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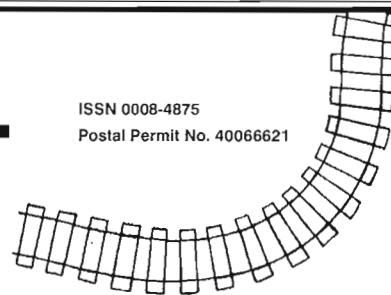


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FRONT COVER: With CPR 9726 in the lead position, a freight approaches West Toronto Junction 'The Junction'. Unit 9726 an AC4400CW was built by General Electric and delivered to CPR in 2003. Photo Joe Tool.

BELOW: A GO train lead by GMD F59PH No. 546 built in 1990 rumbles into 'The Junction' on a bright sunny day. Photo Joe Tool.

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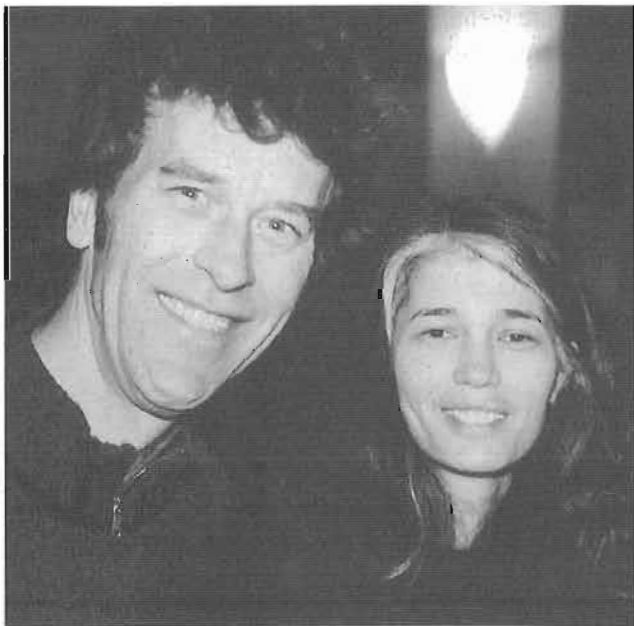
As Trains Go By

By Marco and Robert Marrone

On a bright winter day you can catch a steel rail gleam in the sun. In this part of Toronto the tracks queue out in every direction. They mingle and weave like threads of twine upon itself, where the surrounding neighbourhood of aging buildings, roads, and people, react like even fabric. It's sheathed with character yet this is a place that lost its identity a century ago.

The 'Junction' is a small town fossilized within the big city. In a pub, near its main intersection, at Keele and Dundas streets, we meet two friends in one of the warmest days in January, when the smoke of car exhausts and trains should billow angrily in frigid air. Here we were, temperately clad, talking to Margaret and Joe, a couple in their early-forties, about people and trains, and this neighbourhood where they live. They too, are small town fragments incorporated into the big city. The wooden tables we're sitting at are heavily varnished with initials engraved here and there, and the lights above us are soft.

Margaret, with her easy smile, says "The main reason why me and Joe are together is because he can see the trains go by right from the upstairs' windows. He's a train freak!" Joe, tall and thin, looks at his girlfriend and by his grin, concedes the fact that the lyrical train photographs he takes put him into a state of grace. "I equate it to fishing. It doesn't matter if you catch something or not. You're sitting there relaxing, waiting for a train to come by, and all of a sudden you'll be excited! I'll sit for five hours and take one picture... But it's the right picture."



Joe Tool and Margaret Marissen

He credits his hometown of Saint John's, New Brunswick, his old neighbourhood, for instilling him with that certain kind of love. With Irish roots, he is a musician and often brings his banjo by his camera while he waits for the ground to rumble and shake. Yet, it is Margaret who comes from a railway family. She is an artisan who was born and raised in Saskatoon, Saskatchewan, and her father—a Dutch immigrant—worked for the building and bridges division of the Canadian National Railway. She says, "Growing up my dad was away a lot due to work. He was a foreman on a CNR gang... He retired with the railway and died soon after. At first, they didn't speak English—most immigrants only talked to other immigrants and they could relate to everybody's hardships. I was fascinated with my dad's stories and constantly quizzed him on what it was like... I'm glad I did because he's no longer around to tell his story."

When Margaret talks about her son, the junction is inescapably sewn into the narrative. "I've been living in the Junction for the past seven years. My son Gabriel is a Junction baby. He's lived his whole life facing the trains. Our house sounds like the child's house in the movie 'Polar Express' - when he's sleeping and the big train comes." Trains are always going by. Even in the pub, the trains are heard rumbling in the distance.

West Toronto Junction owed its creation to the Canadian Pacific Railway. The CPR had acquired two existing railways [The Credit Valley, and The Toronto, Grey and Bruce], which shared the same right-of-way from this point to Union Station. Its spot in York Township was one of the company's important junction points in the late nineteenth century. In the first ten years of the community's existence the town was supported by money which came in the form of a CPR pay car every 17th of the month. Between 1884 and 1909, this small town challenged the city of Toronto for industrial development by offering rail sidings, and cheap water for steam driven machinery. Furthermore, tax free status and excellent transportation linkages helped it become a shopping centre for the farming area west of the city.

By acquiring the two branch lines, the CPR obtained a western entrance to the city core. Yet, what was lacking was a direct eastern right-of-way for its Ontario and Quebec divisions [O&Q], paralleling that of its rival, The Grand Trunk, as well as the lakeshore. Although the population of Toronto was 125,000, it was all important that the traffic on the O&Q had to have a way in and out of Union Station without wait. It was apparent to the engineering staff that the many difficulties had to be overcome in order to effect the lakefront route. So, it was decided to skirt the northern fringe of the city with the

O&Q, to a point in York Township, to connect with the Bruce and Credit Valley branches.



West Toronto Station circa 1955. Photo John Barton

The CPR named its station - West Toronto Junction. The town of West Toronto Junction was annexed by the city of Toronto in 1909. In 1911, the railway erected its famous Tudor-style station, which was infamously torn down by the company in 1982. The community outcry from the demolition led to the 'Railway Heritage Preservation Act.' Though there was great publicity and legal action, the CPR was not held accountable. The station had functioned as a passenger stop until the railway got out of the passenger service business in the late 1970s, and then sat as a derelict building, which the Junction community wanted to maintain as a farmers' market and museum. Ironically, the CNR West Toronto station, built in 1907 by the Grand Trunk, was virtually ignored for years until the Canadian National demolished it in 1997, following a lengthy abandonment, and fires.

Freight trains are mainly what trundle the ground nowadays. And they are what Joe Toole captures. "I like to photograph freight trains-they're the biggest thing on land. It's a spectacle." Yet, when he muses over a postcard of the station that no longer stands in this neighbourhood he says, "When you see an image like this you think of all the people who stopped, passed through, and waited for a train, or a loved one. And so you romanticize." His voice is calm and reflective. "I think that someone's life is completing or starting all over again. You can get a similar feeling at an airport but it's not the same as a railway station... The journey metaphor is more apparent in a station." In his photos there are train overtures about this particular community. His pictures evoke movement, divergences, mechanical row, and myriad destinations-implied are his sensitivities to it all, his insights. "It is his peace," Margaret adds affectionately. "Railways are like baseball," Joe continues. "They carry over a time and place. In baseball, they say that comparing statistics you can theoretically judge players from different eras because the game has not changed much.

Railroading is the same-you can see where it has come from...who knows where it's going?"

At one point during the late afternoon, Margaret takes out her laptop and shows us Joe's photographs on her computer. The bright screen enlivens the objects on the table. She tells us that her son Gabriel goes out with Joe to take pictures, and sometimes Joe's father, Merle, goes too, each with a camera. We had first met Margaret at a Daniel Lanois concert. She works as the singer/songwriter's publicist. Back on a June night, we had broached the topic of the

Hamilton Station with the famous musician. We had surmised by Lanois's expression that few, if any, of his legions of fans throughout the world had every asked him something so banal, about the CNR station in the city he grew up. We understood that the place he'd spent time playing his guitar, writing music, and making a little mischief, clearly mattered to him still. And it was he who introduced us to Margaret-How curious, we'd thought, that she had train stories, too.

"Everybody's connected to trains," Joe utters. It is a statement that seems so true at this place, at this time.

There are lighted ornaments in the shape of steam locomotives lining the traffic lights along Dundas-ornamental veneration to a particular past. Yet, it is the regular thud of trains that are the metronome even now, although none have stopped here in years. People might stop and look, and count the number of train-cars rolling along. And if by chance someone has a camera, it's sure to be Joe. About stations, trains, and people, Joe says, "There are feelings and there are words... and sometimes words cannot express what we feel."



The sun is low in the winter sky as CPR's SD40-2 5791, (a 1978 product of GMD) and train approaches West Toronto Junction. Photo Joe Toole.



Lead unit 5928 another SD40-2 fouls the crossing at 'The Junction'. Photo Joe Tool.



Typical winter scene at 'The Junction'. Photo Joe Tool.

Churchill at Charny Station: Just a Stopover, but a Great Moment in History

By Pierre Lemieux

On August 8, 1943 at 11:30 PM, at the Ottawa station, the Prime Minister of Canada, William Lyon Mackenzie King, climbed into his private car no. 100 on a train leaving for Quebec, in preparation for a summit meeting which would be crucial for the outcome of the Second World War – the Quebec Conference.

At the same moment, somewhere in the North Atlantic, the ocean liner Queen Mary, converted into a troop transport for the occasion, was on its way to Halifax, carrying a certain “Colonel Warden”, a pseudonym for none other than the British Prime Minister, Sir Winston Churchill, who was traveling to Quebec for the same summit meeting, the sixth held by the Allies since the start of the war.

Churchill’s trip was surrounded by the greatest secrecy imaginable, especially since barely two months earlier, the publicity surrounding his trip to Algiers to prepare for the Allied landing in Sicily had resulted in tragedy. Several days afterwards, tipped off by the press regarding the movements of this sworn enemy of Nazi Germany, some German spies in Lisbon noticed a portly,

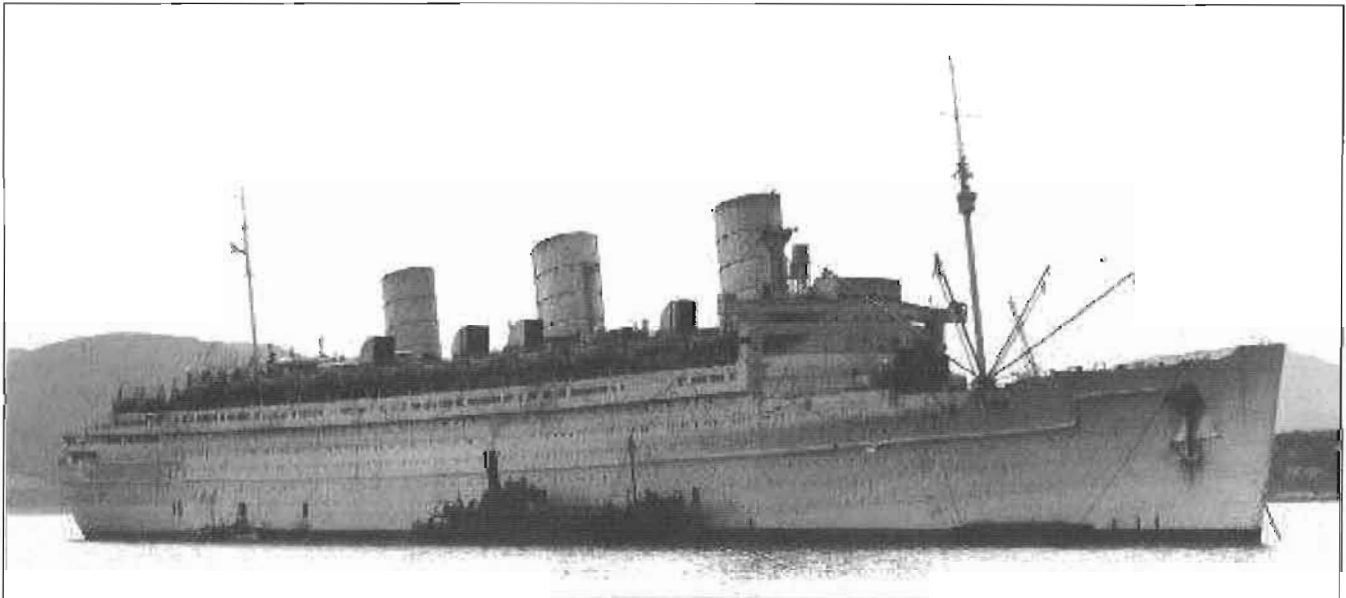
Churchill à la gare de Charny : Un simple passage mais un grand moment dans l’Histoire

Par Pierre Lemieux

Le 8 août 1943, à 23h30, à la gare d’Ottawa, le Premier ministre du Canada, William Lyon Mackenzie King, monte à bord de son wagon privé, le no 100, sur un train en partance pour Québec, en préparation d’un sommet crucial pour l’issue de la Seconde guerre mondiale : « La conférence de Québec ».

Au même moment, dans l’Atlantique Nord, le paquebot RMS Queen Mary, transformé pour l’occasion en transporteur de troupes, fait route vers Halifax, avec à son bord un certain « colonel Warden », nom de code de celui qui est nul autre que le Premier ministre britannique, Sir Winston Churchill, qui se rend justement à Québec pour cette conférence, la sixième que les Alliés tiennent depuis le début de la guerre.

Le plus grand secret entoure le voyage de Churchill, d’autant qu’il y a deux mois à peine, la publicité entourant son déplacement à Alger, pour préparer le débarquement allié en Sicile, avait entraîné une tragédie. En effet, quelques jours plus tard, informé par la presse de ce déplacement de l’ennemi juré de l’Allemagne nazie, des agents d’Hitler, en poste à Lisbonne, avait repéré un



RMS Queen Mary was built in Scotland and launched in September 1934. When the second world war started, it was decided to use it as a troopship, it often carried as many as 15,000 men in a single voyage. Eventually joined by the Queen Elizabeth, they were the latest and fastest troopships involved in the war. Their high speed meant that it was virtually impossible for enemy U-Boats to catch them.

Le RMS Queen Mary, construit en Écosse et lancé en septembre 1934, au déclenchement de la seconde guerre mondiale, il est converti en navire de transports de troupe. Il pouvait emporter jusqu’à 15,000 hommes dans une seule traversée. Il est avec le Queen Elisabeth les plus grands et les plus rapides impliqués dans la guerre. Leur grande vitesse leur permettait de voyager sans escorte, puisqu’il était impossible pour les U-Bootées de les rattraper.

elderly gentleman smoking a cigar and boarding an airplane bound for Ireland. Believing they had spotted Churchill himself, the Luftwaffe fired on the plane and brought it down. However, the mystery passenger was not Churchill, but the American actor Leslie Howard, who had the misfortune to look like the British Prime Minister.

In spite of all efforts at secrecy, a large crowd had gathered on the pier at Halifax to await Churchill's arrival. Here he was officially welcomed by the Minister of National Defense in charge of the navy, Angus Lewis Macdonald. As for Mackenzie King, he remained at Quebec, in the citadel, for security reasons. On August 9, Mackenzie King phoned the American President, Franklin Delano Roosevelt, to inform him of the safe arrival of Churchill in Halifax.

Meanwhile, Churchill immediately boarded a special train bound for Quebec. This CNR train consisted of a 6200 series locomotive and six cars. On the trip, Churchill was accompanied by his wife, Clementine Hozier, and his youngest daughter Mary, who served also as his assistant. The entourage also included members of the British General Staff, Churchill's personal physician, special agents in charge of security and war correspondents, as well as his personal photographer.

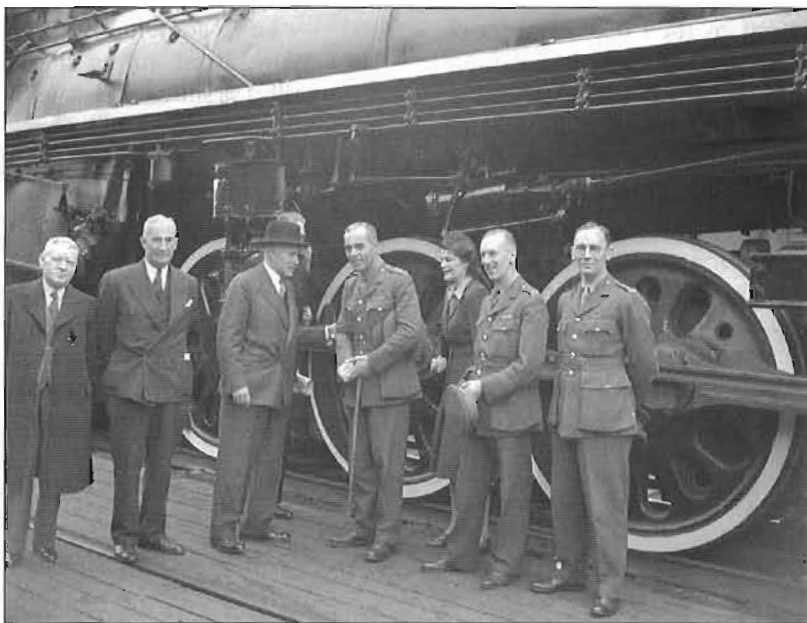
The Royal Canadian Mounted Police were responsible for maintaining the security of the train, but they found themselves unable to prevent people from approaching Churchill, since the British Prime Minister himself, at every station stop, came out onto the platform of his car to meet the crowds, sign

homme âgé, corpulent et fumant le cigare, au moment même où il montait dans un avion à destination de l'Irlande. Croyant qu'il s'agissait de Churchill en personne, la Luftwaffe avait ouvert le feu et abattu l'avion, dans lequel prenait plutôt place l'acteur américain Leslie Howard, malheureux sosie du Premier ministre britannique.

Quoi qu'il en soit, à Halifax, une foule importante est massée sur les quais pour l'arrivée de Churchill, qui est officiellement accueilli par le ministre de la Défense nationale pour le service naval, Angus Lewis Macdonald.

Quant à Mackenzie King, il reste à Québec, à la citadelle, pour des raisons de sécurité.

Le 9 août, Mackenzie King téléphone au président américain Franklin Delano Roosevelt pour l'informer de l'arrivée sans encombres à Halifax de Churchill.



Members of the British Prime Minister's party keenly interested in the big « 6200 » locomotive of the Canadian National Railways special train which brought the Right Hon. Winston Churchill and his staff of officers and advisers to Quebec. Here some of the staff members are shown inspecting the giant of the rails during a brief operating stop. Shown on photo from right to left : Brigadiers Porter, Kirkman and Jacob, Major Bucley, Miss Bright, of the secretariat staff, N.B. Walton, Executive Vice-president, C.N.R., J.F. Pringle, General Manager of the Atlantic Region, and Oscar Masse, General Superintendent, Quebec district.

Voici des gens accompagnant Churchill photographiés devant la locomotive de type 6200 tirant le convoi spécial du C.N.R. Dans l'ordre habituel : Oscar Masse superintendant général du C.N.R. pour le district de Québec, J.F. Pringle gérant général du C.N.R. pour la région de l'Atlantique, N.B. Walton vice-président exécutif du C.N.R., le major Bucley, le brigadier Jacob, mademoiselle Bright secrétaire du personnel et les brigadiers Kirkman et Porter.

Ce dernier prend aussitôt un train spécial à destination de Québec. Ce train du CNR était composé d'une locomotive de type 6200 et de six wagons. A bord, Churchill est accompagné de sa femme, Clémentine Hozier, et de leur fille cadette Mary, qui est aussi son aide de camp. On y retrouve aussi les membres de l'état-major britannique, son médecin, des agents spéciaux chargés de sa sécurité, des correspondants de guerre, sans oublier son photographe personnel.

La sécurité du convoi est assurée par des policiers de la GRC, mais ces derniers s'avèrent impuissants à empêcher les gens de s'approcher de Churchill, car c'est lui-même qui, à chaque arrêt dans les gares, décide d'aller



Locomotive 6200

autographs, shake hands and wave many “Vs for Victory” in anticipation of the coming triumph.

On August 10, the train finally arrived at Charny station at about 3 PM. Churchill and his retinue were welcomed by Mackenzie King, by the Prime Minister of Quebec, Adélar Godbout, by the Lieutenant-Governor, Eugène Fiset, and by the mayor of Quebec, Lucien Borne.

After this welcoming ceremony, the plan was for Churchill to get into a car right away and be driven to the Citadel. But once again, he took matters into his own hands and plunged into the crowd of some hundred people who had spontaneously gathered in the small street in front of the station to get a look at the “VIP” who must be the cause of the obvious police presence.

Ironically, no journalists or photographers were present to record this event, since it had been agreed beforehand that the media would be advised of Churchill’s arrival only when he was safely ensconced in the Quebec Citadel. The once exception was, of course, Churchill’s official photographer, to whom we owe the photos of Churchill’s trip that exist today.

Only late in the afternoon did the Canadian government press release appear, announcing that, “the Prime Minister of Great Britain has arrived in Canada in the company of Lord Leather, Minister of War Transport for the United Kingdom, and

au-devant de la foule en sortant sur la passerelle de son wagon, d’où il signe les autographes, serre des mains et multiplie les salutations en forme de V de la victoire à venir.

Le 10 août, le convoi arrive finalement à la gare de Charny. Il est autour de 3 heures de l’après-midi. Churchill et sa suite sont accueillis par Mackenzie King, le premier ministre du Québec, Adélar Godbout, le lieutenant-gouverneur Eugène Fiset et par le maire de Québec, Lucien Borne.

Après l’accueil, il est prévu que Churchill prendra place immédiatement dans une voiture qui le conduira à la citadelle. Mais encore une fois, il n’en fait qu’à sa tête, optant plutôt pour un bref bain de foule parmi la centaine de personnes qui se sont spontanément réunies dans la petite rue derrière la gare pour au moins apercevoir « la personne importante » vers laquelle le dispositif policier mis en place a attiré leur attention.

Ironiquement, aucun journaliste ou photographe n’est sur place pour capter la scène, car il avait été convenu d’avance que les médias ne seraient prévenus de l’arrivée de Churchill qu’une fois qu’il se trouverait en lieu sûr à la citadelle de Québec. Aucun, sauf, bien sûr, le photographe attiré de Churchill, à qui l’on doit aujourd’hui les photos de son passage.

Ce n’est qu’en fin d’après-midi que



Staff members of the dining-car for the special train.

Membres du personnel du wagon salle à dîner du train spécial.

the British chiefs of staff. Mr. Churchill has been received by Mr. Mackenzie King and during his stay in Canada, he will be the guest of the Canadian government. Mr. Churchill will confer with Mr. Mackenzie King and will later attend a meeting with President Roosevelt and the combined General Staffs of the United Kingdom and the United States.”

The press release goes on to name the high-ranking political and military officials who are accompanying Churchill, as well as the members of his personal entourage, but, due to wartime secrecy, says nothing about the objectives of the conference.

As for Roosevelt, he arrived in Quebec only a week later, disembarking at Anse-Aux-Foulons from a special convoy from Washington on August 17, 1943, at 5:30 PM.

With the arrival of this third famous personage, the Quebec Conference officially got underway, involving fundamental strategic discussions which were of crucial importance to the outcome of the war. At this very moment, the Allies were setting foot on the western edge of the European continent for the first time, with the successful landing of their troops in Sicily. For the first time since the beginning of the war, the tide was starting to turn.

During the conference, Churchill and Roosevelt stayed at the Citadel, the official residence of the Governor General of Canada, Lord Athlone, who was also the uncle of King George VI. Even thousands of miles from the battlefield, no one could let down their guard: the Citadel was surrounded by anti-aircraft batteries and the airport at Ancienne-Lorette was a sea of British and American fighter planes.

Before it became known as the Quebec Conference, this summit meeting of the two most powerful Allied leaders was designated by the code name, “Quadrant”. The results of this conference, which continued until August 24, would prove to be much more significant than this somewhat banal name would suggest.



Churchill débarquant du train à Charny.

Premier Churchill at Charny station.

tomba le communiqué du gouvernement du Canada annonçant que « Le premier ministre de la Grande-Bretagne est arrivé au Canada en compagnie de Lord Leather, ministre du transport de guerre pour le Royaume-Uni, et des chefs d'état-major anglais. M. Churchill a été reçu par M. Mackenzie King et durant son séjour au Canada, il sera l'hôte du gouvernement canadien. M. Churchill aura des conférences avec M. Mackenzie King et plus tard assistera à une conférence avec le président Roosevelt et avec les états-majors réunis du Royaume-Uni et des Etats-Unis. »

Le communiqué énumère ensuite les responsables politiques et militaires de haut rang qui accompagnent Churchill, ainsi que les membres de sa suite personnelle, mais, secret de guerre oblige, ne dit rien sur les objectifs mêmes de la conférence.

Puisqu'il est question de Roosevelt, celui-ci n'arriva à Québec qu'une semaine plus tard, descendant précisément le 17 août 1943 à 17h30 à l'Anse-Aux-Foulons d'un convoi spécial parti de Washington.

L'arrivée de cet autre illustre personnage marqua le coup d'envoi officiel de la conférence de Québec, qui donna lieu à des discussions stratégiques de fond d'une importance cruciale pour l'issue de la guerre, au moment même où les Alliés venaient, pour la première fois, de prendre pied sur la façade occidentale du continent européen, avec le débarquement réussi de leurs troupes en Sicile. Le vent venait de tourner pour la première fois depuis le début du conflit.

Pendant la conférence, Churchill et Roosevelt logent à la citadelle, résidence officielle du gouverneur général du Canada, le comte d'Athlone, qui est aussi l'oncle du roi George VI. Mais même aussi loin du champ de bataille, pas question de baisser la garde : la citadelle est entourée de canons antiaérien et l'aéroport de l'Ancienne-Lorette n'est qu'une mer recouverte d'avions de chasse anglais et américain.

Avant d'être connue comme « La conférence de Québec », cette réunion au sommet des deux plus puissants chefs alliés

What Churchill and Roosevelt worked out in Quebec was nothing less than the broad outline of the largest air and sea operation in history: Operation Overlord, whose name suggests an effort “beyond the will of God” or if you prefer, a philosophy of “do what you must and let fate decide.” The date had not yet been fixed, but the strategy was henceforth very clear. The bombardment of Nazi industrial and military targets, especially of Luftwaffe air bases, had to be intensified to allow the accumulation in England of American reinforcements in unimaginable numbers.

Immediately and in parallel, a decisive attack was needed in the south, with the goal of overrunning Italy and depriving Hitler of his closest ally, in order to relieve pressure on the Russian army on the eastern front. Only when these conditions had been satisfied could Churchill, Roosevelt, and Mackenzie King begin to envision the great event of D-day, which would finally become a reality on the beaches of Normandy on June 6, 1944, with the unforgettable Allied landing which sealed the fate of Hitler’s murderous and insane regime in Europe.

Today, few people remember or even know about the Quebec Conference. Even fewer people in Charny – at that time a small village clustered around the railroad – know that on a day long ago, their fellow citizens had the honour of welcoming among them, if only for a few minutes, the first head of state who decisively stood up to Hitler. It happened on August 10, 1943 ...

Pierre Lemieux, Charny

SOURCES :

- Photos 1,8 & 10, Canadian National Library and Archives; 2 to 7 & 9, Canadian Museum of Science and Technology (CN collection);
- Text: various newspaper pieces of the time (Le Soleil, L’Action Catholique, La Patrie) as well as the personal diaries of Sir William Lyon Mackenzie King (Canadian National Library and Archives), “1943:Action this day” (The Churchill Center), and the Wikipedia Free Encyclopedia.



Churchill signing an autograph during a brief operating stop.

Churchill autographiant un livre lors d'un arrêt dans une gare.

fut d’abord désignée sous le nom de code « Quadrant ». Les résultats de cette conférence, qui se poursuivit jusqu’au 24 août, allaient s’avérer tout le contraire de ce que laissait entendre cette appellation banale.

A Québec, c’est rien de moins que les grandes lignes de la plus grande opération aéronavale de l’Histoire que Churchill et Roosevelt mirent au point : « l’Opération Overlord », littéralement « par-delà la volonté de Dieu » ou, si l’on préfère, « fais ce que doit et advienne que pourra ». La date n’avait pas encore été décidée, mais la stratégie était dorénavant très claire. Le

bombardement des cibles industrielles et militaires nazies, surtout des bases aériennes de la Luftwaffe, devait être intensifié pour pouvoir permettre l’accumulation en Angleterre de renforts américains inimaginables. Parallèlement et dans l’immédiat, il fallait également frapper un grand coup en envahissant complètement l’Italie pour priver Hitler de son meilleur allié afin de soulager l’armée russe sur le front est. Ce n’était qu’à ses conditions que Churchill, Roosevelt, mais aussi Mackenzie King, pouvaient envisager ce fameux jour J, qui allait enfin devenir réalité sur les plages de Normandie un certain 6 juin 1944, jour de cet inoubliable débarquement allié qui sonna le glas de la folie meurtrière du furher en Europe.

Bien peu de gens aujourd’hui se souviennent ou connaissent même l’existence de cette conférence de Québec. Encore moins nombreux sont ceux qui, à Charny -- à l’époque un simple village où toute la vie était tournée vers « la track » --savent qu’il eut un jour l’honneur d’accueillir parmi lui, même brièvement, le premier chef de gouvernement à avoir tenu tête décisivement à Hitler. C’était un certain 10 août 1943...

Pierre Lemieux, Charny

SOURCES :

- Photographies 1,8 & 10 Bibliothèque et Archives Canada, 2 à 7 & 9 Société du Musée National des Sciences et de la Technologie (collection du CN);
- Texte : lecture des journaux de l’époque (Le Soleil, L’Action Catholique et La Patrie), du journal personnel de Sir William Lyon Mackenzie King (Bibliothèque et Archives Canada) et de « 1943 : Action this day » (The Churchill Center).
- Wikipédia l’Encyclopédie libre.



Churchill débarquant du train à Charny.

Premier Churchill at Charny station.



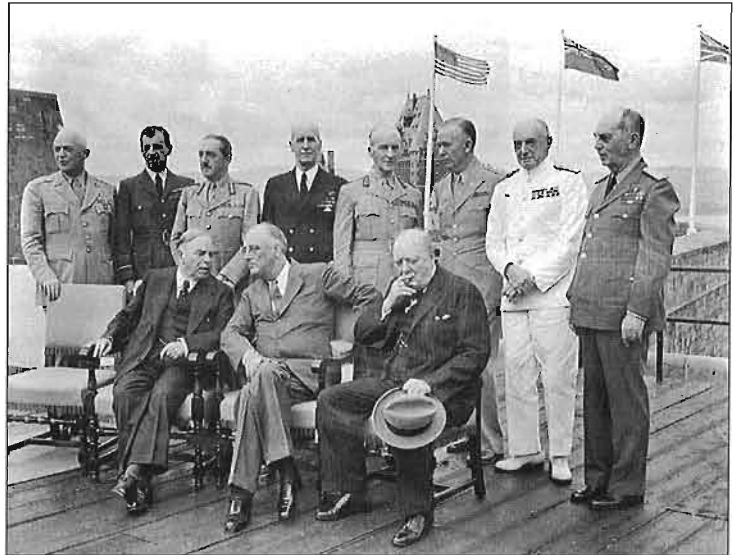
Churchill and Mackenzie King at Charny station. Behind Churchill, we see Mr Omer Roberge Charny's chief constable from 1936 to 1976.

Churchill et Mackenzie King à la gare de Charny. Derrière Churchill, on remarque M. Omer Roberge chef de police de Charny de 1936 à 1976.



Mackenzie King greeting Churchill, his wife and their daughter at the Citadel.

Mackenzie King accueille Churchill, son épouse et leur fille à la citadelle.



Roosevelt, King and Churchill with the British and American chiefs of staff during the Quadrant Conference.

Roosevelt, King et Churchill avec les chefs d'états majors anglais et américains durant la conférence de Québec.



Roosevelt, King and Churchill with a reporter's group covering the conference.

Roosevelt, King et Churchill avec un groupe de journalistes couvrant la conférence.

A Night In The Snow

Researched by Fred Angus

On Saturday [January 5, 1856] at 6 P.M. the [Great Western] Railway train left Hamilton with a large load of passengers, in the full expectation that at “7.40” they would be landed in Toronto, but alas “the best concocted schemes of mice and men gang aft a’glee”. The snow had been falling for some hours before the train started, and continued to fall heavily; the locomotive (the *Brant*), not having a snow plough attached, had hard work to push through; and shortly after leaving Oakville the water fell short, the cars were detached, and the engine proceeded to Port Credit, some six miles off, to take in a fresh supply.

The snow continued to fall heavily, so that it was six hours before the locomotive returned, and after several efforts to carry on the train, it was found impossible to move it, and the attempt was given up. Meanwhile, the passengers had been snowed up in the cars, and were passing the time as they best could. The neighbouring fences furnished an ample supply of firewood, and some adventurous individuals having undertaken to free a passage to Oakville, the obliging station-master at that place, Mr. McMurray, in the course of the morning came to the relief of the famished passengers with an ample supply of viands.

For nearly four hours the train was “snowed up”, but at last relief came in the shape of two locomotives (the *Woodstock* and the *Norfolk*) which had been dispatched from Toronto in search of the missing train. Mr. Dunn, the active station-master at Toronto, accompanied the engines. The conductor of the train and the other officers

of the company did their utmost to accommodate the passengers during the night, and the long hours passed away in very good humor, considering. Among the passengers were Dr. Connor Q.C., Mr. Gwynne Q.C., Mr. Judah and Mr. McKay barristers of Montreal, Mr. Weller of Cobourg – who delighted in pointing out the great rapidity of the stage-travelling of other days in comparison with modern railway speed! Also on board were Mr. Ridout of London, Mr. Larrat Smith, Mr. Dennis, Mr. Boulton, Mr. Playfair, Mr. Thomas, Mr. Switzer, and many other citizens of Toronto.

The *British Whig*, Kingston CW, January 10, 1856.

Editor’s note: According to the Keefer report of 1859, the three Great Western locomotives mentioned in this article were as follows:

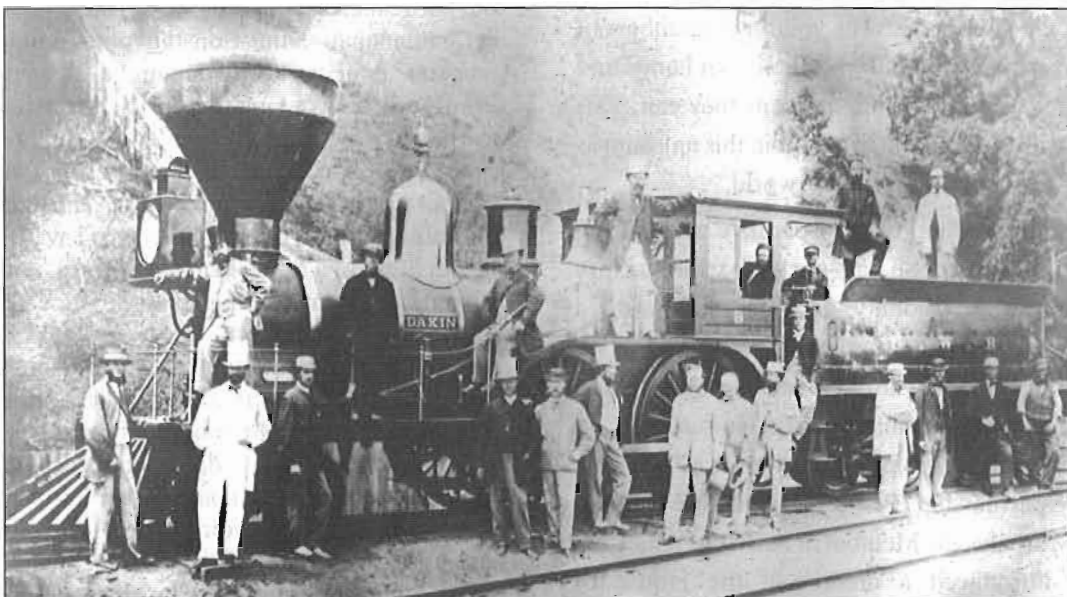
Brant was GWR No. 19, built by Lowell in 1853 and delivered in January 1854.

Woodstock was GWR 14, built by Schenectady and delivered in December 1853.

Norfolk was GWR 18, built by Lowell in 1853 and delivered in January 1854.

All were inside connected 4-4-0 locomotives with 5 ½ foot driving wheels.

Brant and *Norfolk* were scrapped about 1868, however *Woodstock* was later renamed *Dakin* and finished its career as Col. *McGivern* on the Hamilton & North Western, and was scrapped about 1881.



Great Western locomotive *Dakin* was, before 1864, named *Woodstock*. It was built by Schenectady in 1853, and is one of the two engines that came from Toronto to rescue the passenger train stranded near Oakville in January 1856. R.F. Corley Collection.

Parliament Recommends Exporail Receive National Museum Status

Exporail Press Release

Further to our article in the November – December Canadian Rail Canada's railway Heritage at a Crossroads, we are extremely pleased to report that the House of Commons has approved a motion in support of national museum status for Exporail, the President of the Canadian Railroad Historical Association said Tuesday, February 27, 2007. We wish to thank over 100 CRHA members who took the time to write to their member of Parliament in support of this motion, you did make a difference!

"This motion recognizes the significant achievement of literally thousands of volunteers who have built this museum, rail by rail, into the world class exhibit it is today," said C. Stephen Cheasley. Exporail, or the Canadian Railway Museum, is located in suburban Saint-Constant/Delton, was founded in 1961 by CHRA. A study by Toronto based museums consultant Lord Cultural Resources classified Exporail as being among the leading railway collections in the world.

"This support recognizes the fundamental role the railway industry played in developing and sustaining our country," Cheasley said. "The volunteer members of the CRHA who built Exporail with their own hands and hearts, have taken this museum as far as they can. This status is necessary to continue to maintain this museum as one of the top railway museums in the world."

Cheasley credited the co-operative work of the Heritage Committee, an all-party parliamentary committee, for 'this visionary decision.' Following a report last June by the Auditor General commenting on the condition of Canadian heritage facilities, the House of Commons Standing Committee for Heritage set up public hearings. CRHA submitted a proposal calling for a public private partnership (PPP). The committee agreed and Francis Scarpaleggia, Member of Parliament for Lac-Saint-Louis, introduced a motion in the House of Commons calling for Exporail to receive national museum status.

Le Parlement du Canada recommande au gouvernement de reconnaître Exporail comme étant le musée national des chemins de fer

Communiqué de presse

Pour faire suite à notre article «Canada's railway Heritage at a Crossroads» paru dans l'édition Novembre-décembre 2006 du Canadian Rail, nous désirons vous informer que la Chambre des communes a adopté le 27 février dernier, le 13e rapport du Comité permanent du patrimoine canadien qui recommande au gouvernement fédéral de reconnaître officiellement Exporail comme étant le musée national des chemins de fer. Plus d'une centaine de membres de l'Association canadienne d'histoire ferroviaire ont répondu à notre appel en écrivant à leur député fédéral pour que celui-ci appuie Exporail, le Musée ferroviaire canadien dans sa démarche. Votre geste a fait toute une différence!

«Nos partenaires sont aussi heureux que nous de cette excellente nouvelle, a déclaré la directrice générale d'Exporail, madame Marie-Claude Reid. Au nom du président de l'Association canadienne d'histoire ferroviaire, monsieur Stephen Cheasley et du conseil d'administration, nous tenons à remercier toutes les personnes qui ont appuyé l'institution dans cette démarche. Les enjeux reliés au développement d'Exporail et la nécessité d'assurer la pérennité de sa superbe collection ont motivé cette collaboration aussi enthousiaste qu'efficace.»

Madame Reid ajoute : «Nous désirons remercier tout particulièrement Madame Carole Freeman, députée de Châteauguay - Saint-Constant pour le Bloc Québécois pour son appui dans cette démarche. Nous voulons aussi témoigner notre gratitude à Monsieur Francis Scarpaleggia, député du Lac-Saint-Louis pour le Parti Libéral, qui a reconnu la contribution exceptionnelle d'Exporail, le Musée ferroviaire canadien, à notre patrimoine et qui s'est impliqué dans l'avancement de ce dossier ainsi qu'à Monsieur Maka Kotto, critique officiel en matière de patrimoine pour le Bloc Québécois et député de Saint-Lambert.

«En plus de nous aider pour nos activités de recherche, de préservation et de diffusion, cette reconnaissance, comme musée national des chemins de fer, nous permettrait de collaborer avec d'autres organisations dédiées au patrimoine ferroviaire à travers le Canada et de pouvoir assurer la restauration, la conservation et l'exposition d'équipements ferroviaires ayant une signification nationale. Cette motion recommandant Exporail, le Musée ferroviaire canadien, comme musée national, représente une avancée majeure pour tout le patrimoine ferroviaire au Canada.»

Cheasley said. “We are very grateful for the commitment of Mr. Scarpaleggia, who, recognising the important contribution of Exporail, took responsibility to move this file forward. Exporail also thanks Bloc Québécois Heritage Critic, Maka Kotto (MP for Saint-Lambert) and Carole Freeman, (MP for Châteauguay – Saint-Constant).

While the motion shows parliamentary support for Exporail, Cheasley calls this “a major step forward for railway heritage across Canada. People often fail to recognize the critically important contribution of Canadian railways to confederation and the development of our country into one of the leading economic nations in the world,” he said. “Scattered across this country are towns and cities built because of the railway. From Smiths Falls, Ontario to Revelstoke, British Columbia and beyond in both directions, are monuments and exhibits testifying to the important contribution railways have made to Canadian life. Exporail has pieces of rolling stock from its collection on loan in many parts of Canada.

“Recognition as the national railway museum will enable us to work with other railway historical groups across Canada to ensure the restoration, conservation and display of historically significant railway equipment continues.”

Founded in 1932, CRHA members have been dedicated to preserving railway heritage across Canada. Since its establishment, CRHA has amassed, restored and built Exporail into one of the leading railway exhibits in the world. Over the last seven years, they have raised more than \$12 million to house the exhibit in new facilities located on their original site in Saint-Constant, a south shore suburb of Montreal. The collection includes more than 160 pieces of rolling stock and over 250,000 unique artefacts including a working replica of ‘The John Molson’, an 1849 steam engine.

Source, Exporail

Press Agent: Heather Bisset, RPPR Public Relations
Inc. 514-426-7137

Le maire de Saint-Constant et instigateur du Comité d’action d’Exporail, monsieur Gilles Pepin, se réjouit de voir comment les actions menées par les membres du Comité d’action ont sensibilisé des élus qui, à leur tour, ont sensibilisé leurs collègues jusqu’à ce que la Chambre des communes adopte, à la majorité, cette résolution. Il ajoute : «La mobilisation à l’origine du Comité d’action est d’assurer la pérennité d’Exporail, le Musée ferroviaire canadien et sa collection reconnue comme l’une des meilleures de sa catégorie au monde. Cette reconnaissance viendra donc répondre à cet objectif mais également accroître la notoriété de cette institution et engendrer les retombées sur tous les plans.»

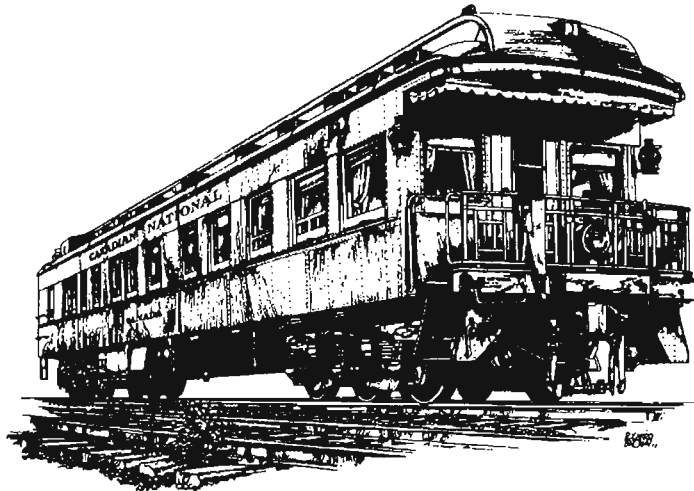
«Cette reconnaissance témoigne de l’importance de la collection d’Exporail et du rôle fondamental que l’industrie ferroviaire a joué dans le développement et l’économie de notre pays.» a souligné le maire suppléant de Delson, monsieur Gilles Meloche. De plus, il a souligné la contribution exemplaire des membres bénévoles de l’ACHF qui ont bâti le Musée ferroviaire canadien et participé à son développement avec tant de passion, qu’aujourd’hui celui-ci compte parmi les musées ferroviaires les plus significatifs.»

Pour sa part, le préfet suppléant de la MRC de Roussillon, monsieur Georges Gagné, a déclaré : «Cette locomotive culturelle et touristique participe aussi au développement économique de Roussillon, de même qu’à l’image internationale de la région métropolitaine. Aujourd’hui, la volonté du Parlement Canadien de reconnaître Exporail comme un Musée national marque d’une pierre blanche la riche histoire de ce pilier régional. Au nom de la MRC de Roussillon, j’accueille donc cette nouvelle avec fierté. Et j’invite maintenant le gouvernement fédéral à participer à ce succès en donnant suite à la recommandation de son parlement.»

Rappelons qu’Exporail, le Musée ferroviaire canadien est devenu au fil des ans un des musées ferroviaires les plus importants au monde. Depuis les sept dernières années, le musée a amassé des fonds qui lui ont permis de bâtir un nouveau pavillon au coût de 12 millions de dollars pour abriter une partie importante de sa collection. Celle-ci inclut plus de 160 pièces de matériel roulant et plus de 250 000 artefacts uniques incluant une réplique en état de marche de la John Molson, une locomotive à vapeur datant de 1849.

Source : Exporail, le Musée ferroviaire canadien

Contact de presse : Monique Tairraz & cie – Annick VanCraenen au (514) 393-3404



CN, BLET agree on tentative five-year pact for GTW engineers

The Brotherhood of Locomotive Engineers and Trainmen's (BLET) Grand Trunk Western (GTW) General Committee of Adjustment recently reached a tentative five-year agreement with Canadian National Railway Co. covering locomotive engineers in the Class I's GTW territory.

The contract calls for a 16 percent wage increase and \$1,000 bonus/claim settlement for all active engineers. The pact would amend a 2003 hourly rate agreement, the BLET said.

Union officials mailed ratification ballots to members on Dec. 6. The BLET announced that the contract was accepted by 91% of the voting membership. (Progressive Railroading Daily News)

La vitesse des trains du CN sera réduite à Montmagny.

Le CN a finalement accepté la demande du maire Jean-Guy Desrosiers de réduire la vitesse des trains qui circulent dans le centre-ville de Montmagny. Mais cette initiative de réduire la vitesse à 64 kilomètres/heure n'est effective, pour l'instant, que pour la durée de l'enquête interne qui est effectuée sur le déraillement survenu récemment.

La ville et le CN doivent réévaluer la situation dans 3 mois. Selon le CN, l'enquête préliminaire révélerait que c'est un rail défectueux qui serait à l'origine du déraillement. Le CN a aussi annoncé qu'il va faire passer de 8 à 10 le nombre d'inspections annuelles par ultrason. Notes additionnelles : Des inspections à pied seront aussi faites par des employés dans le secteur du pont. (TQS et Le Soleil)

CN reaches 3 deals with CAW

Canadian National Railway Co. (TSX: CNR) said it has negotiated three tentative collective agreements covering 4,000 members of the Canadian Auto Workers.

BUSINESS CAR

January – February, 2007

Compiled by John Godfrey

CN disclosed no details of the settlements, reached without work disruption, beyond saying the contracts run for four years, retroactive to Jan. 1. The agreements, covering shopcraft, clerical, intermodal and owner-operator CAW members, "will advance the interests of both parties and develop a better foundation for our future relationship," stated CN president and CEO Hunter Harrison. (Canadian Press January 15th, 2007)

CN's industry-best operating ratio drops to a record 60.7 in 2006

Despite blocked mainlines and service disruptions in western Canada caused by severe weather late last year, Canadian National Railway Co. had a banner fourth quarter. And the Class I's industry-best operating ratio continued to drop.

Fourth-quarter revenue increased 3 percent to \$1.6 billion, operating income rose 5 percent to \$640 million, net income went up 16 percent to \$422 million, diluted earnings per share jumped 22 percent to 80 cents and the railroad's operating ratio improved 0.7 points to 61.1 compared with fourth-quarter 2005 data. Revenue was driven by gains in coal, grain, fertilizers, petroleum, chemical and intermodal traffic volumes.

In addition, revenue ton-miles increased 1 percent, freight revenue per revenue ton-mile rose 2 percent and operating expenses increased only 2 percent to \$1 billion compared with fourth-quarter 2005 figures.

However, the stronger Canadian dollar vs. the U.S. dollar reduced fourth-quarter revenue by \$30 million and net income by \$8.5 million, CN said.

The Class I had a strong year, as well. Annual revenue increased 7 percent to a record \$6.5 billion, operating income rose 15 percent to \$2.6 billion, net income jumped 34 percent to \$1.8 billion and operating expenses went up only 2 percent to \$4 billion compared with 2005 data. In addition, CN set an annual operating ratio record at 60.7 — a 3.1-point improvement compared with 2005's ratio.

"The strength of 2006 positions CN well for 2007," said President and Chief Executive Officer E.

Hunter Harrison in a prepared statement. "The year ahead is one of opportunity for the company, and we'll have the people, network capacity, locomotives and freight cars in place to take advantage of new traffic." (Progressive Railroading Daily News 1/24/2007)

Halifax, N.S. Metro rail dream off track: Councillors

An old, unfulfilled dream several of Halifax's municipal politicians have of getting commuter rail going in metro was conjured up at a recent regional council meeting, but not all councillors are on board with the idea. "I know we try to be all things to all people, but I don't think that we should start operating a railway," said Coun. Linda Mosher (Purcells Cove-Armdale). She said the municipality should instead press ahead with its proposed high-speed ferry service for her district and Bedford, in order to help ease traffic woes. The commuter rail issue was raised during a debate about spending \$20,000 for a property appraisal of a Canadian National Railway freight line that CN intends to abandon due to decreasing railcar traffic.

Council agreed to the expense, which has been earmarked for a land assessment of an 8.5-kilometre spur line that extends from CN's rail yard in Fairview to Lakeside Industrial Park. The railway indicated about a year ago it plans to drop the line, a Halifax Regional Municipality staff report says.

CN officials "have stated that their position is based on insufficient customer volume and no indication of future additional business," the report says.

Municipal staff aren't keen on converting the money-losing freight line to a commuter rail service and have suggested other uses for the land. The property could be used as a trail to serve as "a critical link in the (city's) active transportation network," the staff report says, or be used as a buffer for the Chain Lake watershed. It says it could also provide additional approach lanes at the busy intersection of Joseph Howe Drive and the ramp for Highway 102. Much of council's discussion wasn't about the cost of the appraisal but the potential use of the rail line once it's abandoned by CN.

"Some long-term benefits would be that we would have a viable commuter route to assist with traffic access to downtown, or for work or special events," said Coun. Mary Wile (Clayton Park West). Coun. Dawn Sloane (Halifax Downtown) said she too supports the concept "and the glimmer of hope" of commuter rail in metro, an idea Mayor Peter Kelly has campaigned on in the past. The city hall staff report shouldn't have dismissed the continued operation of the spur line, Coun. Andrew Younger (East Dartmouth-The Lakes) told his colleagues. He said the closure of the line could result in increased truck traffic through metro. "I do think that we have to make sure that this process very clearly includes the possibility of keeping that rail corridor there," he said.

But Ms. Mosher said taking over an

economically unviable line would be folly.

"If (CN) can't operate it at a profit," she said, "I don't see the reason why we would." (The Chronicle-Herald)

CN to invest \$12 MILLION in major capacity improvements at the Brampton Intermodal Terminal

CN has announced a \$12-million program to increase the container-handling capacity of its Brampton Intermodal Terminal (BIT) by one-quarter. BIT - Canada's largest intermodal terminal - handled almost 660,000 intermodal units in 2006. Planned improvements for the Toronto, Ont.-area facility will include additional pad capacity for loading and unloading intermodal trains within the terminal, and steps to improve truck throughput. Work should be completed by late summer of 2007.

James Foote, CN executive vice-president, Sales and Marketing, said: "Intermodal - rail transportation of containers and truck trailers - is CN's fastest growing business segment. Our investments in new terminal capacity at BIT will allow CN to capture more of this business and deliver better service to our customers through more timely availability of loads at the terminal. "This project reflects CN's intense focus on asset utilization. We're targeting capital on key capacity and process improvements that will allow us to take an existing asset and boost its capacity by one-quarter. That's smart railroading."

CN's IMX (Intermodal Excellence) program, launched in 2003, has significantly improved the efficiency of CN's intermodal product and throughput at BIT. IMX includes gate and train slot reservations for containers and trailers at BIT, along with alternative storage locations for import/export containers. In another CN productivity initiative, BIT's chassis pool for local delivery and pick up of containers has benefited from improved cycle times as a result of the installation last year of radio frequency identification tags on the 2,000-unit fleet. (CNR)

Distributed power introduced on the Kingston Subdivision

In January 2007 CN began using distributed power on some trains in the Kingston Subdivision. The first trains reported using this system were 420 / 431 and 362 / 363. We are used to 100 car plus through Kingston with some frequently in the 150 car range, some trains breaking in the consist. Now on the designated freight trains we can expect 180 to 200 cars. Distributed power is putting a specially equipped locomotive mid train radio controlled from the lead unit.

On January 13, 2007 one such train was observed with 2529 and 5436 leading, followed by 100 cars, then 2205 mid train, followed by another 90 cars! (Kingston Rail, Kingston Division CRHA)



CHEMIN DE FER
CANADIEN
PACIFIQUE

CANADIAN
PACIFIC
RAILWAY

Snow 2006-7

European ski resorts may be closed for lack of snow but such is not the case in Canada. The winter snow season has hit Canada with a vengeance both east and west. Record snowfalls have been recorded in Rogers Pass and in British Columbia causing havoc on train movements for both CN and CPR.

The following two photos were taken in mid February when CPR's Napierville Junction local got stuck in a snowdrift about 10 km. south of Exporail! 3072 and train lay paralysed in an open, windblown area near the US border, two big GE units were cut off a mainline freight at Rouses Point N. Y. to come to the rescue. Looks like pilot ploughs just don't cut it this winter season!



Photo by an anonymous CPR employee

CPR to boost capital expenditure budget 6 percent in 2007

Canadian Pacific Railway plans to spend between \$765 million and \$775 million on capital programs in 2007, an increase of about 6 percent compared with projected 2006 capital expenditures of \$730 million.

The 2007 budget calls for spending \$540 million on rail, tie, ballast and signal system upgrades; siding extensions and construction; buildings and equipment; and land acquisition. CPR also is budgeting \$130 million for locomotive acquisitions and overhauls, \$52 million for information technology upgrades, and \$35 million for automotive and intermodal terminal expansions and maintenance. In addition, the Class I expects to spend an undetermined amount to upgrade its freight-car fleet.

"CPR's planned capital investments are targeted at further improving the fluidity of our network, while maintaining the reliability and safety of our infrastructure," said CPR President and Chief Executive Officer Fred Green in a prepared statement. (Progressive Railroading Daily News)

CPR to phase in Lewis Bolt & Nut fastener as screw spike of choice

Canadian Pacific Railway recently announced plans to adopt Lewis Bolt & Nut Co.'s Evergrip™ double-head spike as a replacement for conventional screw spikes.

The railroad soon will begin phasing in Evergrips — which are installed with an automatic spiker instead of a lag machine — on curves and turnouts. The fastener offers improved gauge holding in curve applications and can be installed up to two-and-one-half times faster than a conventional lagging machine, according to Lewis Bolt & Nut.

In 2005, CPR field tested Evergrips on a line west of Calgary, Alberta. The Class I also previously tested the fastener in its own lab and at the Bodycote™ Lab in Montreal. (Progressive Railroading Daily News)

2010 Games goes to work on the railroad Olympic Rings

If you are waiting at a railway crossing for a train to pass, you might see the five interlocking rings of the Olympic Games come rumbling by. The Vancouver organizing committee for the 2010 Winter Games and Canadian Pacific announced a sponsorship deal Wednesday worth about \$15 million Cdn in cash and services.

The railroad is about to become a moving billboard for the 2010 Games as the logo will be emblazoned on the side of CP railcars across Canada. "You'll see it on the locomotive in

pretty quick order," Canadian Pacific president and CEO Fred Green said at a news conference. CP will look after freighting needs for the Olympic Games by train and trucking. The company and VANOC are also looking at how CP could transport people during the Games. CP is also a designated supporter of the Canadian teams for the 2008, 2010 and 2012 Olympics in the six-year deal. VANOC chief executive officer John Furlong has been pushing the Vancouver Olympics as "Canada's Games" and believes CP can help spread that message by trains passing through 900 Canadian communities.

"The railway goes to places we could never go and having the brand and the rings go through and having the employees telling the story again and again, we have great awareness across Canada today, but we need every Canadian to be aware of this and CP is the right company to do it for us," Furlong said.

VANOC set a goal of raising \$725 million in corporate money for the Olympics and Furlong estimated \$600 million had been reached. "We're doing quite well, but we have a long way to go," he said. "Canadian companies are seeing the value of this and a value far beyond being involved in a sporting event, but being involved in something that is genuinely a nation-builder." CP is what VANOC has classified as a second-tier sponsor. Top-tier sponsors contribute about \$50 million in cash and services. VANOC will now target third-tier sponsors, who commit between \$3 million and \$5 million.

The organization was \$15 million over its sponsorship money target in 2006. "It will take us a little bit longer to get through the last \$125 million or so," Furlong said. "We're hoping to get to \$65 million to \$70 million this year and then close the program the following year. "If we can over perform, obviously we'd like to do that." (Canadian Press)

CPR registers revenue and income gains, reins in operating costs

Score the CPR a perfect six for six when it comes to record financial results. In 2006, Canadian Pacific Railway (the last of the six largest railroads to report in) earned record annual operating income of \$956 million, up 13 percent compared with 2005.

Also in 2006, CPR's revenue increased 4 percent to \$3.9 billion, net income jumped 47 percent to \$673.8 million, diluted earnings per share rose 20 percent to \$3.34 an operating ratio improved 1.8 points to 75.4 compared with 2005 results. In addition, the railroad's annual operating expenses increased only 2 percent to \$2.9 billion.

"We focused on cost containment and improving the fluidity of our operations, and ... delivered strong results while overcoming a drop in coal revenues of \$137 million," said CPR President and Chief Executive Officer Fred Green in a prepared statement.

In the fourth quarter, CPR's revenue totalled \$973 million, up 2 percent year over year. Sulphur and fertilizers revenue increased 19 percent, and grain revenue rose 16.5 percent, helping offset a 16 percent decrease in coal revenue.

Meanwhile, quarterly operating income increased 6 percent to \$153 million, net income rose 6 percent to \$123.5 million and diluted earnings per share went up 7.5 percent to 97 cents compared with 2005 data. CPR's fourth-quarter operating ratio improved 0.8 points to 73.1 and operating expenses increased less than 1 percent to \$736 million.

The Class I's outlook for 2007 financial results is just as rosy. Annual revenue is expected to increase between 4 percent and 6 percent, and free cash flow is projected to exceed \$210 million.

"Rail fundamentals remain strong, although our operating team has been tested with very tough winter operating conditions and there is softening in some sectors of the North American economy," said Green. (Progressive Railroading Daily News)

SHORTLINES & REGIONALS

Border road called dead end by ETR Ambassador Bridge authorities and owner Matty Moroun should stop touting a west-end rail corridor as its future access route because they have no legal ability to convert it into a roadway, says Brian McKeown, president of Essex Terminal Railway, which owns the tracks.

"The bridge keeps telling everyone about their concept; Mr. Moroun should call me," he said. "They are wasting their time as far as I'm concerned." A restrictive city bylaw - finalized in June following an onslaught of OMB challenges - forbids any non-railway use of railway property without city permission, he said. ETR reached an agreement in the summer with the city that only senior government authorities can order the company to forfeit its west-end corridor.

"The city is in control of the rail lands unless there becomes an agenda out of the federal or provincial government to take over control of the (ETR) tracks," McKeown said. "I have not heard from Queen's Park or Ottawa they want to do that. Until I hear something different, I consider this dead." The bridge company has repeatedly touted plans to use ETR's west-end corridor for a four-kilometre "ring road" to funnel traffic on to the bridge. They did so again in a Dec. 7 presentation to the World Trade Centres Association. Many of the homes backing on to the rail corridor on Bloomfield Road and Edison Street have also been purchased by the bridge company. The remainder are city public housing units.

Since the proposal was unveiled, it has drawn heavy criticism from west-end residents and city leaders because of its impact on hundreds of nearby homes in the historic Sandwich community. Mayor Eddie Francis said the city pursued the bylaw in the face of legal challenges

from the railways, bridge company and the Detroit River Tunnel Partnership. The mayor called it "one of the most important choices" council made when it initiated the fight to stop non-railway use of railway corridors because of the potential long-term implications for the city. "It took a significant amount of time and our resources because we were being challenged by everybody," Francis said.

"People were calling us up saying, 'Why are you doing this?' But had we not, there would be a much different story in our community already." Private corporate interests or upper levels of government would have "carved our community apart" to solve their objectives by using rail corridors through the heart of Windsor to resolve the border traffic problems "with little consideration of the impact" on residents, he said.

"People would then say to us after the fact, 'Why didn't you do anything about it?' We are doing our best to try and protect the community on this. At the end of the day, we are the only ones who will still be here. Private interests or the government (officials) are not going to be here." (Windsor Star)

Rail operation marginal on Vancouver Island

Lack of freight and direct link to the mainland threatens Island Corridor Foundation. Six months into Southern Railway of British Columbia's operation of the E&N rail line things are much as they began. Now -- as on July 1 when SRVI took over freight and passenger service on the Island Corridor Foundation-owned track between Victoria and Courtenay -- the problems are much the same. A lack of freight, and the increasing likelihood that herbicides will be used along the rail for weed control despite near uniform objection along the line, remain among the big issues facing the railway.

John van der Burch, SRVI's president says he's committed to the railway but issued a blunt assessment of its current fortunes via an e-mail to Parksville Qualicum News. "With no increase to freight the operation is marginal and can not generate enough revenue to replace the needed infrastructure," he says. The freight problems, van der Burch says, stem from difficulties obtaining right of way on CN-owned tracks to Tilbury -- the access point on the mainland where rail cars are loaded for passage to the Island. "We are still unable to have a direct connection to the Island," he says. "We are still negotiating with CN in an effort to gain the much-needed direct access. This is key to develop freight business."

van der Burch also addressed the contentious issue of weed control along the line's length, defending

the likely use of chemicals. "The future viability of the railway has become largely dependent of vegetation control on the line," van der Burch continues, adding track stability, ease of inspection, the potential for fires and the attendant safety hazard are all among the reasons for getting the uncontrolled growth of weeds under control. Regional District of Nanaimo chairperson Joe Stanhope sits on the ICF's board and remains adamant that the use of chemical herbicides should not be considered as an alternative. "There are other ways of doing it.

We've engaged a company that is looking at all the angles," says Stanhope. One light at the end of the tunnel for the E&N's future viability may be the establishment of some form of commuter rail, most likely to occur between Langford and Victoria. "We believe it is very workable, however it will require some form of government subsidy," says van der Burch. Despite the problems, van der Burch said, "We still feel very positive about the railway but it will take time to rebuild the business." (Parksville Qualicum News 070102)



Southern Railway delivering a VIA Budd car in November 2006. Photo Mark Hugues.

Québec Central sous la protection de la Loi sur les arrangements

La Compagnie du chemin de fer de Québec Central, propriété de M. Jean-Marc Giguère, a obtenu le 18 décembre dernier de la Cour supérieure du Québec une ordonnance initiale, qui prévoit une période de suspension des procédures envers elle de la part de ses créanciers. Cette ordonnance est valide jusqu'au 18 janvier 2007 inclusivement.

L'entreprise profitera de ce moment de grâce

pour se préparer à présenter un plan d'arrangements financiers à ses créanciers. Une telle procédure est habituellement utilisée par une entreprise qui ne veut pas déclarer faillite. «Le but de M. Giguère est de trouver une solution pour que tous les créanciers soient payés intégralement et une des solutions est le démantèlement du Québec Central.

Cette façon d'agir est pas mal plus payante que de trouver un opérateur pour opérer le chemin de fer au complet» a expliqué Me Claude Marchand d'Ogilvy Renault, procureurs du Québec Central, qui souligne cependant que les procédures n'en sont qu'à leur début et qu'il faut d'abord regarder si le processus de démantèlement va donner le résultat escompté. En effet, selon la Loi sur la sécurité du transport terrestre guidé, «l'exploitant d'un système de transport terrestre guidé ne peut abandonner de façon permanente l'exploitation de tout ou en partie d'une voie de guidage, sans avoir fourni au ministre un préavis de trois mois».

Québec Central a publié un tel avis le samedi 16 décembre dernier dans le quotidien *Le Devoir*. Le ministère des Transports a donc trois mois pour répondre à cet avis de la compagnie. Cette dernière pourrait donc demander une prolongation de l'ordonnance initiale après le 18 janvier, si une réponse du ministère se fait toujours attendre.

«Si le ministère des Transports dit non à l'abandon, l'État doit l'acheter, s'il dit oui, on vend et on paie ce qu'on doit. S'il y a des bouts de voie ferrée qui sont rentables, on peut demander de les soustraire de la demande, mais on doit présenter l'avis d'abandon pour tout le tronçon», a fait valoir Jean-Marc Giguère par rapport aux conséquences de la décision du ministère des Transports. Selon ce qu'il a été possible d'apprendre de la part du ministère, l'entente qui a permis en 1999 à M. Giguère d'obtenir 6 millions de \$ de subvention pour l'acquisition du Québec Central prévoit l'obligation pour ce dernier d'offrir au ministère, pour la somme nominale d'un (1) \$, les parties d'emprise du Québec Central, qu'il souhaite démanteler avant de procéder.

M. Giguère dément cette information et son avocat, Me Claude Marchand affirme: «Québec Central doit offrir au ministère des Transports de le racheter, mais à quel prix? Ça va faire l'objet des discussions». «La compagnie Québec Central a payé ces terrains à coups de millions et rien au monde ne m'empêchera de les vendre à la valeur de l'évaluation municipale. Je les ai payés au-delà de leur évaluation», a tempêté M. Giguère.

Par ailleurs, l'ordonnance initiale déclare que seule la Cour supérieure du district judiciaire de Québec à la compétence à entendre toute demande de contestation ou d'annulation de règlements de contrôle intérimaires de différentes MRC ou municipalités traversées par le réseau ferroviaire de Québec Central. «Il est trop tôt pour dire qu'on va contester, mais on s'est

réservé la possibilité de le faire s'il le faut», a indiqué Me Marchand. «Peut-être qu'un acheteur éventuel voudra faire une proposition», a ajouté Me Marchand. (La voix du Sud - Bellechasse - Etchemins)

Infrastructure issue in Fort McMurray AB for Athabaska Northern

This article looks at how transportation stress is being addressed in Fort McMurray, AB. The city is growing so fast that its transportation infrastructure can't keep up. In 1996, Fort McMurray's population was about 34,000 - today it has grown to about 60,000 and could conceivably reach 100,000 by 2010. The only railway that services the region is the Athabasca Northern Railway, a 323-kilometre short line that runs from Fort McMurray to Boyle where it interchanges with CN. When Cando purchased the about-to-be-abandoned line in 2000, it was in the advanced stages of disrepair. The company has invested almost \$16 million in upgrades and has constructed several yards along the line as well as a 13,000-square-foot locomotive and railcar shop in Lac La Biche. Grant Kirkup, Cando cfo, says the railway moves an estimated 11,500 railcars annually but in the next four to five years sees traffic volumes increasing to 26,000 to 28,000 railcars per year. This article also looks at highways and the region's airport. (Oilsands Review 0612)

PASSENGER



The War Brides Train, November 2006

The year 2006 marked the sixtieth anniversary of the arrival in Canada of substantial numbers of women who became known as "War Brides". These ladies were the wives of servicemen who had served overseas in World War II, and who had married over there, either during or just after the conflict. Many of these brides came from Britain, but some were from other countries as well. To many, it must have been quite a change, leaving the old world and settling down to a new life in Canada.

Once the war was over, in 1945, there began the huge task of returning the troops to Canada, and the seaports, and the railways were extremely busy, much as they had been during the war when the troops were being shipped in the opposite direction. As we have seen, a considerable number of these soldiers had married, and, of course, they were accompanied on their return journey by their brides.

For the sixtieth anniversary, a special ceremony was held in Halifax on November 8, followed by another ceremony in Ottawa on November 11. As had been done for the veterans in 2005, a large group traveled to Halifax and back by train. VIA's train Nos. 14 and 15, the "Ocean", had many additional cars added to its consist, so

when No. 14 departed Montreal in the evening of Monday, November 6, it consisted of three locomotives and twenty cars, all stainless steel. This was not as long as the thirty-car Veterans train of the previous year, but it was still very impressive. It also marked the first time an all-stainless-steel “Ocean” had run for more than six months; since May 3 to be exact, since which date the consist had been all “Renaissance” cars except for the “Park” dome car on the rear. Since November, one of the three consists of the “Ocean” has been stainless-steel, and this situation is expected to continue until the spring of 2007.

For the record, the consist of the “War Brides” train, which departed Montreal as train No. 14 on Monday, November 6, 2006, was as follows: Locomotives 6406, 6415, 6403. Cars 8623, Chateau Maisonneuve, 8139, 8138, 8108, 8110, 8501, York, Chateau Cadillac, Chateau LaSalle, Chateau Salaberry, Chateau Jolliet, Chateau LeMoynes, Acadian, Chateau Denonville, Chateau Laval, Chateau Richelieu, Chateau Papineau, Chateau Rouville, Revelstoke Park.

On November 6 and 7, I was privileged to travel with David Morris, Bill Linley and Steve Dickie on a photo expedition. After driving to Gaspé and back, taking many pictures of the “Chaleur”, we spent the night at Campbellton New Brunswick, and early on the morning of the 7th we went to the station to watch train 14, the “War Brides” train, arrive. The weather was ideal for picture-taking, and we all got a large number of photos at various places along the line, as we followed the train all the way to Halifax. At every station along the line there were crowds of people out to greet the war brides and their husbands. Hundreds of small flags were waved in greeting, speeches were made, bands played, and a general air of festivity and happiness prevailed. The whole event was very emotional as one recalled the efforts and sacrifices made more than sixty years ago in the greatest conflict the world has so far seen.

Upon arrival at Halifax it was time to settle down after a long but memorable day. The next day was spent in seeing some of the sights of this interesting port city, and preparing for the return trip. It was on this day that the special ceremony honouring the war brides was held at Halifax’s historic pier 21.

Thursday, November 9 the train departed on its return trip to Montreal. Unfortunately the weather, which had been so good on the 7th, turned very bad, and it poured rain the entire day! Nevertheless we did get some photos, but nothing to compare with those of two days before. At Moncton I left the others and took the bus (which now connects with the “Ocean” since the demise, in 1994 of the late lamented “Atlantic”) to Saint John. On this two hour trip I had the pleasant experience of conversing with one of the war brides. She had originally come from Crewe England where she had worked on

building aircraft engines during the war. While there she had met her future husband who had been a locomotive engineer on the CNR in New Brunswick. They were married in England, and after the war had come to Canada where he had re-joined the CNR and was promoted to passenger trains where he often drove the “Ocean Limited” and other famous trains both in the steam and diesel era. Altogether a most interesting conversation.

Meanwhile, train 15, the “Ocean” continued on to Montreal where the passengers transferred to another train for the two-hour trip to Ottawa. There, as honoured guests, they attended the Remembrance Day ceremonies on November 11, and so ended a notable incident in Canadian railway history. (Fred Angus)



A piper, a veteran of World War II, plays lively Scottish airs on the station platform at Miramichi (formerly Newcastle) New Brunswick as the crowd awaits the arrival of the War Brides train on November 7, 2006. By the time the train arrived, ten minutes later, the platform was so crowded that one could hardly move, and the cheering and flag-waving were unforgettable. Photo by Fred Angus



Flags wave and people shout as the crowds of people on the station platform at Campbelton New Brunswick salute the war brides train en route to Halifax. It is only 7:30 A.M. Atlantic time November 7, 2006, but the crowds had already begun to arrive well in advance of the train. The sign on the platform reads "Welcome War Brides". Note the veteran with at least six medals, showing that he had been through many campaigns of the Second World War: Photo by Fred Angus

Appointments To VIA Rail Canada

The Honourable Lawrence Cannon, Minister of Transport, Infrastructure and Communities, today announced the appointments of Mr. David Hoff and Mr. Eric Stefanson to the board of directors of VIA Rail Canada Inc.

"I am pleased that Mr. Hoff and Mr. Stefanson have agreed to serve on the board of VIA Rail Canada Inc.," said Minister Cannon. "In 2005, VIA Rail carried more than four million passengers across the country, and continues to provide a vital service to link our communities. These new appointees will contribute their experience in business management, finance and law."

Mr. David Hoff is a senior corporate affairs director who has 20 years of experience in public, media and government affairs. He holds a bachelor of science degree from the University of Calgary and currently serves as senior director, provincial government relations, Western Canada for Bell Canada. From 1996 to 2002, Mr. Hoff served as CIBC's regional director, corporate

communications and public affairs for British Columbia, then Western Canada. As senior consultant for GPC Government Policy Consultants in Victoria, British Columbia, Mr. Hoff provided strategic communications and government relations advice to corporations such as CN Rail, IBM, Sprint and the Red Cross. He has also held the post of executive assistant to the President of the Treasury Board, from May 1993 until March 1994, and worked in the Department of Foreign Affairs from 1987 to 1993. He has been appointed for three years.

Mr. Eric Stefanson FCA is the managing partner for the Central Canada Region for BDO Dunwoody LLP Chartered Accountants and Advisors. He received a bachelor of arts degree from the University of Manitoba in 1971 and earned the designation of chartered accountant in 1975. He also received his Fellow of the Chartered Accountants in 1991. From 1978 to 1990, Mr. Stefanson was a partner in Stefanson and Lee, a Manitoba-based chartered accountancy firm. In 1982,

Mr. Stefanson began a very successful career

representing the Manitoba community by serving as a Winnipeg city councillor (1982 to 1989) as well as serving as deputy Mayor (1986 to 1988). From 1990 to 2000, he served as a Member of the Legislative Assembly for the province of Manitoba. During that time, Mr. Stefanson served in many capacities including the Minister of Health and Deputy Premier. He also served as the Minister of Finance, Minister charged with the administration of the Crown corporations Public Review and Accountability Act, chair of Treasury Board, and the Minister of Industry, Trade and Tourism. In 1999, Mr. Stefanson joined the Assante family of companies, serving initially as the chief operating officer of Assante Asset Management and subsequently as the chief financial officer and managing director, finance and planning, of Assante Canada. In August 2000, Mr. Stefanson received the Icelandic Order of the Falcon from the President of Iceland. Mr. Stefanson has been appointed for a period of four years.

VIA Rail Canada Inc., a Crown corporation created in 1977, operates Canada's national passenger rail service. The board of directors is responsible for overseeing the business activities and other affairs of the corporation (VIA press release)

VIA's locomotive 6400 rebuilt with new technology

VIA F40PH 2, No. 6400 has been rebuilt with updated technology and repainted into the classy green paint scheme that the P42's have had. It was sent to Ottawa in early January for testing on the Alexandria Sub and returned to Montreal on January 18, 2007. If funding is approved the remainder of the fleet will be modernized. (Kingston Rail, Kingston Division, CRHA)

ROCKY MOUNTAINEER

Rocky Mountaineer head has a continental 'dream'

Peter Armstrong's Armstrong Hospitality Group should end the year with about \$180 million in revenues. Most of that will come from the 140,000 passengers -- "guests," Armstrong calls them -- who'll have paid an average of \$1,000 each to ride aboard the deluxe trains his Rocky Mountaineer Vacations firm runs to Whistler and beyond, and along the Yellowhead and Kicking Horse route to Banff and Jasper.

Ever the promoter, Armstrong said recently: "If you're going to say how much we earn, say we have a holiday-season return to Whistler for \$99." With former Conservative MP Jim Gouk's urging, he's planning a 2008-2009 route south from Calgary via the Crow's Nest Pass to Nelson. Entry costs for that would be \$35M to \$40M for 10 new cars, and \$2M for a pair of refurbished locomotives. Beyond that, Armstrong's "dream for some years" has been "some kind of transcontinental service."

Unlike the other Rocky Mountaineer itineraries, which put travellers into hotels overnight, this one "could

be sleeping-car service; I have to be somewhat vague." That's because others have considered doing the same. It would also put Armstrong into another business relationship, and doubtless another fight, with the route's present monopoly operator, Via Rail Canada.

There was no such vagueness in late-1992, when Armstrong's three-season outfit -- then called Great Canadian Railtour -- had lost \$6.3M, owed \$800,000 (much of it to hoteliers in overnight-stop Kamloops), and basically had nothing for a week-away payroll. Further, GRC was about as popular as a burning trestle with Via, from which Armstrong had pried the all-daylight train service in an early example of federal-government privatization policy.

The story of that brinkmanship period is recounted in author Paul Grescoe's 344-page *Trip of a Lifetime: The Making of the Rocky Mountaineer*. Rare for an authorized book, it includes then Via V.P. Jim Roche's assessment of Armstrong as "smarmy and unctuous." In the relevant chapter, Grescoe reports how a tough deal saw Calgarians Sandy Slaytor and Mike Phillips add \$1.1M to their \$2.5M investment, thereby saving the fledgling company.

Then-Deputy Prime Minister Don Mazankowski's executive assistant, Dave Allin, also recalls Via boss Ron Lawless or another official saying of GCR: "They are not going to make it. You cannot run a profitable private-sector rail line in Canada -- you cannot do it." Bad call. Today, sole-owner Armstrong figures someone like British mega-entrepreneur Sir Richard Branson could -- and should -- run a very profitable private rail operation on Via's eastern corridor routes: "I don't have the capital to do that, but the opportunities are immense, as we see from the 50 countries that have privatized passenger rail." (Vancouver Sun)

Talks to improve Agawa tour train experience continue

The lobbying to improve the Agawa Canyon tour train experience, and increase ridership, remains on track. Discussions between the Ontario government and CN, parent company of Algoma Central Railway, "continue in earnest," according to David Oraziotti, Sault Ste. Marie MPP. City council agreed recently that councillor James Caicco would chair a city committee to put forward recommendations on how to improve the tour train and assist the province in any way possible.

The tour train attracted 38,000 passengers for the nearly 370-kilometre round trip to scenic Agawa Canyon this past season, fewer than half the 80,000 passengers who rode the rails six years ago. Tourism Sault Ste. Marie has been lobbying both CN and the province, which leases the passenger rail cars to the railway for a nominal fee, for at least a couple of years for revitalization. It's urging new marketing, new technology - a new experience - but it all starts with the rolling stock. Ridership decline has been attributed to post 9/11

concerns, added border requirements, a higher Canadian dollar and the aging tour train fleet.

CN acknowledges the train fleet needs revitalization and has even scouted out possible replacement cars in the US, but is also continuing to look for "creative solutions" to financing the revitalization. (SaultStar)

Northern railway at risk of reduction, unions' rep says

After CN's recent reduction in passenger rail service from Sault Ste. Marie, an area group is trying to make sure the same doesn't happen with Ontario Northland.

An announcement was made by MP Tony Martin (NDP - Sault Ste. Marie), stating CN had cut passenger rail service between Sault Ste. Marie and Hearst by one round trip per week for this coming summer. That move prompted the Ontario Northland General Chairpersons Association, representing several unions at the Crown corporation, to raise concerns over Ontario Northland's passenger service.

Ontario Northland offers four passenger rail services, including the Northlander, travelling from Cochrane to Toronto, the Little Bear from Cochrane to Moosonee, the Polar Bear Express, a summer excursion train from Cochrane to Moosonee and the Dream Catcher, a six-day excursion train in the fall that brings passengers from North Bay to Temagami.

"We feel the railway is an important part of infrastructure in Northern Ontario," said association president Ron Marleau. A recent release by the association said the federal government is responsible for remote rail access for Canadians, but over the past decade has not contributed to a capital plan necessary in ensuring continued access. "We don't want to continue at the level we're at," said Marleau.

"We think it should be an enhanced service." Ontario Northland public relations manager Beverly Martin said Ontario Northland has no intention to cut the service, but said they too are concerned about the future of passenger rail service. "In all honesty, we're very lucky to have the support we have from both the provincial and federal governments," said Martin. "But we need a continued commitment from both levels of government to ensure its future."

Currently the provincial government provides Ontario Northland with funding for operational costs, but Martin said the money "doesn't necessarily total the operational costs and capital investment costs." In the end, Ontario Northland uses money from its commercially funded operations, such as motorcoach, Ontera and rail freight to cover those costs, he said.

"The company is doing what they can with what they have," said Marleau. "But they can only do so much." In addition to maintain passenger rail services, Marleau

said railways between Hearst and Cochrane could use some investment to be used as passenger rails instead of just for freight trains. There is also a concern over delay times on the southern part of the route when traveling to Toronto, Marleau said.

Because there is only one set of tracks between North Bay and Toronto, the Northlander, Via Rail and CN freight all use the same tracks, and Marleau said freight has taken precedence over passenger rail service. Martin said since the Northlander schedule was changed in May 2005, passenger usage has increased 15 per cent and Ontario Northland hopes to continue in a positive direction. "Our equipment is aging and we see a need for more support in the future," said Martin. "We don't want to find ourselves in the same situation as the Sault." (The Daily Press Local News)



Improved Amtrak train service to Vancouver

It has been announced that the Province of BC has reached an agreement with the State of Washington, Amtrak and The BNSF Railway to expand daily Amtrak service to Vancouver BC.

A second daily train will serve Vancouver with a morning departure southbound and an evening arrival northbound. This will allow much better travel options for Canadians wishing to travel to the US along the Cascadia corridor. (Its likely the expanded service will see the extension of existing trains 513 and 516 that currently operate between Seattle and Bellingham on a similar schedule.)

The agreement calls for investment by the Province of BC up to \$4.5 million dollars. The work necessary includes the installation of a new passing siding in the area of Colebrook in Surrey. The time line estimates the work will start this spring with a completion date of the summer of 2008. Once the siding is in place the expanded service will start. (British Columbia Transportation Ministry)

Locomotive on Amtrak Maple Leaf catches fire

Passengers on Amtrak's Toronto-New York Maple Leaf got an unexpected surprise Christmas Eve when a fire started in the engine compartment of P42DC locomotive 105 around 2:45 p.m. The train stopped in Rochester, blocking the intersection of University Avenue and Blossom Road, which was closed to traffic while the fire was put out. Investigators are trying to determine the cause. Amtrak said it provided buses for the 131 passengers to Albany, N.Y., where they caught a connecting train to New York. (Trains Newswire December 27, 2006)

TRANSIT

Toronto Air-rail link study flawed

The Weston Community Coalition has approached the province to reject the current environmental assessment for a proposed airport air-rail link through Weston, ON, claiming the study is "flawed" because it doesn't consider impacts to the environment and their community.

"We're trying to put pressure back on the provincial government," said Mike Sullivan, chair of the coalition, which was formed in response to the potential devastation they saw in Weston if the proposed Blue-22 air-rail link had gone forward. The Blue-22 proposal would have seen about 150 diesel trains cutting through Weston per day, potentially shutting down as many as four local roads to make room for the extra rail tracks necessary.

More than 2,000 residents voiced their concerns at a public consultation meeting last year and successfully fought for a full environmental assessment to take place, which would consider alternative routes connecting Union Station to Pearson airport. But members of the Weston Community Coalition said in a press conference that the current draft submitted by the Union-Pearson Airlink Group to the provincial Liberal government seems to favour the route through Weston, primarily based on financial cost of the project. Provincial NDP leader Howard Hampton asked the Liberal government at Queen's Park on behalf of Weston residents whether a "full and meaningful environmental assessment" would be conducted, and if the draft that is before it would be rejected.

In response, Transportation Minister Donna Cansfield said the province is committed to hearing all sides of the issue and reiterated that the scope of the study, also known as the terms of reference, would consider all the alternatives. (York Guardian)

OC Transpo

\$400M in Ottawa light-rail funds in jeopardy

Ottawa's new mass transit plan was recently eviscerated when the provincial and federal governments said they couldn't approve \$400 million in funding by the imposed deadline. After being informed of this, Ottawa mayor Larry O'Brien said the new plan to build a light-rail line from LeBreton Flats to Barrhaven and begin work on getting a subway across downtown is now too risky.

One week after championing the tunnel idea and casting the deciding vote for the new plan, O'Brien said he will be asking city council to vote it down at a council meeting. He said without commitments from upper levels of government, the city would "be required to sign a binding contract this week while still not knowing our financial obligations or the full availability of funding." O'Brien added, "I cannot support risking taxpayer money.

I personally do not believe that would be a prudent course of action and plan to vote accordingly.

"Heading into the meeting, city council faces difficult options. It can approve the old \$880M plan brokered by former mayor Bob Chiarelli, or council can reject it and risk a sizable lawsuit from a group of companies the city signed a contract with to design, build, provide cars for and maintain the line for 15 years. It could also delay the decision, which also risks a law suit from the companies. The companies only guarantee the price until Friday and have said the price will rise dramatically if the deadline isn't met. So for the third time in five months, the fate of light rail in Ottawa is again hanging in the balance.

"Councillors who oppose the project say that light-rail doesn't present value for money, there are cheaper ways of providing the same service, trains on downtown streets would make congestion worse and it wouldn't really provide rapid transit.

Meanwhile, experts say that Ottawa is too small for a subway system. Public transit experts say spending money on commuter trains is a wise investment for taxpayers, when there are enough riders to make the service worthwhile. But going underground takes the project to a whole new level -- one that could move it from the hundreds of millions to the billions of dollars.

To do that, you need a big city. David Hanna, a professor of urban studies at the Universite du Quebec a Montreal, said Canada urgently needs to spend on its transit systems. But he said going underground only makes sense for cities that have at least three million population. Ottawa's is about 870,000. Hanna said subway projects can become financial albatrosses. The trend in public transit is toward light-rail at road level, often on its own right of way. "It's the right way to go. Subway systems are extraordinarily expensive," said Hanna. He said alternatives such as Ottawa's buses-only transitway system are impressive, "infinitely more cost-effective" than a subway. The subway should be Ottawa's "last resort," he said. (Ottawa Citizen)



Train riders from west won't face service cut in Montreal

MTA the agency that oversees the five commuter-train lines in Greater Montreal says it will not cut commuter rail service on the route serving the West Island and western off-island suburbs. The Metropolitan Transit Agency says it wants to continue the current level of service on the Montreal/Dorion-Rigaud line, even though fares pay for only 25% of the line's costs. That's far below the 52% self-financing rate for the MTA rail network as a whole. "We don't want to look at pricing from a strictly private-sector point of view," MTA official Marie Gendron said recently.

She said, however, future prices and service levels will depend on negotiations between Montreal and the suburbs on a new subsidization formula for regional public transit. Montreal is upset because it says it is subsidizing 40% of the cost of commuter trains even though only 17% of users are Montreal residents. The suburbs argue that without the workers that commuter trains bring into the city, Montreal businesses would be unable to function and pay taxes.

Gendron's comments came one day after the MTA announced it will raise the price of its monthly TRAM train pass (which allows transfers to Montreal buses and the metro) by an average of 3% for 2007 - but as much as 4.95 in some cases. The higher-than-average rate increases will apply mainly to commuters on the island of Montreal. Gendron said they were made necessary by Montreal Transit's recent bus and metro fare hikes.

Under a regulation introduced in 2004, Gendron said, the provincially controlled MTA is obliged to keep the price of a TRAM pass at least 15% higher than the price of the MTC's standard CAM monthly pass, which is to cost \$65 in the new year. In effect, that means TRAM prices for most on-island train commuters must always go up when CAM prices go up. But there is no automatic correlation for off-island commuters, whose monthly passes always cost much more than 15% above the CAM rate. On the other hand, most off-island commuters use train lines with much higher self-financing ratios than the Dorion-Rigaud line. (Montreal Gazette)

Interurban Rail revival dream won't die in BC

It appears technically possible to run a rapid transit rail service from Surrey's Scott Road SkyTrain Station all the way to downtown Langley, BC. But it would be tricky and expensive. Those are the key findings of consultants hired by TransLink to take a first look at the feasibility of reopening passenger rail service on the old electric interurban rail route, which linked Vancouver to Chilliwack until it was shut down in the 1950s.

Rough cost estimates range from \$350 million for a diesel-powered heavy rail system with nine stations to \$700M for an electric light rail system that would be more frequent and allow 16 stations along the 27-kilometre route. Reviving the historic interurban route has captivated rail fans and gained momentum. The consultants tabled a long list of challenges: Railway operators may oppose the passenger rail idea, fearing it will hinder freight runs; The route through Surrey is flanked by two lines of BC Hydro transmission poles, which would be costly and complex to move if the line must be double-tracked; and Heavy and growing congestion on the segment of the CPR line that would be used from Cloverdale to Langley.

"We did not see anything that was a show stopper," said former Surrey and Langley Township planner Terry Lyster, who is a member of VALTAC

(Valley Transportation Advisory Committee). "Those are large numbers," he said of the estimates. "But the numbers to build new crossings of the Fraser River are much larger." Peter Holt, executive director of the Surrey Board of Trade, and others suspect the transportation authority has engineered the study to inflate the costs and squash the interurban rail route aspirations. Lyster also believes a community passenger rail service along the line can be started at less cost than projected.

GO Transit

GO Transit to add third track on Lakeshore West corridor, improve two stations

Toronto's GO Transit continues to expand its Lakeshore West corridor. The agency is in the midst of a \$72 million project to add a third track between Burlington and Bayview Junction. Scheduled to be complete in September 2007, the track will enable GO Transit to operate more trains.

In addition, GO Transit is improving its Aldershot and Burlington stations along the Lakeshore West corridor. The agency will construct pedestrian tunnels and new elevators, and expand platforms to accommodate 12-car trains. The projects are part of GO Transit's billion-dollar expansion plan, which is being funded by local municipalities, and provincial and federal governments through the Canada Strategic Infrastructure Fund. (Progressive Railroading Daily News)

TORONTO TRANSIT COMMISSION

Toronto streetcar contract in limbo for Bombardier plant

A streetcar refurbishing contract which Thunder Bay's Bombardier plant appeared to have won is being sent back to the budget table by the Toronto Transit Commission. Last summer, the plant was the lone bidder on a \$110-million contract to refurbish 96 older streetcars and then-TTC chairman Howard Moscoe predicted the contract would be awarded by the fall. However, new TTC chairman Adam Giambrone says the commission is now looking at replacing the entire 195-streetcar fleet, rather than refurbishing half of it.

Toronto's streetcar fleet is nearing the end of its reliable lifespan and the estimated cost of refurbishing all 195 cars is \$245 million. Replacing them would cost more than double that, at the going rate of \$3 million per car. Toronto's current streetcars were built in Thunder Bay in the 1970s. (Canadian Press)

Subway train drivers could be an endangered species in Toronto

A computer driving our subway trains? Driving them closer together and sometimes in opposite directions on the same track? TTC chair Howard Moscoe



How time flies, the first CLRV (no road number yet) being delivered on board a CPR flat car to the TTC on December 29, 1977. Photo CRHA Archives, Fond Corley.

thinks so. He calls it automated train control and the only thing separating the city from his driverless subway idea is \$750 million. That's also the cost of building only three kilometres of subway with three stations, Moscoe said, adding that his plan would immediately boost rider capacity without sinking a shovel.

The money would cover retrofitting the entire subway with a computer system that tells the train how far it is behind the train in front, when to slow down and when to speed up. It would allow running trains closer together. Moscoe says automation would increase rider capacity on the Yonge line by at least 40%. And there are other interesting possible benefits too, including all-night service and something he calls the "democratization" of subway station management.

Moscoe suggested it's a more economical way to immediately boost ridership than building more subway lines and stations. "It costs \$242 million to build one kilometre (of subway), including the station. Automated train control will allow us to reorganize the way we think about the subway system." Automated train control is already part of the TTC's subway spending plans, but Moscoe says it's not at the moment a budget priority. He told the Star he wants to make it one at the commission's next meeting. (Toronto Star)

Feds invest \$37 million to improve transit security

Lawrence Cannon, Minister of Transport, Infrastructure and Communities, has announced up to \$37 million in funding for the six highest-volume urban transit systems, Montreal, the National Capital Region, Toronto, Edmonton, Calgary and Vancouver, for high priority security projects including risk assessments; security plans; employee training programs; public awareness; and the upgrade of security equipment such as access control technology and lighting.

This two-year contribution program, called Transit-Secure, was announced to assist passenger rail and urban transit operators to further enhance their security measures to address potential threats of terrorism. "Canada's New Government is committed to investing in projects that improve security for all who use urban transit in Canada," said Minister Cannon. "Canada is not immune to the threat of terrorism. We must remain vigilant and continue to work with our partners in government and industry to address transit security issues."

This first round of Transit-Secure funding will provide urban transit operators in Montreal with up to \$11,411,657; in the National Capital Region with up to

\$1,178,288; in Toronto with up to \$11,033,765; in Edmonton with up to \$2,250,000; in Calgary with up to \$811,875; and in Vancouver with up to \$9,859,590. Operators in other communities will be eligible for assistance to carry out risk assessments and to develop security plans in future rounds of funding.

Funding is provided on a cost-shared basis, with 75% from the federal government and 25% from the recipient. This funding is part of the \$1.4 billion in national security funding committed in Budget 2006 for a variety of security initiatives that will help protect Canadians and their communities, including \$254M for transportation security. These initial measures are designed to address security priorities that have been identified by the Government of Canada, in collaboration with its partners, to enhance security for passenger rail, public transit and ferry operations through five complementary components.

These measures are as follows: Transit-Secure, enhanced Transport Canada leadership, expertise and coordination, eligibility of domestic ferries under Transport Canada's Marine Security Contribution Program, urban transit emergency preparedness exercises, and a Public Safety Portfolio Task Force (Canada NewsWire)

Montreal Airport authority seeks private partners to build rail link

Aéroports de Montreal is considering a public-private partnership to build a rail shuttle between Trudeau airport and downtown. ADM president James Cherry said "a significant portion" of the \$550 million estimated cost could be financed privately. The project would include laying a new rail line between Dorval and downtown, as well as building stations and integrating service with both intercity and suburban trains. The rail issue surfaced after a recent report by Moody's Investors Service noted that Montreal is running behind airports in Vancouver and Toronto in building passenger rail links. "We're doing everything we can to facilitate and make the access easier," Cherry said. "But I don't have the wherewithal to invest and make these things happen on our own."

Cherry said while governments have been supportive of the project, there are no funding commitments in place. The airport authority is looking at negotiating with private operators and has already met with some potential financiers. It wants a dedicated line that would deliver passengers to and from downtown in 20 minutes - with three frequencies per hour in both directions.

ADM has seen more than 25% growth in passenger traffic since 2002 - largely the result of higher load factors on aircraft rather than more flight frequencies. As passenger traffic climbs, many airports around the world are looking at the rail issue. "From the

stats that we've looked at, there are something like 70 airport rail shuttles in place already," Cherry said. "Across the world, there are something like 230 projects that are in various stages of completion."

Last December, ADM reached agreement with both Via Rail and the Agence Metropolitaine de Transport on a strategy to link a shuttle service with intercity and suburban trains. Cherry says a private operator could earn revenue from passenger fees and payments from Via and AMT. As a first step, ADM has made plans for a train station to be built under the 275-room Marriott Hotel now under construction at the main terminal. It's also reserved real estate between that site and the CN-CPR rail corridor. (Montreal Gazette)

INDUSTRY

EPA certifies Railpower's three-engine diesel 'Gen-Set' switcher

Railpower Technologies Corp. recently obtained U.S. Environmental Protection Agency (EPA) certification for the RP20-BD three-engine diesel road switcher.

The company is the first locomotive builder to obtain EPA certification for a three-engine "Generator-Set" or Gen-Set locomotive, Railpower said. RP-Series road switchers are designed to cut fuel usage up to 35 percent and reduce engine emissions about 80 percent.

In November, Railpower reached an agreement with an undisclosed customer to accelerate contract payment terms on a locomotive order. The deal included certain conditions, such as obtaining EPA certification for the RP20-BD switcher by Jan. 15, 2007. (Progressive Railroading Daily News)

CN and CPR exceed grain revenue caps in latest crop year, Canadian Transportation Agency says

The Canadian Transportation Agency announced Canadian National Railway Co.'s and Canadian Pacific Railway's grain revenue exceeded caps for crop year 2005-2006 — the first time both Class I's surpassed their caps during the same crop year.

CN's grain revenue totaled \$398 million, more than \$2.7 million above its cap; CPR's grain revenue totaled \$396.5 million, nearly \$1.5 million above its cap.

In 2000, the Canadian government established revenue caps for moving grain via rail from prairie origins to terminals in Vancouver and Prince Rupert, British Columbia; Thunder Bay, Ontario; and Churchill, Manitoba. Under federal regulations, CN and CPR must pay their respective excess amounts, plus a 5 percent penalty, to the Western Grains Research Foundation by January's end. (Progressive Railroading Daily News)

Railways on a roll

The Canadian railway industry is rolling into 2007 with a lot of momentum behind it. Its traffic levels

and profits rose during 2006 and the carriers plan to spend more than \$2 billion in the year ahead to upgrade their network capacity and fluidity and to acquire new locomotives and rolling stock. Cliff Mackay, president and ceo of the 56-member Railway Association of Canada, says not only was it a good year financially, it was also rewarding because governments began dealing with transportation infrastructure issues and started to support the development of trade gateways and corridors.

Port of Vancouver capacity expansion continued. The new container terminal at the Port of Prince Rupert will open in the fall of 2007 bringing more intermodal business between Asia, central Canada and the US Midwest. Meanwhile new owners of marine terminals in Vancouver and Halifax also bode well for continued expansion of those facilities that depend on rail transport to move containers and other goods to customers. Mackay says action on infrastructure and gateways is crucial. "In 2006, the decision by industry and government to invest in transportation-related infrastructure was most welcome. The continuing rapid growth in Asian Pacific trade is fueling the need for major investments in the Pacific Gateway. The new investment is very necessary but we need to do more, and quickly.

Other key markets require a similar approach. "One area that has been overlooked to date has been modernization of the infrastructure of the country's short line railways, Mackay added.

"Canadian short lines now originate some 25 per cent of rail freight traffic in Canada, and feed business to and from long-haul, high-volume Class 1 railways." A proposed initiative by the federal and Quebec governments and the private sector to reinvigorate "short line railways serving regional and remote communities and industries, such as the forestry and mining sectors, is a good start," he noted. "We are optimistic the concept can be expanded to other provinces." Another important financial issue for the railways going forward is government tax, fleet renewal and related fiscal policies, Mackay explained. "We want governments to take a hard look at what they do, and don't do, in terms of taxes and asset depreciation." In total, Canadian railways have a 40% greater tax burden than their American rivals.

Security is also an important item for the railways. Announcement of federal funds in the fall of 2006 to start upgrading the security of passenger rail and transit operations was a good start, Mackay said. Finally, as always safety remains a priority. As the year ended, CPR was leading North America's major railroads with the best safety record of all. Their personal injury rates improved 20% and the frequency of US Federal Railroad Administration train accidents were reduced by 49% year over year. CN was a strong No. 2 contender. (Canada NewsWire)

BOMBARDIER

Bombardier braces for safety

Building safer and stronger commuter rail cars to lessen the collision forces on passengers is the basis of a proposed research project between Bombardier and Thunder Bay's Lakehead University and Confederation College.

Bombardier is exploring what innovative safety modifications can be added in the re-design of its Bi-Level commuter cars produced in Thunder Bay.

Though the project is still very much in the grass roots stage, Bombardier has spent more than a year working with government and transportation industry regulatory bodies like the American Public Transportation Association.

Crash Energy Management (CEM) is the latest buzzword in rail safety these days. Similar to the crumple zones designed by the auto industry, the idea behind CEM is to have the structure of a rail car absorb the energy and shock of a crash rather than the bodies inside it.

A deadly 2005 commuter rail crash in Glendale, Calif. that killed 11 passengers and injured nearly 200 others has caused a fundamental shift in thinking by North American rail agencies and transportation experts from collision prevention to passenger survivability. An important element of CEM involves setting up crush zones at certain impact points to absorb the brunt of a crash.

Bombardier's Ron Dysievick, general manager at the Thunder Bay plant, says such a train would include features such as shock absorbing bumpers similar to that of an automobile. A CEM-equipped train would include stronger end frames, which act as bumpers, to better distribute crash energy.

The light rail sector in Europe and Asia boast some of the world's leading edge safety features. But Dysievick says North American standards are "far stronger" since Bombardier's cars are submitted to more rigorous collision testing and require more bulked-up car framing. Bombardier is already acknowledged as a world standard bearer in safety design elements.

Their high speed Acela Express cars built for Amtrak were the first train to comply with the U.S. Federal Railroad Administration's Tier II crush-worthiness standards, touted to be the best in the world. But installing such features in all Bombardier cars must be driven by customer demand, Dysievick says. "At this point we don't have specific customers, but we're preparing for it."

Simultaneously, the U.S. and Canadian government agencies including the U.S. Department of Transportation are currently devising new passenger safety and light rail industry regulations. Thunder Bay

Mayor Lynn Peterson says she would like to build upon Bombardier's recent success in landing a \$710-million Toronto Transit Commission (TTC) subway refurbishment contract, while expanding the city's research and innovation capacity with an eventual Transportation Centre of Excellence.

Lakehead University has submitted a proposal to Bombardier to perform the R & D modeling on crash management systems. The project specifics haven't been worked out, says Dr. Henri Saliba, Lakehead's dean of engineering faculty, since Bombardier had been involved in the TTC contract process. "Now that they've been successful, I expect that we will come aboard as soon as things are in place." The university is searching to fill post-doctoral positions to conduct the research. The positions are subject to budgetary approval.

Their other potential project partner, Confederation College already assists Bombardier in training their employees on Catia three-dimensional computer aided drawing software. That design element will be used on the commuter car shop floor by Bombardier assemblers. (Bombardier)

FRA to revise rail safety rules to include ECP

Calling it the most significant development in railroad brake technology since the 1870s, US Federal Railroad Administrator Joseph Boardman announced his intention to propose revised federal rail safety regulations to facilitate the installation of Electronically Controlled Pneumatic brake systems capable of preventing derailments and shortening train stopping distances.

"ECP brakes are to trains what anti-lock brakes are to automobiles - they provide better control," Boardman said. "It offers a quantum improvement in rail safety," he added. ECP brakes are applied uniformly and virtually instantaneously on every rail car throughout the train, rather than sequentially from one rail car to the next as is done with current air brake technology, Boardman explained. The system provides improved train control when braking and can reduce stopping distances up to 60%, he said.

Boardman said the Federal Railroad Administration intends to issue a notice of proposed rulemaking next year to revise the federal brake system safety standards to encourage railroads to invest in and deploy ECP brake technology. In order to achieve the safety benefits as soon as possible, FRA is open to considering plans from railroads interested in using ECP brakes before the proposed rule changes are completed, he said. A new report on the benefits of ECP brakes can be found at www.fra.dot.gov. (FRA 060817)

HERITAGE

World War I locomotive being restored

A World War I locomotive which worked in India for 50 years now being restored in the UK. The 'Lion' is set

to roar again. A narrow gauge steam locomotive used during the First World War and extensively used in India for more than 50 years, is now ready to be steamed again in the UK - this time for heritage rides for enthusiasts. It has been restored at a cost of more than 50,000 pounds.

"This is one of the last living links of the momentous First World War and we are trying to get it restored to its working order and save it for a very long, long time. We took trial runs on August 1 and it is doing fine", Mervyn Leah, Chairman of the Leighton Buzzard Railway.

Historic business car has a new home

Alexandra, the historic railcar built in Amherst N.S. more than a century ago, has a new owner and a new home. The Nova Scotia Heritage Society has agreed to purchase the 101-year-old passenger car from the town for \$100 and move it to the Train Station Inn in Tatamagouche. There it will open to the public as part of the inn's collection of 13 railcars.

"We're very pleased that we've managed to keep this important piece of Nova Scotian history in Nova Scotia," society president (and CRHA member) Jay Underwood of Elmsdale said. It was the society that earlier last spring warned that the historic railcar could be lost to the province because Amherst no longer wanted it. "In railway terms losing it would be akin to the province losing the Bluenose. It's that important to our railway history," Mr. Underwood said at the time.

He was particularly concerned that the railcar could end up going to the United States to one of several major collectors of railway equipment. The car was built in 1905 by the Rhodes Curry Company for the exclusive use of Lord Earl Grey, the Governor General of Canada at the time, and the man who donated the Grey Cup, presented to the Canadian Football League's champion.

After Lord Grey, it became the personal railcar of several prime ministers, including Sir Wilfrid Laurier, Robert Borden, Arthur Meighen and William Lyon Mackenzie King between the years 1906 and 1929.

It was then taken over by the Canadian National Railway and used as a business car by senior officials. It was retired in 1977, but was quickly put back into service when it was purchased by the Discovery Train Project and became part of a train that brought Canadian history to people across the country. The car was retired again in 1979 and acquired by the National Museum of Science and Technology in Ottawa. The museum turned it over to Amherst where it was officially unveiled in 1991 and renamed the Centennial Coach Car in celebration of the town's 100th birthday.

For several years it was used as the town's tourist bureau. That changed two years ago when the town decided to amalgamate its bureau with the provincial tourism bureau at the Nova Scotia-New Brunswick border. Since then the car has sat empty on its siding,

suffering wind and water damage and the attacks of vandals. The town decided to dispose of it in April because it could no longer afford the upkeep. Except for a smaller, all-wooden car in Montreal, (Sydney & Louisburg No. 4), Alexandra is the last remaining passenger car produced by the Rhodes Curry Company and only example of an open-ended official car in the Maritimes.

Moving the car was a formidable task. "Your eyes won't be deceiving you if you happen to see a railway passenger car heading down the highway" Nova Scotia Heritage Society past president Jimmie LeFrense said. "It's quite a process to move a railcar of this type," Mr. LeFrense said. "This one here weighs about 92 tonnes and we'll be using two cranes to move it. To move it, the cranes will lift the century-old, Amherst-built car off of its wheels. Those wheels, plus the rail lines that it has sat on since returning to Amherst in 1991, will be placed on a flat-bed truck and driven to Tatamagouche.

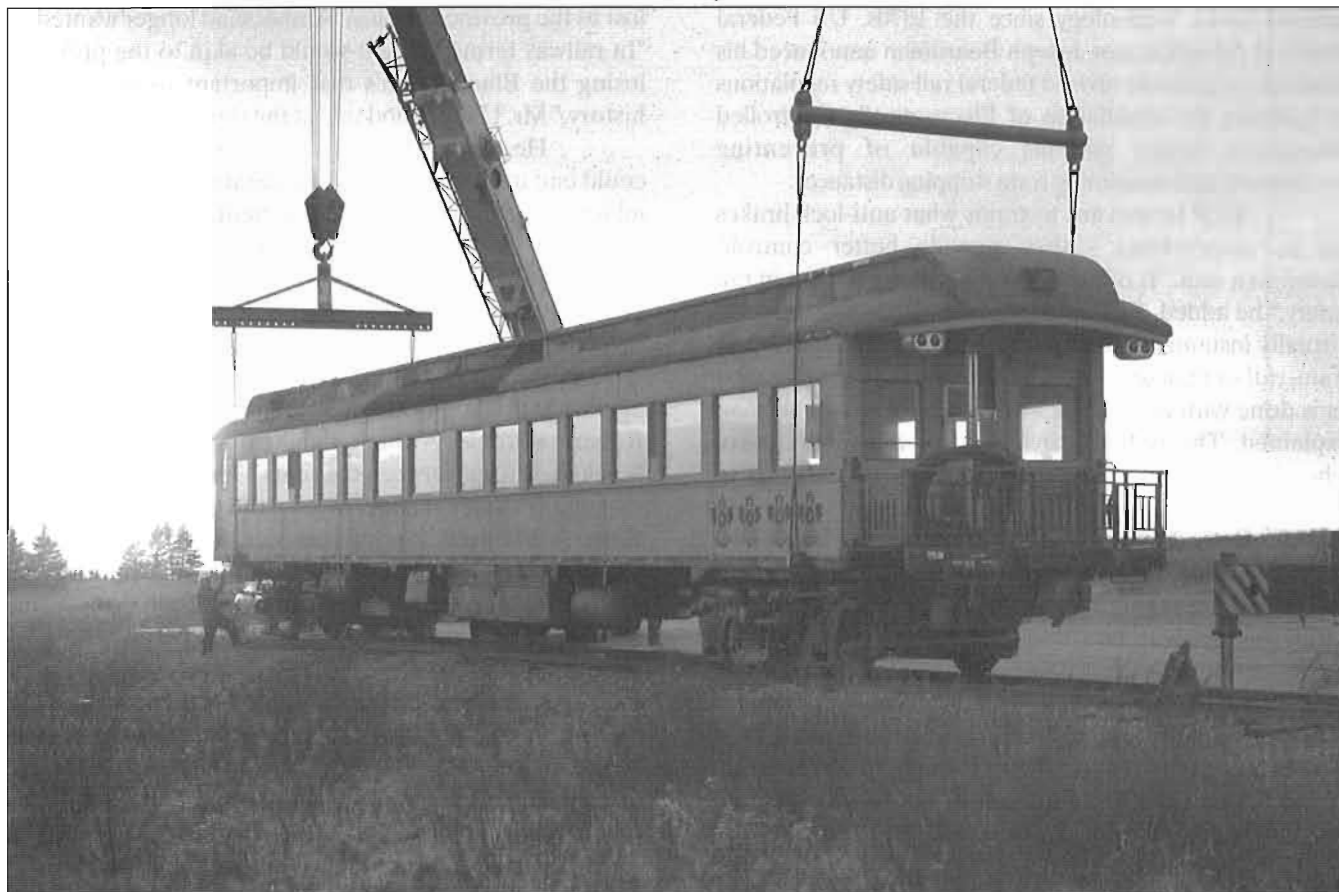
The railcar itself will be loaded onto wheeled dollies, which will be hooked to a transport truck cab that will take it to its new home at the Train Station Inn. There it will be added to the collection of 12 other railcars currently on location there. "It will be quite the sight," Mr.

LeFrense said.

The former train station in Tatamagouche was also built by Rhodes Curry and is only one of two such stations in the province that remains standing. The other is in Pugwash. "We are going to develop a display for the Alexandra that will highlight the contributions of Rhodes Curry (to) the development of railways in Nova Scotia. The role the town had in making her available to us will also be highlighted in the display," Mr. Underwood said. Town officials were happy the historic railcar had found a new home and as Councillor Robert Angel said, "It's particularly great that it will be put on display with other railway cars in a manner that will help preserve our province's railway heritage." (The Chronicle-Herald)

IHS called on to clear the track on Vancouver Island

The Industrial Heritage Society has taken another step forward in its quest to establish tourist rail service to the East Coast of Vancouver Island, tentatively dubbed the Arrowsmith Explorer. Last month, IHS took on the task of clearing storm damage along the 38-mile right-of way from Port Alberni to Parksville, under a maintenance agreement with the Island Corridor



Phil Leil gives the lift signal as the sun sets behind the "Alexandra" as it is transferred to a special moving float to begin its overnight move to the Train Station Inn in Tatamagouche. 1617, December 18, 2006.



The "Alexandra" is arriving at its new home at the Train Station Inn in Tatamagouche, Nova Scotia at 1512 on Wednesday, December 20th, 2006. Phil Leil Enterprises Ltd. of Truro handled the move and prepared a specially fabricated, hydraulically-actuated dolly capable of making right angle turns in Amherst and Tatamagouche. Both photos courtesy Bill Linley.

Foundation, which now owns the rail line.

Members accessed the tracks at various points, using their vintage speeder and a utility car to carry equipment. IHS member (and photographer) David Hooper said the experience was a trip back in history, to the railway building boom just prior to the First World War. The rail line features the steepest grades on Vancouver Island. Hooper said much of the work was straightforward, but with limited equipment available, some of the bigger logs posed real challenges.

IHS president Kevin Hunter said the maintenance contract provides a chance for members to become familiar with the Parksville rail line and to build up key skills which will be needed when the Arrowsmith Explorer takes to the rails this fall. "We're really excited about all this. It shows that we're extremely serious about this," Hunter said. Under the terms of the maintenance contract, ICF will deduct a specified fee from the yearly lease paid by Alberni Pacific Railway for the use of the track. (Alberni Valley Times)

La gare de Tring décroche un gros lot de 392 000 \$

Le projet de revitalisation de la gare de Tring vient de franchir un pas de géant. Le ministère de la

Culture et des Communications a octroyé 392 000 \$ pour redonner vie à cet édifice. Témoin important du développement de la municipalité, la vieille gare construite en 1914, est abandonnée depuis belle lurette. Mais grâce au comité de revitalisation formé en 2004 et à ses principaux partenaires, la bâtisse trouvera une toute nouvelle vocation.

Dans ce bâtiment de deux étages couvrant une superficie de 5 184 pieds carrés (510 mètres carrés) sur deux étages, la municipalité y aménagera ses bureaux municipaux. Aussi, une bibliothèque affiliée au Réseau central des biblios prendra place à l'intérieur du bâtiment. Une section permettra de recréer l'ambiance des activités ayant entouré le chemin de fer. Enfin, une salle polyvalente pourra accueillir des expos d'artistes et d'artisans ou d'autres activités telles que des conférences.

Si on inclut les 392 000 \$ accordés par le gouvernement du Québec, le projet bénéficie présentement d'une enveloppe de 640 000 \$. La municipalité y injectera 150 000 \$; le Fonds rural du CLD Robert-Cliche 40 000 \$ et les Caisses populaires de la région 36 000 \$. Le milieu a aussi contribué pour 25 000 \$. Dans l'ensemble, la restauration de la gare est évaluée à 795 000 \$. Le comité, dit son président Marco Roy,

compte sur le gouvernement canadien pour financer le reste. «On nous a promis une réponse d'ici à trois semaines», dit-il.

La contribution du fédéral, ajoute-t-il, donnerait le coup d'envoi aux travaux. D'abord et avant tout, il faut refaire la toiture et si tout déroulait rondement, l'inauguration aurait lieu au printemps 2007. Propriété de Québec Central, la gare a fait l'objet d'un bail de 40 ans avec la municipalité. Par la suite, ce bail sera renouvelable pour un autre 40 ans. Après ce laps de temps, l'entente pourra être renouvelée pour dix ans.

Le ma Marire Christian Jacques estime que la sauvegarde de la gare était primordiale. «Quand on va ailleurs, on remarque des endroits comme les Cantons de l'Est qui affichent un fort taux de restauration», dit-il. Selon lui, la région devrait avoir un sentiment d'appartenance plus fort envers la préservation de son patrimoine bâti. (Hebdo Quebecor)

Budd car parts acquired for Exporail

A cool, misty overcast greeted a small group of CRHA members and CRM staff and volunteers slowly assembling on the platform of the former QCR station in East Angus, Quebec early on the morning of November 14th, 2006. Once everyone was on-hand, the site foreman was approached and after a brief exchange, work began in

earnest.

Through the proverbial "grape-vine", we had learned of the sale of 4 former QNSL / VIA / CN / B&M / DW&P RDCs by the town of East Angus to a scrapper for disposal. Acquired with two others by the Trains touristique du Haut St François / Chemins de fer de Cantons de l'est some years previously with an eye to providing excursion service on the re-born Quebec Central Railway, these quadruplets had somehow become unwanted municipal property. Despite the best efforts of a small handful of individuals, these near-operable cars were being cut-up on the spot!

A previous visit was made to the site on November 9th in an effort to come to some sort of agreement with the scrapper whereby parts needed for the two cars owned by the CRHA could be acquired netted little tangible results. Then, days later, we were accorded site access for a day. Obviously, the sooner the better for our purposes. Still, it was necessary to take some time to adjust personal schedules and arrange transportation for our acquisitions.

Methodically, this small army worked through the 2.5 remaining cars. Over the next several hours, door hardware, wipers, brake pads, marker lamps, brake stands, grab irons, control stand components, sand box covers, safety appliances, some glazing, stainless fluting,



Another railway heritage heartbreaker as four near operational Budd cars are consigned to the scrapper by the City of East Angus and scrapped on the spot. All efforts to negotiate with the city to obtain parts prior to scrapping proved fruitless.

Photo John Godfrey

and much more migrated from RDC-1 6101 and 6115, and RDC-2 6218 to the waiting cube van for the trip to St Constant. Exterior work alternated with interior work between rain-drops. As the clock neared 1600, work came to a halt. The scrapper came by to check on the work of his employees and our crew. Perhaps surprised at the rate of our success, he decreed that our day of work was over.

While there remained many more desirable and important pieces to be had for our pair of ex-CP cars, we thanked him for his generosity and gathered our tools for the trip back to greater Montreal. After our day of labour we are much further along in the restoration of ex-CP 9069 and 9250 than we thought we would be at this point. (John Godfrey)

CN turntable plaza takes shape in BC

Construction of CN Turntable Plaza at the West Coast Railway Heritage Park in Squamish, BC is now well along with the pit itself completed and ready for the installation of the vintage turntable bridge. Constructing a new turntable in 2006/2007 is an interesting project, but one that is crucial to the Heritage Park's interpretation and operations. Thanks to a number of supporters, the work is moving ahead quickly.

The development of a railway maintenance base with a turntable and roundhouse is the third phase of the West Coast Railway Heritage Park. The project started way back in 1995, when CN donated the turntable from Thunder Bay, Ontario to the Association. Particularly helpful was that CN allowed WCRA people to be present when the turntable was removed from its original location to assist with drawings and disassembly. The turntable bridge and mechanics were then transported by rail from Thunder Bay to Squamish, BC.

Dominion Bridge Co. built the Turntable, in 1923. The girder assembly has an overall length of 85'6" and weighs 58 tons with track in place. The weight is borne by a centre pivot and four 33" wheels at each end. A 550-volt electrical motor, through a series of reduction gears, drives one wheel at each end. The wheels in turn, ride on a ring rail at the perimeter of the turntable pit. A tower assembly located at the centre of the turntable bridge mounts an electrical collector. Electrical power is then conducted to the motors via the control cab. Walkways and guardrails flank each side of the track deck. This design is particularly good for the new installation site, as it is on a flood plain and the electric drive and three pivot support structure allow the pit to be shallower.

In late summer 2006, work commenced to





construct the new turntable pit and structure, and operational elements were sent out for refurbishment. Watching the pit take shape was an exciting project, as the contractor worked to drawings dating back to the 1920's to create the exact replica of what was in place in Thunder Bay. The construction was completed in December 2006. The photos included show this work underway.

Next up is to start the installation of the turntable in early 2007. The original bridge is now being sandblasted and will then be painted. The ring rail will be installed in the pit, the refurbished mechanical parts reinstalled, and the completed assembly should be in place by March 2007. The turntable will be lettered Canadian National and the plaza developed around it, with plans to open the new area by June of 2007. The turntable will then serve the new seven-stall roundhouse that is being built at the site and set for a 2008 opening. (Don Evans, WCRA)

ANNIVERSARIES

The best new railroad in Canada

It was exactly a century ago that rail service was opened up along the South Shore from Halifax to Yarmouth. The missing link was the route from Liverpool

to Barrington, since rail service already existed from Halifax to Liverpool and Barrington to Yarmouth. On December 19, Nova Scotia Premier George H. Murray received a telegram from the superintendent of construction on the Halifax and South-Western Railway that the last rail had been laid at Barrington Passage.

That same day, he and the province's Lieutenant Governor, Duncan Cameron Fraser, joined a party of dignitaries to ride the first through train from Halifax to Yarmouth. The newspapers were full of the significance of the occasion. The *Advance* noted with excitement that "this completes the system, and a railroad now traverses the South Shore from Yarmouth to Halifax."

The *Bridgewater Bulletin* said that it had been just four years since the first sod had been turned at Hubbards for this railway. "It is difficult to realize," the paper said, "that this portion of Nova Scotia, so hard of success, is now bound by bands of steel to the rest of the world and modern means of communication are afforded the people of the southwestern shore."

This first train was an inspection train which arrived in Bridgewater at noon from Halifax and left at 12:30 for Liverpool. It was a magnificent day and the scenery was described as even more beautiful due to the ice and snow. Reports said the train reached Liverpool in

record time, and that after a few minutes delay it left for Shelburne. "Crossing the temporary bridge over the Mersey," the reports said, "all on board were struck with the panoramic view presented; and thus it was all along the line - new scenery and new delights."

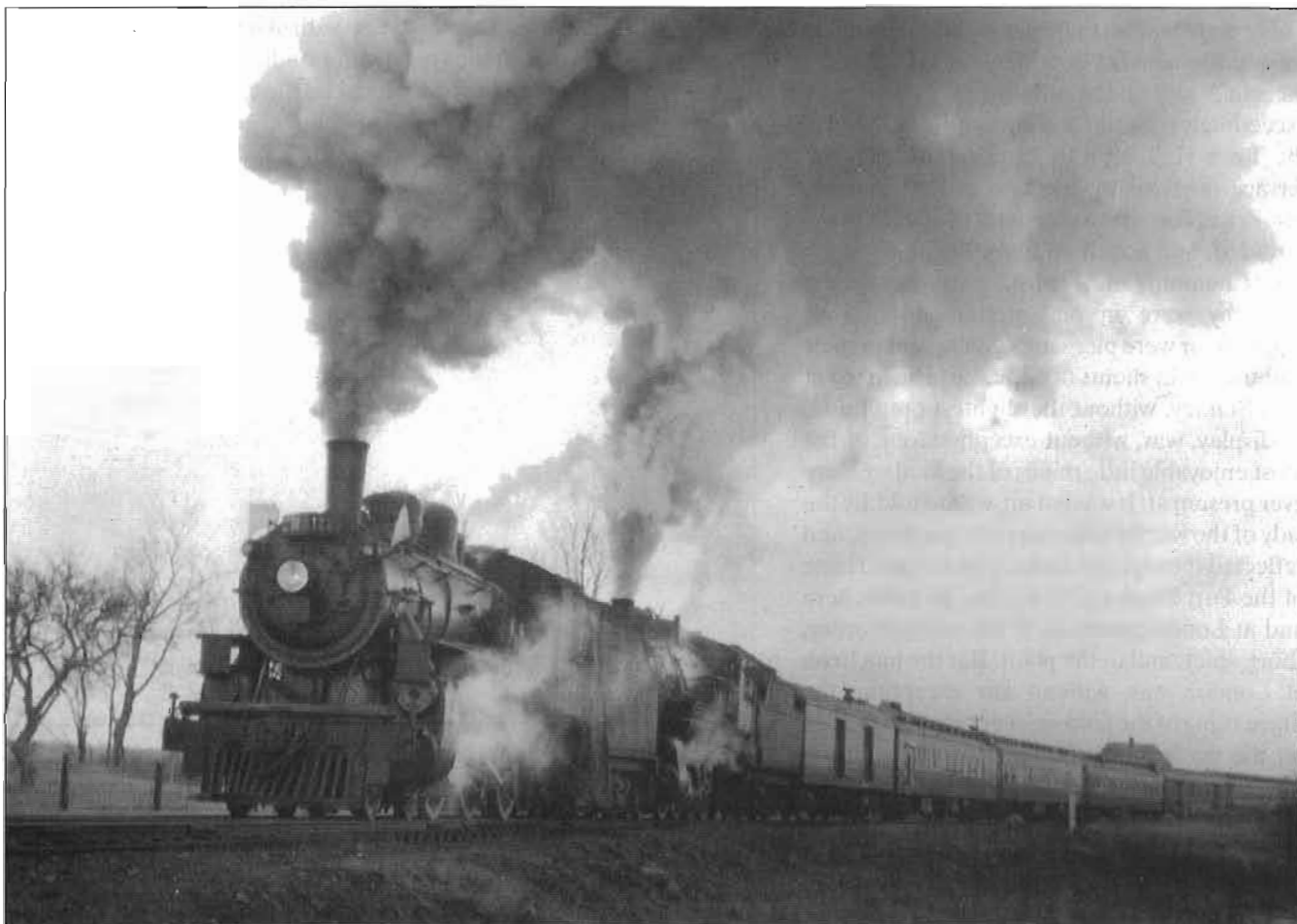
When Shelburne burst into view, those on board took note of the first class railway station that had been built. There was a festive air as the train made its way along the shore. "At every station, as the handsome train passed, crowds cheered and welcomed the opening of the new steam highway. It was a glad sight to these people and set them thinking about the prosperity which must now come to them," the Bulletin said.

It was dark by the time that the train reached Barrington Passage. Since it was an inspection train, the passengers being Halifax and South-Western officials, political leaders, businessmen and journalists, the train did not try for speed - although, the papers said, at some points it reached the astonishing speeds of 40 or 50 miles an hour. The federal railway inspector had passed over the line a couple of days before and had pronounced the railway the best new road he had ever seen. The railway's general manager, C.W. Spencer, who was responsible for

railroads as far west as Port Arthur, said he had never seen a better piece of road.

The train pushed on to Yarmouth, where a crowd was waiting to greet it. Those on board got off and went to a special meeting of the Yarmouth Board of Trade, where local officials made speeches imploring the company to consider Yarmouth as the headquarters for the railway. However, the decision had already been made to locate the headquarters in Bridgewater. The party stayed overnight, toured the town the next morning, and at noon got on the train to head back along the shore.

Between Shelburne and Liverpool, all on board gathered in the palace car to talk about the trip. The palace car was new to the company, and was an elegantly-upholstered car that served as a dining car, sleeping car and parlour car all rolled into one. It had a kitchen, bathrooms and observation areas, with wide windows to allow viewing of the scenery. The easy chairs were converted to tables at meal times, with cupboards next to the chairs providing the silverware and table settings. At night, the porters turned a few screws and brought up from the floor a set of sleeping berths. The easy chairs were put into the space where the berths had been



Canadian National Railways locomotives 1162 and 2593 pull a troop train over the former Halifax & Southwestern Railway line at Shelburne, NS in March of 1942. (Photographer unknown/Jay Underwood collection.)

located, and curtains were arranged around the sides of the berths for privacy. A palace car would be on every train from Halifax to Yarmouth. By 7:20 in the evening the train had reached headquarters in Bridgewater, and left immediately for Halifax, where the next day those on board were entertained by the Halifax Board of Trade. The route was now ready for regular passenger traffic. (The Advance, Liverpool, NS)

The Opening of the London and Port Stanley Railroad

This road was opened on Thursday last with great éclat. Invitations to take part in the festivities were sent to all the adjacent municipalities; and Toronto, being a sort of nucleus of all the railroads west of Montreal, was favoured with a pleasant supply of them. Most of our corporation were present on the occasion, and the Mayor replied to the toasts of our “invited guests” at London with much spirit. We observed a more than ordinary number of Americans present, there being no less than three fire companies from Detroit, Cleveland and Buffalo. The Mayors of these cities were also guests of London and Port Stanley, and replied to the toasts referring to their particular cities, and to the United States generally, with great humour and good spirit. There were no less than two separate luncheons given on the occasion, one at Port Stanley at about half-past 1, and the other at London at half-past 3. The former was an exceedingly pleasant and cheerful affair, and was given at the Town Hall, a pretty brick building on the terrace overlooking the lake at Port Stanley. Mr. Price, Esquire, a merchant of Port Stanley, presided, and acquitted himself with so much good humour and spirit, that the whole company were in one continuous roar of laughter, or were pleasantly giving vent to their enthusiasm in shouts of applause. The lunch at Port Stanley, without the slightest pretension, or display, was, without exception, one of the most enjoyable little things of the kind we were ever present at. It was got up, we are told, by the lady of the worthy chairman in a few hours, and reflected the highest credit upon the good taste of the Port Stanley people. The speeches here and at London were all of the railroad order, short, spicy, and to the point. But the luncheon at London was, without any exception, the finest thing of the kind we ever saw. At Toronto, on the occasion of the opening of the South Ontario branch of the Great Western road, we thought we had left little to improve upon; but London far exceeded us, both in the number of persons who could be seated, the luncheon itself, and the drinkables. – It was emphatically a glorious affair. We observed, at these two luncheons, a more than ordinary number of distinguished persons from a distance. – Col.

E.W. Thomson, Col. Whitehead, the Reverend Mr. Grasset, the Reverend Mr. Cronyn, and several other clergymen, together with the Mayors of Detroit, Toronto, and Cleveland, and Messrs. Southwick, M.P.P., and MacBeth, M.P.P., were on the platforms with the respective Chairmen at London and Port Stanley. And, without being in the least degree invidious, we may take the opportunity of stating, that Mr. Lawrason discharged the duties of Chairman at London with a felicity and ability which contributed largely to the enjoyment of the very large party present. We should not omit to mention, that each of the fire companies present – and there were some four or five of them – had its own band; and that rivalry, together with the ordinary love of displaying very average musical abilities, secured to the good people of London and their visitors, any quantity of tunes and kettle drum accompaniments. The whole was wound up by a pleasant ball, which lasted, we need hardly say, till day light yesterday morning. Two hundred and fifty couples were about as happy as we ever saw similarly situated people before; and though London is famed for its handsome women, we question much if the Forest City ever saw so much beauty collected together. We really felt for the condition of the Yankees; for “annexation” became a serious question with many of them.

On the road from London to Port Stanley – and which is intended for local traffic chiefly – we can but say



The London and Port Stanley is one of the oldest railways in Canada, originally built to 5 ½ foot gauge by a consortium of London, Ontario businessmen. It was standard gauged in 1872 and leased to the Great Western Railway for twenty years. It went on to be upgraded and electrified to the highest standards in 1914-15 under Sir Adam Beck's Hydro sponsorship. This Ontario Hydro photo shows the first electric car loading for Port Stanley on July 4, 1915. The last pantograph dropped on February 18, 1957 and passenger service on the L&PS ended forever. Photo CRHA Archives, Fond Corley.

that it seemed exceedingly well constructed. But half of it is as yet ballasted; and whilst fifteen miles, being something like half the entire road, is run literally on the surface of the ground, the remainder presents some

serious engineering difficulties. The structures are of wood, and are very substantial. The country through which it passes, the prospects of the road, and its cost, we shall take occasion to allude to again.

The Daily Colonist, Toronto, October 18, 1856



London & Port Stanley No. 10, a 1914 product of the Jewitt Car Company was caught in line car service on December 30, 1956. This car is now in the CRHA collection at Exporail and is awaiting restoration. Collection Peter Murphy

BACK COVER TOP: Phil Leil's 1984 Freightliner rests at a Shell station at the western edge of Tatamagouche at 0633 Wednesday, December 20, 2006 following a successful overnight move of the observation car Alexandra. The car was enroute from Amherst, Nova Scotia via Route 6 to its new home at the Train Station Inn in Tatamagouche. The Alexandra had been built by Rhodes Curry in Amherst in 1905 and had served various Governors General and Prime Ministers prior to serving CN officials. It completed its active service as a VIP car for the Discovery Train on its cross-Canada tours in the late 1970's prior to its use as a visitor centre at two locations in Amherst. The car was acquired in late 2006 by the Nova Scotia Railway Heritage Society and will be open to the public in Tatamagouche.

BACK COVER BOTTOM: VIA Train 14, the Ocean passes Breault Creek, New Brunswick, just west of Upper Dorchester, with the consist of the War Brides train at 1325 on the afternoon of November 7, 2006. The Ocean would leave Halifax westbound on November 9 with many War Brides on board. These women had arrived from Europe immediately after World War II, having married or become engaged to Canadians serving overseas during the conflict. Photo by Bill Linley

Canadian Rail

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