

1932 - 1972

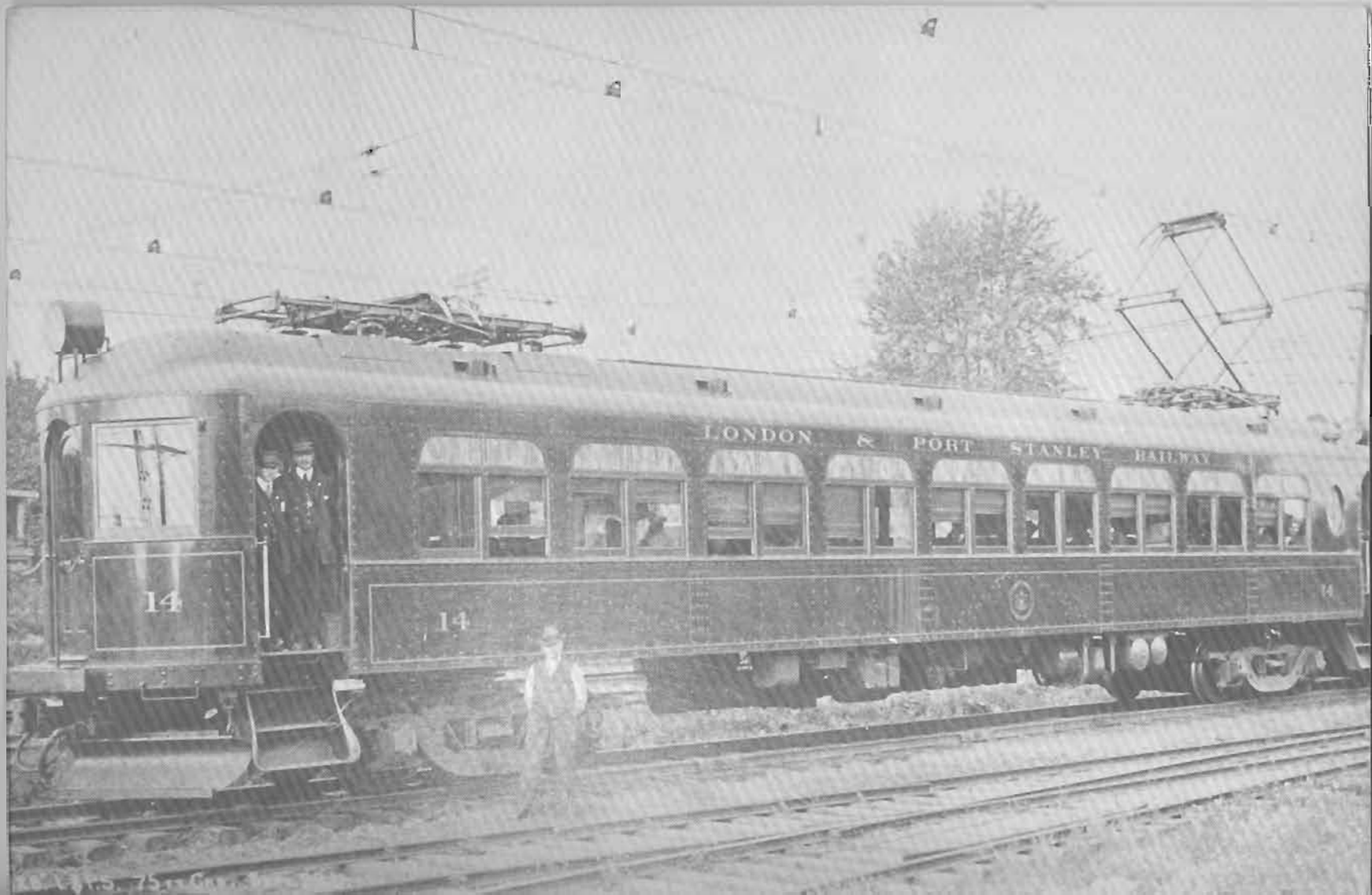


40th anniversary

**NO. 241**  
**FEBRUARY 1972**

# Canadian Rail





# GENESIS OF A RAILWAY MUSEUM

C.A.Andreae.

**I**F ALL OF THE CITIES OF THE SEVENTIES IN THE Province of Ontario,Canada, none is more suited for the establishment of a railway museum than the City of London. Long identified with both of Canada's major railways - and not a few minor ones - London was originally a focus of activity during the building of the Great Western Railway of Canada in the 1850's and '60's.

When this pioneer railway company was purchased by the Grand Trunk Railway Company of Canada,London became the centre of a network of main-line and branch railways,which connected it with most of the principal cities and towns in the area. In the second decade of the twentieth century,Canadian National Railways developed London as a centre of both passenger and freight revenue and, more recently,redeveloped the City's railway station as the core of a modern office complex.

The sale of the London and Port Stanley Railway in 1965 by the City of London to the Canadian National Railways,stimulated many citizens to ponder the part that railway transportation had played in the development of the City. The availability of certain railway artifacts which had belonged to the L&PS suggested that a railway museum might be created.

During the interval of 1967-71,there was a concerted effort on the part of the Historical Museums Department of London's Public Library Board,to establish a science and transport museum. True to the traditional experience surrounding the creation of a municipal project,the proposal rapidly degenerated into a series of endless meetings and communications,until,when it was finally forced to make a decision in the spring of 1971,the City Council voiced a flat "NO" to the whole proposal.

← AT THE END OF MONTREAL'S "LAKESHORE" DISTRICT,CANADIAN PACIFIC RAILWAY'S afternoon suburban train of wooden cars,headed by pacific No. 2228,pauses at the station at Vaudreuil on a summer day in the 1930's.

Photo courtesy Canadian Pacific Ry.

← SIMILAR IN APPEARANCE TO CAR NUMBER 4,PRESENTLY BEING HELD IN LONDON FOR preservation,London & Port Stanley Railway's No. 14 - a 76-foot car,built in 1917 - is today preserved at the Canadian Railway Museum-Musée Ferroviaire Canadien,St. Constant,Qué.

Photo courtesy C.A.Andreae.

The initial concept of a transportation museum was first verbalized in the summer of 1967 - Canada's Centennial Year. One day, the curator, Mr. Gordon McLauchlan, received a telephone call from a citizen of London, advising him that Canadian National Railways was storing Number L-2 - one of the former London and Port Stanley Railway's electric locomotives, built by Canadian General Electric in 1915 - and a caboose, in Sarnia, Ontario.

Mr. McLauchlan's inquiry about this equipment resulted in its donation to him, for the cost of transportation from Sarnia to London - approximately \$ 300. Simultaneously, an L&PS boxcar was located in London and was also obtained for the proposed museum. As far as exhibits were concerned, the project was off to a flying start! Volunteer labor was not lacking, as members of the Forest City Railway Society and model railroad societies were quick to offer their assistance.

The derivative problems were not long in arising. Once the equipment was assembled in London, there was an immediate problem of storage. Finally, B.K.& B. Truck Bodies Limited kindly offered free storage in their yards - the former Canadian National car shops in London, acquired by B.K.& B. some years ago. As all the track into the yard had been removed, a temporary switch and siding had to be constructed at a cost of about \$ 2,400 .

Until the L&PS equipment was acquired, neither the Historical Museums Department nor the Library Board had the remotest intention of establishing a transport museum in the City. By the spring of 1968, a policy for the future museum had been developed and sources of financial assistance determined. Although it was decided that the emphasis would be placed on transportation and, in particular, on railways, the overall concept was and is one of a science and technology museum. It is planned to stress the interrelation between science and technology and to demonstrate their combined impact on a society, using southwestern Ontario as the focus. To put it another way, the museum in its final form would show the effect of transportation, industry and commerce on southwestern Ontario during the nineteenth and twentieth centuries.

But although an official proposal has been formulated, money continues to be unavailable to store the present collection properly and to commence construction of a permanent museum. Even though London's Library Board has continued to recommend the project to the

Council since 1968, no money has been set aside by the City for the project. Despite this lack of municipal support, volunteer labor and generous amounts of enthusiasm among railway enthusiasts continue to be readily available.

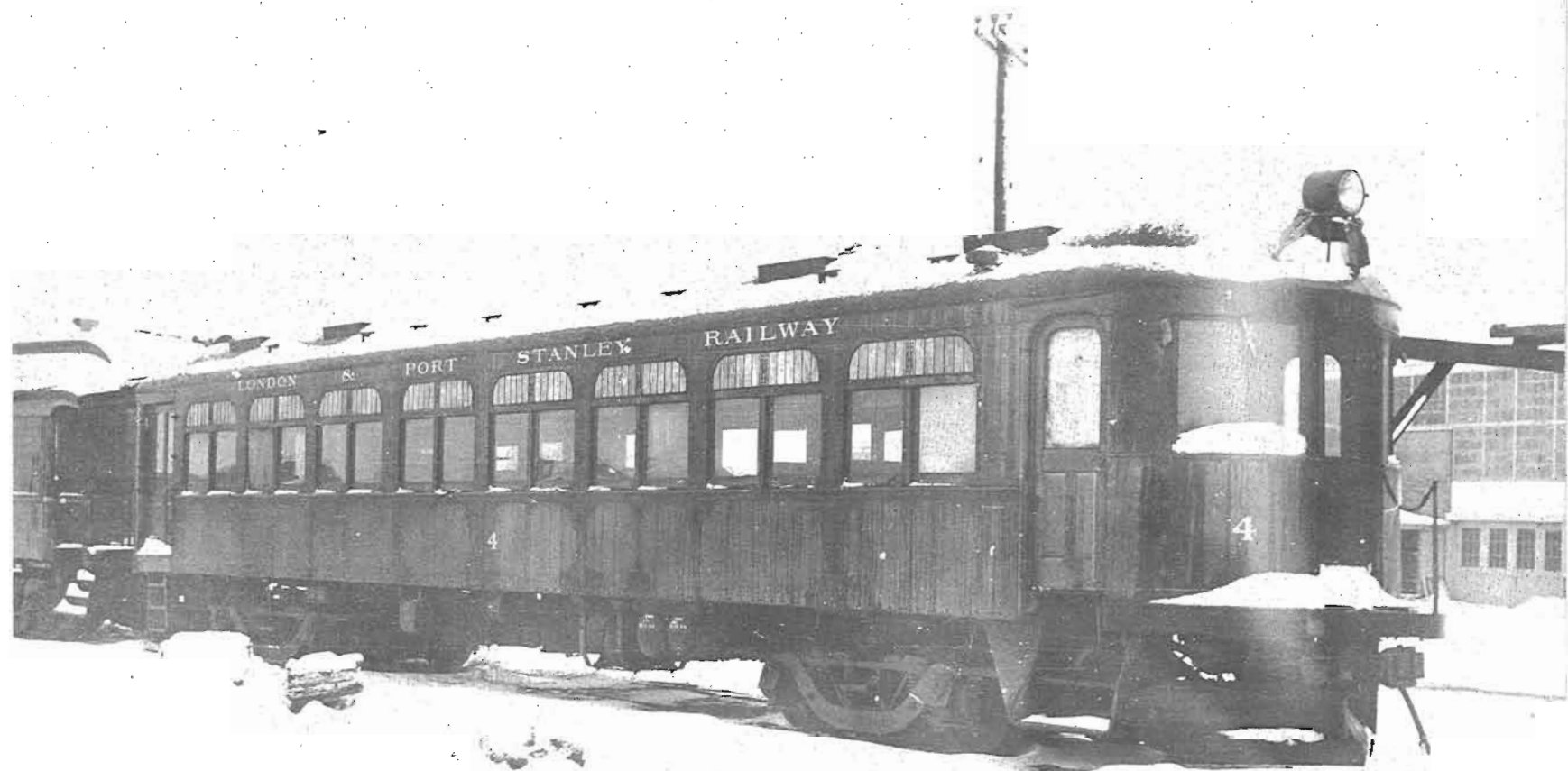
In the spring of 1968, the museum obtained the business car NOVA SCOTIA from the Upper Canada Railway Society for the sum of \$ 1,000. The L&PS motor car Number 4 - built by the Jewett Car Company in 1915 - was purchased from the Ontario Science Centre's collection at the same time for \$ 650. The storage of this increasing number of vehicles - since their arrival in London an increasingly difficult obligation to discharge - required a total of four moves. Initially, they were stored on a railway siding in a disused lumber yard. Later, they spent over a year at Sommerville Industries Limited.

During the winter of 1970-71, the collection was moved for a few weeks to EMCO and it is presently located in one of the warehouses at the Canadian Forces Supply and Maintenance Depot. It is regrettable that, during all of these months, these unique vehicles have not been available to the citizens of London for inspection.

The only other piece of equipment acquired during this interval was the very derelict remains of a single-truck car from the London Street Railway - a rare find, indeed. It was located in Lucan, Ontario in the spring of 1967 and was trucked to London. Because of the poor condition of the car and the subsequent vandalism during storage, the museum regretfully had to take the decision to dispose of it, as it was becoming a hazardous liability.

When plans for a permanent museum mature, the Western Fair Association has an ex-Canadian National Railways 2-6-0 - built by the Canadian Locomotive Company, Limited, Kingston, Ontario, in 1910 - on outdoor display and would give it to the Museum if that organization could house it properly. Restoration by volunteer labor would thus be greatly simplified.

Let us pause for a moment and examine the framework within which the present Historical Museums Department, Library Board, City of London, Ontario is operated. The London and Middlesex Historical Association was organized in 1904 and individual members began to collect various, regional artifacts to exhibit in a future museum. This was in keeping with the philosophy that items pertaining to local or regional history should be collected, preserved and displayed within the region where they had been used. By 1930, the collections were housed in the basement of the London Public



Library and, while they were available to the public for limited examination, the Society and the Public Library began to press the municipal authorities for a proper museum building.

Responding to this pressure, the City administration in 1958 opened a museum in a former dwelling house and the Council established a Historic Sites and Museum Committee to supervise its operation. Two years later, an old private residence was donated to the City as an historic site. At this juncture, the City Council decided that the administration of the museum was becoming too complicated for them and so they delegated the entire responsibility for the operation to the London Public Library Board - an entity which already existed and had, in the opinion of the City Council, adequate experience to control the museum operation.

Thus, under the present system, the Historical Museum must obtain its funds from the City's Library Board which, in turn, must seek grants from the City Council. It is fortunate that the Library Board is in total and complete agreement with the concept of a science and transport museum for the City. The immediate and apparently insurmountable problem is to convince the Council of the City of London that a separate, entirely new transportation museum is urgently required.

The Forest City Railway Society of London, Ontario, was formed in September, 1969. Until the Society was formally organized, its members were quite unaware of the transportation museum proposal. Since that date, the Society has worked as closely as possible with the Historical Museums Department, to assist in the immediate establishment of a transportation museum. During the past two years, the Society has presented two briefs to the City Council expressing their enthusiastic interest and willingness to cooperate in the creation of the proposed museum. When a permanent museum is established, the Society will be prepared to provide volunteer labor and unlimited effort to restore the equipment that has been collected.

Several locations have been considered by the Historical Museums Department as potential locations for the construction of a Science and Transport Museum. One possibility was the Canadian Forces Supply and Maintenance Depot wa-



← CAR NUMBER 4 OF THE LONDON AND PORT STANLEY RAILWAY, WHICH IS PRESENTLY being held for preservation by the London Public Library Board. This would be one of the most important vehicles for the Museum of Science and Transportation. Photo courtesy C.A. Andreae.

rehouses. Another proposal was to utilize land owned by the City, on which to build a structure to house the exhibits. It was finally decided to select the former London & Port Stanley Railway's car shops - a building which has four track-bays and enough land adjoining to satisfy the present expansion plans for the museum. The building is presently owned by the Canadian National Railways and is leased by them to other organizations.

More recently - in the autumn of 1970 - the Historical Museums Department persuaded the City Council to request the museum proponents to prepare a detailed report on the project. This summation was presented on April 13, 1971 to the Social and Community Services Committee of the Council. It requested the sum of \$ 127,100 to create a museum, together with an annual operating budget of \$47,690 - both sums not unreasonable, in view of the accomplishment to be attained.

Unfortunately, the proposal could not have been presented at a more inauspicious moment. The City of London was in the process of cutting back on the 1971 budget, with a commensurate reduction in the tax rate of about 3 mils, in anticipation of the municipal elections due in the autumn. Not unexpectedly, the City Council was very unreceptive to any proposal which would result in the expenditure of additional municipal funds. The brief was rejected - apparently quite brusquely and, in fact, one of the City Aldermen wanted the City Council to state for the record that NO aid would be available for at least TEN YEARS, for the project.

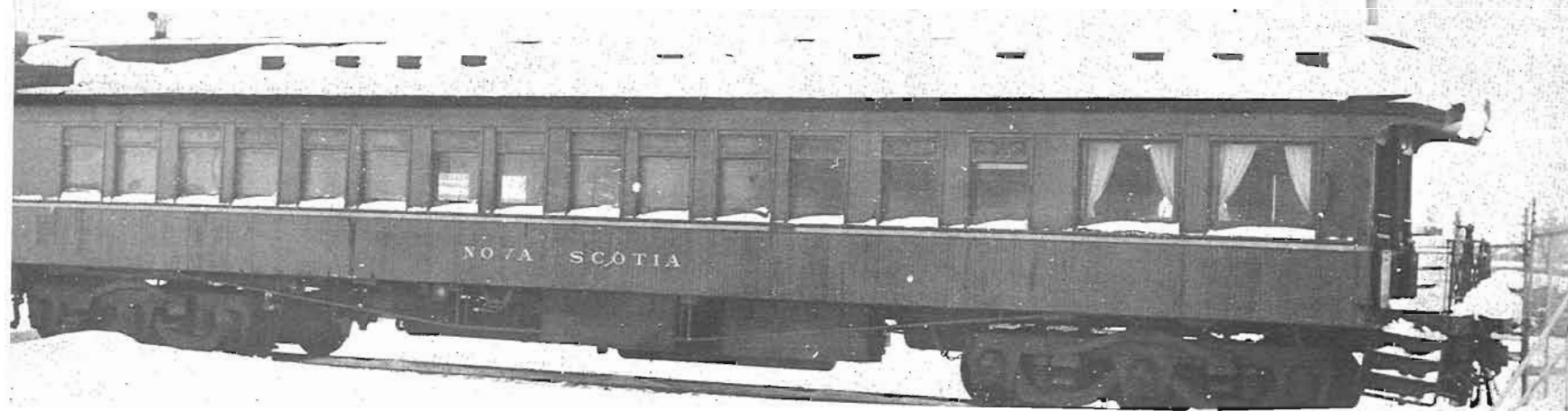
Despite the refusal of the City Council to allocate the funds requested, Mr. McLaughlan was not discouraged and immediately made plans to raise the necessary monies from other sources. Should this latest plan fail - and it is hoped that this will not eventuate - the equipment so carefully collected at a cost of several thousands of dollars will be disposed of before the winter of 1971-72. This will be a great loss to the citizens of London and the district.

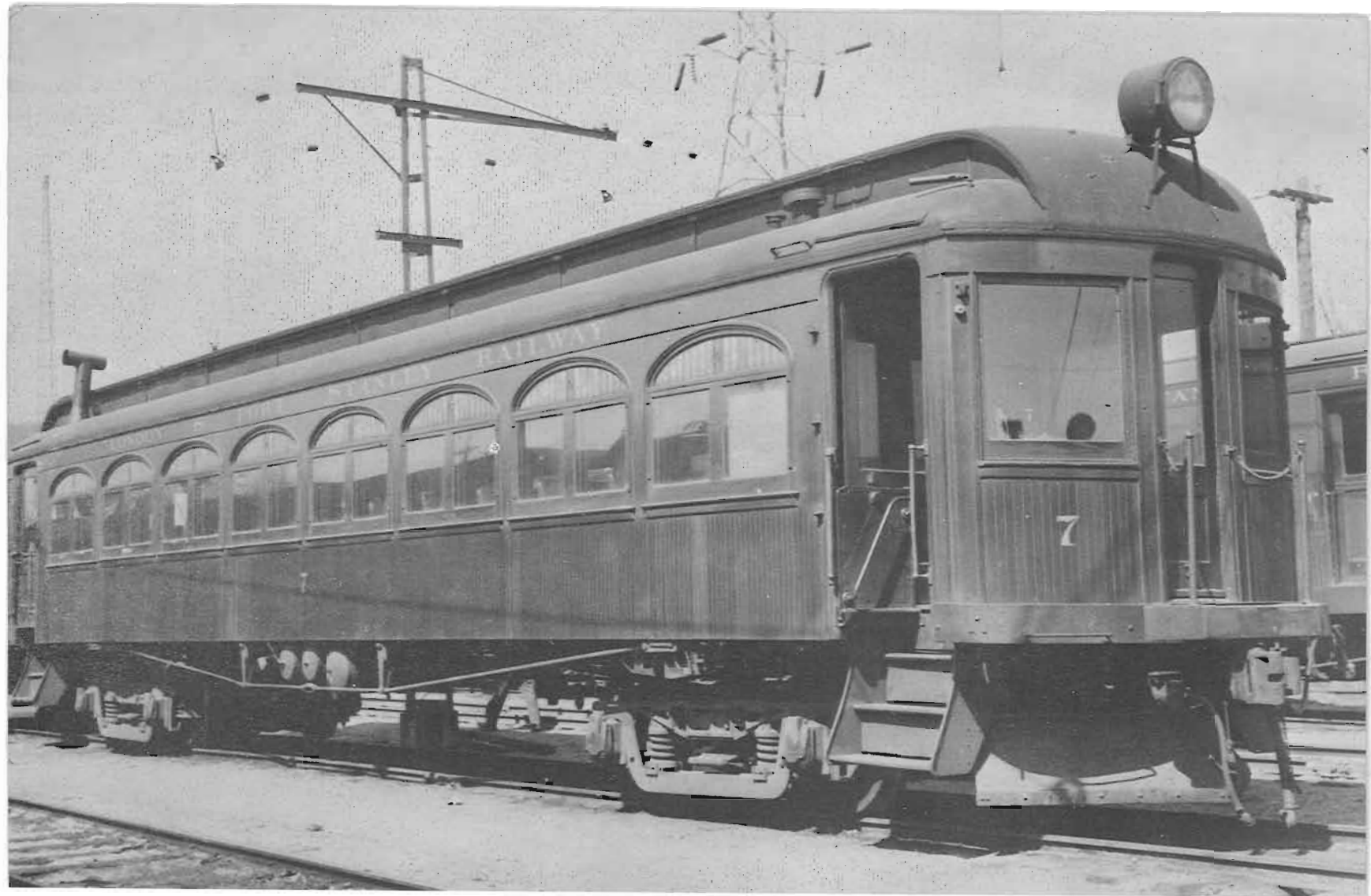
The rolling stock has been stored outside for most of the time since its arrival in London and has deteriorated badly. The L-2 has had most of its easily-removable copper and brass fittings stolen by thieves and all of its windows have been broken by vandals. The private car NOVA SCOTIA and motor car Number 4 have been better protected from vandalism, but the weather has been hard on them. The roof of the former leaks and some of the wood, especially

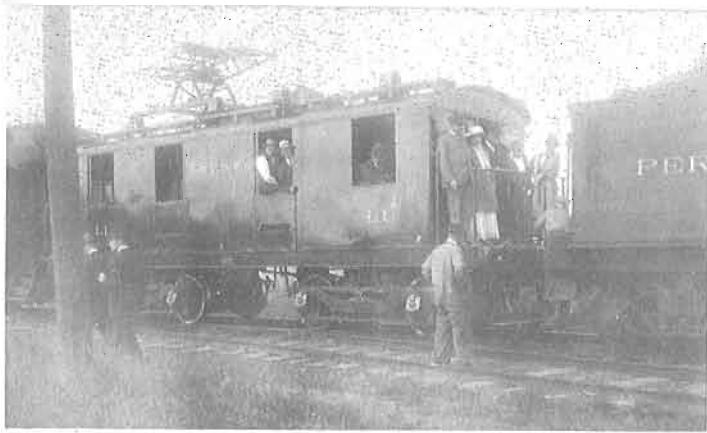
→ FORMERLY THE PROPERTY OF THE UPPER CANADA RAILWAY SOCIETY OF TORONTO, THE private car "Nova Scotia" will be an important unit of the proposed Museum of Science and Transportation at London, Ontario.

Photo courtesy C.A. Andreae.









▲ A RARE PHOTOGRAPH OF A TRIAL TRIP FROM LONDON TO ST. THOMAS, ONTARIO, ON June 20, 1915. L&PS Locomotive Number L-1 is coupled behind a Pere Marquette Railroad steam engine. Photo courtesy M.P. Murphy Collection.

on the end-sills, is slowly rotting. Number 4, which was minus its pantographs before its arrival in London, is beginning to rust noticeably in some places, but it otherwise in fairly good condition. However, there is a definite urgency to place these cars under cover, in order to retard this deterioration.

It is interesting to speculate on the stage that London's transport museum might have reached if the City Council had considered the proposal seriously some six years ago. The City of London did not sell the London and Port Stanley Railway until December, 1965 and, prior to that, the car shops, electrical accessories, electric locomotive, box-car and caboose were City property. Had the City retained these possessions with the idea of the eventual creation of a museum, many of the problems presently associated with the establishment of a Science and Transport Museum in London would never have arisen.

The wisdom of establishing a transportation museum in a city the size of London, Ontario, might equally be questioned. Perhaps to some conservative citizens and aldermen, such a creation would represent an unjustified perpetual burden on the taxpayer, as a result of continuing expenses associated with its maintenance. To oppose this contention, the operation of enterprises such as the Ontario Science Centre, the Kapuskasing Railway Museum, Calgary's Glenbow Foundation (Heritage Park) and the Canadian Railway Museum might be examined. Since some of these activities are provincially sponsored, others municipally supported and still others privately maintained, it might be possible to calculate roughly what such an establishment would cost and its derivative benefits in terms of civic interest and attraction to tourists and visitors. The annual attendance figures at Doon Village and Upper Canada Village speak for themselves and seriously suggest that a similar but more modest enterprise in the centre of southwestern Ontario - in the City of London - would be equally as attractive to residents and visitors alike.

And the time to create it is now.

# HIRAM BUIDS A RAILWAY

Jack Lombard

&

Friends.

**F**or the early explorers and first travellers across the land later to be named Canada, the streams, the rivers, the rapids and the waterfalls were only incidents in their journeyings. The severity of these "incidents" varied and - although they may have been considered as a kind of hardship in the middle years, they later were converted into "occasions" where the explorers and travellers alike paused briefly in their journeys to participate in an evening's conviviality.

Nowhere along the St. Lawrence River-Great Lakes waterway were these occasions more anticipated than at the head of the Rivière des Etroits - the River of the Straits - not far from what is today the City of Windsor, Ontario, Canada.

Less than fifty years after the unpleasantness of what - in North America - was called the War of 1812, a new kind of man from a new age of progress, was surveying the scene from the banks of the Detroit River. Born to farm life in the Commonwealth of Massachusetts - one of the original thirteen components of the burgeoning United States of America, he had learned something about grain and grain-growing at quite an early age.

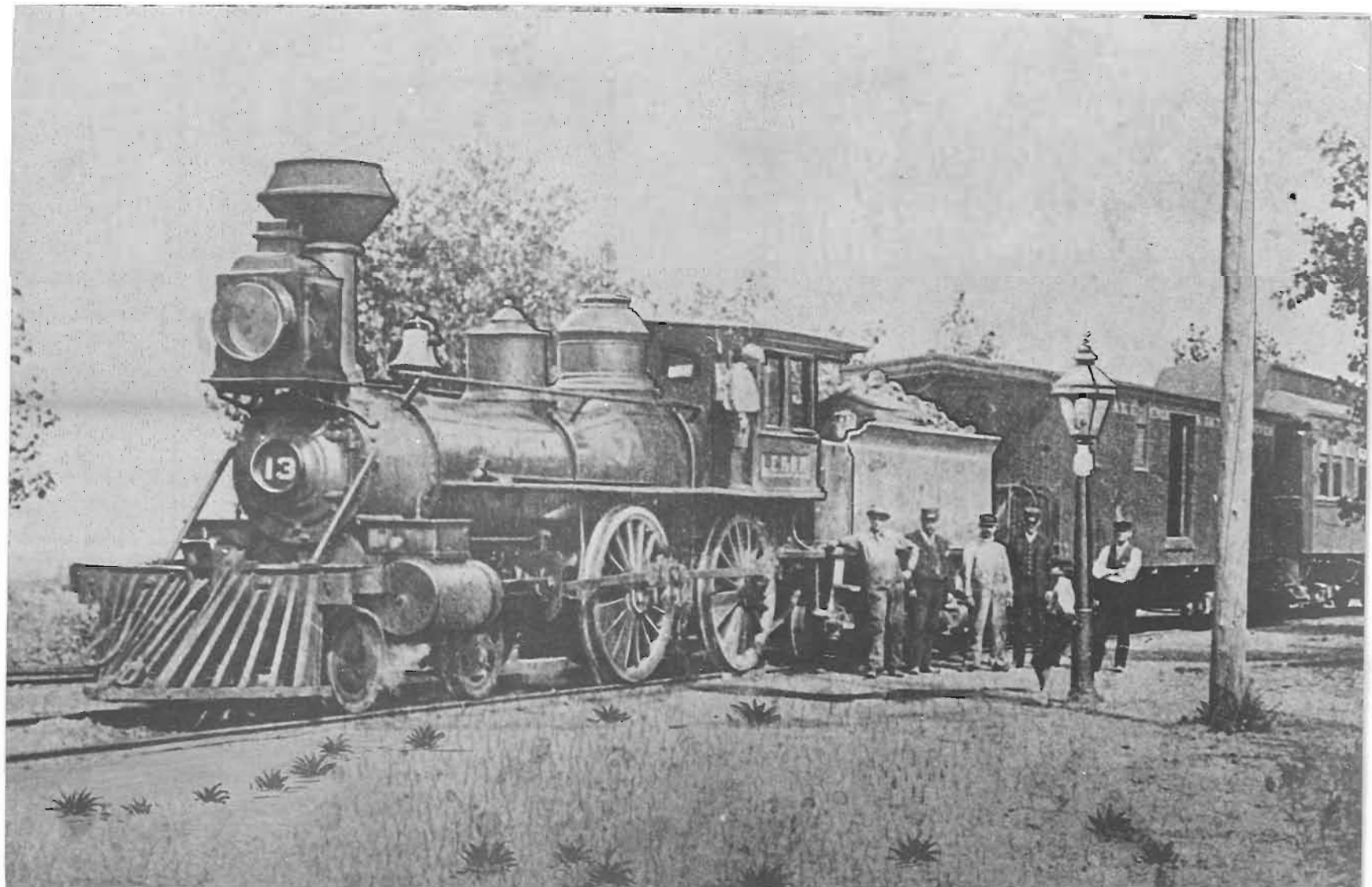
He had once been in the grocery business, too, albeit briefly, and later had tried his luck as a grain merchant, selling his product to many Canadian millers and distillers. Recognizing the double use of grain - a single commodity - he was soon dreaming of owning a grain or grist mill, combined with a distillery.

Born in 1816, he arrived at the River of the Straits in 1885. He bought his first parcel of land on the present site of Walkerville, Ontario - at no distance at all from the present city of Windsor - in 1856.

His name was Hiram Walker.



→ NO ONE CAN SAY AT THIS DATE THE CREW'S REACTION TO HAVING TO OPERATE AN engine numbered "13" - but here is Number 13 of the Lake Erie and Detroit River Railway, complete with flat-roofed single-door baggage car.  
Photo courtesy Hiram Walker & Sons Limited.



It is said that Hiram Walker shared the opinion of the great Louis Pasteur about the quality of yeasts and the results of fermentation therewith. Regardless of the technical reasons, the whiskey which Hiram began to produce rapidly became a popular product both in Canada and the United States in the latter part of the nineteenth century. Before he knew it, Hiram had an increasingly large clientele demanding his product.

Hiram's early farm experience and natural Yankee frugality at once suggested to him that the wet, malted mash from the distillery would be an excellent source of nourishment for cattle and, before long, the distillery had "fathered" several model farms in the district, inhabited by more than 5,000 head!

It was at this juncture in his several ventures that Hiram became inextricably tangled with transportation problems and thereby with railways.

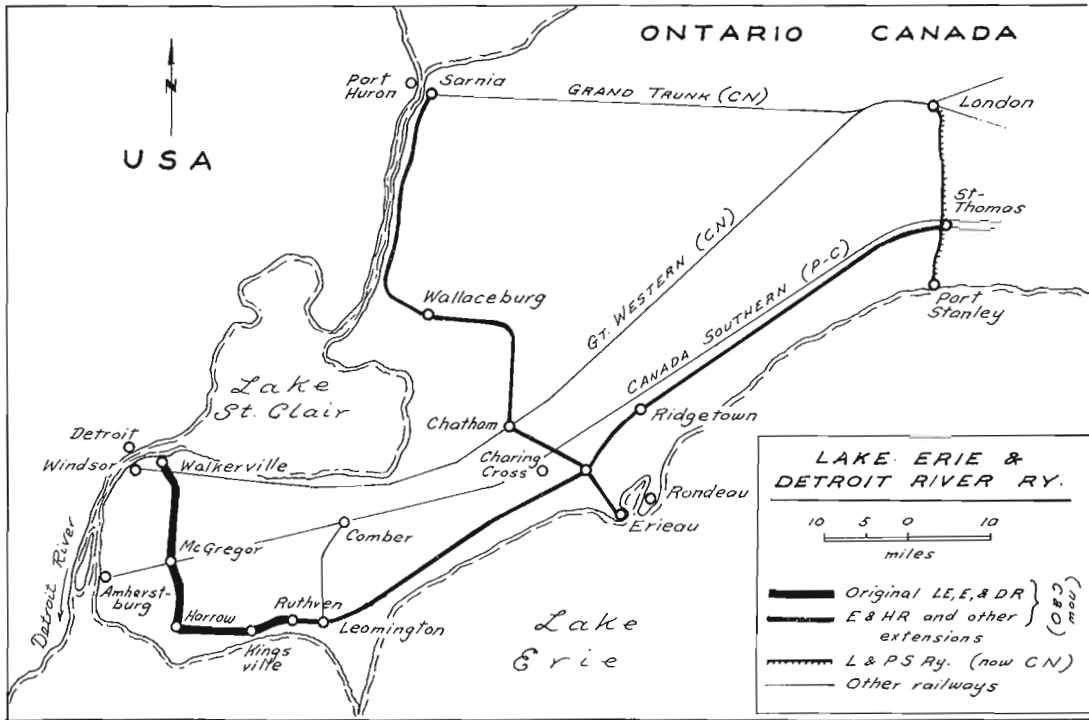
The so-called carriage roads of the 1860's were mostly of mud or of corduroy, with occasional well-constructed turnpikes which were better but more expensive to use. They were the original toll-ways. To carry heavy loads over these wretched, unimproved roads was almost impossible, even in the best weather. In and around Walkerville, the transportation facilities were fair, but were ill-suited and badly located to serve Hiram Walker's needs.

The Great Western Railway of Canada had been opened from London, Ontario to Walkerville-Windsor in 1854, but the main line from Walkerville east ran in a rather northeasterly direction, along the shore of Lake St. Clair. Hiram's farms lay southeastward, toward the shore of Lake Erie.

After the genesis of Hiram's business in 1858, the provision of sidings and connections by the Great Western in 1862 did not improve the situation much. Multiplication of Hiram Walker's developments in the County of Essex, not very far away, emphasized the need for better transportation.

When Hiram's ventures were fifteen years old, the Canada Southern Railway was built west from Fort Erie, opposite Buffalo, at the head of the Niagara River, through St. Thomas to Amherstburg, some distance downstream on the Detroit River from Walkerville-Windsor. Although this was a well-constructed railway, it could not help Hiram in resolving his cross-country transportation problem. Besides, the Canada Southern was a connecting link in the New York Central-Michigan Central line to Chicago and was not interested in the short-haul kind of business that Hiram had to offer.

By 1882, Hiram had been courageous enough to build a short line of railway of his own from Walkerville, to bring fodder and other necessities from the Detroit River to one of the establishments near the corner of Walker Road and Tecumseh Boulevard in present-day Windsor. This short line was opened in the summer of 1883, despite the fact that in the previous year, the cattle barns - together with some 300 head of fattened animals - had been destroyed by fire. Inconveniences also occurred in other adjacent townships. Hiram's



wide-treaded steam tractors, hauling hay, tore up country roads in Colchester Township, broke through municipal bridges and caused much annoyance to the municipal officials, local citizens and the traveling public.

These awkward incidents rapidly persuaded Hiram to undertake the extension of his little railway from the river bank south to his hay lands and barns and to include a connection with the Canada Southern at McGregor, rather than at the town of Pelton. This essential extension developed in 1887 into a more ambitious project. The Government of the Dominion of Canada inaugurated in 1885 a policy of providing generous subsidies for railway construction, which offered an amount of \$ 3,200 per mile on intraprovincial lines. Further, there were occasional subsidies available from Provincial and municipal governments.

At the time of the 1887 decision, Hiram Walker did not really need these several subsidies, but they were a nice piece of assistance on his original investment. By personal investigation, he had determined that a railway was needed, in the southern sections of Essex County and this fact, together with his own pressing needs, gave the project an alluring future and removed it from the realm of chancy speculation.

Thus it was that in 1885 the Lake Erie, Essex and Detroit River Railroad Company was incorporated, both provincially and federally -



↑ ESSEX TERMINAL RAILWAY'S 1200 HP. GMDL SW1200 NO.105 - BUILT 1956 - BESIDE the engine house at Windsor,Ontario. Just beyond the boxcars is the ETRy's 0-6-0 steam switcher,swathed in tarpaulins - outside to provide space inside for the diesel switchers. Colour scheme is green with yellow running boards and panels on each side of front radiator. Photo courtesy W.J.Redbrook.

the latter under 48-49 Vic. Cap 21 - the original incorporators being Messrs. Hiram Walker,William Scott,N.A.McHugh, A.L. Hitchcock, G.J.Leggatt and Dr. John Coventry. The powers of the charter permitted the construction of a railway line from Windsor or Sandwich, on the Detroit River,to Kingsville; with branches to Comber,Amherstburg,Charing Cross and Rondeau.

The first meeting of the incorporators was held on July 16 , 1887 and although actual construction got under way the following August 1,the subsidy on the line from Windsor to Leamington - some 37 miles - had been approved by the Federal government the previous year. It was not collected,however. At the second meeting of the provisional Board of Directors in August,1887,Hiram announced that he had satisfied the provisions of the charter by depositing the sum of \$ 20,000 with the Bank of Montreal at London,Ontario,as well as supplying the necessary funds for the initial expenditures on the railway. Further,an additional \$ 200,000 had been subscribed in purchases of stock in the new company.

Work along the railway proceeded apace. Mr. Joseph De Gurse , civil engineer of Windsor,had surveyed the route in 1888, preparatory to grading and laying the ties and rails. It was understood as well that,from the beginning,the construction would be carried out under the direction of Hiram Walker & Sons and,at a special meeting of the Board of Directors on November 17,1887,this arrangement was ratified.



The autumn and winter of '87 saw the survey progressing, with acquisition of a right-of-way from various proprietors along the route. The Minister of Railways and Canals of Canada, the Honorable John Henry Pope, was consulted with regard to the subsidies available.

By the spring of 1888, contracts had been let for the grading of the line, as well as the construction of culverts and bridges, ties and rails, stations, fences and other appurtenances. The line was surveyed to run from Walkerville south to Harrow and thence eastward to Ruthven, some three miles east of Kingsville, almost on the shore of Lake Erie.

The construction of this original twenty-seven-mile line was approved by the Governor in Council at Ottawa, Canada, on April 6, 1888 and a subsidy of \$ 118,400 - or about \$ 4,385 per mile - was approved.

Work went forward so rapidly and expeditiously that by December 15, 1888, the Lake Erie, Essex and Detroit River Railway was accepting business between Walkerville and Ruthven - some 34 miles. The station stops en route were Walkerville, Pelton, Old Castle, McGregor, New Canaan, Harrow, Arner, Kingsville and Ruthven. The line was



↓ THIS SCENE MIGHT AS WELL HAVE BEEN THE CPR STATION AT LONDON, ONTARIO. IN fact, it is the C.P.R. station at London, Ontario with CP RAIL's RDC DAY-LINER service to Toronto in June 1971. The service was discontinued on July 3, 1971. Photo courtesy W.J. Bedbrook.



officially opened on December 26, 1888, having been certified as completed to the approved specifications by the Inspecting Engineer, Department of Railways and Canals, Government of Canada.

Mr. C.F. Hansen, the first superintendent of the line, did not continue long in office. He was succeeded by Mr. William Woollatt, a 34-year old veteran with 17 years of experience on the Grand Trunk and the Northern and Northwestern Junction Railways. Mr. Hiram Walker was President and Mr. Chandler Walker was Treasurer and Manager.

Within a few months, the railway was extended to Leamington, the new portion being opened on May 24, 1889. Leamington remained the terminus for three years.

The net earnings of the Lake Erie, Essex and Detroit River for 1889 were \$ 24,281.62 and for 1890, \$ 18,166.55. This latter amount was not sufficient to meet the interest on the road's bonds, which was \$ 30,000 annually. In 1891, the net revenue improved to a top of \$ 25,902.75, which was still somewhat short of the amount required to service the bond interest.

It was obvious to Hiram and the other officers that local traffic simply was not sufficient to provide the necessary revenue. The answer seemed to be to obtain some through east-west traffic and, to obtain this, the railway must be extended further. As a matter of fact, there was very little competition along the Lake Erie shore, the only railway then in existence being the Leamington and St. Clair Railway, between Leamington and Comber, on the Canada Southern Railway. This was essentially a local north-south enterprise, devoted chiefly to the lumber trade.

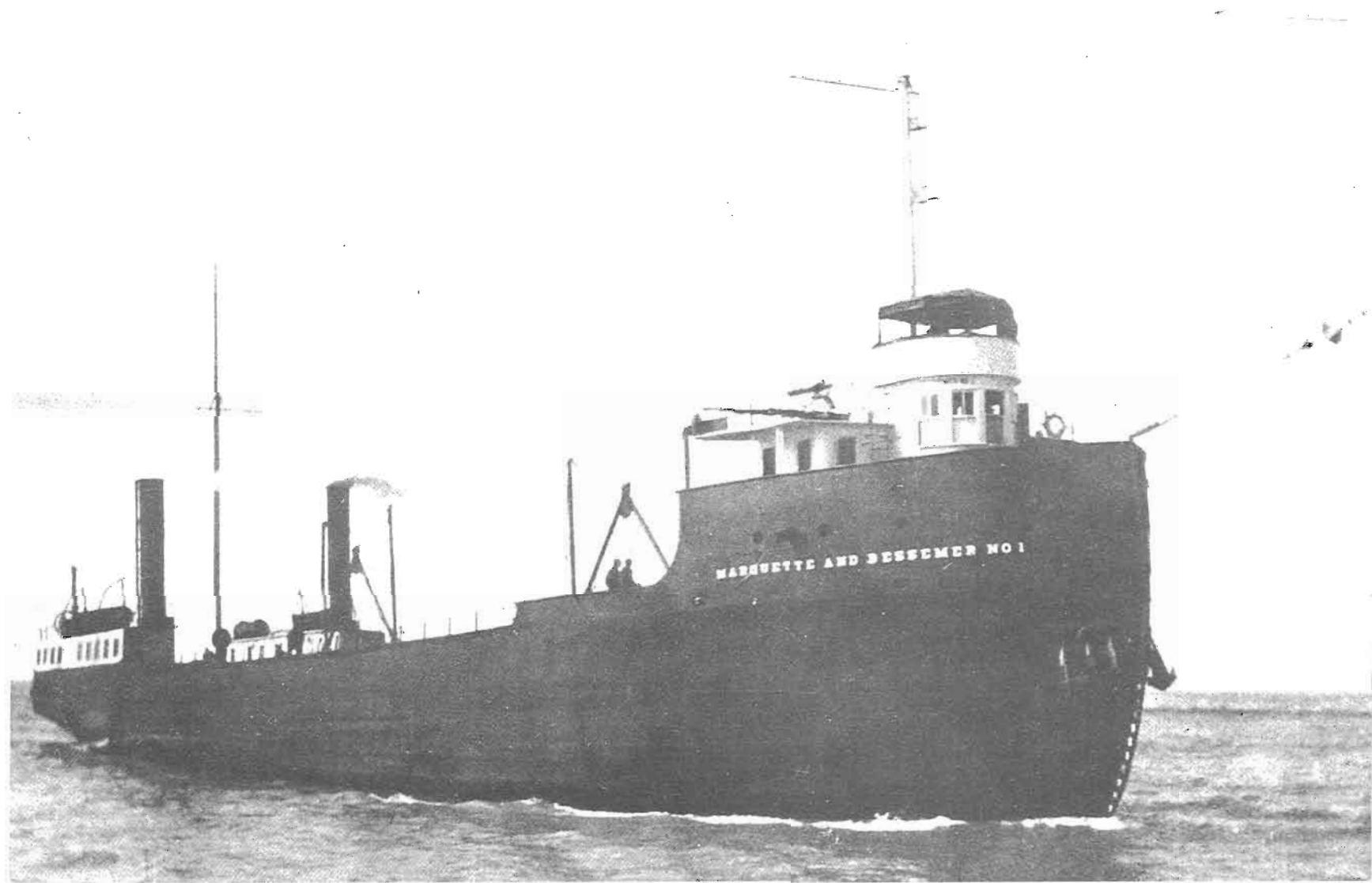
Under ever-increasing pressure from the municipalities between Leamington and Ridgetown, Hiram and his directors finally agreed to start construction eastward in 1892. With some \$ 27,500 worth of support from the municipalities, construction began in June and on December 24, the first train passed over the new extension.

The decision to build this extension resulted in something of a dilemma - legal, that is - as either the provincially or federally chartered part of the Lake Erie, Essex and Detroit River possessed the necessary corporate powers. In order to resolve the dilemma in an orderly fashion, the two companies were amalgamated in January, 1893 and the name of the Company simultaneously changed to the Lake Erie and Detroit River Railway Company.

Hiram, of course, became President of the new Company, ably seconded by Dr. S.A. King of Kingsville, as First Vice-President.

The following year, the Lake Erie and Detroit River negotiated the lease of the London and Port Stanley Railway - from London, Ont., to Port Stanley on Lake Erie - as recorded in an 1894 report to the Board of Directors:

→ MARQUETTE & BESSEMER NO. 1, DESIGNED BY KIRBY AND BUILT BY BUFFALO DRY Dock Company in 1902 for service between Port Stanley and Conneault/Cleveland, Ohio. She did not carry railway cars. Photo courtesy Marine Historical Collection, University of Detroit.



"The Company has recently leased (for 20 years) the London and Port Stanley road, which runs between the points named, with steamboat connections with Cleveland. It also controls the stock of the Lakeside Navigation Company and has put the steamer LAKESIDE on the Port Stanley and Cleveland route."

The annual rental for the London and Port Stanley Railway was \$ 12,500.

Further enlargement of Hiram's growing railway occurred in 1898, when the Erie and Huron Railway Company was purchased for the sum of \$ 640,000. This north-south line ran from Erieau on Lake Erie, through Blenheim, to Chatham - where it crossed the Grand Trunk - to Dresden and Sarnia, on the St. Clair River. Hiram and company now had more than 200 miles of railroad, together with a steamer service across Lake Erie.

In July, 1901, the Lake Erie and Detroit River completed the extension from Ridgetown to St. Thomas - some 40 miles - and connections with several important railways.

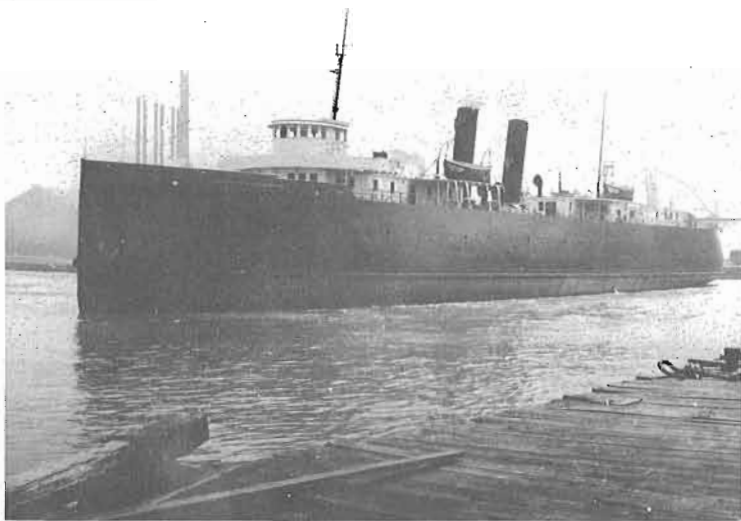
The line which had started out as a convenient accessory in the transportation of feed for Hiram Walker's cattle had now become a large corporation of both national and international importance.

A connection east from St. Thomas to the Niagara Falls gateway was obtained in 1904, through the acquisition of trackage rights over the Canada Southern Railway.

About 1900, crews on the Lake Erie and Detroit River were sometimes obliged to work as long as 16 to 22 hours per day. On Sundays, it is said, they had to clean out the ash pans and boiler flues of the locomotives at the Walkerville engine house - and then wash up, dress up - and go to church! It seems that Superintendent Woollatt was a member of the Walkerville church choir and from this vantage point, would check the congregation during the sermon, from over the tops of his spectacles! He knew each of his men by name and woe betide any of his men who weren't there!

There were times when money was pretty tight on the Lake Erie and Detroit River. On one run, the engine's cab caught fire and was almost completely burned out before the fire could be extinguished. Money was short and the cab was not rebuilt for four, long months. In the interval, the engine was kept running and, when it rained, the engineer protected himself from the elements by an umbrella, the fireman dashing out from under its protection from time to time, to shovel coal into the firebox. A likely story!

But here it is 1972 and whatever happened to Hiram's railway? Well, it was an attractive property when Hiram and his directors had finished with it and there were many prospective buyers. In 1902, a Company called the Pere Marquette Railroad - originally organized in the neighbouring State of Michigan, U.S.A. - offered to lease exclusive trackage rights, as well as other appurtenances, including the rolling stock, for a period of 21 years. The lease was agreed to and the Pere Marquette took possession on January 1, 1903. On that date, the mileage of the L.E.&D.R. - including the leased London and Port



↑ MARQUETTE & BESSEMER NO. 2 (II) (SECOND NO. 2) LAUNCHED BY AMERICAN SHIP-  
building Company at Cleveland, Ohio, September 2, 1910. She had no passenger  
accommodations, carried freight exclusively, carried 30 cars and made the  
58-mile trip across the Lake in 5 hours - Port Stanley to Conneault, Ohio.  
She was converted to a barge in 1948. From the Marine Historical Collec-  
tion, University of Detroit, Mich.

Stanley - was 285.58 miles - sidings and all! The company had ac-  
cess to the anthracite coal of Pennsylvania through its car ferries  
from Rondeau and Port Stanley across Lake Erie to Cleveland and the  
neighbouring port of Conneault, Ohio. The former Erie & Huron to and  
from Sarnia provided a good share of the revenue from its traffic in  
lumber and iron from the north, as well as the sugar and sugar-beet  
traffic around Wallaceburg.

About 1904, the Pere Marquette confirmed an agreement with the  
Canada Southern - part of the Michigan Central Railroad - which had  
first been arranged in 1882 and extended in 1894. The '82 and '94  
arrangements were for operation, while the 1904 agreement was for a  
lease. When the Pere Marquette Railroad Company went into receiver-  
ship in the State of Michigan in 1912, it was reorganized under the  
name of the Pere Marquette Railway Company, which undertook opera-  
tion of the old company.

In more recent times, the properties and franchises of the Pere  
Marquette Railway Company were merged on June 6, 1947 with those of  
the Chesapeake and Ohio Railroad Company, which today, together with  
the Baltimore and Ohio Railroad Company, forms one of the "BIG 3"  
of the United States east coast "merger lines".

Although Hiram Walker - like Mr. Gooderham - is far better  
known for his whiskey than for his railway, he should also  
be remembered for his contribution to the inception, devel-  
opment and expansion of the railways of one section of  
Canada, at a time when such leadership was vital.

The author wishes to acknowledge the assistance of:  
Hiram Walker & Sons, Limited, Walkerville, Ontario.  
Rev. Edward J. Dowling, S.J., University of Detroit, Michigan.  
Walter J. Bedbrook, Scarborough, Ontario.  
S.S. Worthen, Montréal, Qué.  
An Anonymous Friend.

# E PLURIBUS UNUM

From  
Information and Photographs

from Mr. L.O. Leach.

**C**ONSIDERING THE FACT THAT FIVE HUNDRED AND TWO (502) STEAM locomotives of the class D-10-a through D-10-k were built for the Canadian Pacific Railway Company in the years 1905 to 1913, by builders as widely separated as the Canadian Locomotive Company, Limited, Kingston, Ontario (68), the Montreal Locomotive Works, Limited, Montreal, Québec (265), the Schenectady Locomotive Company, Schenectady, New York (25) and the Richmond Locomotive Works, Richmond, Virginia (25) - not to mention the Company's own Angus Shops at Montreal (119) - you might imagine that eleven years after the end of steam engines on the Canadian Pacific, there might be quite a few D-10's still around.

You would be mistaken. There are only seven (7) left.

Canadian Pacific engine number 1057 is one of the lucky ones - one out of the many that were consigned to the scrapper's torch and the blast furnace. But at the end of the age of steam on the Canadian Pacific, when Number 1057 was finally retired from service on May 16, 1960 at Lambton Roundhouse, her luck began to change. The following August, Number 1057 was purchased by Mr. Donald McCartney of Toronto, Ontario, for the not inconsiderable sum of \$ 4,000.

Mr. McCartney either knew his steam engines or had a good advisor. Number 1057 was in excellent condition and, before her retirement, had been retired by the CPR at a cost of about \$ 3,000.

Stored on a siding adjacent to the Regal Stationery Company's Toronto plant, Number 1057 was tenderly ministered to for several years. Mr. McCartney sold the engine in 1965 to the Commission for the Ontario Centennial Science Centre, which planned to have a display of some six steam locomotives as part of the Centennial Science Centre at Toronto.

However, the steam locomotive display portion of the Science Centre was not constructed and in March, 1970, Mr. Herbert Hansen of the Illinois Railroad Museum, Union, Illinois, U.S.A., purchased Number 1057 for \$ 7,000.

Exactly ten years to the very day from the date of her retirement by Canadian Pacific, Number 1057 was moved to the John Street Roundhouse of CP RAIL in Toronto for a major overhaul, which would ready the engine for renewed operation. This class-two repair was supervised by CP RAIL General Locomotive Foreman N.S. Perkins and carried out by Assistant Locomotive Foreman J.C. Clarke and sixteen non-railway employees.

As might be imagined, the repair process was not without incident. Interested persons, some of whom were railway enthusiasts and all of whom were curious, heard about the project and began to arrive in droves.

They came from as far away as England and some were from strange locations such as New Jersey, Kentucky, Michigan and other parts of Ontario. Somehow the news reached citizens of Los Angeles and Montreal and they, too, came to see what was going on.

Assistant Locomotive Foreman John C. Clarke of CP RAIL's John Street Roundhouse, Toronto, who was directly involved with the repair of the No. 1057, among other things renewed the front buffer beam and repaired 16 superheater units and replaced 34 boiler tubes.

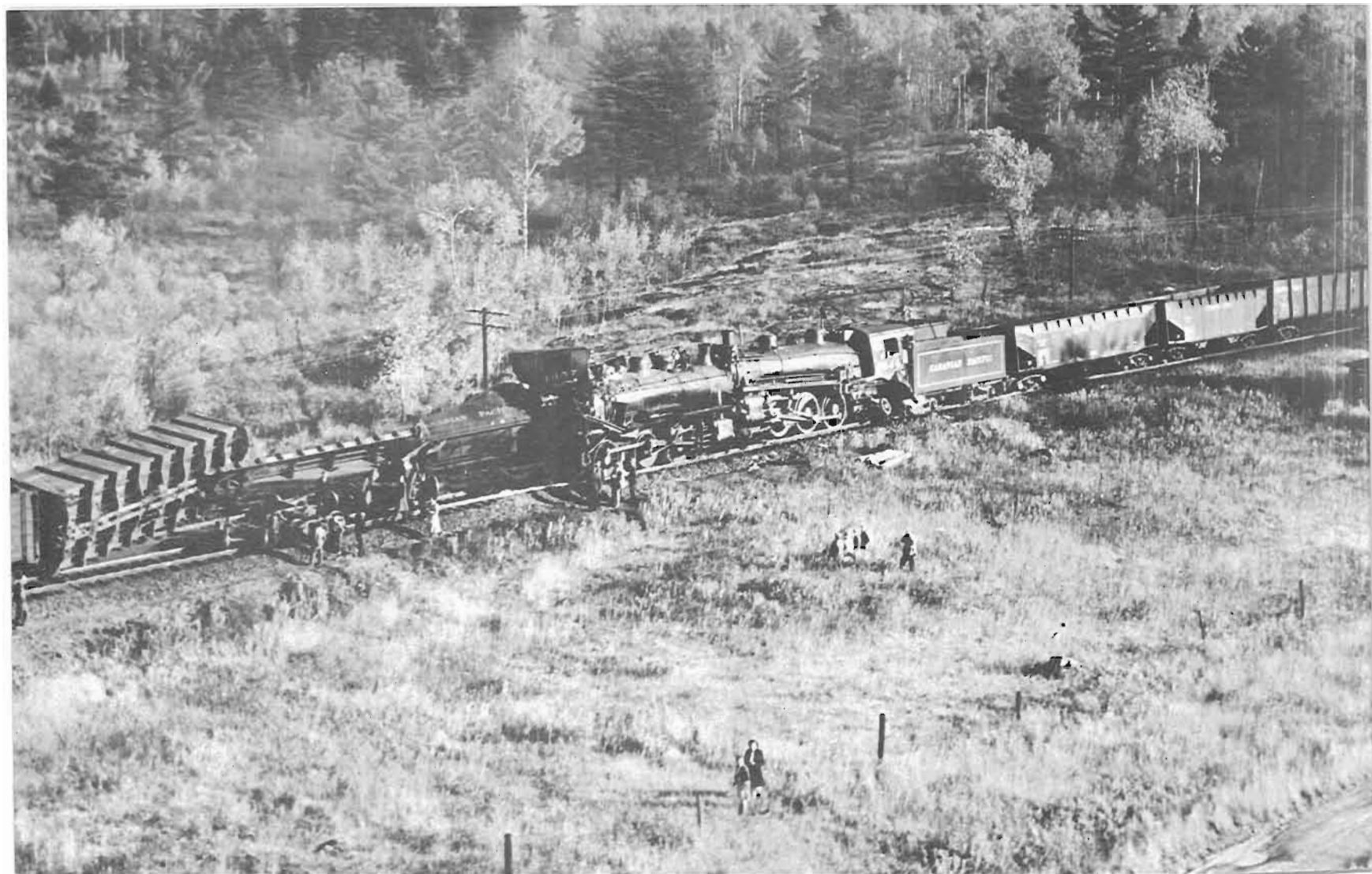
Plans to lease the locomotive for summer-time operation on the Livonia, Avon and Lakeville Railroad - a 23-mile line, running over a former branch line of the Erie Railroad south of Rochester, in northwestern New York State - did not mature and an option to lease was taken out by the Toronto Train Trip Committee.

Regrettably, neither was this project to be realized, for when Number 1057 was steamed up, one of the tubes around a superheater element collapsed, requiring an additional repair job.

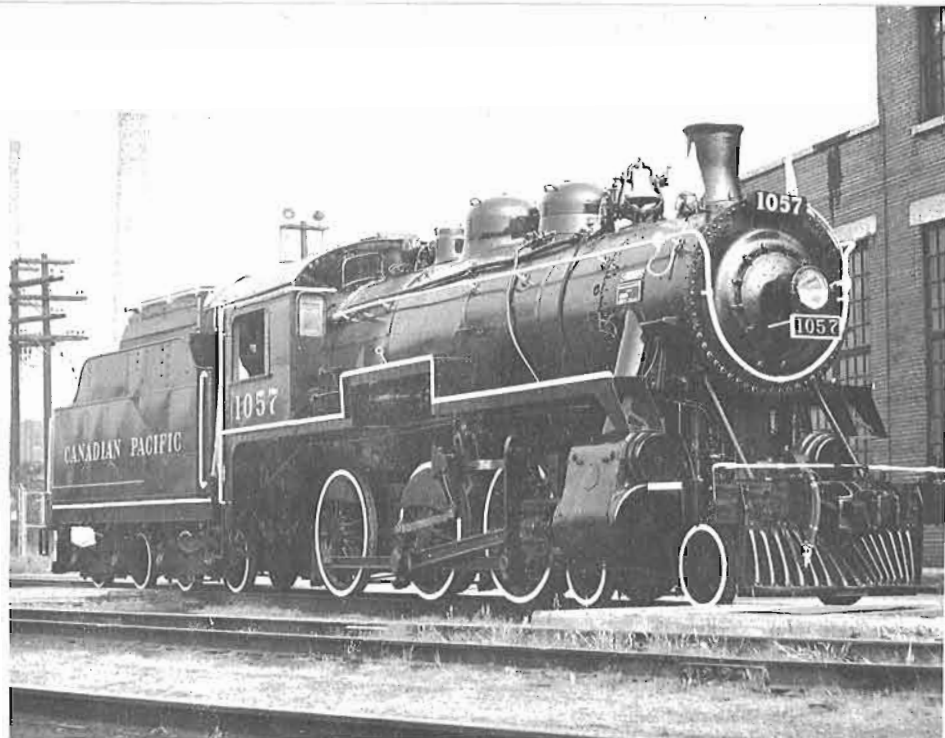
Although Number 1057 is now restored exteriorally to an appearance which some observers might say is a little beyond her original condition - all wheels, running-boards, boiler hand-rails and grab-irons being emphasized with white paint - the old girl can boast of a few lively incidents during her long career.

Number 1057 was heading Train 82 south from Sudbury on Wednesday, August 8, 1947. She was standing in the station at Rutter, waiting for northbound Train Extra 2644 to clear. The northbound extra did not slow to take the siding, but slammed into Number 1057, pushing her back some 40 yards and derailing freight cars onto the adjacent siding. Both engine crews jumped to safety before the collision occurred. The Toronto-Sudbury main line was extensively damaged for 80 yards. Service on the main line was resumed that night by cleaning up the siding and routing through trains around the wreck-site. The sudden encounter on the single-track main line, came as a severe shock to both locomotives, as can be seen from the accompanying photograph!

Presently, Number 1057 is back in the John Street Roundhouse, Toronto, with all 32 flues out and 24 x 2-inch generating tubes also removed. It is hoped that these "vitals" are restored as of the time of writing and that Number 1057 will be hauling specials for railway enthusiasts over the Toronto, Hamilton and Buffalo Railway before next year.







E PLURIBUS DEE-TEN

As of June 1, 1971, the following ex-Canadian Pacific Railway class D-10 engines were preserved, restored and - infrequently - operating:

<u>Former CPR number</u>	<u>Location</u>	<u>Sold by CPR in</u>	<u>Still operating?</u>
894	Doon Pioneer Village Kitchener, Ontario	May, 1964	No
926	Museum of Science & Technology Ottawa, Canada	April, 1963	No
972	Mr. George Hart York, Pa., U.S.A.	January, 1966	Yes
999	Canadian Railway Museum Saint-Constant, Quebec	March, 1963	No
1057	Mr. D. McCartney, Toronto Ontario Science Centre Mr. Herbert Hansen, Union, Ill. Toronto Train Trip Committee	August, 1960 1965 March, 1970 May, 1971	No No No Not quite
1095	Junior Chamber of Commerce Kingston, Ontario	July, 1965	No
1098	STEAMTOWN U.S.A. Riverside, Vermont, U.S.A.	December, 1961	No

# WHAT RALPH CAN READ !

S.S.Worthen

## JUST IN CASE

you had something left of Auntie Mable's Christmas remembrance, or if you have any exchange refunds coming, you might consider the purchase of some publications about Canadian railways, available soon. About to be published by Railfare Enterprises, Limited is a work titled "Saskatchewan's Pioneer Streetcars", by Colin C. Hatcher at a price approximating \$ 5.95. The book - a history of the street railways of Regina, Sask., would seem to be sufficiently unique to pique the curiosity of the most dyed-in-the-wool main line railway enthusiast.

Equally piquing is "Narrow Gauge Railways of Canada", written by Mr. O.S.A. Lavallée, well-known chronicler of Canadian railway history. Some of the material in this work has previously appeared in CANADIAN RAIL. The suggested retail price of this book is in the neighbourhood of \$ 13.00 .

From Winnipeg, Manitoba, two slick paperbacks have appeared, authored by Mr. H.W. Blake and titled "The Era of Streetcars in Winnipeg: 1881 to 1955" and "The Era of Interurbans in Winnipeg: 1902-1939". These two publications really deserved hard-cover treatment, for the pictures that are reproduced - albeit very muddy and black, by the unsatisfactory reproduction process used - are quite rare and those from the collection of Mr. George Harris provide a remarkable cross-section of the types of electric cars used in Winnipeg just before and after the turn of the century.

The explanation of the four car lines along Main Street is given, but it is somewhat obscured in the text. The relationship between the two urban and two interurban systems is not made clear; in fact, all of the information on the Suburban Rapid Transit Company (1902-1930) is contained in the preface of the volume on the interurban lines - which is brief, unfortunately!

The price per volume of these two works is not known, but it ought to be in the region of \$ 2.00 each.

Although previewed before the Holiday Season, the Canadian Railroad Historical Association is still advertising (and taking orders for) FAREWELL NUMBER 6218 for steam enthusiasts and a new publication - REMEMBER MONTREAL'S STREETCARS - for the traction types. The first volume has received generally favourable reviews, while the second presents the history of street railway transportation in Montréal, in text and in pictures. Some of the pictures have not hitherto been reproduced. The photographic collection of the Montréal Urban Community Transportation Commission has been made available to the compilers of this volume and their selection is most interesting. The compilers have also shown great prudence in numbering ALL of the pages.

Advertised briefly in Montréal, Ottawa and Toronto is a paper-back entitled "RIGHT-OF-WAY" - subtitled "PASSENGER TRAINS FOR CANADA'S FUTURE" by Robert Chodos. This effort was prepared "as a public service" by the United Transportation Union, Canadian Brotherhood of Railway, Transport and General Workers and the Brotherhood of Railway Airline and Steamship Clerks.

Mr. Chodos is primarily a writer and is not, by any stretch of the imagination, an expert on the subject of passenger train service on Canada's railways.

The author finds a good deal wrong with Canada's two major railways and very little right. The graduation of Mr. Jack Pickersgill from the ranks of Canada's federal government to the Canadian Transport Commission is described with vigor but not with praise. Passenger train service on Canadian National and CP RAIL, in recent years, is judged primarily on the basis of one or two observations in the Bruce Peninsula of Ontario and in Lancaster, N.B.

Large, disorganized brickbats are hurled at CP RAIL for its alleged decimation of Montréal-Ottawa services and its wholly-unjustified abandonment of the "DOMINION" in January, 1966.

When Mr. Chodos lacks adequate statistics relating to Canadian passenger train operation - or railway operation in general, for that matter - to prove a point, he is not reticent to scour every and any railway operation world-wide for data, making curious extrapolations obviously designed to apply to the Canadian problem.

In the next-to-last chapter, Mr. Chodos paints a splendid, glowing picture of passenger train services presently offered - or proposed - in the United Kingdom, France and Japan - conveniently disregarding the present and more relevant dismal state of affairs in the United States.

In the last summation, Mr. Chodos recommends the maintenance of the "status quo" in Canada. This is - in contrast to the subtitle of the work - hardly a recommendation for the passenger trains in Canada's future!

A much more interesting and informative publication - for the large sum of 75 new pence - has been published by the Light Railway Transport League of the United Kingdom. "ON RAILS UNDER PARIS" is exactly what it says it is - albeit part of it is on rubber tyres! It is a truly entertaining description of the utterly fascinating "Métro" of the City of Paris - its history, operation and present state of development. Good illustrations accompany a lively and very lucid and readable text.

Perhaps the most charming portion of this entertaining book is its final chapter, in which Monsieur P. Malterre takes the tramway enthusiast visitor to Paris on several selected safaris on the Métro in a prose style which can only be described as "piquant".

No tramway lover or rapid-transit tyro who intends to visit Paris this year, next year - or any year - should finalize his plans without acquiring and consulting this interesting book.

SASKATCHEWAN'S PIONEER STREETCARS Colin C. Hatcher ca. \$ 5.95  
 NARROW GAUGE RAILWAYS OF CANADA O.S.A. Lavallée ca. \$13.00  
 Railfare Enterprises, Limited, P.O. Box 1434, Station B, Montréal 110.

THE ERA OF STREETCARS IN WINNIPEG: 1881-1955 H.W. Blake ?  
 THE ERA OF INTERURBANS IN WINNIPEG: 1902-1939 H.W. Blake ?  
 Herbert W. Blake 237 Campbell Street Winnipeg 9, Man.

FAREWELL NUMBER 6218 P. Murphy & S. Worthen 75¢  
 REMEMBER MONTREAL'S STREETCARS Angus, Lambert & Murphy \$ 1.00  
 Canadian Railroad Historical Association, P.O.Box 22, Station B,  
 Montréal 110, Qué.

RIGHT-OF-WAY: PASSENGER TRAINS FOR CANADA'S FUTURE R. Chodos \$1.00  
 United Transportation Union, 1729 Bank Street, Ottawa 8, Canada.

ON RAILS UNDER PARIS B.J.Prigmore 75d.  
 LRTL Publications, 257 Francis Chichester Way, Doddington Road  
 Estate, London SW 11, England.

## WAYBILLS

Editorial Staff

CANADIAN RAIL

February, 1972.

Canadian National Railways scored another "first" in Canada, with the operation on November 24, 1971 of Canada's first oil unit train. The 42-car special left Imperial Oil Limited's Montreal East refinery with 635,000 gallons of heavy fuel oil, destined for Ontario Hydro's auxiliary steam plant at Douglas Point, Ontario, 510 miles west. The tank cars used in the operation were jumbo, insulated and developed by PROCOR Limited, longtime leader in tank-car design and operation. The cars load in a conventional manner, through top hatches, but have the "rapid dump" unloading system, discharging in cuts of 6 cars through ground-level hatches into a collecting tank. The crude is pumped from the collecting tank into a pair of 180,000-barrel storage tanks.

Current schedules call for trains to operate on a continuous 72-hour cycle, with delivery at Douglas Point every three days. Transit time is 24 hours for the 510 miles, with 24 hours available in the cycle for loading and unloading. Current train size of 42 tanks will be augmented to 63 cars when the Douglas Point steam plant, designed to produce heavy water for the Douglas Point nuclear power station, reaches capacity. CN has also constructed a 12-mile spur from the main line at Port Elgin to the site of the heavy water plant.

ALCAN-DOFASCO-MLW Industries prototype LRC passenger coach was out of Canadian National's Research and Development Centre and back to MLW Industries, where it was once again taken off its trucks, as of December 28, last. The trucks were thereafter sent to DOFASCO at Hamilton, Ontario, for further modifications.

Mr. J.M.Canfield of Northbrook, Illinois, U.S.A., writes to ask the Editor if he has any information on the railway which used to run on Anticosti Island in the Gulf of St. Lawrence. The Editor remembers that there was once a narrow-gauge railway from Port Menier towards the central portion of the Island, but the details, including the motive power and rolling stock are not known. If any CANADIAN RAIL reader has information on this insular operation, he is urged to write to the Editor and then - through the medium of our magazine - we will all know. Photographs - both ancient and modern - will be most welcome.

Effective January 1, 1972, CP RAIL relocated its Passenger Services Department from Windsor Station, Montreal, to the air-conditioned brick building at the Division's Glen Yard, Westmount, where it joins the Sleeping, Dining and Parlor Car - and the Commissary - Departments, closely allied functions. Previous internal rearrangements at Windsor Station had moved the Credit Card Department from the La-gauchetière Street wing into the space formerly occupied by the Alouette Restaurant. Public Relations and Advertising Department, presently located in this same cement-block extension of the station, will probably occupy the space vacated by the Passenger Services Department. Canadian Pacific Telegraph, formerly also in the Lagauchetière Street wing, has already moved to another location. This west wing was constructed in 1953. It is said that these moves are being made to permit imminent demolition of the western end of this structure. Meanwhile, all tracks have been removed from the station trainshed and all trains - including the CANADIAN - originate and terminate several hundred yards west of the former canopied portion, not far from Mountain Street. Interpretation of the present construction in and around this portion of the station is difficult, since the observer finds it impossible to tell whether it is due to Montreal's new expressway or redevelopment of the station area.

On December 22, 1971, MLW Industries outshopped the first of 4 M-630's (Road Number 710) for the Pacific Great Eastern Railway - soon to become the British Columbia Railway. Unit Number 711, which came out on December 25, had quite a few running-in problems and made at least

one return trip from CP RAIL's St. Luc Yard, for adjustments. Road Numbers 712 & 713 emerged on December 31, 1971 and photographs were taken in between snowflurries on January 5, 1972.

MLW Industries' production schedule called for work to start on the three or four (?) lower-to-the-rail-by-4-inches M-636's for Québec Cartier Railway, right after the beginning of the New Year. For use in drag service, the new units will be superheavy - another way of saying that they will be ballasted - for greater tractive effort on iron ore trains.

Following on the draw-bar(s) of these units will be the two new - and interesting - M-420TR units for the Roberval & Saguenay Railway at Arvida, Québec. The only information available on these two units at press time was that they would be "radically different".

#### CANADIAN NATIONAL RAILWAYS ATLANTIC REGION

Vice-President, David Blair, announced in early September plans for a new Canadian National passenger station and office building complex in Saint John, New Brunswick. When the new station is completed in the autumn of 1972, demolition of the old CN-CP RAIL Union Station will follow, thereby eliminating yet another famous Canadian "union station".

This announcement has been awaited ever since CP RAIL relocated its Saint John passenger station to Lancaster, N.B. and the Department of Highways of the Province of New Brunswick began applying the pressure to demolish the old station to permit a continuation of the new intraurban express highway.

CN's new passenger station-office complex will also include Saint John's SERVOCENTRE, the yard office for Island Yard and an office building. The complex will be located on Rothesay Avenue. The site for the new complex will be made available for CN by the Government of New Brunswick, in exchange for the land on which Union Station now stands and other CN property relinquished to enable highway and expressway construction to be continued.

Work on the L-shaped building is expected to begin early in 1972. In addition to the station - with a waiting room - there will be offices for the Saint John Terminal superintendent, the branch manager of freight sales, the SERVOCENTRE manager, the yardmaster, the roadmaster and their staffs. There will also be a modern lunch-room for employees. Now, what about the passenger train services to complement such a lovely new station? Phillip Fine.

→ CANADIAN PACIFIC RAILWAY'S WESTBOUND "DOMINION" WITH PACIFIC 4-6-2 No. 2354 on the head-end, stands in the station at Calgary, Alberta in June, 1949. Open-observation car No. 101 stands on an adjacent track and the famous Pallister Hotel forms an impressive backdrop.

Photo C.R.H.A.E.A. Toohy Collection.



If Toronto has STEAM SAVERS, working hard under the direction of Mr. Paul J. Barnes, to compel preservation and operation of Canadian National Railway's steam locomotive, Number 6218, Montréal can boast of STATION SAVERS, a rather unorganized group of devotés, whose object (all sublime) is to save Canadian Pacific Limited's grey stone Windsor Station. At the beginning of 1972, both groups of SAVERS seemed to have run headlong into the head-wall of the corporate "glacier".

Mr. Fish's plan was to persuade the Historic Sites and Monuments Board of the Government of Canada to evaluate Windsor Station as an historic site and/or monument of national importance, thus qualifying it for the traditional bronze - nowadays, black aluminum - plaque, together with "official" status. Consequent upon this designation would (hopefully) be agreement and ratification from Québec's Ministry of Cultural Affairs' Historic Sites Commission, which - it was said - would have effectively obliged Canadian Pacific Limited to negotiate the demolition of most of the Station with Federal and Provincial government bureaux.

Last May, the Federal government's Historic Sites and Monuments Board rendered a decision at a meeting in Victoria, B.C. - far enough removed from the scene of action - that Windsor Station did not qualify. "No way", cried Mr. Fish and was supported in this contention by the Montreal Society of Architects and Montreal's Jacques Viger Commission - the latter the watch-dog of demolition of ancient structures in the district now known as "Old Montréal".

Ignoring the Historic Sites and Monuments Board's decision, Mr. Fish affirms that he will appeal the ruling. Mr. Peter Bennett, Secretary of the Board, has responded that there is no provision for appeal and besides, Windsor Station is not unique in style.

Mr. Fish claims that the station is a "pivotal building in the history of Canadian architecture and there isn't a scholar worthy of the name who wouldn't agree with me". Mr. Jim Acland of the Architectural Conservance of Ontario qualifies. Meanwhile, Canadian Pacific Limited's Marathon Realty announced in December, 1971, a plan for the redevelopment of the whole area bounded by Peel, St. Antoine and Mountain Streets and Dorchester Boulevard. Latest step in the acquisition of the remaining buildings and properties on this two-block parcel was the recent sale of the Lauren-



tien Hotel (corner of Peel and Dorchester) on December 31, 1971 to Marathon Realities Limited. Next and last on the list: St. George's Anglican Church, corner of Peel and Lagachetière!

Training and training centres are of the utmost importance to Canada's railways in this age of automation. The computer-based traffic reporting and control system - otherwise TRACS - has been under development on Canadian National for the last three years. Now CN has brought the classroom to the employee in a series of mobile training centres, contained in standard highway trailers. These mobile classrooms will provide on-the-job training to CN yard office and carload centre personnel across Canada, who will be working with the advanced data systems, soon to be implemented as part of TRACS.

Each trailer is 44 feet (big feet) long, 8 feet wide and fully air-conditioned. The training units are divided into two sections, one containing a modern, fully operational data communications system, and the other, a classroom with accommodation for up to ten students. The mobile data communications system can be connected "on line" with CN's main computer in Montréal, so that trainees are directly involved in actual operating experience.

In the latter part of 1971, several events of interest to the traveller intending to England occurred in the U.K. On October 2, 1971, Mr. Peter Prior, Group Managing Director for H.P. Bulmer Limited ("The Cider People") of Hereford, achieved main-line operation of ex-Great Western Railway 4-6-0 steam locomotive Number 6000 - "King George V" - thus breaking British Railways steam ban which was imposed even before Alan Pegler's "Flying Scotsman" - ex London and North Eastern Pacific Number 4472.

"King George V", the property of British Railways, was given to the City of Swindon Corporation in custody, when she was withdrawn from service. In 1968, City of Swindon Corporation leased her to H.P. Bulmer's, who undertook to restore her completely, on condition that the engine stayed at Bulmer's at Hereford for at least two years. The agreement was ratified and when it expired in 1970, it was renewed for a further period of three years.

Early in September, 1971, Bulmer persuaded British Railways to run four (4) "experimental excursions", with the first taking place on September 15. Although it was on short notice, 100 revenue passengers were carried. Crowds at the destination - Newport, Monmouthshire - paid 10 new pence to get on the station platform to examine the engine and photograph the train.

The second excursion terminated at Tysley and the Standard Gauge Steam Trust operation and was an unqualified success. The engine and train were on view for the whole of the day following.

The third run was made on October 4, from Birmingham Moor

Street to Kensington Olympia and carried 115 passengers. On October 7 following, "King George V" took Bulmer's Cider Train and three BR seconds and 125 passengers from Kensington Olympia to Swindon, where the train was afterwards exhibited. Two days later, "King George V" with her five Pullmans, added four BR seconds and 210 passengers and made the last of the "Experimental Excursions" from Swindon to Hereford.

Total receipts from train fares was 3500 pounds sterling, not to mention income from platform tickets at 10d. each, admission charges at the Tysley "At Home" and Kensington Olympia and Swindon.

All in all, a nice piece of change for British Railways for what was to that corporation - until recently - an utterly impossible operation.

In the November-December, 1971 issue of Canadian National Railways' **KEEPING TRACK**, the following optimistic information appeared:

"The future of TURBO is reasonably bright. The owners of the train, United Aircraft, have developed plans to overcome the deficiencies in the components of the equipment which did not perform satisfactorily.

Canadian National has had opportunity now to review these plans and has concluded that if modifications are made in accordance with them, the train should perform well and ought then to be tested further in revenue service.

Modifications would take some 10 months.

The third aspect is that of financing the modifications and road testing of them. Here, it is intended to seek assistance from the federal government".

In response to a question regarding the cost to Canadian National as its portion of the inauguration of TURBOTRAIN facilities:

"The servicing and light maintenance facilities which are all essentially located at Montreal have been provided by CN at a cost of about one million dollars".

In response to a question regarding CN's plans for the operation of the LRC trains:

"The LRC (Light, Rapid, Comfortable.....Ed.) trains are being developed by ALCAN, DOFASCO and MLW. CN is making no financial contribution, but is performing some research work and has a senior officer in regular contact with the developers. If development work is successful, the train will be capable of providing passenger service on any inter-city route where the volume of traffic warrants use of a locomotive-hauled train.

The LRC train will be capable of operating at speeds of 120 miles per hour and will negotiate curves some 40 per cent faster than conventional trains".

A more somber note comes from London, England - Clapham, to be exact. British Tourist Authority headquarters in London's west end have ceased to feature British Railways' famous Museum of British Trans-

port at Clapham and London Transport advertisements for the museum are no longer displayed or available. The Transport Act of 1968 transferred responsibility for historical relics to the Department of Education and Science, but gave no date for the actual transfer. While British Railways is anxious to be rid of the unprofitable business of running museums, Education and Science seems to be in no hurry to assume the task. In the interval, the public in general and the railway enthusiast, in particular, is the loser. It is possible that Education and Science is unwilling to accept the responsibility until the new Museum - to be constructed at York - is ready for occupancy.

Worth noting is the fact that the cost of this new museum was to be met with funds from the sale of the Clapham and present York Museum properties, but with the decline in value of the former and the general increase in construction costs in the U.K., the new facilities, when realized, may not be as grand as previously advertised.

Moreover, in the absence of firm policy statements by British Railways and Education and Science, the railway enthusiast is left to speculate on the possibility that Clapham Museum will close and become a storehouse, without public access, while the new York Museum may never be built, thus depriving London of its best transport museum, while denying York the promised replacement of its present very unsatisfactory facilities.

Recent events have caused British Railways to reconsider their policy on steam locomotive excursions. Present indications are that railway museums, owned and operated by railway enthusiasts, may be more viable than those organized and administered by government departments. It is probably a question of enthusiasm and dedication - attributes which are difficult to find, but exceedingly precious.

#### THE DREAM OF REVIVAL OF MONTREAL-NEW YORK RAILWAY

passenger service, via the Delaware and Hudson Railroad or any other common or uncommon rail carrier, was utterly and finally exploded by the referendum which was held in the State of New York on November 2, 1971. On that occasion, the citizens confirmed that they were absolutely and entirely opposed to any legislative programme which would add to the already staggering tax burden for public transportation which the State and its citizens has had to assume. The voters were opposed - in the majority - to the ratification of any proposal which would increase the State's contribution to mounting national public transportation costs, through subsidies.

This meant no additional funds for AMTRAK operation in the State of New York. By implication, unprofitable AMTRAK trains would either pay their way or back-charge operating deficits to NARP.

Contributions to the above notes are acknowledged from the following correspondents: K. De Jean, K. Goslett, P. Fine, C. De Jean, J. Sanders, G. Small, Don Law, CN's KEEPING TRACK.



"CANADIAN RAIL"  
published by the

CANADIAN RAILROAD HISTORICAL ASSOCIATION P.O. Box 22, Station "B"  
Montreal, Que.

Associate Membership including 12 issues of  
"Canadian Rail" 6.00 annually

EDITOR S.S. Worthen • PRODUCTION P. Murphy

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