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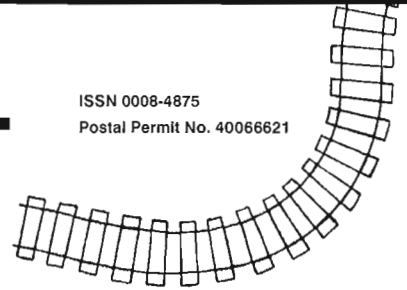


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FRONT COVER: What better photograph to grace our November-December cover of Canadian Rail than John Godfrey's shot of the CPR US Holiday Train taken at Kanewake, Quebec on December 4, 2006.

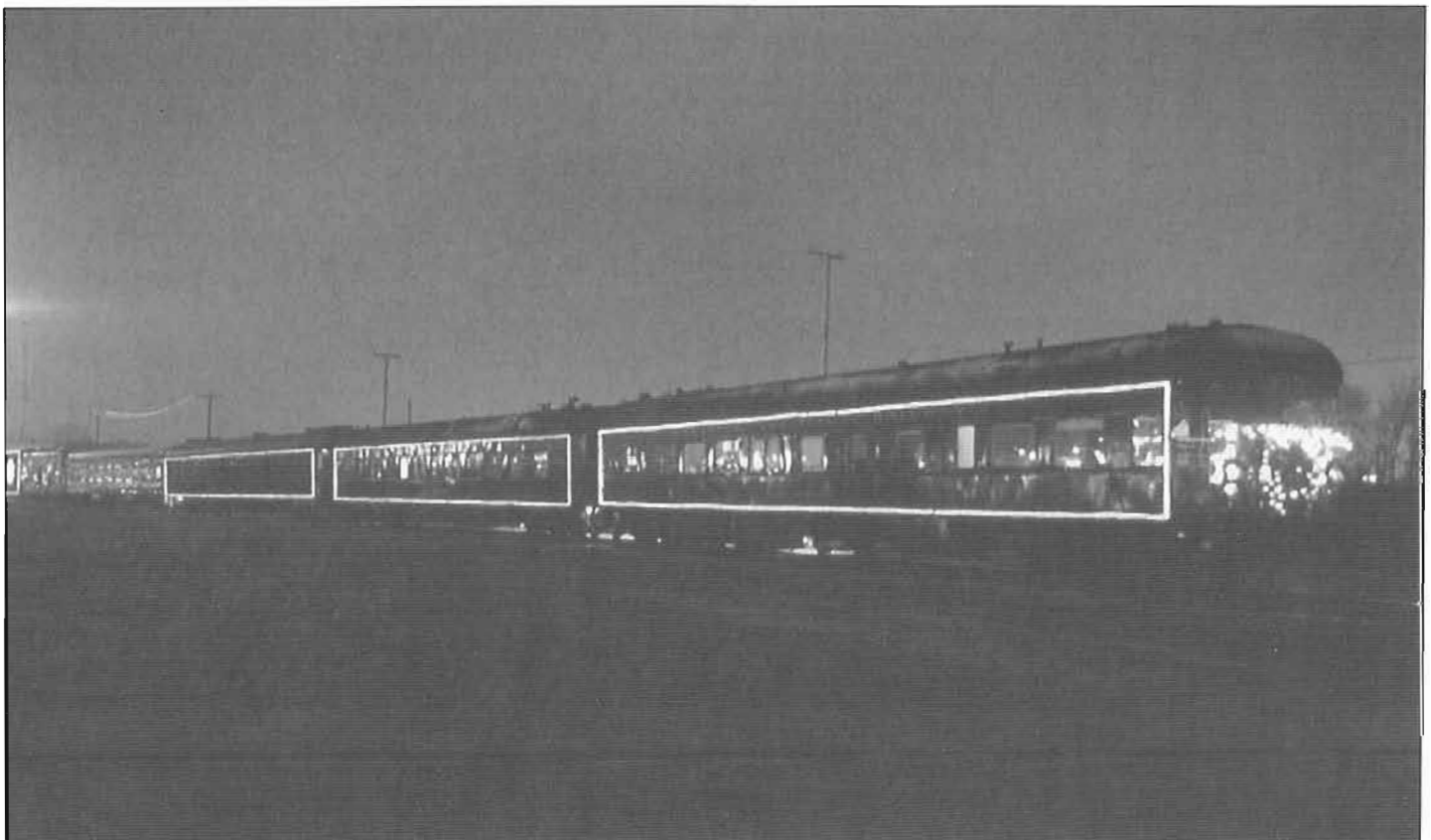
BELOW: Brightly decorated passenger and business cars bring up the rear of the 2006 USA Holiday Train on December 4, 2006. Photo John Godfrey.

For your membership in the CRHA, which includes a subscription to Canadian Rail, write to:
CRHA, 110 Rue St-Pierre, St. Constant, Que. J5A 1G7
Membership Dues for 2006:
In Canada: \$45.00 (including all taxes)
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Other Countries: \$80.00 Canadian funds.

Canadian Rail is continually in need of news, stories, historical data, photos, maps and other material. Please send all contributions to the editor: Fred F. Angus, 3021 Trafalgar Avenue, Montreal, P.Q. H3Y 1H3, e-mail angus82@aei.ca. No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember "Knowledge is of little value unless it is shared with others".

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Canadian Pacific's Holiday Train



By Peter Murphy

In 1999, the Canadian Pacific Railway Company was looking for a way to consolidate charitable giving and 'give back' to the communities they serve. Noting that some 34 million North American's turn to food banks every year, it decided to make hunger awareness and the stocking of local food banks its primary focus of charitable good works.

On December 15, 1999 the first holiday train pulled out of Windsor Station, Montreal bound for Vancouver hauled by SD9043MAC No. 9114, this brightly lit 'mixed train' consisted of twelve newly painted well cars with illuminated containers and the private car Killarney bringing up the rear. It made 11 stops along the way where short performances by on board entertainers were provided at each of the 11 stops.

Donations of food or cash were accepted from the audience, which had gathered thanks to the advance publicity of the Holiday Train. The donations were turned over to the local Mayor or food bank representative, in addition Canadian Pacific Railway made a corporate donation to the local cause at each of the stops! The first trip was a great success and when it was over Canadian Pacific alone had donated \$ 100,000 to the various food banks along the way.

Building on its initial success, a second train was commissioned in 2001 to roll its way through Canadian Pacific's northern US rail network following the same format as the Canadian Holiday Train! The make up of the two trains has varied over the years and now the trains are made up of a AC4400 locomotive (newest and cleanest), decorated box cars which blend in with the generator and stage car, one coach for employee passengers and business cars which serves as the living quarters for the crew of 10 and the performers.

The stage car is unique, when rolling it looks like a tuscan red express car. Once pulled up to the performance site, a large fixed tilting overhead door (the car side) open inward to expose the performance stage with full sound equipment in place. The performance lasts about 20 to 30 minutes during which Santa Claus, CPR employees and volunteers canvass the audience for food and cash donations. When the time is up, the overhead door closes and we're off to the next scheduled stop.

It takes seven months of planning to prepare for each years events. The train is decorated with hundreds of thousands of Christmas lights in Calgary (business cars, Chicago (box cars) and Montreal (locomotives). The 1,000 foot long train is a striking site as it rolls through the early darkness of late November and early December. Enjoying the performance at a scheduled stop is one thing, seeing it at a distance, its decorative lights reflecting off snow covered fields is another!

This year the Canadian train will make 71 stops between Montreal and Port Moody, B.C.. Entertainment will be provided by Wide Mouth Mason and Lisa Brokop, one of Canada's leading Country and Western artists. You can feel her enthusiasm in this clip from Lisa's website:

Come December, I'm sure I'll be ready to do some more travelling so I will be joining the 'CPR Holiday Train' which travels from Montreal to Vancouver and a whole bunch of cities in between. That'll be a blast! What a great way to see the country and of course we'll be doing our favorite Christmas songs too. We'll have a listing of cities on the website as soon as we know where we're going to be. Choo Choo!

The US train will cross six states and stop in 40 communities along the Delaware & Hudson, Milwaukee Road and Soo Line properties. Entertainment will be provided by Pat Flynn (bluegrass and country), Willy Porter (return engagement) guitarist / songwriter, Tracy Brown (has performed every year since 2000).

Since launching in 1999, the Holiday Train has so far raised \$ 2.4 million dollars and 1.3 million pounds of food for the needy. In addition, each dollar raised buys nine dollars in food at wholesale prices for local food banks!

Unfortunately we are running too late to publish this years schedule, for further information go to CPR's website at www.cpr.com. Congratulations to Canadian Pacific Railway for launching this unique way to help the needy and prove that trains can be colourful!

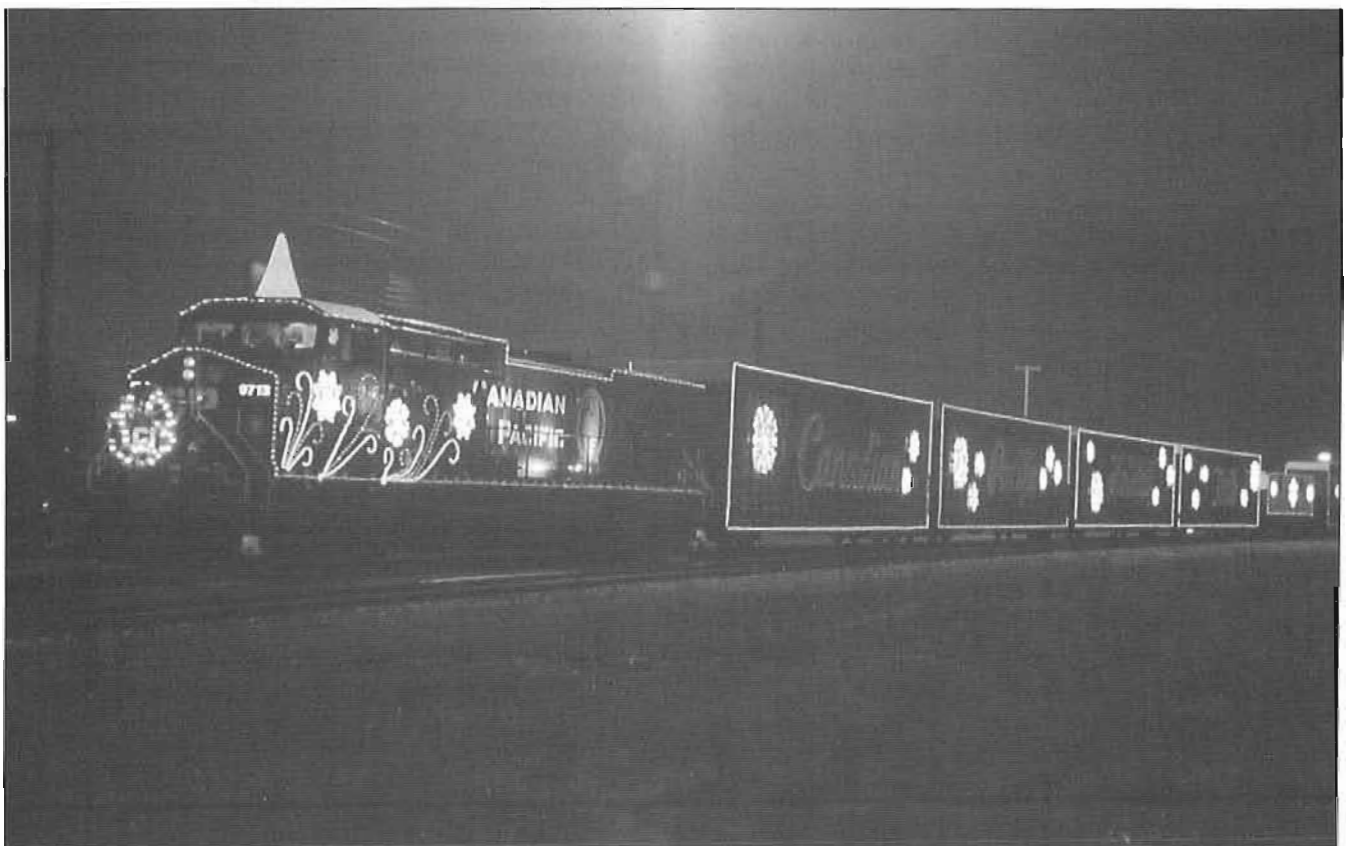
Sources: CPR web site

Trains Magazine, December 2006

The Turnout (T&Y Division), No. 342, December 2006



The Moffatts and Ennis Sisters performing at one of the many stops, once the tilting door opens a full sound stage is exposed! Photo Canadian Pacific Railway.



Left hand view of the train ready to depart on its 2006 tour. Photo Canadian Pacific Railway.

Canada's Railway Heritage at a Crossroads

C. Stephen Cheasley

On June 15, 2006, the Commons Standing Committee on Canadian Heritage ("CCH") heard from the Auditor-General of Canada regarding the state of preservation of the Canadian Heritage collections. The report was not good news. Accordingly, the CCH asked the Canadian Museums Association ("CMA") to appear before them and to give their assessment of the situation. The CMA appeared on June 20, 2006 and confirmed that there was a serious funding problem.

We heard about these proceedings and asked whether we could appear before the CCH to present the situation regarding our Canadian Railway Heritage. Thanks to the help of two members of the CCH, Exporail, along with the Revelstoke Heritage Railway Society and the Canadian Museum of Rail Travel were asked to submit briefs and to appear before them. These hearings were held on October 16th and 25th respectively. The recommendations made at the hearings by Exporail to the CCH was that;

- 1) The Federal Government must adequately fund the preservation, conservation, interpretation and display of Canada's proud railway heritage, and
- 2) Become a full partner in Exporail's national public-private partnership as soon as possible, contributing funding for the preservation, conservation, interpretation and display of the Exporail collection in adequate environmental conditions for all to enjoy.

The matter is now before the CCH for study. A member of the CCH has moved a motion to make Exporail, "Canada's National Railway Museum". This motion will also provide that funding be made available to preserve, conserve, and interpret other pieces of national significance that are owned by other organizations in Canada.

We are pleased to present the three briefs that were presented to the Standing Committee on Canadian Heritage on behalf of the Canadian railroad preservation movement.

Equitable Funding to Preserve Canadian Railway Heritage

Brief submitted to the
House of Commons Standing
Committee on Canadian Heritage
by the
Canadian Railroad Historical Association

Presented by
C. Stephen Cheasley, Marie-Claude Reid,
and Daniel Laurendeau

October 16, 2006

Purpose of the brief

The House of Commons Standing Committee on Canadian Heritage is seeking advice regarding the serious under-funding of Canadian museums in general, with the resulting deterioration and even destruction of many historic collections and items of historic value.

The Canadian Railroad Historical Association has been invited to present a brief to the Committee concerning the state of preservation of Canadian railway heritage. We appreciate this opportunity to alert the government and Canadians to the fact that the Canadian railway heritage is at serious risk. As we will demonstrate, there is perhaps no other collection so representative of the Canadian Confederation.



EXPORAIL

Pour un financement équitable de la préservation du patrimoine ferroviaire canadien

Mémoire présenté au Comité permanent
sur le patrimoine, Chambres des Communes,
par l'Association canadienne d'histoire ferroviaire.

Présentation effectuée par
Madame Marie-Claude Reid et
Messieurs C. Stephen Cheasley
et Daniel Laurendeau.

Le 16 octobre, 2006

Qu'est-ce que l'Association canadienne d'histoire ferroviaire ?

L'ACHF, organisme à but non lucratif constitué en 1932 en vertu d'une loi fédérale, est à la fois propriétaire et exploitant d'Exporail, le Musée ferroviaire canadien situé à Delson — Saint-Constant, au Québec. L'ACHF compte 1 000 membres et 14 divisions dans l'ensemble du Canada et publie un périodique bimensuel d'histoire ferroviaire, Canadian Rail, dont j'ai ici un exemplaire, ainsi que des livres. Nous venons de publier récemment un livre sur les tramways d'Ottawa, ce que j'ai trouvé tout à fait approprié.

Créé en 1961, Exporail est le plus important musée ferroviaire du Canada et, de l'avis de muséologues, l'un des meilleurs au monde. Exporail est situé sur un

What is the Canadian Railroad Historical Association?

The Canadian Railroad Historical Association (CRHA) is a non-profit, federally incorporated organization, founded in 1932, which owns and operates Exporail, the Canadian Railway Museum, in Delson / St. Constant, Quebec. The CRHA has 1000 members and 14 Divisions across Canada and publishes a bi-monthly magazine on railway history, Canadian Rail. Exporail, established in 1961, is Canada's largest railway museum and is considered by museum experts as one of the best in the world.

Exporail is situated on 50 acres of land containing three display buildings, with a total of 125,600 sq. ft. of exhibition space, a 25,000 sq. ft. reserve building, an 1882 country station, a restoration shop and a turntable. Exporail features rides on a one-mile tramway line, a two-mile railway line and an outdoor miniature railway. It also has an extensive HO-gauge model railway installation.

The facility also includes a library, an archive centre, temporary exhibit spaces, a multi-purpose hall and food and retail spaces. It is designed to appeal to Canadians of all ages.

The Exporail collection

The Exporail collection is composed of 168 locomotives, tramways and other pieces of rolling stock and over 250,000 small objects, models, books, plans, photographs, pieces of railway art and archival items.

In a recent report by Lord Cultural Resources Planning & Management Inc. (annexed), a leading museum consulting firm, the collection was deemed to be a National Collection and rated as "World Class". Indeed, in 1978, the collection was designated as the Specialized Museum for Railways by the federal government, a role it continues to fulfill.

The Exporail collection has items from the first railway in Canada, the Champlain & St. Lawrence Railroad, built in 1836 between LaPrairie and St. Jean, Quebec, and from Canada's entire subsequent railway history, up to the prototype of a hybrid switching locomotive recently invented in Canada and now going into service on most of the major railroads in North America. It is the most comprehensive collection of Canadian railway historical material in existence.

Since the design of Exporail permits pieces of rolling stock to be moved on their own wheels, some of the rolling stock from the Exporail collection is lent from time to time to other railway museums across Canada for exhibition. In addition, traveling displays about Canadian railways are prepared and sent to other museums. The Revelstoke Railway Museum currently houses CPR steam locomotive 5468 on loan from the Exporail collection and has recently shown our traveling exhibit on Women in the Railways.

terrain de 50 acres et compte trois bâtiments d'exposition couvrant une superficie de 125 000 pieds carrés ainsi qu'une réserve de 25 000 pieds carrés, une gare régionale datant de 1882, un atelier de restauration et une plaque tournante. Le musée offre des balades sur une ligne de tramway de un mille et sur une ligne de chemin de fer de deux milles et expose un chemin de fer miniature à l'extérieur. On y trouve également une installation modèle de chemin de fer à l'échelle HO.

Exporail est également doté d'une bibliothèque, d'un centre d'archives, d'espaces consacrés à des expositions temporaires, d'un hall multifonctionnel ainsi que de comptoirs de restauration et de vente. Il y a de quoi plaire aux Canadiens de tous les âges.

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La collection Exporail

La collection du musée compte 168 locomotives, tramways et autres pièces de matériel roulant ainsi que plus de 250 000 petits objets, modèles, livres, plans, photographies, pièces de chemin de fer et archives.

Selon un récent rapport présenté par l'important cabinet de consultants en muséologie, Lors Cultural Resources Planning & Management Inc., il s'agit d'une collection nationale de calibre international. En 1978, en effet, la collection a été reconnue musée spécialisé en chemin de fer par le gouvernement fédéral, un rôle qu'il n'a cessé de jouer depuis.

La collection d'Exporail comprend des pièces datant du premier chemin de fer canadien, le Champlain and Saint Lawrence Railroad, construit en 1836 entre La Prairie et Saint-Jean, au Québec, et d'autres relatant l'histoire ferroviaire ultérieure de l'ensemble du pays, jusqu'à l'invention récente, au Canada, du prototype d'une locomotive de manœuvre hybride. C'est la collection la plus complète de matériel ferroviaire historique.

Comme Exporail est conçu pour permettre le déplacement des pièces de matériel roulant sur leurs propres roues, le musée loue parfois une partie de sa collection à d'autres musées ferroviaires du Canada. Des expositions itinérantes sur les chemins de fer canadiens sont préparées et prêtées à d'autres musées. Le Musée ferroviaire de Revelstoke abrite actuellement la locomotive à vapeur 5468 du Canadien Pacifique, prêtée par Exporail, et il vient de présenter notre exposition itinérante sur les femmes dans les chemins de fer.

L'importance du patrimoine ferroviaire canadien

Depuis 170 ans, les chemins de fer n'ont cessé de jouer un rôle prépondérant dans le développement de notre vaste pays. Les Canadiens ont dû se doter de

Importance of Canadian Railway Heritage

For the last 170 years, railways have played an important role in the development of this vast country. Due to the size of their country, Canadians have had to develop world-class transportation systems, and today's Canadian railways are certainly world-class. Indeed, two years ago, the U.S. magazine, *Trains*, named CN as the number-one railroad in the world!

The Canadian railways, with their twin ribbons of steel, opened Canada for settlement and framed its infrastructure. Many towns and cities in Canada owe their origin to the coming of the railway. Many a Canadian family has a proud railroader in its background. The railways were and still are the life-blood of Canada, moving a large percentage of Canada's goods and materials. Indeed, I was told last week by the railway Association of Canada that no fewer than 63 million passengers were moved by trains last year, and over 65% of the material that was moved by surface was moved by trains.

From a political standpoint, the completion of the CPR on November 7, 1885, provided the basis for the Canadian Confederation as we know it today. Canada, more than most countries, was dependent on the development of the railways for its very existence, and that is why it is so important that this part of Canada's heritage be properly preserved for future generations. Railway history is a major part of the story of Canada, and it must be cherished, nurtured and retold to all Canadians.

Here is a quote from the Lord Report

Exporail is the only museum in Canada that tells this story in any depth and in fact is the only one with the mandate, expertise and collection base to do so effectively. This outstanding Canadian collection is a unique resource that offers Canadians the opportunity to tell this story with the original material culture that made it possible.

Lord Cultural Resources Planning & Management Inc.

However, the Canadian railways are always improving and changing, with the result that preserving the railway heritage presents the ongoing challenge of rescuing items of historical importance before they are lost to the scrapyard or to other countries like the US.

Conservation status of the Exporail collection

The non-rolling stock part of the collection is now housed in adequate environmental conditions, thanks to our new \$12 million pavilion. One third of the rolling stock in our collection is now in adequate environmental conditions; one third of the rolling stock is sheltered from the elements, but not in adequate environmental conditions; and the remaining third is totally exposed to the elements. The items of rolling stock that are not in adequate environmental conditions or are

réseaux de transport de calibre international pour sillonner ce vaste territoire et, aujourd'hui, nos chemins de fer n'ont rien à envier au reste du monde. À preuve, il y a deux ans, le magazine américain *Trains* a qualifié le CN de meilleur chemin de fer au monde!

Véritable ruban d'acier, les chemins de fer canadiens ont ouvert le Canada à la colonisation et constitué sa charpente. De nombreuses villes canadiennes doivent leur existence à l'arrivée du chemin de fer et bon nombre de familles comptent un fier cheminot parmi ses ancêtres. Les chemins de fer ont été et demeurent l'épine dorsale du Canada sur laquelle transite un important volume de biens et de matières. En effet, l'Association des chemins de fer du Canada me disait la semaine dernière que pas moins de 63 millions de passagers ont pris le train l'an dernier et que plus de 65 p. 100 des matières transportées en surface ont été transportées par train.

Sur le plan politique, l'achèvement du chemin de fer du Canadien Pacifique, le 7 novembre 1885, a donné le coup d'envoi à la Confédération canadienne comme nous la connaissons aujourd'hui. Plus que tout autre pays, le Canada était dépendant de la construction du chemin de fer pour exister; voilà pourquoi il est si important que cette composante du patrimoine canadien soit préservée pour les générations futures. L'histoire du chemin de fer constitue un important volet de l'histoire du Canada et elle doit être chérie, préservée et rappelée à la mémoire de tous les Canadiens.

Voici une citation du rapport Lord:

Exporail est le seul musée du Canada à raconter cette histoire en profondeur et, en fait, le seul à avoir ce mandat et à posséder l'expertise et la collection requises pour le faire efficacement. Cette exceptionnelle collection est une ressource unique qui permet aux Canadiens de raconter leur histoire à l'aide des pièces originales qui l'ont façonnée.

Or, comme les chemins de fer canadiens ne cessent de s'améliorer et de se transformer, la préservation du patrimoine ferroviaire pose un défi permanent, soit celui de sauver ses biens historiques avant qu'ils ne soient envoyés à la ferraille ou à l'étranger, comme aux États-Unis.

État actuel de la condition de la collection Exporail

Le matériel non roulant de la collection est maintenant abrité dans des conditions environnementales propices dans notre nouveau pavillon de 12 millions de dollars. Le tiers du matériel roulant de ma collection, à ne pas confondre avec le matériel non roulant, est également conservé dans des conditions environnementales propices; le deuxième tiers est à l'abri des éléments, mais dans des conditions environnementales qui laissent à désirer et le dernier tiers et totalement exposé aux éléments. Les éléments de ces

totally exposed to the elements are slowly but surely deteriorating and will be lost if not properly conserved. This matter is urgent.

Railway rolling stock is, by its nature, very big, but also very fragile and requires big buildings to house it, with sophisticated environmental systems to protect the items from deterioration. Due to these requirements, such buildings are costly to construct and operate.

Other historic railway items

In addition to the Exporail collection, there are some other historically significant items of rolling stock scattered among other railway museums across Canada, but very few are well conserved due to a lack of financial resources.

Experience of other countries

In England and Europe, most national railway museums and their collections are funded entirely by national governments. The railway museum considered to be the best in the world is located in York, England, and is entirely funded by the British government. Moreover, admission is free, as in all of the state museums in England, under the new admissions policy introduced in 2000. The National Railway Museum, York has over 850,000 visitors per year. Steamtown in the United States is funded by the U.S. federal government through the National Parks Service, which operates this museum. The Danish Railway Museum in Odense is owned and operated by the Danish State Railways and the Swedish Railway Museum in Galve is operated by Sweden's state authority for railways.

Canadian experience

Over the past 45 years, Exporail has received capital grants for certain infrastructure and Museum Assistance Program project grants from the federal government, but no operating grants for the preservation, conservation and interpretation of this important Canadian collection. The existing federal policy is not to provide operating grants to non-federal government museums. As a result, Exporail's operating funds have been largely self-generated, with additional support for the last 27 years from operating grants from the Quebec government.

In essence, for 45 years, Exporail has played the role of Canada's national railway museum, with operating support from the railway industry, the Quebec government, local municipalities, and private companies and individuals, but not from the federal government. In reality, Exporail, the Canadian Railway Museum has been a national public-private partnership which owns and operates the national railway collection, but without the national level of government as a full participant.

A public-private partnership is a cost efficient and effective way for the federal government to assure all

deux derniers tiers se détériorent lentement mais sûrement et risquent de disparaître s'ils ne sont pas conservés dans de meilleures conditions. Il est urgent d'agir.

De par sa nature, le matériel ferroviaire roulant se compose de très grosses pièces, quoique très fragiles, qui doivent être abritées dans de gros bâtiments dotés des systèmes de conservation très sophistiqués pouvant les protéger contre toute détérioration. Ces bâtiments sont donc coûteux à construire et à exploiter.

Autres pièces historiques d'intérêt ferroviaire

Outre la collection d'Exporail, d'autres pièces de matériel roulant ayant une valeur historique sont dispersées dans des musées ferroviaires du Canada, mais faute de ressources financières, peu d'entre elles sont conservées dans de bonnes conditions.

Étude de cas dans les pays étrangers

En Angleterre et en Europe, la plupart des musées ferroviaires nationaux et leurs collections sont entièrement financés par les gouvernements nationaux. Réputé comme étant le meilleur au monde, le Musée ferroviaire York, en Angleterre, est entièrement financé par le gouvernement britannique. De plus, conformément à la nouvelle politique sur les droits d'entrée adoptés en 2000, l'entrée y est gratuite, comme dans tous les musées nationaux d'Angleterre. Le Musée ferroviaire York accueille plus de 850 000 visiteurs par année. Aux États-Unis, Steamtown est financé par le gouvernement fédéral par le biais du Service des parcs nationaux qui exploite ce musée. Le Musée ferroviaire danois d'Odense appartient aux chemins de fer nationaux danois qui l'exploitent également et le Musée ferroviaire suédois de Galve est exploité par l'administration fédérale suédoise des chemins de fer.

Étude de cas dans les pays étrangers

Au cours des 45 dernières années, Exporail a obtenu des subventions d'investissement à l'égard de certaines infrastructures ainsi que des subventions du programme d'aide aux musées du gouvernement fédéral, mais il n'a reçu aucune subvention d'exploitation pour la préservation, la conservation et l'interprétation de cette importante collection canadienne. La politique fédérale ne prévoit actuellement aucune subvention d'exploitation pour les musées qui n'appartiennent pas au gouvernement fédéral. Le budget d'exploitation d'Exporail a donc été largement autogénéré et complété par des subventions d'exploitation que lui verse, depuis 27 ans, le gouvernement du Québec.

En résumé, Exporail est considéré, depuis 45 ans, comme le Musée ferroviaire national du Canada, grâce au soutien financier de l'industrie ferroviaire, du gouvernement du Québec, des municipalités locales, d'entreprises privées et de particuliers, sans aucune

Canadians that their Canadian railway heritage is being properly preserved and conserved for future generations of Canadians.

In contrast, the federal government now fully funds, through the existing National Museums, institutions dedicated to aviation, agriculture, nature, mail, science and civilizations. Surely the heritage of the Canadian railways, which built and are still building this great country of ours, deserve equal treatment.

Recommendations

- 1) The federal government should acknowledge and assume its responsibility to provide adequate funding for the preservation, conservation, interpretation and display of Canada's proud railway heritage.
- 2) The federal government should become a full partner in Exporail's national public-private partnership as soon as possible and contribute funding for the preservation, conservation, interpretation and display of the Exporail collection in adequate environmental conditions for all to enjoy.

ANNEX

Exporail: The Canadian Railway Museum. Comparative Analysis of the Product and the Market on a National and International Basis. LORD Cultural Resources Planning & Management Inc., June 2005.

contribution du gouvernement fédéral. En réalité, le Musée ferroviaire canadien Exporail est un partenariat public-privé qui possède et exploite la collection ferroviaire nationale, mais sans la pleine participation du gouvernement fédéral.

Le partenariat public-privé constitue un moyen économique et efficace qui permet au gouvernement fédéral de s'assurer que le patrimoine ferroviaire de l'ensemble des Canadiens est bien préservé et conservé pour les générations futures.

Par ailleurs, le gouvernement fédéral finance pleinement, par le biais des musées nationaux en place, des institutions consacrées à l'aviation, l'agriculture, la nature, la poste, la science et les civilisations. Le patrimoine des chemins de fer nationaux, qui n'ont cessé de contribuer à l'édification de ce grand pays qui est le nôtre, mérite certainement un traitement similaire.

Recommendations

Nous aimerions maintenant formuler deux recommandations. La première est que le gouvernement fédéral reconnaisse et assume sa responsabilité en fournissant un financement suffisant en vue de la préservation, de la conservation, de l'interprétation et de la présentation publiques du précieux patrimoine ferroviaire du Canada. La deuxième est que le gouvernement fédéral devienne, dans les plus brefs délais, un partenaire à part entière du partenariat public-privé d'Exporail et participe au financement de la préservation, de la conservation, de l'interprétation et de la présentation publiques de la collection d'Exporail dans des conditions environnementales appropriées afin que tout le monde puisse en profiter.

Monsieur le président, cela met fin à notre exposé.



There are three 'National Historic Monuments' in the CRHA collection, this is the CPR Royal Hudson 2850 which pulled the Royal Train across Canada in 1939.



Another Historic Monument is CNR 4100, this heavy hauler was the largest locomotive in the British Empire when built only to be surpassed later by CPR's Selkirks. It was built in 1924 for Canadian National Railways which had been formed in 1923.



The third Historic Monument is Sir William Van Horne's private car 'Saskatchewan', this car was at the driving of the last spike on the CPR and was hauled out of the 'burn line' in Toronto in 1958 after No. 38 (as it was then identified) was spotted by an alert CRHA member! The car was subsequently donated to the CRHA by the Canadian Pacific Railway, it was stored at the Dominion Bridge Co. in Lachine, Quebec until 1963 when the Canadian Railway Museum could receive it!

Canadian Railroad Historical Association – Railway Equipment Roster

| <i>No.</i> | <i>Company Represented</i> | <i>Builder</i> | <i>Year built</i> | <i>Description</i> | <i>Year acquired</i> | |
|---------------------------|----------------------------|----------------|-------------------------------|--------------------|-------------------------|------|
| Steam Locomotives | | | | | | |
| 1. | 2 | E.B.Eddy Co. | MLW | 4/1926 | 0-4-0T | 1957 |
| | 3 | Ste.Anne Paper | MLW | 5/1916 | 0-4-0T | 1963 |
| 2. | 4 | NHB | MLW | 4/1914 | 0-6-0 | 1962 |
| 3. | 5 | MCR&P | Pittsburgh | 1896 | 4-6-0 | 1961 |
| 4. | 25 | OSC | BLW | 1900 | 2-4-0 | 1961 |
| 5. | 29 (1) | CP | CP | 9/1887 | 4-4-0 | 1960 |
| 6. | 49 | CN | MLW | 9/1914 | 4-6-4 | 1960 |
| 7. | 54 "Waddon" | L.B.S.C. Ry. | L.B.S.C. Ry. | 1875 | 0-6-0T | 1961 |
| 8. | 73 (2) | NAR | CLC | 10/1927 | 2-8-0 | 1964 |
| 9. | 144 | CP | CP (Delorimier) | 3/1886 | 4-4-0 | 1959 |
| 10. | 492 | CP | CP (Angus) | 12/1914 | 4-6-0 | 1960 |
| 11. | 999 | CP | MLW | 5/1912 | 4-6-0 | 1960 |
| 12. | 1009 (3) | CN | MLW | 5/1912 | 4-6-0 | 1960 |
| 13. | 1112 (4) | QNS&L | MLW | 2/1912 | 4-6-0 | 1961 |
| 14. | 1520 (5) | CN | CLC | 8/1906 | 4-6-0 | 1960 |
| 15. | 2231 | CP | CP (Angus) | 6/1914 | 4-6-2 | 1960 |
| 16. | 2341 | CP | MLW | 9/1926 | 4-6-2 | 1960 |
| 17. | 2601 | CN | MLW | 12/1907 | 2-8-0 | 1960 |
| 18. | 2850 | CP | MLW | 8/1938 | 4-6-4 | 1960 |
| 19. | 2928 | CP | MLW | 3/1938 | 4-4-4 | 1960 |
| 20. | 3239 | CN | CLC | 3/1917 | 2-8-2 | 1960 |
| 21. | 3388 | CP | Schenectady | 9/1902 | 2-8-0 | 1960 |
| 22. | 4100 | CN | CLC | 9/1924 | 2-10-2 | 1960 |
| 23. | 5468 (6) | CP | MLW | 9/1948 | 2-8-2 | 1960 |
| 24. | 5550 | CN | MLW | 7/1914 | 4-6-2 | 1960 |
| 25. | 5702 | CN | MLW | 9/1930 | 4-6-4 | 1960 |
| 26. | 5935 | CP | MLW | 3/1949 | 2-10-4 | 1960 |
| 27. | 6153 | CN | MLW | 4/1929 | 4-8-4 | 1960 |
| 28. | 6271 | CP | CP (Angus) | 6/1913 | 0-6-0 | 1960 |
| 29. | 030 C841 | SNCF | SACM | 1883 | 0-6-0 | 1964 |
| 30. | 60010 | BR | L.N.E.R. (Doncaster Works) | 5/1937 | 4-6-2 | 1967 |
| 31. | "John Molson" | | Kawasaki Kyosan KOGYO | 1970 | 2-2-2 | 1970 |
| Diesel Locomotives | | | | | | |
| 1. | 9 | L. St. JT | Porter | Dec-28 | Gas – Electric (12 Ton) | 1963 |
| 2. | 20 | RS | MLW | Dec-49 | RS-2 | 1976 |
| 3. | 30 | CN | GE | Mar-50 | 70-ton | 1984 |
| 4. | 77 | CN | CLC | Dec-29 | Diesel switcher | 1967 |
| 5. | 90 | CP | BUDD | Jun-57 | RDC1 | 2002 |
| 6. | 805 | CN | GMD | Jul-56 | G8 (Narrow gauge) | 1987 |
| 7. | 1002 | NHB | MLW | May-51 | S-3 | 1987 |
| 8. | 1400 | ONR | MLW | Dec-55 | RS-10 | 1998 |
| 9. | 2003 | RPRX | GMD/Railpower | Apr-59 | GK10B | 2006 |
| 10. | 3569 | SLQ | MLW | 1977 | M420(W) | 2003 |
| 11. | 3684 | CN | MLW | 1958 | RS-18 | 1993 |
| 12. | 4237 | CP | MLW | Dec-65 | C-424 | 1999 |
| 13. | 4565 | CP | MLW | Nov-69 | M-630 | 1995 |
| 14. | 4744 | CP | MLW | Mar-71 | M-640 | 1998 |

| | <i>No.</i> | <i>Company Represented</i> | <i>Builder</i> | <i>Year built</i> | <i>Description</i> | <i>Year acquired</i> | |
|--|------------|----------------------------|----------------------|-------------------|--------------------|-------------------------|------|
| | 15. | 6309 | VIA | GMD | Apr-57 | FP9 | 2004 |
| | 16. | 6765 | CN | MLW | Dec-58 | FPA-4 | 1998 |
| | 17. | 6921 | VIA | BBD | Jun-83 | LRC-3 | 2004 |
| | 18. | 7000 | CP | NSC | 1937 | Diesel switcher | 1964 |
| | 19. | 7077 | CP | MLW | May-48 | S-2 | 1984 |
| | 20. | 8905 | CP | CLC | 1956 | H24-66 | 1977 |
| | 21. | 9250 | CP | BUDD | Jul-56 | RDC4 | 2002 |
| | 22. | 9400 | CN | MLW | Apr-50 | FA-1 | 1989 |
| | 23. | 12012 | Hydro-Québec | Plymouth | Feb-28 | JLC-2 | 1971 |
| | 24. | 15824 | CN | Ottawa Car | Feb-26 | Diesel-electric railcar | 1964 |
| | 25. | No # | Soulanges Industries | Brookville | Jan-41 | BFA (Gas mechanical) | 2004 |

Passenger Equipment

| | | | | | | | |
|--|-----|------------------------|-----|-----------------|---------|---|------|
| | 1. | 1 | CP | Crossen | 1867 | Official Car | 1960 |
| | 2. | 4 | S&L | R.C. | 1894 | Combine | 1961 |
| | 3. | 38 "Saskatchewan" | CP | B&S | 3/1883 | Official Car | 1958 |
| | 4. | 51 | CP | CP (Hochelaga) | 4/1898 | School Car | 1967 |
| | 5. | 56 "Malahat" | CP | CP (Hochelaga) | 4/1893 | Parlour Obs. Car | 1960 |
| | 6. | 63 "Canada" | CN | Wagner | 1897 | Official Car | 1974 |
| | 7. | 495 | ICR | NSR (Richmond) | 1866 | Combine | 1998 |
| | 8. | 531 | ICR | Silliker | 12/1910 | Colonist Car (Sleeper) | 1998 |
| | 9. | 760 | CN | CC&F | 1949 | Coach (Narrow gauge) | 1988 |
| | 10. | 766 | GTR | GTR | 4/1912 | Baggage Car | 1998 |
| | 11. | 827 | AMT | CC&F | 1953 | Coach | 2005 |
| | 12. | 1114 "Edmonton" | VIA | PS | 1954 | Sleeper | 2006 |
| | 13. | 1153 "Eureka" | VIA | PS | 1954 | Sleeper | 1994 |
| | 14. | 1265 | CN | CC&F | 4/1921 | Dining Car | 1977 |
| | 15. | 1554 | CP | CP (Angus) | 1/1908 | Coach | 1960 |
| | 16. | 2335 (3) | GTR | CC&F | 1914 | Coach | 1974 |
| | 17. | 2727 (3) | CN | Pullman | 5/1911 | Sleeper | 1968 |
| | 18. | 3618 | CP | CP (Angus) | 8/1940 | Mail-Express | 1968 |
| | 19. | 3987 | CP | CP (Angus) | 5/1910 | Baggage Car | 1960 |
| | 20. | 5062 | CN | CC&F | 1942 | Coach | 1995 |
| | 21. | 5064 | CN | CC&F | 1942 | Coach | 1995 |
| | 22. | 9191 | CN | NSC | 11/1953 | Baggage Car | 1994 |
| | 23. | 15513 "Sibley Park" | VIA | BUDD | 9/1954 | (Sleeper Buffet-lounge Dome Observation) | 2004 |
| | 24. | 15767 | CN | Brill | 9/1926 | Trailer (Coach) | 1978 |
| | 25. | "Neville" | CP | CC&F/CP (Angus) | 5/1921 | Sleeping Car | 1967 |

Freight Equipment

| | | | | | | | |
|--|-----|-------|-------|----------------|---------|--------------------------|------|
| | 1. | 34 | NJ | D&H | 1912 | Caboose | 1968 |
| | 2. | 4341 | AC&HB | PSC | 1901 | Hopper | |
| | 3. | 5377 | NATX | PSC | 5/1929 | Tank Car | 1987 |
| | 4. | 7035 | CN | ECCo | 1958 | Stock Car (Narrow gauge) | 1988 |
| | 5. | 10582 | CN | CN (Transcona) | 1949 | Express Reefer | |
| | 6. | 11204 | UTLX | CC&F | 1916 | Tank Car | 1962 |
| | 7. | 14005 | NAR | DC&F | 1908 | Side Dump (Hart Otis) | |
| | 8. | 14016 | CN | CC&F | 1954 | Flat (Narrow gauge) | 1988 |
| | 9. | 17084 | GTR | WSC | 6/1910 | Boxcar | 1979 |
| | 10. | 36320 | CP | NSC | 10/1959 | Insulated Boxcar | 2001 |
| | 11. | 44206 | CN | PSC | 3/1907 | Hopper | 1980 |
| | 12. | 53315 | CN | NSC | 9/1948 | Covered Hopper | 2002 |



Montreal & Southern Counties Ottawa built interurban No. 611 was purchased for \$ 600 by 'passing the hat' after one of the final M&SC excursions. This car was rarely used and its interior remained varnished to the end, this rare photo was acquired by Fred Angus at a USA train show!

Montreal Street Railway No. 274 was donated to the CRHA in 1950 by the Montreal Tramways Company. It was restored from a brine car back to a passenger car by volunteers and MTC employees at Youville Shops. It was used in several excursions and made an appearance in the final streetcar parade in 1959. It was the first piece of rolling stock acquired by the CRHA and inspired the movement to go on and form the Canadian Railway Museum (now Exporail). Photo CRHA Archives.



Canadian Pacific 4-6-0 No. 492 was built at Angus shops in 1914, it is on permanent display at Exporail.

| No. | Company Represented | Builder | Year built | Description | Year acquired | |
|-----|---------------------|---------|-------------|-------------|-------------------------|------|
| 13. | 58253 | CP | CC&F | 8/1961 | Boxcar | 2001 |
| 14. | 64182 | GTR | PSC | 4/1914 | Flat | 1980 |
| 15. | 78214 | CN | CN (London) | 10/1939 | Caboose | 1988 |
| 16. | 80821 | CP | HS | 5/1965 | Boxcar (plug door) | 2001 |
| 17. | 100312 | CP | NSC | 10/1962 | Boxcar | 2003 |
| 18. | 124882 | CN | ECCo | 6/1915 | Gondola | 1982 |
| 19. | 155034 | CN | CC&F | 5/1958 | Gondola | 1995 |
| 20. | 173543 | CN | CC&F/CN | 1913 | Stock Car | |
| 21. | 284845 | CP | NSC | 1923 | Reefer | |
| 22. | 286387 | CP | NSC | 6/1968 | Reefer (mechanical) | 2001 |
| 23. | 301628 | CP | | 9/1965 | Flat | 2001 |
| 24. | 309926 | CP | GSC | 10/1930 | Flat (depressed-centre) | 2002 |
| 25. | 361176 | CP | ECCo | 12/1953 | Hopper (Ballast) | 2001 |
| 26. | 365855 | CP | NSC | 3/1958 | Hopper | 2001 |
| 27. | 377116 | CP | ECCo | 2/1950 | Hopper (Ore) | 2002 |
| 28. | 404337 | CP | NSC | 9/1929 | Boxcar | 1995 |
| 29. | 404366 | CP | CC&F | 8/1938 | Boxcar (Automobile) | 2001 |
| 30. | 405068 | CP | NSC | 6/1929 | Flat (Bulkhead) | 1999 |
| 31. | 416002 | CP | MIL | 7/1956 | Covered Hopper | 2002 |
| 32. | 418475 | CP | NSC | 12/1940 | Gondola | 2003 |
| 33. | 420800 | CP | | 1919 | Flat | 1974 |
| 34. | 435288 | CP | CP (Perth) | 1908 | Caboose | 1965 |
| 35. | 477632 | CN | CC&F | 6/1939 | Boxcar | 1993 |
| 36. | 505089 | CP | NI | 11/1963 | Flat (Piggyback) | 2002 |
| 37. | 522501 | CP | NSC | 5/1960 | Flat (Piggyback) | 2001 |
| 38. | 550153 | CP | NSC | 10/1963 | Tri-level Autorack | 2006 |
| 39. | 551672 | CGR | CC&F | 5/1918 | Boxcar | 1982 |

Miscellaneous Equipment - Railway

| | | | | | | |
|-----|-----------|-------|-----------------------|--------|---------------------------------------|------|
| 1. | 23 (4) | CN | Wickham | 1954 | Gang Car | |
| 2. | 1893 | GTR | Buda | 1912 | Gasoline Velocipede | 1961 |
| 3. | 91-321 | STM | Kershaw | 1966 | Self-propelled Snow Switch Cleaner | 1966 |
| 4. | 55063 | CN | CC&F | 1919 | Single track snowplow | 1994 |
| 5. | 55361 | CN | MLW | 1928 | Rotary Snowplow | 1965 |
| 6. | 412333 | CP | | 1/1948 | Boom Car | 2002 |
| 7. | 414501 | CP | Industrial Brownhoist | 1946 | 250-ton Wreck crane | 2002 |
| 8. | 35B46 | CP | Cdn. Trailmobile | 1956 | Piggyback Semi-trailer | 2001 |
| 9. | E-32 | NAR | Tamper | 1952 | Electro Gang Tamper | 1974 |
| 10. | FA-1 | L&PS | L&PS | 1938 | Flanger | |
| 11. | M-235 | CPR | Buick | 1938 | Track Inspection Car | 1963 |
| 12. | M-260 (4) | CPR | Cadillac | 1947 | Track Inspection Car | 1989 |
| 13. | S-1 | L.&PS | Kalamazoo | 1915 | Gasoline Gangcar | 1962 |
| 14. | TM-1 | CRM | Whiting | 1958 | Trackmobile (3TM) | 2002 |
| 15. | TM-2 | CRM | Whiting | ? | Trackmobile (2TM) | 2005 |

Electric Streetcar and Interurban Equipment

| | | | | | | |
|----|--------|------|---------|------|-------------------------------|------|
| 1. | 1 | MTC | MSR | 1905 | SE DT Observation Car | 1963 |
| 2. | 3 | MTC | MTCo | 1924 | SE DT Observation Car | 1963 |
| 3. | 8 | TSR | P&C | 1895 | DE ST Passenger Car | 1957 |
| 4. | 10 | L&PS | Jewett | 1914 | DE DT Interurban Car | 1962 |
| 5. | 24 (7) | TSR | Preston | 1914 | DE ST Closed Passenger Car | 1964 |

| | <i>No.</i> | <i>Company Represented</i> | <i>Builder</i> | <i>Year built</i> | <i>Description</i> | <i>Year acquired</i> |
|-----|--------------|----------------------------|----------------|-------------------|------------------------------|----------------------|
| 6. | 82 | NBPCo | Ottawa | 1912 | DE ST Closed Passenger Car | 1958 |
| 7. | 104 | M&SC | Ottawa | 1912 | DE DT Suburban Passenger Car | 1958 |
| 8. | 105 | QRL&P | J&S | 1889 | DT Combine Car Trailer | 1960 |
| 9. | 200 | MTC | Brill | 1919 | DE ST "Birney" Passenger Car | 1963 |
| 10. | 274 | MSR | Newburyport | 1892 | SE ST Closed Passenger Car | 1950 |
| 11. | 350 "Rocket" | MSR | Brownell | 1892 | SE ST Closed Passenger Car | 1963 |
| 12. | 401 | QRL&P | Ottawa | 1902 | SE DT Interurban Car | 1960 |
| 13. | 611 | M&SC | Ottawa | 1917 | SE DT Interurban Car | 1956 |
| 14. | 859 | OTC | Ottawa | 1928 | SE DT Closed Passenger Car | 1959 |
| 15. | 859 | MTC | Kuhlman | 1907 | SE DT Closed Passenger Car | 1963 |
| 16. | 997 | MTC | Ottawa | 1911 | SE DT Closed Passenger Car | 1963 |
| 17. | 1046 | MTC | MSR | 1902 | SE DT Suburban Passenger Car | 1963 |
| 18. | 1317 | MTC | Ottawa | 1913 | SE DT Closed Passenger Car | 1963 |
| 19. | 1339 | MTC | Ottawa | 1913 | SE DT Closed Passenger Car | 1963 |
| 20. | 1801 | MTC | CC&F | 1924 | SE DT Closed Passenger Car | 1963 |
| 21. | 1953 | MTC | CC&F | 1928 | SE DT Closed Passenger Car | 1975 |
| 22. | 1959 | MTC | CC&F | 1928 | SE DT Closed Passenger Car | 1963 |
| 23. | 2222 | MTC | CC&F | 1929 | SE DT Closed Passenger Car | 1963 |
| 24. | 2300 (8) | TTC | CC&F | 1921 | SE DT Closed Passenger Car | 1963 |
| 25. | 3517 | MTC | CC&F | 1944 | SE DT PCC Car | 1963 |

Electric Locomotives and Miscellaneous

| | | | | | | |
|-----|---------------|------------|--------|------|---------------------------|------|
| 1. | 7 | Courtaulds | MSR | 1899 | DE DT Locomotive | 1959 |
| 2. | 6 | OTC | Ottawa | 1897 | DE ST Grinder | 1961 |
| 3. | 51 | MTC | Ottawa | 1928 | DE ST Sweeper | 1963 |
| 4. | 423 | OTC | Ottawa | 1906 | SE ST Royal Mail Car | 1960 |
| 5. | 3151 | MTC | CC&F | 1925 | SE DT Motor Flat | 1963 |
| 6. | 3200 | MTC | MTCo | 1928 | SE DT Tool Car | 1963 |
| 7. | 5001 | MTC | MTCo | 1917 | DE DT Locomotive | 1963 |
| 8. | 6711 | CN | GE | 1914 | DE DT Locomotive (boxcab) | 1995 |
| 9. | 6734 | CN | CC&F | 1952 | SE DT MU Motor | 1995 |
| 10. | 6742 | CN | CC&F | 1952 | SE DT MU Trailer | 1995 |
| 11. | A-2 | OTC | Ottawa | 1913 | DE ST Sweeper | 1963 |
| 12. | W-2 | MTC | MTCo | 1923 | SE DT Crane | 1963 |
| 13. | Y-5 "Charlie" | MTC | MTCo | 1912 | SE ST Shunter | 1963 |

| <i>No.</i> | <i>Company Represented</i> | <i>Builder</i> | <i>Year built</i> | <i>Description</i> | <i>Year acquired</i> |
|-----------------------------------|----------------------------|--------------------------|-------------------|---------------------|----------------------|
| Non-rail Transit Equipment | | | | | |
| 1. 7 | MSR | N. & A.C. (Larivière) | c.1875 | Horse-Drawn Omnibus | 1963 |
| 2. 20 | MSR | N. & A.C. (Larivière) | c.1875 | Horse-Drawn Sleigh | 1963 |
| 3. ? | QSR | Stephenson | c.1880 | Horsecar (body) | 1983 |
| Miscellaneous | | | | | |
| 1. | H.M. | | 1920 | Mining Engine | 1969 |
| 2. 479 | Q.C. Ry. | | | Air Crane | 1974 |
| 3. | | | | | |

Notes :

-Equipment with number in brackets beside its number, indicates that the piece is currently off the Exporail site and is on loan to the following museums or companies:

- (1) Canadian Pacific Railway – Calgary AB
- (2) Alberta Railway Museum – Edmonton AB
- (3) Salem & Hillsborough Railway – Hillsborough NB
- (4) Smith Falls Railway Museum – Smith Falls ON
- (5) Central British Columbia Railway & Forestry Museum – Prince George BC
- (6) Revelstoke Railway Museum – Revelstoke BC
- (7) The Edmonton Radial Railway Society – Edmonton AB

ABBREVIATIONS

| | | | |
|-----------------|------------------------------------|--------------|--|
| AMT | Agence Métropolitaine de Transport | Kershaw | Kershaw Manufacturing Co. |
| BBD | Bombardier | Kuhlman | G.C. Kuhlman Car Company |
| BLW | Baldwin Locomotive Works | L. St. J.T. | Lake St. Joseph Transport |
| B&S | Barney & Smith | L&PS | London & Port Stanley |
| BR | British Railways | L.B.S.C. Ry. | London, Brighton, South Coast Railway |
| Brill | J.G. Brill Company | | |
| Brookville | Brookville Locomotive Works | MIL | Marine Industries Limited |
| Brownell | Brownell Car Company | MLW | Montreal Locomotive Works |
| BUDD | Budd Company | M&SC | Montreal and Southern Counties |
| CC&F | Canadian Car & Foundry | MSR | Montreal Street Railway |
| Cdn Trailmobile | Canadian Trailmobile | MTCO | Montreal Tramways Company |
| CLC | Canadian Locomotive Company | MTC | Montreal Transportation Commission |
| CN | CN Rail / Canadian National Ry. | Maritime | Maritime Railway |
| CP | Canadian Pacific Railway | NAR | Northern Alberta Railway |
| Crossen | Crossen Car Company | NBPCo | New Brunswick Power Company |
| DC&F | Dominion Car & Foundry | Newburyport | Newburyport Car Company |
| D&H | Delaware & Hudson | NHB | National Harbours Board |
| ECCo | Eastern Car Company | NI | Napanee Industries |
| GE | General Electric | NJ | Napierville Junction Railway |
| GMD | General Motors Diesel Division | NSC | National Steel Car |
| GSC | General Steel Castings | ONR | Ontario Northland |
| GTR | Grand Trunk Railway | OSC | Old Sydney Collieries |
| HM | Hollinger Mine | OTC | Ottawa Tramway Company |
| HS | Hawker Siddley | Ottawa | Ottawa Car Mfg. Company |
| J&S | Jackson & Sharp | PSC | Pressed Steel Car |
| Jewett | Jewett Car Company | P&C | Patterson & Corbin |

| | | | |
|------------|--|-------------|---|
| Pittsburgh | Pittsburgh Locomotive Works | SNCF | Société Nationale des Chemins de fer Français |
| Plymouth | Plymouth Locomotive Works | | |
| Porter | H.K. Porter | STM | Société de Transport de Montréal |
| Preston | Preston Car & Coach Company | Schenectady | Schenectady Locomotive Works |
| QC | Quebec Central Railway | Silliker | Silliker Car Co. |
| QNS&L | Quebec North Shore & Labrador | Stephenson | John Stephenson & Company |
| QRL&P | Quebec Railway Light & Power | TSR | Toronto Suburban Railway |
| QSR | Quebec Street Railway | TTC | Toronto Transit Commission |
| RC | Rhodes Curry & Company | UTLX | Union Tank Car Limited (Procor) |
| RPRX | Railpower Technologies Corp. | VIA | VIA Rail Canada |
| RS | Roberval Saguenay | Wagner | Wagner Palace Car Company |
| S.A.C.M. | Société Alsacienne de Constructions Mécaniques | Whiting | Whiting Corporation |
| S&L | Sydney & Louisbourg | WSC | Western Steel Car |

Importance of Railway Museums to Canadian Heritage

Brief

Submitted to the House of Commons Standing Committee on Canadian Heritage
by the Revelstoke Heritage Railway Society

Presented by

David W. Johnson, Ph.D.

President

October 25, 2006



Purpose of the Brief

The House of Commons Standing Committee on Canadian Heritage has requested input on the situation facing Canadian museums which are experiencing serious short-falls in funding with the result being the potential loss of many nationally significant collections, artefacts and items of historic value. These collections and artefacts provide Canadians with the critical understanding of their past; creates a sense of identity; and fosters pride in overcoming the challenges of building a nation throughout such a varied landscape.

The Revelstoke Heritage Railway Society has been invited to present a brief to the Committee concerning the state of Canadian Railway heritage and its preservation, particularly from the perspective of museums in smaller cities; the challenges faced by such institutions; and finally the importance of railways to Canada and why they should be represented in museums supported by the federal government.

What is the Revelstoke Heritage Railway Society

The Revelstoke Heritage Railway Society (RHRS) was established in 1988 with the purpose of promoting an interest and awareness in the railway and transportation history in the area surrounding Revelstoke. This was achieved by the design and construction of the Revelstoke Railway Museum, a small, first-rate museum. The Museum provided the means to fulfil the Society's objectives, and promoted employment and economic development in the community. The physical plant includes a main exhibit building that provides climate controlled display space in three galleries. Gallery I presents the history of the region, the search for and location of a route for the railway through the Selkirk and Monashee Mountains, and some of the challenges met in pushing the railway through such massive barriers. Gallery II provides about 180' of interior trackage that accommodates two major pieces of rolling stock, plus other interpretative display space. Gallery III provides flexible space for other interpretative displays, including a station agent's office, the Doug Weir

Theatre, and room for travelling exhibits. The Mezzanine provides additional space for exhibits and receptions. The Revelstoke Model Railway Society has just moved their HO scale model railway to the mezzanine, adding to the interpretative possibilities available to the public. There are also two smaller buildings, an office building and a shop, plus exterior trackage.

The Revelstoke Railway Museum assembled a unique artefact collection from across the country that was focussed on this region. The main focus of the Museum's collection was CPR 5468, a Mikado class 2-8-2, Canadian Pacific Railway steam locomotive leased from the Canadian Railroad Historical Association in Delson/St. Constant QC. This was augmented by the CPR Business Car #4 on the interior trackage, and a small selection of CPR passenger, freight, and maintenance-of-way rolling stock that is currently on display on the exterior trackage. Many smaller artefacts and archival documents were added over the years.

The Museum has mounted a number of exhibits over the years, the most recent being Women Railroaders from Exporail - the Canadian Railway Museum, and Mail, Rail, Retail - Connecting Canadians from the Canadian Museum of Civilization in Gatineau QC. The presence of these two major touring exhibits is concrete evidence of the growing national recognition of the calibre and integrity of the Revelstoke Railway Museum. Subsequently the Museum has mounted Dining in Style focussing on the food service offered by Canadian Pacific through its trains, ships, hotels, and airline. This exhibit draws upon the Museum's extensive collection of CPR china, silver, and ephemera accumulated over the years.

The Museum has operated in a fiscally responsible manner; the only form of government operating funding was received from the City of Revelstoke for just the first four years of its existence. Since that time, the Revelstoke Railway Museum has operated within the financial resources it has been able to generate itself. Visitorship in the range of 20,000 to 25,000 persons per year; effective gift shops at the Museum and for the summer months, at Craigellachie, the location of the driving of the Last Spike on the Canadian Pacific Railway (which receives another 25,000-30,000 visitors per year); sponsorship of one night of bingo per week; and dedicated grants from various local, provincial and federal programs, have all provided for the successful operation of the Museum over the years. However such fiscal responsibility has dictated operating the Museum with minimal staff and without the appropriate curatorial and archival staff.

Preservation

Within the last year the Society reviewed and restated the Mission Statement, and up-dated its strategic plan. The revised Mission Statement is:

The Mission of the Revelstoke Heritage Railway Society is to collect, preserve, and interpret the history, heritage, and significance of the Canadian Pacific Railway Company within the region, for the education, enlightenment, and inspiration of present and future generations.

The Strategic Plan includes the expansion of the museum to improve the conditions of preservation and restoration, to increase public programming, and to increase accessibility to the collections and the archival material. These changes will require appropriate additional professional staff and facilities.

Why is this important?

The museum building meets the appropriate environmental standards, but actually houses only a small portion of the total collection. Protected are only 1/5 of the rolling stock, a similar portion of smaller artefacts, and the archival material is split between the museum and off-site storage with limited access and only partial environmental controls.

It is also important to fulfil the mandate of the Museum to tell the story of railways in Canada.

The Importance of Railways and Railway Museums

Railways

Because of the nature of the country, Canada is world-class in three areas - extraction of raw materials, communications, and transportation. As an example of this dominance, Canadian National (CN) was named the #1 railway in the world by Trains magazine. Canada has a nationally funded aviation collection and museum, yet the museums that present and interpret Canadian railway history have had to be developed and funded by enthusiasts, communities and non-profit societies. Canada should have a system of world-class railway museums. Exporail, in Montreal, the Revelstoke Railway Museum (RRM), and others, strive for world-class levels of professionalism.

Railways are the reason Canada exists, and the Revelstoke Railway Museum works hard to get this across to the visiting public, both here and at Craigellachie, the actual location of the driving of the last spike on November 7, 1885, that tied Canada together. (Average 45,000 per year at both sites.) In addition, the completion of the Canadian Pacific Railway prevented the southern interior of British Columbia from becoming part of the United States. The railways went on to become the largest employers in Canada until the 1950's.

Railways continue to be the life-blood of Canada – in 2005 they moved approximately 65% of the raw materials and merchandise. Very few Canadian recognize this. The total tonnage handled was the largest ever in the history of Canada, and forms one of the economic indicators of the strength of the Canadian economy, by the Bank of Canada. In addition there were

63,000,000 passengers on Canadian railways last year. The majority of these are commuters. It is interesting that the cities of Canada developed along their street railway, tramway and commuter rail routes; that these systems were largely abandoned in the 1940's and 1950's; but they are now seen as the solution to congestion and pollution in urban and suburban areas of the country.

Railways continue to develop and improve their infrastructure to support Canadian commerce. Thus railways are expanding facilities, rights of way, and improving efficiencies. Older technologies and equipment have to be added to the museums' collections as they are retired or else the museums will not be able to tell the whole story of Canadian railways.

Preservation/Conservation/Interpretation

Effective railway museums must have a clear mission and strategic plan to ensure focus on the goals and objectives required by a professional institution.

Rolling stock for the collections are largely provided by the railways at little or no cost. If the collections aren't assembled as the artefacts become available, they are lost forever to the scrapper. This is not the situation if a Canadian art museum fails to acquire a major work of art; it is still preserved somewhere.

The major artefacts are large - up to 100 feet long, and require significant buildings to be preserved properly. The professionally oriented museums have always strived for this, but they are expensive to build and to operate, and need to expand to provide additional protection for the growing collections. Thus there is a necessity and major role for the federal government to support these institutions.

Smaller artefacts and archival material require similar, or better, conditions to ensure their long-term survival. These artifacts are often donated by individuals, in addition to those that come from the railways.

Some railway museums, such as the RRM and Exporail, are preparing and hosting traveling exhibits, (Women Railroaders, and Mail, Rail, Retail – Connecting Canadians, for instance) thus increasing the exposure to the public of broader aspects of Canadian history and culture than could be seen otherwise.

The RRM, Exporail, and the Canadian Museum of Rail Travel, are supported by their communities, and in turn support their communities. The RRM has run Railway Days for years, and is expanding it to become Revelstoke's signature festival. Exporail created a large multi-purpose meeting room that wasn't previously available in the area. Cranbrook benefits from the magnificent Royal Alexandra Hall at the CMRT.

The presence of a railway museum in a community is a major factor in tourism. For example, Railway Days brought in 1307 additional visitors than the equivalent 10-day period last year. This is an 87%

increase in visitorship. Railway museums that are fulfilling their educational mandate, are effective locations for the education of students on the topics of Canadian history, Canadian geography and Canadian technological innovation. The RRM's exhibitions that chronicle the completion of the CPR fit directly into both the elementary and secondary schools curricula, and are used extensively by teachers during school field trips and for other learning opportunities.

Outside support

The railway museums thus require a fair share of the funding of arts and culture in Canada. They have an important and unique role to play in transmitting our collective history as a country.

The collections, while localized in individual museums, represent transportation and the commerce of the region and the nation, and hence warrant federal support.

The railways support railway museums through gifts in kind (see above), and with fund raising activities, such as the Empress steam locomotive excursions.

The federal government must consider providing both capital funds and funds for the preservation of the collections and public programming for key non-governmental institutions to ensure that the Canadian public are aware of our history, as is suggested by the Canadian Museums Association..

Several provincial governments provide operating support to technological museums. Provinces tend to follow the lead of the federal government in setting priorities, therefore it is important for the federal government to signal that railway museums are worthy of support.

Furthering your understanding of the dossier on railway museums could be achieved in a number of ways. Specific suggestions include:

The entire House of Commons Committee on Canadian Heritage could take half a day to visit Exporail. This wouldn't take you away from the House for too long so that members shouldn't miss any crucial votes. I sure you would be pleasantly surprised and be much better informed afterwards. By extension, you would realize that this important aspect of Canadian history and culture is being preserved across the country, but that it requires federal support.

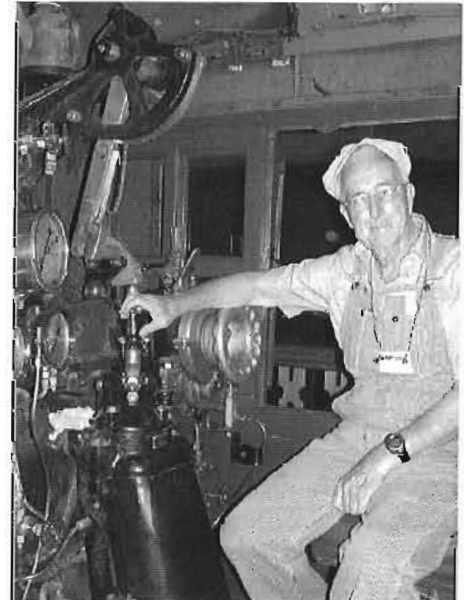
You could plan either a research trip across Canada by VIA Rail and the Rocky Mountaineer or the Royal Canadian Pacific to improve your sense of the pleasure of travel by rail and to see the various railway museums across the country.

Finally you could examine the economic indicators on both the contribution of railway, and of heritage tourism.

Recommendations

The Revelstoke Heritage Railway Society urges the Heritage Committee of the House of Commons to consider the following recommendations:

1. The Government of Canada substantially increase the funding for upgrading and expanding railway museum facilities that house nationally significant artifacts.
2. The Government of Canada provide funds for the preservation and conservation of railway artifacts of national significance.
3. The Government of Canada provide funds for increasing the capacity of museums to achieve financial stability through funding development officers and/or fund raisers.
4. That such funding be made available over multiple years to ensure program success.
5. The Government of Canada indemnify artifacts and collections of national significance, as well as directors' liability insurance to allow the funds presently spent on these items to be redirected to preservation activities.
6. The Government of Canada create an easier mechanism of recognizing the value of donated artifacts and property, and permit the inclusion of services involved in preparation and delivery of such artifacts, in the tax receipt. This may be a mechanism that parallels the recently introduced legislation with respect to the donation of shares of listed public companies.
7. As much of the expertise in railway and other technology museums lies with the volunteers, the Government of Canada consider the recognition of volunteer contributions through funding equivalent time at some fixed rate.
8. The Government of Canada consider the possibility of entering into public-private partnerships with railway museums to achieve specific program goals.
9. The Government of Canada act expeditiously to provide the funds required to ensure the long term survival of nationally historic railway related artifacts located outside of the National Museums, and to support the public access to these artifacts.







Revelstoke Railway Museum – Railway Equipment Roster

As of December 2006

| <i>No.</i> | <i>Company Represented</i> | <i>Builder</i> | <i>Year built</i> | <i>Description</i> | <i>Year acquired</i> |
|--|----------------------------|----------------|-------------------|--------------------------|----------------------|
| Steam Locomotive | | | | | |
| 1. 5468 | CP | MLW | 9/1948 | 2-8-2 | 1992* |
| Diesel Locomotive | | | | | |
| 1. 5500 | CP | GMD | 1966 | SD-40 | 2006# |
| Passenger Equipment | | | | | |
| 1. 4 | CP | NSC/CP | 4/1929 | Official Car | 1992 |
| 2. 404944 | CP | CC&F | 1948 | Baggage | 1993 |
| Freight Equipment | | | | | |
| 1. 184254 | CP | | | Box Car (outside braced) | |
| 2. 242857 | CP | ECC | 1929 | Box Car | |
| 3. 421237 | CP | | 6/1924 | Flat Car | 1992 |
| 4. 437477 | CP | CP | 9/1954 | Caboose | 1991 |
| 5. 437336 | CP | CP | 1949 | Caboose | + |
| Miscellaneous Equipment - Railway | | | | | |
| 1. 400573 | CP | CP | 5/1929 | Flanger | 1993 |
| 2. 400823 | CP | CP-Angus | 1914 | Double Track Snowplow | 2000 # |
| 3. 401027 | CP | CP-Angus | 7/1926 | Single Track Snowplow | 1993 |
| 4. 402811 | CP | Jordan | 4/1913 | Spreader | 1993 |
| 5. 404116 | CP | | 3/1929 | Boom Car | 1993 |
| 6. M4765-40 | CP | GMC | | Track Inspection Car | |

Notes : * On lease from CRHA
 + located at Craigellachie BC
 # located in the CPR Revelstoke Yard

ABBREVIATIONS

| | | | |
|------|--|--------|---------------------------|
| CC&F | Canadian Car and Foundry | GMD | General Motors Diesel |
| CP | Canadian Pacific Railway / Angus Shops, Montreal | Jordan | O.F. Jordan Inc. |
| ECC | Eastern Car Company | MLW | Montreal Locomotive Works |
| | | NSC | National Steel Car |

Canada's Railway Heritage

Brief

Submitted to the House of Commons Standing Committee on Canadian Heritage
by the Canadian Museum of Rail Travel
Cranbrook, B.C.

Garry W. Anderson
President

October 25, 2006

Thank you members of the Committee, and in particular Jim Abbott, for making it possible for me and my colleagues representing railway heritage collections with national content to present to you. Each of us has different collections and different stories to tell, and some priorities are therefore different.

However, we hope that our input will help establish a new comprehensive Canadian Museums Policy that considers the unique challenges for museums with large fragile artifacts stored outdoors. - particularly railway museums.

I have provided handouts with visuals to you, which show some of the beautiful interiors of the railcars in Cranbrook, and some of the preservation challenges facing them. You can refer to these in detail as I read, and you may find the before and after photos of the restoration particularly interesting.

My name is Garry Anderson, and since it began in 1976, I have been the Chief Executive Officer of "TRAINS DELUXE" - the trade name of the Canadian Museum of Rail Travel in Cranbrook, British Columbia. I work with, and am supported by, an elected Board of 12 Directors, and we all work with the Museum Development Committee which is appointed by the City of Cranbrook. We also work closely with other associations such as the BC and Canadian Museums Associations, and other related groups.

I would also highlight the role that the Canadian Council for Railway Heritage has played over the past 15 years in education about the special challenges facing this sector. This Council has developed a draft "Evaluation Mechanism for Historic Railway Equipment" that could be of use in any assessment process for railway heritage outside the federal system. Their brief is an important document in this process as it deals with the railway heritage sector in general, whereas my presentation is specific.

We often describe Canada as a vast and diverse country, which can also describe the railway heritage of our country - many collections, telling many stories from



local to regional to national and even international levels. It has therefore always surprised me that the 170-year old "Railway Story" does not figure more prominently in the Story of Canada. Perhaps the efforts and associated costs of preserving these huge artistic and/or industrial artifacts were beyond the ability of the existing "museum community" at a time when artifacts were usually small and placed in display cases inside buildings.

Other railway Museums share common problems with us, and I hope my presentation can shed light beyond our own museum experience. However, our unique Museum story is about deluxe "Hotels-on-Wheels". This is a departure from the more usual technical and mechanical emphasis of most railway museums, and it also presents unique challenges not usually encountered on the scale that face our museum. These challenges are illustrated on pages 1-4 of the visuals and include:

- exceptionally fragile artifacts
- outdoor storage
- national significance outside our national capital ...

On pages 5-11 are shown some examples of the beautiful interiors of the cars that are at risk. The railcars contain tens of thousands of square feet of extremely fragile inlaid exotic wood paneling, that creates substantial challenges to properly preserve them through control of relative humidity, control of ultraviolet light, and control of dust and other airborne particles. There is only a thin wall of these original artifacts separating the interiors from the hot summer and cold winter exterior temperatures. Since they are artifacts, insulation cannot normally be added without substantially changing the artifacts themselves.

These preservation challenges are further enhanced by the amount of fragile interior textiles such as upholstery, carpets, other items such as leaded stained and beveled glass, railway china, silverware and glass. This type of collection also requires substantial security, so public access to the interiors of the cars can only be

done with a museum guide. Due to the small spaces in some cars, there is a limit of 10 people per guide, making visitor capacity, and the manner in which tours must be done, another challenge.

The preservation challenges are serious, and will continue to grow to become major setbacks if steps are not taken soon to help resolve them. The resources of many levels are needed to address these challenges from local to provincial to federal. The following questions have been asked of me, and have been elaborated on in the written brief supplied earlier to you., and within the 10-page limit.

1. National significance
2. Acquisition costs
3. Restoration costs
- 3a. On-going preservation
4. Museum operating costs
5. Cost recovery
6. Federal involvement expected in the preservation of the collections

In this last section there are some important quotes from Robert Turner, the now-retired Curator of Modern History at the Royal BC Museum, in his 1992 Report "The Historical Significance of the Collections at Cranbrook". The study was commissioned by the Royal BC Museum, and a copy has been provided with our written submission for the record.

In summary, the Canadian Museum of Rail Travel believes that the current Museums Policy is well out of date and must be revised as soon as possible. One particular program of the old policy, the Museum

Assistance Program (or "MAP"), is mostly unsuitable to our type of museum and its railcar artifact collection. The current MAP emphasis on creating and touring temporary historical exhibitions does little to help preserve our fragile permanent collections.

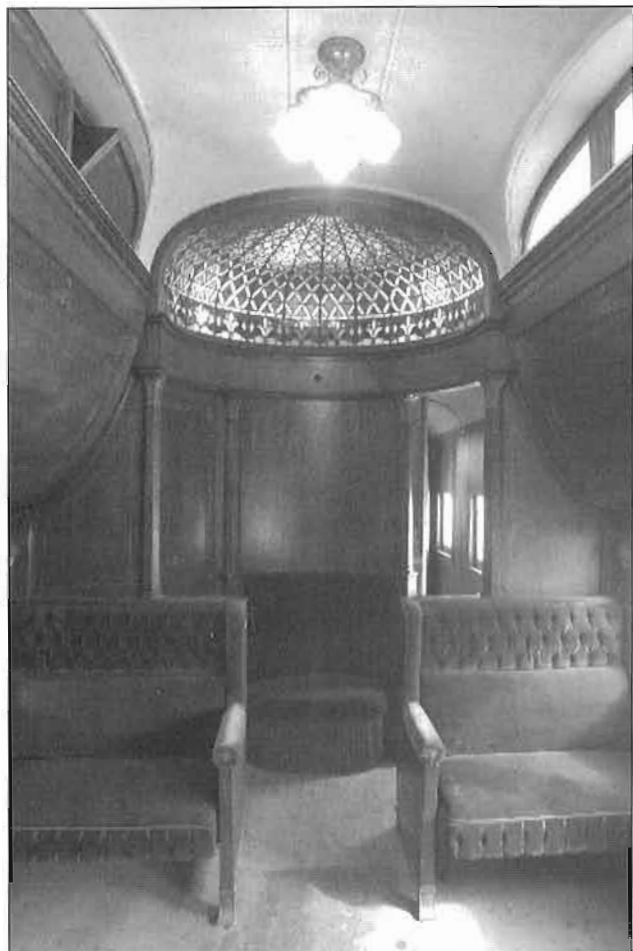
Other presenters have outlined a range of serious museum concerns, but from our point of view, any new Canadian museum policy must put the preservation of collections as the top priority, and multi-year commitments would be a big improvement over the current annual application process. Without greatly improved conservation and the efficiencies of a proper building, this nationally-important collection will continue to deteriorate. Considering the relatively small population base of support in Cranbrook where the Museum is situated, how the Museum is currently funded, and the expected increases in energy and related conservation costs, this large outdoor-stored collection of rare and extremely fragile railcars/artifacts of national significance is not sustainable.

Through a new Canadian Museums Policy that addresses the above concerns, the Federal Government can join with the Province of BC, the City of Cranbrook, and a large support group of corporations, Foundations, businesses, individuals, families, organizations, and the Museum's own earned revenue, to keep this national collection intact and properly preserved for the future.

Thank you, and we hope to participate in the ensuring process to create a new policy to assist museums to better tell the story of Canada. This will in turn provide long-term benefits to the many Canadians and visitors to Canada who attend our museums.



Dining car 'Argyle' (1929 Trans Canada Limited set) interior side view showing inlaid black walnut panels and railway china / silver displays.



First class sleeper 'Omenee' (1907 Soo-Spokane Train Deluxe set) showing one of the two leaded glass half-domes (1250 pieces of glass each)!



First class sleeping car 'Rutherglen' (1929 Trans Canada Limited set) showing inlaid quarter-sawn Honduran mahogany panels.

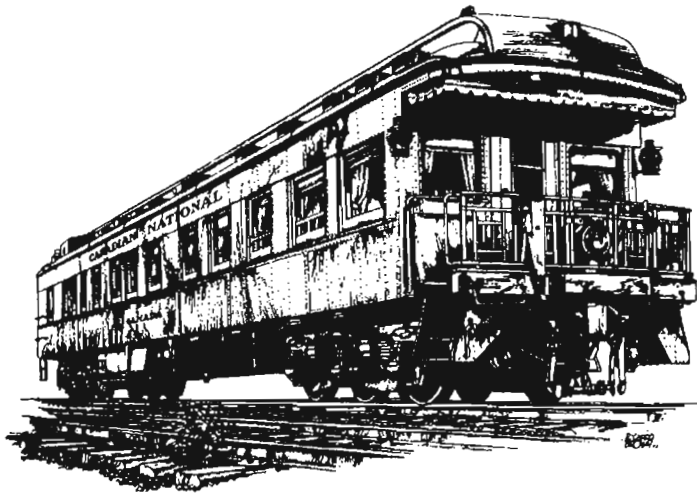
Canadian Museum of Rail Travel – Cranbrook, B.C.

| <i>No.</i> | <i>Company Represented</i> | <i>Builder</i> | <i>Year built</i> | <i>Description</i> |
|--------------------------------------|----------------------------|----------------|-------------------|----------------------------|
| Passenger Equipment | | | | |
| <i>1929 Trans Canada Limited set</i> | | | | |
| 1. 4489 | CP | CC&F | 1929 | Combine Baggage / Club (R) |
| 2. Argyle | CP | NSC | 1929 | Dining Car (R) |
| 3. River Rouge | CP | NSC | 1929 | Solarium Lounge (R) |
| 4. Rutherglen | CP | CC&F | 1929 | Sleeper (8-2-1) (R) |
| 5. Glen Cassie | CP | CC&F | 1928 | Sleeper (10 Comp.) (R) |
| 6. Somerset | CP | CC&F | 1930 | Sleeper (12-1) (R) |
| 7. 6751 | CP | CC&F | 1930 | Day Parlour (R) |
| <i>1887 Pacific Express set</i> | | | | |
| 8. 52 | CP | H&H | 1882 | First Class Coach (A) |
| 9. 736 | ICR | Harris | 1877 | Baggage (0) |

| <i>No.</i> | <i>Company Represented</i> | <i>Builder</i> | <i>Year built</i> | <i>Description</i> |
|---|----------------------------|----------------|-------------------|---|
| <i>1907 Soo-Spokane Train De Luxe set</i> | | | | |
| 10. | 4144 CP | CP | 1913 | Baggage (A) |
| 11. | 621 Soo / CP | B&S | 1901 | Coach (A) |
| 12. | Omemee Soo / CP | B&S | 1906 | Palace Sleeper (12-1) (O) |
| 13. | Curzon Soo / CP | B&S | 1907 | Comp./Library/Buffer/ Obs. (O) |
| <i>1936 Chinook 1936 set</i> | | | | |
| 14. | 3612 CP | CP | 1940 | Mail Express (O) |
| 15. | 3051 CP | CP | 1936 | Baggage/Buffer/Coach (O) |
| 16. | 2104 CP | CP | 1936 | First Class Coach (O) |
| 17. | 1700 CP | CP | 1938 | First Class Coach & Smok. (O) |
| <i>Business cars, Royal cars, Cars of State, etc.</i> | | | | |
| 18. | B. Columbia CP | CP | 1928 | Business (O) |
| 19. | Strathcona CP | CP | 1927 | Business (O) |
| 20. | Grand Pre CP | CC&F | 1930 | Sleeper (A) |
| 21. | Newcastle CP | CC&F | 1921 | Sleeper (A) |
| 22. | Redvers CP | CC&F | 1929 | Sleeper (modernized) |
| <i>Off-Site Interpretation</i> | | | | |
| 23. | Naughton CP | CC&F | 1921 | 12-1 Sleeper |
| Steam Locomotives | | | | |
| 1. | CP | CC&F | 1929 | Tender (O) |
| Diesel Locomotives | | | | |
| <i>Two diesel units held for future "Canadian" Stainless Steel set.</i> | | | | |
| 1. | 1409 CP | GMD | (FP9A) | 1954A unit (ex. VIA 6557) (O) |
| 2. | 1901 CP | GMD | (F9B) | 1954 B unit (ex VIA 6651) (O) |
| Former Museum Site Exterior Display | | | | |
| 3. | 4090 CP | Alco (FA-2) | 1953 | A unit (O) |
| 4. | 4469 CP | Alco (FB-2) | 1953 | B unit (O) |
| Freight Equipment | | | | |
| 1. | 436965 CP | CP | 1928 | Caboose (O) |
| Historic Railway Structures, etc. | | | | |
| 1. | Elko Station CP | CP | 1901 | (R) relocated |
| 2. | Water tower CP | CP | 1946 | (O) relocated |
| 3. | Freight shed CP | CP | 1898-1911 | (O) new museum use |
| 4. | Café CP | CP | 1906 | Royal Alexandra Hall (ex Royal Alexandra Hotel, Winnipeg. (R) |

ABBREVIATIONS

| | | | |
|------|--------------------------|--------|--------------------------------|
| Alco | Americal Loco. Works | GMD | General Motors Diesel Division |
| B&S | Barney and Smith | H&H | Harlan & Hollingsworth |
| CC&F | Canadian Car & Foundry | Harris | Harris Car Co. |
| CP | Canadian Pacific Railway | NSC | National Steel Car |



Prince Rupert container terminal on budget

Development of a new container terminal at the Port of Prince Rupert is proceeding "on time, on budget," with the first boxes scheduled to leave the northern British Columbia port by next September or October. The terminal is designed to handle 500,000 import containers a year moving by rail to Chicago and Detroit, said Don Krusel, ceo of the Prince Rupert Port Authority, in an interview. Plans call for a second terminal to be built within the next four years, raising capacity to 2 million TEUs.

The project, a joint venture of the port authority, Maher Terminals and CN, aims to turn the remote wilderness port into an alternative gateway for Asia imports. The authority is converting a 1,312-foot long breakbulk terminal on the 58-acre site for container handling. As operator, Maher is providing the cranes, all mobile equipment, computer systems.

CN is building on-dock track and other facilities, raising area bridges and tunnels to double-stack clearance, and buying locomotives and a batch of new railcars. The port's target import market is the North American Midwest, and Krusel said shipments of Canadian forest products, petrochemical and specialty agricultural crops will provide potential exports for backhaul to Asia.

Design for the phase two expansion is nearly completed, Krusel said, and construction will begin on between 130 and 160 acres in early 2008 for completion in 2010. (Journal of Commerce 060905)

CN, UTU reach tentative terms on five-year pact for Grand Trunk Western yardmasters

Canadian National Railway Co. and the United Transportation Union (UTU) reached a tentative five-year agreement covering yardmasters in the former Grand Trunk Western territory between Chicago and Port Huron, Mich.

BUSINESS CAR

November – December, 2006

Compiled by John Godfrey

Expiring Jan. 1, 2009, the pact would increase wages a total of 16 percent over the life of the contract, provide full back pay, and improve health and welfare benefits, the union said.

The UTU is conducting a ratification vote among the yardmasters. Results are expected on Oct. 28, the union said.

(Progressive Railroading Daily News 10/10/2006)

CN's freight forwarding subsidiary enters China

Add China to the markets served by Canadian National Railway Co.'s year-old freight forwarding subsidiary. Today, the Class I announced CN WorldWide has launched international freight forwarding operations in China through offices in Shanghai, Beijing and Shenzhen.

Headquartered in Rotterdam, Netherlands, CN WorldWide offers door-to-door transportation services for trans-Atlantic and trans-Pacific shippers moving freight between North America, Europe and Asia. The company maintains offices in Canada, the United States, Netherlands, China, Italy and Bulgaria.

"China is a key driver in CN WorldWide's freight forwarding business," said Anita Ernesaks, CN WorldWide's vice president and global managing director, in a prepared statement. "Our presence here enables us to better serve our customers in China and support the increasing trans-Pacific trade." (Progressive Railroading Daily News 10/12/2006)

CN sets 2007 capex budget at \$1.4 billion

Two of Canadian National Railway Co.'s goals to meet traffic demand are to improve network fluidity and boost productivity. To meet them, the Class I plans to increase capital spending next year by 4 percent to \$1.4 billion or about 20 percent of annual revenue.

CN will spend more than \$700 million on maintenance-of-way projects, and more than \$175 million on network and growth-related projects, such as siding extensions and double-stack clearances on the B.C. North Line to accommodate container traffic from the Prince

Rupert Intermodal Terminal set to open in second-half 2007. The railroad also will add siding capacity between Winnipeg, Manitoba, and Chicago, and continue upgrading a Memphis, Tenn., classification yard.

In addition, CN will spend more than \$300 million on equipment, such as to acquire 65 new locomotives, and upgrade the freight-car and intermodal equipment fleets.

Lastly, the Class I is budgeting more than \$175 million to improve information technology and facilities, including transload and distribution centers.

“This [spending] reflects our key priorities plant quality and safety, building capacity and speed, accelerating growth potential and improving productivity across the board,” said CN President and Chief Executive Officer E. Hunter Harrison in a prepared statement. (Progressive Railroading Daily News 11/29/2006)

CN adds one year to CEO Harrison’s contract

When you’re the only top Class I executive to lower your respective railroad’s operating ratio into the 50s, it’s hard for the road’s board not to notice. Canadian National Railway Co.’s directors recently did. CN President and Chief Executive Officer E. Hunter Harrison has received a vote of confidence when Chairman David McLean announced the board extended his contract for one year.

A five-year pact Harrison signed in 2004, which was set to expire at 2008’s end, now will expire Dec. 31, 2009.

“Hunter has been a tremendous leader, transforming CN into one of the continent’s leading railroads,” said McLean in a prepared statement.

CN’s top exec since January 2003 and a board member since December 1999, Harrison previously served as executive vice president and chief operating officer. Prior to CN, he held various positions including president and CEO at Illinois Central Corp. and Illinois Central Railroad Co., which CN acquired in 1999. (Progressive Railroading Daily News 12/1/2006)

CN buys north western Alberta short line from Savage Companies for C\$25 million

CN has announced the purchase of Savage Alberta Railway, Inc. (SAR), a 345-mile short-line railway, from Savage Companies of Salt Lake City, Utah, for C\$25 million. The acquisition represents an opportunity for CN to solidify its freight franchise in resource-rich north western Alberta.

The SAR transported about 35,000 carloads of freight last year. CN will upgrade the short line’s track to improve operations and customer service, and to maximize its potential for transporting greater volumes of coal, grain and forest products. The SAR’s primary connection with CN is at Swan Landing, Alta., located approximately 38 miles northeast of Jasper. From there

the SAR runs north to Grande Prairie, the current base of operations, where one branch runs west to a connection with CN at Hythe, Alta., and another branch runs northeast to Wanham, Alta.

CN began operating the line on December 1, following the close of the transaction with Savage Companies. CN is offering employment to SAR’s approximately 75 employees and will honour the existing collective labour agreement at SAR. (CN Press Release)



CPR cites six branch lines as abandonment candidates

Canadian Pacific Railway has added six branch lines to its list of abandonment candidates as part of an update to the railroad’s three-year network plan.

The candidates are a 62.8-mile line between Rathwell and Page, Manitoba; 3.7-mile line between Aldersyde and High River, Alberta; and an 82.5-mile line between Stoughton and Whitmore, 53.8-mile line between Mossbank Junction and Hodgeville, 28.1-mile line between Luseland and Macklin, and 17.1-mile line between Hatton and Golden Prairie, Saskatchewan.

Registering the lines in the three-year network plan is the first step in a federally mandated process for discontinuing lines. Under Canada Transportation Act provisions, lines slated for abandonment must first be offered for sale to short lines and then to governments before a railroad can abandon a branch. Unless new rail operators are found, CPR will be allowed to abandon the lines. (Progressive Railroading Daily News 8/25/2006)

CPR promotes three executives

Canadian Pacific Railway recently announced three executive appointments.

The Class I named Neal Foot executive vice president of operations and Brock Winter, senior VP of operations to succeed Foot. The railroad also appointed Judy Harrower to the newly created position of assistant VP-bulk.

A 35-year CPR veteran, Foot previously served as VP of engineering and mechanical services, VP of mechanical services, and VP and chief operating officer of the Class I’s Soo Line Railway subsidiary.

Most recently VP of operations, Winter has served CPR for more than 25 years. He has held a number of marketing, sales, quality support, customer service, field operations and transportation positions.

Most recently AVP of agri-business, Harrower now will be responsible for all customer accounts in agri-business, coal, fertilizers and sulphur. Since joining CPR more than 20 years ago, she has held various marketing, sales, operations and commercial development posts. (Progressive Railroading Daily News 9/18/2006)

Gravelbourg Saskatchewan residents fighting to keep rail line

The community of Gravelbourg doesn't plan on the stretch of railway that goes through it becoming mothballed. Loss of the rail line from Mossbank through Gravelbourg to Hodgeville would hurt the community substantially, says Louis Stringer, chairman of the Gravelbourg rail retention committee. "We're going to take some action," he said. "I don't think we should just give up our railway."

CPR plans on abandoning the stretch of rail. Representatives from Gravelbourg and from the nearby Great Western Railway short line want to set up a meeting with CPR about the possible purchase of the 86-km line. The purchase could involve three owner options - individuals from the rail line area, a series of farmer-owned short line railways or a combination of both.

Great Western, owner of a rail line from Assiniboia to Bracken, south of Swift Current, could get together with other short lines to buy the line, he said. Under federal law, the railway can't abandon the line for 12 months after notice of abandonment. That gives communities an opportunity to raise funds for purchase. (Moose Jaw Times-Herald 060915)

Royal Canadian Pacific receives worldwide recognition as top train

CPR's luxury rail service, Royal Canadian Pacific, has been chosen the world's best luxury train service by over 167,000 registered travel agents and travel professionals. The RCP has won the "World's Leading Luxury Train" award at the 2006 World Travel Awards ceremony in the Turks & Caicos this week.

The RCP received the award in a challenging competition with five other luxury train services: The Blue Train (South Africa), The Eastern & Oriental Express (Asia), Pride of Africa-Rovos Rail (Africa), Palace on Wheels (India) and the Venice - Simplon Orient Express (Europe). "This is world recognition of the exclusive train service provided by the Royal Canadian Pacific heritage fleet," said RCP director Mark Ramsay, who accepted the award. "The award is the result of six years of effort by a dedicated team whose prime focus is on service excellence, professional staffing and guest satisfaction.

Their attention to detail is evident in the sophisticated elegance of our restored vintage carriages. This recognition confirms us as world leaders in tourism and hospitality." Ramsay added, "this major award will certainly benefit Royal Canadian Pacific in making more people aware of our exclusive service, especially as we prepare to open our new world sales facility in Calgary." (CPR news release 060922)

CPR takes home American Honda's rail performance award

Canadian Pacific Railway recently received American Honda Motor Co.'s "Rail Origin of the Year" award, which recognizes a railroad's on-time performance, damage prevention, and equipment supply, placement and pre-tripping.

An American Honda rail service provider for more than 20 years, CPR moves the automaker's finished vehicles from Canadian plants to various North American locations.

"Canadian Pacific Railway was the first North American Class I to achieve Honda's 'Performance Excellence' last year," said Dave Haney, American Honda's assistant vice president of auto distribution and logistics, in a prepared statement, adding that the shipper recently changed "performance excellence" measurement criteria.

(Progressive Railroading Daily News 10/10/2006)

Last rites for CPR Cranbrook-Kimberley rail line

The railway line between Kimberley and Cranbrook, BC, in place for more than a hundred years, will soon be just a memory. CPR will begin decommissioning the line almost immediately. When the decommissioning is complete, CPR will gift the Right of Way to the communities of Kimberley and Cranbrook, and the Regional District.

Although neither of the communities, or the RDEK, have made a formal announcement, it is likely that the Right of Way will become part of the TransCanada Trail. The project will have two phases; 1) the removal of rails, ties, tie plates, spikes and angle bars; and 2) the removal of ballast, which consists mainly of float rock from the Sullivan Mine in Kimberley.

The first phase that will begin immediately. The second phase, in which the float rock will be removed to the tailings ponds on Teck Cominco property in Kimberley, will require permitting through both the Ministry of Environment and the Ministry of Energy and Mines. CPR's Bruce Maclean attended the Sullivan Mine Public Liaison Meeting on Tuesday, October 24, to present the plan to remove the ballast to the committee, and ask for input.

CPR has been following a closure plan for the line. Part of that plan included offering the line to any local government that may want it for its net salvage value. However, the likelihood of having to remove the ballast did not make this an attractive proposition. The ties will go to a co-generation plant, and other materials will be recycled as much as is possible. It is hoped the entire project will be completed in six to 12 months. CPR will foot the entire bill, which Maclean says will be "millions". (Cranbrook Daily Townsman 061026)

CPR boosts outlook for 2007

CPR raised its 2007 earnings estimates recently on strong global demand for grain and an anticipated rebound in coal production. The company said productivity improvements and enhancements to its major corridors will continue to benefit CPR's bottom line. "As we look at the economic and regulatory landscape, we see a generally positive climate and the growth in emerging economies like China and India will fuel demand for natural resources," ceo Fred Green told analysts recently.

"This bodes well for resource-rich nations like Canada and railways with a strong bulk franchise like CPR." Green noted that despite a tough start to 2006 in potash exports and very poor coal volumes, the company is on track to deliver its projected growth of 5 to 8% for the year. CPR is expecting potash and coal to make strong comebacks in the coming months, while global demand for grain is also expected to increase. About 45% of the railway's fortunes are tied to global trade.

The railroad said 2007 earnings per share would be in the range of \$4.30 to \$4.45 cents per share, up from anticipated earnings of \$3.95 share. It said it expects to grow revenue by 4 to 6% in 2007. "When you consider the coal price reduction, and the fuel margin headwinds, this is a solid earnings projection for 2007," CPR comptroller Brian Grassby said. Judy Harrower, vp of the railroad's bulk division, said CPR expects to move about 2 million metric tons more of metallurgical coal in 2007 than it did in 2006. That should offset an expected drop in coal revenue from weaker pricing. "We will be moving more coal for approximately the same revenue," Harrower said. However, the increased volume won't require higher capacity as CPR recently purchased aluminum coal sets that can carry 700,000 of the extra tonnage with the same number of train starts.

CPR said it plans to spend between \$885 million and \$895M on new projects in 2007, a number that surprised UBS analyst Fadi Chamoun. "We were expecting spending to slow following last year's expansion of the western corridor and given the modest volume growth outlook," he said in a note. "Higher spending could be a positive factor when it is targeting improved efficiencies; however payback doesn't appear to be quick." Among the planned track projects are siding expansions on the Delaware & Hudson line from Montreal to Albany, NY, and in Saskatchewan where it expects to see increased potash traffic.

Over the last 18 months, CPR has worked to become more streamlined. Those efforts are to continue in 2007, with CPR intending to cut between \$30 and \$35M in operating costs, said Brock Winter, vp of operations. That follows cost reductions of \$20M in 2005 and makes progress toward trimming a further \$35M by the end of this year. "We believe by operating a more consistent and

faster railroad, we'll generate capacity for growth," said Winter. "We're balanced, we're cycling mobile assets, we're flushing out our yards: it's effectively a conveyor belt." The railway will also review more than 600 interline operating agreements worth \$400M a year to see if there are places cut costs. CPR and CN have signed track-sharing agreements to help improve efficiency and relieve bottlenecks on portions of track in Alberta, BC and Ontario. In the coming year, a similar relationship could be struck with one or more US-based freight carriers, said Winter.

"I can tell you we have ideas in the hopper that we are actively exploring with a number of Class 1 railroads around further corridor and yard co-production opportunities." Looking ahead to 2007, the company said it expects governments in Canada and the US will continue to take a hands-off approach to industry regulation, despite complaints that shipping rates charged by railroads are too high. "While some tweaking of regulation may occur, we believe the need for sustained railroad profitability will rule the day and that no major policy shift is likely in the near term," said Green. (Bloomberg, Canadian Press, Dow Jones, Reuters 061116, National Post, Calgary Herald, Globe and Mail 061117)

SHORT LINES & REGINALS

Hope for struggling shortline Southern Manitoba

Martin Harder, president of Delmar Commodities, says his company wants to explore possible value-added opportunities now that it has a bit more cash following the sale of its 3,800-tonne capacity elevator at Mariapolis August 2 to Canada Malting. Harder, who already has an interest in Jordan Mills, which makes soybean meal for livestock feed, said a flour mill or small biodiesel plant are among the ideas to be explored.

Processing grains or oilseeds, especially along the 79-mile rail branchline that runs between Morris and Mariapolis, might help boost traffic on the line that the current owner wants to rip up for salvage. Losing the line would be a major blow to both Delmar Commodities, which operates elevators at Jordan and Somerset, as well as Canada Malting. Harder said Canada Malting plans to source malting barley at Mariapolis and could ship 500 cars out by train a year.

Harder added his 9,600-tonne capacity elevator at Somerset could ship another 1,000 cars a year. His elevator at Jordan might load 300 cars a year. Earlier this year the Southern Manitoba Railway, which is owned by the Tulare Valley Railroad Company, announced it will tear up the track for salvage if it can't find a buyer. Tulare Valley bought the line in 1999 from CN. Then it ran 144 miles from Morris to Elgin. Sixty-five miles (Elgin to Mariapolis) has already been ripped up.

In an interview earlier this year Steven Van Wagenen, SMNR's gm, said there just isn't enough rail

traffic to justify operations. "We've run one grain train in three months," Van Wagenen said in March. "That's just indicative of where things are. We can't survive doing that. It's not that we don't want the business and be here but we just can't. I think the people will understand." If no buyer is found it will take about a year before the railway works its way through the regulatory process and is allowed to salvage the line. (Farmers' Independent Weekly 060817)

White Pass & Yukon 69 in service

Kris Dhawan from Coquitlam, B.C. was holidaying in Alaska and sent us a photo of WP&Y 69 under steam! This is a Baldwin 2-8-0 built in 1908 and was re-built to operating condition in North Lake Wisconsin. It was returned to the WP&Y in 2005 and as far as we know only recently steamed back into service! 69 joins sister 73 and rotary No. 1, so steam is well represented on this successful narrow gauge operation. Of note is that passenger service will be extended to Carcross, Yukon Territory in May 2007. Since re-opening, service has terminated at Bennett.

Cody Jennings of the White Pass and Yukon Route sent us further information:

In June 1908 the Baldwin Locomotive Works Co. of Philadelphia, delivered the second of two specially designed narrow gauge steam locomotives that had been

ordered by the WP&YR. Designated as Engine No.69, this mechanical workhorse would spend the next 46 years helping to push and pull freight and passengers over the White Pass.

At the time of completion, No.69, at 134,369 pounds, was one of the heaviest narrow gauge, outside-frame locomotives built by Baldwin. It was capable of tackling grades of 3.9 percent and curves and radiuses of up to 20 degrees. The tractive power of No.69 was equivalent to that of many standard-gauge engines and it was well-suited to running over rails weighing only 56 pounds per yard.

The most noticeable aspect of No. 69's use for mountain railroading were large counterbalances placed on its 42-inch diameter driving wheels to reduce wheel slippage. While these counterbalances were beneficial to the No.69 as it muscled trains along during the short summer season, they limited its usefulness in winter. The low-slung counterbalances protruded enough to strike the ice ledge along the rails, which caused the engine to literally lift itself off the rails. Hence, No.69 was not normally used over the White Pass during winter months.

The White Pass and Yukon Route Railroad, like other railroads across the United States and Canada, began to "dieselize" during the 1950s. The oldest of the



steam engines still on the WP&YR roster then were replaced by more efficient diesel locomotives which began arriving in 1954. No.69 had undergone extensive modification in 1951, which included converting it into an oil burner and replacing its wooden cab with a steel one. But even these changes were insufficient to save the then-over-40-years-old steamer from being gauged mechanically outmoded as the new narrow gauge diesels proved equally capable of climbing mountains. It was without fanfare when No.69 made its last runs through the White Pass during 1954.

Today, the restoration and return of steam locomotive No.69 to the WP&YR is celebrated by the WP&YR and its railfans. This event simultaneously celebrates our history and our future!

For more information, or just to view an interesting web site visit Whitepassrailroad.com.

Va-t-on sonner le glas de Québec-Central ?

Rien ne semble bien aller pour le rêve que caressait M. Jean-Marc Giguère avec le transport ferroviaire sur le tronçon de Vallée-Jonction à Lac-Frontière où le train ne se rend plus depuis déjà quelques années.

Chez Bois Daaquam, à Saint-Just-de-Bretenières, on nous informe que le train ne s'y rend plus depuis avril 2004 et qu'il y a encore quelques wagons qui sont stationnés sur les terrains de l'entreprise de bois alors que, l'on ne semble pas pouvoir aller les récupérer.

Par ailleurs, à Beauceville, le porte-parole de la scierie Grondin, M. Éric Bernard, nous a informé que son entreprise n'était plus en mesure de faire transporter ses produits par Québec-Central d'abord parce que le chargement, qui se faisait à un moment donné à Saint-Georges, a été déplacé à Vallée-Jonction et que maintenant ce chargement devait se faire à Québec.

Plusieurs éléments du dossier semblent causer des maux de tête à M. Jean-Marc Giguère. La stabilité de la voie ferrée semble être un problème presque permanent sur le tronçon de Vallée-Jonction à Lac-Frontière. On se souvient des deux déraillements qui se sont produits dans la municipalité de Beauceville. Par ailleurs, le Canadien National ne fournirait plus à M. Giguère, pour une raison que l'on ne connaît pas, les wagons dont il aurait besoin pour le transport des marchandises.

Les opérations sont suspendues pour le train touristique

On sait que la région de la Beauce a perdu le Train touristique Chaudière-Appalaches pour lequel M. François Cliche avait consacré beaucoup de temps et d'énergie enfin d'en faire la fierté de la région. On avait déplacé vers Thetford Mines ce projet et, actuellement ses opérations sont suspendues.

Par ailleurs, le Centre d'interprétation ferroviaire de Vallée-Jonction, qui occupe les locaux de

l'ancienne gare de chemin de fer, semble actuellement paralysé dans ses activités. Nous avons bien établi un contact avec l'un des responsables de ce dossier, mais nous attendons toujours qu'il veuille bien nous fournir des informations.

Comme il nous l'a expliqué, le fonctionnement de son organisme n'a rien à voir avec Québec-Central, sauf que le Centre d'interprétation occupe des espaces qui appartiennent à M. Jean-Marc Giguère.

Par ailleurs, la Conférence régionale des élus a donné son appui, le 29 juin dernier, à la Ville de Lévis et à la MRC de Bellechasse auprès du ministère des Transports du Québec au projet d'aménagement d'une piste cyclable sur l'emprise de la voie ferrée entre Lévis et Saint-Anselme.

Pour le directeur général de la Conférence régionale des élus, M. Laurent Lampron, son organisme ne veut pas commenter les autres aspects du dossier et il ne semble pas que la MRC Robert-Cliche ait déposé une demande d'appui auprès de la CRÉ de la Chaudière-Appalaches pour une piste cyclable.

On sait qu'en Robert-Cliche, le projet de piste cyclable est plus ou moins avancé. On a souvent soulevé la probabilité de se servir de l'emprise de la voie ferrée pour relier les pistes cyclables des MRC de la Nouvelle-Beauce et celle de Beauce-Sartigan, soit une distance approximative de 30 kilomètres.

M. Giguère a fait une proposition de relance au MTQ

Enfin, au ministère des Transports du Québec, Mme Josée Hallée nous a précisé que Québec-Central a déjà obtenu une subvention du gouvernement du Québec en 1999.

Selon Mme Hallée, le MTQ analyse présentement divers documents que M. Giguère aurait déposés afin présenter une proposition pour relancer l'entreprise, mais on n'a pas spécifié en quoi consistait ce projet de relance.

De son côté, avec un réseau de plus de 400km de voie ferrée, M. Jean-Marc Giguère a longtemps prêché que le chemin de fer était l'avenir pour le transport des marchandises compte tenu des coûts de plus en plus élevés du transport sur route.

Précisons, en terminant, que M. Jean-Marc Giguère n'a pas retourné l'appel que nous lui avons fait.

On peut entendre un extrait d'entrevue que nous avons eue avec Mme Josée Hallée du ministère des Transports du Québec en cliquant sur le pictogramme près de la photo.

(<http://www.editionbeauce.com/actualites.asp?nID=1375>)

\$8 MILLION TO KEEP FIRST NATIONS RAILWAY MOVING

The Honourable Lawrence Cannon, Minister of Transport, Infrastructure and Communities, has announced that the government of Canada will provide

up to \$8 million to Tshiuetin Rail Transportation, to continue passenger rail service between Sept-Îles and Schefferville, Quebec, through Emeril, Newfoundland and Labrador, until December 31, 2007.

Minister Cannon congratulated Alexandre McKenzie, President of Tshiuetin Rail Transportation on the recent completion of Tshiuetin's new diesel locomotive repair shop and extensive improvements to the train station in Schefferville. These projects, worth \$3.5 million, were funded by the Government of Canada. "Tshiuetin Rail Transportation was the first amongst First Nations companies to own and operate a railway in Canada," said Minister Cannon. "Our government is proud to continue its support for this essential service for people living and travelling to and from these remote communities. This funding will permit Tshiuetin Rail Transportation to continue to provide a safe, efficient and high standard of service to all clients."

Tshiuetin Rail Transportation is jointly owned by the communities of Matimekush / Lac-John and Uashat Mak Mani-Utenam, and the Naskapi Nation of Kawawachikamach. Tshiuetin acquired the Menihek subdivision from the Quebec North Shore and Labrador Railway in December 2005, through an asset purchase agreement with the Iron Ore Company of Canada.

"It is important to Canada's New Government that the people of Northern Quebec and surrounding areas have reliable rail services," added Minister Cannon. These rail services provide an essential lifeline for people in remote communities. They also support economic activities in the mining, recreation and tourism sectors. "Passenger rail service is the only surface transportation mode available to Schefferville and is used by First Nations people in the area to travel to their traditional hunting, fishing and trapping territories on a year-round basis.

"We are very proud and happy to be the new owner and operator of the Menihek subdivision," said Mr. McKenzie. "We feel this railway will be an important tool of social and economic development for our communities. Our people are working and developing their skills as we speak. A new pride has come upon us." Federal funding comes from the Regional and Remote Passenger Rail Services Contribution Program administered by Transport Canada. The program ensures that safe, reliable and sustainable passenger rail services are provided to regional and remote areas of the country.

Churchill port at risk over CWB change

Churchill would "not be a sustainable port" if the Canadian Wheat Board lost control over wheat and barley exports, an official with the northern Manitoba port said yesterday. And Churchill's mayor, Mike Spence, said yesterday the closure of the port and rail line - both dependent on wheat board grain - would be a devastating blow, costing more than 100 jobs and choking the

community's economic potential.

Mike Ogborn, managing director of OmniTRAX, which owns the port's grain terminal and the rail line leading to Churchill, said the wheat board is by far the port's biggest customer, providing it with at least 80% of its annual shipping volume. This season, the board plans to send 400,000 tonnes of grain through the port. "If we lose that business at the port, everything from The Pas north is adversely affected," Ogborn said. The Harper government has promised to end the wheat board's monopoly on the sale of wheat and barley grown on the Prairies.

Currently, all western wheat and barley that is exported or sold domestically for human consumption must be marketed through the board. "It's probably the most pressing issue that we've had in many years in terms of how we could be affected as a port community," he said, adding that the town is preparing a "strongly worded" letter to federal Agriculture Minister Chuck Strahl outlining its concerns. On Tuesday, Eric Robinson, a provincial cabinet minister representing the northern Manitoba constituency of Rupertsland, urged Ottawa to exercise caution in moving forward with changes to the wheat board.

Adrian Measner, CWB president and ceo, said that if the board lost the single desk, there are no guarantees that any wheat and barley would flow through Churchill. "Right now, under our Act, we are able to direct grain to the port and facilities (through which) we get the best economic advantage for farmers," Measner said in an interview. "So we actually direct grain to Churchill." In an open market, he said, grain companies would send grain to ports where they own grain terminals so they could reap the handling fees.

Strahl has said his goal is to maintain a strong CWB while providing farmers marketing choice. But wheat board officials are skeptical about how the board could survive in such a system or whether it would be able to provide farmers with the level of returns that it does now. (Winnipeg Free Press 061005)



GO Transit to add more 407 bus and Stouffville train service

GO Transit is making travel more convenient for commuters on their way to school and work, Transportation Minister Donna Cansfield and GO Chairman Peter Smith announced today. GO Transit will add 70 new bus trips daily on Highway 407 to help students and faculty easily get to York University, University of Ontario Institute of Technology/Durham College, and McMaster University.

To address increased demand from Stouffville and Markham, GO Transit will introduce a new early

morning train leaving from Stouffville Station at 5:25am to Union Station. The new train can carry about 1,000 passengers and will replace two buses currently in use. GO will also provide more frequent train service to Exhibition Station. Since 2003, the McGuinty government has invested over \$770 million in GO. (Canada NewsWire 060901)

Toronto council approves contract for subway cars

Toronto city council has approved a \$710-million contract for Bombardier to build 234 subway cars at its Thunder Bay, ON, plant for the Toronto Transit Commission. Councillors voted 24-18 after discussing the contract for seven gruelling hours.

The funding must be finalized by the federal and provincial governments and the TTC still needs to formally award the contract to Bombardier, said Bombardier spokeswoman Helene Gagnon. The contract is expected to provide work for an additional 300 jobs for five years, said Paul Pugh, president of Canadian Auto Workers Local 1075.

About 150 jobs will go to Toronto, mostly to suppliers. Pugh said the contract could bring the plant up to a workforce of about 1,000 which it had during its boom days from 1992 to 2003. The opposition to the funding came from about one-third of the 44 councillors who are against sole-sourcing the contract to Bombardier. They have been pushing for a competitive bidding process. The TTC proposal for the sole-source contract has been approved by two independent consultants, Booz Allen Hamilton and Interfleet Technology. Each of the new cars would cost about \$2.2M. That, adjusted for inflation, is \$200,000 cheaper than the last time the TTC placed an order for subway cars, almost 15 years ago. (Canadian Press 060926)

GO trainset migrates to Montreal area

The Ontario government provided a GO train to assist Quebec commuters after the tragic collapse of an overpass on Highway 19 in Laval.

"GO Transit provided eight cars and one locomotive to help commuters in Quebec," these will remain in the Montreal area for as long as they are needed." An eight-car GO train can carry up to 1,400 commuters at a time. The train will be assembled from GO Transit's maintenance spares and handed over to Montreal authorities in Toronto on Wednesday, October 4. It will then make its way to Montreal over CN's tracks. "We are pleased to help. Transit is a part of the community. We feel the loss. Hopefully our contribution will assist in keeping Montreal moving," GO Transit Chairman Peter Smith said.

(<http://www.newswire.ca/en/releases/archive/October2006/03/c4466.html>)

GO Transit reaches one-billion passenger mark

GO Transit recently carried its 1 billionth passenger since the agency launched service in 1967.

The agency currently makes 181 train trips and 1,662 bus trips daily, carrying about 190,000 passengers each weekday. In 1967, annual ridership totaled 2.5 million; today, annual ridership hovers around 48 million.

Since early 2004, the Government of Ontario has provided GO Transit funds to open four new stations, begin work on a new Lisgar station (scheduled to open in fall 2007), purchase 50 bi-level rail cars and add 4,000 parking spaces to accommodate growing ridership. (Progressive Railroading Daily News 10/18/2006)

Agreement to extend GO train service to Barrie, ON

The trains are coming. Just a little later than expected. Barrie, ON, residents can plan to ride the rails next year following the announcement of a nearly \$30-million deal between Barrie and the provincial and federal governments. The agreement will bring GO Transit trains back to Barrie by late 2007. "The deal is done, and it's a much more advantageous deal for us," said Barrie Mayor Rob Hamilton.

"I think GO will be a plus for Barrie. It'll take the pressure off (Highway) 400." The deal pushes the project's completion back more than six months. The original plan was to have trains running by the spring of 2007. "Construction probably won't start until the spring," said Craig Hebert, Barrie's director of operations.

"What needs to happen is the reconstruction of the rails and the train station."

The new station will be built at Yonge Street and Mapleview Drive, Hebert said. The project was stalled earlier this year over ownership and cost issues. As of yesterday, all those wrinkles had been ironed out. (Orillia Packet and Times 060929)



AMT extends commuter train service from Blainville to St. Jerome

Train service will return to the southern portion of 'Le Petit Train du Nord' on Monday, January 8, 2007 when the AMT extends commuter train service from Blainville north to St. Jerome, a distance of approximately 15 KM. Four trains a day will operate in rush hours in both directions, there will be no weekend service. Although the CPR tracks remained in place, this line has not seen a train in over 20 years!

Completely re built with welded rail and a layover yard at St. Antoine, the line saw a free pre-Christmas 'get acquainted' train operate from St. Jerome to Rosemere on Saturday, December 16, 2006. The whole event took on the air of a Christmas extravaganza, Quebec Premier Jean Charest officially inaugurated the

special train! A new intermodal terminal has been in place for some two years now serving local bus passengers and Montreal bus commuters, extensive parking is available nearby.

Over 3000 visitors and riders showed up, the first train left at 11:30 AM and a second additional run was

made at 13:00. Locomotive 1322 and 8 new bi-level cars were packed to capacity with standing room only (at least on the first trip). The seasonally decorated station and train played host to bands, clowns and even Santa made an appearance to the delight of all!

(Peter Murphy)





OC Transpo

Light-rail's fate up to new council at Ottawa city hall

Canada's Treasury Board president John Baird announced yesterday that the federal government has approved Ottawa's light-rail project, with one big condition. The deal must be ratified by the new city council.

Federal officials worked through the weekend examining the mound of light-rail documents supplied by the city at Baird's insistence, and they discovered an interesting new fact. The contract gives the city the right to extend the deadline for 60 days if unconditional federal approval hasn't been received. The extension clause effectively keeps the fixed-price rail deal in effect until Dec. 15. It's the first time the public has heard what's actually in the still-secret contract.

The city had earlier offered various deadlines, saying the deal must be signed by late September, early October and then mid-October to avoid penalties that were estimated at \$60 million or more. Baird's decision places the future of light-rail back in the hands of Ottawa residents and the council elected on Nov. 13. The federal

government has concerns about elements of the rail project that are believed to be under-costed or excluded from the contract the city has signed with a consortium led by Siemens.

The federal government doesn't want to be asked for more money if the north-south project can't be built for the estimated \$880M. Work hasn't even begun on the rail line yet and the city has already asked the government for \$12M to help extend the line to Barrhaven. The request was refused.

The federal "yes, but" to light rail is meant to end the chess game being played by Baird and Mayor Bob Chiarelli. In effect, Baird is saying, "sure, go ahead, but let the new council be responsible for any cost overruns." The mayor says that the existing light rail plan is vital to the city's future and would be placed in jeopardy if the deal isn't signed by Oct. 15.

Candidate Alex Munter supports light rail, but wants to shorten the north-south line and start on an east-west project much more quickly. Challenger Larry O'Brien has called for an audit of the project. Baird's announcement today falls well short of an audit, but it legitimizes O'Brien's argument that the rail project hasn't been properly costed.

Baird's end game seems to box Chiarelli in. He can complain all he likes about the way the minister is proceeding, but the new information that the contract extension won't trigger a penalty takes away his best argument. It might even raise a few questions about why the public wasn't given all the relevant facts about the contract. (Ottawa Citizen 061011)

Walkley light-rail line off the table

Ottawa city council has put the brakes on an unpopular east-west rail route proposed for the southern urban edge of the city. The council voted to halt its study of the proposed rapid transit line, which would link Kanata to Orleans via Walkley Road, while completely skirting the core. Councillor Jacques Legendre initiated the motion, saying at least half the councillors around the table now have serious doubts about the proposed route.

Halting the study is expected to save about \$300,000. "It's good timing to put a pause on this, because we do have time to do it right," said Councillor Alex Cullen, in supporting the motion. It will be up to the new city council, to be elected on Nov. 13, to draw up new criteria for an acceptable east-west route. City staff will then take those criteria and present alternative routes to the new council early next year.

Apart from the southerly route, the city is currently studying two other possible east-west lines: one along Carling Avenue, and one from Manor Park to downtown, along Rideau Street and Montreal Road. Study of those two routes will go ahead as planned. (Ottawa Citizen 061026)

HERITAGE

E&N celebrates 120th anniversary

Passengers travelling aboard the E&N Rail dayliner recently celebrated the 120th anniversary of the completion of the railway. On Aug. 13, 1886, Prime Minister Sir John A. Macdonald drove the last spike into the rails at Cliffside. The Island Corridor Foundation, owner of the railway, served coffee and cake to people riding the rails that commemorative Sunday morning.

In the evening, the Cowichan Watershed Society met the train on its return journey at Shawnigan Village Station where they sang happy birthday and served birthday cake to the passengers. (Nanaimo Daily News 060812)

Heritage Park in Calgary to expand

Turning back time is money. At least that's what Calgary's Heritage Park is hoping as they launch a campaign to raise \$12 million to fund an ambitious expansion of the 42-year-old historical attraction. The park has already raised \$38M of a \$50M push that will push the facility eastward toward 14 St. while incorporating exhibits of the 1920s and 30s, Alida Visbach, its president, said.

"We'll be a year-round attraction highlighting the early days of the oil and gas industry," she said, noting the focus of the country's largest historical park currently ends at around 1914. The city has already donated \$12M to the cause, the province \$10M and Ottawa \$3M while a bevy of private and corporate philanthropists have also pitched in, including CPR with \$1M. Campaign honorary co-chairman and donor Dick Haskayne said the park is crucial in preserving the fast-disappearing rural Alberta of his youth.

"There aren't many Gleichens left -- the grain elevators, the railway stations are gone," said Haskayne. "The heritage of the West is critical to all of us." He said gifts to the park fuel what's become known as a well-managed business. Work has already started on the expansion that proponents hope will be complete by the summer of 2008.

It'll feature a larger Gasoline Alley exhibit recalling the origins of Alberta petroleum industry, including a 60-vehicle collection of vintage vehicles. The Heritage Market Square will bring to life an old-time streetscape while western Canada's railway history will be celebrated in another area with an historically accurate reconstruction of the Calgary CPR Station as it was in 1884. (Calgary Sun, Calgary Herald 060921)

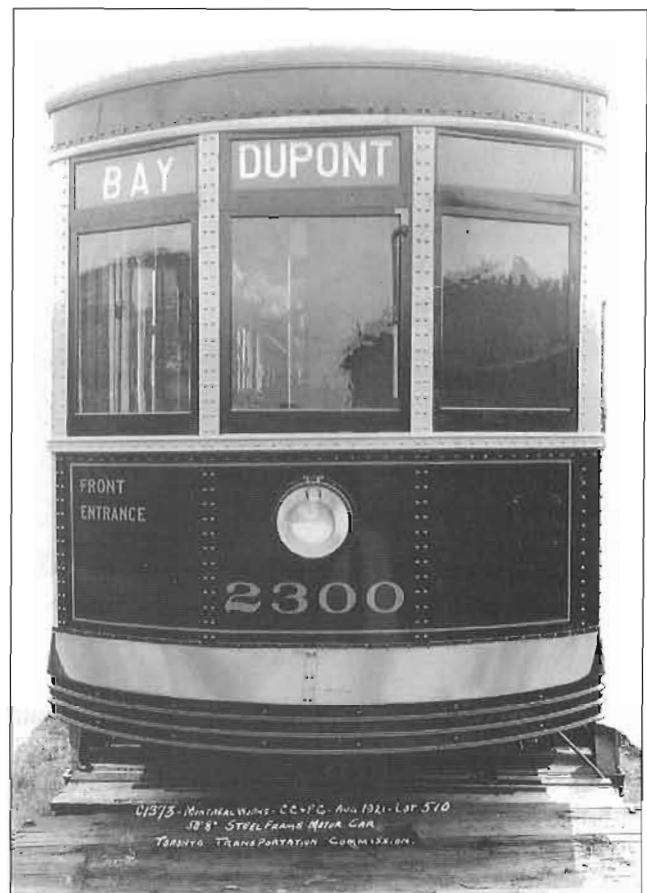
Historic John Street Roundhouse to be revitalized

Toronto City Council approved an agreement in principle for the reuse and revitalization of the John Street Roundhouse that will include a new railway museum. The John Street Roundhouse is a 32-bay semi-circular structure formerly used by CPR for rail car

maintenance purposes and is now owned by the City. Since 1999, bays one to 11 have been leased to Steam Whistle Brewery while the other bays have been largely unused.

The amendments to the existing lease will allow Steam Whistle Brewery to expand its brewery operation and provide additional revenue to the City. The agreement also includes a head lease for the roundhouse with State developments, in partnership with Tenen Developing and Producing, for the restoration and reuse of the remainder of the building, and includes provisions for a railway museum and the restoration of the railway turntable.

The John Street Roundhouse and its associated heritage structures were designated as a National Historic Site in 1990 and under the Ontario Heritage Act by City Council in 1996. The roundhouse complex was constructed by CPR in 1929-1931 to service steam passenger locomotives using the nearby Toronto Union Station. The roundhouse was a state-of-the-art structure and the most advanced in Canada as it incorporated new direct-steaming technology.



Canadian Car and Foundry builders photo taken in August 1921 of Toronto Transportation Commission 'large Peter Witt' streetcar No. 2300.

For almost two decades following its construction, the John Street Roundhouse was one of the most important and busiest roundhouse complexes servicing steam passenger locomotives in the national rail system.

The CRHA has a few pieces of equipment stored inside the roundhouse which will become part of the new railway museum. Historic TTC 'large' Peter Witt streetcar 2300 is not part of the museum plan. This historic car (first in the series) was standard gauged and moved to Montreal years ago after being donated to the CRHA by the TTC. It was later sent back to Toronto at the request of the TTC who planned to restore the car to operating condition and use it in tour tram service. That never materialized and the car will be repatriated back to Exporail in Montreal next spring. (Canada NewsWire 060926)

First new train station in Orangeville in 100 years taking shape

Exactly 100 years after the CPR was building a new train station in Orangeville, ON, to replace one destroyed by fire, workmen are busy erecting a town-owned successor. The station built in 1906 for a reported \$7,000 had an unusual design, some of which was picked up by the architects who designed the smaller new station on the same site, which is expected to cost about \$215,000.



The new Orangeville station as it appeared on November 18, 2006. Photo by Fred Angus

Like other CPR stations in Canada, the old train station fell into disuse after the local abandonment of rail passenger service in the 1970s. The structure was sold and moved north to downtown Orangeville, where it's now the Train Station restaurant on Armstrong Street. The new station will provide a home for the Credit Valley Explorer tour train and its operator, Cando Contracting. As such, it will replace the sole remaining structure on the once-busy Orangeville railway yards, which was destroyed by fire last March.

The new station will include a waiting room, rest rooms and a ticketing office, the latter being located in the turret. CPR ended freight service north of Orangeville in 1998 and announced plans to tear up the remaining tracks between Orangeville and Streetsville, the Town of Orangeville opted to purchase the remaining line in 2000. (Orangeville Citizen 061012)

St. Thomas rail lands acquired

St. Thomas, ON, will announce shortly it has acquired lands in the downtown railway corridor from owners CN and CPR. The deal was one of two pending land acquisitions that came to light during a mayoral candidates meeting at Knox Presbyterian Church hosted by the St. Thomas Golden K Kiwanis Club. Responding to a written question dealing with the city's railway heritage submitted by a club member, mayor Jeff Kohler said an announcement will be made "in the near future." Kohler said the former Michigan Central shops, which now house the Elgin County Railway Museum, will likely be willed to the volunteer organization for a nominal \$1 fee although he gave no time frame.

He added, "If there is contamination (along the site) there is nothing the city will have to do." Addressing the same question, Ald. Cliff Barwick noted the city is not dealing with the railways directly but with their real estate divisions "who want to sell the land for as much as they can." Barwick said his goal is to have the city purchase the remaining section of the CASO main line from the museum to the Kettle Creek bridge over Sunset Drive to operate as a tourist rail line. (St. Thomas Times Journal 061101)

2006 inductees to Canadian Railway Hall of Fame

Ordinary Canadians whose everyday work contributed to the railway industry in Canada are leading the group of 2006 inductees into the Canadian Railway Hall of Fame → a virtual exhibit that honours the heroes, technologies, leaders and communities of the Canadian railway industry. "This year's inductions illustrate the important role that ordinary Canadians have played in helping the Canadian railway industry grow and prosper," said Les Kozma, director and chairman of the Canadian Railway Hall of Fame. "Without these people, our industry would never have made it to where we are today."

Joseph Earl Shaw, who was born in 1916 in the Canadian Northern Railway depot in Condie, Sask., for example, devoted his working life to Canadian railways. Shaw worked as a station manager, telegrapher, dispatcher, chief dispatcher, and retired as trainmaster in 1978 in Edmundston, NB. He continues to promote the railways with his extensive knowledge, and the name "Earl Shaw" is still well-known in Maritime railway circles.

Jess Nowicki, a third-generation railroader whose family helped build the railway westward, has devoted his life to educating about Canada's railways.

Well-known as the "Trainman" on the Park Car of the Canadian between Field and Medicine Hat, Nowicki would often give impromptu history lessons to passengers. He was also active in the community, receiving their heritage diesel locomotives for Medicine Hat's downtown park. Also 90 years of age, Nowicki still tells the stories about his first-hand experiences on the railway.

Father Albert Lacombe has been inducted posthumously into the hall of fame. Born in Saint-Sulpice, QC on February 28, 1827, Father Lacombe spent his early life on the family farm before being ordained into the Oblate order in 1849. Best remembered for his brokering of peace between two ancient rivals, the Cree and the Blackfoot, his negotiations between the Blackfoot and the CPR in 1883 was instrumental in the finishing of Canada's first transcontinental railway. For his part, Father Lacombe was honoured as president of the CPR for one hour and will now be remembered as a leader in the Canadian Railway Hall of Fame.

Other 2006 inductees to the Canadian Railway Hall of Fame include: Railway artist Max Jacquiard (Special Award); the Myra Canyon Trestles (Technology) and the community of Melville, SK for Community. The Canadian Railway Hall of Fame (www.railfame.ca) is a virtual hall of fame created in 2002 by the Railway Association of Canada with the support of its almost 60 member railways and the Canadian Northern Society of Alberta.. Since that time, more than 50 nominees have been inducted into the hall of fame. They are featured on

the website as well as in an interpretive park located in the Village of Big Valley, AB. (RAC061031)

Locomotive a welcome new addition to railway museum

A crew of 10 worked levelling supports and tying up giant chains and cables. Then they operated two huge cranes to lift a 129-ton locomotive from its tracks, and loaded it onto a buggy. The next day, they transported it across Beiseker and unloaded it on the tracks at the Alberta 2005 Centennial Railway Museum.

Mammoet Crane provided equipment, manpower and time for the move at no charge to the museum, as one more contribution helping to keep a testimony of a rich tradition of prairie railway. Volunteers hope to create a working railway museum that will eventually take passengers to Irricana and Carbon. A local circuit will comprise a station, a main building, a working roundhouse and turntable, all linked by railway tracks about two-thirds of a mile long on 18 acres of land.

Village residents and museum volunteers watched the move, which will add a 1958-built, S-13u locomotive donated by CN to several other pieces of railway equipment that will be housed at the museum. Museum representatives said the society is still looking for donations of old artifacts that will allow recreating the story of the railway. Harwood said volunteers worked through the summer to dismantle 1,200 feet of railway track that were donated in Calgary, and transported to the Beiseker museum. "We are bringing a number of railcars as well, pending negotiations with CPR," said Harwood. (Irricana Rocky View/Five Village Weekly061017)

BACK COVER: While Canada may not yet have a 'National Railway Museum', we do have hundreds of priceless pieces of rolling stock, artefacts and archives preserved by the CRHA and other volunteer organizations across Canada. Conserving and restoring this world class collection has out grown the resources of the CRHA and others. Our back cover is illustrated with but a few examples of this precious collection from the three organizations who submitted briefs to the House of Commons Committee on Canadian Heritage! Photos courtesy of the Canadian Railroad Historical Association, Canadian Museum of Rail Travel, The Revelstoke Railway Museum, and Stephen Low.

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