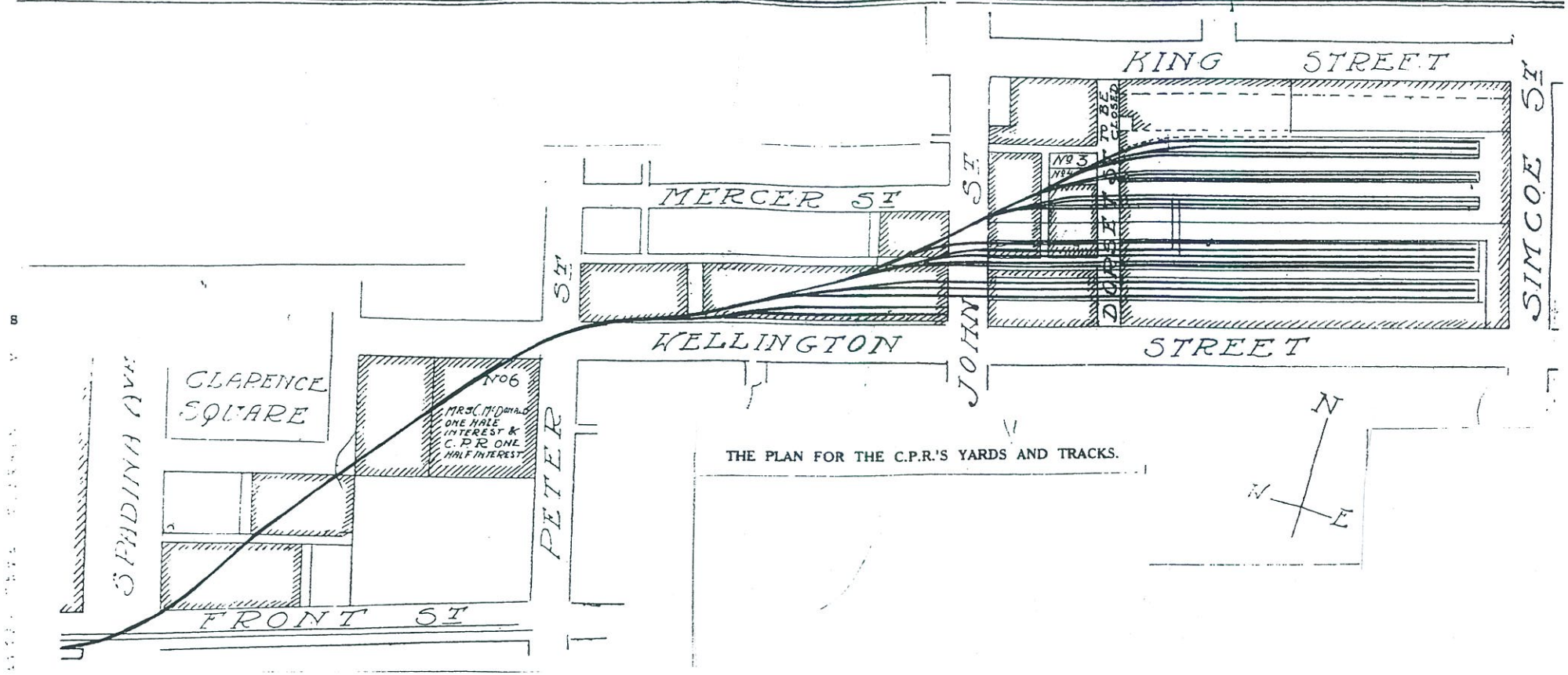
CANADIAN PACIFIC RAILWAY

TORONTO JOHN STREET

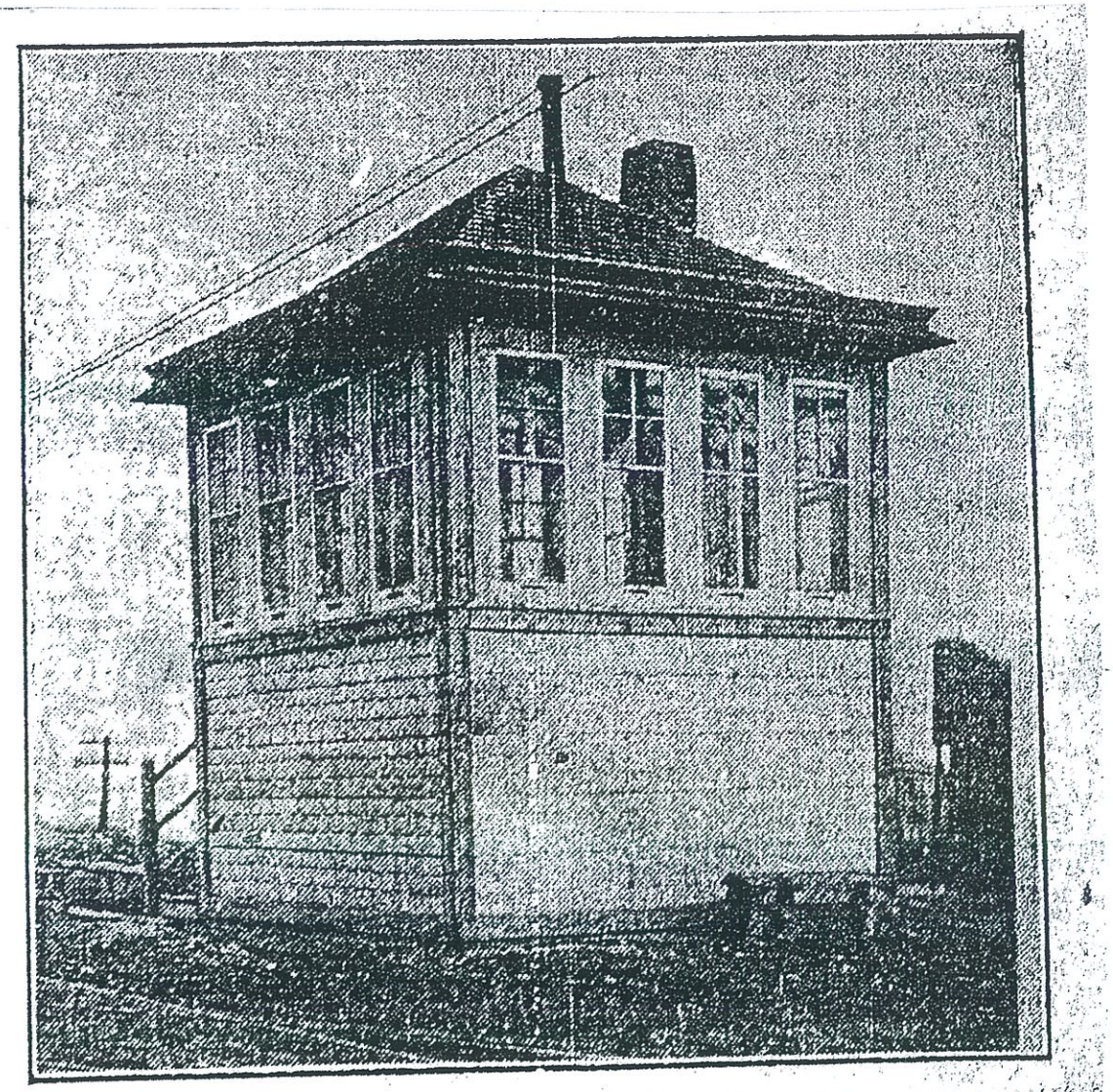
THE TORONTO DAILY STAR

TORONTO, THURSDAY, FEBRUARY 2, 1911.—EIGHTEEN PAGES. Last Edition. ONE CENT.



THE PLAN FOR THE C.P.R.'S YARDS AND TRACKS.

February 2 1911



New switch-house for controlling the switching of cars into the new C.P.R. freight yards on old Government House site. It is located at the foot of Spadina.

Toronto Star

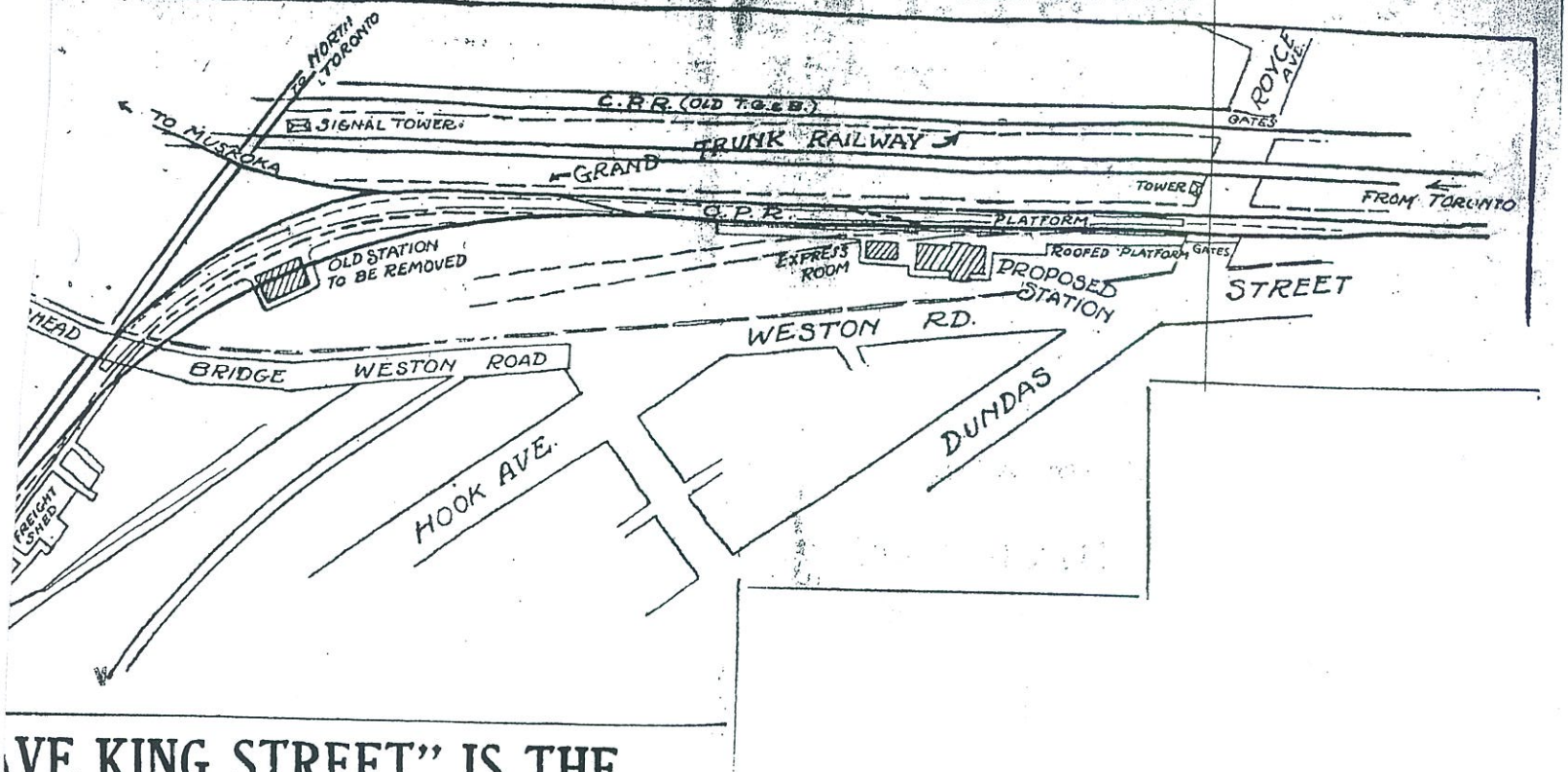
December 28

1912

TORONTO DAILY S

TORONTO, THURSDAY, FEBRUARY 9, 1911.—SIXTEEN PAGES.

THE CHANGES PROPOSED BY THE C.P.R. AT WEST TORONTO.



...VE KING STREET" IS THE CRY OF BUSINESS FIRMS

...rty-Owners Wait on the Board of Control to Protest Against the Placing of C.P.R. Warehouses on Government House Site.

...st against the permitting of ...vernment House property at ...nd Simcoe to be used as the ...a storage warehouse, a deputa... ...f property-owners on King ...vaited on the Board of Control ...rning and painted a gloomy ...of King street's future, if the ... plans were fulfilled.

wanted to get the best price they could."

Will Kill King Street.

Mr. A. T. Reid: "It will kill King street. There'll be a dead wall along the south side of the street, and you can imagine what the dust-covered windows of a storage warehouse will look like on the city's chief business street. 'Storage warehouse' is just a nice-sounding name for freight shed."

February 8 1911
Toronto Star

A LARGE RETAINING WALL FOR THE CANADIAN PACIFIC RAILWAY IN TORONTO.

The Canadian Pacific Railway some time ago purchased from the Ontario Provincial Government the Government House property, located at the corner of King and Simcoe Streets, Toronto. This land is to be used for freight terminals and, therefore, had to be connected by track with the rest of the system lying south of Front Street. Two tracks of the Toronto Street Railway Company run along Front Street at an elevation of about twenty feet above the level of the tracks of the Grand Trunk Railway. It was, therefore necessary in order to connect the

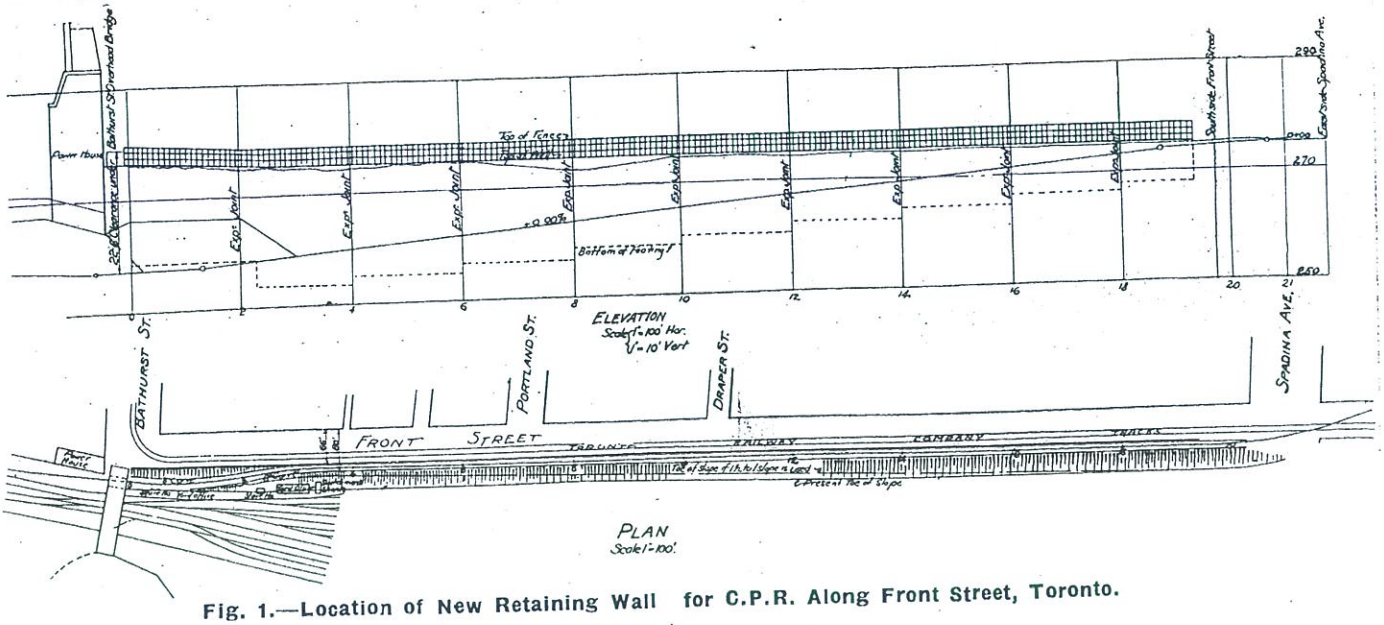


Fig. 1.—Location of New Retaining Wall for C.P.R. Along Front Street, Toronto.

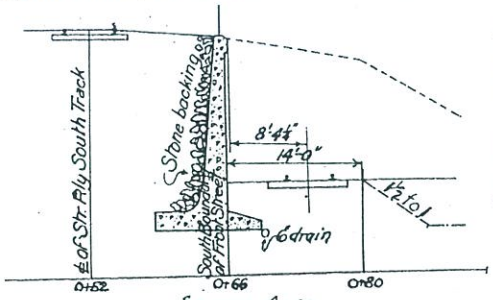


Fig. 3.—Typical Section of Retaining Wall at Station, 4 + 00.

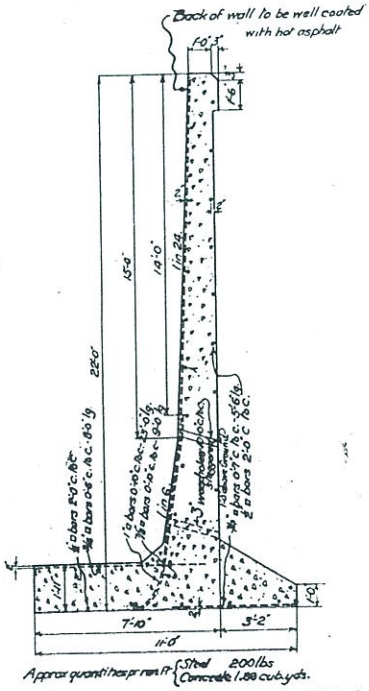
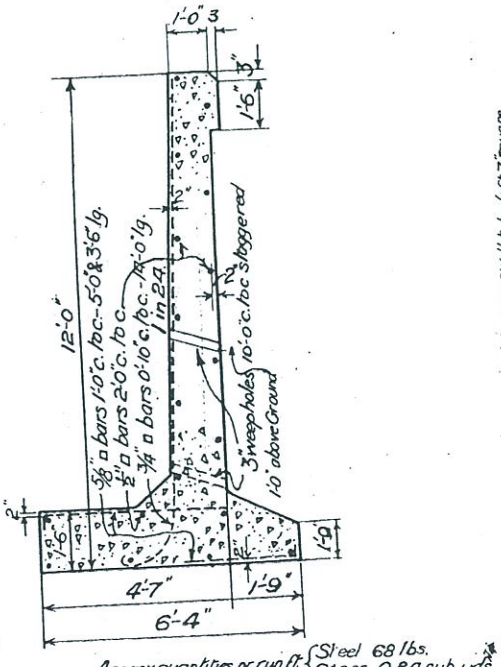


Fig. 2—Typical Section of Retaining Wall at Deepest Point.



shows a typical section of the retaining wall at its greatest depth. Figs. 3 and 4 show the wall at different points. The wall is surmounted by an iron fence. Fig. 5 illustrates a typical detail of the fence posts used. The contractors were not allowed to interfere with the traffic on the Toronto Street Railway Company's line, nor to disarrange the north track of the Grand Trunk Railway. Excavation for the retaining wall was made

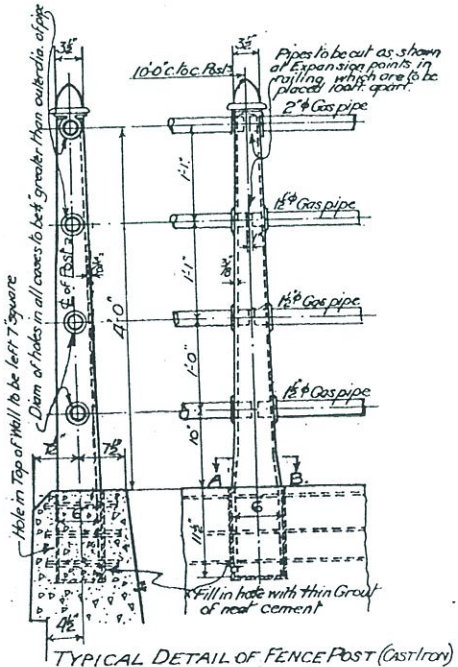
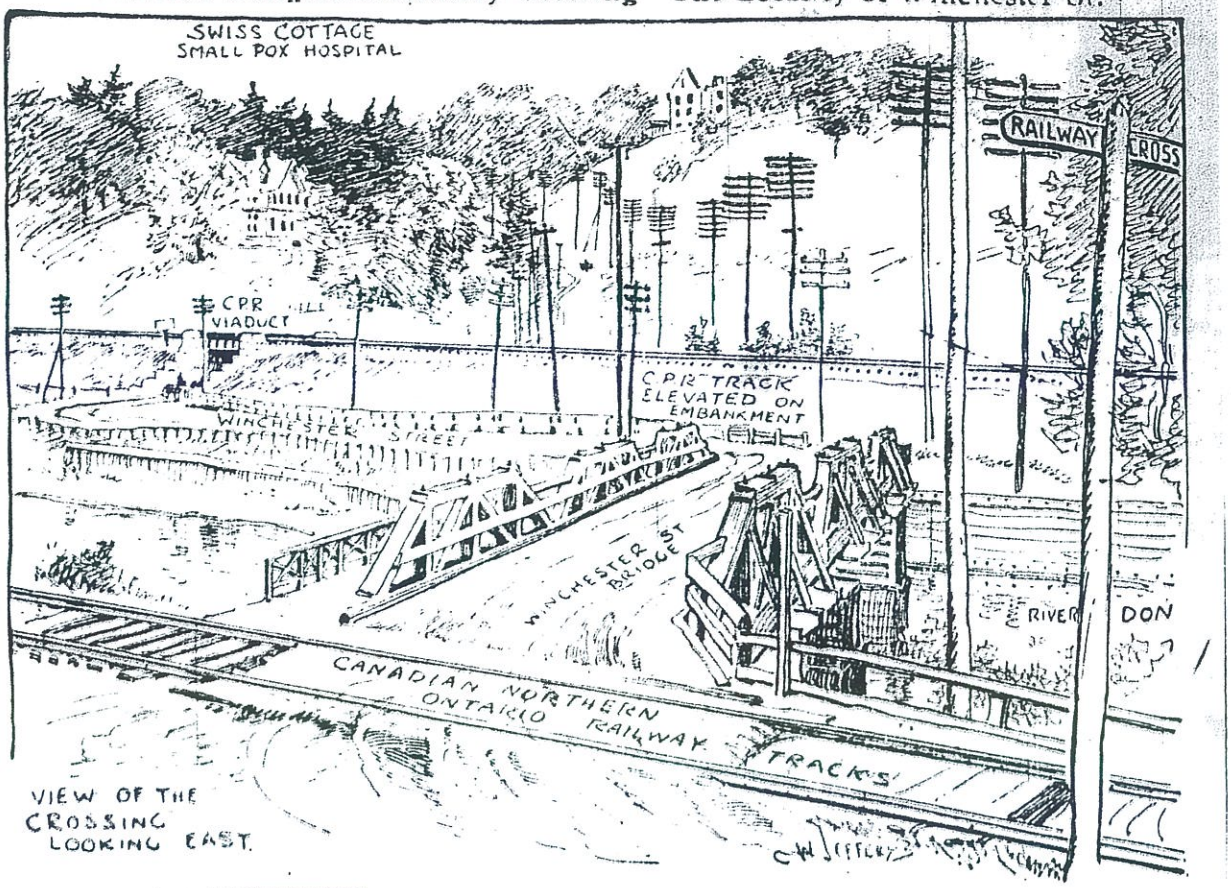
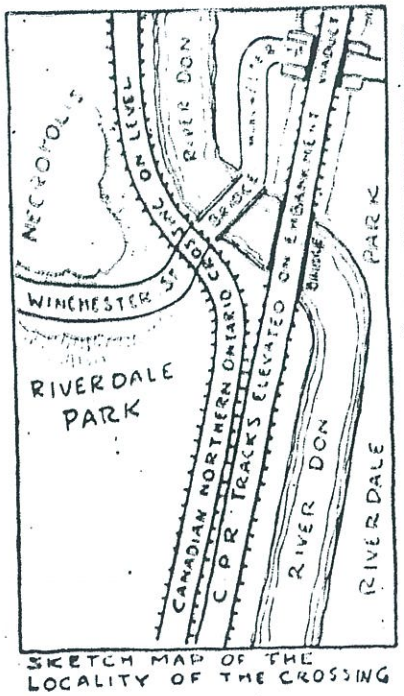


Fig. 5.

August 1912

Another Dangerous Railway Crossing—The Locality of Winchester St.





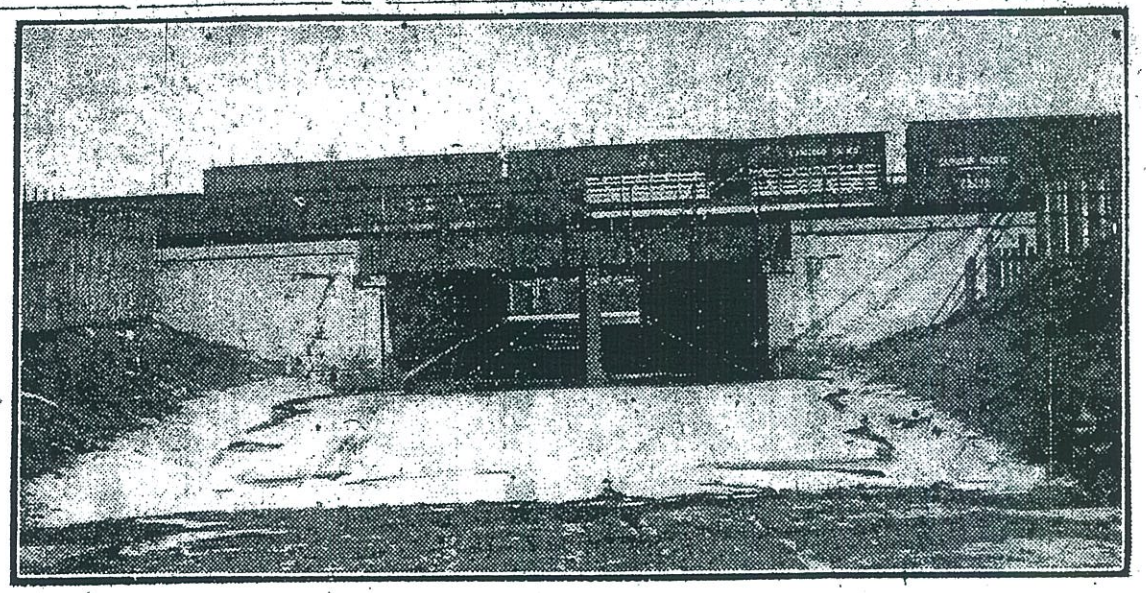
SKETCH MAP OF THE LOCALITY OF THE CROSSING

The problem of the C. N. R. crossing at Winchester street, just now under consideration by the civic authorities, is by no means an easy one. Winchester street descends the western bank of the Don by a steep hill, and crosses the river by a wooden bridge. At the foot of the hill there is a space just wide enough for the C. N. R. tracks, which here cross the roadway on the street level, and proceed northward up the west side of the Don. Just below the Winchester street bridge the C. P. R. leaves the west bank of the river by an iron bridge and runs up the east side of the valley on an embankment, crossing over Winchester street by a viaduct. The western approach to the C. N. R. crossing is dangerous on account of the steepness of the descent and the winding of the road around the hill. This shuts off the view of the track to the north, so that a train coming from that direction cannot be seen until the last turn of Winchester street is passed, only a short distance from the crossing. It is unprotected by gates or a watchman.

The tracks cannot well be depressed as this would bring them to the water level, and the same objection would apply to the lowering of the street. The elevation of the tracks would necessitate a long approach from north and south in order to make a grade sufficient to carry the railway over the street. This would add to the safety of the public, for at present the tracks run through to Riverdale Park on the level without any protection whatever. If the street level were raised it would also require a long approach, and a bridge high enough to cross the C. P. R. on the embankment east of the Don. This would bring its eastern end to the level of the present Winchester street, about opposite the Swiss Cottage Hospital. Perhaps the most radical solution of the difficulty would be the closing of Winchester street at Riverdale Park, and the construction of the proposed high level bridge over the Don valley from the end of Wellesley street or Bloor street to Danforth avenue, leaving the river level entirely to the railways and park drives.

October 11 1907

TORONTO DAILY STAR, MONDAY, MARCH 5, 1923.



JANE STREET SUBWAY IS FLOODED.

As can be seen by the above photograph, Jane st. subway, running under the C.P.R. tracks at Dundas st., is flooded six feet deep in water. This is the only outlet a large community of people, living north of the tracks, have, unless they go a half a mile west to the Lambton subway, or a half a mile east to the Runnymede subway. The C. P. R., whose duty it is to make the subway passable, has only a small electric pump, which, it is stated, cannot keep pace with the inflow. For some reason or other, the Jane street subway has no drain, as have the other subways. Many people use this passage daily when going to and from work. A large number of the men cross over the railway tracks, but the women have to go around, past the C.P.R. roundhouse, and through considerable mud and slush.

Many of the residents of the district are up in arms over the matter G. E. Wright, who has a barber shop on Dundas street, opposite the subway, says he is losing considerable business owing to the situation. On Saturday, he said, constables were telling pedestrians that they could cross the railway tracks, but at their own risk.

MARCH 5 1923

MICHIGAN CENTRAL RAILWAY

CANADIAN PILOT REQUIREMENTS

1921

Pilots Must be Used on N.Y.C.R. Locomotives in Canada.

Assistant Chief Commissioner S. J. McLean, of the Board of Railway Commissioners, gave the following judgment Dec. 20, 1920, which was concurred in by Deputy Chief Commissioner Nantel and Commissioners Boyce and Rutherford:—Application is made by the New York Central Rd. for a modification in the Board's regulations, as set out in general order 102, said modification being asked for so as to permit its freight locomotives running in Canada to use a step construction instead of having a pilot. In effect, it is asked that a type of construction, which is used in switching service in terminals, may be allowed to be used in road service. It is alleged that the step has every advantage that a pilot has, and it is further alleged that the use of steps in lieu of pilots on freight locomotives is allowed by the Interstate Commerce Commission's rules. This is apparently developed by inference from the silence of said regulations, as specific words of authorization were not referred to at the hearing. It is set out by the applicant that the "step" equipment is not objected to by any of the public utilities commissions of the states through which the railway operates. It is represented that there would be difficulties in operation if a pilot is required as to the portion of the journey in Canada. It is contended, in this connection, that in respect of the short mileage of the St. Lawrence & Adirondack Ry., in connection with the operations of the railway into Montreal, it would be impossible to have one portion of the rule in effect in Canada and another portion in the United States. It is stated that there are no facilities on the Canadian portion of the journey which will permit of the pilot being put on, and it is also set out that no such facilities are available at or adjacent to the International Boundary. It is admitted that a different situation exists in regard to the New York & Ottawa Ry., which has shops in Ottawa.

Apparently what is involved herein has not been the subject of any uniform rule in the United States. While the Board is not informed what railways, if any, in the U.S. are in agreement with the position of the applicant, it does appear from the Board's files that various outstanding railway systems in that country do use the pilot in road service. Various U.S. railways operate in Canada under Canadian charters. In the interest of safety, various regulations are provided by the Interstate Commerce Commission, in respect of safety appliances. Where the mileage in Canada is short,

and the movement concerned merely incidental to a longer movement in the U. S., the Board has, in a spirit of comity, always been willing to approach the matter, not from the standpoint of mere literalism, but to consider whether the regulations aforesaid are in substantial harmony with the Board's regulations on the same subject, and thereafter to permit operation under the U.S. regulations where the particular facts justify so doing. But, to my mind, the situation involved in the present application is entirely different from that set out in the preceding paragraph. While a question of safety is involved, the Board is asked to allow a departure from its regulations, and to allow the substitution therefor of a practice depending entirely on tolerance. Having in view Canadian conditions, and the careful consideration given before the regulations concerned were adopted, I am of the opinion that the application should be refused.

TEMISCOUATA RAILWAY

MIKE RUNEY RAILROAD MAGAZINE JUNE 1948

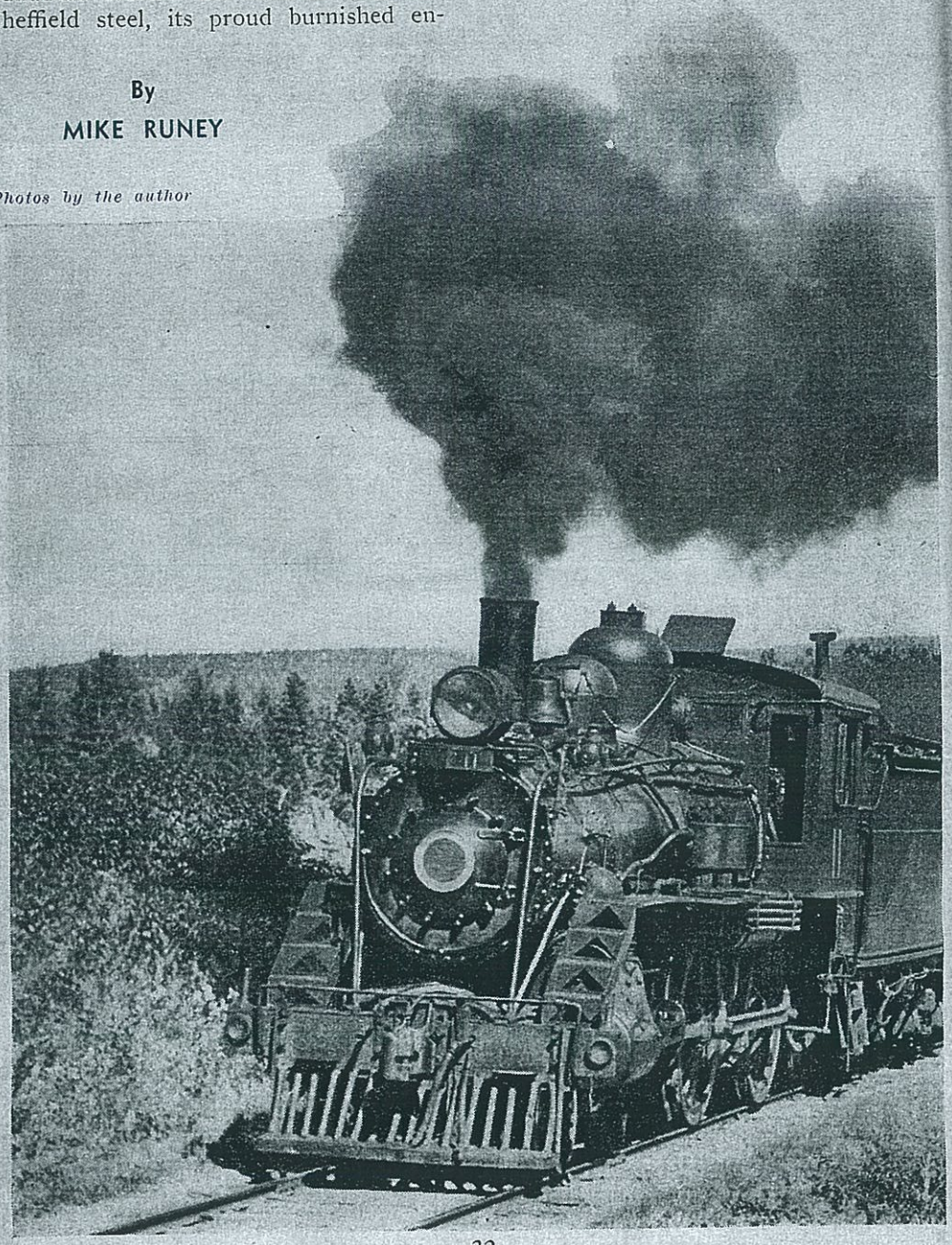
Temiscouata

THE Temiscouata Railway is the lifeline and servant of scattered towns and settlements in the Canadian North. On rails of venerable Sheffield steel, its proud burnished engines steam along a meandering right-of-way between terminal cities shared jointly with the Dominion's major roads com-

By

MIKE RUNEY

Photos by the author



Railroad Magazine
June 1948

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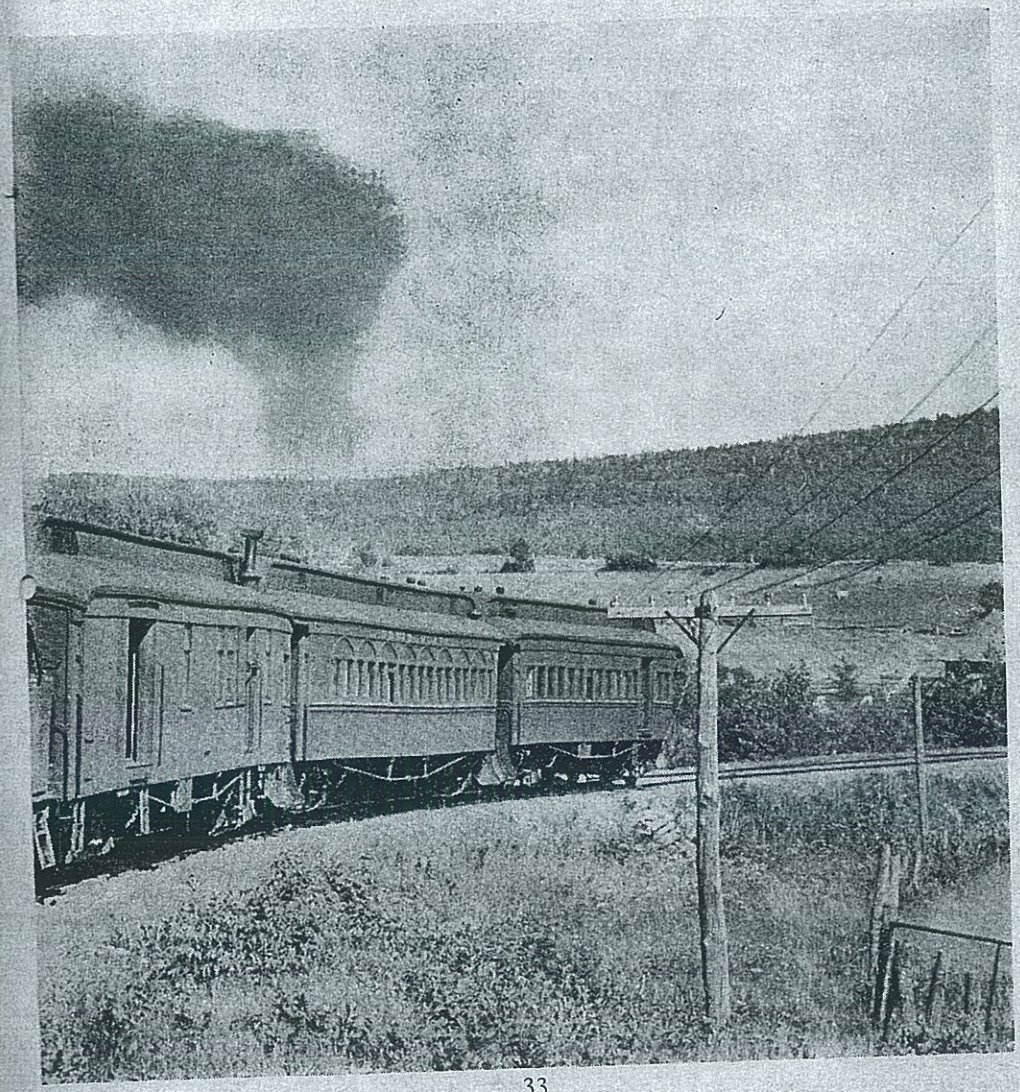
ing eastward from Quebec to international ports in Nova Scotia. The Temiscouata—pronounced Temm-is-kwata—opened for traffic back in 1889. And like the countryside it services, this shortline has seen few changes during its near-sixty years of operation.

Almost all Temiscouata rail is 60-pound steel, imported from England at the time of the road's construction. Five ten-wheelers, weighed in at fifty-five tons, handle today's freight, while two immaculate, beautifully proportioned eight-wheelers pull the two daily passenger trains. Some eighty-odd freight cars and ten passenger coaches comprise the rolling stock, together with eleven miscellaneous units. The dispatching is done by telegraph, protecting the 113 undulating miles of track between Riviere du Loup in Quebec and Connors, New Brunswick.

Charging a curving upgrade, Temiscouata's Number 11 heads for Riviere du Loup with a typical consist: His Majesty's mail and two passenger coaches



Wooden trestles along the western shore of Lake Temiscouata take some of the kinks out of the hill-and-valley run between Riviere du Loup and Edmundston. *Above,* Number 2, the northbound express, tops the big timber near Cabano—43.3 miles from its northern terminal—where wealthy sportsmen disembark for some wildwood hunting and fishing. The trip inland is completed by canoe

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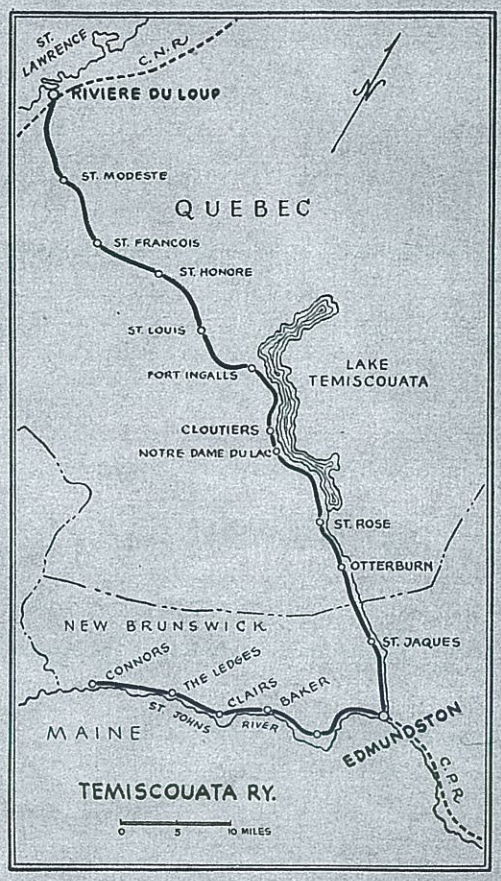
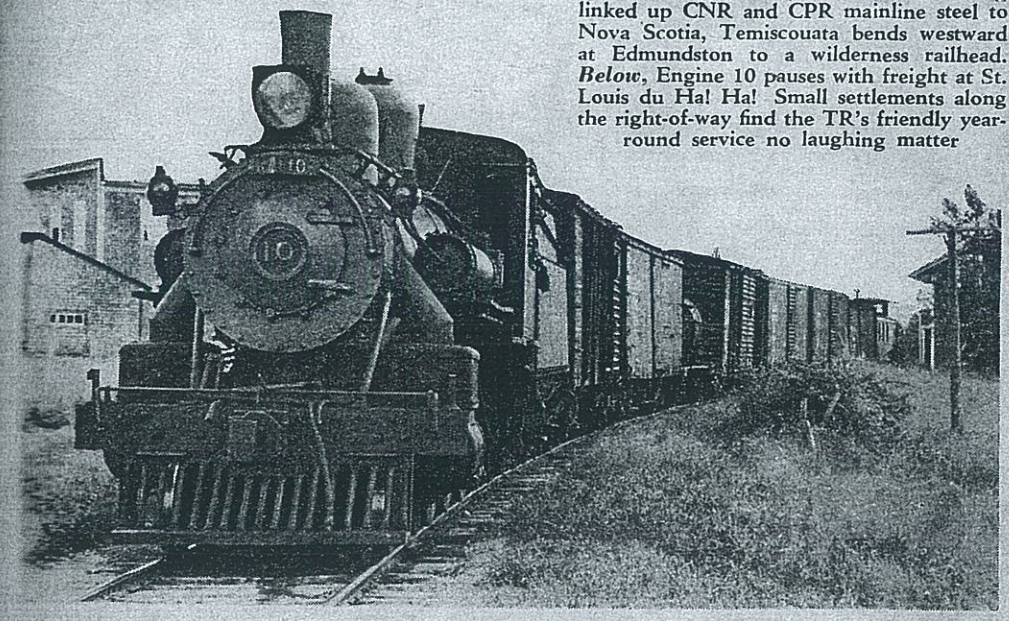
Wooden trestles along the western shore of Lake Temiscouata take some of the kinks out of the hill-and-valley run between Riviere du Loup and Edmundston. *Above*, Number 2, the northbound express, tops the big timber near Cabano—43.3 miles from its northern terminal—where wealthy sportsmen disembark for some wildwood hunting and fishing. The trip inland is completed by canoe

A busy community of 8,500 people overlooking the broad St. Lawrence River, Riviere du Loup is the northern terminus of the Temiscouata. Here the company maintains its offices, dispatches trains and in surprisingly well-equipped shops performs all locomotive and car repairs. The Canadian National enters Riviere du Loup also on its Montreal-Quebec-Halifax line, originally built and operated at the Intercolonial Railway. At the station, owned by the CNR and used by the two railroads, huge freight and passenger locomotives of the Canadian National dwarf the Temiscouata's tiny engines and open-platform coaches in everything but "spit 'n polish." For though both the Canadian National and the CPR are noted for their well-groomed power, their engines look drab and grimy alongside the gleaming, lovingly-polished oldtimers that haul the Tuscan red three-car varnish on the Temiscouata.

Optimistically but inaccurately carded as an express, Number One is the morning passenger southbound out of Riviere du Loup. This express takes about four hours to make its 81½ mile run to





Cross-country journey—nowhere. Having linked up CNR and CPR mainline steel to Nova Scotia, Temiscouata bends westward at Edmundston to a wilderness railhead. *Below*, Engine 10 pauses with freight at St. Louis du Ha! Ha! Small settlements along the right-of-way find the TR's friendly year-round service no laughing matter

Whistling for a lonely grade crossing in a region where telegraph poles and the Temiscouata are the sole tie-lines with the outside world. Generally speaking, the two daily-except-Sunday passenger trains are never crowded, although this 113-mile Canadian shortline collects approximately 50,000 fares annually. Passenger revenue is highest each winter, when 110 inches of snow blanket the roadway

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Whistling for a lonely grade crossing in a region where telegraph poles and the Temiscouata are the sole tie-lines with the outside world. Generally speaking, the two daily-except-Sunday passenger trains are never crowded, although this 113-mile Canadian shortline collects approximately 50,000 fares annually. Passenger revenue is highest each winter, when 110 inches of snow blanket the roadway.

Edmundston; yet considering the frequent stops and the aged steel over which it sways and lurches on roller-coaster grades, the twenty-mile-an-hour average Number One maintains is a noteworthy achievement. Normally, either Engine 11 or 12 handles the train.

Both these 45-ton models are American type, built by the Portland Locomotive Works in 1888. Whenever they're not available for service, a ten-wheeled freighter takes over the run. Steam is still supreme on this road, whose solitary experiment with internal-combustion power for the passenger trains was singularly unsuccessful. This circumstance seems to have delighted the train crews. They have no kind words for the strange-looking gas car which for one brief interlude threatened to usurp the line's handsome steam power; so fortunately for all concerned—but itself—this hybrid never performed satisfactorily.

From Riviere du Loup, 315 feet above sea level, Temiscouata's rails ascend to the height-of-land between the St. Lawrence and St. John rivers. The track twists and turns wearily upgrade until it reaches Milepost 24, near St. Honore station. In these twenty-four desolate miles, the engines are called upon to lift their trains more than one thousand feet, traversing heavily-wooded areas which open but rarely into the rolling fields of a tiny farm with its weathered buildings huddled up close to the right-of-way. It is lonely country: rugged, sparsely settled and undeveloped. Even the few farms are bleak and windswept. The throaty whistles of the engines, muted by the woods and the hills, sound forlorn through the empty hinterlands.

To the folks of this region, the Temiscouata is truly a tie-line with the outside world. It carries the freight, the passengers and the mails; what's more, it carries them with safety, dependability and homely comfort—attributes sadly lacking in the few garishly-colored buses and trucks careening along the dusty washboard road. The highway, they know, is a fair-weather traffic lane. Once winter comes, only the railroad leads the way to civilization.

From the crest of the Appalachian ridge at Milepost 24, the Temiscouata Railway drops more or less steadily downward to an elevation of 563 feet at Cabano, an unpretentious hamlet forty-three miles from Riviere du Loup. The remainder of the line is rather level, although the right-of-way is actually a succession of short sags and grades all the way to the Connors. This southern terminus is a bare wooden village, hewn out of a forbidding forest of spruce and birch.

The management of the Temiscouata remembers well—and with considerable pride—the days when General Atterbury, President of the Pennsylvania, rode the line to Cabano. He was not alone, either; some of his cronies included Abercrombie and Fitch of New York and Philadelphia notables who made an annual pilgrimage to the Squattick Lakes Region. The backwoods Squattick Club was their goal: the meeting place of wealthy sportsmen looking forward to superb hunting and fishing. The General made several trips to Riviere du Loup in his business car. Thence he travelled via the Temiscouata to Cabano, completing the journey to the Club by canoe.

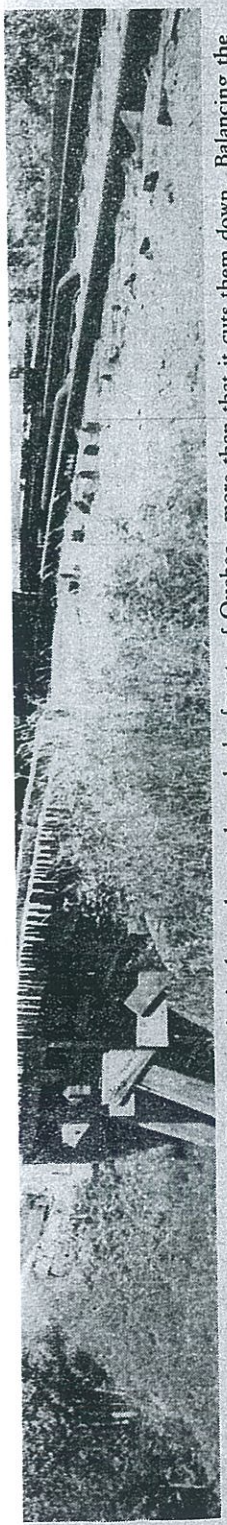
This fabulous resort was organized in the 1890s and lasted for over thirty years. At one time it leased over 375 square miles of forest lands for hunting and fishing. It maintained many camps on the Squattick Lakes and their tributaries, Lac de Outres, Lac des Aigles and Riviere des Aigles.

TEMISCOUATA'S archaic steel is spiked to cedar ties from the thinning woodlands along its right-of-way. Alternately, the line plunges deep into the forests and winds amiably through patches of sparsely-developed farmland. The farms are invariably small and almost always unmechanized. Bleak unpainted houses and barns give a flavor of the frontier to the whole region.

It is from the thick forests adjacent that

Woodland scene near St. Modeste. Temiscouata's single track cuts through the forests of Quebec—more than that it cuts them down. Balancing the two daily passenger trains are freighters which annually haul over 5,000 carloads of lumber and its by-products

Temiscouata



Woodland scene near St. Modeste. Temiscouata's single track cuts through the forests of Quebec—more than that it cuts them down. Balancing the two daily passenger trains are freighters which annually haul over 5,000 carloads of lumber and its by-products

The Temiscouata derives its revenue, in one form or another, tree products keep the little road alive. In 1946, 6814 carloads of freight moved over Temiscouata rails, and of this not inconsiderable revenue 5551 carloads were of lumber or its by-products. The production of numerous small trackside mills ranked lumber first with 1952 cars. Close second was pulpwood, totaling 1551 carloads. Hardwood logs, cordwood and shingles followed in order, with the remainder consisting of ties, cedar poles and other miscellaneous forest products.

In general, incoming freight completes the score of Temiscouata's yearly revenue items. This includes general merchandise, grain, flour, coal and the other necessary staples of a rural economy. Since the farms are usually quite small, the road doesn't help ship out much in the way of agricultural products. Even so, a hundred cars of livestock, an equal number of potatoes, a couple of dozen loads of hay and a handful of cars packed with flax tow and flax seed are hauled out over the shortline each year. Some carloads of the potatoes come from the State of Maine—just across the St. John River—and are trucked over the border to tiny Clairs Station on the Connors branch. From this point, they begin their journey to Canadian markets via the Temiscouata.

Snow bucking on the Temiscouata is no tale of the blizzard of '88, or even '48. Since the average snowfall in this section of New Brunswick and Quebec is 110 inches annually, keeping the road open during the winter months is a discouraging problem. The solitary automobile highway becomes impassable early in January and remains drifted over until late April. During this period the Temiscouata does a land-office passenger business, carrying two and three hundred people daily.

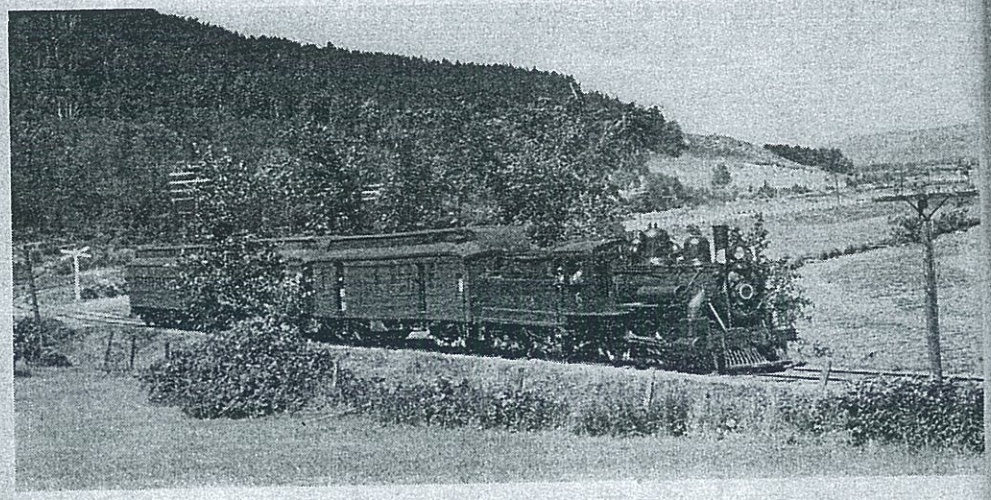
The snow removal and other winter operating problems encountered by the Temiscouata would throw many a magnificently equipped and smug trunk line into complete chaos. Yet this Canadian bantam has a job to do, and to date it has always accomplished the impossible. Sometimes the trains run late, but they do run. The Temiscouata carries upwards of fifty thousand passengers a year, and the great majority of these are winter travelers.

Wedge plows and air-operated wing models batter the endless drifts in the struggle against snow. Passenger engines 11 and 12 are equipped with air flangers; air-powered flanger cars are pressed into service, whenever these eight-wheelers are laid up for repairs. Quietly efficient the year 'round, the Temiscouata basks in the glow of a dependent, thankful community each year, once Old Man Winter gets his strangehold on the North Country.

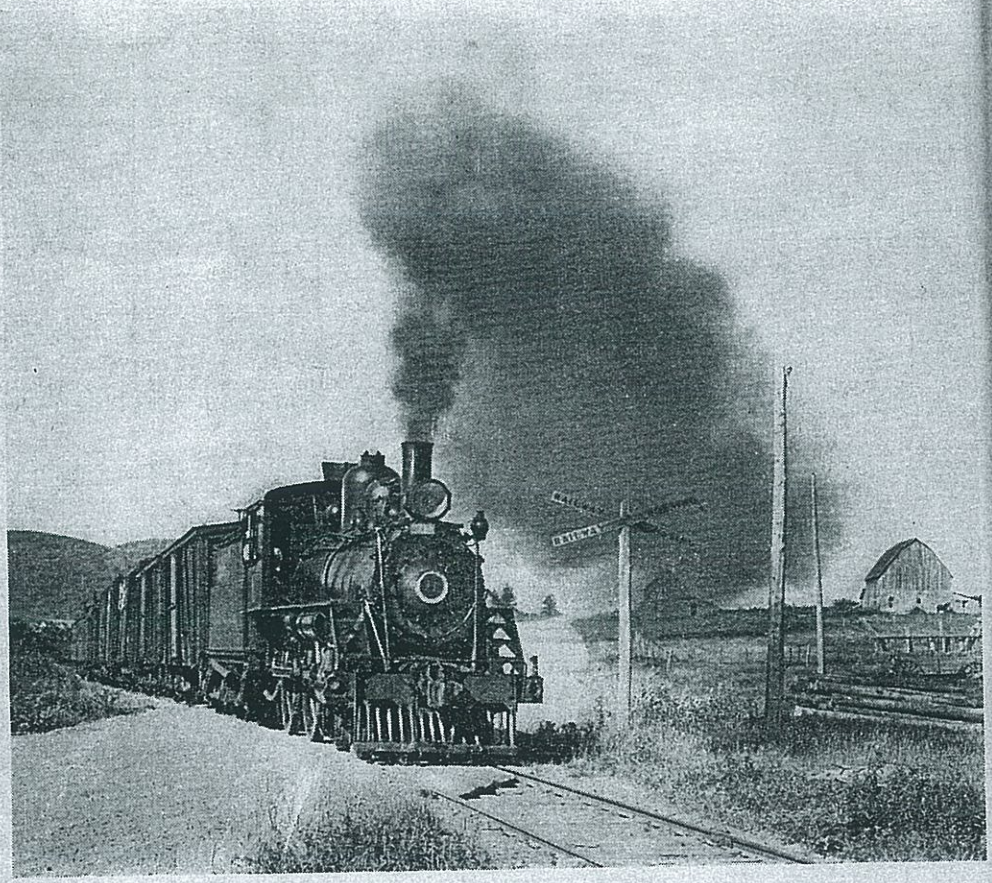
During the summer months, the Madawaska River and numerous small lakes and streams near Temiscouata's right-of-way are the mecca of trout fishermen. From the Madawaska comes the scrappy speckled species, some weighing seven pounds. The entire region abounds in lakes and cold, sparkling streams. Twenty-mile Lake Temiscouata, skirted by the railroad, is the largest lake in this section of Quebec. According to rumor, its icy waters attain an awesome depth of 1200 feet in some parts.

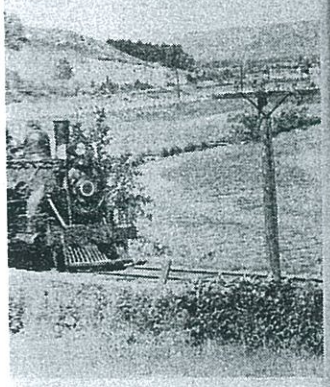
Incidentally, it is from this lake that the railroad derives its name. Of Indian origin, it means "deep all-around": "Timi" for "deep," "Squatam" meaning "all-around." Flowing out of its south end is the Madawaska River, which the railroad follows all the way to Edmundston, N.B. Between Otterburn, Quebec, and St. Jaques Church, New Brunswick, the roadway has to cross the provincial boundary to reach its southern terminal.

At Edmundston, second largest community served by the Temiscouata, the Madawaska River empties into the St. John River, the natural international boundary between Canada and the United States. Along the New Brunswick side of the St. John winds Temiscouata's 33-mile St. Francis branch which leaves a station separated from CNR and CPR



White flags posted on Engine 6 give no classification to the southbound express, photographed near a bend in the Madawaska River; they denote an extra train following. ***Below,*** the 11-Spot mounts a heavy grade and crosses the gravel highway between Connors and Edmundson. The hills at back are in Maine, on the opposite shore of the St. John River





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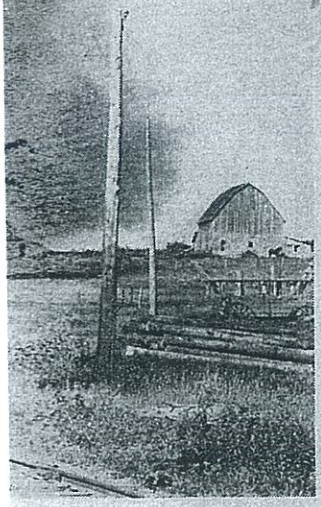
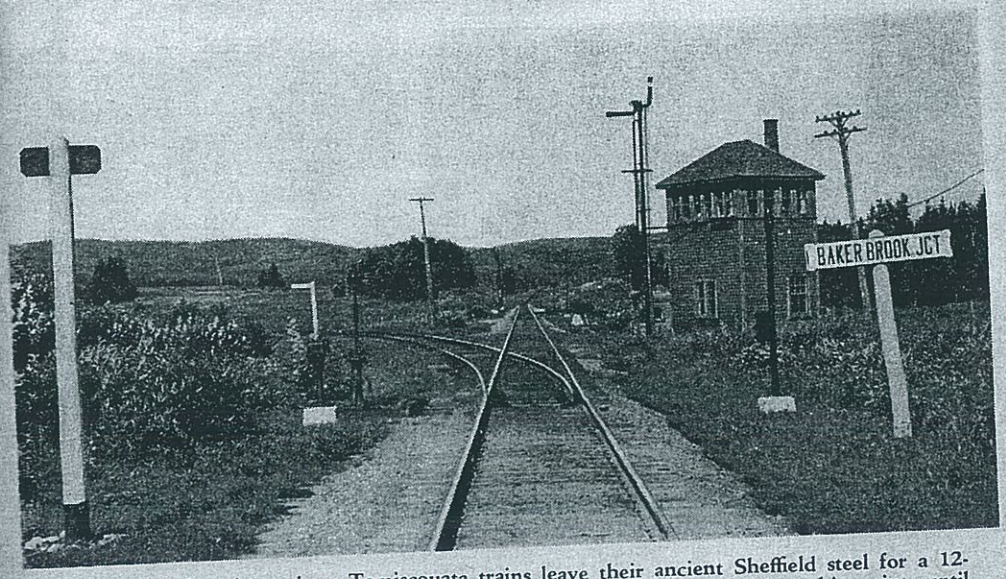


terminals by less than a mile and ends up thirty-three miles down the track—nowhere. This railhead, deep in the backwoods, is called Connors. On the U.S. bank of the St. John River, Bangor & Aroostook trains steam busily along on their Oakfield-Ft. Kent-St. Francis track, are often visible from the Canadian side of the border. But Connors itself is a dead-end town.



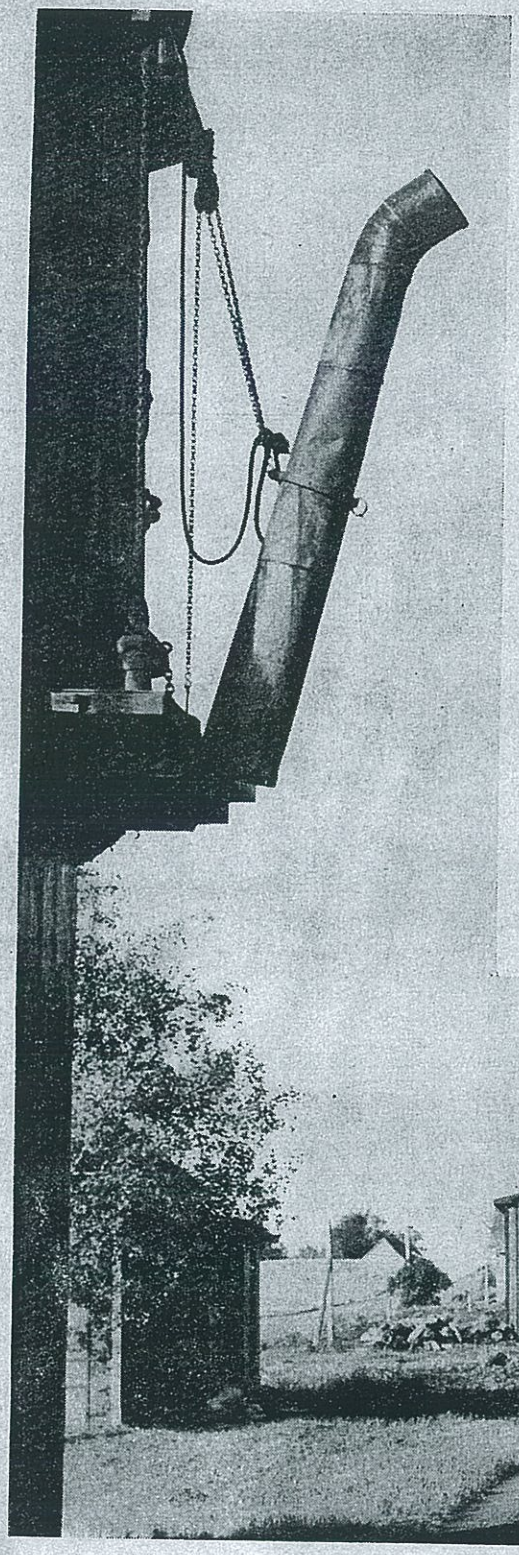
Baker Brook Junction, where Temiscouata trains leave their ancient Sheffield steel for a 12-mile run over the Canadian National. Originally, the roads intersected at this point, until numerous washouts caused the shortline to abandon its rival stretch of track

THE BRANCH from Edmundston to Connors is a fascinating and extremely picturesque piece of track. Quite literally, it is a road to nowhere; its tracks end forlornly, and with no apparent reason, at a one-stall enginehouse. The dirt highway, which roughly parallels the St. Francis branch from Edmundston, continues on through Connors just as if it really went somewhere. Yet a few miles beyond, it too abandons hope, plunging into wild dark forests, and eventually the way becomes so rugged that travel is impossible. Of course you could make your way if you had a Caterpillar tractor handy.

Mile after mile of practically uninhabited forests lie beyond the end of track at Connors. Yet this isn't the way the Temiscouata Railway planned things back in the embryo stages. At one time, Connors was mapped out as the junction point of the Temiscouata and a branch of the Quebec Central. This line was to have pushed through the wilderness all the way from Lake Frontier, where a branch of the Quebec Central terminates today.

Like lots of other railroad projects, this never got beyond the talking stage; so the long gap through the virgin woodlands remained unbridged. Even so, for many years Connors was an important origin point for outgoing lumber tonnage. A few small, scattered logging camps still do operate in the vicinity.

Had the fates decided otherwise, Connors would undoubtedly be more impressive than it is today. Now it consists of a few dwellings in various states of disrepair, a dirt road that goes in one direction only, a store, and a boarding house that seems to exist only to accommodate the train crews. A weathered station with a memory of red paint carries the town's name painted in huge letters on its side. The Temiscouata also

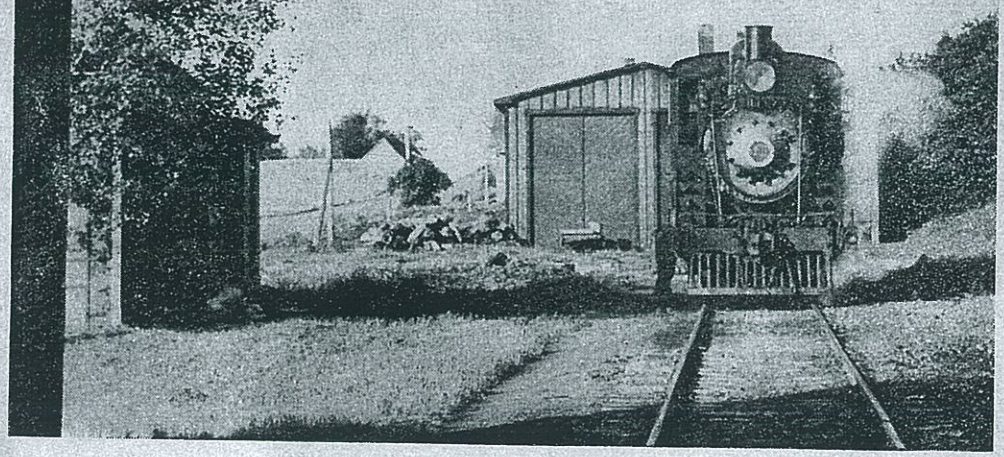


maintains the one-stall enginehouse, a couple of sidings and an Armstrong turntable, as well as a bunkhouse for the crews. Together with an orange water tank, these constitute the road's terminal facilities.

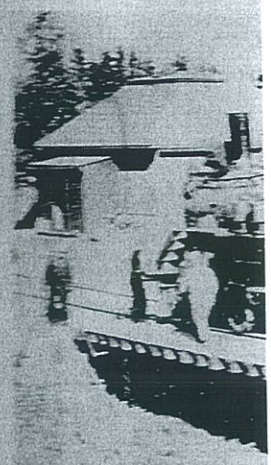
A cow owned by the engine watchman grazes peacefully near the turntable and provides milk for the railroaders. The two daily-except-Sunday mixed trains handle all business on the branch, providing more or less through passenger service between Connors and Riviere du Loup via Edmundston. In spite of the seeming lack of industry or agricultural activity along St. Francis, six or seven freight cars are almost always picked up along the line and hauled into Edmundston. And until recently the branch operated from Edmundston to Connors completely on its own right-of-way, crossing the CNR Montreal-Halifax route at Baker Brook.

However, washouts hounded some sections, leaving them frequently inoperable. Finally the company decided to abandon the line between Baker Brook and

Last stop: the one-stall enginehouse at Connors. Temiscouata's ambitions once included a meet with the Quebec Central here, but the latter never got beyond Lake Frontier. Today, virgin forests lie between



Temiscouata



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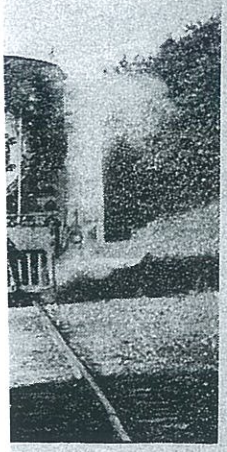
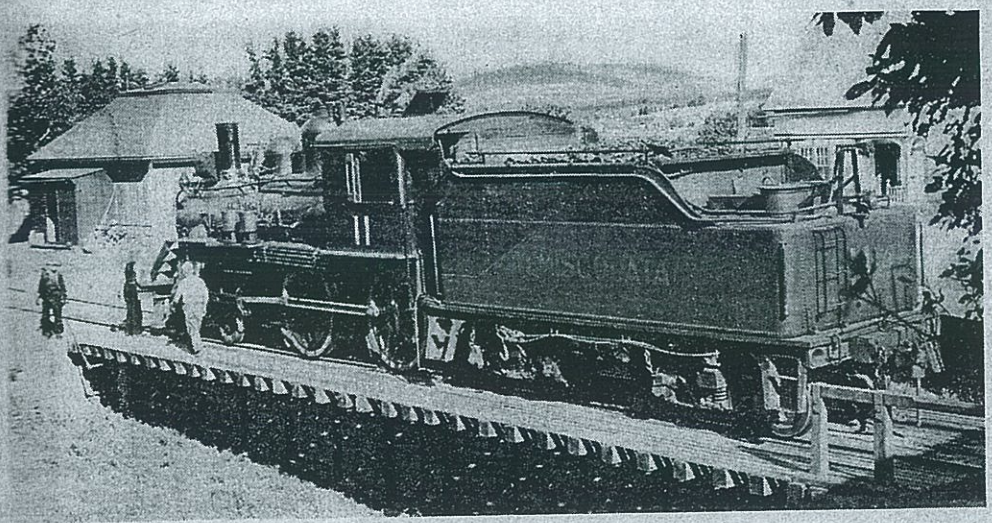




Terminal facilities at Connors are varied. In addition to the water tank, manual turntable, enginehouse and sidings, a bunkhouse, *top right*, is provided for their coffee contributed by the watchman's cow, shown grazing contentedly on a weed-grown spur. The mixed daily is carded for Connors at 2:20 p.m., but is never on time. *Below*, trainmen turn Number 11, making her ready for the next day's jaunt

Edmundston. Trackage rights were secured over the CNR between Temiscouata Junction, one mile south of Edmundston, and Baker Brook Junction, thirteen miles beyond. Where the old line used to cross the Canadian National, it now joins it.

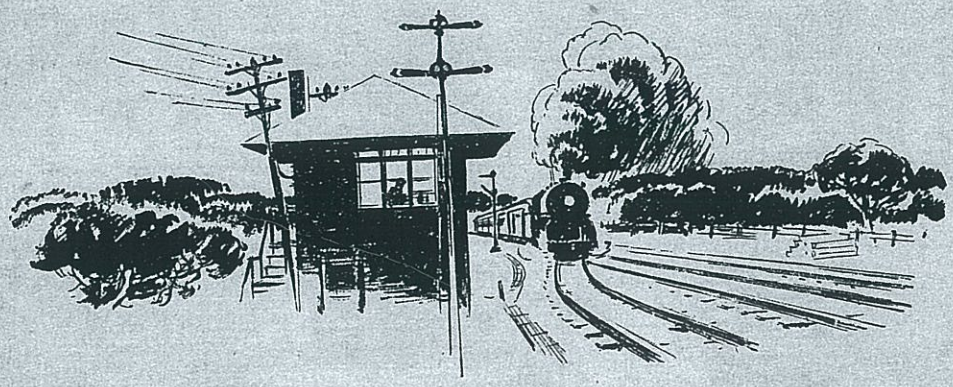
This junction is protected with a tower and manually controlled switches and signals, with the Canadian National handling the telegraph train orders of both roads. All Temiscouata trains must come to a complete stop as they approach the switch, pending orders clearing them through to Temiscouata Junction. White flags denote their status as extra trains. But with the arrival of a clearance, the light engines leave their 60-pound iron behind, gingerly bump onto the heavy steel of the transcontinental, then highball along happily, the moment the last car wheels thump over the step to the high iron.

Temiscouata steel converges at Edmundston, New Brunswick, a town of over 7,000. This is the site of an im-

Coasting to a stop at Edmundson, the southbound express meets Engine 6 heading north. Southern terminus of the Temiscouata, Edmunston is a city of 7,000 people, also a center of the pulp-wood industry

mense paper mill operated by the Fraser Companies, Ltd., a plant noted for the fact that it pumps its pulp in huge, trestled conduits across the border to another mill on the American side of St. John River. Edmundston is served by both the Canadian Pacific and the Canadian National, in addition to the Temiscouata Railway. The majority of the Temiscouata's freight enters town from points north; and here the greater part of it is transferred to Canadian National and Canadian Pacific long-distance haulers.

Sandwiched in between the two Canadian railroad giants, the plodding Temiscouata Railway goes about its business with assurance and quiet efficiency. Well-managed and operated, its shiny red passenger trains puff along its unpretentious roadway, aware of their responsibility. Leisurely the little freights make their rounds with their high-stacked ten-wheelers. The Temiscouata serves proudly and well.



CENTRAL VERMONT. ST ALBANS PHILIP R. HASTINGS

RAILROAD MAY 1951

St. Albans HOME OF THE C. V.

PHILIP R. HASTINGS

STEAM rules the rails, and the rails rule St. Albans. Far up in the northwest corner of Vermont lies a lovely and distinguished New England town which has been bound up, part and parcel, with its railroad ever since the advent of Vermont Central rails promoted it from the status of a sleepy village just

Above: **Northbound *Ambassador* slows for its last important stop short of Montreal. Station arches, built in diamond-stack days, are still commodious enough for 600 Class *Mountains*. *Left:* Mayor MacDonald, in shirt sleeves, is former engineer**

one hundred years ago. St. Albans has been the headquarters for the Central Vermont since 1860 and today the CV's terminal structures are the dominating feature of its landscape. A classic Civil War-vintage brick arch train shed and a massive brick depot of apparently ageless solidity are situated in the center of town, and five through tracks across Lake Street keep the townspeople dodging train movements day and night. Probably a spanking majority of St. Albans families subsist on CV paychecks. Two years ago a retired CV engineer named Dan MacDonald, who had piloted the *Ambassador* these many years, displaced rock-ribbed tradition by becoming mayor on the Democratic ticket.

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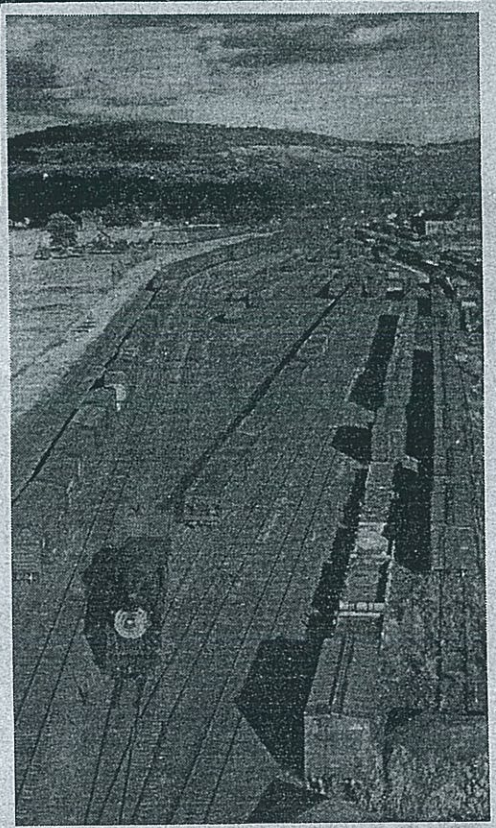
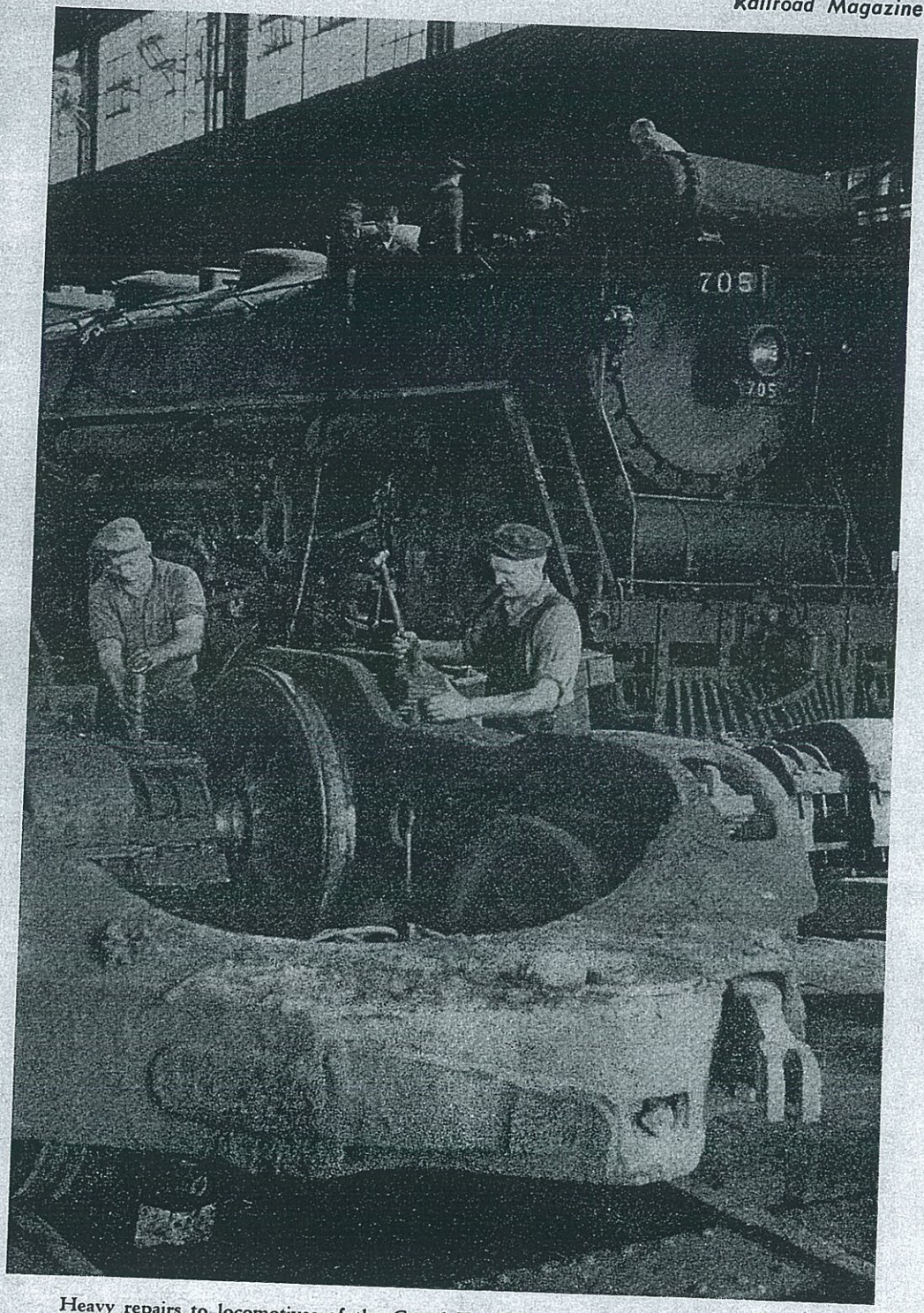


Floodlight-tower view of Italy Yard, looking toward St. Albans. Tracks at left are receiving and makeup for northbound trains, those at right for southbound



Heavy repairs to locomotives of the Grand Truck line in Vermont, New Hampshire and Maine are handled at St. Albans, to avoid heavy duty required if engines were held over 24 hours in CNR's Canadian shops

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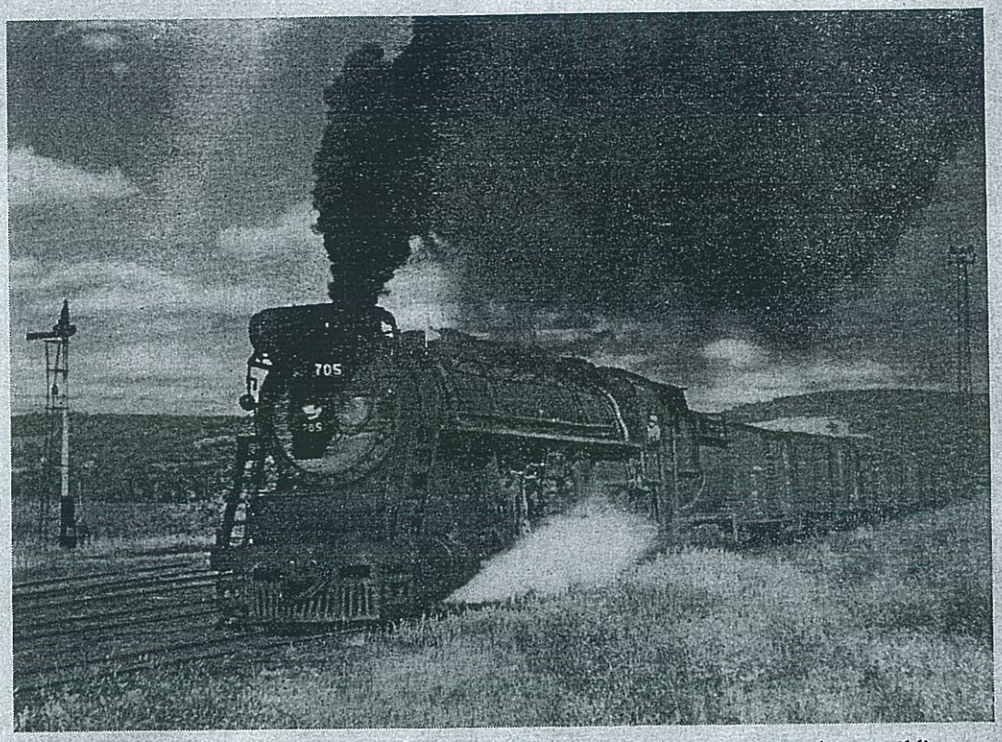
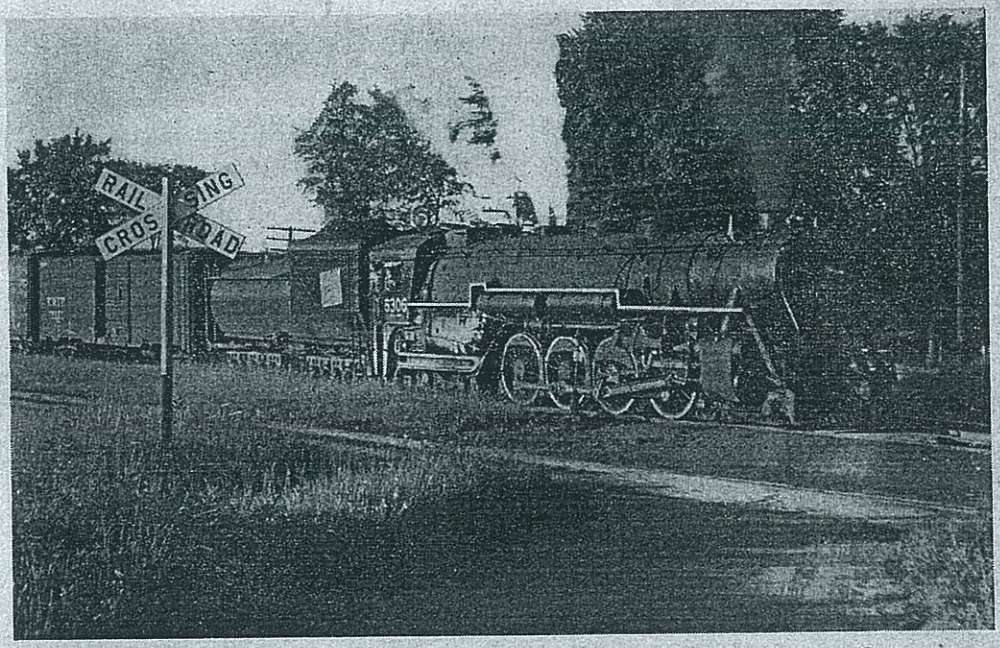
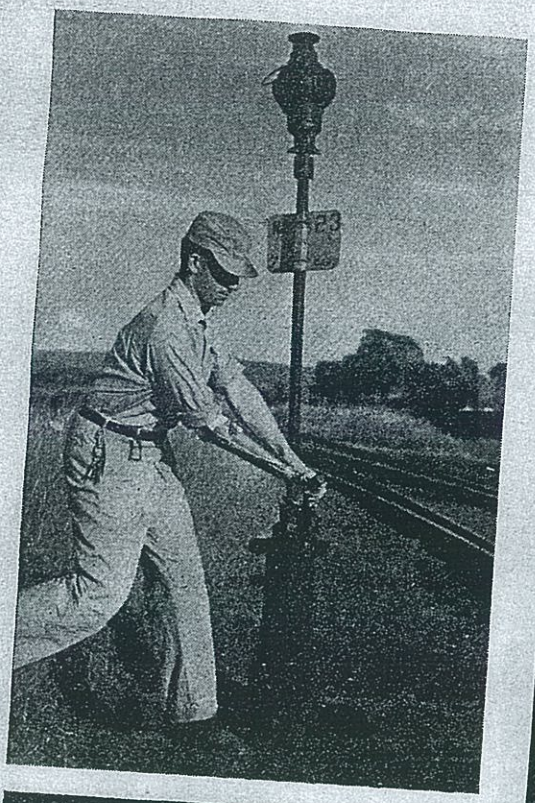


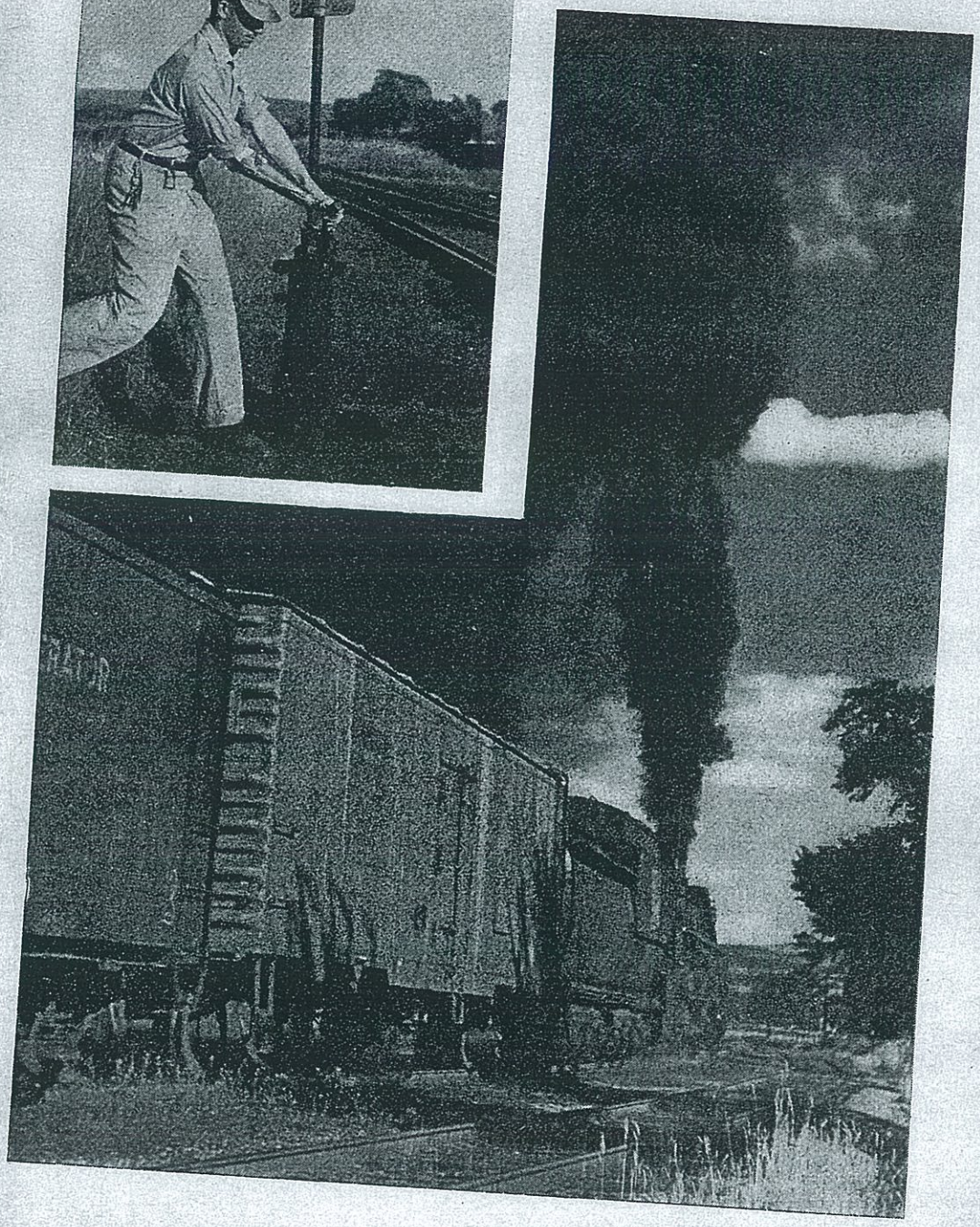
Northbound *Rocket* leaves Italy Yard for Montreal behind *Texas* 705. Smoke was obligingly furnished by fireman; actually, on this downgrade, steam is worked only long enough to set the wheels in motion



Number 491 gets out of the same garden, behind CNR's 6306, enroute to Coteau, Quebec and the long run west to Chicago



Back from military service without scars, this young CV railroader fell from a car top in a switching accident in Italy Yard. Now, with a prosthesis for a right lower arm, he holds down a trick at busy North Junction. ***Below:*** Texas 700 trails 65 loads and 5 empties (3911 tons) as it tops southbound grade into terminal



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Signal controlling North Junction, at upper reaches of Italy Yard, is in the old tradition. A southbound drag has just toiled into the yard and 2-8-0 Number 469, off a northbound milk train, can now head for the house

Continued from page 19

St. Albans is a particularly interesting railroad city in the present day because it is one of the very few in which a Diesel locomotive is a rarity. Rail traffic in and out of Italy Yard features a continuous parade of handsome, ebullient steam types and the modern engine house is filled to overflowing with 2-10-4s, 4-8-4s, 2-8-2s, 2-8-0s, 4-8-2s, 4-6-2s, 4-6-0s and 0-8-0s. Although CV is the only rail line into St. Albans, one sees daily an assortment of motive power at the terminal from far reaches of the parent CNR system. CNR and GTW *Northerns* and *Mikes* work into town from Canada, while GT engines from the Portland, Maine branch come to the CV shops for heavy repairs, to avoid paying the duty required if they were to be sent into Canada for work. The anatomy of the CV track system in this area features the through main line running north and south between Montreal, Quebec and New London, Connecticut, which diverges at St. Albans' North Junction to enter Canada by two separate routes; one by way of East Alburg and the other via Swanton. A freight-only branch leaves Italy Yard on a stiff grade to wander northeastward for a CPR connection on the Canadian border at Richford, Vermont. The principal reason for the classification yard at Italy is the fact that freight traffic splits here for diverging Canadian routes—CV *Texas* types lumber up to Montreal with manifest "430" freights while highwheeling CNR *Northerns* take the fast "490s" west via Coteau. Italy Yard also serves as a depot for customs inspection of freight cars which cross the border and has good icing facilities.

A kaleidoscope of St. Albans highlights must include the midnight mystery when that glamorous international limited, the *Washingtonian*, pauses impatiently with its CNR 4-8-4 haughtily obstructing traffic over Lake Street crossing—the thunderous atomic-pall of coal smoke which rises from the vicinity of North Junction when Number 430 comes walloping up the hill behind a CV 2-10-4, the largest steam locomotive in New England—these and many more are the fascinating sights which await the steam railroad enthusiast at St. Albans, Vermont, home of the CV.

CPR'S KETTLE VALLEY RAILROAD

RAILROAD MAGAZINE AUGUST 1950

SKYLINE PASSAGE

By MARGARET VOLLMER

PASSENGER TRAINS do not run over the Coquihalla Pass in daylight. The Canadian Pacific solemnly announces that this failure is caused by connections in Lethbridge. Non-railroaders swear that the one daytime passage was canceled because so few rode the high, narrow and handsome line when they could see it. The notorious Coquihalla Pass is the initial sky jump of the peculiar, entertaining and mountain-top-panoramic Kettle Valley. On the map it shows up as a wandering 850 miles between Vancouver, B. C. and Lethbridge, Alberta. Railway men talking about it, start off with, "Well, they haven't killed a paying passenger on it, yet..."

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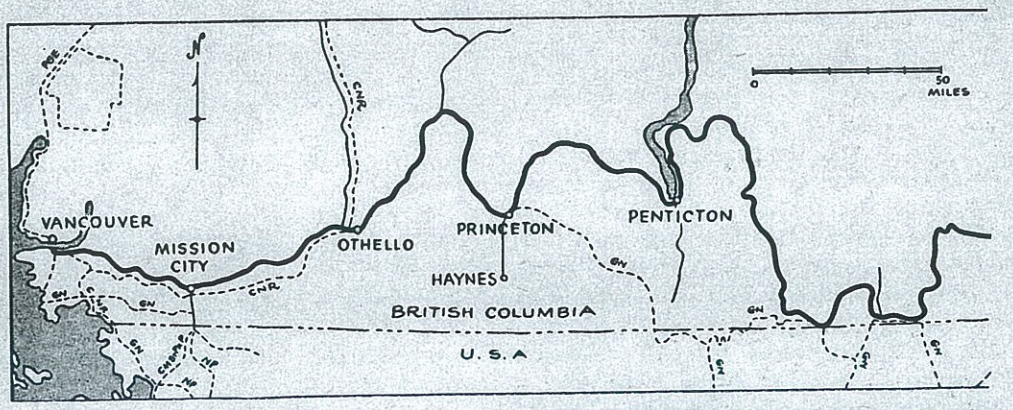
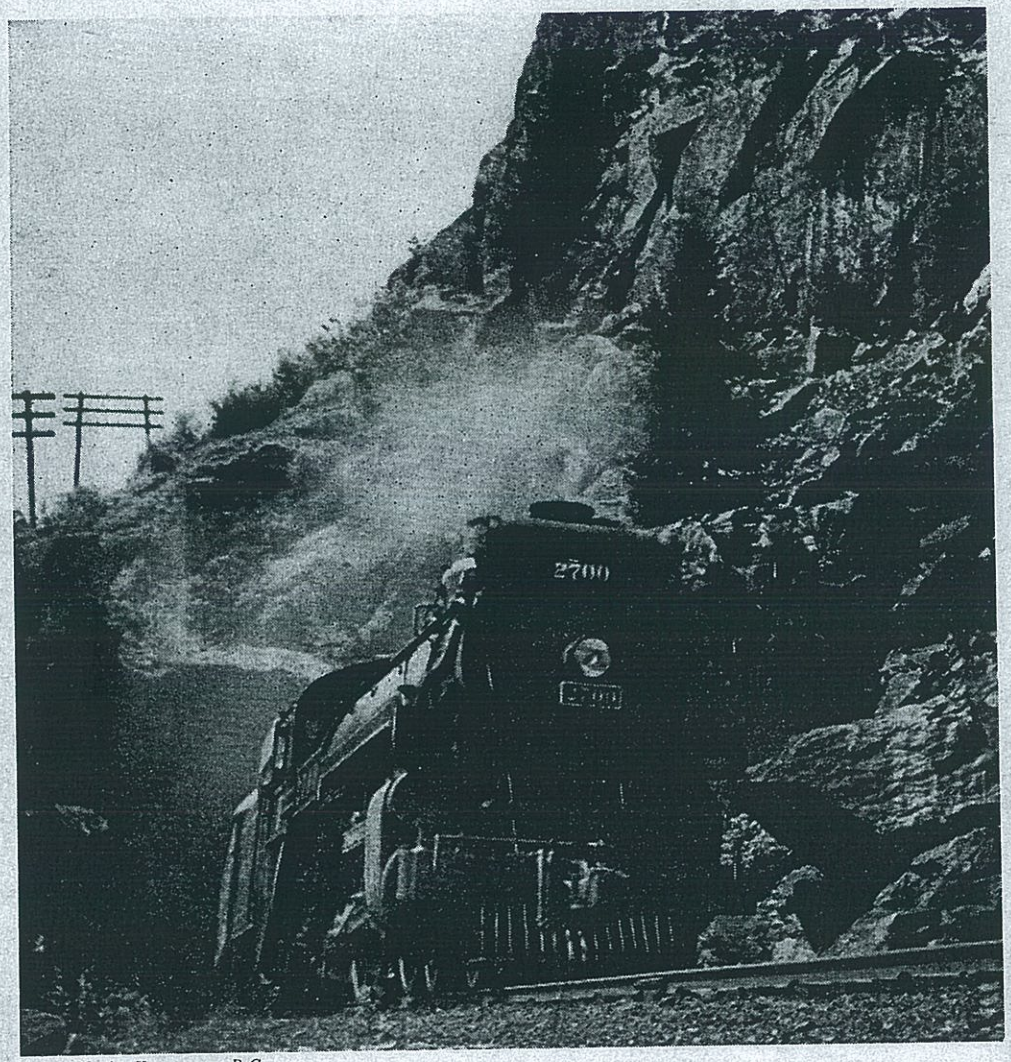
around valleys, burrowing through mountains, keeping as low as possible. Not the Kettle Valley. Save for the low-lying corkscrew of the Kootenay Valley, the road bounds by trestles from mountain top to mountain top, or clings to the ragged edges of precipices.

From Vancouver you are reassured by following the main line up the Fraser Valley for some miles. Then you jump the river on a 2000-foot highway-railway bridge to appropriately named Hope. In the diner, the window blinds are drawn. Wangle your way to an open doorway and you'll see why the Coquihalla Pass gained its reputation. The two locomotives up front pant with asthmatic roars; the cars tilt around the curves; the whole train seems ready to turn so sharply that it will ram its own rear. There are more miles of 2.2 percent grade on the coming 800 miles than on any other railroad in the world. This rise of 2.2 feet in a hundred is the stiffest climb permitted on main lines.

In the first two and a half hours the fast passenger train accomplishes 37 miles, but you have clambered up over 3200

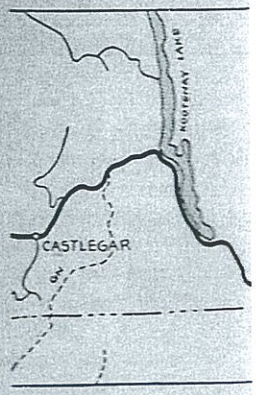
Kettle Valley freighter wheels across a steel bridge in Lake Okanagan region





Andre Morin, Vancouver, B.C.

Eastbound transcontinental No. 1 blasts out of a tunnel near Agassiz on CPR main line through the Rockies. Rival Kettle Valley route is scenic, safe, but classified as secondary in service



Kettle Valley Ry., lease
999 years, is now part
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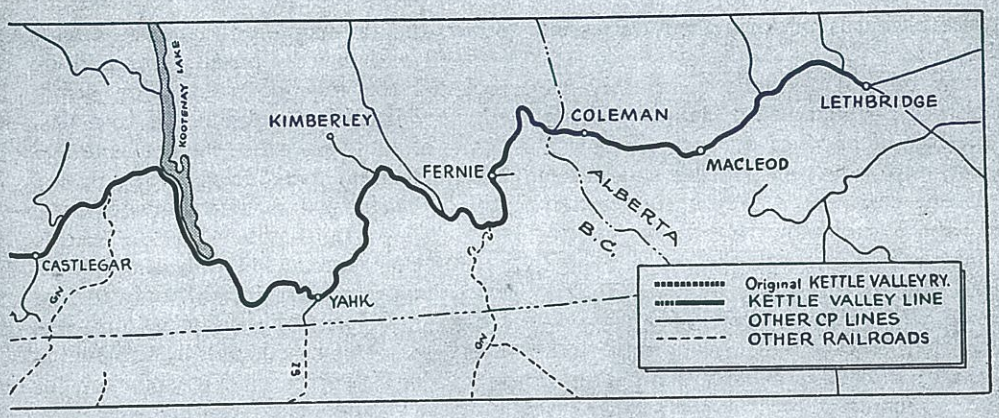

Kettle Valley Ry., leased by CPR in 1912 for 999 years, is now part of a through line from Vancouver to Calgary

feet. Nobody seems quite sure how many trestles you cross, how many toy-train tunnels you nose through. You get confused counting them and in any case the scenery is slightly distracting. There is a thrill which becomes dulled with constant repetition of looking down and seeing nothing under your toes for 500, then 1000, then 1500 feet. At the bottom of the nothingness, the quicksilver Coquihalla flashes through a timber-studded canyon. Or enjoy the odd sensation of watching the locomotive disappear into a tunnel while her headlight illuminates the mountain tops on the opposite side of the valley. Mountains, even in the rugged Coastal Range, seem friendlier when viewed at crest level.

Ask about building it, and the folklore will keep you awake all night. It is a family line, and many of the train crews have worked on it since its construction in 1916. The younger men will join proudly in the story-telling with bits from their fathers' and uncles' recollections. And always the name of the late Andrew McCulloch, surveyor and chief construction engineer, is mentioned with respect. Andy, when asked why he built such a curlecue line, used to reply, "Proves I'm a good engineer. Any fool can build a straight line; takes a good engineer to build a line as crooked as this one!"

TOPOGRAPHY wasn't the only difficulty in putting through the Coquihalla Division. Construction years saw heavy snowstorms. One oldtimer recalls bucking a snowplow so heartily into the drifts that he literally burnt off a wheel of his engine! The road grew in piecemeal chunks as wagon teams and horse packtrains moved dynamited rock for fills. The cliff tops disturbed by this steel invasion retaliated by frequent rock slides. "You rolled on stone all the way," is the standard description of the first year's runs.

Bill Percival, a work-train conductor, gained an everlasting railroader's niche in those early days. Percival put in work tickets for salary purposes for a 24-hour day, plus half-an-hour preparation plus half-an-hour finishing up. He got away with his 25-hour day and pay until McCulloch took note and nicknamed him "Payroll Bill." Payroll, original of speech, figures in many unprintable stories. Typically, he once remarked to a sedate lady passenger unable to spot mountain goats, "Lightning Jesus, lady, you need binoculars!" I was glad to ride behind his son, now an engineer.

The uphill ride is punctuated Shakespearian style by Othello, Lear, Jessica, Portia, Iago (pronounce this, eye-ay-go, please), Romeo and Juliet. The station nomenclature can be attributed to McCulloch's daughter, then at the cultured stage of adolescence. Further punctuation comes from the lights of the patrolling trackwalkers, who during win-

tertime blizzards perform their duties on skis!

Snow cut off the line completely on January 19, 1936, when it blanketed down at the rate of one foot an hour till it was 66 feet deep. The thermometer shuddered at 25 degrees below. A freight, a mixed train and a snowplow were all caught in the pass. The mixed train went under at Romeo, where the marooned crew fed themselves by breaking into the boxcar food shipments.

Andrew McCulloch

Down the line at Windy Point, the freight crew waited two days, made themselves snowshoes from barrel staves and plodded up to join the "jitney" at Romeo. Finally on February 13—26 days later—the men walked out to the next settlement. The trains, comprising 80 cars, 5 locomotives and a snowplow, were abandoned until the middle of May when the plows got through to them. Traffic was detoured up to the main CP line for four months. Three cars shoved down by a snow slide into the canyon still bear testimony to this freeze-up.

The main troubles offered by the Coquihalla, an Indian word for "mysterious passage," are not blizzards or just getting up the hill. Mountain railroaders fear the downhill runs most of all. You'll hear many references to "Jessica, 1925." It takes persuasion, however, to get the story, for crew members have been warned not to talk about it.

A freight, heavy-laden with ore, pulled out of the summit point—Coquihalla Station—and headed for Vancouver. A helper locomotive was hooked on behind to aid in braking the train. Soon the drag was well above the 25-mile-an-hour downgrade speed limit; the lead engine was out of control. Mile after mile, faster and faster, it rumbled around the tortuous mountainsides.

Romeo flashed by. At Iago, 12 miles down, the fireman on the helper engine jumped and saved himself. On and on rocketed the tons of train. The helper engineer had his wheels locked in a desperate effort to slow the monster runaway. His locomotive was being dragged, but still he performed a miraculous piece of railroading. First he tried to uncouple from the out-of-control freight, only to find that the coupling pin was jammed solid by the pulling pressure. Yet somehow he managed to turn steam on the coupling, to free his engine and escape.

The freight held the line to Jessica, 22 wild-run miles of downhill bends. Then it jumped. The wrecking crew, working over the molten mass, found what they put together as 11 bodies: 4 train crew and 7 unidentified hoboes. To this day no one is sure if that was the full total. It must be remembered that "Jessica 1925" is the only disastrous wreck that the line has suffered in its history.

ONCE over the Coquihalla summit the engines brake heavily down along canyon cliffsides to Brookmere only to face the Jura hill—mountain, most people call it. The winding wagon road takes five miles to top it. The railway, at top grade all the way, goes up in ten! Hairpin turn surmounts hairpin; you could get off at any 90-degree bend, dogtrot up to the next turn and catch the train as it chugs by again.

It in turn leads to Jellicoe Trestle, a horseshoe of tall timbers and a cartoonist's delight. Some years ago, an engineer absent-mindedly trundled across with firebox dampers open and the center of the long wooden span caught fire. Consequently the oncoming eastern and western passenger trains had to stop at either end. The paying guests of the CPR were walked across the charred, sky-high ties, to the opposing trains. The trains re-

loaded, then had to back up miles until each found a turning spot.

There's a spectacular nosedive run down into the Okanagan Valley over trestles. Some days when the clouds are low, they nestle *under* the ties. Then you feel you are indeed on the Glory Train, and charging atmospherically to Heaven. The Okanagan glistens first of the five major lakes along the route. They give quintuplet reason for granting top score of the mountain lines to the Kettle Valley for eye appeal. Further points could be scored for the whole line since you can look *down* upon the humped-up mountains of British Columbia.

But actually, except for scenery, railroading the Kettle Valley lacks the prestige of running either the main Canadian Pacific or Canadian National lines through the mountains. Crews stick to it for two reasons. First, there is superb fishing and big-game hunting to be enjoyed at all the layover points. Secondly, it's a friendly line. Conductors know that the mail, express and food shipments they bring are really welcomed at the stations, many of which have no other connection with the outside world.

Dining-car crews are always ready to rustle up a meal at odd hours for they know the lumberjack, prospecting and

Canadian Pacific

Kettle Valley Express **labors up twisting grade near Midway, B.C., on Andy McCulloch's "crooked road." Proud of his work, Scotchman argued that "any damn fool could build a straight line"**

trapping passengers may not have seen "a civilized meal" for months. Porters call many passengers by name. One I talked to always gathered up the old newspapers in the club car and threw them off at a certain siding. He knows that the old couple who gather them up receive no other news. And the engineers and firemen have the satisfaction of bucking the roughest, toughest piece of railroad in the country.

Out of the Okanagan Valley two more mountain ranges must be surmounted. The Farron hill is another 25 miles of steady 2.2 percent grade. Freights don't even attempt it as a single run, and trains are short in these parts—535 tons, the maximum load. Nonetheless, freight engineers split their trains in two and run at the hill twice. By the time you have squealed down the opposite side of the Arrow Lake Valley the wheels and brakeshoes are smoking. At night they glow a cherry-red from the friction. The naive mistake the pungent, fiery undercarriages for a series of hotboxes, but the conductor explaining the reason will cheerfully add, "You could fry a steak on any of the wheels."

Castlegar is the busiest junction point on the line, and with it, too, goes a story. At the turn of the century the CPR was anxious to acquire this side road from the Rossland gold strikes. The little line belonged to a 28-year-old Montana gambler called August Heinze. He wouldn't sell it, unless CPR agreed to buy his smelter also. The prospective buyers frankly thought the smelter deal was a worthless bit of horsetrading, but they were willing to buy it to get the rail route. Today this "worthless deal" means that CPR is now the far-from-unwilling owner of the Consolidated Mining & Smelting Company Ltd. at Trail and the world's largest lead mine at Kimberley.

The whole line is a crazy mixture of railway gamblings and jealousies. The ironic first act was the feud between American Van Horne, CPR builder, and Canadian James Hill, builder of the Great Northern. Canadian Pacific had ignored the easy Crow's Nest Pass because the government of the day deemed it too close to the U. S. border for military comfort. But James Hill blithely ran his Great Northern lines into the Fernie coal mines and the Nelson gold rush.

Van Horne sprang into action and the CPR built over the Crow's Nest Pass to Kootenay Landing on "faith, hope and alcohol." Good whisky was $1.25 a gallon in 1893, and men who remember it say "it was mighty cold, lady." From Kootenay Landing the CPR passengers were taken by a complex boat-rail-boat arrangement up the Kootenay and Arrow Lakes to the main line at Revelstoke. Trail and Rossland also had their outlet from Castlegar up the Arrow Lakes to the main line. By 1897 the Rossland *Miner* carried boldly an advertisement, "Vancouver 24 hours away by CPR." In 1948 with good luck on connections you can get out by rail in 25 hours.

A decade later James Hill's Great Northern obtained a charter for a line between Princeton and Brookmere. Great Northern still holds the charter but CPR operates and maintains the line. About the same time the Kettle Valley Railway Company, a near cousin of CPR, was organized. First McCulloch hooked Princeton up to Midway, then sweated through his perpendicular Coquihalla shortcut out to the coast. Since railway financing makes strange roadbedfellows CPR didn't fully claim these segments till 1924. And still you couldn't ride steel all the way through to Lethbridge, even with other odd bits of Great Northern added. The Kootenay Valley section was a railway-barge ride.

In 1930 it was decided to link the Crow's Nest Division with the rest of the steel. No mountains stood in the way but even this part of the line is in good Kettle Valley tradition. As the chef in the dining car will testify as he ricochets between sink and hot stove, there isn't a straight mile in the 58 miles out of Nelson. You get postcards-come-true views in exchange for the turkey-track run along the edge of the lake, however.

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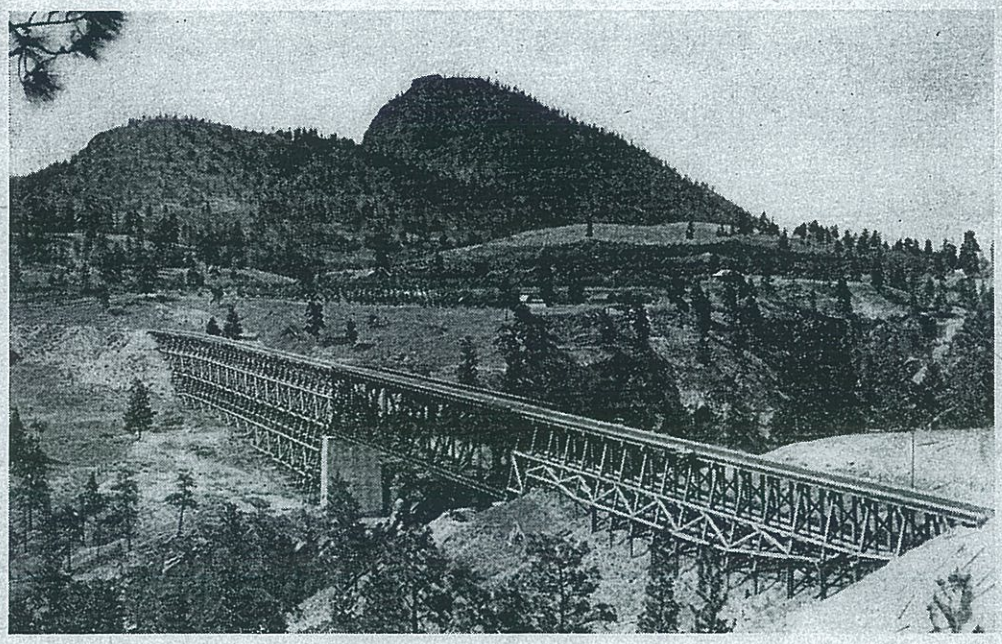
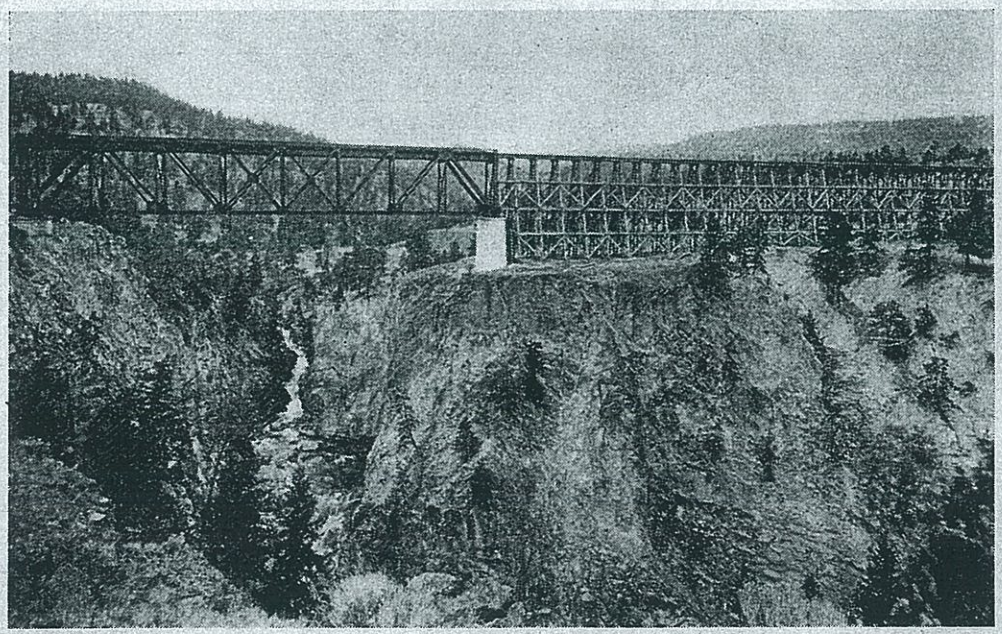
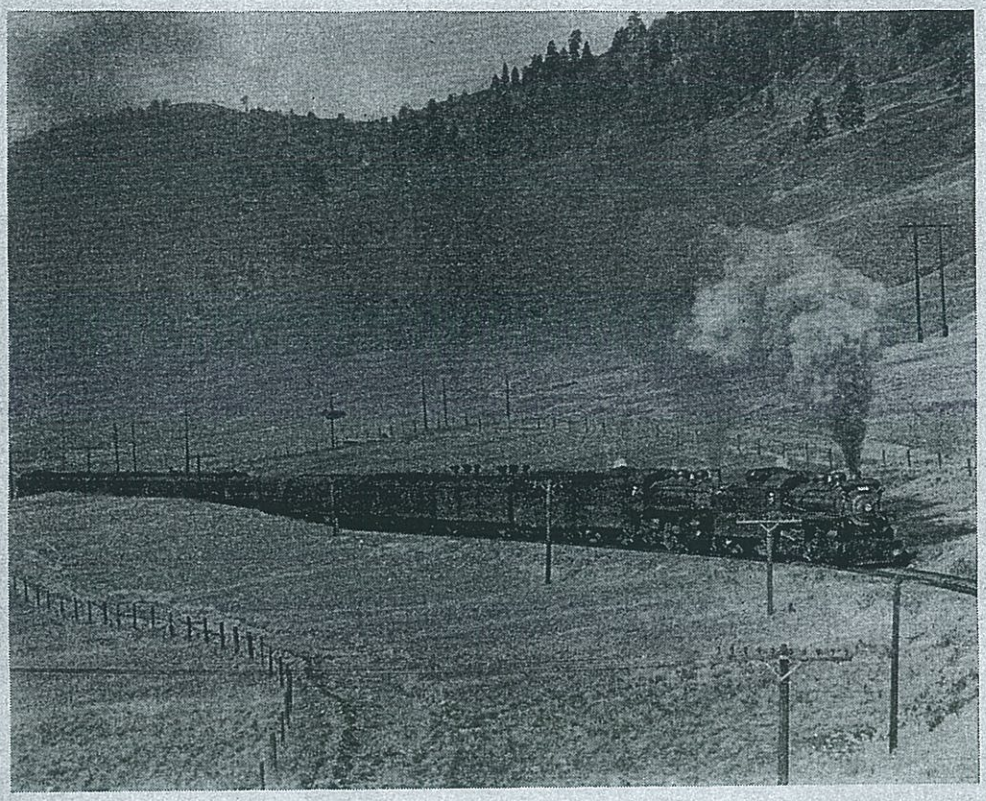


Canadian Pacific

Trout Creek Bridge near Summerland, B.C., one of many structures which help the Kettle Valley hold its grade to 2.2 maximum. Starting with 2000-foot rail-highway span at Hope, steeply sloping rails to Lethbridge pile up a world record for top-limit grades



ITS BUILDING took two years and once more a work-train conductor provided the folklore. This nameless character gave orders for two carloads of rock fill to be bunted down a short grade. Within a few minutes he appeared at the top of the grade and calmly, quietly, he requested, "Send me down two more loads of rock, please. Those two went in the lake."



Canadian Pacific

Gaining altitude in the Rockies. Doubleheaded by Nos. 5125 and 5207, the *Kettle Valley Express* speeds eastward with string of varnish bound for Medicine Hat, Alta.

Slocan Lake contains more valuable treasure—a boxcar full of silver which never has been located. It's not surprising for when salvagers were sounding for a locomotive lost off a barge on Slocan, they plumbed 1000 feet without touching bottom! These side lines to the mines—Rossland, Copper Mountain, Kimberley—are more hair-raising than the main line itself. Here 4 and 5 percent grades occur and railway designers don't even consider hairpin turns. Instead they put in true switchbacks. To navigate them, the trains go up one slope forward, are braked, then switched, and finally pushed backwards, in the opposite direction, up the next slope—back and forth they see-saw until the top is reached. A long train on these roads consists of a locomotive, two loaded cars and a caboose. Anything more calls for a doubleheader.

Taking in everything on its route—from the fruit growing Okanagan country to the grizzly-bear hunting country, from the cattle-ranching interior to the mining country—the main Kettle Valley line also runs through Doukhobor country. This feature attracts tourists, even those unacquainted with the history of these Russian religious exiles, but sours the railroad men. They recall too well the Doukhobor attempt in the autumn of 1947 to dynamite the bridge at Castlegar. Once you leave behind the tidy farms of the explosive sect only the Rocky Mountains lie between you and the prairie-flat speeding.

The Rocky Mountains are the easiest obstacle that the Kettle Valley route has to cross! The grades over the Crow's Nest are amateurish hauls for the engineers who have conquered the Coquihalla,

Jura and Farron hills. Passenger trains decline helper engines. Wildlife on the track provides the greatest hazard. Last winter no less than 104 deer collided with death on the line out of Cranbrooke. When I went through, a mountain lion lay mangled on the roadbed.

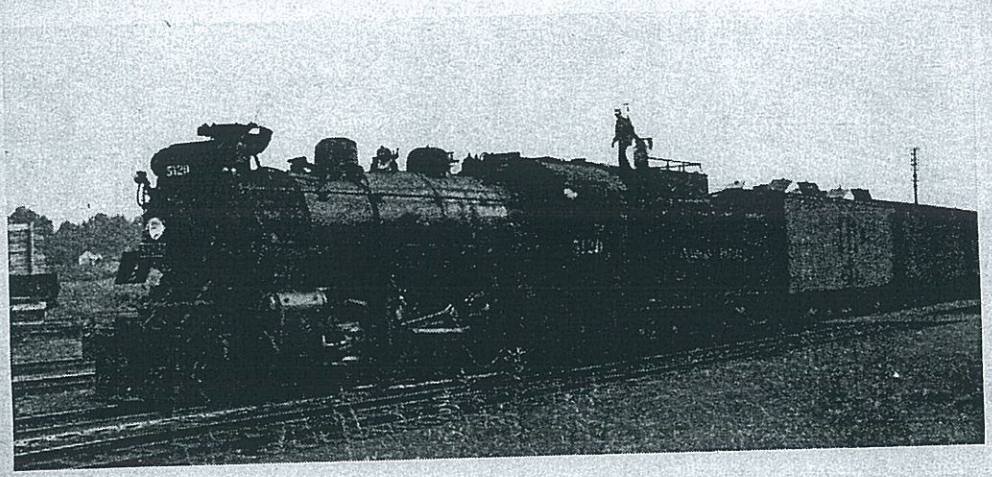
Crow's Nest itself, although charming of vistas, provides no Banff or Jasper accommodations. A CPR boarding house is the only restaurant. It is difficult to understand why a stronger tourist trade hasn't been developed on this southerly route. Admittedly the coal-mining towns along the line are drab, with flaring track-side coke ovens their only sign of life. Yet the mountains stand all about with the same grandeur, the streams are as prismatically fresh, the lakes as emerald as on the publicized northern passes.

From Crow's Nest down the mountain faces you get the home-stretch exhilaration. Only the village of Frank gives grim warning of the dangers of mountain railroading. The whole side of Turtle Mountain lies tumbled across two miles of country, as it has since 1903 when it buried the village in its fall. It took 4000 Japanese, working a 24-hour day, a full month to rebuild the CPR line over the buried dead of Frank after that most tremendous of rock slides came down. CPR keeps a constant eye on Turtle Mountain to see if there will be an encore. A roadmaster quite happily informed me there are still fissures up on the benches of the mountain—fissures so big that you could put a boxcar in them. Turtle Mountain, however, according to the scientists, is going to behave itself for a while.

At last the country relaxes into the Porcupine Hills, giving promise of prairies ahead. It's Peigan Indian country, which prompts the story of the tree. Railway men will point out a solitary tree on the horizon and assure you there is a body in it. Peigans used to bury their dead in trees, and according to oldtimers a very "dead injun" is still interred in this particular tree.

Perhaps it is only a story for the gullible. Yet the whole Kettle Valley route has proved in its very existence the cliché "truth is stranger than fiction." It's a line which provides constant amusement and excites affection and respect for the men who built it and keep it running with a high safety record. It's also a line which has opened up much of the interior of British Columbia, much more than the builders realized it would.

Perhaps the Kettle Valley Branch will never become a sleek, sophisticated tourist line; some people who appreciate its shirt-sleeve easy-going attitude hope not. Whatever happens, the 850 miles between Lethbridge and Vancouver will hold title to Canada's skyline passage.



No. 5120 gets the onceover in terminal yard. Ple-class *Mikado* was built by Montreal Loco. Works in 1913; feedwater heater was added years later

Andre Morin

INTERNATIONAL RAILWAYS CANADA-USA

ANDREW A. MERRILEES

RAILROAD AUGUST 1947

International Complications

By ANDREW A. MERRILEES

With Thousands of Rail Miles and Hundreds of Employes under Two Flags, American Railroads Maintain Their Equanimity

THE citizens of other countries regard the thousands of miles of undefended border between the United States and Canada as one of the wonders of the world. This border stretches the width of the whole continent, and railroad trains of both nations have been running across it with no formalities except customs and immigration inspection since July 16th, 1853—almost a hundred years.

In some cases trains of one nation run for hundreds of miles through the territory of the other; and, stranger still, thousands of miles of trackage are owned by United States railroads in Canada, and still greater mileages are owned by Canadian railroads in the United States.

It is no secret, and the source of little comment, for instance, that several thousand United States citizens—employes of Grand Trunk Western, Grand Trunk lines in Maine and New York states, Central Vermont and Duluth, Winnipeg & Pacific Railways—are working indirectly for the Canadian Government, for these lines are the property of the Canadian people through their ownership of the Canadian National Railways, which in turn owns the above 1,789 miles of United States subsidiaries.

Similarly, Canada's other great railway system, the Canadian Pacific, has no mean stake in United States railway trackage. It controls and separately operates the Soo Line, the Duluth, South Shore & Atlantic, and their subsidiaries, and operates on its own account a busy main line cutting across the northern part of the state of Maine and another cutting down from the border to White River Junction in Vermont. Added together, these give the CPR 5,123 miles of United States trackage, 296 miles of which are operated under its own name.

Photo by Nicholas Morant

SERIOUS business, this checking freight. Constables like CPR Chris Spurgeon handle road and terminal security, while customs' men put the official seal on border transfer

Largest U. S. owner of Canadian trackage is the New York Central, one of whose New York-Chicago main lines cuts through 228 miles of the Maple Leaf Dominion. Some of the Central's top speed records have been made on this 127 pounds to the rail Canadian speedway, which has only one really sharp curve all the way between Detroit and Buffalo, and carries such top trains as *The Wolverine, De Witt*

Clinton and the *North Shore Limited*.

Another important New York Central Canadian line is that part of the Adirondack Division between Utica, N. Y., and Montreal within Quebec province. It enters Canada near Athelstan, Que., and traverses fifty miles of that province before entering CPR trackage to gain access to the great Canadian metropolis. Other important NYC Canadian branch lines run from Helena, N. Y., fifty-nine miles to Ottawa, Canada's capital city, and sixty-two miles from St. Thomas to Courtright, Ont., on the St. Clair River. In all, the NYC system owns 489 miles of track in Canada.

Up till some years ago first place among United States owners of Canadian trackage was occupied by Great Northern. Now it is in fourth place since abandonments have cut its Canadian operated mileage from 858 miles to 202 miles. However, Canadian National, the largest railroad in North America, must still use Great Northern trackage to reach its imposing western terminus at Vancouver, B. C. It uses the GN Vancouver roundhouse, too, where big CNR passenger engines stand beside green-boilered GN jacks from Seattle.

At one time Great Northern trackage reached up into Canada at quite a number of points, but many of these lines have been abandoned. Still operating, however, is a daily passenger and freight service into Winnipeg over CNR trackage, and branches to Gretna, Manitoba, and to Hedley, Grand Forks and Nelson, B. C.

Until this year, a thirty-eight-mile portion of GN track between Princeton and Brookmere, B. C., has been used as a portion of the main line of the CPR's Kettle Valley Division. For the past few years this section of track has had no physical connection with the rest of the GN system, CPR trains being the only ones which run over it. Station signs and mile-

INTERNATIONAL roundup in Montreal's new Central Station. Skippers from CNR *Maritime Express* and Montreal-Ottawa passenger trains, the Rutland's *Green Mountain Flyer*, CNR *Continental Limited* and CV *Washingtonian* make ready for their night runs

Courtesy of Canadian National

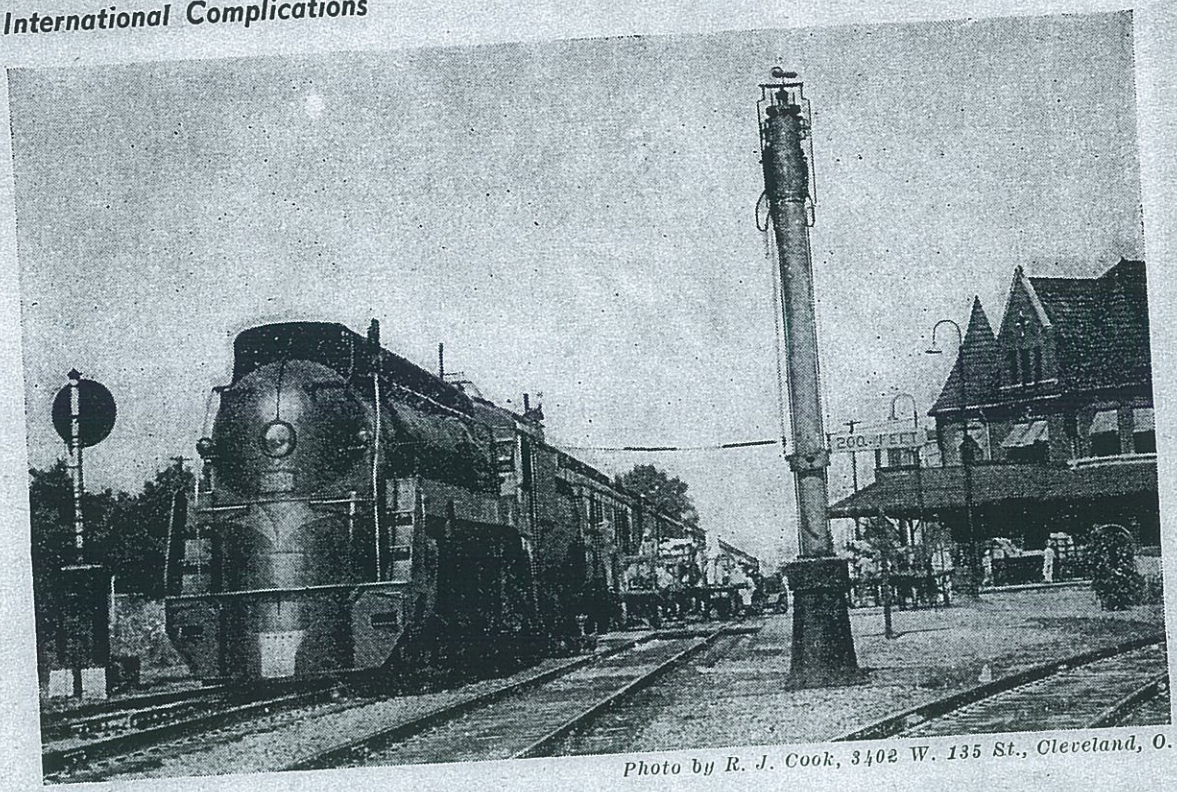


Photo by R. J. Cook, 3402 W. 135 St., Cleveland, O.

RUSH HOUR at Durand, Mich., crossroads for Toronto-to-Detroit, Muskegon, or Grand Rapids trains. *At left*, the *Inter-City Limited* picks up midafternoon mail and passengers

posts gave the mileages from Wenatchee, Wash., the original terminus of the GN line before it was partially abandoned south of Princeton. This year, CPR bought this trackage from GN and this curious operating freak ceased.

The Pere Marquette also owns a total of 199 miles of important trackage in Canada. Its Canadian main line extends from Windsor, Ontario, opposite Detroit, to St. Thomas, where a connection is made with the NYC, over which the Pere Marquette has freight running rights from that point to Niagara Falls, N. Y., where it makes connections with the Erie. Another important Pere Marquette line in Canada extends from Sarnia to Erieau, Ontario, a Lake Erie coal receiving port. Pere Marquette operates two big car ferries between Detroit and Windsor to handle the heavy freight transferred from its United States to its Canadian trackage.

Another car ferry user between the same points is the Wabash which, though it does not own any trackage in Canada, has running rights over 240 miles of the Canadian National between Windsor, Ontario, and Niagara Falls and Buffalo, N. Y., where it maintains a large freight terminal. The Wabash used to operate two high-speed passenger trains each way daily between Detroit and Buffalo in competition with NYC, but since 1932 Wabash service in Canada has been freight only. They hold pretty well undisputed sway over their Canadian territory, however, since between Glencoe and Fort Erie, except for one short section, the CNR does not use the trackage over which the Wabash has running rights.

Away down east two other United States roads have passenger rights into Montreal. These are the Delaware & Hudson and the Rutland. Up till October 1st, 1917, the D&H had running rights from Rouses Point, N. Y., to Montreal over forty-five miles of the Grand Trunk (now CNR) and the Rutland used CPR trackage, along with a piece from another road. In October, 1917, they switched and today the D&H uses CPR trackage terminating at Windsor Station, Montreal. The Rutland has switched to CNR track, terminating at Bonaventure Station. It is

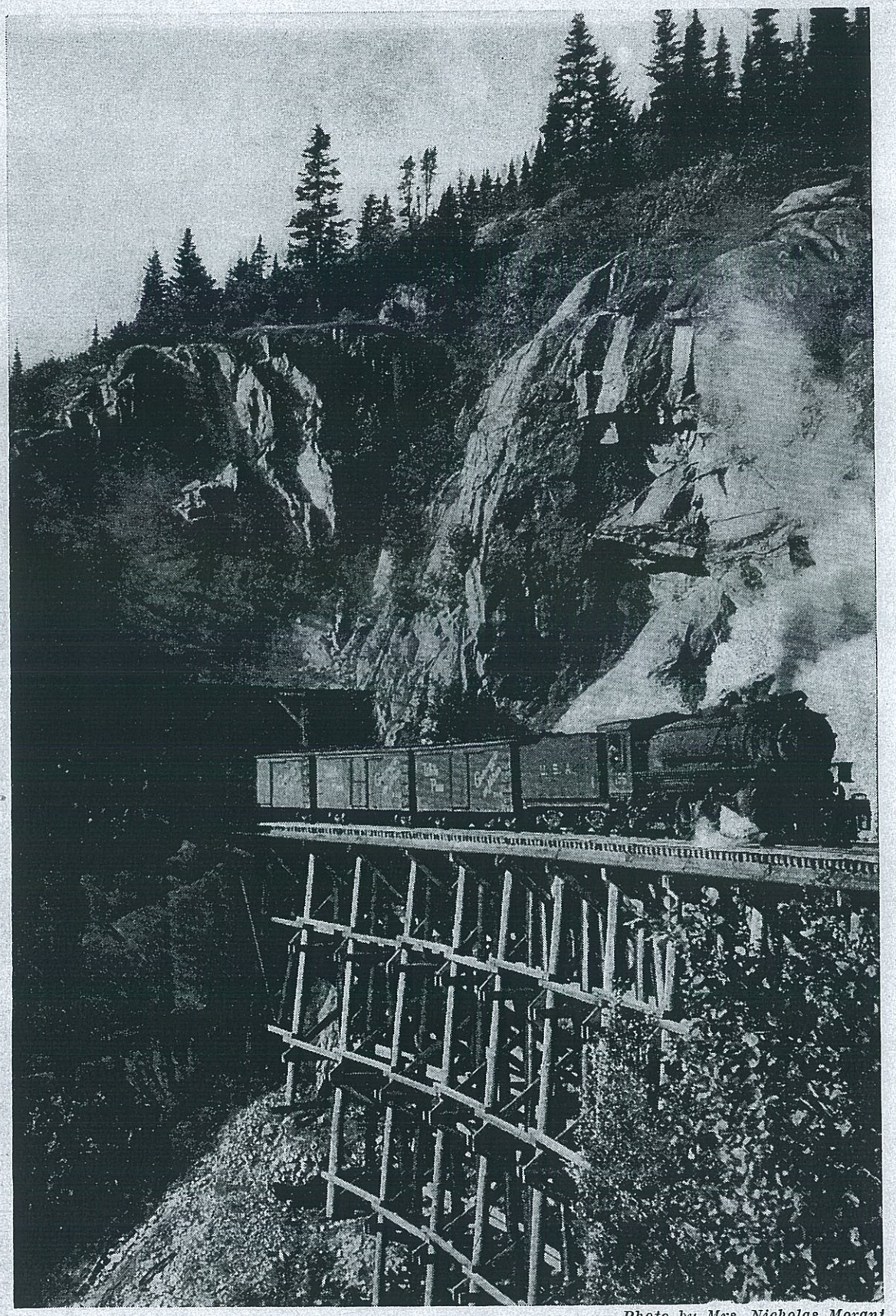


Photo by Mrs. Nicholas Morant

CANADA-BOUND White Pass & Yukon mixed daily exits from Tunnel Mountain near White Pass and the Alaska-Canada boundary

Morant
White

now using CNR's new Montreal Central Terminus.

UNTIL 1929, when most of it was sold to Canadian National, the D&H was also a big-scale owner of Canadian trackage in the Province of Quebec. D&H's Canadian subsidiary was known as the Quebec, Montreal & Southern, and owned a ramshackle system of curiously located trackage left over from an abortive D&H attempt to reach Quebec city. Now all that is left of the D&H Canadian trackage is known as the Napierville Junction Railway, between Rouses Point, N. Y., and Delson, Que. D&H New York-Montreal trains operate over it for twenty-seven miles.

At Winnipeg in the Canadian West the Northern Pacific has running rights over a line which it owns. Yes, you read it right! From Emerson, Manitoba, on the United States border, to Winnipeg, NP has running rights granted by the CNR over a sixty-six-mile line which a predecessor of the CNR leased from National Pacific in 1901. Back at that time, NP was in financial trouble and glad to get the long-term lease money.

In 1912, National Pacific and Great Northern began to share running rights from Emerson to Winnipeg over a line which NP had leased to CNR eleven years before. CNR crews handle the NP and GN engines and trains from Emerson to Winnipeg. Passenger trains tie up at the CNR's Winnipeg Union Station, and freight trains at the yards of the Midland Railway of Manitoba, a small terminal railroad owned jointly by GN and NP. The Midland Railway's switch engines make a huge circle around the northwestern edge of Winnipeg to reach the freight house near the center of the city. Gasoline trains also reach Winnipeg over CPR rails from the United States border.

Running east from Montreal, CPR cuts through two hundred miles of the State of Maine to reach Saint John in New Brunswick, using Maine Central trackage from Mattawamkeag to Vanceboro, Maine, and its own line from Mattawamkeag to the Quebec boundary near Megantic. Brownville Junction in Maine is an important CPR terminal point and the residence of many Canadian Pacific crews.

In 1925, when the Boston & Maine was in poor financial condition, a very old New England line, the Connecticut & Passumpsic Rivers Railway, was leased to the CPR by the B&M. This line, along with its Canadian section, the former Massawippi Valley Railway, runs from White River Junction in Vermont to Lennoxville, Que., with running rights over the CNR from Lennoxville to Sherbrooke and a short branch from Beebe Junction to Rock Island, Que. Rock Island is a border town. It has an "opera house" and library half in the United States and half in Canada, with other houses and factories in the same perplexing international position. This is true of the freight house belonging to the Quebec Central, a CPR subsidiary which is now operating that section of the old B&M Passumpsic Division between Sherbrooke and Newport, Vt. The freight-house track runs straight along the invisible boundary line, and a car spotted on this track can be unloaded from one door into the Derby Line, Vt. freight shed on the right, or into the Rock Island, Que. freight shed on the left. An office across the front of both sheds connects them.

A Boston & Maine engine runs regularly over the CPR into Montreal on the Boston-Montreal run, while on the other side of the continent, CPR engines and trains ran for many years right into Seattle over the Northern Pacific from Vancouver, B.C., reaching NP rails at Sumas, Wash.

The CNR Port Arthur-Winnipeg main line cuts across the State of Minnesota for thirty-six miles between Baudette and Warroad. The Canadian line also enters the United States at the village of Fort Covington, N.Y., which is the border terminus of a twenty-five mile branch to Massena, N.Y. New York Central uses seven miles of this branch between Massena and Helena to reach their Helena-Ottawa line, which now has no physical

Photo by Mrs. Nicholas Morant

DOUBLEHEADER crossing Dead Horse Gulch Bridge on Alaska's WP&Y right-of-way. Trains handle a heavy traffic in gold-dredger equipment, waybilled for Dawson City

connection with the rest of their system. Like many other CNR holdings in the States, this branch line is known in upstate New York as the Grand Trunk Line.

While discussing international lines along the Canadian-United States border, let's not forget the one single international line crossing the Alaskan border—the White Pass & Yukon. This is a narrow gage line which has its start at Skagway, Alaska, but after only twenty miles enters Canadian territory and stays in Canada for the remaining ninty-one miles of its route. This road was operated during the war by the United States Army but was recently returned to its former owners.

WORKERS on the American roads which the Canadian lines control are, for the most part, United States citizens. Similarly, where United States roads run trains in Canada for any long distances, Canadian citizens are employed. This also applies to shop and office staffs, and to repairs made on equipment. The New York Central, for instance, has long maintained a huge locomotive and car shop at St. Thomas, Ont., where Class I repairs on all the locomotives and cars of its Canadian Division are made. In the old days, some of its locomotives were built there, and two of these Canadian-built NYC locomotives, Numbers 880 and 881 are still in service today.

Not long ago, the Canadian Government made doubly sure that a certain proportion of NYC equipment was definitely assigned to Canada for repair purposes by insisting that Canadian Division cars be relettered "Canada Southern" and carry the initials CASO. This caused quite a stir in railfan circles at the time because many had not heard of the "new railroad." Only a few students of rail history knew that the initials stood for the original name of what is now the New York Central's Canadian Division.

Pere Marquette also has a large locomotive and car shop at St. Thomas, Ont. Some locomotives on its Canadian Division have never even been in the United States. Canadian locomotives of the Wabash, long repaired at Decatur, Ill., were for some years repaired at the Montreal

Locomotive Works, 350 miles from the Wabash's leased rails, and still later at Pere Marquette's St. Thomas shops. Now the Wabash has a contract with NYC's St. Thomas shops to repair its Canadian engines.

Many Wabash locomotives operating in Canada have had the numeral "1" attached to the commencement of their three digit numbers. Thus, Pacific number 681 became 1681 when it entered Canada, and has remained that number since. This practice plays havoc with the continuity of the Wabash system of locomotive numbering.

The CPR has a shop at Lyndonville, Ver., which it took over when it leased the old Passumpsic Division of the Boston & Maine in 1926. At certain periods of the year this shop has repaired CPR locomotives which operate in the United States.

Similarly, Canadian National locomotives operating over the Grand Trunk lines in Maine, and lettered "Grand Trunk", are repaired in the Central Vermont's old shops at St. Albans, for the CV is another CNR subsidiary.

Locomotives belonging to GN, NP, D&H, Rutland, CV, and to NYC's Adirondack and Ottawa Divisions are regarded as international engines by the Canadian authorities, and as such are allowed to pass in and out of the country duty free, so long as they do not remain in Canada more than forty-eight hours on each successive trip. In the old days, United States roads with Canadian subsidiaries were occasionally indicted on a charge of smuggling passenger coaches and freight cars into Canada. On one occasion, a certain Canadian road bought a second-hand engine in the U.S. which for several months after purchase they operated in international service. All went well until they commenced running it regularly between Canadian points only. One morning its crew arrived to find it chained to the rails with the seals of Canada Customs around the chains.

Only one serious border incident has occurred along the boundary between Canada and the United States during the whole period of international railway operation. Back in 1866 several parties of Irish-Americans along the Niagara frontier instituted what are now known as the Fenian Raids. Inspired by Irish immi-

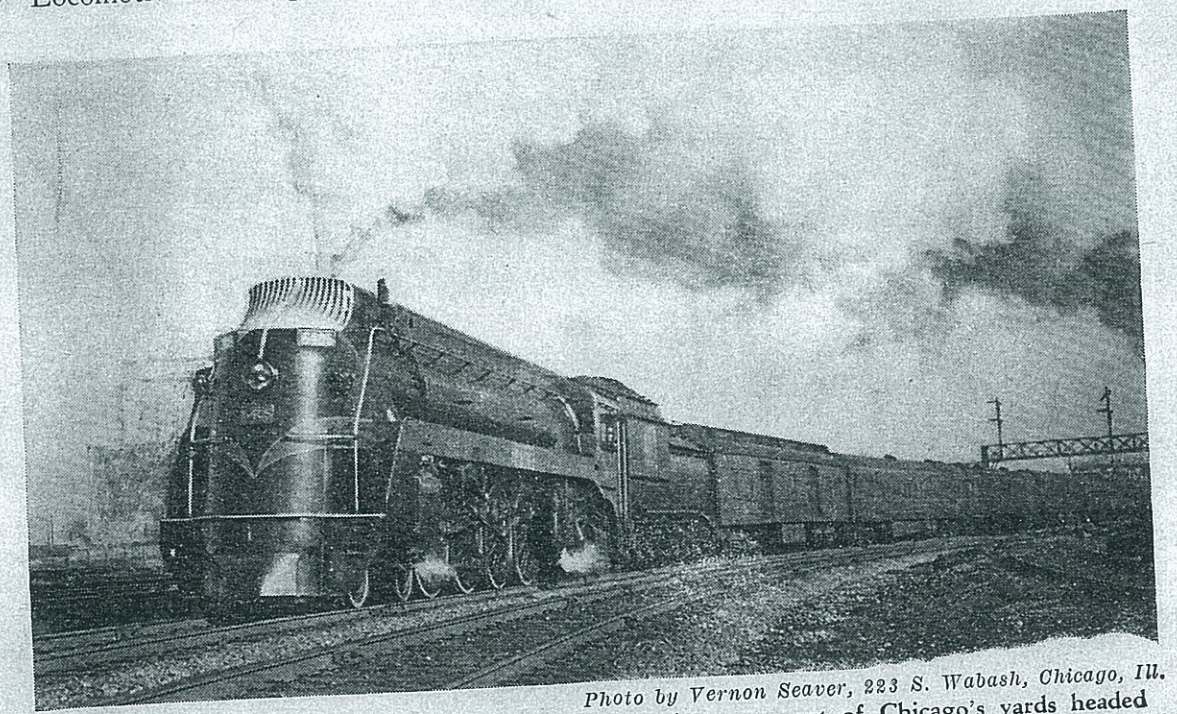
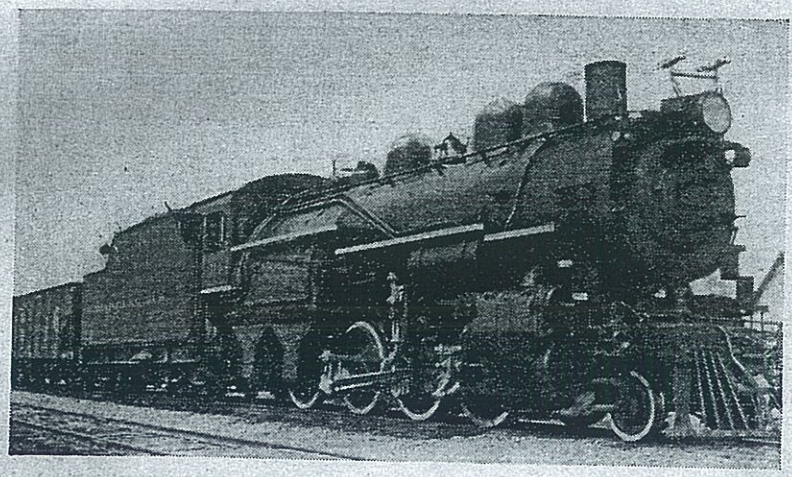


Photo by Vernon Seaver, 223 S. Wabash, Chicago, Ill.

THE MAPLE LEAF, GTW Great Lakes-to-Montrealer, steps out of Chicago's yards headed for a borderline hop between Port Huron, Mich., and Sarnia, Ont.



YARD pose of Napierville Junction Ry.'s 914. The 27-mile road is remnant of D&H Canadian trackage

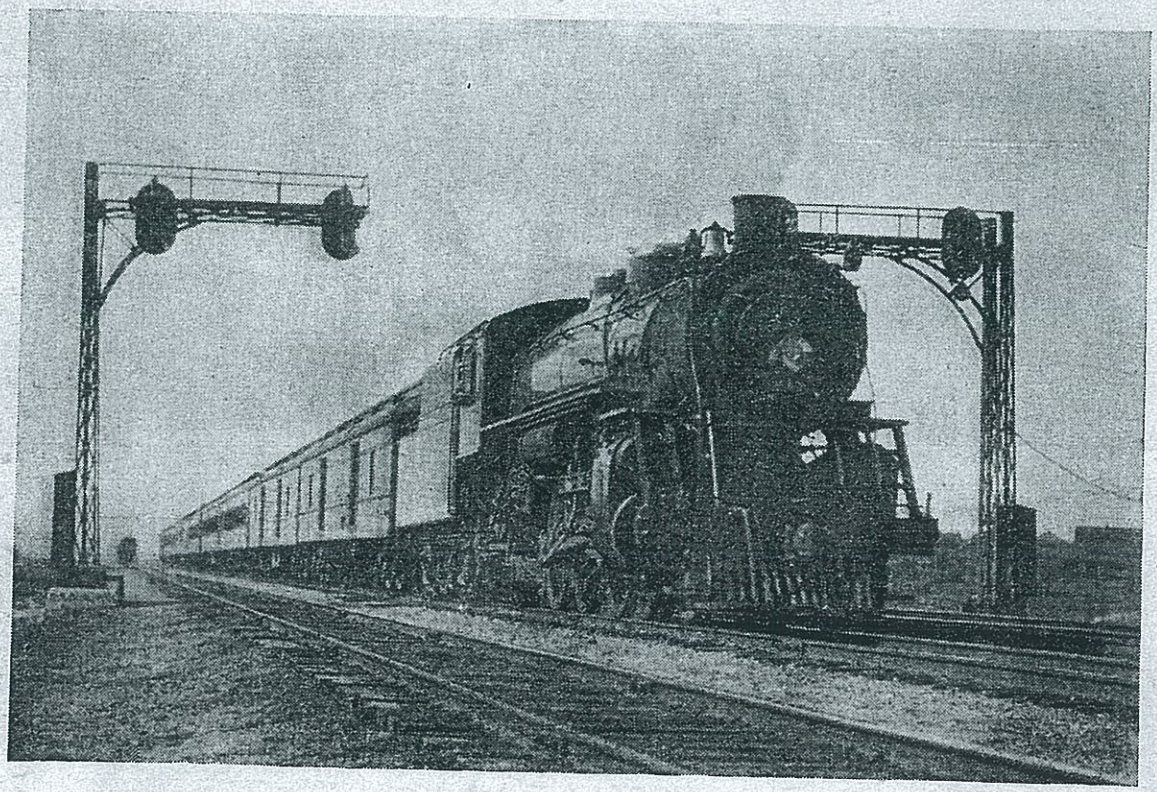
Photo from Bill Laurin, 5770 Sherbrook W., Montreal

SHORTLINE link between Toronto and New York via the New York Central is Toronto, Hamilton & Buffalo, which shunts trains into Welland, then over Michigan trackage to Buffalo. ***Below,*** No. 15 with passenger

Photo by J. D. Welsh

grants, the raids were designed to avenge "Ireland's wrongs" by making trouble for England. On one occasion a Fenian raiding party looted its way into Canada as far as Ridgeway, some nine miles from the border, where it was repulsed by an army of Canadian militia hastily brought to that stop by a Buffalo & Lake Huron train hauled by the engine *Milwaukee,* which had been on loan to the Welland Railway at the time. Needless to say, these attempts on Canada's sovereignty were made without the approval of the United States Government and were soon quelled. Canada attained Dominion status the following year, 1867, but this was coincidental to the Fenian efforts, and not the result of them.

ALTHOUGH many steam lines cross the United States-Canada border only two electric lines have international trackage. Two other lines at one time enjoyed running rights into Canada. The Calais Street Railway used to operate local streetcar service between Calais in Maine and the adjoining municipality of St. Stephen, New Brunswick. This line,



Print from Rail Photo Service, 305 Sherman Bldg., 93 Mass. Ave., Boston, Mass.

POWERED by Consolidation 2030, Delaware & Hudson coal-and-freight drag rounds a bend at Port Kent, N. Y., heading for the Montreal terminal

located in the utmost northeast corner of the State of Maine, was undoubtedly the most easternly of all the electric lines in the United States. Until 1932 the International Railway Co. of Buffalo, N.Y., operated a Canadian Division from Queenston, Ont., through Niagara Falls to Chippawa, using some international and some duty-paid Canadian cars with Canadian crews. This line connected with the rest of the IRC system by the famous Upper Steel Arch Bridge or so-called "Honeymoon Bridge" at Niagara Falls, which collapsed during an ice jam on January 27, 1938.

Prior to 1932, the IRC and Niagara Gorge Railroad maintained a reciprocal running rights agreement, which gave to each rights on both the U.S. and Canadian banks of Niagara Gorge, over a circular belt line route which undoubtedly presented some of the most spectacular trolley-line scenery on the continent. "Niagara's Great Gorge Trip" was advertised all over America, Britain and Europe, and was probably the only North American trolley ride for which tickets could be bought in London, Paris and Berlin. Thomas Cook & Sons, world-famed travel agents, always included a sidetrip among their American and world tours.

Until 1932, the Niagara, St. Catharines & Toronto Railway, an electric subsidiary of the CNR, had running rights over the IRC's Upper Steel Arch Bridge to Niagara Falls, but since then traffic along this line has been handled by bus. The NS&T still runs to Niagara Falls, on the Ontario side, but it no longer passes near the roaring cataract.

One other large American street and interurban trolley system for many years controlled by Canadians was the Detroit United Railway, which was owned by a group of Montreal capitalists. In 1923, the city lines were expropriated by the City of Detroit, which has since operated them. The interurban lines were soon afterwards abandoned. Nine years later, the CPR gained a majority stock ownership of Canadian-controlled Aroostook Valley Railroad, a United States trolley company up in the potato country of Maine.

But I have digressed. One of the most interesting and complicated international steam lines is the Toronto, Hamilton & Buffalo Railway. Controlled by the New York Central, with a minority stock interest held by the CPR, it provides a

through passenger service between Toronto, Hamilton and Buffalo. Besides its own equipment, NYC and CPR locomotives and coaches are also regularly used in the through service. Thus, every day, NYC locomotives may be seen in Toronto, CPR locomotives in Buffalo, while TH&B locomotives appear daily in both places. The mileage that each road's locomotives work over the other two railroads comprising the "Through Line" is equalized over a year, according to the length of trackage each line contributes to the through service.

TH&B Toronto-Buffalo through service is further complicated by the fact that the CPR portion of the trip—between Toronto and Hamilton—is handled almost entirely over CNR rails, a Canadian Pacific agreement having been effected with the old Grand Trunk Railway back in 1896 for running rights over CNR

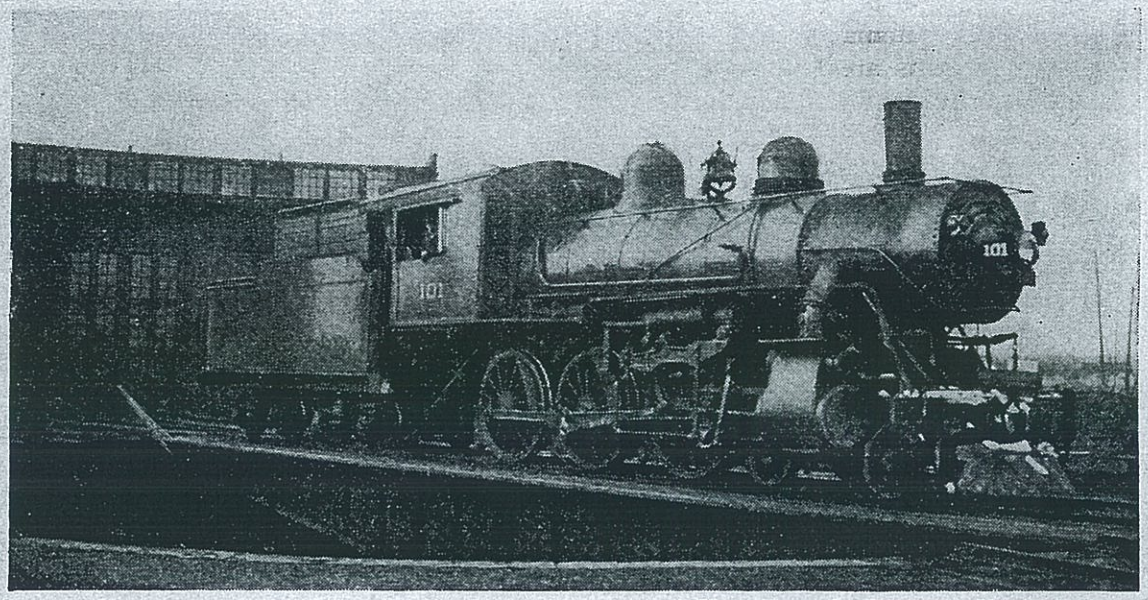
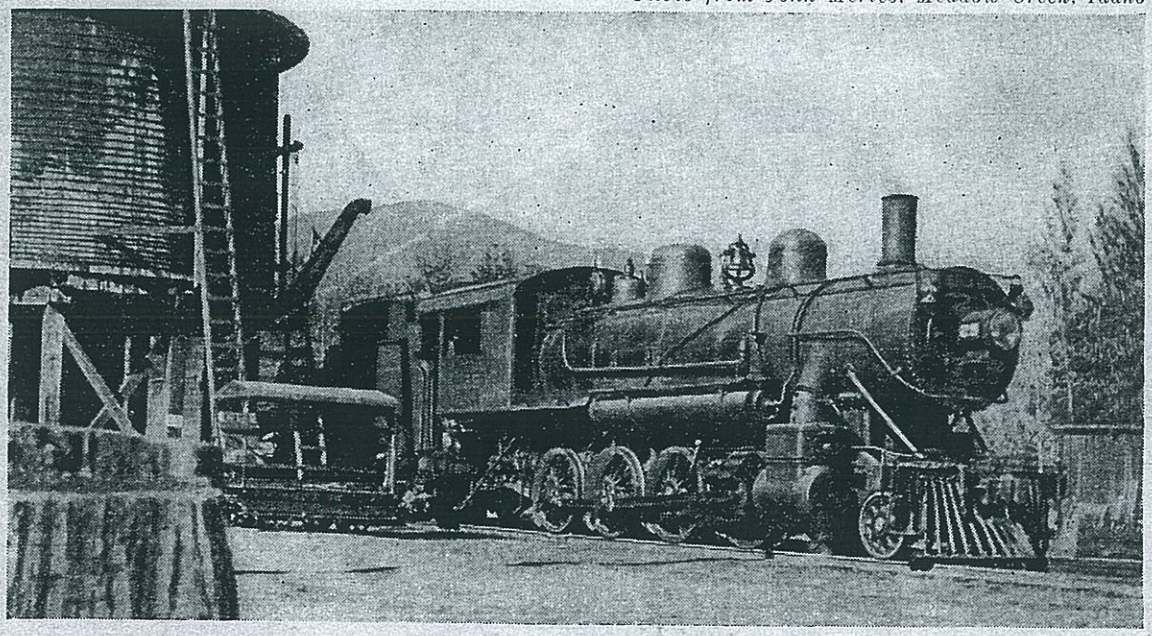


Photo from L. Ferguson, Hanford, Wash.

TWICE DAILY Spokane International trains stop at Eastport, Idaho, and Kingsgate, B. C.—300 feet apart—for routine border double-checks. *Above*, No. 101 on the Spokane turntable. *Below*, engine 25 at Meadow Creek, Idaho, 15 miles south of the boundary

Photo from John Mertes, Meadow Creek, Idaho



trackage between Toronto and Hamilton Junction.

TH&B's through-line section begins at Hamilton and ends at Welland, twenty-seven miles distant, where NYC trackage is reached and followed into Buffalo. It is reported that the TH&B makes more money per mile than any other road of its size in Canada. Its locomotive shops and roundhouse at Hamilton are among the most modern in the country, and the through-line section is rock ballasted and equipped with automatic block signals throughout. Trains are comprised of an interesting assortment of modern passenger equipment. An NYC diner or CPR buffet parlor car, TH&B coaches, smokers and baggage cars and standard Pullmans with through runs from Toronto to New York, Boston, Philadelphia, Cleveland and Pittsburgh, all are commonplace in the consist of one train.

In addition to its Hamilton-Welland through line, the TH&B has other branches from Hamilton to Waterford, and from Smithville to Port Maitland. It also has running rights for freight over the CNR between Welland and Port Colborne. CPR crews handle all trains between Toronto and Hamilton, while TH&B and NYC Canadian Division crews handle through trains between Hamilton and Buffalo.

In the far western states, there is another interesting line in which the CPR at one time had an interest. This is the Spokane International Railway, which runs 140 miles north to the Canadian border from Spokane, Wash. The border end of the line is called Eastport, Idaho in the United States and Kingsgate, B.C. in Canada. After the United States customs and immigration men are through checking at the SI Railway station at Eastport, the train pulls 300 feet ahead to the Kingsgate CPR station. The Canadian Customs then takes over. Up till about 1930, SI trains terminated at Eastport—and a CPR branch line train took over at Kingsgate to haul the passengers the ten miles up to the CPR main line at Yahk. In 1930 the SI trains commenced handling all traffic between Kingsgate and Yahk, B.C., with the result that snappy little SI ten-wheelers and wide-fireboxed former D&H Consolidations can be seen side-by-side with trim CPR passenger power at Yahk station. Many years ago when the CPR held a substantial interest in this line it handled a hotshot passenger train called the *Soo-Spokane-Portland*, which branched out from the Twin Cities toward Portland, Ore., first making a wide detour up into Canada over the Soo Line to North Portal on the Canadian boundary, thence over the CPR to Yahk and Kingsgate, on down over the SI to Spokane and then west over the Union Pacific to Portland.

ONE final phase of international service concerns the car ferries crossing the boundary in the Great Lakes region. The first of these bridges the St. Lawrence River between Ogdensburg, N.Y. and Prescott, Ont., connecting the NYC with the CPR. Another, owned jointly by the CNR and the B&O, crosses Lake Ontario between Cobourg, Ont. and Charlotte (Rochester), N.Y. A third connects the Pennsy at Ashtabula Harbour in Ohio with the CPR at Port Burwell, Ont. CNR, Pere Marquette and Wabash ferries plying across the Detroit River between Windsor, Ont. and Detroit, carry the bulk of international traffic. Car-ferry services once operated between Sarnia, Ont. and Port Huron, Mich.; between Brockville, Ont. and Morristown, N.Y.; between Port Stanley and Erieau, Ont. and Conneaut, O.; between Amherstburg, Ont. and Grosse Isle, Mich.; and between Fort Erie, Ont. and Black Rock (Buffalo) N.Y., are now abandoned, as is the old TH&B ferry which once traveled between Port Maitland, Ont. and Ashtabula Harbour in Ohio.

Two railway tunnels—the CNR-GTW St. Clair Tunnel under the St. Clair River between Sarnia, Ont. and Port Huron, Mich., opened in 1891, and the NYC Detroit-Windsor tunnel, opened in 1910—handle some United States-Canadian traffic; the remainder of border cross-

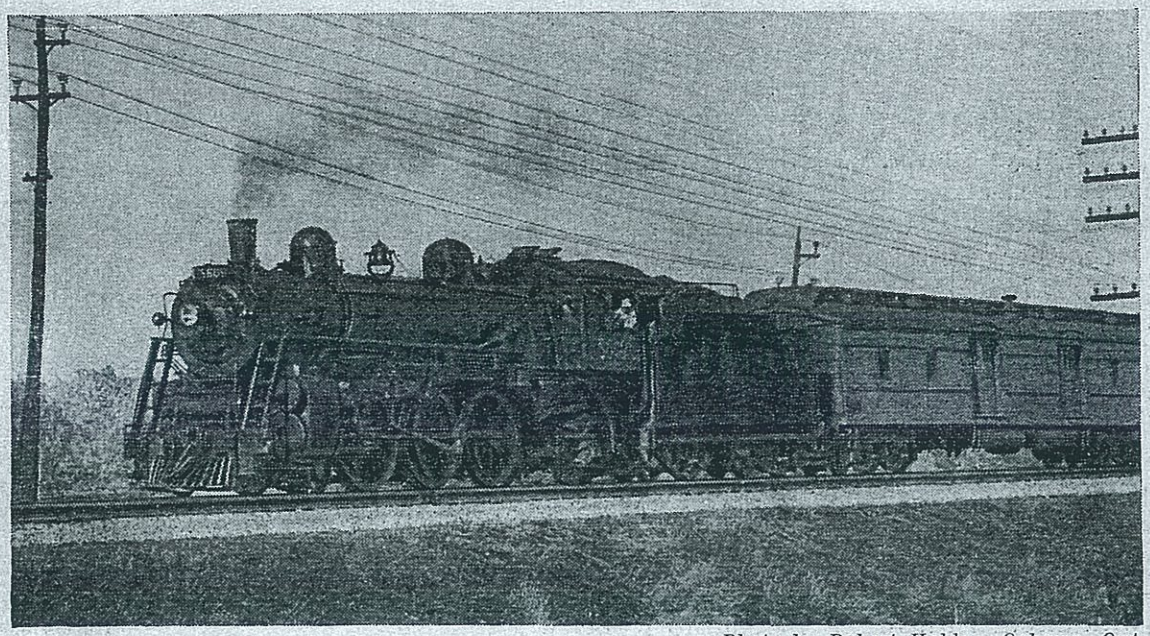


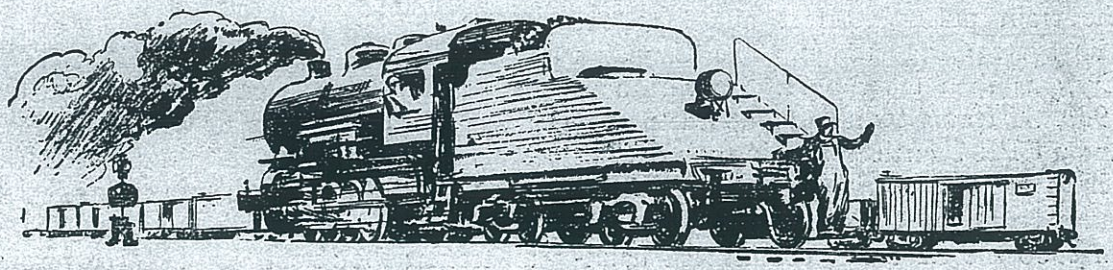
Photo by Robert Holden, Oshawa, Ont.

RUNNING as first section of the *La Salle*, pooled CNR-CPR Montreal to Toronto passenger train heads west through Oshawa, Ont.

ing is via land on bridges. Best known is probably the CNR Suspension Bridge between Niagara Falls, Ont. and Niagara Falls, N.Y. This bridge was originally opened in 1854 and rebuilt and widened some years later. Lehigh Valley transfer engines shuttle from yards on one side to those on the other. A scant few yards south of the Suspension Bridge is the NYC's Niagara Bridge, which also handles Pere Marquette's freights. In 1925 the Niagara Bridge replaced the original Michigan Central cantilever, reported to have been dismantled piece by piece and re-erected across a gorge in South Africa.

Farther up the Niagara River above the Falls at Black Rock is the CNR's International Bridge. Containing a little-used center draw span for the passage of the occasional vessel which dares to brave the swift current at this point, the International is used by the CNR, NYC and Wabash and by Pennsy transfer engines hauling cars from one side of the river to the other, between Black Rock, N.Y., and Fort Erie, Ont. The bridge was built in 1873.

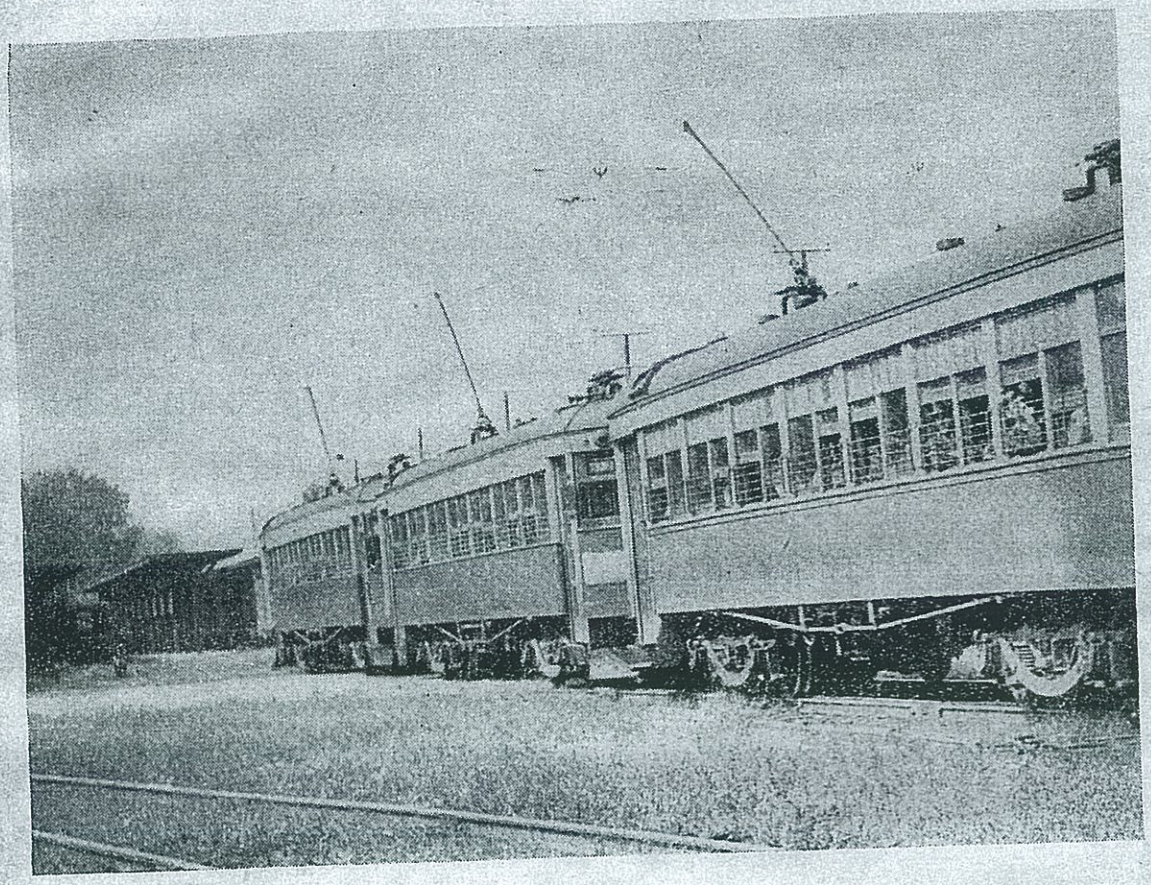
As complex as international railroad operation may seem in the telling, it has actually proved fairly simple in the working sense. Intelligence and a sense of fairness and cooperation on both sides of the border have steered the two countries clear of most of the possible complications. Thus, the history of international railroading is a quiet one, but rails interested in unusual operating methods find the subject full of interest. And that, too, goes for fellows on both sides of the border!



NIAGARA ST CATHARINES AND TORONTO

WILLIAM C. KESSEL RAILROAD

JUNE 1950



Electric Lines:

Canadian National Interurban

By WILLIAM C. KESSEL

FIRST-TIME visitors to Canada are often surprised to discover the varied services offered by the two big Canadian railroad systems. Then, after seeing the names of those roads decorating telegraph offices, hotels, airlines and trucks, they are less surprised to come upon interurbans, local trolleys, buses and steamships bearing the Canadian National's herald. That such a system should be located in the highly-industrialized Niagara Peninsula is natural. The Province of Ontario makes good use of the hydro-electric power derived from Niagara Falls.

The Niagara, St. Catharines & Toronto Railway isn't quite what it used to be; the main line has been halved, local streetcars have given way to buses, and the old branch to Niagara-on-the-Lake has been lopped off at the far side of the Welland Canal. Nevertheless, the traveling railfan can still ride a big interurban car for some distance; and he can see 3 MU electric motors urging boxcars along city streets and through the open country. What's more, the freight will probably move to and from the big steam road under wires and catenary delivering 600 volts DC (bought at 12,000 volts AC) for a long time to come. The threat of Dieselization, which has become a reality

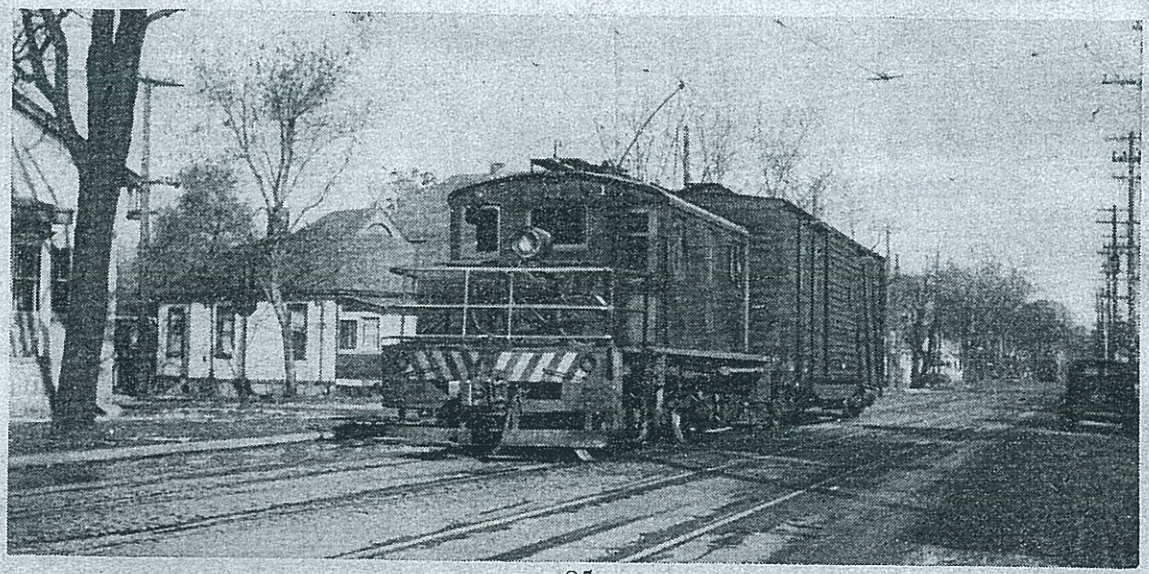
Left: **MU train leaving St. Catharines station for Niagara Falls, Ont. where there is a bus connection for Niagara Falls, N. Y. Aboard cars are Torontonians who left steamer at Port Dalhousie East.** ***Below:*** **Motor No. 18 tows boxcars through St. Catharines streets**

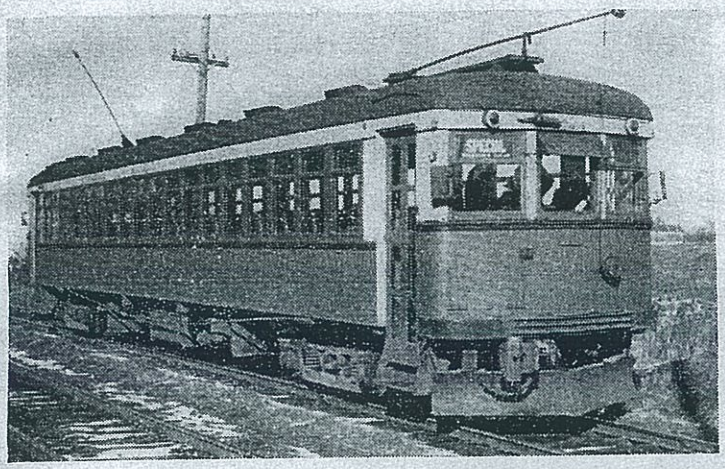
on many an American electric line, still seems remote here.

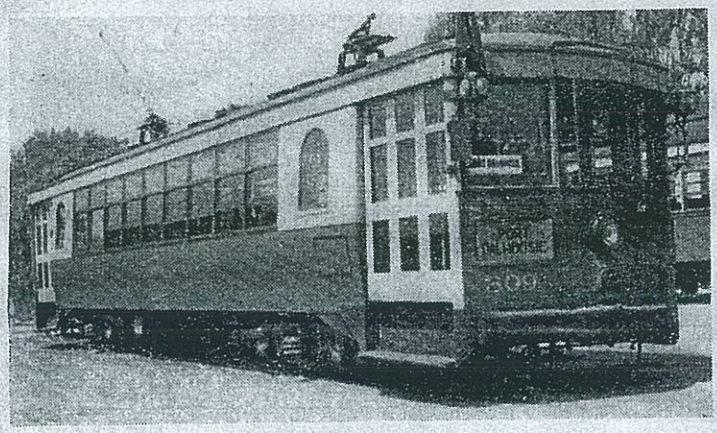
Our peripatetic fan can ride an extra-long homemade car—really a dachshund among interurbans—from Thorold to Port Colborne, 18.6 miles, with an hourly schedule to choose from. If he can get around when cars are coming from the barns at St. Catharines, or returning home, he will be carried another 4.84 miles. Then he will ride high above parts of Thorold on trestlework replacing the abandoned route through the streets. (In mid-day, he can bridge the gap by bus). He can also add 5.55 miles of scenic road-side trolley aboard a Cincinnati rubber-stamp car, from St. Catharines to Port Dalhousie West.

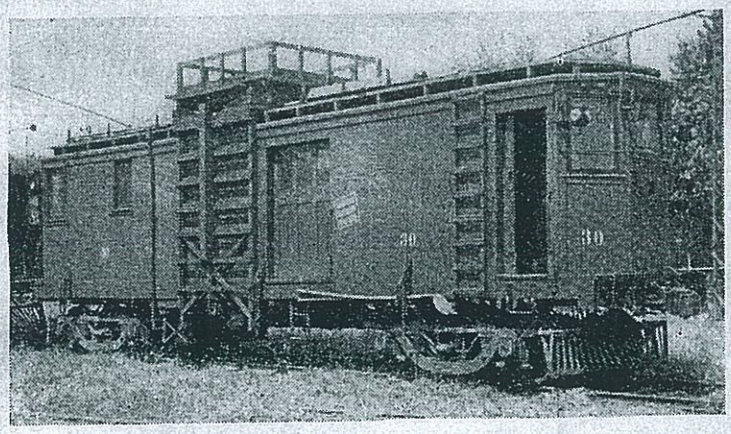
If he impresses the highly diligent and competent officials as a responsible sort of fellow, and displays fanclub credentials, he can probably survey the yards a few blocks from the 1924-built brick office building in St. Catharines. This office-and-station, complete with covered platforms, is worthy of a medium sized steam road. He will find survivors of the wooden MU Preston cars with arched windows, lovingly assembled about 1914. These cars ran as triplets as late as 1946 and some of them bore the fine woodwork and renewed gilt stripping even at that late date. He may spot the express car which runs weekdays, and may recognize it as ex-Cleveland & Eastern.

As a matter of fact, boomer cars came









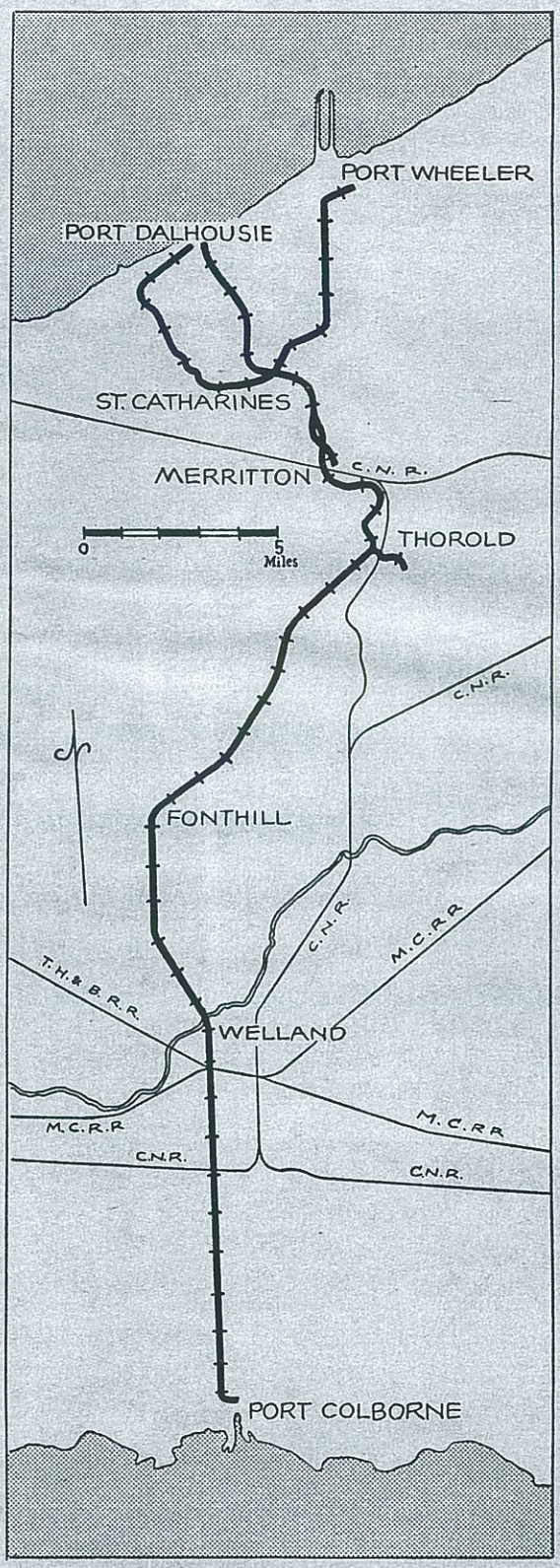
Top: **Not too busy or too proud to heed juicefans, the Niagara, St. Catharines & Toronto Railway Co., under the aegis of the CNR, runs railfan special. Ex-Toronto Suburban Railway car is NSt.C&T No. 83.** ***Center:*** **Ex-Cincinnati rubber stamp Car No. 309 at Port Dalhousie West.** ***Bottom:*** **Electric workhouse, Line Car No. 30**

and went from this property like the boomer switchmen of railroad fiction. Cities all over Canada and much of the U. S.A. sent cars and motors—Washington-Virginia smooth riding local trolleys, for instance. Then, the NStCT would send them on again. Some of the aforementioned lot are now with the Montreal & Southern Counties, another CNR subsidiary. The all-time roster is bewildering in its complexity; and the skilled Canadian shopmen have compounded the difficulties of assembling a complete list.

During wartime Sundays, as many as seven or eight cars might figure in a multiple meet at Substation Junction, and each car would probably be different in some respects. Speaking of wartime, the authorities required that track and wire be left intact when buses were substituted on the main line and in local service; so we were treated to the heart-warming spectacle of car restorations.

If our railfans are also boatfans (a frequent combination), they may want to board the SS Dalhousie City to cross Lake Ontario to Toronto. Seasons and weather must be considered, however. No longer do multiple-unit boat trains run all the way from Niagara Falls, Ont. to Port Dalhousie East—the track no longer extends east to the falls. But cars from St. Catharines to Port Dalhousie West still run as this is written. (How much longer, we do not know.)

Incidentally, the heavy cars once ran across the former Falls View Bridge, into the International Railway Company's terminal at Niagara Falls, N. Y. That was the bridge that made the IRC international. But even before that bridge tumbled into the river under the inexorable pressure of an ice jam in 1938, the Buffalo-Niagara Falls High Speed Line had been abandoned; and even before that



Map of the Niagara Peninsula shows lines of the Niagara, St. Catharines & Toronto Railway. Only remaining passenger operation is between Thorold, Welland and Port Colborne. However, all lines are in operation for freight switching services

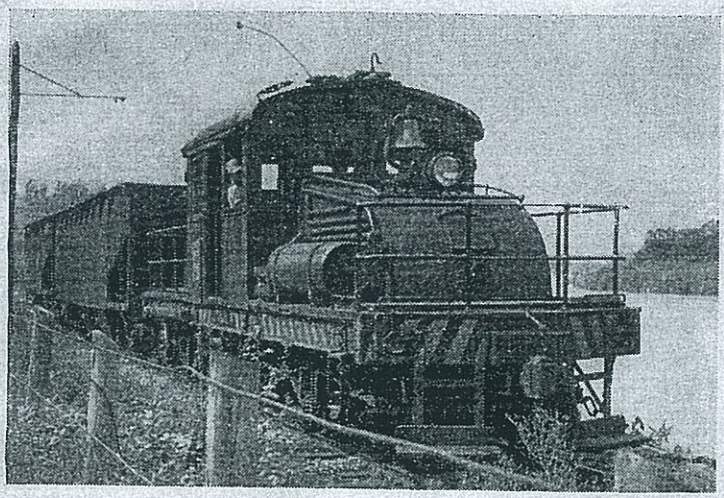
the tracks across the bridge had rusted from disuse. Buses still call, however.

If you want to see the motors and cabooses passing under the catenary near Merritton and if you wish to ride the remnants of the system, little inconvenience is entailed. No all-day waits in lonesome towns, but hourly service or better! The Michigan Central (and its affiliated Toronto Hamilton & Buffalo Line) crosses the NStCT Thorold-Port Colborne line at Welland; and many of the steam trains stop. The Canadian National gets into St. Catharines, also into Port Colborne. And a NStCT bus starting out of the IRC's Niagara Falls, N. Y. terminal is only 3 or 4 blocks from the station used by the New York Central and the Lehigh Valley.

Speed is not spectacular, and the condition of the track varies. But with so little left in the eastern states, who will cavil about that? Let us go back into the history of the road. The earliest mention seems to be in 1859, and the motive power was steam. It was called the Welland Railway and extended all the way from Port Dalhousie East to Port Colborne. It is an interesting fact that the Port Dalhousie East to Merritton route was the final electrification: 1926! This historical item is the explanation of the relatively easy grades on the east side of the former Welland Canal.

OUR NEXT date is 1879, when the St. Catharines Street Railway Company was chartered. By 1882 that company (renamed the St. Catharines Merritton & Thorold Street Railway Company) was cajoling horses from Merritton to Thorold. The route was about the same as used by today's internal combustion horsepower—quite hilly, and far inferior to the relocated high line. The hills were hard on the horses, so hard that something had to be done.

Something was. In September, 1887 the company was the proud possessor of 6 miles (less 116 yards) of electric rail-



Left: **Motor No. 17, with two hopper cars, switching in coal yard on Welland Vale Branch, which diverges from line to Port Dalhousie West**

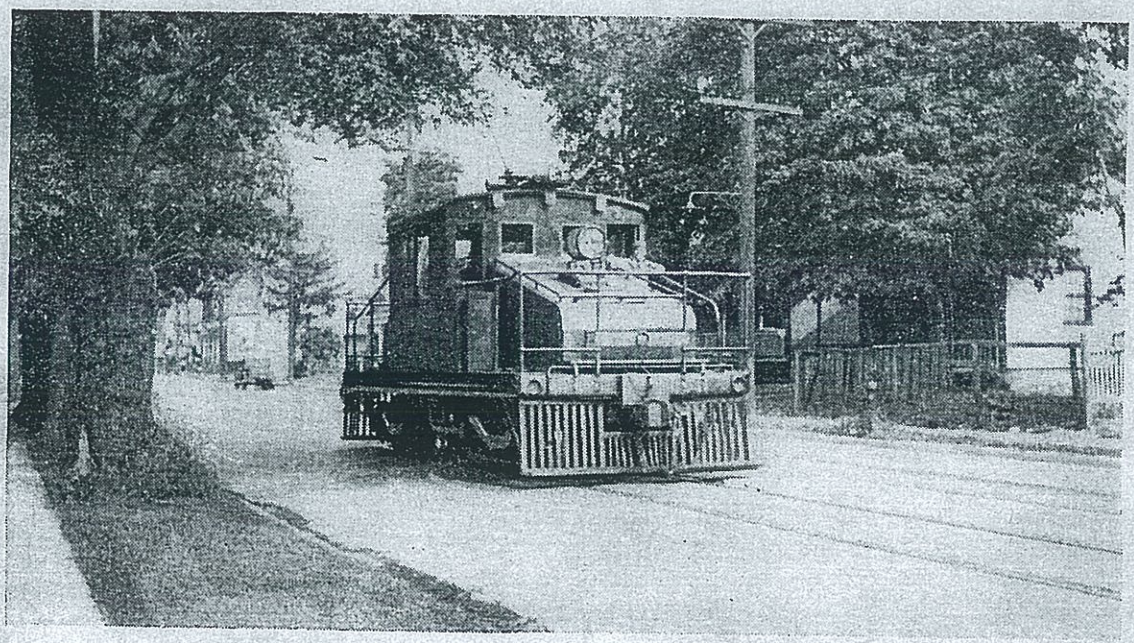
Below: **A sight to frighten any automobile tourist, the little motor is only plodding through St. Catharines streets to the carbarns**

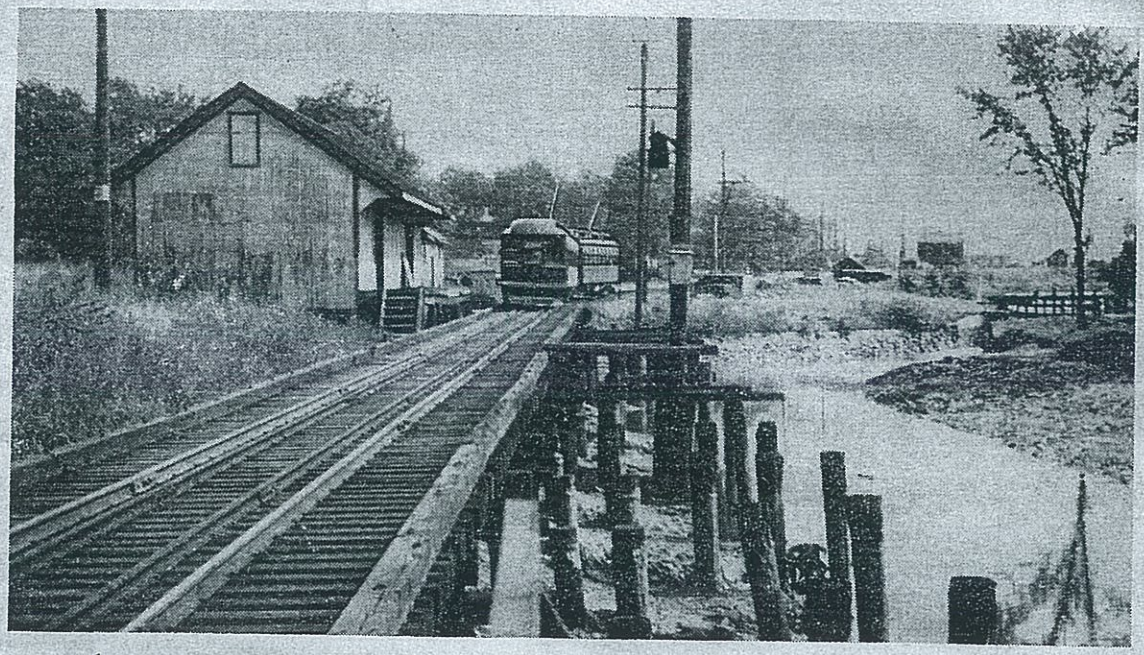
way. From this facet of history, the Niagara St. Catharines & Toronto Railway claims a first in juice history. A double wire was used, the cars were built at St. Catharines and business shot up 35 percent. Then came troublous times. Receiverships and extensions, as is found through all railway history.

The mainline (which now has its eastern bumper at Shriners, just over the present Welland Canal) also began its existence as a steam road. In 1881, the St. Catharines & Niagara Central Railway Company was incorporated. It is likely that this line was utilized in digging (if such a word can be used for hard rock) the ditch, and we know that this Third Welland Canal was opened in 1887; yet the official opening of rail service took place late in 1888. We may speculate that the road's officers were awaiting some dignitary or ceremony.

The Nigara St. Catharines & Toronto Railway took over in 1899. That company worked its way south from the mainline at Thorold, and finally reached Port Colborne early in this century. It will be recalled that the oldest steam road went there, too; apparently the southern end of that early road did not survive. The NStCT abosorbed the steam line to Port Dalhousie East, but only after building its own line to Port Dalhousie West. Connections were opened to the TH&B at Welland, supplementing existing interchange with the Michigan Central at Niagara Falls, Ont. and with the Grand Trunk at Merritton.

Eventually, the Canadian Northern Railway secured control. That steam road,

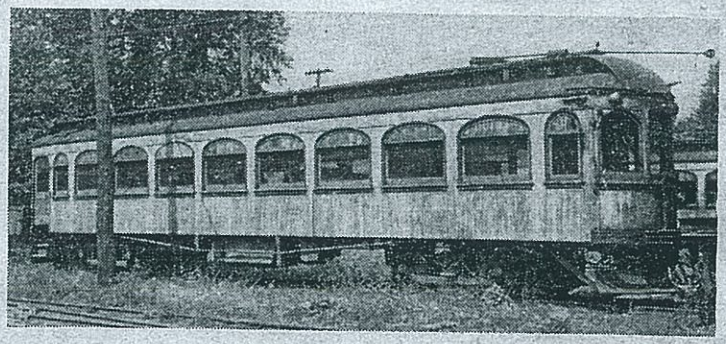


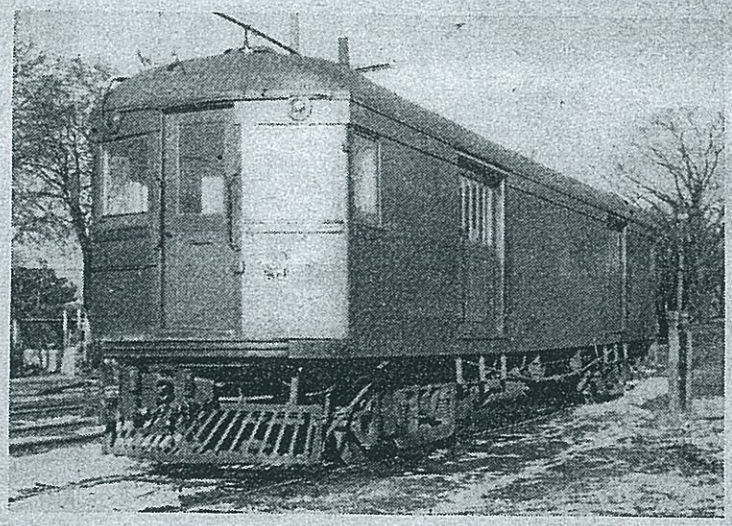


as you know, was one of the lines which combined to make up the gigantic Canadian National Railways. Various name changes have occurred through the years —at one time, for instance, the letterboards of the cars read Canadian National Electric Railways—but there can be no doubt that the NStCT has remained firmly in the CNR empire.

And, through the years there has been expansion and more intensive development. Local trolley routes were laid out in Niagara Falls, Ont. and St. Catharines. Spurs were pushed down streets and through the countryside until 73 industries received direct service (to say nothing of the shippers using numerous team-tracks) just before the mainline was cut. New cars and motors were added and rebuilt cars and motors. Substations were built—at Thorold (Substation Junction), St. Catharines, Humberstone, Welland and Fonthill.

Flour, coal, pulpwood, crushed stone,

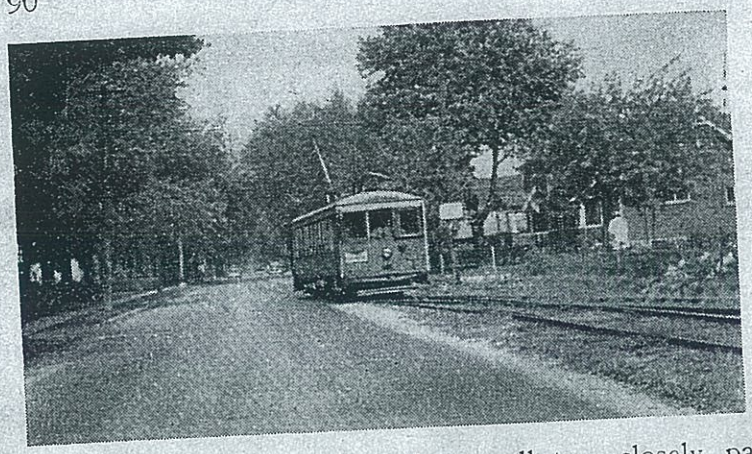




Top: **Linked together, MU Cars 131 and 135 approach Thorold freight station between substation junction and the passenger station.**

Center: **Preston-built car with fine arched windows bleaching forlornly in the sun in the St. Catharines storage yard just before dismantling in 1948.**

Right: **Express-baggage Motor No. 40, one of two cars which make daily (except Sunday) trips on most all major lines**



Car wending its way through peaceful suburban street is roadside Trolley No. 311, just out of the streets of Port Dalhousie West enroute to St. Catharines

fruit and manufactured products roll to and from the steam roads. Obviously, this electric line is a switching road for the larger system. CNR is dominant, but the Canadian Pacific gets in via its TH&B interchange. CPR owns the TH&B Railway, hold it with the New York Central System, you will recall. Wabash and Chesapeake & Ohio are nearby, too; and have theoretical connections. Freight revenue was only half of passenger earnings in 1905, but by 1918 the freight take was 4½ times the passenger total.

What of the future? Passenger service has already been diverted to buses, wherever possible. Probably Port Dalhousie West will lose its cars before very long. The Welland Subdivision, the line from Thorold thru Welland to Port Colborne, may follow—lack of a closely paralleling highway offers difficulties. But track renewals clearly suggest that the mileage which remains will be polished by freight strings for years to come. And they'll be hauled by electric motors for a while, too.

The NStCT has almost completed its span as a true interurban; but like some other electric lines capable of hauling steam-interchanged freight, the road can look forward to a healthy future as a vital arm of Canada's national transport system, the far-flung Canadian National Railways.

Carbarn Comments

Steve Maguire

FOLLOWING the approval by the Los Angeles Public Utility Board, of sweeping changes in Pacific Electric Ry. service including abandonment of six lines to buses, giving the PE almost all of the demands they had made, came some of the most unparalleled public criticisms of the rail line and the Utility Board that have ever made their way into print.

The Pacific Electric abandonment plan included, among other changes, substitution of buses for railway cars on the Venice short line, Baldwin Park, Pasadena Oak Knoll, Monrovia-Glendora, Sierra Madre and Echo Park lines. Other changes included the abandonment of cars between North Hollywood and Van Nuys —a section that had started to develop into a heavy-populated area.

Hardly had the decision of the Utility Board been made public, when opposition developed. A certain FHA official indicated that if some of the changes are made, the West San Fernando Valley, one of the fastest home-building areas, would become a bad risk for loans, and realty men stated that lack of the FHA-insured money for building could break the back of the development in the entire vicinity of Los Angeles.

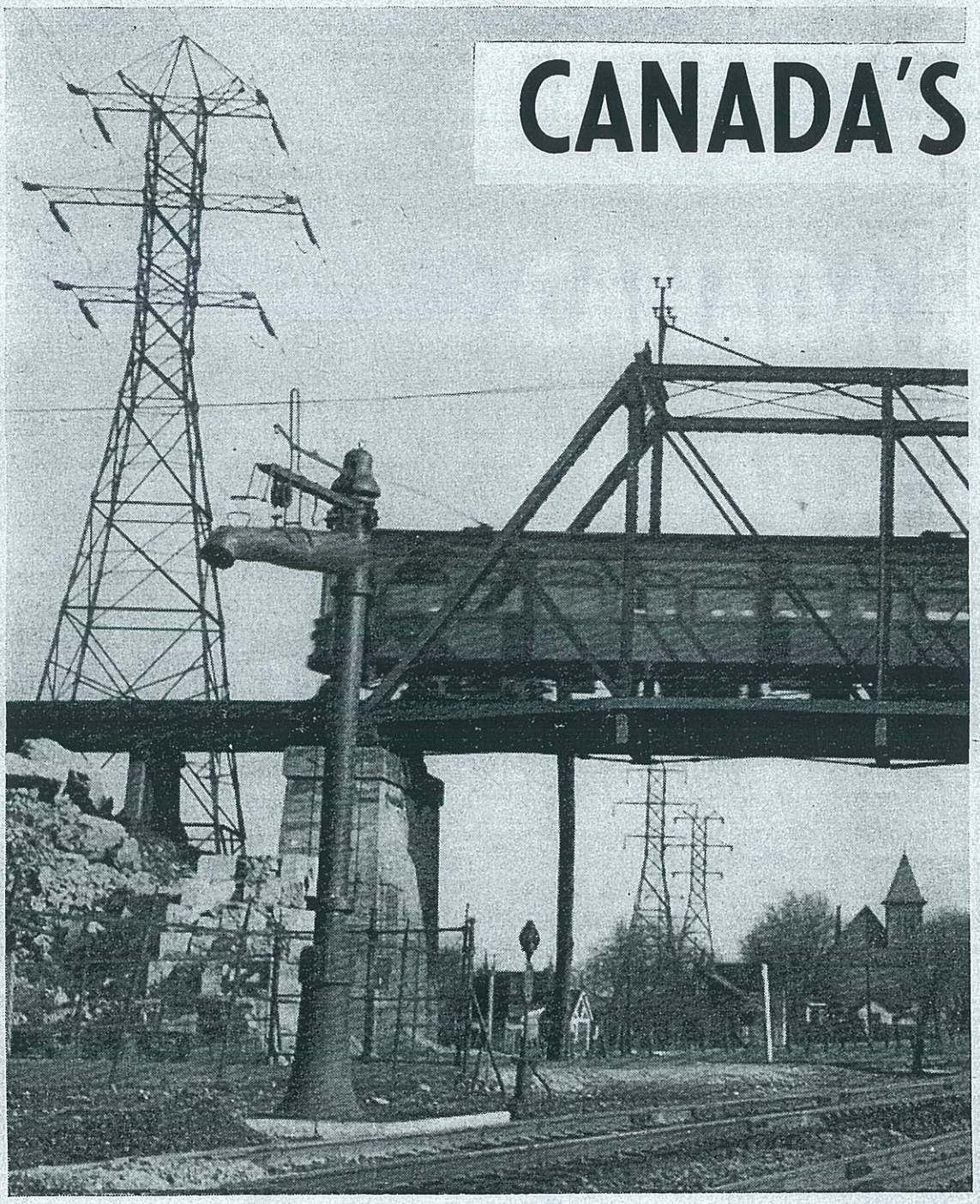
In a public council meeting called after publication of the decision, the Los Angeles city council wasted no words in denunciations of PE and the Utility Board. With unprecedented fury it filed a formal protest against the decision on

CANADA'S STREETCARS

JOHN M. MILLS

RAILROAD MAGAZINE
OCTOBER 1952

CANADA'S



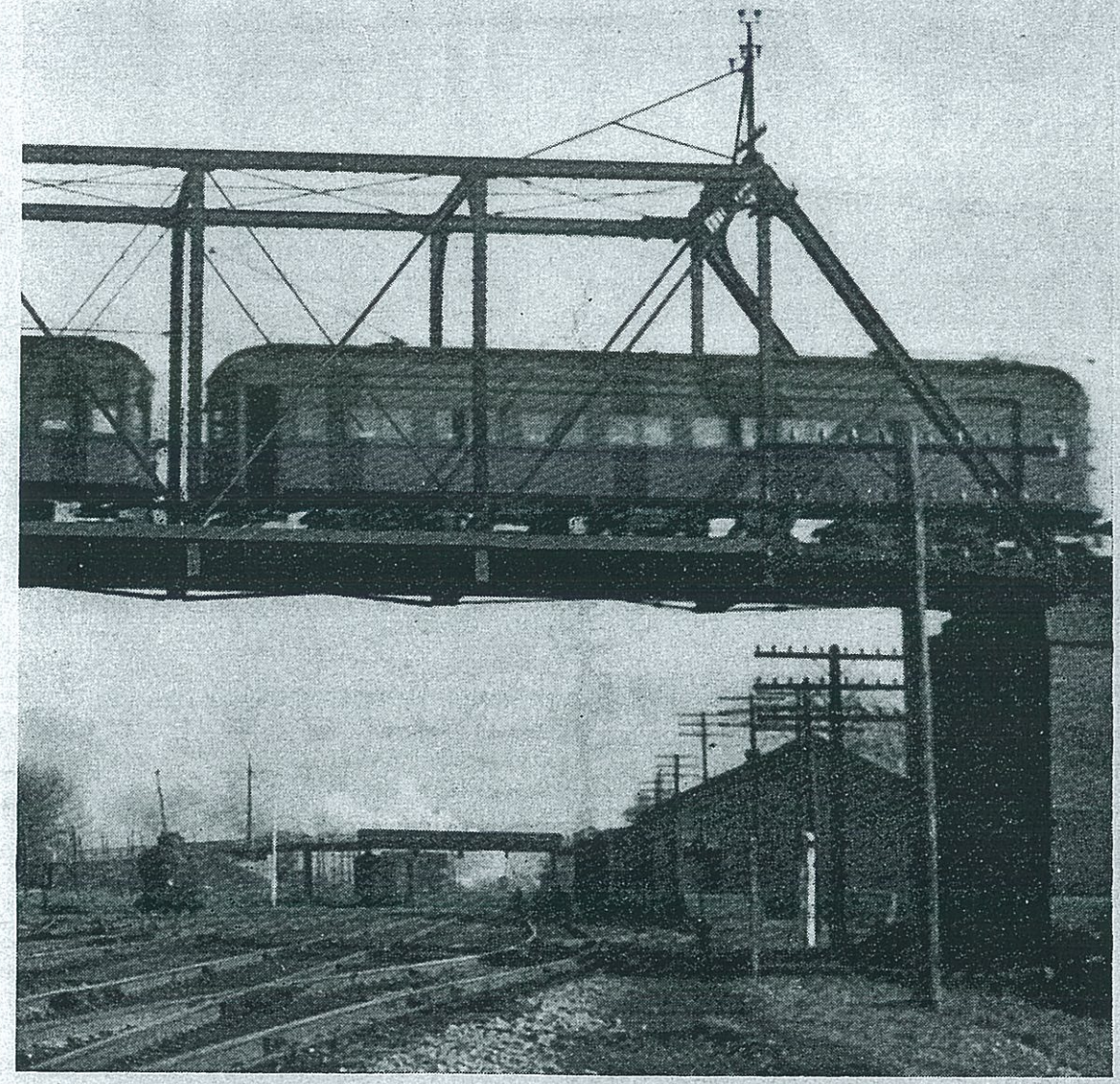
Cyril Gilmour, St. Catharines, Ontario

JOHN M. MILLS and
STEVE MAGUIRE

This All-Time Index Of Dominion Trolleys Should Satisfy Every Electric Lines Addict

OVER the past ten years we have brought our readers occasional listings of streetcar and interurban lines in the United States and Canada. To give a complete, all-time U. S. index is a nearly-impossible task, but Canada has had fewer juice lines, so we are able to present a listing of all the Dominion

STREETCARS



trolley and interurban companies, past and present.

The first trolley line in Canada was an experimental route erected at Toronto in 1885 by Van Depoele. It operated with a trolley pole making contact with the overhead wire, remarkably similar to present use as compared with some other installations of early days. Being an experimental line, it lasted only a short time. The first trolley routes, built for public transportation in Canada were constructed in 1888 at St. Catharines and at Windsor, Ontario. These were the start of the 2000 miles or so of electric railways later built in Canada.

Most of the lines were located in the busy Province of Ontario, which claimed more than half of the total trolley trackage in the entire Maple Leaf dominion. Even today, Ontario, with its extensive Toronto Transportation Commission (280 miles of track), and many other smaller lines, has by far the greatest concentration of electric lines in Canada.

Most of the trolleys in Canada remained in operation until the end of World War II. There were some short routes which gave up in the early years, but, compared with the early abandonments in the United States, the Canadian lines lasted well into the 1940s. There were 20 interurban lines in Canada. The largest was the 89-mile Chilliwack interurban line out of Vancouver, operated by the British Columbia Electric Railway until dieselization in 1950. Six interurbans remain in operation today. There are the Grand River Railway, the Lake Erie & Northern Railway, the London & Port Stanley Railway, the Welland line of the Niagara, St. Catharines & Toronto Railway, the Montreal & Southern Counties Railway and the St. Anne line of the Quebec Railway, Light & Power Company, now owned by Canadian National Railways.

Including the interurbans, there are 13 electric lines still running in Canada. Two of these operate freight service only. They are the Cornwall Street Railway, Light & Power Company and the Oshawa Railway. We're skipping over the Shawinigan Falls Terminal Railway, a freight-only line which dieselized in 1950. Still quite active as city electric lines are the Winnepeg Electric Company, the Ottawa Electric Railway, the Toronto Transportation Commission, the Montreal Tramways and the British Columbia Electric Railway.

For our purposes, we are not including heavy electrifications. No electrified steam roads are included in the following index. The trolley and interurban lines shown are listed under the name by which the line is or was best known. Mileage at the height of operation is shown, with the date of final abandonment of lines no longer operating.

Alberta

Calgary Municipal Ry., 80 mi. (1950)
Edmonton Street Ry., 55 mi. (1951)
Lethbridge Municipal Ry., 12 mi. (1947)

British Columbia

British Columbia Electric Ry., 335 mi.
Nelson Street Ry., 4 mi. (1949)

Manitoba

Brandon Municipal Ry., 10 mi. (1931)
Winnipeg Electric Co., 170 mi.
Winnipeg, Selkirk & Lake Winnipeg Ry. (Winnipeg-Stonewall), 42 mi. (1939)

New Brunswick

Moncton Tramway, Electric & Gas Co., 5 mi. (1930)
New Brunswick Power Co. (St. John), 25 mi. (1949)
St. Stephen Street Ry. (owned by Calais, Me., Street Ry.) , 3 mi. (1929)

Newfoundland

Newfoundland Light & Power Co., 3 mi. (1949)

Nova Scotia

Cape Breton Tramways (Sydney-Glace Bay, North Sidney-Sidney Mines), 22 mi. (1947)
Nova Scotia Light & Power Co. (Halifax), 27 mi. (1949)
Pictou County Ry. (Westville-Trenton), 10 mi. (1930)
Yarmouth Electric Ry., 3 mi. (1928)

Ontario

Belleville Street Ry. (never electrified), 3 mi. (1905)
Brantford & Hamilton Electric Ry., 23 mi. (1931)
Brantford Municipal Ry. (interurban to Paris abandoned 1929; predecessor Grand Valley Ry. abandoned Paris-Galt line when Lake Erie & Northern was constructed in 1916), 25 mi. (1940)
Chatham, Wallaceburg & Lake Erie Ry., 38 mi. (1930, passenger 1927)
Cornwall Street Railway Light & Power Co., 11 mi. (passenger 1949, freight still operates)
Fort William Electric Ry., 28 mi. (1948)
Grand River Ry. (Galt-Waterloo), 18 mi.
Guelph Radial Rys., 9 mi. (1939)

Hamilton & Dundas Street Ry., 7 mi. (1924)
Hamilton, Grimsby & Beamsville Electric Ry., 23 mi. (1931)
Hamilton Radial Electric Ry. (Hamilton-Oakville), 18 mi. (1929)
Hamilton Street Ry., 45 mi. (1951)
International Transit Co. (Sault Ste. Marie), 6 mi. (1941)
Kitchener-Waterloo Rys. (including Berlin and Bridgeport), 9 mi. (1946)
Kingston, Portsmouth & Cataraqui Electric Ry., 8 mi. (abandoned 1930 when car barn burned down, destroying most cars)
Lake Erie & Northern Ry. (Galt-Port Dover), 51 mi.
London & Lake Erie Railway & Transportation Co. (London-Port Stanley), 30 mi. (abandoned 1918 when forced out of business by London & Port Stanley Ry.)
London & Port Stanley Ry., 47 mi.
London Street Ry., 42 mi. (1940)
Mt. McKay & Kakabeka Falls Ry. (Fort William), 7 mi. (1917)
Niagara Falls Park & River Ry. (Queenston-Niagara Falls-Chippewa), 23 mi. (1932; was Canadian Division of International Railway Co.)
Niagara, St. Catharines & Toronto Ry. (Port Dalhousie-Niagara Falls, Thorold-Port Colborne, St. Catharines-Niagara-on-the-Lake), 100 mi.
Niagara, Welland & Lake Erie Ry. (Welland city line), 5 mi. (1930)
Nipissing Central Ry. (Cobalt-New Liskeard), 16 mi. (1935)
Oshawa Railway, 25 mi. (passenger abandoned 1939, freight still operates)
Ottawa Electric Ry., 57 mi.
Peterborough Radial Ry., 8 mi. (1927)
Port Arthur Electric Ry., 21 mi. (1948)
St. Thomas Municipal Ry., 8 mi. (1926)
Sandwich, Windsor & Amherstburg Electric Ry. (Windsor-Tecumseh and Amherstburg), 57 mi. (1939)
Sarnia Street Ry., 10 mi. (1931)
Schomburg & Aurora Ry. (owned by Toronto & York Radial Rys.), 14 mi. (1929)
Sudbury-Copper Cliff Suburban Ry., 9 mi. (1950)
Toronto Suburban Ry. (Toronto, Guelph and Woodbridge), 70 mi. (City part sold to Toronto Transportation Commission 1923, Woodbridge line cut back to Weston 1925, remainder abandoned 1926, Guelph line abandoned 1931)
Toronto Transportation Commission, 280 mi.
Toronto & York Radial Rys. (Toronto-Sutton, Port Credit and West Hill), 73 mi. (portions of all 3 routes replaced by TTC service 1922-24, all taken over by TTC 1927. Sutton line abandoned 1930 except 11 mi. of North Yonge line abandoned by TTC 1948. West Hill line cut back to Scarboro 1930 and abandoned 1936. Port Credit line cut back 1928, remainder abandoned 1935. T&YR-owned Schomburg & Aurora abandoned 1929)
Windsor, Essex & Lake Shore Rapid Ry. (Windsor-Leamington), 37 mi. (1932)
Woodstock-Thames Valley & Ingersoll Ry., 12 mi. (1925)

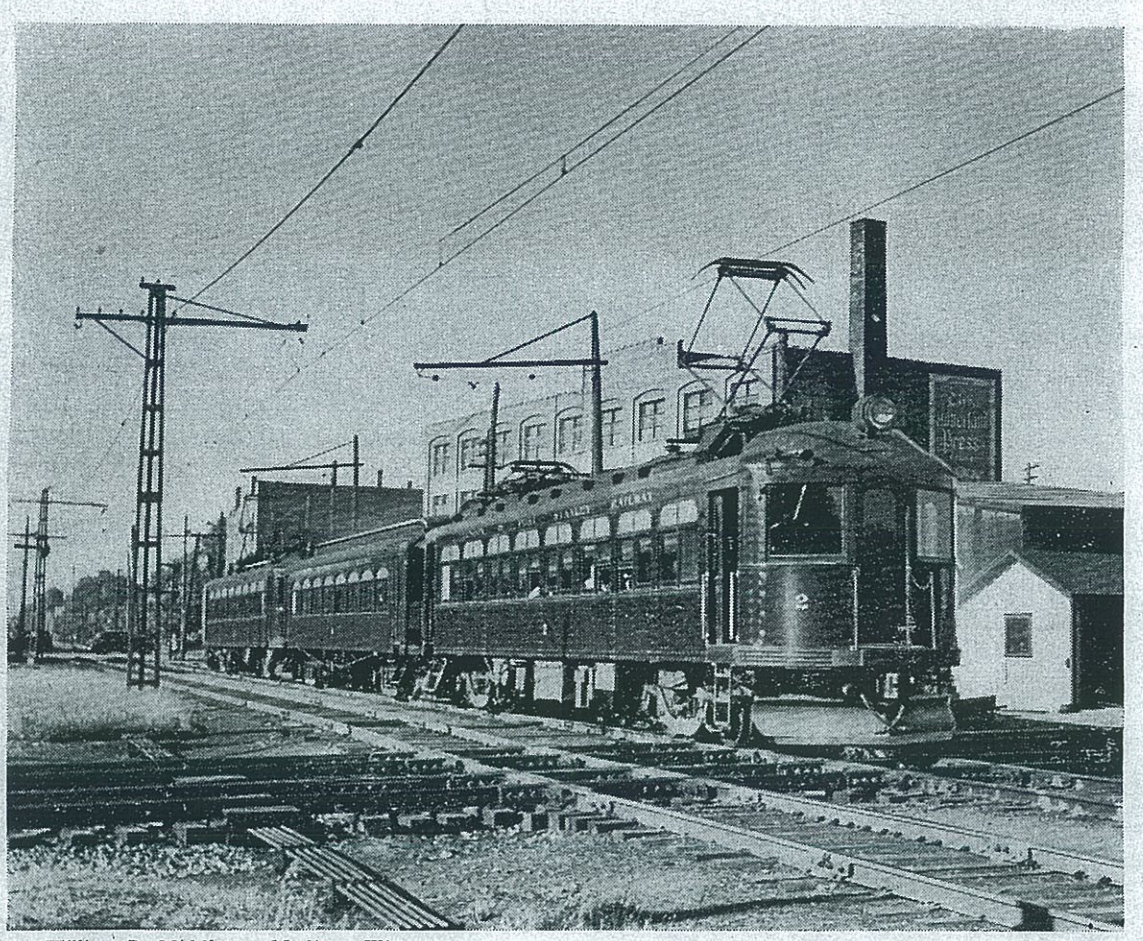
Quebec

Hull Electric Co. (Hull-Ottawa and Aylmer), 31 mi. (1946)
Levis Tramways, 12 mi. (1947)
Montreal & Southern Counties Ry., 63 mi. (cut back Granby-Marieville 1951)
Montreal Tramways, 280 mi.
Quebec Railway Light & Power Co. (Quebec-St. Anne), 50 mi. (city lines abandoned 1948, interurban sold to CNR 1951)
Shawinigan Falls Terminal Ry. 17 mi. (freight only, dieselized 1950)
Sherbrooke Railway & Power Co., 11 mi. (1931)
Three Rivers Traction Co., 7 mi. (1933)

Saskatchewan

Moose Jaw Electric Ry., 14 mi. (1932)
Regina Municipal Ry., 33 mi. (1950)
Saskatoon Municipal Ry., 25 mi. (1951)

FOR SOME VIEWS of Canada's streetcars, past and present, thumb through the next eight pages while we take you on a ride from St. Thomas to Simcoe, and points between

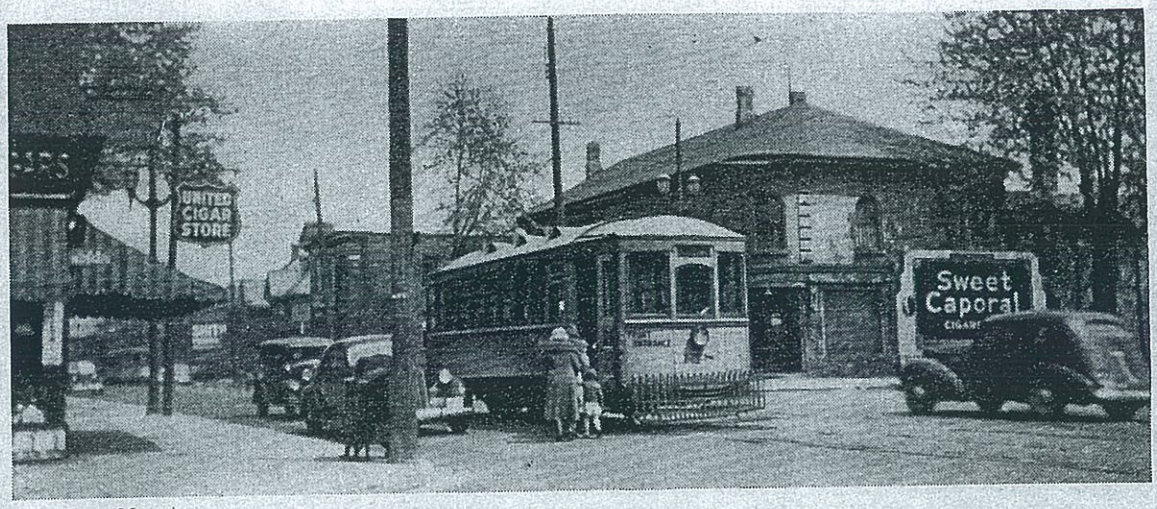


William D. Middleton, Madison, Wis.

"LONDON & PORT STANLEY RY., 47 mi." Southbound passenger train (Cars 2, 6, 4) crosses the Michigan Central's main line at St. Thomas, Ontario, on a sunny June day

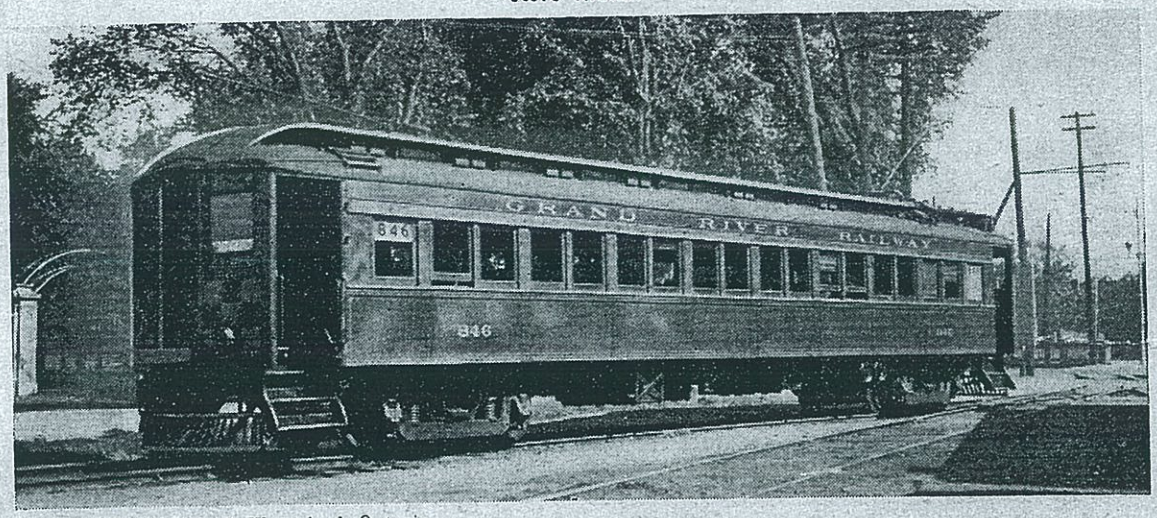
Stan F. Styles, Vancouver, British Columbia

"WINNIPEG ELECTRIC CO., 170 mi." No. 374 holds a handful of Morse Place passengers



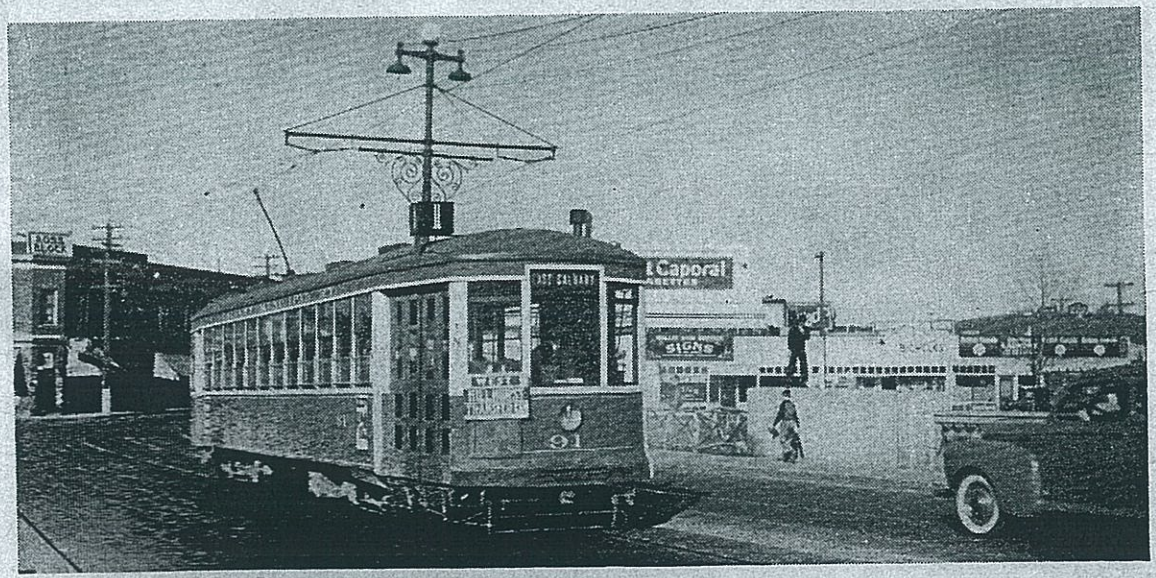
Steve Maguire

"LONDON STREET RY., 42 mi. (1940)." The Richmond car, 148, has vanished like the cigar store Indian



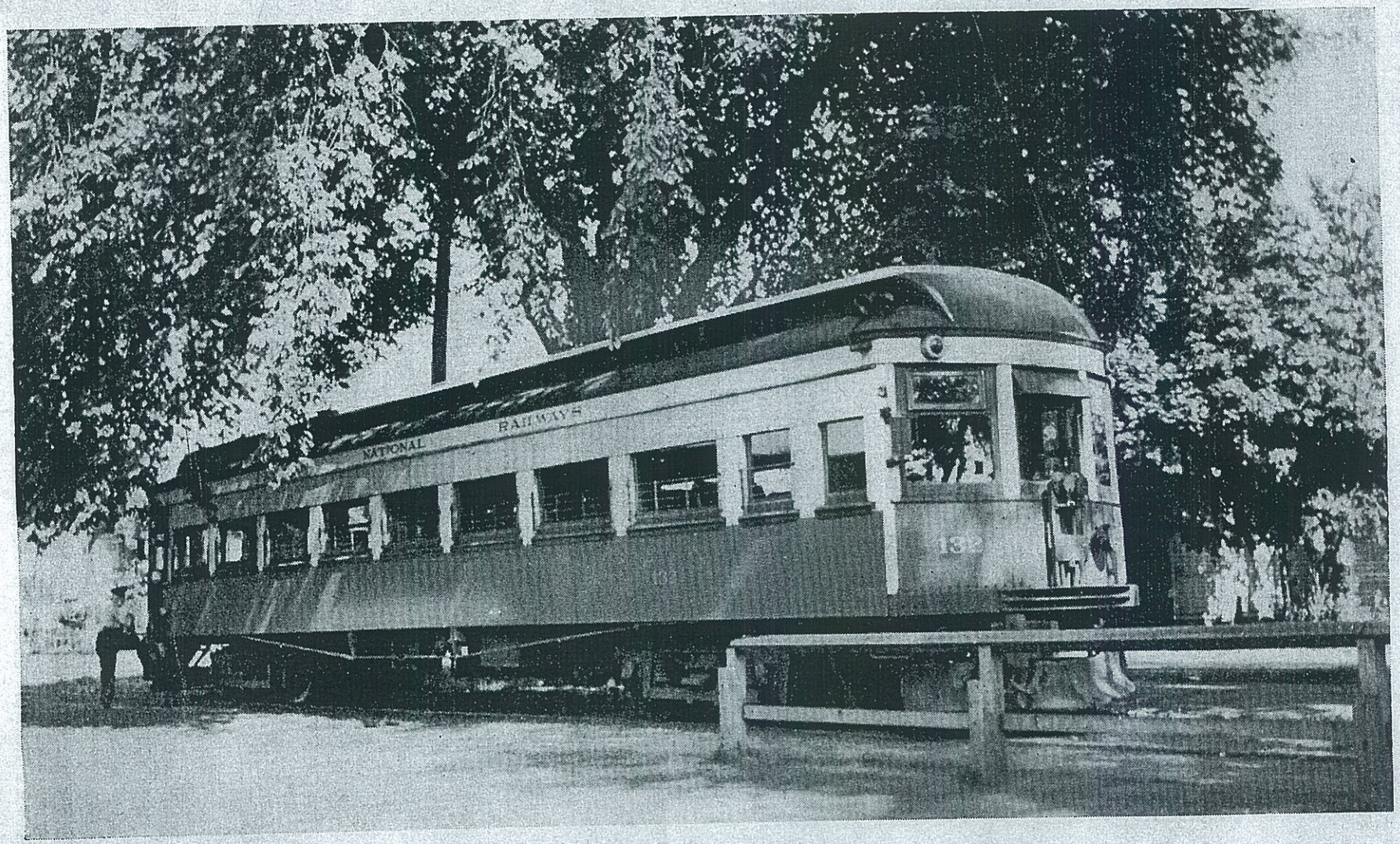
Harold McMichael, Waterford, Ontario

"GRAND RIVER RY., 18 mi." Checkerboard-end No. 846 at Preston, Ontario, is similar to the Lake Erie & Northern's distinctive paint jobs



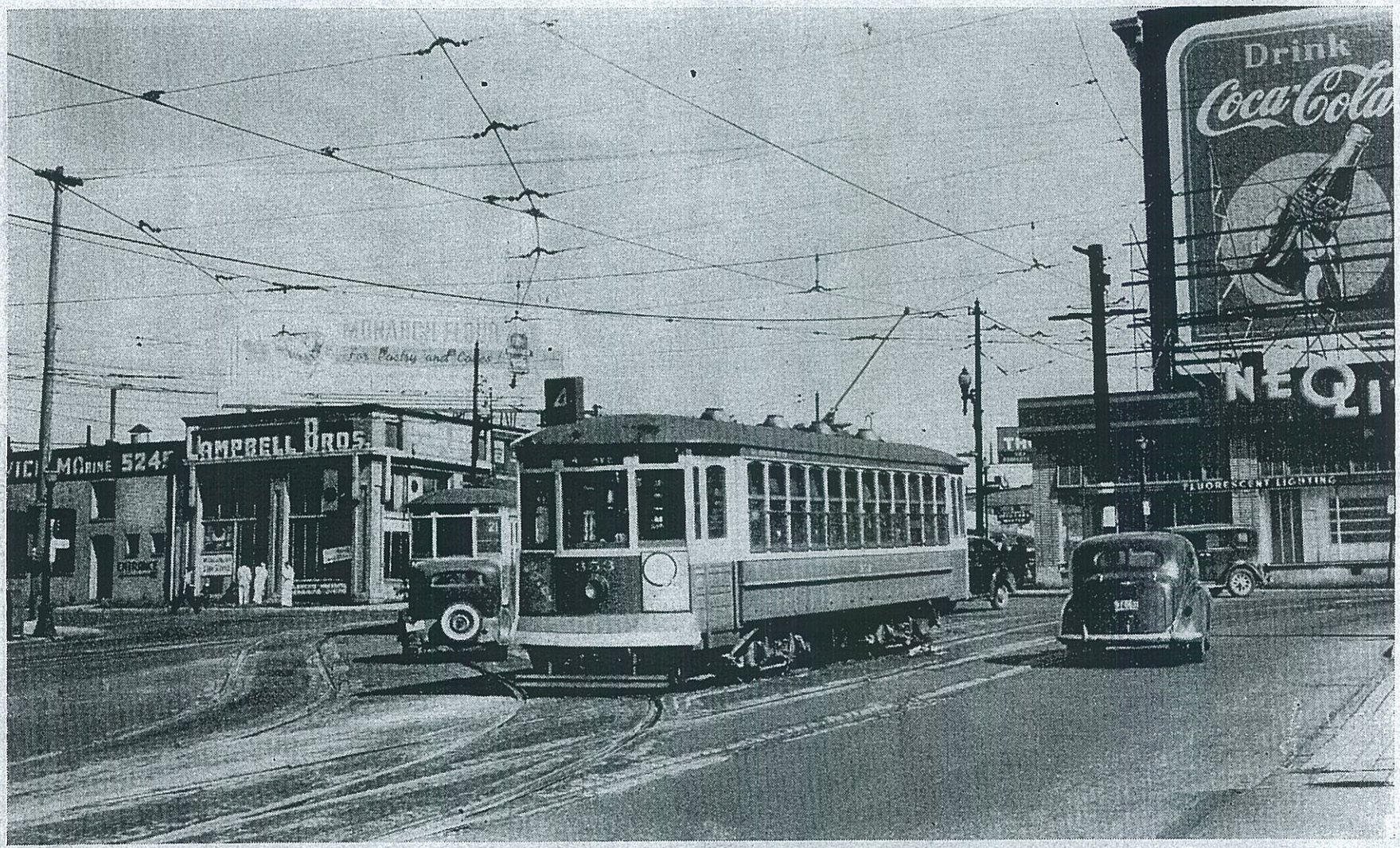
Photographer unidentified

"CALGARY MUNICIPAL RY., 80 mi. (1950)." The West Hillhurst transfer car in 1941



Maguire

"NIAGARA, ST. CATHARINES & TORONTO RY., 100 mi." The Canadian National-owned line is still a going concern, although this car and station aren't. The vehicle was scrapped, and the shade tree stop in St. Catharines has been vacated, too

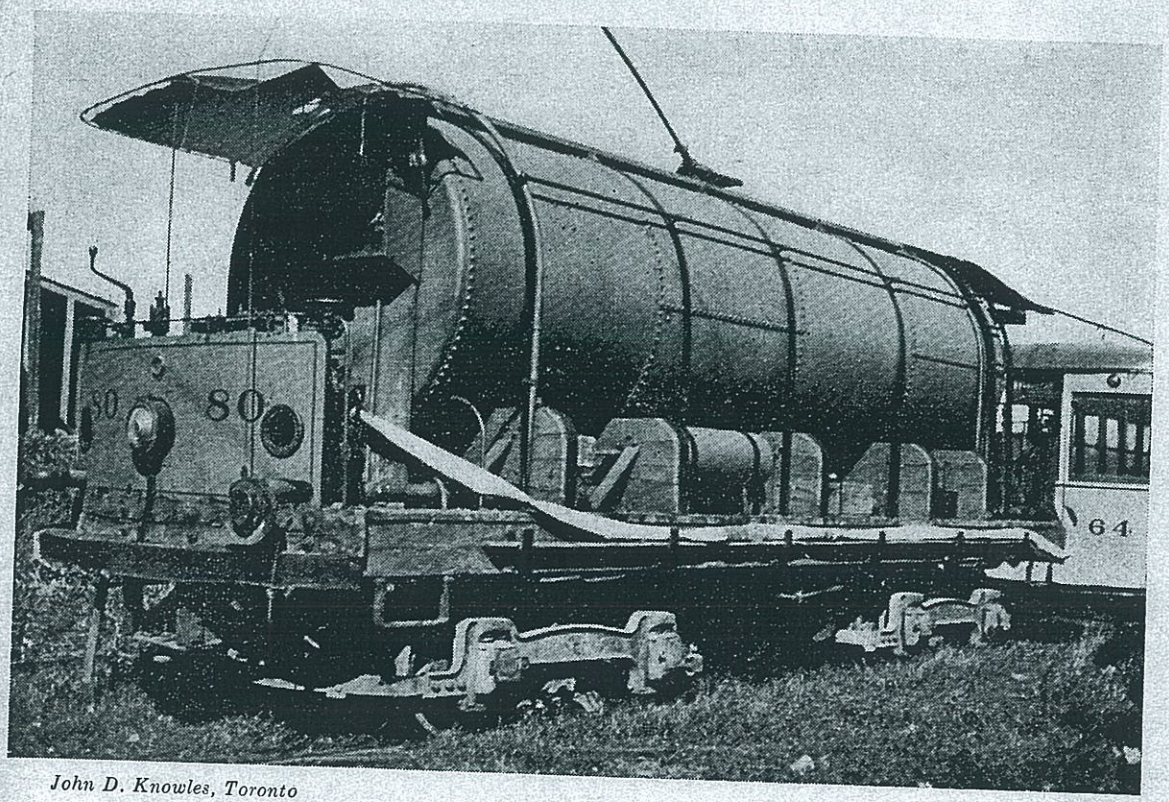


Photographer unlisted

"BRITISH COLUMBIA ELECTRIC RY., 335 mi." Autos date this view of downtown Vancouver's 4th Avenue line to 1938, and buses eventually will make BCER trolleys outdated

Maguire

"SUDBURY-COPPER CLIFF SUBURBAN RY., 9 mi. (1950)." Cars 37 and 30 topped the rise near the Hotel Frontenac in Sudbury '44 rush hour

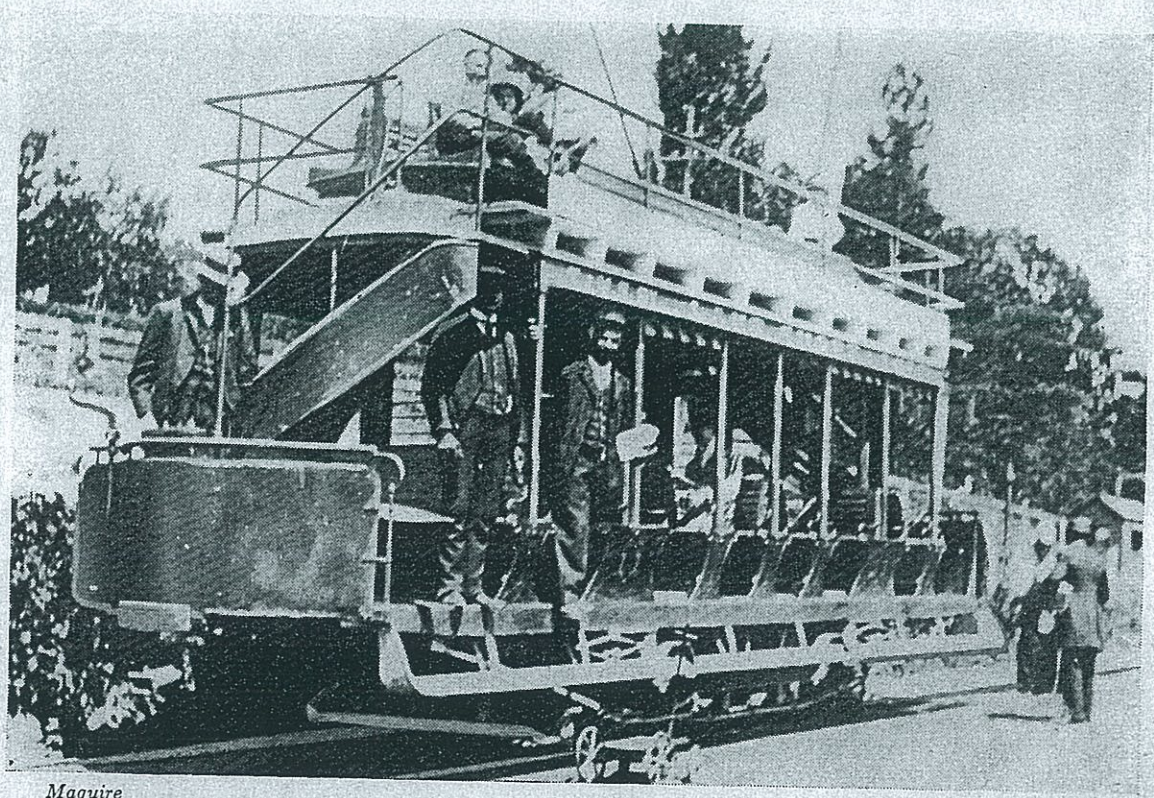


John D. Knowles, Toronto

"KITCHENER-WATERLOO RYS., 9 mi. (1946)." On hot summer nights Sprayer 80 cooled Kitchener's streets

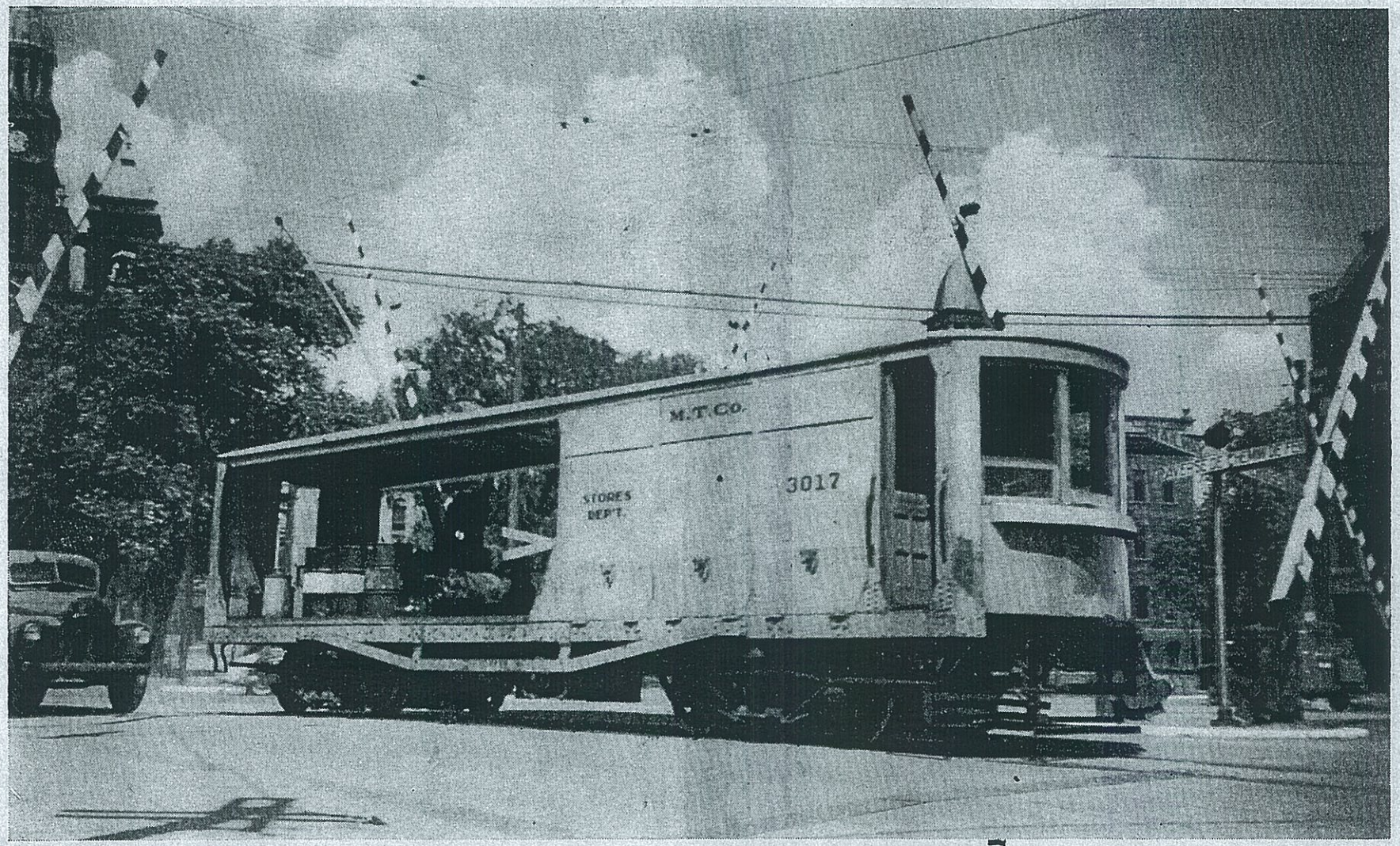
J. R. Bernard, Toronto

"TORONTO TRANSPORTATION COMMISSION, 280 mi." Subway construction two winters ago made this detour necessary—temporary track at Yonge and Heath Streets



Maguire

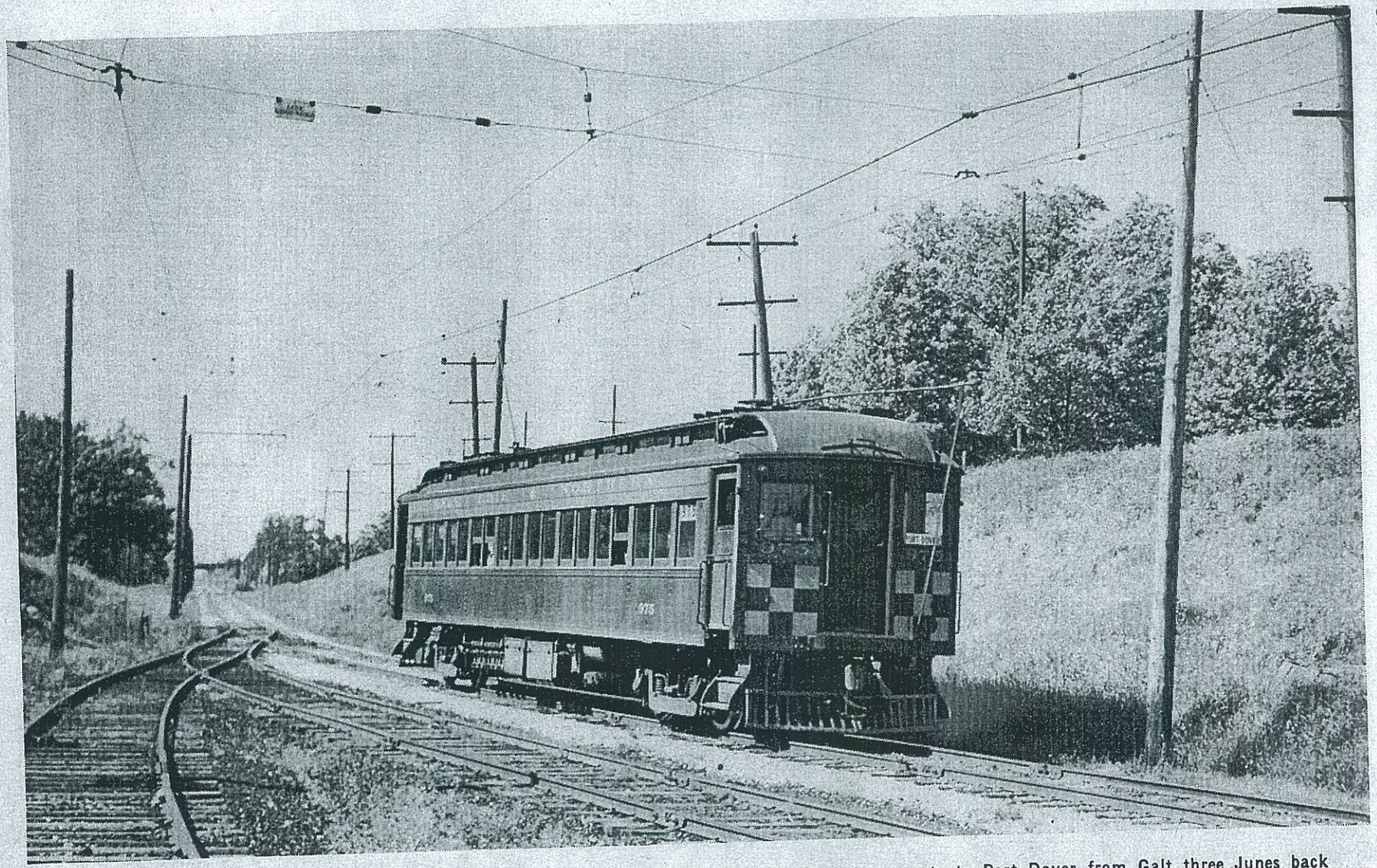
"TORONTO & MIMICO ELECTRIC RY." The Lake Shore Route had one of Canada's few doubledeckers



William R. Smith, Philadelphia

"MONTREAL TRAMWAYS, 280 mi." For the camera expert, Photographer Smith explains he used a filter to catch 3017 making a grade crossing in west Montreal. "This old boy was a familiar sight all over town during my four weeks there in August '49"

"MONTREAL TRAMWAYS, 280 mi." For the camera expert, Photographer Smith explains he used a filter to [illegible]
west Montreal. "This old boy was a familiar sight all over town during my four weeks there in August '49"



Middleton
"LAKE ERIE & NORTHERN RY.. 51 mi." Train 12 (Car 975) approaches Simcoe. Ontario, enroute to Port Dover from Galt three Junes back

New York City. The N. Y. Transit System is desirous of obtaining this route to complete operation of its line along Sixth Avenue. Such sales would enable the line to pay off its most pressing debts and be in a position to undertake needed expansion programs. Already being considered are extensions to Staten Island via Jersey Central RR trackage, to Newark Airport and possibly to Elizabeth, N. J.

* * *

CITY lines of West Virginia made a last scheduled run on the only remaining line to Weston, W. Va., on November 8th last, reports Bob Richardson, 477 E. Market, Akron 4, Ohio.

On the last run aboard car 401, Bob tells us that he and railfan Carl Heflin loaded a Sound Mirror tape recorder into the car and using a converter and auto battery recorded the sounds of the car as it rolled along into Clarksburg terminal. Later the recording was played back for the benefit of the crew and onlookers.

The track along the Weston line will be sold to the B&O railroad who plan to rebuild it and use it in place of their own right-of-way to that point. The private way of the interurbans into downtown Clarksburg will become an auto highway and so there was little local feeling over the demise of the electric cars.

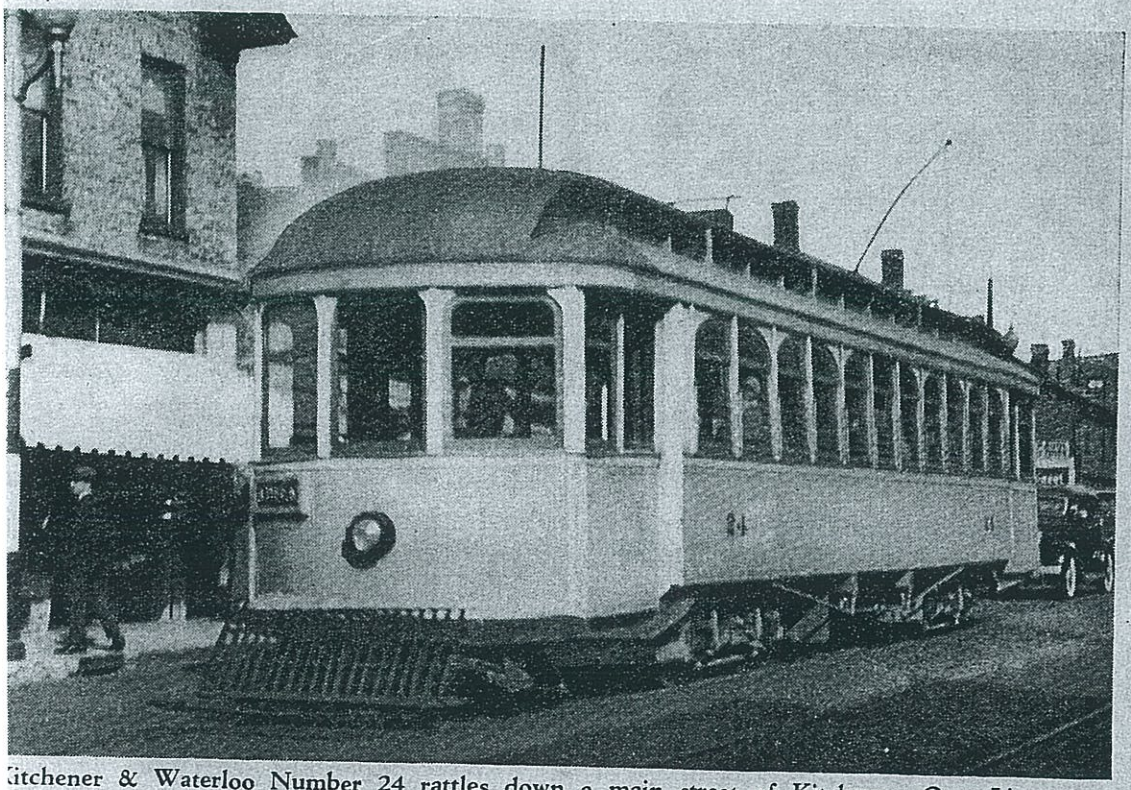
* * *

SUBJECT of a recent illustrated bulletin of the Upper Canadian Railway Society, with headquarters at Toronto, Ont., is the Kitchener Waterloo Street Ry.

Complete with history, map, all-time roster and photos, copies of the publication are available to non-members at twenty-five cents each. Write the UCRS at Box 122, Terminal A, Toronto, Ont., for further details.

* * *

RAILBUS route to Virginia Beach, line owned by the Norfolk-Southern and operated until 1935 with interurban cars, saw the end of passenger service on November 8, 1947. Our thanks to H. Reid, Norfolk, Va., for this news forecast in our January issue. Freight service will continue over the route to Virginia Beach, originally constructed in 1883.



Kitchener & Waterloo Number 24 rattles down a main street of Kitchener, Ont. Line was abandoned in '47

April 1948