EXIT THE GREAT WESTERN

THE GRAND TRUNK FUSION

THE RAILWAY FUSION EXIT THE GREAT WESTERN

August 11th, 1882, an official announcement came by cable from London England. That the deed of union between the Grand Trunk and the Great Western Railways had been ratified by the English shareholders. The union to take effect immediately, August 12th, 1882. The announcement claimed that this "Railway Fusion" would create little change of any kind. There was no cause of excitement in Hamilton, for few jobs would be lost, it was reported. The Toronto Globe editorial that day was strong and vocal stating that:

"An era in the upward march by the effacement of the Great Western Railway, the amalgamation with the Grand Trunk being formally consummated today. The Grand Trunk has now an almost complete monopoly of the traffic of the older settled portions of Canada. By means of it extensive connections and its absorption of the newer branch lines one by one it is master of the situation, and commercial interests will begin to experience the evils of railway monopoly to a degree hitherto unknown in Canada. The disappearance of the Great Western is a serious to the large tract of country which formerly enjoyed the advantages of competition between the two lines."

Hamilton lost a lot that day, while being calm, the car shops had been moved to London, Junction Cut no longer put Hamilton on the mainline to the west. The local shareholders power and control were subservient to the English capital. The locomotive shops would move to GTR Stratford, and the Railway Head Office would go to Montreal. freight rates and passenger service would now be set in Montreal.

The aftermath of the fusion was immediate on two fronts. The Great Western seizure made by the Erie & Chicago Car Company on the last day of the Great Western life, was settled by the Grand Trunk's General Manager Joseph Hickson, by securing a legal Bond with Sheriff Clippert. The transit steamer and the rolling stock of the old Great Western Railway that had been seized were released.

Just two weeks later, Saturday night August 26th, 1882 the last ticket was sold at the Great Western Railway station on Yonge Street, Toronto. Posted on the door was a simple note "Go to Union Station." The dining room door was locked, and waiters and waitresses departed. As far as Yonge Street station was no more. The freight office on the other side of the arched train-shed continued in use. The building was converted into a bonded freight warehouse by the GTR. All the passenger trains bound to and from Hamilton departed starting that Sunday morning from the Grand Trunk 1873 Union Station.

The Great Western had constructed a brick roundhouse in 1855 a short distance west of the Bathurst Street bridge. The railway had not used the building since the GWR-GTR amalgamation. The Grand Trunk had planned to use it for the storage of engines, but in the early morning of April 1st, 1883 a fire broke out in the north-east corner of the building. When the firemen arrived, it was found that the Grand Trunk had cut off water to the nearby fire hydrants since it's disuse. The first firemen at the scene simply did not have enough hose to reach the nearest hydrants. By the time 1500 feet of hose arrived the roof ignited and all the wood portions of the building burned in the huge blaze.

THE WELLAND CANAL TUNNEL

In 1870 work started on the Third Welland Canal; sponsered by the Federal Government under the Department of Public Works. Canadian railways had expierenced a number of mishaps at railway and canal intersections Desjardins and Beloil were massive memories. The Great Western wanted a new safety feature. A stone tunnel running only ten feet under the bottom of the Welland Canal. By 1876 the tunnel was completed in only one year. It was a 665 feet long tunnel made of limestone blocks taken from the nearby Queenston quarry. It ran under Locks 18 and 19 of the Third Welland Canal. It was a single track railway line, it left the original alignment of the Great Western at Merritton just east of the Welland Railway junction and swung south in a down grade arc entered the tunnel, emerged to climb up to the north and a connection near St Davids. The single track became a bottleneck. The canal was openned in 1882 the same year the Grand Trunk took over the Great Western so it was known as the Grand Trunk Tunnel. The last train to use it was in 1915.

The beginning of Toronto suburban train service was begun by the Great Western Railway when the company acquired two Baldwin Locomotive Works Dummies in 1878. These were very small steam engines with small 10x12 cylinders and sat on a pair of 42" drivers. A Dummy had an enclosure that contained the entire boiler. They were designed to run on city streets before the development of electric street cars

The GWR had a suburban route but its purpose of the function later developed. These small engine could pull only two passenger cars and ran from Union Station along the Lakeshore to South Parkdale and Humber ending at Mimico. The route took Toronto workmen out to the Bolt Works at the Humber in the morning and returned them to the city at night. Five trains ran in each direction per day. New Years Day 1884, the Grand Trunk had leased the Great Western a few years earlier.

Much to the west, at Point Edward, adjacent to Sarnia, and the western engine terminal of the Grand Trunk. a crew had been called at to run a special No. 146, or extra 146 freight east to Hamilton and Toronto; Richard Jeffrey, the Engineer; Thomas Wells and Conductor George Barber. Engineer Jeffrey asked for a pilot, an engineer that knew the route for as he said in Sarnia that he had run trains over the Grand Trunk Toronto -Stratford line he had no idea of running over the former GWR. It would be the first trip of engineer Jeffrey and fireman Wells over the old GWR. He was persistant to the foreman about a pilot, but instead the foreman told him that conductor Barber had made the run before and he would be capable. Special 146 left Sarnia at 7 PM, January first 1884 with a train of about twenty cars. Off they went into the dark winter night, snow had started to fall, then more snow, the trek across Ontario this night was difficult. The Engineer found it difficult to see through the snow. The front cab windoe was clogged with snow so the driver has to lean out the cab window all the way. The extra finally passed through the back of the wye at Junction Cut and arrived in the City of Hamilton. The freight cars were uncoupled, and the locomotive taken to the roundhouse. Their Jeffrey was told that he had to continue the run to Toronto. Once again he objected that he was unfamiliar with the tracks and once again insisted his request for a pilot engineer, and again he was denied. The Officials then said they would send him light with only two vans east ; and that this really wasn't a train. So now as special No.420 the three crew men left Hamilton at 5:30 AM heading east in the dark and snow. At Bronte they passed the fast Globe Train.

Toronto Union Station, the morning of January 2nd, 1884, Engineer John Kennedy had the small suburban train ready at Union Station. James Gaskin was the fireman and James Carter was the Conductor. Their were fourty three people on board to head to the western suburbs,or more specifically the Bolt Works at the Humber. Seven o'clock Kennedy took the little train out but as he was going through the yards a problem came up. A freight had attempted to run into a siding and fouled the mainline for a minute but was now clear. The way was clear or so Kennedy thought, but the switch-tender hadn't thrown the switch properly and on the "come ahead" the suburban was derailed on the switch. It took about ten minutes to rerail the Dummy. Now they were off finally but twenty minutes late, they cleared the yard and were now running at the official speed,west, no passenger stop at Hyde Park, starting into the curve, when in a brief moment Engineer Kennedy looked up and there coming right at him was the heavy special freight No. 420. Whistles blasted, but it was too late, for with only feet the trains smashed into each other. The crew in the Dummy were thrown out.

The impact was severe, the freight engine drove the pint-sized Dummy backwards all the way through the first coach, crushing, splintering, maiming and killing. The Dummy boiler in a moment after collision exploded. Now the two wrecked coaches were on fire. Fourty six people were inside.

The human carnage was extreme. The fires consumed many of the dead but also many of the trapped living. Screams and shrieks came out of the debris. The railroad engineers were safe, fireman Wells on the freight was dead. When the fires ceased their were twenty-nine people dead, father, sons and brothers, just yards from their work.

What had happened? The special freight west had orders to pass a passenger at Queen's Wharf, Toronto, it hadn't stopped at Mimico. Both Jeffery and Barber claimed to have no knowledge about the Suburban Train, for they claimed that it wasn't on the regular timetable. Officials would then point out that suburban service was shown on a foldout extension to the timetable and the five trains listed as accommodation trains.

Engineer Kennedy blamed the switchtender that threw the wrong switch in the yards, for in his carelessness the Suburban would have been on time twenty minutes early. There would have been no passengers in two minutes for all the passengers were bound for the Bolt Works on the west side of the Humber. One week later after the inquest, that naïve crew of the special freight Barber and Jeffery were arrested for manslaughter.

THE BEACH LINE

The Beach Line was a unique railway route in many ways, It was never a part of the Great Western Railway for the Grand Trunk had leased the former in 1882, but in 1888, the GTR turned and leased the Northern and Northwestern, which contained the ancient Northern Railroad but also the Hamilton and Northwestern. The H&NW had to find a different way, cheaply north, out of Hamilton, and it did this by running first east, then turning and running across the Burlington Beach Strip; that is a sandy shelf, between Lake Ontario and Hamilton Harbour. It crossed the Great Western mainline on a diamond crossing to head north to Barrie at Freeman Junction or later named Burlington. This was built in 1877.

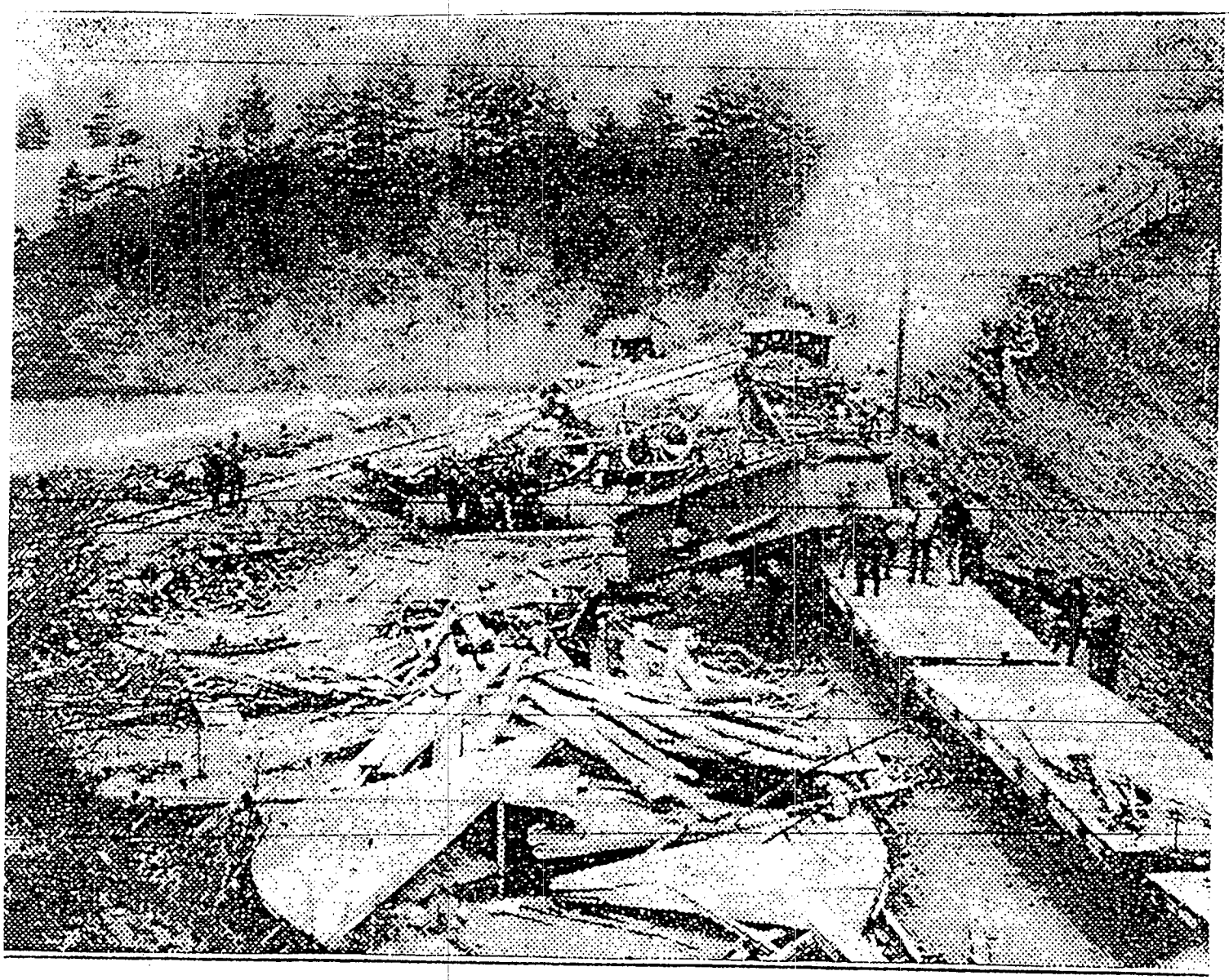
With the lease in 1888, the Grand Trunk saw a new prize, for by constructing a link from Stoney Creek station a few miles, it had a bypass right around Hamilton, Junction Cut and Waterdown. The link was opened December first, 1890 and immediately it was the fast route for solid coal trains or hot shot fruit express from Niagara to Toronto. It had one problem, the Canal had to be crossed on a swing bridge. In 1903 a larger bridge was built and up to the single track bridge the route was double tracked.

Engineer Thomas Hutchison boarded the cab of his engine, fireman Robert Archibald was on deck at Toronto Union Station the morning of February 16th, 1888. He looked back on his train, No. 5, a mail, baggage, smoker, two coaches and a Parlour car. Conductor John Edmontone gave the signal and they were off to Sarnia.

Meanwhile just after midnight a freight train of twenty cars No. 254 had been assembled at the Point Edward Yards, next to Sarnia. The crew consisted of engine driver John Cooper Robinson, fireman Thomas Hawe, Conductor David Vince, and brakeman Robert Peacock. The train was bound for Toronto via Junction Cut. It would be a long day ahead. This was single track all the way to Toronto. Meets after meets, it took twelve hours to reach the telegraph office at Junction Cut. The freight arrived at the telegraph office at 1:30 P.M. They had orders to wait for passenger No. 5. Engineer Robinson took this wait to uncouple his engine and went round to the water tank on the other side of the wye to take on water in the tender. From a distance he may have thought a passenger train may have passed. He returned after five minutes, coupled his train then got down from the engine cab and wandered over to the telegraph office. Conductor Vince was coming out and he was a little unclear so he asked Vince if the Passenger had gone by. Conductor Vince said it had and ordered Robinson "to go ahead." Robinson back in the cab, pulled the throttle back, slowly they cleared the junction switch and were off to Toronto.

Strong winds were about that winter day, Engineer Hutchinson on Passenger No. 5 found it difficult to maintain time and was seven minutes behind schedule leaving Waterdown. The engine was working heavily, they got her up to 30 mph on the straight track, the passenger train hit the curve when fireman Archibald yelled across the deck. "Train coming!" Hutchison looked out, but they were still in the curve so he crossed the deck. There was the freight, No. 254, pushing to pick up speed. Hutchison said they tried to jump.

On the high embankment the trains collided. Hutchison was thrown out in one direction, the baggage car smashed into the tender and was shot, thrown, and rolled down the fifty foot embankment over



ON April 20, 1889, two passenger trains collided on the main line of the G.T.R. at the Y taking a toll of fourteen lives. The Hamilton Fire Department was called on for assistance but could only help the wrecking crew in recovering bodies. The funeral of the unidentified victims to a special plot in Hamilton Cemetery, between the chapel and the Church of England burying ground, was one of the most tragic in the history of the city.

fireman Robert Archibald with baggageman Thomas Peden inside the car. The Express car caught fire, Archibald and Peden died. The fault, Engineer Robinson had seen from at a distance a passenger train, but it was the earlier Hamilton train. The telegraph operator and Conductor Vince should have known but it was a cold windy day and the "to go ahead," cost two lives.

JUNCTION CUT APRIL 28, 1889

The morning of April 28th, 1889 Passenger Express No. 52 eastbound was driving through rain and wind down the Dundas grade to reach Hamilton for seven o'clock. Express No. 52 east was pulled by engine 758, two baggage cars a smoker, a C&GT car, a Wabash coach, Pullman car "Eloise", and three Wagner sleeping cars the "Fitchburg, Montpelier, and Messina." In the cab of engine 758 that morning was engineer Joseph Watson and fireman E. Chapman. Nearing the bottom of the grade they hit the curve and running straight at twenty-five miles per hour, they could see the West (Hamilton) Junction switch, it was aligned in the proper manor to allow them to take the west side of the wye into Hamilton. The engine just passed the switch, a bang, a shake, Watson slamed the air-brake then in an instant the engine jumped off the track and did a complete sommersault hitting very hard the base of the watertank inside the wye. The tanks wooden timber foundations shattered on impact. The water tank collapsed, 30,000 gallons of water fell on the engine, the cab with fireman Chapman was swept out and over the high embankment to the bottom of the ravine. Engineer Watson found he had survived too.

The passenger train- the first baggage car was still on the rails and just rolled by, but the second baggage car derailed and slammed into the wrecked locomotive and took fire, the smoker ran into the baggage car and splintered as the Wabash coach telescoped into the smoker. The other cars derailed but were safe. The wretched cars were now a blaze. The were survivors, there were wounded and there were dead and then there were the trapped, trapped as the fire gave the spectre of live cremation. Some water was made available from the pump house at the bottom of the embankment but it was enough.

The fire kept burning until two o'clock in the afternoon. The wreck was pulled apart, eighteen charred bodies were found. Many couldn't be identified, they would be buried in a mass grave in Hamilton. The cause was the cast pilot wheel had cracked in two at the west Junction switch.

JUNCTION CUT NOVEMBER 6, 1889

It would have been a dark November night, at eleven o'clock at the Junction Cut telegraph office for a eighteen year old operator Ernest Stephenson. He had just started at this location, a lot of responsibility for such a young age. The operator maned the telegraph key and threw the switches. This night he threw the wrong switch and extra 268. went onto the Toronto branch.

ST CLAIR TUNNEL COMPANY

The Great Western Railway in its very early years looked west, across the international boundary into the State of Michigan and into mid-America with its involvement in the Detroit and Milwaukee and the Michigan Central Railroads. Even the Grand Trunk acquired a short Michigan connection between Port Huron and Detroit to capture and compete with the Great Western at Detroit. Shortly after the fusion of the GWR and the GTR, during the 1880's the Grand Trunk under took to complete an extension from Detroit and Port Huron to the Railway Hub of Chicago through the Chicago and Grand Trunk Railway. The Grand Trunk had an almost continous route from the Atlantic Ocean at Portland Maine to the middle of America at Chicago. It was almost continous, with the one exception, the rails stopped at the St Clair and Detroit Rivers. Car ferries and transfer ships completed the gap. In 1889 the GTR was flooded with through traffic, especially in the dressed meat service from the Chicago stockyards and the American wheat from its heartland bound for England at its Portland Atlantic port.

The Grand Trunk decided to solve the problem by building a tunnel under the St Clair River connecting its rail lines at Sarnia, Ontario, Canada with its subsidiary Chicago and Grand Trunk at Port Huron, Michigan, USA. The width of the St Clair River was 2,290 feet. The tunnel was considered an extreme engineering marvel of its day. The tunnel was 6,025 feet long from portal to portal, the single track tube was nearly twenty feet in diameter. On October 24th, 1891, the first freight train passed through the tunnel. The first passenger train went through December 7th.

The severe grades required to go down and up to the tunnel portals required extreme powerful tunnel steam engines. Baldwin Locomotive Works provided four 0-10-0 tank engines. They were built as camelback center cab tank engines. In 1898 the side tanks were removed and these engines acquired separate tenders. The volume of through traffic multiplied. The old Great Western Railway became the Grand Trunk mainline between both Toronto and the Niagara-Buffalo gateways.

TORONTO UNION STATION 1895

In 1895 the Grand Trunk entered into an agreement with the Canadian Pacific for the joint use of the 1873 Union Station. The station was considerably expanded with a second enclosed trainshed built south of the older station. A large arched entrance and station and office building was constructed directly on Front Street connected to the 1873 station.

CANADIAN PACIFIC TORONTO TO HAMILTON

The Canadian Pacific Railway, incorporated in 1881 had completed the Pacific railroad with the last spike November 7th, 1886. The CPR ran from Montreal to Vancouver, but it had acquired interest earlier, in two railways in Ontario, the Credit Valley and the Toronto, Grey and Bruce companies. Both had their terminal in the Toronto Union Station. Its proxy, the Ontario and Quebec Railway was soon built, connecting Montreal and Toronto. The CPR by the 1890's had, beside the Pacific line had a railway network stretching from the Atlantic Ocean to the American border at Windsor and a close liason with the Vanderbuilt's Michigan Central at Detroit. The MCR also had control of the Canada Southern that ran from the Niagara to Windsor-Detroit. Both the Michigan Central and the Canadian Pacific became involved in the affairs of the small Toronto Hamilton and Buffalo Railway Company. Plans and a route was established to build a railway from Buffalo to Toronto. The TH&B had completed Welland to Hamilton, when a surprise entered the equation, The Grand Trunk shareholders at a meeting, on April 9, 1896, granted the Canadian Pacific running rights over the GTR from Toronto to Hamilton Junction. The TH&B built the Spur from Dundurn Street Hamilton across the Desjardins Canal to the GTR at Grand Junction-Hamilton Junction. The first Canadian Pacific express train ran through to the TH&B Hunter Street station on May 30th, 1897. The CPR-TH&B-MCR passenger trains used the newly expanded Toronto Union Station. The CPR freight trains departed CPR Parkdale Yard backwards to Bathurst Street in Toronto, then over the Grand Trunk through Hamilton Junction to the TH&B Aberdeen Yard.

DOUBLE TRACK

The Grand Trunk under new President Hays set out to rebuild the Grand Trunk. A program was set in place to double track the system from Montreal to Chicago. The ex Great Western lines from Toronto to Niagara Falls and Sarnia were chosen over the Guelph-Stratford line.

West of Toronto the Toronto Hamilton line received the first attention. Besides just adding a second track, bridges were replaced, and grades were reduced and hollows filled.

Port Credit received special attention as it had the worst grades, The bridge over the Credit River was not only double tracked, but was raised 12 ½ feet. The station was moved to the top of the hill. This reduced the worst gradient on the line by seventeen feet.

The section Hamilton to Niagara Falls, work started in 1900. Twenty-six miles were completed from Hamilton to the Jordan River. The contract for the grading was given to Rodgers and Taylor of Montreal. This work was light with only one big cut west of Grimsby station and a long fill between Beamsville and Jordan 5.80 miles.

DOUBLE TRACK HAMILTON TO NIAGARA FALLS

By 1900 the first 25 miles of double track had been laid from Hamilton to the crossing of the Jordan River. The grading was done by contractors Rodgers and Taylor of Montreal. For the most part on this section the work was light with but one big cut west of Grimsby station and a long fill of five miles between Beamsville and Jordan. The new gradient was 00.20%.

At the crossing of the Jordan, the line was straightened by rediverting it to the old Great Western site of twenty years earlier. The new steel double track bridge was eight spans resting on seven towers; the viaduct was 1170 feet long and 62 feet high.

Between Niagara Falls and St Catharines there were considerable problems first there was a good deal of rock cutting. St Catharines another viaduct over Twelve Mile Creek involved three spans with a total length of 416 feet eighty feet high. Then there was the crossing of the Welland Canal. The single track Grand Trunk Tunnel of 1882 was unsuitable. A new 176 foot double track steel swing truss bridge crossed the Third Welland Canal; not far from the Tunnel, on the old GWR straight line grade. The Tunnel would now be used only in emergencies, until 1915, when it was abandoned. Another double track steel swing bridge 119 feet long was built over the old Welland Canal, west of Merritton. A single track shewed bridge 250 feet long was built east of Merritton station to carry the tracks of the Welland Railway over the mainline. Merritton received a large capacity water tank and a very long wye, long enough to take an entire train. A small steel bridge over the Michigan Central at Niagara Falls completed the transformation. The new double track raceway was open for operation May 26th, 1903.

THE 1901 ROYAL TOUR

Queen Victoria, the great regal monarch of the British Empire, died on January 22nd, 1901. Her son, the Prince of Wales, Albert Edward became the King of England. The son of King Edward VII was George Frederick Albert, the Duke of York. He inherited his father's title as the Duke of Cornwall on that January day, he was now the heir to the Crown. For much of 1901, his title was His Royal Highness The Duke of Cornwall and York. His wife Mary was the Duchess of Cornwall and York.

After the funeral of Queen Victoria, a great tour was arranged of the British Empire by George and Mary. Their tour included Malta, Ceylon, South Africa, Australia, New Zealand, Newfoundland and Canada.

The tour of Canada included massive preparations, the focal point would be the modern train constructed by the Canadian Pacific Railway. The red mahogany varnished wood train consisted of two baggage cars, the compartment car "Canada", the sleeping car "Australia", the dining car "Sandringham", sleeping cars "India" and "South Africa" and the last two cars of the train were the night coach "York" and the special observation coach the "Cornwall." The "Cornwall " was the most impressive piece of railway rolling stock. Seventy-eight feet long, it was divided into a large Reception Room, Boudoir, Dining Room and Kitchen. A door from the Reception Room carried the Royals out to a large brass railed open observation platform.

The Royal Couple arrived at Quebec City September 19th, 1901, and the Royal Tour first went west, to Montreal, Ottawa, Winnipeg, Calgary, Vancouver and Victoria. all over the Canadian Pacific Railway lines. The tour turned and returned east the first week of October. The CPR would now turn their Royal Train over to its own rival the Grand Trunk Railway at Toronto October 11th, for travel through large parts of Ontario and Quebec.

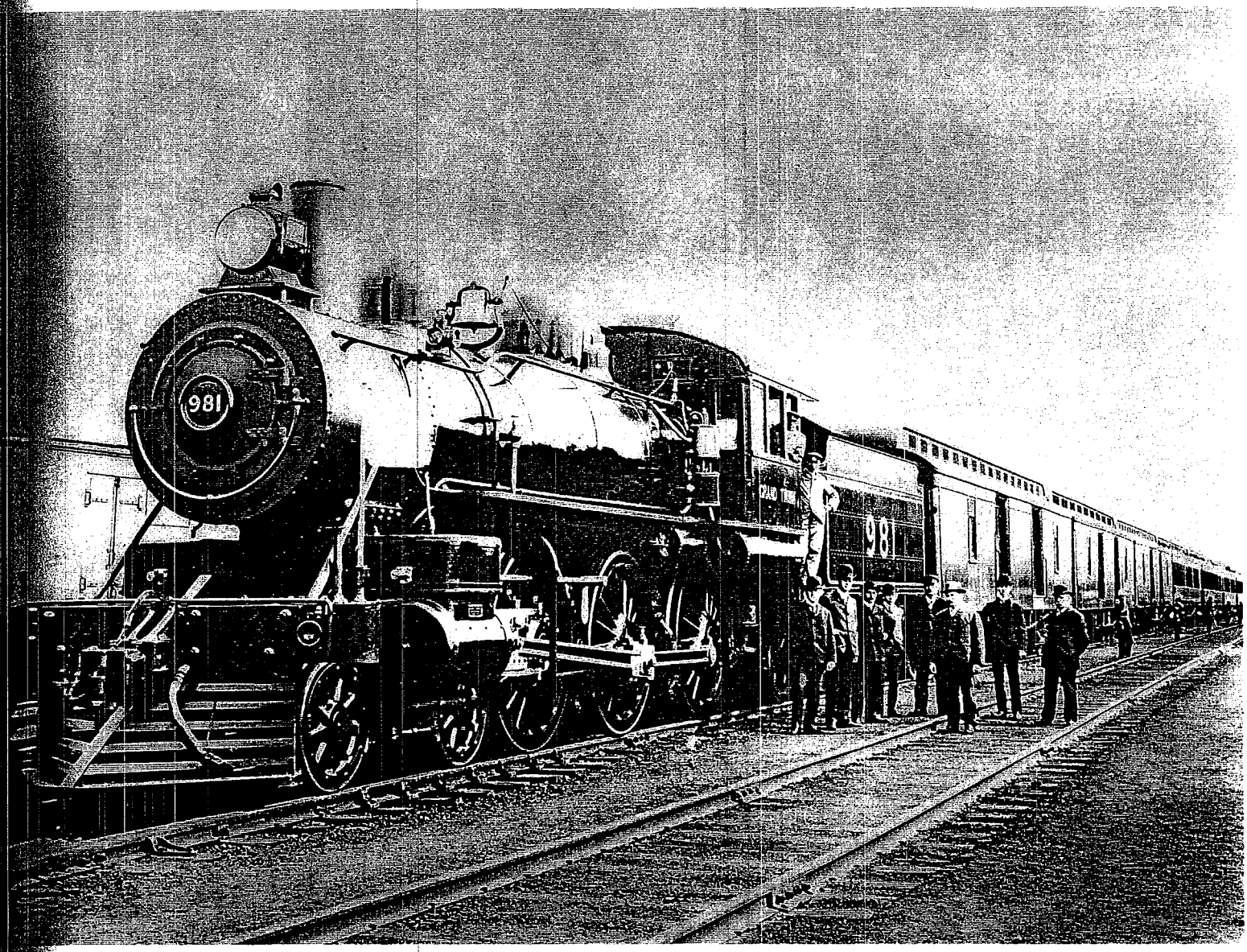
After a grand reception in Toronto, the Duke and Duchess of Cornwall and York left Toronto on the Royal Train bound for points about Ontario along the railway lines of the Grand Trunk, and the former Great Western Railway. The Canadian Pacific mahogany red train left Toronto at nine o'clock the Saturday morning of October 12th, 1901 amidst rain showers and travelled over the GTR through Guelph, Stratford, and St Mary's arriving at London 1:15 P.M. Two engines pulled the train into the London station. A brief visit of just over one hour was made to the City of London, while the expanded twelve car train was turned. The Royal Train now headed back east over the former Great Western mainline through Ingersoll, Woodstock, Paris to a five o'clock arrival at Niagara Falls . The train was switched to the Michigan Central Railway's short branch line at Clifton Junction and made its way with Grand Trunk engines to the old town of Niagara-on -the-Lake. The Royal Couple took their rest here at the Queen's Royal Hotel. Sunday morning the couple left the Hotel boarded the steamer "Corona" to travel a few miles upstream to Queenston., where the private streetcar "Ondiara" of the Niagara Falls Park and River Electric Railway carried the Duke and Duchess along the river's edge to Queen Victoria Park and the great Falls of Niagara. The return trip was made to Niagara-on-the-Lake by the same means. Come Monday morning, October 14th, 1901, the train left Niagara-on-the-Lake, moving very slowly taking half an hour to reach Clifton Junction on the outskirts of Niagara Falls, where the train went around the Wye and two powerful Grand Trunk locomotives were waiting and then attached to haul the train to Hamilton.. The locomotive assigned was Grand Trunk's number 981, a 4-6-0 type. The trains did not go into Niagara Falls on this morning. A large crowd had walked out to Clifton Junction to cheer the Royals. The train left at 10:37 A.M..

The Royal Train stopped at St Catharines for a few minutes at 10:56. Eight thousand people were on hand on the station platform. Mayor McIntyre boarded the train with little Marion Merritt. The Mayor presented a short address, and the little girl presented flowers to the Duchess.

The press reported that the Royal Train was dashing by villages and towns every few minutes, never out of sight of someone waving a flag or a

handkerchief or a hat. Every crossroads had its group every farmhouse had their people at the railway fence to give a lusty cheer.

The Hamilton station was closed at 11 o'clock to the general public. Civic leaders waited in the station, the 13th Regiment and the 4th Field Battery were stationed outside. A crimson carpet was laid on the station platform and out to the horse carriages that awaited the royal party. At 11:30 a first train arrived with Lady Minto and newspaper reporters. Shortly after the Royal Train arrived. The Duke was greeted Mayor Hendrie, the Honourable J. M. Gibson and Staff Officers of the 13th Regiment, and by a number of Aldermen. Leaving the Hamilton station the Regimental Band played the National Anthem and Field Battery on Point Hill sounded a welcome. A parade left Stuart Street and turned up James Street to the Hamilton City Hall reception.



Royal trains were extremely rare on the Canada Southern. Only one such train is known to have passed over the CSR and been photographed. This one carried the Duke and Duchess of Cornwall and York from Niagara Falls to Niagara-on-the-Lake in 1901. While the train returned to the Falls, the royal party went by steamer up the Niagara River to Queenston, thence by carriage to the Falls for a visit. The royal party entrained at Niagara Falls for the return trip to Toronto. The royal train consisted of GTR locomotive No. 981 and a mixture of Grand Trunk and Canadian Pacific passenger rolling stock. The engineer for the CSR leg of the trip was John McDermot, who on account of the occasion dressed in Knights Templar regalia! The photograph was taken at the Niagara Falls Grand Trunk station. — PAC C46987

The double track contract was let for the portion Sarnia to Kingscourt Junction in 1903 for 21.39 miles to Ross and McRae.

GRIMSBY

June 18th, 1902, the new Grimsby station was destroyd by fire Saturday afternoon. Repairs were started at once and the old station is to be used until another can be built.

The Grand Trunk finished the doubletracking of the line from London to Sarnia and opened the line to traffic December 25th, Christmas Day, 1905. The stretch between Hyde Park and the City of London was the last part finished. The City of London had opposed the double tracking because they had issues with the road crossings.

Decemeber the 26th, 1902, the day after Christmas, Boxing Day, the temperature was zero degrees and the snow was a blizzard. The Grand Trunk's No.5 The Pacific Express arrived from its American connections at Niagara Falls in the afternoon. The GTR attached engine 980 on the front end of the train of baggage car, express car two coaches and two Pullman Sleepers. The 980 was a big 73" drivered 4-6-0, built in the railroads own shops. Climbing into the cab were engineer J. Gilles and his fireman Colin MacKenzie. They left Niagara Falls, hit Hamilton then turned at Hamilton Junction westbound for London and the Sarnia Tunnel. The snow made the run difficult and by London the Express was two hours late. The late arrival at London made Dispatcher Kerr's job difficult, for meets had to changed and a clear track given to the Express to allow it to at least keep some time.

In this same blizzard, a freight train was also struggling from Sarnia eastbound. Engineer Tom MacKenzie and fireman Ricketts were pushing the tiny Mogul 773's 63" drivers through the snow.

It would appear that Engineer Gilles was making up time, the Express was rolling. Dispatcher gave orders and changed orders as the night wore on. Orders were given to the Express than to the freight and then changed. The new orders didn't reach Wyoming or Kingscourt Junction in time. Kerr wanted to stop No. 5. Engine 773 arrived at the west switch at Wanstead, it was decided to do a rolling stop, so the brakeman jumped down from the engine ran ahead of the still rolling engine so as to throw the switch and allow the freight into the siding. The brakeman slipped and the switch wasn't thrown.

The freight engine rolled just past the brakeman as he stood at the swith. Now the freight would have to be backed up, the switch thrown and into the safety of the siding. As the freight was backing the Pacific Express No. 5 roared out of the blizzard and both engines were smashed together. The baggage and Express cars telescoped the following coach. Twenty-eight people were killed at Wanstead that night. Engineer Gilles and fireman Ricketts died.

The station agent at Wanstead was looking out of the window of his house across the tracks from his station. He looked west and saw the freight manuerving at the west switch. Then in front of himself the Express roared by in front of him, at full speed! He was grabbing at his coat as he heard the explosion. He was running, the carnage and debris was to his west, running into the telegraph bay. The telegraph sounder was pounding- Stop No. 5. repeat Stop No. 5, repeat Stop No. 5. Wanstead Wreck was the only reply.

There were hearings, Kerr had the intension of stopping the freight at Wyoming then changed his mind, and the orders became confussing. Night operator Andrew Carson was so confused that he didn't set the red semaphore, in time to stop No. 5.

Wanstead for a generation became the name for disaster. Express engine 980 was renumbered GTR 316 and in 1923 became CNR 1578 and was scrapped in 1931. Freight hog 773 had had it, it had been in an earlier wreck at Trenton in November 1898 and this time the mogul was scrapped. The station

FORT ERIE

The section from Port Robinson to Welland was doubletracked in 1900. The entire terminal at Fort Erie was changed in 1903, when a large modern roundhouse with 25 stalls was built along the Air Line, at Bridgeburg, rather than the old location along the Buffalo and Goderich Division.

BRANTFORD

The City of Brantford had backed the BB&G over the the Great Western in the 1850's, had settled on a GWR branch in the 1870's, backed the Canada Southern in the 1880's, and then the Toronto Hamilton and Buffalo in the 1890's; and yet it had prospered very much under the National Policy. It had become a major heavy equipment and farm impliment manufactuing centre, but stuck in a web of branch lines. Towards 1900, the City of Brantford's Board of Trade had become concerned that the Grand Trunk's excellent double track mainline, was north of the City. The Chicago Flyer or the International Limited could only be reached by the branch line. The Board of Trade requested an audience with the GTR, and the City was delighted at a Board of Trade Banquet, January 18th, 1902 when Grand Trunk officials announced they were quite willing to divert their mainline so that Brantford would be on the GTR mainline.

Work commened almost immediately and the work, was not of a secondary nature, and it was considerable. Leaving the old Great Western line just west of Lynden station it ran for four miles to a connection with the Harrisburg to Brantford branch line. The route was elevated on a complete double track , until it curved into the old Buffalo, Branford and Goderich station and yard area. The Tillsonburg branch was lowered to run under the BB&G. Four roads were closed and concrete subways were built across major roads on both the mainline and the BB&G. The new route was built on the BB&G from Branford station west to a new double track bridge over the Grand River, through Paris to a new connection with the mainline at Paris Junction.

Brand new distictive stations were built at both Brantford and Paris. The engineering was just suberb, grades were reduced from 1% to 0.4%. Heavy concrete or steel bridges gave the new mainline communities speed. The work was completed and opened September 30th, 1905.

Sarnia in September 1899 had a large 30 stall brick roundhouse completed with a standard GTR 70 foot turntable. There was a repair shop and boiler house attached. The Sarnia Yards were expanded to the full extent of the available land, covering fourty acres. A western yard would hold 889 cars and a corresponding eastern yard had a capacity of 711 cars. The eastbound trains were switched by means of a poling engine and the westbound in the ordinary way with a standard engine. A Poling engine was a yard engine with a long pole that would travel on a parallel track and push cars through switches rather than coupling and uncoupling all the time. 1902, after a fire, a new concrete 1,500,000 bushel grain elevator was built at nearby Point Edward.

March 14th, 1898 at nine in the morning a span of the Great Western-Grand Trunk bridge across the Grand River above Paris was washed away. The quick thinking of two local lads; Brown and Telfer saved a train from oblivion when they ran to the station with the warning. Trains had to be diverted by way of Brantford while repairs were made.

In the summer of 1901 Dundas received a new station and Glencoe in 1903.

The East London roundhouse was completed in 1904 and new coal chutes in 1908.

June 1907 train service started over new elevated tracks between London and Hyde Park. The work had taken two years. This removed the steepest gradient on the line, for at one point the tracks were raised thirty feet on fill, and at another the right of way was cut twenty feet below the old grade

Market Street, Brantford when the new station was built still crossed the Grand Trunk at grade but this changed in 1909 when the elaborate Market Street Subway took the road under the myriad of tracks above.

The Sarnia yards were expanded to the full extent of land available. There was a western yard with a capacity of 889 cars.

At Hamilton the freight yard was reconstructed. the central freight station was removed from thee Stuart Street yard in 1903, to a site on the old Northern and Northwestern at Barton Street and Ferguson Avenue. A new 22 stall round house was built in 1905 at Stuart Street.

The East London roundhouse of fourty stalls was completed in 1904. New coal chute were built in 1908.

MIMICO YARD

The great Grand Trunk Mimico Freight Yard was built in 1906, west of Toronto.

The first Mimico yard office was a frame building at the top of sixth Street. It was moved 300 yards further west in 1913 to the south side of the tracks, and ten years later a brick office building was built beside the wooden one. This was replaced in 1950 by a brick building.

In the 1940's there were one hundred miles of track with a capacity of 4500 cars, during which 4200 cars went through the yard each day. An extension during this time 2.7 miles long extended the yard from Royal York Road to Browns Line.

There were three departments that operated the yard, the Motive Power, which operated the Roundhouse, the servicing of the locomotives and responsible for the engine crews. The Car Department took care of the inspection and repair of the freight cars. The third, the Yard or Traffic Department operated and cared for the maze of tracks.

Many of these functions were lost with the completion in 1965 of the new Toronto Yard in Vaughn.

THE ELECTRIC ST CLAIR TUNNEL COMPANY

At the St Clair Tunnel, the heavy transfer 0-10-0's had been successful in one respect that they could pull long trains of the small wooden freight cars of its time; but by fifteen years with both traffic volumes expanding and new larger steel freight cars, the tunnel steam engines were too busy running back and forth through the tunnel. A problem, the steam engines on each trip filled the tunnel with toxic steam. There was a danger of suffocation of both engine crews and passengers. Trains had to wait for the tunnel to vent the smoke.

The Grand Trunk in 1907 utilized a new technology, electricity, to keep the tunnel clear of smoke. Catenary wires for electric powered locomotives were strung from Sarnia to Port Huron. May 17th, 1908 saw the first use of the new electric trains. The new electric locomotives were built jointly by Baldwin Locomotive Works and Westinghouse in 1907 and 1908.

GRADE REVISION

The Grand Trunk maintained two major engine terminals after the Mimico yard was built in 1906. One engine terminal and yard was between Barhurst, and Spadina, in the center of Toronto, and the six mile distant Mimico yard. That six miles from Bathurst, -South Parkdale; along the very close shore line of Lake Ontario through Sunnyside station to Mimico was a roller coaster of up and down grades and heavy traffic. After 1911, it would be correct, very correct. A new low grade four track speed way was built from Bathhurst Street to Mimico yard, At Dufferin Street the new tracks were 22 feet lower and at the new steel bridges at Dunn, Jamison and Dowling Avenues the tracks were cut 25 feet below the old gradient. After the earth cut, the lake-shore route was raised with fill, four feet higher at Sunnyside station. Then from Sunnyside to Ellis Avenue the tracks were raised on a fourteen foot embankment. Steel bridged subways were built under the tracks at Queen Street, Indian Road, Howard Avenue and the Queen Street West crossing. The Humber River was crossed on a four track steel bridge.

THE STEEL INDUSTRY

In 1910 The Steel Company of Canada was created out of a number of smaller companies. The major steel mills and blast furnances were built on the shore of Hamilton Harbour. Two years later, a second steel maker Dominion Foundries and Steel Company was incorporated and built their mill in close proximity at Hamilton. The mills were served by both the GTR-CNR and the TH&B Railways. The GTR-CNR directly switched these using the old Hamilton and Northern Western Railway tracks that became the Hamilton Industrial loop line. Trains connect to the old GWR line at two points' near the CNR station and at Parkdale.

In the first two decades,iron ore ships could not come through the narrow Welland Canal. Iron ore was delivered to Point Edward near Sarnia, from iron mines along Lake Superior. The ore was unloaded from the boats and loaded into solid ore trains that ran over the Grand Trunk from Sarnia to the Hamilton mills. The railway used the standard Grand Trunk two bay steel hopper cars, but because of the heavier density of ore were loaded to only half of the capacity of a normal coal load. The Steel Company required 250 cars making five trains, with eight trains a week to carry 600,000 tons per year during the shipping season from May 1st to November 1st.

1910 saw the introduction of Pacific or 4-6-2 to the Grand Trunk, while used on passenger express trains primarily these engines were also used by the Grand Trunk on fast freights. They were built by the Grand Trunk at its Point St Charles, Montreal shops, and by Montreal Locomotive Works and the American Baldwin Locomotive Works.

Canadian Pacific freight trains between Toronto and Hamilton had used the CPR old Parkdale terminal. This forced the freight trains to make a back-up movement through the busy Bathurst Street Junction in Toronto. The Canadian Pacific took to renovating their West Toronto yards in 1910. A massive new yard was constructed called the Lambton yard. At its west end was the Humber River crossing and the small hamlet of Islington. In the summer of 1910 the CPR built a 9.56 mile connection south from a junction at Islington to a connection with the Grand Trunk at Mimico. It was opened for traffic TH&B Hamilton Yards On to the GTR-CNR line at Hamilton Junction over the GTR-CNR to the Mimico junction up this short cut to Islington to terminate in the Canadian Pacific Lambton yard.

1912 saw the Grand Trunk start to take delivery of its first Mikado or 2-8-2 locomotives. Freight traffic on the GTR had until there arrival been hauled mainly by Richmond compound consolidation 2-8-0 type locomotives, which had a total weight of 349,800 pounds and a tractive power of 34,000 pounds. The new mikados had a total weight of 455,100 pounds and a tractive force of 51,700 pounds. With an increase in weight of only 30%, an increase in tractive power of 52% was obtained. One of the principal runs for these mikado locomotives was from Black Rock, New York-Fort Erie north to either Niagara Falls or Merritton, than west through Hamilton to Toronto hauling solid coal trains. They also ran from Sarnia to Toronto. In both cases the engine terminal was the Mimico roundhouse. The roundhouse there and other engine terminals were too small to accommodate the larger engines. In late 1913, ten stalls at Mimico were lengthened nine feet, and the 70 foot turntable was replaced by an 85 foot turntable.

November third 1913 the St Catharines freight shed burnt down. The two hundred foot long London freight shed also took fire; on December the 6th, 1914.

During 1914 the Grand Trunk completed the construction of a three mile diversion from Merritton to Thorold because of the building of the new Welland Canal. On January 12th 1915 the line was opened using a temporary crossover at Bridge 11.

The Toronto to Hamilton line was re-laid with 100 pound rails starting July first, 1916.

Windsor in 1918 saw a new brick freight shed built at the corner of Sandwich and Marentelle Avenues. The old freight shed on Brock Road was torn down, this building which had been built in 1853, was the first Great Western station for Windsor.

London freight yards were extensively extended in 1919. Over 21,980 feet of new yard tracks were added. Two new ladder tracks were built, and the lead at the west end of the yard at Egerton Street was rearranged and the curves were flattened out to give better operating conditions. The yards extended from Rectory street to Hale Street in East London. Just off of Egerton Street a one mile spur was built to the new London Reclamation Yard. This was to process the scrapping of locomotives, rolling stack and rails.

STONEY CREEK JUNE 23, 1915

Stoney Creek station fire and freight shed

THE COAL EMBARGO OF 1917

The early winter of 1917, The Great War was in its third year, American Neurality was counting its last days, and it was cold, very cold. Between the period January 11th and February 20th the temperature in Southern Ontario was nine degrees below zero. The only source of heat for home, store and industry was coal. Whether anthracite for home heat, or bithuminous for industrial steam, no coal was mined in central Canada. The closest source of heat came from Pennsylvania, West Virginia, or Kentucky, three hundred miles away. Coal arrived by only one way, the railroad. The railroads were powered by steam engines and trains of coal travelled in steel hoppers riding on friction bearing lubricated with tallow. After coal is mined it is washed. With trains running food, grain and munitions to Atlantic ports the Canadian railways were taxed. Coal was delivered to the Grand Trunk at the Fort Erie-Black Rock-Buffalo frontier. Buffalo was the hub or the Lehigh Valley, the Delaware Lackawanna and Western, the Buffalo, Rochester and Pittsburgh and the mighty Pennsylvania Railway Systems. Solid Grand Trunk coal trains ran to Hamilton, Toronto and the entire region. The London area had the trans Lake Erie car ferries.
The freeze set in the first week of January, Buffalo and Toronto rail yards simple froze. The tallow lubrication froze wheels and axles to the truck journals. Cars were frozen to the rails. The washed coal froze to a lump in the steel cars. The GTR had pursued a conservative locomotive policy wlile the other Canadian railways had acquired a great deal of larger Mikados, the GTR had only a few, and a look at a GTR roundhouse in 1917 saw an awful amount of very old vintage 4-4-0's and 2-6-0's. The cold froze all the rail yards. Coal could not be moved. Toronto needed 250 cars of coal per day but the GTR only delivered 76 cars per day. In one day in February 1500 cars were froze at Black Rock and another 2000 at Fort Erie. The American rail yards were bursting with coal for Canada. The New York Central annouced an embargo, for its freezing rail yards were full with cars for the Grand Trunk. The Buffalo yards had become major bottlenecks. Canadian industry came to a halt, they had neither heat nor energy. Some announced heatless days and worked only four days, and this in a time of war. Working men were going home to cold houses.

Toronto can not get enough coal because the railways have not enough motive power to pull the coal into Canada. The Toronto Star sent a reporter to the Stratford Shops to report there were 80 engines awaiting repair.

Coal shipped from the coal mines took ten weeks to be delivered to Toronto but only three days to reach the Buffalo gateway. Schools and hospitals were near closing. Industy had stopped. The Railroads were short for there own engines, the railway was caught taking coal marked for Toronto schools for their own use. The cold brought illness, pneumonia was near every doorstep. The GTR claimed when engines were available their was a scarcity of healthy crews; in one day 13 engines, could not be run because 13 crews were ill. Then came a massive snow storm followed by a derailment at Chippewa Creek.

The Grand Trunk pledged every day that only solid coal trains would be run. They were not. The GTR cancelled thirty local passenger trains; pledging that the passenger motive power would be used on freight trains. Passenger locomotives with there larger driving wheels pulled 30% less than a freight engine yet it digested the same amount of coal. The large GTR roster of light engines were useless on coal trains.

A national morale crisis in Wartime was occurring. There was fear that a revolution could come from frozen workers. The direction of blame focused on the steam locomotive roster of the Grand Trunk. Sir H. Drayton, Chairman of the Dominmion Railway Board made a quick trip to Toronto. Here he found the Mayor of Toronto and the Board of Control had endorsed a call for the Canadian Government to take over and operate the Grand Trunk double track line to the border. In eighteen below zero temperature, Drayton's Private Car was attached to a coal hog and made a special run to the border, There he found whole trains of coal covered in ice. Ten thousand cars were stalled in the Pennsylvania's Gardenville(Buffalo) yard and a furthe three thousend at GTR Black Rock. The problem was the Grand Trunk steam locomotive roster.

The solution; steam engines were borrowed or leased from every source. Locomotives from the American connections were pulling the coal trains, and they came, engines from the Erie, engines from the Lackawanna, engines from the Legigh Valley, engines from the Pennsylvania. Newspapers reported the strange Yankee hogs. Coal trains only. The Ontario Government threw four engines from the Temeskaming and Northern Ontario into the battle. The coal supply increased as did the temperature. The crisis was over but the scars were not. The call from the Toronto City Hall for the Government take over would leave an echo.

SPECIAL TRAIN MARCH 4, 1919

At times special trains or arrangements were made. The night of March 4th 1919 such an arrangement was made. Four months earlier, the Great War had come to an end, many young lads had left their Ontario homes and farms for the unknown terror of the trenches. It was over and the boys were coming home. An error, a paper error made in London, England with transportation arrangements saw some of the boys arrive in Toronto after the last train had left for Hamilton at midnight. They were stuck in Toronto for the night. They inquired about hiring an automobile to drive over the then rustic backroads to home. A Grand Trunk official overhearing their plight, walked over and told the lads, The Grand Trunk were running a light engine to Hamilton. The boys all climbed into the cab and tender and left Toronto Union Station in one engine green lights and clear track on a record run all the way home.

Some soldiers returned in whole with their regiments. The first special train run by the grand Trunk had a Hamilton Spectator report journey to Toronto to swing aboard the west bound troop train. Soldiers who had survivied the horror of the western front were happy to be soon home. The Grand Trunk pacific sped over the flatlands passing the hamlets as troops sang the songs of their times. Waterdown station passed, over a bridge and through that eternal grove of trees, then as even now, the train burst through the forest,ducked under a bridge and onto the Bayview embankment. A yell went up "Theres Carrolls Point", the spit directly opposite Bayview, the semaphore at Bayview was up and clear, around the bay to home.

ROYAL VISIT 1919

Edward, the Prince of Wales made a lengthy tour of Canada starting in August and ending November 1919. The red ten car Royal Train was supplied entirely by the Canadian Pacific Railway. The CPR official or private car Killarney, with its open observation was the home to the Royal. The Prince left Quebec City and first journeyed west to British Columbia and then came back east to visit Central Canada. October 17th the train left North Bay and travelled south and arrived quietly at the Hamilton Grand Trunk station on Stuart Street that Friday afternoon at 1:30. The Prince left the train and was taken by automobile to the Royal Connaught Hotel. The very official civic reception was planned to take place the next day. Great plans had been made, but they had been made with the mistaken impression that the train would arrive by the CPR at the TH&B station. Therefore, early Saturday morning, the Prince left the Hotel went down to the GTR station boarded the train and the Grand Trunk pulled the train up the Fergussen Avenue line to the TH&B interchange, then backed it into the ornate brick Hunter Street Station for the 10:30 Official Reception. After this busy second day in Hamilton, the Prince went to the small old Hamilton and Lake Erie-Grand Trunk station on King Street and left at ten o'clock that night.

The train travelled over the Grand Trunk from Hamilton to an 11:30 arrival at Niagara Falls. He was met at the station by Mayor Stephens and Sir Adam Beck. The Prince stayed on the train that night. The next day October 19th, a complete tour was made of the sites of Niagara Falls. The Prince travelled in part through the Falls in the International Railway's electric private car Ongiara. That night he activated for the first time the great electric floodlights that illuminates the Falls at night.

October 20th, Prince Edward left Niagara at noon, westbound through St Catharines, Hamilton ,the Junctions, up the Dundas grade to arrive Brantford at 1:30 PM. After a three hour reception and tour, he boarded the train at the large Grand Trunk station and left at 4:15 bound for Guelph.

One notable story occurred shortly after leaving Brantford the highway parallels the mainline, the Prince watched with amusement as several automobiles raced alongside the train with people waving at the Prince. Prince Edward, repeating an earlier Algoma Central episode, pulled on the emergency cord and stopped the Royal Train on the Grand Trunk mainline and destroying railway schedule, right at a rural road crossing, so that he might have a brief encourter and a cigarette with the fleet motorists.

The Royal Train left the GTR Guelph station at 9:00 AM, Tuesday, October 21st. The train travelled west over the first GTR line, through Kitchener to Stratford where it stopped for the night. The train was turned and then ran south October 22nd over the GTR branchline to Woodstock for an 11:00 AM reception. Following a noon departure a brief surprise stop was made at Ingersoll. The train then ran fast west through London to another reception at Chatham. The train was turned and now it ran backwards to an Official Reception at London station at five that afternoon. Mayor Somerville escorted the Prince for a two day visit. Leaving London, another confusion occurred for the plan called for the Prince to entrain at the GTR London station but in a surprise orders had been given to move the train to the Richmond Street crossing. The Prince was quickly motored to the new site but had to push his way on foot through a crowd to board the train. The train ran quickly west again; stopping only for water at Glencoe, to arrive at Windsor. Here the Royal Prince would leave the Grand Trunk Railway and return east to Toronto via the Canadian Pacific Railway.

Engineer Wheatcroft was running Grand Trunk train No. 498 east from Sarnia to Buffalo at seven at night, March 4th, 1922 when eight cars derailed and completely destroyed the overhead bridge at Hyde Park outside of London.

The Prince of Wales after a visit to Chicago October, 1924 went to Detroit as guests of Mr and Mrs Edsel Ford. Early in the morning of October 4th , after a lavish party, the Prince boarded the brightly lite Ford yacht the Sialia and cruised across the St Clair river to tie up on the dock adjacent to the CNR yards. The Prince boarded a special CNR three car train, and into the private car " Balmoral" Sir Henry Thornton had made available. The train left at 2:40 A.M. It travelled east to London, stopping to change engines and receive orders then on to Toronto.

Trains are known for their strict reliance on punctuality, but once in a while an exception was made, the most famous was the Prince of Wales, The Toronto newspapers reported that on April 18th, 1923 Engineer Campbell was asked to hold Train No. 73 at Union Station for seventy minutes for film star and legend Rudolph Valentino and his wife Winifred Hudnut. It was quoted he asked for the delay so he could finish his special brand of Tango.

CANADIAN NATIONAL RAILWAYS

1923

CANADIAN NATIONAL RAILWAYS

The Grand Trunk became part of the Canadian National Railways in 1923. The old Great Western lines had in seventy years became part of the central Region of the CNR, a railway stretching from the Atlantic Ocean at Halifax to the Pacific Ocean at Vancouver.

Within months the CNR accepted delivery of the first of U-1-a 4-8-2 6000 class Mountain type locomotives from Canadian Locomotive Company. They would pull many a train over the lines west from Toronto to the border stations.

The track between Toronto and Hamilton was one of the busiest pieces of track on the system. In July 1923, there were 29 eastbound passenger trains, 37westbound passenger trains. There were 32 eastbound freight trains and 37 westbound freight trains. The total daily train movements were 135. The average number of freight cars handled were 3008. These numbers included the Canadian Pacific trains.

Work started on a second or double track on the Burlington Beach cut-off line from Burlington station to the Burlington Canal 2.8 miles. The work on laying the 100 pound rails May 14th, 1923.

A third track was laid from M.P. 7.98 Mimico to connect with the siding at M.P. 11.74 Port Credit. The object was to relieve congestion by taking eastbound freight trains off the mainline east of Port Credit. This funneled traffic into the Mimico yard and from Toronto to Mimico there were four tracks feeding from the east. It was completed October 18th, 1923.

At this same time in 1923, the CNR started the installation of a coloured light Automatic Block Signals (ABS) system from Bathurst Street Junction through to Stuart Street Station in Hamilton. This was a three colour light type that did away with the old semaphores, devised as a major safety fixture to protect against collisions, described as the first of consequence in Canada. It was completed by the end of 1923.

1924 saw the operation of one of Canadian National's first Gasoline Cars No. 15816 to Toronto to Hamilton late night train No.73, and morning train 74 running back to Toronto.

Work started May 1924, on the installation of coloured light Automatic Block Signals to the Strathroy Division between London and Komoka 9.99 miles.

The wye connection was installed at Lyndon Junction to remove trackage at Alford Junction. four trains travelled each way a day over the old GWR line Lyndon-Harrisburg to Paris Junction.

A comprehensive interlocking and signal system was installed at the Brantford station protecting not only the mainline but the complex junction of the old Buffalo and Goderich line and the Brantford to Tillsonburg branch in 1925.

Bridge improvements and or repairs were made west of London in 1924 and 1925. The Thames River bridge at London, the bridge over Wharncliffe Road M.P. 120.60, and the Strathroy highway bridge M.P. 127.42 were repaired or replaced.

Canadian National received five massive 4100 class T-2-a 2-10-2's, the largest in the British Empire at that time, in the fall of 1924. The big engines ran as transfer engines from the Mimico Yard through Toronto to the east-end Danforth Yard

Increased car capacity in 1926 was required at both border crossings of Sarnia and Niagara Falls. At Sarnia four tracks increased its capacity. At Niagara Falls, an entirely new yard was built west of the old terminal, with a capacity of over one thousand cars. The tracks were also rearranged at the Clifton Junction of the Mainline with the Stamford Subdivision from Welland. This served both the CNR and the tenant Wabash Railroad.

The joint CNR-Wabash station at Jeannettes Creek, near Windsor, was destroyed by fire early in 1926.

A new freight yard and a new connection between the Grimsby Subdivision and the Stamford Subdivision was completed December 7, 1926. The new yard had twelve tracks with a capacity of one thousand cars was west of the old yard and connected with it at Victoria Avenue. A single track of 1.4 miles was built from the Stamford Subdivision M.P. 224.15 to the Grimsby Subdivision M.P. 2.05 that allowed Wabash freight trains access to the new yard at the west end of the new yard. The Clifton Junction station was moved one mile to the west end of this yard . A new interlocking plant was built to control this new junction and the Michigan Central crossing.

Automatic block signals were installed between Bayview junction and Woodstock fifty miles in 1927.

The Canadian National completed a modern thirty-six stall roundhouse a 100 foot turntable and a 600 ton coaling plant at its new Spadina Avenue engine terminal. The coaling plant had six bins serving four tracks. Work started May 17th, 1926 and it was put into operation February 2nd, 1927. This engine terminal serviced the passenger locomotives for all the lines coming into Toronto.

A massive coal plant was built at Paris Junction in 1927. It had a capacity of 600 tons. The round concrete coal pockets straddled the east and west double track mainline and had chutes on both side tracks. freight engines could now take coal on the two side tracks without blocking the mainline. The coal pockets were 35 feet in diameter, 26 feet high, and the whole tower was 65 feet high.

Canadian National took delivery of fourty of their first 6100 class 4-8-4 Northern type steam locomotives in June 1927. They would become engines on both passenger and freight trains. Shortly after delivery engine 6138 was painted in a unique colour scheme of an emerald green boiler and tender tank. It ran without change over the whole route from Montreal to Sarnia in 1929 on the International Limited.

When a water indicator failed to stop water filling the 50,000 gallon water tank at Port Credit on Halloween, October 31st, 1927, the wood water tank over filled and burst its seams with a loud roar. Water flooded the tracks and timber falling on the rails caused the mainline to be closed for several hours. a new 25,000 gallon water tank was erected to replace the 1906 tank.

June 6th, 1928 saw the Automatic Block Signal system extended from Sarnia to Ingersoll. The same year, Canadian National and Canadian Pacific were ordered to build an interchange connection at Ingersoll.

CNR gas electric car 15830 hauling two trailers 15736 and 15745 ran from Hamilton to Toronto in the morning, turning it ran to Guelph, Stratford and London, then London to Hamilton each day.

In late 1928 the Canadian National took delivery of the pioneer diesel No. 9000. Twin units, they were first assigned for use to the Niagara Peninsula as single units early 1929.

As highways became important, new bridges were built in the late twenties at Grand River Street, Paris; Stoney Creek and Thamesville.

UNION STATION 1927

Toronto Union Station, is the third union station in the City of Toronto. It was built as a joint venture between the Grand Trunk and the Canadian Pacific Railways. Construction first started in 1914 and continued slowly during the Great War. The building was completed in 1920. The railways and the Royal Mail used the building as offices, but the railways and all the various government agencies spent several years arguing about how the various tracks should be built. Trains continued to arrive and depart from the old union station. The grand opening of the Union Station occurred August sixth, 1927. It was opened by Edward, the Prince of Wales with Prince George, Prime Minister William Lyon Mackenzie King, Prime Minister Stanley Baldwin of England, and the Premier of Ontario George Ferguson in attendance.

The station was designed by Ross and Macdonald in the Beaux-Arts style. Facing Front Street West between Bay and York Streets the station is 752 feet long. The colonnaded porch has twenty-two Roman Tuscan stone columns fourty feet high. The train sheds over ten tracks were completed in 1930. All Canadian National passenger trains to the west arrived and departed from this station.

Canadian National received twenty 4-8-4 Northerns from Montreal Locomotive the spring of 1929, 6140 to 6159. Five new U-1-d 4-8-2 Mountains came from CLC in the late summer of 1929, numbered 6042-6046.

The Toronto steel frame trainshed over six tracks was completed and placed in operation January 1930. The six elevated tracks completed the Toronto Union Station complex. The sheds are 1200 feet long.

A large 4,000 ton concrete coaling plant was completed to service the freight steam engines at the Mimico terminal. It was composed of four circular bins, each of 100 ton coal capacity.

The largest concentration of railway movements for the Canadian railway system was over the Shiners Convention held in Toronto June 9th to the 12th, 1930. Fourty five special or extra trains concentrated on Toronto, in one day, and many of these trains were from American destinations. This involved over 650 sleeping cars for over 7000 people. The CNR ran many of these trains from their border terminals. The Canadian National utilized the Spadina coach yard in which to park 350 sleeping cars. The sleeping cars were utilized as temporary hotels. The passengers stayed in the cars. The coach yard became a small city, called Temple Park. The railway making provision for heating, lighting and watering of the cars, for porter and sanitary service, and in the adjoining passenger car commissary, for hospital service, a beauty parlour, rest room, shower baths, barber shop, telephone and telegraph facilities. Concrete roadways and food-lights were installed in this instant city. Canadian Pacific had a simular passenger yard called Fez City.

Canadian National took delivery of its five unique and modern 5700 class Hudsons in September and October of 1930 from the Montreal Locomotive Works. These would be common motive power west of Toronto in later years. Five U-1-d Mountains were delivered in the summer of 1930. The Great Depression of the 1930's had arrived.

Photo Number: STR02425a
Photographer: TRELOAR, E.
Location: MERRITTON, ONT.
Railway Name: CAN. NATIONAL
Date: 1953-07-26
Subject: MOTIVE POWER - STEAM LOCO
Builder Number: 72765
Builder Date: 1944-11-00
Contract Number: Q 401
Model: MOUNTAIN
Class: U-1-F
Type: 4-8-2
Equipment Number: 6069
Boiler Pressure: 260
Tractive Effort: 52
Disposition: DISPLAYED SARNIA, ONT 05/1963
Drivers: 73
Collection: STR
Cylinders: 24 x 30

HAMILTON STATION 1932

The Canadian National Railways had been developing plans for a new station at Hamilton for several years. The new station was officially opened by the Governor-General the Earl of Bessborough at noon May 27th, 1931 when a gold key was turned in the lock. The new station was located between James and John streets. The main building follows the Greek Doric style of architecture with four fluted Doric columns at the front entrance. massive doors, framed in bronze opened into a marble lobby. The main building two stories tall two hundred feet long and eighty-three feet wide built of Canadian Queenston stone. From the center of the interior of this main building, a connected concourse sixty feet by one hundred and thirty four feet long bridged the six passenger tracks twenty feet below street level. The passenger yard was built in a deep excavated cut so six set of stairs ran down to the trains from the concourse. Notable in the exterior architecture was carved stone plaques depicting various locomotives and steamships. The main lobby was carried up to the full height of the building and was enclosed in a copper roof.

On the ground floor east side were the ticket office, with marble front and bronze grillwork, and the men's smoking and rest rooms. On the west side was the newsstand and the commercial telephone and telegraph office. Also the women's waiting and rest rooms. Also on the west side were a dining room and lunch counter.

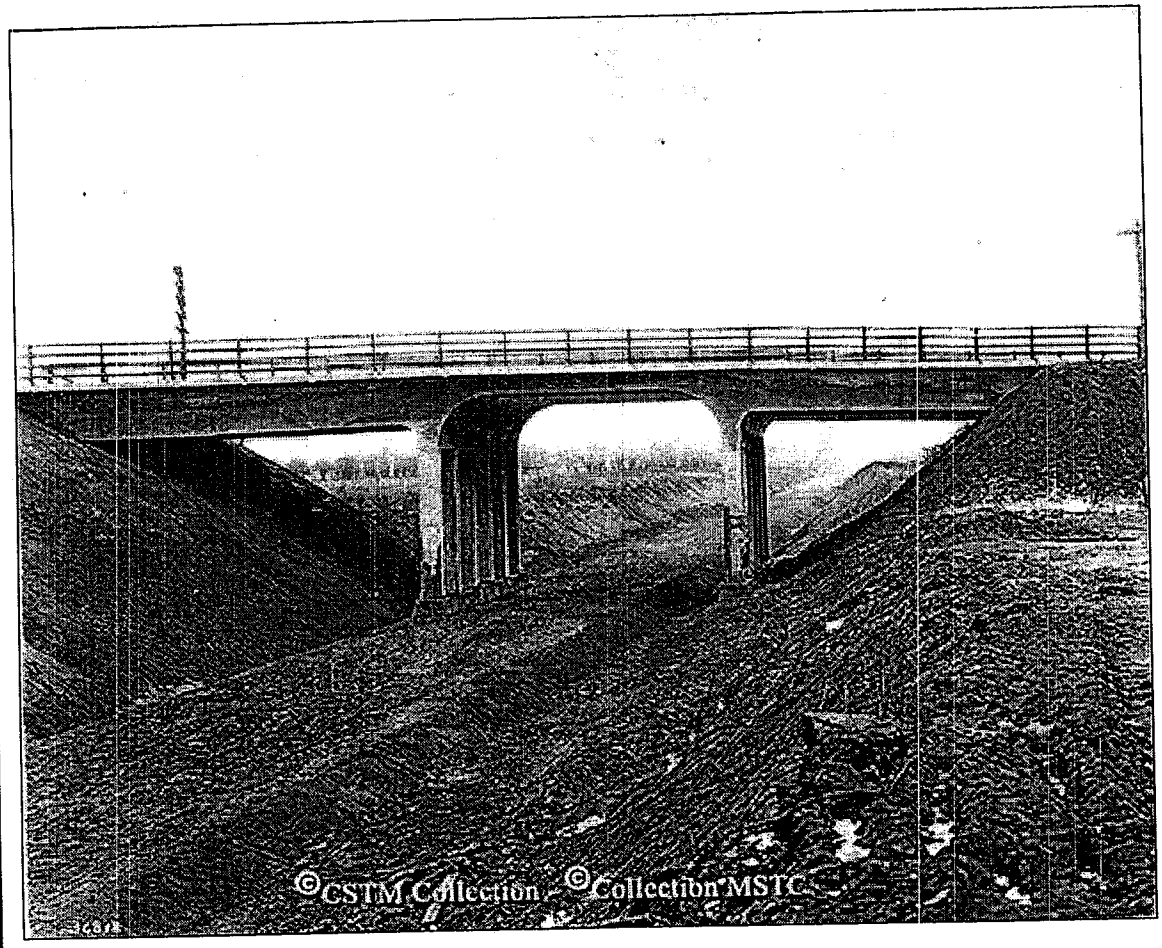
At track level there were baggage rooms, heating boilers and car inspectors office's. A brick wing at track level adjoined the main station was the Canadian National Express and the Royal Mail facilities.

New concrete bridges were constructed at Bay, James and Catherine Streets by the Canadian National. The City of Hamilton built bridges at McNab and Mary Streets. The old 1879 Great Western station on Stuart Street and the old Hamilton and Lake Erie station on King Street were demolished soon after the opening of the new station.

Canadian National had plans in 1931 to construct a low grade freight line north of its mainline through Brantford. It would run about a mile north of Brantford to reduce the heaviest gradient on it's line. Only one bridge abutment was constructed after all the land had been acquired. Fourty years later the cut-off became Highway 403. The old Great Western mainline from Paris Junction, across the Grand River to St George was torn out.

All plans and orders were suspended due to the terrible financial times. Across the nation train service declined, the Pool Trains cut the competition, little was upgraded, and scrapping equipment ruled. The only financial light started to show by 1936.

Streamlining became part of that light. Canadian National placed orders for ten Northerns in 1936. Five of these engines were for semi-streamlined locomotives, 6400 to 6404, class U-4. The streamlining of this group of five locomotives was carried out in accordance with the principles developed by the National Research Council, Ottawa, in experiments using their new wind tunnel, conducted in 1934, directed by J. J. Green and Dr. Parkin Research Physicist, in collaboration with the CNR Mechanical Department. The other five standard Northerns were 6160 to 6164, class U-2.



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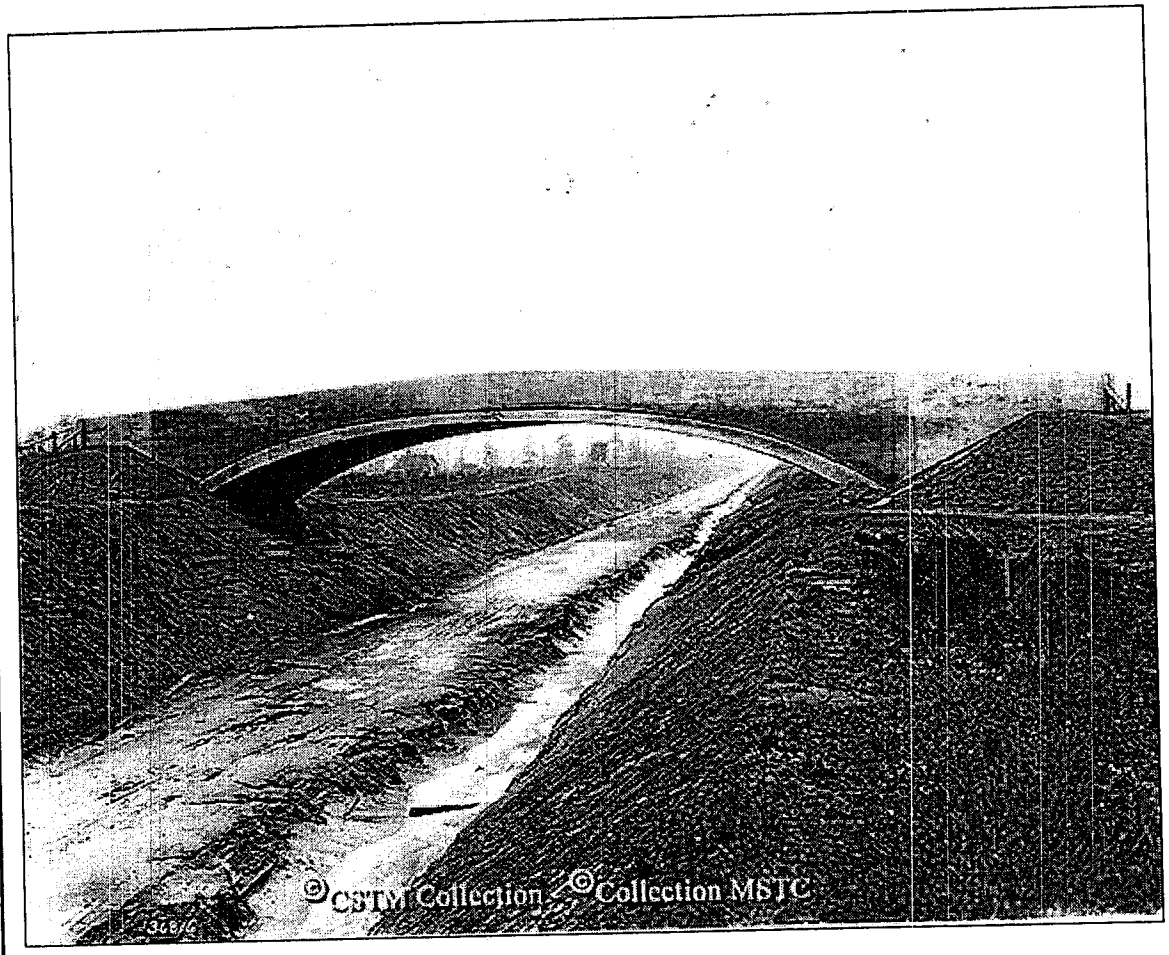

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THE ROYAL SCOT 1933

The London Midland Scottish Railway in the spring of 1933 shipped the entire English train The Royal Scot to North America to make a tour of both Canada and the United States. It was to go on display at the great Chicage Exhibion of 1933 "A Century of Progress". The train landed at Montreal in April, was assembled and tested, when started its tour, April 21st, 1933 . It left Toronto May 4th , 1933 and travelled west B ayview Junction to the TH&B Hamilton station. It left from there for the United States. On November 7th, 1933 the Royal Scot re-entered Canada at Sarnia through the tunnel. The LMS crew of engine driver, William Gilbertson and firemen J. Jackson and T. Blackett were running the engine during the whole tour but a pilot engineer was assigned to aid this crew. At Sarnia, the pilot engineer was A. J. McMillan and the CNR conductor was A. "Friday" Steele. After posing with CNR's own 6100, LMS 6100 left Sarnia at 2:00 P.M. with CNR General Manager Kingsland and London Division Superintendent Pigott on board. The special train arrived at London before four that afternoon. It went on display along the old London station platform between Waterloo and Wellington Streets. It was on display until ten that night. The next morning at 8:45 it left London for Stratford, Kitchener and Guelph on its way to Montreal. It left North America Rememberance Day 1933.

HAMILTON ROUNDHOUSE FIRE 1933

Late Wednesday night on May 30th, 1933, a fire started at the Canadian National Roundhouse in Hamilton and if it were not for both the quick action by CNR fire crews and City of Hamilton fire fighters the whole roundhouse would have been consumed. The fire started with a faulty oil- fire ignition hose used to start fires in steam locomotives. The fire was contained to just one portion of the roundhouse; six stalls where five steam locomotives were stored. Six pumpers and two ladder crews fought the fire. The cabs of the five locomotives were destroyed, as well as the mechanisms and vital parts of the engines the Hamilton Spectator reported the next day.

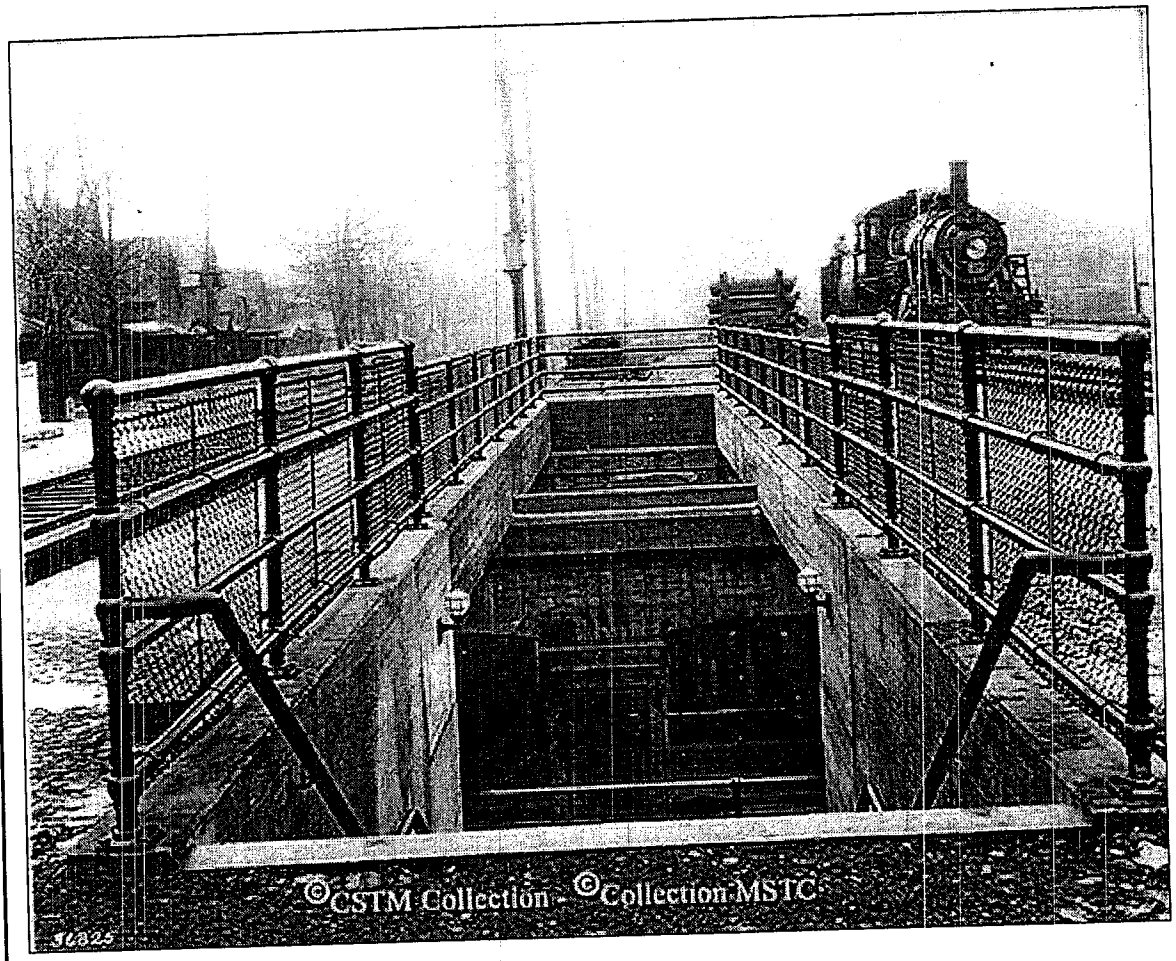
DUNDAS DECEMBER 25, 1934

1934, the fifth year of the Depression, times of little Hope for many. Christmas 1934 could it be different. There were many trains at Christmas. The Canadian National Railways ran many special Christmas extra trains, one would run from London east. In thelate afternoon CNR 5300, would leave the London roundhouse back to the London station and connect to its train of wooden coaches. Soon it was running through the towns and villages of western Ontario, Woodstock, Paris, Brantford. Dundas was next, pulling into the station, the engineer got down with his oil can, it was quickly apparent that the main crankpin on 5300 was over heated. Knowing that the passenger train The Maple Leaf was following it was decided that they would have to clear the mainline quickly. There was a siding east of the station, so the train slowly ran up to the siding, a switch was thrown and the train limped into the clear.

The switches were reset and locked by Brakeman Phelps, for all knew the Maple Leaf was running behind. The rear marker lights on the coaches were changed from red to green according to the rule book. The crew had a conference, the engineer felt that 5300 was in poor shape, that Hamilton should be notified and that a replacement engine should be made ready and waiting for them at Bayview Junction. Brakeman Lynch volunteered to walk back up the tracks the four hundred yards to the Dundas station and to telephone the Hamilton locomotive department.

Lynch started out walking and swinging his red lantern at his side. Looking up he saw the headlight of train 16, The Maple Leaf bearing down on Dundas from the west, For some reason, Lynch thought that his train was still on the mainline. He thought that a collision was about to take place. He ran to the mainline switch unlocked it, then hurriedly threw the switch. Unaware that Brakeman Phelps had set the switch correctly, Lynch had now set it for the siding.

Canadian National Northern 6146 rushing through the Christmas night kept seeing green lights of the Automatic Signal System. When the special was switched into the siding, Phelps would have shown the two signals up the line to go red, but once Phelps reset the switch all lights would show green, a clear track. When Lynch opened the switch the close signal and the one two miles back would go to red but this was too late. The Maple Leaf had just passed the last signal, and it didn't stop at Dundas. Full speed ahead. The engineer passed Dundas station was hitting the curve and with only one or two seconds saw the special and the red switch lantern. In one second, 6146 was on the siding, air brakes slammed on. The crash of the huge engine crashing through those old wooden coaches woke the town of Dundas. The coaches splintered, telescoped or were thrown down the embankment. Fifteen people were killed and thirty others were seriously injured, and others just injured. Ambulances raced from Hamilton, all area Hospitals called in emergency staff.



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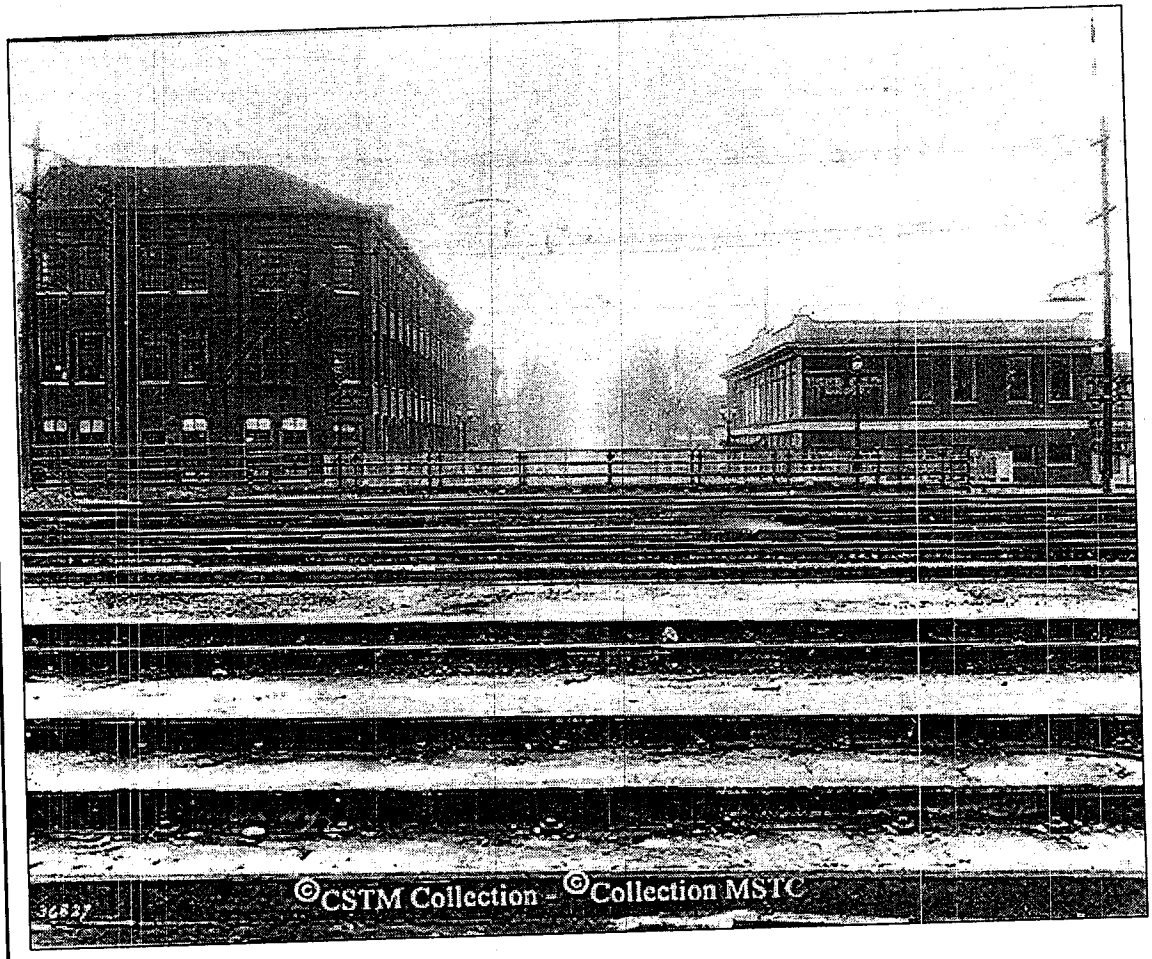
Type: DECK
Collection: STR



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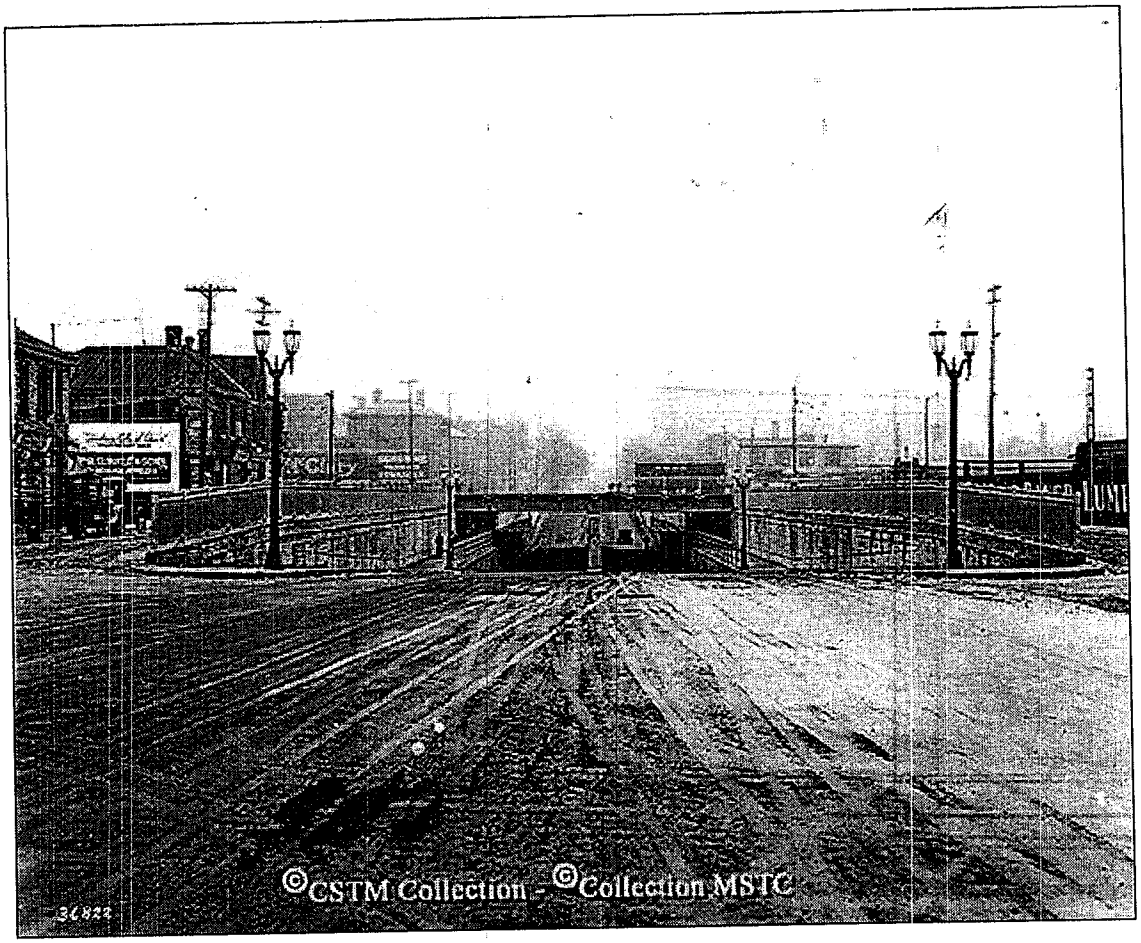

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Builder Date: 1931-00-00
Model: CONCRETE
Class: 2 SPAN
Type: DECK
Collection: STR

LONDON STATION 1936

September first 1936 was a day of celebration for London when a new Canadian National station was formally opened by Sir Percy Vincent, Lord Mayor of London England. The citizens of London had lobbied many years for a new railway station but the Great Depression had forced any plans to be shelved for many years. In fact, concrete road subways were built and opened in November and December 1931 to carry Wellington and Richmond Streets under the CNR tracks and Waterloo and Talbot Streets were closed at the railway tracks.

Construction started in the fall of 1934 on the underground concourse, and 1935 work on the main structure started. The new station was built on the site of the old one, the front of the station on York Street, on the north, bounded by Clarence Street on the east, and Richmond Street on the west. The railway tracks were raised seven feet in the new plan.

The station was planned that the entrance on York Street was at street level and with an easy ramp leading down to a passenger concourse located under five tracks, from which stairs led up to the passenger platforms. A subway from this concourse extended south to the electric London and Port Stanley railway.

The exterior and interior architectural style followed modern restrained classical lines. The large straight entrance was flanked by two pylons, each terminating in a finely sculptured figure symbolizing on one side "Commerce" and on the other "Engineering". The exterior stone trim was Canadian Limestone and the brick was of a contrasting dark brown colour. Wood sash was used throughout with the exception of the large window in the entrance archway which was of metal, with metal grilles. The doors were of white metal with yellow bronze ornamental bands.

The interior lobby up to a height of seven feet were lined with granite tiles in various shades of tans and browns. Pilasters of the same tile run up twenty feet to the ceiling. The walls above the tiles were tan plaster.

August 18th, 1938; historic times, war was on the horizon in Europe. President Franklin D. Roosevelt had decided to open the Thousand Islands Bridge and to give an historic address at Queens University, on foreign policy. Leaving Buffalo at one o'clock in the morning The President of the United States, with an entourage of secretaries, secret service men, railway men and newspaper men, travelled over the Canadian National Railways in a special seven car train. The President travelled in the private car Marco Polo. CNR streamlined Northern 6401 was chose to haul the train. Engineer W. Ellison and fireman E. Brown were in the cab. Conductor A. Mahon and brakemen Brunet and Henderson were on the train. Canadian Minister of Railways, C. D. Howe's, private car was added at Niagara Falls The train sped through the night. Every security precaution was made, for sectionmen stood at switches, and motorcycle police stood at the road crossings. A slight curbing of speed, a diminution of the locomotive's peremptory blasts, a flashing of light, a mixed together blur of sectionmen with lanterns and officials in straw hats, and the great moment had passed- the president's special was roaring on its way to Kingston. The city of Hamilton and the President of the United States met briefly. The white face of a single woman, wraithlike in a billowing cloud of mist, peered from the railing of the James Street bridge. Through Bayview Junction and a water stop at Burlington, and at Toronto a new crew came on board.

At Kingston's Queens University he spoke of "the scores wanton brutality, misery, regimentation inflicted upon helpless people. the United States will not stand idly by if domination of Canadian soil is threatened by any other empire." He crossed the Thousand Islands Bridge to re-enter the United States. The special train had crossed the St Lawrence at Cornwall empty over the New York Central.

ROYAL TRAIN 1939

The most famous Canadian train of all time was the Royal Train of 1939. King George VI and Queen Elizabeth arrived at Quebec City May 17th, 1939 to commence the first Royal Tour of Canada by a reigning monarch. They crossed Canada from coast to coast. The Canadian Pacific pulled the train west using the famous Royal Hudson 2850. The Canadian National used an assortment of engines, but in Southern Ontario the task fell to streamlined Northern 6400. The engine and train wore a special livery of royal blue and aluminium, with the engine adorned with cast replicas of the Royal Coat of Arms. A pilot train preceded the royal train by thirty minutes carrying seventy-five radio and newspaper reporters. It was pulled by 6401.

Tuesday June the sixth, the Royal train left Toronto and ran west over the old Grand Trunk line through Brampton, Guelph, Kitchener and St Marys to London. The grand 6400 at 5:15 PM with Engineer Richard Treleven at the throttle swung around the curve at East London and entered the Canadian National mainline. The train was 11/2 hours behind schedule. This day it wouldn't stop, but crowds lined the tracks along Richmond Street and Riverside Drive for miles. The Wharncliffe grade slowed the speed down to ten miles per hour. A water stop at Glencoe allowed the local Scottish pipe band to play while a number of Silver Star Mothers were presented to the King. This day the train ran to Windsor arriving at 7:30 PM. A brief civic reception was held for less than thirty minutes that allowed the train to be turned. A convoy of small private boats raced the streamliner up the St Clair River as it left Windsor. The Royal Train then returned to London. Engineer W. S. Johnston , fireman A. H. Cove, and Conductor L. S. Ward were the crew that night from Windsor to London. The Monarchs train, the palace on wheels glided back into London at midnight, one and a half hours behind schedule and went into a siding near the CNR freight sheds, between Wellington and Colbourne Streets. The engines of both the Special and the Pilot were taken off the train and went to the roundhouse for servicing. Two other substitute engines were then

connected on to the trains for the night to provide hot water and heat. Telephone, electrical and water connections were made with the standing train, and the RCMP posted guards.

Wednesday; June seventh, started with the Royal Train backing into the new London Station at 10:00 AM. A twenty-one gun Royal Salute was fired as the Royalty emerged from the station that morning for a four mile tour of London. This was a large event for Western Ontario, the Canadian National had run ten special trains into London between 7:00 and 9:00 AM from Sarnia, Point Edward, Petrolea, Camlachie, Aylmer, St Thomas and Wingham. The London and Port Stanley interurban ran eighteen extra trains to Colborne Street, London, and the Canadian Pacific brought in their own five specials. The King returned to the station and boarded the Royal train. The Engineer this day was J. P. Woodcock, fireman R. F. Bunt and Conductor F. W. Widner. The train was running nine minutes early leaving London. Stops were made at Ingersoll at 11:30 , and next Woodstock at 12:50. The train made a seven minute service stop at Paris Junction for coal and water. Brantford, at 1:40 PM would be the next stop, where the King autographed a famous Queen Anne Bible given the Six Nations in 1712. The schedule was thrown off when the King and Queen stopped to speak at length with an elderly Mrs Macdonald whose daughter had been the first Canadian Nurse killed in the Great War. The Royal Train continued to run east, Lyndon, Copetown, down the Niagara Escarpment grade, past the Dundas station, then through Hamilton West and Hamilton Junctions to arrive at Hamilton at 2:45 P.M. A civic reception was started at the CNR station, then they were greeted by Mayor Morrison at the City Hall, followed by a very large crowd which had convened at the Civic Stadium. In the meantime the Royal Train had pulled out of the James Street station and ran to Ottawa Street where the Royals boarded the train at the ``Jockey Club Station``. The train, still running east, passed Winona, Grimsby, and Beamsville before arriving at the St Catharines station. After a welcome by Mayor Daley, the King and Queen left the train and travelled by their automobile through the Niagara Region, visiting Port Weller, Niagara on the Lake, Queenston Heights and finally arriving at Niagara Falls. The new Queen Elizabeth Highway was opened at this time.

At Niagara Falls Mayor Hanniwell threw a reception at Queen Victoria Park. At 9:30 the evening of June seventh the King and Queen once again boarded the Royal Train at the Niagara Falls station, and then slowly engineer Woodcock eased the blue Canadian National 6400 over the Arch Bridge and the Royals entered the United States of America. At the Suspension Bridge station, New York State, the CNR engine was cut off to be replaced by a streamlined New York Central Hudson. American Secretary of State Cordell Hull boarded the train to greet the Royal Couple. The train would run to Buffalo, and hence by Pennsylvania Railroad to Washington, D.C.

After several days visits with American President Franklin D. Roosevelt` the King an Queen would re-enter Canada south of Montreal travel east to Halifax, Nova Scotia. The Royal Tour of Canada ended June 15th, 1939 when King George and Queen Elizabeth returned to England.

THE ENGINE CREWS:

ROYAL TRAIN. ENGINE 6400

Stratford to Windsor, June 6, 1939.

Engineer R. Treleaven

Fireman W. R. Sullivan

Conductor A. Grant

Windsor to London, June 6, 1939

Engineer W. S. Johnston

Fireman A. H. Cove

Conductor L. S. Ward

London to Niagara Falls, New York, June 7, 1939

Engineer J. P. Woodcock

Fireman R. F. Bunt

Conductor F. W. Widner

THE ENGINE CREWS:

PILOT TRAIN. ENGINE 6401

Stratford to Windsor, June 6, 1939

Engineer F. Galbraith

Fireman C. Patterson

Windsor to London, June 6, 1939

Engineer W. L. Templeton

Fireman W. Heard

London to Niagara Falls, New York, June 7, 1939

Engineer A. Staley

Fireman G. Byway

THE GREAT ESCAPE

November 1941, German Air Force officer Ulrich Steinhilpei escaped from a prisoner of war camp east of Toronto, he managed to allude detection as it would seem he walked straight through the heart of Toronto. He managed to jump on train No. 90 in the dark west of Toronto. Train 90 arrived at Niagara Falls at 9:40 PM November 25th, 1941. Stopped at the Niagara Falls station and the crossed over the border on the Suspension Bridge with its coaches bound for the Lehigh Valley Railroad, Dropping its cars, the engine was returning light into Canada. Conductor Sam Bryant and Carman Percy Winchester on the footboard on the front end pilot. The night was dark and cloudy.

Sam Bryant looked up for just a moment and saw a movement Between the smoke box and the smoke deflector. He looked closer and saw a pair of boots. Bryant said nothing, waiting till the engine drew up to the Customs Office at the entrance to the bridge. Bryant called the engineer Harry Aikens to come over, then, carman Percy shined his light at the boots, and they yelled for the man to come down. A man emerged, about twenty-two years old, tall and blonde. The three railmen took him to the Customs Office. Bryant now suspicious, demanded are you a Nazi? Ach! The reply.

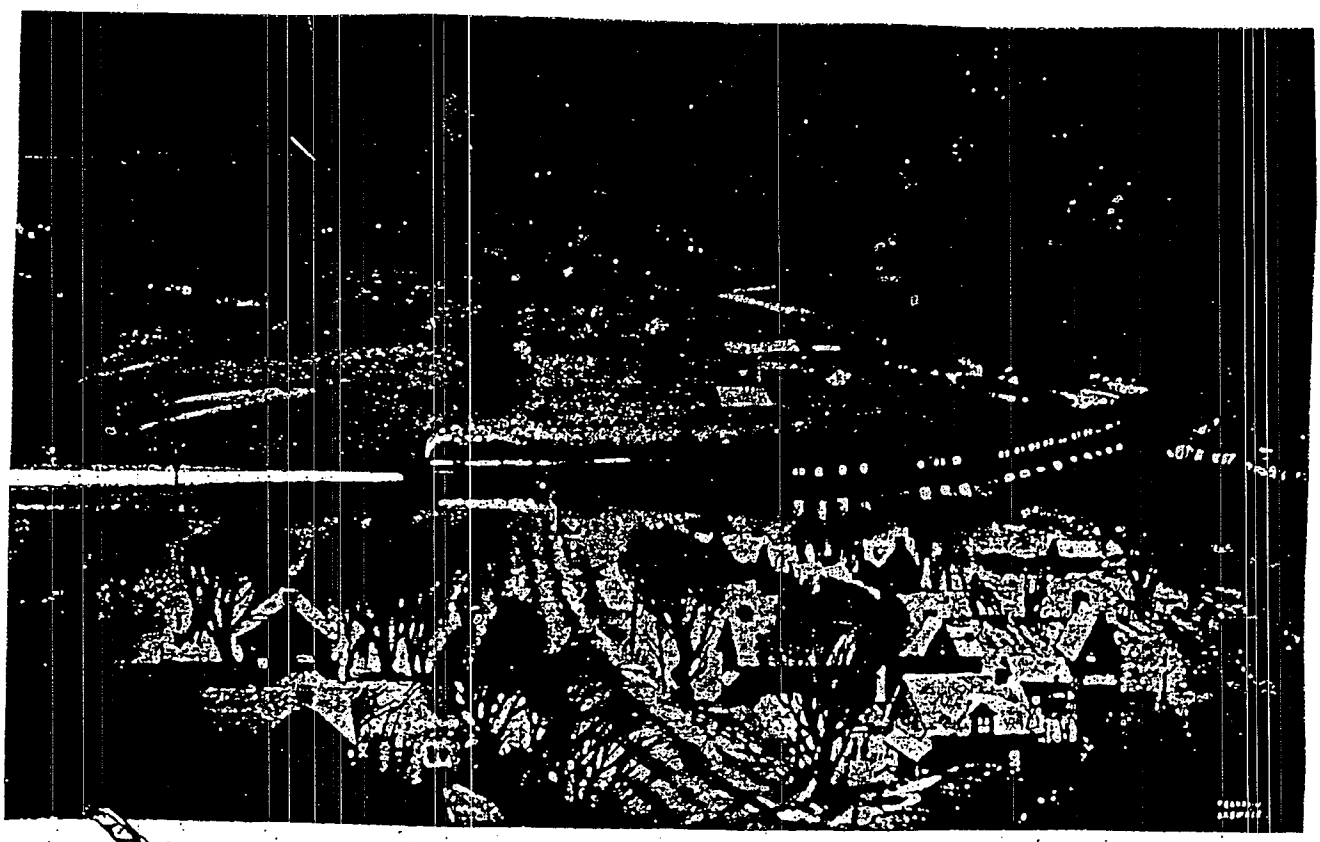
Bryant took his time and then told the German Officer that as a matter of fact he had briefly been on the neutral soil of the United States of America that November 25th night. All was for naught anyway, for only two weeks later it would be December 7th, 1941.

CLOSELY WATCHED TRAINS

The World was at war. 1943; the railway lines were full of extra troop trains, but two Canadian Pacific extra trains deserve historical attention. The trains ran over the Oakville Subdivision and then over the TH&B to the border.

Between August 1st to the 9th, the President of the United States Franklin D. Roosevelt had a secret fishing vacation in northern Ontario. The train ran from Canpa, the CPR connection at Mimico over the CNR mainline to the TH&B connection at Hamilton West Junction.

Only less than a week later, security was at its peak, railway sectionmen were called out in the middle of the night to secure the switches along the railway. A Canadian Pacific passenger extra pulled into the CPR North Toronto station, in the middle of the night. The crews were changed under food-lights and armed RCMP security. The train ran across the CPR North Toronto line through the West Toronto freight yards and down to the connection with the CNR. No one was told who was on the train. Once again this train left CNR rails at Hamilton West Junction for the TH&B route. The train travelled over the TH&B and New York Central Railroads to Niagara Falls. When the train pulled up to Victoria station, soon it became apparent that the passenger on board was no other than Prime Minister Winston Churchill. A quick tour of the Falls was made with his daughter Mary Churchill. The train left for the United States where Churchill met with President Roosevelt. The first Quebec Conference was then held.



WAR WHOOP

1943 MODEL

YOU HEAR IT at all hours . . . that long-drawn cry of the locomotive whistle. It's the war whoop of the railways.

It may be a troop train speeding to keep a date with a convoy . . . it may be a long freight loaded with tanks, guns and other materials of war, many of them built by the railways themselves . . . it may be another week's supply of raw materials to keep a war plant in production, or food, fuel and other essentials for the home front.

It is the war whoop of Canada's greatest war-industry—the railways, which are serving the nation as effectively in war as in peace. Only the railways can furnish mass transportation on such a scale.

Your railways were ready . . . ready in war, so that Canada could strike with all her might. They will be ready in peace again to serve a greater Canada . . . rolling over forward on highways of steel.

IF POSSIBLE AVOID TRAVEL OVER WEEK-ENDS AND HOLIDAYS

CANADIAN RAILWAY FREIGHT RATES ARE THE LOWEST IN THE WORLD

CANADIAN NATIONAL **CANADIAN PACIFIC**

Carrying the Load in War and Peace

DIESELS ARRIVE

Canadian National had been a pioneer with the diesel engine in 1929. It dabbled with a few yard engines, especially in the nineteen-thirties, but for passenger and freight motive power they were ignored until the year 1947. The Canadian National purchased ten General Motors SW-7 yard switchers and four of the orange units were assigned to the Toronto Terminal at the beginning of 1947.

General Motors sent its shinny blue and silver three unit A-B-A F-3 demonstrator for trials on the CNR between May 22nd and June 2nd 1947. The diesel units were given through runs on the mainline from Montreal to Toronto and then west to Windsor, Sarnia and Chicago. CNR engineer Harry Aiken was the first to pilot train No.14 east- bound through Bayview Junction and then to back the whole train into Hamilton on May 23rd, 1947. The train, after newspaper photographs were taken; sped east to Toronto.

General Motors sent its flashy Train of Tomorrow over the CNR to be displayed at the Canadian National Exhibition held at Toronto September first to the sixth of 1947. This short streamlined passenger train powered by a GM E-7, consisted of stainless steel dome cars and a bob-tailed observation car. While the train did stop at the TH&B Hamilton station it was on a second trip, from October 14th to the 29th, of 1949 when stops and displays were made at Toronto, Hamilton, St Catharines, Stratford, Chatham and Windsor.

The diesel demonstrators were excellent salesmen; for the Canadian National ordered six F-3 diesel units from the General Motors plant in the United States in 1948. The six units were arranged into two locomotive sets of an A-B-A configuration number 9000 to 9005.

Canadian Locomotive Works brought its Fairbanks -Morse C-Liner demonstrator for trials September 1950.

With these successes general Motors opened a Canadian Plant at London to build diesels for the Canadian market August 11th, 1950.

General Motors F-3 diesel locomotive 754 heads a train eastbound out of Toronto Union Station
May 23, 1947
Image No.: CN009294

ROYAL TRAIN 1951

In the fall of 1951, Princess Elizabeth, heir to the British Crown, and her husband Prince Phillip, The Duke of Edinburgh, undertook a Royal Visit to Canada. They travelled from Ottawa to Toronto by a twelve car train and stayed there for nearly two days, on Friday and Saturday, October 12th and 13th. The Canadian National engine assignment was to be one of the big 6400 class Northerns, the same type for the 1939 tour. Shortly after midnight in the early morning of October 14th, the Royal Train left Toronto, flashed through Burlington, Hamilton and St Catharines to arrive at Niagara Falls. That morning the Royal couple made the standard tour of the Falls, then boarded the train around noon and left for the west.

A stop was made at St Catharines where a loud crowd attended a civic reception at the railway station. Royal trains operate on a strict schedule. The plan was that the engine would leave at a precise time with the plan calling for the playing of the National Anthem at the moment of departure. The crowd was large and loud. The cheers for the Princess, who was standing next to the observation car, on the station platform were so loud that the National Anthem couldn't be heard. The band played the Anthem a second time only louder, so Princess Elizabeth stood at attention for this second rendition of God Save the King. CNR engineer Heron had no idea what was occurring at the rear of his train and started the engine on signal when the first Anthem was played. The Princess turned to find the train leaving, that she was being left behind in the confusion. Very quickly the train stopped, reversed and the Princess boarded the train. Off the train sped west, Vineland station was reached, then the Royal Train slowly stopped at the lonely road crossing. An unscheduled Royal visit, with three local farming families. It would seem that Prince Phillip had expressed an interest to drive the locomotive. The train had stopped so that the Duke could be taken to the cab of the 6400. The Prince pulled on an engineer's denim cab and then proceeded to highball the Royal Train for

fourteen miles over the Canadian National Railway through Beamsville and Grimsby with his wife sitting alone on the back platform of the observation car amused. The Duke slowly brought the big locomotive into the Winona station, where he left the cab and rejoined his wife as a passenger. The train ran into the CNR station Hamilton, where the Royals left the train for a brief tour of the City. After a civic reception they re-boarded the train and left Hamilton, through Hamilton Junction, and up the grade past the Dundas station, where a very large crowd lined the tracks. Stops were made at Brantford and London later that Sunday. The Royal Train arrived latein the evening at Windsor. The train was parked on a siding next to the Ford Motor Plant. Monday saw another civic reception at Windsor, but here the Royals left behind the Royal Train and took an airplane to fly north to another engagement.

ROYAL VISIT 1959

The St Lawrence Seaway opened in 1959. Queen Elizabeth made a visit to Canada that summer. The Royal Yacht Britannia sailed across the Atlantic and up the new water route to the Great Lakes. The Queen left Ottawa at midnight and travelled by special train during the night of July 2nd, travelling directly through Toronto to arrive in Hamilton that morning. The Queen was met at the Hamilton CNR station by Mayor Lloyd D. Jackson. A tour was made of the city, then once again aboard the train the Queen travelled west to Brantford, then north to Galt, Guelph and Stratford. The next day the train ran west to St Marys, London, Chatham to a reception at Windsor. The Royals then boarded the Yacht Brittannia and set sail for Chicago.

Queen travelled west, up the escarpment past a large crowd at Dundas station. The train slowed through the hamlet of Lyndon, then on to a reception at Brantford. The Queen returned to her royal railway carriage, and then the whole sixteen car royal train backed out of Brantford, not a few feet, but slowly it backed all the way; miles, to that hamlet of Lyndon once again. It blocked the main Lyndon road crossing for about seven minutes, while train crews threw the switches and set signals. then forward over the old GWR line through Harrisburg then north to Galt, Guelph and Stratford. There she attended the theatre, then onboard late at night the train stopped between Stratford and London for the night. The next day the train ran west to St Marys, arriving at London at 9:45 for a one hour reception. It left west again, stopping at Chatham for ten minutes, then on to a waterfront reception at Windsor. The Royals then boarded the Royal Yacht Brittannia and set sail for Chicago.

November 5th, 1959 saw the opening of the new and expanded marshalling yard at Sarnia. The new international yard contained over forty-three miles of new trackage. It was opened by CNR President Donald Gordon along the whole Board of Directors. The Board held a meeting for the first time in the official car en route to the opening.

Canadian National Railways in 1960 had commissioned a young design artist Alan Fleming to look into producing a new corporate image. The result was the new CN logo, still considered a master piece fifty years later. The CNR olive green, dating back to 1927, was gone. In its place was the black, white and orange. A few boxcars were painted with the new logo by late 1960. The passenger diesels were the first to be repainted in the first two years, and the last, a SW-1200 in 1975.

While rival Canadian Pacific in the mid sixties was trying to remove passenger trains from its railway, the CN with its Red, White and Blue fare system attempted to re-invest and revitalize the railway passenger service. The railway obtained many classic pieces of passenger rolling stock on the American second hand market. Despite the new image the CN didn't forget its past, steam locomotive excursions were run over many of its lines. CNR Northern 6167 started in 1961, followed by 6218 that ran from 1964 to 1971.

1964 saw the demolition of the Hamilton engine terminal and wood coaling station. Demolished was one of the original Great Western stone buildings that adjoined the roundhouse. A small two track diesel maintenance shed and a brand new freight shed was built on the site. The Grand Trunk-CNR freight shed on Ferguson Avenue was demolished.

McMILLAN YARD TORONTO

After years of planning and construction May 26th 1965 Canadian National opened its huge $75 million 1000 acre freight yard on the northern boundary of Toronto between Jane and Keele Streets. The yard has 158 miles of track, 68 tracks for the main classification yard and 53 for the local classification yard. A completely automated hump yard capable of sorting into trains 5000 cars daily. This yard replaced both the old Mimico and Don yards. A massive diesel shop serviced and maintained nearly all the diesels utilized on all the CN lines in Ontario.

A second portion of this new Toronto Yard was the construction of an access or by-pass railway line from Burlington north and east to the Yard then east to Pickering. This meant that CNR through freights left the old Great Western mainline at Burlington and travelled north over the fully renovated old Hamilton and NorthWestern through Milton to Georgetown where trains then go on the old Grand Trunk Stratford to Toronto line. East of Brampton a brand new rail line was built across the top of Toronto, making junctions with the old GTR-Northern Railway line and the old Canadian Northern lines that head north to western Canada. The new freight yard is intersected and the route continues east to a junction with the old Grand Trunk's Montreal line at Pickering. For the first time in ninety years through freight trains did not run over the Great Western Railway to Toronto. The massive industrialization west of Toronto has meant the rail line is very busy as a local freight line and gave freedom for further passenger service

October 16th, 1964 the Norfolk and Western Railroad leased the Wabash Railroad and it had also acquired the Nickle Plate Road. The trackage rights between Windsor and Fort Erie were maintained, but by now Niagara Falls was no longer a terminal. The Wabash Bluebird F-Units would be repainted blue and grey. More importantly much of the Wabash's Mid-America fast freight traffic started going over the Nickle Plate to Buffalo. It now was dependent on Buffalo to Detroit autoparts freight. It was at the sme time that the Canada-United States Auto Pact came into existence. This expanded the automobile industry in Canada and with major plants at St Catharines, St Thomas and Windsor saw trains composed of the new extra large boxcars and auto-racks in CN and GTW trains through Bayview.

In 1966 the CN acquired the London and Port Stanley in return for giving the City of London the land that its London car-shops sat on. A complete reverse of the 1872 GWR deal with the City of London. This gave the CN a more direct route to the Ford Plant in St Thomas.

GO TRANSIT SERVICE

March 15th, 1967 after two years of studies and negoiations between the Province of Ontario and Canadian National Ontario's Premier John Robarts took the ceremonial throttle and ran the first test GO Train run from Mimico to Oakville. It was to be the first attempt to take commuters off the Ontario's highways. The new equipment had arrived, and was taken for trial testing on the old CNR-Wabash Air Line between Welland Junction and Canfield.

The GO route was fifty miles between Pickering east of Toronto, through Toronto's Union Station to Oakville. Two trains in each direction would continue over the CNR to the Canadian National stations at Burlington and James Street North in Hamilton. Trains were owned by the Province, but operated over the tracks of the CN, with CN engine crews.

May 23rd. 1967 was the first day of GO Train service. The first train left Hamilton at 6:43 A.M. A second left Hamilton at 7:23, the trains making 16 stops on their route. A total of 2,400 people were carried that first morning.

Due to a delay in the delivery of self propelled cars, GO borrowed cars and passenger diesels from the Ontario Northland Railway, in September 1967. Temporary electrical cables were run through the passenger cars to allow an ONR FP diesel unit to be placed at each end of the train.

O CANADA

1967 was devoted to the Centennial of Canadian Confederation. Expo 67 was the hallmark, but the second most note-able event was a special exhibition train; The Confederation Train. The six car train travelled across Canada from coast to coast. The locomotives were famous for the air horns played the first four notes of the National Anthem, O Canada. In travelled through the middle of the night of Tuesday July 18th, 1967 the train left Peterbough and travelled through the night going through the Bayview switches at 5:30 in the morning to arrive at Hamilton. William McCulloch made an official speech at the doorway of the CNR Station, bringing up the early Great Western contributions to Canada and then at 9:00 AM. the train was opened to the public. The public lined up, 10,000 persons visited the train each day for the eight days the train stayed in Hamilton. A total of 65,000 people filed through the train. On Tuesday, July 25th the train left Hamilton at 1;30 AM. and ran eastbound to Niagara Falls, where it once again went on display between July 26th to the 28th. It then ran west back to Toronto.

In 1968 the Penn Central merger occurred that took the life of the old New York Central. The new railroad in short years was bankrupt and in 1976 the black diesels were replaced by Conrail blue. CP Rail purchased the shares from Conrail of most of its Toronto Hamilton and Buffalo shares and by 1987 the TH&B was merged into the CP Rail. The trackage rights between Toronto and Hamilton remained but gone from the rails were the black Penn Central, the blue Conrail and the Maroon and cream TH&B locomotives.

ORE TRAINS THROUGH BAYVIEW

Canadian National had a history of running iron ore trains into the steel plants of Hamilton. Starting around 1910 long ore trains ran from the ore dock at Point Edward next to Sarnia to Hamilton. The GTR and CNR used early steel two hopper coal cars, only partially filled a daily dedicated train service. The reason was that iron ore boats from Lake Superior could not go through the small Welland Canal. With the opening of the new and enlarged Welland Canal in 1932 this operation came to an end.

Around 1954 iron ore from Labrador was shipped by rail south to the port of Sept Isle. The ore was loaded on boats and came down the St Lawrence River to Sorel Quebec were it was off loaded into CNR trains and run through to Hamilton in coal hoppers. This operation ended in 1959 with the opening of the St Lawrence Seaway.

The Ontario Northland, the Canadian National and the New York Central Railways ran a dedicated iron ore train from Englehart, Ontario along the CNR through Bayview to Fort Erie-Buffalo where the NYC took the train to American steel mills. These trains were noteable for the fact that in these trains some hopper cars were labled for the historic Canada Southern, the NYC Canadian subsiduary.

In March 1968, the Sherman Mine began shipping pelletized iron pellets from Temagami, north of North Bay to Dofasco at Hamilton. Special round 100 ton ore cars were built for the unique unit trains. Three sets of fifty-seven car solid trains ran back and forth on a three day cycle. Each train could handle one days output from the mine, 1,973,256 tons per year. This was a very automated system, each car was loaded in just three minutes. Run-through diesel engines ran through the loading and the rapid discharge at the steel mill. Temagami is on the Ontario northland Railway, therefore some of the cars and locomotives were ONR equipment. It was common for ONR diesels to run through Bayview. Trains 440 and 441 ran from 1968 till Sherman mine closed in 1992.

One other ore train, U-872- U873 ran sixty trains per year during the winter months, from the Marmora Mine, north of Belleville, along the CNR to Fort Erie for export to the United States.

1968 saw the creation of the Tempo Train. These modern trains were first placed in service between Toronto and London but the service was later expanded to Toronto to Sarnia; and Toronto to Windsor. The trains were assigned fully reconditioned orange RS-18's diesels. The named trains of the past disappeared, the Huron, Tecumseh, St Clair and the Erie. At this same time self propelled Rail-liners replaced the conventional trains on the Toronto to Niagara Falls route. Tenant Canadian Pacific Railway became CP Rail on September 13th, 1968, the Multimark was to arrive at Bayview.

The new CN SD-45's started to arrive on the fast freight trains.

The English train The Flying Scotsman making a tour of North America stopped at Burlington August 22nd, 1970. It would visit the Canadian National Exhibition then run back through Bayview to end its tour October 31st at Niagara Falls. It came back and was put in storage at the Spadina roundhouse. The next spring CNR steam engine 6218 made its farewell tour.

The CNR in a surprise move reconditioned Bullet Nosed Betty 6060 in 1973. The steam locomotive made its first appearance Toronto to Niagara Falls October 1973. During 1976 during the summer the 6060 ran on a scheduled run Toronto to Niagara Falls, that was even carded in the passenger timetable, until 1981.

At this same time CN new diesels started to be delivered with the new Wide Cab, a unique feature of CN alone for many years.

VIA was created February 28th, 1977. It was first created as a subsiduary company of the CN. It was to be later expanded with the inclusion of CP Rail. Its function was to operate all passenger trains. The Provincial GO Train service had expanded, not only to different routes, but with its eauipment fleet. 1977 saw the first arrival of the GO double decker commuter cars after tests had been made with borrowed Chicago and NorthWestern bi-level commuter cars.

Via Rail had started in 1976 to provide intercity passenger service in Canada, but it followed by five years the creation of the National Railroad Passenger Corporation in the United States. Known as Amtrak, it was created May 1st, 1971. Via and Amtrak have co-operated in a number of international train services over the years. Two international passenger trains using Amtrak equipment have operated into southern Ontario.

The Maple Leaf, and the International. The Maple Leaf started operation April 26th, 1981. The train left the Grand Central Station in New York City running north along the old New York Central route to Buffalo, Niagara Falls, N.Y. then enters Canada at Niagara Falls, Ontario runs over the Via- CN with stops at St Catharines, Grimsby, Aldershot, Oakville to Toronto. This train is still operating in 2013.

Via and Amtrak revived The International Limited October 31st, 1982 that ran from Chicago to Toronto. From Sarnia to Toronto the train ran through London, Brantford, Burlington over the old Great Western route. Via changed the routing in later years to Sarnia-London-Kitchener to Toronto. The international connection ended in 2004.

1982 the Norfolk and Western merged with the Southern Railway creating the Norfolk Southern. Gone were the blue N&W F-Units and in came the high hooded black Norfolk Southern diesels. The major business was from the Ford plant at St Thomas to both borders. Trains for a decade ran under the 1897 trackage rights given to the Wabash. The abandonment of the old Great Western Air Line in 1993 by CN lead the CN to give a new routing of Windsor to St Thomas then L&PS to London and then back on the old GWR mainline through Hamilton to Buffalo. This routing would last a decade before the Norfolk Southern gave up its Canadian operations.

ST CLAIR TUNNEL- PAUL M. TELLIER TUNNEL

In the 1960's the American railway systems started used much larger and longer railroad cars. Tank cars, boxcars, covered hoppers but especially the tri-level auto racks saw car lengths go from forty feet to lengths of eighty feet and many of these long cars could not go through the 1891 St Clair Tunnel with it now small 19 foot bore. Many of the large cars had to be ferried across the river, just as in the very early days. With the discussions of The Canada-US Free Trade Agreement in the early nineties this major import-export corridor expected traffic to expand. The old Canada Southern-New York Central route was abandoned, so that through competition was gone. Engineering studies were made for a larger bore replacement tunnel. In 1993 work started on this major construction project, using an earth boring machine called the Excalibore. It started on the Sarnia side and on May 5th, 1995 the 27 foot 6 inch bore was opened to rail traffic. The old 1891 tunnel had its portals sealed. The car ferries were retired. November 2004 the tunnel was named the Paul M. Tellier Tunnel in honour of the retiring CN President.