

LAKE ERIE AND  
NORTHERN CAR  
797 PRESERVED  
RAIL CITY, N. Y.  
1956.

## **L.E. and N. Car Goes to Museum**

Old Lake Erie and Northern Railway Car No. 797 was put out to pasture late in 1955 after forty years of service. The car is now confined to the mile-and-a-quarter trackage of Rail City Museum at Sandy Pond, about 35 miles south of Watertown, N.Y. Formal presentation of the car to the Museum was made by George Baillie of Toronto, Vice President, Eastern Region, Canadian Pacific Railway. The L.E. and N. is a subsidiary of the Canadian Pacific system.

Car 797 saw more of the world in the few days it required to deliver her from Preston to Rail City Museum than in all the other forty years of her life. Her travelling — and there was a lot of it, an estimated 300,000 miles — was the 51 miles between Galt, Ontario, and Port Dover, on Lake Erie. The car was built by the Preston Car and Coach Company in 1915, at a cost at that time of \$15,000. It is still serviceable and will be used to carry visitors to Rail City Museum around the 100-acre property which is gradually being built into one of the finest railroad historical museums on the continent. In 1955, over 300,000 rail enthusiasts visited Rail City.

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W. C. Woods, Mayor of Preston; William Thompson, Preston, Manager of the Lake Erie and Northern; Percy T. Cole, Public Relations Officer, Canadian Pacific, New York, and Gordon Williamson, General Agent, Canadian Pacific, Buffalo, as well as representatives from the New York Central, Pennsylvania, and Baltimore and Ohio Railroads, were on hand for the dedication ceremony, along with over 200 rail enthusiasts, including members of the Syracuse Chapter of the National Railway Historical Society. In addition to presenting the car itself, Mr. Baillie presented a plaque commemorating the occasion, while Mr. Thompson offered a headlight for the car which had been inadvertently left off when it was delivered.

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Mr. Baillie pointed out that the reason for abandonment of the rail service of the Lake Erie and Northern Railway was the coming of the motor car and a network of good roads in the highly industrialized section of Western Ontario where the L.E. and N. operated. In 1945, he stated, passengers carried numbered 1,657,819. By 1954, total number of passengers carried dropped to 160,961. Obviously, the service was not necessary and an application was made to the Board of Transport Commissioners to close down the service. Thus, car 797 became available to the Rail City Museum when a request was received from the Syracuse Chapter of the Railway Historical Society for donation of one of the L.E. and N. cars.

TRANSPORTATION—SEPTEMBER, 1956



area. This work is being undertaken under the general supervision of the groups have paid out nearly \$50,000 to have this investigation made; and



Robert O. Waters (Left), President of the Syracuse Chapter, National Railway Historical Society, Stands with G. H. Baillie (Centre), Vice President, Eastern Region, C.P.R., and William Thompson, Manager, Canadian Pacific Electric Lines, Preston, Ont., during Formal Ceremony at Rail City Museum, near Watertown, N.Y., which Marked the Presentation of a Retired Lake Erie and Northern Railway Electric Combination Car to the Museum. The L.E. and N. is a subsidiary of the C.P.R.

Metropolitan Planning Commission of the United States