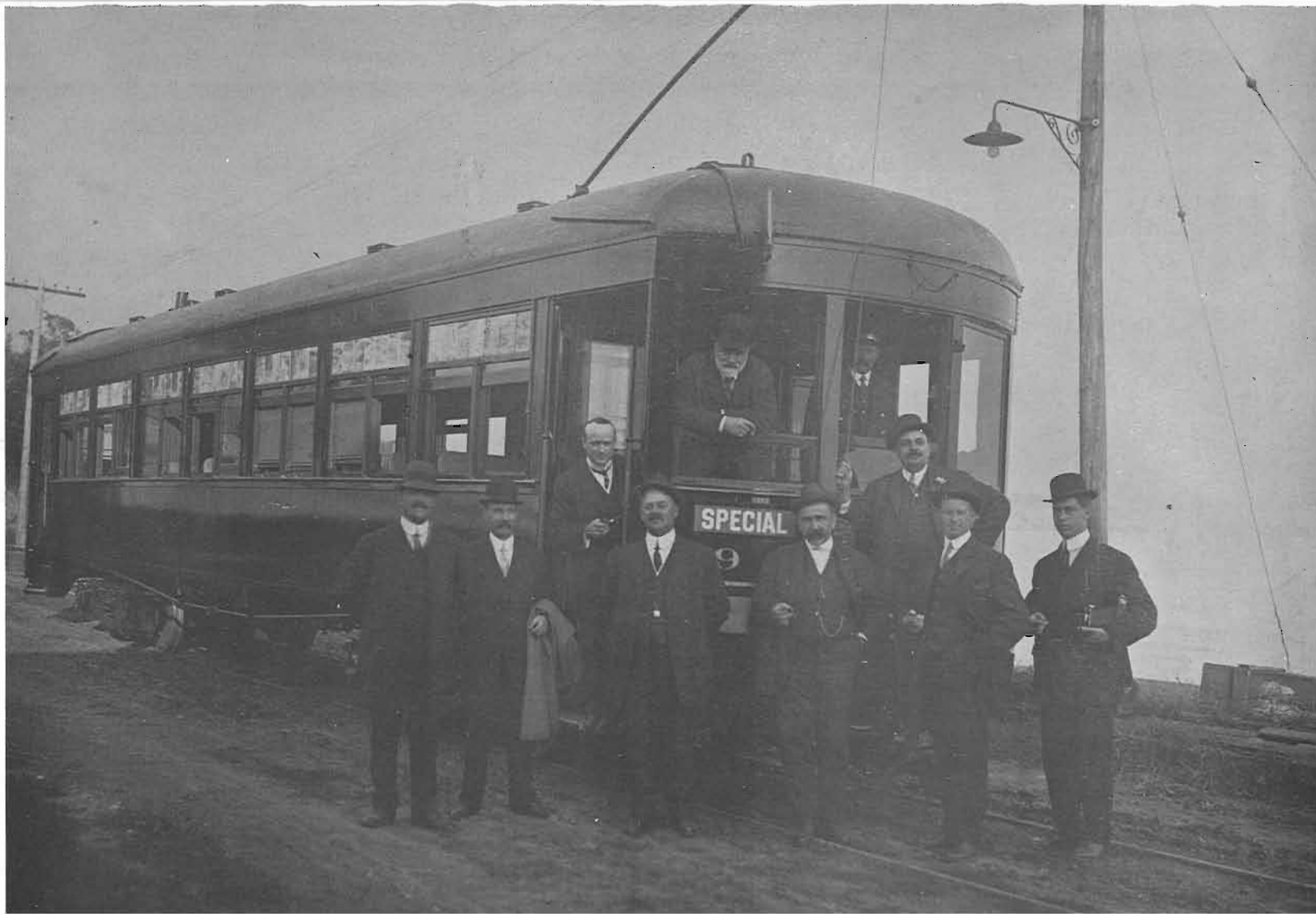


# Canadian Rail



No. 197 March 1968





# "THE TRACTION"

## the story of the London & Lake Erie

by J. I. Cooper

The frequent attention given by "Canadian Rail" to electric railways reiterates the historical importance of this form of transportation. Almost fifty years ago (October, 1918), the electric railway known popularly as "The Traction," and more formally as the South Western Traction Company or the London and Lake Erie Railway and Transportation Company, ceased operations. Its history has been treated as one element in the general study by Holton and Due, "The Electric Interurban Railway in America" (Stanford, 1960), and by J. F. Due, "The Inter-city Electric Railway Industry in Canada" (Toronto, 1966). "The Traction" also figures in T.T.M. Ferris's "History of the London and Port Stanley Railway, 1852-1946" (unpublished MA thesis, 1946, University of Western Ontario). The present study is indebted to these standard works. In addition, it includes documentary and periodical material from the London and St. Thomas Public Libraries, documents in private possession, interviews with the persons who were familiar with "The Traction," and some field observations.

### BEGINNINGS

In 1900, petitioners, chiefly from London, sought a charter from the Ontario Legislature for an extensive electric railway, having its centre in London. They were blocked by a counter-petition of the City of London. Two years later, a renewed petition was successful, and with a change in name from London Railway Company to South Western Traction, the legal foundation was laid. Who were the interested Londoners? What was the cause of the opposition by the City of London? The Londoners were a representative group: The most prominent was Frederick George Rumball, a manufacturer of small wooden articles and a force in local politics. (In 1901 he had become Mayor). Two were lawyers, Thomas Hunter Purdom and Thomas Luscombe. There was the inevitable real estate operator, A.E. Welch. Non-Londoners were represented by two spokesmen from neighbouring townships, and by a "capitalist" of no given address. The key figure was probably T.H. Purdom, a very able lawyer, specializing in commercial law, and a director and president of several trust and loan companies, all operating in southwestern Ontario.

Purdom was, moreover, president of the Advertiser Company, which published the chief Liberal newspaper of the district. The opposition is less easy to particularize. Elements in the London City Council may have been roused by the threat to the city-owned London and Port Stanley Railway. This line was operated under lease by the Pere Marquette Railway, but so unsatisfactorily as to be the subject of constant complaint. However, the City's objection was not very determined. Perhaps on the understanding that "The Traction" would interest itself principally in passenger service, the charter was not opposed in 1902. It may or may not have been of significance that, in the interval between the two applications for charter, Rumball had been mayor. In its initial stage, "The Traction" was a local enterprise in direction, in objective, and in large measure, in capitalization.

#### THE CANADIAN ELECTRIC TRACTION OF ENGLAND

A flow of adequate capital was, however, difficult to maintain. Local resources (some \$50,000) provided enough money to build about five miles of line between the London boundary and the nearby village of Lambeth. The work was done by local labor under the direction of A.E. Welch, whose real estate interests no doubt sharpened his concern. In March, 1904, a notice by "The Traction" directorate in London newspapers introduced the next phase:

Arrangements have been concluded in England for financing the road...The first installment of construction money is in the bank here in London (Ont.) and active work of building will be started the moment the ground is in shape.

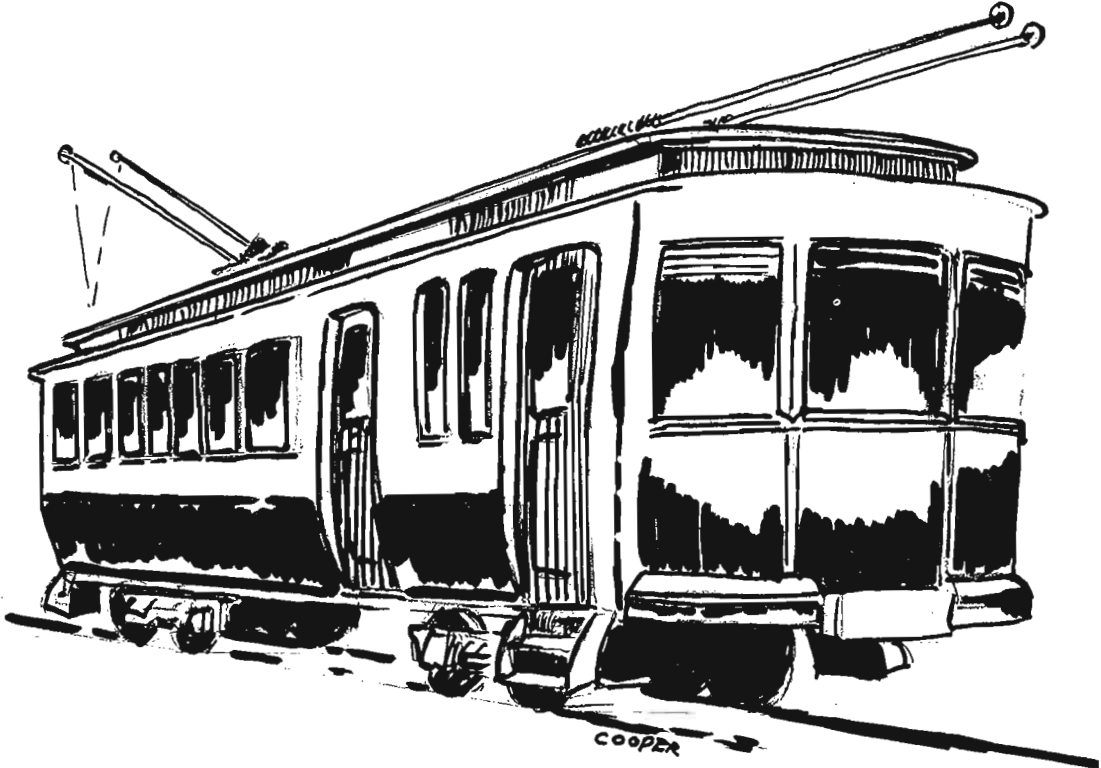
There was burst of energy as a letter written by Thomas Luscombe - at that point, "The Traction's" solicitor, showed:

This is the first Canadian Electric Railway that has interested British capital .. The South Western Traction (re) commenced construction .. extending southward.

The letter also revealed the new capital source, The Canadian Electric Traction Company of England and its chief promoter, H. M. Rumball. (In spite of the similarity of surnames, there was no family connection between F.G. Rumball and H.M. Rumball). The contractors who were to build and equip the line were Bruce Peebles of Edinburg, Scotland. In his conclusion, Luscombe referred to grandiose plans for extension:

The system .. would make connection at Hamilton with other Railways .. The building eastward will be continued as fast as possible .. in accordance with the ample means now forthcoming to complete the whole system in the near future ... to Hamilton.

Under British direction, the first real progress was made. Entry was secured to London, the Thames bridged and, in this way, the isolated line to Lambeth was brought into use. New construction was begun towards St. Thomas. Apparently, it was at this time that running rights over the St. Thomas street railway were negotiated. Grading, if not construction, was undertaken south of St. Thomas towards Port Stanley. At Chelsea Green, southeast of London, the generating station was built. It was, of course, steam-powered and produced alternating current. "The Traction" was designed to operate on the Ganz system; certainly the only Canadian interurban to do so. The contractors supplied the first cars, three "combination passenger and luggage cars," seating forty-eight persons. The cars were double-ended and could be run in combination as well as in single units. By midsummer, 1906, "The Traction" was in operation over part of its route. On June 1, the official opening of the line to Talbotville, took place. High hopes were entertained of an immediate entry to St. Thomas and to Port Stanley by the end of the summer. Almost eighteen months were to pass before Lake Erie was reached in October, 1907. Meanwhile, "The Traction" suffered a disastrous fire to its London plant.



DRAWING ABOVE: One of the first, British built, "Combinations".

Drawn by the author from a newspaper photograph in the 'London Advertiser, June 1, 1906.

"THE TRACTION" UNDER CHANGED MANAGEMENT

The fire broke out early on the morning of August 10, 1907. Newspaper accounts and the report of the London Fire Department leave no doubt as to the damage: Five of the six cars in the barns were destroyed. The barns and the machine shop were gutted. A tentative estimate placed the loss at upwards of \$160,000. It was a costly bonfire of only about an hour's duration; the cause - a short circuit.

The fire was a decisive factor in the line's history. Half of the British-built stock was destroyed. (In addition to the car saved in London, "The Traction" had four cars at St. Thomas). Replacements were secured from Canadian builders. The physical appearance of the trains changed drastically, and, more fundamentally, their operation. The A-C electrical system was replaced by D-C. This last must have been an undisguised blessing, if only in the simplification of operations over the four or five miles of the St. Thomas street railway.

Finally, there was a change in management and in financial control. Rebuilding costs were heavy. Six of the new passenger cars cost nearly \$20,000. Recalling the sharp recession of 1907 it is not difficult to understand "The Traction's" going into receivership in 1908 and its sale the next year to a Toronto group of whom George B. Woods was the best-known member. The new corporate name was The London and Lake Erie Railway and Transportation Company. Transportation signified the new management's interest in developing Port Stanley into a lake shipping centre. The inclusion of London in the title was largely a formality. Such London interest as did survive, did so principally in the person of T.H. Purdom who became Secretary-Treasurer. Management, in the new dispensation, was brought in from the United States. The work force was no longer largely from London. (A little later, it would be held against "The Traction" that no fewer than forty of its employees were natives of St. Thomas). The main car barns and shops were situated in St. Thomas - sensibly, since that city was about the mid-point of the line.

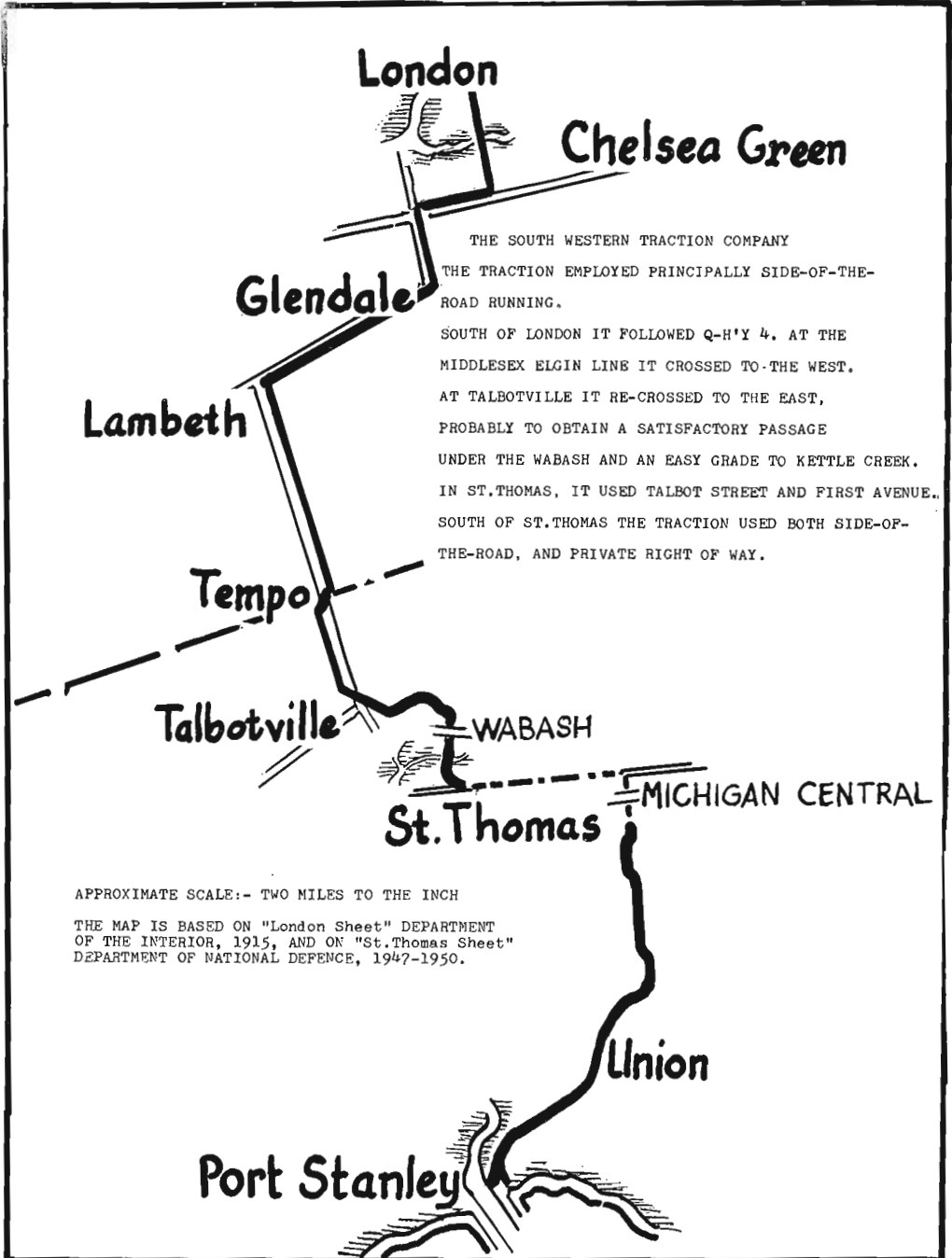
In the late autumn of 1909 a very comprehensive report on "The Traction" (the old name persisted) was prepared for the new owners. The Railway was:

well located from a revenue stand-point (passing as it did through) rich agricultural townships .. and the prosperous city of St. Thomas.

Excessive gradients and curvatures were unfavourably remarked on:

However, these ... are not seriously objectionable for a purely passenger service, as electric cars.. in single or in double units have little ... trouble in ascending the heaviest grades.

In fact, there was only one really difficult section of the line. It lay between Talbotville and St. Thomas where "The Traction" descended to the floor of Kettle Valley, and after taking a sharp curve, climbed to the plateau on which St. Thomas stood.



Cooper

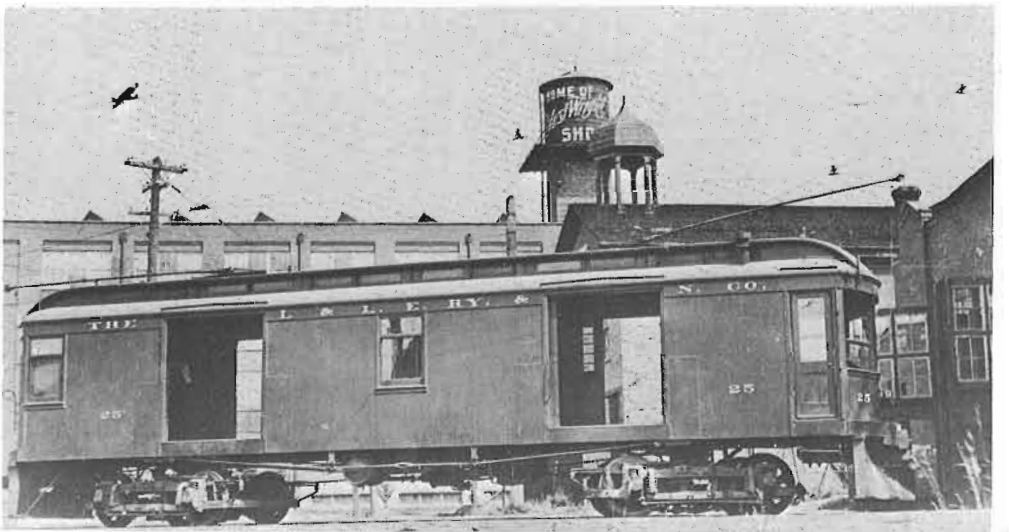
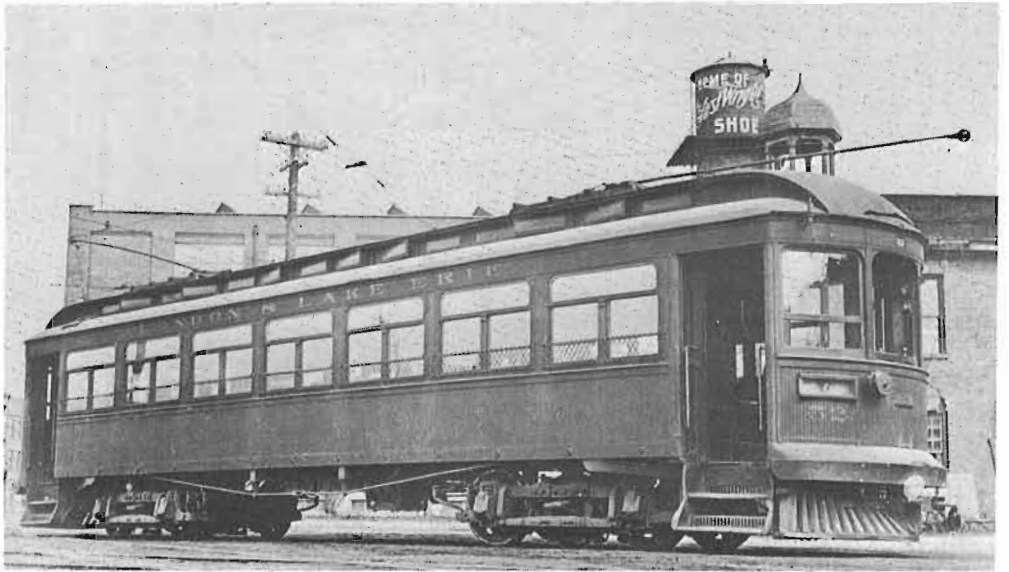
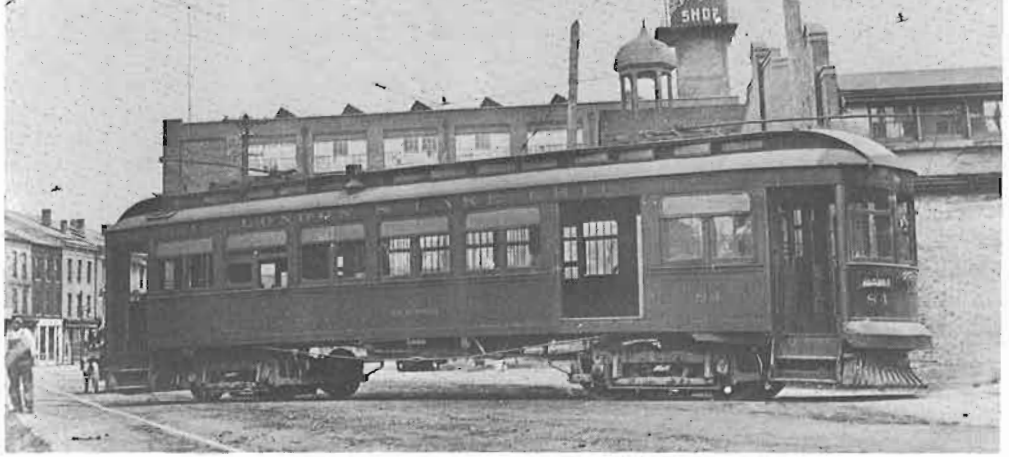
Modern steel bridges spanned "the principal rivers," flattering characterizations, certainly, of the Thames River and Kettle Creek. The main line was laid with "new, standard sixty-pound rail;" track, poles and overhead electrical cable were in "fairly good shape," and "well set and sound." The main generating station was the original Peebles one of 1904, although it must have been considerably altered to provide direct current. (In 1912, "The Traction" began to buy power from the Ontario Hydro Commission, whose main southwestern transmission line crossed the railway near Talbotville. How the Chelsea Green generating station was employed after this date is not known). A note on motive power concluded the report. The stud consisted of twelve passenger motors, two express motors, and a construction locomotive. There was also some miscellaneous freight stock, two box cars and six platform cars. All the passenger cars were built by the Ottawa Car or the Preston Car companies.

The report contained no description of the line south of St. Thomas or of the facilities at Port Stanley. (Possibly they were treated in a separate report now lost). This section of "The Traction" had been located with the same shrewd eye for local traffic as the northern. It lay to the east of the L&PS and served, therefore, the numerous villages neglected by the older railway. The eastern alignment saved the cost of a second bridge over Kettle Creek - a considerable stream as it approached Lake Erie. "The Traction" descended a long hill to enter Port Stanley by way of Colbourne Street. The terminal was non-descript building on the east side of the harbour. A spur line led to the harbour wall. At that time, the eastern location was as satisfactory as any other, since no part of the extensive beach had been developed. Fishing tugs and the small steamers chartered by the Railway could be reached from the spur.

Under the new management, "The Traction" enjoyed much good will. Local traffic was considerable. Farm people poured into London to sell at the Covent Garden Market. Country children took advantage of the St. Thomas or London secondary schools. Long distance traffic (to Lake Erie) was seasonal. The summer festivals, Victoria Day, Dominion Day, "Irishman's" Day, July 12 (In Western Ontario usage, Irish and Orange were interchangeable terms) and Civic Holiday, taxed the Railway to capacity. Precise figures are difficult to cite: In June, 1906, the line carried almost 13,000 passengers. In the year, June 1906-1907, it carried 170,199 or on an average of about 14,500 a month for the eleven month period. The Railway at that time was operating only between London and St. Thomas. The following year, when the entire line was in operation, the General Manager stated that he carried 441,659 passengers. In its second to last year, June 1916-July 1917, "The Traction" carried 726,799 passengers. This appears to have been a record. Running time was about an hour and a quarter and while this may seem excessive for only twenty-eight miles, it was far ahead of what the L&PS could perform. The steam passenger service supplied by the L&PS lessee was pathetic in its inefficiency. Indeed, so promising was the outlook of "The Traction" that in 1912, it bought four additional cars, two motors and two trailers, from Niles.

Commentators agree that the years 1909-1913 were the high points of "Traction" operation. In response to these good times, the Railway seriously considered two lines of expansion. In 1913, it began to negotiate with the Michigan Central and Wabash (Grand Trunk) for exchange of light freight at St. Thomas.





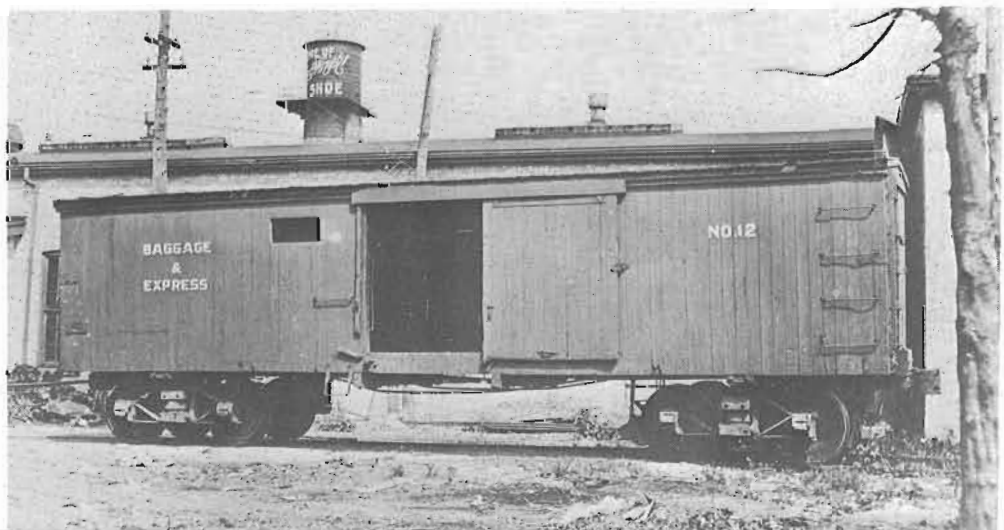
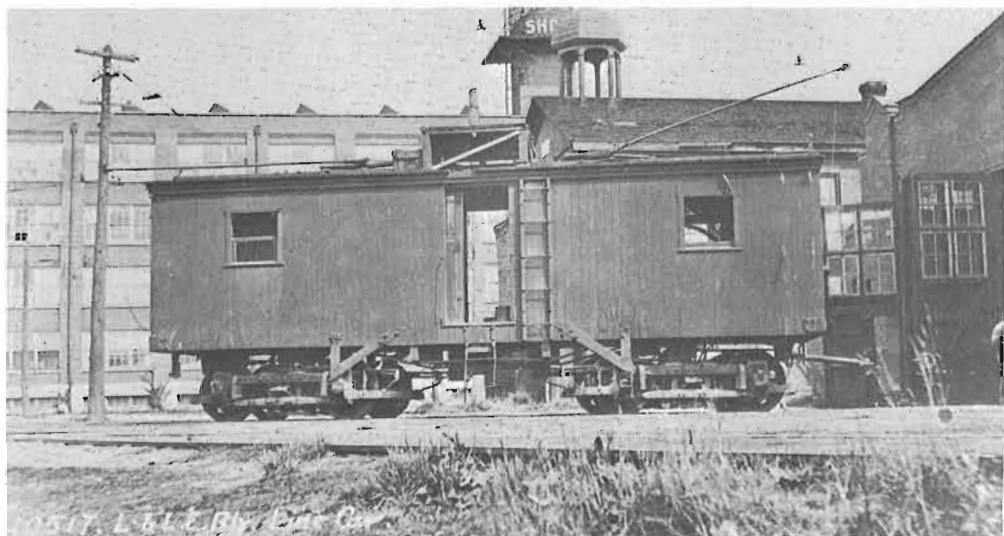
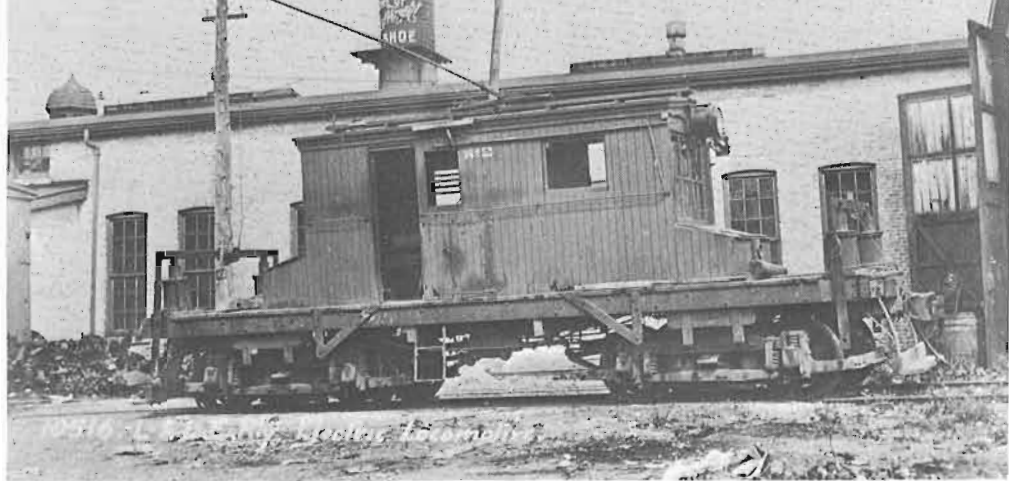
It was believed that a very lucrative business in fresh lake fish would materialize. Nothing, however, materialized; discussion trailed off into disputes over cost and the problems of electric and steam shunting. The other proposition was more expansive. It was to carry "The Traction" eastward from St. Thomas through the thickly settled countryside to Aylmer and on to Port Burwell. Caution, engendered by the very modest profits of the fat years, interdicted this scheme.

Retrenchment was certainly wise, for at that very moment, "The Traction's" own position in the lucrative lakeshore passenger trade was jeopardised by a revived L&PS. The expiration of the Pere Marquette lease in 1912 made possible the reassertion of municipal control and the introduction of electric operation. The conventional story is that "The Traction" was put out of business by its rival and had to be sold as scrap in 1918. A careful appraisal of "The Traction's" history after 1913 suggests a much less sensational conclusion.

#### THE END OF "THE TRACTION"

It may be conceded at once that "The Traction" found itself under considerable disadvantage in the new situation. Its route was less direct, its trains, slower than those of the L&PS. Because of its road-side running, "The Traction" first experienced competition from the automobile. Its stations were badly placed for the new era. In London, the L&PS station actually stood between that of "The Traction" and the centre of the City. In St. Thomas, there was no station at all. At Port Stanley, the position was nearly as bad. The station on the east side of the harbour was about as far away as it could inconveniently be from the fine casino, bath-house and bathing beach that the London Public Utilities Commission had thoughtfully erected on the western edge.

Finally, "The Traction" was caught in a bitter business cross-fire of policies, personalities and party politics, all centering on the modernization of the L&PS, and on the position occupied by Sir Adam Beck. He was both a local and a provincial figure. One-time Mayor of the City of London and, for a period longer than the one under examination, Chairman of the Ontario Hydro Electric Power Commission. He was, in addition, Minister without Portfolio in the Conservative Provincial cabinet. So far as can be learned, Beck had no early animus against "The Traction," but after 1912, when he became determined to municipalize the L&PS, he found himself pitted against persons prominent in "The Traction" directorate, particularly George Woods and Thomas Purdom. The former was a critic of public ownership and the latter was strongly opposed to the L&PS under municipal control. The newspaper, "The Advertiser" began to attack "Beck's bungle" and to characterize the revival of control by the City of London as "iniquitous." Inevitably, "The Free Press of London", the Conservative newspaper, was drawn in to denounce Woods, Purdom, and all their works - including "The Traction." In fact, it was given first place in the interplay of opposing forces. "The main group of interests against electrification (and municipalization of the L&PS) are .. the London and Lake Erie .. The Canadian Northern .. the Street Railway .. the Helena Costume Power Company, the London Electric Company."



Taking a longer view, it may be said confidently that "The Traction" was more the victim of the times than of its rival. The outbreak of the First Great War placed it, along with other railways, under increasing strain. The cost of supplies rose - officials alleged between 100 and 200%. Be that as it may, wages on "The Traction" certainly did not, because in 1917, it was paying only thirty cents an hour to its senior employees. Equipment however, could not be maintained - let alone modernized or replaced. In the winter of 1917, passenger service was cut drastically, because coal could not be purchased for the stoves that warmed the cars, and electric heaters were unobtainable. Demands on "The Traction's" services, if anything, increased. In 1916, the General Manager wrote:

"The Traction" line is doing more business at present than ever before. We are bringing thousands of shoppers into the City (London) every week. It will be well to correct the impression that the line is a dying duck.

No doubt, this was literally true. Passenger traffic was swelled by the great number of soldiers who used "The Traction." Special rates were offered to the men going on leave from the great military training centre of Carlings Heights, London.

Nevertheless, in 1916 and 1917, "The Traction" incurred deficits. The Directors embarked on a number of complicated manoeuvres to sell the line. These were in the wind as early as April, 1917. The street railways of London and St. Thomas were considered to be in the market for "The Traction." Nor was the City of London itself, believed to be unresponsive. "The Traction" had been built as was pointed out, with an eye to local traffic and it was argued that, suitably modernized, it could usefully supplement the L&PS whose line had been designed for freight. The cost of modernizing, indeed, the impossibility of finding new equipment, frightened off the street railways. In a sense, it frightened off the City. It would be impossible to decide what to do with "The Traction" "in case it (came into) the city's hands at a low price (since) its equipment ... is not of the same class of (sic) that used on the London and Port Stanley." The Vice-Chairman of the L&PS, Philip Pocock, advanced an ingenious solution. He believed that

"enough money could be secured from the "scrapping" of the St. Thomas-Port Stanley end to rehabilitate the line from London to Talbotville."

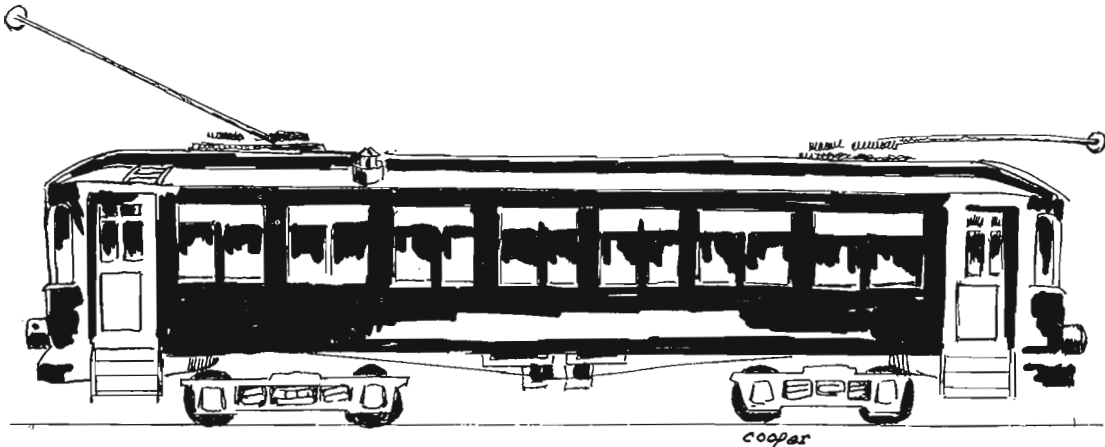
This, of course, was the only part of "The Traction" in which the City of London had any genuine interest; certainly it was no part of its strategy to do anything that might benefit its rival, St. Thomas. "The Traction's" directors were realistic; they would sell in part or in whole, although, naturally, they preferred to sell the entire line. The price that they were prepared to take and the price that the buyer was prepared to offer were the subjects of debate. The directors wanted \$600,000 although it was alleged that they were ready to accept \$500,000 from St. Thomas. London, prompted by Sir Adam Beck, refused to go beyond \$300,000.

(The actual figure Beck cited was \$294,000, or 35% of the bonded interest). London's refusal was backed by a report made by the Hydro Power Commission; "It was found impossible to recommend purchase .. as the receipts appeared to be too low." The Company officers, thereupon decided to sell "The Traction" for what it would fetch as scrap. Service was stopped, first between Port Stanley and St. Thomas, then between St. Thomas and London. On October 28, 1918, W. W. Warburton, the last General Manager, wrote:

"(The Traction)" has ceased operations and the work of dismantling has already commenced at London and Port Stanley."

The decision to dismantle had not been made abruptly. In July 1918, Warburton had made an estimate of "The Traction's" assets. He believed that they were worth over \$360,000; rails, \$162,000; overhead and cable, \$75,000; cars, \$50,000; miscellaneous and real estate, possibly \$100,000. Steel and copper were at a premium in 1918. Moreover, "The Traction" had not removed the double trolley wire of the early A-C operation. This must have represented a substantial dividend in itself. The cars to be disposed of numbered fourteen.

In the course of the next two years or so, these physical assets were liquidated. Rails, spikes, copper wire, and so on seems to have been sold piecemeal. The cars were widely dispersed, the largest number apparently going to the Niagara, St. Catharines and Thorold Railway. The real estate, which consisted chiefly of private right-of-way in London and the Thames bridge, was sold to the City. Other items of property, for example, the stations, passed to various owners. The London station, by a strange turn of history, has become local headquarters of the Salvation Army.



One of the later passenger motors, probably built by the Ottawa Car Company. From a newspaper photograph, October, 1907.

Photos in the foregoing article are reproduced here through the courtesy of Mr. William Bailey of Oakville, Ontario, and are from his personal collection.

Views show various passenger, express, and freight cars of the London & Lake Erie Railway, taken in the L&LE yards.

INSIDE FRONT COVER photo from the collection of Mr. R.M. Binns shows L&LE car # 9 in October 1912. Those dapper gents are delegates to the Canadian Street Railway Association Convention which was held at London & St. Thomas in that year.

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#### DEPARTMENT OF RED FACES.....

IN OUR ZEAL TO PRODUCE THE JANUARY ISSUE with celerity and precision, the time devoted to "proof-reading" the "blues" from the printer was reduced to a minimum.

THE DREADFUL AND EMBARRASSING RESULT was that we did not notice that the printer had dropped the art-type credit line on the leading article. Our sincere apologies are hereby tendered to Mr. GEORGE J. HARRIS, our member-contributor from Winnipeg, Man., who won a prize with this story in the recent CANADIAN RAIL Contributors' contest!

WE MUST EXCUSE OURSELVES as well, to our "diesel" fans and to the Delaware & Hudson, for inadvertantly creating a new D. & H. locomotive class, - U-OPA-1. Our cover caption should have read: "Delaware and Hudson class "new-old" PA-1 locomotive, with train No. 34". Thus do evil communications corrupt good manners!

THE CONTRIBUTOR of the excellent cover photograph was Mr. Bill Linley, our member in Ottawa.

WE SHOULD ALSO HAVE ACKNOWLEDGED that the donor of the complete file of CANADIAN RAILWAY AND MARINE WORLD 1898-1960 (now known as CANADIAN TRANSPORTATION) came from Mrs. J.J. Borbridge, of Altadena, California, from the estate of her late husband, Mr. J.J. Borbridge.

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#### COVER

THE ORDER BOARD at Red Pass Junction indicates that orders must be picked up and directions provided to the crew telling them where to leave their set-off for the Prince George B.C. line. (Tete Jaune Subdivision). Another photo of the same train may be found on page 83. Both photos from Clayton F. Jones.

# SLEEPING CARS

## FOR OUR MUSEUM

F.F. Angus

During 1967, the Canadian Pacific Railway donated two sleeping cars to the Association for display at the Canadian Railway Museum at Delson. The older of the cars is "NEVILLE," built in 1921, the last unrebuilt survivor of the "N" series of 12 section-1 drawing room heavyweight standard sleepers, with the traditional clerestory-style roof. The newer car is "BROOKDALE," the unit in the best condition of the "DALE" series of 10 roomette-5 double bedroom cars. These arched roof streamlined Pullmans were built in 1939 and bought from the New York Central Railroad in 1958.

It is only fitting that such cars should be preserved, since Canada's railways played a pioneer role in the history of sleeping cars, early examples being used on the Grand Trunk and Great Western Railways. During the evolution of the sleeping car in the second half of the 19th century, many variations of the original designs were developed. The Canadian Pacific Railway, from the outset, operated its own sleeping and dining cars, unlike many other major railroads, and its cars of the 1880's and 1890's were among the finest on the North American continent. Unfortunately, these early wooden cars, with their elaborately finished interiors, have disappeared, and the few that survive in work service have been completely rebuilt inside and are beyond restoration to their original condition.

In the early 20th century, wooden cars continued to be built, and gradually more plain and utilitarian designs were produced. While there was always a considerable variety of sleeping car types, one configuration gradually came to be the most widely used type in the history of North American railways. This was a car of about 80 feet in length, containing 12 open sections (lower and upper berth), a drawing room at one end and a smoking compartment at the other. During the same period, steel replaced wood as the material for constructing passenger cars and by 1920, most new cars were of steel. The C.P.R. built its first steel coaches in 1912-14 and its last wooden sleeper in 1913, but built no steel sleeping cars until after World War I. In 1919, a series of steel tourist sleepers was constructed and two years later, the earliest first-class C.P.R. sleeping cars made their appearance. Among this lot were a number of 12 section-1 drawing room cars, all of which were assigned names beginning with the letter "N." The steel frames and trucks were constructed by Canadian Car and Foundry Company, while the cars were completed in C.P.'s Angus shops in Montreal. The first lot is distinguished from the later (1922-24) "N" cars by having steel roofs instead of the later canvas-type. "NEVILLE" was one of the first of these, being out-shopped in May, 1921 and it continued in service for 45 years.

By 1930 the "12-1" type comprised almost half the total North American sleeper fleet and became "the" standard sleeper. The last C.P. "12-1's" were the "S" series of 1931, but shortly after World War II, a number of "N's" and "S's" were extensively rebuilt and re-named in the "T" series.

The 1930's were a period of great innovation, change, and modernization of the railways. Although these were depression years, the automobile and aeroplane had not yet developed to the point where they offered serious competition, and progressive railway managements spared little effort to create and operate fine up-to-date passenger trains. New cars were designed - in many cases streamlined, to allow higher speeds and give a more pleasing appearance, while modern construction methods allowed a weight reduction of about 30 percent over similar sized older cars. Accomodation in sleepers changed too and the enclosed room came gradually to supersede the old open section. Most of the early streamlined cars were coaches, but by the late '30's streamlined sleepers with all-room accommodation were being introduced. In 1938, the New York Central's "20th Century Limited," and the Pennsylvania's "Broadway Limited," both running between New York and Chicago, became the world's first trains in which all sleeping space was enclosed. The most common configuration among these early lightweight cars was 10 roomettes (1 bed each) and 5 double bedrooms (2 beds each). Many such cars were built by the Pullman Company and virtually all "10-5" Pullmans, whether owned by Pullman or by the railroad, were named in the "CASCADE" series. New York Central had 33 "CASCADE" cars, 4 of which, after nearly 20 years service, were sold to Canadian Pacific while most of the remainder eventually went to the National Railways of Mexico.

After World War II, streamlined passenger cars continued to be developed and the "10-5" car became the predecessor of the 10 roomette-6 double bedroom car which is today the most popular sleeping car designed by far, being present on nearly every large passenger carrying railroad in North America. Canadian Pacific built its "GROVE" series "10-5" sleepers as late as 1949-50, and nearly a decade later, after its large purchase of stainless steel equipment, bought 8 sleeping cars from the N.Y.C., the last sleepers ever purchased by C.P. Four of these were "CASCADE'S" and were re-named in the "DALE" series. These four cars were usually assigned to the Montreal-Toronto overnight pool train, and with the discontinuance of these trains in October, 1965, they were placed in storage.

The 1950's and '60's have seen a very marked reduction in the use of heavyweight sleepers, to the degree that today there are no heavyweights in regular assigned service in the United States, although some still run in Mexico. In Canada, the Canadian National still operates such cars, including "12-1" types, but most have been extensively rebuilt and little resemble their original appearance. The majority of Canadian Pacific's large fleet of heavyweight sleeping cars has been retired following the final run of the transcontinental "Expo Limited" at the end of October, 1967. Most of these older cars will be scrapped or converted to other uses and so the traditional heavyweight sleeping car of the pre-World War II era, will have passed into history.



The "N" cars were air-conditioned after 1936 and the interiors were somewhat modernized in 1953, but in exterior appearance and most basic features, "NEVILLE" is little changed from 1921, certainly less so than other sleepers presently seen in Canada. The "DALE" cars have never been rebuilt, and apart from their C.P.R. paint scheme, are essentially as they were in 1939, when, running on some of the world's most famous trains, they and others of their class were the "standard" on which today's sleeper was designed.

These two cars for our Museum represent two different eras in rail-roading in the past and, in their day, were as much a part of progress in passenger train travel as the corresponding developments in steam and diesel locomotives. Today, with discontinuance of passenger trains being reported almost daily, cars of these types have become rare and soon will be as much a part of the past as the steam engine and the interurban car. The two types of sleeping cars are unique representatives of the great years of long distance passenger train travel, when such trains were the most popular and luxurious means of land transportation.

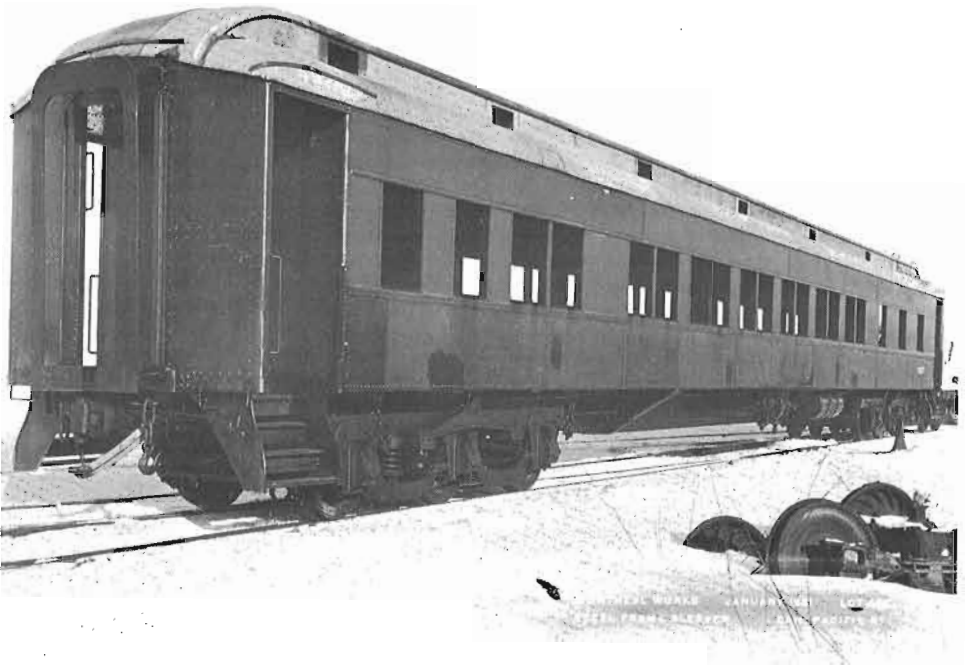
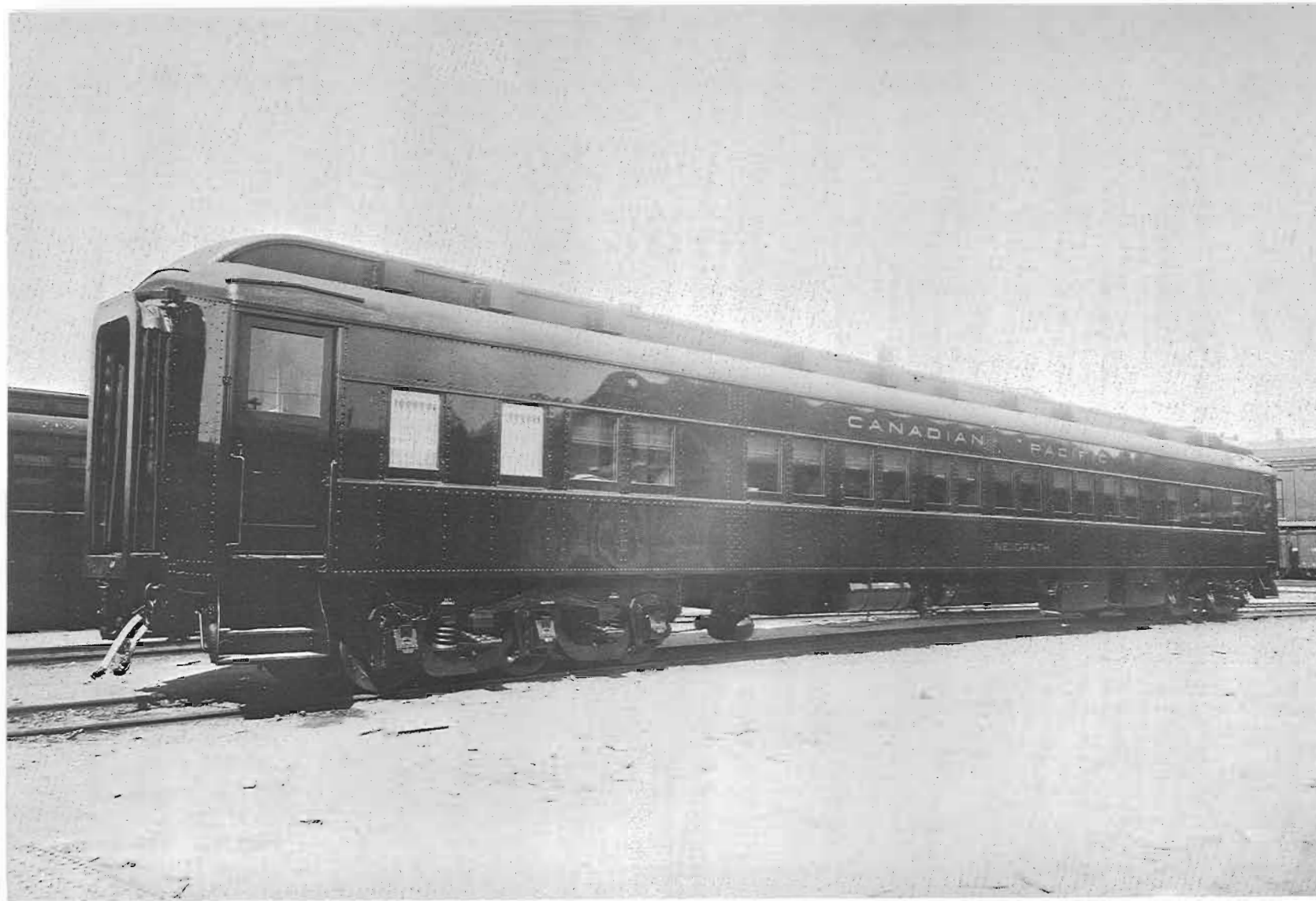


PHOTO: A Canadian Pacific sleeper under construction in January 1921. Photo by the Canadian Car & Foundry, now in the CRHA archives.

Information courtesy of Mr. J.Shields, Mr. L.Leitch, Mr. M.Paul.





ROSTER OF CANADIAN PACIFIC RAILWAY "N" SERIES SLEEPING CARS  
LISTED IN ORDER OF CONSTRUCTION  
WITH DATES OF CONVERSION AND DISPOSITION

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EQUIPMENT ORDER NO. 1717

Steel frame: Canadian Car and Fdy. Completed: C.P.R. Angus Shops 1921

NAUGHTON	ac 1937	bd 411351	1962		
NAPLES	ac 1936	Scr	Aug. 1965		
NANTEL	ac 1946	rb	TORONTO	1946	
NEPTUNE	ac 1945	rb	TABER	1945	
NORTH PORTAL	ac 1937	bd 411263	1959		
NEWMARKET	ac 1936	bd 411331	1961		
NEW DENVER	ac 1937	Scr	Mar. 1967		
NEVILLE	ac 1936	To	C.R.H.A.	1967	
NICOLET	ac 1937	Scr	May 1967		
NIXON	ac 1937	rb	flat car	1968	
NAIRN	ac 1936	bd 411271	1959		
NORTH BAY	ac 1936	Sold to	Cartier Ry.	1961	
NAKUSP	ac 1936	bd 411365	1962		
NANTON	ac 1936	Scr	May 1967		
NARAMATA	ac 1936	bd 411648	1959		
NEELBY	ac 1936	bd 411252	1959		
NESBITT	ac 1937	Scr	Oct. 1965		
NEWCASTLE	ac 1936	bd 411264	1959		
NEWPORT	ac 1936	bd 411362	1962		
NEW WESTMINSTER	ac 1936	Scr	Aug. 1965		
NIGHTINGALE	ac 1936	bd 411689	1967		
NOBEL	ac 1936	bd 411368	1962		
NORTH BEND	ac 1945	rb	TADANAC	1945	
NORWOOD	ac 1937	bd 411253	1959		
NAMAKA	ac 1936	bd 411372	1963		
NAPANEE	ac 1952	rb	tourist GENERAL	1952	rb tourist UTICA 1955 Scr Sep. 1967
NASEBY	ac 1937	Scr	Nov. 1965		
NEEPAWA	ac 1952	rb	tourist GEST	1952	rb tourist UTOPIA 1955 Scr Aug. 1967
NETLEY	ac 1937	bd 411341	1961		
NEWBURG	ac 1937	bd 411352	1962		
NEWTONVILLE	ac 1937	Scr	May 1967		
NOKOMIS	ac 1945	rb	TEESWATER	1945	
NANAIMO	ac 1945	rb	TAPPEN	1945	
NAPINKA	ac 1936	bd 411662	1961		
NATAL	ac 1945	rb	THESSALON	1945	Scr May 1967
NELSON	ac 1937	bd 411254	1959		
NEUDORF	ac 1936	bd 411262	1959		
NEWDALE	ac 1936	Scr	Mar. 1967		

Steel frame: National Steel Car Co. Completed: C.P.R. Angus Shops 1921 - 22

NIAGARA	ac 1936	bd 411367	1962		
NINGA	ac 1937	Scr	Apr. 1967		
NOLAN	ac 1952	rb	tourist GRASSY	1952	bd 411290 1960
NORTHCOIE	ac 1936	bd 411363	1962		
NOTCH HILL	ac 1937	Scr	May 1965		

## EQUIPMENT ORDER NO. 1725

Steel frame : National Steel Car Co. Completed: C.P.R. Angus Shops 1922

NAISCOOT	ac 1936	bd 411371	1962	
NEREPIS	ac 1952	rb tourist	GERMAIN 1952	rb tourist UXBRIDGE 1955 R 1966
NEVIS	ac 1936	bd 411661	1961	
NORTH TROY	ac 1936	bd 411654	1960	
NASHWAAKIS	ac 1945	rb TELFORD	1945	
NAVAN	ac 1937	bd 411690	1967	
NESTLETON	ac 1937	R	1967	
NEWSSTEAD	ac 1936	Scr	Nov. 1967	
NESTOR	ac 1936	bd 411265	1959	
NISKU	ac 1945	rb TAFT	1945	

## EQUIPMENT ORDER NO. 1736

Steel frame : National Steel Car Co. Completed: C.P.R. Angus Shops 1922

NORTON	ac 1952	rb tourist	GUY 1952	Sold to Cartier Ry. (#836) 1960
NEMEGOS	ac 1937	bd 411655	1960	
NOBSONSING	ac 1937	bd 411342	1961	(exhibited at C.N.E. 1922)

## EQUIPMENT ORDER NO. 2092

Steel frame: Canadian Car and Fdy. Completed: C.P.R. Angus Shops 1924

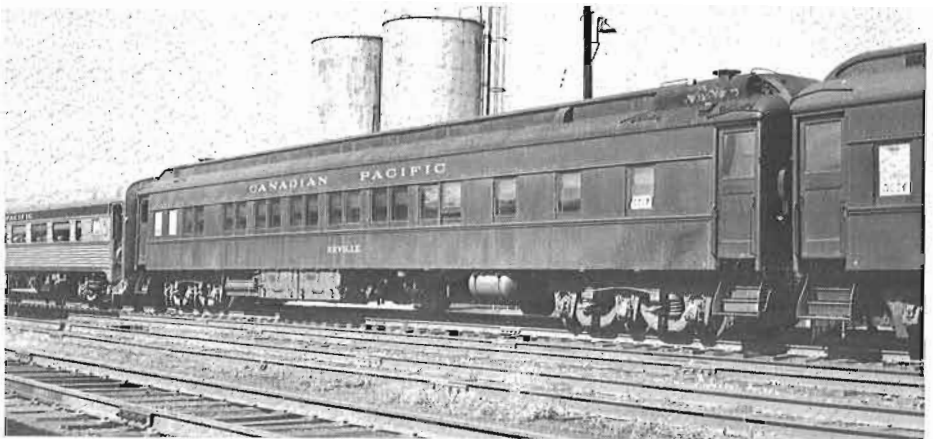
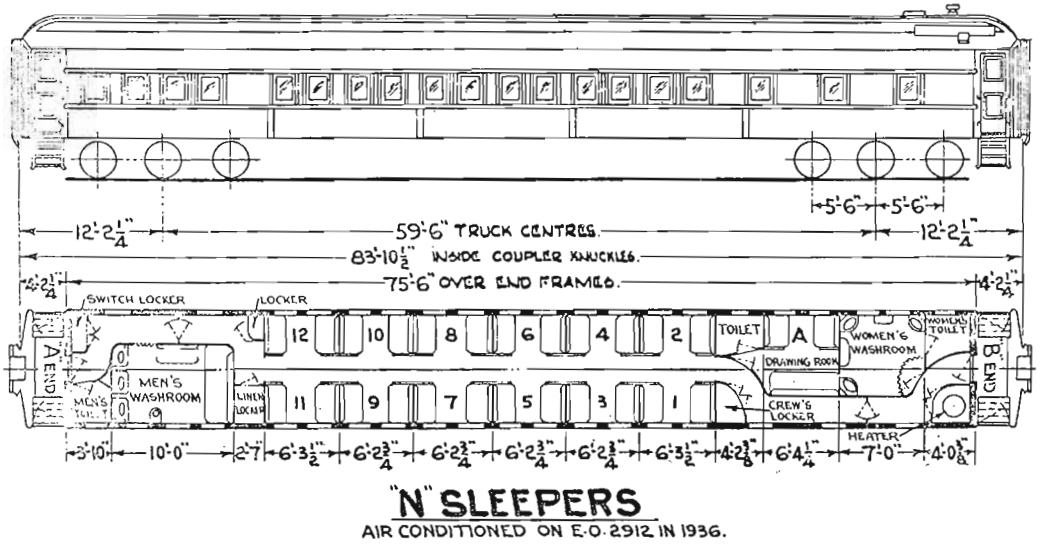
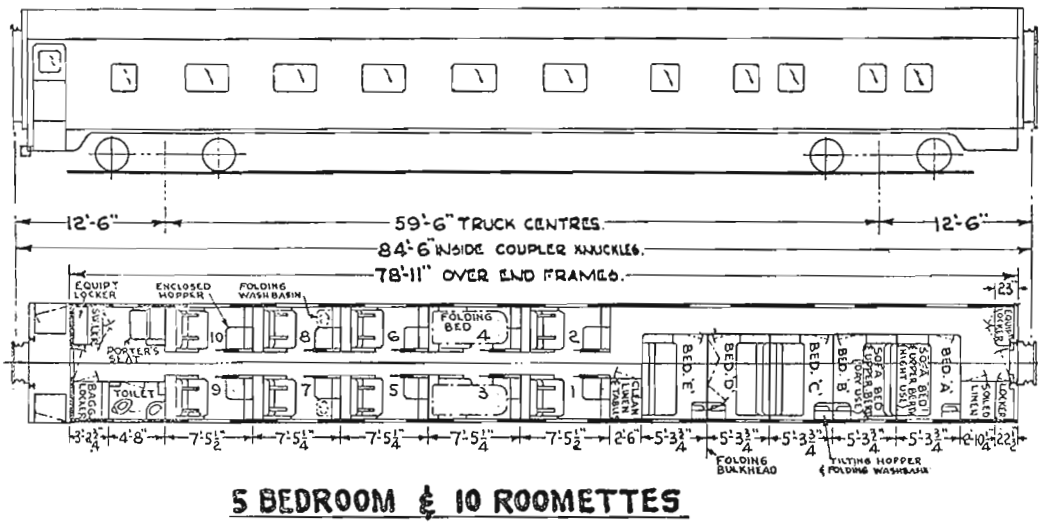
NIPIGON	ac 1952	rb tourist	GLOBE 1952	bd 411302	1960
NOTTINGHAM	ac 1946	rb TISDALE	1946		
NAICAM	ac 1952	rb tourist	GERALD 1952	bd 411299	1960
NOBLEFORD	ac 1952	rb tourist	GRANGE 1952	bd 411653	1960
NIVERVILLE	ac 1946	rb THURSO	1946		
NICHOLSON	ac 1952	rb tourist	GLASS 1952	bd 411301	1960
NICOAMEN	ac 1946	spelling changed to	NICOMEN 1927		
				rb TOMPKINS	1946
NEMISCAM	ac 1946	rb TILLEY	1946		
NEIDPATH	renamed	NOMININGUE 1933	ac 1946	rb THRUMS	1946
				Scr	Dec. 1966
NAVARRE	ac 1945	rb TILBURY	1945		
NEEDLES	ac 1946	rb THORNE	1946		
NACKAWIC	ac 1946	rb TICHBORNE	1946		

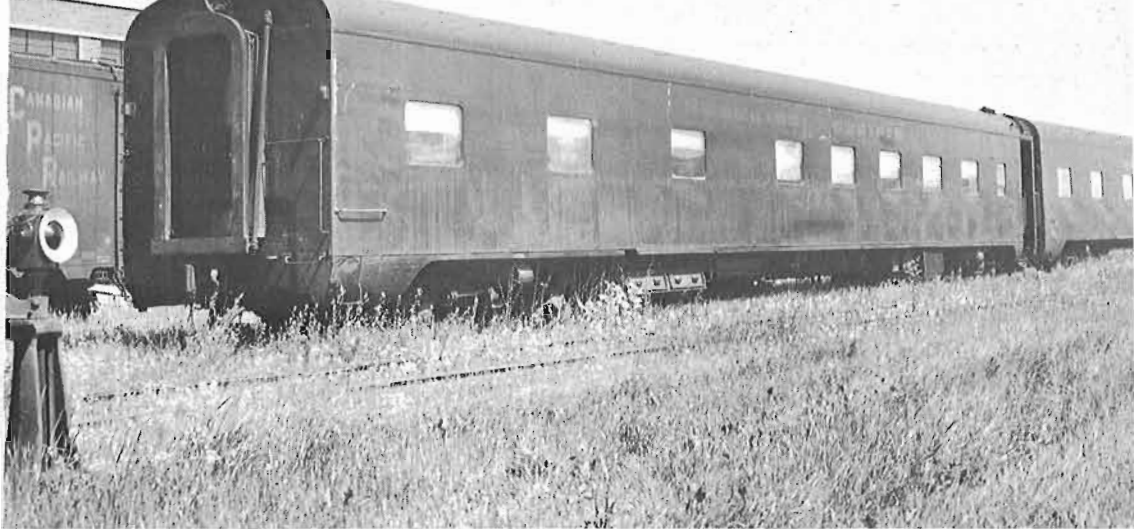
CANADIAN PACIFIC RAILWAY "DALE" SERIES SLEEPING CARS

ARMDALE	ex N.Y.C.	CASCADE FAWN	R	1965
BROOKDALE	ex N.Y.C.	CASCADE LANE	To	C.R.H.A. 1967
CLOVERDALE	ex N.Y.C.	CASCADE MIST	R	1965
RIVERDALE	ex N.Y.C.	CASCADE RUN	R	1965

NOTES

ac	Air conditioned
bd	Converted to boarding car
rb	Rebuilt
R	Retired. To be scrapped
Scr	Scrapped





ABOVE: 'Brookdale' as photographed by Dr. R.V.V.Nicholls at Angus shops on July 4, 1967.

BELOW: 'Nestor' an interior view taken in 1936. C.P.R.photo.

PAGE 77: 'Neville' Photo by Dr. R.V.V.Nicholls July 1967 at Mtl.

PAGE 74: 'Neidpath' C.P.R.photo, taken at Angus Shops in 1924.





by Derek Booth

DELIVERY HAS BEEN COMPLETED of orders for cabooses and cylindrical ore hoppers, as detailed in the report of new equipment on order by Canadian National, in CANADIAN RAIL, January, 1968.

CN HAS UNVEILED A SUPER-INSULATED FREIGHT CAR, that keeps itself so cool or warm that the need for heating or refrigerating units may be eliminated for some kinds of traffic. Where auxiliary heating or cooling is necessary, substantially less fuel is required resulting in genuine savings in operating dollars. The essential "secret ingredient" is a polyurethane foam insulation layer, which reduces heat loss and adds structural strength to the car. Further, the seven inch foam layer actually becomes part of the cars support system, reducing to an absolute minimum the use of wood. The temperature control system is mounted in the car door, thus providing a clear interior length of 50 feet. The unit will maintain any desired temperature from  $-10^{\circ}$  F. to  $+70^{\circ}$  F., despite outside weather. A prototype has successfully undergone cross-Canada tests and is presently in operation transporting such commodities as dairy products, fruit and fresh vegetables.

SOUTH OF THE 49TH. PARALLEL, passenger trains continue to disappear like dew before the summer sun! Rock Island announced in February the discontinuance of its Trains 3 and 4 between Chicago and Tucumcari, New Mexico, Southern Pacific knocked off its connecting Golden State to Los Angeles, at the same time. No immediate change in the Los Angeles-New Orleans Trains 1 & 2 was projected. Louisville and Nashville withdrew Trains 14 & 19, between Bowling Green, Ky., and Memphis, Tenn., at the end of February and Trains 17 & 18, - Cincinnati, Ohio to Atlanta, Ga., early in March. Alas! One can no longer go by L. & N. to Etowah, Ga.!

CANADIAN PACIFIC INTENDS TO CLOSE its Port Arthur, Ont., station "for good and all". Mr. A.J. Cowie, Fort William District Superintendent, informed the Lakehead press that this action would be effective 28 April 1968. Port Arthur patrons, presently served by "The Canadian" daily in each direction, will have to entrain and detrain at Fort William station, - 4.4 miles west. Port Arthur's station was built in the 1880's, and could be incorporated in the City's urban renewal plans.

ONTARIO NORTHLAND RAILWAY'S PR officer contributes the optimistic note to the sad story of passenger train travel. After a very significantly successful season in Canada's Centennial Year ONR's Centennial Train will continue to operate in year 100+1, and already two charter special train trips have been "firmly booked". More such trips are expected to run.

AND FINALLY, THE GENIUS OF THE ASSOCIATED PRESS must be recognized, for informing newspaper readers of the following odd circumstance in Sunderland, England. The wedding of Miss Janet Parkin and Mr. Stanley Kipling was abruptly cancelled when the bride-to-be discovered that the groom kept a three-foot-high locomotive model in his bedroom. Apparently, this was the only place in the house where he could keep it. Mr. Kipling pleaded, "It's my only hobby and I want to go on tinkering with it". Miss Parkin retorted, "I will never take second place to a locomotive!" Readers should note one other irrelevant fact: the groom was a young 62 and the bride-to-be, - a widow, was a sprightly 66.



This CN-designed, super-insulated freight car, represents an important breakthrough in construction and operation costs of refrigerated and heated equipment. Key feature of the car is a foam insulation system that will reduce heat loss by close to one-half. The polyurethane insulation has proven so effective in tests that it may eliminate the need for refrigeration or heating units for some types of traffic. (CN Photo)



# POWER

with P. N. Quarry



CANADIAN NATIONAL RAILWAYS



Deliveries: up to 31 January 1968.

5022 to 5025.....01/01/68*	2008.....12/01/68
5026 to 5027.....02/01/68	2009.....24/01/68
5028 to 5029.....11/01/68	2010.....25/01/68
5030 to 5031.....17/01/68	2011.....30/01/68
5032 to 5033.....24/01/68	

General Motors units are assigned to the Mountain Region while the 2000's operate from the St. Lawrence Region.

\* This is the date accepted by CN. Locomotives outshopped 22/12/67.

Locomotive Transfers: up to 31 January 1968.

ROAD NUMBER	TRANSFERRED FROM	TRANSFERRED TO	DATE
8044	St. Lawrence Rgn.	Atlantic Rgn.	24/01/68
8066	St. Lawrence Rgn.	Atlantic Rgn.	24/01/68
D101	Atlantic Rgn.	Great Lakes Rgn.	22/01/68
D112	Great Lakes Rgn.	Atlantic Rgn.	22/01/68



International Nickle Company: up to 26 February 1968.

The builder's numbers for the three DL-718B's are M-3497-01 to M-3497-03.

QUEBEC, NORTH SHORE, AND LABRADOR RAILWAY

Purchases: up to 26 February 1968.

The serials for the six SD40's are A-2328 to A-2333. Road numbers 200 to 205 have been assigned.



ABOVE: The inaugural run through the new Dow's Lake Tunnel, Ottawa, was CP Train 90, the Prescott way-freight headed by Engine 8795 on 02 August 1968.

BELOW: The first passenger train through the tunnel on the same date was CP Train 131, Dayliner 9022, en route from Montreal to Ottawa.

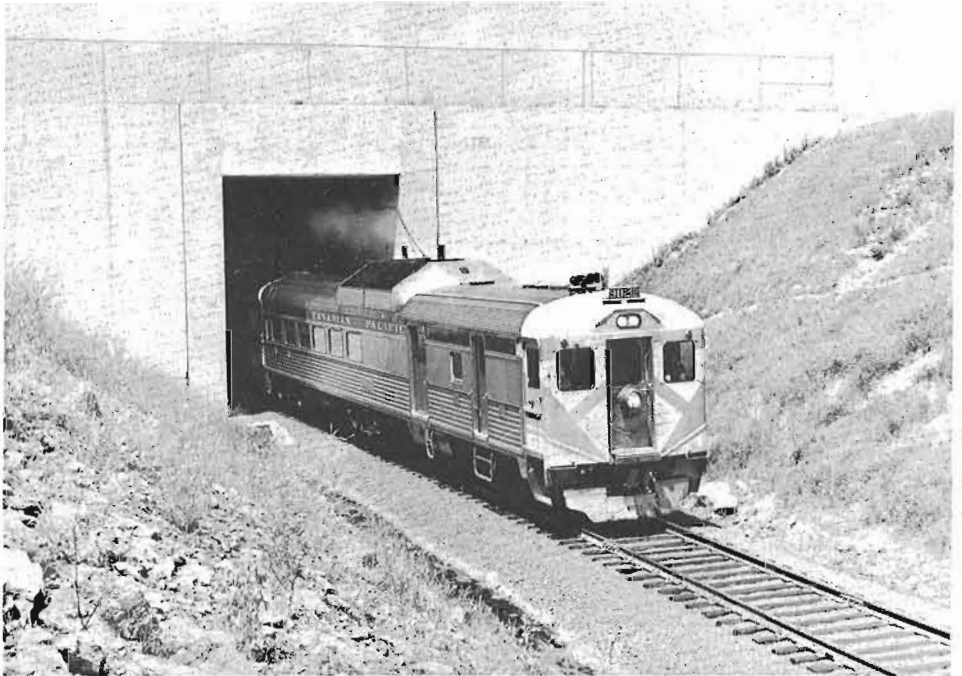


Photo courtesy W.R.Linley.



ABOVE: C.N.R. # 6, at Calder Yard, with No. 5 behind it. The former is ex Minneapolis & St. Louis No. D842 rebuilt by GE for CN in 1957. BELOW: Rolling along the shore of Moose Lake, just east of Rainbow B.C. Photographed 30 minutes & 6.3 mi. later than the cover photo.





February 6, 1958

“ . . . and you say this 2,250,000 words of testimony, 119 witnesses and 358 exhibits have given you a feeling of being unwanted . . . ”

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