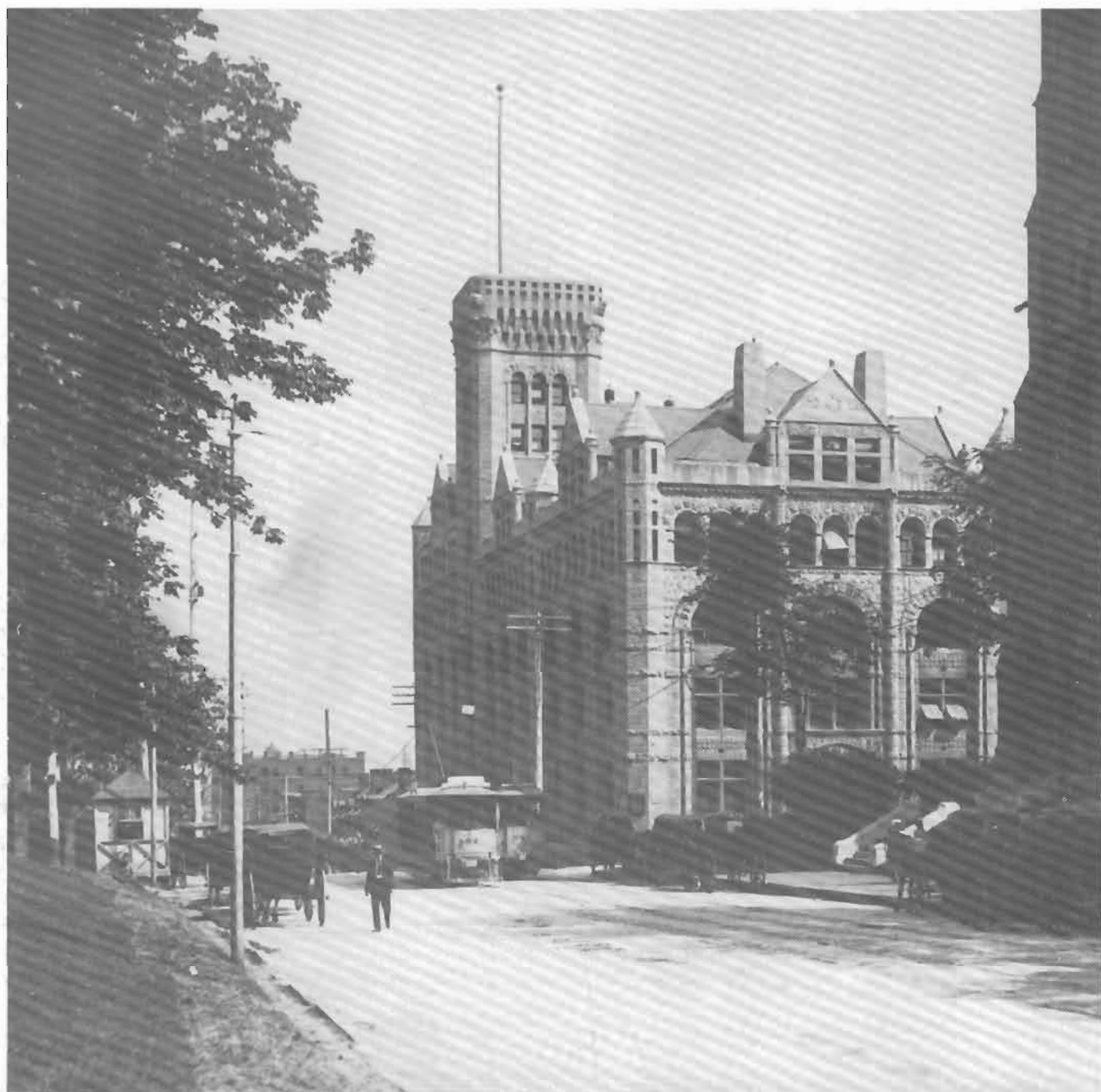


# Canadian Rail



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# CANADIAN RAIL

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EDITOR: Fred F. Angus  
 CO-EDITOR: Douglas N. W. Smith  
 PRODUCTION: M. Peter Murphy  
 CARTOGRAPHER: William A. Germaniuk  
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## FRONT COVER:

One hundred years ago, on February 4 1889, the Canadian Pacific Railway's Windsor station in Montreal was opened. Today, greatly enlarged, the building still houses Canadian Pacific's corporate headquarters, and is still used as a station by commuter trains. This view, taken about 1900, shows the original 1889 building before it was extended. Open street cars 459 and 559, seen passing the station, were built in 1898 and 1899 respectively.

National Archives of Canada. PA-8674.

As part of its activities, the CRHA operates the Canadian Railway Museum at Delson/St. Constant, Quebec which is 14 miles (23 Km.) from downtown Montreal. It is open daily from late May to early October. Members and their immediate families are admitted free of charge.

# The Going Gets Better

By Douglas N.W. Smith

On December 4, 1988, GO passed a major milestone and held ceremonies to officially mark the extension of its commuter train from Pickering to Whitby, Ontario. What differentiates this from other GO service extensions is that this service will operate over a new track built by GO. Indeed, relatively few North American commuter operators have constructed any new trackage during the last sixty years. The reasons for GO's action go back to the foundation of the system.

In May 1967, GO started service. Funded by the Government of Ontario (hence the acronym GO), the initial service between Pickering and Oakville was viewed as an experiment to assess whether Ontarians would abandon their cars for commuter trains thereby reducing the need to expand freeway capacity. Hourly service was operated during the day with 20 minute service during rush hours. The experiment proved an unmitigated success. Twelve years later, GO operates commuter train service over 6 lines as well as a network of bus services. The Pickering-Oakville rail line remains the busiest in the network. Passenger counts have risen from 2.5 million during the six months of operations in 1967 to over 12.8 million in 1987. The five commuter train routes handled slightly more than 4 million passengers in 1987.

The Pickering-Oakville service, which is known as the Lakeshore line as the communities it serves lie along the shore of Lake Ontario, is operated over CN trackage. Part of the reason for the selection of the initial terminal points was related to track capacity constraints. At Pickering, the CN main line from Montreal splits: passenger trains follow the old CN main line to Union Station while freight trains go north over a new belt line constructed in the 1960's to MacMillan Yard. West of Oakville, the three track main line narrows to two tracks. CN was adamant that if the Province wished to introduce GO service beyond either of these points, it would have to foot the bill to expand track capacity as the trackage could not accommodate GO without affecting the performance of CN's freight and inter-city passenger trains.

GO has met the demands for service to communities beyond its commuter train network through feeder buses. Starting in the 1970's, the population of these outlying areas began to increase sharply. This has placed pressure on the highway network as people move further and further away from Toronto in search of affordable housing. For many of these daily commuters, the time lost switching from a GO bus to a GO train made public transit an unattractive option.

Faced with CN's position that GO would have to fund the construction of an additional main line if it wished to expand the

Lakeshore service beyond Pickering or Oakville, the Province opted for a completely separate rail service which it called GO-ALRT. Announced in 1982, GO-ALRT was to be an electrified rail service using intermediate capacity vehicles. In Phase I, GO-ALRT was to be built from Pickering to Oshawa and from Oakville to Hamilton. Later, the two isolated segments were to be joined by building a line across the northern part of Toronto. Finally, the conventional GO Transit service between Pickering and Oakville was to be replaced by GO-ALRT system.

Due to problems in determining the alignment to be used in Hamilton, construction of the new rights-of-ways started first on the Pickering-Oshawa extension. GO-ALRT, however, had numerous detractors who opposed the system as it would still involve transfers between vehicles in Pickering. Just prior to the 1985 provincial election, the Minister of Transportation and Communications announced the scrapping of GO-ALRT. Rail service to Oshawa and Hamilton would be provided by conventional GO commuter trains. The reason for the change of plans was proposed new federal rail passenger legislation which gave commuter trains priority over freight trains, provided for lower charges for track use and established an arbitration mechanism to investigate capacity problems and determine how improvement costs should be allocated.

On the eastern extension, the province decided the GO train service would operate over the GO-ALRT right-of-way which had already been largely graded between Pickering and Whitby. The decision to scrap GO-ALRT would bring GO train service to Whitby one year earlier than would have been the case under the GO-ALRT schedule.

On December 4, 1988, GO formally opened its 9 mile Pickering-Whitby extension. As part of the celebrations, four round trips were operated between the two communities during the afternoon with all passengers being carried free. To highlight the fact that the new line is double-tracked, two trains ran side-by-side from Pickering to Whitby as part of the ceremonies. One item which differentiates the GO and CN lines in the Toronto area is the use of concrete ties on the new GO line. While the line between Pickering and Whitby is owned by GO, it is operated by CN. The junction between the CN and GO line is just to the west of the point where the CN freight belt line starts. GO had to burrow through an embankment which carries the belt line over a major road in order to reach its new track which is to the north of the CN line.

As the original Pickering passenger track was built south of the CN main line, it was necessary to build a new tunnel under



*While the regular GO Transit train departs Pickering for Toronto and Oakville, two special trains stand on the new GO trackage built to link Pickering and Whitby. The date is December 4, 1988 and shortly the ceremonies will begin to inaugurate this new GO line. All the locomotives in this picture are the new F59PH locomotives delivered to GO from the General Motors Diesel plant in London, Ontario last fall as part of an order for 16 such units. These units were designed by GO to meet the frequent stop-and-go nature of commuter service. One of the major changes from GMD's standard passenger locomotive, the F40PH, is the addition of a separate engine and alternator for the head end power supply for the train. Thus the entire 3,000 horsepower output of main engine is available for traction power. Using microprocessor controls, the new F59PH attains 24% adhesion versus 18% for GO's older locomotives. These two features coupled with blended dynamic braking gives the unit enhanced acceleration and deceleration characteristics.*

*Photo Credit: Douglas N. W. Smith*

the CN line to access the GO line. New stations were constructed to serve Ajax and Whitby, the temporary terminus. The new stations are accessible by public transit, the buses pull right up to the door, and by auto. Parking lots for 720 and 1,060 cars were built in each respective city. Ajax and Whitby Transit are integrated into the GO system; no extra fare will be charged to those travelling on GO by either system. During the early 1990's, GO plans to complete the remaining 4 miles of line to reach Oshawa.

This marks the first extension of the full daytime GO schedule offered on the Lakeshore route. GO trains will run to Whitby at hourly intervals every day and with 20 minute service during weekday rush hours. Total trip time from Whitby to Union Station will be 52 minutes. The regular schedule started December 5, 1988.

The new line cost \$109 million allocated as follows: trackwork – \$16 million, signals – \$9 million, stations – \$13 million, and land acquisition and civil engineering costs including rebuilding a highway interchange – \$71 million.

1988 has been a very successful year for GO in other ways. The financial year ending March 31, 1988 saw the company recover more than 65% of its costs from the farebox for the first time. As part of the program to expand its rail services and to retire older motive power, GO acquired 16 new F59PH locomotives and 63 new bi-level cars this year. As well, new orders were placed this year for another 12 locomotives and 60 bi-level cars. To help speed passengers to their destinations, the company switched over to a POP fare system on October 30, 1988. Passengers not using monthly passes now must validate their tickets at machines in the stations. Roving inspectors travel on the trains to ensure compliance. This replaces a rather cumbersome system which required all passengers to enter and leave stations at one point so their transportation could be inspected. Speaking of station, GO opened a new station at Appleby to help serve the growing community of Burlington. And finally, just into the new year, GO will increase its service on the Toronto-Milton line from three to five rush hour commuter trains effective January 9, 1989.

# Car Name Confusion

By Jack Beatty

At the turn of the century, following the 1899 merger of the Wagner Palace Car Company and the Pullman Company, the new management found to their dismay that the names of more than 300 cars were duplicated. The Nomenclature Committee of Pullman paid a hurried visit to the Chicago Public Library where names like Lochinvar, Marmion, Hercules, Hyperides, Lysander and Prometheus were chosen in haste.

At the same time, the predecessors of CN as well as CP were building and operating their own fleets of rear-end equipment and there appeared to have been little consultation amongst the operators. Thus duplication of names occurred and this has continued into recent times. A search of Official Registers of passenger train equipment for the period 1952 to 1970 lists many instances where more than one car bore the same name — one name being thrice assigned!

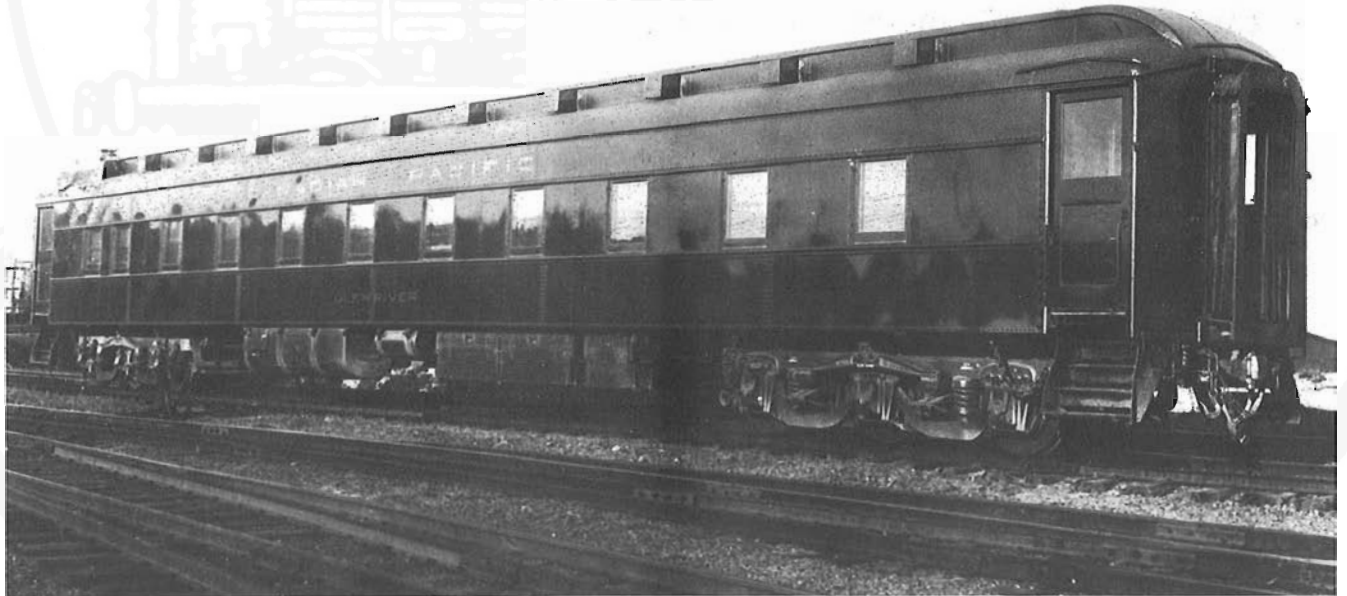
While it is obvious that some cars would be extremely unlikely to be interchanged, one must consider the operation of cars in the Quebec-Montreal-Toronto-Ottawa pool zones from 1933 to 1965. During this time both CN and CP sleepers would be on the same train, as well as Pullman sleepers on CN trains between Montreal, Toronto and Chicago and on CP trains

between the same points including through extra cars from Quebec or Montreal to Chicago and beyond.

The writer recalls a case where a through Pullman 12-1 (12 section, 1 drawing room) car, en route from Quebec with a special party, went bad order at Toronto and had to be replaced by a CP 12-1 sleeper which went through to Galveston Texas.

In another instance, in late September, after summer operation of the "Mountaineer" ceased, through cars from Vancouver and Banff enroute to St. Paul and beyond were handled on the "Soo Dominion" on train 8 to Moose Jaw and train 14 beyond. One bright sunny morning, as luck would have it, two mid-train sleepers were coupled together on arrival at Moose Jaw. Both were named "Glen Major", one was a green 6-3 Pullman for St. Paul and the other a red CP 10-compartment car for Montreal. I am sure you have already guessed what happened!!

Editor's note: This confusion can still happen. In the last year two instances have been noted on VIA. In one case former CN car "ELGIN" was in the same train as former CP "ELGIN MANOR", while another case saw "EVANGELINE" in the same train as "EVANGELINE PARK".



"GLEN RIVER", a CPR 10-compartment sleeper, photographed in 1925.  
National Archives of Canada. Photo PA-48427.

**TABLE I**  
**PULLMAN COMPANY AND CANADIAN PACIFIC CARS WITH DUPLICATE NAMES.**

(All sleepers unless indicated)

CAR NAME	OWNER	PULLMAN CONFIGURATION	CP CONFIGURATION
ALGONQUIN PARK	ACL	10 roomette 6 bedroom	1 dwg 3 dbr dome lounge
GLADE	PRR	34 seat parlour	14 section
GLEN MAJOR	SP	6 cmpt 3 dwg	10 compartment
IPSWICH	NYC	12-1	13 section
JAMES BAY	NYC	22 single bedroom	3 dbr 2 cmpt solarium
LAKE HURON	SOU	13 double bedroom	1 dwg 4 cmpt lounge
LAKE ERIE	B&O	10 sec 1 dwg 1 cmpt	1 dwg 4 cmpt lounge
LAKE SUPERIOR	B&O	10 sec 1 dwg 1 cmpt	1 dwg 4 cmpt lounge
NEWCASTLE	NYC	12-1	12-1
NIGHTINGALE	NH	14 roomette 4 double bdm	12-1
PALM GROVE	PRR	2 bdm 1 cmpt 1 dwg lounge	10 roomette 5 bedroom
PINE GROVE	ATSF	10 roomette 6 bedroom	10 roomette 5 bedroom
POPLAR GROVE	NYC	6 section 6 double bdm	10 roomette 5 bedroom
RAPID CITY	ERIE	10 sec 1 dwg 1 cmpt	8 sec 1 dwg 2 cmpt
REDCLIFF	NYC	12-1	8 sec 1 dwg 2 cmpt
RIVERTON	B&O	12-1	8 sec 1 dwg 2 cmpt
SALVADOR	FEC	21 roomettes	12-1

**TABLE II**  
**PULLMAN COMPANY AND CANADIAN NATIONAL CARS WITH DUPLICATE NAMES.**

(All are sleepers)

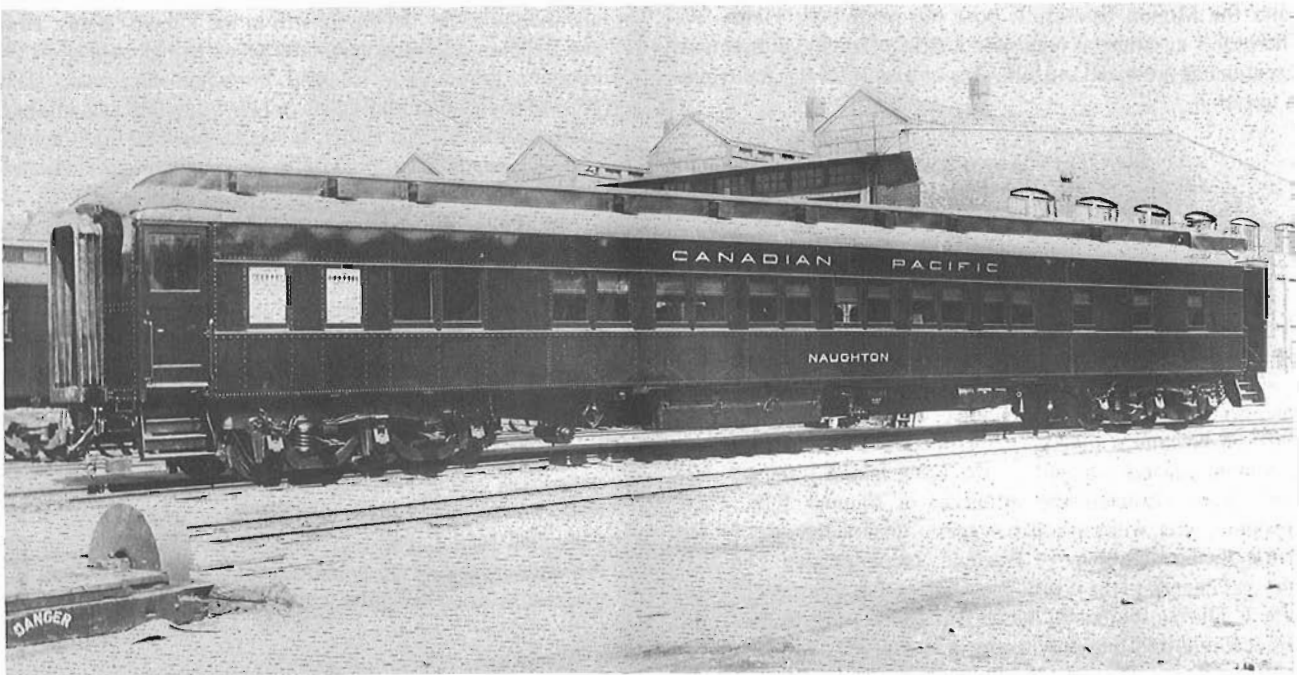
CAR NAME	OWNER	PULLMAN CONFIGURATION	CN CONFIGURATION
GREENBANK	B&O	12-1	6 sec 6 rmt 4 bdm
GREENBRIER	SCL	11 double bedrooms	6 sec 6 rmt 4 bdm
GREENRIDGE	B&O	12-1	6 sec 6 rmt 4 bdm
GREENWOOD	PRR	11 double bedrooms	6 sec 6 rmt 4 bdm
NEWCASTLE	NYC	12-1	12-1
PINE FALLS	PRR	10 roomette 6 bedroom	14 roomette 4 bedroom

**TABLE III**  
**CANADIAN NATIONAL AND CANADIAN PACIFIC CARS WITH DUPLICATE NAMES.**

(All sleepers unless indicated)

CAR NAME	CN CONFIGURATION	CP CONFIGURATION
CARTIER	12-1	48 seat diner
FISHER	12-1	13 section
GLENCAIRN	12-1	10 compartment
GRAND'MÈRE	12-1	14 single bedroom
JOLIETTE	12-1	14 section
KAMLOOPS	12-1	13 section
KINGSTON	12-1	13 section
LACHUTE	12-1	13 section
NEEPAWA	12-1	12-1
NEWCASTLE	12-1	12-1
NEW WESTMINSTER	12-1	12-1
NORTH BAY	12-1	12-1

RENFREW	12-1	8 sec 1 dwg 2 cmpt
ROSETOWN	12-1	8 sec 1 dwg 2 cmpt
SHERBROOKE	12-1	12-1
SUDBURY	12-1	12-1
TILLEY	12-1	12-1
TORONTO	12-1	12-1
TRENTON	12-1	12-1
TUPPER	12-1	12-1
VANCOUVER	12-1	8-4
VERDUN	12-1	8-4
VERNON	12-1	8-4
VICTORIA	12-1	8-4
VALOIS	10 sec 1 dwg buffet	8-4
CANTERBURY	10 sec 1 dwg 1 cmpt	30 seat diner
SOUTHAMPTON	10 sec 1 dwg 1 cmpt	12-1
SUMMERLAND	10 sec 1 dwg 1 cmpt	12-1
LINWOOD	10 sec 2 dwg	13 section
HAMILTON	8 sec 1 dwg 2 cmpt	13 section
JELICOE	8 sec 1 dwg 2 cmpt	14 section
REGINA	8 sec 1 dwg 2 cmpt	8 sec 1 dwg 2 cmpt
WINDSOR	8 sec 1 dwg 2 cmpt	36 seat diner
RIVERDALE	10 roomette 6 bedroom	10 roomette 5 bedroom
RIVERVIEW	10 roomette 6 bedroom	5 double bdm lounge
GEORGIAN BAY	1 dwg 2 cmpt 3 single bdm lounge	3 dbr 2 cmpt solarium
LAKE ERIE	29 seat parlour	1 dbr 4 cmpt lounge
LAKE HURON	29 seat parlour	1 dbr 4 cmpt lounge
MONTREAL	29 seat parlour	cafe sleeper 1 dbr 6 sec
FORT SIMPSON	4 double bedroom lounge	6 sec 2 cmpt buffet observation
FORT WILLIAM	4 double bedroom lounge	6 sec 2 cmpt buffet observation



Canadian Pacific's most-numerous class of sleepers was the "N" series, a group of sixty-eight 12-section 1-drawing room steel sleepers built between 1921 and 1924, and used on all parts of the system for forty-five years. The first one was "NAUGHTON" seen here brand new in May 1921. The only name triplicated between CP, CN and Pullman was "NEWCASTLE", and CP's member of that trio was a similar car. Another car of the series, the eighth one built, was "NEVILLE" now at the Canadian Railway Museum.

National Archives of Canada. Merrilees Collection. Photo PA-164732.



*CN "Northern" type steam locomotive 6114, built in September 1927, is typical of the "big power" introduced during the presidency of Sir Henry Thornton.*

### POSTSCRIPT

Some time ago, when the writer was researching duplication of sleeping car names, he became intrigued by a 10-section 1 drawing room 2-compartment sleeper operated by the Pullman Company but owned by the Chicago and Indianapolis Ry. Co. (later the Monon Route). It bore the name "Sir Henry W. Thornton" an unusual name for a British knight. Subsequent research has produced the following biography of the gentleman in question.

#### **Sir Henry Worth Thornton**

Born November 6 1871

Died March 14 1933

Railroad manager, son of Henry Clay and Millamenta Comegys (Worth) Thornton, was born at Logansport Indiana. Graduated from University of Pennsylvania 1894 with degree of B.Sc. He began his career as draughtsman in office of chief engineer of PRR and became engineer of maintenance of way. In 1901 he became a division superintendant and in 1911 was appointed general manager of the Long Island Railroad. His work there attracted the attention of Samuel Rea, PRR president, who, when asked to suggest a general manager for the Great Eastern Railway of England, recommended Thornton who was elected to the position just before the outbreak of World War I. During the hostilities he was called upon to direct the Great Eastern in handling troops and supplies, and became a member of the committee of general managers to administer the British railways for the government. In 1916 he was appointed deputy director of inland water transportation with rank of colonel in the Royal Engineers. Successively he handled railway movements in France and undertook negotiations with the French, Italian and American governments, advancing to the rank of Major-General.

After his military service he returned to the management of the Great Eastern, as well as being on a Committee to investigate the management and finances of the Metropolitan Water Board of the city of London. In 1919 he was gazetted Knight Commander of the Order of the British Empire, and was also honoured by decorations from the United States, France and Belgium. He became a naturalized British subject in 1919, intending to remain in England, but when steps were taken in 1922 to consolidate all English railways into four systems he had some doubts as to his status. It was at this time that the newly-created Canadian National Railways sought his services and, in 1922, he became Chairman and President of the CNR.

Sir Henry Thornton remained CNR President for ten years during the National system's great period of consolidation and upgrading as the railway was transformed from a collection of amalgamated lines to an efficient unified system. By 1930 it had become one of the largest railways in North America and was a pioneer of such innovations as Diesel-electric locomotives and on-board radio for passengers. Its 1927 train the "Confederation" was the most up-to-date in the country.

The Presidency of Sir Henry Thornton came to an end in the depression year of 1932, and the following March 14 (1933) he died. To this day he is recalled as one of the real makers of the Canadian National system. Thus we see that the name of an American sleeping car commemorates the name of one of the greatest railroad executives in Canada.

#### **Editor's note:**

The recent fire in the Cuban consulate on Pine Avenue in Montreal recalls that this building, formerly a private house, was the residence of Sir Henry Thornton during the time of his presidency of the CNR. It is an interesting fact that he lived almost across the street from his arch rival, Sir Edward Beatty who was CPR president from 1918 to 1942.



# Centennial of The International of Maine

By Fred Angus

(Historical data courtesy of Tim Humphries of CP Rail News)

Until recently the name Packard Brook Maine was not familiar to railway historians. It was, as someone once said, a name that went down in history and never came up again. Yet it was at this place, ironically in the United States, that the last rail was laid completing the Canadian Pacific Railway from ocean to ocean just one hundred years ago.

By the summer of 1886 the CPR main line from Montreal to the west coast was complete and in operation, and in that year the company cast its eyes eastward to find an ice-free winter port on the Atlantic. It was decided that this port would be Saint John New Brunswick, and a railway line of about 480 miles would be built east from Montreal to reach it. The proposed railway would pass through the state of Maine and would be much shorter than any other line, either built or proposed, between Montreal and the Maritime provinces. Hence it was quickly termed the "Short Line", a name still used and still very applicable.

By 1886, slightly more than half of the proposed line had already been constructed by various companies. The earliest portion to be built had been the 146-mile section between Saint John N.B. and Mattawamkeag Maine. This was part of the European and North American Railway, separately incorporated in Maine and New Brunswick. The New Brunswick portion was incorporated on April 13, 1864 as "The European and North American Railway Company For Extension From St. John Westward", mercifully shortened in common parlance to the "Western Extension Railway". Construction began near Saint John in 1867, and was completed to St. Croix, across the river from Vanceboro Maine, late in 1869. The ultimate destination of the Western Extension was not Montreal but Bangor Maine which had been connected to the rest of the U.S. rail system in 1855. By the end of 1869 the European and North American Railway of Maine had built north from Bangor to Mattawamkeag, leaving a gap of 56 miles which, for the next two years was covered by a stage coach connection. The gap was closed by the E&NA of Maine and, on October 19, 1871, the last spike was driven by U.S. President Ulysses S. Grant at Vanceboro. It is interesting to note that the entire line from Saint John to Bangor was built to the old provincial gauge of 5 feet 6 inches and was not converted to standard until 1877. The E&NA of Maine eventually became part of the Maine Central while the Western Extension became the Saint John & Maine, later a part of the New Brunswick Railway and, after 1890, the CPR.

Meanwhile, many miles to the west, the completion of the E&NA drew the attention of several Canadian promoters, headed by John Henry Pope of Cookshire Quebec, who were promoting a railway eastward from Lennoxville to Megantic

Que. The Pope group saw the advantages of linking its own line, the St. Francis & Megantic International Railway (SF&MI) with the E&NA at Mattawamkeag. The result was the granting, in 1871, by the Maine Legislature, of the charter of what would become the International Railway Company of Maine. The SF&MI was renamed the International Railway Company, and was opened east to Megantic in 1879, and to the international border in 1883. Some grading was done on the Maine side as far as Holeb, but no rails were laid for another three years.

Closer to Montreal, the South Eastern Railway had built a line between Farnham and Brookport, while the Waterloo & Magog was building between its namesake towns. Portions of both lines would eventually become part of the "Short Line" although not originally planned as such. This, then, was the situation when the CPR appeared on the scene.

In 1883, the CPR began to obtain control of local rail lines and charters in Quebec, the chief of which was the South Eastern Railway, but which also included the Waterloo & Magog (see Canadian Rail, September-October 1988, page 182). Thus in 1886 the CPR was well prepared to begin in earnest to build the "Short Line". Contracts were let for the building of a new line between Montreal and Lennoxville using portions of the SER and the W&M. This new line was opened on August 6, 1888. The CPR had also, in 1886, acquired control of the International Railway, including its counterpart in Maine, and during that year completed the survey all the way to the connection with the Maine Central (formerly E&NA of Maine) at Mattawamkeag.

Tenders for the section in Maine were invited in the spring of 1887, and bids closed on April 26 when nine contracts, averaging 14 miles each, were awarded for clearing and construction of the railway subgrade. Access for the construction was at six points; the two ends at Mattawamkeag and Holeb Maine, the connection with the Bangor & Piscataquis (later Bangor & Aroostook) at Greenville and with the same railway at Brownville Junction. Thus there were six "fronts" from which to tackle the work. In the spring of 1888, five locomotives and crews were assigned to the work with tracklaying and ballasting on various sections. The first rails were received by ship at Saint John, from American mills, in June 1888.

By mid-September 1888, track was completed, and mixed train service was in operation, between Megantic Que. and Greenville Maine, a distance of 85 miles, and, at the end of the same month, the bridge across the Penobscot River at Mattawamkeag was completed allowing tracklaying to proceed westward from that point. By the end of November the large

bridges at Wilson's Stream and Ship Pond (Onawa) were complete, and by early December the only gap was at Packard Brook, 12 miles east of Brownville Junction.

On Saturday, December 8, 1888, Thomas Shaughnessy, the future President of the CPR, passed through Brownville Junction eastward on an inspection trip. He had expected the line to be complete, but there was still that gap of a few hundred yards. It is only through his report that we know the exact location of the last rail. He walked across the gap to where a light engine was waiting to take him to Mattawamkeag and the connection to Bangor. The next day, being Sunday, no work was done, but early on the morning of Monday, December 10, 1888 at 8:00 A.M. the last rail was laid (and, presumably, the last spike driven) with no ceremony of any kind. A terse telegram to Shaughnessy simply said "Closed tracklaying this morning at eight AM", even shorter than Van Horne's famous fifteen word speech at Craigellachie. The "Short Line" was complete, but it would be almost six months before the first passenger train left Montreal for Saint John on June 2, 1889.



The 1988 commemorative plaque at Packard Brook. Photo by Fred Angus.

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To: *T. T. Shaughnessy* 

No. *11985* *5/20*  
*pd*

Reg'd No.	FROM	SENT BY	RECD BY	TIME
<i>57</i>	<i>10 Dec</i>	<i>10 Dec</i>	<i>20</i>	<i>10 Dec 1888</i>

From: *Mattawamkeag Me.*

*Closed tracklaying this morning at eight AM*

*A Ramsey*

THIS LINE IS NOT TO BE USED FOR OTHER PURPOSES

The telegram, dated December 10, 1888, which announced the completion of the tracklaying. Canadian Pacific Corporate Archives.

One hundred years later it was decided to commemorate this event. On September 1, 1988 the operations of CP lines east of Megantic (including the International of Maine) had been transferred to a new business unit known as the Canadian Atlantic Railway, thus it was the CAR that organized the commemoration. Due to the fact that December 10, the actual anniversary, fell on a Saturday, it was decided to hold the ceremony one day earlier, on the 9th, in order to secure better coverage from the news media.

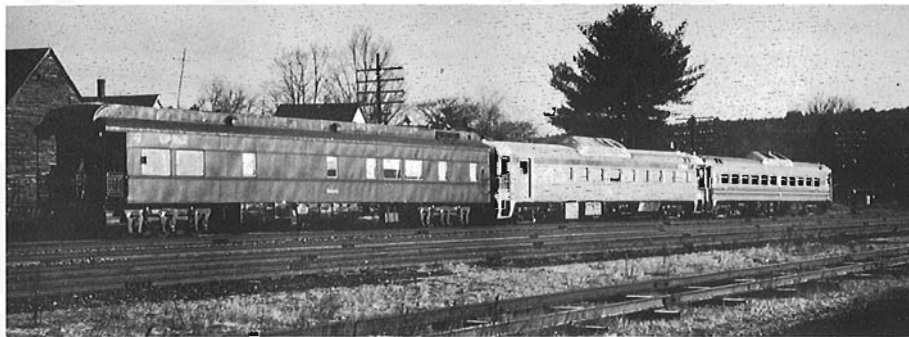
Friday, December 9, 1988 dawned bright and crisp; there was frost all about, but the much-feared snowstorm did not materialize and good weather prevailed. At the station in Brownville Junction were three cars; CP business car "Ontario", business car 90 (an RDC formerly in passenger service), and VIA Rail RDC 6128. The latter car had come to Brownville Junction the night before on the rear of the westbound "Atlantic", train 11. Some historians noted that 6128 had been the last car to run to Fredericton N.B. when rail passenger service to that city ceased in September 1985, also it was about to make more history as it would be the first VIA RDC to cross Maine, since it went on to Montreal (also on the rear of train 11) the night after the ceremony.



*Enroute to Packard Brook, Passenger extra 6128 passes Lakeview as Mount Katahdin, the highest in Maine, appears in the background.*

*Photo by David Morris.*

After the speeches, the rail was replaced, bolted up and spiked down, thus symbolizing the laying of the last rail 100 years ago. All then got back on car 6128 and returned to Brownville Junction. The celebration was not yet concluded however for a sumptuous buffet was laid on in business car 90.



*Three special cars lined up at Brownville Junction on December 9 1988. Car 6128 made the trip to Packard Brook while the others remained at B.J. for the buffet lunch that closed the celebrations.*

*Photo by Fred Angus.*

By 9:00 A.M. the invited guests were arriving, and about an hour later car 6128, with about 90 guests aboard, set out on the 12 mile run for Packard Brook. Reaching this point, one noted that a section of rail had been taken up and lay beside the track; also a plaque, still suitably covered and surmounted by the flags of Canada and the United States, had been erected beside the track. Fred Green, General Manager of the Canadian Atlantic Railway, gave a speech outlining the long association between CP and the state of Maine, and the governor of Maine sent a proclamation declaring December 10, 1988 as Canadian Pacific day. After more speeches, dealing with the past, the present and the future, the plaque was unveiled by Omer Lavallée, former Corporate Archivist and Historian of CP. It is interesting to note that Mr. Lavallée has had a long association with the International of Maine, having worked on old pay car 52 in that region in the days when employees were still paid in cash. Among those present were four pensioners whose combined service with the company totalled more than a century and a half.



*The commemorative plaque, surmounted by the flags of both nations, is unveiled at Packard Brook as news photographers record the scene.*

*Photo by Fred Angus.*

Finally it was all over and the guests departed having appropriately commemorated the completion of the International of Maine. Next June it will be a century since the first through train from Montreal to Saint John, which made the "Short Line", in the words of the reporter for the Saint John Daily Telegraph, "a fixt fact".

# Les 100 ans de la Gare Windsor

Par Guy Chartrand  
Président de Transport 2000 Québec

Au début de février prochain, la Gare Windsor aura 100 ans. Cet édifice, jadis fréquenté par les grands de ce monde, est l'un des plus riches en histoire au Canada. Même si la partie principale de la gare a été construite en cinq étapes sur une période de 25 ans, et même si des différentes sections ont été réalisées par des architectes différents, tout le complexe demeure parfaitement unifié. L'édifice reflète la croissance du Canadien Pacifique depuis l'achèvement de la ligne transcontinentale en 1885. La compagnie désirait se doter d'un siège social et d'une gare d'envergure à Montréal, point de départ de la ligne transcontinentale vers l'Ouest.

La Gare Windsor, sa partie originale située juste sur le coin des rues Peel et La Gauchetière, fut érigée entre juin 1887 et février 1889 au coût de \$300,000. Elle fut l'oeuvre de deux hommes: l'architecte Bruce Price et le directeur général de l'époque du CPR, William Van Horne. Bruce Price était un architecte de New York qui avait acquis une expérience considérable dans la réalisation de complexes hôteliers et résidentiels et était reconnu comme un maître du «style bardeau» de l'architecture résidentielle américaine. Bruce Price dessina un certain nombre d'autres édifices au Canada, dont la gare de la Place Viger à Montréal, devenue depuis un édifice à bureaux mais avec son apparence extérieure préservée, le Collège Royal Victoria à Montréal, l'Hôtel Banff Spring et les premières phases du célèbre Château Frontenac à Québec.

En 1900, la Gare Windsor ne pouvait plus répondre aux besoins du Canadien Pacifique, et Edwards Maxwell, un architecte montréalais, fut désigné pour concevoir une extension qui fut construite le long de la rue La Gauchetière. Maxwell, qui eut plus tard pour associé son frère, élaborera les plans d'hôtels à Winnipeg et Calgary, ceux des Édifices Législatifs à Regina et des plans pour trois prolongements du Château Frontenac. Plus tard, en 1906 et 1912, la Gare Windsor fut à nouveau agrandie en gardant toujours ce style impressionnant par sa robustesse. En 1913, de nouvelles voies ferrées étaient aménagées et la présente salle des pas perdus réalisée.

Le seul accident grave à survenir dans la gare, et qui cause la mort de plusieurs personnes qui attendaient l'arrivée des trains, survint le 17 mars 1909 au moment où le train en provenance de Boston manqua de freins et termina sa course dans la salle d'attente. Elle connut ses moments de gloire lors du départ du train du Roi George VI et de la Reine Élisabeth au printemps de 1939.

La Gare Windsor connu son apogée au cours des deux conflits mondiaux, et l'entre-deux-guerres. C'était la maison-mère du Canadien Pacifique. Des milliers de voyageurs s'y donnaient rendez-vous. C'était le point de départ et d'arrivée des trains vers l'Ouest, les Maritimes, les États-Unis et un peu partout au Québec.



A post card of about 1905 showing Windsor station and St. George's church both of which are still standing.

## Canadian Pacific Railway

### NOTICE.

COMMENCING

MONDAY, 4th February, 1889,

All Trains from or for

**Toronto, Peterboro and the Points West, and trains for Boston, Newport, Farnham, Sherbrooke and St. Johns,**

WILL ARRIVE AT AND DEPART FROM THE  
**NEW WINDSOR STREET STATION,**  
On DOMINION SQUARE.

**Ottawa, Winnipeg, Quebec, Joliette, St. Therese, St. Jerome, St. Lin and St. Eustache trains**

WILL ARRIVE AT AND DEPART FROM  
**DALHOUSIE SQUARE STATION**  
As Hitherto.

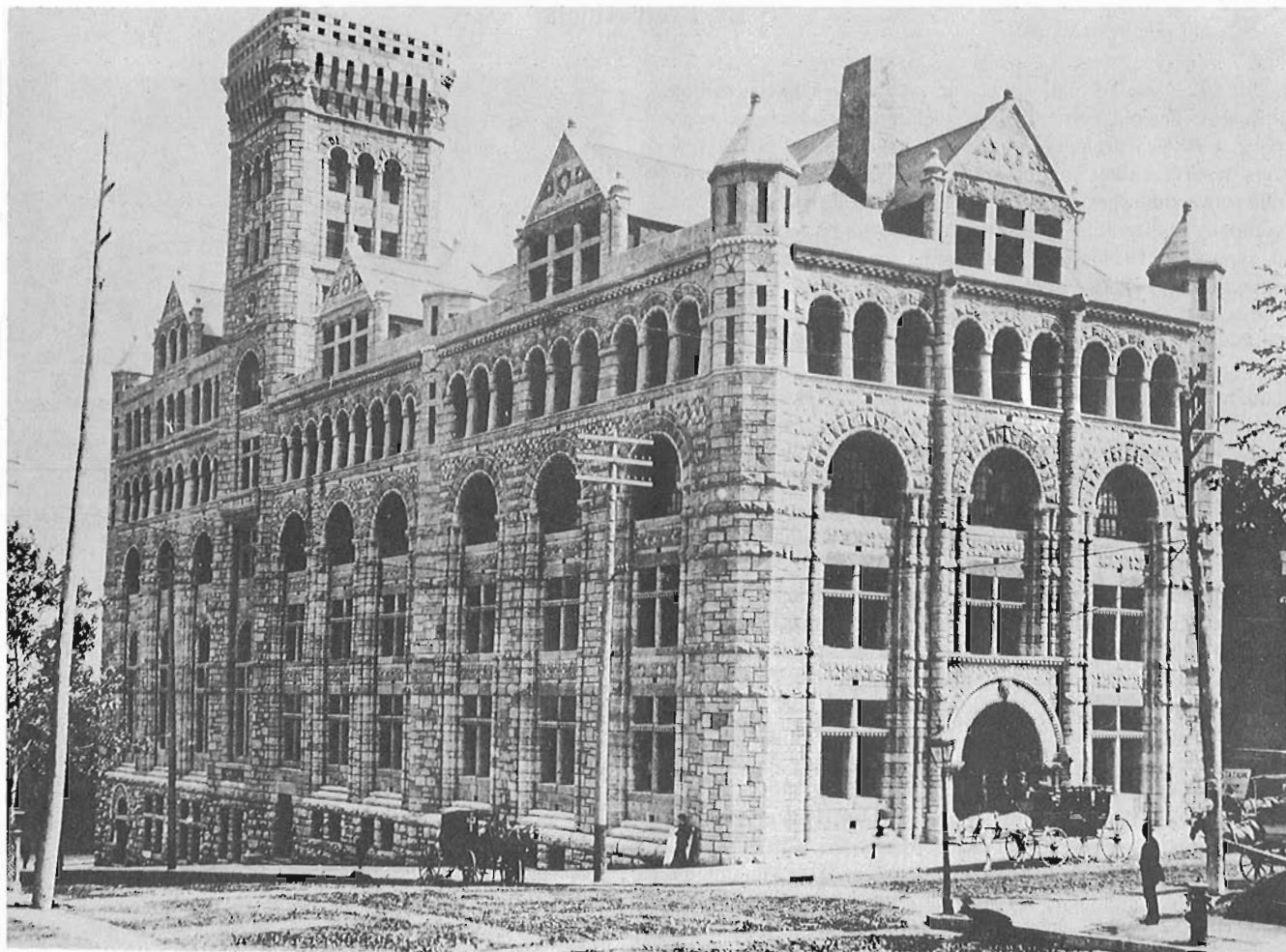
TICKET OFFICES:

266 St. James Street, Windsor and Balmoral Hotel, and Windsor Street and Dalhousie Square Stations.

D. McNICOLL,  
Gen. Pass. Agent.

LYCIUS TUTTLE,  
Pass. Traffic Manager.

28



*"Beats all creation, the new CPR station". So said a large sign, attributed to CPR President William C. Van Horne, at the time the new Windsor Street Station, as it was then known, opened on February 4, 1889. This photo was taken in the summer of 1889, only a few months after the opening, and shows the station as it looked when completed. In later years there were numerous extensions and alterations, most notably those made in 1900, 1906, 1910-1913, 1952-1954, 1971. In the early 1970's there were serious plans to demolish the structure and replace it by a new development, but this plan was fortunately cancelled and an extensive renovation to the building was carried out. The original 1889 structure, shown here, still stands as part of the much larger complex. From the outside it appears little changed after a century.*

Son déclin, en tant que terminus principal, débuta vers les années 1950 pour s'accroître par la suite. Le transport ferroviaire des voyageurs commençait sa longue agonie au Canada, le transport aérien et l'automobile gobant les voyageurs un après l'autre. Au début des années 1970, des rumeurs circulaient à l'effet que ce magnifique édifice serait démoli, pour faire place à un complexe immobilier. Une association sans but lucratif, «Les Amis de la Gare Windsor», prit forme en 1973 avec pour but d'empêcher sa démolition. Le groupe sensibilisa les autorités et la gare fut sauvée.

Via Rail, qui avait pris la charge des trains voyageurs en 1977, déserta la Gare Windsor en 1985 pour consolider ses opérations à la Gare Centrale. Depuis de moment-là, le magnifique édifice de pierres n'est le rendez-vous quotidien que des trains de banlieue de la ligne Montréal/Rigaud exploitée par le CP pour le compte de la STCUM. Les usagers sont toujours au rendez-vous. Pour un autre cent ans . . .

Sources: Le Devoir, Montréal 7 janvier 1989.

# Farewell to The Witts

By Fred Angus

In 1921 the Toronto street car system was like a rolling museum. The old Toronto Railway Company, which had been given a 30-year franchise by the city in 1891, had placed few cars in service since well before World War I. This was partly due to wartime shortages, but was also due to the fact that the company realized that its franchise would not be renewed when it expired in 1921 and was unwilling to make heavy capital expenditures. A few new cars were built in the company's shops, but these did not even fully replace those lost in two serious car barn fires, in 1912 and 1916. The needed capacity was partially supplied by such "band aid" measures as converting a number of obsolete open cars into closed trailers, and retaining old closed cars as trailers, a few of which dated back to horse car days. So it was that the new Toronto Transportation Commission had its hands full when it officially took over the system on September 1, 1921.

One of the top priorities was the renewal of rolling stock, and during the two years following September 1, 1921, the Commission, under General Manager D.W. Harvey, placed 575 new cars in service and scrapped 490 old ones. The actual gain in passenger capacity was more than the difference of 85 cars, for many of the old ones were small single-truck units. The new cars were of steel, both motors and trailers, and were of the "Peter Witt" design with front entrance and a sliding door near the middle. These cars served long and well, many still being in rush hour service forty years later, in the early 1960's.

Following the expansion of the subway system and the conversion of some street car routes to bus, the Witt cars were retired. Few were seen after the abandonment of the Dupont line early in 1963, although a very few were still available for special occasions. By 1966, however, all were gone except for some in museums, plus car 2766 still owned by the TTC. At that time plans still called for the complete removal of all street car service from Toronto by 1980, however this policy was reversed in 1972, and consideration was given to building new cars. About this time it was decided to start a "tour tram" service using Witt cars, some of which were borrowed from museums. At first this service was run by the TTC charging regular fares, but later was contracted out to private operators. It had been expected that the tour trams would run about five years, but it turned out they were in use fifteen years, thus extending the Witt era in Toronto to 67 years!

In 1988, however, time ran out for the Peter Witts and it was announced that this season would be their last. During 1988, cars 2424 and 2766 were in use, the former a large Witt owned by the Ontario Electric Railway Historical Association, and the latter a small Witt still owned by the TTC. The Toronto and York Division of the CRHA organized a farewell tour, using car 2766, to take place on Sunday, November 27, 1988. Although Toronto Tours had the exclusive right to operate these cars, they very kindly arranged to use a PCC car on that day and allow the



*Car 2766 on the farewell trip on November 27, 1988.  
Photo by Fred Angus.*

CRHA to use the Witt. The tours will continue next year, using PCC's, and are still an excellent way to see Toronto.

Despite predictions of bad weather, November 27 was a beautiful day as car 2766 made its farewell trip. Due to strict TTC security, even those who boarded at Russell car barn had to wait on the sidewalk until the car came out, a far cry from the old days at St. Denis barn in Montreal. Then on to the major pick-up point at Church and King, where we got a good view of rebuilt PCC car 4600 now used in the tour service. Then followed a most interesting four-hour trip covering many lines, often including trackage not used in regular service. In all, fifty participants rode the car, a sell-out crowd, and others had to be content with following by automobile or on regular cars. Then back to the point of departure with a feeling of sadness as 2766 headed back to the barn for the last time.

The sadness is somewhat mitigated by the fact that the car lines are not being abandoned, nor will any of the remaining Witt cars be scrapped. Car 2766 itself will be retained by the TTC which is considering starting its own museum and there is always the possibility, dare we hope, that it could once again someday be seen on the streets of Toronto on special occasions. Of course the CRHA owns car 2300, donated by the TTC in 1963. This has recently been reaffirmed as an important part of the National collection. Other Witt cars are in other museums, most notably the OERHA museum at Rockwood Ontario, but also including 2898 at the Shore Line Trolley Museum in Branford Connecticut, as well as others in other locations. The Witts played an important part in Toronto over 67 years, and the passing of the last from active service is truly the end of an era.



**NEW  
CARS!**  
*Fast,  
Quiet,  
Smooth -*

*for*  
**T.T.C. PASSENGERS**

In Toronto, as in every large city in the World, public transportation services are and will continue to be indispensable to the welfare and progress of the entire community and of every person in the community.

After more than thirty years of extensive experience with the private automobile, there is no indication that any private vehicle will ever satisfactorily replace public transit services. In safety, convenience, dependability, efficient use of street space, and in the vital factor of cost, the private vehicle is outclassed by public transit services.

However, the competition for public patronage will continue to be an incentive for both the private vehicle and the public transit system to offer constantly improved service. Two qualities, speed and riding comfort, will count heavily in this competition.

Toronto is already familiar with what has been done to achieve new standards of speed and luxurious comfort in one transit vehicle, the bus, the latest models of which are in service on all T.T.C. routes.

On the following pages there are described some of the main features of a really marvellous new street car, developed to achieve the new high standard in the essential rail services.

With the addition of one hundred and forty of these new cars, soon to be in service, the T.T.C. will have completed a programme of rolling stock modernization which will hold for the Toronto transit system a leading place among the best in the World.

**TORONTO TRANSPORTATION COMMISSION**  
TORONTO, CANADA

*The beginning of the end for the Witts was the arrival of the first PCC car fifty years ago. This advertisement appeared at that time.*

*Collection of Norris Adams.*

# From the Collection

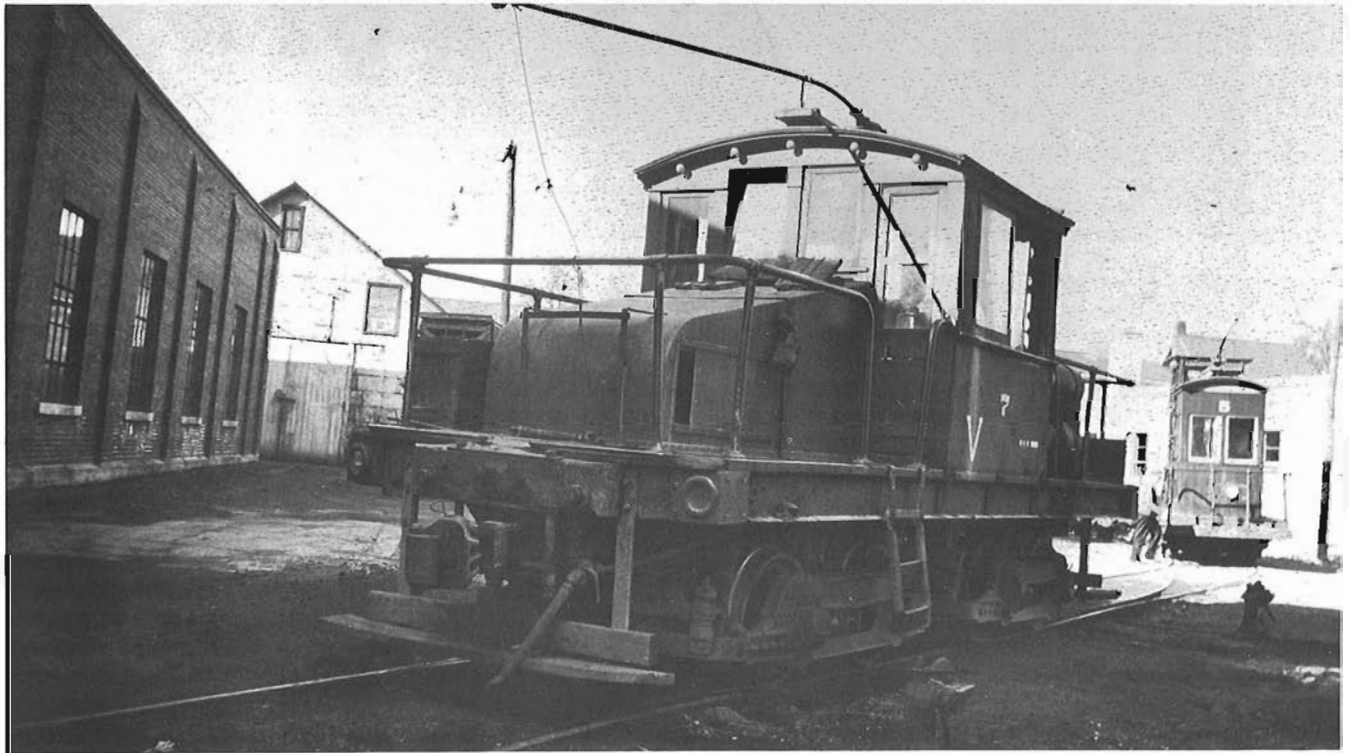
Cornwall Electric Locomotive Number 7  
and  
Ottawa Electric Railway Car Number 423

By Fred Angus

In this issue, the "From the Collection" column will feature two pieces of early electric railway equipment, both used in non-passenger service, from eastern Ontario cities.

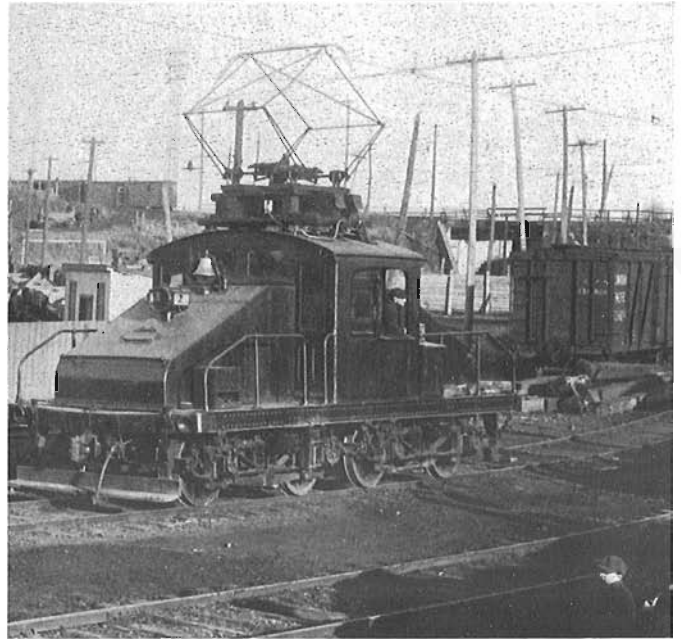
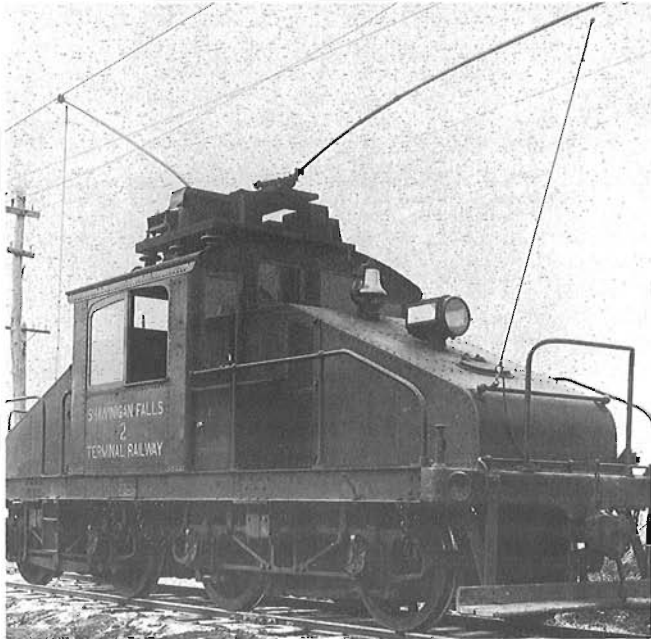
Cornwall Street Railway locomotive number 7 was built about 1900, by the Montreal Street Railway, for the Shawinigan Falls Terminal Railway. It was locomotive number 1 of the SFTR and in its career was, at different times, equipped with a trolley pole and pantograph. At present no photo of locomotive number 1 has turned up showing it during this period; however photos of number 2 do exist showing both configurations; these give a good idea of what number 1 must have been like during its career at Shawinigan.

Upon its retirement from the SFTR, this pioneer locomotive was sold to the Cornwall Street Railway where it was renumbered 7. It served the CSR until the 1950's when it was sold to Courtald's, an industrial plant located in Cornwall. Still numbered 7, it remained in service until 1959 when its main frame was broken in a collision. Fortunately, by then its significance was appreciated, and it was donated by Courtald's to the CRHA. As the Canadian Railway Museum was still in the planning stage, the locomotive remained in Cornwall until 1963 when it was shipped to Delson. Early in 1964 its broken frame was repaired by welding, and some cosmetic restoration was done. Unfortunately little has been done since and deterioration has set in. However it is now hoped to complete restoration on this historic piece, so that it can again be displayed as the oldest electric locomotive in Canada, and one of the oldest preserved in America.

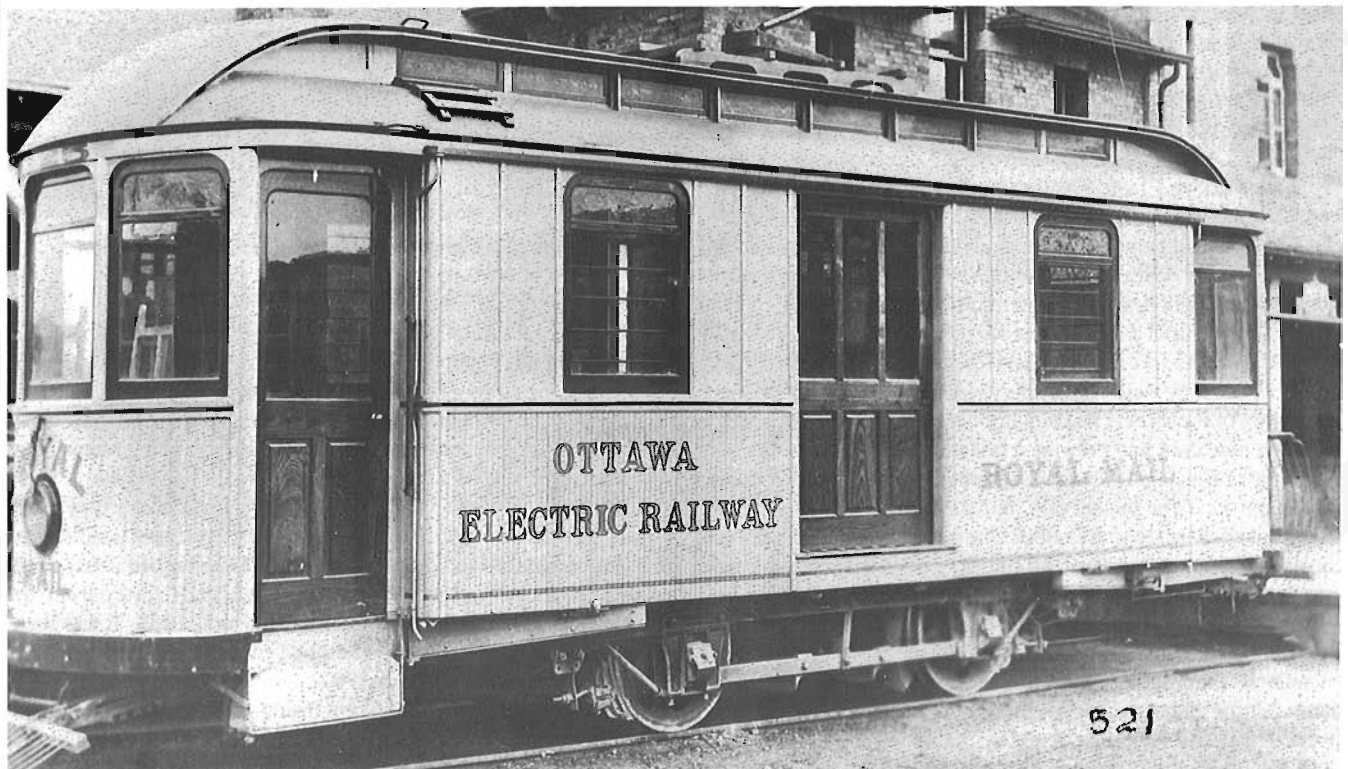


*Cornwall Street Railway electric locomotive No. 7 photographed by Ernie Plant on August 15 1945, the day World War II ended. Note the victory sign (V plus three dots and a dash) painted on the side of the locomotive. National Archives of Canada. Merrilees Collection. Photo PA-166503.*

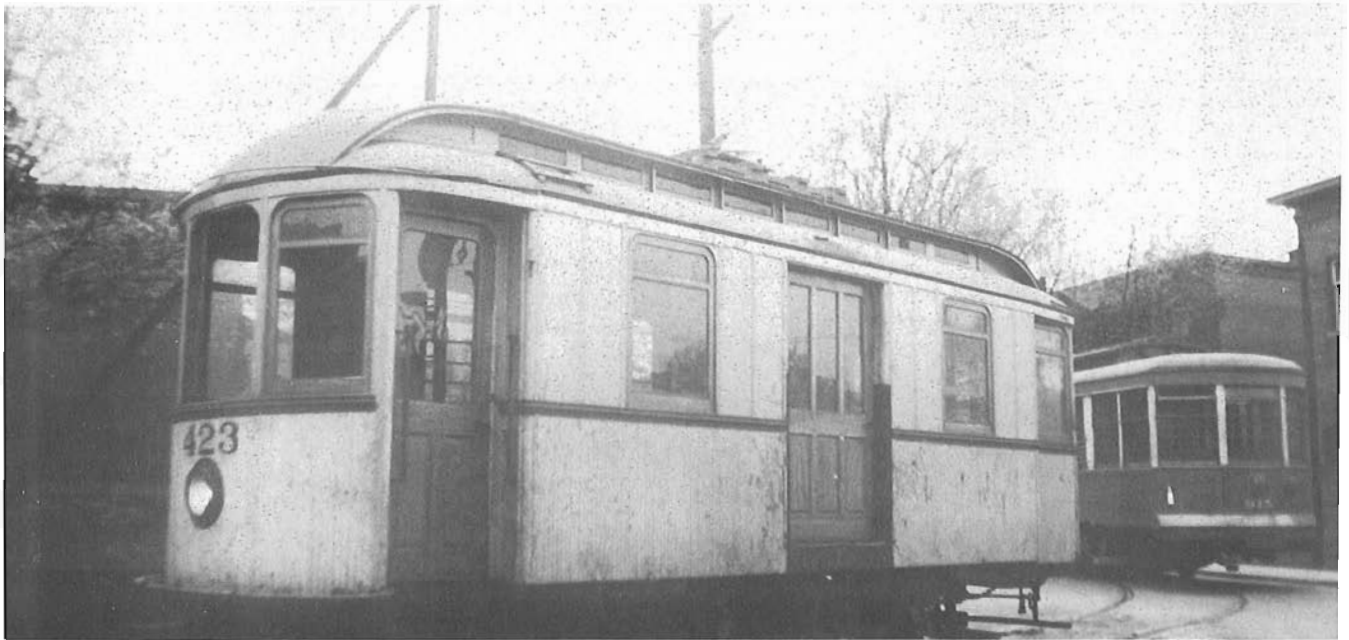




*Shawinigan Falls Terminal Railway number 2 shown with trolley pole and with pantograph. Number 1 was similarly equipped. National Archives of Canada. Merrilees Collection. Photos PA-164672 and PA-164681.*



*This is what Ottawa Electric Railway mail cars looked like when new. This one is 425, but 423 was identical. National Archives of Canada. Merrilees Collection. Photo PA-143139.*



*Car 423 in the 1930's, still painted white, before its roof was rebuilt.  
National Archives of Canada. Merrilees Collection. Photo PA-136693.*

Ottawa Electric Railway car 423 has a rather different history but is no less interesting. Soon after the Ottawa street car system was electrified by Ahearn and Soper in the early 1890's, the company secured the contract to carry the Royal Mail from the main post office to the Broad Street railway station. Special cars were fitted up for the purpose, and in addition the regular street cars bore the lettering "Royal Mail" which gave them the right of way over other traffic. By 1906 the special mail cars were getting old and in poor condition. A newspaper article of December 7 1906 calls them "a disgrace". Accordingly, late in 1906, the Ottawa Electric Railway ordered three new mail cars from the Ottawa Car Company. These were numbered 423, 424 and 425. The old cars did not last long thereafter, one had been wrecked in July 1906, while another was destroyed by fire in January 1907 when a fuse in the motor blew violently.

The Ottawa mail cars were not rail post offices, but were used in what amounted to a freight service between post office and station. Thus they were vulnerable to competition from trucks as the paving of the streets became improved. The end came after the three new cars had been in service for less than five years. The Ottawa Electric Railway had been charging the Post Office \$8000 per year for the service, but suddenly, in the spring of 1911, raised their fee to \$15,000. The postal officials refused to consider this great increase and, on May 12, 1911, announced that they would terminate the contract with the OER effective September 1 of the same year. The Post Office then bought automobile trucks to handle the mail, and the electric operation became a thing of the past on September 1, 1911. Soon thereafter the electric railway tore up the tracks on Little Sussex street which had been used only by the mail cars.

Although the OER said that the bodies of the redundant mail cars would be "practically useless" to the company, they still had a long career ahead of them in work service. Car 424 disappeared from the roster fairly early, but 423 and 425



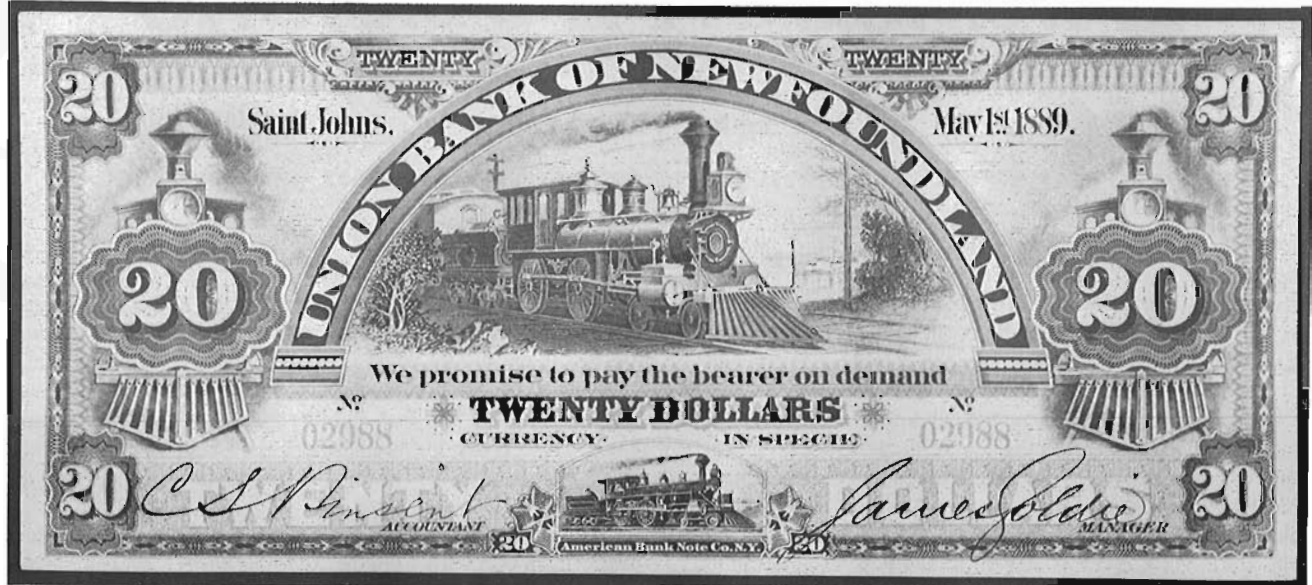
*423 at Champagne car barn in 1951. The car is in this configuration today.  
CRHA Archives. Bailey Collection.*

survived for many years, still painted in their white colour scheme of their mail car days. 423 became a sand car while 425 was converted to a welding car, and both played their part in maintaining the high standard of the Ottawa street car service. Some time, probably in the late 1930's, 423 suffered an accident which damaged its roof; as a result the roof was rebuilt from the "railroad" design to the "deck" roof more typical of city street cars. 425 retained the original type roof until it was scrapped in the late 1940's. Sand car 423 remained in use until the end of all electric car service in Ottawa, and it took part in the farewell parade through the streets on May 2, 1959. It was then donated to the CRHA and shipped to the Canadian Railway Museum at Delson late in 1962.

As 423 has always been kept inside, it is in remarkably good condition considering its age. It is still, however, in its sand car configuration, but it is hoped soon to restore it as a mail car, perhaps even with the original type roof line. Thus visitors to the Museum will be able to see how the mail was moved in the nation's capital early in the century.

# How Have the Mighty Fallen

By Fred Angus



The recent abandonment of the Newfoundland Railway points out how little the railway mattered in the economy of the province in 1888. It was not always thus. A century ago, when plans for a trans-island railway were being discussed, the railway appeared prominently on the currency of the colony. The Union Bank of Newfoundland issued this twenty dollar bill in 1889 depicting no less than FIVE locomotive engravings. None was a Newfoundland locomotive, all being standard banknote engravings, but the unprecedented use of so many on one note showed how important the railway was considered. The Union Bank failed in 1894, although the notes are still redeemable at 80 cents on the dollar, and are now extremely rare. The railway lasted ninety-four years longer. The front and back of this rare note were specially photographed for Canadian Rail by the Bank of Canada Museum, and are used with the permission of the curator of that museum.





# Canada Transport Decisions

By Douglas N. W. Smith

In its November 12, 1988 issue the "Windsor Star" carried two articles dealing with railways in the Windsor area by their staff reporter Richard Brennan. Your editors believe these are of more than local interest. One outlines the difficulties facing the railway industry and the other provides a look at the recent history of one of Canada's more successful short lines, the Essex Terminal Railway. Giving the pending abandonments of numerous branch lines across the country and the possibility of new short line railways being created from some of these lines, we have decided to reproduce the complete text of these two articles in this issue of "Canadian Rail". Contained in the first article is a cross-section of current thinking of transportation planners, operators and users on the issues of rail-truck competition and highway user fees paid by truckers. What the final answers will be to these questions will determine how the rail network will evolve over the coming years.

## Rail Near the End of the Line

There was a heck of a party that day in 1854 when the Great Western Railway locomotive, puffing great billows of black smoke, came to Windsor.

To welcome the first train from Niagara Falls, Ont., a cannon was discharged in Detroit while over in Windsor, railway officials and civic leaders from both cities slapped each other on the back and welcomed the dawning of a new era.

Just as Windsor prospered, so did other towns and cities along the railways crisscrossing the nation, while others left behind withered and died. That's the kind of power the railroads had then. If not for rail, Amherstburg would have been this area's major centre.

In recent years, however, the railway's importance has dwindled. The atmosphere is more like a wake. Just as shipping on the Great Lakes gave way to the rail, the railroad is losing ground to trucking.

Estimates, along the Ontario corridor at least, suggest trucks are carrying 80 per cent of the freight while rail is getting only 20 per cent.

Aided by deregulation under the new National Transportation Act and squeezed by competition from trucks, the railways are abandoning unprofitable lines with unprecedented speed.

Nationally, for example, CN carries 90 per cent of its freight on one-third of its tracks. And CP says it is in a similar situation

with the least-used half of its tracks carrying only three per cent of its freight traffic.

This year will go down in the history books as the year Newfoundland lost its entire railway. And some observers figure the entire east coast is threatened with a similar fate.

New transportation laws allow railways – within limits – to respond to profit and loss as other businesses do. At one time they had to prove the branch lines they wanted closed would never again turn a profit and abandoning them wouldn't harm the public.

Now the railways can abandon up to four per cent of their tracks each year without public hearings if there is no public hue and cry. And now the public must prove that abandoning a line will cause undue economic harm to the area.

CN and CP have been abandoning lines at a combined rate of about 840 km a year since 1975 when the Canadian Transport Commission lifted an eight year moratorium on line closures.

Little more than a decade ago in Windsor, if it was worth carrying – it was carried by rail.

Mike Brogan, manager of transportation and purchasing for Chrysler Canada Ltd., said he remembers a time 12 to 15 years ago when 50 train cars a day would roll into the Windsor assembly plant carrying parts.

"Now as far as materials, we have very little reliance on rail, probably less than one per cent," Brogan said.

The train cars have been replaced by about 400 transport trucks.

"Trucking is more conducive to the reduced inventory level, or just-in-time delivery, that we have tended to in the last few years."

Rail's forte is still bulk shipping – wheat, lumber, iron ore, zinc, steel.

"I couldn't do without rail. Seventy per cent of our business is still rail," said John Van De Hogen, president of Van De Hogen Group Inc., which handles U.S.-bound lumber shipments that arrive by rail in Windsor from western and eastern Canada.

"If it wasn't for rail we would be out of business," he said.

But the fact remains railways have lost ground, and according to one expert, will continue to do so until the railway system is simply a network connecting major cities in only eight of the 10 provinces.

"By and large we are quite concerned about the future of the national system," said Roy Jamieson, executive director of Transport 2000, a lobby group dedicated to saving the railways.

Transport 2000 has joined the Quebec government in calling for a moratorium on branch line abandonment.

Jamieson said together, CP and CN have submitted abandonment applications totalling 4,500 km of track in eastern Canada, alone.

Besides Newfoundland, CN also wants to abandon Prince Edward Island, and parts of New Brunswick, Nova Scotia, Quebec and Ontario.

And CP, said Jamieson, has just spun off its line to the Atlantic east of Sherbrooke, Que., through Saint. John, N.B., and the Annapolis Valley in Nova Scotia to Canadian Atlantic, a wholly owned subsidiary of CP.

Transport 2000 sees the paper shuffle as nothing more than a ploy to wind down rail service in Atlantic Canada. "It's the idea of 'use it or lose it' and they are not going to make any effort for them to use it," Jamieson said.

And CN has made some noises about shutting down its Moncton, N.B. line in 10 years, he said.

"One of the ironies of the whole process is that when you amputate the limbs the whole body becomes a little weaker," Jamieson said.

Jamieson said his greatest fear is that railways have given up the fight against the trucking industry, content to haul bulk commodities.

Transport 2000 and the railways complain the trucking industry has an unfair advantage since the big rigs operate on highways paid for by the tax-payers in the various provinces while the railways have to pay their own way.

"We have suggested... perhaps it's time the provinces took a look at a weight-distance tax for tractor trailers, similar to system used by 12 U.S. states."

"Essentially you charge the trucker for the equivalent damage it is doing to the highway," Jamieson said, noting that studies have shown that an average tractor-trailer does the equivalent damage of 9,600 cars.

Since the mid-'70s, the number of registered trucks in Canada per kilometre has jumped to 4.4 from 2.2 and, on the whole, they are much longer and heavier now than a decade ago.

"They are wearing out the highways two to five years faster now and putting a great deal of strain on the provincial highway budgets," he said.

Besides that, he said, the Canadian Construction Association and the Road and Transportation Association are lobbying hard to have the money spent in Canada on road construction and maintenance increased to \$8.5 billion a year from \$6.5 billion.

"Maybe the province should take another look at a more cost-effective way of moving goods and people," Jamieson said.

Raymond Cope, president the Ontario Trucking Association, said he has heard all the criticisms of the trucking industry, and has to admit he does have some sympathies for the railways.

"The trucking industry can expand and contract operations as it sees fit in its own corporate judgment. In that sense we have an unfair advantage," Cope said.

Cope said the OTA agrees the railway is overregulated and has suggested to the federal government that it relax some of the rules so they can be more competitive.

"Railways have a big problem generating enough revenue to cover the cost of unproductive lines," he said.

He said, however, he doesn't agree the trucking industry isn't pulling its own weight.

Cope said the provincial licence fees, and the tax paid on gasoline by the motoring public more than cover the money spent on building new roads and maintaining existing highways.

"Railways pay for their own rail and we pay for the highways. I see absolutely no difference between the two," he said.

But Cope might have a tough time convincing railroaders like Murray Elder, president of Windsor's own Essex Terminal Railway.

"We are operating under trying conditions because the taxpayers are subsidizing the truckers by building huge beautiful highways. And all the while the construction and trucking industry lobbies have got a gun to the head of government to build more highways," Elder said.

Last year, B.G. Hutchinson of the civil engineering faculty at the University of Waterloo, concluded in a study that pavement in some Canadian cities is rutting prematurely because the big trucks are allowed to carry too much weight.

"Trucks abuse the highways with their heavy loads and increase the death rate. You know if a car is involved in an accident with a truck that the other guy has to come out second best."

The big railways are also not free of subsidies. Canadian taxpayers pay for the cost of keeping open non-productive branch lines out west so farmers can still have the option of sending their wheat by rail. Western Canada accounts for 70 per cent of Canada's rail traffic and as long as the Prairies grow grain, there will be trains.

In 1987, \$43 million in subsidies was given to CN and \$69 million to CP.

So far Essex County, with its more than 300 km of railway line, has escaped abandonment but that's not to say it won't happen, even though Essex County represents vital links to the U.S. market.

Florida-based CSX Transportation, through its Canadian subsidiary Lake Erie and Detroit River Railway, has applied to abandon 145 km of rail line between Oldcastle and West Lore, west of London.

Since it represents more than four per cent of CSX line in Canada, the National Transportation Agency has requested the company supply reasons why it wants to abandon the line, said agency spokesman Janette Laroche.

The route includes stops at Harrow, Arner, Kingsville, Leamington and Blenheim. And as a result the Harrow Farmers' Co-operative Association Ltd., has filed an objection

on the basis it will cause the co-op and its producers undue economic harm.

The co-op, said general manager Al Heffernan, relies on the rail to transport corn to the province of Quebec and the maritime provinces. "It's very important to us," Heffernan said. "If it closes we could lose a substantial amount of business."

Heffernan said if he has to turn to trucking, a more expensive form of moving corn, he will have to give the area farmers less for their corn. And if the farmers choose instead to sell their corn to grain terminals in the town of Essex, which is on the CN line, is it going to cost them more to get it there?

Applications for abandonment do not include the kilometres of CN track scheduled to be removed from Windsor's riverfront by Nov. 30, 1990, following a land swap with the city.

Rather than rail dying out in Essex County, quite the reserve may be true. The railway in southwestern Ontario may become even more important if free trade is passed, said Mike Matthews, a spokesman for CN, which is studying the impact it would have on the area.

"A lot of customers are going to be affected one way or the other by free trade and will cause some change in our traffic pattern as we know them today. We have to see whether we have the wherewithall to handle it. We are making sure we have the capital expenditure earmarked so they will do the most good," Matthews said.

About 24 per cent of CN's total revenue comes from the international market. "We want to make sure we are in a position properly to adapt to any change in traffic pattern."

CN and CP are in the midst of a joint study on whether it is feasible to enlarge the railway tunnel that runs beneath the Detroit River.

"We've done some studies and we have some initial estimates on how this would be done. It's still a very big number (financially) and we're going to keep looking at it until we see whether it's economically feasible to do it," said CN president Ron Lawless shortly after CN announced it would remove the waterfront tracks.

Now, only train cars of a certain clearance can use the tunnel, which prevents enclosed auto carriers from using it.

Preliminary costs of enlarging the tunnel have been set at more than \$22 million.

Lawless also noted in the Montreal interview that free trade should be good for Windsor.

"We think the automobile business is very good for us. It's a major border crossing for us. I've said . . . that with the free trade initiatives under way . . . we are very well positioned as a national railway that owns several railways in the United States to take full advantage of any business that will be generated," he said.

CN owns Grand Trunk Western, which is headquartered in Detroit and serves Ohio, Illinois and Michigan. It reaches right into the heartland of the United States, which CN is obviously counting on to expand its business.

CN also owns the Central Vermont in New England, the Duluth, Winnipeg and Pacific that enters the western United States from Canada near Duluth. They're well positioned.

And just a few years ago it bought the Detroit, Toledo and Irontown Railroad that runs back into Cincinnati.

Lawless said Windsor-Detroit has the highest number of train crossings and possibly the highest volume of material and can see the importance of the Windsor operation continuing to grow.

It's a major railway centre and I can see it growing. That's why we put our money into the Van de Water yard."

CN took over the Van de Water yard in west Windsor after it and CP bought Canada Southern Railway.

CN's Matthews said CN has taken the stand that it shouldn't have to maintain inefficient lines.

"Our purpose is to operate as efficiently and economically as we can. Our customers have to compete in a stiff market and they don't have to pay exorbitant rate. We have to keep reducing our costs so our transportation costs are as low as possible," he said.

## ESSEX TERMINAL RAILWAY

GENERAL OFFICES—1601 LINCOLN ROAD, WALKERVILLE, ONTARIO.

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In an attempt to compete with the trucking industry, the railways are being forced to look more to carrying containers and truck trailers, both of which can be easily linked with trucks for final delivery.

John Cox, a CP spokesman, said it used to be that rail had the advantage if the delivery point was 500 miles or more and but now it's about 1,200 miles.

"It getting to the point where trucks almost have advantage between Toronto and Winnipeg," Cox said.

## Essex Terminal Beats the Odds

It's the little railway that could.

Thriving in the midst of railway giants is one of Canada's longest serving and most successful small railways, the Essex Terminal Railway (ETR).

At a time when the big guys are feeling the crunch from trucking, ETR keeps chugging along on its 40 km of mainline track.

"We've never had a nickel from Ottawa," company president Murray Elder likes to tell visitors.

With railways in the U.S. closing down unprofitable inefficient lines, small companies are stepping in to fill the gap with non-unionized staff.

ETR was incorporated under special act of Parliament in 1902 by officials of the Canadian bridge company and got started laying its first bit of track six years later.

In November 1964, Morton Industries of Canada Ltd. (now Canadian Salt Co. Ltd.) bought ETR and just five years ago it was resold to a group of local businessmen who have continued to modernize the operation.

ETR, which has 100 employees who belong to six different unions, has been successful by being an efficient gopher for the big guys. It has direct connection with CN, CP, CSX (formerly C&O) ConRail and indirectly with with GTW (Grand Trunk Western) DT&I (Detroit, Toledo & Irontown) and Norfolk and Western.

The railway runs in a southwesterly direction from the CN tracks in east Windsor, through Walkerville, Windsor, Sandwich and Ojibway to Amherstburg.

ETR now maintains more than 84 km of track, including lines into about 20 major businesses such as General Chemical, Ford Motors of Canada Ltd., General Motors of Canada Inc., and Seagram's.

ETR spends its days transferring cars from one railway to another and hauling bulk commodities from places like General Chemical to the major railways.

"I think what we offer is a required service," Elder said. "It is a valuable service to the industrial makeup of this area. It's an essential service."

The little railway with its four locomotives and a handful of cars brings in about \$7 million annually from many sources, including land rental, and construction and repair contracts.

"It is a profitable little railway run essentially by poeple from Windsor and we are trying to keep it that way."

Just recently, ETR gave some thought to getting into the big time.

Although unsuccessful, it made a bid for the B.C. Hydro Railway with its 120 km of track running from New Westminster to Chilliwack, along the U.S. Border. ITEL, a railway car conglomerate, outbid ETR by five to seven million dollars with a whopping offer of \$29.2 million.

But that doesn't mean the little railway has given up.

"We're always looking for a deal," Elder said.

Sources: Windsor Star, Nov. 12/88.



*One of Canada's overlooked railways is the Essex Terminal. General Motors Diesel delivered one SW 1200 to that railway. In 1983, Unit 105 was photographed while switching cars in Windsor.*

*Photo Credit: Douglas N. W. Smith*



*By November 1990, CN will cease to use its trackage along the Windsor waterfront. In this 1983 view, locomotives of CN, VIA and Norfolk & Western Railway congregate alongside the CN roundhouse. When the N&W took over the Wabash Railroad, it inherited the Wabash's trackage rights over CN's line from Windsor to Niagara Falls.*

*Photo Credit: Douglas N. W. Smith*

## MONTREAL & SOUTHERN COUNTIES SPARED

On December 1, 1988, the National Transportation Agency (the Agency) denied CN's application to abandon the 35 miles of line between Chambly and Granby, Quebec. This line achieved its greatest fame as part of the electrified Montreal & Southern Counties (M&SC) between Montreal and Granby.

The first portion of the line was constructed by the Montreal, Chambly & Sorel Railway. Incorporated in 1871, it completed a line from St. Lambert to Chambly in September 1873. Four years later, an extension was completed from Chambly through to Farnham via Marieville and Ste. Angele. In November 1882, the line was extended from Marieville to St. Cesaire.

In 1875, the company was renamed the Montreal, Portland & Boston Railway (MP&B). The MP&B was leased to the South Eastern Railway in 1878. The South Eastern Railway (SER) main line extended from Farnham to Newport, Vermont where it made connections with the New England railroad system. Even though it was necessary to ferry freight and passengers across the St. Lawrence, the MP&B provided the SER with access to Montreal. This broke the twenty five year hold that the Grand Trunk had maintained on traffic moving between Montreal and the east coast. CP leased the South Eastern in 1883 in order to access the ice free harbours on the Atlantic coast. Following the completion of its own line from Montreal to Farnham which included a new bridge across the St. Lawrence River at Lachine, CP terminated the lease of the MP&B in 1891. The Central Vermont Railway (CV) immediately leased the property. In 1896, the assets of the MP&B were vested in the Montreal & Province Line Railway (M&PL).

In 1897, the Montreal & Southern Counties was incorporated to build an electric railway from Montreal to Sherbrooke. Lacking financial resources, little was accomplished during the

M&SC's first decade. In March 1906, the Grand Trunk acquired control of the M&SC. On November 1, 1909, the M&SC inaugurated service between Montreal and St. Lambert. Shortly thereafter, the M&SC concluded a trackage rights agreement with the CV to extend its electrification over a portion of the M&PL. The M&SC reached Richelieu in June 1913, Marieville in September 1913, and St. Cesaire in May 1914. New trackage was laid from St. Cesaire to Granby. Interurban service started to Abbotsford on December 18, 1915 and to Granby on April 30, 1916.

On November 1, 1923, the CV leased the trackage used by the M&SC to it with the remainder being leased to CN. The M&SC was never a money maker but endured for over forty years. On November 24, 1951, CN cut back the electrification from Granby to Marieville and on October 13, 1956 closed down the remainder of the electrification. Regular diesel powered passenger service continued until May 1961.

The Agency determined that the line was operating at a loss. Traffic declined from 592 carloads in 1984 to 405 in 1987. Two firms indicated that they would be substantially increasing their shipments. SAVACO Quebec Corporation ships currently metal billets for milling. The company indicated it could increase its carloadings at its Marieville plant from 35 to upwards of 2,000 if CN would increase the freight service from two to four trains per week and trial tests of moving coiled steel to the plant by rail prove successful. Papier Rouville Inc. indicated it would be substantially increasing its shipments.

The Agency determined that while the line is currently uneconomic, future traffic possibilities could make the line economic. It ruled that CN must maintain the line for a two year period, file regular reports of marketing efforts, and increase the frequency of service to meet the needs of shippers, particularly the traffic expected by SAVACO.





*An interurban train passes through the rock cut near Abbotsford Que. on August 4, 1951.  
CRHA Archives. Toohey Collection. Photo 51-627.*



*Steam and electric meet at Granby station on August 4, 1951.  
CRHA Archives. Toohey Collection. Photo 51-634.*

### CP LINE CLEARED FOR OPENING

On December 5, 1988, the Agency issued an order authorizing CP to open for the carriage of traffic the second main line track from mileage 68.10 to 89.75 and sidings between mileage 88.6 and 90.2 of the Mountain Subdivision in British Columbia.

With this order, CP may now start to route traffic through its new Mount MacDonald and Mount Shaughnessy Tunnels at Rogers Pass. Over 8 miles in length, the Mount MacDonald Tunnel is the longest railway tunnel in North America. This \$600 million project effectively provides CP with a 28 mile double track main line through what had been one of its most difficult operating regions. The new line reduces the ruling grade through the pass from 2.4% to 1% thereby eliminating the need to use pusher locomotives on westbound trains and increasing the capacity of the main line. The October 20, 1988 Employee's Operating Timetable 83 included a schematic map of the new trackage which is reproduced in this issue.

The Association wishes to extend its congratulations to CP on this historic occasion as it nears the end of the single largest capital project undertaken by the company since the completion of its transcontinental line in 1885.

### SHORT TURNS

On December 1, 1988, the Agency approved CN's application to abandon the 14.2 mile West Shefford Spur between Granby and Farnham. Handling a total of 41 carloads in 1986, all destined to or from Farnham, the Agency determined that the spur was uneconomic. Alternate rail service is available to shippers in Farnham via CP. A detailed history of this line may be found in the September-October 1988 issue of Canadian Rail.

The CN application to abandon the 0.8 mile line between Val Royal and Cartierville, Quebec was approved by the Agency on November 30, 1988. The line was built in 1920 under a charter held by the Canadian Northern Ontario Railway. The trackage was electrified and passenger service was provided over the line as part of CN's commuter service through the Mont Royal tunnel. In April 1976, the frequency of service was cut back from hourly throughout the day with additional service at rush hours to only six rush hour trains and one train on Saturdays and Sundays. All service was discontinued in the early 1980's. The abandonment was unopposed.

CP received permission on December 1, 1988 to abandon the 6 mile Chemical Spur from Mile 85.9 on the Willingdon Subdivision near Two Hills to a point near Duvernay, Alberta. The line was constructed in 1954 to service Western Chemical Limited plant. After several changes of ownership, the plant was closed in 1980. No shippers have used the line since that time.

While annual losses averaged approximately \$21,000 per annum, CP estimates that it would cost upwards of \$800,000 to return the line to a serviceable condition. Based upon interventions by the provincial and municipal governments and local firms, the Agency extended the abandonment date from its usual thirty day period to one year in order to allow sufficient time for industrial development to occur which would utilize rail service. Should such traffic be forthcoming, CP would reconsider the need to abandon the line.

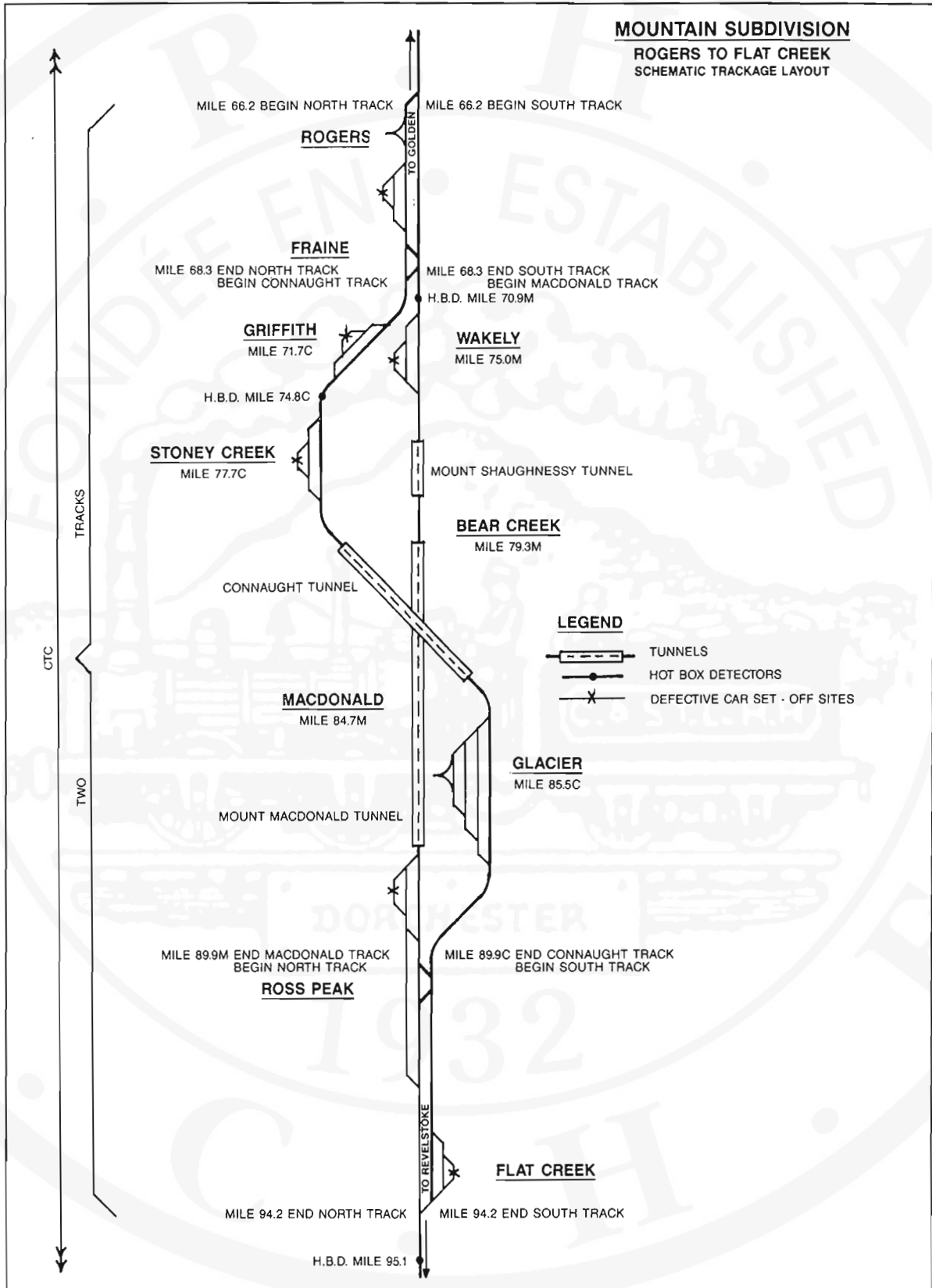
On October 11, 1988, the Agency revised the abandonment date for the remaining 24 miles of the Colony Subdivision between Rockglen and Killdeer, Saskatchewan. The line was to have been abandoned December 31, 1988 or whenever the Saskatchewan Wheat Pool elevator at Killdeer was closed, whichever came first. An extension was requested by various parties, including the federal and provincial ministers of transport to assess the results of a road impact study undertaken jointly by the two governments. The revised abandonment date is August 31, 1989.

On November 9, 1988, the Agency gave GO transit permission to open its new line between Pickering and Whitby. A full account of the opening of this line is contained in another article in this issue.



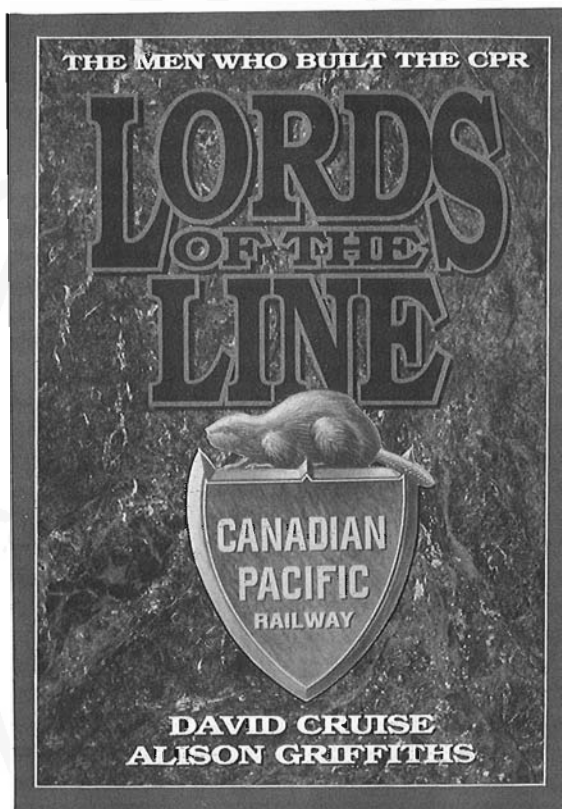
*An excursion train run by the CRHA at Cartierville on October 20, 1968.*

*Photo by Fred Angus.*





# Book Review



## Lords of the Line

By David Cruise and Alison Griffiths

Published by  
Penguin Books  
2801 John Street  
Markham, Ontario  
L3R 1B4

Price: \$25.00

Reviewed by Fred Angus

Once again we note the publication of a new book dealing with the history of the Canadian Pacific Railway. But, as with other recent books, this one is different again and does not duplicate the other works. *Lords of the Line* is not a book about the CPR per se, but rather about six remarkable men who

directed the course of this vast enterprise over a period of almost a century, it is, in effect, six biographies rolled into one, any one of which would have been the subject of a book of its own (or, for that matter, a TV mini series). Here we read of the lives of: George Stephen, William C. Van Horne, Thomas G. Shaughnessy, Edward W. Beatty, Norris R. Crump, Ian D. Sinclair. All these men had one thing in common, each, in turn held the position of President of the Canadian Pacific Railway Company, now Canadian Pacific Limited, and their combined tenure totaled seventy-six of the company's 108 year existence.

The reader of *LORDS OF THE LINE* will very quickly realize that, unlike many biographies, this is a "warts and all" story. It tells not only of successes but also failures, popular decisions and unpopular ones. We are taken behind the scenes, past the well known historical facts into the world of intrigue, secrecy and politics that has always been so much a part of the world of large corporations but is so seldom seen by the public of the time. Although many of the events recounted took place more than a century ago, each relates to the later happenings and helps to explain the growth of CP up to the present day. We are also taken, in many instances, into the personal lives of these history makers. Here there is still speculation and even controversy, for it is very difficult to fathom the thoughts and actions of historical characters.

The book divides itself, quite neatly, into two portions which correspond almost exactly to the nineteenth and twentieth centuries. Each part is precisely half the book (226 and 231 pages), the first covering the presidencies of Stephen (1881-1888) and Van Horne (1888-1899), while the second deals with the period of Shaughnessy (1899-1918), Beatty (1918-1942), Crump (1955-1964), Sinclair (1966-1972). Lest one think that the intervening years of 1942-1955 and 1972-1988 are left out, we hasten to say that this period is well covered as well.

In the first half of the book we deal with the formation of the company, the construction of the railway and the growth of the enterprise into a world-wide transportation system. It is the era of dynamic actions, but also of intrigue, speculation and doublecross. Most revealing is the story of how George Stephen, having given up the presidency in 1888, did not simply retire into seclusion in England as is commonly believed. No, he became an ally of James J. Hill, the "Empire Builder" of the Great Northern and one-time member of the CPR "Syndicate" but later the arch rival of the company. The behind-the-scenes intrigues of Stephen and Hill appear to have been, at least partially, responsible for Van Horne's resignation, in 1899, from the presidency of the company at the comparatively young age of 56. We are left to speculate as to what might have happened if Van Horne had got his way and the CPR had retained control of the Duluth and Winnipeg Railroad in 1897.

As we enter the second half of the book, the twentieth century, we see the CPR as a huge corporation entering into its most prosperous years, the time between 1900 and 1914. We do not lose sight of the heroes of the first part, however, for we continue to follow the fortunes of Van Horne as he goes to Cuba and, against many odds, builds the railway in that country which had just been freed from almost four centuries of Spanish rule. However the main thrust of the book is the CPR, and we follow

the presidency of Shaughnessy, who was well established in his career before 1900, and then see the rise to power and the presidency of Edward Beatty who held the position longer than anyone else.

By the 1950's the CPR, though still Canada's largest corporation, was in serious condition, described as "a decrepit hulk once again on the brink of failure". Its great days appeared to be in the past, and its operations were inefficient by modern standards. It was at this time that there rose to power the fifth "lord of the line" Norris R. (Buck) Crump. In the Crump era the company was turned around and transformed from a railway company to the diversified many-faceted corporation it is today. Old ideas and traditions were swept aside, diesel locomotives replaced less-efficient steam and, despite Crump's original advocacy of the transcontinental train the "Canadian", "which he later admitted came too late, the passenger service was much downgraded. Crump was soon followed by Ian Sinclair who continued the transformation, first as President, later, in defiance of former tradition, as Chairman. While the events of the Sinclair era are too recent to put into the same perspective as those of, for example, the Van Horne years, we get a good picture of the transformation of the company into the Canadian Pacific Limited of today.

Of course the book deals also with contemporaries and associates of the main characters. We read much about well known persons like Donald Smith (later Lord Strathcona), Major Rogers, Sir John A. Macdonald, James J. Hill. However we also learn much about lesser known, but equally deserving, members of the CPR team over the years. For example, in the early years, we read of Richard B. Angus (a former banker and member of the original CPR syndicate, after whom the Angus shops were named) who worked tirelessly, often behind the scenes, and was frequently the mediator of disagreements between Stephen and Van Horne. In later years we hear of the lesser known presidents, D.C. Coleman, W.M. Neal and W.A. Mather.

Railways enthusiasts will notice some curious omissions and contradictions in this book. In two places (pages 106 and 378) the "Big Hill", in the Kicking Horse Pass through the Rockies, is placed in the Selkirks. Also, it is difficult to understand why no mention is made of the "Short Line" through northern Maine to Saint John New Brunswick which, completed in 1889, was the last major link in Van Horne's plan of a truly transcontinental railway from ocean to ocean. Some other inconsistencies appear from time to time, but these two examples will suffice.

LORDS OF THE LINE shows once again that Canadian railway and corporate history is not dull if properly told. Certainly it is on a par with the intrigues of the great American railroad financiers of the last century. While much of the information in this book has indeed been published elsewhere, this brings it together with many previously unpublished facts. It is a book that should be read from cover to cover.

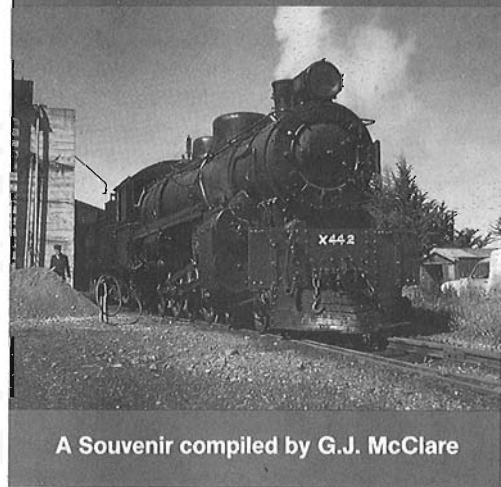
## A Compendium of Railway Construction

Part One : Taranaki



F.K. ROBERTS

## Three Preserved NZR Steam Locomotives



A Souvenir compiled by G.J. McClare

### A COMPENDIUM OF RAILWAY CONSTRUCTION (Part 1 - Taranaki) THREE PRESERVED NZR STEAM LOCOMOTIVES

These two books are very interesting works on railways of New Zealand. The former costs \$12 NZ (about \$8.75 CAN) while the latter is \$9.60 NZ (about \$7.00 CAN). They may be obtained from:

The New Zealand Railway and Locomotive Society  
P.O. Box 5134  
Wellington, New Zealand

# CRHA Communications

## POSTAGE - CANADIAN RAIL

For ten years, CANADIAN RAIL has been mailed under provisions of a BOOK RATE, by which the Federal Department of Communications subsidized CANADA POST for carrying a Canadian publication of our interest and quality at lower-than-first-class rates.

Without prior notice, the BOOK RATE, as of January 1st., 1989, does not apply to periodicals. The Department of Communications has introduced a new preferred second class rate under the Department's "PUBLICATIONS DISTRIBUTION ASSISTANCE PROGRAM" which appears to apply to news publications - such as TIME magazine. However, under the numerous and complicated regulations which CANADA POST, as the administrator of the Program, has applied to CANADIAN RAIL, a quality CANADIAN journal edited and published by CANADIANS in the interest of CANADIAN RAILWAY HISTORY, our journal has been refused use of the subsidized postal rates. Even our efforts to obtain a copy of the new Program have come to nothing.

The former BOOK RATE of 47¢ per issue to Canadian members has given place to a First Class rate of \$1.14. We calculate that this increase will cost C\$5,000 additional postage for our 1989 issues. Our budget for 1989, prepared in July, was based on a nominal increase to the BOOK RATE.

We urge all Canadian members to write to their Member of Parliament, and demand an explanation of the apparent bias of the Assistance Program, or the regulations applied by CANADA POST against CANADIAN RAIL.

TIME MAGAZINE - YES  
CANADIAN RAIL - NO  
WHY?

Steve Walbridge, Treasurer  
Fred Angus, Editor

## BACK ISSUES - CANADIAN RAIL

Due to the huge increase in the cost of mailing CANADIAN RAIL which became effective on January 1st., 1989, we are forced to announce the following increases in the Postpaid prices for back issues, effective immediately:

Small issues - C\$2.25

Large issues - C\$4.75

Please address your orders to:

**Back Issues, Canadian Rail**  
P.O. Box 148  
St. Constant, Quebec, Canada  
J5A 2G2

## SESQUICENTENNIAL BOOK

Quite a number of members have, when paying their 1989 dues, ordered a copy of the "1836-1986" book on the Champlain and St. Lawrence Rail Road. We note that some of them had bought the book last year. If you have ordered the book both years and do not want a second copy please let us know. If you wish we will refund your money or, alternatively, if you want, this could be considered as a donation to the Association. Please let us know what you would like.

## **BROCKVILLE'S RAILWAY HISTORY COMES TO LIFE, AS THE BROCKVILLE MUSEUM PLANS EXHIBITS**

Imagine yourself in Brockville during the 1860's. You stand watching steam ships float by on the St. Lawrence River, while behind you a steam engine chugs through the first-built railway tunnel in Canada. You think to yourself, of how much progress has been made with the coming of the railway, and what will the future hold. You can't help wondering if, in the years to come, trains will still be passing through that tunnel, or if anyone will care about your job on the railway.

Well, today in 1988, a group of people are showing that they do care. The Brockville Museum is preserving the City's railway heritage by developing an exhibit of cases and panels, inside the Brockville tunnel, which hasn't been used by the railway since 1954. Next to the tunnel in Armagh S. Price Park, rests a 1954 CP caboose, which marks an endpoint in Brockville's railway history. The museum has already painted the exterior of the caboose (van), with the original paint colour and CP logo. Work is now being done to accurately restore the interior, and to display a small exhibit in one end of caboose.

The caboose will then act as a visitor center for tourists during the summer months. It is hoped that the exhibits in the tunnel and in the caboose will enable people to understand the importance of the railway in Brockville, and of the railroaders who worked on the trains.

The Brockville Museum needs your help in re-creating this railway past for future generations to see and understand. The purpose of this article, is to appeal to readers of Canadian Rail for information, pictures, or artifacts which could be donated or loaned for reproduction, for use in these two exhibits. Specifically, the museum is looking for:

- 1) a "General Steel Ware" Stove #31 from the eastern region,
- 2) CPR lanterns, marker lamps, tools, flares, interior van photos, railroader clothing or dishes, regulation manuals, and other caboose accessories from 1954, and
- 3) pictures or archival material pertaining to: The Brockville and Ottawa Railway, The Brockville and Westport Railway, The Grand Trunk Railway, The Canada Central Railway, or The Canadian Pacific Railway, which could be used in an exhibit on the history of rail transportation in Brockville.

Exhibit installation for the caboose should be complete in April, 1989. Thus, *immediate* help or inquiries from your readers, during what is now the planning process, would be greatly appreciated.

Please contact: Jan S. Homewood (Director)  
Brockville Museum  
5 Henry St., Brockville, Ontario.  
K6V 6M4  
Phone: (613) 342-4397

Those in Ottawa may contact: Janett Brummel at 234-9549 or Lana Shaw at 829-6756.

## **NOTICE OF ANNUAL GENERAL MEETING**

The Annual General Meeting of the C.R.H.A. will be held at Vanier College, 821 Ste-Croix boulevard, St. Laurent (Metro Du College) on Wednesday, April 26th, 1989, starting at 7:30 P.M. All regular members are urged to attend.

## **PROCEDURE FOR NOMINATING 1989 DIRECTORS**

At the Annual General Meeting, a board of directors will be elected for the year 1989. The nominating committee, set up by the Board, will prepare a slate of candidates for the 1989 Board. Any REGULAR member in good standing who is a Canadian citizen may be nominated in addition to the above slate. All such additional nominations, to be valid, must be made, in writing, by a regular member, seconded in writing by another regular member, and must contain the written consent of the candidate to serve if elected. The nomination must be received by:

Bernard Martin, secretary, 8 Plateau Beaujeu,  
Repentigny, Québec J6A 3S9

before midnight on March 31st 1989. Please note that it will not be possible to make nominations from the floor at the Annual General Meeting.

By Order of the Board, December 1st, 1988.

## **AVIS D'ASSEMBLÉE GÉNÉRALE ANNUELLE**

L'Assemblée Générale Annuelle de l'A.C.H.F. aura lieu au campus du Collège Vanier, 821 boulevard Ste-Croix, Ville St-Laurent (Métro Du Collège), mercredi, le 26 avril 1989 à 19:30 heures. Tous les membres réguliers sont priés d'être présents.

## **PROCÉDURE POUR LA MISE EN NOMINATION DES ADMINISTRATEURS POUR 1989**

À l'Assemblée Générale Annuelle, un exécutif sera élu pour l'année 1989. Un comité de mise en candidature soumettra une liste de 12 candidats. Tout membre RÉGULIER en règle (1989) de citoyenneté Canadienne, peut poser sa candidature, en plus de la liste soumise. Pour que la candidature soit valide, elle doit être soumise par écrit par un proposeur et un secondé, tous deux membres réguliers, et doit contenir l'assentiment du candidat de remplir la fonction si élu. Les mises en candidatures doivent parvenir au secrétaire avant minuit le 31 mars 1989:

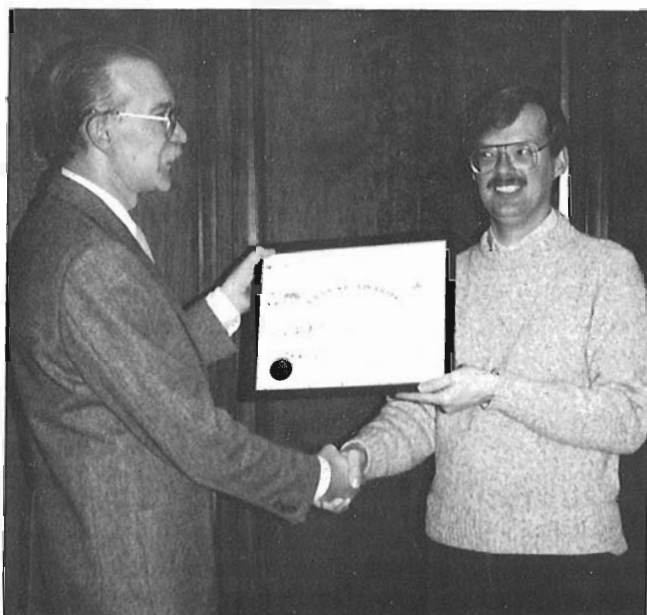
Bernard Martin, 8 Plateau Beaujeu,  
Repentigny, Québec J6A 3S9

Aucune mise en candidature ne sera permise à l'Assemblée Générale Annuelle.

Par Ordre du Conseil, Ce 1<sup>er</sup> décembre 1988.



*Robert Turner (right) receives the award from PCD President Doug Battrum in Vancouver on December 14, 1988.  
Photo by Norris Adams.*



*Dr. David Johnson (left), President of the CRHA, presents the award to Doug Smith in Montreal on November 14, 1988.  
Photo by Walter Bedbrook.*

### THE 1988 CANADIAN RAILROAD HISTORICAL ASSOCIATION ANNUAL AWARDS.

Your nominations in one or more of the awards categories are respectfully solicited by the Awards Committee. All pertinent information for submissions are outlined on page 219 of the November/December 1988 issue of Canadian Rail. Your participation is crucial if the program is to be successful.

As you know, the purpose of the awards is to honour and encourage those persons who, by their active involvement in railway activity whether it be in writing, researching, recording, or manual reconstructive work, have contributed to the preservation of railway history in Canada. Those persons deserve to be honoured for doing all of these things and are doing the things which, in fact, is what our Association is all about.

The comments of the winners of the 1987 awards indicate that the program is indeed an incentive to continue their good work. Mr. Robert Turner, author of 'West of the Great Divide' says in part - "I do appreciate the efforts of CRHA to establish an awards programme. It is very nice indeed to have one's work recognized but I think that programmes such as this one also will encourage more people to become active in writing, the preservation of structures and equipment and other aspects of Canadian railway history." Dr. Fritz Lehmann, for his article 'A thorough Man of Business' states - "What a delightful surprise! It's a nice idea of CRHA to give some recognition for this kind of work, and I am very flattered to be in such truly illustrious company as Omer Lavallée and Robert Turner."

Many good books and articles were written and preservation activities took place throughout the country in 1988. A review of the award categories will certainly bring to mind someone who deserves your nomination. By so doing you will honour a fellow railroader - 'ferroquinologist' - as well as perpetuate the CRHA Annual Awards.



*Dr. Fritz Lehmann (left) and PCD Director Ron Meyer hold Dr. Lehmann's award.  
Photo by Norris Adams.*



## KINGSTON DIVISION

Without a railway museum or railway structures or rolling stock to restore, the activities of the Kingston Division of CRHA may seem very modest when compared to that of other Divisions. They are however quite interesting. At the end of 1988 the Division has 42 members, with the membership likely to grow in 1989. The Division holds its meetings on the second Wednesday of each month (including Summer) at 2000 hours, in Room S243 of Saint Lawrence College (corner King Street and Portsmouth Avenue in Kingston). Members and non-members are always welcome. A typical meeting has a business part followed by an entertainment part which consists of a presentation by a member of a movie, video or slide show on a railroad topic. Speakers are also invited from time to time. The May meeting is especially popular as an auction of railroad artifacts is held for the benefit of the Division.

At least two field trips a year are organized, usually held on the last Saturday of April and of September. In 1988, the trip was replaced by the participation of several members in the special excursion of ex-CPR 1201 around Ottawa. The September trip, held on the 24th, had the members tour the yard and engine/car facilities of CP Rail at Côte Saint-Luc, Québec. This was followed by a stop at Dorval to see CPR 1201 return to Ottawa on another of its several outings.

The Division also tackled some projects, and one of these saw its successful completion last Fall, as the City of Kingston had old "Spirit of Sir John A." fully refurbished. Of course, the "Spirit" is none other than Canadian Pacific Ten-Wheeler 1095, displayed in Confederation Park in Kingston since 1967. During the last four years, the Division has offered its good services to the City for the restoration of the old gal which was deteriorating seriously, but the City preferred to handle this itself. Another on-going project is the installation of Commodore Plomer's O-scale layout which was donated to the CRHA. A long search has finally found a suitable room and a small team of modellers is now ready to go at work to form a club layout.

Several members of the Kingston Division are interested in preserving some railway equipment, notably Canadian Locomotive Company-built locomotives (in particular, the Canadian Pacific "C-Liner" and "H-Liner" preserved at Ste-Foy, Qué.). Meanwhile, it was voted to offer to the Canadian Railway Museum at Delson to "adopt" the "Trainmaster" (ex-CPR H24-66 #8905), and take the responsibility of its maintenance in the future. The Kingston Division is also a full partner of the Rideau Valley Heritage Railway Association devoted to the foundation of a tourist railway (and museum) between Kingston and Smiths Falls.

Among other accomplishments, the Division was donated an authentic Notman photograph of Lake Louise, taken in 1887, by Air Vice Marshall (ret.) Max Martyn. The framed photograph will be used as the Division's Annual Achievement Award, with the winner allowed to display it at his or her home during the year. Finally, The Division's publication, "Kingston Rail" certainly deserves recognition. It is issued 6 times a year thanks to the work of Deryk Sparks who followed Hugues Bonin as Editor.

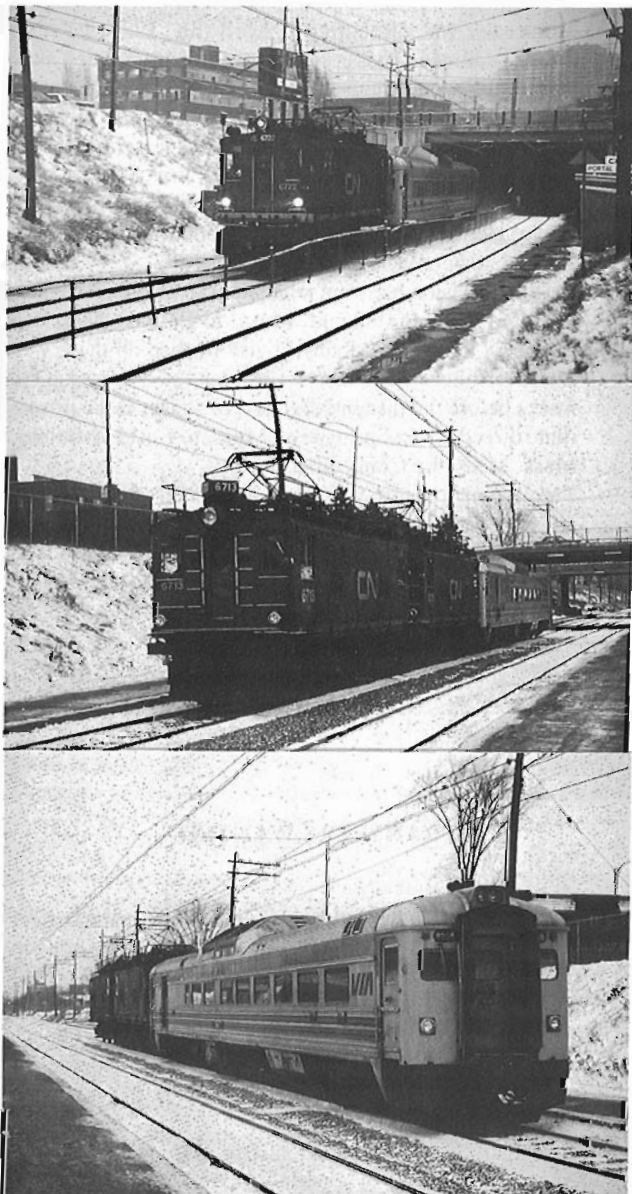
**Hugues W. Bonin**  
Secretary

## ST. LAWRENCE VALLEY DIVISION

On December 15, 1988 VIA Rail resumed through service between Montreal and Quebec City via Trois Rivieres following the rebuilding of the CP Rail bridge which had been destroyed by ice in the spring of 1987. To commemorate this, the Division organized a group to go to Quebec on the train on Saturday December 17. Unfortunately operating difficulties prevented the train from going all the way; however the Division hopes to repeat the trip under more favourable conditions later this year.

These three photos show two of the first through trains. The top view is the very first through train, seen at Portal Heights on the morning of December 15. The other two, at Town of Mount Royal on December 17, depict the train on which our group travelled. Two electric locomotives (6713 and 6715) seem ample power for one Budd car (6225).

All three photos by Fred Angus.



### CORRECTIONS

The following errors appeared on pages 214 and 215 of issue 407.

First, the photo caption on page 214 stated "Conrail elected not to take over the Penn Central trackage across southern Ontario." Page 215, first paragraph 1 contains the statement that the C&O "line became redundant when C&O acquired trackage rights from CN over the former Conrail mainline between Windsor and St. Thomas." Perhaps less informed readers would like to know which is right?

Secondly, the Business Car contains an error-filled article on Amtrak written by an obviously misinformed non-rail enthusiast source. The article begins on page 221. From beginning to end:

- Amtrak did not condemn the Guilford Connecticut River line for \$2.37 million dollars. Amtrak can no more condemn track than VIA can. Amtrak can, however, decide not to run on a given piece of track. Hence, the Montrealer was discontinued April 6th, 1987, because track conditions necessitated a speed of 10 mph for most of the line from Springfield, Mass. to Windsor, Vermont.
- The line is now the property of the Central Vermont Railway, who had previously held trackage rights over the line from Windsor, Vermont to East Northfield, Mass. Amtrak paid for the track rehabilitation.
- The track from New Haven, Connecticut to Springfield, Mass. is owned by Amtrak, not Conrail.
- No final decision has been reached as to reroute the train, as stated, from Springfield, Mass. to Palmer, Mass. on Conrail's Boston & Albany Division, then up the CV to East Northfield (not a 'new route', but the one used in the weeks before the discontinuance), or to travel the proper route directly from Springfield, Mass. to East Northfield, Mass. along the Connecticut River.
- Track geometry test done November 29th show that the rebuilt portion is now good for 59 mph, reducing travel time between East Northfield and White River Jct to about 1 1/2 hours. It may be decided that the slow portion from Springfield to East Northfield can be 'absorbed' by the time savings over the rebuilt track.

John Godfrey

### TRANSFERS WANTED

Jacques Pharand, author of the article on Montreal transfers (Canadian Rail # 403) is looking for items to complete gaps in his collection. He is willing to buy or trade for items from all other North-American systems or other memorabilia of Montreal Tramways vintage. You can send descriptive listings or items outright. All queries will be answered. He can be contacted at (514) 283-4855 / 288-6165 or at the following address:

1100 St-Urbain St. Apt. 606, Montreal, QC H2Z 1W1.

### ADDENDUM TO 7700 ARTICLE:

With regard to the article on CN 7700 in the April-May issue of "Canadian Rail", Ray Corley sends the following revisions and additions:

As originally planned, the unit was to have been rated at 42%, this being the tractive effort at 30% adhesion. This was based upon the old way of rating starting tractive effort on a diesel electric locomotives. By June 1930, however, it was agreed to rate it at 36%. This was the starting tractive effort at 25% adhesion which was the same basis of measurement as used for steam locomotives. In 1946, all CN units were re-rated on the basis of continuous tractive effort. At this time the rating for 7700 was changed to 15%, this being slightly higher than its advertised rating. Thus the re-engining of the unit in 1953 had nothing to do with the change in tractive rating. As part of the new system of locomotive classification introduced by CN in September 1954, the unit was re-classified as LS-4a.

### ASSISTANCE WANTED

I am employee of the German Federal Railways. Since about 15 years I collect lamps and lanterns from our German and from other railway companies here in Europe and overseas. Your address I got from a book for railway museums.

From Canadian Railways I have till now only one modern battery hand lamp in my collection (please look photo).

I want to enlarge my collection, if possible, and I'd be pleased, if you could help me. Are you able to send to me lanterns, or could you pass my letter to the administrations of the great Canadian railway associations. I think, there might be in Canada also rail fans, interested in an exchange.

Martin Stoklossa  
Weierstrasse 13  
D-8851 Oberndorf  
West Germany



# C. R. H. A. CONFERENCE '89'

TORONTO - MAY 19 TO 21 - 1989

January 3, 1989

TO ALL MEMBERS

The Toronto & York Division is pleased to announce that the CRHA Annual Conference is being held in Toronto on Victoria Day weekend - May 19 to 21, 1989.

Why not plan to visit our great city for this event? Toronto offers you one of the finest transit systems in the world, having a subway system, light rail transit operations, and a wide variety of buses and streetcars. As for railways - you can watch everything from the Ontario Northland "NORTHLANDER", VIA LRC's, the "CANADIAN", and lots in between.

Planned events include -

1. Railway facility tour
2. Railway museum tour (Rockwood)
3. Presentations-Archival Maintenance & Management Port Stanley Terminal Rail From Dream To Reality.
4. Banquet with guest speaker
5. Divisional Business Meeting

Other possible activities - Riding the GO commuter trains, and a railway photo tour of Toronto.

Although the delegate fees have not been finalized yet it is anticipated that they will be less than \$90.00 per delegate, with special reduced fees for spouses should they wish to attend.

Fees will include - All meetings & tours  
Banquet Saturday night  
Lunch Friday & Sunday  
Delegate package incl. maps, guides and souvenirs.

Accommodation is being arranged with the University of Toronto for the use of their co-ed dormitory quarters, or you may make your own bookings at the hotel of your choice.

Final information and application forms will be mailed to you in 4 to 6 weeks.

Hope YOU will be attending this conference.

**YOUR HOST - TORONTO & YORK DIVISION**  
P.O. BOX 5849, STATION 'A', TORONTO, ONT. M5W 1P3

## THE 14TH ANNUAL



## TORONTO MODEL RAILWAY SHOW

### MARCH 18 & 19 1989

**SATURDAY**                      **SUNDAY**  
11:00 a.m. to 6:00 p.m.    11:00 a.m. to 6:00 p.m.

**INTERNATIONAL CENTRE**  
6900 AIRPORT ROAD MISSISSAUGA, ONTARIO

#### ADMISSION:

**ADULTS \$6.00      CHILDREN 6-13 \$3.00**  
**SENIORS \$4.00    5 & UNDER FREE**

150 VENDORS

150 VENDORS

60,000 sq. Feet of exhibits, featuring...

- Operating Layouts • Model Railway Clubs
- All Scales • Commercial Displays
- Demonstrations • Vendors

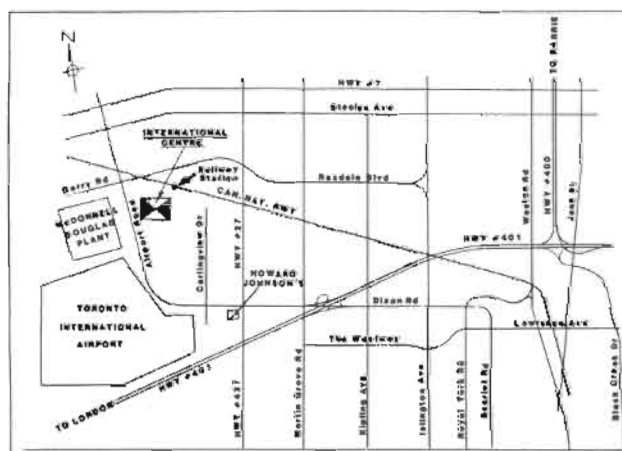
#### — HOURLY DOOR PRIZES —

For vendor inquiries and information, call Mike Tibando (416) 488-9446



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Toronto & York Division Canadian Rail Road Historical Association



#### BACK COVER:

On November 27, 1988 the Toronto and York Division of the CRHA operated an excursion on the Toronto street car system, using Peter Witt car 2766. This was the last trip for this type of car which had first been placed in service in 1921.

Photo by Fred Angus.

# Canadian Rail

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