

WINDSOR ESSEX AND LAKE SHORE RAILWAY

Shop at Kingsville, Ontario

TOTAL NUMBER OF INTERURBAN PASSENGER CARS OPERATED: 10 (5 M, 5 T) 1930

The following information covers
FOUR MOTOR AND ONE TRAILER MEDIUM WEIGHT STEEL PASSENGER INTERURBAN CARS
WITH DOUBLE END CONTROL, ONE MAN OPERATION

Built by the Ottawa Car Company, 1930. Equipped by Westinghouse E & M.
Color scheme of exterior: Blue and Yellow. Motto: Sunshine County Route.
Seating capacity: 40 in main compartment, 10 in smoker, total 50.
Total weight of car equipped but without load: 63,000 lb.
Length of car over anti-climbers: 51'-2"
Width over side sheathing: 8'-3 1/8"
Height, top of rail to top of roof: 11'-4 1/8"
Truck centers: 26'-6"
Wheelbase of truck: 6'-6"
Track gauge: 4'-8 1/2"
Type of truck: National Steel Car Co., Ltd.
Wheel diameter: 33"
Number and type of motors: 4-Westinghouse 548-C2 field tap
Hourly horsepower rating per motor: 100
Gear Ratio:
Control: Westinghouse HL with 15B2 master controller and
264-T11 group and line switch.
Balancing speed, 60 mph.
Compressor: Westinghouse, DH25, bungalow
Brakes: Westinghouse automatic air brakes.
These cars equipped with Tomlinson automatic couplers with side
electric contacts, air coupling. Also equipped with push-button
operated pneumatic doors, two-tone pneuphonic horns.
Motor cars numbered: 501, 503, 505, and 507
Trail car numbered: 502.

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BULLETIN OF THE
CENTRAL ELECTRIC RAILFANS' ASSOCIATION
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Interior of passenger cars or coaches upholstered in plush, smoking compartment in leather.

grill work similar to that used on open end observation cars. The interior arrangement was like the motor cars except that a lounge section was provided at each end of the car.

SERVICE CONDITIONS: This railway operated between Windsor and Leamington, Ontario running thru the towns of Essex and Kingsville, 38 miles in all. Originally it was operated with 6600 v. AC system but was rehabilitated in 1930 by the Hydro-Electric Power Commission of Ontario, who were operating it for the municipalities. Altho nearly \$1,000,000 was spent to purchase and recondition the road, the prosperity of the communities served was severely hit in 1931 and the operation of the railway was discontinued September 15, 1932.

In addition to the 5 cars described the railway had in 1932:

- Number 9, 10 - Electric locomotives, 4-Westinghouse 333B2, 125 hp. motors, GE-166A contactors and C74 master controller, Baldwin trucks, 36" wheels.
- 25, 75 - Wooden express cars
- 312, 314, 316, 318 Wood passenger car bodies
- 15 - Snow plow
- 202, 204 - Wooden box cars
- 126, 128, 130, 132 Flat cars

FLOOR PLAN, MOTOR CARS

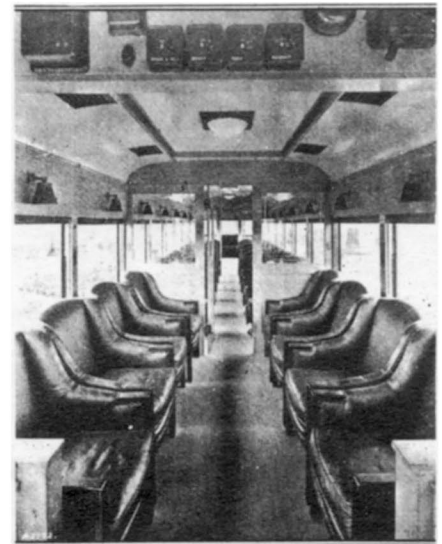
Trailer same except with smoking compt. at one end, lounge solarium other end.



INTERIOR ACCOMODATIONS: Cars equipped with reversible seats with divided walkover backs, plush upholstery, in main compartment. In the smoker there is a lounge arrangement, with a longitudinal seat on each side, upholstered in leather. See floor plan for arrangement of facilities. Each corner of car has double folding doors.

TRAIL CAR: The one trailer was finished to simulate an observation car, and while the car body was made identical to that on the motor cars the end dashes were fitted with a brass railing and

grill work similar to that used on open end observation cars. The interior arrangement was like the motor cars except that a lounge section was provided at each end of the car.



CERA Data Sheet
January 10, 1940

NOTE: This is the first of a new type of CERA publications, to be called CERA Data Sheets, but to be numbered in the regular Bulletin series. Principally car data sheets, these will be issued occasionally in addition to the regular bulletins, whenever sufficient data comes to hand on a particular type of car, or other information suited to a two page bulletin of this type. This standard size sheet will be used and the information will be in such shape that it may be filed readily in looseleaf form in any system the member may prefer.

Duplicate sheets will be available to members at 5¢ per copy.