

THE GREAT WESTERN first came into Windsor January 17th, 1854 - Now THE CANADIAN NATIONAL.

THE CANADA SOUTHERN - 1873 - Later MICHIGAN CENTRAL, now PENN CENTRAL.

HIRAM WALKER'S RAILROAD - named LAKE ERIE, ESSEX AND DETROIT RIVER RAILROAD - 1888 - now CHESAPEAKE AND OHIO

CANADIAN PACIFIC RAILROAD - 1890

ELECTRIC RAILWAY - WINDSOR, ESSEX & LAKE SHORE RAPID RAILWAY - Incorporated in 1879 by Municipalities.

THE GREAT WESTERN

THAT WAS A DAY TO REMEMBER - January 17, 1854 when the first passenger train came into Windsor from Niagara Falls. Prior to this travel to Windsor was by Stage Coach which took two and one half days from Buffalo with a fare of \$14.00. Passenger trains at the time carried as many as 750; freight traffic also was heavy. On that day in January, 1854 the first train carried 1200 passengers and was about three hours late arriving about 5 p.m. Guns of Detroit greeted its arrival and many citizens came over to Windsor to be on hand for the exciting event. Officers of the railway company went to Detroit where the city officials along with the military, organized a procession and a banquet in celebration. This first arrival actually consisted of two trains of six cars each.

JUNE 1, 1967 - BEEPS SIGNAL RAIL LINK ANNIVERSARY - The beeps of three modern diesel locomotives instead of the shrill whistle of a steam locomotive marked the 113th anniversary of Windsor's railway link with the rest of Canada, Wednesday.

The unveiling of a plaque, just behind the silent steam locomotive, SPIRIT OF WINDSOR, on the riverfront, at the foot of Goyeau Street was attended by 100 people.

Angus Munro

That was a day to remember

With the chief focus of attention on the completion of Canada's first transcontinental railway, it is easy to lose sight of Windsor's first railway, the Great Western early in 1854. An account of the first train's arrival is given graphically in Garden Gateway to Canada, the work of the late Neil F. Morrison.

"As the great day, January 17, 1854, approached for the arrival of the first passenger train in Windsor from Niagara Falls, newspaper comment became more pointed. They were printed widely in local papers."

One Detroit paper, in the melodramatic style of the time, reported: "Today the icy fetters will be broken for the last link... never more will our city be icebound during four or five months of the year."

Prior to the coming of the railway, travel to Windsor from the east was by stage coach. From Buffalo, for example, the trip required two and one half days for a fare of \$14, a vast improvement over earlier times. In 1850, one Detroit newspaper, the Daily Advertiser, expressed the general dissatisfaction with the mode of travel in these words:

"Winter's approach places Detroit back twenty years. Winter shuts us up to all practical interests as thoroughly and fixes his

embargo as inviolably as he did twenty years since. The telegraph alone remains to us as a connecting link with the rest of mankind and that link so frail and uncertain and so unsatisfactory as to be little better than no link at all."

All that changed with the advent of the new railway line. The arrival of the first train was due at 2 p.m., but it was three hours late. When the locomotive was seen a salute of cannon from Detroit was fired. Windsor and Detroit business places closed for several hours to hail the arrival. After being ferried across the river, a procession was organized with military, government and local officials participating. One of those from Windsor who was present was Colonel John Prince of Sandwich. At a banquet he proposed a toast: "To the ladies of Michigan. God bless their little hearts."

Some idea of the traffic in those days is given in later accounts in the news. September 20, 1854: "The passenger trains reaching Windsor from Niagara Falls carry as many as 750."

Freight traffic also was heavy. One account of a shipment between Windsor and Detroit lists such items as: 5,144 barrels flour, 1,994 barrels pork, 2,648 bags wheat.

A Glance Back THE ESSEX TIMES, JAN. 12, 1972. First train to Windsor brought rejoicing

On January 17th, 1854, the first passenger train from Niagara Falls arrived in Windsor. This was a great event for the residents of the area, including Detroit. The Detroit newspapers commented, "To-day the icy fetters will be broken for the last link in the great chain of communication between the east and the west is finished. Never more will our city be icebound during four or five months of the year." The 'last link' re-

ferred to the connection between Niagara and Windsor. Earlier, in 1850, the Detroit Daily Advertiser commented that winter set Detroit back twenty years. The telegraph was the only link and it was not a reliable one. Even then Detroit recognized the advantage of being able to travel to Buffalo via Windsor and south western Ontario. To make that trip required two and a half days by stage coach. The first train due to arrive

on that day in January 118 years ago actually consisted of two trains of six cars each. It carried about 1200 passengers and was about three hours late, arriving about 5 p.m. Guns of Detroit greeted its arrival and many citizens came over to Windsor to be on hand for the exciting event. Officers of the railway company went to Detroit where the city officials along with the military, organized a procession and a banquet in celebration.

VIA Rail expects hike in traffic

DEC. 30/78 STAR

MONTREAL (CP) - VIA Rail Canada expects substantial increases in passenger traffic in 1979, J. Frank Roberts, chairman and president, said Thursday.

In a year-end report on the federal crown corporation that took over passenger transport from Canadian National and CP Rail earlier this year, Roberts noted that VIA Rail travel increased 12 percent in 1978.

Some routes experienced growth rates as high as 30 percent, he said, and tour and travel packages grew by 50 percent.

In 1979, Roberts predicted, "trains will find their rightful place in an integrated Canadian transportation system."

Beeps signal rail link anniversary

The beeps of three modern diesel locomotives, instead of the shrill whistle of a steam locomotive, marked the 113th anniversary of Windsor's railway link with the rest of Canada Wednesday.

In 1854, the Great Western, later the Grand Trunk and still later the Canadian National, came to a bustling town of 4,500 persons, bringing the railway for the first time to a community then only linked by stage-coach and water ways with its neighbors.

The unveiling of a plaque, just behind the silent steam locomotive, Spirit of Windsor, on the riverfront at the foot of Goyeau St., was attended by 100.

Historic train

Historic Fort Steele, near Cranbrook, British Columbia, boasts the only locomotive and train in Canada that was built for a duke and driven by four European monarchs.

The engine was bought by the British Columbia government for \$15,000 to form part of the \$100,000 museum erected on the site of the first North West Mounted Police base west of the Rocky Mountains. The loco is named Dunrobin, after Dunrobin Castle in Scotland.

Privately built in 1894 for the exclusive use of the Duke and his guests, it operated as a shuttle service between the castle and adjacent hunting preserves.



THE GREAT WESTERN RAILWAY

The main line of The Great Western, from Niagara Falls through Hamilton and London to Windsor, was opened in 1854. The company extended its line from Hamilton to Toronto in 1855, from Komoka to Sarnia in 1858, and from Guelph to Fort Erie (the loop line) in 1873. The Great Western was an important connecting link for through traffic between railways in Michigan and New York states. This necessitated conversion from the original 5'6" gauge to the U.S. standard of 4'8". The railway was one of the earliest to use sleeping and dining cars. In 1862 The Great Western merged with The Grand Trunk Railway Company under the latter name.

Archaeological and Historic Sites Board of Ontario

THE WINDSOR STAR,
JUNE 1, 1967



PLAQUE UNVEILED—C. F. Armstrong, Southwestern Ontario Area Manager of the Canadian National Railways, is shown as he unveiled the plaque marking the coming of the steam railway to Windsor in 1854. The event was held Wednesday on the site of the CNR Park at the foot of Goyeau St.

Railways may take cue from Amtrak

Feb 16/ By JACK KENT 1977

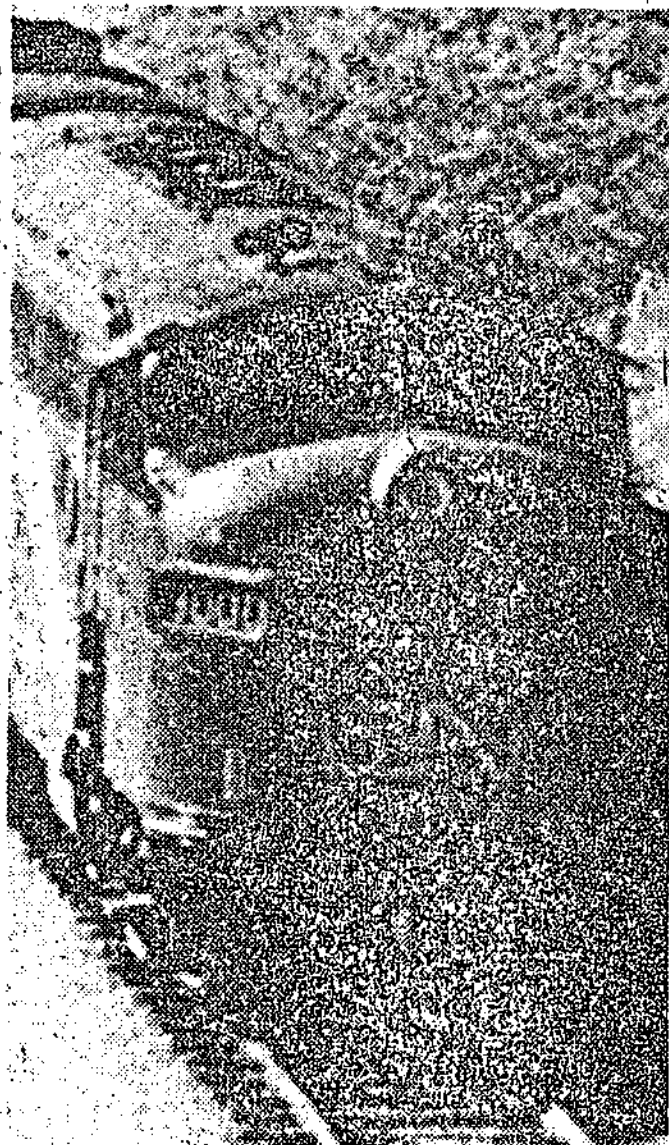
Railway passenger service in Canada will be operating under a system similar to Amtrak in the United States, a senior official of CN Rail said in a recent interview.

A. Raymond Williams, vice-president, Great Lakes Region for CN was in Windsor on his first official visit as vice-president of this region. The occasion gave him an opportunity to meet civic leaders and senior railway staff.

Mr. Williams took over leadership of the Great Lakes Region last May, but has only now physically moved into the job. All of last year he was a member of the Hall Commission on railway branch line operations.

A native of Winnipeg, he holds a law degree and was a lieutenant commander in the Royal Canadian Navy throughout the Second World War. He joined CN 26 years ago and has served in a variety of management posts in Vancouver, Montreal, Moncton and Toronto. For the past four years he has been vice-president of the Prairie Region.

Regarded as an expert on railway grain rates and traffic,



Windsor-Quebec corridor area of biggest growth

THE WINDSOR STAR

Mr. Williams said CN lost between \$75 and \$80 million in 1976 on export grain shipments. This loss is over the basic cost of shipment of the grain, he explained.

The railways feel they should get the commercial freight rates for movement of this grain. Mr. Williams said when domestic grain is moved by rail the full commercial rate is charged, which includes a profit.

Last year was the best year CN has had in the last 20 years, he said, and the railway expects to make a small profit on its over-all operations this year, even after paying \$100 million in carrying charges, on old and new debt.

Mr. Williams said the Canadian Government is creating VIA Canada, which will function much like Amtrak in the U.S.

The railways will provide the equipment and facilities for movement of passenger traffic on a service lease basis. VIA will set rates and route and this will relieve railways of the burden of operating non-paying passenger services, which are money losers.

In effect, Mr. Williams said VIA will contract with CN and CP for the passenger services they wish to operate.

The Windsor-Quebec corridor is the biggest area of growth for passenger traffic — about five per cent a year, not counting GO train traffic.

Railways, Mr. Williams said, provide the most economical method of movement of people and goods, when compared with road or air traffic.

Commenting on the CN tracks along Windsor's waterfront and the level crossing situation in the area, Mr. Williams said he has not seen nor had any report on the study of Windsor's waterfront and track relocation.

He explained that CN now uses the railway tunnel to move its freight cars across the border with the exception of high-rise freight cars which must be barged across the river because they won't fit in the tunnel.

Norfolk and Western Railway the also face same problem.

Mr. Williams said no studies have been made to determine any alternatives to present arrangements and no cost estimates have been made.

As far as level crossings are concerned, he said it is up to the municipality to apply for a grade separation and a financial formula is laid down for such work.

He was referring specifically to the CN level crossing at Tecumseh, a scene of several train-auto accidents.

Mr. Williams said he can see some electrification of trains in heavily populated areas of Canada in the future and with the energy shortages he can foresee greater use of trains for movement of goods and people.

Questioned about railway property holdings, Mr. Williams said it is policy to hold any property which might be needed for expansion or which would provide for new development.

Much of this property, he said, was acquired at very low cost and the railway only has to pay taxes on it.

Most of the problem with grade separations, he said, has resulted from lack of planning by municipalities which have grown to an extent where they have allowed a problem to develop at railway crossings.

The public, in general, seems to be very happy with the passenger service provided by the railway, he added.

He forecasts an increase in rail passenger service across Canada but cautioned that there are problems in introducing high-speed trains, especially when both passenger and freight trains are using the same tracks.



Raymond Williams...no changes for Windsor

To have really high-speed passenger trains, curves must be banked, but a heavy freight running over the same tracks would spread the rails, ruining the line.

Also, the timing of signals at crossings creates a problem with high-speed passenger and freight trains. Signals are set for the fast train, but a slower freight takes so long to reach a crossing after the signals have started that it fosters an accident situation for impatient motorists.

Cold weather, he said, has created a lot of switch problems but generally the trains have been able to operate.

Windsor train service, Mr. Williams said will likely remain the same and the station will not be enlarged.

Mr. Williams agreed the Windsor station could stand some cosmetic treatment but he made no promises. The location, he said, is rather on a "back alley".

Mr. Williams said it requires up to two years to get new equipment after it is ordered. Consideration is being given to putting new equipment onto the Quebec-Windsor run, but whether it will serve Windsor has not been decided.

An exhibit of refurbished and redesigned passenger equipment will be on display here March 6 and 7, following visits to Kingston, Belleville, Toronto and London.

It will consist of a baggage car, coach, sleeping car, club and galley car, dining car, club lounge car and a self-contained sleeper.

WINDSOR STAR - MARCH 11, 1977

CN hosts travel agents

CN Rail passenger marketing representatives here with the CN VIA passenger train which was on display here last Sunday and Monday, were hosts to Windsor and Detroit travel agents.

The aim of the exercise was to show the travel agents what kind of rail travel packages and accommodation are available.

During the train's two-day stay here, nearly 4,000 people stopped by to look at the modernized passenger equipment. The rail cars on display were reworked in the CN shops to give them a bright, fresh look, with greater attention to passenger comfort and convenience.

Apart from the revamped coaches which are more comfortable and better equipped than in the past, rail travellers in and out of Windsor probably won't see any of the equipment, unless they take long trips.

Via Rail integrates

THE WINDSOR STAR, OCT. 27, 1978

two famous trains

MONTREAL (CP) — The Super Continental and the Canadian, Canada's most famous long-distance trains, will be integrated starting Sunday as part of Via Rail Canada's takeover of Canadian National and CP Rail passenger service.

The Super Continental will travel between Montreal, Ottawa, Capreol, Sioux Lookout, Winnipeg, Saskatoon, Edmonton, Jasper and Vancouver along CN lines, but will no longer serve Toronto, Via announced Thursday. The Canadian will connect Toronto, Sudbury, Thunder Bay, Winnipeg, Regina, Calgary, Banff and Vancouver along CP Rail lines, but will no longer serve Montreal or Ottawa.

The two trains will meet at Winnipeg both eastbound and westbound to allow passengers to make connections. Sleeping cars will be exchanged between the two trains, while coach and "dayniter" passengers will have to switch trains in some cases.

Station changes wait

THE WINDSOR STAR, SEPT. 19, 1978

No major improvements are expected in the overcrowded Windsor CN railway station in the near future.

The station may eventually be upgraded to handle heavy weekend traffic.

A VIA Rail spokesman, in a letter to Herb Gray, MP for Windsor-West, said VIA doesn't anticipate significant improvements until control of the station passes from CN to VIA sometime next year.

VIA intends to obtain control of the Windsor station by either buying or leasing it.

The VIA spokesman said the company is surveying all railway passenger stations in Southwestern Ontario to determine their condition, VIA's future needs, and to develop a program to improve stations where necessary.

The Windsor station is "inadequate" to handle the current passenger volumes on Friday and Sunday evenings, the spokesman said, "and this is being taken into consideration in the formulation of our plans for improved station facilities."



A sweeper does his chores in the empty confines of Windsor Airport

Photo by JACK DALGLEISH

THE WINDSOR STAR, JUNE 25, 1976

CN adds coaches to meet demand

With commercial air travel at a standstill, Canadian National Railway (CN) has added two coaches to some trains on the Toronto run to cope with passenger overflow.

Ray Leblanc, supervisor of the Windsor passenger service centre, said there has been a considerable increase in the number of people using the rail system.

Air Canada pilots have refused to fly until a dispute between the government and air traffic controllers is settled.

In the meantime, the airline has laid off 40 Windsor employees. Three supervisors remain on the job on a rotating basis.

Mr. Leblanc said CN has experienced an increase in the number of telephone calls,

mainly from people wanting to know if reservations are necessary to travel.

He added that they are not, unless it is for a compartment or sleeper.

Cargo that normally would have been moved by air is now being rerouted to any available transport. Trucks, rail cars and buses are filling the vacuum left by the air strike.

The average daily cargo moved out of Windsor by air is approximately 7,000 pounds, ranging from mail to small packages. Air Canada revenue from this source is about \$1,400 per day.

Other modes of transport have reported nominal increases in cargo loads, increases which could be credited to the air strike.

Travelling time by train to Toronto is about four hours while flying time to Toronto International Airport is about 40 minutes.

While the large commercial airplanes are grounded, they are still being maintained.

At Windsor Airport, a mechanic examines the single DC-9 daily, charging up the engines and making regular checks.

Steve Crouse, an air traffic controller and head of the local Air Traffic Controllers' Association (ATCA), said use of the airport is about normal, except for regularly scheduled commercial flights.

Small, privately-owned aircraft, continue to use the airport for local and regional flights.

WINDSOR STAR Sept. 27 1978

1858 — The Grand Trunk Railway was completed from London, Ont. to Stratford, Ont., to form the first link in the vast rail communications system that later was to become Canadian National Railways. Canadian National maintains routes that, if laid end to end, would extend clear around the world.

Essex awaits ConRail decision

SEPT. 6, 1978
Star Essex Bureau

ESSEX — Progress on the town's first industrial park has been sidetracked slightly because a railroad hasn't answered its mail.

Council was told Monday night that ConRail, the corporate offspring of the U.S. federal government, has not yet indicated whether it wants to purchase part of a road allowance the town plans to close and sell to the owners of the proposed park.

Provincial regulations require that the property be first offered for sale to adjoining land owners.

ConRail absorbed Penn Central Railway when that line went bankrupt.

The property, an unopened stretch of Forest Avenue running parallel to the tracks, is adjacent to the old Penn Central right-of-way.

The town sent a letter to the railway early in August asking if the company wanted to buy half the property, which is about 60 by 500 feet.

Clerk-Administrator R. B. Campbell said there has been no reply.

The industrial park, jointly planned by Essex Deputy-Reeve Ed Allen, Belle River Reeve Marcel St. Pierre and Belle River businessman Norbert Trepanier, would take up all the land, if the railway doesn't want its half.

Allen has declared a conflict of interest, and has taken no part in any discussions of the proposal.

A registered letter will now be sent to ConRail reiterating the town's offer.

Council was also told that no objections were filed following advertising of its intent to close the road allowance.

The development has been increased to 19 from 17 lots, according to a revised plan submitted by the owners through the ministry of housing, the agency charged with overseeing such projects.

Without the additional land, the project will cover 19.3 acres.

The property is bounded by Maidstone Avenue, the ConRail right of way, the Forest Avenue tract and Bell Avenue in the town's west central area.

Construction of individual industrial sites could begin by next spring.

St. Pierre, in an interview in June, said his group was going after small feeder and secondary industries for the

Train sabotaged

(See also Page 5)
By JAMES ELLIOTT

Police are searching for a car they believe may have been involved in the sabotage of a railway switch that resulted in the derailment of a 9-car Canadian National passenger train Sunday afternoon.

Three of the 340 passengers suffered minor injuries in the derailment, which

occurred just after the train crossed the Little River bridge about 4 p.m., causing an estimated \$70,000 damage.

The cause of the derailment was a partially-opened switch which police say was tampered with by someone who cut through two locks, apparently with a hacksaw. A lock on a timing device for the signal lights at Lauzon Road had also been cut off.

The car police are looking for is a

silver, 1972-74 Camaro seen parked by the tracks by the train's fireman, George Copley, of London, just before the derailment.

Police said the switches were only partially open and if they had been fully opened, the train could have flipped right off the tracks, as it ran onto the spur line.

The lead unit of the two diesel locomotives stayed on the main tracks but the second unit and the next three cars jumped the rails.

CN officials are attributing the relatively minor damage to the fact that the train was only travelling 30 m.p.h. because of an earlier wreck near the same point.

Rail traffic was expected to be normal today, with trains using a parallel track.

Three passengers, all from Michigan, were taken to Windsor's Metropolitan Hospital and treated for minor injuries.

Injured were: Margaret Hussey, 66, of Grosse Isle, with leg injuries; Louise Carter, 61, of Carleton, Mich., with minor back injuries; and Vivian Rayman, 27, of Southgate, Mich., with leg injuries.

All three were treated and released.

The derailment Sunday was the second involving sabotage in the Windsor area this year. It was the third involving a switch in just over a year.

Last May an eight-boxcar freight train slammed into a wall of Great Lakes Forgings Ltd. on Matthew Brady Boulevard and caused about \$2 million damage.

CN officials discovered that a switch leading to the siding where the train was diverted had been tampered with.

No arrests have been made in connection with that incident.

On Sept. 11, 1976, a derailment, attributed to a switch inadvertently left open by a railway crew, sent 25 persons to hospital with minor injuries.

That incident took place about two miles east of the Sunday derailment.

An investigation by the Canadian Transport Commission determined that a CN work crew, which had been shunting cars along a siding near the

CONTINUED on page 4

Access from Penang Lane and via a footpath from a nearby shopping plaza was blocked by police while the business of directing passengers away from the scene was carried out.

While waiting for the chartered buses to pick them up, the passengers filed into the nearby Fireside Inn when owner Gerald Galt handed out free coffee.

Trains from London and Windsor were called in last night beginning at about 9 p.m. along with two large railroad cranes to start the cleanup process.

Letwin estimated that tracks would be cleared by midnight Monday.

A 35 mph speed limit on the track section from Penang Lane to Jefferson Blvd. was imposed late last spring he said, following an accident at Great Lakes Forging Ltd. when an engine ran through a switch and crashed into a building.

The normal speed limit along that stretch is 80 mph, he said, adding that much more serious damage and injury would probably have resulted had the train been travelling at that speed.

Via Rail's success may be too much

THE WINDSOR STAR, NOV. 17, 1979

MONTREAL (CP) — Passengers are making tracks back to the trains and that should please Via Rail Canada, but marketing head Garth Campbell is worried they just won't have enough equipment when the next energy crunch hits.

"Every time there's a snowstorm and the highways and airports are closed, people suddenly show up at the station and expect a seat on the train," Campbell said in a recent interview.

"Usually we get them a seat on the train, but not always. And then they ask, 'Why isn't there a seat waiting for me when I want to use it?' We call them 'foul-weather' friends. And when they're not using the train, we run half-empty and they say we're inefficient."

Campbell said the number of riders is up about 10 per cent over last year, continuing a trend which began when Via started taking over Canadian National and Canadian Pacific intercity passenger trains 2½ years ago.

"Gasoline prices are going higher and cars are getting smaller and more cramped. That could mean more people travelling by train, but will Via be able to handle them?"

Tour business has leapt 200 per cent, and "we're only scratching the surface because of problems with train capacity," Campbell said. "We could handle twice as many people if we had the space."

Cars account for the lion's share of travel in Canada, but holidaymakers are starting to switch, he said.

"Automobiles are becoming less commodious, and fuel will be running short. I think we'll see a lot more resort-oriented vacations instead of stopping 100 places along the highway."

"You look at something like Minaki Lodge (in northwestern Ontario). It's on the CN main line but it's hard to reach by car. It fell into disuse not because it's unattractive but because the pattern of travel changed. People are going to start returning to places like Minaki and St. Andrews, N.B."

The boom Campbell predicts hasn't yet hit and al-

ready, passengers are being turned away from some trains at holiday time. And Via has only 50 new passenger coaches on order because of federally-imposed limits on capital spending.

The new coaches are of the advanced LRC (light, rapid and comfortable) design, and should be entering service in 1982.

"It takes three years before the new equipment is ready. What do we do in the meantime? Canada could soon be running out of gasoline, and the transport crisis will come before we can get new equipment."

The federal government has to do more than subsidize the losses on passenger trains, Campbell said.

"If the railway business is to survive, the federal government will have to invest. We're essentially living on the past. But people still haven't fastened to the need for more trains. All we've looked at is airports and highways, without looking at anything else."



SABOTAGE SUSPECTED — Windsor Police Detective Mal Hodges, (left) and Constable Donald Sampson inspect a CN rail switch at the scene of the derailment Sunday. The (Continued from Page One)

Green Giant plant nearby earlier the same day, had left a switch open.

In the Sunday crash two passenger cars ended up on Little River Bridge.

Sections of the spur line, which leads into the General Motors Trim plant, were bent double or broken, and wooden ties were flying about like toothpicks.

The second locomotive left the tracks and ended up on its side, pulling the club car and the bar car along with it.

Joseph Letwin, general yard master for CN in Windsor, said the incident is believed to have been caused by an illegally opened switch.

"There's no reason to believe otherwise," he said, pointing to two places on the switch that are normally secured by padlocks.

Both padlocks were missing from the switch and one of the latches appeared to have been sawed through.

Mr. Letwin said the engineer saw at the last moment that the switch was

switch is believed to have been tampered with, causing the accident. Two padlocks, which normally secure the switch, were missing. The accident derailed three cars and an engine.

open and put the brakes on, which slowed the train's momentum.

Both CN and Windsor police conducted a preliminary search for the padlocks in the heavy brush around the switch but turned up nothing.

A CN police investigation team began looking into the cause of the derailment Sunday evening. Inspector Robert Jack, of CN Police in London, is heading the investigation in conjunction with Windsor police. Local CN superintendent, James Munroe, is also taking part in the probe.

The train's engineer refused to comment or identify himself except to say, "I'm all shook up."

"The biggest problem was the gawkers," said Sgt. Alan Probert, officer in charge of the Windsor second precinct team that combed the site and directed passengers to safety.

"All the passengers seemed unusually calm. They probably weren't really aware how lucky they all were."

He said the incident attracted a lot of interest from passers-by. Many of the onlookers also seemed to be relatives of persons on the train.

Via Rail files new train fares to replace CN-CP Rail system

THE WINDSOR STAR, MAY 20, 1978

MONTREAL (CP) — Train fares will rise for many passengers on June 15 but drop for others, Via Rail Canada announced Friday.

Via Rail, which is gradually taking over responsibility for inter-city passenger trains, said it has filed a new set of fares with the Canadian transport commission to replace Canadian National's red-white-and-blue system on June 15 and CP Rail's single-tier system when negotiations with that company are completed.

The new system, which Via calls the "fare-for-all" plan, will be higher than most CN fares but lower than CP fares.

For instance, the new single fare on CN-operated trains between Montreal and Toronto will be \$23, valid on all trains throughout the year.

This compares to the red bargain fare of \$18.50 valid on most trains outside the summer and holiday periods, \$22.25 for the white intermediate fare and \$26 for the blue premium fare for trains leaving at peak hours during heavy travel periods.

But the fare between Calgary and Vancouver on CP-operated trains will drop to \$32 from \$43.

CN and CP will continue to operate passenger trains, but Via Rail will take over ticket sales and on-board services once agreements have been reached with the railways and with seven unions representing rail workers.

Delays have forced back the planned June 1 takeover date, but Via president Frank Roberts said he is hopeful agreement will come soon enough to allow planned changes in western transcon-

tinental schedules early in the summer. The changes involve some reductions in service.

Via is offering several incentive plans:

— Round-trip excursion fares between any two points in Canada will cost one-third more than single fares, but they will not be valid during the Christmas season, for journeys starting on Fridays or for long-distance trips in the summer.

— Reductions for groups of two or more adults travelling together will depend on the size of the group and range from 25 to 40 per cent. These group fares are aimed espe-

cially at attracting automobile users, Via says.

— Infants will continue to travel free and children five or over but under 12 for half fare. Senior citizens will travel for one-third off except for the Christmas period.

— The range of passes allowing unlimited travel in designated regions will be expanded.

All ticket prices will be rounded to the nearest dollar, and leading credit cards will be accepted. Where space is available on reserved trains, there are no advanced booking requirements.

Railroader honored

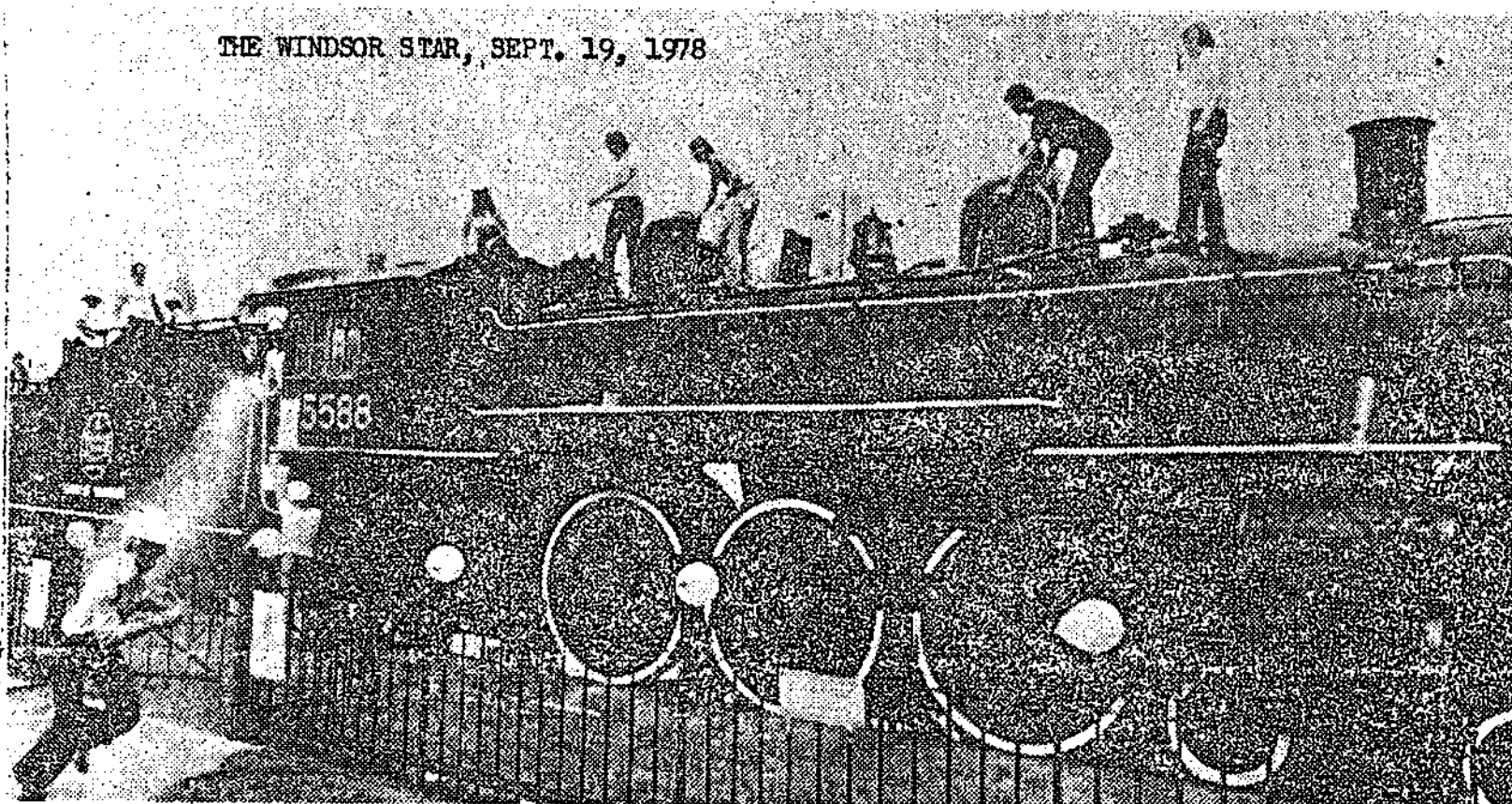
John Noel, for the past 23 years Canadian National's public affairs manager for its Great Lakes Region and a veteran of more than 51 years with the railroad, was honored at a retirement reception held Wednesday in Toronto.

Friends and associates in the railway, the news media and the business community turned out to honor John and his wife, Freda, at the Chelsea Inn.

Noel started to work in the radio department at CNR headquarters in Montreal in June, 1927. Later, he transferred to what was then CN's publicity department. He advanced through that and emerged in the expanding field of public relations.

While Noel never lost sight of his loyalty to the railroad, and few were better informed about its operations and activity, he always remained a good friend to those in the media and others who knew him. He invariably provided helpful and honest answers to any question. THE WINDSOR STAR, SEPT. 8/78

THE WINDSOR STAR, SEPT. 19, 1978



Clean spirit!

The Spirit of Windsor, a landmark in Dieppe Gardens, got a cleaning from a group of University of Windsor students on the weekend. And in the process, some of the students got a good bit of cleaning from each other.

The students were taking part in Shinerama — an event to raise money for cystic fibrosis.

The Spirit, by the way, was saved from the salvage torch in the early 1960s, and brought to the city as a monument to the steam era of railroading. The engine, built in 1911, weighs 150 tons and is located near the old CNR station.

Star Staff Photos
By STAN ANDREWS



Tracks through memories

Meet Me at the Station, by Elizabeth Willmott Gage, 119 Pages.

Reviewed by
By C.A. PATCH

Meet Me at the Station is the story of Ontario's railways and railway stations.

It's a book Canadian readers will find hard to forget. It's a story we have all played part in.

Meet Me at the Station elicits memories and half-memories of wedding and wars, of offspring leaving home and of family reunions. Of waiting room smells and of snowflakes in the glare of oncoming engine lights.

Willmott's book almost accidentally reminds us of our identity. But railways run through the heart and soul of Canadian life, just as they cross the country and as they wrote its history.

Ontario's railway grand old railway stations are fast disappearing. Some, as Willmott's photographs point out, are beautiful. Others are strikingly malproportioned; all are precious.

Its fascinating photographs and lively text make Meet Me at the Station a powerful plea for the preservation of an essential part of our past.

Plaques at the CN station in Aurora and at Toronto Union Station proclaim that the first steam train in Canada West was operated by the Ontario, Simcoe and Huron United Railroad Company on May 16, 1853, from Toronto to Aurora, then called Machell's Corners.

That landmark journey launched the On-

tario era of railway construction, expansion and celebration.

A fireworks display in Machell's Corners on the eve of rail's inauguration was responsible for a change to the more dignified name of Aurora.

Trains determined the viability and shape

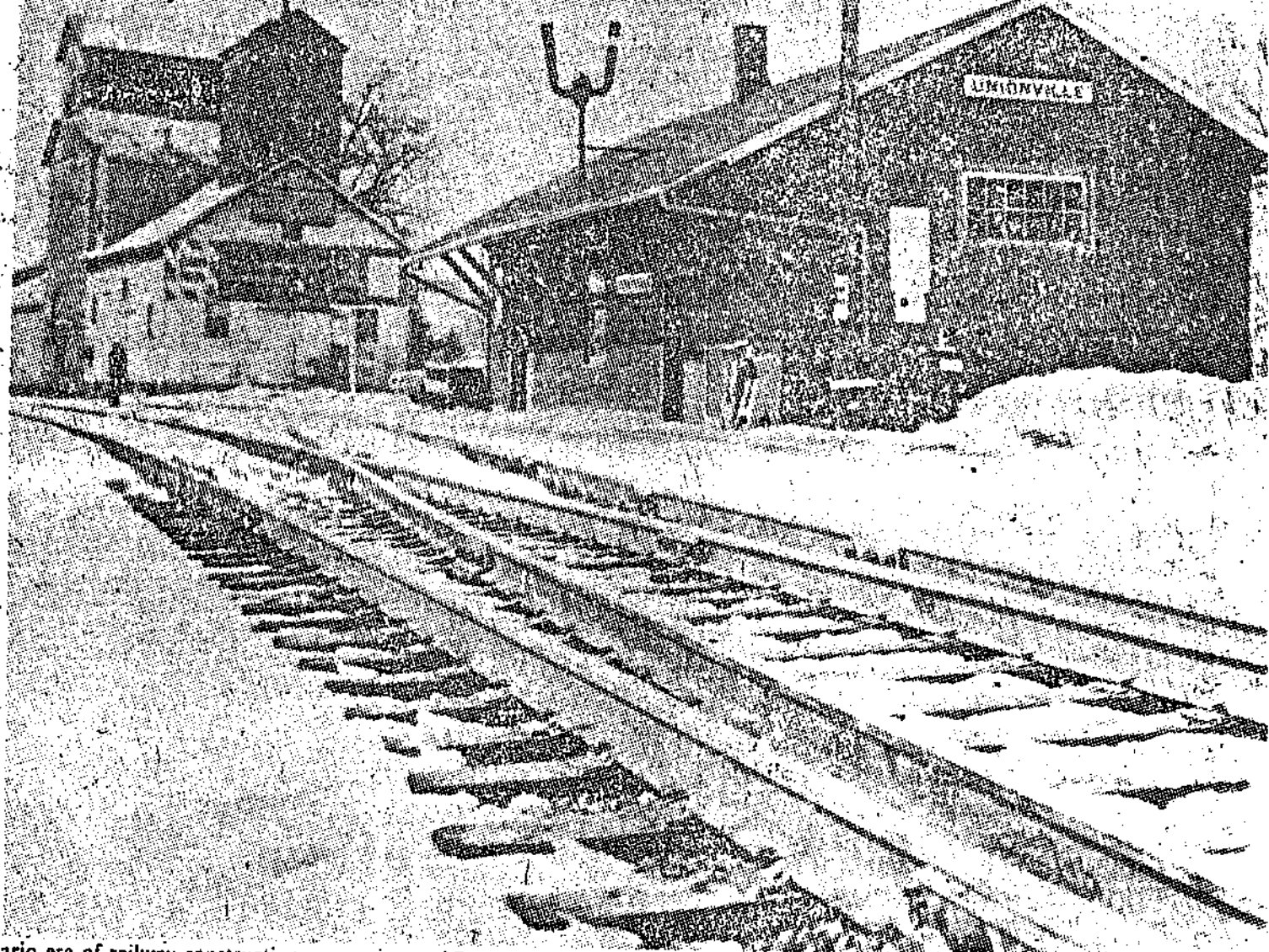
of Ontario communities. As still is the case, a rail link for both passengers and freight with other trade and supply centres was essential.

The CN and CP tracks east of Belleville are a few yards apart and run parallel. Naturally, great races took place during the steam years, with passengers and farmers

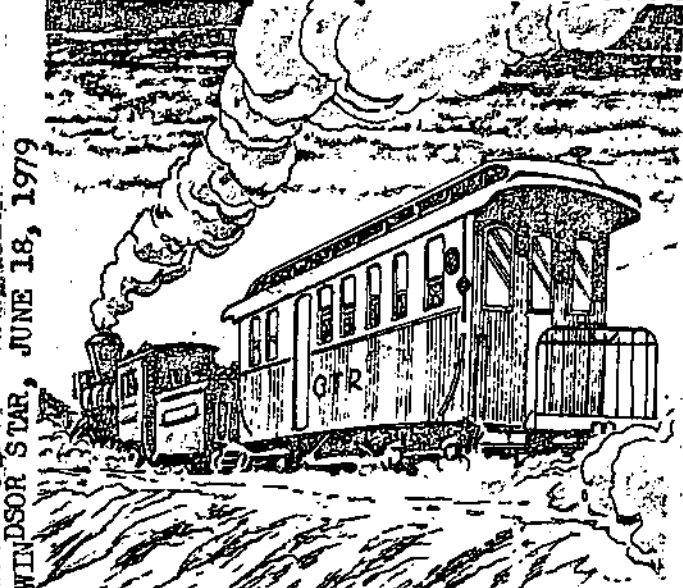
cheering on contestants in what Willmott refers to as the "Queen's Plate of the railway."

Meet Me at the Station is an entertaining book. It is also a sad book because it records a part of our way of life we are allowing to become history.

THE WINDSOR STAR,
DECEMBER, 1976



IT HAPPENED IN CANADA



AN EARLY RAILWAY WORLD LEADER

THE GREAT RAILWAY-BUILDING PERIOD OF THE 1850's GAVE IMPETUS TO THE DEVELOPMENT OF THE GRAND TRUNK RAILWAY (LATER TO BECOME THE NUCLEUS OF THE C.N.R.).

By 1859 THE GRAND TRUNK RAILWAY HAD ACTUALLY BECOME THE LONGEST RAILWAY IN THE WORLD

©1979 - J. H. H.

CN Via considers ConRail station

THE WINDSOR STAR, JUNE 20, 1977

The ConRail passenger station at McKay and Pelletier Streets is among several locations in the city being considered as a new passenger depot for Canadian National's (CN) Via service between Windsor and Toronto.

The station, according to W. J. Law, manager of CN's southwestern Ontario division, would replace the cramped facilities on Walker Road if it can be acquired.

He said a study is under way to find better facilities and the ConRail station appears to meet requirements since it would efficiently accommodate travellers from the U.S. who are now boarding CN trains for Toronto on a weekly basis.

The facilities are larger than the Walkerville depot and also provides greater room for expansion, said Mr. Law.

He stressed there is "nothing firm" on the proposal yet because negotiations will have to take place not only with ConRail, but with Chesapeake and Ohio Railway, the

Detroit-Toledo and Ironston Railway and the Grand Trunk Western Railway, all of which operate freight service in the Detroit-Windsor area.

Mr. Law indicated that CN is finding more and more U.S. visitors boarding its passenger service from Windsor to Toronto.

He said if the ConRail station becomes available, those coming from Detroit could change trains there, rather than having to make their way to the Walkerville station.

Mr. Law said there are more than 800 passengers who board the CN train Friday for Toronto, with a great majority U.S. citizens.

"They're attracted to Toronto because it's a safe city and they want to get away," he said.

Because of the increased traffic, the Walkerville station, opened in 1961, is no longer large enough to accommodate passenger service, the CN official said.

In addition to this, Mr. Law said,

should Via take over CN's passenger service in the Windsor-Quebec corridor, there will be more money available for improved facilities.

He said passenger service between Windsor and Toronto is the heaviest travelled it has ever been.

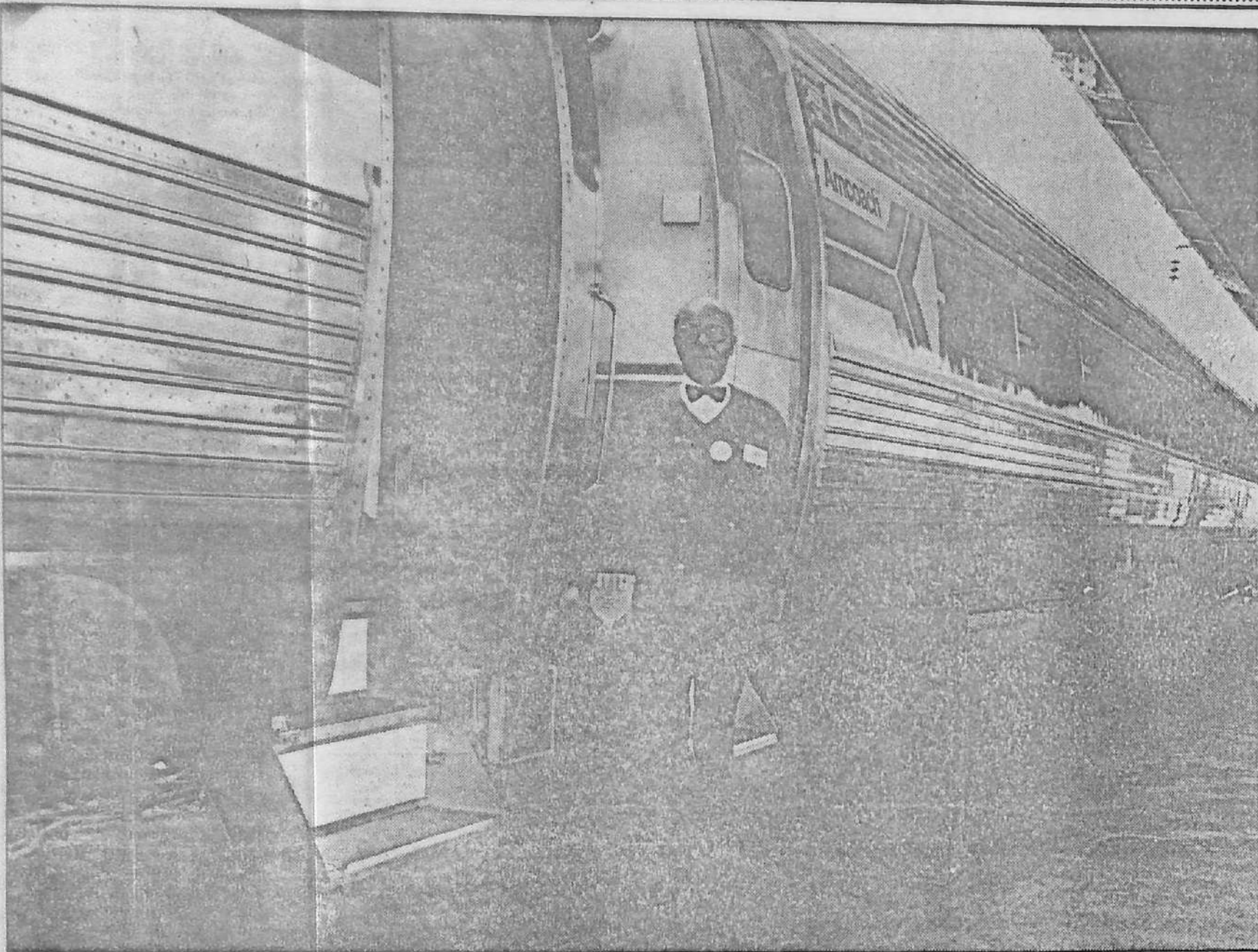
London, for example, said Mr. Law, operates 26 passenger trains and Windsor runs 10.

Although ConRail's station is the first choice, there are other sites being looked at as well. Mr. Law would not elaborate, except to say that the others would obviously involve a rebuilding program.

He wouldn't say which properties are being considered.

Charles Spence, superintendent for the Canada division of ConRail, said in St. Thomas he was unaware of CN Via's interest in the station at Windsor.

He said it appeared feasible at least from the point of view that passenger service out of the depot was limited to one incoming and one outgoing train.



Coaches like these make up the Toronto-New York Maple Leaf train



Passengers enjoy lunch, airplane-style, on Maple Leaf

Maple Leaf's on track to the Big Apple

By Walter Skol
Special to The Star

IT'S true. Going by train is one of the best ways to see the country. But, it's also true you see more and a long ride is actually enjoyable if you break it up into small doses.

That was my experience trying out the new service between Toronto and New York City. Launched April 24, the run is the first co-operative venture between Canada's Via Rail and U.S.'s Amtrak passenger operations.

The Maple Leaf service replaces a previous connection at Buffalo of two separate trains running since the last direct train went through more than a decade ago.

ALTHOUGH THE Maple Leaf's cars and diesel engine are Amtrak's, they are manned by a Canadian crew between Toronto and Niagara Falls; at Niagara, a U.S. crew takes over.

One of the more unusual facets of the new service is it can be incorporated into a "circle rail" package linking Toronto, New York and Montreal, plus centres in between.

Cost for the circle, which can be done in either direction, is \$118 only \$13 more than the round-trip excursion fare for the Toronto-New York run. In both cases, the traveller has 30 days to complete the trip. Regular one-way fare between the two cities is \$74.

But while the circle fare permits the

on the way, this is not the case for the Toronto-New York excursion ticket.

SINCE I WANTED to spread the 12-hour run to the "Big Apple" over two days — to permit some sightseeing in Niagara Falls, N.Y. and Albany — I would have to go full fare. But, my return trip after a day and a half in New York would be without stopovers, to see what it's like to be on a train for an extended time.

The first leg of the trip to New York was easy. My reclining seat in one of two air-conditioned dinette cars was comfortable and handy to the "cafe" counter that offered everything from chocolate bars to beef and chicken plates, microwave heated, as well as hot and cold drinks including liquor. The wide picture window beside me would provide a good view of the passing scene.

A little under three hours after our 9:05 a.m. departure we were in Niagara Falls, N.Y. U.S. Customs Officers came aboard and in about 20 minutes, the train was cleared for departure. Of course, it departed without me.

AFTER MANY visits to the Ontario side of the Falls, this was my first sightseeing trip on the U.S. side. I was pleasantly surprised. The views of the falls are just as spectacular, the crowds smaller and the overall atmosphere less commercial.

Aside from the main attraction, there are others. A few minutes drive takes the visitor to Old Fort Niagara, with its uniformed "British" garrison; the Artpark in Lewiston provides tourists with a close-up of artists at work, and the turtle-

shaped Native American Centre with its displays of Indian artifacts and culture is fascinating.

At around noon the next day (Friday) my mini-visit was over. I boarded the Maple Leaf and five minutes later we were on our way. That day's leg, to Albany, would take about six hours.

Again, I had a seat in the dinette car, but this time the choice turned out to be an unfortunate one.

IT WAS LUNCHTIME, for the next 2½ hours there was a line of hungry passengers crowding the car and taxing the air-conditioning system. Since trains are informal places, I simply found a seat in another coach where there was no crowd and the air cool.

We headed south to Buffalo, then east across surprisingly green, rolling countryside through Rochester, Syracuse, Rome and Utica, then along the banks of the Mohawk River and through Amsterdam and Schenectady before pulling into the Albany station at 6 p.m.

Aside from its role as the state capital, this city is a busy "seaport" even though it is 250 km (150 miles) upstream on the Hudson River. Over 10 million tons of cargo pass through annually and it is from here that wheat for the U.S.S.R. will be shipped when U.S. sales are resumed.

Another of the city's surprises is its billion-dollar Empire State Plaza. The massive, 11-building white marble and glass complex has a stark, futuristic design almost out of place in a town of 115,000 people and homes dating back to the 1700's.

Nevertheless, a tour of the Plaza is worthwhile. Aside from government offices, there is windowless, egg-shaped performing arts centre, a convention centre, an art gallery, and the state museum with outstanding displays outlining New York's history right up to television's Sesame Street show.

WITH THE OPEN country of the Hudson Valley, the peaks of the Adirondacks a few miles away, and the race-tracks, petrified gardens and spouting geyser of Saratoga to the north, a visitor could happily roam this area for days.

But, with deadlines to meet, I didn't. I caught the 1:48 p.m. (Saturday) Turbo for the final stretch run to New York City. That's something I could not have done with a "circle" fare ticket. I would have had to wait for the Maple Leaf scheduled to come through four hours later.

My arrival in Manhattan would have been around 9 p.m. instead of 4:30 — still okay to get in dinner and some night-clubbing, but too late for a Broadway show's 8 p.m. curtain.

Taking the advice of a friend who has travelled this route many times, I chose a window seat on the right side for a good view of the Hudson River. The Turbo, like the Maple Leaf, travels the river's east bank all the way to New York.

The result was a magnificent look at this historic waterway once used by explorers, fur traders and colonial armies. On this day, it seemed particularly busy. There was everything from freighters — probably heading to and from Albany — to small outboard runabouts.

BUT THE PREPONDERANCE were sailboats some looking as if they were running for the open sea, others fighting upstream against current and wind. For yachtsmen with the time and money, the Hudson is part of the inland waterway leading to warmer climes. On a train you have time to think about things like that.

Within a half hour, we passed through the town of Hudson and off to the right beyond the river were the Catskill mountains with their posh resorts and country homes. Then on through Poughkeepsie and past historic Arlington. A short time later the buildings of West Point military academy, on a promontory across the waters, came into view, and further south Bear Mountain.

We roared by storied Dobbs Ferry, through Yonkers and into Manhattan's Grand Central Station. Right on time.

Two nights and a day (Sunday) are just enough to whet one's appetite for New York. The "Big Apple", despite its problems, is still the city to visit.

DESPITE THE litter on many of the streets and the not infrequent muggings, all the catchy clichés are true. It is a pulsating, dynamic city of many faces. There is something for everyone. And it need not be overly expensive.

You can stay in a mid-Manhattan hotel for over \$100 U.S. a night, but you can also find an older, smaller hotel (Clinton) with rooms for 22. You can have a Sunday brunch atop the World Trade Centre for \$18 or less than in \$5 in a Greenwich Village eatery.

After meals at both extremes, one Broadway show (\$30) an off-Broadway

show (\$12.50), a helicopter tour, horse-drawn buggy ride (\$17) in Central Park, and a great deal more. I was on the Maple Leaf back to Toronto at 8:45 a.m. N.Y.

On a long trip — particularly a trip where you've already seen it — it helps to have friends along — or both. It also helps to have a couple of French coeds sitting next to you, like Michele and Claudette, vacationing in the U.S. Unfortunately they only went as far as Niagara.

SERIOUSLY, I found the hours on board quite relaxing. I was simply waiting for us to get to Toronto. Others on board seemed to be the same way.

Matters were not helped by the fact that Canadian Customs and Immigration officers came aboard at Niagara Falls. At that point, we were half an hour behind schedule. By the time we cleared to proceed, we were late. The officers had taken a half instead of the 35 minutes in the train schedule.

As a result, more than one boarder complained they were late to their connection in Toronto. It didn't have any effect on the train, but it is something that should keep in mind. Schedules for trains crossing the border are only approximate.

On a long train ride it helps to be relaxed. And, in the process, you just might learn to relax.

35 years on the rails: 'You have to be lucky'

THE WINDSOR STAR, FEBRUARY 15, 1977
By CIARAN GANLEY

While kicking around in a train engine repair shop in Stratford during his teens, Vern "Sport" Swallowell developed a fondness for the railway that, even today, is as strong as it was 37 years ago when he was earning \$18 a week.

"I've always wanted to work for a railroad, and that's what I did," Sport said, while shuffling some paperwork before the last run of his long career, an 11:15 from Windsor to Toronto last week.

"I've never regretted a moment of it, not at all," the seasoned conductor said. "I enjoy what I'm doing and I feel sorry for any man who doesn't enjoy his job."

Sport Swallowell's railway career began in 1940, when he was hired as a spare brakeman for the old CP Woodstock-Port Burwell route. But after a month of having to deal with veteran railwaymen who had "no patience for new men," he quit.

His love for the railway, however, induced him to return to work that had captured his fancy in Stratford. In 1942, he became a freight train brakeman with CN, operating out of London.

"In those days we'd go to Mimico from London," Sport said, "and from there we'd be ordered to go in any direction but home."

"Working for the railroad, a guy could go four or five days without seeing his family. In the 35 years I've been working for CN, I'll bet I haven't spent more than 12 Christmases at home," the father of four said.

Sport credits his wife Ethel with taking on most of the responsibility of raising their three daughters and one son. "A railwayman has to have a good wife, because he spends a lot of time away from home in order to make good money."

Except for the past ten 10 years, which he has spent as a conductor on a passenger train, Sport worked on freight trains. Deep down inside he is still a freight man. "Freight doesn't talk back," the robust 65-year-old laughed.

In 1965, while involved in switching operations during a snowstorm at the Beachville stone quarry near Ingersoll, Sport fell off a hopper car (open railway car) and injured his shoulder. The doctor instructed him to conduct only passenger trains from then on. That's when he made Windsor his home terminal, though he resides in London.

"A lot of people are under the impression that it is the engineer who runs a train, but it's the conductor who does," Sport pointed out, donning his conductor's cap. "He's the one who has to answer for any problems that might develop."

"The secret of good passenger work is diplomacy, with firmness. My rule is sobriety. I don't accept excessive drinking on my train because things can get a little unruly."

One night Sport asked a passenger for his ticket. "He grabbed me by the tie, pulled me over the table, and started to beat the hell out of me. That's why I wear a slip knot tie now," he joked.

"I've been pretty lucky, though," Sport added. "You have to be lucky on the railroad. I've had my share of crossing mishaps and was involved in a big bang-up in Toronto's Union depot due to a switching accident. But I was only a passenger on that train that derailed into a Tecumseh cornfield last year."

Shortly before Train 74 was about to pull out of the Windsor station, a group of Sport's friends came aboard to see him off. Some accompanied him on his last run as a CN conductor.

"A lot of the guys are glad to retire and get away from the railroad, but he's not one of them," Allen Brewer, a CN road foreman said, nodding toward Sport.

Sport and his wife have no definite plans for his retirement, but they do intend to travel a little, by rail of course. With four grandchildren to spoil, they plan to make up for all those years Sport spent on the rails.

As 11:15 approached, and the passengers began to file out of the station



Photo by CEC SOUTHWARD
Vern Swallowell gives the "highball" signal... All aboard!

lobby, Sport's reassuring voice could be heard on the platform.

"Toronto, Montreal, the car straight up at the front, London, to the left, please."

CNR shows over-all profit for first time in

THE WINDSOR STAR, MARCH 10, 1977

LONDON (CP) — Robert Bandein, president of the Crown-owned Canadian National Railways, said today the CNR showed an over-all profit last year, the first in 20 years. Sources said later the profit figure would be about \$10 million.

Bandein said the profit is modest "when compared with our total investment and our gross revenues but it marks the beginning of a new era for Canadian National."

In a Canada Club speech, Bandein said: "Over the past few decades, Canadian National has consistently shown an operating profit but its performance has been hidden by the costs of servicing the heavy burden of long-term debt."

"Last year, however, we showed our first over-all profit in 20 years, including servicing the debt charges."

The CNR's annual report for 1976 has yet to be published and Bandein did

not mention a specific profit figure, but sources said it would be in the neighborhood of \$10 million.

"We now are in the midst of a reorganization of the corporation designed to improve our financial performance by dividing our operations into clearly defined profit centres," Bandein said.

"The future of our financial performance is looking bright because government

action is being taken to relieve Canadian railways of some major burdens which have caused serious losses over the years."

He said relief appears in the offing in such areas as the 80-year-old Crow's Nest Pass freight rates act.

"The government appointed a commission which confirmed that the two railways (CNR and CP Rail) lose nearly \$90 million annually on handling grain."

"And the Prairie

provinces are beginning to realize that the antiquated rates are doing the West more harm than good by inhibiting the development of processing industries and jeopardizing the development of a much-needed modern grain handling system."

Bandein also pointed to the problem of what he called "redundant branch lines... which should never have been built even in the days when the railway was

20 years

the only form of mechanized land transportation."

Two years ago, the Canadian government appointed a commission to "look into the transportation of grain, including the branch line system."

"Although the report has yet to be published, we are a lot closer to working out a rational network of branch lines in the West than we have ever been because of the facts brought out at the hearings."



VIA's station is getting renovations

VIA rail says Windsor keystone in corridor

While we were pleased to see that Windsor's image is on the upswing (A Worthwhile Investment, Sep. 9), we were distressed at the claim that VIA Rail Canada views Windsor unfavorably within the framework of some sort of "end-of-the-line thinking."

Windsor is the "end of the line" in our Quebec City-Windsor corridor, but this does not suggest a second-class position by any means. Windsor is a very important Ontario centre — not only for sports and industry as you mention, but for inter-city passenger rail service as well.

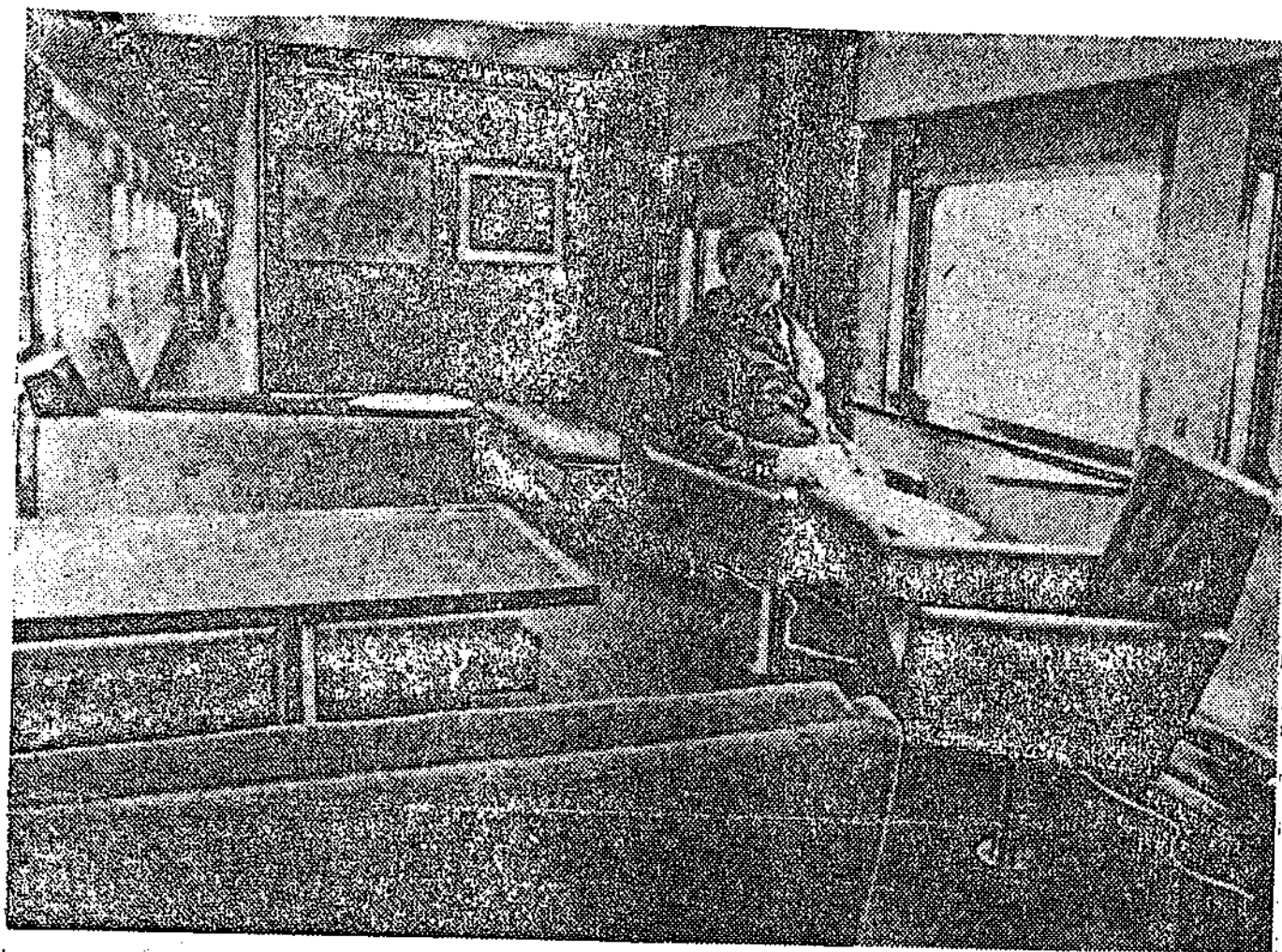
Windsor is a keystone in the corridor. It is, as you say, "the first stop in Canada" for many U.S. visitors as well as the starting point for thousands of Canadian rail passengers every week.

Evidence of the value we place on Windsor is our recently awarded contract of \$400,000 for renovations to Windsor's Walkerville station. Renovations will be completed before the Christmas rush, but our interest will not stop there.

VIA Rail is also highly committed to the continuing planning which we have been doing in conjunction with the City of Windsor and the Province of Ontario to reach a permanent solution to Windsor's inter-modal transportation needs.

While "end-of-the-line thinking" may haunt some institutions connected with Windsor, I respectfully assert that VIA Rail Canada is most definitely not among them.

WINDSOR STAR SEPT. 30, 1981 PAUL RAYNOR
Manager, Public Relations
VIA Rail Canada Inc.



NEW LOOK FOR CN — Mickey Lorimer enjoyed a breather on one of CN's, refinished lounge cars. CN

parked a five-car display train on a siding in Windsor to give the public a look at the renovations planned in the

next few years for CN's passenger trains.

THE WINDSOR STAR, MARCH 8, 1977

CN gives coaches a new look

CN Rail is giving its passengers trains new colors, new interiors and a new name.

And to show the public what it's all about, CN parked a five-car display train (but no engine) on a siding at the Windsor Station Sunday and Monday.

The new colors are yellow and blue. The new interiors are roomy and more plush with colorful designs, new fabrics and carpet replacing linoleum. The new name is VIA CN.

But don't expect gleaming, ultra-modern trains (on the outside) for years to come.

Doug Leinweber, supervisor of the passenger service centre at Windsor

Station, explained CN is refurbishing its older cars in the new colors and interiors as they come off the line for repairs.

New rolling stock is still sometime in the future, he said.

The display train drew a steady stream of visitors during its two days in Windsor. Free buttons and cardboard train cutouts for children were passed out.

The Windsor branch of the Canadian Historical Railway Association held one of its meetings on the display train Sunday morning.

The cars in the display included a coach built in 1954 and refurbished last year, a baggage car built in 1955, a

day-nighter built in 1950 and redone in 1976, a lounge "entre nous" built in 1929 and refinished in 1965, and a dining car built in 1954 and refurbished in 1965.

The facelifting appears to be going slowly. According to a CN brochure, for example, eight coaches were refinished in 1976 and 14 more will be done this year. However, CN owns 150 of the 66-ton coaches.

So far one of CN's 32 day-nighters have been refinished and seven more will be done early this year.

The display cars have been seen in Kitchener and London and will go to Toronto and then back into service later this week.

THE WINDSOR STAR, DEC. 30, 1977

Although rail passenger services in Canada won't officially pass into the operational hands of VIA until April 1, senior appointments are already being made so top executives can plan and organize their regions.

J. Frank Roberts, president and chief executive officer for VIA, has announced the appointment of A.R. Campbell, currently general manager of passenger services for CP Rail, as vice-president of VIA Ontario, based in Toronto.

Campbell will be responsible for all VIA activities in the province, excluding Ottawa-Montreal services.

Roberts also announced the appointment of H.F. Murray as vice-president, VIA West, with headquarters in Winnipeg. He has been general manager of passenger services for CN Rail.

J.L. Moisan is appointed vice-president, VIA Quebec, and A.W. Raftus is appointed vice-president, VIA Atlantic. Their respective headquarters will be at Montreal and Moncton.

The appointments are effective Jan. 1.

IT HAPPENED IN CANADA

THE WINDSOR STAR, OCT. 19/79.



DEPENDENCE FURBISH'S DASH TO MONTREAL

IN 1845, WHEN CANADA'S GRAND TRUNK RAILWAY (LATER C.N.R.) WAS LOOKING FOR THE SHORTEST ROUTE FROM Montreal TO THE ATLANTIC IT BECAME A TOSS-UP BETWEEN Portland, Me. OR Boston, Mass.

TO DRAMATIZE HIS HOME TOWN'S AVAILABILITY AS AN ATLANTIC TERMINUS FOR THE GRAND TRUNK, FURBISH DROVE A SLEIGH FROM Portland to Montreal IN MID-WINTER OF 1845 COVERING 275 MILES IN 32 HOURS, BEATING REGULAR MONTREAL-BOSTON HORSE EXPRESS BY 62 HOURS

10-19

©1979 - Joansen

NOVEMBER 4, 1978

That's the ticket

VIA Rail Canada has awarded a \$9-million contract to Air Canada to supply a computerized reservation and automatic ticketing system.

The system will eventually be interconnected with Air Canada's, allowing travel agents to make airline, train, car rental, hotel and motel reservations for their clients.

THE WINDSOR STAR

Special railway fares slash prices, boost passenger use by about 15%

THE WINDSOR STAR, DECEMBER 23, 1977

Special Canadian National Railway excursion rates, nearly half the price of some round-trip tickets, have resulted in a 15-per-cent increase in passenger use across Canada, according to CN officials.

"We've been close to the 15-per-cent increase experienced across the system, and are possibly marginally higher," Doug Leinweber, supervisor of passenger sales for CN in Windsor, said.

Calling the special fares, introduced Nov. 1, one of the "best bargains ever offered Canadian travellers," Leinweber said they have nearly reduced ticket prices to those at the time of the Second World War.

The special fares apply to blue (prime rate) tickets. Used within a specified time limit, the fares are the regular, one-way price plus 10 per cent of the return rate.

Return trips on special tickets purchased for points along the Windsor to Quebec City corridor must be used within three days of departure.

The special fares for trips from Windsor to corridor stops, with regular rates in brackets, are: Chatham, \$4.40 (\$8); Lon-

don, \$9.90 (\$18); Toronto, \$19 (\$34.50); Montreal, \$37.40 (\$68); and Quebec City, \$48.40 (\$88).

For points outside the corridor, return trips on special tickets must be used seven to 30 days after departure.

As a result, excursion rates to Vancouver will be \$151.80, compared to \$276 for a regular ticket.

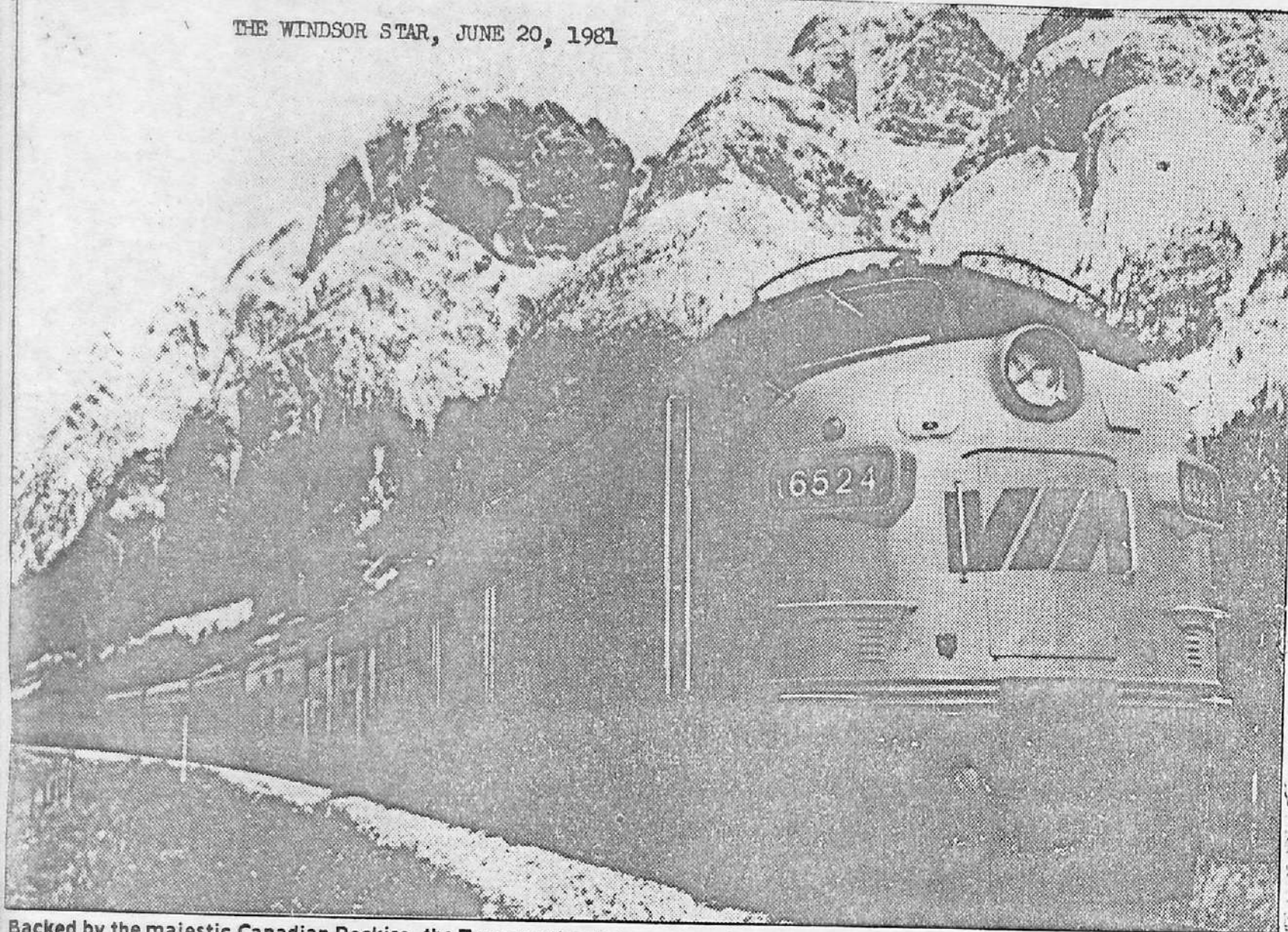
Other than the time limit, the only stipulation for the special tickets is that they cannot be used for Friday departures. Travellers can, however, return on a Friday.

As well, the tickets are not good for departures Friday through Saturday on the Christmas and New Year's weekends.

Grace Mills, public relations officer for CN in Toronto, said the railway will undertake a major advertising campaign to promote the reduced fare packages in January.

The only question mark surrounding the special fares is the effect of the scheduled takeover on April 1, 1978, of both CN and Canadian Pacific rail passenger services by the new Crown corporation, Via Rail Canada Inc.

Leinweber believes Via will retain the special rates or could propose a new incentive program.



Backed by the majestic Canadian Rockies, the Transcontinental speeds passengers on their way

Canada goes on a toot

By Walter Skol
Special to The Star

TORONTO — They say that travelling to far-off places makes you appreciate what you have at home.

And, suddenly, Canadians have become very appreciative. After outspending everyone else on foreign travel for years, we are beginning to vacation more within our own borders.

Part of the reason for this inward look is that the burgeoning cost of fuel has priced many overseas destinations beyond our pocketbooks.

ONE RESULT HAS been a dramatic increase in package tours to Canadian vacation spots. Another is the resurgence in popularity of rail-travel. Besides being cheaper, there isn't a much better way of seeing the countryside.

Capitalizing on this situation, Via Rail — it took over coast-to-coast passenger services of both CN and CP two years ago — and Ontario Northland have come up with packages to entice to this country's rediscovered attractions.

With its national service, Via is offering tours right across the country. These range from pickie "getaways" to some 25 cities to voyages of discovery lasting up to three weeks.

SOME OF THE tours are escorted. Others leave you on your own with only your basic transportation, hotels and perhaps, sightseeing arranged in advance. Meals are almost always extra. As you would expect, most of the travel is by train. But, chartered buses, ships and even planes are used when necessary.

Among getaway destinations are Toronto, Ottawa, Montreal, Quebec City, Detroit-Windsor, and would you believe, Chatham.

If you board the train in Toronto, only the Quebec City excursion costs more than \$100, including a night at the Quebec Hilton. Of course, you wouldn't want to go all that way and stay only one night. The second night's lodging would cost \$40.

FOR THOSE WHO can spare more time, there are more extensive tours. For example, the Pacific Coast Discoverer takes you from Toronto, through the rugged terrain north of Lake Superior, across the Prairies, through the Rockies to Vancouver, then north along the Pacific coast to Prince Rupert before heading south east and home.

Among the tour's highlights are spectacular views of the Rockies, a ferryboat ride to Victoria, a bus tour of the Valley of 1,000 Faces, a visit to a logging camp, and a shipboard cruise to Prince Rupert. The tour takes 19 days and the basic cost is \$1,450 plus meals.

IF YOU WOULD rather do the east coast — and spend only about 14 days away from work — you might find the Cabot Trail-Newfoundland tour of interest. You board Via's "Atlantic" train in Montreal for an overnight run to St. John, New Brunswick, then continue via Moncton and Truro to Port Hawkesbury.

You'll follow the Cabot Trail through the wild, rugged contours of Cape Breton Highlands National Park and visit Fortress Louisbourg before making the ferry crossing to Newfoundland.

Then a charter bus will take you from Corner Brook on the west coast to St. John's on the east. A visit to famous Signal Hill is a must as are stops at such picturesque spots as Pouch and Portugal coves, Torbay, Cape Spear, Petty Harbor and Bay Bulls.

AFTER THESE VISITS, it is back to the mainland — North Sudbury — aboard the CN Marine Ferry. Take some seasickness pills with you, just in case. It's an 18-hour crossing. Basic cost for all this starts at \$1,075.

What if you can only get away for a week? The Quebec Discoverer, priced at \$300, might be just the ticket. Starting in Toronto, you'll visit Ottawa, Montreal and Quebec City before heading home.

In Ottawa, you may want to see Pierre in action in the House of Commons; tour the National Arts Centre with its concert hall and two the-

atres; stroll along the banks of the Rideau Canal and perhaps shop in The Mall amidst trees, flowers and fountains.

MONTREAL OF COURSE, needs no introduction. It has everything — smart shops and boutiques, outstanding restaurants, scintillating night life, Place des Arts, Olympic Park, Place Ville Marie, and subway stations that are actually pretty. Your two-day stay here will be too short.

Before you know it, you will be on the Rapido heading for Quebec City, probably North America's most picturesque city. Nowhere else on the continent is the French influence so pronounced. You could easily forget you are still in Canada.

PERCHED HIGH ABOVE the St. Lawrence River, old Quebec is North America's only walled city. And, since it was founded in 1608, it is a place of historic churches, old stone buildings and narrow winding streets. Like Montreal, it is also known for its fine restaurants.

Among the historic sights that should be on your short list: The Citadel, La Place Royale — a restored town square going back to the 17th century — the legislative buildings and the Chateau Frontenac, the grandest of Canada's old hotels.

ONTARIO NORTHLAND'S railway tour offers one of the last great romantic train rides anywhere — north to the Arctic tidewater of James Bay. You can start on this adventure either in Toronto where you would board the Northlander train, or if you happen to be in the Cochrane area, take the Polar Bear Express from there.

The Express parallels the river routes and paths of explorers, fur traders and prospectors — about 297 km (184 miles) north — to Moosonee, Ontario's most northern frontier settlement. Then you can cross the three kilometres (1.8 miles) of water aboard a big Rupert House canoe to Moose Factory established in 1673. That's adventure.

All aboard everyone.

Dextraze: CN's new head not one to settle for

By Peter Ward

Financial Times Service

OTTAWA — Gen. Jacques Dextraze is in for a surprise when he trades his uniform for the seat of chairman of the board of Canadian National Railways, on Sept. 1.

It's also bound to be a surprising experience for Robert Bandeen, president of the CNR.

Chairman of boards are supposed to preside at company directors' meetings. They wield the gavel, not the real power, and that's something foreign to the nature of the man who retires as Canada's chief of defence staff on Sept. 1. He can be expected to have his hand on the throttle at CNR.

"J. Dex," as the men of the Armed Forces call him behind his back, is a dominator and a doer, with ideas about how to run a railroad which, if not backed with the same expertise as Mr. Bandeen's, are certainly forceful and different.

Gen. Dextraze, who will be 58 next month, is a strong federalist. He has made no secret of the fact that he considers transportation to be a powerful potential weapon in the cause of furthering national unity.

There was once a fellow in Ottawa named Macdonald who had similar ideas about railroads fostering national unity, and although the thesis proved correct, it was pretty expensive for the taxpayers.

Speak about using railroads to promote national unity today and immediately things like subsidized freight rates, passenger service operated at a loss and unprofitable branch lines come to mind.

A good case can be made for using railroads as a political tool and ac-

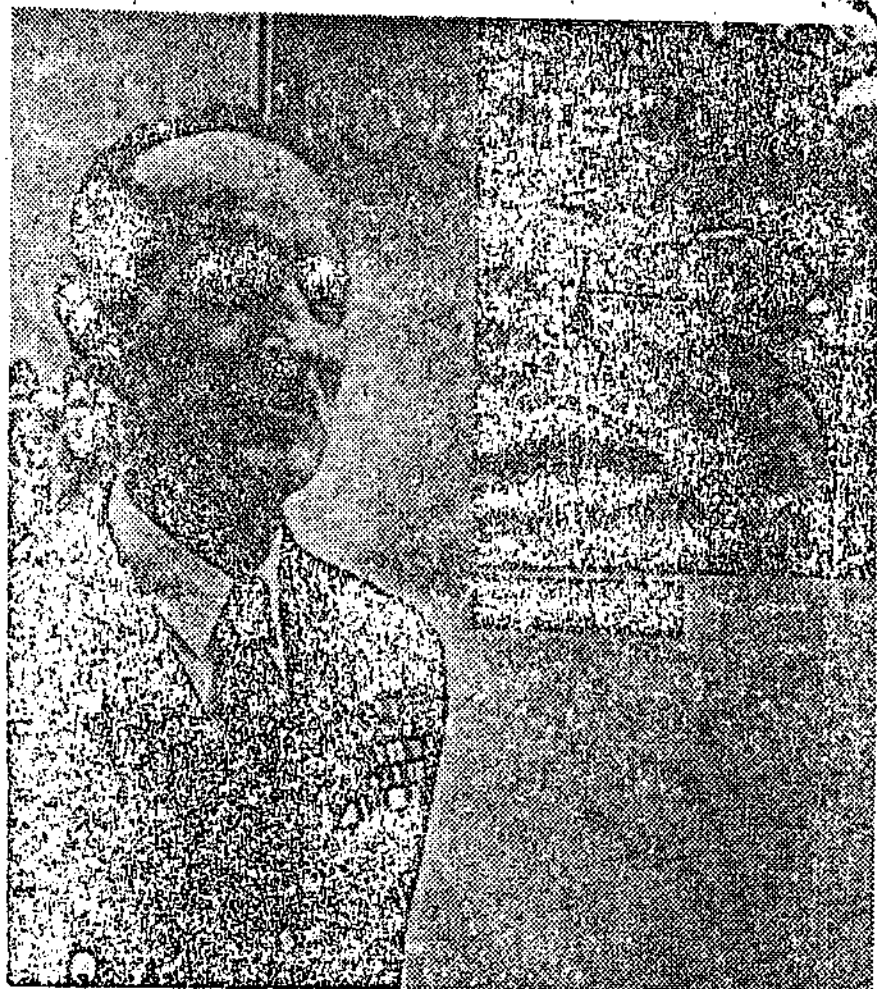


Photo by Jack Dalglish

Gen. Jacques Dextraze: leaving military life to command CN

THE WINDSOR STAR, JULY 18, 1977

cepting the loss tradeoffs, but that philosophy runs directly contrary to Transport Minister Otto Lang's dictum of "user pay." Mr. Bandeen is a man who has followed the Lang precept well, cutting CNR losses and consolidating CNR services to cut costs despite the political screams

from the opposition. It's not the way Gen. Dextraze sees things.

If the different points of view held by president and chairman of the board elect seem to forecast an open explosion when irresistible Jim Dextraze meets immovable Bob Bandeen, don't make the mistake of expecting

battle signs too soon. Gen. Dextraze is a wily and persuasive campaigner who can use his mouth as well as his gavel when he chairs a meeting.

Senior defence officers claim that Gen. Dextraze often held both the gavel and the floor at defence staff meetings until he simply wore down the opposition with the length and vigor of his argument. He's also no fool when it comes to the politics of top-level management in a field close to government. He can cut losses when he finds himself on the short end of an insider debate, smile, and put the best public face on the situation.

Look what happened last year when the government announced that the airborne regiment would be moving from Edmonton to Petawawa.

Political flak began to fly from western Canadians. It was Gen. Dextraze, according to Defence Minister Barnett Danson, who had recommended the airborne move. It was proposed to conserve administrative manpower and make more men available for the fighting side of the military.

It turned out, though, that Gen. Dextraze had not only asked for the move of the airborne, he had also wanted Canadian Forces Base in London, Ont., closed by moving the Royal Canadian Regiment.

That would have hit a Liberal political stronghold, and Charles Turner, (Lib. London East) lobbied successfully to keep CFB London open, wiping out much of the savings which might have been achieved.

Did Gen. Dextraze howl publicly? Not he. The general continued to sing praises for savings possible through shifting the airborne regiment and thus he insulated the government

from a nasty situation making.

Such a man will be chairman of the board also carries the virtue of being bilingual, an obvious Canadian, with a liberalist sentiments.

Besides, if Gen. Dextraze has been recruited to a meat is energetic enough, enough, to be a potential enemy on the other side be dangerous for the government. Gen. Dextraze is a mercurial temper who and after spending his working life in the military to being obeyed.

He spent five years in the Second World War and War as an up and coming officer. He was in charge of the lumber division based in Singer Co. of Canada with the corporation enough behind him to be less in his current venture.

Last month Gen. Dextraze into CNR headquarters board meeting and scene. He was surprised staff had been assigned he'll want to change the Sept. 1.

He'll be a good chairman, according to one political opponents, defence critic Allan Martin for Victoria, but he won't over.

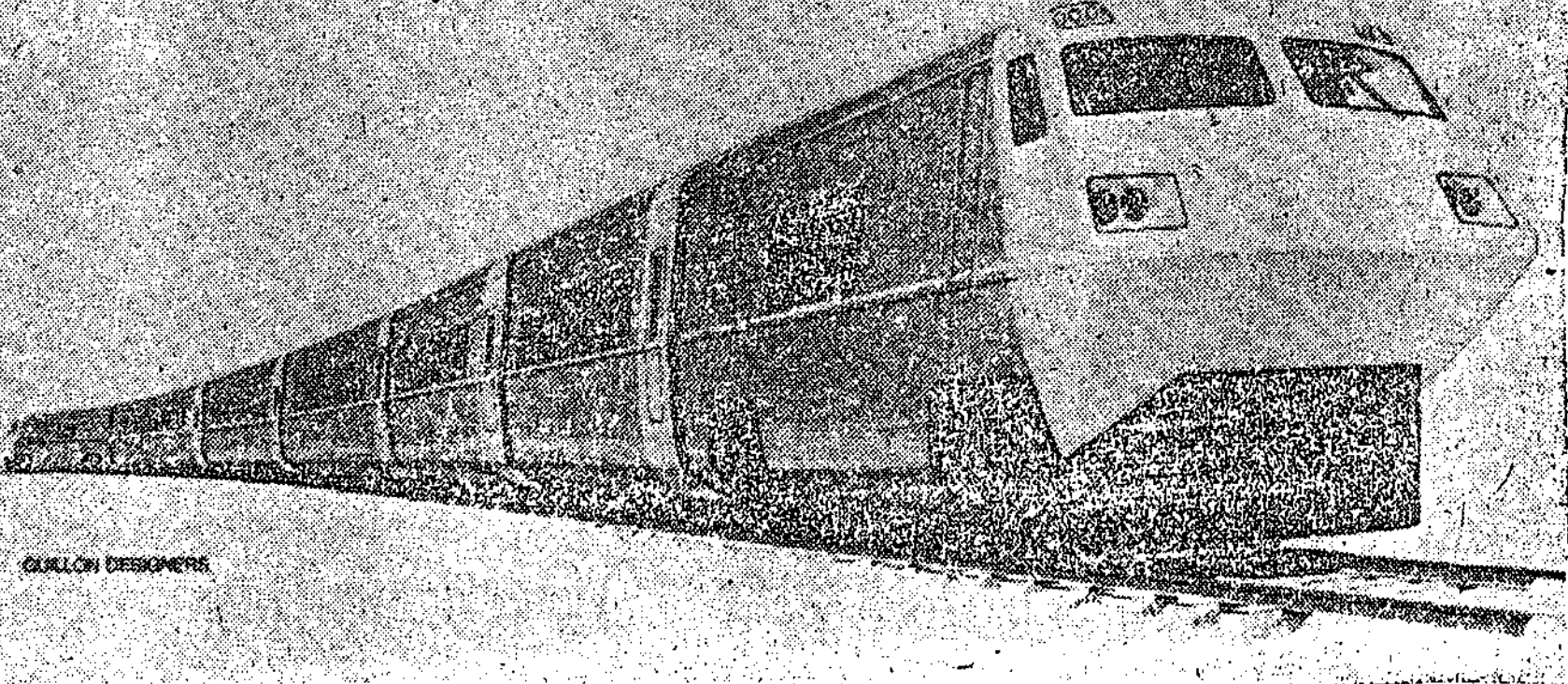
"I think Gen. Dextraze surprises," said Mr. Martin. "Maybe he'll surprise them sitting still."

Mr. McKinnon reports

10 new trains for VIA Rail

VIA Rail, a subsidiary of Canadian National Railways, has placed orders for 22 locomotives and 50 coaches for its passenger services. The \$90 million order went to Bombardier-MLW Ltd. of Montreal and is for 10 LRC (light, rapid and comfortable) trains similar to the one pictured here. It is the first major acquisition of rail passenger equipment in more than a decade. Alcan Canada Products Ltd. of Toronto and Dominion Foundries and Steel Ltd. of Hamilton will be major suppliers to Bombardier-MLW under the purchase agreement.

THE WINDSOR STAR, NOVEMBER 5, 1977



THE WINDSOR STAR
JUNE 6, 1981

Via Rail

Quick relief for Windsor

At last, Via Rail has come up with a realistic answer to the steadily growing mess at its Windsor station.

Via is ready to spend \$300,000 on immediate improvements to its station in Walkerville, as a stopgap measure to hold for four or five years until a new station is planned and built.

What that means for Windsor is quick relief from the overcrowding at the present station, plus a good head start on the future when passenger rail transportation will play an increasing part in Canadian life.

Frank Roberts, Via Rail chairman and president, says the present station is already handling 2,000 passengers on Friday afternoons. He expects that rail traffic will increase 10 to 15 per cent a year as gas prices rise.

To meet the immediate emergency, the Walkerville station this year will get a \$300,000 facelift, including more than doubling the waiting room capacity, a larger ticket area, and canopies to provide outside shelter.

To be ready for the future, when new high-speed (up to 200 kilometres — 124 miles — per hour trains will be in service, the new station will be planned in co-operation with the city.

The time lapse for the new station — Roberts gives a ballpark figure of a minimum of four years — should be ample for City Council to decide both on the best location and on the proposal to integrate facilities for Transit Windsor, inter-city buses, and airport transportation.

All this is good news for Windsor, which in the past has been treated by Via Rail — as by governments — as the end of the line.

It is also encouraging to see Via Rail's projections of steadily increasing passenger business, an indication that it expects the Canadian government not to follow the lead of the Reagan administration in the U.S. of chopping service on Via Rail's American counterpart, Amtrak.

Windsor now has the assurance of immediate action on long overdue improvements to the present station, plus a sensible co-operative plan to meet future needs.

When Via Rail took over passenger service in Canada, it was a dying business. The energy crisis reversed that situation, and Via Rail had to cope with far greater demands than it expected.

Its latest proposal for Windsor shows a praiseworthy intention not to get so far behind again.

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Dextraze was always ready to offer explanations for defence policies when called with a legitimate question, but was a skillful handler of questions in committee.

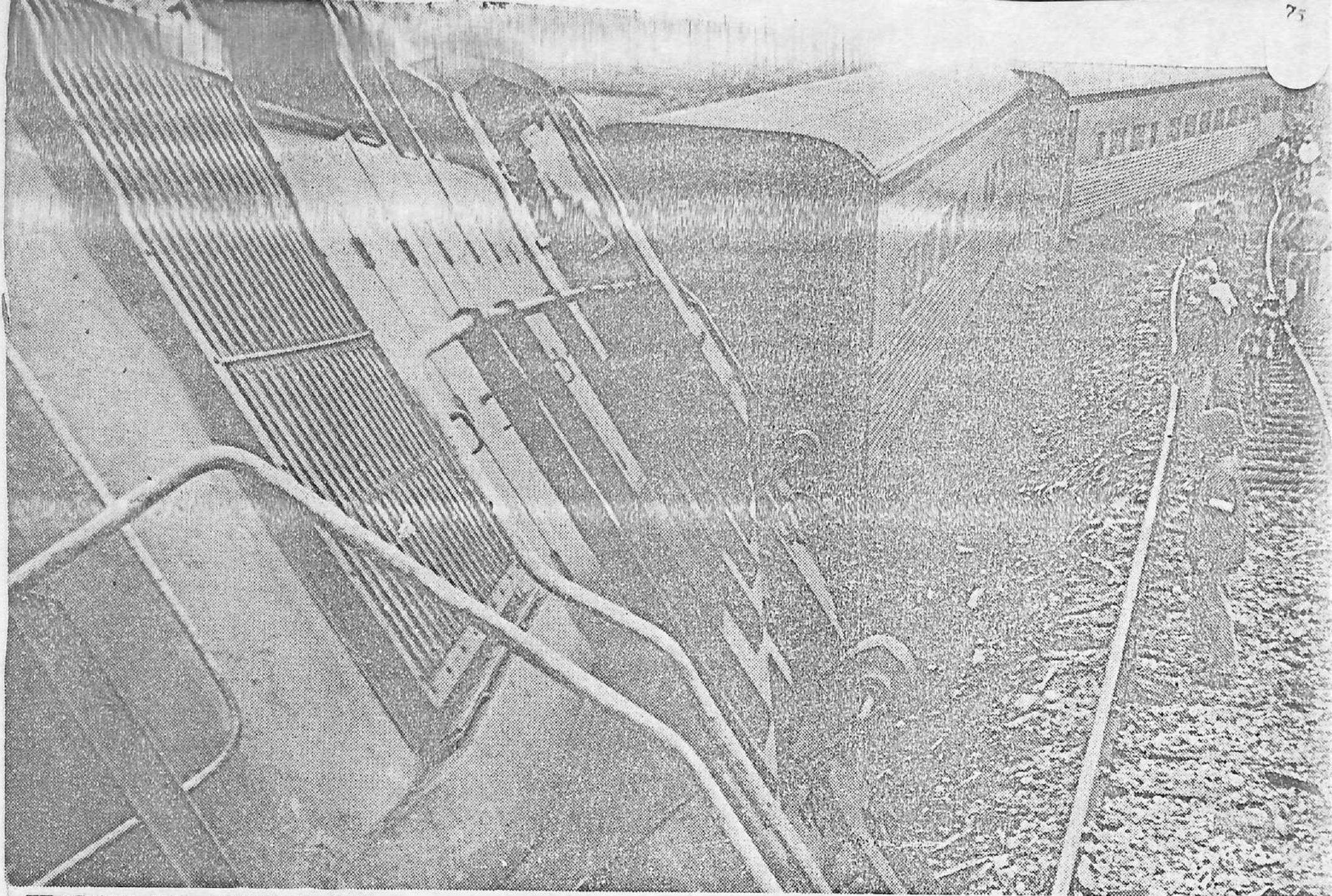
Although the two men had plenty of differences, they became good friends. Mr. McKinnon spoke of Gen. Dextraze's vigor and persuasive powers, but the best illustration of his character comes from late in the Second World War.

Gen. Dextraze joined Les Fusiliers Mont-Royal against his father's wishes in 1940, shortly after the fall of France, when he was 20. By early 1945 Gen. Dextraze commanded a battalion of the regiment and he was ordered to take the City of Goningen, Holland. Having captured the town and nearly 800 of the enemy, and seen the deplorable state of German morale, Gen. Dextraze decided to go for broke. He headed for the German command post in his vehicle without support troops and in 10 minutes convinced the German commander that surrender was the only way out of a hopeless situation. He collected another 300 prisoners without a shot fired.

As chief of defence staff, he is classified for salary purposes as a deputy minister — pay range between \$41,000 and \$66,000 a year. Gen. Dextraze's earnings fall in the top part of the range.

The government is being secretive about the salary to be paid the railway chairman but Pierre Taschereau, former chairman, was paid \$70,000 a year in the job.

Peter Ward is a freelance writer in Ottawa



THE WINDSOR STAR, OCTOBER 28, 1977

Locomotive, passenger cars of CN railway train off tracks



OCTOBER 25,

THE WINDSOR STAR, NOVEMBER 5, 1977

BACK ON TRACK — A locomotive and three passenger cars, derailed Sunday in suspected sabotage of a railway switch on the CN Rail line, just east of Lauzon Road, were set back on the tracks Monday by two large

cranes. The derailed vehicles were back on the tracks by 4 p.m. and all the tracks had been repaired and restored to normal. Police are searching for a silver, 1972-74 Camaro, seen by the tracks just before the derailment. Two

Photo by JACK DALGLEISH

locks had been cut enabling someone to tamper with the switches. Only three persons suffered minor injuries in the mishap. In the photo, the two cranes gently lift the 125-ton locomotive back to the track.



Photo by WALTER JACKSON

Al Roach

THE WINDSOR STAR, FEBRUARY 24, 1979

Responsibility was a big thrill then



Variegated hues of orange, red and yellow emblazon the western sky in a magnificent panorama embracing the Detroit skyline.

Barely visible against this brilliant background, the red beacon atop the Penobscot Building, Detroit's tallest, flashes its aircraft warning in the deepening dusk of a summer's evening.

I watch this impressive display above the low-slung Customs and Immigration Building on the Walkerville Ferry dock, from a point of vantage at the foot of Devonshire Road.

I am in a small gray wooden gatehouse perched on metal posts some 15 feet above the side of the Canadian National Railways tracks. It is like an oversized bird house, with windows on all four sides, about six feet square, and perhaps seven feet in height.

With me is Mr. Jones. It is his duty to pull the switches that lower the gates that stop the traffic on Devonshire Road whenever trains approach on the CNR tracks, or on the adjacent steel rails of the Pere Marquette Railway immediately to the south.

Mr. Jones. Old, bald and very fat. Dressed in soiled black-and-white striped overalls, deliciously redolent of oil and kerosene. Hero of all of us 10-year-old North Walkerville boys in this year of Our Lord, 1935.

Hero? Well I guess. Who else is charged with the responsibility

of saving the lives of all those motorists and pedestrians when the gates must be lowered to warn of the approaching trains? Who else lets us boys visit him in his command post, high above the less important mortals on the sidewalk below?

Who else lets us — thrill of all thrills! — pull the four impressive handles that lower the gates?

I tire of watching the afterglow of the western sky and, turning my attention inward, see that Mr. Jones has retrieved from their storage box beneath his greasy wooden counter the eight gate lamps.

I hop up on the small pot-bellied coal stove, cool on this August evening, and watch Mr. Jones at his tiny counter, attending to the daily ritual of preparing the lanterns. He polishes the red glass, trims the wicks, refills the kerosene containers and prepares to light his lamps.

And while the comparison stretches perhaps to the point of incredulity, I think of last Sunday's lesson at the little Walkerville Baptist Church and picture the five wise virgins trimming their lamps.

Suddenly our attention is diverted from the lamps to the deep purple horizon to the East. A mile distant, crashing down the rails toward us, her eight huge driving wheels pounding out their rhythm, comes a powerful 6,000-Series steam engine, hauling 80 freight cars from Toronto and points eastern.

Black smoke billowing out of the stack, headlight sparkling greenish-white in the darkening gloom, the lonesome wail of the steam whistle sounding in the evening air, thrusting side-rods driving her on, bears down the Windsor-bound leviathan.

We pull the levers and the gates descend. Her speed slackens markedly as the big engine grinds and hisses past, delves under the Peabody Bridge and disappears around the riverbank's curve. The last of the boxcars rattle past dragging their little red caboose. The stillness of the summer evening returns.

We take advantage of the lowered gates to hang the lamps for the night. Each carrying four lanterns, we lift the trap door and descend the iron ladder.

Mr. Jones hangs his lamps, two each on the gates of the CNR tracks, the gate posts still carrying the peeling letters GTRR, for the Grand Trunk Railway which owned this line before selling to the CNR in 1923.

I walk over to the Pere Marquette crossing and hang my lanterns on these gates, before the ornate Victorian waiting room built in 1889 by Hiram Walker when these tracks belonged to his Lake Erie and Detroit River Railway.

We stroll back to the gatehouse, Mr. Jones singing his ribald "It's a long way to tickle Mary". Darkness descends.

And one 10-year-old boy homeward plods his weary way to the boarding house nearby at the side of the tracks.

752

CN and CP passenger services are to be merged this summer under the name VIA. Pierre Berton recalls the romantic days of transcontinental train travel, and photographer Peter Christopher records their passing

Canadian Railroad Elegy

IN THE SPAN OF A HUMAN lifetime the transcontinental passenger service, which has meant so much to Canada, has come and gone. Men and women are still with us who were alive when the first regular through train for the Pacific puffed out of Montreal's old Dalhousiestation to the accompaniment of a 15-gun salute. The date was June 28, 1886. This summer the CPR's famous *Canadian* will make its final run, and something fundamental will have gone out of Canadian life.

The transcontinental passenger train is so much a part of our national consciousness that it is hard to believe it is all but obsolete. The shape of the country is that of a railway train—a population strip some 2000 miles long and rarely more than 200 miles thick. When we think Canadian we think in linear terms—in railway terms.

The railway has affected us in ways we do not often contemplate, from the shape of our skyline to our attitude toward the clock. Our horizons are rendered distinctive by the chalet roofs of railway hotels, by the architecture of the station, by the silhouettes of the grain elevators ranged along the track. The coming of the transcontinental railway helped give us the modern idea of schedules; it was a CPR man, Sanford Fleming, who conceived the idea of an international standard time scale and thus contributed to the modern fetish for punctuality. That was a concept that could scarcely exist when, in a single community, there could be a dozen versions of noon, depending on whose clock you were looking at. The train changed all that, as it changed our birth patterns. Who can reckon the number of babies conceived on those winter nights when the mournful cry of the steam whistle roused young couples from their sleep?

For the best part of a century we have been a railway country—a CPR

country. The railway has been fundamental to our history, and we are reminded of that at every turn of the track. From Schreiber to Moberly, from Cartier to Revelstoke, from Stephen to Donald, from Fleming to Secretan, the station names pay homage to the surveyors, financiers, contractors and political friends who helped make the national dream a reality. In the company towns, where sons followed fathers into the service of the railway, loyalty to the CPR was an act of faith. Paradoxically, hatred of the CPR was also the glue that held many communities together. Bitter political factionalists became partners in a common front against the Enemy. Only now that the R has been removed from the corporate initials can many look back with nostalgia and longing on those days when the passenger train was king and the three initials, despised or not, stood for a quality and efficiency of service that had no equal anywhere in the world.

ALL WHO BELONG to my generation have their memories of those times, and even though we seldom travel by train any more it comes as a pang to realize that we will never know their like again. My earliest memories connected with train travel are of breakfast. No railway on earth fed its people the way the CPR did, and that was William Van Horne's doing. We passengers were fortunate that the man who was responsible for building the line was a trencherman who believed in starting off each day with gusto: with corned beef hash topped by a fried egg; with smoky slabs of gold-eye flowing with butter; with lamb chops outwardly crispy, inwardly pink; with heaps of crisp, hash brown potatoes; with necklaces of little pig sausages; and with the CPR's crowning glory, those vast mounds of bacon, the rashers sliced so thinly and cooked so crisply that

each was formed into a perfect circle. The service, as Van Horne himself made clear in the advertisements he personally created, was fit for a king or a duke. The very first train to leave Montreal in 1886 carried \$3000 worth of silverware in its dining car. There was no such thing as kitchen cutlery on the CPR.

I made my first transcontinental journey when I was 5 years old, a child from a remote Yukon village who had never seen a train before. The effect was magical: the locomotives like gargantuan metal dragons snorting steam; the eerie tunnels and snowsheds in the Selkirks; the legerdmain of the upper berth; the measured clatter of the rails, insistently hypnotic.

One afternoon, while crossing the prairies, my 4-year-old sister and I encountered the greatest magic of all. A white cord ran the length of our Pullman, high above the windows. It invited us to swing upon it. Presto! The train lurched to a stop. We dropped down, scuttled off, made ourselves small. The conductor came dashing by. People leaped out, milled around, and then climbed back on as the train groaned, puffed, creaked, shook itself and clattered off again across the plains. We said nothing, but the cause and effect of our actions was not lost upon us.

There are other memories: trying to get one's pants off in the dubious privacy of the upper berth is one. Trying to get one's pants back on again the following morning is another. Both tasks required the flexibility of a circus contortionist. The upper berth had other disadvantages. I once knew an army sergeant who, late one evening, inveigled a young woman into his upper berth. They slept late. When they called for the ladder they discovered that the porter, with the CPR's usual efficiency, had made up every berth except theirs, including the one beneath them. I would like to be able to add that the rest of the passengers applauded as the couple emerged but, being Canadians, they averted their eyes and buried their noses in copies of the *Family Herald* and *Weekly Star*.

These were not the best conditions under which to see the country; and yet, looking back on it now, I realize that I did see it, in the kind of detail that is denied me by the airlines. For four nights and five days I watched

the geography and the history of the land unroll like a Chinese scroll: the old red brick and the old red barn-board of the St. Lawrence littoral; the shattered-rock edging Lake Superior's grey waters; the rattle and hustle of half a dozen cities; the muskeg desert; the little prairie towns stretched tight along the line of steel; the mulberry foothills rolling up toward the crags; the engineering miracles of the Selkirks—serpentine tunnels, dizzy trestles; the black canyon of the Fraser; the green sponge of the rain forest; the mining towns, railway towns, ghost towns, farm towns of B.C. This was Canada, and when you rode the railway from one end of it to another you caught something of its spirit—a nation wealthy in its diversity, stitched together by bands of steel.

SO MUCH OF IT HAS gone—gone with the Selkirk Loop, melted away with the Illecilliwaet Glacier. The railway towns are giving up the ghost. The chatter of the Morse key has been replaced by the murmur of the Telex. The little stations have been carted off to be turned into Boy Scout houses, community centres, restaurants or rubble. Such place names as Langdon and Shepard (the miracle contractors who built the Prairie section) have all but vanished from the map. Train travel is as old hat as the Fox Trot, as obsolete as Barney Google, a memory to be savored by a few buffs who dress up in conductors' uniforms and make recordings of steam whistles. As for those of us who cursed the CPR, who grumbled over the size of the upper berths, who complained about the cinders in our eyes and the roughness of the Superior trackbed, we did not realize what we had. We took the passenger train for granted as we took the unity of the country for granted. Only now, when one is gone and the other threatened, have we begun to care.

TICKET OFFICE



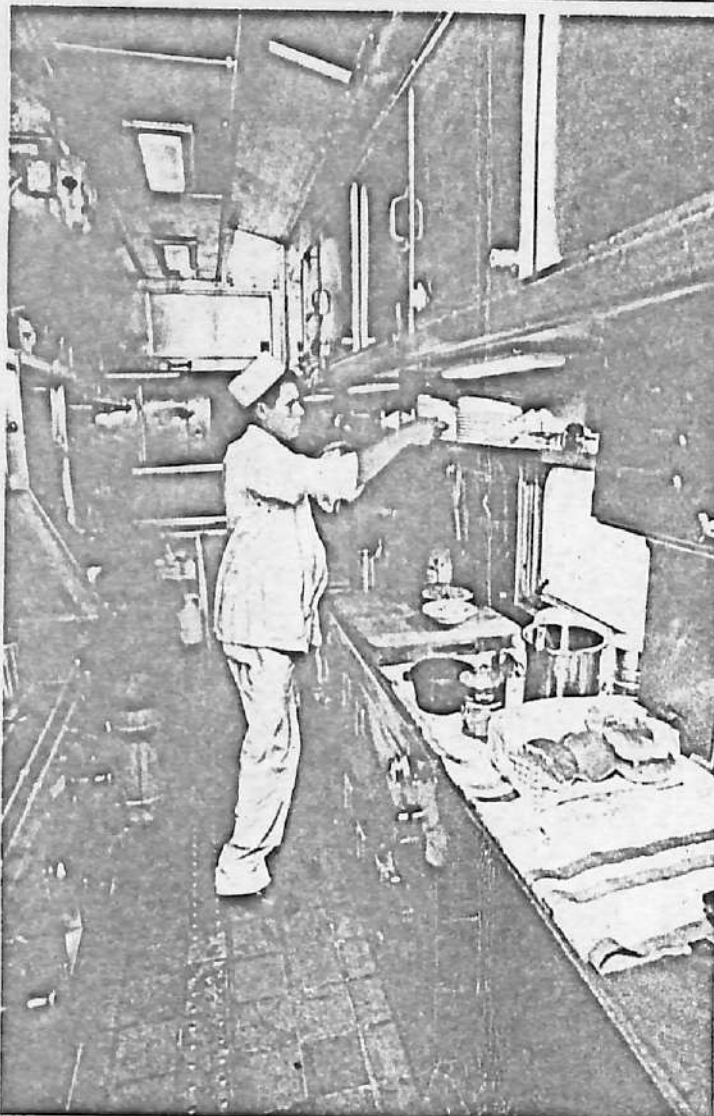
Fond farewell: Blocky VIA type will replace the CN squiggle

SWIFT CURRENT

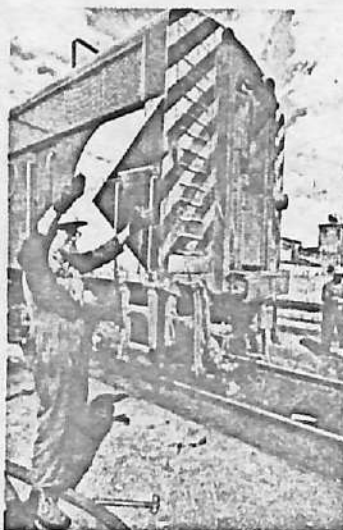
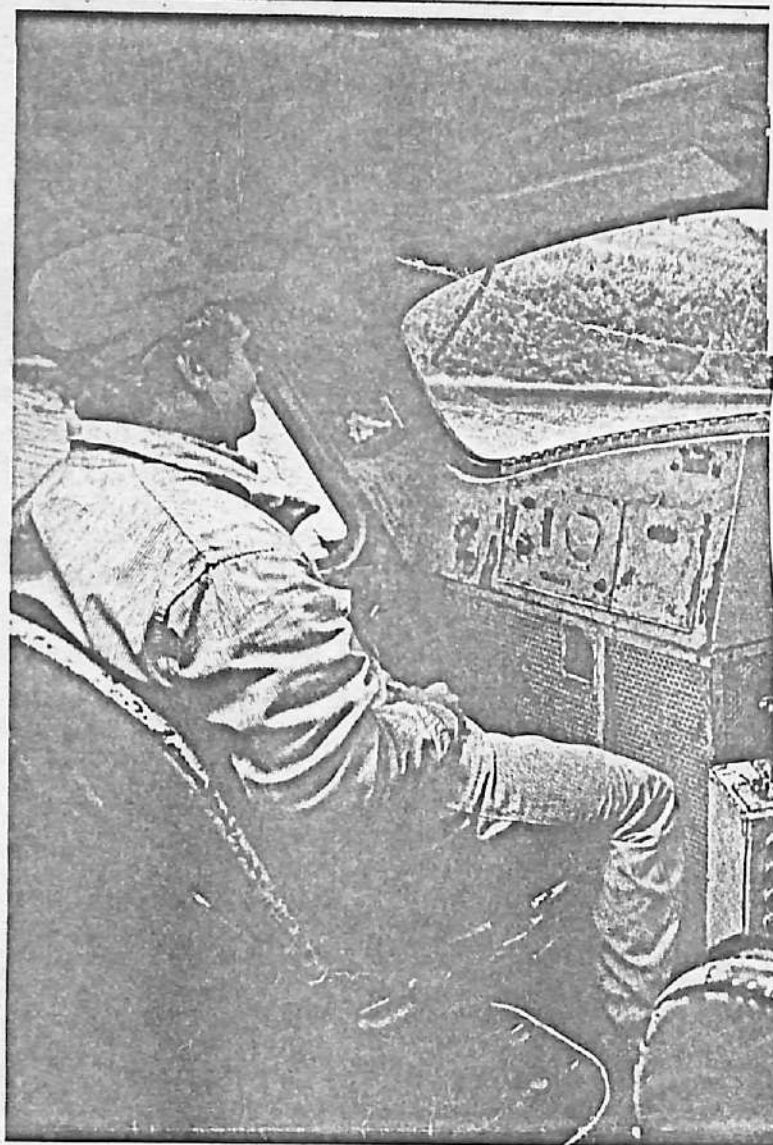


Question: Will small prairie stations (above) ever see VIA rail service or will the race belong only to the swiftest and most current of cities?

Coupling (right): A familiar sight to children in railway towns. This week also sees the coupling of passenger services into VIA's monopoly



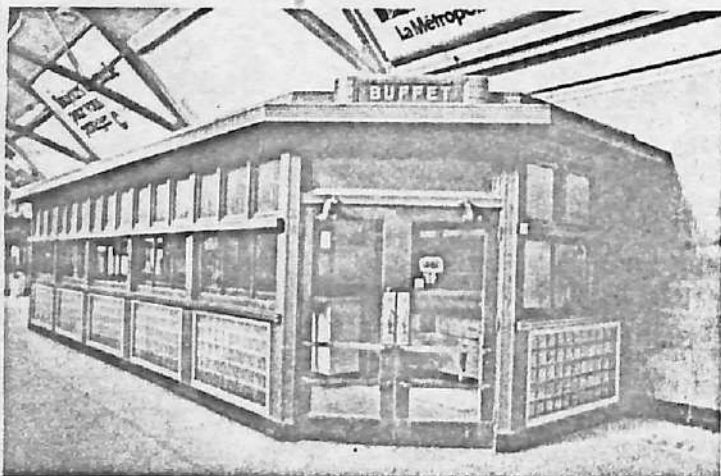
Shake 'n' bake: CP cooks feed hundreds from jiggling closets



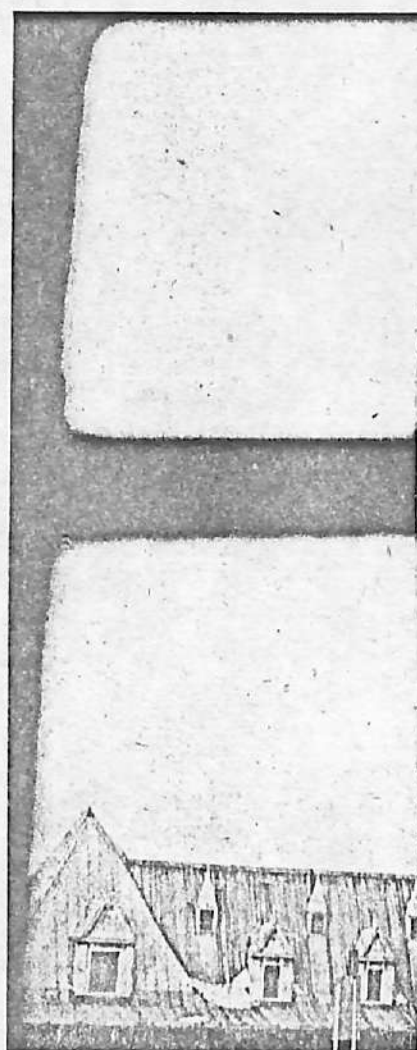
Next stop Regina (left): Some regular rail travellers fear that once VIA is in full swing they will be unable to travel from Montreal to Vancouver without a change of trains

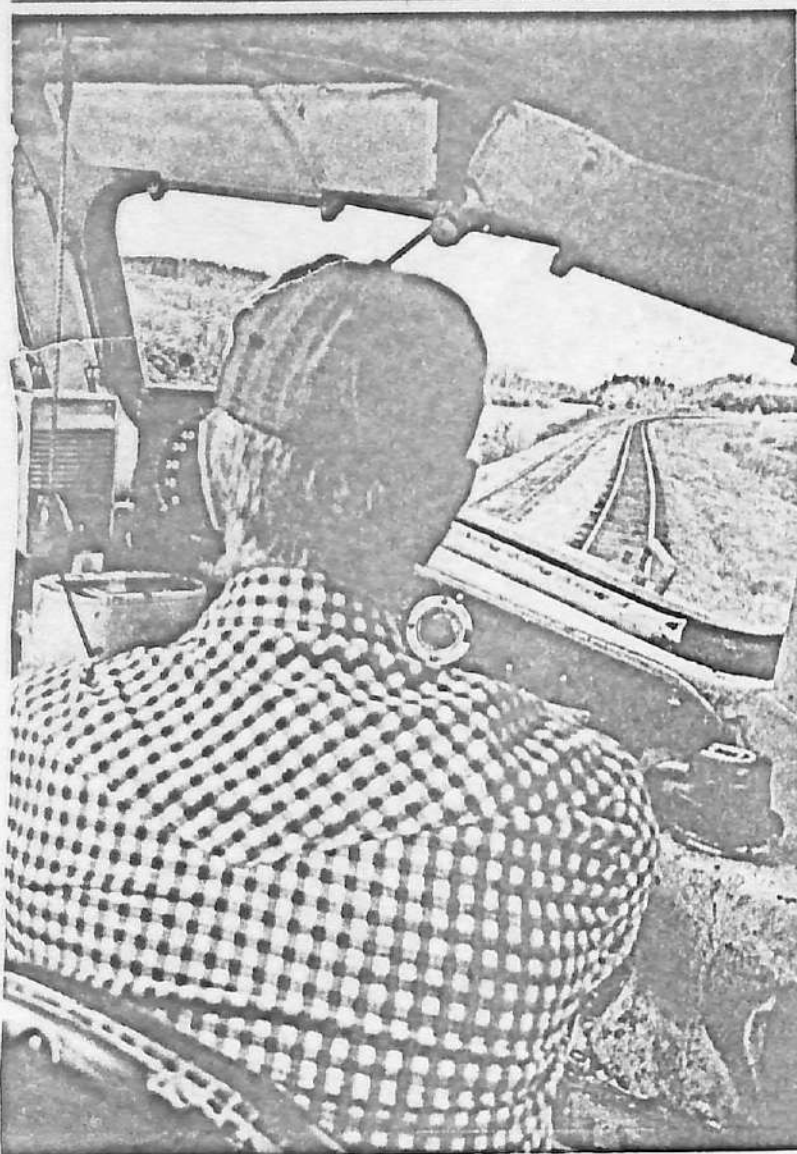
Terminal illness: Quebec City's station (right) is closed, its tracks gone, its Great Hall empty, its canopies roofing a market

Fallen idol: In Winnipeg a conductor (below) patrols his train; to generations of kids the train conductor was a more romantic figure than Guy Lafleur or John Glenn



Out to lunch: CP's Montreal station now serves mostly commuters





Departures (above): As railway services decline, sales of one-way tickets rise. Moose Jaw's population now: 32,274

CP Gothic: The train station in Golden, British Columbia (right), is a classic example

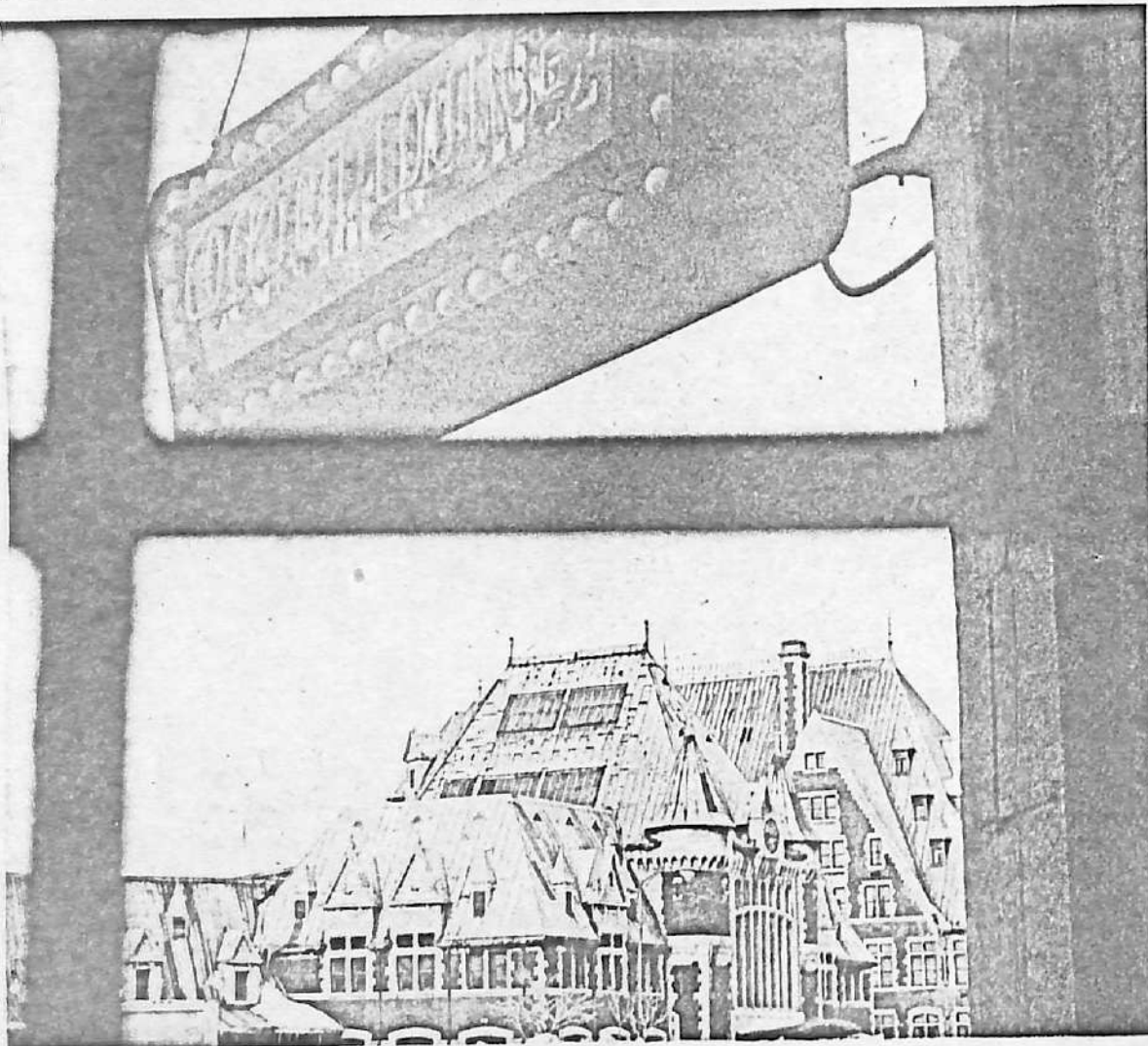
Superior: The northern Ontario roadbed (left) always plagued trainmen, but it was better maintained 50 years ago and high speeds were much safer

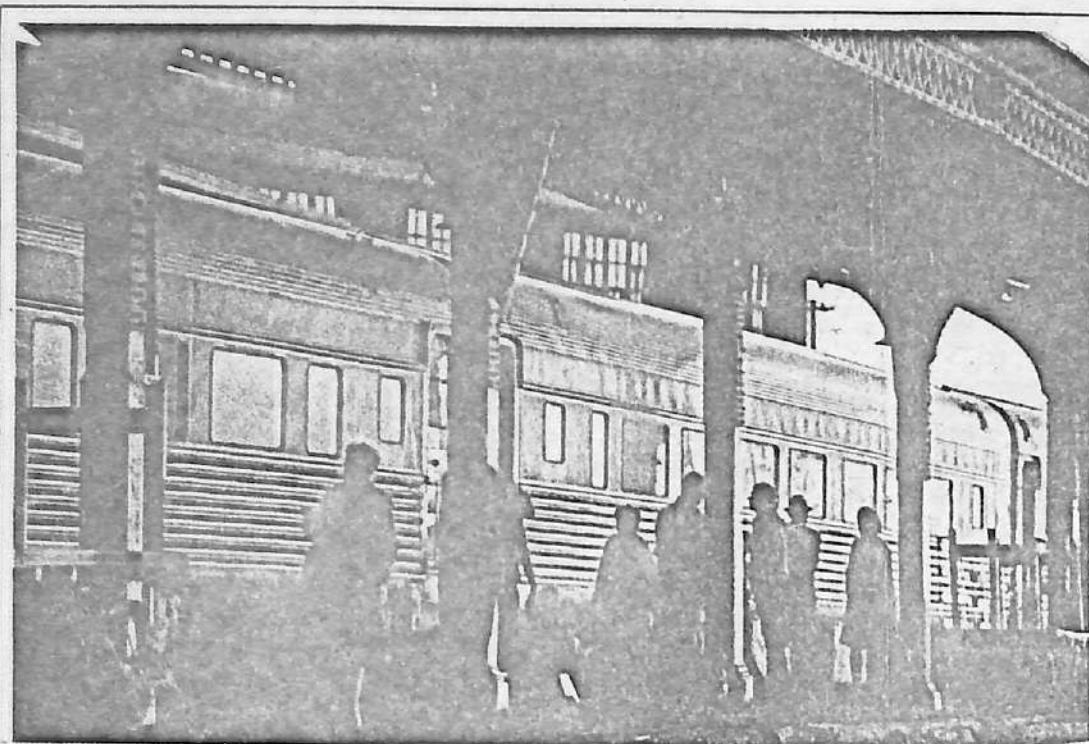


Table service: What air traveller does not miss this luxury?

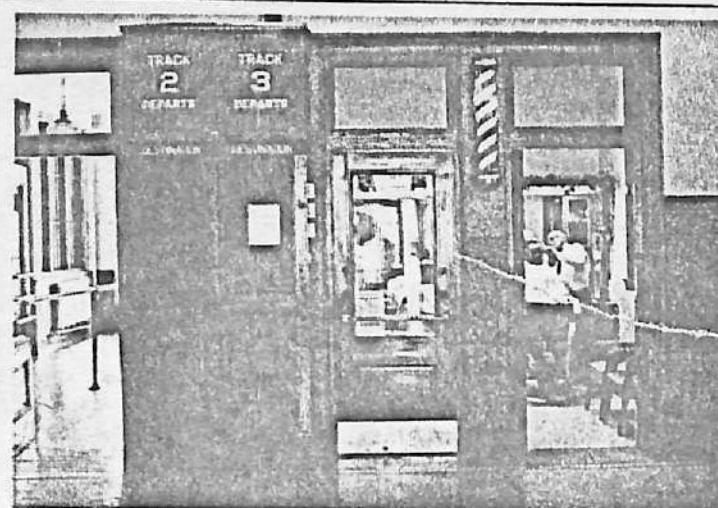


One for the road: The nicest thing about railway club cars has always been that that last drink never has to be coffee

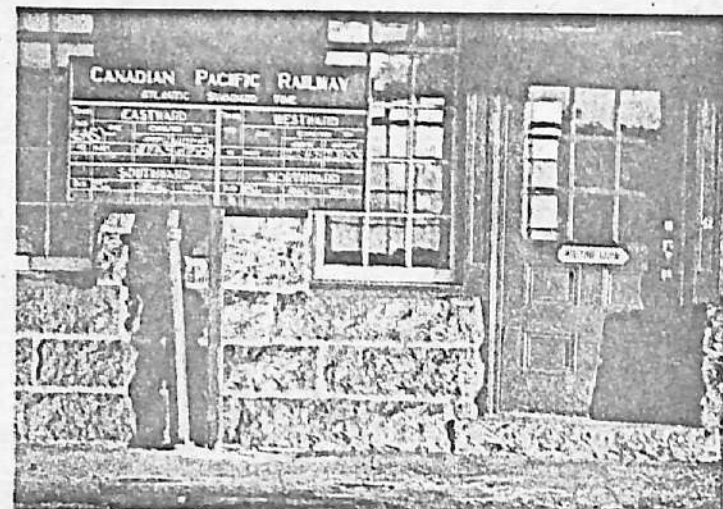
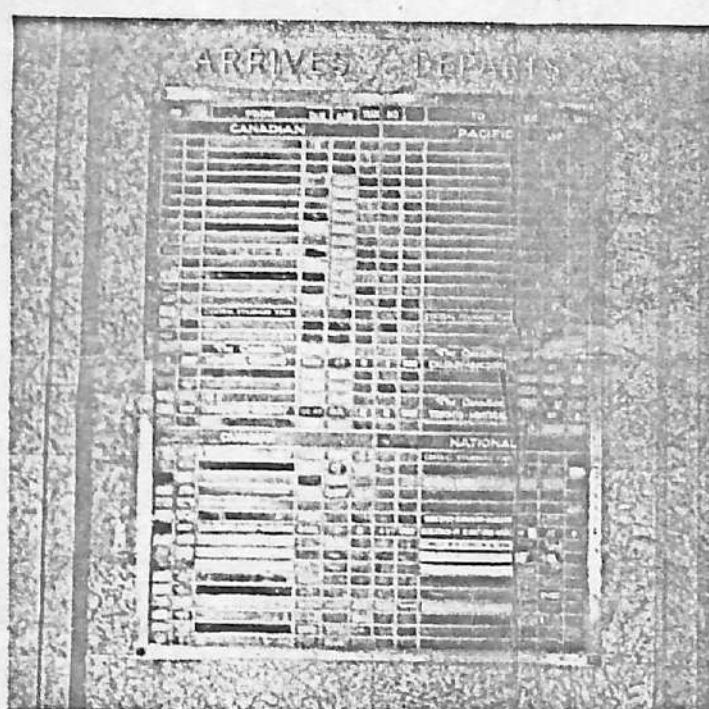
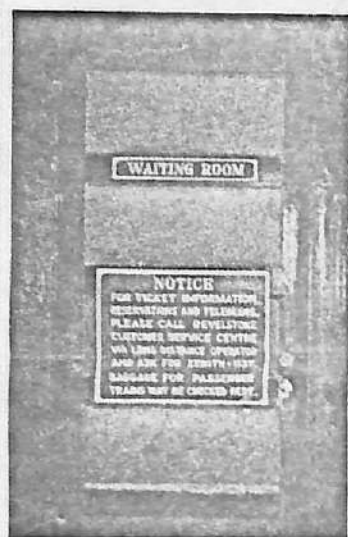




Canadian sunset: CP's transcontinental, *The Canadian*, on one of its last stops in Winnipeg



Trim: The railway station was once a fine barber shop location, but those days have gone the way of two-bit haircuts and Bay Rum



Junction: Trains from Boston and Montreal met in McAdam, New Brunswick (above)

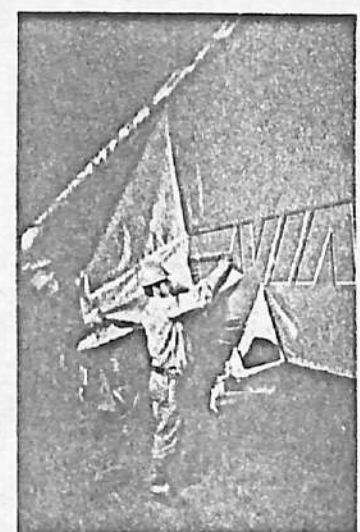
Arrivals and departures: Train boards (left) once had to be changed hourly but these days they seldom change at all

Economy: No yacht designer ever used space more cleverly than the men who created railway roomettes (right)

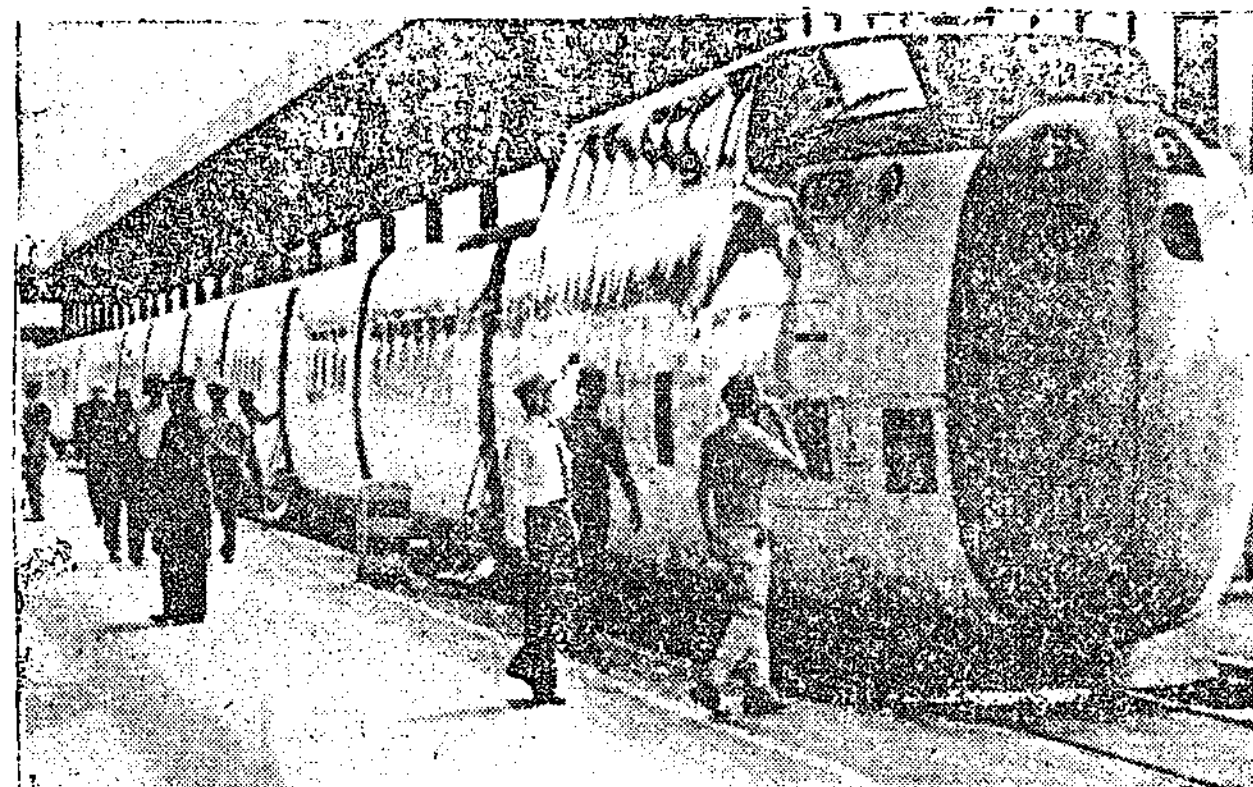


Watch your step, please: The sleeping car porter (above) and his step recall a gentler time. Airlines have not found satisfactory equivalents

Wise old Owls: Several citizens of McAdam, New Brunswick, have 50-year railway passes. The town's retired railway workers (right) get together daily as the Owls Club in their meeting hall



Unveiling: VIA inherits fine traditions and old equipment



Inter-modal passenger transportation system needed in Canada

Via Rail chief charms MPs with dream for future travel

THE WINDSOR STAR, DECEMBER 3, 1977

By Joan Cohen
For Southam News Services

OTTAWA — Back in 1969, when J. Frank Roberts was general manager in charge of CN's passenger services, he had to come before the Canadian Transport Commission with CN's applications for passenger train abandonment.

This was an elaborate ritual the railways were required to go through to get the government to help cover rail losses. Community spokesmen would rise up in fear and anger about the threat to their rail service. The CTC would — generally — turn the railways down, and then and only then, would the rail companies become eligible for aid.

"It was the most frustrating thing I ever went through," Roberts recalled in conversation the other night. Part of his frustration, clearly, was that he believed in passenger trains. Part of it was that nobody was trying to find out what kind of transport service the communities really needed.

This week Roberts, 56, was in Ottawa to appear before the Commons transport committee. His role now was a happier one, as president of VIA Rail Canada Inc., the new Crown corporation that by April, 1969 will be fully charged with revitalizing, and managing, Canada's passenger rail system.

Roberts' testimony, under a barrage of questions from committee MPs, provided the first glimpse par-

liamentarians have had of Canada's rail system of the future.

The picture emerged in fragments. But Roberts' virtuoso display of knowledge, ideas and enthusiasm about the prospects and current problems, of the passenger train left Liberals and Tories alike cheering.

At least they cheered the man, even if some were not quite as convinced as their witness that the long decline of the passenger train could really be turned around, or its deficits curbed.

Sometimes, as the questions came, he would wince with pain at stories of travellers forced to catch their trains in the middle of the night, or wink with smiling understanding at other tales of misadventures.

But then, as he told Maritime Tory Fred McCain after one particularly baleful description of a neglected rail system: "I probably had the best job on the railway as vice president of CN's St. Lawrence region and I gave it up for this job because I believe in the future of the rail passenger business in Canada."

Central to Roberts' planning, a constantly repeated theme through his animated testimony, is the idea of co-ordinating train, bus and air service to "build an inter-modal public passenger transportation system for Canada." And that system, he trusts, would wear down the 88 per cent of travel now done by car.

For Roberts, such a system means giving each community the kind of transportation links that can serve it best. It means, too, setting up a service where passengers can travel by a combination of plane, bus and train with a single ticket.

(Should there, for example, be a new highway between Calgary and Edmonton as the Alberta government now contemplates? he asked. Or would a brand new type of rail service be a better buy?)

The federal government has promised that kind of co-ordination in every recent transport policy paper, but without giving any indication as to how it would achieve it. But Roberts told the committee he has been going to the provinces, trying to get planning in motion.

As he explained privately later, he sees VIA Rail as being in the best position to act as middleman between the various interested parties to develop a co-ordinated system.

On a related theme, Roberts is adamant that passenger train service be divided into three distinct types: Transcontinental, with a single link from Halifax to Vancouver (and all proper amenities including, he suggested, showers; intercity — where required; — and local trains, with service at convenient hours.

Also unveiled in Roberts' quick rundown of future plans:

— Consolidation of terminals, where duplications now exist. He sees these becoming transportation terminals, in the heart of cities, serving all public transport modes.

— Wide use of self-propelled rail diesel cars. Ninety-six such cars will be turned over to VIA Rail by CN and CP. Roberts says these cars would be totally redesigned, with better riding qualities and new interiors. Aero-dynamic nosecones would be attached in front

to improve energy efficiency and speed up running time. The cars will replace conventional equipment in many areas.

— Possible future takeover of an existing rail corridor on the Quebec City to Windsor run, so that passenger and freight trains are not competing for rail space.

— Use of hydraulic banking systems on trains, to allow faster speeds on curves without disturbing passengers. He warns, however, that with Canada's heavy freight loads bearing down on the tracks, train rides will never be as smooth as they are in Europe.

— A five-year plan to increase passenger loads from the present 30 to 35 per cent level to 60 per cent, by attracting more passengers, eliminating deadwood equipment and reducing train miles by 11 per cent. There will be changes in the transportation "mix," with some new trains added, others removed.

— A warning that with a new level of service, ticket prices can be expected to rise.

"We do not know what rail can do for us in Canada yet," the czar-designate of passenger rail services told MPs early on in the hearing, "because we have neglected the rail mode, while other countries have been building it up."

But he added he had "absolute confidence" in being able to bring the passenger trains back to life, with a savings to the taxpayers.

Joan Cohen is a freelance writer in Ottawa

Robert Bandeen — hauling CN slowly into the black

By Stuart Lake.

OTTAWA (CP) — Canadian National Railways, slowly losing its decades-old reputation as a solid money-loser, will pay its first dividend to the federal government this year and much of the credit for this turn of events is given to president Robert Bandeen.

The 48-year-old CN chief executive officer, in his four years at the throttle, has divested the railway of many of its money drains, including railway services in Newfoundland, commuter services in Montreal, marine services and soon the transcontinental passenger services.

Along the way he has trimmed the number of employees by about 10,000 to roughly 76,000.

In the last few months his accomplishments included persuading Parliament to convert \$808 million of debt to common stock, thus saving the CN heavy interest charges.

And last week he won an agreement from railway unions to cut train crews to three men from four, a move that will further reduce CN employees over the next few years as well as save millions of dollars in wages.

The net result will be a profit in 1978 of about \$130 million, the third straight time the railway has been in the black under Bandeen.

In Ottawa Monday for a regular monthly meeting with Transport Minister Otto Lang, Bandeen said the recapitalization bill passed by Parliament saves the government about \$80 million because it relieves the government of the responsibility of reinvesting three per cent of the rail operation.

In addition the law says CN must return 20 per cent of any earnings to the government — an estimated \$30 million.

Thus Ottawa will be netting \$110 million from 1978 operations and losing only the \$66 million it would have received in interest-bearing debt now turned into common stock.

Bandeen discounted a suggestion that CN's profit position would mean trouble negotiating contracts. Union contracts run out at year's end and employees will face an employer with a surplus.

"The union position in the past has always been that the ability to pay has nothing to do with settlements," he said. Year after year when the CN was reporting losses, the unions produced papers from economists making that point.

This year the CN management will take over the argument.

However Bandeen said industry settlements have been paced by CP Rail and he expects no change.

He did express concern over railway passes. With both CN and CP Rail moving out of the passenger business, the passes will be issued by VIA Rail, the new Crown corporation in charge of providing rail passenger service.

"The CN has a position, the CPR has one, Otto Lang has one and the union has one," said Bandeen, adding that he preferred not to go any further in what he described as a touchy issue.

"It will have to be resolved."

VIA's slowness in taking over passenger services — it has failed to meet several deadlines — also means CN will continue to incur losses of millions of dollars until 1980.

But despite that, the CN heads for a bumper year with a rosier future ahead.

Its extra punch in going to the money markets on its own as a result of the parliamentary bill giving it a much better debt ratio won't be tested until sometime next year, Bandeen said.

And in the meantime improvements to the railway — such as double-tracking in western Canada — continue, some with the help of retained profits.

Rail passenger service embarking on a new age

THE WINDSOR STAR, APRIL 29, 1978

By JOAN COHEN
For Southam News Services

OTTAWA — Planes take the shortest distance between two points. With modern highways, cars pretty well do too. And if trains tend to zig-zag a bit en route, the rail carriers should at least refrain from adding the excess mileage onto their fares.

That was the fair-minded approach of Via Rail Canada Inc. as it started planning a tariff system for Canadian rail passengers. But for a while, many people were dubious Via could carry it to its logical conclusion.

There are 1,200 CP and CN passenger stations in Canada, 1.2 million possible combinations of starting and arrival points.

Yet, after six months, Via's experts did the impossible: they set up a computer program that calculates the distance, as the crow flies, between any set of railway points, so that all Via fares can be calculated on a straight-line basis.

That was just one of the countless hurdles to be crossed as Canada's rail passenger system prepared to become Via, and — as Via officials would have it — go contemporary.

At the first of this month, the process began officially, as the new Crown corporation took over responsibility for all passenger services from the two rail companies.

On June 1, Via goes to work in earnest, taking charge of its first operation, the Western transcontinental rail service from Montreal and Toronto to the west coast.

It won't, in its start-up phases, be the modern rail operation enthusiastic Via president J. Frank Roberts conjures up each time he talks about Canada's rail future.

In its first season, the streamlined transcontinental service won't even have a name. But it will weld staffs, and procedures, and ticketing forms, and menus, and all the other nitty gritty of a passenger operation under a new Via banner — Via service standards.

Under the summer schedule, one train a day will leave both Montreal and Toronto, travelling west respectively over the northern CN line and southern CP line to Vancouver. There'll be a standard Via fare structured somewhere between the present costly CP levels and lower CN levels.

And Roberts expects the lower fares on the speedy CP route — coupled with a strong promotion campaign to start the process of enticing more passengers back to the train.

The red, white and blue fare pattern, established by CN over a decade ago, has had its day. Under Via, Roberts says, there

will be a basic year-round fare for Canada. However, this fare will be amended by various types of incentive programs, including what the Via chief describes as "three-day" fares, "two-day" fares and "packages" — such as an economy mix of hotel and rail accommodation.

There'll be regional variations in the incentives offered, fine-tuned to build up traffic in slow travel periods. Roberts notes that in the Windsor-Quebec City corridor now, rail travel peaks in winter because of business travel. In the Maritimes, peaks in summer.

Roberts is less than happy with the local service for northern Ontario ordered by the Canadian transport commission and meshed with the single-line transcontinental service that begins this fall.

He has been meeting with the Ontario government and other interested bodies, and says if a consensus emerges, the CTC could shortly be asked to approve changes.

If ever Roberts waxes lyrical, it's on the future of the short-haul inter-city service — where Via will, sometime after its final-stage takeover next April, begin operating the LRC (light, rapid, comfortable) trains now on order by the government.

For Roberts, the future of the train lies in such 100- to 500-mile hauls, and he sees them soon picking up passengers from the air carriers.

Roberts argues that air services such as the Montreal-Toronto flights are operated at a loss, subsidized by profits on cross-country routes. With public pressure building for lower cross-country fares, the air carriers won't have the funds to keep the shorter services running.

Meanwhile, Via is working out plans for three new inter-city services. In the west, it is consulting with prairie officials to design an Edmonton-Saskatoon-Winnipeg run and a Calgary-Regina-Winnipeg service.

In Central Canada, Via is planning the first through operation between Quebec City and Ottawa. Roberts promises, enticingly, that he's going to arrange to have his new \$5-million trains on the move 16 hours a day.

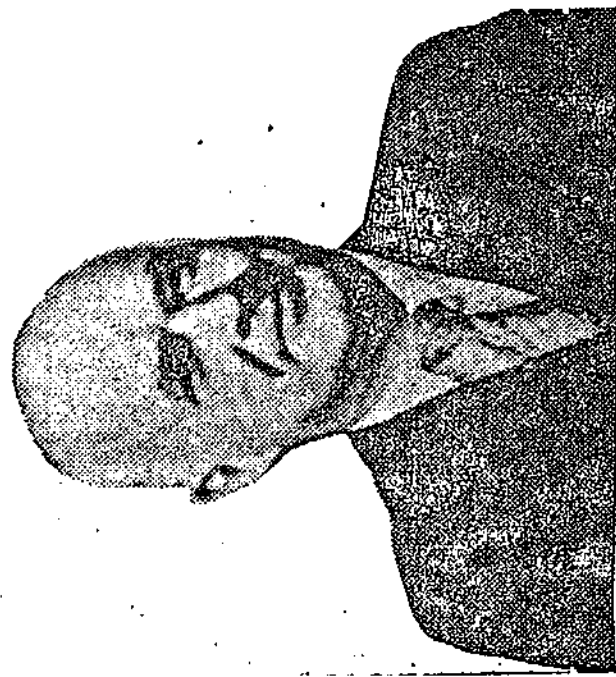
The Via president claims Canada is the most backward country in the industrialized world in developing its passenger rail potential.

The handwriting is already on the wall.

The Americans, who long funded the development of the plane and the highway on this continent, are pouring billions into passenger rail technology and intercity rail connections.

As one stood in the long lines on Friday afternoon before the Teller's window, in a downtown Windsor bank, one had time to think how grateful one should be for the plenty of this country. Going to the bus waiting room you saw the other side of people, just sitting watching the crowds, with no other place to go. The platform outside crowded with travelling people, waiting for the bus east, to take them either home or on a vacation. That day the afternoon bus left in three sections, all crowded. Downtown was over-crowded with the annual summer sidewalk sale. Photographers were there too, taking pictures and talking to people who were boarding the buses, about how and why they were there, as the C.N. was on strike in Windsor and vicinity. 8/23/73.

THE ABOVE ARTICLE WAS
WRITTEN BY MRS.
BERNADETTE MCLEAN,
COLUMNIST FOR MAIDSTONE
IN THE ESSEX FREE PRESS.



rain travel

will have to go to the ministry to negotiate contracts to the anticipated deficit on each service. The government will pay 100 per cent of the losses, compared to 80 per cent

Cuyllitz, policy chief of the transport ministry's railway development section, said in an interview the government will emphasize cost effectiveness in dealing with

hinted the government would be holding the purse-strings tightly. "We will have to see what sort of performance they provide before deciding on any expansion of ser-

the aim is to provide a true transcontinental service so passengers can go between Halifax and Vancouver without changing trains. Another is to hook into the Air Canada reservations system and become part of an integrated system.

VIA Rail's chief sees more red ink in the near future

THE WINDSOR STAR, SEPT. 20, 1978

By Les Whittington

Financial Times News Service

OTTAWA — Federal government-subsidized losses on railway passenger business, now more than \$200 million a year, will double by the mid-1980s under current transport policies, says J. Frank Roberts, chairman and president, VIA Rail Canada Inc.

Roberts, speaking Tuesday to a meeting of the Roads and Transportation Association of Canada, said it will take a major national effort to redress the neglect shown Canada's rail system in recent years.

Canada, he said, is the last major industrialized country in the world to recognize the need for modern rail passenger service, with striking results:

"A 10-year-old car is just about an antique. A 10-year-old computer belongs in a museum. Yet in Canada today, the average age of our rail equipment is 25 years."

With the exception of certain equipment in Southwestern Ontario, he added, "there has been no new passenger equipment since 1954."

The lack of new equipment, he said, has led Canadians to think that passenger trains have not progressed. "But they have, in other countries where trains are regularly running at more than 125 miles an hour."

Roberts advocated an integrated national system of rail, bus and air transport to upgrade Canadian passenger services.

To do so, he suggested that a common set of accounting and costing rules be developed which compare directly the costs of providing rail, bus and air service. The user-charges paid by airlines for use of airports do not nearly cover the administration, maintenance and capital costs of airports. "Similarly, the bus companies pay only a fraction of the cost of providing the highways on which they operate."

Current transport policies, Robert maintained, have led to a "great imbalance to the disfavor of the rail mode, which if corrected would lead to an attractive, efficient and modern rail passenger system."

He said buses and rail should be looked at as competitors for trips of between 100 and 250 miles, and that for trips of between 400 and 500 miles, air and rail are competitors.

While saying that competition for passengers travelling those distances should be maintained, Roberts said air, rail and bus companies should co-operate in other respects to benefit the travelling public.

He advocated so-called intermodal service, the mixing of different modes of transport, and as an example cited the VIA service between Toronto and Ottawa, where some Toronto-Montreal trains make a bus connection at Kingston for Ottawa and Hull.

Such transport arrangements can mean a greater choice of departure times and good transit times, he said.

Business highlights

CN to spend \$95 million

By Bob Meyer

Star Business Reporter

The Canadian National Railway expects to spend close to \$95 million improving and expanding its transportation facilities in the Great Lakes Region in 1980.

CN's Great Lakes Region includes Windsor in Southern Ontario but excludes the Ottawa Valley and points west of Armstrong in northwestern Ontario.

The costliest program will be the 157 miles of mainline rail to be renewed in a number of Ontario locations at the cost of nearly \$30 million. CN officials say there are no major overhauls planned for Windsor, other than maintenance.

They said that while the transportation facilities are in sound condition overall, the need to renew and expand facilities in response to ever-growing demand for efficient rail transportation is a fact of life.

The other monies will be spent on upgrading and replacing ties and switches where needed across the province, installing more than 110,000 concrete ties in the northern districts, and improving yards in a number of Eastern Ontario terminals. The company is also spending close to \$3 million on railway machinery and locomotive overhauling. The capital spending will be almost 18 per cent higher than last year's total.

Bank offers RRSP guide

The Bank of Montreal has available at its branches a personalized Customer Contribution Guide for a Registered Retirement Savings Plan.

The guides will be given to customers who want to learn more about the plan, but will also make it easier for bank employees to outline to prospective customers some of the more important details.

The guide has been developed to assist individuals in calculating their RRSP contribution limits and highlights key considerations for taxpayers at the time contributions are made. It is the product of an extensive analysis of the problems facing customers in the consistently changing area of RRSP legislation.

Translation firm aids business

More and more Windsor companies are expanding their operations to world trade, and should know about Traductor, a company which specializes in translating business dealings between companies that use different languages.

Proper translation of correspondence, contracts, catalogues and technical manuals can make the difference between success and failure.

Traductor, a division of la Compagnie Nord-Américaine de Traduction Ltée, hires specialists to do the translating. Since the company was founded in 1962, it has translated documents for thousands of corporate clients in the U.S., Canada and Europe. Its offices in Montreal, Toronto and Paris draw on over 200,000

THE WINDSOR STAR, JANUARY 15, 1980

specialized translators, co-ordinated by a management team of more than 40 persons.

French is the language most often translated by the specialists from and into all the languages commonly used in the business world, including Russian, Spanish, Arabic and Japanese. All the offices are equipped with word processing systems, graphic artists, typesetters and printers to handle translating jobs of any size.

Business meetings in Windsor

An increase in both personal and small business bankruptcies across the country is becoming a growing concern to most credit granters.

And, adding insult to injury, credit granters are being criticized as being a contributing factor in bankruptcies for over-extending credit to ailing firms.

For these reasons, a Bankruptcy Panel has been arranged for the next meeting of the Credit Granters Association of Windsor, to be held Jan. 22, at 5.45 p.m. at the Chicken Court Restaurant.

Guest speakers will be Richard Hawrish of the legal firm, Weingarden & Hawrish, who will explain the rights of credit granters and what the steps are to maintain maximum security and Heather Bishop, of Price, Waterhouse & Company, accountants and trustees in bankruptcy, who will explain the role and duties of the trustee.

The Economic Conditions in the Auto Industry will be subject of discussion at the Jan. 16 meeting of the Society of Management Accountants at G. Caboto Club, 2175 Parent Ave.

Guest speaker will be Dr. Roger Mendels, an economic advisor. In addition to being a professor of economics at the University of Windsor, Dr. Mendels has served on the Carter Commission for tax reform, as an economist for the Asian Reserve Bank in Malaysia and on the International Monetary Fund in Washington.

Frank Smith, director of employee relations at St. Clair College, will be guest speaker at a meeting of local members of the Canadian Tooling Manufacturer's Association Jan. 23 at the Madrid Motor Hotel, 2530 Ouellette Ave.

Smith, who also sits on a Chamber of Commerce Task Force studying local apprenticeship programs, will discuss the latest steps which have been taken by educators and tooling manufacturers, to upgrade local apprenticeship programs.

Walter Koehler, an honor graduate of the University of Windsor and now a tax planning specialist, will be guest speaker at the Jan. 22, 6 p.m., meeting of The Business & Professional Women's Club of Windsor, at Mario's Restaurant.

Koehler is presently with Merrill Lynch, of London, a tax planning firm of accountants.

VIA Rail goes computer

THE WINDSOR STAR, FEB. 28, 1980.



Jack Kent

Windsor is directly linked into a new computerized national reservation system being introduced by VIA Rail on March 1.

To be known as RESERVIA, the new system will make a cross-country trip as easy to arrange as a trip to Montreal by providing computerized information, reservation and automatic ticketing.

Reservations will be confirmed immediately and, if certain dates or types of accommodation are not available, alternatives will be suggested.

The system is similar to the Air Canada ReserVac II system which is one of the best in the world. There will be some 300 CRT display terminals and 70 computer-operated ticket printers across Canada, including 90 VIA sales offices.

At Windsor, terminals have been already installed including two CRT display screens and an automatic ticket printer, linked with the main computers in Toronto and the national network. Local employees have been training in Toronto to familiarize themselves with the system.

The startup cost for the nationwide system is \$9 million. A second phase will link the rail service with Canadian national and regional air services, hotel chains and car rental companies.

Via Rail—Trying to attract the public to t

THE WINDSOR STAR, DECEMBER 21, 1977

There won't be any miracles in railway passenger service when Via Rail Canada Inc. goes into operation April 1, Via President Frank Roberts says.

But more Canadians can expect to be travelling by train in the years to come.

Central to Roberts' belief in the future of train travel is the use of trains as part of an integrated, inter-city system combining bus, air and rail.

Roberts, in an interview aboard a train to Ottawa from Montreal, where Via has its head office, said he doesn't want to start a war with bus companies and airlines.

"We have to sit down with them and develop a system that will make it as attractive as possible for Canadians to travel by public transportation.

"Right now, 88 per cent of inter-city trips are by car, and for trips under 500 miles, that rises to 92 per cent."

Integrating different forms of transit would mean co-ordinated schedules, single tickets, and common stations, preferably downtown.

"We shouldn't be looking just at railway stations. We should be looking at transportation centres where you could have buses, rail and transportation to airports. The service has to be convenient, or people won't use it."

Roberts, 55, was named president and chief executive officer of Via Rail after a railway career that began in 1939 when he was a machinist apprentice. He became vice-president for Canadian National Railways' St. Lawrence region in 1972.

Via was established by the federal government last March as an arm's-length subsidiary of CN to take over passenger trains operated by CN and Canadian Pacific Railway, eliminating duplication between the two railways and cutting the deficit on the service, now running at more than \$200 million annually.

With Canadian passenger trains running about two-thirds empty, Via is aiming for a 60-per-cent load factor, about what the airlines now have.

Via's five-year plan calls for a 15-per-cent rise in passenger-miles, combined with an 11-per-cent reduction in train-miles and a 21-per-cent reduction in car-miles. This means fewer long-distance trains and the use of self-propelled rail diesel cars on some runs instead of conventional locomotive-drawn trains.

Roberts said there won't be many immediate changes when Via takes over. The bulk of the current CN and CP fleets, which total about 1,400 units of passenger rolling stock and average more than 25 years in age, will continue in operation for years to come. But linoleum flooring is being replaced by carpeting and other changes are making the cars brighter and more comfortable.

The 96 rail diesel cars Via is inheriting from CN and CP are built of stainless steel, "and their bodies and underframes are just as good as the day they were built."

In 1980, Via will begin to take delivery of its new LRC (light, rapid and comfortable) equipment—50 coaches and 22 locomotives built and designed by a Canadian consortium headed by Bombardier-MLW Inc. of Montreal.

Via will be meeting with each of the provinces to help decide which routes should be served, he said, but the final

decision will be up to the Canadian Transport Commission, which is evaluating passenger services to see which should be continued and in what form.

As the train rolled west along CN tracks, another train ran alongside it on CP tracks, leaving Montreal and arriving in Ottawa only minutes later. "That's the sort of duplication we're going to end," Roberts said.

CN and CP will operate the trains under contract with Via.



Frank Roberts, president of Via Rail, warns not to expect miracles in April

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Travelling by rail is popular...again

THE WINDSOR STAR, NOV. 8, 1977

HALIFAX (CP) — Passenger train travel is on the rise again, thanks in part to the energy crisis, says Via Rail president J. Frank Roberts.

Via Rail's passenger volumes have been increasing at 10 to 12 per cent each year since 1976, Roberts told a conference on tourism and the energy crisis here.

Gasoline prices and the trend to smaller, less comfortable automobiles are turning people away from long automobile trips, he said. The impact on the tourist industry is a rise in final destination trips, especially to resorts, which are already showing a revival, and an end to the short-lived era of luxurious motor homes.

Go long-distance by air

Airlines will be the recipients of most of the long-distance direct-destination business, and buses will become increasingly important for short trips and for carrying tourists to remote areas, Roberts said.

But train travel will be "pivotal" in medium-distance direct trips from city to city. It may also be popular for long-distance tours.

Airlines are rapidly resigning themselves to the fact that they will be forced to abandon short-haul routes, he said. They were being edged out by energy costs and by the deregulation trend in air travel, which is causing pressure for airlines to raise their profitable long-haul rates which have been cross-subsidizing the less profitable short-haul rates.

Just as resorts such as St. Andrews, N.B. are already enjoying a revival, so is Via rail enjoying an increase in long-distance tours.

"From sales results this year to date, we now believe that Via is by long odds the largest wholesale tour packager selling Canada as a destination," Roberts said.

"While at the beginning of the year we were optimistically forecasting a possible 50 per cent increase in packaged tour sales, statistics now indicate that we will actually exceed 1978 levels by 20 per cent. And 1978 was a good year, with sales exceeding those of 1977 by an impressive 70 per cent."

New concept for travel

Ever since Via was created three years ago, it has argued for "intermodality," a concept by which the best combination of modes — air, rail or bus — would be figured out.

"In other words, what we are saying is that buses meet market demands in the 0-250-mile range. Trains have a logical market in the 100-500 mile range while planes have their in the over-400 range.

Asked in an interview later if intermodality could mean that intercontinental train service could someday be eliminated, he said the possibility has not been ruled out.

Roberts also said the 10 LRC — Light, Rapid, Comfortable — trains that Via has on order from Montreal Locomotive Works and Dofasco Ltd. will not be delivered until 1981, six months to a year later than scheduled, because of strikes and other problems.

Roberts noted that automobile traffic from the eastern United States has been declining.

Rupert J. Tingley, president of CN Marine Ltd., also referred to that decline.

Ferry service showed decline

The trend showed up in the ferry service as a decline in traffic on both of CN Marine's Yarmouth-to-Maine runs, while traffic from central Canada remains steady and from within the Atlantic provinces is increasing.

The Atlantic tourism industry can regain a strong position in the U.S. market, but only if it creates attractions for tourists.

He told of one traveller asking "After three days of pastoral scenery, what do I do?"

"It is not an idle question. If people are no longer visiting this area to the extent they once did, is it because they can no longer come here, or is it because they no longer care to?"

VIA Rail Bowed To Maplewood

JUNE 6, 1980
ESSEX FREE PRESS

The 120 Maplewood students who almost didn't go to Storybook Gardens because Via Rail cancelled their reservations, went happily on their way on Tuesday.

Four grade 2 classes were to go by train. Via Rail notified the school last week the trip was cancelled.

Teacher Bob Sinclair wasn't taking that notice as final. He called the local member of parliament, Hon. Eugene Whelan, the Essex County Board superintendent, G. Seguin, and any other influential persons he knew.

Pressure was put on Via Rail officials to change their mind.

He was successful and the trip went off as scheduled. One of the classes visited its exchange school in London.

Apparently the government-funded railway service decided to cancel all school tours when it was realized fares failed to cover the cost of putting on an extra car or so to provide the service.

The Maplewood group totalled 136, with about 26 teachers and parents included.

The building of The Canada Southern Railway (which became part of the New York Central System) was the second railway to be constructed in the early part of the 1870's which ran between the Niagara and the Detroit Rivers. This line had connections with the United States at either end. It cut diagonally across Essex County from Tilbury to Gordon just above Amherstburg, and opened up the interior of the county to lumbering operations and agricultural settlement. Within twenty five or thirty years following the opening of this line forests throughout the interior of Essex County were largely cleared and by the end of the century there was little unsettled land left. This line passed into the hands of the Michigan Central Railway at the beginning of 1883, at which time the so-called Essex "cut-off" was opened between Essex Centre and Windsor which crossed our township of Sandwich South. Newspaper items kept the public informed of progress in surveying. Large amounts of timber were sold for railway ties and the construction afforded profitable employment to labourers. Its western terminus was planned to be Chicago. By using the Windsor and Detroit crossing the Canada Southern Railway could connect directly with the Michigan Central at Detroit. The Essex to Amherstburg line became merely a branch line. The Canada Southern was leased in 1883 by Michigan Central and in 1930 became New York Central property. Penn and New York Central merged their lines in 1966.

The Canada ~~Southern~~ Southern Railway left its mark in our township in the form of a huge gravel pit on the farm of the Frith family (Mr. & Mrs. Wm. Henry Frith (Elizabeth Amelia Thorne) on N.T.R. Gravel for the road bed was dug from this farm until the huge pit resulted where today our children still enjoy it in summer, making rafts for rafting and in winter to slide and skate on. In the mid 1970's a 40 acre portion of this farm was sold to an Italian Club firm (Ciociaro Club) and in early February, 1977 a \$1.2 Million Club Building was opened. Mrs. Percy Frith, Sr. still resides in the pioneer Frith homestead but has sold the remainder of the farm to Frank Lafferty and his brother, local area farmers.

A FEW INCIDENTS THAT TOUCHED OUR TOWNSHIP BY THIS RAILROAD

Sept. 11, 1896 - In Supreme Court in Sandwich a jury awarded Edward Mooney of Sandwich South \$6,740.00 and costs in his action against the Canadian Southern Railway for the death of two sons killed at Talbot Street Crossing in Essex, in October, 1895.

July 28th, 1905 - Fred McCarthy, Michigan Central Railway and Pere Marquette agent at Pelton narrowly escaped death when the hand car he was operating returning from Walkerville was struck by a Pere Marquette Freight car. Sept. 4, 1908 - M.C.R. Co. closed their station at Pelton.

Sept. 23, 1910 - The Michigan Central Railway Tunnel between Windsor and Detroit, over two miles long, opened for traffic. It was to cost \$10 Million Dollars.

Jan. 3rd., 1958 - Truman Flexen, Station agent for the Pelton Junction for many years was moved to Leamington. Nov. 29, 1907 - John Smith moved to Maidstone Cross to take over the MCR Station there from J. J. Walsh.

Oct. 16, 1958 - A symbol of a way of life will soon be missing from the home of Mr. & Mrs. Fred Gray of Oldcastle; for one thing the lunch pail Mr. Gray carried for 40 years as a railroader will be thrown away. It has withstood the rigors of temperature extremes along the New York Central right-of-way from Niagara-on-the-Lake to the middle of the Detroit River.

Forced to retire a year ahead of schedule, he is 64 years old, because of a bad heart. A native of Ridgeway, he started to work as a track labourer there for the then Michigan Central Railway in 1918. He was made Section Foreman at Niagara Falls in 1922 and at Pelton in 1925. He was foreman at numerous other stops on the main line before becoming Yard Foreman at Windsor in 1950. Mr. & Mrs. Gray purchased a home here on the Oldcastle Sideroad within a stones throw of the Hamlet of Oldcastle and lived here since 1939.

Their only child (adopted) (Elizabeth Marie) now Mrs. Elmer Herdman was educated here at S. S. No. 6 Public School on Hwy. No. 3. This school was renamed (Percy McKee School) following the adoption of the Sandwich South Area System. Following her marriage she and her husband lived on his farm on what was commonly called "School Lane", now "Outer Drive", until officials of Highway No. 401 purchased too much of their farm acreage as to make it unprofitable to work it as such. The highway took a strip directly behind their farm home the entire length of the farm, then they took up residence on a farm near Essex.

Mr. Gray admits some rough times trying to keep the switches open during bad weather, once being out 48 hours straight in a blizzard, before coming home to change clothes and get something hot to eat. He fell on a snowdrift just as he was leaving to go back to work and couldn't get up. It was straight to bed for him.

Dec. 8, 1961 - The old Pelton Tower at the Michigan Central and Chesapeake & Ohio Railway would be done away with very shortly. No more switches would be thrown from the Pelton Siding and present operators would be either transferred or out of a job. All car loadings now from this area would likely be billed from the Walkerville Junction. People doing business with the agents Ted Wright and Wilf. Bondy and others would miss their friendly exchange over the phone, especially at the Oldcastle Co-Op who use this service frequently. Late Pelton Tower men Fred Moore and William Washbrook, natives of this district will no doubt haunt the progress makers of today.

Feb. 4th., 1927 - C. H. Churchill, Agent of M.C.R. at Maidstone Cross since 1892 retired after 35 years. He was 70 years of age and started to work for the M.C.R. in 1885. Feb. 10, 1939 - He passed aged 82 yrs. - Lived in the village for 48 years.

Oct. 29, 1915 - James Stevenson, foreman for Maidstone Cross Section, M.C.R. moved his family from Essex to the Peter Sullivan house at Maidstone Cross. He was replaced by Fred Gray June 29th, 1934 following his death.

Essex station battles ravages of time

By Lee Palser
Star Essex Bureau

"...The steel rails still ain't heard the news
The conductor sings his songs
again,
The passengers will please refrain...
This train's got the disappea-
rin' railroad blues..."

—Steve Goodman

EDITOR'S NOTE: The death of the steam locomotive 20 years ago launched a wave of nostalgia that still hasn't subsided.

Across North America, enthusiasts have joined together to promote every facet of the bygone era, from model railroads to the restoration of rolling stock and buildings.

The old Canada Southern-Penn Central station in Essex is treasured for its design and construction and the local branch of the Canadian Railroad Historical Association has been struggling desperately to keep it alive.

Unfortunately, they've been blocked at almost every turn and it seems the station's comic-opera past may well be its future as well...

ESSEX — It's survived two explosions and fire a major and it's withered from neglect for years.

The fieldstone train station, a symbol of pioneer railroading in Southwestern Ontario, may recover despite the ravages of vandals, the perfidy of Wintario and a general lack of interest from almost everyone.

It's been a rocky road for the 83-year-old structure that began life as a stop on the old Canada Southern Railway. And, although those involved have put forth their best efforts, progress has been abysmally slow.

"Some people may be a little too optimistic when we first got going on this project," said Ken Annett, of the Canadian Railroad Historical Association (CRHA). "It certainly hasn't been a bed of roses. We've run into a lot of obstacles." Those obstacles include the lopping of \$30,000 from a \$33,000 grant request by Wintario. It was a blow from which the organization almost didn't recover.

"WE PROBABLY spent \$3,000 in long-distance telephone calls trying to find out first, what was happening, and second, why we were turned down," said Annett. "We had been told we qualified when we first applied in 1976."

"Last September, we finally got our grant — \$3,000."

But Wintario was only one problem.

The Canadian Pacific Railway promised the CRHA it could have a boxcar on a siding near the station. The CPR shortly afterward scrapped the car and hauled away the wreckage.

"I guess maybe it was a mixup, or something," said Annett, charitably. "They thought we didn't want it any more or they were confused. Anyhow, we don't have it."

They also don't have the observation car that is on a private siding near the station. That had to be sold (for \$1) when the club couldn't afford to have someone move it across the tracks and could find no way to do it themselves.

THEY STILL HAVE the right of first refusal, however, should the observation carcum-warehouse be ready once more for the scrap heap.

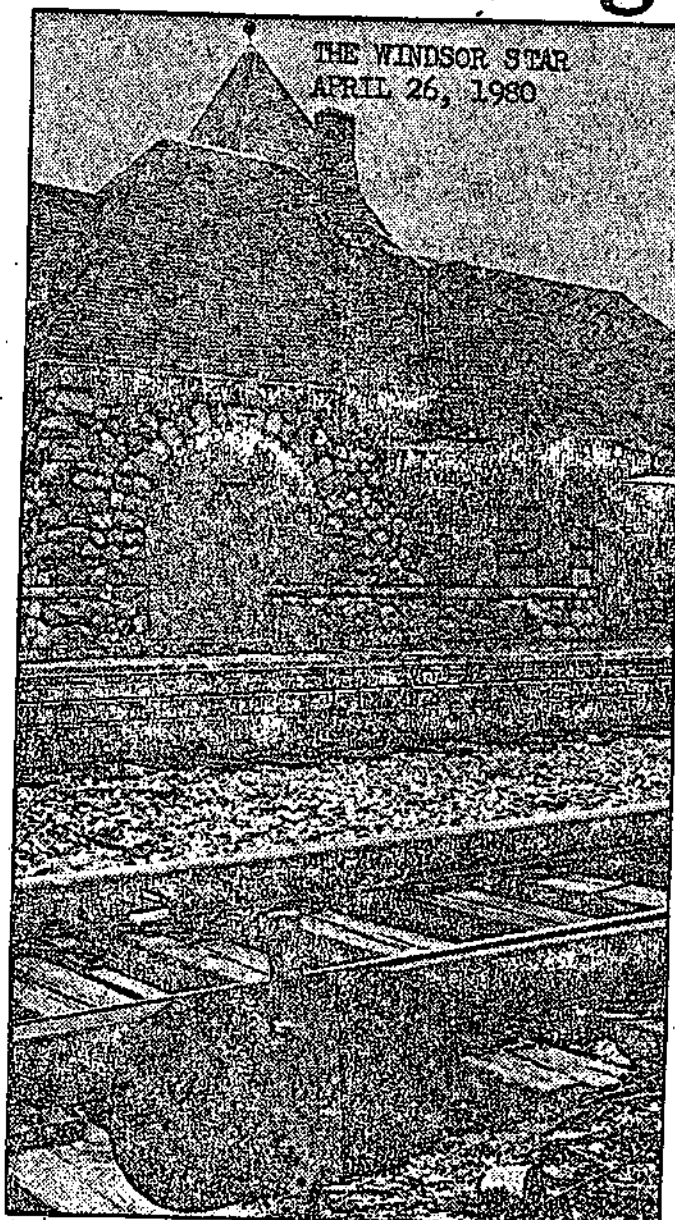
There is yet another coach in the organization's possession — donated by Annett and Mike McIlwaine. It is sitting on a private siding in Windsor behind Producer's Cold Storage at Howard and Shepherd.

Even getting it that far was no mean feat. No line wants old, potentially dangerous, rolling stock on its rails, even for short distances.

But the life of the station has always been troubled. In 1907, it was the site of a dynamite explosion that killed two trainmen and rattled windows in Detroit.

It was closed by a mill fire and another massive blaze in the 1970s that partially ruined a row of nearby businesses.

In February, yet another explosion rocked the area, as a traffic accident touched off escaping natural gas on the same block partially de-



The Canada Southern Penn Central station is a survivor

stroyed in both the previous explosion and the later fire.

WITH ALL THAT against it, it's a wonder the station has survived at all, let alone remain a landmark for the old Canada Southern Railway, the line that opened Essex County.

Association members, many of them former or current railway men and/or miniature hobbyists, got together in 1975 to explore their mutual interests.

Eight short months later, they had a long-term lease on the station from Penn Central, which, in one of its corporate incarnations, included the rolling stock and assets of the Canada Southern.

Penn Central — now itself

absorbed by the monolithic ConRail — had done nothing with the station since it was abandoned in the 1960s. As a result, according to an article in The Star in July, 1976, "The abandoned station was a mess, inside and out."

Luckily, the story related, the association was able to find someone who remembered the station in its heyday and who was able to give specific directions about restoring it to its circa-1920 condition. (Although the structure was built in 1897, restoring it to its original condition would have been beyond the club's resources.)

THAT ONE person's help has been augmented by assistance from others, such as the Ron Bondy family, who then resided on Cameron Street across from the station.

When they bought their house, they discovered the previous owners had left behind about 500 pounds of railway safe that had originally been in the station. They donated it to the association.

But it took another Essex resident — Cliff Cox — to get it moved with a hydraulic lift.

And other local people have donated time and artifacts, everything from signal lanterns to spikes.

The town itself has annually forgiven the \$700 or so in taxes it could have collected from the club.

When it came time, four years ago, for brick cleaning and restoring, it was the combined efforts of Windsor Brick Cleaning and Essex Chemicals that turned the trick.

DESPITE ALL THE help, however, it simply isn't enough to keep things going.

The organization is virtually without funds and all the work being done is strictly voluntary. The roof needs replacing, for example, but no one has come along with free materials or anything else to help out.

And, for the umpteenth time, vandals have broken in, spraypainting obscenities all over the one set of freshly painted walls.

"It figures," said Annett.

It's disheartening, and it takes a died-in-the-wool enthusiast to keep going. The association somehow manages to keep plugging away.

There are plans this summer to keep the station open all during the second annual soybean festival. Eventually, the club hopes to turn it into a full-time museum.

"The federal government has said it would operate such a museum on a day-to-day basis," said Annett. "We are still collecting artifacts and things we can exhibit — right now we have over 300 — from the glory days of steam."

BUT EVEN WITH collecting artifacts, there are problems.

Everyone, it seems, enjoys steam-era nostalgia — the wailing whistles that were once part of the Southwestern Ontario countryside have evoked a desire to collect anything relating to the old coal-burning locomotives.

"The antique dealers have moved in and they're pushing prices very high," said Annett. "We'd like to have some place for the average person to go where he can see these things."

"It's like that song (by Joni Mitchell): 'Don't it always seem to go, that you don't know what you've got 'til it's gone — they paved paradise and put up a parking lot.'"

In spite of everything, as far

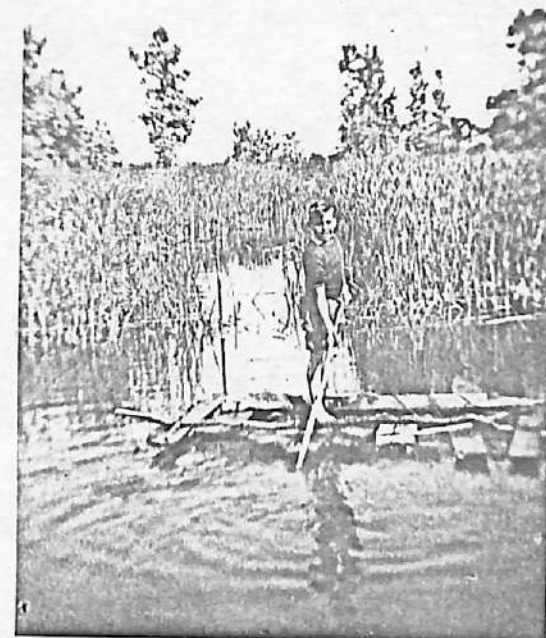
as the this group is concerned, it'll be a long time before any parking lots go up on the site of the Essex railway station.

THE WINDSOR STAR - Oct. 21, 1972: The oldest employee of the Penn Central Railroad in Canada in terms of length of service has retired. After 47½ years with Penn and its predecessor, the New York Central Railroad, Oscar Palmer has called it quits less than two weeks short of his 65th birthday (it's October 30th) and has taken his pension. Born in Windsor where he started service with the railroad in the yard, served as a brakeman, and wound up the balance - and majority - of his career as a conductor. Mr. Palmer of 2748 Dandurand Blvd., had a crack at every track of Penn Central in Southern Ontario. With the exception of a year and a half when he worked out of St. Thomas, Mr. Palmer was stationed in Windsor. Greeting him as he completed his final run this week, on a train loaded with soybeans, were his wife, Madelynne and the couple's sons-in-law and daughters, Norman and Texas Renard of 10475 Clairview Blvd., and Hohn and June Labadie, of 3720 Morris Dr., and families.

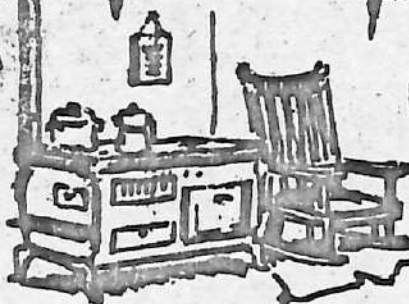
June 4, 1968 - Sandwich South Council asked Penn Central Railway (Mich. Central) to take immediate steps to repair its crossings at Concessions 8 and 9, two of the busiest roads in the township system as school busses, farm vehicles and trucks use these crossings extensively.

Rafting on Frith's Pit Summer of 1950

From L. to R. - Marilyn Frith daughter of Mr. & Mrs. Percy Frith Sr. and granddaughter of the Frith family who owned the farm at the time the pit was formed by taking the gravel to build the roadbed for the Canada Southern Railway; and her neighbor friend Marjory Barr, age 13, daughter of Mr. & Mrs. John Barr. Both girls live on North Talbot Road, Sandwich South Township. Marilyn was 14 at the time. Far picture is another neighbor friend, Edwin Crowder, age 11, enjoying the gravel pit rafting sport. He is the son of Mr. & Mrs. W.A. Crowder of Walker Road in the near vicinity. His mother is curator of Oldcastle W.I. and has compiled this history.



4 - THE ESSEX FREE PRESS - Friday, July 30, 1976



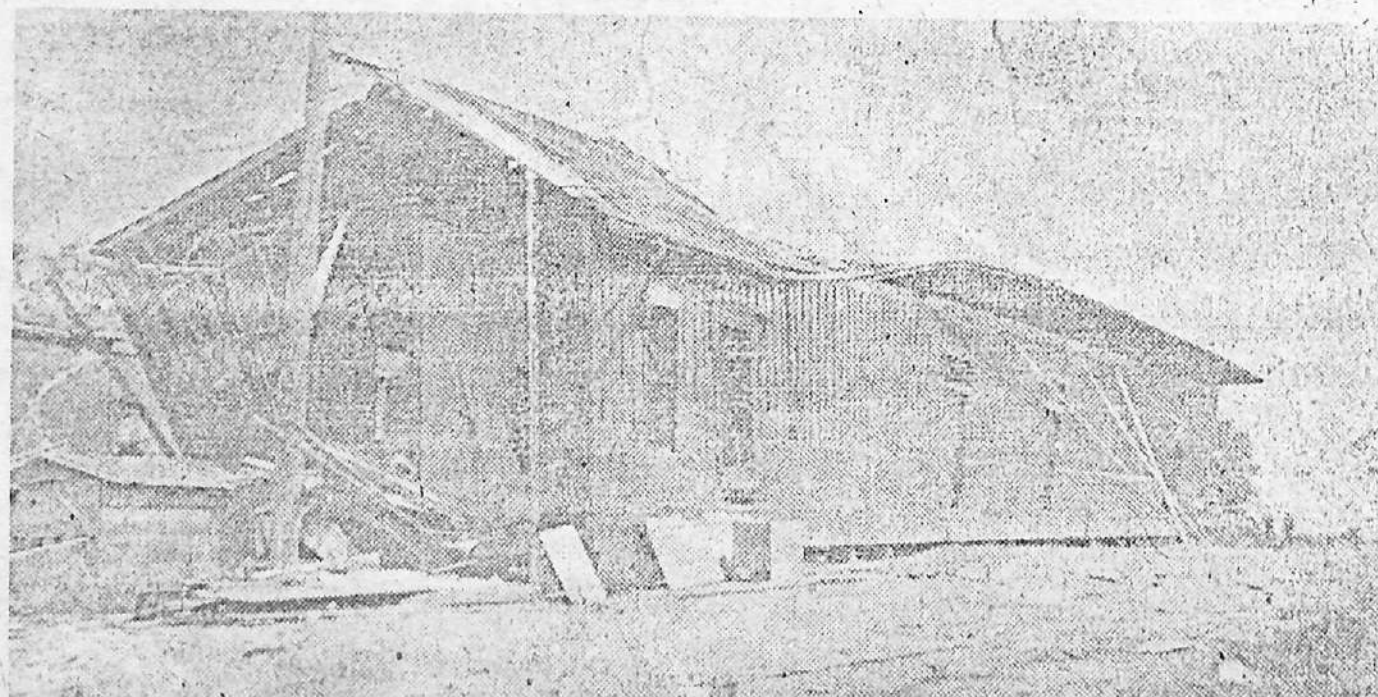
THE OLD TIME CORNER

Seventy Years Ago

Items culled from the files of the Essex Free Press for the week of July 29th, 1910.

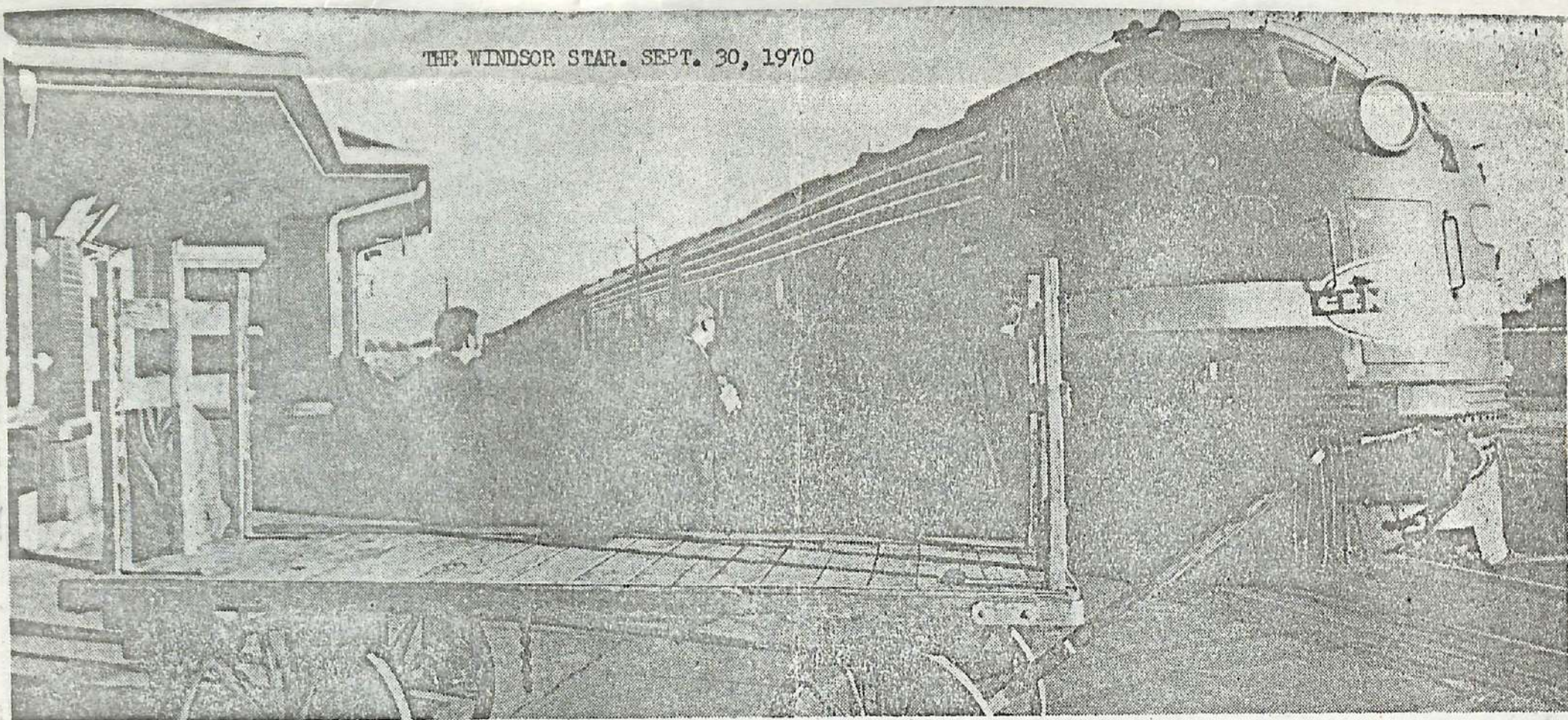
The first train came through the Michigan tunnel under the Detroit River.

M.C.R. Freight Shed Explosion 1907



This photo is taken from a post card, sent to S. Vance, 808 Fort St. E., Detroit, Michigan, from Essex, in August of 1907

THE WINDSOR STAR. SEPT. 30, 1970



Photos by Cec Southward

Passenger Train 352 pulls out of Windsor Station for last time

SEPT. 4, 1908 - M.C.R. Co. closed their
Station at Pelton

One Windsor passenger *Penn train leaves city for last time*

By JIM CULLEN

"We all feel kind of down in the dumps," said Jim Olmstead, Penn Central conductor, just before he called all aboard for the last time.

There was only one passenger—Miss Irene Helmer of Welland—at the station on Pelletier Street for the final ride. Other passengers earlier boarded in Detroit. After today there will be no Penn Central passenger service for Windsor.

Penn Central, which has filed bankruptcy, is closing the depot for passenger service because it doesn't make money.

Mr. Olmstead's train left Windsor at 8:55 a.m. for New York via St. Thomas, Welland and Fort Erie.

It's no use just saying they're taking the train service off . . . they're taking a service off people who need it—your mother and my mother," said George Curtis, senior passenger conductor. He's been railroading for 57 years and retires in a month.

Mr. Curtis said he's found that 25 per cent of people using the service were travelling because of sickness or death in the family.

The number of people using the service has dropped off drastically in the past few years.

He said people who travelled by train were, for the most part, people who couldn't travel by plane or bus.

"They just lost their boots and cut it out, that's all," joked John Hoover, baggage master. He's been at the depot for 29 years.

He recalled that 12 years ago the depot was "busy, busy, busy."

There were 12 trains a day running between Detroit, Toronto, Buffalo and New York.

Mr. Hoover noted that until about four years ago the Canadian Pacific railway company also operated from the Pelletier Street depot.

The Canadian Pacific moved its operation to a depot at Tecumseh Road and Crawford Avenue. The CP railroad operates one passenger-train per day between Windsor and Toronto. It leaves Windsor at 7 a.m.

Mr. Hoover went to get his hat and moved out on the platform as the 352 eastbound from Detroit and heading for New York pulled in the station for the last time.

MAY 5th, 1911 - E.F.P.:
The M.C.R. reduced the pay of
section men to .10¢ a day.



Conductor Jim Olmstead
waves goodbye at depot

Miss Irene Helmer is lone
passenger on last stop

The Real Story of Essex Explosion of August 10th, 1907

The following account is taken exactly as published in the Free Press of August 16th, 1907.

A terrific explosion of a ton of dynamite, in a box car on the tracks in the M.C.R. yards here at 10:15 on Saturday morning last killed two men, seriously injured four others and slightly injured many in different parts of Town and entailed monetary loss estimated at from \$150,000 to \$250,000.

The explosive was in a box car shipped from the State of Pennsylvania, consigned to Dunbar & Sullivan, at Amherstburg, for use in their dredging operation in the Detroit River and was brought here on the local freight train Friday night and left for the Amherstburg branch train to take into Amherstburg next morning. The train crew had been doing their yard work and at 10:15 were making up their train for the 'Burg when the explosion occurred. The train was to consist of the box car containing the explosive, a car of coal a box car of freight, the coach.

Of the train crew David Cottrell and J. Madigan, the engineer and fireman, were in the engine, Joseph McNary and Leo Conlin, the two brakemen, were making up the train and the conductor, Thomas Barry, was standing on the platform in front of the station, not having boarded the train. The third rails from the north side of the track, in the yard, are used for the Amherstburg train and the freight cars had been brought from the other sidings in the yard onto the Amherstburg track and were being shunted back to couple onto the coach. Brakeman Conlin was riding on the car containing the explosive, hanging onto the iron ladder on the north side, and brakeman McNary was alongside the train to signal the engineer for the coupling. Just as the cars came together, the explosion occurred. The report was distinctly heard and felt as far away as Detroit, where windows were broken. As most of the Town doctors were in the country making calls and it was not known how many might be hurt, a telephone call was sent to Windsor for medical aid. Four doctors, Dewar, Cruickshank, Ashbaugh and Hoare, came out to render first aid. In less than forty minutes reporters from Detroit daily papers had arrived on the scene.

The first body found was that of Joseph McNary found under the end of the car of coal, charred beyond recognition. His right hand had been blown off and found near the Wm. Trimble home. Parts of Conlin's body were found in the trees and grass, one part was against G. J. Thomas' fence over 200 yards away. A. O. Stimers, the station agent, was standing on the south side of the track alongside the engine. He received several gashes on the side of his head and face, had his right arm badly torn on the inside and his left leg badly cut. Dr. Bowie, Brien and Doyle dressed his injuries and in the afternoon he was taken by an M.C.R. Special, to Hotel Dieu, in Windsor. Engineer Cottrell was thrown out of the engine cab and although badly hurt was able to walk to Dr. Doyle's office where his injuries were attended to by Dr. McCabe, Mrs. Doyle, Mrs. S. Smith and Miss Ethel Gormley.

Fireman Madigan was also thrown out of the engine and seriously injured. He was also removed to Hotel Dieu, in the afternoon. Conductor Barry, who was about to enter the station office door, was knocked down and severely cut on the face, head, body and limbs. He was attended to by Dr. A. W. Keane.

The Presbyterian Church suffered only slightly with services held on Sunday, in morning by Rev. Robss and in evening by Rev. S. R. McVittie, the Methodist minister. The Anglican Church held services as usual with Rev. G. B. Ward officiating. The Methodist Church was so badly wrecked that no service was held in it on Sunday. The Laing-Ritchie Planing Mill was totally destroyed. Mike Farough, Bert Esseltine and Fred Gilboe, employees, were in the end of the building nearest the explosion, suffered only minor injuries. Messrs. Ritchie, Johnston and Wyman were in the front part of the building, escaped uninjured.

The hole left in the ground under the car of explosives, was 20 feet across and 12 feet deep.

The freight shed, about 200 feet east of the explosion, was a wreck, however those in the building, Messrs. David Hess, Del Hess, Bert Burling, Robt. Burling, Earl Hess and Herb Baughman, were not seriously injured.

NOTES

A large piece of rail was hurled through the back window of Robert Wolfe's house, on Arthur

Passenger traffic (where did it go to) was so heavy, on MCR that train No. 28 had to be run in five sections and train No. 17, in three sections. 6/23/33

THE CANADA SOUTHERN RAILWAY (PENN CENTRAL) Cont.

The Essex Times, Thursday August 21, 1975, Page 3

Penn Central causing fires

SANDWICH SOUTH — Residents who live along County Road 46 (old 98 Highway) are complaining about the Penn Central train activity which has caused 3 or 4 dangerous fires in the area.

Neighbours informed the Times that early in the spring, crews replaced old ties with new ones and the old wood was thrown by the side of the track. The ties are soaked in Kreosote, a wood preservative. The kreosote, the Sandwich South residents say, can't be put out with water when it catches on fire.

The neighbours can't figure out what Penn Central trains are doing, but whenever the trains pass from Maidstone to the 8th concession of Sandwich South township, "it's like fireworks going off" in the smoke-stack. The carbon burning, or whatever it is, sets off the brush by the

side of the tracks. It's only between the 8th concession and Maidstone that there's any problem, say the residents.

The Sandwich South fire department has been out a number of times and are very concerned about the hazards to nearby homes.

The Penn Central tracks run several hundred feet behind the houses. Mrs. Donaldson is one of the neighbours complaining. She had wood stacked up neatly for winter use, and it caught on fire about 2 weeks ago. The weeds and burning ties were making so much smoke that she couldn't see the extent of the fire. By the time, she could, it was too late.

Mrs. Donaldson replanted grapes along the fence which borders the track area. They have been scorched so badly that this year's harvest has been ruined. She

has phoned the Sandwich South township offices and Penn Central to see if something could be done. The municipal office requested a written statement of the problems. The residents say this will be forthcoming. The Penn Central office stated that the ties were going to be picked up, but that the crew was striking the other end. Residents questioned how far away that was. One Penn Central spokesman indicated that the ties were not supposed to have been left there.

A crew from the railway line was sent out the day after the last fire. They threw dirt on the still smouldering ties. That was it, no cleanup or recompensation for destroyed property.

The Times contacted Penn Central and in first, the yard said that no-one was in charge of

Continued on page 6



WINTER WOOD DESTROYED — Some of the destruction that has been caused by the Penn Central trains can be seen in this view of some of the neighbours' back yards. This wood was being stored for winter use on private property. The smoke from the burning ties was so great that the extent of the fire was not discovered until too late.

THE WINDSOR STAR, JUNE 19, 1976

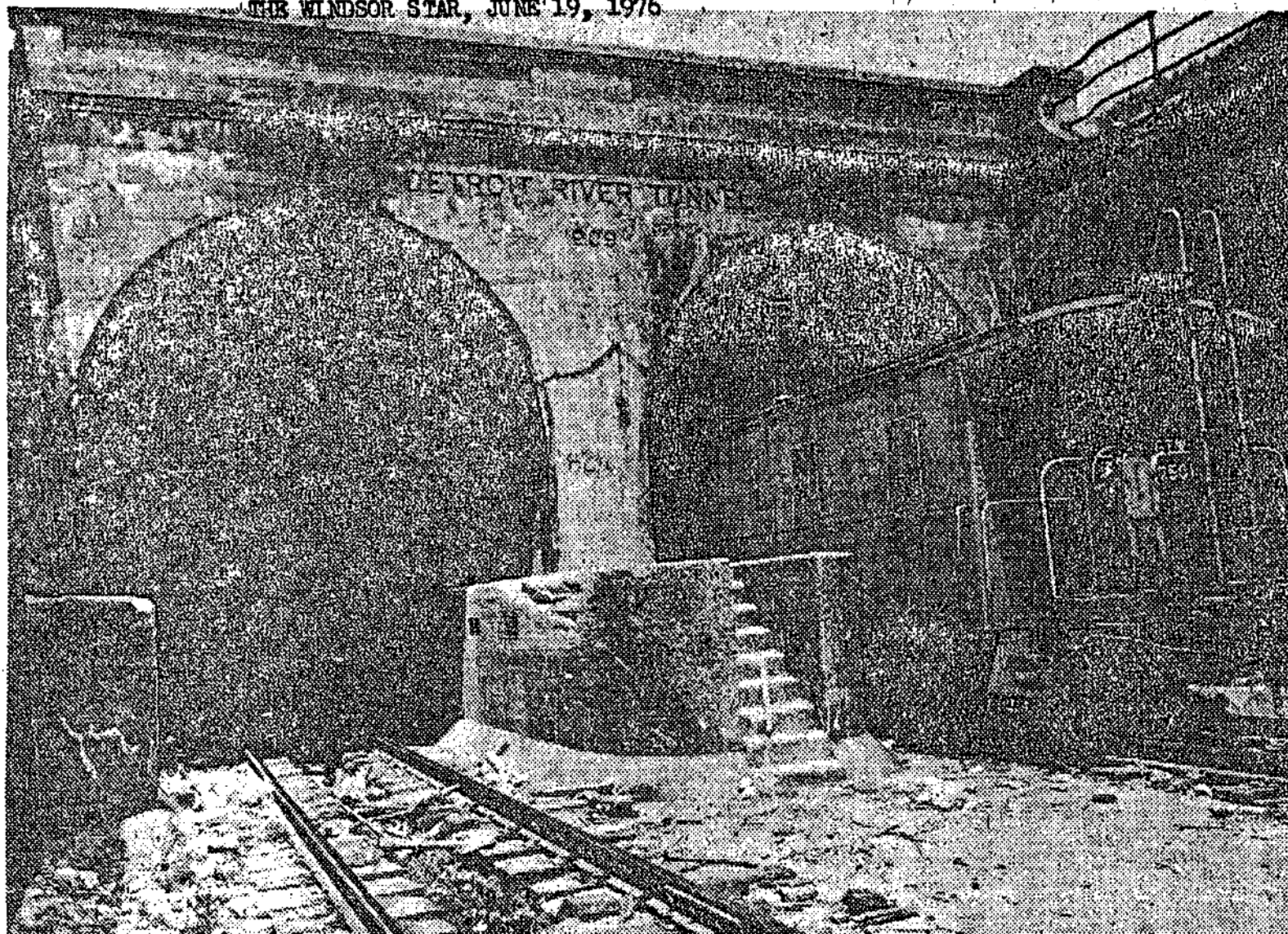


Photo by STAR STAFF

The rail tunnel between Windsor and Detroit was once owned by Canada Southern Railway

The railway that isn't

Tracing a twisted track

By JERRY MORROW

Albert Segal wants his railway back.

The 63-year-old retired Toronto businessman has set the wheels in motion to recover the assets of Canada Southern Railway which he says were stolen by "the railway robber barons at the turn of the century."

Mr. Segal is not sure how successful his

fight will be but he has bought more than 500 shares of stock in the railway, an investment of more than \$15,000, which would indicate some hope of success.

Canada Southern was once a major railroad in Southern Ontario running from Fort Erie to Amherstburg, later moving its western terminus to Windsor. It had branch lines serving Leamington and the Sarnia area and owned at least two rail companies in Michigan.

The company also owned a rail bridge spanning the Niagara River north of Fort Erie and the company that built the rail tunnel under the Detroit River at Windsor.

Today, Canada Southern owns some track in Southern Ontario and the Fort Erie bridge, but its rolling stock, the tunnel and other assets are no longer under its control.

Mr. Segal claims American rail companies stripped Canada Southern and he has applied to the Canadian Transport Commission (CTC) to recover the assets.

Two years ago, Al Segal had never heard of Canada Southern Railway. He saw a notice in a financial paper that the company was paying its annual dividend — the \$3 a share it has paid for more than 70 years.

"It is unusual to find any company that has paid a constant dividend for that long through the depression, two world wars and the economic problems of those days," he said.

It took a while to find the company.

Although it is a Canadian railroad, the head office is in Philadelphia and the stock is only sold on the New York Stock Exchange.

He bought a few shares of stock — worth about \$30 a share — and started to investigate the background of the railway. Last year, he went to the company's annual meeting.

"I'll be honest. I was trying to protect my investment, small as it was," he said. But at that meeting, questions he raised were not answered, and according to him, there were some illegalities which everyone ignored.

This added fuel to the fire. "You don't slap Al Segal down and get away with it," he said.

Now it became a matter of principle. As he investigated further he found that "hundreds of jobs had been exported" and "millions of dollars had been ripped off."

"I might be a little over-nationalistic but this is supposed to be a Canadian company and it was being stolen by the Americans," he said.

And his research proved to him that what had been done was illegal and he started fighting to have it corrected.

The background of Canada Southern is a complicated corporate tangle that begins about 1903.

At that time, Michigan Central Railroad owned about 72 per cent of the stock in

Continued on Page 50



Albert Segal

Tracing a twisted railway line

(Continued from Page Three)

Canada Southern. In 1904, Michigan Central leased Canada Southern, lock, stock and barrel, for 999 years.

The lease was approved by an act of Parliament which made it a law of Canada. Then the trouble started.

Mr. Segal has prepared a 15-page brief to the CTC outlining just some of what he says have been breaches of the lease that left Canada Southern little more than a paper company while Michigan Central and its successors slowly removed all that was of value.

In 1904, the lease shows that the company owned more than 3,700 pieces of rolling stock including 125 locomotives. Today is has none.

The lease calls for the lessee, Michigan Central, to pay all taxes for Canada Southern. Income tax for the company has not been paid by the lessee since 1924.

The rail tunnel under the Detroit River and the rail line from the American end of the tunnel, both of which were owned by Canada Southern and which were not to be sold according to the lease, are now owned by American interests. Other land owned by the company has been sold, against the terms of the lease, and the money put in trust until the lease expires in the year 2,903, but the lessee is keeping the interest the money earns.

To add to the confusion, Michigan Central, the original lessee, was taken over by New York Central. NYC became part of Penn Central, and when that company went bankrupt, it became part of the Consolidated Rail Corporation (ConRail) in the United States.

Mr. Segal doesn't care which company was responsible for what. He just wants Canada Southern's assets returned to the company. The lease includes Michigan Central and its successors.

Where the problem really becomes sticky is the majority stockholder position in Canada Southern of the lessee.

When ConRail took over from Penn Central, including the lease of Canada Southern and the controlling interest in the company, a new board of directors was named.

Chairman of the board and president of Canada Southern is Robert Wadden, vice-president and treasurer of ConRail. The other board members are Edward Jordan, chairman and chief executive officer of ConRail; Leo Mullin, senior vice-president, strategic planning ConRail; Richard Spence, president and chief operating officer, ConRail; and Ardagh Sidney Kingsmill, a Toronto lawyer.

A move to put Mr. Segal on the board was soundly defeated as ConRail attorney Frank McShane voted the approximately 119,000 shares of ConRail stock against him.

At this year's annual meeting of Canada Southern, held in the plush offices of a Bay Street law firm in Toronto earlier this month, Mr. Segal and a few other minority stockholders were given a brief opportunity to raise some of the questions they have. But the meeting was quickly adjourned, over the protests of the minority group, as soon as the new board was confirmed and a firm of Philadelphia accountants was approved to audit the company books.

Mr. Wadden said the meeting was not going to be a forum for Mr. Segal to voice all of his objections.

The new board said it was aware of Mr. Segal's application to the CTC and is having surveys made to determine what action it should take.

But Mr. Segal has little hope of support from the board. ConRail now controls many of the assets he hopes to recover and with most of the board members being ConRail

executives, they, in effect, would have to agree to sue themselves, he said.

Windsor-West MP Herb Gray, when he heard about the Toronto meeting, brought in the question of foreign takeover. Even when control of a Canadian company is moved from one foreign owner to another, it falls under the Foreign Investment Review Act, and Mr. Gray has asked the review agency to investigate.

ConRail's takeover has not received federal approval. There were no controls or guidelines when Michigan Central took over Canada Southern early in the century.

Mr. Gray said he decided to get involved when he saw press reports of how the ConRail people on the Canada Southern board were "throwing their weight around."

Mr. Segal's application to the CTC is still pending. A commission spokesman said the railway committee has been busy with hearings on transcontinental passenger service and it will probably be this fall before a hearing can be held on Canada Southern.

What the results of that hearing will be is anybody's guess.

"If the CTC or a court rules that the lease has been breached, all hell will break loose," Mr. Segal said. "Everything will have to come back, free and clear."

The lease states in several places that when it is terminated, by default or otherwise, all the companies, rolling stock, equipment, machinery and property, plus any additions and improvements, must be returned to Canada Southern "in as good condition as when received."

Mr. Segal said it is impossible to estimate accurately what has been lost, but the final figures could approach \$500 million.

Because many of the assets being claimed are in the United States where the CTC has no jurisdiction, Mr. Segal is asking that all assets of ConRail in Canada be impounded as a start toward settling the claim.

JAN, 23, 1976

Railway Ferry Started
99 Years Ago EFP

The Great Western Railway built a ferry boat in 1866 with rails so the train cars could be run onto it for transportation across the Detroit River.

Bringing the train cars across the river from Detroit to Windsor started in January of 1867. The first ferry arrived at the foot of Glengarry Avenue in Windsor.

Before that time the contents of train cars had to be unloaded to a ferry boat and then loaded into a train car on the other side of the river. And that entailed a considerable amount of goods.

A report of freight services for the last week of December 1855 showed 5,144 barrels of flour, 1994 barrels of pork, 2648 bags of wheat, 3486 dressed hogs and live sheep, hogs and cattle, were shipped from Detroit to Windsor.

The Essex railway station is now officially declared of historical and architectural value to the heritage of the town. This was necessary for the Windsor branch of the Canadian Historic Railway Society to obtain the grants available for restoration of the town's station now owned by ConRail. JULY 23, 1977

STAR * 1977

Time was when the railways in Essex County had proper crossings at highway intersections and the roadbeds were in tiptop shape. The New York Central, predecessor of the Penn-Central, ran some crack passenger trains from Chicago to New York and boasted that it had the best roadbed on the North American continent from Windsor to Buffalo.

When diesel locomotives came along, the driver wheels

on steam locomotives became a thing of the past and it was felt that maintenance of railway roadbeds would be almost non-existent.

The hand labor used on maintenance was cut back as machinery was designed to tear out old railway ties and apply the level ballast. The hand car gave way to a motorized version. Today, hand-propelled work cars have gone the way of the dandy dancer.

The railroads aren't doing as good a job of clearing weeds, the rails aren't as level as they once were but maybe there isn't the need for a smooth ride because passenger trains are disappearing from the railroads.

Commenting on it all, one old railway veteran recently said: "There was a time when you could take some pride in working for a railroad. Today, you're ashamed of it because so little that needs to be done—gets done."

OCT. 19, 1970, WINDSOR STAR
ERNIE BEZAIK

LAKE ERIE, ESSEX & DETROIT RIVER RAILROAD

The Lake Erie, Essex & Detroit River Railroad was known as Hiram Walker's Railroad. It was constructed by the Walkers to serve their extensive interests in South Essex and it provided the inestimable boon of railway service to a potentially rich part of the county (including Harrow, Kingsville, and Leamington which had been seriously handicapped by the absence of such facilities. Perishable fruits and vegetables for the production of which that section of Essex County is well adapted, could now reach the Windsor and Detroit markets promptly. The line was built in 1888 to Leamington and in 1892 it was extended to Ridgetown thus putting Elenheim on the line. The line was sold in 1903 to the Pere Marquette line. The Walker line came out of Walkerville to Pelton Junction, on through Oldcastle, Paquette, Harrow, Kingsville and into Leamington.

A flourishing summer resort industry aided and accompanied general prosperity. The service provided by the Walkers opened up the Lake Erie shore from Colchester east to a resort-minded public. The railway ran special trains to the popular and beautiful Mettawas summer hotel at Kingsville, which the Walkers Owned. On August 4, 1899 the Amherstburg Echo reported: KINGSVILLE - every house in town is occupied and every private home that takes in boarders is full to overflowing. The cottages along the lake front present a brilliant appearance with their names printed on bunting such as Haven of Rest, Dewey, Minto Cat, Southwold, etc. Colchester South contributed its quota of news: "Oxley has become quite a summer resort. A large number from Detroit and other places are spending their holidays there".

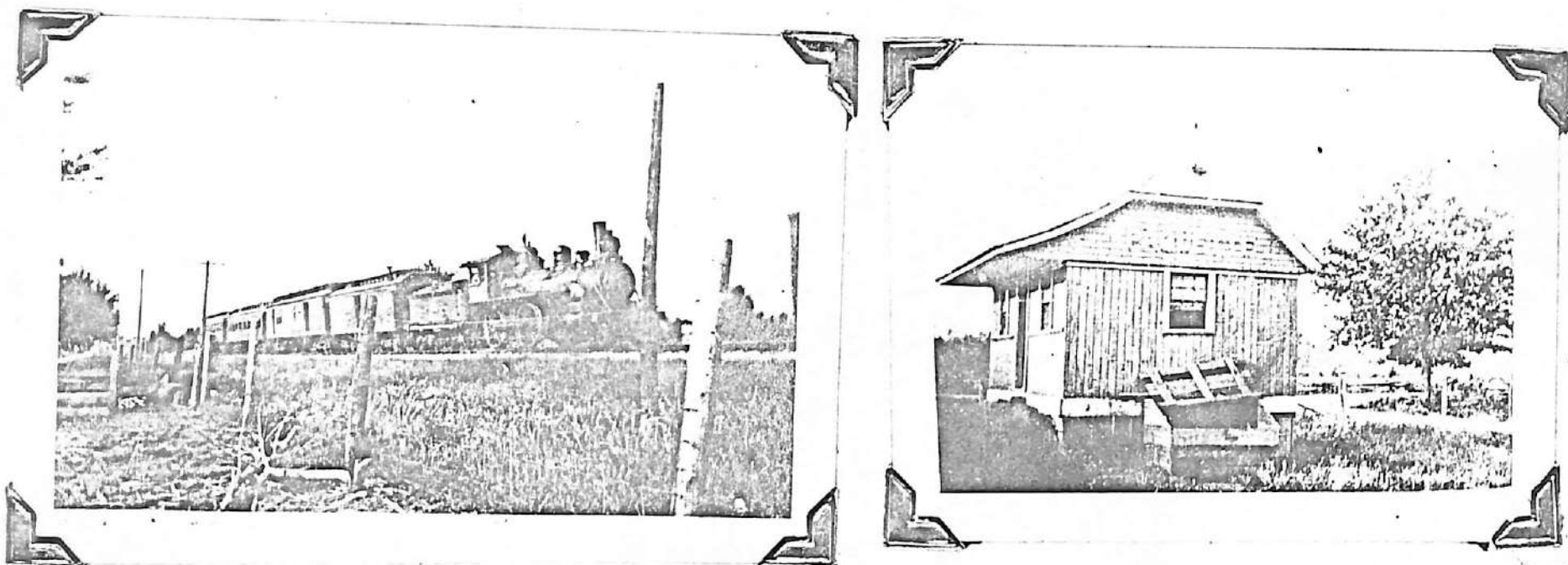
When the Pere Marquette Railway acquired possession of the Lake Erie & Detroit River Railway in 1903, they extended its service east to the Niagara frontier. It became a part of the Chesapeake & Ohio System in the early 1950's.

Hiram Walker & Sons were outstanding promoters of tourism in their day. Hiram Walker died at the age of 83 years in January, 1899 as reported in the Essex Free Press of January 20, 1899.

Jan. 20, 1956 - Farmers and property owners along Walker Road area petitioned the Chesapeake & Ohio Railroad to open drainage access to their property. The railroad cut off many drains when they constructed a new spur line east of Oldcastle at Pelton.

December 14, 1956 - Railway workers of the Chesapeake & Ohio Railway was having a new signal installed at the Oldcastle Crossing. New signals that can be seen from both directions would be a vast improvement over old signals.

January 12, 1963 - A resolution in the making reports Henry Hartley of Oldcastle to advocate better safety protection at railway grade crossings. Briefly it advocates that where there is Hydro nearby, crossings be lit at night, and that railways make use of luminous paint on the sides of freight cars so that drivers who arrive at crossings at night when a 65-car train is half way across will know that there is something ahead of them. There has been several tragic accidents especially over grade crossings of the Chesapeake & Ohio Railroad.



The above picture was taken by Harry Pettypiece of Oldcastle for the Centennial Year 1967 and is the Chesapeake & Ohio Railway train coming into Paquette Station. Beside it is the Paquette Station itself, taken also by Mr. Pettypiece at the same time.

THE WINDSOR STAR, SEPTEMBER 1, 1979.

Steam's golden age: A loving look back

FACES AND PLACES ALONG THE RAILWAY, By Elizabeth A. Willmot. Gage Publishing Limited; 126 pages, \$17.95.

Reviewed by Al Roach

How about a bit of nostalgia? You can almost hear the mouth organs playing Casey Jones or The Wreck of the Old 97 as you thumb through the pages of Elizabeth Willmot's latest book on railroading, *Faces and Places Along the Railway*.

As the title indicates, the book deals more with the old Victorian stations and the dedicated railroaders who manned them than it does with the actual rolling stock. But the pages are redolent of oil and grease, smoke and steam and are guaranteed to bring a sigh for the good old days to anyone over 40.

Ms. Willmot's genuine affection for the golden days of steam on Canada's railroads is manifest in each and every chapter. The spirit is contagious. Engrossed in the volume I found myself drifting back to days of playing about the old Pere Marquette station at the foot of Devonshire Road, where we boys made life miserable for "Hook" Smith whom we referred to as the railroad "dick."

Even you youngsters who have never known the thrill of hearing the lonesome wail on a crisp winter morning will be entranced with this excursion into the days of pot-bellied stoves, kerosene lamps, wooden water towers and belching smoke.

The book records the century from the 1850s when railroading began in Canada to the 1950s when as far as all railway buffs are concerned all of the beauty, all of the romance, all of the thrill went out of railroading with the incursion of the diesel monsters.

It is a story replete with anecdotes about the scores of little railways and their idiosyncracies and the wonderful men who worked on them and wrote this chapter in Canada's history before those two giants — the CNR and CPR — gobbled them up like the cookie monster stuffing culinary delights into his mouth.

There is the tale of the building of the Brockville Railway Tunnel and of the necessity of closing the tunnel doors between sunrise and sunset to keep out the cattle straying through the streets of Brockville.

And there is Tory, the Irish terrier who regularly rode the Grand Trunk into Peterborough (free of charge) and was reputed to be able to read a timetable because he was never late for a departure.

There are stories about trains on which you could fish out of the window or ride to the cemetery for 25 cents. And stories about riding on the nation's shortest railway, just over one mile in length on a train called — no kidding — the Portage Flyer.

There is a chapter devoted to the arrival of the Canada Southern at Gordon, two miles from Amherstburg. This chapter and all chapters in the book are illustrated with excellent photographs, many of which date back more than half a century.

Unfortunately there are errors in the book which cast doubt on its over-all authenticity. For example, the Detroit River is misnamed the St. Clair. And Ms. Willmot can't make up her mind between Canadian National Railway and Canadian National Railways (the latter is correct).

Nevertheless the book is a delightful one and should be a must for all readers fascinated by those days of yore.

Al Roach is a freelance contributor



The Michigan Central Railway stopped at the Amherstburg station

THE WINDSOR STAR, SEPTEMBER 1, 1979



A steam locomotive emerges from the Brockville tunnel

THE WINDSOR DAILY STAR, OCTOBER 16, 1958 N.Y.C.'s Fred Gray Retires

OLDCASTLE — A symbol of a way of life might soon be missing from the home of Mr. and Mrs. Fred Gray, Conc. 8, Sandwich South.

If Mrs. Gray has her way the lunch pail her husband carried for 40 years as a railroader will be thrown away.

It has withstood the rigors of temperature extremes along the New York Central right-of-way from Niagara-on-the-Lake to the middle of the Detroit River.

"No more lunches for me to pack," said Mrs. Gray. But she seemed to say it to cover up for her husband's feeling of being at "loose ends."

He was back at the New York Central yards "on business" and to talk with the boys. He was forced to retire a year ahead of the scheduled time because of a bad heart.

He doesn't expect to do much in retirement. "He's worked too hard for the past 40 years.

That's the trouble," Mrs. Gray maintained.

A native of Ridgetown, he



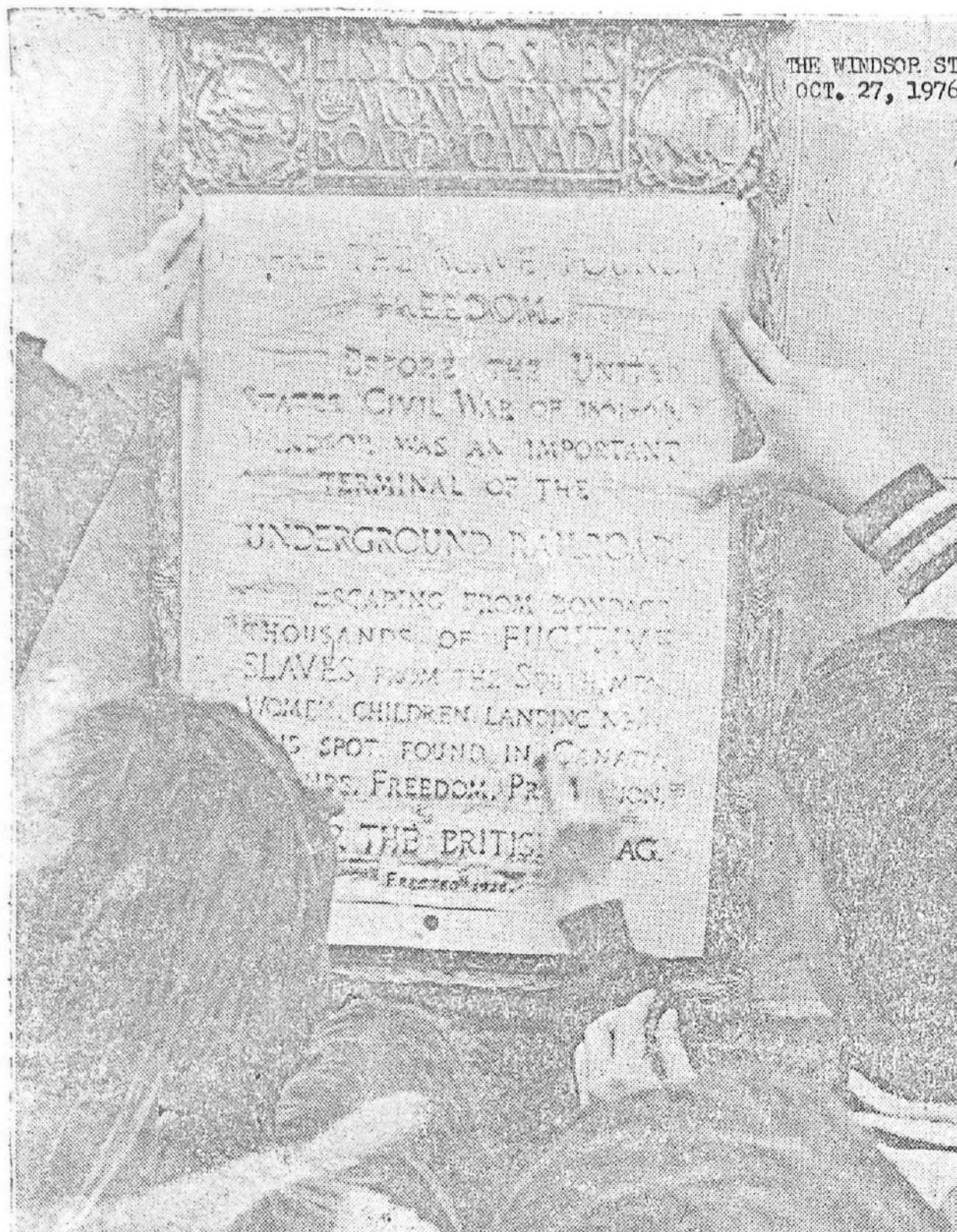
FRED GRAY
—railroader retires

started to work as a track laborer there for the then Michigan Central Railroad in 1918. He was made section foreman at Niagara Falls in 1922 and at Pelton in 1925. He was foreman at numerous other stops on the main line before becoming yard foreman at Windsor in 1950.

They have lived at Oldcastle since 1939. Their only child, Mrs. Elmer Hurdman, lives on a farm near Essex.

Mr. Gray, now 64, admits some "rough times" trying to keep the switches open during bad weather but his wife is more specific.

"Many times he was called out at night and once he was out 48 hours straight in a blizzard before he came home just to change clothes and get something hot to eat. He fell on a snowdrift just as he was leaving to go back to work and couldn't get up. It was straight to bed for him. That was too much."



THE WINDSOR STAR.
OCT. 27, 1976



THE TIMES
FEB. 25, 1976

BETTER MUDDY THAN ICY? — Walt 'Woodpecker' Woods works in the muddy waters of the Walker Road railway tracks. He and Fred Hoffman were part of a maintenance gang shimming up the tracks with plywood strips. Although the ties were still frozen, the upper crust had thawed and no ice chipping was necessary. Usually the ties are raised, and gravel put underneath but with the frozen ground, the shims were necessary. As soon as warm weather comes to Essex County, they will probably have to be taken out.

THAT'S THE RUB — When 58 Bellewood Public School students arrive in Cincinnati, Ohio, tonight, they'll be toting a handmade souvenir. A few of the Grades 5 and 6 students making the trip took a crayon rubbing of the Underground

Railroad historical plaque at Riverside Drive and Ouellette Avenue, Monday which they'll take to their Cincinnati hosts. During their overnight field trip, the students will visit the starting point of the famous route over which slaves made their way to

Canada. The imprint is made by pressing a piece of paper on the plaque then rubbing a crayon over the paper. About 100 Cincinnati students stayed with Bellewood students in March and suggested that they have the return visit.

Photo by JACK DA

DEC. 9, 1977 BFP
Cheryl Mills Wins Plaque

Eleven year old Cheryl Mills of Alice Street, Essex is the winner of the engraved plaque given by the Windsor Star.

Cheryl, a Grade 6 student at Holy Name School in Essex, called the Star last Friday, shortly after her stepdad had come home from work.

Mr. D. O'Halloran, a track foreman with Consolidated Railway, announced that a man had been killed by a Conrail freight train in the Conrail underground tunnel between Windsor and Detroit early that same morning.

Neither Mr. O'Halloran nor Junior Journalist Cheryl had the details about the incident, but Cheryl didn't waste any time reporting her tip to the Star.

Further investigation showed that an unidentified man wearing two pairs of pants and no shoes, had been run over by the train.

Conrail Derails In Essex

• ESSEX FREE PRESS, DEC. 23, 1977

84B



OFF/TRACK — A carload of lumber and two diesel engines of Conrail went off the track as they backed on to a siding into Naylor Lumber Yard just off Wilson Avenue, Thursday afternoon. Trainmaster Berdan, of St. Thomas, said they would investigate cause of the derailment but it is believed soft ground under the rails caused them to shift under the weight of the load. Another diesel engine, pulled

the engines and flatcar back onto the track after work crews of Conrail cut and reshaped the rails, then shifted them in line with the wheels. One car was back on the track Thursday night and the job was completed Friday. There were no injuries and the train remained upright. Picture shows the repair crews at work.



Essex railroad station looked like this 69 year ago today

THE WINDSOR STAR, AUGUST 10, 1976

Essex will again feel the impact of an explosion from 69 years ago

By EVELYN WALKER

ESSEX — The explosion that ripped Essex asunder on the morning of Aug. 10, 1907, is again making an impact on the town, 69 years later.

When it killed two trainmen and destroyed \$200,000 of property, it drew the curious to the town in droves and made the Essex Michigan Central Railway station unique in the history of Essex County railroads. For this and other reasons the Windsor-Essex branch of the Canadian Railroad Historical Society is restoring the station as a museum. Such a tourist attraction, for a town that has never had one, will once more focus attention on Essex and bring increased business to its stores, restaurants and motels.

"This museum will draw tourists from all over North America. Yes, from all over the world," says Bob Pedlar, president of the Windsor-Essex branch of the society.

On that August morning a boxcar filled with tubes of nitroglycerine exploded at the station, burying the torso of Joseph McNary in a hole beneath it and scattering bits of his limbs and Leo Conlon's over the town, along with various pieces of debris. A horse was pierced by a piece of flying iron.

One of the two telephone operators was so seriously injured when the stock from the drug store shelves where the telephone office was located, fell on her, that she never fully recovered. The railway freight sheds, the Methodist church, planing mill, grist mill, electricity plant, and several homes were demolished in the blast. Windows were rattled in Detroit and almost all of them in the town were broken. Merchants operated for weeks in darkened stores with windows boarded over and without electricity.

Much of the station was destroyed. By early afternoon, Highway 3, a dirt road from Windsor, was one continuous cloud of dust as people rushed to Essex in every conceivable kind of vehicle.

Some of the boxes of dynamite had broken and the tubes containing the nitroglycerine burst, releasing the liquid. As the train shunted over the drips they exploded. An investigation established that the dynamite was improperly cured but

the railway was held responsible and fined \$125,000 for funds to repair the town.

The station was rebuilt. It has been abandoned as a passenger depot for more than 20 years, its stone exterior blackened by the soot of the engines that once made it the scene of summer excursions and the focal transport centre of the county. The stones have been cleaned; windows are being re-glazed; the chimney has a new flue; work is being done on the roof, gutters, and interior walls by volunteers from the society's members with some help from the town people. Railroad artifacts are being gathered for display in the station, especially those pertaining to the Essex station and the explosion.

That explosion isn't the only reason the station is a treasure of historical facts. The Canada Southern Railway that built the line across Essex County from Tilbury to Gordon, north of Amherstburg, to connect Buffalo with the area, gave life to the town. When the line was completed in 1876, stores were opened, a post office established, hotels and livery stables built, and the stopping off place was called Essex Centre.

It was the focal point of the county for shipping and travel. All persons going anywhere in the southern half of the county came to Essex Centre to board the only train conveniently available. So the station caused the hamlet to grow to a village in 1883 and in conjunction with the planing mills and woodworking factory, to a town by 1890. It was 1883 when Michigan Central purchased the line and built the Essex cutoff with the sharp curve south of Essex to take in the town's station and then run northward to Windsor.

Members of the local railroad society felt these facts are too important to be forgotten so they arranged with Penn Central, which owned the property, for a lease to develop the museum in the station. Recently they secured a permanent lease from the new owners, CN rail.

Wednesday night the members of the society are staging a barbecue to kindle interest and to show off the new old-passenger car.

Railroad Museum For 3/19/76 Essex EFP

The Essex railway station will become a museum.

The Canadian Railroad Historical Association has announced plans to restore it and gather artifacts to preserve the story of railroads in the county and especially of how the railroad brought Essex into existence and almost wrecked the town in 1907 when a carload of dynamite exploded in the Essex yard.

President of the Association Bob Pedlar, and vice-president Dave Pinnington asked council for their support and outlined plans. Success of the project will depend on the merchants and residents in providing co-operation.

The association has leased the station from the Penn Central Railroad, the last lease that will be made by Penn Central on any of their properties subject to takeover of Conrail.

The association has already begun work on the building and will put up signs to indicate it is their property. Within the next few weeks they plan to clean the property and will go to the community to ask for assistance with labour and materials.

Essex rail station now historical site

THE WINDSOR STAR, MARCH 23, 1977

ESSEX — The former Penn Central railway station here was designated as having historical value by town council this week, qualifying the old building for government restoration grants.

The designation is necessary before the Ontario Ministry of Culture and Recreation will consider a building for grants and if the ministry accepts the designation, it restricts the use of it as a means of preserving its historical value.

The Windsor-Essex Historical Society asked council to declare the station of historical value and to relieve it of the \$750 yearly taxes they pay to the present owners, Conrail, under a lease arrangement. Council members indicated the request would be considered.

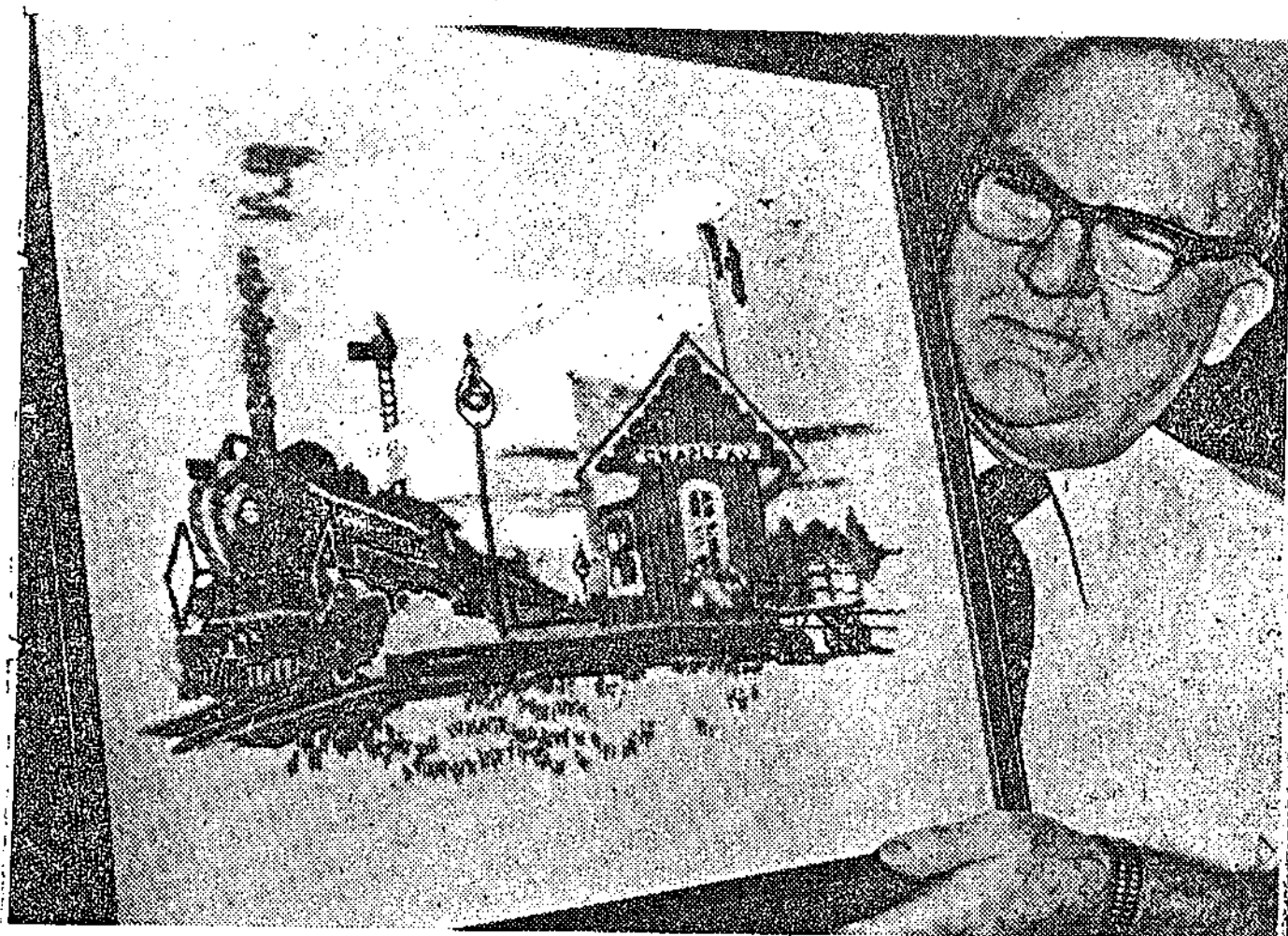
Dave Pinnington, society president, told council \$10,455 has been spent in the past year on restoration work designed to make the station a museum. He anticipated work in 1977 would cost an additional \$11,200.

Mr. Pinnington said two interior partitions have been torn out to restore the original floor plan and in the process of doing so, they had uncovered a fireplace in the ladies' waiting room which was a unique feature of the station.

The railroad car being kept on a siding will be restored and set on rails beside the station.

The president also asked that the town include the society in any summer celebrations that may be planned.

Neighborhood news



Star photo by WALTER JACKSON

Gordon Payne and his wall-hanging of crewel work



For and about the seniors

In memory of railroads

By Barbara Ford

When a person spends his entire working life in railroad service, it's hard to forget those years in retirement.

Gordon Payne, of Church Street found a unique way to remember while he was developing a new hobby.

The accompanying photo shows an 18 x 24-inch wall hanging of a steam engine and two coaches...but it isn't a painting. It's done in crewel work. This is an oldtime craft which has found new acceptance in modern years and this particular piece is done with 20 different colors and nine varied stitches.

Gordon also enjoys needlepoint but he says the crewel work offers a greater variety in texture with its three-dimensional concept and imaginative designs. With this particular

kit he altered the printed background somewhat as he worked the stitches.

For one thing, he blanked off the American flag and substituted the Canadian flag; then he changed the name of the depot to read "Chapleau" as can be seen in the photo.

This is the town, 200 miles west of Sudbury, where Gordon was raised, so the finished piece which hangs on his living room wall becomes a sentimental memento as well. He has finished a similar picture for his son who also works for the railroad.

Gordon worked for New York Central which amalgamated in 1964 with Penn Central. He began as a young man on freight trains until he had enough seniority to switch to the passenger coaches. Then he served as a conductor on the Windsor to Buffalo run for many years.

Whatever motivated such a robust retiree (he will be 72 years old this month) to take up stitchery? Well, it seems he had watched his wife Hilda doing needlework and just decided to buy a kit, follow the instructions and surprise her with what he could accomplish on his own.

She was certainly surprised when he presented her with a picture of lilacs done in needlepoint and announced that he had done the work himself. "She says I've got a wonderful patience," he said.

If a pun is permitted, we could say Gordon really hadn't planned on getting 'hooked' on stitchery. He has plenty of other hobbies that adequately fill leisure hours when he isn't working around the house and yard or making hospital visits with Hilda.

He also makes cribbage boards, the fancy ones in the shape of the magic '29' and has even donated some for raffles which added to the funds of the Burn Unit of Metropolitan Hospital.

He's an avid bowler, too, in a mixed league at Rose Bowl, and with the senior citizens at Bowlero.

Gordon also takes the word games in The Star quite seriously. He always does the cryptogram, crossword puzzles and scramlets. For the past two years he has been compiling his own dictionary of all the clues and answers in these daily puzzles and pretty soon he'll be able to dash through them almost as fast as the paper hits the front porch.

How our railroading history is being reconstructed

THE TIMES, MAY 5, 1976

The Windsor-Essex Division of the Canadian Railroad Historical Association was organized in November of 1975.

The general objectives of the club include collecting and preserving historical data, materials and equipment pertaining to railroads of all kinds; organizing and supporting a museum in the old Michigan Central depot in the town of Essex Ontario; informing the Essex county residents more on their railroad heritage, and providing a focal point for a fellowship of persons having a common interest in railroading.

The Windsor-Essex Division is a non-profit, educational organization. All contributions are tax deductible. The club seeks items relating to railroading including: pictures, timetables, tickets, books, posters and other items having a general historical interest. Pictures and/or documents having particular family value will be copied and returned to the owner.

The club just recently received a lease on the old Michigan Central depot in Essex from the Penn Central Railroad. The club plans on restoring this great lady back to her original grandeur and operate it as a museum. The organization needs funds though to complete such a task, so if you would like to make a contribution to the

restoration project you will receive as a receipt a certificate stating that you donated to the depot's restoration and on the certificate will appear a tax number so you can deduct this at income tax time.

The club has already received a donation from the president and his organization in the form of an open platform, N.Y.C. coach, the vintage which is in the 30's, that will be restored and placed by the depot on a set of rails taken from the old Windsor, Lakeshore and Essex Railway, the inter-urban line that ran from Windsor to Leamington in the early 1900's.

As a member of the Windsor-Essex Division you will receive the bi-monthly publication, "Semaphore", which contains valuable information pertaining to the growth of railroading in Essex County, happenings on the local railroad scene as well as priceless photos.

Membership is open to all ages. You are invited to come and join us. Regular membership is \$4.00 per year (\$5.00 in the U.S.) for an adult, \$2.00 per year for an associate member, and \$2.00 per year for a youth member (under 18 years of age). Associate members will receive the publication "Semaphore" but are not allowed to vote in elections. Every man and

boy alike have a little bit of railroading floating in the back of their minds, whether it be steam, diesel or electric. Why not give that favorite father or son a membership in the organization.

The Windsor-Essex Division meets on the second Wednesday of every month at 7:30 p.m. in the basement of the main library on Ouellette Ave. in Windsor.

It will be Railroad Days in Essex along with Sidewalk Days and the date has been set as July 16 and 17.

Bob Pedler of Canadian Railroad Historical Association asked the Essex Chamber of Commerce to combine the usual sidewalk sale with a special weekend emphasizing the railway station as a promotion for the museum his association is establishing there.

There would be a barbecue, a flea market, possibly an auction at the railroad station where the station would be open to the public with railway artifacts displayed.

"We have acquired two full-time employees for up to a year on a government-sponsored training program. Restoration of the station is being done right now. But we can't continue without funds for material.

Since the association would like more time before the sidewalk sales to prepare the station the chamber of com-

merce members agreed to delay the sales for 3 weeks.

Mr. Pedler reported the association has received an average of one membership a day since plans to restore the abandoned railway station in Essex were announced. Volunteer help and contributions from local people have been given. He said they will use anything pertaining to railways in Essex County.

"People will come from all over the world to see the station if we can attain the goals we've set. There will be mannequins dressed appropriately for the days when the station opened, baggage in the baggage room, pot bellied stoves being used, all the station master's equipment, and railway artifacts along the walls," Mr. Pedler said of the final plans.

On display for railroad days will be the beginnings of the dream and a chance for people to see the restoration.

In other business Gary Damm and Bill Jackson were

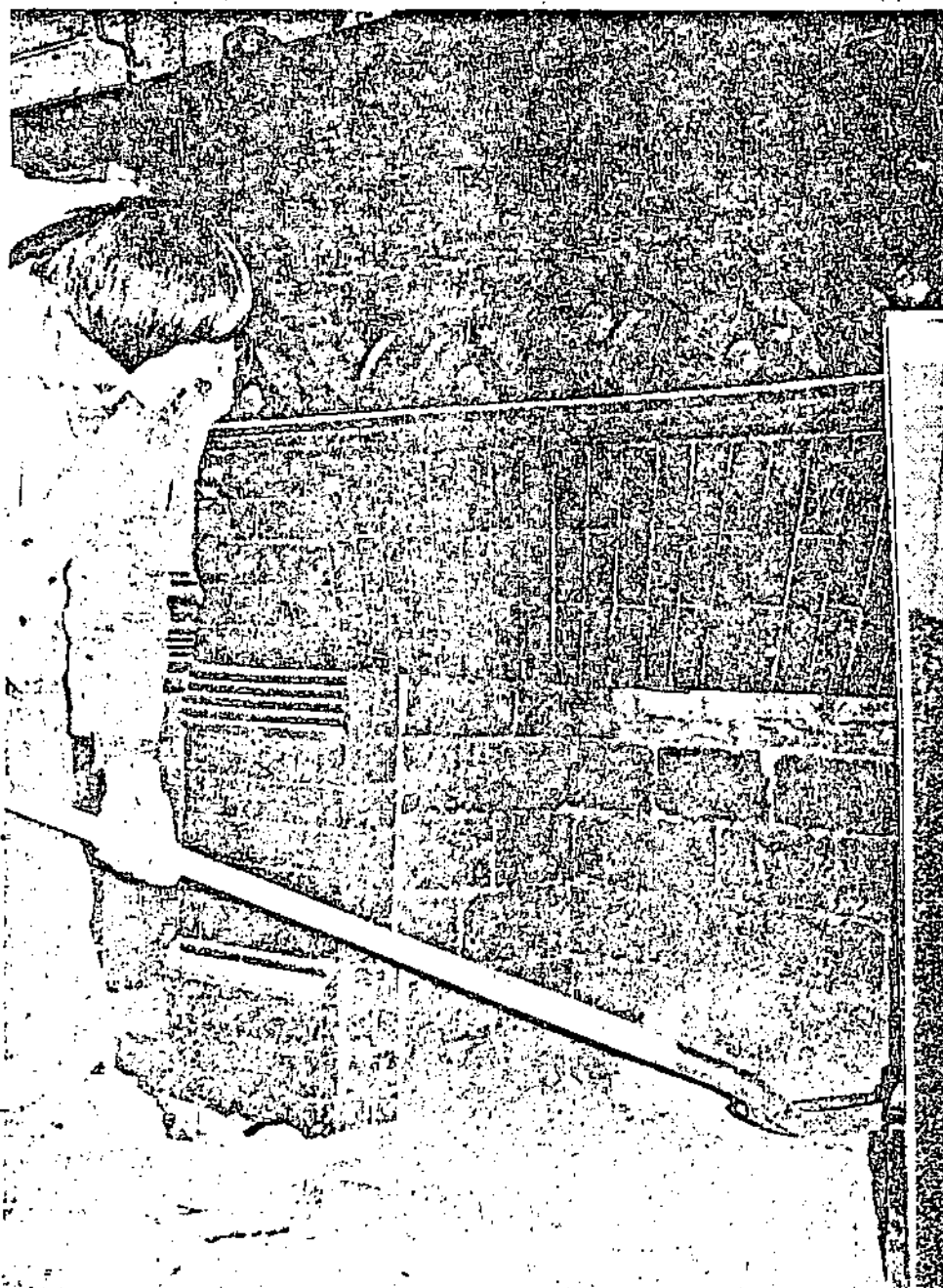
Come out and join, help keep alive a part of Essex County that is slowly dwindling.

For more information regarding the club, write to the Canadian Railroad Historical Association, 300 Cabana Rd., Windsor, Ontario N9G 1A2. A self-addressed stamped envelope would be appreciated.

appointed chairman for the sidewalk sales promotion. Fred Sorrell reported on his enquiries for new Christmas decorations for the town which must be ordered by June.

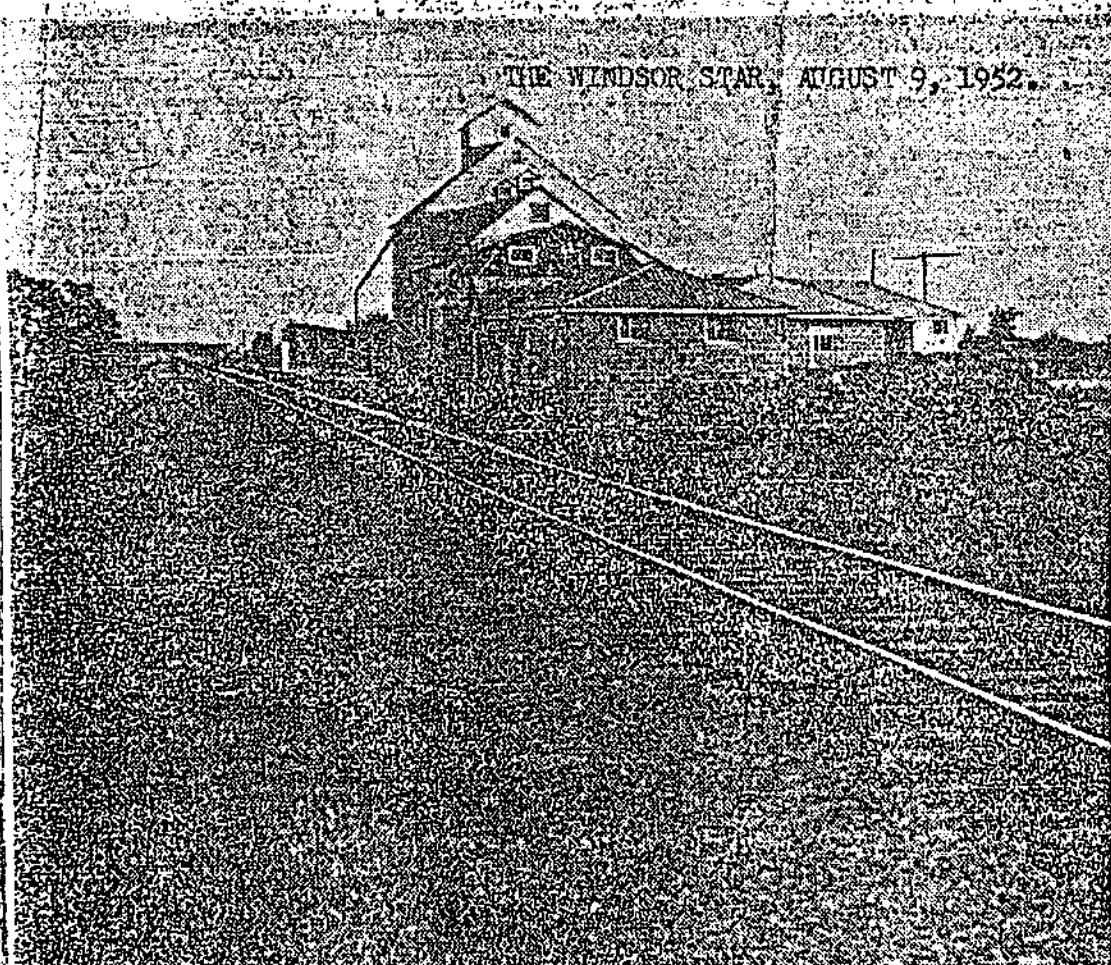
Members authorized the retail merchants committee to advertise locally for four weeks that off-street parking is available while the main street is being repaired.

Railroad Sidewalk Days . THE ESSEX FREE PRESS APR. 30, 1976



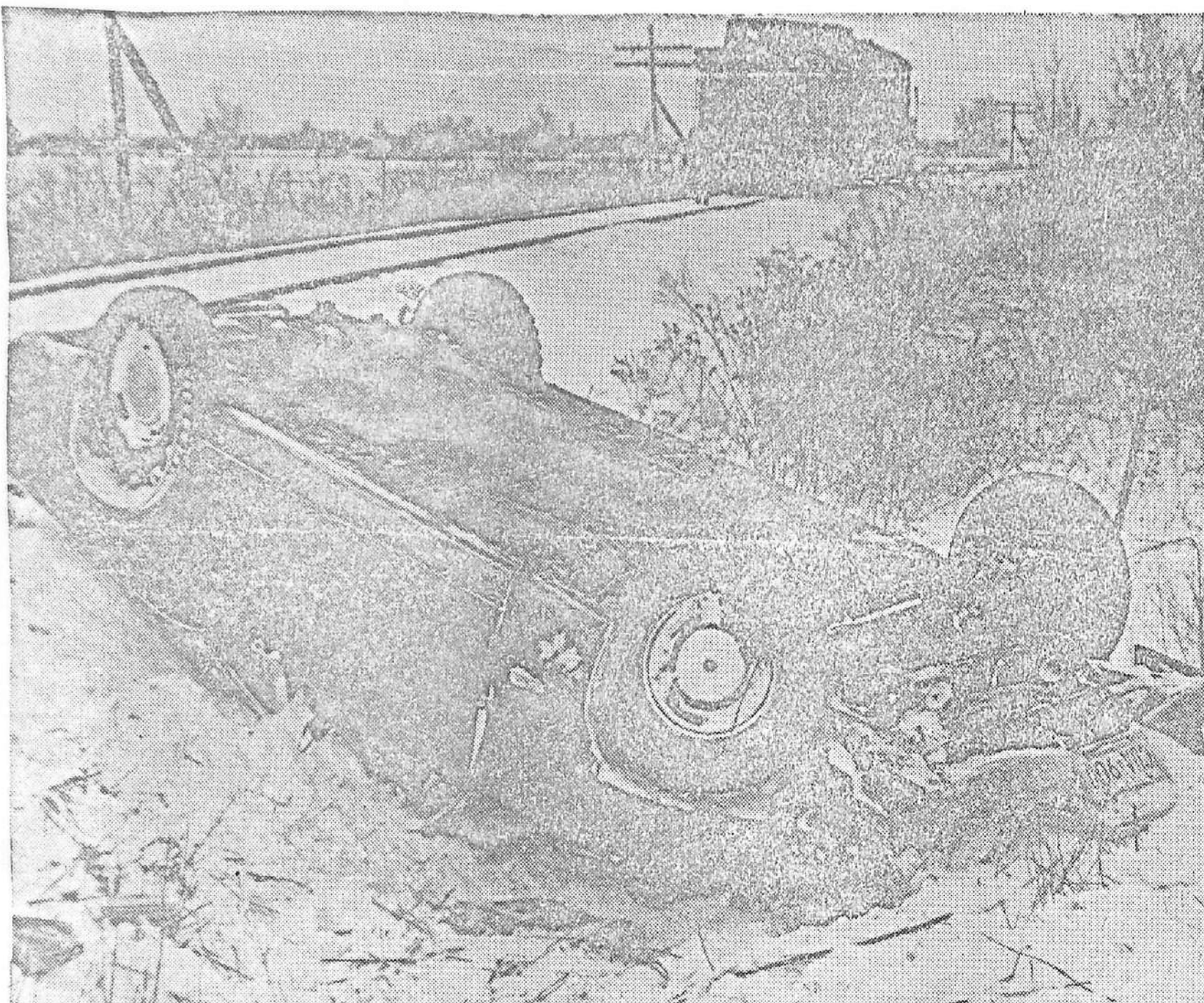
Formerly the Pere Marquette Railway and presently The Chesapeake & Ohio Road.

Elevator and Feed Mill Old Landmark at Oldcastle



The Chesapeake and Ohio Railway opened up of the 19th century. In the background is the the interior of the county. It was originally elevator and feed mill of the Oldcastle Farmers Co-operative, one of the oldest in the county built by the late Hiram Walker in the latter part

RESTORATION STARTED — As well as the usual pot-bellied stove the Essex Station had a fireplace. One of the volunteer crew cleans the ashes and debris from the fire pit. Two men on a work experience grant to students of St. Clair College have begun restoration along with members of the Canadian Railroad Historical Association, who are preparing the building as a railroad museum. They plan to have it open for Railroad Days in Essex.



THE WINDSOR STAR, JANUARY 14, 1977

LUCKY BREAK — A Windsor man escaped serious injury Thursday when his car slid on an icy road into a train. Tony Cattai, 29, of Allan Crescent, was returning home

from a hunting expedition when the accident happened at the Chesapeake and Ohio Railway crossing on 7th Concession, Sandwich South Township. He suffered a

Photo by WALTER JACKSON

slight injury to his hand while escaping from his overturned car. His Bouvier dog received a sore shoulder in the accident. He said he was driving at about 20 miles per hour.

Driver kicks out window to escape

By DOUG WILLIAMSON

"Miraculous? It was a get the hell out of there escape."

That was 29-year-old Tony Cattai's assessment of his brush with death Thursday afternoon, when his car struck and was overturned by a train at the Chesapeake and Ohio crossing on Con. 7, in Sandwich South Township.

As he approached the raised crossing, which is not marked by signal lights, at about 20 miles per hour, he noticed the train approaching the intersection at about the same speed.

"I put the brakes on and slid into it. The

next thing I knew I was in the ditch." The train, pulling only a caboose, struck Mr. Cattai's 1970 Ford on the left front fender, and pushed it upside down into a ditch by the tracks.

"Then I kicked the window out. That's all I could think of, was getting out of there." His Bouvier dog, Nanny, was also in the car, and he pulled it to safety after freeing himself.

His hand was slightly injured while escaping, and the dog suffered a bruised shoulder. The worst casualty was a pheasant which had been sitting in the ditch when the car overturned.

"I had to push it out of the way. I was

more worried about the dog, I knew I would get out," Mr. Cattai said.

A Chesapeake and Ohio employee who showed up at the accident scene with a car, took the badly-injured bird home to "nurse it" back to health.

Mr. Cattai, a Chrysler Canada Ltd. employee, was on his way to his Allan Crescent home in Windsor after hunting with the dog, when the accident occurred.

Both he and the Essex OPP officer who investigated blamed the accident on icy road conditions. The car was destroyed, and the train engine received about \$50 damage.

"Just tell them to salt the road," Mr. Cattai said forcefully before leaving in a friend's car.

Government soil testing teams have been working in the area testing the general samples for the foundations for the expected overpass over the C. & O Railway here. **MAR. 8, 1968.**

Traces of sulphur have been found much to the surprise of the engineers. Sulphur evidently has a habit of confounding construction workers in the fact that it will eat away foundations unless special precautions are taken.

Right in the general Oldcastle village area clear beautiful water is found due to a sand vein that runs near here. If one was to move less than a mile square from this area black sulphur can be found and water that looks like the bottom of a ink well and a smell that would equal a spoiled hens egg. Some three miles away the water has a taint of sulphur but still is pleasant to drink when one becomes accustomed to its taste and some of us old peasants would rather go thirsty then drink the chemical filled water of the city that has no taste.

THE CANADIAN PACIFIC RAILWAY

The last major railway to reach Windsor through our township was the CANADIAN PACIFIC, completed to this city in 1890. This gave direct connections with the first Canadian transcontinental railway recently completed by that company. The coming of this railway to Windsor had an unexpected effect, in that it led to the development of the salt industry there. The desire of the C.P.R. officials to find freight for their east bound from Windsor brought about the organization of the Windsor Salt Company.

It was during the fifth parliament of Canada that the Canadian Pacific Railway was completed. On Nov. 7, 1885 at Craigellachie in the Rocky Mountains, Sir Donald Smith drove in the last spike. Its construction was an amazing achievement for a country of 4,000,000 population. Windsor became a city in 1892.

The new Salt Company directors were also the directors of the C.P.R. When the railway tunnel under the Detroit River opened for service in 1910, the Canadian Pacific Railway shared use of the tunnel with the New York Central Railway (then Michigan Central) and currently the Penn Central for many years.

During the time of the depression in the 30's the railways serving Essex County were turning to the use of Diesel locomotives, which were more powerful, more efficient, and required less maintenance than did the steam locomotives.

A recent happening on this C.P.R. line in our township was a pile-up and de-railment of several cars near Lesperance Road and County Road #42, just about noon time. Pictures and reports of the accident are shown below.

Riley's WINDSOR STAR, OCT. 8/77
It Happened In Canada!

THE C.P.R. WAS BORN IN AN ICY TENT

JUST PRIOR TO THE BIRTH OF MANITOBA IN 1870, DONALD SMITH (LATER LORD STRATHCONA) A PRIME MOVER OF THE CANADIAN PACIFIC RAILWAY AND JAMES J. HILL (LATER A U.S. RAILWAY MAGNATE) CROSSED PATHS ON THE MANITOBA PRAIRIE WHILE TRAVELING BY DOG SLEIGHS. THEY SPENT THE NIGHT TOGETHER IN A TENT, WITH A HOWLING BLIZZARD RAGING AROUND THEM. THEY TALKED MOST OF THE NIGHT ABOUT TRANS-CONTINENTAL RAILWAYS.

MANY YEARS LATER LORD STRATHCONA WAS TO RECALL: "ON THAT BITTER NIGHT IN 1870, IN AN ICY TENT ON THE FROZEN PRAIRIE, THE C.P.R. WAS BORN."




IT HAPPENED IN CANADA

WINDSOR STAR, FEB. 25, 1980

LISTENING TO THE WIND

COMPLEMENTING THE NEWLY BUILT CANADIAN PACIFIC RAILWAY (IN THE 1880's) WERE THE TELEGRAPH WIRES ALONG ITS RIGHT OF WAY.

THE PRAIRIE WINDS MADE THE WIRES HUM AND IT BECAME A FASCINATING DIVERSION FOR INDIANS TO PLACE AN EAR AGAINST THE POLES TO LISTEN TO THE MAGIC MUSIC



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Monday's 30-car derailment still puzzle to officials

By Star Staff Reporter

There was still no word at noon today on what caused a Canadian Pacific freight train to derail just east of Windsor at noon Monday.

Crews worked through the night attempting to clear the track — CP's only line into Windsor — but there was no announcement on when service might be restored.

G. J. Powell, CP's area supervisor from London, predicted Monday that trains would be running by tonight but it appeared this morning that the line might not be opened until Wednesday.

Mr. Powell said it would take two or three days to clear away all the wreckage. Crews were concentrating first on restoring service on the line.

Meanwhile, Canadian Pacific Rail authorities and Ontario Provincial Police were investigating the cause of the mammoth accident, which took place near the intersection of Lesperance Road and County Road 42.

No one was injured in the accident, but freight, boxcar fragments, and rails were strewn along 1,000 yards of right-of-way.

Monday night, bulldozer crews were clearing the tracks, heaving or pulling wrecked boxcars into fields adjacent to the tracks.

This morning officials were concerned that heavy rain would hamper their operations by turning the adjacent fields into quagmires.

Mr. Powell refused to make a damage estimate. "Ask me in two or three days", he said. "I've got to find out how old these boxcars were, what was in 'em, all that."

A CP official said this morning that damage would be more than \$1 million.

CPR's Windsor office manager Reg Haste said Monday that most of the cargo in the approximately 30 derailed cars was newsprint, bound for the U.S. Other goods in the derailed

cars included Ford truck cabs, flour, lumber, airplane parts, and tractors.

Another CP official, yardmaster Jack Baxter, said the smash-up was "the biggest one I can remember."

The central section of the 94-car train, which was being moved by four locomotives, was the part involved in the accident. About 15 cars from the front of the train were brought into Windsor after the accident.

The train was the last three of three separate sections of CPR 903, a fast freight direct from Montreal.

The derailment took place at 11:50 a.m., north of County Road 42 and just west of Lesperance Road, on a straight, single-track section of CPR right-of-way.

The train was travelling about 40 m.p.h.

The jumbled freight cars tore down some telegraph lines, temporarily cutting off all CN, CP telecommunications between Windsor and London. That service was restored Monday.

The Windsor Police Department's Telex link with OPP headquarters in Toronto was out of operation for about an hour, from noon to about 1 p.m., as a result of the crash. A police spokesman said that the disconnection did not cause police any serious problems.

Telex communications were also disrupted for the Essex office of the OPP.

All Windsor wire services were disrupted by the derailment. Full service was not restored until 9 p.m. Monday.

CP rail traffic was moving on Canadian National tracks today while the private firm tried to complete the repairs as quickly as possible.

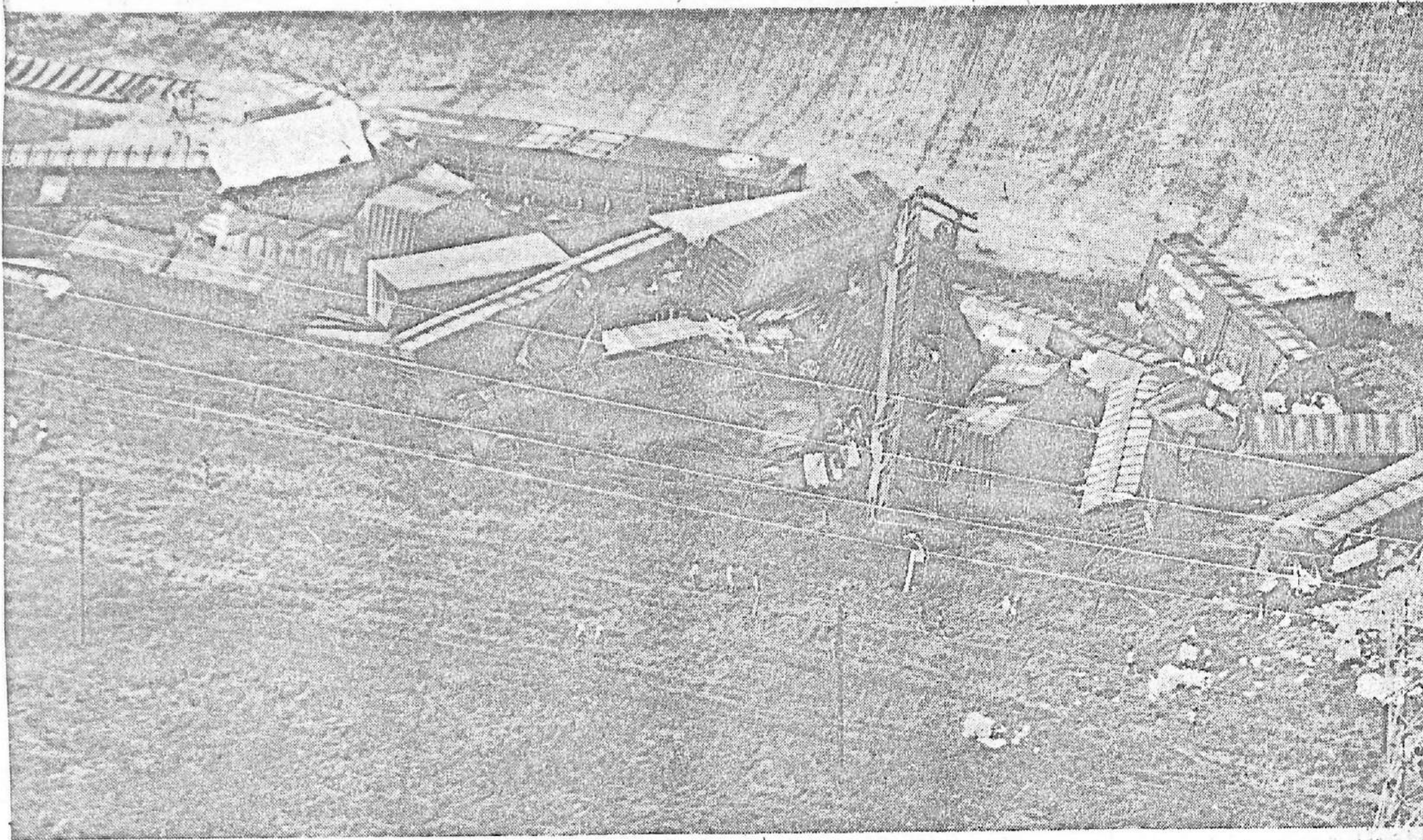
Eyewitnesses and those who heard but did not see the crash described it in superlatives.

"I looked up and heard a terrific rumbling. The house seemed to shake for about two minutes, and all I could see was boxcars flying up into the air", said Jane Whelpton, wife of Murray Whelpton, whose land is near the crash site.

Douglas Buckner was working on the incomplete Whelpton home at the time of the derailment: "It was just fantastic to see," he said.

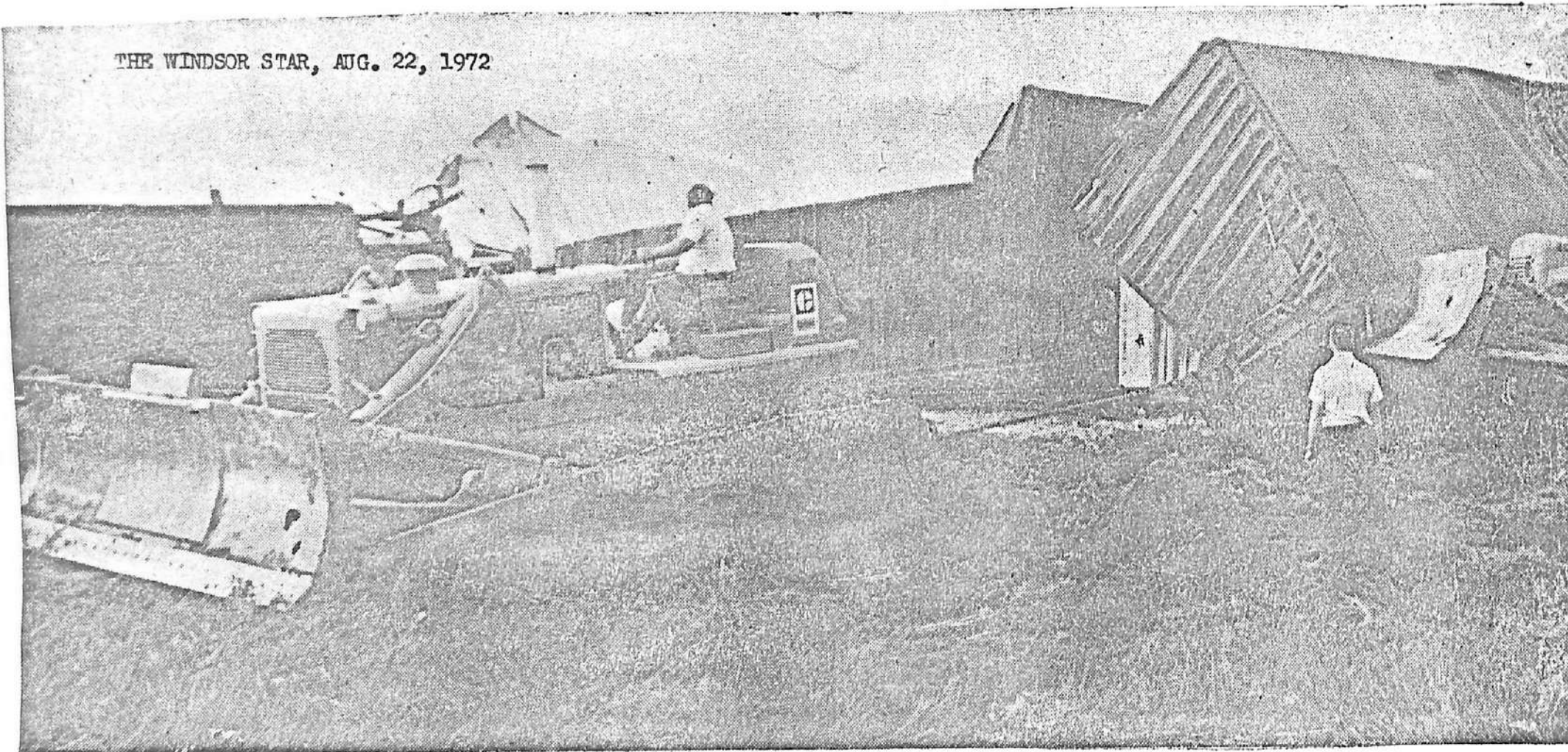
There are two full pages of photos and story on pages 22 and 23.

Picking up the pieces . . .



Boxcars look like toppled dominoes after Monday's CPR derailment at Lesperance Rd

THE WINDSOR STAR, AUG. 22, 1972



THE WINDSOR STAR, AUGUST 22, 1972



The curious and souvenir hunters helped carry away part of the wreckage

THE WINDSOR STAR, AUGUST 22, 1972



The heavy steel rails twisted under the impact

... for fun and profit

102

THE WINDSOR STAR, AUG. 22, 1972

By WALT McCALL
and BRIAN KAPLER

Almost before the dust settled, the scene of Monday's big train wreck had a circus atmosphere and a happy swarm of spectators, many with cameras.

No one was killed or injured in the derailment, so curious train-wreck fans were uniformly in a good mood.

Souvenir hunters had a field day. As little kids hunted for railway spikes uprooted by the force of the wreck, older boys and adults tore mementoes from the lightweight "honeycomb" metal fabric of airplane parts.

Later, as bulldozers worked through the evening to push the tangled boxcars into fields adjacent to the tracks, dozens of kids tore into huge rolls of newsprint, running and shouting in a free-for-all August "snowball fight".

"We won't have to bring in the cranes", a busy CP Rail policeman said, shooting yet another group of kids away from one of the defunct boxcars. "The souvenir hunters will have hauled everything away by the time we get the equipment here."

While harried CP officials gave orders, and bulldozer crews heaved the wrecked cars in all directions, a crowd of at least 200 watched the fun, cheering each time a car was tumbled aside.

Ontario Provincial Police officers kept the crowd at a safe distance from the bulldozers, but spectators could get close to wreckage already hauled or pushed into the fields. One man climbed onto the "top" — formerly the side — of one such boxcar to get a look at the central scene.

Meanwhile, others peered into the mangled wreck of a Ford truck cab. "They'd better recall that one", somebody said.

Earlier, one teen-ager had managed to lug a heavy coil spring several hundred feet before an OPP constable made him abandon it.

Older men and women, many with small children, perched on their shoulders, weaved and bobbed through weeds and debris to get the best views of the scene. Small boys went around going "vroom, vroom" — being bulldozer drivers.

"Nuts on that", one small boy yelled to another, after getting some advice about where to scavenge coupler parts. "I'm gonna get a piece of that airplane."

As light began to fade, many of the spectators found themselves stuck in a minor traffic jam that developed in the impromptu car-park along the railroad right-of-way.

"Rats", one teen-aged girl was heard to say on the way out. "I wish I'd seen it happen."

THE WINDSOR STAR, AUG. 22, 1972



CLEARING THE WAY — Work crews were busy Monday trying to clear the right-of-way. Officials are hopeful that the trains will be rolling again by Wednesday night but railway officials fear this morning's rain might slow the work.

IT HAPPENED IN CANADA

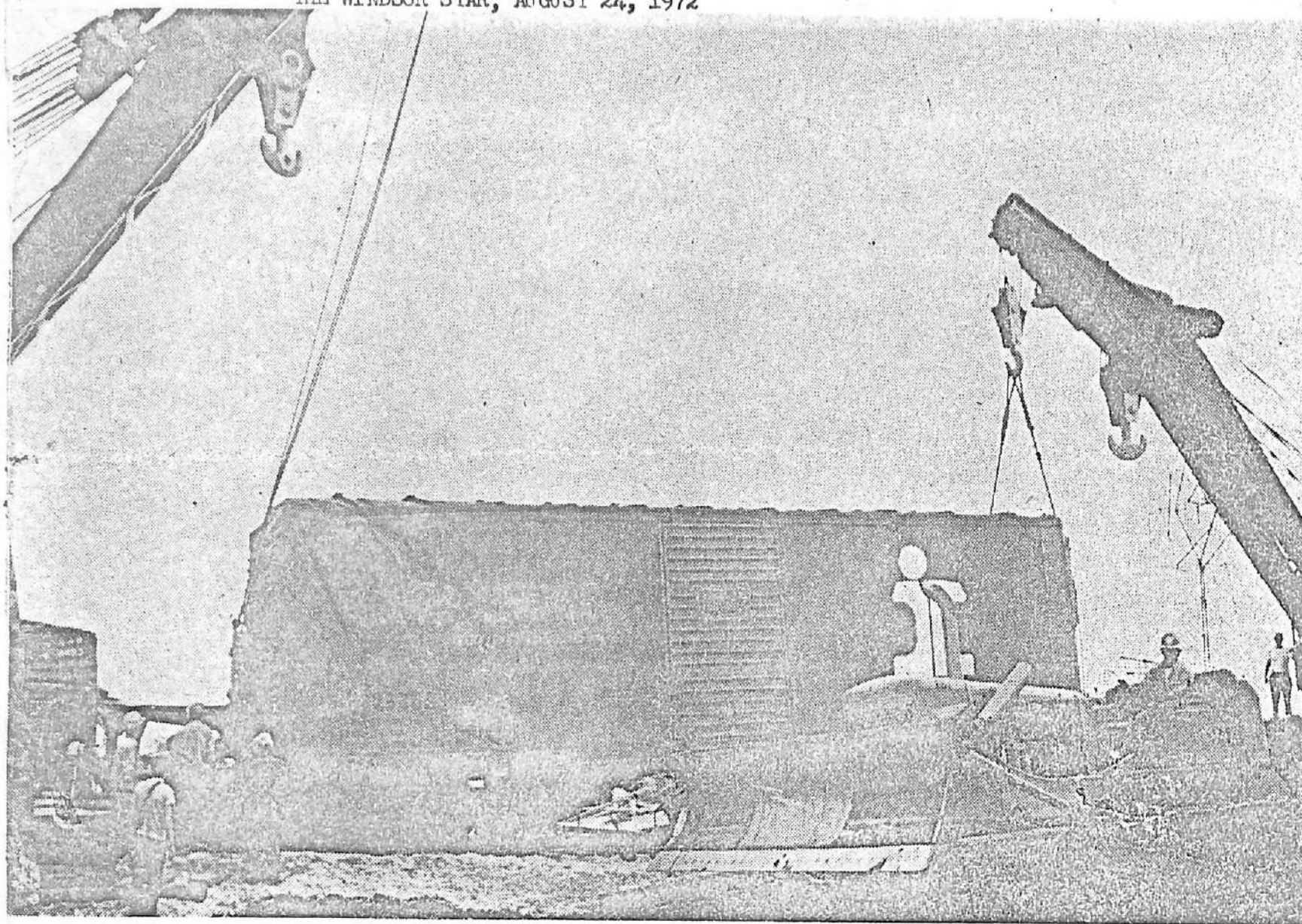
A NEED
FOR
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AS THE
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THE WHOLE
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WHITE
INHABITANTS
AT THAT
TIME

2-20

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Railroad cranes ease battered boxcar back onto wheel assemblies

The great train cleanup goes on

THE WINDSOR STAR, AUGUST 24, 1972

By RAY BENNETT

Fifty skilled Canadian Pacific railwaymen are working from dusk to dawn to clean up the wreckage from Monday's million-dollar freight train crash near Tecumseh.

No one was injured in the derailment but 39 of the 94 railway cars in the train were damaged. The cause of the accident is still unknown but investigators from CPR and the Ontario Provincial Police say that foul play is not suspected.

Within hours of the accident at about noon Monday, teams of workmen moved in to clear the debris-strewn track near the intersection of Lesperance Road and County Road 42.

Two nine-car auxiliary trains were brought in

to tackle the huge task of clearing the wreckage. Each train—one from Windsor, the other from Toronto—is manned by 25 men and is equipped with a 250-ton crane, oxy-acetylene equipment, spare wheels, blocks and other materials.

"These trains have everything necessary for any kind of affair," said CPR assistant supervisor George Del Valle, of Windsor. "And they're all skilled men."

Freight cars which had only minor damage were re-railed and hauled away Monday and the remainder—by far the majority—were pushed away from the track so that new lines could be put down.

By 6 p.m. Tuesday a little over a quarter of a

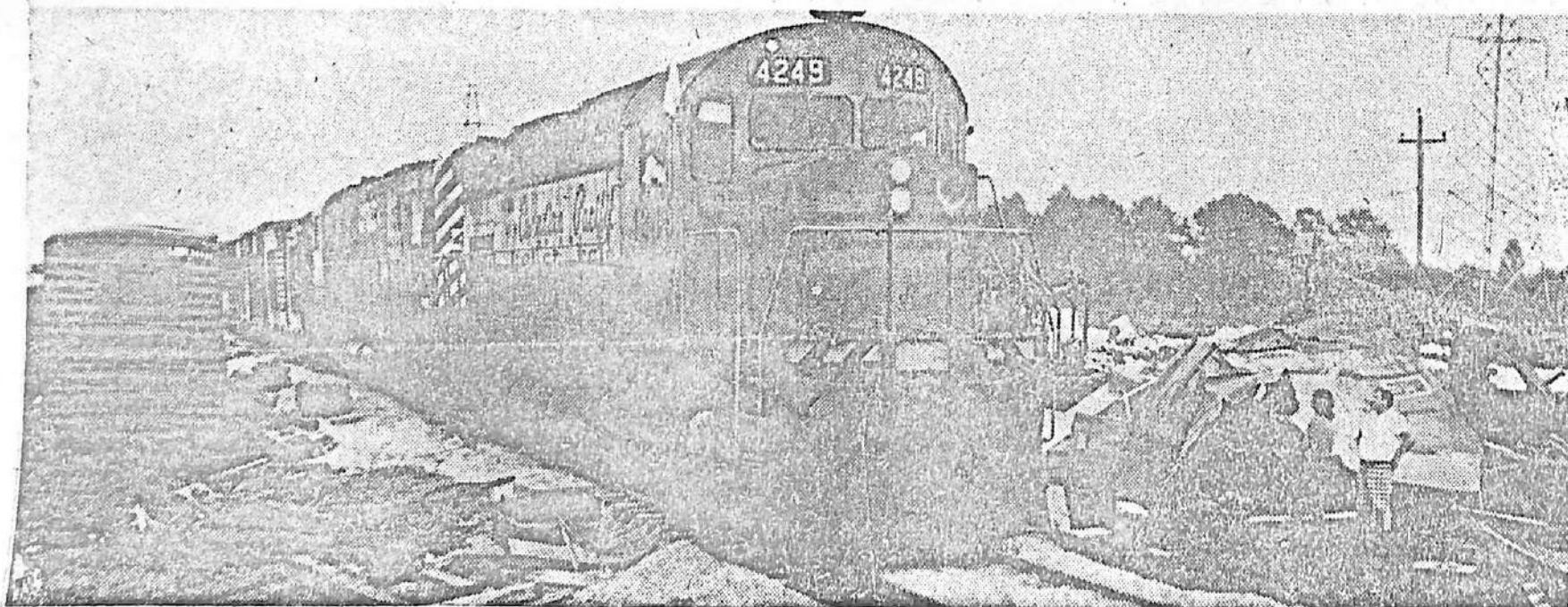
mile of standard gauge track had been put down and regular traffic began to inch gingerly by.

Floodlights were used Monday night so that the work could go on. Now that the way is clear the men work only during daylight hours.

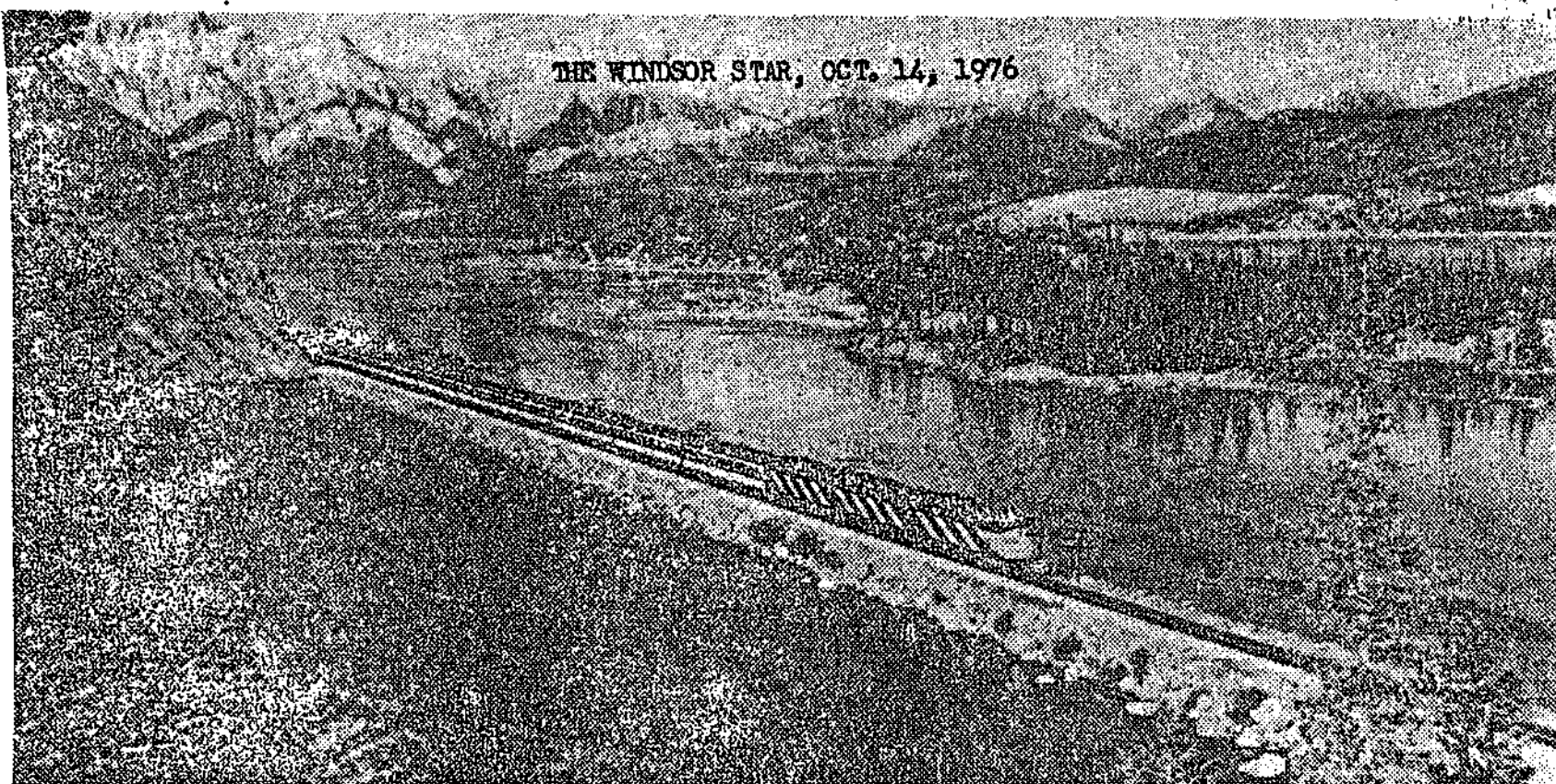
Freight cars that are still more or less in one piece are picked up by the huge crane, placed on wheel assemblies and towed away. Some are being brought into Windsor and others are going to Elmstead for whatever salvage work can be done.

"Quite a few cars will have to be cup up right

See TRAIN—Page 2



THE WINDSOR STAR, OCT. 14, 1976



Transcontinental passenger services are considered to be at an irreducible minimum

Rail passenger travel: there's hope!

By Douglas Fisher

A federal agency has produced a publication of brilliance. It's fascinating enough to get unrestrained praise except that it's just a preliminary, a kind of half-way house towards something whole and done.

And given both the mess and the recent record of the Trudeau government in transportation only the most gullible Grit will have more than half a holler for the "summary of findings from the transcontinental train hearings" put out last week by the railway transport committee of the Canadian Transport Commission (CTC).

The "summary" takes some 25,000 words (reproduced in single-space, mimeo form i.e., cheap) to tell us what we need to know about the following:

What we have in rail passenger service, might have, should have and are likely to get; what most of the West and the North and the East want, and why.

After finishing the summary one also knows what the cases are for rail, bus, air and auto carriage of passengers; one can even see why many think we can have a planned system of passenger transport which uses the advantages of all four modes of moving people.

The government asked the CTC to hold the hearings in January. They were — in 14 cities on 33 days. The

big railways were there. So were some 190 other people or groups who put arguments to the three panelists. The format was "non-adversary"; that is, the CP and the CN were not knocking back the unions or the provincial governments. A group presenting a brief was not "taken apart" by committee counsel or high-power railway lawyers.

The panel makes no recommendations but its points are sharp for any government, especially for one with a minister of transport (Otto Lang) who's hipped on the "user pay" principle.

For example, the panel says: "The most general and persistent themes were that there should be no further reduction in rail passenger service in view of the uncertain energy situation, because air and highway modes have received large, indirect subsidies, and because the present level of transcontinental services was felt by many to be at an irreducible minimum."

Acute frustration is felt across the country in the decline in quality of rail passenger service and the continuing uncertainty about its future.

The overwhelming feeling of those who came to talk is that the federal government has inordinately favored the air passenger — i.e., the business community and the well-to-do.

This was linked with an opinion that the modernity and complex electronic techniques of air travel —

e.g. traffic control systems, runways, scheduling, etc. — have had a fantastic appeal to bureaucrats and engineers. In government, consequently, they loaded their search for funds and new structures towards air. Rail? Especially rail passenger service? Old-fashioned; dull; unsophisticated; not so much lower-class as "no class."

The hypocrisy of the 1974 Liberal policy on rail passenger service outraged many; certainly most intervenors noted it. The railways put forth their own basic positions. The chief distinction is more reluctance by the CP to get back into high quality passenger service. But both CN and CP agree there can be marked improvement and much better balance between all the modes if . . . If governments are willing to set out clear policies and the money to cover them.

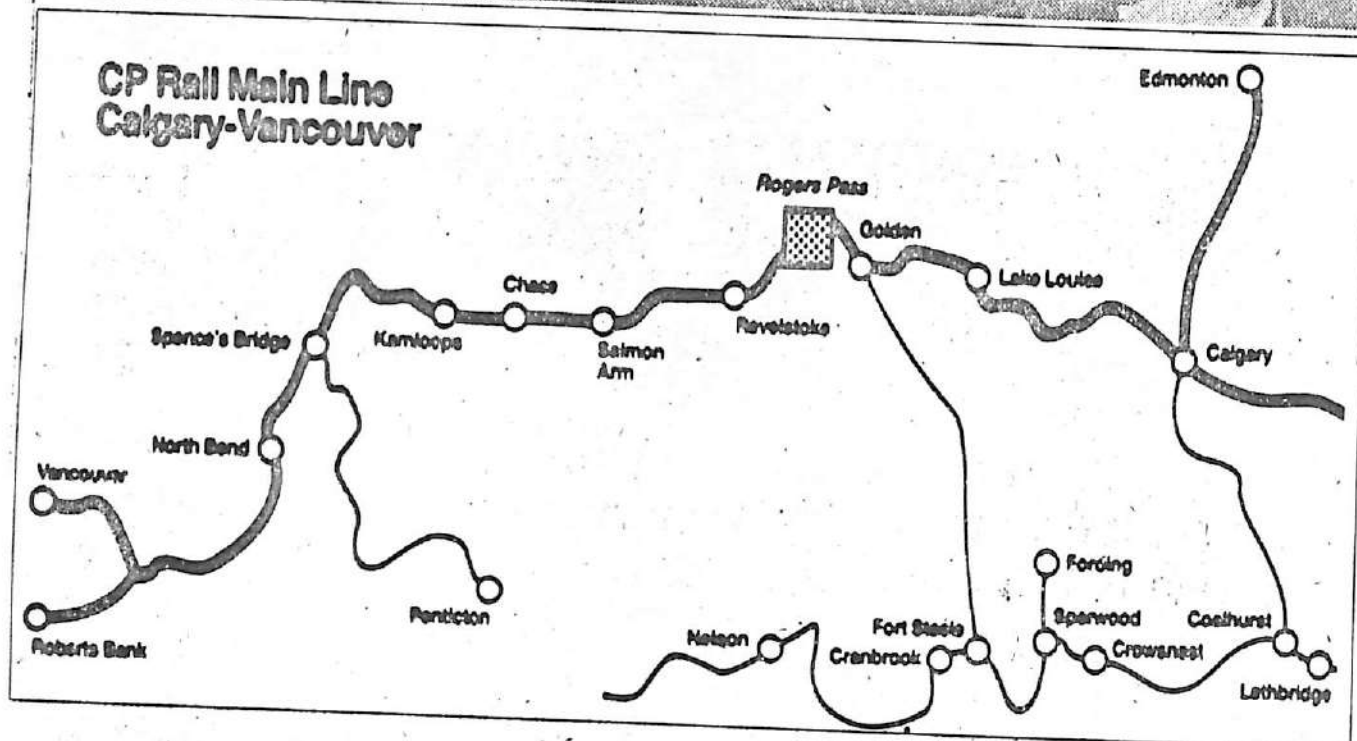
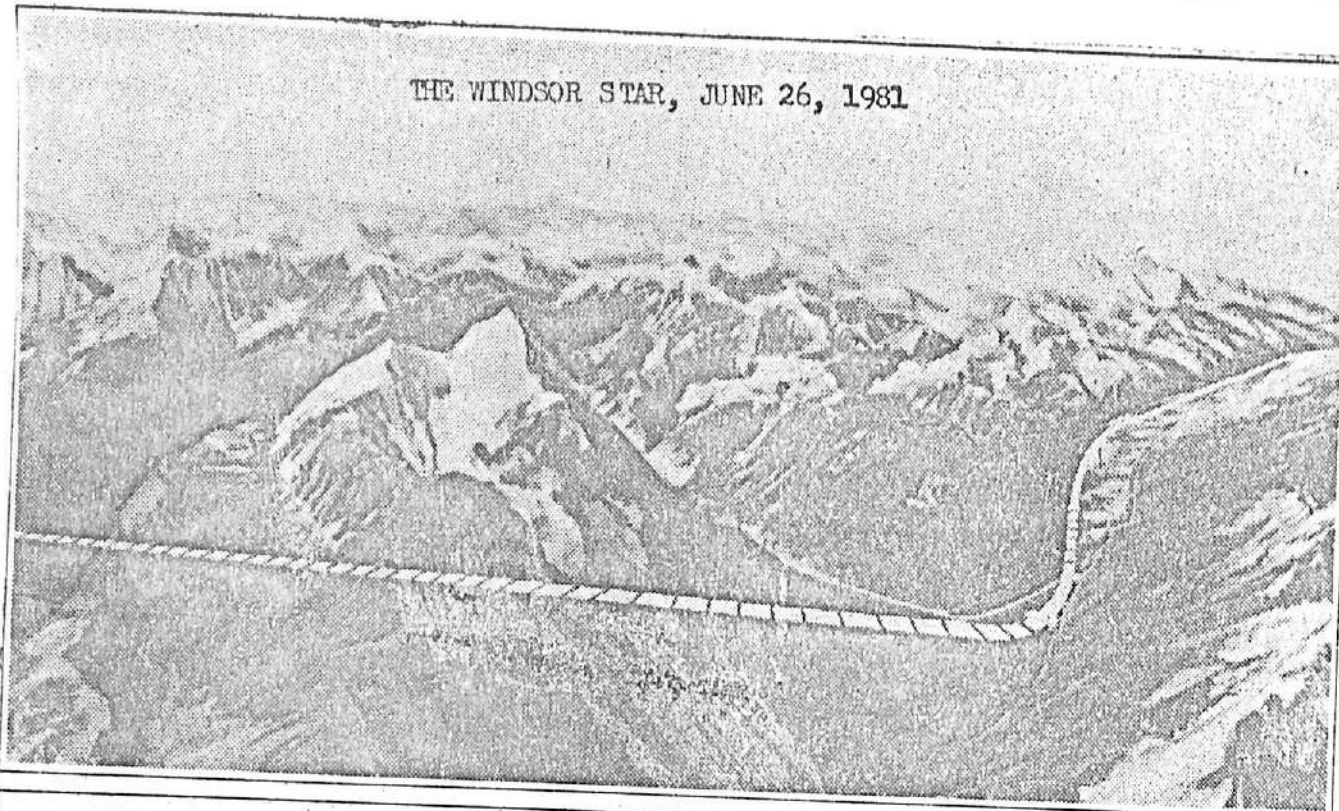
The hearings began under Otto Lang's directive to the CTC that it find a plan for "basic single network of rail passenger service across Canada" and for a "pricing system" for all facilities better than "day-coach" which would recover all costs.

Many intervenors attacked both these points. Perhaps something bigger than a "single network" was needed. On pricing, there was already proof that high pricing had catastrophically cut volume of use.

The panelists noted two reactions

to the "user pay" concept of Otto Lang. Some accept it but are skeptical (with reason) that it would or could be applied evenly across the modes, particularly to air. Others rejected it in favor of a "public utility" approach.

The next stage is another publication from the CTC — its plan for rail passenger service. If there isn't any ministerial interference with the CTC or any open, governmental policy announcements on the subject of passenger service before the CTC publishes its plan, then the logic of this summary leads directly to a major revamping and strengthening of transcontinental passenger service. This may not mean much in the Windsor-Toronto-Montreal corridor. Up North, out West, down East? Great stuff.



White line on the top illustration shows the proposed path of CP Rail's \$500 million Roger's Pass project.

A tunnel would pierce Mount Macdonald. Map below locates the project on CP Rail's main line.

Photo and map by Canadian Press

CP Rail wants compensation to eliminate grain bottleneck

OTTAWA (CP) — CP Rail will ask for federal approval of a \$500-million project, including two tunnels, to lay 33 km (20.6 miles) of new main-line track through the Rogers Pass area of the Selkirk Mountains in British Columbia, the railway said Thursday.

It said the project — subject to getting compensation for what it called multi-million-dollar losses incurred in moving export grain traffic — is designed to eliminate the most restrictive bottleneck on CP Rail's main line between Calgary and Vancouver.

CP President W. W. Stinson said the railway wants to begin work next year. The project would take four years to complete and employ up to 800 workers.

"The start date depends on a solution to the grain revenue problem because CP Rail cannot carry the burden of new investment and the burden of grain losses," Stinson said.

THE ROGERS PASS project would be part of a 10-year, \$7-billion capital investment program planned by CP Rail.

It would reduce the gradient on the westbound line to a maximum of one per cent from the existing 2.6 per cent, helping increase capacity of the line by 50 per cent.

The two tunnels would each be about 16 km (10 miles) in length, and 11 bridges would have to be built.

CP Rail now uses the Connaught tunnel under Rogers Pass. It was opened in 1916.

THE PROPOSED LINE would begin at Rogers, B.C., about 240 km (150 miles) west of Calgary. It would parallel the existing main line for about 13 km (eight miles), then enter a 1.6-km (one-mile) tunnel to pass under the Trans-Canada Highway.

At the base of Mount Macdonald, it would enter a 14.5-km (9-mile) tunnel — which would be the longest in North America — passing almost 100 metres (109 yards) under the existing Connaught tunnel.

The proposed new line would reconnect with the existing main line about six km (four miles) west of Glacier, B.C.

Early end to rail hearing possible

By JOE FOX

A hearing into a controversial rail siding between South Walkerville and Remington Park has adjourned to consider a motion that would mean an early end to the prolonged proceedings.

Lawyers representing citizens opposed to the siding have asked the

THE WINDSOR STAR, APRIL 1, 1977

Railway Transport Committee of the Canadian Transport Commission to dismiss an application by CP Rail to use the twin set of tracks, built in 1974 without permission from the commission or the city.

The citizens' lawyers, Leon Paroian and Ian Fisher, told the hearing that CP Rail's case for using the siding was so weak that the

application should be dismissed without requiring the opponents to present their case.

The citizens were backed by City Solicitor A. S. Kellerman.

CP completed its brief case Wednesday, calling only two witnesses.

The citizens' lawyers immediately moved to end the hearing without presenting their case.

After arguments were heard on the Thursday, the two-member panel adjourned to consider the motion.

Hearing chairman D. H. Jones said he hoped a decision will be reached by early next week.

If the decision is against CP Rail, it will mean the railway will not be able to use the \$500,000 siding, which straddles the CP main line between Howard Avenue and Walker Road.

It will also mean siding opponents will not have to present their case to prove the siding is unsafe and presents intolerable environmental problems.

Part of the opponents' case includes calling the president of CP Rail, F. S. Burbidge, to the hearing to be questioned by lawyers and the public.

If the motion is successful, it will not be necessary to subpoena Mr. Burbidge.

If CP Rail's application is thrown out by the decision, the railway will have the option of re-applying or to appeal the committee's decision in court.

Hugh Geddes, a Windsor lawyer representing CP at the hearing, argued Thursday that the railway has adequately shown that the siding is safe.

He said the committee should make a narrow interpretation of the law and

base its decision only on matters concerned with the railway's right-of-way, not the concerns of the entire section of the city where the right-of-way is located.

This is the third session for the hearing, which began in 1975. At an earlier sitting, in September of last year, the committee ordered CP to stop using the siding and properly apply for the right to put trains on the new track and cross a city-owned right-of-way for a footpath at the end of Parent Avenue in Remington Park.

The railway has suggested a bridge or underpass to replace the footpath, but the residents — backed by City Council — have rejected. They must get permits for such things as home improvements while CP was able to block a city right-of-way without permission.

County Business

THE WINDSOR STAR, JANUARY 6, 1977

SANDWICH SOUTH

Council will take no official stand on a letter from Agriculture Minister Eugene Whelan, MP for Essex-Windsor, saying he has solved the problem of CP trains shunting on township railway tracks until reaction from residents near the tracks is considered. Township building inspector, Dave Hobbs, who lives near a rail line, said although he has seen fewer CP trains shunting in his area, other trains are still shunting and blocking crossings. The shunting problem with CP started when the railway was forced out of the Remington Park area of Windsor, said Reeve Robert Pulleyblank.

C.P.R. got to Windsor too late for early settlers

Essex Farmer, Tuesday, September 26, 1978, Page 31

According to records of the Department of Transport, Ottawa, the Canadian Pacific Railway line into Windsor was completed on May 31, 1890.

News items of the preceding two years reveal its progress across Essex County and shed considerable light upon the life of the time. Surveying for the CPR line from Chatham to Windsor was active in the summer of 1888 when one report showed a party of engineers associated with the project stopping at the Grand Central Hotel in Tilbury Centre.

Purchase of the right of way and the securing of grounds for the erection of stations at points along the route followed in logical order.

The land for the St. Joachim station was donated by Alexander Cameron, extensive owner of Essex County real estate and mentioned in another article as the owner of the Essex toll gates of unhappy memory.

The progress of the railway is shown by items to the effect that, in the spring of 1889, men in the vicinity of Stoney Point were busily engaged clearing the woods for the passage of the Canadian Pacific Railway and that activities in the vicinity to Tecumseh Road were concerned with hauling spiles for the new railway.

Tecumseh people were disappointed because the railway was to pass a short distance south of their village and Tilbury Centre people felt likewise because it was to pass to their north.

The Canadian Pacific was the last of the principal railways to reach the Detroit River frontier, too late to have any major effect upon the settlement pattern of the county, as had its predecessors the Great Western and Canada Southern.

It had a surprising effect upon the industrial life of Windsor. This effect was the development of Windsor's salt industry. By this time, salt production was a well-established industry on the Michigan side of the

But, even in the 1880's, writers describing the Essex County side were strangely silent about any salt activities locally. And this, in spite of the fact that part of one of the world's major salt deposits lied underneath Windsor and Essex County, were still bringing in salt from outside sources as had been the case throughout their settled history up to that time.

Into this situation came the dynamic personality of Illinois born Sir William Van Horne, new president of the Canadian Pacific Railway. Carload freight must be found for trains proceeding eastward along the CPR tracks from Windsor.

It was Van Horne who secured geological confirmation of salt on the Essex side of the Detroit River and followed this up with speedy action. A separate company of CPR directors was formed known as the Windsor Salt Company with Sir William Van Horne as the first president.

To E.G. Henderson, CPR resident engineer at London, went the responsibility of putting down the first salt well at Windsor and also the design and construction of the Windsor plant.

Finding this a full time task, Mr. Henderson resigned as chief engineer at London and became manager and president of the Windsor (later the Canadian) Salt Company.

The Windsor Salt Company commenced operations in 1892 on the south side of Sandwich Street between Caron and Crawford Avenues. This was convenient to the CPR waterfront terminal of pre-tunnel days.

Oldtimers remember the stone tower of the CPR station which was a landmark along the Detroit River for many years. It was in this tower that the Windsor Salt Company had its first offices. A CPR express office still functions on the site of the old railway terminal but it is to be replaced in the not-distant future by a new building on the south side of Caron Avenue adjacent

to the Essex Terminal tracks.

Important developments came with the passing years. A decade after the establishment of the Windsor Salt Company, the Saginaw Lumber and Salt Company Limited established a saw mill to handle lumber brought from the Lake Huron-Georgian Bay country.

The company also worked the salt found on its premises and used refuse lumber for fuel to evaporate the brine. Difficulty in handling the rafts caused the company, within a few years, to move to Thessalon on the north shore of Lake Huron.

The Canadian Salt Company assumed control of the lumber company's property in the then town of Sandwich in 1910 and within a short time, established an electro-chemical industry the first successful one of its kind in Canada.

The guiding spirit in this was Ernest George Henderson around whose person was built the whole history of the salt industry on the Canadian side of the Detroit River and the establishment of electro-chemical operations based on local salt.

Not only did he foresee such chemical developments but he took the first steps toward their realization. The CIL plant of today, which manufactures caustic soda, ammonia, chlorine and chlorine by-products, is a tribute to his memory. Its fine grained salt is produced by the vacuum pan system of manufacture which in less complicated form was first introduced into Canada by the Windsor Salt Company.

Before the sale in 1928 of its properties to the Canadian Industries, the Canadian Salt Company had already started a new modern salt plant at the Sandwich site. This was completed in May of 1929.

by the CIL which followed through the other companies plan of closing the Windsor plant.

This was later torn down but its concrete base pieces

may still be seen as one drives along Sandwich Street West between Caron and Crawford Avenues.

The old Windsor Salt plant is gone but not

entirely forgotten. Warm, salty water from the plant entering the Detroit River made the CPR dock the mecca for bathers, in spring, summer and fall.

THE WINDSOR, ESSEX, AND LAKE SHORE RAPID RAILWAY

It's a long story and it didn't have a happy ending. Actually the line was killed in a symbolical collision with something a fellow named Henry Ford invented. A smoke wagon, the gents who hung around the livery stables used to call it. But it showed them. Most folks in the townships may be disposed to say it was something W. R. Robertson of the Ontario Hydro foisted on them, at least in its intermediate stage, and it cost them their shirts. They guaranteed specific sums in bonds, the depression hit and that was that.

The W.E. & L.S. Railway dates back to 1879. In that year it was incorporated on petitions of the Municipal Councils of Windsor and South Essex Municipalities. An act of Parliament in 1906 said it was "for the general advantage of Canada", a considerable over-statement, as things were to work out.

April 11, 1902 - Sandwich South Council passed a by-law granting a franchise to the W.E. & L.S. Railway; the company agreeing to operate six round trips a day in the winter and eight in the summer. It started operation to Essex and Kingsville, Sept. 23rd., 1907 and was completed to Leamington Apr. 1908, (Apr. 20th). The five new cars were taken from Windsor to Kingsville, and the cars were to stay in Kingsville until the road opened about June 15th. Their names were: King Edward, Earl Gray, Laurier, Dominion and Republic. It was on the edge of a small boom and carried 100,000 passengers in that year; in 1921 the figures reached 900,000 and the line appeared to be obtaining the objectives set for it. South Essex produce was being moved faster and in larger volume, and so were South Essexers. Folks took their produce to the City of Windsor market, went to the Lakeshore for picnics, and students used it both to High School in Essex and to Windsor.

Alas, though, that tinkerer in Dearborn was moving with the times too. The difference was that he'd keep on going. The gas buggy had arrived to stay and at least here the trolley car had not. A meeting was held in Kingsville on Feb. 4th, 1927 attended by over 200 representatives of all the municipalities through which the railway passed re having the Hydro Electric take over the operating of the road. The officials had advised that the railroad would close down in the near future. On July 1st., 1928 (Sunday), the W.E. & L.S. was to become the property of W.E. & L.S. Railway Association trustees for 9 Essex County Municipalities. The purchasing committee were W. B. Clifford, Gosfield South; J. G. Hennin, Sandwich South; and W. A. Smith, Essex and the Municipalities who purchased the railway were Windsor, Leamington, Kingsville, Essex, Gosfield North, Gosfield South, Sandwich South, Sandwich East and Sandwich West. Maidstone, Colchester North and Mersea voted against entering the agreement to purchase.

Jan. 18, 1929 - The breakdown of the share of the \$1,100,000 collateral of the railway was \$44,365 for Sandwich South. The H.E.P.C. officially took over the operation on Sept. 5, 1929. The principals didn't realize it but the Depression was looking over their shoulders. Defaults piled up and on Sept. 16th, 1932, the W.E. & L.S. passed out of existence.

July 19, 1929 - Sandwich South Council, in spite of the threats of legal action still refused to pass the W.E. & L.S. Rwy. by-law. Council's vote was on Aug. 2nd. - "Yeas" - J. G. Hennin, Albert Farough, John S. Plant; "Nay" - Arthur C. Kavanagh, Edward Dumouchelle.

Feb. 19th, 1932 - Ralph Roberts, Essex Representative advised Essex Council a committee had been appointed of Fred Crawford, J. G. Hennin, M. E. Brian and John Sale to wait on the government to ask for the passing of legislation to allow the company to discontinue operating of the W.E. & L.S. Road; the municipalities to pay debentures and interest as they came due and not to have to pay the full amount if the road ceased to operate.

May 24, 1935 - It was announced that the railway would be dismantled. The railway had been purchased from the old W.E. & L.S. Railway Co. at \$290,000 and rehabilitated. As of date the indebtedness was \$1,300,000. The best offer for assets of the Company was \$285,000.

Sept. 27, 1960 - The Windsor Star - One bright spot in continuing climbing expenditures for Sandwich South Township was the last of 20 payments on the \$40,300 debenture issue for the defunct Windsor, Essex & Lake Shore Rapid Railway. The payment of principal and interest was \$2,967.00.

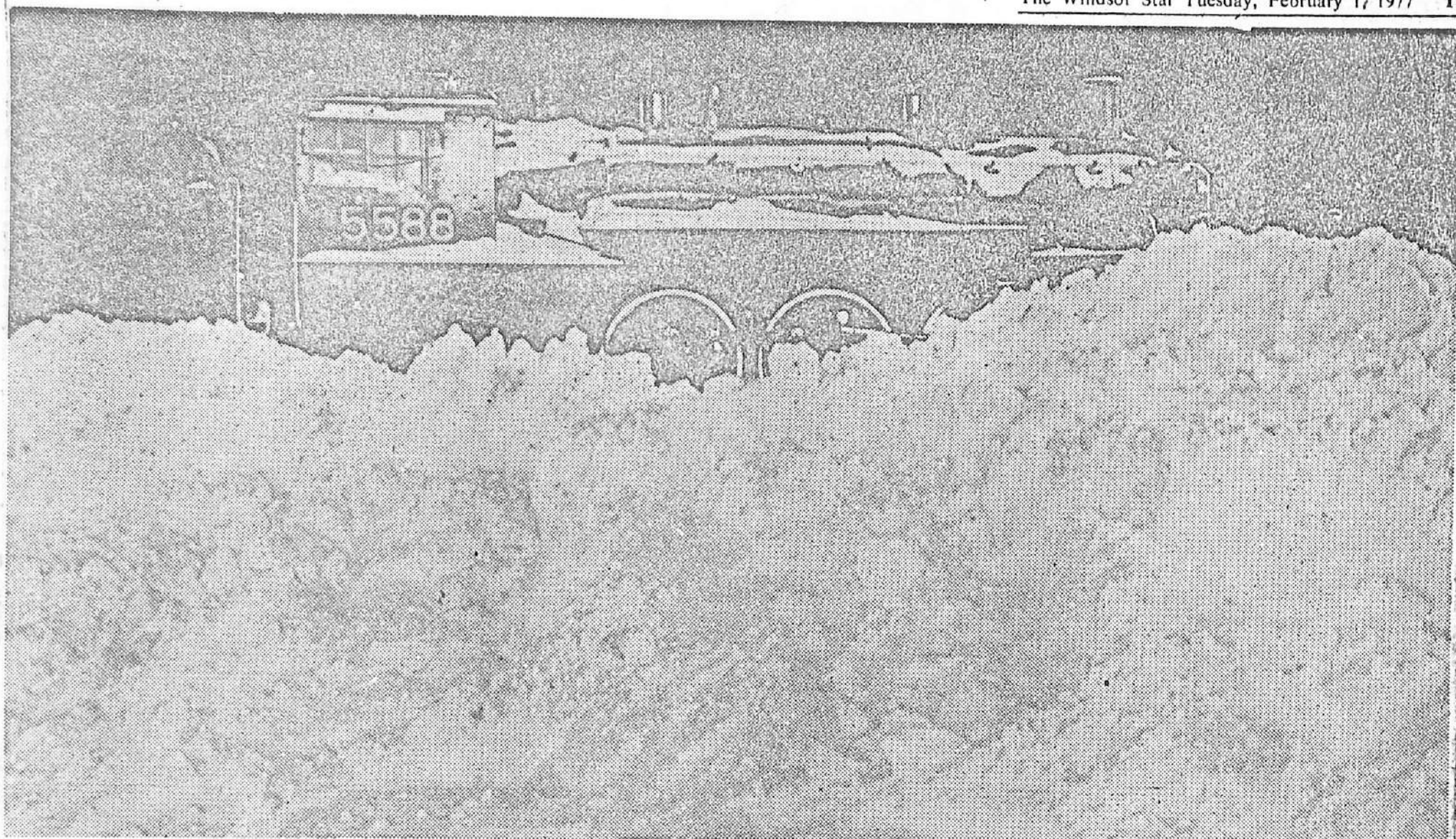
Sept. 16, 1932 - Canadian Greyhound Bus Lines was granted the bus franchise to replace the W.E. & L.S. Rwy. service between Windsor and Leamington. The last run of the W.E. & L.S. Rwy. was on Sept. 15, 1932.

THE ESSEX TIMES, FEB. 23, 1972.



STREET RAILWAY One of the cars of the line that ran from Windsor to Leamington

The first down bound car on the electric railway arrived in Essex an hour late on account of striking Nelson Little's threshing engine at the crossing near Maidstone knocking it into a ditch. As Mr. Little was crossing the tracks the harness broke. The motorman was able to see the engine across the tracks and had plenty of time to stop but the brakes didn't work. Another car was following the first car and while waiting for the first car to continue the second car struck the first car, shaking up the passengers a bit. A. W. Massey was principal of Essex High School. 70 yrs. ago - Aug. 29, 1908. E.F.P.



SPIRIT OF WINDSOR. — Like a child's tricycle left out in the snow, the city's last steam engine sits under a bleak sky waiting for the spring thaw. The old Pacific class locomotive was brought to Windsor 13 years ago after a Windsor Star columnist waged an 18-month money-

raising campaign. Thousands of people put in \$1 and bought shares in the specially incorporated Windsor, Ouellette Avenue and Border Cities Railway Company. They received an ornate deed, the right to ride the railway whenever they wished and full ownership of a five-pound

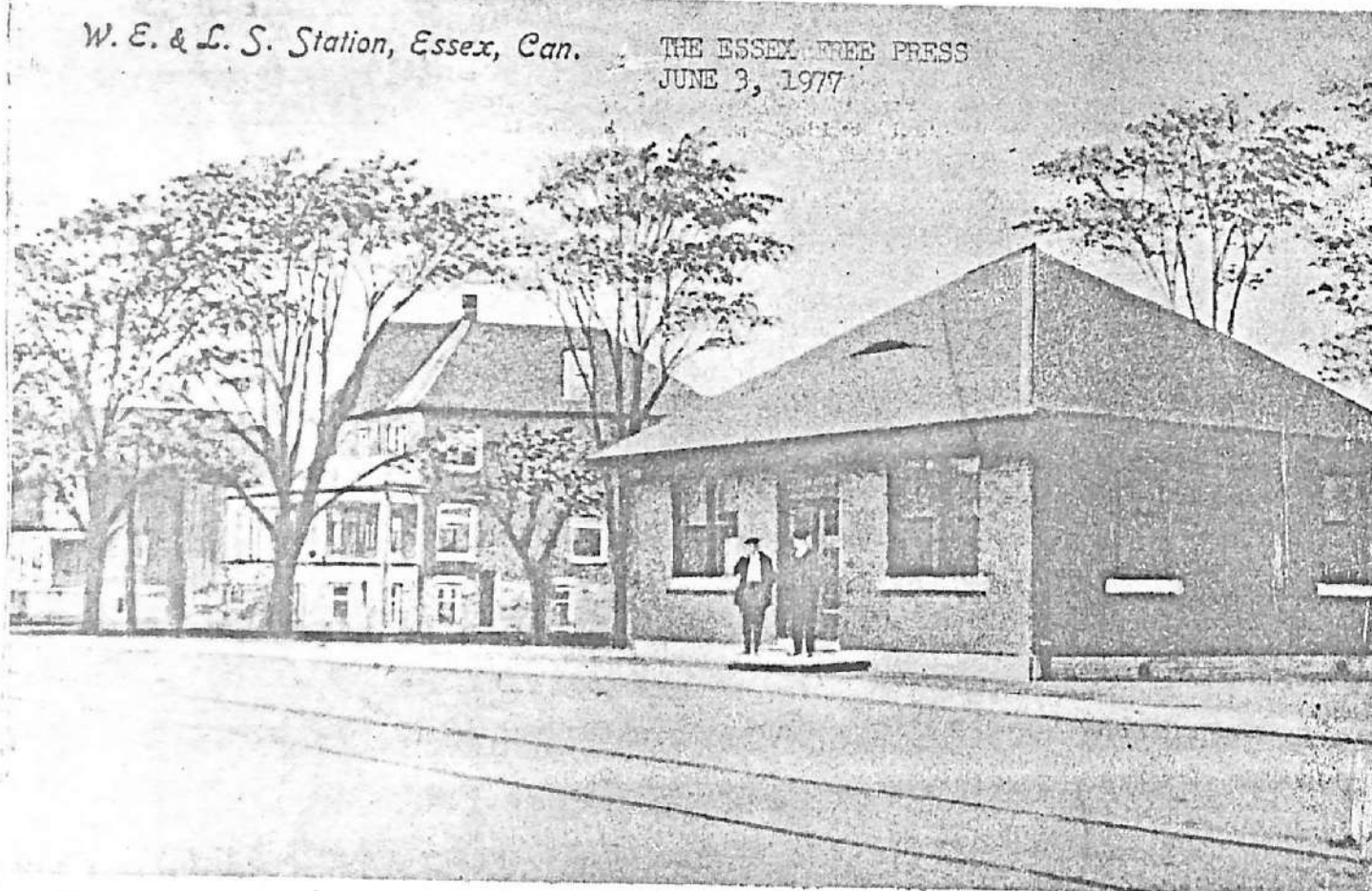
chunk of engine. The shareholders won't be asserting their rights for a few months yet. But, come spring, children will be clambering over the engine fascinated, as always, by a machine of the past.

Photo by STAN ANDREWS

FORMER W.E. & L.S. STATION — Early 1900's

W. E. & L. S. Station, Essex, Can.

THE ESSEX FREE PRESS
JUNE 3, 1977



The above picture, taken in the early 1900's, shows the W. E. & L. S. Station, in Essex, at Talbot and Cameron Ave. The station has been replaced with the present Royal Canadian

Legion. The centre building is the present Sun Parlor building. On the left is the building now occupied by the Bride 'N Party Boutique.

IT HAPPENED IN CANADA

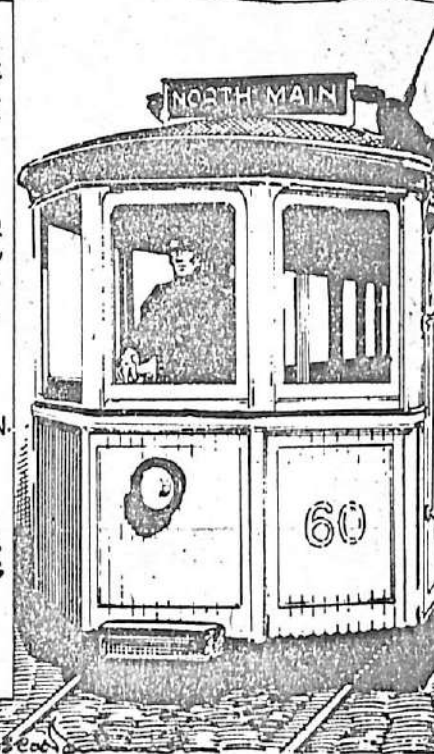
STREETCARS

BEGAN SERVICE IN THE 1830's. BY THE 1930's FORTY-SIX CANADIAN CITIES HAD STREETCAR SYSTEMS. AFTER WORLD WAR II, WITH TONS OF OIL ON HAND, BUSES BECAME THE POPULAR MODE OF MUNICIPAL PUBLIC TRANSPORTATION.

TODAY, ONLY ONE CITY IN CANADA — TORONTO — RETAINS LINES FOR STREETCARS IN ITS TRANSIT SYSTEM

12-27

©1979 - C. J. B. Co.



H. L. MacPHERSON

Rise, Fall Of Area's W.E. & L.S.

Radial Line Created
In 1879; End Came
In September, 1932

Word out of London, Ont., relates that the city has been offered \$500,000 for the London and Port Stanley Railway. It leaves one wondering, if his recollections go back that far, what the old Windsor, Essex and Lake Shore Railway would be worth today, if it had been able to hang on.

You never heard of the W.E. & L.S.? Well, it's a long story and it didn't have a happy ending. Actually the line was killed in a symbolical collision with something a fellow named Henry Ford invented. A "smoke wagon," the gents who hung around the livery stables used to call it. But it showed 'em.

Bonds Were Issued Most of those in the townships who recall the W.E. & L.S. era may be disposed to say it was something W.

R. Robertson of the Ontario Hydro foisted on them, at least in its intermediate stage, and it cost them their shirts.

They guaranteed specific sums in bonds, the depression hit, and that was that.

The Windsor, Essex and Lake Shore Rapid Railway, to give the enterprise its full title, dates back to 1879. In that year it was incorporated on petitions of the municipal councils of Windsor and "other interested municipalities."

An act of Parliament in 1906 said it was "for the general advantage of Canada," a considerable overstatement, as things were to work out.

Reached Peak In 1921 service between Windsor and Leamington was inaugurated, it was on the edge of a

small boom. In that year it carried 100,000 passengers. In 1921 the figure reached 900,000. The line appeared to be attaining the objectives set for it. South Essex produce was being moved faster and in larger volume, and so were South Essexers.

Alas, though, that tinkerer in Dearborn was moving with the times, too. The difference was that he'd keep on going. The gas buggy had arrived to stay and at least here the trolley car had not.

By 1927 not only had traffic decreased substantially, rolling stock looked the worse for wear. As there was no reserve fund rehabilitation would have to come from another source. At a well-attended Kingsville meeting in that year it was decided that the line should be retained, with an assist from the Hydro-Electric Power Commission of Ontario.

The Hydro reported that the road was worth \$296,000 and set a price of \$704,000 on rehabilitation. With

that rejuvenation, it was assumed, the W.E. & L.S. would be able to regain lost business. So as it turned out the municipalities acquired the line July 1, 1929, and on the following Sept 8 the Hydro took it over.

The principals didn't realize it but the Depression was looking over their shoulders.

It wasn't long before debenture commitments the municipalities had made to the Hydro began to hurt, and with the slump, at hand the end was near. Defaults piled up and on Sept. 16, 1932, the W.E. & L.S. passed out of existence.

At Last, APR. 9, It's Over! 1958 THE WINDSOR STAR Old Rail Debt Paid This Year

KINGSVILLE — This year's levy of 1.9 mills on the taxable assessment of Gosfield South Twp. will wipe out a 30-year-old indebtedness incurred in an ill-fated venture—the Windsor, Essex and Lakeshore Electric Railway.

Back in the boom days of the late 20's, the railway had reached the point where it needed additional capital to provide new rolling stock and improve facilities.

The road was acquired by several municipalities. They bought new cars for the line, which ran from Windsor along Highway 3, through Essex, Cottam, Kingsville and Leamington.

With the end of the trolley and the coming of WW2 and transportation needed to the automobile plants in the city the Greyhound Bus Co. started a route to Leamington and one around through Harrow to meet the factory shifts.

Following the war Habkirk's of Essex set up a route to cover these areas and sold out to the Chatham Coach Lines in 1978 and they are presently operating a bus service to and from Leamington to Windsor.

New passenger cars were purchased, the overhead electric line supplying power for the trolleys was renewed, the roadbed was repaired and everything was put in top operating shape. All the municipalities had to do was await revenue to roll in.

The venture proved ill-fated. The depression, trucks and automobiles put the road in the red from the day it began operating under municipal ownership. The result was that it eventually went into receivership and the municipalities which had backed the venture were left with the liabilities.

In Gosfield South's case, taxpayers have been paying for the deal ever since. This is their last year.

Trolley Car THE WINDSOR STAR Revives MAY 28, 1965 Memories

By MARG BROWN

ESSEX—Back in the spring of 1908 when the first trolley car passed through Essex on the newly constructed, Windsor, Essex and Lakeshore railway, bands played and crowds cheered the event which marked a new era in transportation for residents of South Essex.

Twenty-four years later the trolley line closed down and all that remained was a few steel poles (still in use on Talbot St.) and a debt of \$95,000 which taxpayers have been paying ever since.

In 1966 the final payment will be made and the only cheering will be a sigh of relief from town council who have been making an annual payment of \$10,000 and the PUC who are contributing an additional \$4,500, part of which is payment on the almost forgotten trolley line.

Although 33 years have passed since the line closed down, older residents recall the days of the trolley with affection. The line served a useful purpose as means of transportation to Windsor, Essex High school and lake side picnics. It was an asset to farmers who hauled produce to the line for transportation to market thus helping south Essex take advantage of early fruit and vegetable season.

The line was originally incorporated by the Ontario Statute in 1879 on petition of the councils of Windsor and South Essex municipalities. But operations were not inaugurated until 1908. Old records show the line carried 100,000 passengers the first year and increased to 900,000 in 1921.

By 1922 automobiles began to appear, traffic decreased and the company threatened to close down the line unless given assistance from the municipalities.

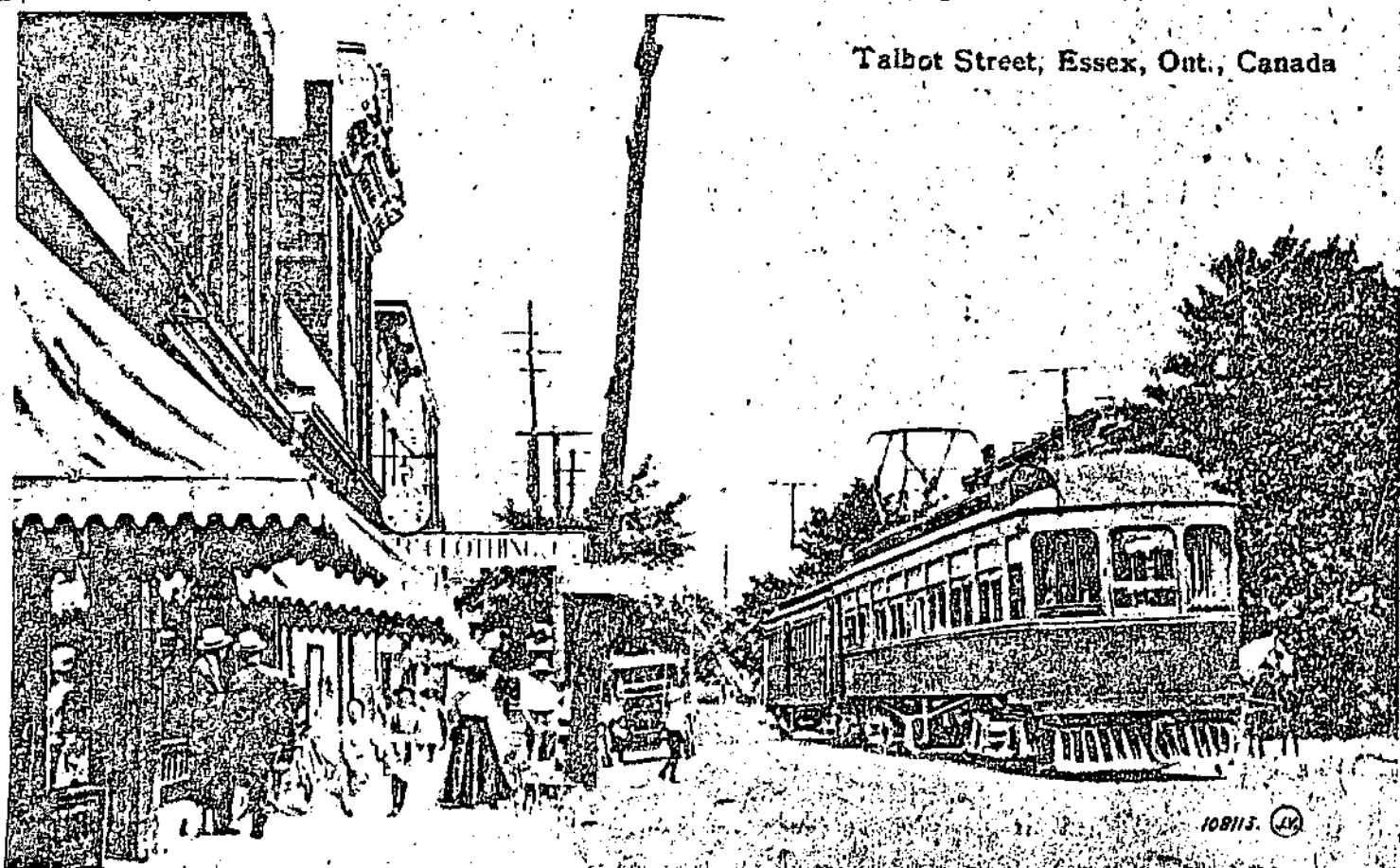
At a meeting held in Kingsville in 1927, it was decided the best course of action was to provide for operation by the Hydro commission who already had power available for the Windsor end of the line.

The Hydro commission estimated the cost of acquisition and complete rehabilitation at \$1,000,000 which would be obtained by issue of hydro bonds guaranteed by an equivalent amount of municipal debentures.

THE OLD TIME CORNER

AN INTERESTING PHOTO

Talbot Street, Essex, Ont., Canada



This is taken from a Postcard, dated November 17th, 1913. The car and trailer is heading toward Cottam. One can see the top of the Aberdeen Building just over the car. The sign across the sidewalk is of Barber Clothing Co.