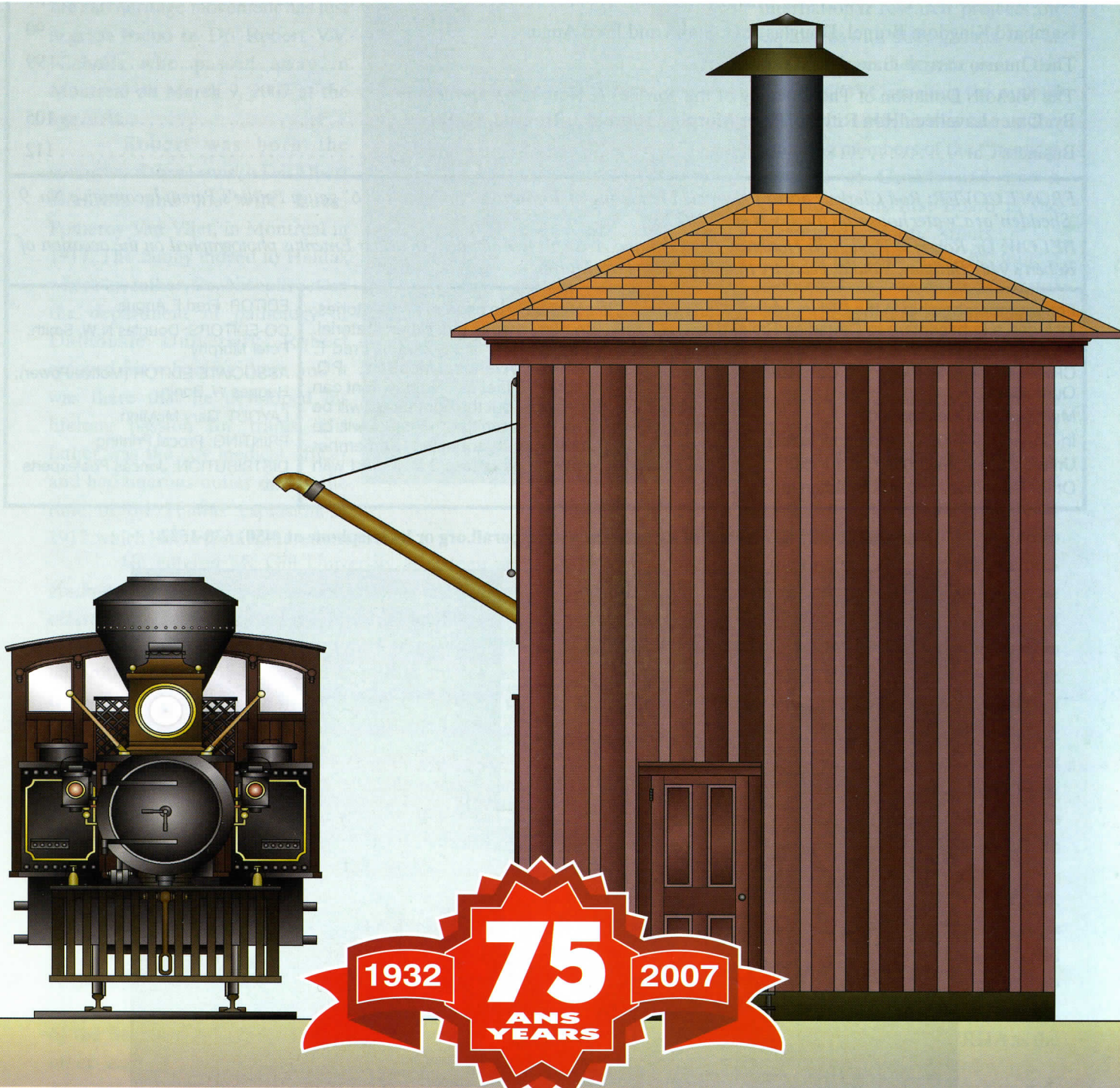




Canadian Rail

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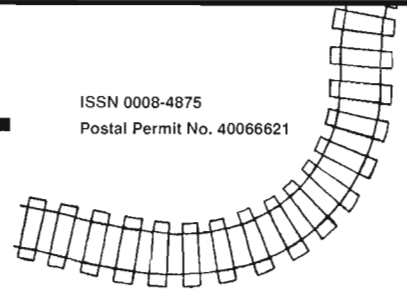


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FRONT COVER: Rod Clarke's accurately scaled rendering of Toronto & Nipissing's 3' 6" gauge Fairlie's Patent locomotive No. 9 'Shedden' at a 'water house' on the T&N circa 1872.

BELOW: Dr. Robert V. V. Nicholls Honorary President and A. Stephen Walbridge, Treasurer Emeritus photographed on the occasion of Robert's 94th. Birthday, Sunday, February 18, 2007. Photo Peter Murphy

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Dr. Robert Van Vliet Nicholls 1913 – 2007

By Peter Murphy

The Canadian Railroad Historical Association and indeed the rail heritage movement has lost a great friend in Dr. Robert V.V. Nicholls who passed away in Montreal on March 9, 2007 at the age of 94.

Robert was born the youngest of three sons to Dr. Albert Nicholls and his wife Lucia Pomeroy Van Vliet, in Montreal in 1913. The family moved to Halifax where his father, Dr. Nicholls set up the department of pathology at Dalhousie University. Robert enjoyed his schooling there and it was there that he developed his lifelong passion for trains. His father was the city medical officer and had onerous duties during the time of the Halifax explosion in 1917, which Robert remembered to the end.

He entered McGill University at sixteen and graduated with a doctorate in 1936. He was immediately offered a teaching position in chemistry at McGill.

In 1932 Robert learned that a group of 14 individuals, who were interested in railway history had formed an association at Montreal's Chateau de Ramezay called the Canadian Railroad Historical Association. Robert attended the Association's second meeting and joined up on April 6, 1932, he was assigned membership number 17. The minutes for that meeting record that 'the following were present': Mrs. M. E. Bevington, Mr. R.R. Brown, Mr. W.E. Foster, Mr. John Loye (President), Mr. R. van V. Nicholls (exact spelling), Mr. Thos. O'Dowd, Mr. L. A. Renaud, Mr. W. M. Spriggs Mr. C. L. Terroux. This is the first mention of Dr. Robert Nicholls in the official records of the CRHA!

Robert was active in the group until the outbreak of the Second World War when he along with several other early CRHA members took leave from the Association. Robert enlisted, but the Department of Chemistry immediately had him withdrawn to work on



war research. During the Second World War, he was part of an international research projects on explosives with three groups, one at McGill. Nevertheless he joined the McGill COTC reaching the rank of Major. In 1945 he was one of the founding members of the Chemical Institute of Canada and was a Director of its first Board in the position of Scientific Affairs.

In 1949 – 50, he took a sabbatical to work under Lord Todd, the eminent organic chemist at Cambridge University. Robert took an interest in the various societies of chemistry, writing a monthly article for the English Chemistry and Industry Journal.

While in England, Robert became attracted to the study of the history of science. On his return to McGill, he hoped to have the university be the first in Canada to give lectures on this topic. He felt that all students should have an understanding and perspective on the progress of scientific knowledge. He assisted Raymond Klibansky in the formation of the Canadian chapter of the International Society for the History and Philosophy of Science, later becoming its president. In 1951 Robert returned to Canada and to McGill, he was for a time acting Dean of Graduate Studies. When Stanley Frost organized the James McGill Society, he asked Robert to be its first president. The Society had been set up in affiliation with the History of McGill Project.

Robert also re-joined the CRHA on March 14, 1951 and was assigned membership number 127. At a subsequent Board meeting it was resolved that he could have his original membership number reinstated and so carried CRHA membership number 17 to the end. Robert became more and more active in the CRHA as the 'railway transition years' were upon us.

The CRHA was a very active group, its first charter excursion had taken place on August 7, 1948 and

No. 274, our first piece of rolling stock had been acquired in 1950. The Association's members were well aware that the 'writing was on the wall' for both the steam and tramway era in Canada. Robert became fully involved, attending excursions, meetings and he along with others contemplating the founding of a railway museum in the Montreal area.

As the transition years progressed, steam locomotives and streetcars were being scrapped in ever increasing numbers, something had to be done to preserve this industrial heritage. One by one the CRHA acquired artifacts, Van Horne's private car Saskatchewan, saved from destruction. Next two Montreal & Southern Counties wooden interurbans 104 and 611, the CRHA had the beginnings of its collection. Arrangements were made for the Saskatchewan to be stored at Dominion Bridge in Lachine, the 274 and two M&SC cars were stored indoors at MTC's Youville shops, OTC 696 was stored at Canadian Allis Chalmers in Lachine thanks to arrangements made by Ed. Lambert.

Robert was ever the raconteur, his favorite was how he invited Norris Crump, President of the Canadian Pacific Railway to lunch at the University Club (where business paperwork was forbidden from display) to request a major donation. Over lunch, Robert told Mr. Crump about the CRHA's plans to found a railway museum and that he had something to ask. As the display of business papers were forbidden, Robert slipped Mr. Crump a notepad sized piece of paper with the numbers of ten Canadian Pacific steam locomotives that the CRHA wished to have donated for preservation. After lunch, upon departing, Crump told Robert to expect a phone call. That very afternoon, Robert received the call to confirm that the ten locomotives requested were 'being

held' (other locomotives and items were later donated independently of the initial 'ask').

Add ten steam locomotives to the other material in storage, and no place to put them! A site search committee was formed to try and locate a suitable site for the proposed railway museum. Robert and Nora attended a dinner party at which the President of the Canada Creosoting Company in Delson also attended. Robert told the gathering about the plans to found the Railway Museum and the immediate 'lack of a site' dilemma. The President of the Canada Creosoting Company took notice and this chance meeting resulted in the lease of 10 acres of land in Delson at the rate of \$ 1 per acre per year. The Canadian Railway Museum was founded as a project of the CRHA, and the rest is history. During Robert Nicholls' Presidency, the Canada Creosoting (Domtar today) lease was converted into a donation and initial seed money to get the Canadian Railway Museum 'off the ground' was raised.

Steve Walbridge recalls how Robert made appointments with the Presidents of numerous companies in late 1960 – early 1961 to solicit funds. Despite never having rung a doorbell for solicitation purposes, Robert was very successful in convincing many corporations to fund seed money to commence construction of the railway museum!

Robert remained active to the end, his main interest was in archives preservation and was a driving force to establish the CRHA archives within the Canadian Railway Museum. The library at Exporail has been designated the Robert and Nora Nicholls Library in their honour. Nora Nicholls was a life long partner and supporter of his endeavors.

Could it be that Robert's long time enthusiasm for archives was kindled at his first CRHA meeting, an extract from the minutes, April 6, 1932:

Mr. Loye then gave a further outline of the aims of the Association and requested the members to file with the Secretary lists of photographs, books, pamphlets, reports, maps, time tables, and other railway historical data which they may have and also lists of photographs of which they are willing to sell or exchange copies.

Mr. Brown then proposed, seconded by Mr. Nicholls that the meeting be adjourned until May 18, 1932.

In 1981, Robert and Nora retired to Merrickville where he took a real interest in the village and regional heritage. They founded Heritage Merrickville to preserve Knox Church and the old town hall. He was also elected to the Town Council and served on various historical and charity boards. He also pursued his interest in writing. During his University years he had written text books; in retirement he prepared several books for publication. He was Editor of *For King and Country* a Biography of Lt. Col. John By, (author Mark Andrews).

Robert and Nora traveled extensively in Europe, Russia and Asia. They rode the Trans Siberian Express during the cold war before photography was allowed, his candid train shots were the subject of a CRHA meeting! The photos had been taken with Nora's camera, he did not want to risk confiscation of his own good camera by the authorities in Russia! He attended meetings of the numerous societies he supported both in Europe and at home, giving many papers. Robert always maintained not

only his love of history, but also his keen interest in the advance of science.

He received two Confederation awards from the Government of Canada for his work for the community and historical preservation. He was awarded the Order of Canada for his work in establishing the Canadian Railway Museum. A scholarship was set up in his name at McGill University in science and he is honoured at McGill for his work to collect rare books for the University's Libraries.

Dr. Nicholls is survived by his wife of 61 years, Eleanor Miner, his daughters Sarah Wanless (Ronald) and Dr. Eleanor Nicholls, granddaughters Alexandra Gibson and Catherine Coleman and four great grandchildren.

Robert was always ready to help with kindly support and advice. He has left his mark in every area that he touched, especially the CRHA, Exporail and Canadian railway heritage; he will be missed.



Dr. Robert Nicholls accepts the donation of CNR 4-6-0 steam locomotive 1165 in 1960 on behalf of the CRHA. This was the first CNR locomotive preserved by the Association, it was re-numbered to 1009 (its original number) and is on loan to the Salem & Hillsborough Railway (New Brunswick Division of the CRHA). Photo CRHA Archives courtesy Josee Vallerand archivist.

Isambard Kingdom Brunel

1806-1859

Douglas R.G. Smith P.Eng.

President, Kingston Division, CRHA

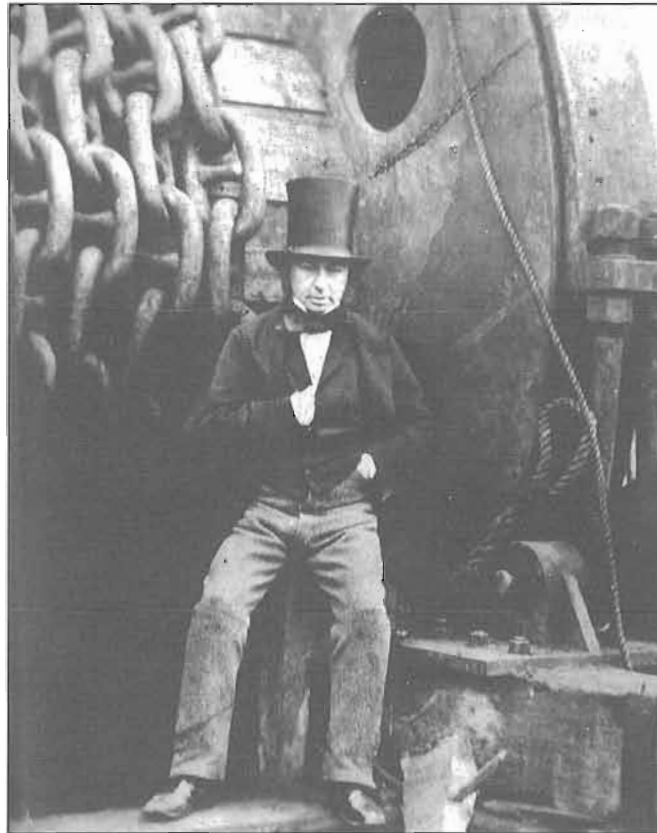
With additions by Fred Angus

Last year was the 200th anniversary of the birth of Isambard Kingdom Brunel one of the great railway pioneers of the 19th century, in particular of the Great Western Railway between London and Bristol in the southwest of England. Trained primarily in mechanical engineering much of his work was in civil engineering related to tunnels, bridges, docks, railways and shipbuilding some of which were coincidental and in different parts of England. His dynamic, innovative and detailed approach to his profession resulted in him being held in high regard and in demand often in fields where he had no prior experience. It was said, albeit he did marry and had three children, that his true wife was his profession. His talents were in many respects akin to those of Leonardo da Vinci, the legendary Italian painter and inventor.

Brunel is therefore an important subject to us as railroad historical enthusiasts to be recognising, discussing and celebrating his anniversary.

No significant biography of him was written at the time of his death in 1859 except that by his elder son, Isambard Brunel. As a barrister, who had no engineering skills, he did, however, collate his father's notes and diaries. Comment on them was provided by his younger son Henry who, like his father, was a civil engineer of note.

Brunel himself was the son of a French engineer, Sir Marc Brunel who had fled the revolution in France to America where he did some canal surveying, building



This famous photo of Isambard Kingdom Brunel, wearing his customary top hat, was taken at the time of the launching of the steamship "Great Eastern". Note the huge size of the links of the chain.

design and became the chief engineer of New York. At a dinner with British Aide-de-camp in Washington, Marc learned that, while the British Navy had won battles against the French, they were hamstrung for lack of rigging blocks, of which some 1400 were required for a ship of the line. Marc quickly came up with a design for block making machinery and set sail for England early in 1799 where his proposal was accepted by the Royal Navy. But he had an ulterior motive, for he had corresponded with an English lady, whom he had met in France. She, Sophia Kingdom, had escaped, as a nun, from France back to England. At Falmouth they were reunited and before the year was out, married. Six years later on April 9th 1806 'dear Sophia brought to bed of a boy', their only son Isambard Kingdom Brunel. His birthplace was Portsmouth, which also was

to be the birthplace, six years later, of another famous Englishman, Charles Dickens. Although the house where Brunel was born is gone, a large building in the same area is called "Brunel Block".

As early as the age of 4 years, young Brunel showed talent at drawing, having sketched buildings in the village of Hove. After schooling he was sent to France to Caen and then Paris where he was apprenticed to the great clock and watch maker Breguet.

Returning to England in 1822 then aged 16 years he joined his father's office. Around the corner from the office was the works of Henry Maudslay, the father of machine tools. There, young Brunel was invited to finish

his apprenticeship. Beginning his career in his father's office, his intelligence and enthusiasm soon began to bear on one of his father's projects, a tunnel under the river Thames in London. A previous attempt by the great Richard Trevithick with a team of his Cornish miners had almost succeeded but the river bed came in on them. Marc Brunel realised that some means of advancing the whole face of the tunnel and building the tunnel wall immediately behind it to prevent the river bed from caving in, was needed. His invention, the tunnelling shield, provided a platform for a number of miners to work at several levels, like a teredo worm eating its way through the material ahead of it. He also introduced a new method of sinking the access shafts. This was a cylindrical caisson set vertically down on to the river bed with an iron cutting edge on the bottom. The water was pumped out and then, as the clay in the inside of this bottom edge was dug away the caisson progressively sank down into the riverbed.

A new company was formed and work was begun down river from the Trevithick site. Young Brunel, as resident engineer, spent days down in the tunnel directing the work at the shield. Again the river won, knocking down the shield, drowning some of his key tunnellers and injuring and almost drowning him. Undaunted he brought barges of clay and dumped it in over the hole in the river bed thereby allowing the tunnelling to go forward. However, in 1828, the money ran out and moreover it took him months to recover from the internal injuries he sustained in the cave in. During this time he took stock of where his career was headed. The tunnel was eventually completed, the first under-water tunnel in the world, and was inaugurated in 1842. For more than a quarter century it was used by pedestrians only, but in 1869 tracks were laid through it. Today it is part of London Transport's Underground system, so one can still ride through this historic structure.



In 2006 the British government commemorated the bicentennial of Brunel's birth with a series of coins and stamps. The coins are both of the two-pound denomination, and both show the portrait of the Queen on one side. One shows Brunel, with top hat and cigar, with the Royal Albert bridge and a wheel in the background. The other is of a stylized view of the trainshed of Paddington Station, with the name BRUNEL plainly displayed. Both coins were intended for actual use, and are regularly found in circulation in the United Kingdom.



The set of six stamps, issued in the form of a souvenir sheet, depicts structures designed by Brunel. Except for the ship "Great Eastern", all these structures are still in regular daily use, a survival rate of 80%, which is excellent after 150 years. All but the Clifton suspension bridge (at Bristol) were completed during Brunel's lifetime.

Brunel returned to experimenting with a closed cycle gas engine using a gas generated by sulphuric acid and ammonium sulphate. At that time, however, the theory of thermodynamics was little understood and this project came to naught.

Becoming separated from his father's business he went to Bristol and Clifton where he was invited to enter a competition for the design of a bridge spanning the River Avon at Clifton. His design won in a second round, but the bridge was not built until after his death because of riots in Bristol and insufficient funds. He was then invited to look into the building of proper docks in Bristol but again the political instability precluded his proposals from being implemented at that time. He was next invited to join a committee to build a railway from London to Bristol. This was to involve him in surveying the country for a suitable alignment (track route) which would avoid major variations in elevation. Locomotives in those early days of steam had only enough tractive effort to pull a light train on level track. Secondly to ensure the railway would be a commercial success the alignment would have to pass close to any of the towns which had produce requiring transportation. Initially Brunel was asked to submit his survey in competition with others as had been done for the Clifton bridge. This he was not prepared to do, stating to the committee, that it would compromise the quality of the work. He decamped to London and returned on the day of the meeting. The committee had accepted his proviso but only by one vote. He was appointed the sole surveyor.

His travels between London and Bristol (115 miles) were extensive, sometimes overnight in crowded coaches and/or riding on horseback trying to track down his assistant surveyors. He insisted on personally supervising the survey work for all aspects of his proposed alignment including the cuttings, embankments, bridges, tunnels to minimize gradients. There was great opposition to this proposed Great Western Railway, from the landowners, other railways, coach companies, canal companies and Eton School. Brunel had to negotiate with

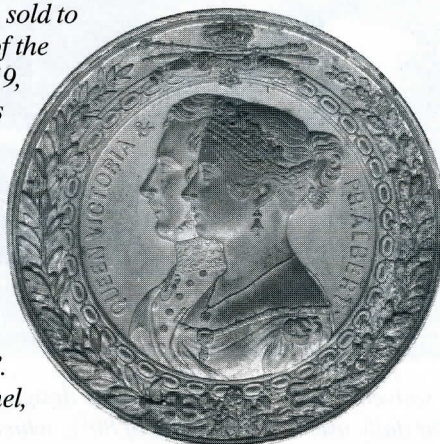
each of them personally. It took two years after Brunel had submitted his survey in 1833, to get the parliamentary bill for the railway passed through both the Commons and the Lords. Another of the great railway pioneers, George Stephenson, on being asked to comment on the Brunel's survey, stated "he couldn't see there being any that might be better". All of this intense work had put a great strain on Brunel's health and his professional standing. Moreover he had neglected to write up his diary. In catching up with it he realised, that for most of this work, he had been toiling for little return.

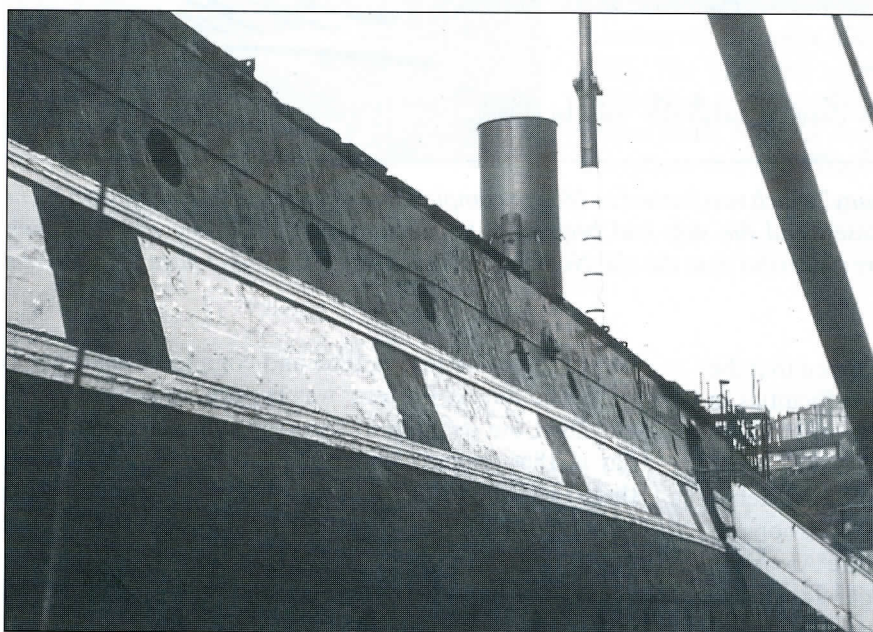
Fortuitously his affairs began to blossom. Many of his earlier proposals for bridges, docks and other railways were accepted and turned into projects as funds became available. At aged 29 success was in sight. In 1835 he was appointed to be Engineer of the Great Western Railway with a salary of 2,000 pounds, a position he retained for over 18 yrs. At last he felt was in a position to get married and this he did in 1836 to Mary Horsley sister of his friend John Horsley. He moved into a larger house in Duke St, Westminster, London, acquired a carriage and four, and hired a secretary.

Brunel tackled each of his projects according to their specific requirements. He wanted the finest for the GWR and in his opinion a broader track gauge (7ft 0") was warranted. At that time George Stephenson had selected a rail gauge of 4ft 8 1/2" which was used over much of the mine railways in the North of England. Brunel soon proved that the broad gauge allowed for faster and more comfortable travel and was able handle more goods (freight). Nevertheless Parliament eventually ruled in favour of the narrower gauge for the national standard, allowing the broad gauge to continue in its original territory.

Another revolutionary Brunel project was to extend the GWR rail terminus at Bristol across the Atlantic to New York. To do this he got into shipbuilding. His three ships the 'Great Western', the 'Great Britain' and lastly his leviathan, the 'Great Eastern' all played a major part in the development of steam navigation. First

A souvenir medal, made of white metal, sold to the public at the time of the launching of the steamship "Great Britain" on July 19, 1843. With a length of 322 feet, she was by far the largest ship in the world at that time, and is considered to be the first modern ocean liner. The medal bears portraits of Queen Victoria and Prince Albert, as well as statistics about the ship itself. The inscription under the picture reads "Built by the Great Western Steamship Company". The medal makes no mention of Brunel, however. Collection of Fred Angus





A very strange fate awaited Brunel's famous ship the "Great Britain", launched in 1843. After a long career, including 33 years lying derelict in the Falkland Islands, it was rescued in 1970, just barely in time, and brought back to England. Interestingly one of the strongest supporters of the project was Lord Strathcona, holder of the title originally bestowed on Donald Smith, who drove the Last Spike on the C.P.R. The "Great Britain" is now in Bristol, in the original dock where it was built between 1839 and 1843. These photos were taken in 1978, since which time considerably more restoration work, both inside and out, has been done. The photos show the amazing brilliance of Brunel's design. There is scarcely a straight iron plate, so creating a beautifully lined hull. This is amazing when one considers that this was the era of wooden ships, and iron construction was in its infancy. Despite the numerous vicissitudes of 165 years, this historic vessel has survived. Photos by Fred Angus

was the 'Great Western', a wooden paddle wheeler, built in 1837 and placed in service in 1838. It just missed being the first ship to cross the Atlantic by steam power, arriving at New York only three and a half hours behind the 'Sirius' which had left England several days before. The 'Great Western' survived until 1857 when it was broken up.

The story of Brunel's next vessel is the stuff of which legends are made. Originally to have also been a wooden paddle wheeler, considerably larger than the 'Great Western', called the 'New York', the design was modified several times as Brunel became aware of the latest developments. Eventually it was launched as an iron vessel, powered by the very innovative screw propeller, and was named the 'Great Britain'. With a length of 322 feet, it was by far the largest ship in the world. Its keel was laid down on July 19, 1839, it was launched on July 19, 1843, and went into service in 1845. Despite running aground in Ireland in 1846 (an event which ended the career of the Great Western Steamship Company), it was salvaged and, under new owners, served for many years in the Australian service. From 1886 to 1936 it served as a storage depot in the Falkland Islands, and then lay derelict until 1970. In the latter year it was salvaged just barely in time, for a serious crack threatened to cause the hull to break up. It was brought back to Bristol, and on July 19, 1970 (note the coincidence of the July 19 dates) was moved into the very same dock where it had been built! Today, much restored, it is a prime tourist attraction, and a great tribute to Brunel's engineering abilities.

Brunel's last ship design, the 'Great Eastern', was one of the most amazing vessels ever to sail. At 693 ft in length, 120 ft in beam (width), 58 ft high and 32,000 tons displacement, there were, at that time, no docks large enough to accommodate it. His innovations on that ship are legendary e.g. double bottom hull, but that's a whole other story. It was far ahead of



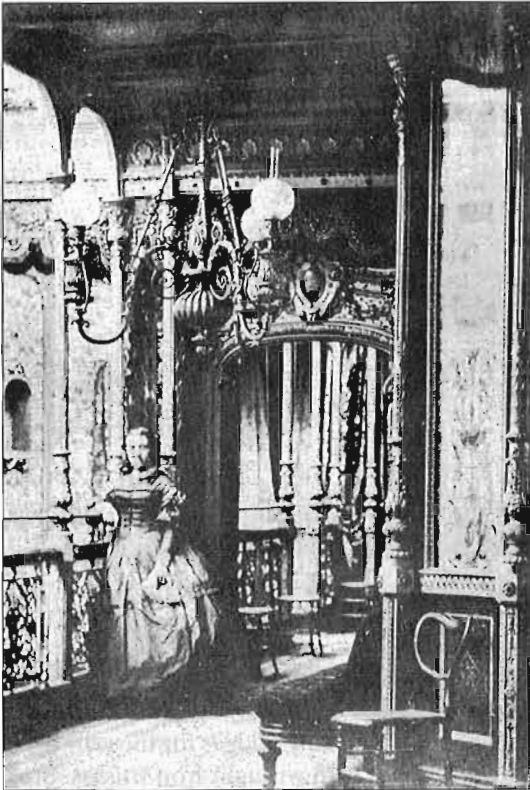
A stock certificate for the "Great Ship Company" which was formed in 1858 to complete and operate the "Great Eastern". The original company had failed, with huge losses, and the ship had been sold, for a small amount, to the new company. Unfortunately the new company was no more successful than the old. Note the embossed seal bearing an image of the "Great Eastern". Collection of Fred Angus

its time, and was a financial disaster. It is claimed that the trauma of the corporate troubles and the difficulties in launching the 'Great Eastern' in 1858 lead to Brunel's death aged 53 in 1859. However the 'Great Eastern' made a number of significant trips, including one to Quebec City in 1861 when it brought thousands of troops as protection against a possible crisis during the American Civil War. At that time the Quebec newspaper 'Journal de Québec' said "Le Great Eastern est à l'ancre dans le port de Québec! C'est un grand fait. Il y est dans toute sa majesté, dans ses proportions gigantesques, flottant et se mouvant à l'aise dans le fleuve, sous les murs du Gibraltar américain". The Montreal paper 'La Minerve', in typical Brunellian fashion, said that it would return "bientôt à Québec avec huit à 10,000 hommes de troupes". Alas, it never happened, and the 1861 trip was the only time the 'Great Eastern' ever sailed up the St. Lawrence.

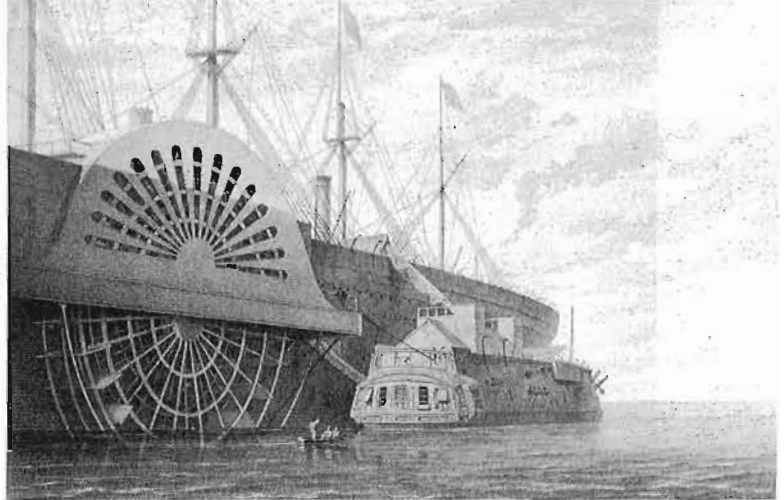
The 'Great Eastern' really came into its own after Brunel's death when it laid the first successful Atlantic cable. At that time it was the only ship capable of carrying the whole cable, previous attempts having used two ships. After an unsuccessful attempt in 1865, the 'Great Eastern' steamed into the harbour of Heart's Content Newfoundland on July 27, 1866, having successfully laid the cable. It then went back, found the

end of the cable lost in 1865 and completed that one as well! The 'Great Eastern' was broken up between 1888 and 1890, but its place in history is secure, for, since that day in 1866 when it landed the cable in Newfoundland, there has been continuous electric communication between the old world and the new. Brunel would have approved.

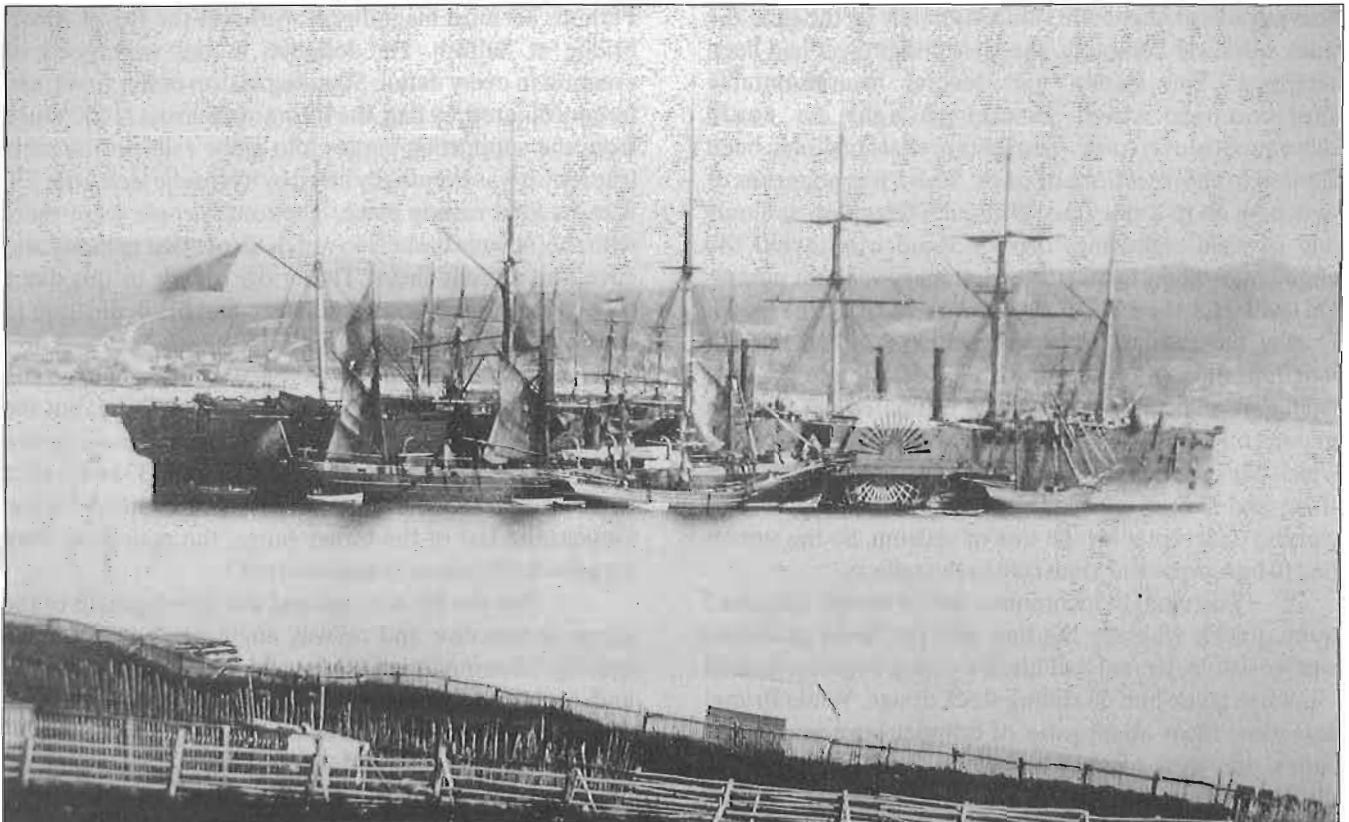
Brunel experienced another costly failure in the 'atmospheric' rail traction system he had adopted for Taunton area. The alignment along the south coast from Plymouth was difficult having to cross many river valleys which would have incurred great cost for embankments, bridges and cuttings to achieve gradients acceptable to the limited tractive effort of the contemporary steam locomotives. To avoid such costly civil works Brunel propose to adopt another form of locomotion, an atmospheric system which comprised a piston shuttle running in a pipe in the centre of the track which had a continuous slot through which a vertical extension from the shuttle was attached to a trolley which was attached to the train. The thrust was provided by atmospheric pressure applying to the back of the piston against a vacuum created in the pipe by wayside pumping engines further along the track. The continuous slot was sealed by leather flaps which closed as the shuttle went past, again due to atmospheric pressure. With no locomotive the



A glimpse of the amazingly ornate décor of the Grand Salon of the “Great Eastern”. This photo was taken at Quebec City in 1861, during the great ship’s only visit to Quebec. Five years later, however, it would come to Newfoundland with the Atlantic cable.



Loading the Atlantic Cable on to the “Great Eastern” in the summer of 1865. The huge size of Brunel’s masterpiece is readily apparent in comparison to the ancient hulk that was used to transport the cable, in several loads, from the dock to the ship. The latter vessel was formally a navy frigate that dated back to the time of Lord Nelson.



A very historic photo of Brunel’s masterpiece, the “Great Eastern”, in the harbour of Heart’s Content Newfoundland in July 1866, having just landed the first successful Atlantic cable. Note how it dwarfs all other vessels. No ship exceeded its 693-foot length until the “Oceanic” built in 1899, by which time the “Great Eastern” had long since been broken up. Notice also the brackets mounted at bow and stern. These held the pulleys used for laying the cable. National Archives of Canada



A view of the former Great Western line along the Devon coast. Near here was the site of Brunel's most spectacular failure, the Atmospheric Railway of 1848. Photo by Fred Angus

overall train weight was less and so the system was effective at pulling a train up gradients which a steam locomotive couldn't.

Based on successful initial trials of this system in Croydon south of London, Brunel proceeded with the heavy gradient alignment. Unfortunately by the time the track work was complete, the Croydon project had been scrapped. The system had several insurmountable shortcomings which Brunel thought he could subsequently overcome. The system trials had only been applied to short sections of track. There was no means of switching on to a side line. Without a telegraph and only line of sight signalling, there was no way to tell the engineman when to start the stationary vacuum pumps. On level track there was no means of regulating the speed. During the testing, a test engineer was taken the full length of the section hanging on for dear life to the lone trolley at a speed (subsequently estimated) of 84 mph making him the fastest man in the world. In the winter for which there had been no trials, the leather flap valves froze and stayed open; the rats gnawed at the leather causing unacceptably high loss of vacuum. So the system had to be scrapped at great cost to the railway.

Fortunately locomotive performance advanced quite quickly whereby the line with the heavy gradients was workable. Brunel had hired a young engineer Daniel Gooch to guide him on rolling stock design. While Brunel had some ideas about ratio of cylinder bore and stroke ratios, they were wrong whereby his first locomotive was almost powerless, Gooch took over and soon he had developed a design called the 'Firefly' which was capable of climbing the heavy gradients and faster train service than the other railways. The present day Great Western is still battling with the Newton Abbott incline near Plymouth, notwithstanding that while modern diesel

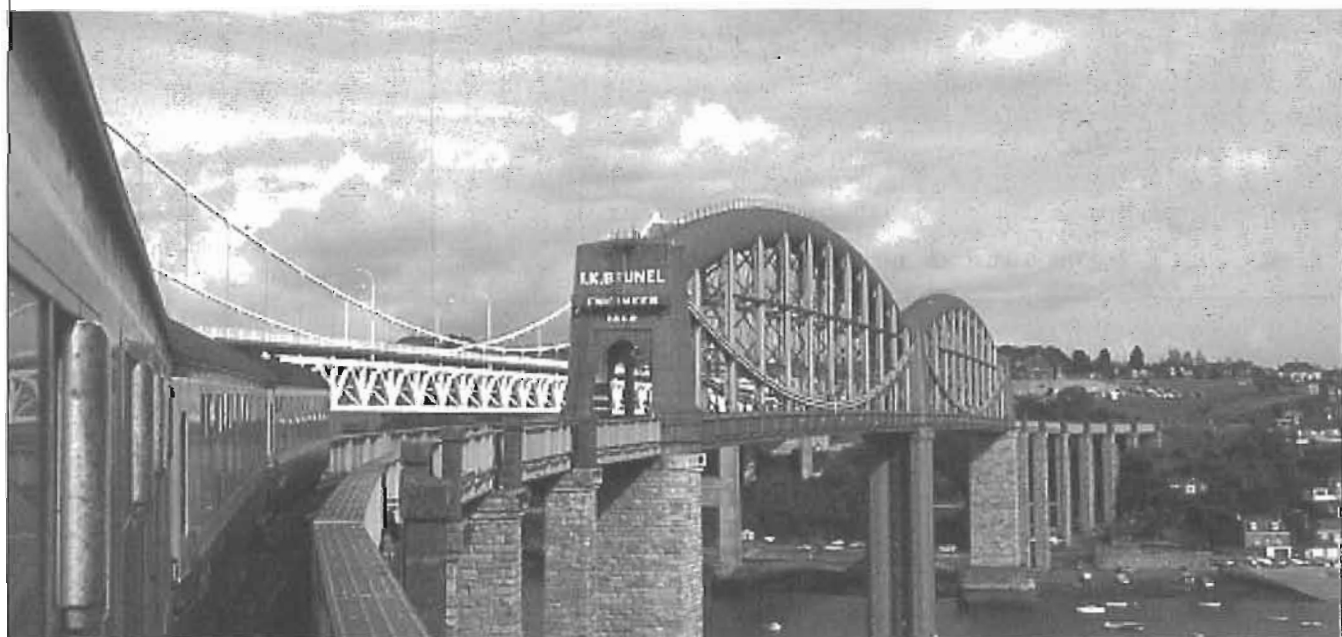
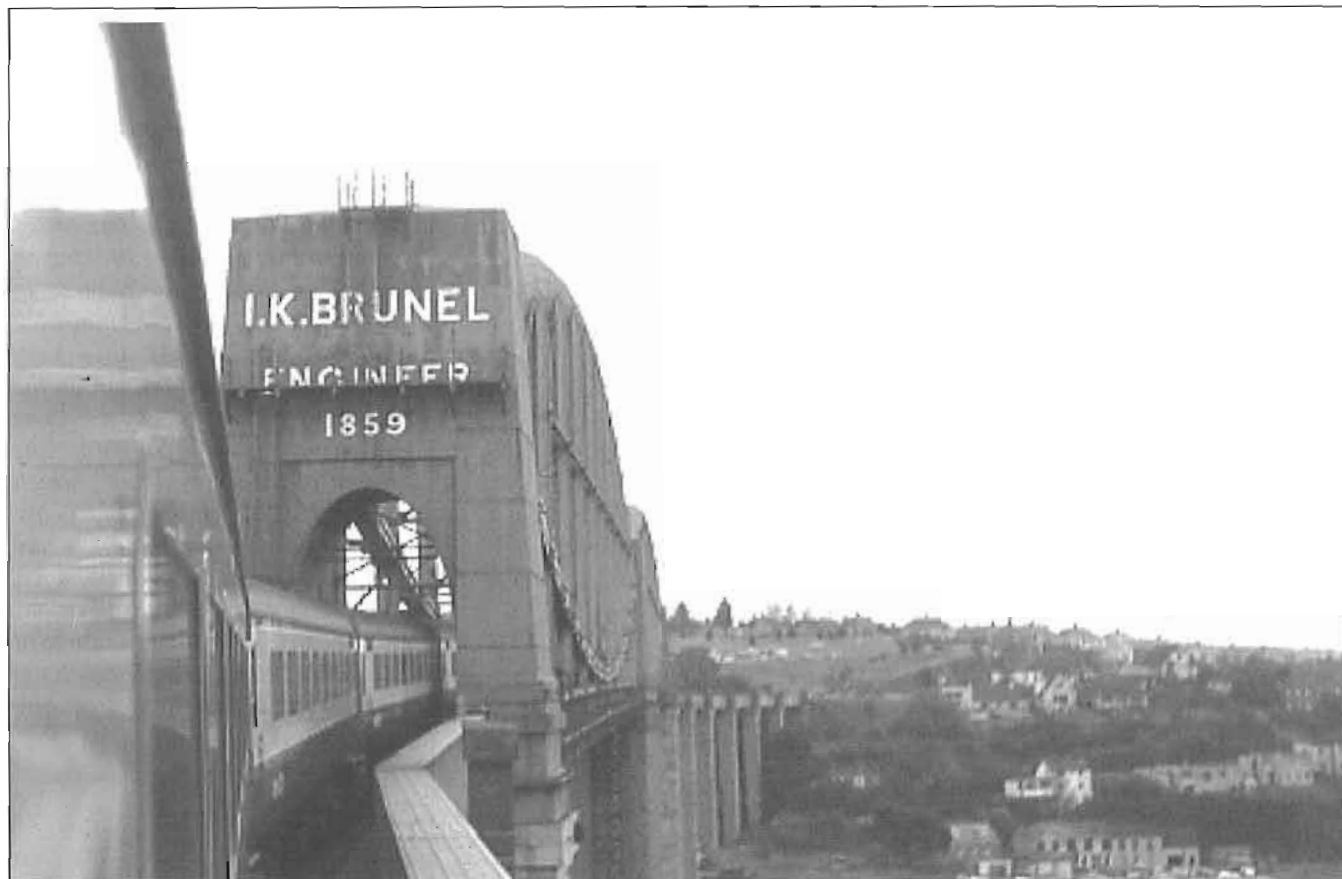
locomotives are much more powerful, the trains are also much heavier.

Brunel designed many bridges for the railway, in timber, in masonry and with wrought iron trusses. Steel plate was not then available in quantity production. Perhaps his most magnificent work was the Royal Albert bridge at Saltash. He designed it and supervised its erection in every detail. Standing on top of the first truss, he coordinated, by flag, the lifting of the truss (1060 tons), from the supporting barges into guide rails on the piers whereby it was eventually lifted by hydraulic jacks, the 130 ft to its final resting place. The townspeople were there with their picnic baskets to watch his act that gala day and gave him a great cheer. The bridge stands to this day a superb monument to his brilliance and his dedication to the GWR and the Engineering profession.

Throughout all these years, the broad gauge still was king in the original Great Western territory, but the inconvenience of gauge changes at more and more points eventually doomed it. Finally, in 1892, some 33 years after Brunel's death, and three years after the death of Daniel Gooch, the last of the broad gauge, the main line from London to Penzance, was converted.

But the die was cast and the development of the steam locomotive and railway engineering went ahead quickly, allowing for greatly accelerated industrialisation and social interchange throughout Europe and North America and later the colonies and the rest of the world.

In celebrating Brunel's 200th anniversary we must toast him for his engineering contribution to railway works both in Britain and across the world. He was one of the great railway pioneers, one of the most brilliant, most innovative and versatile engineers, not only of his era, but of all time.

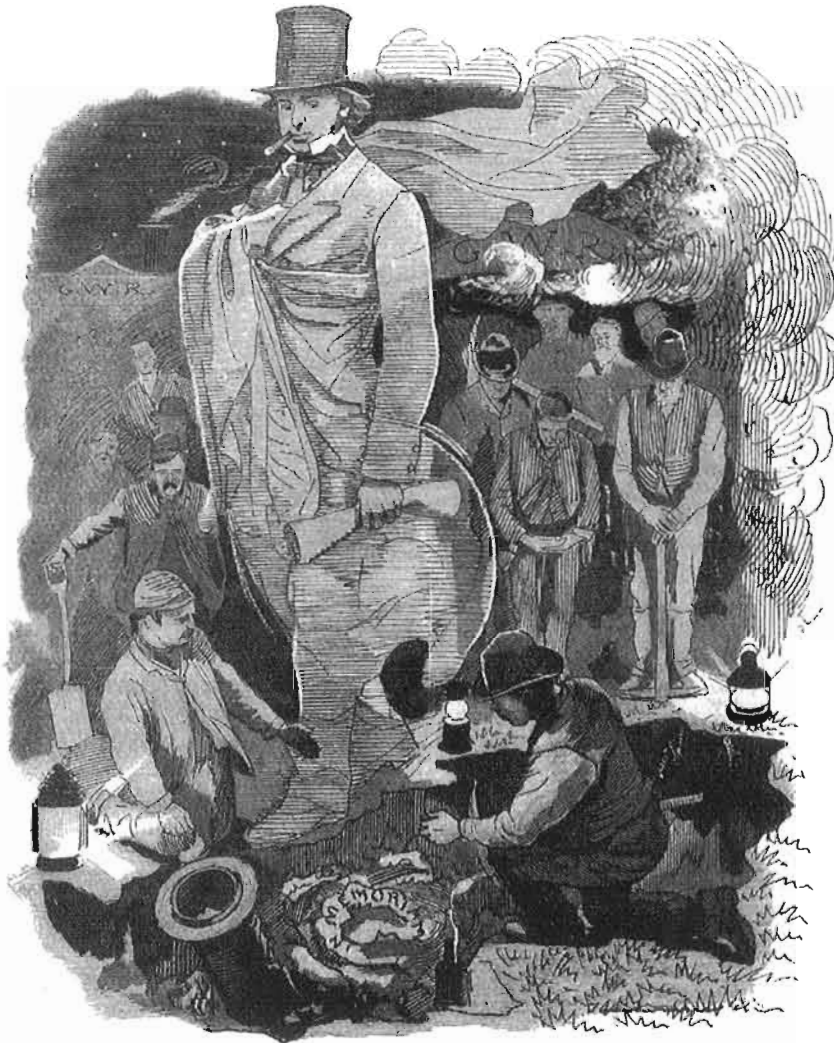


In September 1978 your editor, contrary to all regulations, took these photos while leaning out the vestibule of the London-Penzance train while crossing the Royal Albert bridge at Saltash. The first photo was taken on September 6, on the trip to Penzance, while the second was a day later on the return journey. Brunel's superb engineering is plainly evident, and his name is prominently displayed over the portals at both ends of the bridge. The Royal Albert bridge is still in regular service, carrying dozens of trains a day on this important main line. Photos by Fred Angus

JUNE 4, 1892.]

PUNCH, OR THE LONDON CHARIVARI.

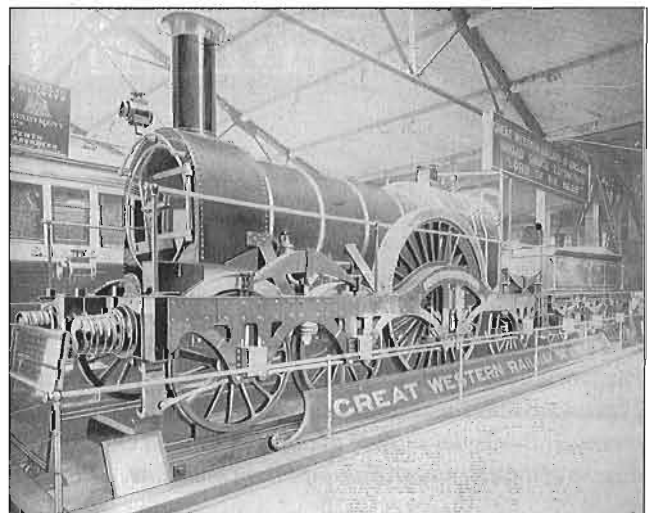
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THE BURIAL OF THE "BROAD-GAUGE."

In 1892 came the end of Brunel's cherished dream, the broad gauge (7 feet) of the Great Western Railway. On May 20, 1892 the last broad gauge train ran from Paddington station in London to Penzance in Cornwall. On June 4, the magazine "Punch" published this very emotional full-page cartoon on the burial of the broad gauge. Along with it was a poem, a parody of "The Burial of Sir John Moore", which ended "And we left the broad gauge in its glory". The mourners are burying a broad gauge locomotive, the chimney of which is still visible, while the ghost of Isambard Kingdom Brunel, complete with top hat and cigar, watches the proceedings.

In 1893, a year after the end of the broad gauge, the Great Western railway sent the locomotive "Lord of the Isles", originally built in 1851, to the World's Columbian Exposition in Chicago. Here we see it, in all its glory, on exhibition at the fair. Sadly, this historic locomotive, along with earlier engine "North Star", was broken up in 1906, in what must class as one of the greatest examples of "official vandalism". Its driving wheels, and some other parts, do survive.



The Ontario Narrow Gauge

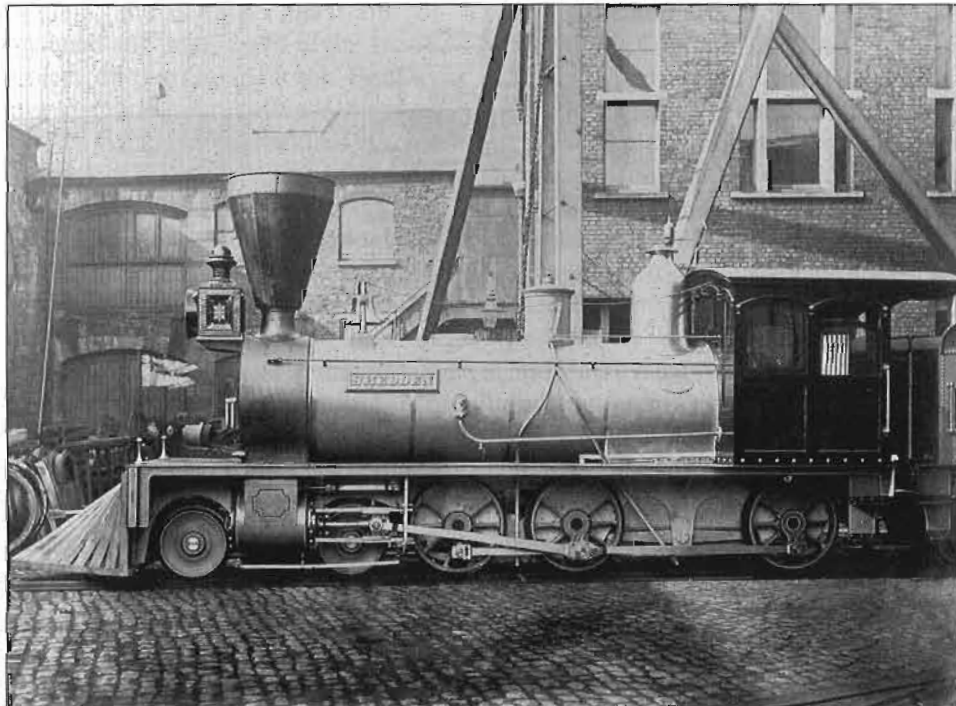
By: Rod Clarke

My interest in the narrow gauge started in 1955 when I was fourteen, and a friend gave me a model magazine featuring the Baldwin 2-4-2T 'Lyn' of the Lynton and Barnstaple Railway. I bought a copy of Omer Lavallée's 'Narrow Gauge Railways of Canada' when it first came out in 1971, and found that the Toronto and Nipissing Railway ran almost through my backyard. In the late 80's I wanted to model the Toronto and Nipissing or Toronto Grey and Bruce Railway of the 1870's, in Sn3½ scale, but unfortunately there was so little information to work with. There was, of course, Thomas F. McIlwraith's 'The Toronto Grey and Bruce Railway' for the UCRS, published in 1963 when he was an undergraduate; Charles Cooper's 'The Narrow Gauge For Us – The Story of the Toronto and Nipissing Railway' published in 1982; and 'Steam Trains to the Bruce' and 'Running Late on the Bruce' by Ralph Beaumont and James Filby, of 1977 and 1980 all of which offered invaluable information and photographs, but few technical details or drawings. If I was going to produce an accurate model then I would have to obtain some scale drawings.

I drew my first rendition of the T&NR Fairlie on squared graph paper, using the well-known photograph of 'Shedden' in Lavallée's book, and dimensions given in

Rowland A. S. Abbott's 'The Fairlie Locomotive'. In doing so I developed some mathematical tools for correcting for perspective (this was before personal computers and software were available) and also learned a draughting technique for producing orthographic plans and elevations from three-quarter view photographs. My efforts were constructively criticized by a friend, who is a civil engineer with great knowledge of technical drawing methods, and soon I was attempting drawings of other TG&BR and T&NR rolling stock subjects. One year in the late 1980's I let my colleagues operate my part of a 4mm scale model railway exhibit at the Toronto Model Railway Show, and I set up a display stand featuring the Ontario narrow gauge railways of the 1870's. I was surprised at the positive response, and several people asked for copies of the drawings. So I bought a drawing board and converted my small sketches to ½" scale ink drawings. At the following year's exhibition I sold several copies of these large format drawings to modellers, at cost of printing.

Two significant things then happened. On a positive note Charles Cooper encouraged me to produce a booklet of the drawings in a more compact format, and when he saw the result he pushed me further to write an

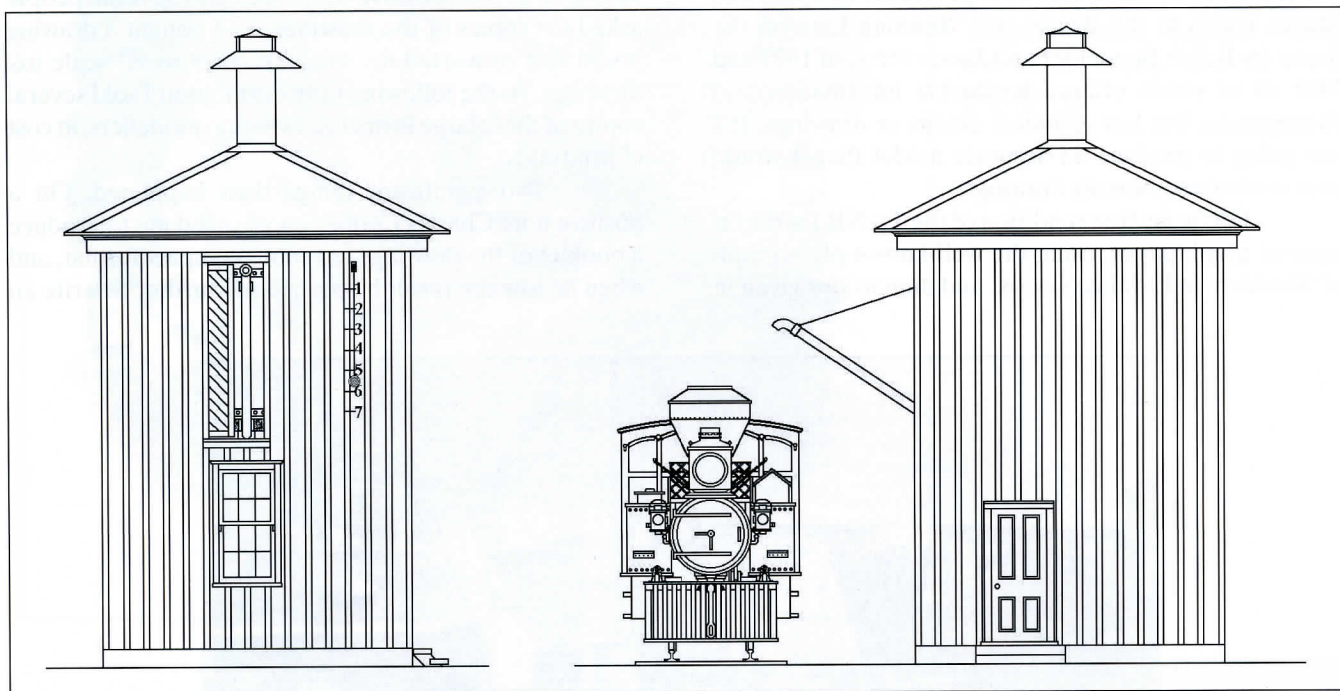


Avonside Engine Company works photograph of large 4-6-0 freight locomotive, No. 8, 'Shedden' (sic), but later renamed T&NR No.8 'Toronto', for the Toronto and Nipissing Railway, Bristol, England, Winter of 1871-72. Photo IME Library via Rod Clarke

explanatory text. Less positive was the Ontario hobby shop owner, who being told that my interests were in the Ontario narrow gauge of the 1870's, scoffed that there was so little known about the subject that I would be better off modelling the Denver and Rio Grande Railway! After getting over my furious reaction, I vowed that the real answer was to make sure that no-one could ever say that in the future. I started collecting historical material, but throughout the 1990's work prevented me from spending much time on the research. When I retired in 1998 I obtained my own computer, internet access, and the software to manipulate text and images into book format. There is no substitute for detailed study in libraries and archives but I have to say that the internet is a fabulous tool for discovering sources in foreign archives, and the amount of new material on the TG&BR and T&NR in European and US archives astounded me. The internet is also a very dangerous tool as so much dubious information gets displayed and propagated in

superficially persuasive (and apparently authoritative) formats.

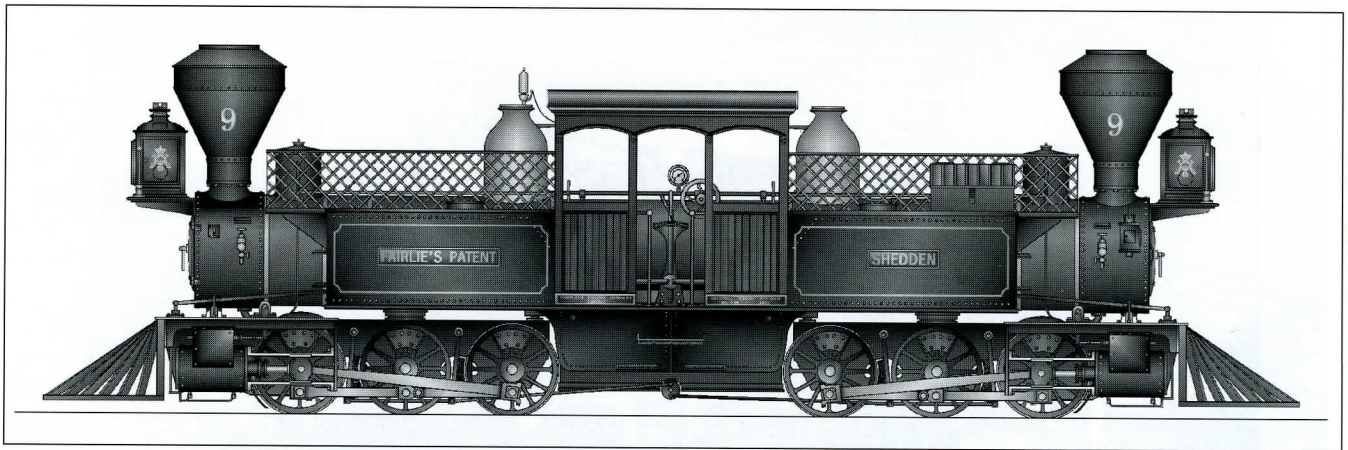
My training and career were in engineering. I almost became a locomotive engineering apprentice at the Doncaster Plant of British Railways (I was offered a position but the pay was literally too low to live on). Later I became a nuclear engineer operating several 500 MWe steam turbines but I have always remained interested in the technical aspects of steam locomotive design. My first efforts at a text dealt only with describing the narrow gauge locomotives, but I soon realized that I wanted to know more about the process that selected such a diverse bunch of classes of engines (seven different types in a total of thirty-two locomotives) from Avonside, Canadian Engine and Machinery, and Baldwin. I then discovered that the Chief Engineer of both railways was Edmund Wragge and that the directorial boards of the T&NR and TG&BR who selected him had a number of common members such as George Laidlaw, John Shedden and the



The TG&BR and T&NR built square water tanks 14ft. x 14ft. in plan, with sliding doors so that the Copper water pipe could be retracted to prevent freezing. The expense of heating and attending to the buildings in Winter led to most being demolished and replaced by the Haggas Water Elevator, patented in 1877 by the Mechanical Superintendent of the T&NR. Some tank houses were reported to be converted into dwellings for railway staff.

Rod Clarke's drawing method: Most drawings were originally drawn with rapidograph pen and ink, on drawing vellum, drawn between 1985 and 1998. However for the purposes of the book, all those drawings were scanned and digitized into bitmaps for reproduction. Then for clean reproduction each and every line was redrawn using an art graphics program (Micrografix PPI0), which means that each line, circle, dot, and dash etc is drawn by clicking and dragging with a mouse, and every stroke is adjusted for weight (thickness) manually.

Irregular curved shapes are made by drawing freehand with the mouse and then adding and removing individual pixels to suit. A few recent ones 2004-2007 were drawn directly on the computer, but using the same art graphics program. Despite computerization, it's still a laborious manual process. It takes me about one to two weeks to draw a locomotive, not counting the research and mathematical analysis to prepare the first hand drawn sketches. Every drawing is drawn by hand, 90% with physical pen, ink and paper.....and about 10% with electronic pen, ink and paper.

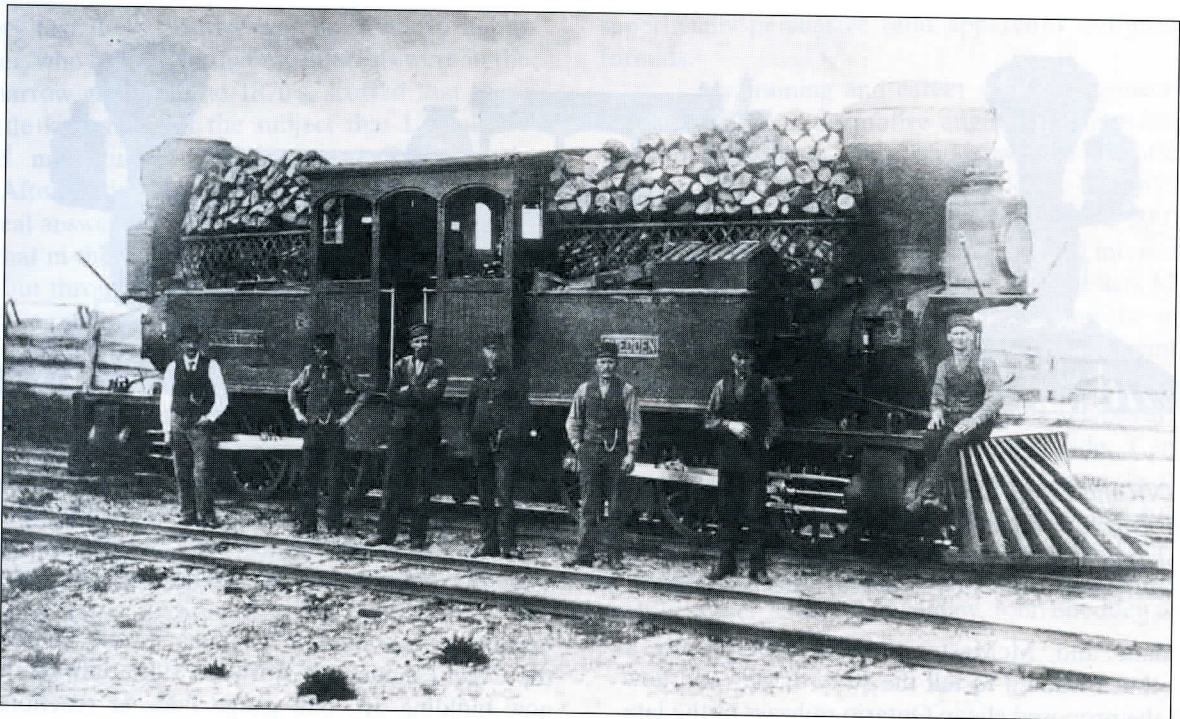


“The T&NR and TG&BR each ordered an 0-6-6-0 Fairlie articulated locomotive for heavy freight duties. They were built by the Avonside Engine Company of Bristol and delivered in late 1871, or early 1872. T&NR No 9 “Shedden” had a chequered career. In 1872 she plunged off a bridge after trackmen removed a rail in her path, and the TG&BR Fairlie No. 7 “Caledon” was brought over to haul her out of the ditch. Two years later her boiler exploded at Stouffville due to the safety valves being tied down.”

Gooderham and McMaster families. Eventually I realized that I wanted to tell the story of why and how some of the proposed cheap Ontario railways of the late 1860's became the first public passenger carrying narrow gauge railways in North America, the vanguard of a movement which seemed like sweeping the continent during the 1870's but peaked and faded away after the 1880's. One insightful source is 'The Railways of Canada', a compendium of information published in 1871 by J. M. and E. Trout, and reprinted in facsimile by Coles in 1970. It summarises the progress of railway building in Canada up to that date, and describes the status of railways currently planned and being built. In the 1850's the magnificent project of the Grand Trunk Railway (GTR) 5ft. 6in. gauge mainline from Portland, Maine to Sarnia had been built to a high technical standard but at a tremendous capital cost, disproportionate to the Province of Canada's population and economy. This economic failure, a major business depression following the financial crisis of 1857, and the uncertainties of the US Civil War meant that virtually no railways were built in Canada during the 1860's. General restoration of confidence associated with the Confederation project of 1867 meant that there was a pent-up demand for more railways, but on a more modest basis than the heavily engineered GTR. The principal architect of the Ontario narrow gauge movement of 1866-1871 was George Laidlaw, an associate of the Gooderham and Worts business interests. Laidlaw was an inveterate denouncer of the iniquities of the British-financed GTR, and advocated construction of cheap railways which could be financed from domestic financial resources. He advertised for advice on methods of building cheap railways and received replies from an eminent English engineer, Sir Charles Fox, the constructor of the Crystal Palace at the Great Exhibition of 1851 in London. Fox had

become a proponent of the ideas of Carl Abraham Pihl, the Chief Engineer of Norway's state railways, who was now building 3ft. 6in. gauge lines in reaction to the unaffordably high capital cost (to a fishing and agricultural economy) of the heavily engineered 4ft. 8½in. Norwegian Trunk line built by Robert Stephenson in the 1850's. The parallels were obvious and Laidlaw immediately started a campaign of letters, pamphlets and public meetings to advocate similar railways into the north-west and north-east hinterlands of Toronto.

One of the principal commitments of Confederation was to railway connections between the Maritimes, Central Canada, and the Pacific. If, as Sir John A. McDonald insisted, the Pacific Railway was to be an all-Canadian route connecting with the Maritime (Intercolonial) Railway it would obviously be routed through Montréal, the Ottawa Valley and along the shore of Lake Superior. If Toronto was to share in the transcontinental project, then lines would have to be built from there to the Pacific Railway. In some ways the TG&BR can be seen as making such a connection possible via Lake Huron and the Lakehead, and the T&NR via a proposed connection near Lake Nipissing. Initially the lack of original material depressed me. How was I going to create anything substantial out of almost nothing? What helped me get the project off the ground was a package of newspaper photocopies which arrived, unsolicited, in the mail from the generous Carl Riff of Ottawa, who searched 19th century newspaper archives and copied material relating the day to day events of railway history. There was so much fascinating material here, often controversial and contradictory, that I went back myself and scanned through all the original material in context (about 1,500 to 2,000 weekly newspaper editions!). This led to an interest in the personalities and activities of the businessmen and politicians who



A Fairlie-patent double end 0-6-6-0 locomotive, the 'Shedden' was built for the 3' 6" gauge Toronto and Nipissing Railway (the first narrow gauge common carrier steam operated railway in North America – July 1871) by Avonside Engine Company (serials 864 – 865) in 1871, identical to the 3' 6" gauge Toronto Grey and Bruce Railways 'Caledon' (serials 862 - 863). Cylinders were 11-1/2" X 18" and had 39" drivers.

Fairlie had been successful in introducing his design on narrow gauge railways with sharp curves (vertical and horizontal) and with limited turning facilities. A third engine, was produced for the 3' 6" gauge Lindsay, Fenelon Falls and Ottawa Railway but never delivered when the line (as the Victoria Railway) was built to standard gauge.

On January 31, 1874 a boiler explosion occurred on the engine at Stouffville, Ontario killing 3 men (one thrown 22 rods) and injuring 4. Witnesses to the explosion were Mr. Cowley, Station Agent; Joseph Ainley, Baggage Master; and Mr. Toaze, Cartage Agent – the last named still living on January 31, 1925 when the story was republished.

Apparently a new boiler was sent out by Avonside and the locomotive restored to service as the only extant photograph of the locomotive is one taken in 1879. 'Historic' information states the picture was taken in June 1879 at Scarborough Junction and the name of the crew (see below) are listed. J.J. (Jack) McLeod, an ex CN/GT railroader, had an excellent copy of the print on which he had written the date May 16, 1879 at Coboconk, with crew names, and a notation 'return to J.J. McLeod'.

The background and foreground of the photo shows a total of 3, possibly 4 tracks; this appears to confirm Scarborough Jct. And not Coboconk as the location. Certainly there were more 'parallel' tracks at that location, whereas only 3 at Coboconk; and one of the tracks in the picture appears to be '3 rail'. Scarborough Jct. Was where the T & N line joined the GT line using a third rail to gain access to Toronto.

The employees in the photograph are identified as:

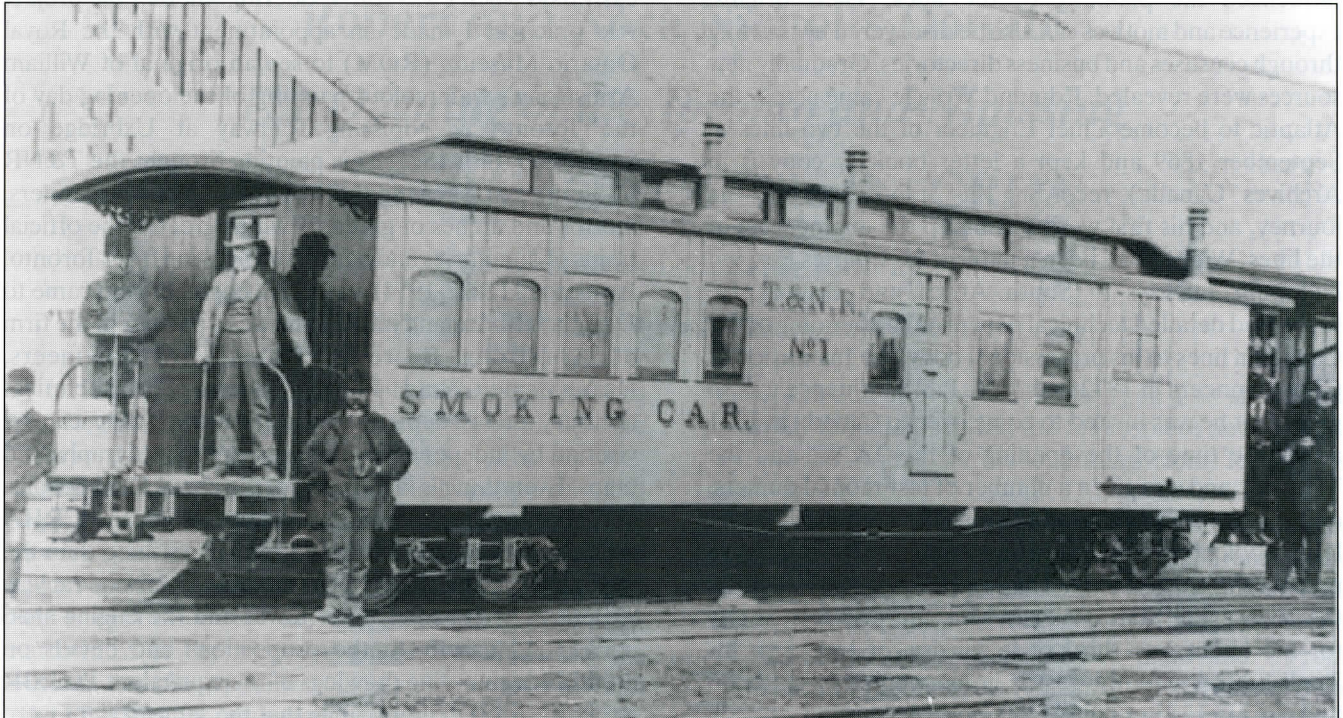
John Bradley – Conductor	Samuel Merrifield – Brakeman
Sid Vaughan – Woodpasser	John Corbett – Brakeman
Charles Clarke – Engineer	Chine Long – Brakeman
William Lorimer – Fireman	

One original print is in the possession of the Public Archives of Canada at Ottawa; another in 1971 was received by the National Museum of Science and Technology at Ottawa. The photograph reproduced above was scanned from one in the Fond Corley and is believed to be a second generation copy of the original in the PAC.

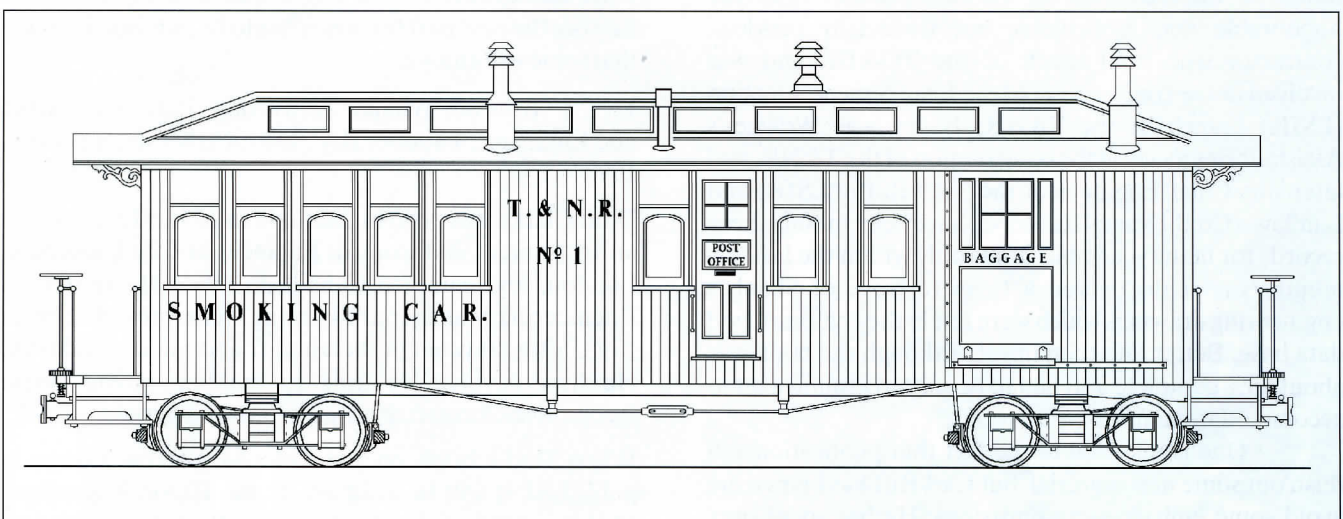
The final disposition of this locomotive is unrecorded. As of 1882 (when the Midland railway absorbed the T&N) ten T&N locomotives were on hand, all of which were either destroyed by a fire or sold as scrap in 1882 and 1883. Unfortunately the specific identification of the engines is not given in the railway reports, hence the existence of the 'Shedden' cannot be confirmed – but it may be assumed that it met its end after 1879 and before the start of 1884.

CRHA Archives, Fond Corley April 25, 1971

Revised June 26, 1972 and 3 August, 1972



T&NR Smoking, Post Office and Baggage Car No. 1 was built at William Hamilton's St Lawrence Foundry in 1870-71, along with the original series of Passenger Cars. It was originally planned that the cars should have Clark's six-wheel radial axle arrangement, but the disastrous derailments of the six-wheel flat cars under construction conditions caused a rethink, and delivery of the passenger cars was delayed until four-wheel trucks could be fitted. Drawing by Rod Clarke, photo CRHA Archives, Fond Corley.



influenced the planning of the lines. Their origins, experience and motives can also be discovered by trawling through censuses and business directories. Gradually new sources were revealed. Edmund Wragge came across the Atlantic to become Chief Engineer of the two lines in September 1869 and kept a letter book (a copy is in Archives Canada) recording his impressions of the journey, and his first work setting up the engineering of the lines. Wragge had been a pupil of Sir Charles Fox and had built railways in South Africa and Britain. He submitted detailed technical papers on the building of the Canadian lines to his professional body, the Institution of Civil Engineers in 1872 and 1876. Pihl's influence was so great that he was invited to come over to Canada in 1871 about the time of the opening of the T&NR and the TG&BR, and was given a number of testimonial dinners, and a silver commemorative vase. He kept a diary and letter book of his travels and impressions of the lines, with much technical detail. The material has been published by the Norwegian State Railway Museum and fortunately for me about one third of it consists of letters to his English-born wife; the rest is in Norwegian of course. I had an interesting couple of months learning enough Norwegian grammar to make a technical translation with the aid of conversion software, and a very expensive dictionary published by the University of Wisconsin for the descendents of Norwegian immigrants.

Two extremely productive sources have been the enormous amount of technical material and correspondence in the Frank Shanly and John C. Bailey fonds at the Archives of Ontario. Shanly was the honourable and meticulous, but financially reckless, contractor who built much of the TG&BR and was involved in the construction of the Lake Simcoe Junction (LSJR) branch of the T&NR; Bailey was Wragge's Assistant Engineer on the construction of the T&NR, and later was Chief Engineer of the T&NR, the LSJR, and Laidlaw's Credit Valley Railway. I have been mining these records for many years, but it was only within the last few months that I discovered a treasure trove of Shanly's engineering drawings which were not in the computerized data base. Better late than never, although the book was about 95% complete and had to be shifted around a bit to accommodate some of the material.

One is resigned to the fact that publication will flush out some new material, but Carl Riff has helped me avoid some embarrassing omissions. He has spent over two months searching the Andrew Merrilees photographic collection at Library and Archives Canada and has discovered some priceless TG&BR items. In the

early days when I was still wondering whether the project was practical I made an appointment with the Royal Ontario Museum (ROM) to see an original of William Armstrong's watercolour painting of the opening day of the Toronto & Nipissing Railway at Uxbridge on September 14th 1871. This painting brought the T&NR to life for me, showing the joyous riot of flags, banners, mottos and arches of greenery which greeted the official trains of dignitaries and bandsmen arriving from Toronto. Armstrong (1822-1914) was a civil engineer who came to Canada from Ireland in 1851 and was a partner in the firm of Armstrong Beere & Hime; Civil Engineers, Draughtsmen, and Photographers. The technical accuracy of his depiction of the railway scene can be verified by independent contemporary photographs and maps. Everything is in its place, of the correct dimensions, and appropriate colour. The picture which the CRHA Archives has acquired is even more astonishing than the watercolor in the ROM. The details of certain railway structures such as the water tower and the engine shed correspond exactly to the proportions and details on Shanly's engineering drawings of the equivalent TG&BR structures (it is demonstrable that the same designs were issued by Wragge for structures on the T&NR and TG&BR) The detail in the Museum's picture is so uncanny that it led me to consider that it might have been painted with the help of a photograph. It appears from notes on Armstrong's biography (1) that he was pioneer in the use of photography for industrial purposes and so the possibility is worth consideration. As I write, the book has grown to 360 pages and is complete. That finishes the easy part for now it has to be published! I hope that some will enjoy it.

1. 'T. J. Tronrud; William Armstrong, 1822-1914, Artist and Engineer'; Thunder Bay Historical Museum Society, 1998

"Rod Clarke was born in Sheffield in 1941. He trained as an Instrument and Control Engineer at City University, London, and came to Canada in 1966. He retired as Engineering Manager at Pickering Generating Station in 1998, after 40 years in the aircraft and nuclear industry. He now devotes his time to building model steam locomotives, aircraft restoration, and industrial history."

When Rod's book on the Ontario Narrow Gauge is published, it will be available at the Exporail Boutique bookstore and reviewed in Canadian Rail. If you wish pre-publication information, please contact Rod Clarke at gordalescar@rogers.com

Robert and Nora Nicholls Donate *The Opening of the Toronto and Nipissing* Original Watercolour to the CRHA

The Toronto and Nipissing Railway

By Omer Lavallée, updated by Ronald Ritchie

In the year 1868, two applications were made to the Legislature of the Province of Ontario for the incorporation of narrow-gauge railways. The first was that of the Toronto, Grey & Bruce Railway (q.v.), but the second was for the Toronto & Nipissing Railway, whose charter route contemplated a railway from Toronto to Lake Nipissing. Both of these legislative measures met active opposition by the members because of the narrowness of the proposed gauge, but ultimately the obvious benefits of railway into areas as yet unserved triumphed over purely academic considerations.

If the Toronto & Nipissing's charter had been second to be approved, it was also the second railway to get construction under way. Its first sod-turning ceremony took place at Cannington, Ontario on October 25th, 1869, just three weeks after the comparable event on the nearby T.G. & B. To the Nipissing line, however, goes

the distinction of being the first to open a section of line officially for public service, this taking place on July 12th, 1871, when trains started operating from Toronto to Uxbridge.

The route used out of the T. & N. terminal in Toronto at Berkeley Street was that of the Grand Trunk Railway of Canada as far as Scarborough Junction, nine miles. A third rail for narrow gauge was laid in the broad (5' 6") gauge track of the G.T.R. main line. From Scarborough Junction, the Nipissing trains resumed their own rails onward to Uxbridge. The official opening ceremony was marked by the placing of triumphal arches over the railway at Uxbridge on September 14th, 1871, although the event was not noted in the newspapers until October 7th. It was a day of public rejoicing such as has not been seen since the advent of the automobile, radio and television.



Sod turning ceremony for the Toronto & Nipissing Railway at Cannington, Ontario on October 25, 1869. CN Photo No. 44079, CRHA Archives, Fond Corley.

No time was lost in pressing onward with Lake Nipissing on the distant horizon. The close of the construction season of 1871 saw the miniature track at Woodville, near Lorneville, and the season of 1872 witnessed completion as far as Coboconk, 87 miles from Toronto. The service was officially extended to this point on November 26th, 1872.

Plans were made to continue in the following year, but the panic of 1873 put an end to optimistic aspirations and Coboconk turned out to be the closest the railway ever attained to Lake Nipissing.

From an engineering standpoint, the railway was comparatively uninteresting, the country which it traversed south and east of Lake Simcoe being flat and largely agricultural in character. In 1877, using the charter of a subsidiary company, the Lake Simcoe Junction Railway, a branch was built from Stouffville to Jackson's Point on the Lake.

In 1881, the T. & N. became a part of the Midland Railway of Canada, whose line crossed the Nipissing at Lorneville. The Midland immediately utilized the portion of the T. & N. between Lorneville and Scarborough Junction to earn a much desired entry into Toronto by laying a third rail along the Nipissing's track. However in 1883, the gauge on the Lorneville-Coboconk section and the Jackson's Point branch were widened to standard gauge, and the third rail for narrow-gauge trains taken up on the Lorneville-Scarborough Jct.-Toronto route.

The pride of the line was the double-ended Fairlie Patent locomotive "Shedden", a behemoth by contemporary standards. It sustained a boiler explosion in 1874, killing three and injuring four.

Reproduced with permission from 'Narrow Gauge Railways of Canada' by Omer Lavallée (up-dated by Ronald Ritchie), a Railfare Book published by Fitzhenry & Whiteside Limited, Copyright © 2005.



Official photo of the Toronto & Nipissing's No. 6 'Uxbridge' taken at the Canadian Engine and Machine Company works in Kingston, Ontario in 1871. Note the light narrow gauge track laid upon inverted 'U' rail broad gauge siding. Photo CPR Archives No. A112, CRHA Archives, Fond Corley. Copyright © 2005

The Nicholls' Donated Watercolour

By Peter Murphy

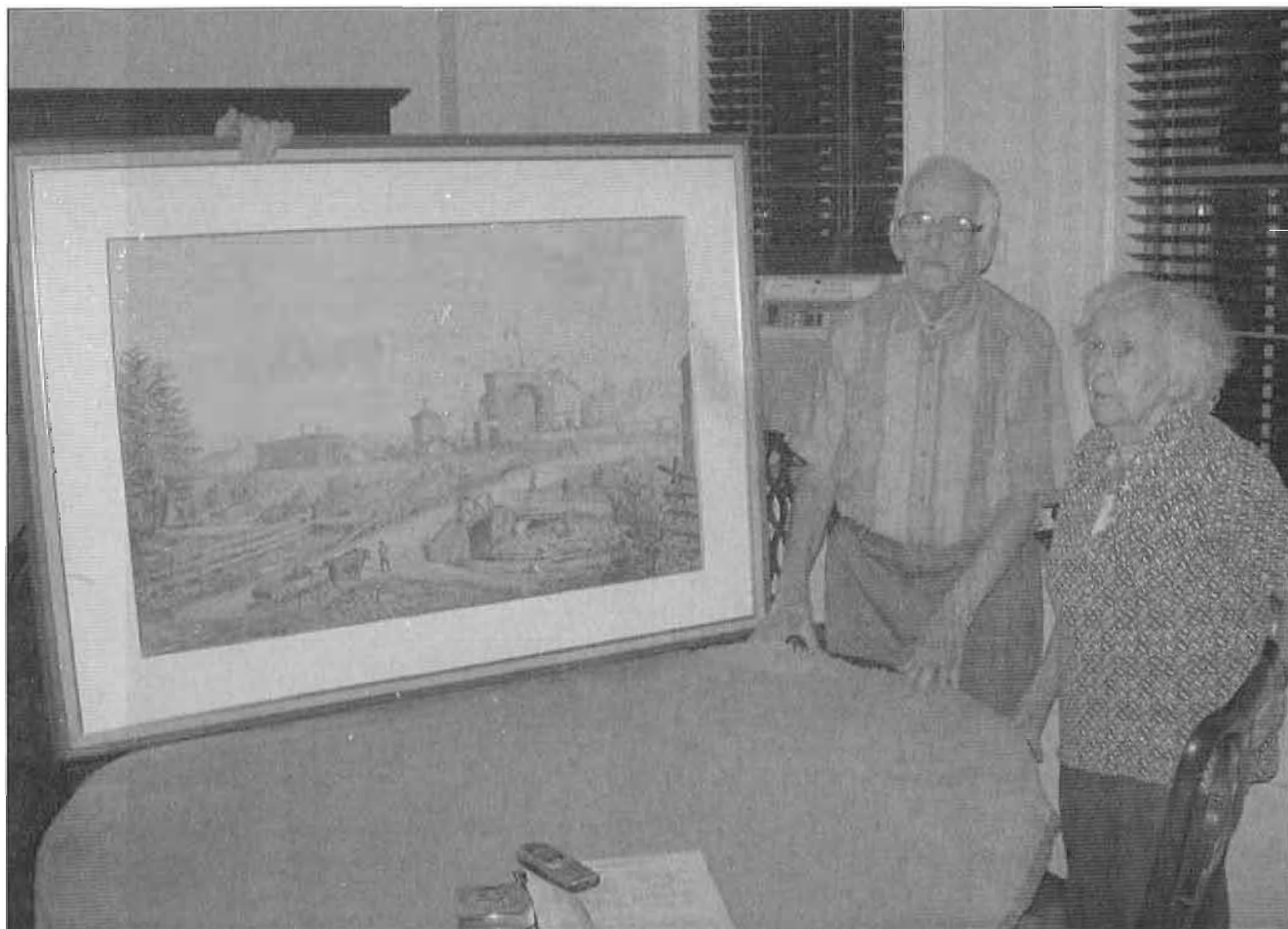
Robert and Nora Nicholls were most fortunate to have acquired an original watercolour painting of the opening of the Toronto & Nipissing Railway which took place at Uxbridge, Ontario on September 14, 1871. This painting was the work of William Armstrong (1822 – 1914) who is acclaimed for his numerous works depicting northern Ontario and the life of Canada's First Nations in the mid to late 1800's.

The Toronto & Nipissing work is truly outstanding in its accuracy to detail, composition and subject matter. From the numerous flags flying, each accurately detailed, to 'the old' ox cart in the foreground, to 'the new' narrow gauge locomotive, all set around the minutely detailed array of railway structures. Armstrong's cross talents of engineering and painting are evident in this magnificent work. The painting measures 25 X 40 inches (excluding frame) and is large by William Armstrong standards.

On August 22, 2006, Stephen Cheasley and myself were very pleased to accept the donation of this rare work of art from Robert and Nora Nicholls, and indeed the Nicholls family on behalf of the CRHA. The watercolour has a permanent home and will be preserved for future generations.

Subsequent to the donation, two evaluations were necessary for the customary income tax receipt. Two well qualified art evaluators were engaged and both could not believe our good fortune to have acquired such a fitting and generous donation. Both had previously studied up on William Armstrong and were very much impressed with the Opening of the Toronto and Nipissing, it being far larger, more detailed and in far better condition than expected.

On behalf of your Board of Directors, volunteers and members at large, we wish to sincerely thank Robert and Nora Nicholls for this magnificent donation.



Robert and Nora Nicholls donating the watercolour 'The Opening of the Toronto and Nipissing Railway' to the CRHA on August 22, 2006. Stephen Cheasley photo.



The opening of the Toronto & Nipissing Railway, watercolour by William Armstrong, the watercolour is protected by an ultra violet resistant glass which causes reflection in its photograph. Photo Jean-Paul Viaud, Curator Exporail.

William Armstrong, Engineer and Artist

**Born Dublin, Ireland 1822 -
deceased Toronto, Ontario 1914**

By Thorold J. Tronrud, Ph.D.

William Armstrong first made a name for himself as a civil engineer – as his work on some of Canada's earliest railways attests – and as a pioneer in the use of photography for industrial purposes. But it was his art that has given him a place in history.

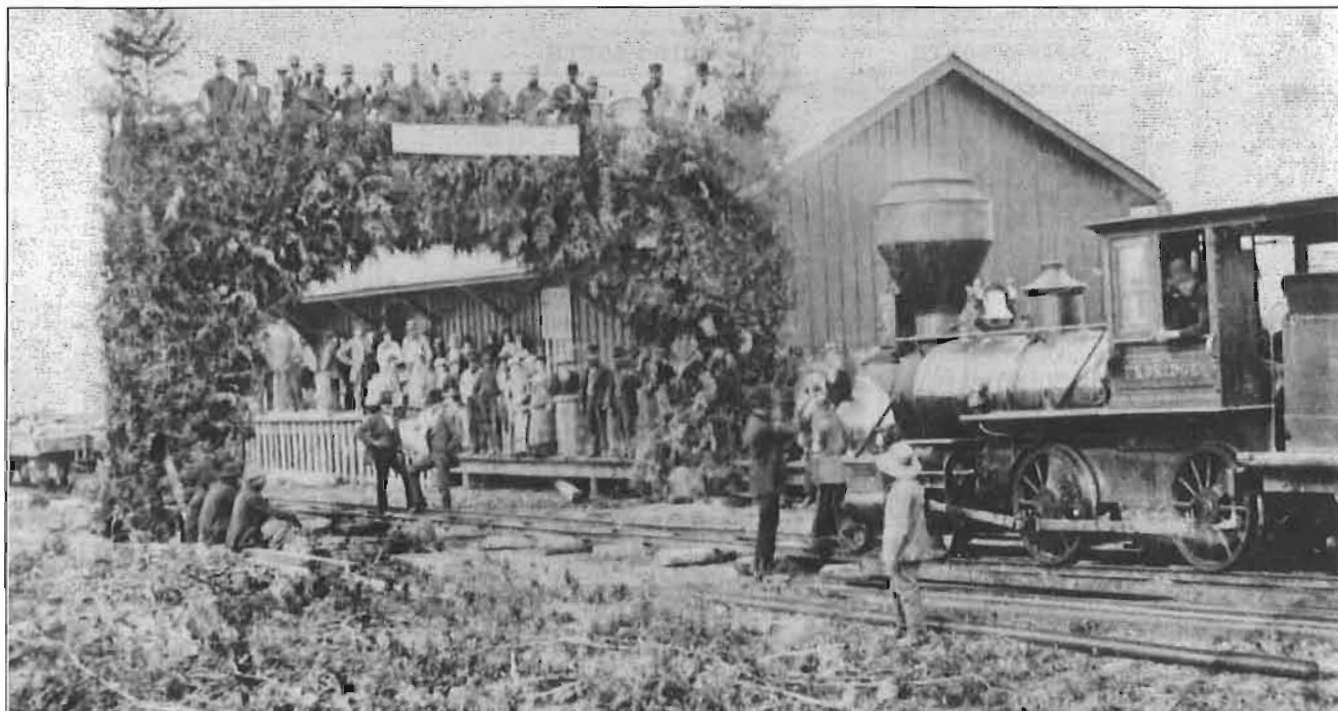
Armstrong emigrated to Canada from Ireland in 1851 and settled in Toronto where, as a partner in the firm of Armstrong, Beere & Hime Civil Engineers, Draughtsmen and Photographers he put his technical skills to productive use. His early watercolours showing industrial sites, forts and harbour scenes in and around Toronto won him recognition, and even a prize or two, but they alone would not have secured him anything more than a minor footnote in the history of Canadian art. A trip to Lake Superior in about 1859, however, close on the heels of his partner Hime's exploratory trip as part of Henry Youle Hind's expedition to explore the areas of the Assiniboine and Saskatchewan rivers a year earlier, changed Armstrong's life. For here, on the craggy shores of the world's biggest lake, he found material for a lifetime's work.

We can only speculate on what motivated Armstrong to paint this remote corner of the country.

Like so many others of the Victorian era, he may have succumbed to the lure of adventure and felt a need to show the world what he had discovered - dramatic cliffs, forests and waterfalls, unique people and activities. Perhaps he was swept away by the patriotism and promotional zeal that pervaded Upper Canada in these years, or he may simply have felt a need to document the frontier before it changed beyond recognition, for he seldom romanticized the land he painted.

But Armstrong also had eminently practical reasons for his interest in the region, both as an engineer and as an artist. In a letter dated 7 April 1860, he applied to the Canadian Department of Public Works for a job placing landmarks and buoys to mark the route between Collingwood and Fort William. At least twice more, he sought employment from the same department enclosing testimonials from his former employers in 1863, and offering to make drawings of the northwest route for a Pacific railway in 1871.

Armstrong felt his art as well as his engineering skills could be useful both to the government and to private industry. Thus he offered to sell what he termed his "large collection of original water color drawings of



Toronto & Nipissing No. 6, 'Uxbridge' on the Lake Simcoe Junction Railway pulling the first train into Sutton Ontario, October 1, 1877. Photo A.D. Grant, Photographers Sutton, Ontario, CRHA Archives, Fond Corley.

scenery in the mining and agricultural districts around L. Superior" to the Department of Agriculture in 1877 for a promotional display at the Paris Exhibition. The government, having already turned down his previous offer of works for an exhibition in Philadelphia, replied characteristically, that it had no funds.

Some fourteen years earlier Armstrong had unsuccessfully offered his services to Edward W. Watkin of the Atlantic and Pacific Transit and Telegraph Company who was then promoting a cross-continent telegraph link. The proposed line was to go through Northwestern Ontario and across the prairies to the west coast, passing through territory inhabited by remnants of the Sioux (Dakota) nation which had been driven out of the U.S. only a year earlier. "The expense of sending a

party across the plains in the present temper of the Sioux," wrote Armstrong, "would be costly in the extreme and very dangerous." He offered, instead, to produce "either Crayon or Water Colour drawings" of the terrain from original sketches he had purchased.

A postscript to this letter suggests another reason for Armstrong's avid interest in the Northwest - the lure of mineral wealth: "A friend of mine," wrote Armstrong, "a practical miner has just returned from a tour through the mines of Lower Canada, he says the indications and quality of ore at Fort William are far better. If you have any friends who think of taking lands from the Government for sale at Fort William I know all the lots which have copper and lead running through them and will be happy to advise them."

TORONTO & NIPISSING RAILWAY.

3 FEET 6-INCH GAUGE.



This is the first NARROW-GUAGE RAILWAY
opened for Traffic on the Continent of America.

DIRECT ROUTE FOR
MARKHAM, UXBRIDGE, SUNDERLAND, CANNINGTON,
COBOCONK, LINDSAY, BEAVERTON, ORILLIA, &c.

(April 16, 1874.)

GENERAL OFFICES—TORONTO, ONT.

W. GOODERHAM, Jr., President & Managing Director.

J. GRAHAM, Secretary & Treasurer.
E. WRAGG, Chief Engineer.

J. HAOGAS, Mechanical Superintendent.

GOING NORTH.

GOING SOUTH.

No.	STATIONS.	Mails			Mile	STATIONS.			
		Mixed	Exps	Mails		Exps	Mixed	Mails	
	LEAVE:	A.M.	P.M.	P.M.		LEAVE:		A.M.	
0	TORONTO	8.00	.....	4.06	—	LINDSAY	.....	11.06	
9	Scarboro' Jun.	8.35	.....	4.25		LEAVE:	A.M.		
14	Agincoort	8.50	.....	4.50	—	ORILLIA	5.30		
20	Unionville	9.10	.....	5.10	—	BEAVERTON	6.45		
22	Markham	9.20	.....	5.20		LEAVE:	A.M.	A.M.	P.M.
29	Stouffville	9.45	.....	6.50	0	COBOCONK	6.45	6.00	
34	Goodwood	10.10	.....	6.15	9	Victoria Road	5.25	7.15	
41	UXBRIDGE	10.40	12.35	7.00	12	Kirkfield	6.35	7.35	
40	Wick	11.06	1.25	7.25	14	Portage Road	6.45	7.50	
53	Sunderland	11.17	2.00	7.37	17	Eldon	7.02	8.15	
58	Cannington	11.35	2.45	7.55	22	Arsyle	7.13	8.35	
63	WOODVILLE	11.50	3.10	8.07	23	Midland Junc.	7.25	8.55	12.30
65	Midland Junc.	11.55	3.35	8.17	25	WOODVILLE	7.30	9.10	12.35
68	Arsyle	.....	3.45	8.25	29	Cannington	7.42	9.45	12.49
71	Eldon	.....	4.15	8.45	35	Sunderland	8.00	10.30	1.09
74	Portage Road	.....	4.35	9.00	39	Wick	8.12	11.06	1.25
76	Kirkfield	.....	4.50	9.09	47	UXBRIDGE	8.55	11.45	2.40
79	Victoria Road	.....	5.10	9.18	54	Goodwood	9.20	.....	3.15
83	COBOCONK	.....	6.10	10.10	59	Stouffville	9.50	.....	3.35
	ARRIVE:	A.M.	P.M.	P.M.	66	Markham	10.10	.....	3.55
—	BEAVERTON	12.25	.....		68	Unionville	10.20	.....	4.02
—	ORILLIA	1.30	.....		74	Agincoort	10.40	.....	4.20
	ARRIVE:	P.M.			79	Scarboro' Jun	11.00	.....	4.25
—	LINDSAY	5.10	.....		83	TORONTO	11.30	.....	5.06
	ARRIVE:	P.M.				ARRIVE:	A.M.	A.M.	P.M.

TORONTO—Connects with Grand Trunk, Great Western, Northern, and Toronto, Grey and Bruce Railways.

SCARBORO' JUNC.—With G. Trunk Railway for the East.

MIDLAND JUNC.—Connects with Midland Ry. for Lindsay, Peterboro', Beaverton, and Orillia.

STAGE CONNECTIONS.

MARKHAM—Stage for Cedar Grove, Bellford, White Vale, Bangor, Bryughau, etc.

STOUFFVILLE—Stage for Clarendon, Altona, Rineswood, Glasgow, Lemonville & Ballantyne.

UXBRIDGE—Stage for Manchester, Prince Albert, Port Perry, Epsom and Utica.

SUNDERLAND—Stage for Froxton and Valentyne.

COBOCONK—Stage for Oakwood and Manilla.

COBOCONK—Stage daily for Norland, Kinnouit, Minden, Haliburton, and Fenelon Falls.

Public timetable of the Toronto & Nipissing Railway dated April 16, 1874. Ronald Ritchie collection.

Armstrong himself boasted that he had "120 acres with Copper on the Kaministiquoia R. and F. Wm." and both of his one-time business partners, H.L. Hime and Daniel Beere, had mining claims in the Thunder Bay District. Armstrong painted mine sites such as "Herrick's Camp, Amethyst Harbour", "Shuniah Mine, Port Arthur", and "Mandelbaum's Camp", and admitted that he "went through the exploration lines on purpose to gain knowledge of minerals." How many of the artist's illustrations originated in his search for the mother lode?

Regardless of Armstrong's motives, his paintings of Native encampments, dense forest, rocky outcrops, the great inland seas that are the upper Great Lakes, waterfalls, ships and boats, the remnants of the once great fur trade and the mining sites that were, at the time, taking over the region's economy provide us with the only clear, early images of the region we call Northern Ontario.

The record of Armstrong's travels are obscure. We know for certain that he travelled to Fort William (now the city of Thunder Bay) and its vicinity, probably for the first time, in 1859 and then completed a series of sketches which were later, as watercolours, presented to the Prince of Wales. (These images still remain in the Royal Collection at Windsor Castle).

He visited Thunder Bay again, for a short period, in the spring of 1870 probably as one of several artists and interested spectators who accompanied Wolseley's troops on the first leg of their journey to Red River to put down the first Riel Rebellion. (There is no evidence, as many have claimed, that Armstrong participated directly in this military expedition. Indeed there is strong evidence to show that he could not have done so). The sheer abundance of his paintings of Lake Superior, Nipigon and Thunder Bay which are dated 1867 strongly suggests a

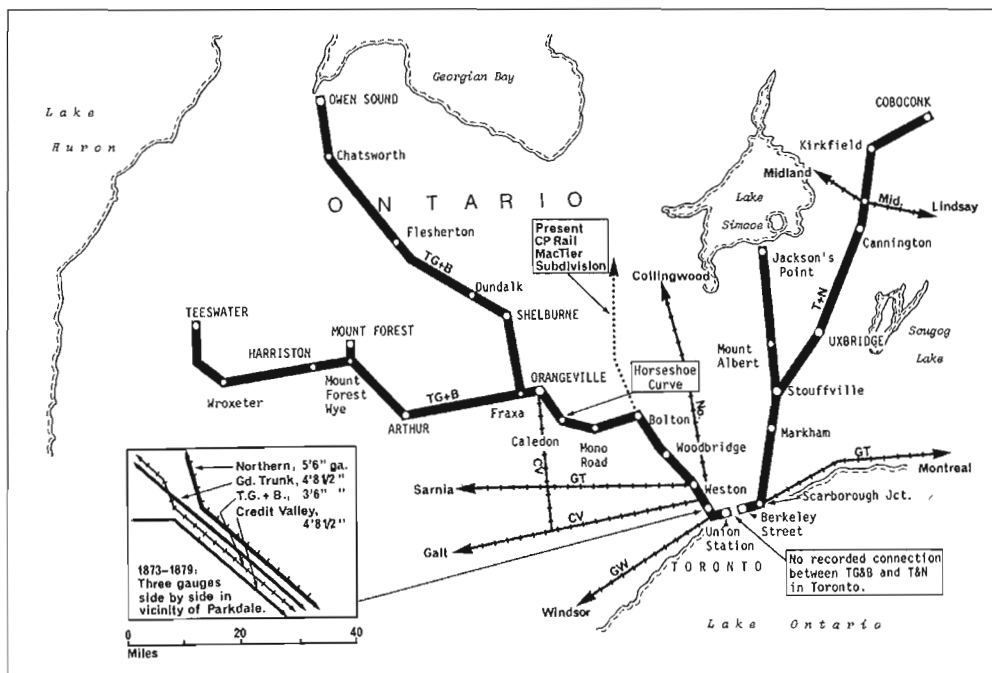
third visit in or about that year - not an unlikely eventuality given the regularity and relative ease of ship travel on the upper great lakes by that time and Armstrong's avid interest in mining ventures.

There is no evidence to suggest, however, that he ever journeyed farther west than the Lakehead. It is doubtful, as well, that he visited Lake Superior again after the early 1870s for his vision of the region, as depicted in the multiple copies he made and sold of his more successful early works, right up to his death in 1914, remained frozen in time.

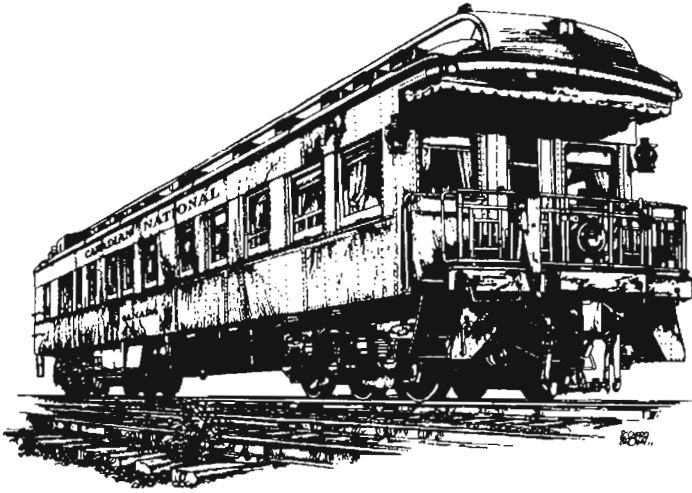
These later works reflect none of the changes the region underwent in the late nineteenth and early twentieth centuries; he painted no northwestern railways, urban settings or busy harbours. His images capture the essence of Northwestern Ontario as it existed before the dawn of its industrialization and this is, by itself, a major accomplishment.

He was much admired in his day and as drawing master at the Toronto Normal School for 26 years, had a lasting influence. He was an associate member of the Royal Canadian Academy at its founding. He painted native life in the style of Paul Kane and his sketches of troops in the Red River Rebellion (1870) appeared in the Canadian Illustrated News. He was an accomplished watercolourist and in works such as The Arrival of the Prince of Wales at Toronto and The Opening of the Toronto and Nipissing he has left a valuable record.

William Armstrong, engineer and artist 1822 – 1914 Thunder Bay Historical Museum Society, William Armstrong, 1822-1914 Artist and Engineer by Thorold J. Tronrud, Ph.D., reproduced with permission, www.thunderbaymuseum.com



The dark line on the right is the Toronto & Nipissing, the dark line on the left is the Toronto Grey and Bruce, another Ontario narrow gauge operation. Map reproduced with permission from 'Narrow Gauge Railways of Canada' by Omer Lavallée (up dated by Ronald Ritchie) a Railfare Book published by Fitzhenry and Whiteside Limited, Copyright © 2005.



BUSINESS CAR

May – June, 2007

Compiled by John Godfrey



Meeting to decide use for abandoned CN rail line

Fairview, AB, will host a joint meeting between neighboring municipalities to help decide the future of the abandoned CN rail line. The town of Fairview, Clear Hills County, Village of Hines Creek, MD of Fairview, MD of Peace, Village of Berwyn, and the town of Grimshaw will be holding a public meeting to discuss the acquisition of the old railroad from Grimshaw to Hines Creek.

"For many years there's been discussion about what the old CN rail line could be used for, and for many years there was discussion about potentially turning it into a trail," said Fairview's culture and recreation director Gord MacLeod. The Occupiers' Liability Act had been an obstacle to the trail's construction in the past but was recently amended, so the idea was revisited, said MacLeod. Some ideas include turning the tracks into a snowmobile or ATV path, or even a walking trail that could become part of the Trans Canada Trail.

The meeting will be attended by representatives from the Alberta Trailnet Society, whose mandate is to promote a trail system throughout the province. The public meeting will be held on Monday, March 26 at 7 p.m. at the Legion Hall in Fairview. (Fairview Post)

CN to open Prince George transload / intermodal terminal this fall

Canadian National Railway Co. plans to begin operating a \$17 million transload operation and intermodal terminal in Prince George, British Columbia, by fall 2007.

The complex will handle containerized export products moving to and from Asian markets through the new Port of Prince Rupert. The transload facility will feature an 84,000 square-foot warehouse and 10 acres of outdoor storage, while the intermodal terminal will have an initial capacity of 500,000 twenty-foot equivalent units.

"The facility is ideally located to tap backhaul export opportunities, filling empty containers moving to Asia via Prince Rupert with lumber, panels, woodpulp and paper, as well as ores, plastics and some metal products," said CN Senior Vice President-Western Region Peter Marshall in a prepared statement. (Progressive Railroading Daily News)

CN announces creation of CN WorldWide North America

CN has announced the creation of CN WorldWide North America, a new operating entity to more effectively introduce and manage integrated transportation solutions for customers and grow its rail business. CN WorldWide North America is implementing plans to expand the scope and scale of CN's existing non-rail capabilities, such as warehousing and distribution, customs services, truck brokerage and supply chain visibility tools across North America. A key focus in 2007 will be increasing CN's material handling ability, with a number of new and existing facilities strategically located across its network. CN WorldWide North America also plans to introduce a number of new offerings to its service portfolio, including retail intermodal trucking services in the United States and freight forwarding within North America. The expansion of these non-rail transportation services, in combination with its world-class rail service, gives CN the opportunity to strengthen its transportation service offering and provide more seamless solutions to its customers.

CN WorldWide North America has assembled a new leadership team - a group of experienced individuals - to develop a coordinated operating plan and a new "go-to-market" strategy.

A new marketing and sales team led by Keith Reardon, who has just been appointed managing director of CN World-Wide North America, will actively market these transportation services on a standalone basis or as part of a rail-integrated transportation solution.

Reardon brings extensive operating and sales experience in rail and rail-related businesses to his new

position, as well as a proven track record of quickly expanding the businesses in which he's been involved. "Keith knows what customers want and how to get things done, that will be a key differentiator in this business," says James M. Foote, CN's executive vice-president, Sales and Marketing. "Another big plus is his real life experience with CN's highly precise, disciplined operating philosophy. He's definitely the right person for the job."

CN - Canadian National Railway Company - spans Canada and mid-America, from the Atlantic and Pacific oceans to the Gulf of Mexico, serving the ports of Vancouver, Prince Rupert, B.C., Montreal, Halifax, New Orleans, and Mobile, Ala., and the key cities of Toronto, Buffalo, Chicago, Detroit, Duluth, Minn./Superior, Wis., Green Bay, Wis., Minneapolis/St. Paul, Memphis, St. Louis, and Jackson, Miss., with connections to all points in between.

CN WorldWide North America offers a complete portfolio of transportation services, including ground transportation with intermodal and trucking, warehousing and distribution, transportation management, customs services, and bulk handling, on a single-source/integrated or standalone basis to customers in the United States and Canada.

Insurers win appeal of award to CN over tunnel machine failure

Royal & Sun Alliance Insurance Group and five other insurers won an appeal of a judge's order to pay CN \$30 million to cover a failure of a tunnel-boring machine. CN should have known the machine had a faulty design and the insurance companies were covered by a clause that doesn't provide payment in such cases the Court of Appeal for Ontario said in a split decision recently in Toronto. The machine broke while digging a tunnel between Sarnia, ON and Port Huron, MI. (Montreal Gazette)

Memphis to benefit from new CN port project in Prince Rupert

Dozens of importers and exporters met at The Peabody Hotel in Memphis TN, learning how to benefit from a new Canadian harbor that will shave days off trans-Pacific sail times and bring a windfall of trade to Memphis, TN. "It's a brand-new avenue of commerce, a brand-new option for moving containers as opposed to the traditional West Coast ports. It opens a world of possibility," said Carey Treadwell, president of the Memphis World Trade Club and organizer of the first Memphis Multi Modal Conference.

The conference focuses on ways for local businesses to increase the efficiency of their international operations through Prince Rupert, the new harbor opening in British Columbia this fall, and other efficiencies. It includes a keynote address from Richard Newcomb, former director of the Office of Foreign Assets

Control of the US Treasury Department. Panel discussions will focus on cargo security, ways to minimize supply chain risk and the impact Prince Rupert will have on CN and its operations in Memphis.

CN railway has invested US\$140 million in port facilities in Prince Rupert promising customers a shorter Pacific crossing and less congestion getting their goods to market in North America. Its facility will open in October. Within six months, CN expects it will be transferring 500,000 containers from ships docking in the warm-water port.

The up tick in Memphis will be nearly immediate. About a third of the containers will come directly to CN-CSX's intermodal yard at Frank Pidgeon Industrial Park in Southwest Memphis, providing business for air freight carriers, barge lines and trucking companies. But it also will provide options for Memphis exporters and importers, Treadwell said, who suddenly will have access to Asia through the less-congested Canadian port.

Prince Rupert is one of several transportation advantages smiling on Memphis. Another is the aerotropolis, the brainchild of John Kasarda, director of the Kenan Institute of Private Enterprise at the University of North Carolina, who says that the international trade centers of the future will be cities with tremendous access to air cargo and air transportation. He cites Memphis as the best example in the US. CN says Memphis is its most important US city outside Chicago and is investing aggressively here, building a \$35M intermodal yard at Pidgeon Park and spending \$100M to enlarge its operation at nearby Johnston Yard. Globalization is the driving force. Today, big-box retailers want to have enough inventory to stock several regional warehouses from a central logistics park, saving them time and money. (Memphis Commercial Appeal)

CWB applies to intervene in grain transportation case against CN

The Canadian Wheat Board has filed an application to intervene in a major case launched against CN over the transportation of grain from Western Canada. "Our issues center on flexibility, efficiency and cost-control in the movement of prairie farmers' grain to Canadian ports," said CWB president and CEO Greg Arason in a prepared statement.

"CN's actions this crop year fail to recognize the diverse requirements of its highest-volume customers: the grain producers of Western Canada." The intervention states that rail-car booking restrictions introduced by CN impair the CWB's ability to market grain in an orderly fashion at a reasonable cost. The level-of-service complaint was filed with the Canadian Transportation Agency on March 8 by Great Northern Grain, a grain terminal in Nampa, AB.

The CWB filed its intervention application on March 27. The CWB said the case targets changes CN has made to the way grain cars are allocated under advance bookings. The changes not only jeopardize orderly and efficient grain transportation, they could put Western Canada's smaller and single-point grain shippers out of business, the CWB said. A determination is expected from the CTA before July 6. Submissions pertaining to the case must be received by April 8. (Dow Jones)

House of Commons passes Back-to-work legislation

Parliament has approved legislation to force employees at Canadian National Railway Co. back to work. The bill handily passed third reading in the Commons by a vote of 196 to 41. Labour Minister Jean-Pierre Blackburn justified the legislation as essential to the health of the Canadian economy. The NDP denounced it as hamfisted.

The United Transportation Union, which represents 2,800 conductors and yard workers, vowed after the vote to continue fighting to address worker dissatisfaction over what is says are unfair work rules and conditions at CN. "This bill appears to be intended to pave the way for CN Rail to attack our rights," union vice-president John Armstrong said in a statement. "They want to break up our bargaining unit in order to weaken the workers' ability to stop management from pushing older workers out of the way and manipulating work rules and schedules at workers' expense."

Union members began rotating strikes April 10 following rejection of a tentative deal. CN then locked out union members who took part in the strikes.

The railway said a countrywide contract could not be reached. The company said it would have no comment after the Commons vote Tuesday night. Many industries that rely on the rail system applauded the back-to-work legislation, but called on the federal government to start a policy discussion on how labour relations in the sector can be improved to minimize any damaging impact on the Canadian economy. "The reality is that we live in a just-in-time world where companies have innovated and learned to reduce inventories," Perrin Beatty, president and CEO of Canadian Manufacturers and Exporters said in a release before the vote was held Tuesday. "If you don't deliver on time, you won't deliver again. Any kind of delay in the supply chain sends an immense ripple through the economy, taking money out of the pockets of Canadians." The union issued a statement saying the government should tell CN "to get serious about bargaining" rather than involving Parliament in the labour dispute.

(Globe and Mail)



CHEMIN DE FER
CANADIEN
PACIFIQUE

CANADIAN
PACIFIC
RAILWAY

Former abandoned CPR line to finally become a trail.

Toronto has green-lighted a project for a bike

path that's been in the works since 1997. You'd think cycling activists around the city would be pleased about the West Toronto Railpath, but they are criticizing planners for confusing parkland with bike lanes, and cycling for pleasure with cycling as transportation. "It doesn't make any sense at all," says David Meslin, a long-time urban activist and founder of the Toronto Public Space Committee. "There is only one path in the design, and it will be full of joggers, dogs, dog walkers, kids, seniors . . . Riding a bike on this path will actually be dangerous, unless you're going really slow."

In landscape architect Scott Torrance's drawings, the vision for the 2.1 kilometres of railway track, which run parallel to Dundas Street West from Dupont almost to Lansdowne, looks as much like parkland as anything. Lovely parkland, with sculptures and wild grass and aspen trees -- and the occasional GO train. (GO will continue to use the tracks, which will be set apart from the public space.) But it doesn't look much like an answer to the city's demands for a bike-transportation network.

Not only would this multi-use path discourage cyclists from going anywhere near the speed they would on the streets, it also fails to connect directly to other paths or bike lanes. Besides that, the path is only about a third of what the city had hoped to develop along the corridor. A further four kilometres of the railway land is still owned by CP, which it leases to GO Transit, and both have plans for it -- GO to increase its service, and CP to possibly turn part of it into the Blue 22 air-rail link between Pearson Airport and Union Station. (Globe and Mail)

Canadian Maintenance of Way workers union contemplates CPR strike

The union which represents 3,000 of CPR's MOW workers might launch a strike on or about April 25 because no agreement has been reached, negotiations have bogged down and "no further dates have been set for bargaining," officials said in a prepared statement.

The previous agreement expired on Dec. 31 and the railroad and union have been negotiating a new contract since July 2006. The parties had been involved in federal mediation, which ended April 1. The main areas of contention: compensation, seniority, safety, equity and quality of life issues, union officials said.

"We do not want a strike, we want an agreement," said union President William Brehl. "But it takes the desire of both parties to achieve a negotiated settlement."

For now, CPR officials are bracing for a potential strike.

"CPR has prepared a strike contingency plan to maintain operations across Canada and will implement it when and if necessary," railroad officials said. "An adequate number of management employees have been

trained to continue track maintenance work during a strike.” (Progressive Railroading Daily News)

Canadian government awards another \$2 million in transit security funds

The Canadian government recently announced recipients of the second round of funding under Transit-Secure, a two-year, \$80 million transit security program launched in July 2006.

The government will provide up to \$2 million to various rail and urban transit operators, and intercity rail and bus companies. Recipients include: eight transit agencies in Ontario (grants totaling \$967,000); an agency in British Columbia (\$300,000); an agency in Quebec (\$187,500); an agency in Nova Scotia (\$180,000); two agencies in Saskatchewan (\$105,000); an agency in Manitoba (\$99,750); and two agencies in Alberta (\$86,250).

The federal government awarded the first round of funds in November 2006. Transit agencies in Canada’s

six largest urban areas — Montreal, Ottawa, Toronto, Edmonton, Calgary and Vancouver — received a total of \$37 million. (Progressive Railroading Daily News)

Greyhound relocates to CP Banff station

Greyhound Canada will now drop off bus passengers and parcels at a new location at the Banff train station after lease negotiations with Brewster completely broke down. The bus and courier service has negotiated with CP to use the site at the northwest entrance to town, sharing the site with Rocky Mountaineer rail tours, beginning April 4.

Office hours for buying tickets and parcel delivery are presently 8am to 6pm daily, although that may be modified. Dave Hickie, director of passenger services for Greyhound’s Western Canada division, said he hopes the train station will be a permanent home. “We’re sure hoping. It’s an historical location and it’s a beautiful facility,” he said.



Canadian Pacific Railway’s ‘Trans Canada Limited’ pulls up to Banff station circa 1925. This station services the ‘Rocky Mountaineer’ today, and will soon also be servicing Greyhound bus lines. Photo CPR Archives NS1741.

Ed Greenberg, a spokesman for CP, said allowing Greyhound to use the Banff train station fits in with the company's plans to support local transportation and the tourism industry. In the meantime, he said, discussions on the future redevelopment of the railway lands are still underway with Parks Canada and the Town of Banff.

Plans presented to the public in 2003 called for restaurants and retail space along with more than 120 residential housing units. The earlier development proposal also included restoration of the historic 1910 station. "The redevelopment project is still part of ongoing discussions and work with the Town of Banff and Parks Canada," said Greenberg. "That's still in play for our company. It's still an ongoing proposal." (Rocky Mountain Outlook)

SHORTLINES & REGIONALS

Québec central: la région n'a pas dit son dernier mot

Tous les espoirs ne sont pas perdus pour sauver le réseau ferroviaire de la compagnie Québec central, qui relie l'Estrie, la Beauce et la Rive-sud de Québec.

"Nous représentons le milieu économique et les deniers publics. Nous voulons une négociation réussie pour que chacun y trouve son compte, mais l'important est le maintien du chemin de fer", dit Michel Gendron, préfet de la MRC du Haut Saint-François.

M. Gendron a été mandaté avec le maire de Sherbrooke Jean Perrault, par la Conférence régionale des élus (CRE) de l'Estrie, pour mener des pourparlers avec le propriétaire de Québec central, Jean-Marc Giguère, et le ministère des Transports du Québec.

De l'avis du président de la CRE de l'Estrie, Roger Nicolet, le MTQ entend acquérir les installations de la compagnie.

"Nous avons confirmé le mandat de MM. Perrault et Gendron de poursuivre les négociations avec le MTQ pour tenter d'en arriver à une meilleure compréhension des enjeux", dit-il.

Québec central, qui se trouvait sous la protection de la Loi sur les arrangements avec les créanciers des compagnies, a annoncé le 20 mars qu'elle était dans l'obligation de procéder à la liquidation de ses actifs, faute d'offres d'achat valable.

Un élément important

M. Giguère avait acquis ce chemin de fer en 1999 au coût de 18 millions \$.

Le MTQ a indiqué par voie de communiqué, le 21 mars en début de soirée, avoir déposé une offre d'achat pour la totalité de ce réseau de 480 kilomètres.

"Le MTQ n'a jamais fermé la porte. M. Giguère a des attentes particulières en tant qu'homme d'affaires et le ministère a des choses à vérifier", dit M. Gendron.

"J'estime que le MTQ a un rôle à jouer", ajoute-t-il.

Ce dernier fait valoir que ce réseau ferroviaire est un élément important du développement économique régional.

"Il a encore sa raison d'être même s'il n'a pas été utilisé comme il aurait dû l'être, il faut préserver cet actif pour la région", dit M. Gendron. (Denis Dufresne La Tribune Sherbrooke (30 mars 2007))

Québec Central nearing the end of the line?

A large part of southern Quebec's railway heritage is up for grabs, its future based on a forthcoming proposal by an unnamed businessman to buy the Quebec Central Railway. The 476-kilometre line from Sherbrooke to Levis has been inactive for over a year while its debts continue to pile up.

Recently Quebec Central owner Jean-Marc Giguere said he would tear up the rails and sell off the company's assets if a buyer wasn't found soon. Late last week Radio Canada reported that the Centre Local de Développement de la Haut St-Francois had news of a serious investor, one seemingly capable of covering the company's \$15 million debt and investing in needed repairs to the rail line. At the same time the Conference regional des élus de l'Estrie has mandated Sherbrooke Mayor Jean Perrault and Haut St-Francois MRC Prefect Michel Gendron to try to work out a deal between Giguere and the provincial Ministère des Transports, which has also expressed interest in buying all of Quebec Central's assets.

Quebec Central is now under bankruptcy protection and must liquidate its assets. If a single buyer is not found for the land, rails and other assets, Giguere must sell it off piece by piece to recover as much money as possible. Perrault, Gendron and the CRE are united in their desire to maintain the rail line, which they say is an important asset to the local economy.

Giguere, who also owns Marco Express Transport in East Broughton, bought the railway in 1999. At the time most of the line was abandoned, and Giguere purchased it with government aid and the intention of using as a tool to develop a number of regional projects. However the line never managed to turn a profit. It has been inactive for a year and the line is in need of a number of repairs before it can be used to haul freight once again.

Giguere has said publicly the line is worth \$50M, but that he could let it go for half that amount. Quebec Central began with a section of track between Sherbrooke and Westbury in 1874. Four years later it reached as far as Thetford, and by 1881 it was making regular runs between Sherbrooke and Quebec City. The rise of the asbestos industry saw the golden age of the short line railway, and in 1912 the line was leased by CP Railway. As the popularity of asbestos plunged so did the company's fortunes, and by the 1990s large sections of the line were abandoned.



Three Quebec Central Railway photos, the first QCR locomotive No. 27 a 2-6-0 built by Canadian Locomotive Company in Kingston, Ontario. It operated on the QCR until 1939. Photo Derek Booth Collection.



QCR Locomotive No. GG3 with a northbound freight at East Angus, April 17, 2005. Photo Derek Booth.



CPR RS-18u No. 1858 with a north-bound 'as required' freight at Lennoxville, January 1990. Photo Derek Booth.

Derek Booth's new book 'The Quebec Central Railway' published by Railfare DC Books is available at the Exporail Boutique.

Along with freight traffic the Quebec Central line also saw the passage of the region's one and only tourist train. That project was put on ice when Quebec Central ceased operations last year. Plans to switch the tourist train to the Montreal, Maine & Atlantic line from Sherbrooke to Montreal last summer were halted when Transport Canada placed stringent speed restrictions on that line pending needed repairs. (Sherbrooke Record)

Local rail operator, user group at impasse

An impasse between freight customers and the firm that has operated the Orangeville Brampton Railway since its inception seven years ago has led to the planned cancellation of the operator's contract, effective July 22, 2007.

Since 2000, when the Town of Orangeville purchased the former CP Rail line between Orangeville and Streetsville, Manitoba-based Cando Contracting Ltd. has provided the staff and equipment required for the short-line operation and more recently established the immensely popular tour train, the Credit Valley Explorer.

Responding to queries, Orangeville's communications officer confirmed Tuesday that the local rail users group OBRAG (Orangeville Brampton Railway Access Group) "has decided to end its relationship with Cando Contracting Ltd., which has been the short-line operator for the town-owned Orangeville- Brampton Railway line, effective July 22." Ms. Duncan said officials

with OBRAG and ORDC (Orangeville Railway Development Corporation) "will be interviewing for a new short-line operator in the very near future."

She said that while ORDC and OBRAG are partners in operating the rail line, "it was the users group (OBRAG) that decided to terminate the contract." She said ORDC officials "are optimistic the change in operator will not interfere with the operation of the Credit Valley Explorer, the popular tourist train."

However, there is some mystery as to the basis for any such optimism, since the Explorer, its rolling stock and crews are almost entirely Cando-owned or leased. (The town owns only one of the four passenger coaches). The disclosure follows the recent completion of a new station as a base for the tour train operation and offices for the short-line operator.

Cando, which also operates the former CNR line between Barrie and Collingwood and owns several short lines in Western Canada, is employee-owned and based in Brandon, Manitoba. Although the announcement portrayed the decision to cancel Cando's contract as final, a usually reliable source said Wednesday that negotiations between the operator and the users group are continuing.

Orangeville purchased the 55 km of CPR's Owen Sound Subdivision following CP's announcement that the rail line would be abandoned. The Town's acquisition of the railway was in response to the potential loss of several

major industries that rely on freight rail service for competitive transportation costs and the potential loss of over 500 jobs or more supported by these industries. The OBRY currently serves six industries in Orangeville and Brampton and Cando provides regular freight service two days per week (Tuesday and Friday) and on other days as requested by customers.

(Orangeville Citizen)

Orangeville Councillors, staff to lobby for rail tax relief

Several Orangeville councillors and Town staff will be attending the Queen's Park Lobby Day on May 1, 2007 to address issues affecting the viability of the Orangeville Brampton Railway. The event was organized by the Rail Association of Canada (RAC) and will focus on two issues: Ontario property tax on rail corridors and funding for short line infrastructure upgrades.

CAO Rick Schwarzer said this will be an opportunity for councillors and staff to meet with ministers, parliamentary assistance, ministry transportation and finance staff to talk about the two issues. He expects it will be an intimate gathering that will allow councillors and staff to have one-on-one opportunities with RAC members, ministers and their staff. He said it's important to attend the meeting from a budgetary perspective, with the amount of money the Town pays in property taxes to Caledon, Brampton and Mississauga, and to see if there is any infrastructure improvement money available for the short line.

The Town paid \$400,000 to the three municipalities last year. "It's very important that they understand there aren't many municipally owned railway operations in the province, or in Canada for that matter," he said. "There's a uniqueness to our situation - we are delivering rail service to five or six customers in Brampton and Orangeville that rely on the rail service to keep their transportation costs down. So there are a number of employees that are indirectly affected by this."

Mr. Schwarzer said the taxation issue alone is a significant burden on taxpayers and the Town would like to have both issues addressed. "It's important that we wave the flag and have a good turnout," he said. (Orangeville Citizen)

Ontario government to provide \$3.6 million for Little Bear Express service improvements

The Ontario government recently announced it will provide the Ontario Northland Transportation Commission \$3.6 million to improve freight- and passenger-rail service between Cochrane and Moosonee.

The commission will use proceeds to begin hauling freight separately twice a week and provide exclusive passenger service five times a week for Little Bear Express customers.

In addition, Polar Bear Express and Little Bear Express passenger trains will be consolidated during the

summer and service will be increased to six days a week. (Progressive Railroading Daily News)

PASSENGER



A commute complete with a dining car in southern Ontario

Every day, Via serves commuters from Cobourg, London and Guelph. Southern Ontario commuters made 118,000 Via trips in February, 2006. It was up 6% a year later, to 125,000. "It's a big clientele or market for us, really for the past decade or so," said Via spokesman Malcolm Andrews. "People [are] moving farther and farther afield and beyond the GTA to areas like Cobourg, Port Hope and even as far out as Kingston or in the other direction toward Brantford, Kitchener, London.

The number of people that use our trains, I won't say on a daily basis necessarily, but several times per week, to travel back and forth between those communities and Toronto ... has been growing steadily." Via Rail introduced a monthly commuter pass last July for its frequent travellers, who still have the option of buying a 10 round-trip pass or purchasing the GO VIA Pak, which allows commuters to use either service.

Given the choice, many people choose Via, which has seen commuter traffic rise 7% in the last three years in markets served by GO. Some areas were much higher than that: Brampton saw a 30% increase in commuter passes between 2005 and 2006, while Oakville was up 15% and Guelph was up 10%. Many commuters prefer Via because of the more plentiful (and comfortable) seating, access to bathrooms and food service.

First-class passengers get a three-course meal with real utensils, while economy class travellers can purchase sandwiches, snacks and beverages. (National Post)

Top Court Says Via Must Overhaul Cars

The country's top court has upheld a decision by federal regulators who ordered Via Rail to overhaul passenger cars to make them more accessible to travellers in wheelchairs. The 5-4 judgment by the Supreme Court of Canada is a victory for the Council of Canadians with Disabilities, which has battled Via on the issue for nearly seven years.

The council objected to the design of the French-built Renaissance cars which have been used by Via in the busy Toronto-Ottawa-Montreal corridor, as well as on routes between Montreal and the Maritimes. Via says it has made some changes to the cars to provide better access for wheelchairs, but it balked at implementing all the modifications ordered by the Canadian Transportation Agency.

The country's top court has upheld a decision by federal regulators who ordered Via Rail to overhaul passenger cars to make them more wheelchair-accessible. The Crown rail corporation said full compliance with all the measures would cost at least \$48-million, and perhaps as much as \$92-million. The case was seen by advocates for the disabled as a key one in establishing legal precedents that could have repercussions in other areas, such as airline and bus service.

The 139 Renaissance cars, manufactured by the French company Alstom Transport, are narrower than other cars used by Via and contain only one wheelchair-accessible sleeper suite, which can also be used to accommodate passengers on shorter day trips. The transportation agency, in a 2003 ruling, called for massive upgrades of the cars to provide better access to the sleeping facilities and washrooms. It also sought expanded tie-down areas for wheelchairs.

The ruling was overturned in 2005 by the Federal Court of Appeal, which said the agency had erred in basing its ruling solely on the Renaissance cars without taking into account the wider Via network that provides better wheelchair access on other trains. The court sent the matter back to the transportation agency for another hearing.

The disabilities council hoped a favourable judgment in the case would lay down legal guidelines that could help broaden access to planes and buses as well as trains. It worried, by contrast, that an unfavourable decision would hamper efforts to win better access throughout the transport industry. (Canadian Press)

Clarification: the Renaissance cars were built in the UK by Alstom, not in France. They run on the Ocean Limited between Montreal and Halifax, on all Quebec City - Montreal runs, and on 1 train between Montreal and Ottawa. They were used on the 'Enterprise' (Montreal - Toronto overnight) before it came off a couple of years ago, but do not stray anywhere else on the Quebec City - Windsor corridor. (John Godfrey)

Sault Ste. Marie supports passenger train

The Sault Ste. Marie city council gave its support Monday to tour operators and rural property owners who rely on Algoma Central Railway passenger train service. Council passed a bylaw that asks the Government of Canada that decisions concerning support and direction regarding the scheduling and maintenance of the passenger train be based on economic, employment, environmental, social, public safety and other needs dependent on the passenger train services along with consultation with stakeholder interests.

Tourist operators along the line received word last month that summer service would be reduced by one round trip per week. Tourist outfitters argue that will have an extreme effect on their businesses, which has already been hit hard in recent years. Linda Savory-Gordon, on

behalf of the Coalition for Algoma Passenger Trains, said the service is important to tourism, the economy, area residents and the environment. (Sault Star)

TRANSIT

TORONTO TRANSIT COMMISSION

TTC launches search for new CEO

The Toronto Transit Commission has launched an international search for a permanent Chief General Manager. Gary Webster, former gm of Operations, has been Interim Chief gm since Rick Ducharme resigned last June. Reporting to the Board of Directors, the chief executive will contribute leadership, strategy, direction and enthusiasm to a staff of 12,000 and manage a total budget of more than \$1 billion.

The capital budget for 2007 is in excess of \$700 million. The chief executive will also oversee implementation of the Toronto Transit City - Light Rail Plan. The TTC is the third largest transit operation, by ridership, in North America, after New York City and Mexico City. It provides service to a city of 2.5 million with annual ridership of about 450 million. Bus, streetcar and subway / rapid transit routes cover more than 4,700 miles and the fleet includes 1,600 buses and 1,000 streetcars, subway and rapid transit cars. (CCNMatthews)



Montreal commuter line extension opens early

Planners of the Laval metro extension have announced two pieces of unexpected good news from what was once regarded as a troubled project with skyrocketing costs: Trains at the three new stations on the Orange Line will be moving their first passengers on April 28, two months ahead of schedule. The cost of the 5.2 kilometres of tunnelling and tracking from the Henri Bourassa station, including a section under the Riviere des Prairies, is \$745 million - \$58.6M less than the last budget forecast of \$803.6M.

Officials of the Laval and Montreal transit corporations and the Metropolitan Transit Agency, which built the extension, were beaming as they made the announcement Recently at the Montmorency station. These will be the first new metro stations to open since January 1988, when Blue Line stations opened from l'Acadie to Snowdon.

Initial projections are that the new metro line will increase ridership by 6,000 transit trips a day. Nineteen bus lines will take passengers to and from Cartier station, three will do so at de la Concorde and 14 at Montmorency. The cost works out to \$143.2M per kilometre, far less than the international average of

\$175M per kilometre for metro systems of similar size built recently, MTA president Joel Gauthier said. There is still some finishing work to be done on the three metro stations, and the trains require final tests. (Montreal Gazette)

Tramway du havre : un projet structurant pour Montréal

La Vision 2025 de la Société du Havre de Montréal propose la mise en service d'un tramway reliant le havre de Montréal au centre-ville tant à l'ouest (quartier des hôtels) qu'à l'est (Quartier latin et Quartier des spectacles) en desservant notamment le Vieux-Montréal et ses faubourgs.

Le tramway du havre sera un facteur de succès de premier plan dans le développement du havre en assurant un accès facile au réseau de transport collectif montréalais pour l'ensemble de son territoire.

Ce nouveau service de transport collectif vise ainsi à

- décongestionner l'arrondissement historique du Vieux-Montréal et les Quais du Vieux-Port pendant les périodes de fort achalandage;
- stimuler le développement immobilier sur le territoire du havre en reliant entre eux les secteurs en voie de requalification;
- relier les secteurs en voie de requalification et qui feront l'objet de développements immobiliers importants le long du parcours du tramway (Griffintown, bassin Peel, îlots Bonaventure, ancienne gare Viger et faubourg Québec, CHUM et Quartier des spectacles);

- relier le Vieux-Montréal, les Quais du Vieux-Port et le bassin Peel au centre-ville et au réseau du métro montréalais;
- offrir une desserte de transport collectif pour la partie sud de l'arrondissement de Ville-Marie et pour le Griffintown.

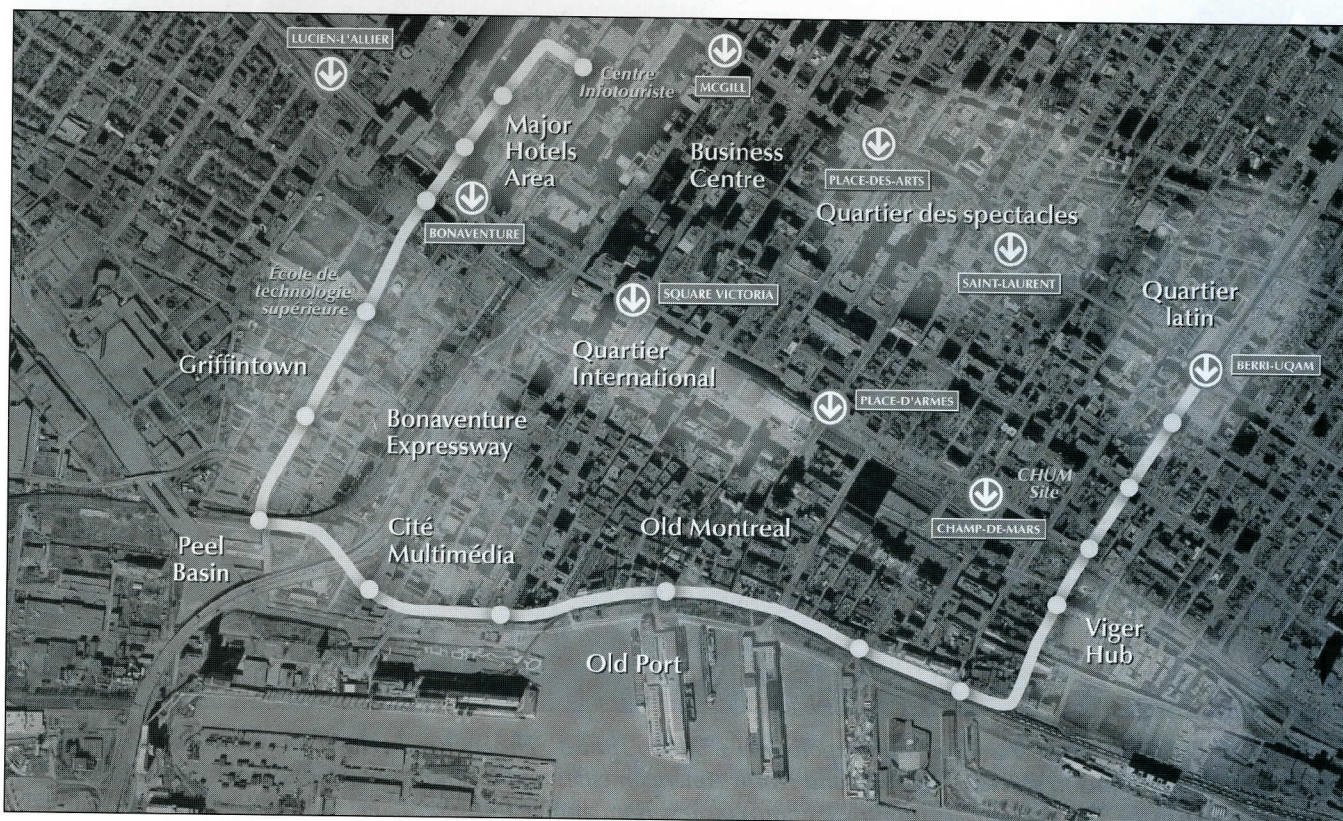
La proposition de la Société du Havre fait présentement l'objet d'analyse par la Ville de Montréal qui devrait faire part de ses intentions dans le cadre du Plan de Transport de Montréal, dont le dévoilement est attendu au cours des prochaines semaines.

Harbourfront tramway proposed for Montreal

The Société du Havre de Montréal's 'vision 2025' proposes the implementation of a tramway service linking the Montreal harbourfront to the downtown area, both in the west (the hotel district) and in the east (Quartier latin and Quartier des spectacles) by serving in particular Old Montreal and its faubourgs. The harbourfront tramway will be a most significant success factor in the development of the harbourfront in ensuring easy access from the Montreal public transportation network to the harbourfront area.

This new tramway will thus seek to:

- Relieve congestion in the historic boroughs of Old Montreal and on the piers of the Old Port during peak periods;
- Stimulate real estate development on the harbourfront by linking areas undergoing regeneration;





A sleek modern Bombardier tramway may one day be running down Montreal's Peel Street as depicted in this photo. Photo © Denis Gendron 2005, used with permission.



Modern Bombardier trams operating on Minneapolis MN's 'Metro Transit', The Société du Havre has studied the successful re-implementation of trams to several European and North American cities and recommended that a tram system be installed from downtown to the 'Old Port' area of Montreal. Photo courtesy Bombardier Transportation.

- Connect the areas undergoing regeneration that will see large real estate developments along the tramway line (Griffintown, Peel Basin, Bonaventure city blocks, old Viger Station/ Faubourg Québec, CHUM and the Quartier des spectacles);
- Link Old Montreal, the Old Port piers and the Peel Basin to the downtown area and to the Montreal Métro network;
- Provide the southern part of Ville-Marie borough and Griffintown with an access to public transportation

The proposal put forth by the Société du Havre is currently being reviewed by the City of Montreal which is expected to make its intentions known as part of its Transportation Plan, to be made public in a matter of weeks.

(Jacques J. Cote, Director General, Société du Havre de Montréal)

HERITAGE

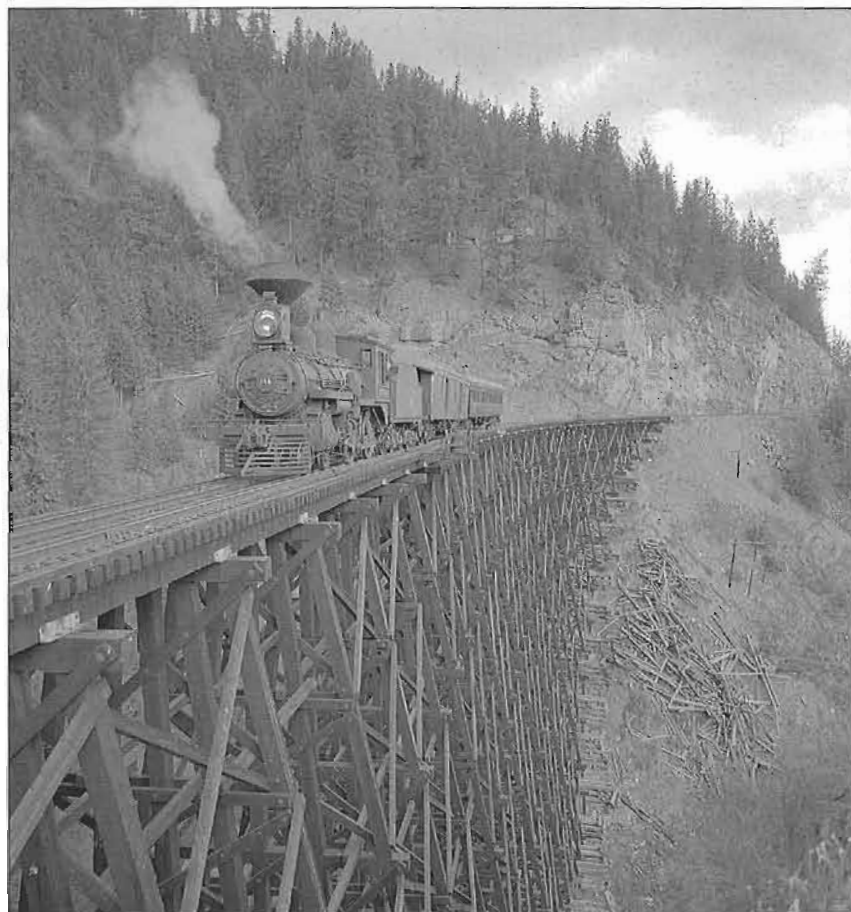
Seven of 12 KVR trestles now rebuilt

Visitors to the spectacular Myra Canyon should double to 100,000 a year once the fire-damaged trestles are rebuilt, says Ken Campbell. The number of people

touring the area plummeted from 50,000 a year to a few hundred after the Okanagan Mountain Park fire destroyed 12 of the 16 wooden trestles in 2003, said Campbell, chairman of the canyon's restoration-project committee.

Once the structures are rebuilt by next year, he predicts a stampede of visitors. Seven of the 12 trestles have been rebuilt, the latest of them two weeks ago. Three of the remaining wooden spans and the two steel bridges will be restored later this year, said Campbell. The last two trestles should open by late spring 2008. "We're really pleased with the way it's going. In spite of some hurdles, it's going well. The cost is within reason, and the timing is really quite satisfying," Campbell said.

The federal government designated the Myra Canyon section of the Kettle Valley Railway a national historic site nine months before the trestles burned. Ottawa agreed to spend 90% of the \$13.5-million cost of restoring the trestles, while the province contributed the rest. The budget has since risen another \$2M, said Campbell. There should be enough money to mitigate the rock-fall hazards and pay for the timbers and labour, he said. (Kelowna Daily Courier)



Ex Canadian Pacific Railway 4-4-0 No. 136, fitted with an oil headlight and diamond stack was photographed on one of the Myra Canyon wooden trestles by noted photographer Nicholas Morant during the filming of Pierre Berton's 'The National Dream' in 1973. 136 is owned by the South Simcoe railway located in Tottenham, Ontario. Photo CPR Archives No. M8921.

History comes to life on Kettle Valley Railway

Bringing the past to life in a haze of rumbling steel and piping steam, the Kettle Valley Railroad's historical passenger train is a sight that has brought tears to the eyes of some and has left others in awe. Although regular operations on the KVR shut down in 1989, the Kettle Valley Railway Society was formed shortly after to keep a part of the region's history alive.

The railway started operating in 1995 on a 16km stretch of track from the Trout River Bridge to Faulder. "We are only one of 18 recreational railways in BC," explained Jo Ann Reynolds, marketing manager for the railway, noting she loves being a part of the society that's preserving a bit of history for generations that never saw anything like the steam engines the society have.

"For many young people it's their first experience on a steam engine," she said. Passengers start their journey on Princeton Summerland Road and finish on the historical Trout Creek Bridge. Once on the train, passengers are treated to a discussion that notes some of the finer historical aspects of the once heavily traversed route.

Riders will learn about the pioneers of the area, a famous train robber that rode the rails before them, and they will be treated to a stunning view of the region. There are also live musical performances, train robberies and wine trains to keep people entertained. (Penticton Western)



Kettle Valley railway's Ex CPR 3716 rounds a curve on a snowy December 16, 2006 morning, the train is a 'Santa Special'. Photo David Layland.

Lacombe inducted into hall of fame

Revered as a priest, teacher and peacemaker, Father Albert Lacombe's name is synonymous with the title of community leader. Perhaps overlooked in the annals of history is his legacy as a former president of CPR. Lacombe's contributions to the railway industry earned him the posthumous honour of induction into the Canadian Railway Hall of Fame.

The award was presented recently at a St. Albert council meeting. Hall of fame volunteer director Shawn Smith said Lacombe's abilities as a peacemaker were instrumental in allowing the CPR to pound railway spikes west of Calgary. He brokered peace between the Blackfoot and Cree nations, and later convinced the Blackfoot to allow the CPR to extend the rail line through their territory. "Otherwise there was the threat that there

was going to be a blockade," Smith explained.

Lacombe's skilful negotiations with Blackfoot Chief Crowfoot earned the respect of CPR's flamboyant and outspoken GM, Sir William Cornelius Van Horne. Both men received a lifetime railway pass, but Lacombe was given an even higher honour, Smith said. "At a business car dinner at Calgary in 1883, George Stephen basically vacated his seat as president for an hour and they elected Father Lacombe as president. It's an interesting piece of Canadian history." (St. Albert Gazette)

St. Thomas council votes to fix bridge on CASO line

A rehabilitation project for the CASO/Talbot Street bridge near Manor Road was given a stamp of approval by St. Thomas, ON, city council. In a 7-1 vote, council awarded a tender, worth more than \$476,000 to

Theo Vandenberg Construction, for repairs to the deck structure and concrete areas on the bridge, located between Yarmouth and Manor roads.

Some \$600,000 worth of funds from Move Ontario is devoted to the bridge rehabilitation project. The decision reverses one taken on March 5 when council defeated a motion to send the project for tender, instead asking for cost estimates to replace the entire bridge. A report prepared by John Dewancker, director of environmental services, pegged tearing down the bridge and replacing it with a level crossing at \$2.2 million. He noted they don't yet have approval from CN / CP railway, who own the land below the bridge. "There'll be a time when it (repair) isn't an option.

Time is eating away at this bridge," he said, noting the bridge is only 50 years old and not at the end of its lifespan. Rehabilitation could give the bridge another 20 years of life, Dewancker said. He warned council that time to decide was short as the tender would have expired on April 13. (St. Thomas Times-Journal)

INDUSTRY

Fairbanks Morse Engine, National Rail Equipment drop locomotive-engine part distribution deal

Fairbanks Morse Engine and National Rail Equipment Co. (NREC) recently agreed to end a FM/ALCO locomotive-engine spare parts distribution agreement.

Fairbanks Morse will assume responsibility for all diesel engine part sales to the locomotive industry, which NREC



Father Albert Lacombe who was elected President of the CPR for one hour!
Photo CPR Archives No. NS5322.

previously served. NREC no longer be an authorized spare-parts distributor for Fairbanks Morse, but will continue to be a customer.

"We look forward to continued business with NREC, while at the same time expanding our presence by directly supporting the global population of FM/ALCO engines in the locomotive industry through in-house parts manufacturing, training and service," said Fairbanks Morse President Tony Gioffredi in a prepared statement.

Since acquiring the ALCO diesel engine design from GE – Transportation in 1994, Fairbanks Morse has manufactured FM/ALCO diesel engines and original equipment manufacturer parts for the locomotive, marine and stationary power markets. (Progressive Railroading Daily News)

Trenton Works railcar plant in Nova Scotia to close amid heavy losses A Nova Scotia town with over 100 years of steel making history met the cold-blooded reality of modern business April 4, 2007 with the announced closure of its railcar plant and loss of 330 jobs.

U.S.-based parent, the Greenbrier Companies, said it would shut down its Trenton Works plant in Trenton, N.S., later this year and shift operations to Mexico and to its primary facility in Portland, Ore. "The very strong secular outlook for the Canadian dollar, uncompetitive labour and benefit costs coupled with geography and other factors really meant that we didn't have a choice," Bill Furman, the company's president and CEO, said during a conference call.

"While this will have some short-term pain in terms of cost to the community, it will mean a better economic foundation for Greenbrier." In its latest fiscal results, released Wednesday, Greenbrier said losses incurred by the plant during the second quarter were about US\$3.8 million before taxes. Furman said the Trenton plant will remain open for the next five or six months, long enough to complete its last order of 300 railcars.

He said workers at Trenton Works, where the average pay is between \$18 and \$20 an hour, made about double the salary of workers at the company's other plants. In operation since 1872, the sprawling plant in northern Nova Scotia employed 1,200 as recently as November 2005. In the 1980s, employment peaked at above 2,000.

On April 3, Premier Rodney MacDonald wrote to Greenbrier to offer financial help. The letter, released Wednesday, contained a promise of over \$18 million in assistance. Ottawa's share was \$3.5 million, while the province's portion of \$14.5 million included an \$8.8-million loan guarantee extended to the company in 2002 through its Industrial Expansion Fund. "We did put forward an offer which was very fair and very generous, so the province of Nova Scotia can only do so much when it comes to these types of issues," MacDonald told reporters Wednesday.

The premier said the company was facing difficulties in remaining competitive when faced with cheaper labour costs in places such as Mexico. "We are there to help them if they want to diversify, but again we will only do so much," he said. MacDonald held out hope that talks on keeping the plant open were still possible, but Furman said the company, which had only reached a new contract with its unionized workers last month, has made up its mind.

"This isn't about a negotiation - we're not going to reopen this," said Furman. "We've made the decision, we're going to go on with it, it's behind us." Dave Fanning, president of the United Steelworkers local, said many plant workers and Trenton residents were in shock. "It's a hard blow and it'll take a day or two for it to sink in," he said. "We were all hopeful and worked hard to keep it afloat, but this is pretty devastating news to us." Fanning said he hopes some sort of fabrication work can be found for the plant, which was once used to make oil rig components.

Trenton Mayor Shannon MacInnis said the closure will affect all of Pictou County. "It's sad to see it go, but hopefully it's not over," he said. "Maybe we can work with the federal and provincial governments to try and entice somebody else to come in here and build, maybe not railcars, but something else."

In Halifax, MacDonald said his government would do all it can to seek new business opportunities for Pictou County. But one thing the province won't do, the premier added, is get into the steel business just to save the plant. "There's many options, but the province of Nova Scotia is not in the steel plant business, I can assure you," he said. "It was our government who ended up closing Sydney Steel." (Canadian Press)

Editors Note: The Trenton Works will be the subject of an up-coming article in Canadian Rail by Jay Underwood.

Saskatchewan gives hopper cars a facelift

The provincial government is painting approximately 100 of its hopper cars at a cost of about \$1 million, the Crown corporation responsible for the cars announced on recently. "This paint scheme is pretty elaborate, and it's being used to promote the province of Saskatchewan throughout Canada and North America," said Saskatchewan Grain Car Corp. spokesman Kelly Moskowsky.

"They're painted a green - we tried to get as close to Roughrider green as we could. It's a fairly nice representation of our province, and it's a great moving billboard that'll promote the province for many years to come." In 1981, the provincial government invested \$55M in a fleet of 1,000 grain hopper cars to add to the hopper car fleet for Western Canada, Moskowsky explained. At that time, the government of Alberta also purchased 1,000 cars, and the federal government bought an

additional 12,000, he said.

"The reason they were purchased was there was a shortage and farmers were missing offshore sales just because there wasn't enough hopper cars," Moskowitz said. The cars have been running for 26 years throughout North America, moving Saskatchewan grains and oilseeds, and basically haven't had any maintenance, he said. The SGCC started a program to refurbish and upgrade the cars a couple years ago, he added. There was some fatigue cracking evident from the original design of the cars that needed to be fixed. The cars were also upgraded from a 263,000-pound gross weight to 286,000-pound gross weight. The bill for these repairs was approximately \$2M, Moskowitz said.

(Regina Leader Post)

Checks sought against "monopoly behaviour"

Robert Ballantyne, president of the Canadian Industrial Transportation Association, says it's important railways are adequately compensated so they remain profitable and continue to invest in infrastructure - but in the absence of competition, shippers need regulatory protection. "The railways are displaying classic monopoly behaviour," he said during the recent Canada Grains Council meeting in Winnipeg.

Ballantyne said shippers need three things to counter railway power: regulation to be a surrogate for competition, more fairness in resolving disputes and regulations to make the railways accountable when they fail to provide service. Running rights, which allow other railways to use tracks owned by CN and CP, are sometimes touted as a way to encourage competition for rail service. Ballantyne said he doesn't believe that's the best remedy, but he warned pressure to introduce running rights could resurface since the government has failed to introduce other shipper protection.

Western grain shippers certainly aren't expecting railway service to improve anytime soon, despite two years of urging the federal government to make regulatory changes to that end and calls for an independent review of railway service. "This is a fight we're losing, in spite of the fact that we have the farm organizations calling for it, we have the grain companies calling for it, we have the provinces supporting it and the standing committee on agriculture supporting it," Wade

Sobkowich, executive director of the Western Grain Elevator Association said in an interview April 10. "Despite all of those types of things we're still losing because the railways are too powerful." Sobkowich said poor rail service cuts into grain company revenue, which ultimately means lower prices for farmers.

According to the WGEA CN and CP - act as monopolies in the geographic areas they serve and the Canada Transportation Act fails to provide enough shipper protection to mitigate the lack of a competitive railway market. The fact that rail service has been so poor the last two years - and only now has a shipper concluded it's worth time and expense to take CN to transportation court - demonstrates how weak shipper protection is under the current act, Sobkowich said.

Kristine Burr, an assistant deputy minister with Transport Canada said getting the transportation act amendments into law is a top priority for Minister Cannon and his staff, but the job is more difficult with a minority government. The grain industry can assist by urging MPs to support the bill when it comes forward, she said.

Burr emphasized Transport Canada believes the best way to resolve disputes between shippers and the railways is through commercial measures rather than regulation. She noted there's a growing trend in business to settle disputes through mediation rather than court to save time, money and relationships. Judy Harrower, CP's Vice President of bulk marketing and sales, agreed. "I'm sure a lot of you are thinking more rules and regulations might enable us, or force us, to be more focused and committed to the movement of grain," she said, "But there is one message I want to leave you with... we at Canadian Pacific... are very committed and focused on moving grain. More regulation will not heighten that commitment." For the first time in years CP has built more railway, spending \$160 million to increase capacity 12%, she said. "Our aim is to balance your needs with available capacity," Harrower said. "We believe in solving problems with you and not on the backs of you. I know it's a motherhood statement, but customer relationship management is the cornerstone of our strategy." (Manitoba Co-operator 070419)

BACK COVER TOP: Rod Clarke's broadside colour rendering of the locomotive 'Shedden' which was built in 1871 for the Ontario Narrow Gauge Toronto & Nipissing Railway.

BACK COVER BOTTOM: Artistic conception of Montreal's proposed new tramway line running along its private right of way parallel to de la Commune Street in Old Montreal. Photo courtesy Société du Havre de Montréal.

Canadian Rail

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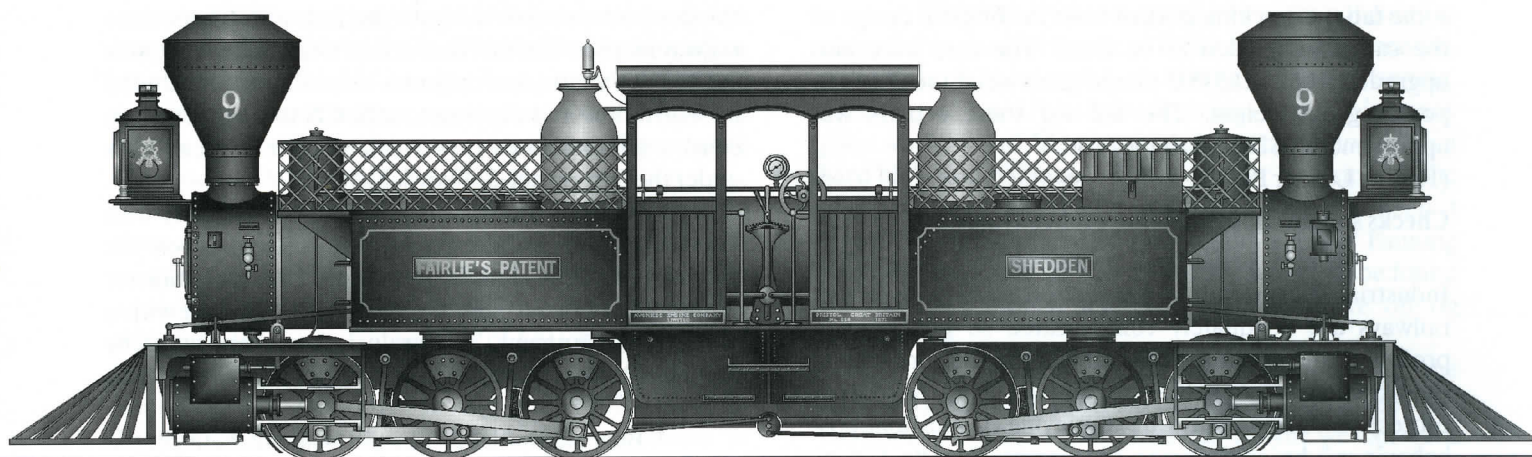


Photo montage réalisée par Multiconcept graphisme inc. pour la Société du Havre de Montréal