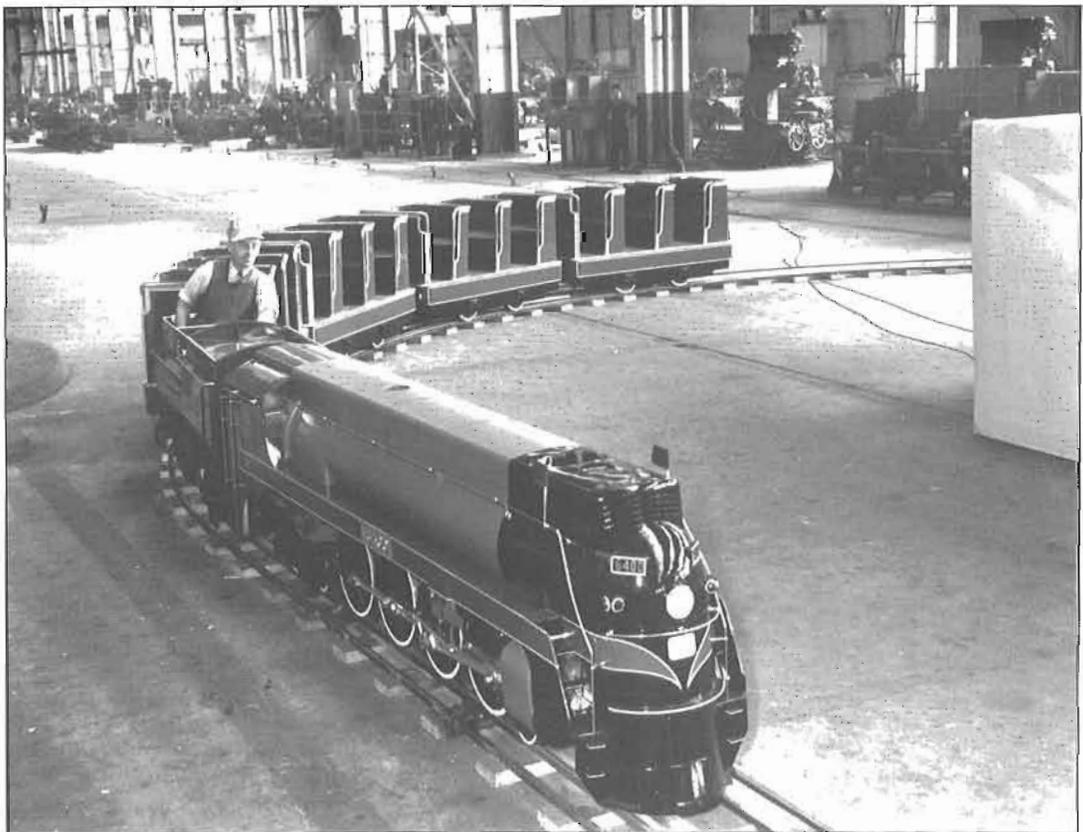
Canadian Pacific Royal Hudson 2851, the Western Train

When the CPR 3000 model was introduced in Montreal in 1936, it was supposed to travel the country and be set up in various Eaton stores throughout the year. Its popularity was underestimated and the 3000 Toyville train never left Montreal, now with a new CNR model train operating in Toronto a third train was commissioned to operate in western Canada in 1946.

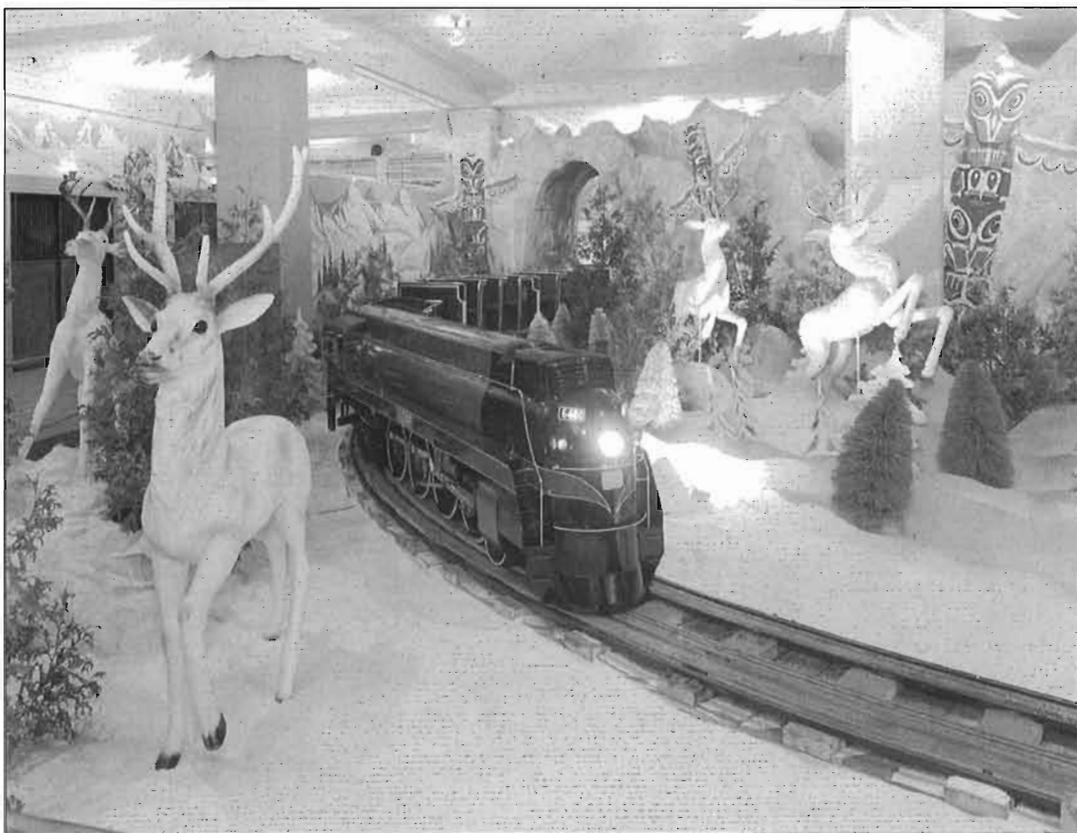


The Eaton Toyville train locomotive 6400 was modelled after Canadian National's famous streamlined Northern type locomotives class U-4-a numbered 6400 to 6404. Built by Montreal Locomotive Works in 1936, these units were fully streamlined as a result of tests conducted by the National Research Council to solve the problem of smoke obscuring the engineman's visibility.

The Royal Train of 1939 was hauled in part by 6400, which later that year was exhibited at the New York's World Fair. Photo CRHA Archives, Fond Corley.



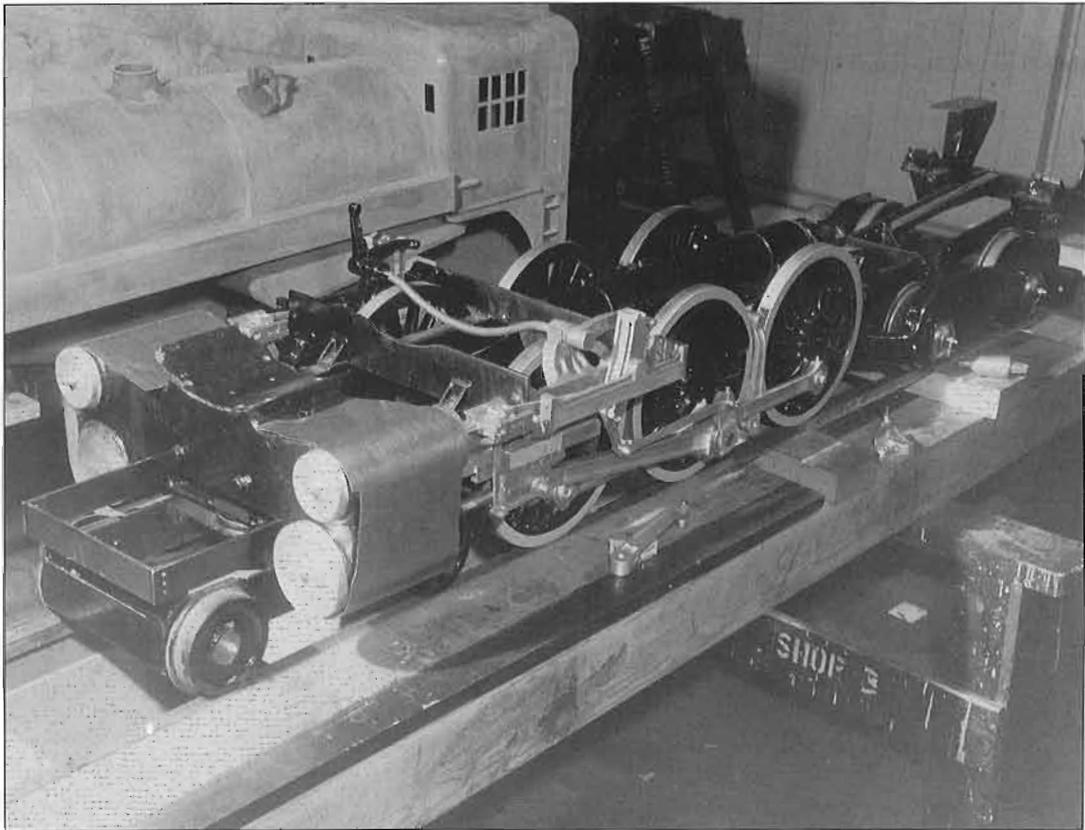
The unveiling of Canadian National's 'The Continental Limited', the Toronto Toyville train at Pointe Saint Charles shops in the fall of 1945. Some ten thousand employees and guests were on hand to see electrician Lucien Turbis put her through her paces. Photo NMST Archives, CN 44651 and CN 44629.



Canadian National's 'The Continental Limited' set up for operation at the T. Eaton Toronto store for the Christmas season 1946. Photo Public Archives of Ontario, Fond Eaton F229-308-0-743, AO-852. Photo reproduced with the permission of Sears Canada Inc.



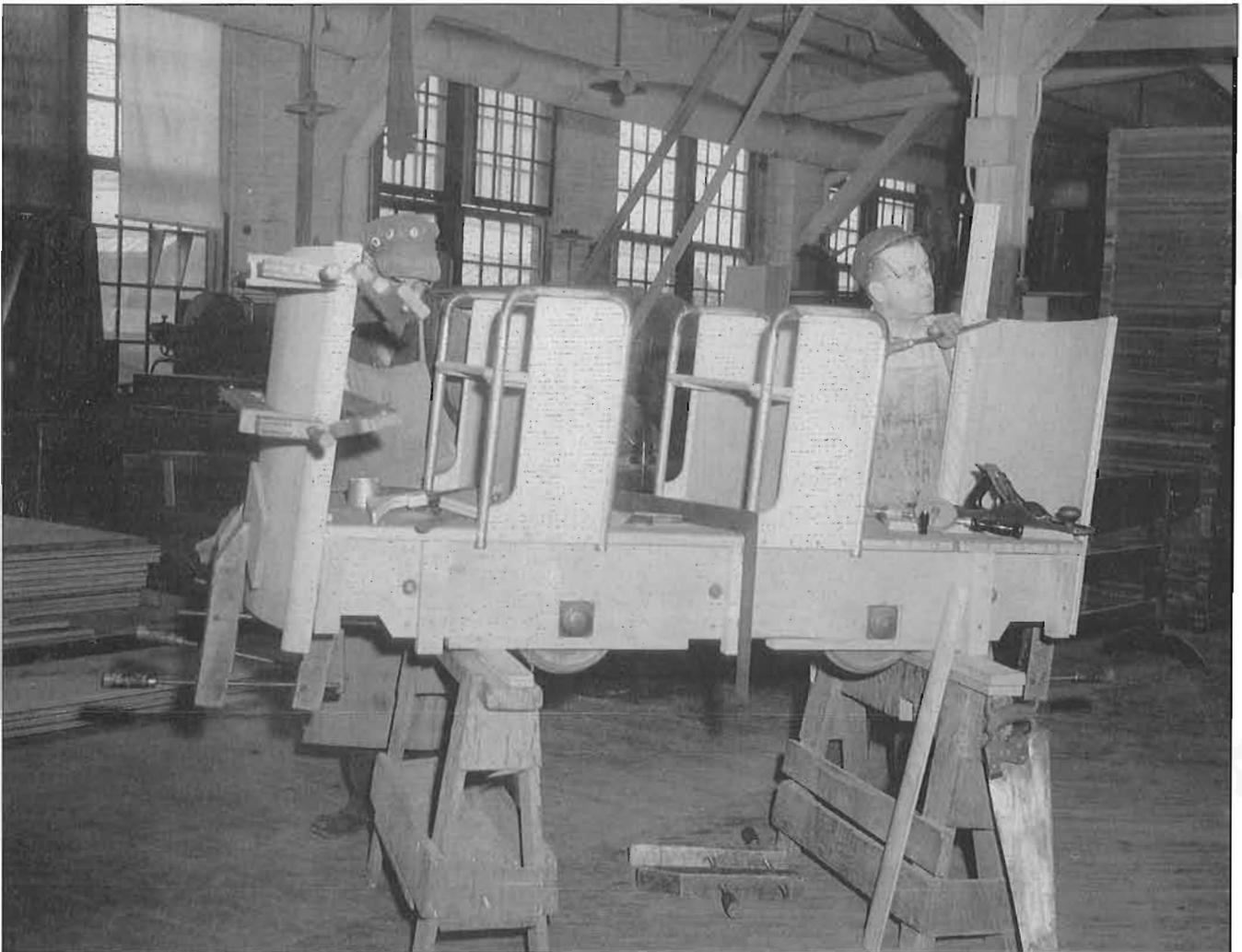
You can see the excitement in the faces of the children riding the Toronto toyville train in 1946. Photo Public Archives of Ontario, Fond Eaton F229-308-0-743, AO-854. Photo reproduced with the permission of Sears Canada Inc.



The frame, drivers and running gear of the 2851 locomotive under construction at Angus shops, Montreal. Photo CPR Archives, a27145.



Workers building the boiler and cab assembly at Angus shops. Photo CPR Archives.



Worker at Angus shops assembling one of the five wooden cars for the 2851 'Winnipeg train' in 1946. Photo CPR Archives, a27144.

The Canadian Pacific Railway built an exact 1/6th. size replica of a Royal Hudson which they numbered 2851. The number 2851 was chosen because this was the number of the locomotive that pulled the pilot train ahead of the Royal Train in 1939. Supervision of the construction of the replica locomotive was undertaken by none other than H. B. Bowen, chief of motive power and rolling stock for Canadian Pacific!

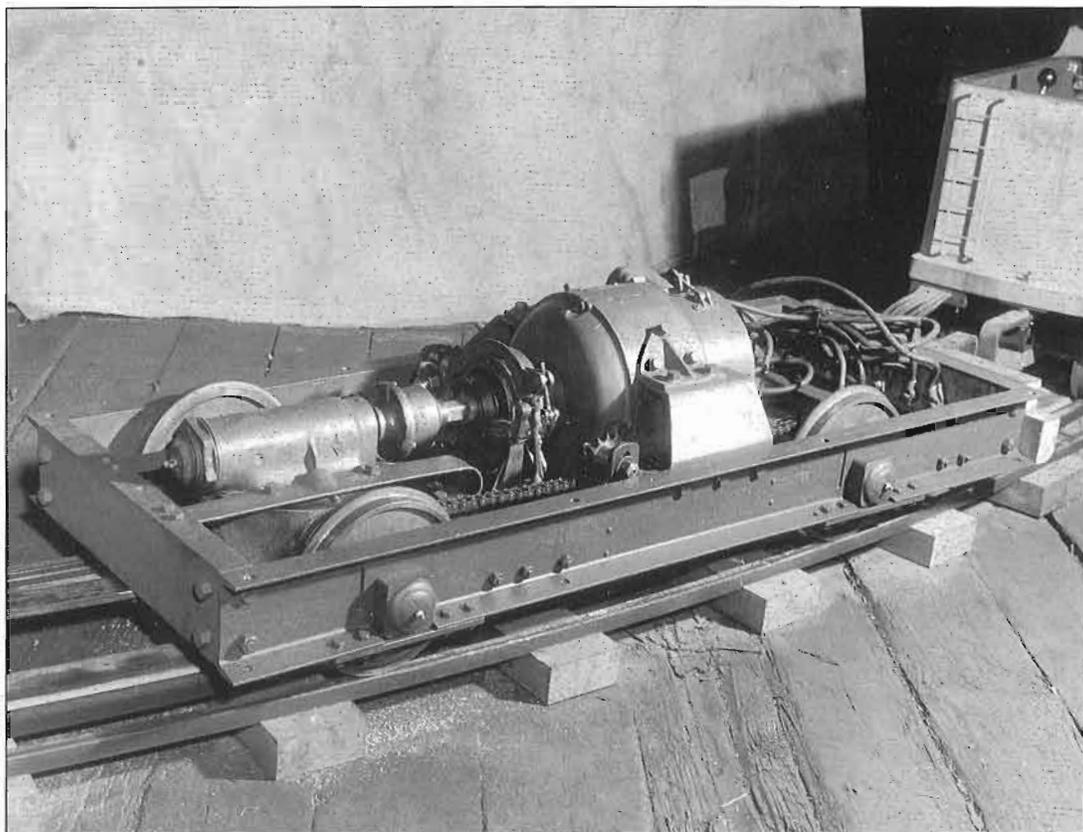
The 2851 weighed 1,400 pounds and was 15 feet long. Like all the others it had an operating bell, whistle and headlight, it rolled at 4 miles per hour. The frame and boiler were made of steel, the wheels were cast iron and auxiliary equipment of cast aluminium. The train operated on what had become the standard 11 / 18 inch gauge.

The train was powered by an electric power unit located in the first car as were all the other trains. Four cars and an observation car were also built and were each named after a western city.

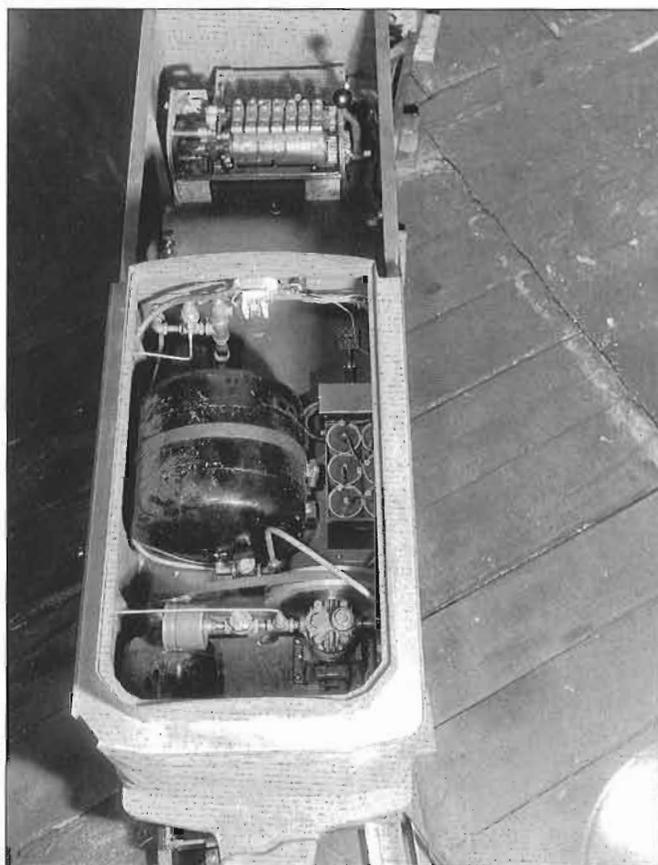
The cars were made of wood with monel metal trim and carried six children apiece. The seats were upholstered in red plush and were concave shaped for safety purposes. The observation car sported working marker lights and an awning to give a realistic touch to the car's rear end. Overall length of the train was 52 feet.

Work on the train commenced in April and was completed in September of 1946, some 25 men were involved with its manufacture. The project was supervised by Mr. Harold Hayward, assistant to the shop engineer at Angus shops. Mr. Hayward accompanied the train to Winnipeg to supervise its installation at the T. Eaton store. It made its maiden run on November 1, 1946. Mr. L. T. Patrick, CPR's electrical engineer at Winnipeg undertook the supervision of the installation at Eaton's various locations in western Canada.

The train was scheduled to operate in Winnipeg and Regina during the Christmas period and then on to Calgary for Easter. Themes of the ride varied, from Christmas 'Toyland' to 'Mother Goose' land, etc.



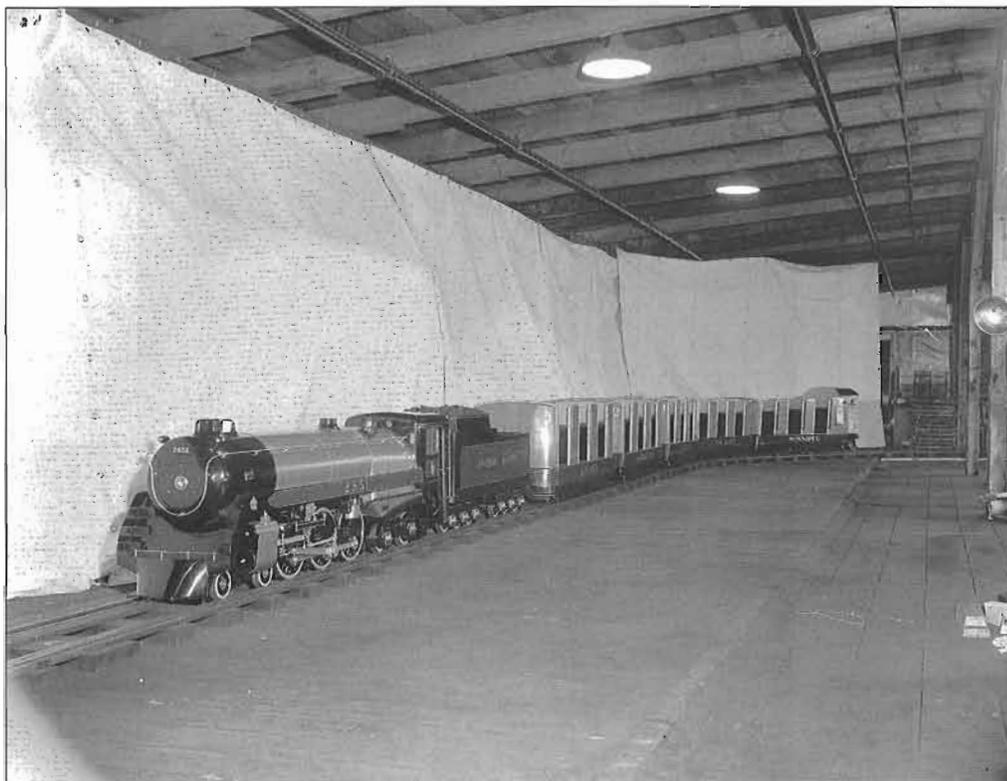
Seldom seen power truck which supported the first car in the train. A DC motor and reduction gear assembly drove one axle, a chain drive powered the second axle from the first. Photo CPR Archives, a27142.



Air compressor and electrical controls in 2851. Photo CPR Archives, a27148.



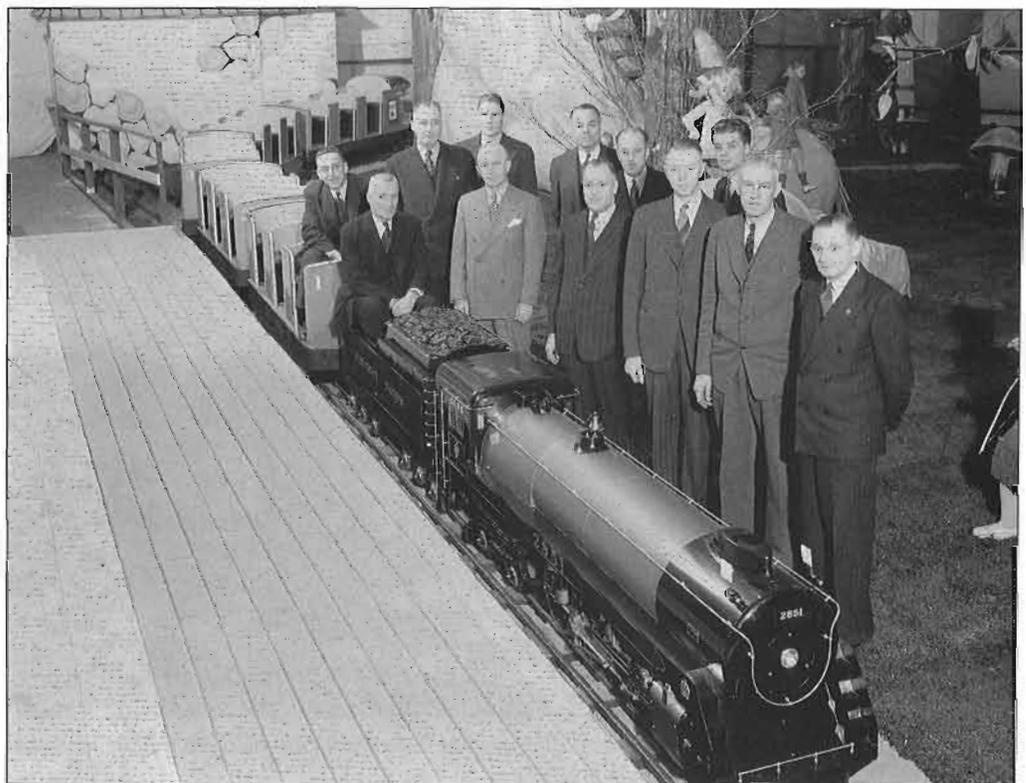
CPR Mechanical Department Employees pose proudly behind their mini 'holiday train' locomotive creation in 1946. Third from the left is future chief of motive power and rolling stock Mr. Harold Hayward who supervised the construction of the locomotive and accompanied it to Winnipeg for its first operation. Photo CPR Archives, a27135



The 2851 and train were set up and 'de-bugged' at Angus shops prior to shipment to Winnipeg in 1946. Photo CPR Archives, ns7735.



The model Royal Hudson 2851 is dwarfed by 2859 the 12 inch to the foot version at Angus shops in 1946. Photo CPR Archives, ns7730.



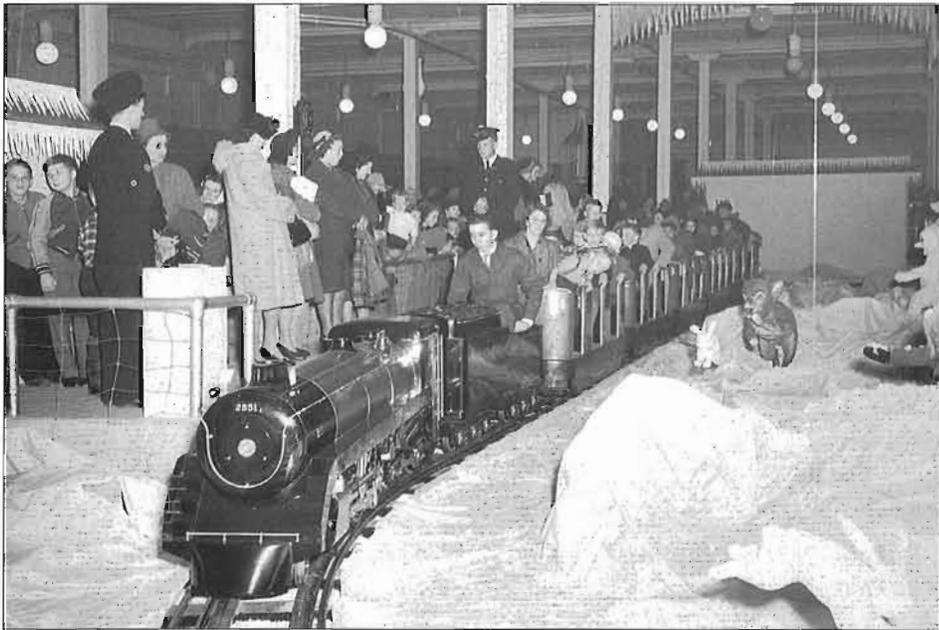
Canadian Pacific and T. Eaton Company executives pose beside the 2851 and train prior to the inauguration of the Winnipeg service prior to Christmas 1946. Photo CPR Archives, a27137.

Popularity of the Eaton Toyville trains

The Eaton Toyville trains were extremely popular and were an avant garde marketing tool in their day, both for the T. Eaton Company and Canada's major railways. Their popularity was such that the 3000 Montreal train, which was supposed to be a travelling unit never left Montreal, two others were constructed to fulfill the demand.

On a busy day the trains would carry 2000 children each, on some 'record' days more than 4000

children were carried per train. During the Christmas season of 1946, the Montreal train carried 122,035, the Toronto train 111,333 and the Winnipeg train 34,390 for a total of 267,758 passengers carried. Records indicate that between 1953 and 1962 some 1,518,376 passengers were carried. There is no doubt that a trip to Eaton's Toyville during the Christmas season was an unforgettable event in the life of children growing up in the 1940's within reach of a major Eaton department store where a Toyville train was running.



A glimpse of just how popular the Eaton Toyville train was, Winnipeg, 1946. Photo CPR Archives, a27173.



View of the cars named after western Canadian cities with their little passengers on board. Photo CPR Archives, a27149.

T. EATON COMPANY
WINNIPEG CANADA

COPY for
Mr. H. Hayward.

Executive Offices,
Winnipeg, November 22nd, 1946.

Mr. W. A. Nather,
Vice-President,
Canadian Pacific Railway,
Winnipeg, Manitoba.

Dear Mr. Nather:

The C. P. R. miniature train, which has been in operation at our Winnipeg store, has been transferred to Regina on its western tour.

We wish to extend our thanks to Canadian Pacific officials who cooperated whole heartedly in arrangements for the Winnipeg attraction, which proved so popular with local children.

Particularly, in this connection we are indebted to Mr. Harold Hayward, assistant shops engineer, of Montreal, who was of the greatest assistance in supervising the erection and operation of the train, and contributed materially to the success of the undertaking.

We look forward to continued interest in the showing at our Montreal Stores, and enclose, for your information, a memorandum showing the total number of passengers carried on the train during its stay in Winnipeg.

Yours sincerely,
The T. Eaton Company Limited,
W. A. Nather
Vice-President.

RSH.
Enc.

CPR ARCHIVES
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PASSENGERS CARRIED ON C.P.R. MINIATURE TRAIN
WINNIPEG

Friday,	November	1st,	2,170
Saturday,	"	2nd,	3,801
Monday,	"	4th,	2,086
Tuesday,	"	5th,	2,196
Wednesday,	"	6th,	723 (half-day)
Thursday,	"	7th,	<u>2,593</u>
Weekly Total			13,664
Friday,	November	8th,	2,474
Saturday,	"	9th,	4,555
Monday,	"	11th,	- (holiday)
Tuesday,	"	12th,	1,581
Wednesday,	"	13th,	575 (half-day)
Thursday,	"	14th,	<u>2,075</u>
Weekly Total			11,758
Friday,	November	15th,	1,852
Saturday,	"	16th,	3,718
Monday,	"	18th,	1,322
Tuesday,	"	19th,	<u>2,075</u>
Weekly Total			8,967
TOTAL PASSENGERS			34,390

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Changing times

By 1960 times were changing, steam locomotives had given way to the sleek 'modern' diesels, perhaps even the major railways had a hand in putting the Eaton steam locomotives that had hauled so many starry eyed children out to pasture.

Simple pleasures were giving way to life at a faster pace. With the advent of the technology era, shopping patterns were changing, suburban shopping centres had started the decline of the downtown department store as we then knew it. The Eaton Toyville trains ceased operation at the end of the 1962 Christmas season.

Nevertheless for those of us that were 'of age' between 1936 and 1962, and fortunate enough to have ridden the Eaton Toyville train, these memories will linger with us forever.

What happened to them?

The Montreal 3000 model locomotive was worn out and scrapped by Canadian Pacific, probably in 1962, however the five (Montreal) cars survived and were owned by the T. Eaton Company. CRHA correspondence indicates that the five 'Montreal' cars were donated to the CRHA by the T. Eaton Company in 1965 along with the

oval track and generator set. Volunteers took possession of the cars and accessories at Eaton's Mont Royal depot on Fullum Street in Montreal.

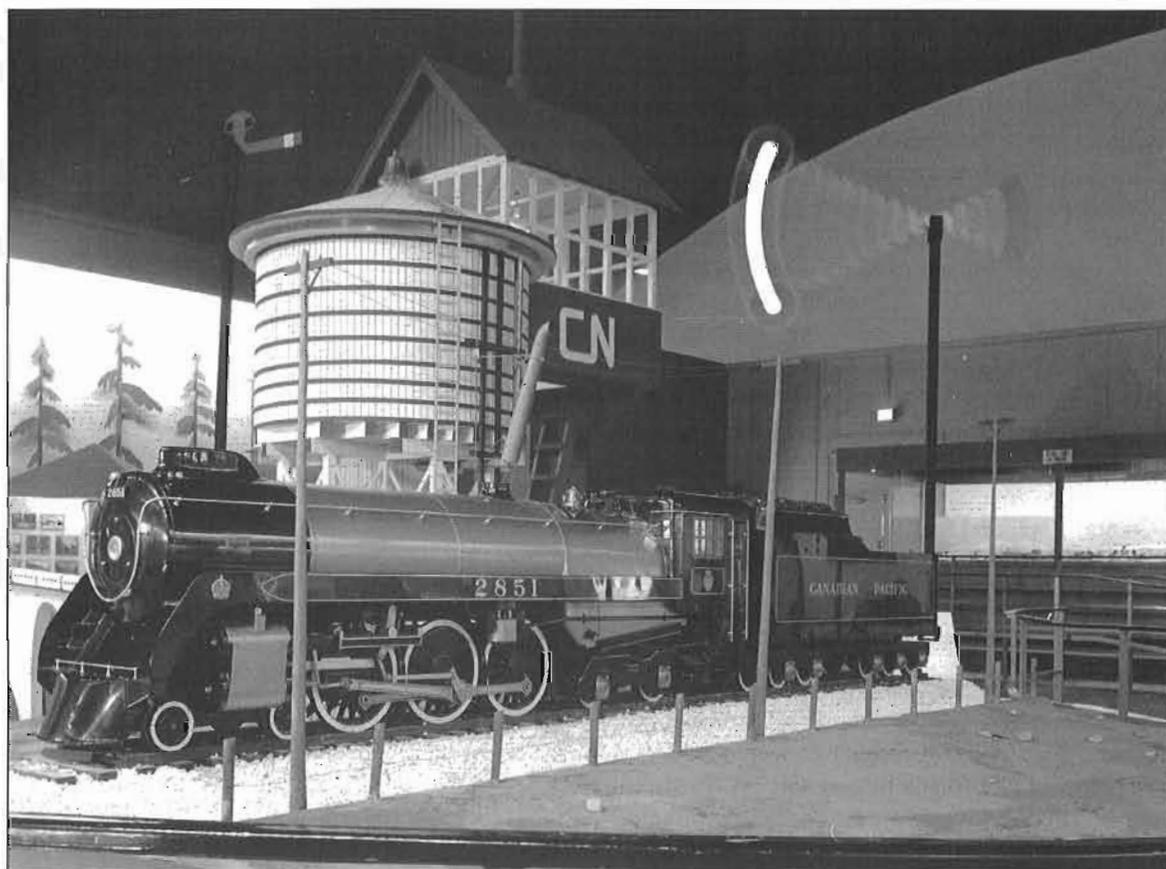
The 2851 locomotive was returned to the CPR (who owned it) and it remained in storage. In 1968, the year after Expo 67, a group of enthusiasts namely: Omer Lavallée, Tony Clegg, Ron Ritchie, Marcel Roger, Leonard Seton, Ron Bryant, John Collins, Bob Sandusky and Michael Leduc got together to promote the idea of a railroad exhibition at Man and His World, the subsequent exposition on the Expo 67 site.

The group incorporated 'The Ferrovia Society' and after negotiations with then mayor Jean Drapeau, plans for the railway exhibition were drawn up. These plans included a space for the 2851. Omer Lavallée, Canadian Pacific's Heritage Officer played an instrumental role in 'borrowing' the 2851 from CPR for exhibit at Ferrovia. The former Maine Pavillion was made available and the exhibition was mounted.

The Maine pavilion had two pit areas and it was decided to build a slowly rotating turntable and place the 2851 on it. This exhibit became the main attraction, not only because of the beauty of the locomotive, but also because of the memories it brought back by those who had ridden the Eaton trains.



Two views of CPR model locomotive 2851 as displayed at the Ferrovia exhibition at Man and His World in 1968. Photos courtesy of Ronald S. Ritchie.



Ferrovía lasted only one year (1968), but even during its short existence the popularity and affinity Montrealers had with the Eaton Toyville locomotive was evident!

The 2851 was put on display in the 1970's in one of the CPR's community centennial display cars. It toured between Halifax and Vancouver before being donated to the Canada Science and Technology Museum where it remains in a secure reserve today.

The Toronto 6400 locomotive also survived and was donated to the CRHA in 1963. It was moved to Montreal and stored at the Angus home in Senneville, Quebec for some ten years before being transferred to the museum. The 'Toronto' cars, which were owned by Eaton's were lost in a fire in Toronto.

In 2004, the first year that the new Exporail pavilion was open, the 6400 was reunited with the

'Montreal cars' which had been repainted CN green and set up as a stationary Christmas display. Once again the popularity of the Eaton Toyville train was evident. Hopefully one day the train can be put back into operation, the main problem being the rebuilding of the track sections after years of outdoor storage.

Fortunately two of the three locomotives still exist, the 6400 and train will once again be set up for static display at Exporail this Christmas. If you want to rekindle old memories, or show your children or grandchildren this unique attraction from Christmas' past, bring them to Exporail over this holiday season.

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- Railfare
- Canadian Pacific Staff Bulletin, November-December 1946
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- Contacts, T. Eaton information bulletin
- Classic Trains, Edition No. 2, 2004, Kalmbach Publishing Co.

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The 6400 locomotive donated to the CRHA by the CNR and cars (formerly Eaton's Montreal CPR 3000 train) donated by the T. Eaton Company set up as a stationary display for Exporail's Christmas event in 2004. Photo courtesy Jean-Paul Viaud.

50 Years Since the End of Canadian Pacific Electric Lines (CPEL) Passenger Service

By Hollie Lowry

Reprinted from the April 2005 edition of
The Turnout, published by the Toronto and York Division
(with added illustrative material).

On Saturday, April 23, 1955, regularly scheduled passenger service ended on the Canadian Pacific Electric Lines (CPEL). Comprised of the Grand River railway (GRR) and the Lake Erie and Northern railway (LE&N), CPEL ran from Kitchener to Port Dover, Ontario on the shores of Lake Erie.

CPEL had tried in 1950 and again in 1952 to discontinue passenger service but had been denied on both occasions. Nevertheless, the level of service had been reduced on several occasions. In the fall of 1954, a renewed application for the discontinuance of passenger service had been made and on March 8, 1955, permission was granted.

The last scheduled run on the GRR was by No. 844 Hespeler to Preston. The last scheduled run on the LE&N comprised cars Nos. 975, 624 and 864, Galt to Port Dover and return.

Following two “post abandonment” runs on April 24 and May 1, the passenger equipment was offered

for sale. The Chicago South Shore and South Bend railroad expressed some interest but test runs with GRR No. 864 on August 30, 1956 revealed that the top speed was rather slow for the South Shore line. A bid was nevertheless made and but the CPEL rejected it as being too low.

Eventually all the CPEL passenger equipment was scrapped with the exception of LE&N combine No. 797. It was sold in 1955 to the NRHS Syracuse Chapter who displayed it at their Rail City Museum near Sandy Creek, in upper New York State. In August 1967, Number 797 was acquired by the Seashore Trolley Museum of Kennebunkport, Maine. It was displayed at that museum until July 1999 when it was acquired by the Halton County Radial Railway Museum of Milton, Ontario. The car was acquired in exchange for Toronto Transit Commission small Peter Witt streetcar No. 2890.

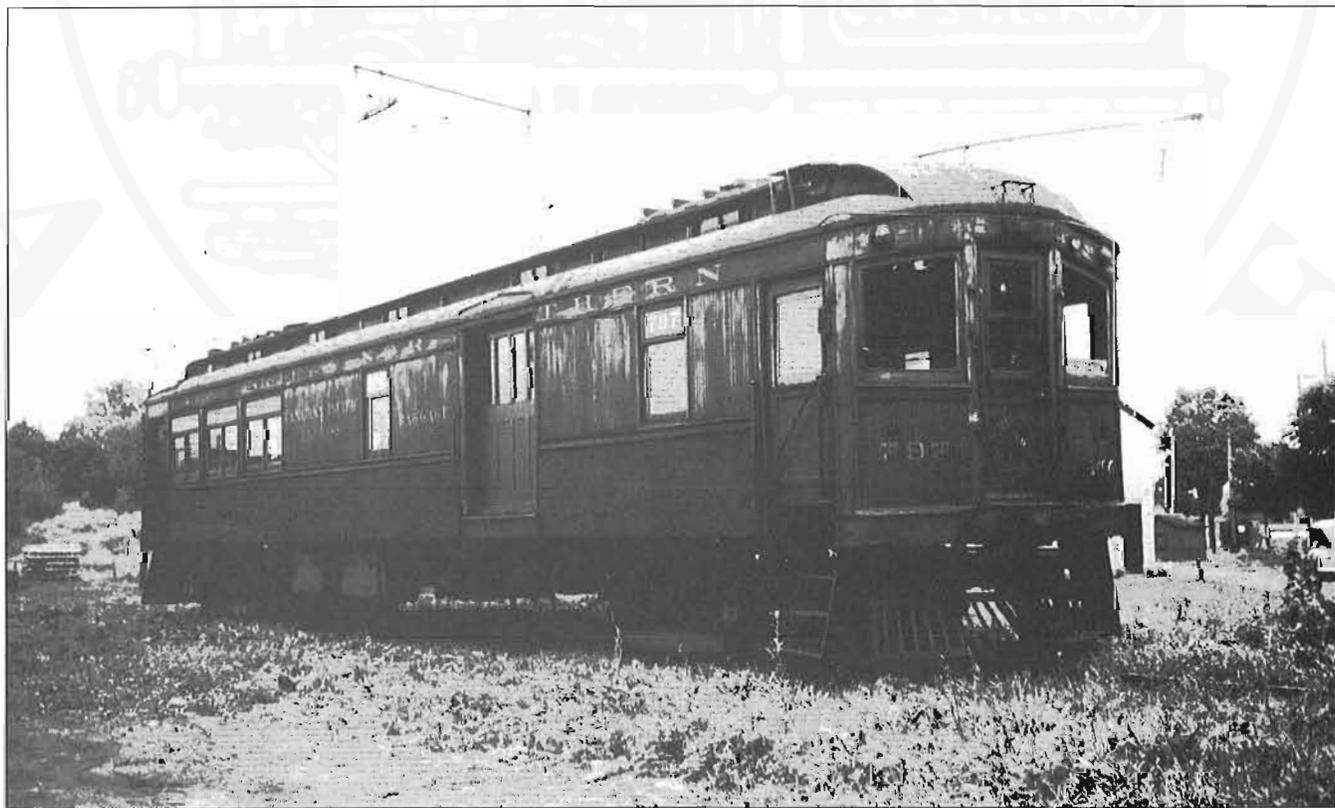
Special thanks to Ronald S. Ritchie for supplying the illustrative GRR/LE&N timetables and tickets.



Grand River Railway car 864 northbound on the last day of regular passenger service April 23, 1955. This was 864's second last northbound trip. Going as far as Brantford before making one last run to Port Dover. The view is at Waterford where the Lake Erie and Northern line crossed over the Canada Southern. The TH&B also operated through here. The photo is taken from the west leg of the TH&B wye. The east leg is visible on the left and the Caso (NYC) on the right. The LE&N also interchanged with the CANSO (to the right of the bridge), but not with the TH&B. The bridge was disused after the LE&N abandoned, later the CPR linked it up to the TH&B line and it was used by Nanticoke steel trains for a period of time. Photo by Robert J. Sandusky (T&Y Archives).



In earlier days car 846 was caught in Simcoe, Ontario, a typical rural Ontario scene! Note the train order board, passengers waiting, milk cans on the baggage cart. Van Dusen photo, M.D. McCarter Collection N22662, CRHA Archives, Fonds Bury.



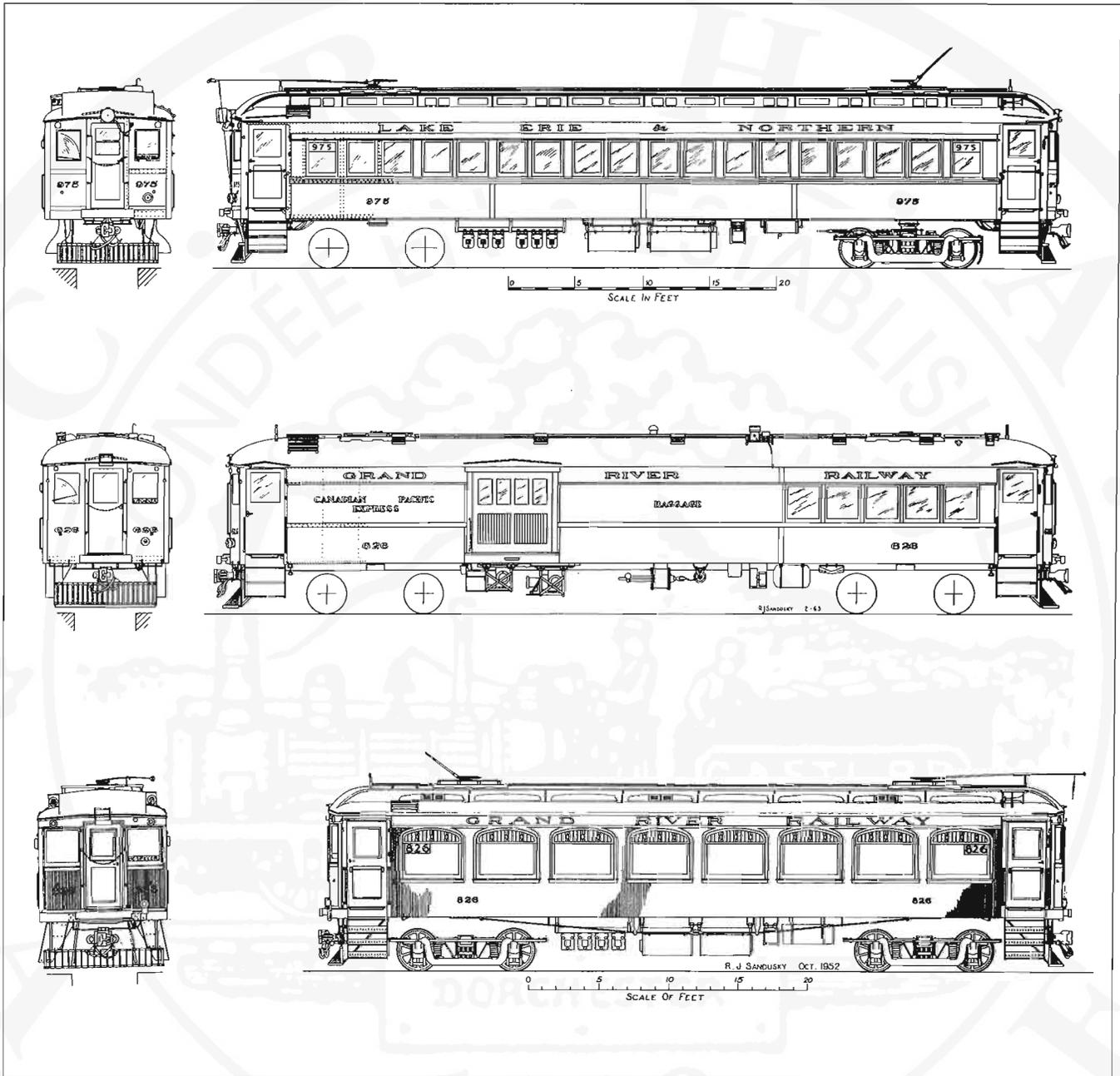
Allan Toohey caught Grand River railway car 797 in Preston, Ontario on July 23, 1948. As it would turn out, car 797 would become the only car to be preserved on the entire system. CRHA Archives, Fonds Toohey, 48-396.



Combination car 797, built by Preston Car in 1915 and was photographed in Brantford, Ontario on March 19, 1949. Photo, Al Paterson, CRHA Archives, Fonds Bury



Arrival of LE&N car 797 at the Halton County Radial Railway Museum in Milton, Ontario in 1999. Photo courtesy OERHA.



Three CP&LE car plans as drawn by Robert J. Sanduski and published in John Mills book titled 'Traction on the Grand', Published by Railfare, 1977.

STATIONS TO	FARE COLLECTED
GALT	.05
Riverside	.10
Gr. River Pk.	.15
Glenmorris	.20
Robertson	.25
Blue Lake	.30
Braeside	.35
Paris	.40
Oak Park	.45
Stuart	.50
Dutton	.55
Golf Club	.60
Brantford	.65
Fairechild	.70
Lundy Lane	.75
Mt. Pleasant	.80
Maple Grove	.85
Oakland	.90
Wilsonville	.95
Lutesville	1.00
Dundurn	1.05
Waterford	1.10
CherryValley	1.15
Bloomsberg	1.20
Colborne	1.25
Simcoe	1.35
Stekney	1.45
Bowby	1.55
PT. DOVER	1.65
HALF FARE	1.75
RETURN	1.85
LOCAL	1.95
WEEK END	2.00
EXCURSION	2.50
	3.00

THE LAKE ERIE AND NORTHERN RAILWAY COMPANY											
Good for one continuous trip only on train and date issued and between stations punched, EXCEPT that when punched "RETURN" this coupon will be good for return passage between stations punched, within one month from date punched.											
										CONDUCTOR'S RUN 4 3 2 1 JAN. FEB. MAR. APR. MAY JUNE JULY AUG. SEPT. OCT. NOV. DEC.	
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	23	24	25	26	27	28	29	30	31		

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1956 | 1955 | 1954 | 1953 | 1952 | 1951

FARE COLLECTED		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	HALF FARE	GR 54		
STATIONS FROM	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★	★				
TO	Galt	Whitney	Barrett	Preston	Hagey	Litwillers	Otterbeins	Ont. Lunch	Roslynn G.	Freeport	Dellvue	Centreville	Woodlands	Kingsdale	Shantz	Kitchener	Hespeler	Beaverdale	Idylwild	Speedsville
GRAND RIVER RAILWAY COMPANY CANADIAN PACIFIC TRANSPORT CO. LTD. Good for continuous trip only on the train or bus on date issued and between stations punched. No stop-over allowed. <i>W.S. Chapman</i> Manager																				
CANCEL																				
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FARE COLLECTED		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	HALF FARE	GR 54		
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TO	Galt	Whitney	Barrett	Preston	Hagey	Litwillers	Otterbeins	Ont. Lunch	Roslynn G.	Freeport	Dellvue	Centreville	Woodlands	Kingsdale	Shantz	Kitchener	Hespeler	Beaverdale	Idylwild	Speedsville
GRAND RIVER RAILWAY COMPANY CANADIAN PACIFIC TRANSPORT CO. LTD. Good for continuous trip only on the train or bus on date issued and between stations punched. No stop-over allowed. <i>W.S. Chapman</i> Manager																				
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GRAND RIVER RAILWAY TRAINS—KITCHENER TO PRESTON AND GALT

STATIONS	Miles	Ex. Sun. Note 2	Ex. Sun.	Ex. Sun.	Ex. Sun. Note 2	Ex. Sun.	Ex. Sun. Note 2	Ex. Sun.	Ex. Sun. Note 2
		28 a.m.	30 a.m.	90 a.m.	92 p.m.	94 a.m.	96 p.m.	32 p.m.	98 p.m.
Kitchener Queen St.	12.6	.....	.....	9 00	.....	11 40	.....	.....	6 25
Kitchener Jct.	10.9	.....	.....	9 04	.....	11 44	.....	.....	.....
Centreville	9.4	.....	.....	9 07	.....	11 47	.....	.....	.....
Freeport Sanatorium	7.8	.....	.....	9 10	.....	11 50	.....	.....	.....
Hagey	5.8	.....	.....	9 12	.....	11 52	.....	.....	.....
Preston	4.7	4 35	5 05	9 15	9 43	11 55	12 40	12 55	6 45
East Preston	2.9	.....	.....	.....	.....	.....	.....	.....	.....
Hespeler Rd., Galt...	1.5	.....	.....	.....	.....	.....	.....	.....	.....
C. P. R. Depot, Galt	.....	4 45	5 20	.....	9 55	.....	12 55	1 10	7 00
Galt, Main St. ....	.0	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.

GRAND RIVER RAILWAY TRAINS—GALT TO PRESTON AND KITCHENER

STATIONS	Miles	Ex. Sun.	Ex. Sun. Note 2	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun. Note 2	Ex. Sat. & Sun. Note 2
		91 a.m.	93 a.m.	95 a.m.	29 p.m.	97 p.m.	31 p.m.	99 p.m.
Galt, Main St. ....	.0	.....	.....	.....	.....	.....	.....	.....
C. P. R. Depot, Galt	.....	5 40	.....	10 35	1 10	.....	.....	9 25
Hespeler Rd., Galt...	1.5	5 47	.....	10 42	1 14	1 42	.....	.....
East Preston	2.9	5 49	.....	10 44	1 16	1 44	.....	.....
Preston	4.7	5 55	8 30	11 00	1 22	1 50	5 45	9 42
Hagey	5.8	.....	.....	11 02	.....	.....	.....	.....
Freeport Sanatorium	7.8	.....	.....	11 05	.....	.....	.....	.....
Centreville	9.4	.....	.....	11 07	.....	.....	.....	.....
Kitchener Jct.	10.9	.....	.....	11 10	.....	.....	.....	.....
Kitchener Queen St.	12.6	a.m.	8 45	11 15	.....	.....	6 00	p.m.

Twilight of locomotive CNR Pacific 5049 Le destin de la locomotive CNR Pacific 5049

By/Par Denis Fortier

In July 1980, having moved to Du quai street at Pointe au Pic's wharf, I was surprised to learn that a spectacular railroad accident had happened there on Friday August 17th, 1956, it was part of the local history!

That morning, the Quebec City passenger train left Pointe au Pic station at 8.30h but unfortunately the switch at the wharf was turned in the wrong direction. The section man who checked the oil in the switch lamps every Friday morning, placed his section car on the wharf's siding, but forgot to turn the switch back to main line alignment. After an inquest, he was suspended. The section car was struck by the train.

Even if engineer Alphonse Fréchette applied the emergency brakes, the derail frog and speed of the train forced CNR Pacific 5049 locomotive to capsize on the wharf. Otherwise, by continuing in a straight line, it would have hit the famous white ship Richelieu of the Canadian

Ayant déménagé sur la rue Du Quai à Pointe au Pic en juillet 1980, j'ai été surpris d'apprendre qu'un accident ferroviaire historique spectaculaire s'était produit au quai, le vendredi 17 août 1956.

Ce matin-là, le train voyageur en direction de Québec partait de la gare de Pointe au Pic à 8.30h, mais malheureusement l'aiguillage au quai était tourné dans la mauvaise direction. Le cantonnier qui vérifiait, chaque vendredi matin l'huile dans les lanternes des aiguillages, avait remis sa draine sur la voie du quai, sans replacer l'aiguillage vers Québec. La draine fut alors frappé par le train ! Après enquête, le cantonnier fut suspendu.

Malgré le fait que le mécanicien de la locomotive, M. Alphonse Fréchette, eut appliqué les freins d'urgence, le dérailleur et la vitesse du train firent en sorte que la locomotive CNR 5049 se renversa sur le quai. Si le train avait filé tout droit, il aurait d'abord



The switch not being replaced in the proper position by the section man.

L'aiguille non remplacée en bonne position par le cantonnier.

Steamship Lines, which had docked the previous evening with a hundred passengers on board, and also the trucks loading paper on the Donohue boat and probably also hit the maritime station.

Using a blowtorch, Jean Bergeron of Pointe-au-Pic had extracted the engineer from his unfortunate situation around 10h. He was suffering terribly, being scalded by the steam and hot water of the over turned locomotive! Adélar Larouche, the parish priest of Pointe-au-Pic administered the last rights to engineer Alphonse Fréchette who later died of his unfortunate injuries.

The assistant priest Lucien Ouellet, brother of Laurent Ouellet, doctor at the hospital center in La Malbaie, went back to the Pointe au Pic church, to get communion for engineer Fréchette and tell Mr. Yves Tremblay, the beadle a train accident had just happened at the wharf.

A nurse who was assigned to the Donohue boat and a doctor on board of the Richelieu administered first aid to engineer Fréchette. Mr Fréchette accumulated forty years of service with the CNR and had eight children, 4 boys and 4 girls.

Fireman Albert Chabot escaped by jumping from the engine on the fireman's side and received light

frappé le bateau blanc Richelieu de la Canadian Steamship Lines, accosté la veille au quai avec une centaine de passagers à son bord, puis des camions qui chargeaient le bateau de rouleaux de papier de la Donohue et probablement par la suite, la gare maritime.

Vers 10 :00h, à l'aide d'un chalumeau, M. Jean Bergeron de Pointe au Pic réussit à sortir le mécanicien de sa fâcheuse position. Ébouillanté par l'eau chaude et la vapeur de la locomotive renversée, il souffrait terriblement. Le curé de Pointe-au-Pic, A. Larouche administra l'extrême onction à M. Alphonse Fréchette, qui malheureusement succomba suite à ses blessures. Le vicaire Lucien Ouellet, le frère du docteur Laurent Ouellet du C.H. St-Joseph de La Malbaie retourna à l'église de Pointe au Pic, pour aller chercher les articles de la communion, et avertir le bedeau M. Yves Tremblay qu'un accident de train venait de se produire au quai.

Une infirmière qui s'occupait des employés de la barge de la Donohue ainsi qu'un médecin à bord du Richelieu administrèrent les premiers soins à M. Fréchette. Le mécanicien M. Alphonse Fréchette comptait 40 ans de service au Canadien National. Il avait 8 enfants, 4 garçons et 4 filles.

Le chauffeur de la locomotive, M. Albert Chabot s'était infligé de légères blessures en sautant du côté



The section car was hit head on! / La draine a été frappée de plein fouet!

injuries, He was hospitalized at the La Malbaie hospital. The mailman Léandre Falardeau, who was working in the postal car, which capsized, was slightly injured !

In the wonderful book 'Magnetic North – Canadian steam in twilight' Roger Cook, when he was in La Malbaie at the tender age of 14, talks about CNR Pacific 5049 the same Summer of July 1956, from the Manoir Richelieu.

He said No. 5049, sadly in need of some cosmetic attention (paint, or at least a wash) had stalled on fog-dampened rails. He watched and listened as the Pacific tried again and again to get its 69 inch drivers to grip and restart its train.

Finally the way freight backed up and stormed back successfully and was balanced on the 'armstrong table' at La Malbaie.

This was the twilight for CNR Pacific 5049, it was scrapped following the accident.

But this text shows that locomotive CNR Pacific 4-6-2, 5049 didn't end its career quietly!

Denis Fortier

Collaboration : Raymond-Pierre & Sylva Tremblay, La Malbaie

gauche de la cabine de la locomotive. Il fut conduit à l'hôpital de La Malbaie.

Pour sa part le commis du fourgon-postal, couché sur le côté, M. Léandre Falardeau fut légèrement blessé.

Dans le magnifique livre 'Magnetic North – Canadian steam in twilight', Roger Cook mentionne qu'il avait visité La Malbaie avec ses parents en juillet 1956, alors qu'il n'avait que 14 ans, et que, du Manoir Richelieu, il avait pu observer la locomotive CNR, la Pacific 5049. La locomotive qui était dans un piteux état, ayant besoin d'un nettoyage et d'une peinture, s'était immobilisée sur la voie humide et enveloppée de brume.

Il surveillait et écoutait la locomotive qui tentait à maintes reprises de monter la légère pente, avec ses roues motrices de 69 pouces, mais sans succès. Finalement le train de marchandises recula puis, avec un bon élan, réussit à monter la pente et à se rendre sur la table tournante 'armstrong' à La Malbaie.

Ce fut la fin pour la locomotive CNR Pacific 5049 ce vendredi 17 août 1956, au moment où le chalumeau finissait sa tâche.

Ce récit démontre bien que la locomotive CNR Pacific 4-6-2 5049 était destinée à faire parler d'elle !

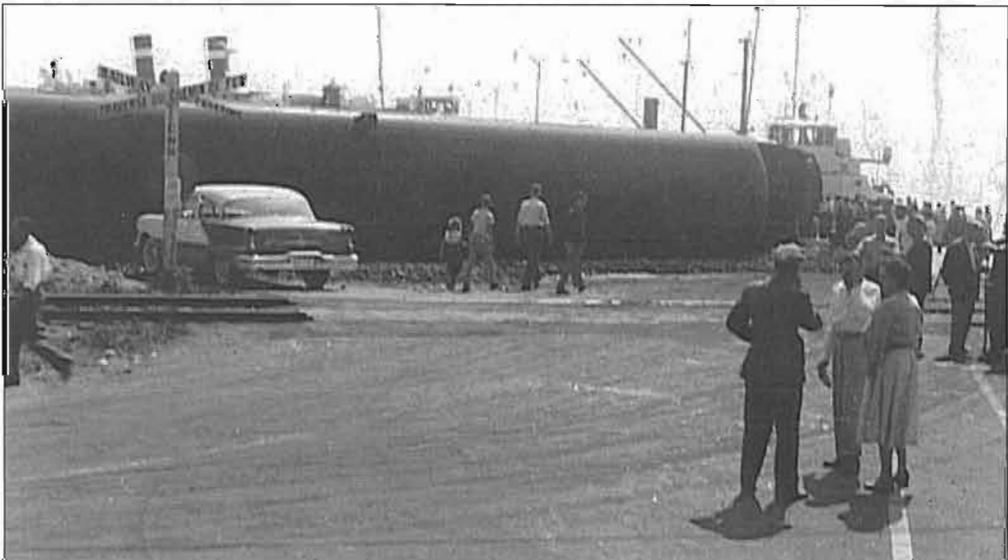
Denis Fortier

Collaboration : Raymond-Pierre & Sylva Tremblay, La Malbaie

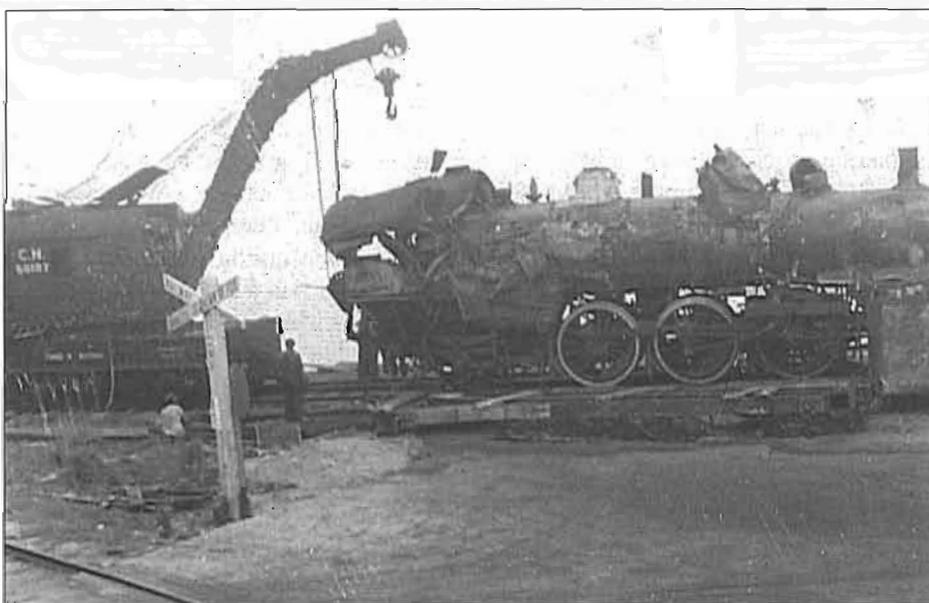


The derail frog in fact derailed the locomotive preventing it from hitting the white ship Richelieu from the Canadian Steamship Lines, with 100 passengers on board.

Si la locomotive n'avait pas déraillé avec le dérailleur elle aurait foncé droit avec son train sur le bateau blanc Richelieu de la Canadian Steamships lines, ayant 100 personnes à son bord.



*Early in the morning this accident on the wharf gathered a crowd.
L'accident ayant eu lieu de bonne heure le matin a attiré une foule de curieux.*



*Cleaning up. / Le grand ménage.
All photos by Yves Tremblay de La Malbaie*

Railway Archaeology: The Thousand Islands Railway

Archéologie Ferroviaire : Le chemin de fer des mille îles

By/Par Hugues W. Bonin

In its April 2005 issue, *Trains* magazine published a letter from me in response to a previous letter. The wording of my letter to the Editor was as follows : I'd like to respond to the challenge of Robert Hope of England, ["Rail Longevity", page 6, February] about rails that have been in service for longer than 97 years.

On an "archaeological" field trip held by the Kingston Division of the Canadian Railroad Historical Association to tour the Thousand Islands Railway on 22 June, 1985, several rail lengths were noted and photographed in the town of Gananoque, Ontario : West Cumberland Steel, 1882; Barrow Steel, 74 lbs, 1872; Barrow Steel, 65 lbs, 1881; R.C.R. Yoss Bay Steel, 1883.

The youngest of these rail lengths was, on that day, supporting the wheels of a Seaboard System boxcar (SBD 10483 in RailBox livery).

The 3-mile long TIR was abandoned by the CN some 5 years later (around 1990), meaning that the longevity of these rails could have actually reached as much as 118 years.

It is appropriate here that I acknowledge the help of Mr. William Thomson, past President of the Kingston Division of the CRHA, who informed me recently that the rails and crossing signals of the TIR were removed in October 1997. This means that the in-service years of these old rails was actually closer to 125 years!

This particular field trip was organized by another past President of the Kingston Division of the CRHA, Mr. Deryk Sparks, for whom the main interest was in exploring present and past railway rights of way and looking for vestiges of the past such as those found on that particular day in Gananoque. Today, the TIR right of way is still visible, although the vegetation is about to obliterate it. The railway's diesel locomotive, TIR 500, is displayed in a downtown park near Highway 2 and is maintained in good condition. It was built in 1930 using parts from an electric locomotive, Oshawa Railway 42 built in 1914. TIR 500 retains the title of the smallest diesel locomotive ever on the Canadian National network.

At the other end of the TIR, another remnant of the railway can be seen as it is still fully used in railroad service. This is the Gananoque Junction station, still used by VIA Rail trains three times per day : Ottawa-Toronto train #45, trains #48 (week days) and 648 (week end) (Toronto-Ottawa), and Toronto-Montréal trains #68 (week days) and 668 (week end).

Dans son numéro d'avril 2005, le magazine « *Trains* » publiait une lettre au rédacteur envoyée par moi en réponse à une autre lettre publiée plus tôt. Ma lettre s'énonçait comme suit : Je voudrais répondre au défi de Robert Hope d'Angleterre, ["Rail Longevity", page 6, février] au sujet de rails ayant été en service durant plus de 97 ans.

Lors d'une excursion "d'archéologie ferroviaire" organisée par le Division de Kingston de l'Association Canadienne d'Histoire Ferroviaire pour explorer le Chemin de fer des Mille Îles le 22 juin, 1985, on a trouvé et photographié plusieurs rails dans la ville de Gananoque, Ontario : West Cumberland Steel, 1882; Barrow Steel, 74 lb, 1872; Barrow Steel, 65 lb, 1881; R.C.R. Yoss Bay Steel, 1883.

Le plus jeune de ces rails supportait, en cette journée, les roues d'un fourgon du Seaboard System (SBD 10483 en livrée du RailBox).

Le Chemin de fer des Mille Îles, long de 3 milles, fut abandonné par le CN environ 5 ans plus tard (vers 1990), ce qui signifie que la longévité de ces rails pourrait avoir atteint en réalité autant que 118 ans.

Il est approprié ici que je remercie M. William Thomson, ancien président de la Division de Kingston de l'ACHF, pour son aide en m'informant que les rails du Chemin de fer des Mille Îles ont été enlevés en octobre 1997. Ceci veut dire qu'en réalité, ces vieux rails pourraient très bien avoir servi durant 125 ans

Cette excursion particulière avait été organisée par un autre ancien président de la Division de Kingston de l'ACHF, M. Deryk Sparks, pour qui l'intérêt principal était d'explorer les emprises ferroviaires passées et présentes et de rechercher des vestiges du passé tels que ceux trouvés en ce jour particulier à Gananoque. Aujourd'hui, l'emprise de la voie ferrée est toujours visible, bien que la végétation soit en train de la faire disparaître peu à peu. La locomotive diesel du Chemin de fer des Mille Îles, la #500, est exhibée dans un parc du centre-ville près de la Route #2 et est maintenue en très bonne condition. Elle fut construite en 1930 à l'aide de pièces d'une locomotive électrique, la #42 du Oshawa Railway, elle-même construite en 1914. La #500 conserve le titre de la plus petite locomotive diesel de tout le réseau du Canadien National.

À l'autre extrémité du Chemin de fer des Mille Îles, on peut voir une autre relique de ce chemin de fer qui est toujours en usage ferroviaire. C'est la gare de Gananoque Junction, toujours au service des trains de

As the following photographs illustrate, there was more than the rails themselves to be seen on this excursion to the TIR. For example, the trestle construction, the fishplate linking rails of different sizes and the special turnout frog were all good inspiration for the railway modeler.

One gets special feelings considering that these pieces of rail were part of some railway lines at the same time Sir John A. Macdonald was Canada's Prime Minister and the Canadian Pacific main line to the Pacific Ocean was being constructed.

VIA Rail trois fois par jour : le train #45 (Ottawa-Toronto), les trains #48 (semaine) et 648 (week-end) (Toronto-Ottawa), et les trains #68 (semaine) et 668 (week-end) (Toronto-Montréal)!

Comme le montrent les photos suivantes, il y avait bien plus que les rails eux-mêmes à être découverts lors de cette excursion. Par exemple, le viaduc de bois au-dessus de la rivière Gananoque, l'éclisse joignant des rails de tailles différentes et l'aiguillage spécial avec contre-rail mobile sont autant de sources d'inspiration pour le modéliste ferroviaire.

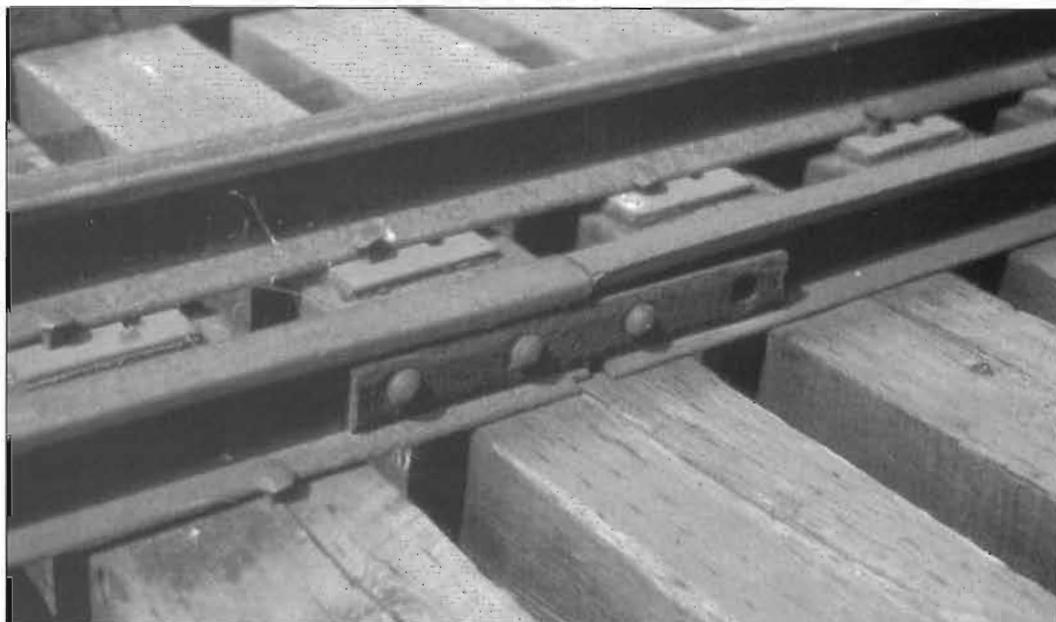


Thousands Islands Railway Guard Rail, West Cumberland Steel, 1882. Gananoque, Ontario, Canada, 22 June 1985. Photo #16338: Hugues W. Bonin.

Contre-Rail du Chemin de Fer des Mille Îles : West Cumberland Steel, 1882. Gananoque, Ontario, Canada, 22 juin 1985. Photo #16338: Hugues W. Bonin.

Thousands Islands Railway « Fishplate ». Gananoque, Ontario, Canada, 22 June 1985. Photo #16343: Hugues W. Bonin.

Éclisse Joignant des Rails Disparates du Chemin de Fer des Mille Îles . Gananoque, Ontario, Canada, 22 juin 1985. Photo #16343: Hugues W. Bonin.



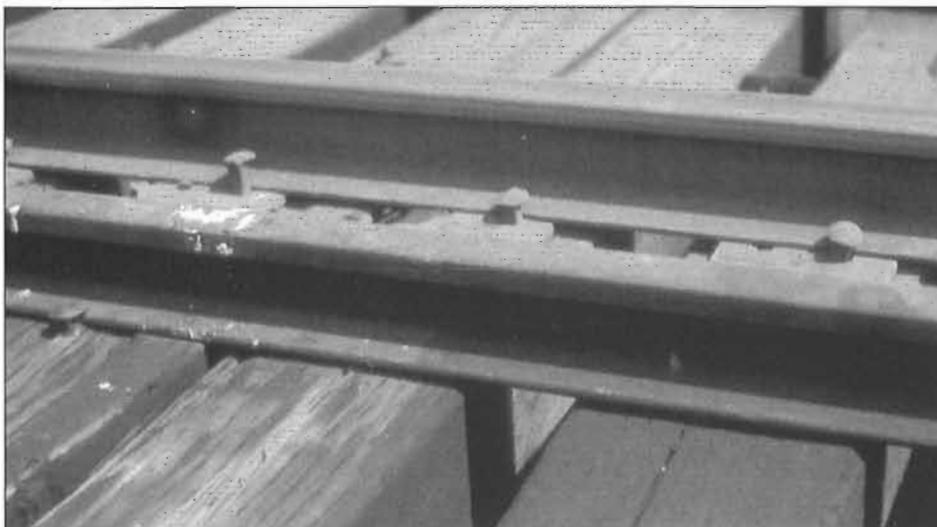
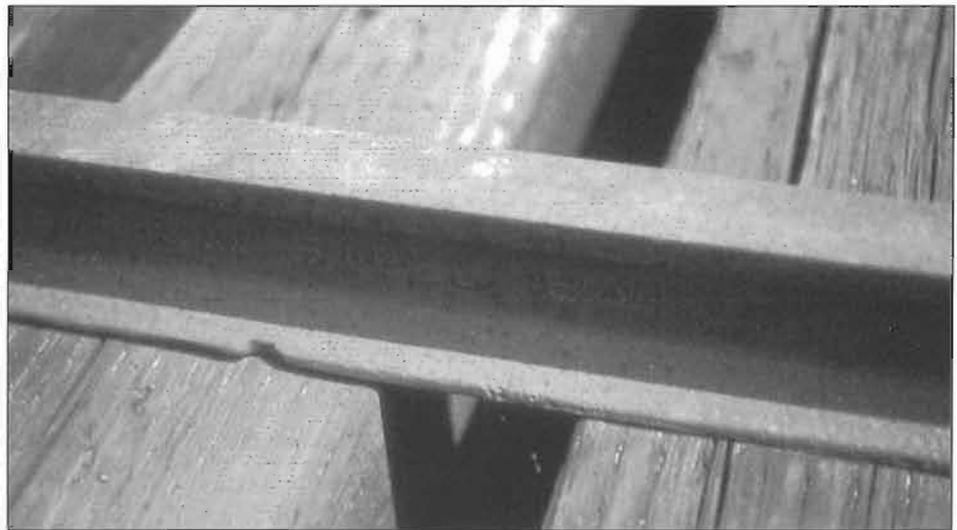


Thousands Islands Railway Trestle. Gananoque, Ontario, Canada, 22 June 1985. Photo #16344: Hugues W. Bonin.

Viaduc du Chemin de Fer des Mille Îles. Gananoque, Ontario, Canada, 22 juin 1985. Photo #16344: Hugues W. Bonin.

Thousands Islands Railway Guard Rail, Barrow Steel 74 lbs, 1872. Gananoque, Ontario, Canada, 22 June 1985. Photo #16346: Hugues W. Bonin.

Contre-Rail du Chemin de Fer des Mille Îles : Barrow Steel 74 lb, 1872. Gananoque, Ontario, Canada, 22 juin 1985. Photo #16346: Hugues W. Bonin.



Thousands Islands Railway Guard Rail, Barrow Steel 65 lbs, 1881. Gananoque, Ontario, Canada, 22 June 1985. Photo #16348: Hugues W. Bonin.

Contre-Rail du Chemin de Fer des Mille Îles : Barrow Steel 65 lb, 1881. Gananoque, Ontario, Canada, 22 juin 1985. Photo #16348: Hugues W. Bonin.



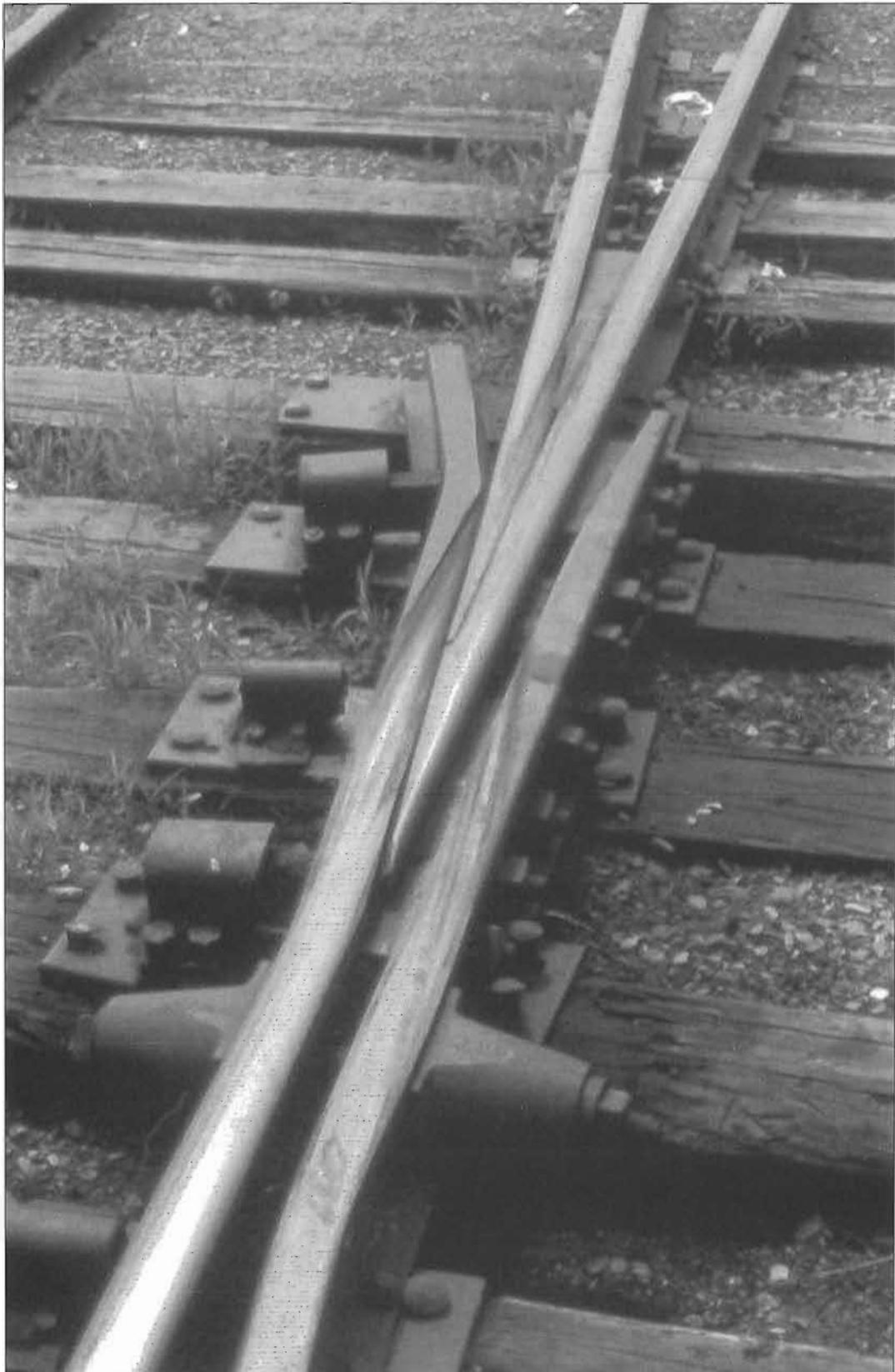
Seaboard System 10483 : Box Car on Thousands Islands Railway on 1883 rails. Gananoque, Ontario, Canada, 22 June 1985. Photo #16351 : Hugues W. Bonin.

Fourgon #10483 du Seaboard System sur Rails du Chemin de Fer des Mille Îles Datant de 1883. Gananoque, Ontario, Canada, 22 juin 1985. Photo #16351: Hugues W. Bonin.



Thousands Islands Railway Rail, R.C.R. Moss Bay Steel, 1883. Gananoque, Ontario, Canada, 22 June 1985. Photo #16353 : Hugues W. Bonin.

Rail du Chemin de Fer des Mille Îles, R.C.R. Moss Bay Steel, 1883. Gananoque, Ontario, Canada, 22 juin 1985. Photo #16353: Hugues W. Bonin.



Thousands Islands Railway Turnout Frog with Mobile Guard Rail. Gananoque, Ontario, Canada, 22 June 1985. Photo #16354: Hugues W. Bonin.

Aiguillage avec Contre-Rail Mobile; Chemin de Fer des Mille Îles. Gananoque, Ontario, Canada, 22 juin 1985. Photo #16354: Hugues W. Bonin.



Thousand Islands Railway 500 : 40-ton Diesel Locomotive, Oshawa Railway 5/1930. Gananoque, Ontario, Canada, 22 June 1985. Photo #16340: Hugues W. Bonin.

Locomotive Diesel Thousand Islands Railway 500 : 40 tonnes, Oshawa Railway 5/1930. Gananoque, Ontario, Canada, 22 juin 1985. Photo #16340: Hugues W. Bonin.



Canadian National Station and VIA Rail 154. United Aircraft-MLW Turbo Train. Train 67 The Turbo (Montréal-Toronto). Gananoque Junction, Ontario, Canada, 6 July 1980. Photo #6662: Hugues W. Bonin.

Gare du Canadien National et VIA Rail 154. United Aircraft-MLW Train Turbo. Train 67 Le Turbo (Montréal-Toronto). Gananoque Junction, Ontario, Canada, 6 juillet 1980. Photo #6662: Hugues W. Bonin.

BACK COVER TOP: Canadian Pacific Railway sprinter 3003 was caught heading train 352 in June 1956 near Montreal West, this class of locomotive was the prototype for the first Eaton Toyville train. Photo C. Robert Craig Memorial Library (Ottawa), Fonds Chivers image 1325.

BACK COVER BOTTOM: Another view of the bridge at Waterford with a two car LE&N train rumbling across the impressive structure on May 1, 1955. Photo CRHA Archives, Fonds Bailey.

Canadian Rail

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