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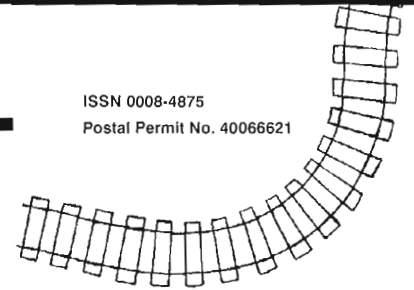


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FRONT COVER: On the second to last day of electric operation, London & Port Stanley car No. 10 heads north between the two (typically Ontario) wooden over bridges of Pond Mills Road (almost 4 miles south of London, Ont.). L&PS No. 10 is preserved at Exporail, Saint Constant, Quebec.

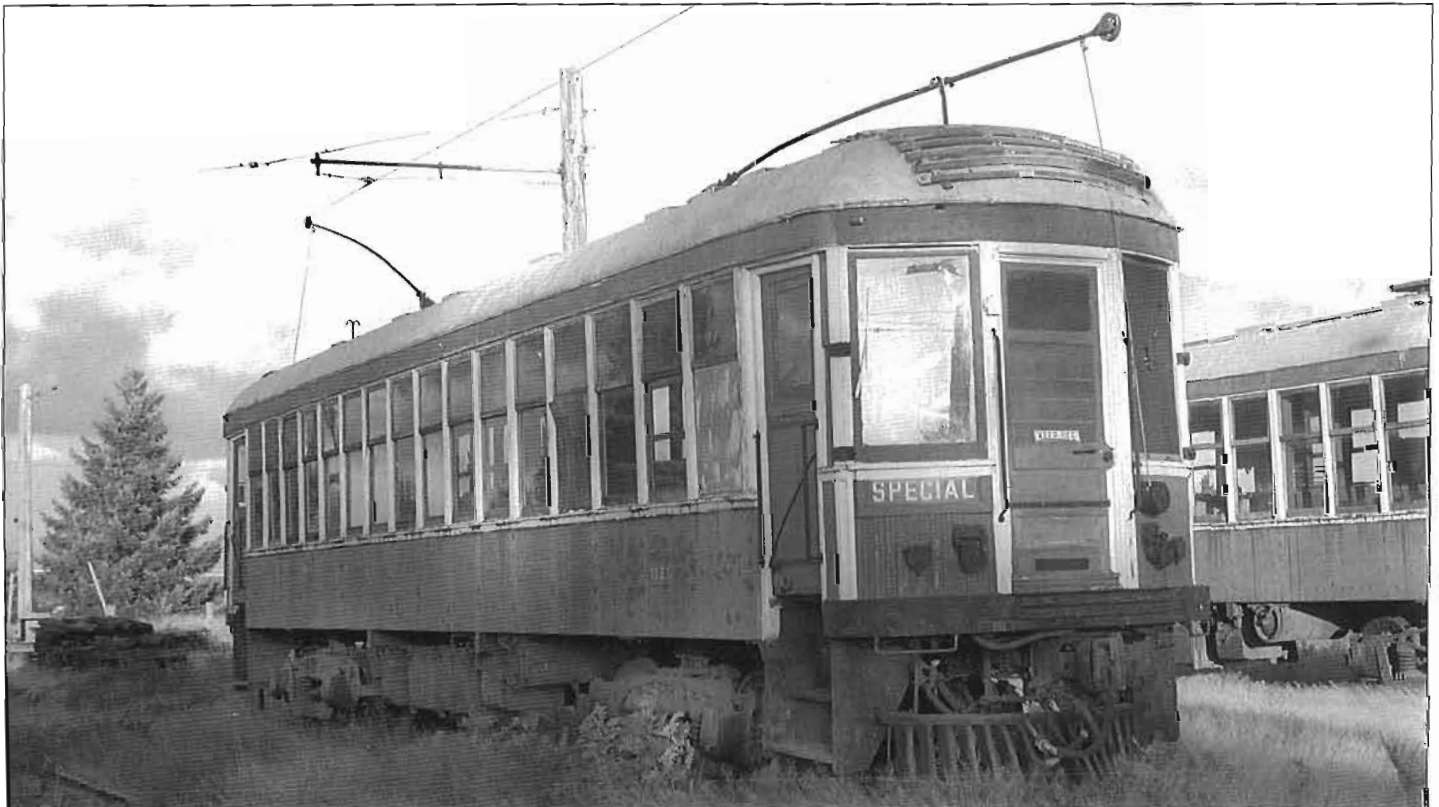
BELOW: Now back in Richmond, ex B.C. Electric interurban car 1220 is seen in an undated photograph at the Trolleyland Electric Railway near Chehalis, Washington. Photo Robert D. Turner collection.

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How the Interurbans Came Home to British Columbia

By Robert D. Turner

The British Columbia Electric Railway retired the last of its fleet of interurban cars after the closure of its lines in the Fraser Valley in 1958. Most of its red and cream cars were eventually scrapped, but a few were sold off for other uses.

Only one, car 1223, was preserved in B.C., and it was saved to go on display in Burnaby. Another car, 1311, was purchased by Ernie Plant and John Wood in 1954, and then sold to the CRHA for movement to Montreal, but sadly it was badly damaged by vandals while being stored not far from Squamish, B.C., and was scrapped.

Fortunately, six others were sold to interested parties in the United States. Of these, No. 1225 went to California, the 1304, once temporarily named Connaught and remembered for its special service during the 1912 visit of the Duke of Connaught, who was Governor General of Canada, went to the trolley museum in Glenwood, Ore., the 1207 went south to become part of the large collection of railway equipment at Snoqualmie Falls, Wash., and three others – Nos. 1220, 1231 and 1235 - were sold to Dick Hansen of Seattle, who dreamed of setting up a small trolley park where the cars could be operated.

Dick moved the cars, all built by St. Louis Car Co. in 1913, to property he acquired south of Olympia, Wash., to the west of Interstate Highway 5, and laid an oval of track, strung overhead wire and developed an attractive little interurban line, called the Trolleyland Electric Railway. Unfortunately, funding limitations precluded getting into full operation and turning it into the heritage attraction he envisioned.

By the mid-1970s, Dick was ready to sell the cars, having reached a point where looking after the equipment was more than he could manage. Moreover, the cars were showing the effects of 15 years of outside storage following their retirement by B.C. Electric. At that time, Dave Parker and I were working at the B.C. Provincial Museum developing the steam operated Museum Train using locomotives 3716 and 1077 (which was a being managed by Curator of History Dan Gallagher).

Early word of the cars' pending sale, and strong support for their acquisition, came from Brian Kelly, who visited the cars at Dick Hansen's, bringing photos and information to Dan Gallagher, and Patrick Hind, a good friend and member of the B.C. Railroad Historical Association, who phoned Dan and Dave to tell them the news and urge the cars' purchase. Among others who urged acquiring the cars were Dave Wilkie and Gordie

Hatch, who would later volunteer on the restoration of the 1231.

Several parties in the U.S. were expressing serious interest in the cars and it seemed that if ever they were going to come home to B.C., the time had come, and there was little time to spare. Being young, optimistic and probably foolish, Dave and I agreed, and said we'd see what we could do, and got the ok to look into the situation. There were only a few details to work out — paying for the cars, shipping them, storing them, and persuading our bosses and senior ministry officials that these old interurbans were worth all the expense and trouble, especially when no one had any serious long-term plans for them.

It was like a large jigsaw puzzle, but one by one, the pieces came together, even if some of them were just over 50 feet long and weighed 35 tons. The phone calls were many and the memos flew, the headaches were frequent, the details and the hours were consuming, but how often do you get to bring three interurbans home?

Three cars were hard to justify because there were no obvious or immediate uses for them. In the end, we contacted John Corby at the National Museum of Science and Technology in Ottawa. John agreed with us that these were important cars and arranged for one car to go to Ottawa as part of the national collection. Ottawa would pay the shipping for all three, if we took care of all the arrangements, and could find money for the other two.

We made a visit to see the cars, inspected them inside and out, and documented their history, noting that they were used on the company's extensive Lower Mainland and Fraser Valley system, and that similar cars also operated from Victoria on the Saanich Peninsula interurban service. Beyond question they had played an important part in early regional transit services. They were not like new, but they were certainly very complete and restorable.

Fortunately, there were receptive ears in the ministry, and after asking the right tough questions about the cars and their importance, the officials agreed. Yorke Edwards, the Provincial Museum's Director, and Dan Gallagher, Curator of Modern History (Dan had also been instrumental in finding and restoring B.C. Electric's Birney streetcar No. 400 for display at the Museum), supported the move, as did George Geddes in the Provincial Secretary's office, who accessed funds reserved for occasional unexpected special purchases like this.

Laurie Wallace, who had a keen interest in history, was Deputy Provincial Secretary at that time.

It must be remembered, too, that this was a time when the provincial government of Dave Barrett was sponsoring the restoration and development of the Royal Hudson steam train service between North Vancouver and Squamish, and the Museum's steam powered Museum Train, but funds were still tight.

Arguing that the important thing was to preserve them for the future, and that restoration could wait, we got the okay to proceed and told Dick that he had a deal.

Then as arrangements were being finalized, there was a hesitation. Ministry funds were short and other unanticipated demands had developed, including higher costs than expected for the steam restorations for the Museum Train. Was it really necessary to buy these cars? Could the purchase be delayed or cancelled? After a stressful and thoughtful meeting, and our explaining that it was really too late to change the arrangements, senior management agreed; they would find funds somewhere else, and we were back on track.

Meanwhile, Dave had contacted Walter Murray at Canadian Pacific, and Walt helped work out the details for shipping the cars on flatcars from Maytown siding, not far from Chehalis, Wash., on the Milwaukee Road, to Vancouver. "You are going to move a what to where? When?" Walt asked. "Well, okay."

The cars had to be moved by truck from Dick's property to Maytown, which took the efforts of a house-moving company. We also arranged for the cars to be boarded up and secured for the trip to Vancouver (for 1220 and 1231), and for 1235 to travel to Ottawa by rail. Dave spent a good week pulling all this together and getting a lot of forms completed.

We then travelled south in a government van to make sure the loading went well and also to pick up a full load of parts, including some overhead hardware and extra seats, all inventoried. Things went well, the cranes loaded the interurbans onto the flatcars, the cars were secured, and the windows were boarded up.

As depicted in the photograph on page 10, the "Excessive Dimension Load" cards stapled to the timbers supporting the interurbans on the flatcars noted, "Do not switch cars uncoupled from Engine. Handle with Extreme Care." The date was July 25, 1975.

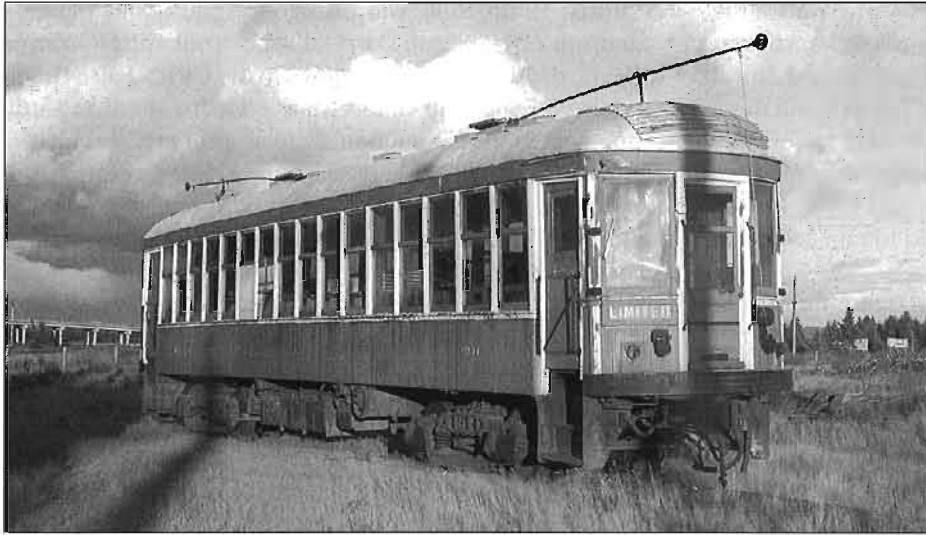
We loaded the van to the roof and headed home. When we reached the border and stopped for customs, the officer looked at us and asked what we had to declare. We pointed into the back and said, "a load of old trolley parts." We had the list and explained that they were antiques for a government agency, and pointed at the government "egg" on the door.

He looked back inside the van, rolled his eyes, got a couple of other customs officers to look, they glanced at the paper, and then waved us through. The slight look of panic in his eyes faded as we drove away; relief probably setting in at the thought of the forms that might have been needed. We didn't complain for a minute, and left before he changed his mind, lumbering north to the ferry.

Interurban 1235 went on its way to Ottawa, and arrived in generally good shape, minus a few sheets of protective plywood and with a broken window or two; not perfect but intact and ready for restoration some day in the future as part of the national collection. It was the longest trip any of those cars had made since they were shipped to Vancouver from the St. Louis Car Company back in 1913.

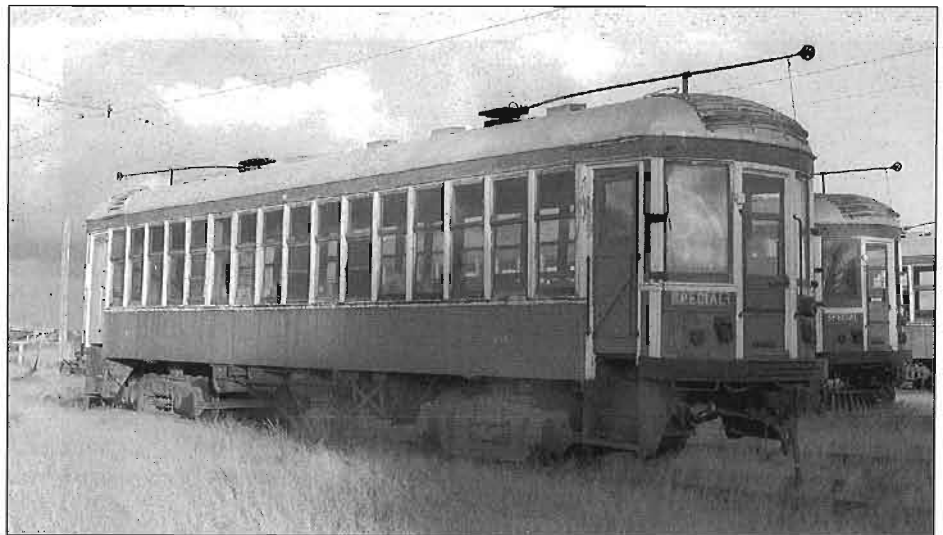


B.C. Electric car 1235 is presently stored in the reserve of the National Museum of Science and Technology in Ottawa. Paul Bown photographed the car under difficult conditions on July 14, 2007.



This is how the 1231 looked at Trolleyland in this 1973 view, the car has been fully restored and is operating on the Downtown Historic railway in Vancouver. Photo Robert D. Turner.

The third car, 1235 is presently owned by the National Museum of Science and Technology in Ottawa, Ontario. It has not been restored but is housed in a secure heated reserve at the museum. Photo taken at Trolleyland in 1973 by Robert D. Turner.



Homeward bound, the three ex-BCER interurbans are being prepared for shipment to Canada aboard railway flatcars, in this scene at the Milwaukee Road at Maywood, Washington in July, 1975. Photo Royal Museum of British Columbia, by Robert D. Turner / Dave Parker.

Our two cars, 1220 and 1231, soon arrived at the CPR's False Creek roundhouse and yards in Vancouver, where the Museum Train's locomotive 3716 and Royal Hudson 2860 were restored. However, hopes to put them inside the roundhouse didn't work out and the outside storage available there was not a long-term solution. We watched anxiously as efforts to find a safe place for the cars dragged on, and they were exposed to rain and other hazards.

We lobbied hard for a better place for the cars, as did concerned railway enthusiasts. Bob Swanson, restorer of 2860 and 3716, a consummate wheeler-dealer, knower of all things about railways in the Lower Mainland, and with connections high in government circles, had worked out a tentative agreement with BC Hydro's chairman, J. H. Rhodes, to take on the restoration of the cars and their storage. But after a change in the chairmanship of the corporation, delays continued, and Bob resumed his

efforts. Brain Kelly was also concerned about the cars and, after speaking to Dan Gallagher, took Bill Duncan of BC Hydro Transportation down to the CPR's False Creek yards to see the interurbans. Hydro had recently purchased the Dominion Bridge property in nearby Burnaby for a possible transit centre. Bill was impressed by the cars and their importance, and agreed to have them stored at Dominion Bridge, and that was just the safe haven needed as they awaited restoration.

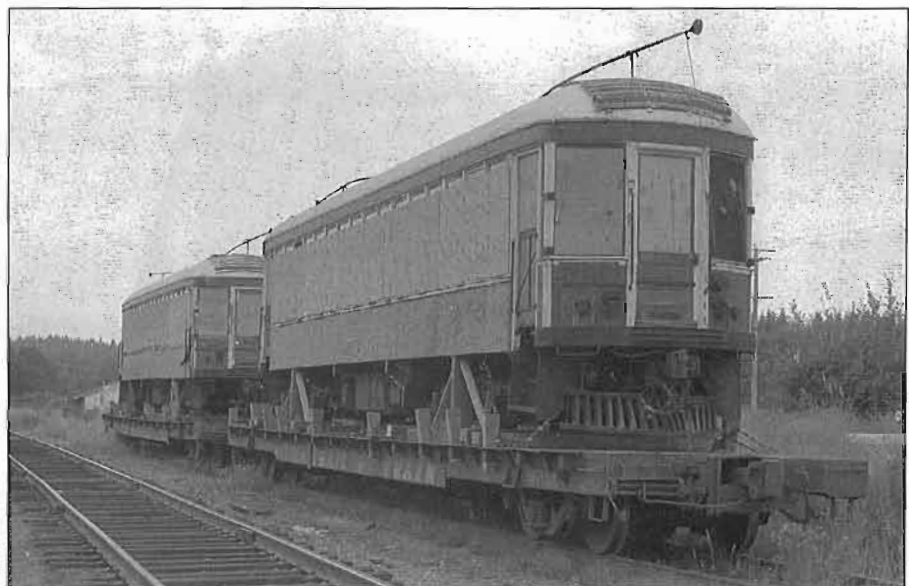
Later, we wondered if Expo 86 might bring them out, but that was premature, and it was not until some years afterward that much-deserved restorations started on the two interurban cars.

The tempo of interest in the old cars slowly grew. In 1990, Vancouver-built car 1207 was returned to its birthplace from Snoqualmie Falls, Wash., and restored by BC Transit at its Port Coquitlam bus depot. The next year, 1231 was transferred by the Royal B.C. Museum to BC



This Milwaukee Road 'Excessive Dimension Load' card on flatcar MTTX 95086 carrying one of the interurbans back to Vancouver notes the routing as 'Milw Seattle Foss Tug Lines BCR-CN'. Note the 'handle with extreme care'. Photo Royal Museum of British Columbia, by Robert D. Turner / Dave Parker.

Two of the three cars, loaded, blocked and secure for the trip back to their original home in Vancouver, B.C. Photo Royal Museum of British Columbia, by Robert D. Turner / Dave Parker.



Transit, to begin what was to be a very long restoration. Unfortunately, the next year funds were withdrawn, but in 1997 the City of Vancouver became involved and restoration resumed at BC Transit's bus depot in Victoria, with plans to operate the cars on track near Granville Island in Vancouver. Bill Bailey, who oversaw the restoration with the help of a talented team of people, received the CRHA's Preservation Award in 1997 for the rebirth of 1231.

Now, both 1207 and 1231 are part of the wonderful Downtown Historic Railway between Vancouver's Science World and Granville Island, operated by the Transit Museum Society.

While 1231 was in limbo after 1990, car 1220 was transferred to the Steveston Interurban Restoration Society, which was incorporated in 1992 to restore and operate heritage electric railway equipment, and it was moved to a new restoration shed in 1993. Now both were in good hands.

More good news followed in 2002 with an announcement of the planned repatriation of car 1304 from the Oregon Electric Railway Museum, now at Brooks, Ore., by the Fraser Valley Heritage Railway based in Surrey. Negotiations are still ongoing, but it is hoped the car will be back home soon. Adding more icing on the cake was FVHR's purchase of the 1225, another St. Louis Car Co. interurban and a sister to the three we brought home from Trolleyland. Car 1225 was purchased from the Orange Empire Railway Museum in Perris, Calif., where it had resided for nearly 50 years, and returned home to B.C. in August 2005. Restoration is ongoing.

What of the third car from Trolleyland, 1235? It is still in Ottawa at the Canada Science and Technology Museum, far from its original home in Vancouver, but an important part of our national collection of electric railway equipment. Who knows, one day it too might return to Vancouver and run again with its old friends. At least it is safe and in good hands.

The restoration of all of these cars reflects thousands of hours of hard work and craftsmanship by many dedicated people to bring each one back to operating or display condition, but all that is another story.

Dave and I always felt a debt of gratitude to Dick Hansen for saving the cars so long ago and for helping us to bring those three interurbans back home, when the time was right. It took strong public support, and some sympathetic folks at the Museum and in the Provincial Secretary's office and senior government circles, who listened to a couple of neophyte curators, to make it happen, too, and of course finding the funds was critical. We never regretted the time we put in on that project, even though we waited nearly 30 years for the cars to be restored.

The lesson was a clear one, I think: you have to



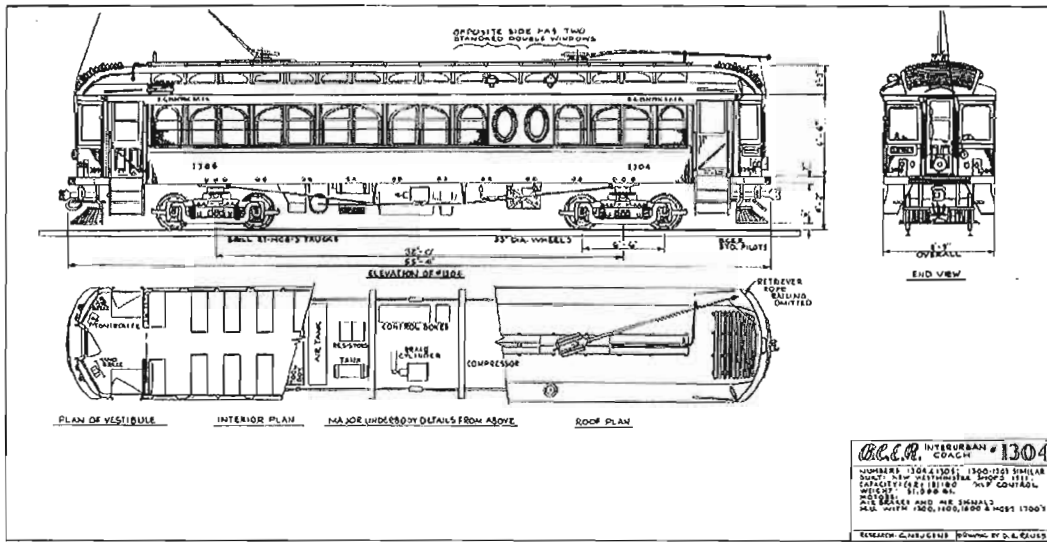
Interior shot of one of the cars taken at Trolleyland in 1973. Photo Royal Museum of British Columbia, by Robert D. Turner / Dave Parker.

save things when you have the chance, invest in the future, and trust in it. Good people will come along when the time is right. We were not disappointed.

It is interesting to consider that of all the B.C. Electric interurbans, only one was saved successfully in Canada, the others were all purchased by people in the United States, like Dick Hansen, who valued them and gave them a safe home for many years. We are all lucky they did, and I hope we will be more insightful in the future. However, now we can say that all of the interurbans that went south of the border after the closure of B.C. Electric's system have returned, or will soon we hope in the case of the 1304, and it's good to have them back home!

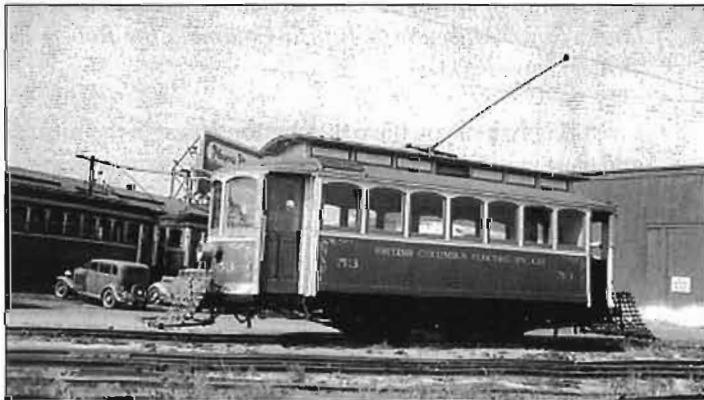
For more on the operational history of these cars, refer to Henry Ewert's comprehensive book *The Story of the B.C. Electric Railway Company* (1986), which details many of the last runs on which these particular cars were used, and Brian Kelly and Daniel Francis' book *Transit in British Columbia: The First Hundred Years* (1990).

This article, in slightly shorter form, was first published in the Winter 2006/07 edition of *The Sandhouse*, the Pacific Coast Division's journal, edited by Ian Smith. My thanks to Dave Parker for his memories, to Brian Kelly for sharing his contributions, to Patrick Hind for his recollections and correspondence with Premier Dave Barrett, Bob Swanson, and ministry officials, and to Ian Smith and Henry Ewert for their help with the article.



Plan of car No. 1304 from 'The Story of the B.C. Electric Railway Company' by Henry Ewert.

Eleven B.C. Electric streetcars and interurbans destined for preservation - one didn't make it!



Car 53, was built by the B.C. Electric Railway in 1904, it is now on display at the 'Old Spaghetti factory' in Vancouver, B.C. Photo by Peter Cox, Peter Murphy Collection.



Car 153 was built by the J.G. Brill Company in 1908, it has been restored and is presently in storage under the seats of the Mahon Stadium in North Vancouver. It is pictured here rumbling along route 1 at the north end of the line at Lonsdale avenue in North Vancouver in July, 1947. Photo Stan Styles, GTC Collectibles.

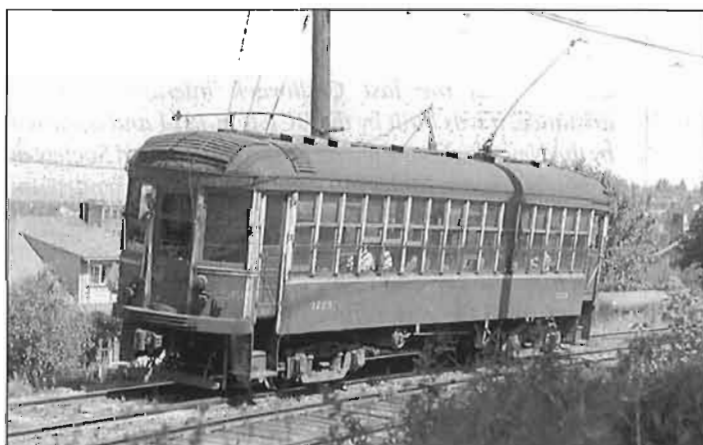
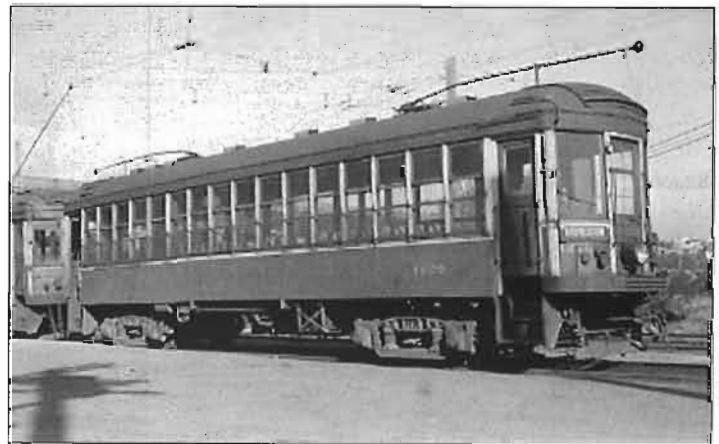


Birney car No. 400 was built by Preston Car and Coach in 1922, in this photo it is working route 2, Cloverdale in July of 1945, exact location unknown. It is presently in service on the Nelson Electric Tramway Society's line in Nelson, B.C. Photo Stan Styles, GTC Collectibles.



Car 1207 is a 1905 product of the British Columbia Railway's own shops, it is 50' 4" long and weights 71,550 Lbs. It is pictured here crossing the old Granville Street bridge bound for Marpole, the Hotel Vancouver is in the background. Car 1207 was restored by BC Transit at its Port Coquitlam bus depot and is presently in operation on the Downtown Historic Railway in Vancouver where it initiated service in 1998. Photo Stan Styles, GTC Collectibles

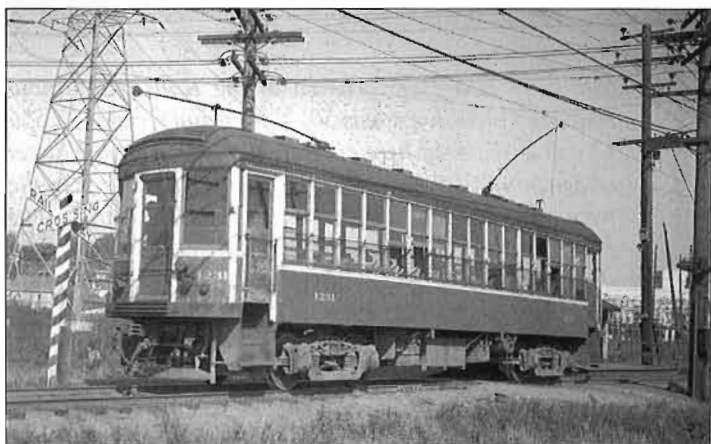
Car 1220 was built by St. Louis Car Co. in 1913, it is 51' long and weights 70,800 Lbs. This photo was taken by Peter Cox at Kitsilano in December of 1956. Car 1220 was on display in Steveston but has recently been purchased by the City of Burnaby and moved to the Fraser Valley Heritage Railway Society. The FVHRS has a car barn on the Southern Railroad of BC (former BC Electric line to Chilliwack) and is hoping to operate a heritage electric railway on 17 miles of track between the Fraser River and Cloverdale, Photo Peter Murphy Collection.



Car 1223, yet another St. Louis car was the only interurban originally preserved for display in the Vancouver area, it has been lovingly restored and is on display at the Burnaby Museum. This photo of 1223 was taken in Vancouver on August 7, 1952. Photo Stan Styles, GTC Collectibles.

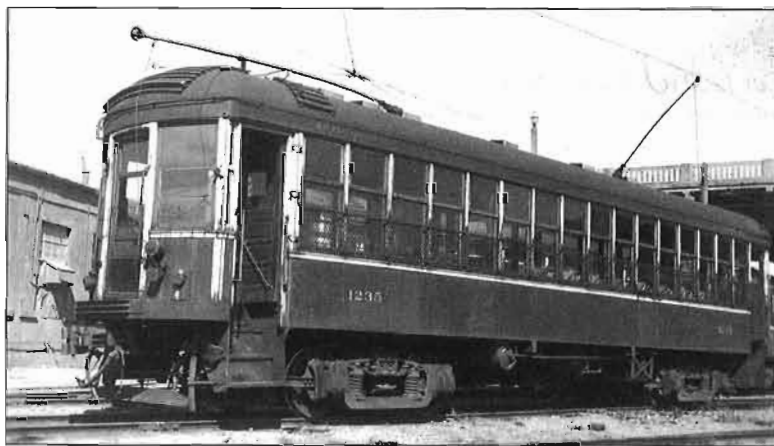
Car 1225 another St. Louis car was brought back from the Orange Empire Railway Museum in Perris, California in August 2005, the car is presently at the Fraser Valley Heritage Railway Society, restoration is ongoing. Photo of 1225 was taken by Stan Styles at Steveston on September 4, 1952. Photo GTC Collectibles.





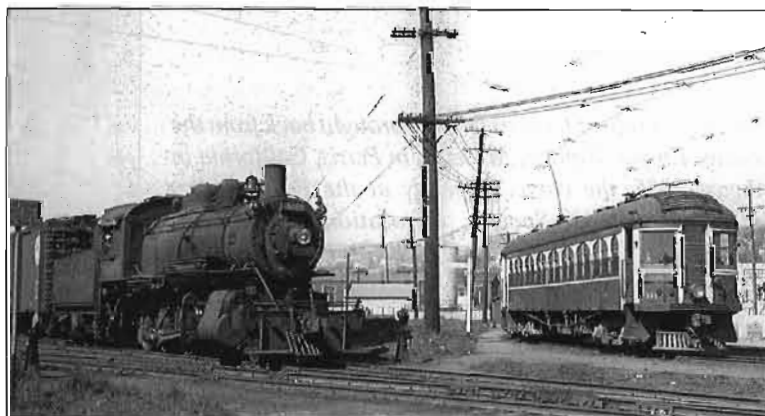
Car 1231 caught at Burnaby B.C. in May of 1952, exact location unknown. After repatriation from Trolleyland, car 1231 was moved to the Victoria B.C. bus garage in 1997 and underwent a thorough re-building under the direction of the late William (Bill) and Shirley Bailey and their talented team. When restoration was completed, the car was brought back to Vancouver and placed into service on the Downtown Historic Railway. Photo GTC Collectibles.

Car 1235, another 1913 St. Louis product is presently stored at the National Museum of Science and Technology in Ottawa and is awaiting restoration. Photo by Peter Cox, CRHA Archives, Fond Corley and was taken at Kitsilano on August 17, 1957.



Car 1304 is the last Chilliwack interurban car in existence, it was built by the BCER in 1911 and is owned by the New England Electric Railway Historical Society at Kennebunkport, Maine. It is presently stored at a museum in Brooks, Oregon. The NEERHS have accepted an offer from the Fraser Valley Heritage Railway Society to purchase the car and move it to the society's car barn in Surrey, B.C. for restoration and future operation. This photo was taken in Vancouver in 1952, CRHA Archives, Fond Corley.

Unfortunately car 1311, a 1914 BCER product never made it to the CRHA in Montreal, the car was badly vandalized while in storage near Squamish, B.C. and had to be scrapped. In this Stan Styles photo, car 1311 is competing for attention with CPR class M4A 2-8-0 No. 3401 at New Westminster. The 3401 is a 1904 product of Montreal Locomotive Works, it was scrapped in 1955, Photo GTC Collectibles.



The Saga of the Laval Metro

By Denis Vallières
Translated by Diana Bouchard

On April 26, 2007, the Agence métropolitaine de transport (AMT) finally handed over the three new metro stations in Laval to the Montreal transit commission (STM). The AMT had been given the mandate in March 2002 by the Ministry of Transport of Quebec to carry out this project in collaboration with the Laval Transit Commission (STL) and the STM as well as the two municipalities. The political upper crust of the metropolitan region, together with several provincial elected representatives, gathered together at the new Montmorency station.

Among the dignitaries present: Jean Charest, prime minister of Quebec; Julie Boulet, minister of transport, responsible for the Mauricie region; Michelle Courchesne, minister of family services, responsible for the Laval region; and Raymond Bachand, minister of tourism, responsible for the Montreal region. In addition, the group included the mayor of Montreal, Gérald Tremblay, the mayor of Laval, Gilles Vaillancourt, the chairman of the board of the STM, Claude Trudel, and the president and CEO of the AMT, Joël Gauthier.

With the opening of these three new stations (Cartier, Concorde, and Montmorency), the various levels of government are hoping to see an 8% increase in public transit ridership in the metropolitan region between now and 2012. They also expect to see a significant reduction in the number of motor vehicles on the roads and bridges of the north shore of Montreal. This decrease is expected to amount to more than 3,000 vehicles per day, thus reducing traffic congestion and greenhouse gas emissions.

The Laval metro extension project has been the object of a long political discussion in Quebec. Claude Trudel, president of the STM, asserted: "The extension of

La saga du métro à Laval

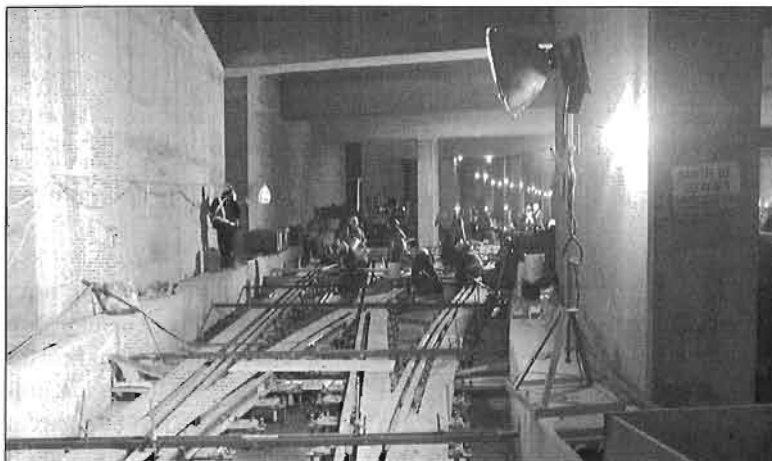
Par Denis Vallières

Le 26 avril 2007, l'Agence métropolitaine de transport (AMT) livrait enfin les trois nouvelles stations de métro situées à Laval à la Société de transport de Montréal (STM). L'AMT avait été mandatée en mars 2002 par le ministère des Transports du Québec afin de réaliser ce projet en collaboration avec la Société de

transport de Laval (STL), la STM ainsi que les deux municipalités concernées. Le gratin politique de la région métropolitaine ainsi que des élus du gouvernement québécois s'étaient donné rendez-vous à la nouvelle station Montmorency. Faisaient partie du groupe Jean Charest, premier ministre du Québec, accompagné de Julie Boulet, ministre des Transports et ministre responsable de la région de la Mauricie, Michelle

Courchesne, ministre de la Famille et ministre responsable de la région de Laval, Raymond Bachand, ministre du Tourisme et ministre responsable de la région de Montréal. Étaient aussi présents lors de cette cérémonie d'inauguration le maire de Montréal, Gérald Tremblay, et le maire de Laval, Gilles Vaillancourt, ainsi que le président du conseil d'administration de la STM, Claude Trudel, sans oublier Joël Gauthier, président-directeur général de l'AMT.

Avec l'ouverture de ces trois nouvelles stations, soit Cartier, Concorde et Montmorency, les autorités gouvernementales espèrent voir augmenter d'au moins 8% l'achalandage du transport en commun dans la région métropolitaine d'ici 2012. Elles prévoient aussi une réduction significative de véhicules sur les routes et les ponts de la rive nord de Montréal. On estime cette diminution à plus de 3000 véhicules routiers par jour, ce qui réduirait par le fait même les congestions et surtout l'émission de gaz à effet de serre.



Workers installing a switch on the new Laval Metro extension in 2005. All photos courtesy AMT

Des ouvriers installent un aiguillage sur le nouveau prolongement vers Laval, en 2005. Photographies fournies par l'AMT.

the orange line to serve Laval is a new chapter in the history of Quebec. This project has been at the heart of political debate over the past 30 years and has led to lively and impassioned discussions. If this issue has from time to time divided us, today it brings us together and contributes to the dynamism of our metropolitan region.”

During the 1990s, Transport 2000 Quebec frequently expressed opposition to the Laval metro extension. According to them, the badly-needed upgrading of the existing Montreal metro system would require much greater financial resources than its extension to Laval. Now, however, they say that we must turn the page and express our best wishes for the future of public transit in the region. In fact, estimated costs tripled in the space of five years, going from \$178 million in 1998 to more than \$650 million in 2003 for 5.2 km of route. However, proponents say that this amount is not extraordinary if one compares the \$125 million per km cost of the Laval extension to the \$145 million per km cost of the recent expansion of the Toronto subway system.

But the problem can be looked at another way. This project did not form part of the AMT's strategic development plan. The AMT needed this public money to update its existing facilities and equipment, for example to replace its original MR 63 cars which are more than 40 years old. But the decision was more a political one. A string of election promises were made on this topic, starting with the Liberals in 1989, continued by the Parti Québécois in 1994 and 1998 and more recently by the Liberals again in 2003. The strategic mistake was the failure to do this work at the same time as the extensions of the green and orange lines or the addition of the blue line during the 1970s and 1980s. Had this been done, the cost would have been less.

Moreover, the city of Montreal had been in negotiations since 1963 with

Le projet du prolongement du métro vers Laval fut l'objet d'une longue polémique. Claude Trudel, président de la STM, affirmait à l'occasion de l'ouverture des nouvelles stations : « Le prolongement de la ligne orange pour desservir Laval fait partie de l'histoire du



Installation of a double cross-over in the new tunnel to Laval.

Installation d'une double croisée dans le nouveau tunnel de Laval.

Québec. Ce projet a été au cœur des débats électoraux des 30 dernières années et a fait l'objet de discussions vives et animées. S'il a pu parfois nous diviser, aujourd'hui, il nous rassemble et renforce notre dynamisme métropolitain.»

Au cours des années 1990, Transport 2000 Québec avait manifesté son désaccord avec le prolongement du métro vers Laval. Selon cet organisme.

Maintenant, dit-on, il faut tourner la page et souhaiter la meilleure des chances au transport en commun dans cette région. En fait, l'estimation des coûts a triplé en l'espace de cinq ans, passant de 178 millions en 1998 à plus de 650 millions en 2003 pour un parcours de 5,2 km. On affirme, cependant, que ce montant est tout à fait dans la norme si on compare ces 125 millions/km à Laval aux 145 millions/km pour le récent prolongement du métro de Toronto. Mais le problème se pose autrement. En effet, le projet ne faisait pas partie du plan stratégique de développement de l'AMT, qui avait besoin de ces fonds publics pour rénover les installations existantes et, entre autres, remplacer des voitures d'origine MR 63 âgées de plus de 40 ans.



The Cartier station under construction in 2005.

La station Cartier en construction, en 2005.

Mais la décision fut de nature politique, faisant l'objet de promesses électorales d'abord par les libéraux en 1989, puis par les péquistes aux élections de 1994 et 1998 et, plus récemment, par les libéraux en 2003. L'erreur stratégique fut de ne pas procéder à ces travaux à l'occasion des autres prolongements des lignes verte et orange ou au moment de la création de la ligne bleue dans les années 70-80. Le coût aurait été moindre. D'ailleurs, dès

the city of Pont Viau, on Île Jésus. These discussions should have been brought to fruition when all the municipalities on Île Jésus were merged to create the city of Laval. Eight years later, a major fire at the Henri-Bourassa metro station brought the debate to the forefront again: why not build a safer station on the other side of the Rivière des Prairies? However, Laval's demand for a loop connecting the two ends of the orange line was a little too extravagant. The project had to wait until 1989, when the province of Quebec and the cities of Laval and Montreal finally agreed on the plan just completed, with three stations in Laval. The public can now travel from one island to the other without using a motor vehicle. For this privilege, Quebec taxpayers are left with a fat bill of about \$745 million.

The three stations in Laval

Cartier Station

Located in the block bounded by Cartier and des Laurentides Boulevards, Labelle Street, and Montée Major, this station includes a metro entrance, a bus terminal with 10 covered stalls, a building with shops, a pickup and drop-off area, short-term parking, a long-term parking lot for transit users with 525 spaces, a taxi stand, and a bicycle parking area. The station is built on top of an old tributary of the Rivière des Prairies. This fact inspired the architects to give the station its sloping triangular roof that looks like the upended hull of a ship.

De la Concorde Station

This station is set back from the intersection of de la Concorde and Ampère Streets, beside the de la Concorde viaduct. It includes a metro entrance with two access levels, a pickup and drop-off area, short-term parking, a bicycle parking area, a taxi stand, and a railway station. This intermodal facility provides a connection with the Montreal-Blainville-St. Jerome suburban train. The main architectural feature of this station is the emphasis on light, which enters through a stained-glass window spanning the metro entrance and through skylights placed around the walkway of the terraced roof. The effect is that of an underground cathedral, peaceful and serene.



Dignitaries (Mayor Gerald Tremblay of Montreal, Premier Jean Charest and Mayor Gilles Vaillancourt of Laval) bring in the first train to Montmorency station.

Des dignitaires (Gilles Vaillancourt, maire de Laval, Jean Charest, premier ministre du Québec et Gérard Tremblay, maire de Montréal) conduisent le premier train vers la station Montmorency.

1963, la Ville de Montréal avait entrepris des négociations avec la municipalité de Pont-Viau, sur l'île Jésus. Toutefois, on dut y mettre un terme à la suite de la fusion de toutes les villes de l'île Jésus, fusion d'où naquit la Ville de Laval.

Huit ans plus tard, un grave incendie à la station Henri-Bourassa relança tout le débat : pourquoi ne pas aménager une station plus sécuritaire de l'autre côté de la rivière des Prairies? Mais Laval se montra un peu trop extravagante en exigeant une boucle reliant les deux branches de la ligne orange.

Il fallut attendre 1989 pour que le gouvernement du Québec, la Ville de Laval et la Ville de Montréal s'entendent finalement pour la réalisation du prolongement actuel avec les trois stations situées sur le territoire de Laval. Les citoyens peuvent maintenant passer d'une île à l'autre sans avoir à utiliser un véhicule routier. Il reste cependant une facture salée de quelque 745 millions à assumer par les Québécois.

Les trois stations de Laval

Station Cartier

Elle est située dans le quadrilatère des boulevards Cartier et des Laurentides entre les rues Labelle et Montée Major. Elle comprend un édicule, un terminus d'autobus avec 10 postes d'embarquement couverts, un bâtiment abritant des concessions commerciales, un débarcadère, un stationnement courte durée, un stationnement incitatif de 525 places, un poste de taxis et un parc de vélos. Elle est construite sur un ancien bras d'eau de la rivière des Prairies. C'est ce qui a inspiré aux architectes le toit triangulaire incliné évoquant la coque renversée d'un navire.

Station de la Concorde

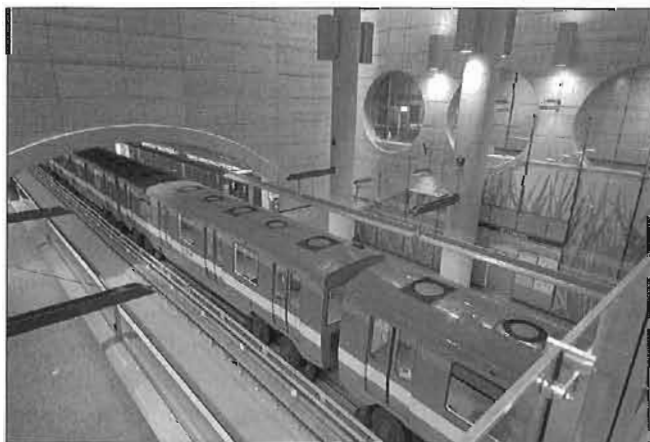
Elle est située en retrait du carrefour de la Concorde et Ampère, en bordure du viaduc de la Concorde. Elle comprend un édicule à deux niveaux d'accès, un débarcadère, un stationnement de courte durée, un parc de vélos, un poste de taxis ainsi qu'une gare. Cette station intermodale s'harmonise avec le train de banlieue Montréal-Blainville-Saint-Jérôme. L'élément architectural principal met l'accent sur la lumière qui pénètre par une verrière jouxtant l'édicule et par des lanterneaux situés au pourtour du toit-terrasse, ce

Montmorency Station

This station is the new terminus of the eastern branch of the orange line. It is located opposite Collège Montmorency, in the block surrounded by Concorde, Le Corbusier, du Souvenir, and de l'Avenir Boulevards. The complex includes the metro station, two auxiliary structures, a bus terminal, and a work area. A garage capable of accommodating five metro trains and a maintenance shop are located underneath a multi-story parking garage with 1500 spaces, of which 800 are underground. The station also includes short-term parking, a pickup and drop-off area, a bicycle parking area, and a taxi stand. The architecture of the metro station is designed to allow for integration with future buildings.

Sources:

- En transit, Volume 1, No. 2 (Winter 2004).
- En transit (Summer-Fall 2006).
- En transit (January-February-March 2007).
- Métro, Info STM, May 1, 2007.
- Government of Quebec, Press Release CNW code 01.
- AMT information document, METRO EXTENSION TO LAVAL



A train pulling out of de la Concorde station after the official opening.

Un train quitte la station Concorde après l'ouverture officielle.



*Dramatic view of the new Montmorency station.
Vue générale de la station Montmorency.*

qui crée l'ambiance d'une cathédrale souterraine, paisible et sereine.

Station Montmorency

Nouveau terminus du bras Est de la ligne orange, elle est située en face du Collège Montmorency, dans le quadrilatère formé des boulevards de la Concorde, Le Corbusier, du Souvenir et de l'Avenir. Ce complexe regroupe la station, deux structures auxiliaires, un terminus d'autobus et une arrière-gare. Un garage pouvant accueillir cinq rames de métro et un atelier d'entretien sont localisés sous un stationnement multi-étage de 1500 places, dont 800 souterraines. La station comprend aussi un stationnement de courte durée, un débarcadère, un parc de vélos et un poste de taxis. L'architecture de l'édicule, quant à elle, s'intégrera à la connexion éventuelle des bâtiments futurs.

Sources :

- En transit, vol. 1, no 2, hiver 2004
- En transit, été-automne 2006
- En transit, janvier-février-mars 2007
- Métro, Info STM, 1er mai 2007
- Gouvernement du Québec, communiqué de presse CNW code 01
- AMT, document d'information, Prolongement du métro à Laval



*A completed section of double track tunnel.
Une section terminée du tunnel à double voie.*

The London & Port Stanley Railway Remembered

By Robert J. Sanduski

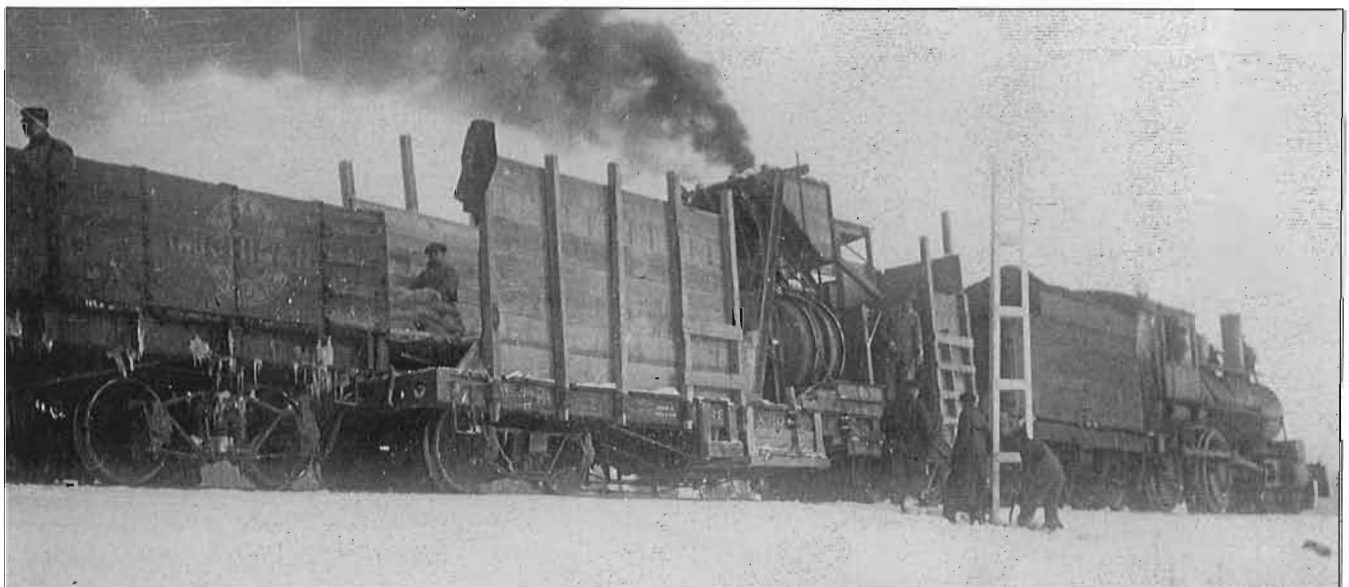
All photos by the Author unless credited otherwise.



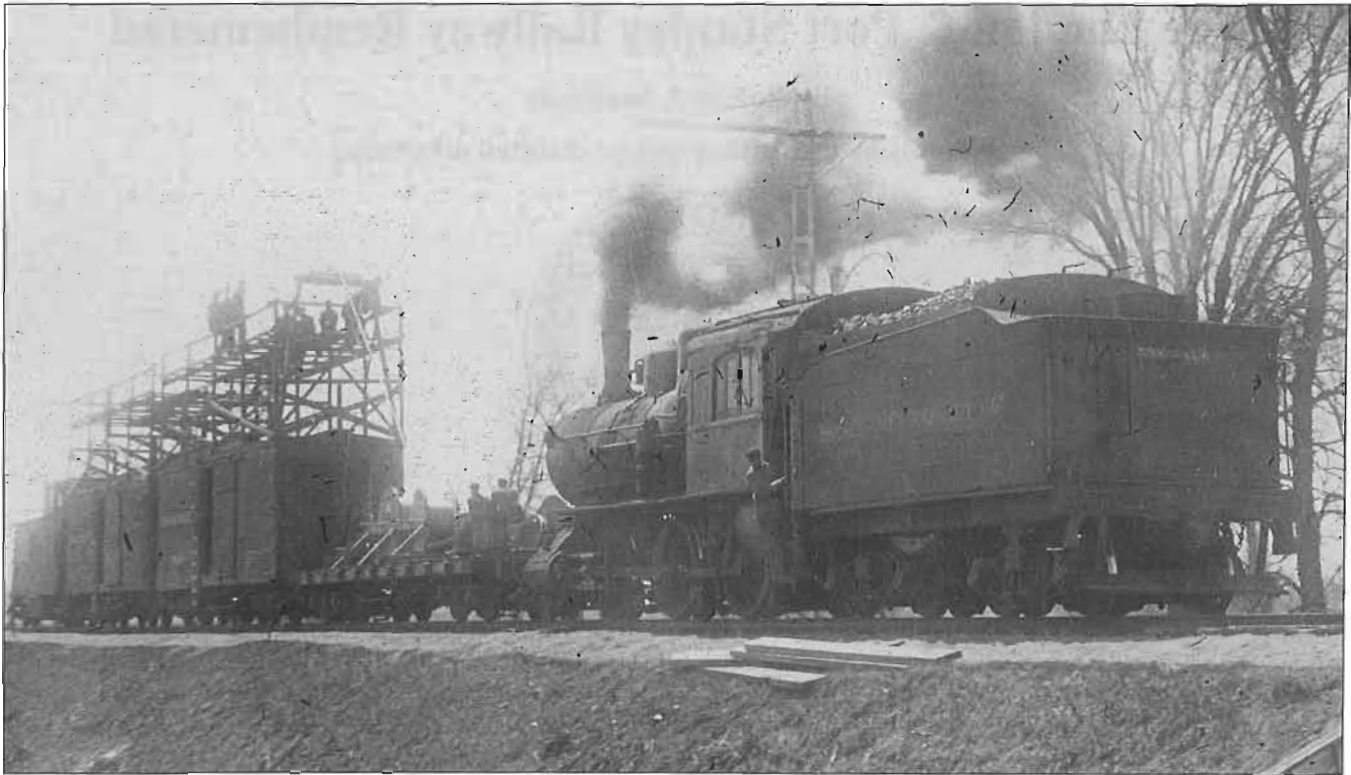
Fifty years ago, on February 18, 1957, the London and Port Stanley Railway closed down its electric passenger operation. This service was introduced as late as 1915 and while its 42 years was a relatively brief episode in electric railway history it had prominence as a model for a much larger interurban dream which never quite came to pass. Its very existence was due to the vision and efforts of Sir Adam Beck (whose own life has been well documented elsewhere). The L&PS story is like a play of many acts. Let us follow that to appreciate more fully the context in which the electric operation rose and fell.

As a railway the L&PS was one of the oldest in Canada. It was chartered on May 23, 1852, with the City of London as the main shareholder. London wanted this 25-mile link to Port Stanley for protection against the

monopolistic rates of the recently arrived Great Western Railway. It was built to 5' 6" gauge (to match its Great Western connection) and opened October 2, 1856. Unfortunately the construction cost greatly exceeded the estimate and the line ran at a loss. By 1874 both the Great Western and Grand Trunk railways had standard-gauged but the L&PS could not afford to do so. The GWR finally performed the task in return for a 20-year operating lease. By 1882 the Grand Trunk Railway became the L&PS' new operator by absorbing the GWR. However, by 1892 the GTR had a more direct link to St. Thomas via Glencoe and no longer needed the L&PS. When they tried to renegotiate the operating lease the City of London demurred so the GTR walked away taking its equipment and assets with it.



Carl Riff, well known railway researcher has taken up residence in Ottawa and has been busy researching the Andrew Merrillees Collection at the National Archives of Canada. Carl discovered these three historic photographs taken circa 1915 on the London & Port Stanley Railway. In the first photo a Pere Marquette work train headed up by a 4-4-0 accommodates workers who appear to be working on the erection of the overhead trolley support poles on the L&PS. Library and Archives Canada No. e008222748.



In this second photo, the Pere Marquette 4-4-0 is hauling a 'wire train' consisting of a flat car (with reels of trolley and catenary support wire), two box cars with an elevated working platform and a caboose. This photo was taken circa 1915 as the L&PS was being electrified. Library and Archives Canada No. e008222750.



In this third photo we see one of the new Jewett passenger cars along side a Pere Marquette passenger train. The line has now been electrified and perhaps the new Jewett Interurban is undergoing tests? Library and Archives Canada No. e008222749.



All the dignitaries were on board for the London & Port Stanley electric operation trial trip to St. Thomas, June 20, 1915. Ontario Hydro photo, collection Peter Murphy.

A Cleveland syndicate, along with the Michigan Central, attempted to operate the L&PS but soon failed. A second syndicate also failed, leaving the MC as sole operator. Finally the expanding Lake Erie and Detroit River Railway Company agreed to lease it for 20 years from December 1893. Business blossomed and on one occasion in 1903 no less than 119 coaches visited Port Stanley for a 'Travellers' picnic. By 1906 the LE&DR was absorbed by the Pere Marquette Railroad who then became L&PS' 7th operator.

By now the railway was important to both the Pere Marquette and Michigan Central for access to London. Coal shipments moved from Port Stanley to London and by 1910 were accounting for 86 percent of the L&PS freight business. Excursion traffic to Port Stanley was also good but the infrastructure was wearing out and the railway was earning its nickname of "Late and Poor Service." Regular passenger traffic was being lost to a competing, upstart trolley line, the South Western Traction Company.

SWT was incorporated in 1902 (after a two-year delay caused by opposition from the City of London). It struck out in a southwesterly direction to include Talbotville and Lambeth, then veered east to St. Thomas and reached Port Stanley by 1907. Its hourly trains ran a longer day over its 28 miles than did the L&PS. Its own passenger count of 170,199 in 1907 had increased to 441,659 in 1908. Growing pains and a disastrous fire in 1908 drove the Company into receivership from which it re-emerged under new ownership as the London & Lake Erie Railway and Transportation Company. In spite of having a meandering side-of-the-road route which had to crawl through St. Thomas over the tracks of the St. Thomas Municipal Railway, the L&LE gained business and was even known to run multiple-unit trains to handle summer beach traffic. Unfortunately their freight business was only 10 percent of their total traffic.

When the London and Port Stanley's 1914 lease expiration loomed, the Pere Marquette offered to upgrade the line in return for a 30-year lease extension. The incumbent mayor of London at that time was Adam Beck who had other ideas. He was obsessed with the promotion of hydro electric power and strongly advocated its distribution as a utility rather than a private operation. He awoke to its advantages when applied to railway operations such as the nearby Preston and Berlin. By 1913 he was focusing on the L&PS and saw an opportunity for it to become a model of how efficient and profitable electric trains ("radials") could be. As chairman of the Hydro Electric Power Commission his influence with governments at the municipal and provincial levels was strong. Between 1912 and 1922 the Commission sponsored plans for a system of modern, high-speed electric radial railways centering on Toronto; a program first suggested by Beck in 1912.

The London municipal election of January 1913 returned a new mayor and aldermen, most of whom were sympathetic to Beck's objectives (and many of whom wound up on the L&PS board). The provincial government's mood was also favourable. In October a municipal vote approved the decision to electrify the L&PS. The London Railway Commission was established for its construction and maintenance. Work progressed during the fall and winter of 1914 and 1915 and regular service began on July 1, 1915. Shortly, the L&PS was forwarding Pere Marquette's freight from St. Thomas to the latter's London yard. A new connecting track into their St. Thomas passenger depot also allowed L&PS to meet and convey through MC passengers to and from London.

What did Londoners get for their money? For the passenger service, five all-steel, 56-60 passenger, powered cars built (to last) by the Jewett Car Company in Ohio and three wooden, 60-passenger, non-powered



One delightful relic still in use in 1955 was wooden box car No. 300, one of three (300–302) purchased second hand and added to the roster in 1939. It looks very much like a Canadian Pacific car and was 39 feet in length. The L&PS adapted it for express car use (note the flag brackets). The 3 cars, which were not identical, were replaced in 1955 by 4 steel, 40 foot boxcars (300–303) which were used in the same service to 1966.

The very westerly extremity of L&PS electrified trackage in London was the coal yard at Bathurst Street west of the station. Here are three of the 50 ton, 2 bay coal hoppers owned by the L&PS, Nos. 110, 104 and 103. These were acquired in 1955 and used until 1966, the photo was taken on December 30, 1956.



The Port Stanley Beach terminal was only used in the summer time, car 14 was calling there on July 13, 1952. Photo by John Mills.

trailer coaches from the Preston Car & Coach Company. (Two years later these were supplemented by three more Preston trailers plus another two Jewetts, this time of 68-72 passenger capacity. The latter Jewetts were the largest interurban cars ever built for Canada.) The well-appointed vehicles were intended to show what could be done on an expanded and well-run radial network. The Jewetts were electrically fitted by Preston while the trailers were all equipped with controls and headlights for operating a train when marshalled in the lead position.

Not forgetting the freight and express business, three 60-ton, box cab locomotives were purchased from General Electric and one 61-foot, powered express car

from Preston. Power was distributed at 1500V DC through catenary-style overhead wire suspended from steel-frame poles and collected by pantographs. The line itself was upgraded with renewed switches, fresh ballast, some 80 lb. rail and a car shop at Philip Street in London.

The rejuvenated L&PS was now a success again. The Railway Commission upgraded the railway's amusement park, bath house, cafeteria and dance pavilion facilities in Port Stanley to create a more desirable destination. They purchased and operated the existing 1870 funicular railway which linked the beach trolley terminal and the upper picnic area. The year 1916 netted the L&PS 896,508 riders compared to 105,559 in

The L&PS did not have a station in London. The structure here was a waiting shelter and dispatcher's office with a tunnel connection under the tracks to the left, leading to the CNR London station, where L&PS tickets could be purchased. In this scene the conductor is helping the passengers to board car 14 on December 30, 1956 with only 7 weeks of passenger service remaining.



The L&PS' largest storage yard was Pinafor yard on the southern outskirts of St. Thomas (mile 17.1) and was 6 tracks wide. Car 14 passes the yard on a regularly scheduled run on May 16, 1954.



Interior photo of Jewitt built car No. 6 taken on September 30, 1956. It was top-of-the-line equipment when delivered in 1915 and was always well maintained by the L&PS.

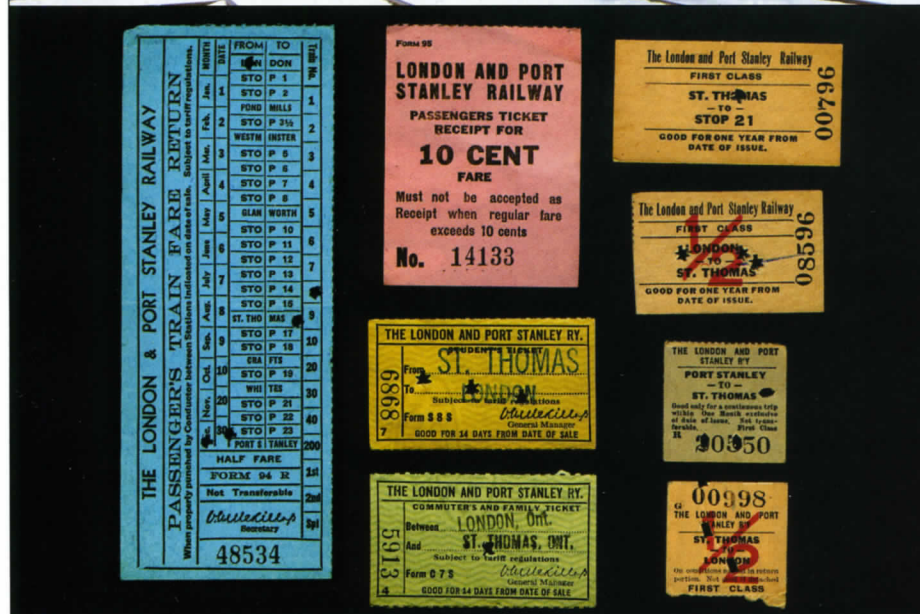




Most latter-day L&PS passenger stock types are represented in this portrait. From left to right are: Jewitt cars 12 (1917) and 10 (1915), Kuhlman 16 (1909), Preston trailer 7 (1915), CGE locomotive L2 (1915) and caboose C2 (1915 second hand). The photo was taken at the Philip Street shops in London on May 16, 1954.



An overhead line problem on December 30, 1956 caused regular passenger service south of St. Thomas to be suspended for several hours. Car 10 and the line car were dispatched to fix the problem. After the problem was fixed, the repair train was caught departing St. Thomas near the Wabash RR station for the return trip to London. On this day there were only 7 weeks of passenger service remaining.



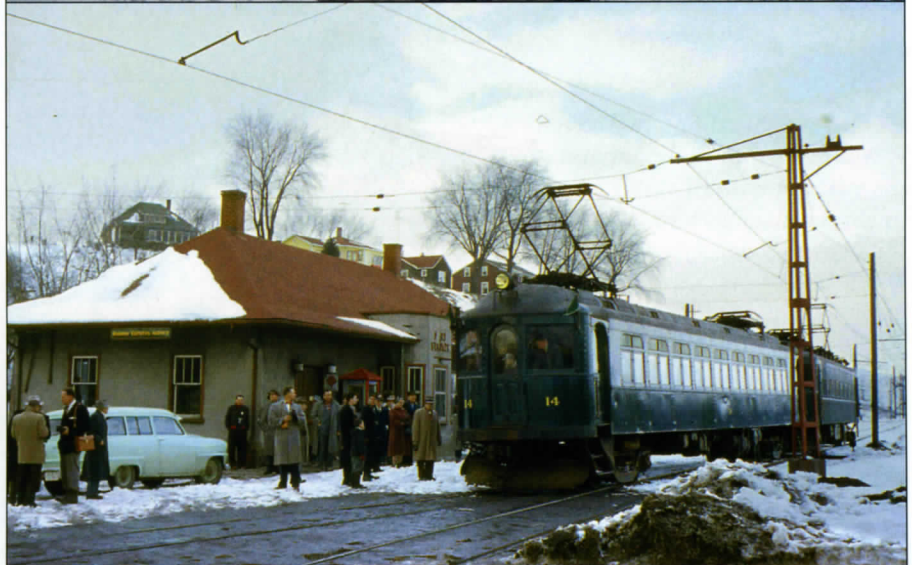
Various ticket, fare receipt and issue stamp samples. Collection of the Author.

The Last Electric Excursion on the L&PS, Sunday February 17, 1957

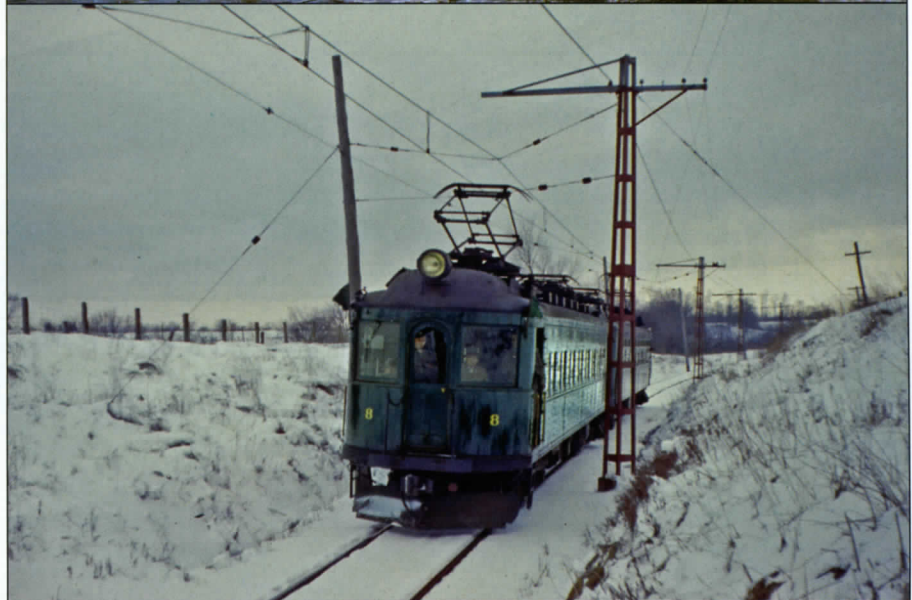
One day before the final scheduled passenger run (London to St. Thomas), a Michigan Railroad Club charter was run over the entire line down to Port Stanley. This was a challenge because of the low voltage at the far end of the line as the southern substation had already been shut down. Here we see cars 14 and 8 crossing the Kettle Creek bridge southbound at St. Thomas. Both cars have been preserved; 14 at the nearby Elgin County Railway Museum and 8 at the Halton County Railway.



This is the final passenger train departure from the Port Stanley station on Sunday, February 17, 1957. The station has been preserved and is home to the Port Stanley Terminal Railway.



With car 8 leading on the northbound trip, the two car train struggles up the grade from Port Stanley because of low voltage. The train is nearing Union and is the last electric passenger train to operate south of St. Thomas on February 17, 1957.





Almost three years after the end of passenger service, cars 8 and 12 continue to handle express service between London and St. Thomas. One express customer was a chick hatchery and the heated interurbans provided a safe mode of transport for their delicate cargo. The electrics have express box cars 300 and 302 in tow as they pull out of St. Thomas station on a rainy November 17, 1959 passing a CNR Express truck in the process.



CGE locomotive L# moves a string of CNR refrigerator cars past the back wall of the L&PS 'London station' on March 24, 1956. This was the only L&PS locomotive not to be preserved.



Car 8 was restored to resemble its original appearance by the Ontario Electric Railway Historical Association and shown here at the Halton County Railway Museum on August 27, 2000. The light-coloured roof reflects an early version which was eye-catching but did not last. Car 8 experienced a disastrous fire in the mid-1950's and the rebuilt version had the upper sash windows covered over. The OERHA included ne leaded windows in its restoration.

the last previous operating year. After 1917 four more regular wooden coaches were acquired (being ex-New York Central via the Wabash). During World War 1 there is a report of a single electric locomotive hauling 14-car troop trains on several occasions. Of course the L&PS' own motor and trailer sets created some rather interesting configurations in making two to five-car trains, sometimes with express box cars in tow.

The rising fortune of the L&PS now added to the misfortunes of the London and Lake Erie who, up to now, had enjoyed a brief comeback. The L&LE access to Port Stanley was poor and they had never been able to compete effectively for freight traffic. The largely roadside section northwest from St. Thomas became susceptible to automotive competition and by October 1918 operations ceased and the assets were liquidated.

Times were good for a while for the L&PS. Freight volume doubled from 1916 to 1929. Passenger loadings increased and between 1920 and 1922 numbered

just over 1 million each year! Meanwhile other events were portending the end of an era. The provincial government of the day had become cautious about Beck's proposed radial scheme. The overbuilding of mainline railways (already leading up to the eventual formation of the Canadian National Railways) suggested that the time might not be right to begin what could become a 2500 mile trolley network. Besides, the public had discovered the automobile and pressure was increasing to make public roads more accessible. Beck's external momentum had been lost (even though he continued to advocate his radial dream long past the point where any support existed). Automobiles began to proliferate. By 1930 the L&PS loadings had reduced to 559,138 and even farther to 349,789 by 1933.

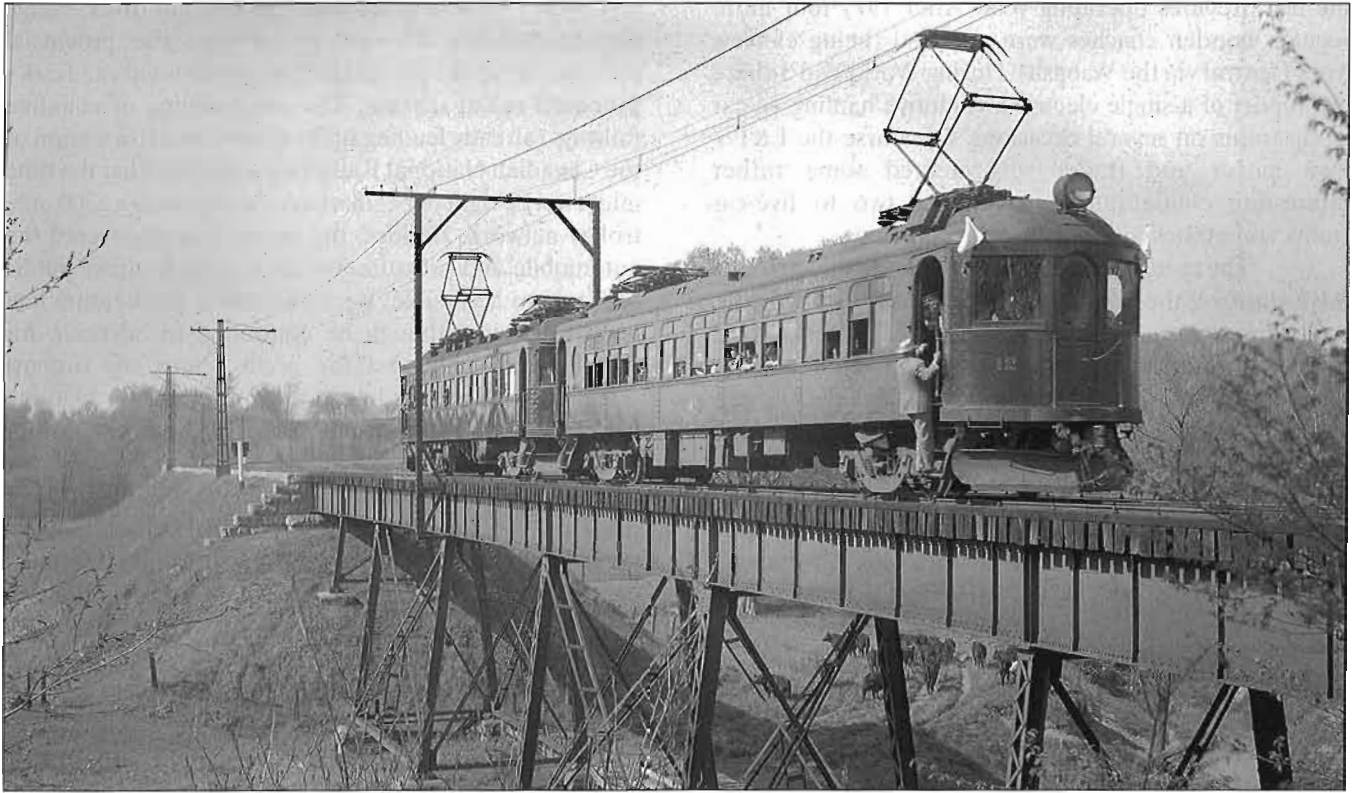
World War 2 brought a brief respite. The all-time peak of 1,705,233 loadings occurred in 1943. During this period the wartime Transportation Controller allotted 4 cars to the L&PS from the Milwaukee Electric Railway



The London & Port Stanley incline railway at the Beach terminal on May 16, 1954. It was built in the Great Western Railway era (to standard gauge) and officially closed in 1966. The two cars are preserved at the Elgin County Museum in St. Thomas.

The Thames River bridge just behind the Philip Street shop building in London bears the weight of both 1915 and longer 1917 Jewett cars, beginning their southbound run on April 20, 1952.





A USA fan club charter on May 16, 1954 saw cars 12 and 8 executing many run pasts such as this one at Zavits Creek bridge near stop 22. Note the safety conscious passenger on the bottom step of the lead car!



On this charter run of April 20, 1952, ex-Milwaukee cars 18, 23 and 16 were run onto the Michigan Central (NYC) station spur (the station can be seen in the distance). Because the overhead wires had yet had their slack taken up for summer weather, the pantograph of car 18 slipped off the wire which became hooked under the collecting shoe and caused demolition of the pantograph at the first bracket arm. The remnants were tied down with rope and the return trip to London was made using the leading pantograph.

and Transport. While these were lovely as parlour cars they had less capacity than the Jewetts. The L&PS shop rebuilt two of them into control trailers and converted them to 1500V DC operation. However they were unable to run multiple unit with other L&PS cars and became little used after the war.

From 1947 onward patronage dropped linearly until it reached 162,171 in 1956, the last full year of passenger service. Various attempts were made to increase ridership (such as greatly reduced fares) but the results were not encouraging. By 1957 the timetable showed only 14 runs each way per week day; down from 37 per day in 1951.

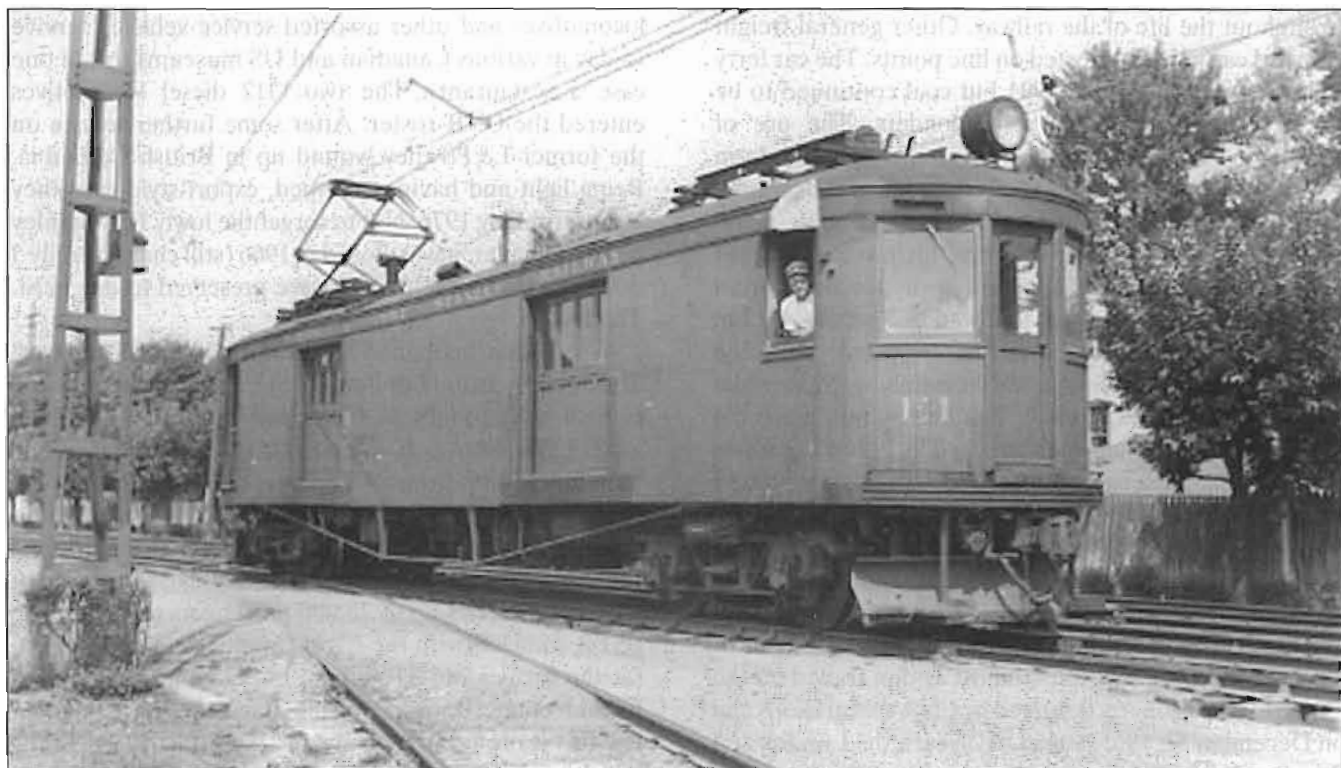
As the L&PS lost popularity with the travelling public it gained in fame among railway clubs and charter runs became more common when it became evident that the passenger service could not survive for long. Clubs from Detroit, Toronto, Buffalo, Rochester and Akron became frequent visitors. It was only on such trips that one could experience a few long, non-stop runs where the original cars could show that they were still comfortable with 70 mph. The solid and stylish Jewetts were showpieces of their day and a fast run over the L&PS in the 1950's was a last chance to savour a tiny slice of how Adam Beck's dream might have played out.

A major decision point on passenger service finally occurred in 1956 when Ontario Hydro began its conversion of the St. Thomas power grid from 25 cycles to 60. The London Railway Commission had dissolved in

1955 and the railway was being run by the City of London who would not pay the substantial cost of converting the substation there. Without that substation there would be insufficient electricity to run the entire railway. So it was that the passenger service between St. Thomas and Port Stanley quit on February 1st, 1957. In the face of this situation the Board of Transport Commissioners allowed the remaining passenger service to end on February 18th.

On February 17, 1957, the Michigan Railroad Club chartered a two-car train for a last run. With line power maintained from London a chartered train was still feasible. Most railway clubs were represented in that passenger consist. When the train arrived at St. Thomas it was decided to attempt another 'final' trip to Port Stanley using whatever power the London substation could provide. The downhill run was easily made at a sedate pace but when the time came to depart the Port northbound there were some very anxious moments. Luckily nothing else was moving on the line so the slow, very last run was successfully executed that day with 93 passengers. On Monday, February 18, the final scheduled run from St. Thomas arrived in London at 9:05 p.m.

Now the L&PS was a freight-only road. In its steam years its local freight traffic was mainly US coal, loaded at Port Stanley from car ferries originating in Conneaut. After 1915 the three electric locomotives handled this and the forwarded freight from busy St. Thomas as well as occasional passenger specials. The L&PS also owned its own fleet of L&PS coal hoppers.



Wooden baggage motor car E1 was built by St. Louis in 1915, it was scrapped in 1953 following a collision. Photo Peter Murphy collection.



The L&PS's first diesel, a G12 export model purchased new from GMD London. The unit was delivered in August 1955, builders No. A831, it became CNR No. 991 on January 1, 1966. Photo courtesy GMD.

They served heating plants and coal yards on the line throughout the life of the railway. Other general freight included cattle from selected on line points. The car ferry ceased operation around 1931 but coal continued to be delivered to the port by self-unloaders. The use of petroleum products increased after the war and from 1952 to around 1970 a fleet of Sterling Fuels' "Champion Oils" cars became a common sight on the L&PS.

Diesel operation was first introduced in 1955 when a G12 export model locomotive was purchased from GMD in London. This was followed by a second G12 in 1957. Both diesels and electrics coexisted, with the electrics being confined to London switching. Meanwhile the express business was still handled by rail. Since the sole express motor had been wrecked in 1954, one or two of the regular passenger cars were used in this service and could be seen for a number of years after 1957 hauling L&PS express box cars between London and St. Thomas. That was a unique operation for a small railway.

In November 1958 talks began between London and the Canadian National Railways regarding the sale of the L&PS to the CNR. Eventually London traded off the L&PS for the property occupied by CNR's local shops and on December 31, 1965, after 113 ½ years, the London and Port Stanley Railway ceased to exist. Electric locomotive L1 was the last one to be under power and around 14:00 hours that day overhead current was finally turned off.

Six of the interurban cars, two of the GE locomotives and other assorted service vehicles survive to-day in various Canadian and US museums (or, in one case a restaurant). The two G12 diesel locomotives entered the CNR roster. After some further service on the former L&PS they wound up in British Columbia. Being light and having cramped, export-style cabs they were retired by 1976. Not to forget the lowly Port Stanley beach funicular, it was closed in 1966 (still charging only 5 cents per ride) and its 2 cars are preserved to-day in St. Thomas.

What happened to the former L&PS railway? The section from London to St. Thomas became the Canadian National's 14.8 mile Talbot Subdivision which in 1973 had its old rails upgraded from 80 lb. to 100 lb. The remainder south from St. Thomas was abandoned by CN in 1982 after a washout near Union. It was then leased to (and later purchased by) the Port Stanley Terminal Railway who currently operates it as a dieselized tourist line which carries up to 25,000 passengers per year. The PSTR connects with the Elgin County Railway Museum (at the former MCRR shops) in St. Thomas. However further connection to outside lines via the Canadian Pacific Railway branch from Ingersoll is currently threatened by the ongoing dismantling of the CASO Subdivision through St. Thomas.

The Talbot Subdivision saw modest freight

traffic until a new era opened for it in 1994. A Ford automotive plant in Talbotville (on the northwest outskirts of St. Thomas) was receiving parts from the USA in Norfolk & Western (later Norfolk Southern) trains operating from and to Fort Erie via CNR's Cayuga Subdivision. Other rail lines leading into St. Thomas had been gradually disappearing and when CNR's turn came to abandon theirs they offered NS an alternate route via the Grimsby, Dundas, Talbot and Paynes Subdivisions and this took effect in July 1994.

For 12 years a wide variety of heavy foreign power such as C40-8 and SD70M types could be found most days threading their way from London over the original London and Port Stanley route into St. Thomas, then west on the Paynes Sub to the Southwold Spur. This visual feast lasted until the end of 2006. A reduction of operations at Ford that year eliminated the need for a special train. The NS run now terminates at Fort Erie whence any automotive freight cars are handed off to regular CNR mainline and wayfreight trains for the same, circuitous routing.

In retrospect the London and Port Stanley's last passenger run in 1957 was by no means a final blow for the line. In the electric era it was intended to be a bellwether for the radial scheme which never fully happened and that in itself is a lesson in history. But beyond that there may be the simpler destiny of being a useful connector for most of the railway companies that came and went in Southwestern Ontario. Whilst the L&PS name is gradually fading from memory, most of the line itself still exists. The southern 6.7 miles is the active Port Stanley Terminal Railway and the northern part is the 14.5 mile

Talbot Subdivision which continues to honour this destiny by being one of the only two direct rail accesses to St. Thomas. (A third indirect connection is the St. Thomas and Eastern Railway which links in turn to the Ontario Southland Railway line from Ingersoll.)

Do we dare to hope that these remnants will thrive and survive to see the bicentenary of the London and Port Stanley Railway in 2056?

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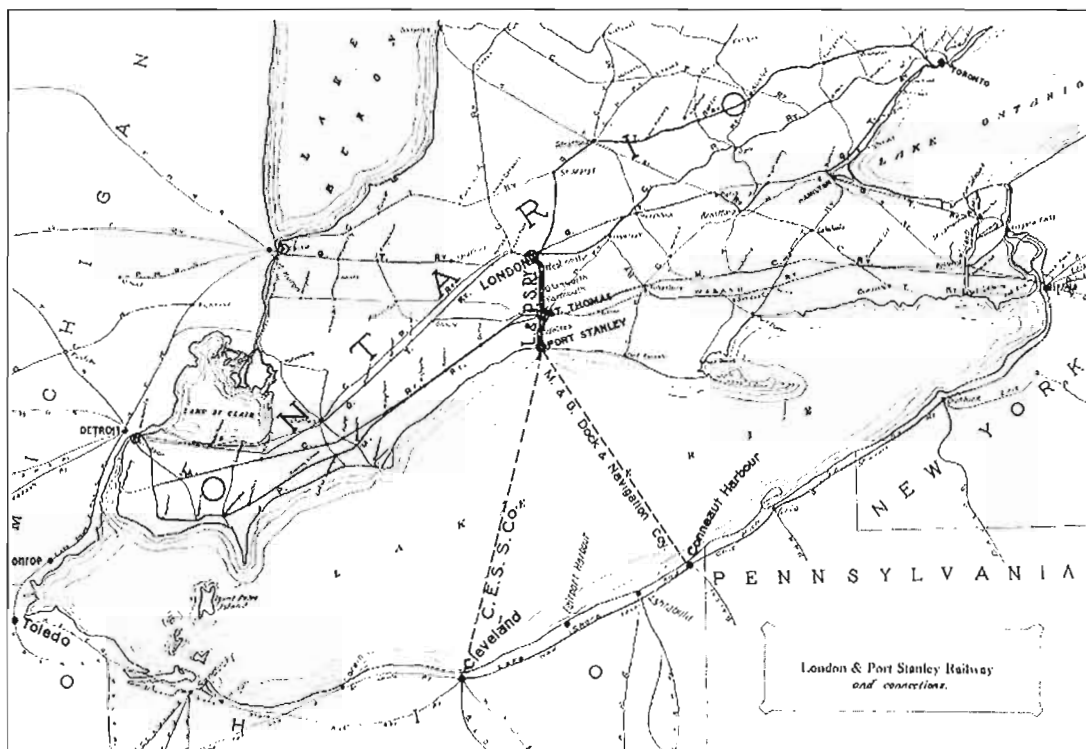
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Personal observations



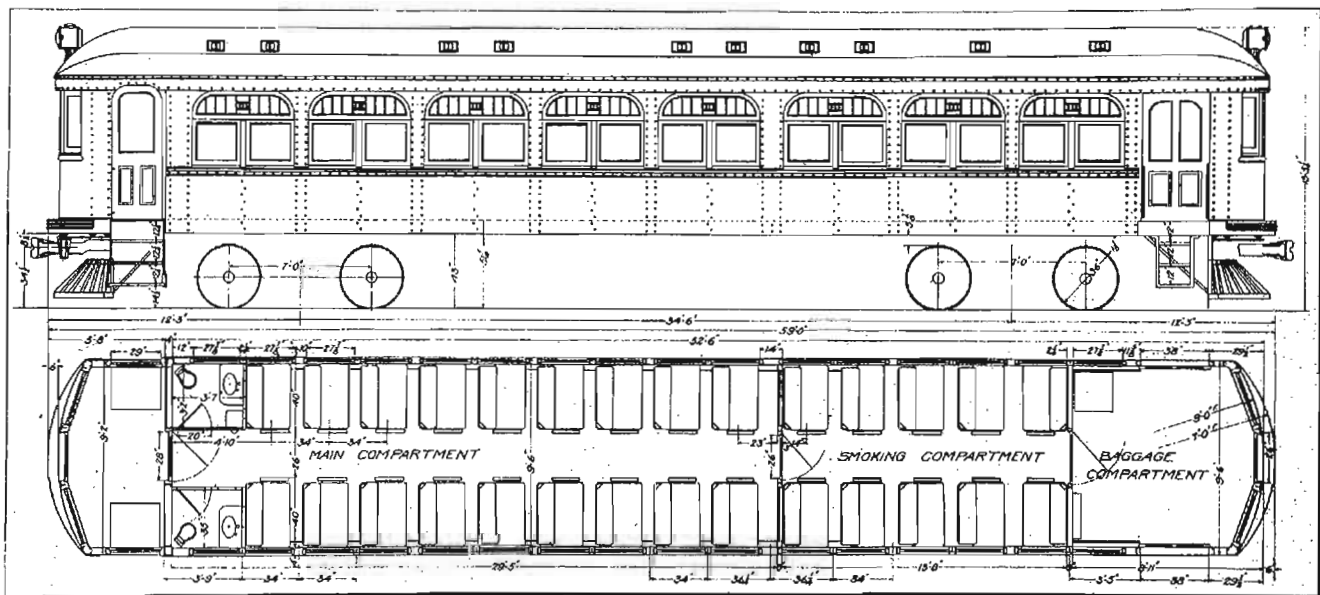
**COST OF ELECTRIFICATION AND EQUIPMENT
June 30th, 1919**

| ACCT. No. | NAME | AMOUNT. |
|-----------|---|-----------------------|
| 501. | Engineering and Superintendence..... | \$ 27,303 75 |
| 502. | Right of Way..... | 4,856 09 |
| 503. | Other Land used in Elec. Ry. Operations..... | 8,318 31 |
| 504. | Grading..... | 42,687 94 |
| 505. | Ballast..... | 21,378 39 |
| 506. | Ties..... | 39,748 21 |
| 507. | Rails, Rail Fastenings and Joints..... | 108,083 90 |
| 508. | Special Work..... | 15,363 19 |
| 510. | Track and Roadway Labor..... | 38,979 29 |
| 511. | Paving..... | 507 89 |
| 512. | Roadway, Machinery and Tools..... | 3,866 93 |
| 515. | Bridges, Trestles and Culverts..... | 24,991 75 |
| 516. | Crossings, Fences and Signs..... | 22,215 40 |
| 517. | Signals and Interlocking Apparatus..... | 6,588 45 |
| 518. | Telephonic and Telegraph Lines..... | 9,078 22 |
| 519. | Poles and Fixtures..... | 72,198 76 |
| 521. | Distribution System..... | 116,802 61 |
| 522. | General Office Buildings..... | 869 37 |
| 523. | Shops and Carhouses..... | 69,840 81 |
| 524. | Stations, Misc. Buildings and Structures..... | 47,674 89 |
| 525. | Wharves and Docks..... | 53 07 |
| 526. | Park and Resort Property..... | 116,790 25 |
| 527. | Cost of Road Purchased..... | 10,000 00 |
| 528. | Reconstruction of Road Purchased..... | 46 66 |
| 529. | Other Expenditures, Way and Structures..... | 185 93 |
| 530. | Passenger and Combination Cars..... | 207,473 09 |
| 531. | Freight, Express and Mail Cars..... | 8,500 74 |
| 532. | Service Equipment..... | 5,751 20 |
| 533. | Electric Equipment of Cars..... | 68,224 26 |
| 534. | Locomotives..... | 87,763 65 |
| 536. | Shop Equipment..... | 13,943 21 |
| 537. | Furniture..... | 7,873 04 |
| 538. | Miscellaneous Equipment..... | 234 16 |
| 543. | Substation Equipment..... | 1,188 17 |
| 546. | Law Expenditures..... | 2,257 85 |
| 547. | Interest..... | 16,805 05 |
| 548. | Injuries and Damages..... | 1,257 87 |
| 550. | Miscellaneous..... | 5,164 15 |
| | | \$1,234,866 50 |

**Comparative Statistical Statement for Years Ended
June 30th, 1916, 1917, 1918 and 1919**

| | 1916 | 1917 | 1918 | 1919 |
|--|--------------|--------------|--------------|--------------|
| Passengers Carried..... | 548,320 | 726,799 | 842,641 | 958,587 |
| 1914—132,669 under P.M.R. | | | | |
| 1915—105,559 under P.M.R. | | | | |
| Total Passenger Revenue..... | \$114,809.62 | \$147,470.44 | \$170,861.75 | \$225,286.12 |
| Average Fare per Passenger..... | \$.2095 | .2033 | .2027 | .2350 |
| Passenger Car Mileage..... | 320,435 | 440,315 | 486,130 | 525,126 |
| Freight and Express Car Mileage..... | 220,175 | 403,747 | 347,437 | 335,016 |
| Total Car Revenue (Pass. and Frt.)..... | \$267,791.07 | \$301,139.67 | \$321,207.24 | \$426,797.85 |
| Total Misc. Revenue..... | \$ 13,266.35 | \$ 15,545.54 | \$ 18,086.02 | \$ 20,541.32 |
| Car Revenue per Car Mile..... | \$.4873 | \$.3567 | \$.3853 | \$.4962 |
| Misc. Rev. per Car Mile..... | \$.0241 | \$.0184 | \$.0223 | \$.0239 |
| Total Operating Expenses..... | \$180,619.68 | \$207,356.08 | \$232,389.13 | \$307,815.04 |
| Operating Expenses per Car Mile..... | \$.3287 | \$.2457 | \$.2787 | \$.3578 |
| Expenses per Car Mile. | | | | |
| Maintenance of Way and Structures..... | \$.0228 | \$.0232 | \$.0220 | \$.0578 |
| Maintenance of Equipment..... | \$.0257 | \$.0311 | \$.0276 | \$.0393 |
| Transportation..... | \$.1994 | \$.1276 | \$.1353 | \$.1529 |
| Traffic..... | \$.0080 | \$.0056 | \$.0083 | \$.0148 |
| General and Misc..... | \$.0728 | \$.0582 | \$.0849 | \$.0030 |
| Oper. Expenses and Taxes per Car Mile..... | \$.3413 | \$.2494 | \$.2814 | \$.3637 |
| Electrification Cost per Mile of Road..... | \$ 20,898.02 | \$ 25,055.06 | \$ 26,904.61 | \$ 27,875.00 |
| Pay-Rolls..... | \$102,033.38 | \$142,984.67 | \$147,769.88 | \$199,697.91 |
| Employees (Avge. Number) | | | | |
| General Administration..... | 12 | 17 | 21 | 21 |
| Maintenance..... | 71 | 66 | 77 | 77 |
| Transportation..... | 107 | 80 | 72 | 71 |
| | 190 | 103 | 170 | 169 |
| Revenue Port Stanley Concessions..... | | | \$ 29,020.79 | \$ 52,317.02 |
| Expenses Port Stanley Concessions..... | | | \$ 22,270.72 | \$ 42,925.57 |
| Net Revenue..... | | | \$ 6,750.07 | \$ 9,391.45 |

NOTE—Port Stanley figures are shown separately and are not included in total revenues, expenses, etc.



Plan and Elevation of All Steel Motor and Trailer Cars for London and Port Stanley Railway.

| LOCATIONS AND MILEAGE | | |
|-----------------------|--------------|--------------------------------|
| Miles From London | STATIONS | LOCATION |
| 0 | LONDON | Richmond Street |
| 1.8 | 1 | Thompson Road |
| 2.6 | 2 | 1st Con. Westminster |
| 4.0 | 3 | Pond Mills 2nd " |
| 5.0 | 3½ | Buchanan Con. Westminster |
| 5.3 | 4 | Westminster 3rd " |
| 6.1 | 5 | " 4th " |
| 7.0 | 6 | " 5th " |
| 7.9 | 7 | " 6th " |
| 8.7 | 8 | " 7th " |
| 9.7 | 9 | Glanworth 8th " |
| 10.3 | 10 | " 9th " |
| 10.7 | 11 | " 13th Yarmouth |
| 11.6 | 12 | " 12th " |
| 12.4 | 13 | " 11th " |
| 13.0 | 14 | Yarmouth 10th " |
| 14.1 | 15 | Edgeware Road " |
| 15.6 | ST. THOMAS | Talbot Street Depot |
| 17.1 | 17 | So. Pinafore 7th Con. Yarmouth |
| 17.4 | 18 | " 6th " |
| 18.0 | 19 | Crafts 5th " |
| 18.4 | 20 | Whites 4th " |
| 19.7 | 21 | " 3rd " |
| 20.7 | 22 | " 2nd " |
| 21.6 | 23 | " 1st " |
| 22.9 | | |
| 23.8 | PORT STANLEY | Bridge Street Depot |
| 24.5 | | Beach Terminal Port Stanley |

Station to Station Parcel Service

For speed, economy and safety use L. & P. S. Express Parcel Service between London, St. Thomas and Port Stanley.

Deliver parcels to L. & P. S. stations at any of the above points and consignee will be notified by telephone of arrival on next passenger train.

FLAT CHARGE:
25c up to 10 lbs.
35c over 10 lbs. up to 50 lbs.
Frequent service.

The London & Port Stanley Railway Tickets and Eastern Canadian Greyhound Lines Tickets are good on Eastern Canadian Greyhound Lines, or The London & Port Stanley Ry. between London, St. Thomas and Port Stanley and intermediate points serviced by Eastern Canadian Greyhound Coaches and The London & Port Stanley Railway.

EXCEPT — Children's Special Summer Tickets, good daily, from London and St. Thomas to Port Stanley, and Special Party Tickets are good only on The London & Port Stanley Railway.

CALL ANY AGENT

LONDON . . . Dial 4-1121; 4-4844
ST. THOMAS 140
PORT STANLEY 3466-R-3

NOTICE TO THE PUBLIC

The time schedules given herein show the time at which trains are expected to arrive at and depart from the several stations shown; but it is not guaranteed, nor does the Railway hold itself responsible for any delay or inconvenience resulting from the failure to move its trains on scheduled time, nor for errors in the printed schedules.

60M-4-51—S.Y.P. Co. Ltd.

THE London & Pt. Stanley Railway

Provides Rapid and Efficient Passenger Service between
LONDON - ST. THOMAS
PORT STANLEY
and Intermediate Points

TIME TABLE

No. 85
EFFECTIVE APRIL 29, 1951

Close connections out of St. Thomas and London to all points east and west on Canadian National, New York Central and Canadian Pacific, and passengers ticketed through to all points on these lines.

FOR INFORMATION TELEPHONE
London: Dial 4-1121 St. Thomas: 140
Port Stanley: 3466-R-3

E. V. BUCHANAN,
General Manager
LONDON Dell 4-1121 ONTARIO

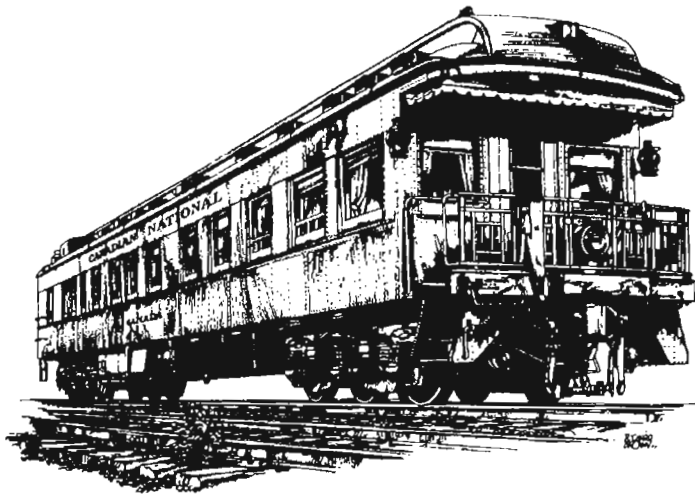
| Train No. | SOUTHBOUND—LONDON TO PORT STANLEY | | | | | | | | | | | | | | | | | FIRST CLASS DAILY EXCEPT AS NOTED | | Read Down | | |
|--------------|-----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----------------------------------|-------|-----------|-------|----|
| | A | A | A | 6 | 8 | 10 | A | 14 | 16 | 18 | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | Bus | Bus | |
| | AM | AM | AM | AM | AM | AM | AM | AM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | AM | AM |
| London | ..... | 5.25 | 6.40 | 7.50 | 9.00 | 10.30 | 10.47 | 11.30 | 12.22 | 1.35 | 2.35 | 3.35 | 4.35 | 5.40 | 6.38 | 7.35 | 8.35 | 9.35 | 10.40 | 12.00 | 1.55 | |
| Westminster | ..... | 5.38 | 6.55 | 8.04 | 9.15 | 10.45 | 11.02 | 11.45 | 12.36 | 1.50 | 2.50 | 3.50 | 4.50 | 5.55 | 6.53 | 7.50 | 8.50 | 9.50 | 10.55 | † | † | |
| Glanworth | ..... | 5.46 | 7.04 | 8.13 | 9.24 | 10.54 | 11.08 | 11.54 | 12.45 | 1.59 | 2.59 | 3.59 | 4.59 | 6.04 | 7.02 | 7.59 | 8.59 | 9.59 | 11.04 | † | † | |
| Yarmouth | ..... | 5.53 | 7.12 | 8.20 | 9.33 | 11.01 | 11.14 | 12.01 | 12.54 | 2.07 | 3.07 | 4.07 | 5.07 | 6.12 | 7.10 | 8.07 | 9.07 | 10.17 | 11.12 | † | † | |
| St. Thomas | 5.10 | 6.00 | 7.18 | 8.27 | 9.40 | 11.08 | 11.18 | 12.08 | 1.10 | 2.15 | 3.15 | 4.15 | 5.15 | 6.20 | 7.18 | 8.15 | 9.15 | 10.15 | 11.20 | 12.35 | 2.30 | |
| N.Y.C. Depot | † | ..... | ..... | ..... | ..... | ..... | 11.22 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Whites | † | 6.12 | 7.27 | 8.38 | 9.51 | 11.20 | ..... | 12.20 | 1.22 | 2.27 | 3.27 | 4.27 | 5.27 | 6.32 | 7.30 | 8.27 | 9.27 | 10.27 | 11.32 | ..... | ..... |  |
| Port Stanley | 5.35 | 6.21 | 7.36 | 8.47 | 10.00 | 11.29 | ..... | 12.29 | 1.31 | 2.36 | 3.36 | 4.36 | 5.36 | 6.41 | 7.39 | 8.36 | 9.36 | 10.36 | 11.41 | ..... | ..... |  |
| Beach | 5.37 | 6.25 | 7.40 | 8.51 | 10.04 | 11.33 | ..... | 12.33 | 1.35 | 2.40 | 3.40 | 4.40 | 5.40 | 6.45 | 7.43 | 8.40 | 9.40 | 10.40 | 11.45 | ..... | ..... |  |
| | AM | AM | AM | AM | AM | AM | AM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | AM | AM |

A—Daily except Sunday
Trains 4-5-6-7-8-9-24-26-28 and 30 Stop at Besse St., Port Stanley, on request

ALL TIMES QUOTED ARE DAYLIGHT SAVING TIME

| Train No. | NORTHBOUND—PORT STANLEY TO LONDON | | | | | | | | | | | | | | | | | Read Down | | | | |
|--------------|-----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----------|-------|-------|-------|-------|
| | A | A | A | A | 7 | 9 | A | 11 | 15 | 17 | 19 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | Bus | Bus |
| | AM | AM | AM | AM | AM | AM | AM | AM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | AM | AM |
| Beach | 5.37 | 6.40 | ..... | 7.48 | 9.00 | 10.15 | ..... | 11.45 | 12.58 | 2.00 | 3.00 | 4.00 | 5.00 | 6.00 | 7.00 | 8.00 | 9.00 | 10.00 | 11.10 | 12.15 | ..... | ..... |
| Port Stanley | 5.40 | 6.44 | ..... | 7.52 | 9.04 | 10.19 | ..... | 11.49 | 1.02 | 2.04 | 3.04 | 4.04 | 5.04 | 6.04 | 7.04 | 8.04 | 9.04 | 10.04 | 11.14 | 12.19 | ..... | ..... |
| Whites | † | 6.53 | ..... | 8.01 | 9.13 | 10.28 | ..... | 11.58 | 1.11 | 2.13 | 3.13 | 4.13 | 5.13 | 6.13 | 7.13 | 8.13 | 9.13 | 10.13 | 11.23 | 12.28 | ..... | ..... |
| N.Y.C. Depot | † | ..... | ..... | ..... | ..... | ..... | 11.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| St. Thomas | 6.05 | 7.05 | 7.40 | 8.13 | 9.25 | 10.40 | 11.55 | 12.10 | 1.25 | 2.25 | 3.25 | 4.25 | 5.30 | 6.25 | 7.25 | 8.25 | 9.25 | 10.30 | 11.35 | 12.45 | 1.15 | 2.40 |
| Yarmouth | ..... | 7.12 | 7.46 | 8.20 | 9.33 | 10.46 | 12.01 | 12.17 | 1.32 | 2.32 | 3.32 | 4.32 | 5.37 | 6.34 | 7.32 | 8.32 | 9.32 | 10.37 | 11.42 | 12.51 | † | † |
| Glanworth | ..... | 7.20 | 7.54 | 8.28 | 9.41 | 10.54 | 12.09 | 12.26 | 1.41 | 2.41 | 3.41 | 4.41 | 5.46 | 6.43 | 7.41 | 8.41 | 9.41 | 10.46 | 11.51 | 12.59 | † | † |
| Westminster | ..... | 7.29 | 8.04 | 8.37 | 9.50 | 11.02 | 12.18 | 12.36 | 1.50 | 2.50 | 3.50 | 4.50 | 5.55 | 6.53 | 7.50 | 8.50 | 9.50 | 10.55 | 12.00 | 1.07 | † | † |
| London | 6.40 | 7.45 | 8.20 | 8.52 | 10.05 | 11.17 | 12.34 | 12.51 | 2.05 | 3.05 | 4.05 | 5.05 | 6.10 | 7.08 | 8.05 | 9.05 | 10.05 | 11.10 | 12.15 | 1.21 | 1.50 | 3.15 |
| | AM | AM | AM | AM | AM | AM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | AM | AM | AM | AM |

A—Daily except Sunday
† Greyhound Bus Lines



CN exceeds 2nd-quarter predictions

Canadian National Railway Co. reported strong auto, petroleum, chemicals, grain and fertilizer traffic made up for floods in the West, a slump in forest products and blockades of its Toronto-Montreal line in the East in the second quarter.

CEO Hunter Harrison said the quarter was up slightly from a year earlier, with net profit before special items of \$486 million or 95 cents a share, vs. \$479 million or 89 cents a share a year earlier - above most analysts' estimates.

Revenue rose one per cent to \$2.03 billion.

But efficiency slipped slightly in the latest quarter and management guidance for CN's full 2007 per-share earnings growth was reduced to five per cent from the previous 10 per cent-plus forecast.

In after-hours trading in New York, CN shares dipped \$2.21 or 3.8 per cent to \$55.50. Rail shares have been riding near their 52-week highs because investors believe booming world trade will ensure steady growth in commodity and container traffic.

Despite the lower guidance, Harrison confidently promised a "solid comeback" in the second half, with a buoyant final quarter, due to favorable pricing and strong demand. This should put CN back on the "great run" it has enjoyed since going public in 1995.

Autos, petroleum, chemicals, fertilizers, grain and corn traffic will continue strong, he said. Lumber and pulp and paper will remain weak with the prolonged U.S. housing slump, and the high Canadian dollar and high fuel prices pose uncertainties. But CN sees North American growth picking up in the second half.

CN reported first-half net profit (before special items) was \$810 million or \$1.57 a share, against \$841 million or \$1.55 a share a year earlier. Revenue was up one per cent to \$3.9 billion. Operating expense rose 4 per cent.

BUSINESS CAR

July – August, 2007

Compiled by John Godfrey

Harrison announced a step-up in the pace of share-buybacks. In the second quarter, under a 28-million-share repurchase program, CN bought back 6 million shares for \$344 million. He said the new program will allow a 33-million buyback over the coming year.

"The full buyback would cost \$2 billion and, together with the dividend, shareholders stand to get back about \$2.5 billion," he told analysts. "That's not bad, but we've still got the muscle to develop the network and we plan to raise debt by \$3 billion over the next few years."

He said CN has carefully considered dividing the company in two - a property unit and the railroad - as was suggested for Canadian Pacific by a potential buyer group led by Brookfield Asset Management. "We've gone over it carefully, just as we did with conversion to an income trust, but there's no compelling case; no proof there would be any economic advantage to shareholders," he said.

Harrison said he is confident CN will have its new Prince Rupert, B.C., container port fully booked by yearend with its initial capacity of 500,000 containers. CN is working to ensure there is at least 50-per-cent backhaul traffic when the containers return to Asia.

The Halifax, N.S., container terminal is operating at about 50 per cent of capacity because one shipping line consolidated its operations and moved to the Port of Montreal, he said. "But this is just a blip, because surging container traffic from Asia - from India especially - will create massive movements into East Coast U.S. and Canadian ports." (Montreal Gazette)

CN appoints Miller to newly created chief safety officer post; promotes Creel to EVP of operations

Canadian National Railway Co. has its first-ever chief safety officer. The Class I recently promoted Paul Miller from vice president of transportation to VP and chief safety officer, effective May 1.

In the newly created position, Miller will be responsible for overseeing all safety functions, including operating practices, regulatory affairs, risk management, environment and hazardous materials.

Miller has served CN for more than 28 years in various operations and marketing capacities.

“All of our leaders in operations have significant safety responsibilities embedded in their roles, but having an officer whose job is focused exclusively on safety will bring an added dimension of discipline and vision to our precision railroading model,” said CN President and Chief Executive Officer E. Hunter Harrison in a prepared statement.

Meanwhile, CN also promoted Keith Creel from senior VP-Eastern Region to executive VP of operations, effective May 1. He will be responsible for rail operations in Canada and the United States.

Since joining CN as part of the Illinois Central Railroad merger in 1999, Creel has served as general manager-Michigan Zone in the Midwest Division, VP of the Prairie Division and SVP of the Western Region.

(Progressive Railroading On-line)

CN signs up COSCO steamship line for new British Columbia port container terminal

Canadian National Railway Co. hasn't opened its new Port of Prince Rupert container terminal yet, but the Class I already has lined up the first steamship customer.

The railroad has announced it obtained a contract from COSCO Container Lines Americas Inc. to route Asian export container freight to the British Columbia terminal, which is scheduled to open in fall. COSCO will begin shipping freight to the \$17 million facility in the fourth quarter.

Featuring a transload center, the terminal will have an initial capacity to handle 500,000 20-foot equivalent units (TEUs). CN plans to expand the terminal to handle 2 million TEUs.

The facility will “inject meaningful port-rail-terminal capacity into the global supply chain, and offer shippers the fastest, most efficient and most cost-effective routing for Asian traffic destined to and from the interior of North America,” said CN Executive Vice President of Sales and Marketing James Foote in a prepared statement. (Progressive Railroading On-line)

CN preps network, plans transload facility to seize oil sands and other opportunities in western Canada

Recently, Canadian Pacific Railway sought Canadian Transportation Agency approval to build 16 miles of lines northeast of Edmonton, Alberta, to serve the booming oils sands region. Now, Canadian National Railway Co. also is positioning itself to seize growing business opportunities in the northern Alberta area, which sports oil sand reserves second only to Saudi Arabia.

CN's northern Alberta network, coupled with a continental reach and access to three coasts, make the railroad an attractive transportation services provider for

oil sands and other industrial developments in the region, said CN President and Chief Executive Officer E. Hunter Harrison during a recent speech before the Edmonton Chamber of Commerce.

CN also plans to build a \$1.5 million transload facility at one of its main Edmonton yards part of a \$328 million infrastructure spending plan this year to expand capacity in western Canada for several burgeoning traffic segments.

The “Edmonton Bissell CargoFlo” facility will be operated by CN WorldWide North America and handle rail-to-truck transfers of various products, including methanol, sodium hydroxide, drilling mud, ethanol and biodiesel. (Progressive Railroading On-line)

Alberta university bestows honorary law degree to CN's Harrison

Canadian National Railway Co. President and Chief Executive Officer E. Hunter Harrison recently received an honorary doctor of laws degree from the University of Alberta.

CN's top executive since 2003, Harrison began his railroading career in 1963 as a carman-oiler for the Frisco Railroad. While working his way up the corporate ladder at the Frisco, Burlington Northern and Illinois Central (IC) railroads — including a stint as president and CEO of Illinois Central Corp. — Harrison initiated the concept of “scheduled” railroad service at the IC.

“This honor is due recognition of Hunter as a pre-eminent innovator and leader in the North American rail industry,” said CN Chairman David McLean in a prepared statement. (Progressive Railroading On-line)

CN orders 65 new locomotives, doubling 2007-2008 total to 130 new units.

CN has announced it will acquire 65 new fuel-efficient, high-horsepower locomotives in 2007 and 2008, in addition to 65 locomotives already on order for delivery this year.

CN's latest orders are for 40 ES44DC locomotives from GE Transportation Rail a unit of General Electric Company, and 25 SD70M-2 locomotives from Electro-Motive Diesel, Inc. The GE units will be delivered between December 2007 and February 2008, with the EMDs arriving in August 2008.

CN previously ordered 50 SD70M-2s for delivery between August and October 2007, and 15 ES44DC units to come in November of this year. The SD70M-2s produce 4,300 horsepower, the ES44DCs 4,400 horsepower. E. Hunter Harrison, president and chief executive officer, said: “The new locomotives will help CN to improve the efficiency and reliability of its fleet, reduce fuel consumption significantly and lower exhaust emissions.

Rail is the environmentally friendly mode, and our new locomotives will further enhance our

environmental performance. "The new units are about 15 per cent more fuel efficient than the locomotives they will replace, and will comply fully with the latest regulatory requirements for reduced locomotive emissions. The latest locomotive orders announced will permit CN to retire 145 older locomotives."

The new locomotive orders are part of a major fuel conservation program by CN, which spent almost C\$900 million on fuel in 2006. The 65 locomotives CN previously ordered for this year will be largely used to

accommodate growth in traffic from the new Port of Prince Rupert container terminal, scheduled to start operations in October of this year.

All of the 130 new locomotives CN has ordered for 2007 and 2008 will be equipped with distributed power capability, which allows them to be placed in the middle of a freight train and to be remotely controlled from the lead locomotive. Distributed power technology improves fuel efficiency and train handling, and permits CN to maximize the productivity gains associated with its extended siding program. (Market Wire)



CN No. 2254 an ES 44DC and No. 8006 a SD 70M-2, both photographed at MacMillan Yard in Toronto. Joe Zika photo.

Former CN CEO Lawless becomes Order of Canada member

The former head of Canadian National Railway Co. has received Canada's highest civilian honor. Governor-General Michaëlle Jean recently appointed Ron Lawless a member of the Order of Canada for public service.

Created in 1967, the Order recognizes citizens for their lifetime contributions that made a difference to Canada.

Lawless previously served as president and chief executive officer of CN, president of VIA Rail Canada Inc., president of Bishop's University and governor emeritus of Concordia University.

In 2004, he was inducted into the Canadian Railway Hall of Fame as an industry leader, gaining recognition for helping introduce domestic and international containerization to CN and its customers, and prepare the railroad for privatization in the mid-1990s. (Progressive Railroading On-line)

TSB releases final report on Cheakamus derailment on former BCR

The Transportation Safety Board of Canada released its final investigation report into the CN train derailment near Squamish, BC, on August 5, 2005. Nine cars derailed, including one tank car that ruptured, spilling approximately 40 000 litres of sodium hydroxide, also known as caustic soda, into the Cheakamus River. The spill killed over 500 000 fish from 10 different species and caused extensive environmental damage.

The Board investigation revealed that a number of causes and contributing factors led to the derailment, and uncovered safety deficiencies in the Canadian railway transportation system, some of which still need to be addressed. "The Squamish Subdivision is one of the most challenging railway lines in Canada," said Wendy Tadros, chair of the Board. "It is not like operating between Edmonton and Winnipeg, or even between Vancouver and Jasper. This is an extreme mountain environment with curves that are twice as sharp and grades more than twice as steep as on other CN main lines. There is no room for error."

The Board found that, the day before the accident, when the seven locomotives in the distributed power train were readied for the trip, a locomotive equipped with older technology was set up in the front. The two mid-train locomotives were also set up to pull in the opposite direction from the head end. Non-specific alarms briefly sounded to indicate a fault, and the mid-train locomotives automatically shut down.

The crew had no indication of the inoperative state of the mid-train locomotives, which had serious implications for the operation of the train north of Squamish. With the mid-train locomotives unavailable,

all pulling power came from the locomotives at the front of the train. Nearing the bridge over the Cheakamus River, the two-mile-long train was losing speed in an area of sharp curves and steep grades. When another locomotive at the head end was powered up to prevent a stall, the light, empty cars behind stringlined to the inside rail of the curve, resulting in a derailment.

Lack of training and proper supervision also contributed to this derailment. According to the Board, CN resumed operations of long trains in the extreme mountain environment of the Squamish Subdivision, without a formal risk assessment and without adequate consideration of the value of retaining and using local knowledge and experience in the operation of long distributed power trains.

While significant safety actions have been taken as a result of this investigation to improve the safety of railways, the Board is concerned about remaining risks to persons, property and the environment. The first area of concern is with respect to the priority given to marshalling the locomotives with the safest technology in the lead position. The second area of concern relates to the need for human performance assessment of alarms to ensure that crews understand the priority that should be given to the many alarms in the cab.

Tadros said that while the purpose of the report was not to apportion blame, she was pleased with the initial response from CN and the federal Department of Transportation, which immediately cut the length of freight trains travelling the Squamish Subdivision. "When action is taken early on, this is the best-case scenario," she said. Tadros said CN's subsequent safety efforts made it unnecessary for the safety board to set out a detailed set of recommendations. But she said the board remains concerned about the absence of improved alarm and communications technology to give better information to engineers about the nature of a specific alarm. Some 582 different faults can trigger alarms and not all are serious, she said.

CN spokesman Jim Feeney said the rail company could not comment on the specifics of the report because of current or potential legal action due to the incident. "We're still reviewing the report and at this point we are fairly circumscribed in what we can say. We believe CN had, and continues to have, appropriate train-handling policies and operating procedures in place," he said.

Fiona MacLeod of Transport Canada said the Railway Safety Act was currently under review and added that investigators had visited the accident site. BC Environment Minister Barry Penner said his department was still investigating the accident and the environmental fallout, in conjunction with Environment Canada, and would release a report at a future date. (National Post, Globe and Mail, Vancouver Sun, Canadian Press)



CHEMIN DE FER
CANADIEN
PACIFIQUE

CANADIAN
PACIFIC
RAILWAY

CPR wins Canadian railway association's environmental award

Canadian Pacific Railway recently received the Railway Association of Canada's (RAC) Environment Award for controlling vegetation around more than 1,000 grade crossings.

The award recognizes railroads that adopt environmentally friendly practices and operational techniques.

CPR seeks to limit vegetation to low-growing plants at crossings by controlling herbicide treatments and conducting selective brush cutting, RAC officials said in a prepared statement. The railroad uses herbicides that don't affect grasses and other desirable plants; employs chemical injection technology to target specific areas and minimize herbicide use; tries to protect fisheries and residential areas when cutting and treating stumps; and times cutting operations to avoid interfering with nesting birds. The Class I plans to employ the same approach at 1,300 crossings this year.

"The railway's primary goal ... is to improve safety by applying ecological principles which will lead to a more sustainable control of vegetation at their crossings," said Cliff Mackay president and chief executive officer of RAC, which represents the interests of 60 freight and passenger railroads. (Progressive Railroading On-line)

CPR to maintain, refurbish federally owned hoppers under operating agreement

Canadian Pacific Railway recently reached an operating agreement with Transport Canada covering 6,300 federally owned hopper cars.

During the next five years, CPR will maintain the hoppers and implement a car inspection and refurbishment program. The railroad will replace, refurbish and upgrade discharge gates as needed.

The operating agreement will "ensure a secure hopper car supply for farmers and enhance operational fluidity," said CPR President and Chief Executive Officer Fred Green in a prepared statement.

The Canadian government purchased 13,000 hopper cars in the 1970s and 1980s to support western grain export markets. Last year, government officials decided to retain ownership of the cars, but negotiate new operating and car refurbishment agreements with CPR and Canadian National Railway Co. (Progressive Railroading On-line)

CPR wins two of Toyota's performance awards

Toyota Logistics Services recently honored Canadian Pacific Railway with two performance awards. The Class I received a 2006 Presidents' Award for Rail Carriers and an Excellence Award for Customer Service.

The Presidents' Award recognizes a carrier that provided the best overall performance in each transportation mode; the Excellence Award recognizes top performing carriers in three categories: on-time performance, customer service and quality.

CPR has transported Toyota's finished vehicles for more than 40 years. (Progressive Railroading On-Line)

CPR to provide rail access, transload services for Alberta oil sands shippers

Canadian Pacific Railway is seeking Canadian Transportation Agency (CTA) approval to build 16 miles of lines to serve existing and planned bitumen upgrader facilities in the oil sands northeast of Edmonton, Alberta.

The Class I recently acquired land for the necessary rights of way and soon will file a project description — the first step in the federal regulatory process — with the CTA.

"Our objective will be to build in tandem with the oil sands upgraders and related businesses to create a new network of rail access and strengthen the industry's supply chain competitiveness in world markets," said CPR President and Chief Executive Officer Fred Green in a prepared statement.

CPR plans to spend \$15 million to add distribution and logistics capacity in the oil sands, one of the world's largest oil reserves. The railroad initially will offer transload services for inbound construction materials, including bitumen upgraders' dimensional shipments.

"Our vision is to create a rail network focused on the movement of byproducts created from upgraders in the Industrial Heartland, which include sulphur, petroleum coke, asphaltene, and various liquids and gases," said CPR Vice President of Marketing and Sales-Merchandise Ray Foot. (Progressive Railroading On-line)

SHORTLINES & REGIONALS

Exporters looking to ride rails in New Brunswick

Growing interest in the use of freight trains to move goods to and from the US market is prompting a call for New Brunswick to examine how it can renew its rail services. "While the trend in recent years has been towards trucking, the rising cost of fuel is making rail more attractive," says David Plante, Vice President for New Brunswick for the Canadian Manufacturers & Exporters. "With changing global trading patterns, our members are increasingly expressing concerns about the state of rail service in New Brunswick."

Infrastructure investments are needed in order for New Brunswick's rail system to meet future needs, he adds. "Some of our short-run rail lines that are operating on the old beds will have to meet safety criteria and that's why upgrading those particular assets would be

important." New Brunswick's resource and industrial sectors are increasingly turning to intermodal or multi-modal transportation to reach new markets efficiently, says Plante.

For New Brunswick, the increased interest in being able to move goods quickly back and forth from ships to trains to boats comes at a time when rail service has greatly diminished in the province. "The eastern rail bed is deteriorating. Given the increasing importance of rail as an option, CME has made representation to government to do an evaluation of the provincial rail system."

Ian Simpson, General Manager of New Brunswick Southern Railway, one of two short-line services in the province, says the biggest challenge in growing its services lies in the difference in weight classifications between the major rail services such as CN and short-line operators. While it's possible for NB Southern to upgrade to the higher standard, it's going to take time and money. "We can get ourselves up to a 286 rating but it means we need to invest more money into our rail programs and we would have several bridges that would need upgrades."

Simpson said his company, which is part of the Irving Transportation Group, would be interested in a public-private partnership with government to upgrade the service. Mary Brooks, a professor at Dalhousie University's School of Business and a transportation expert, says a renewed interest in rail faces a number of challenges. First, the existing network is still orientated for east-west trade. "The network doesn't really help us in Atlantic Canada because it's an east-west network and we have one of our major trading regions is south." Secondly, there's a lack of government data on whether there is

sufficient trade volume to support renewed investment in rail service. (New Brunswick Telegraph-Journal)

First weeds, now ties targeted on E&N

Advocates of a renewed rail service for Vancouver Island are looking forward with enthusiasm now that a controversial weed spray program along the E&N line is complete. "It took place under almost perfect conditions," said Jack Peake, co-chair of the rail's ownership group, Island Corridor Foundation. "It worked well on the three-quarters of the line that was sprayed. The other one-quarter will have to be dealt with manually.

That will be done by the Southern Rail crews. "It's a big relief. Now we can continue with efforts to replace ties." Peake said funding application have been made to various levels of government for assistance in replacing approximately 150,000 ties. "It's a safety issue as well," he said. "Particularly on corners, the track can spread. That is our primary issue right now."

As infrastructure renewal on the neglected line takes place, hopes are pinned on efforts to increase the railway's viability' whether through increased freight operations or some form of commuter service. To those ends a special run of the Green train was made recently along what's known as the Colwood Crawl, from Langford to Victoria. Representatives of the ICF, Southern Rail of Vancouver Island, political leaders from the area and community members boarded a VIA Rail train supplied to showcase environmental benefits and convenience for commuters and to galvanize support from government.

"VIA caters to tourists and we wanted to broaden their view on it a little bit," said Peake. "There's potential for an inter-city passenger service. We wanted to start simply and show what can be done." Two Budd cars



New Brunswick Southern train headed up by 2319, a GP38-2 built in June 1979 by GMD. Caught at McAdam, N.B. station. Photo Pat and David Othen © 2007.



VIA Rail's RDC 6148 caught arriving at Duncan, B.C. on Thursday, May 17 just prior to the CRHA / CARM Convention. Peter Murphy photo.

carrying 140 passengers uses around 60 litres of fuel between Langford and Victoria and a single occupant vehicle on the same trip burns about 2.1 litres. Once multiplied by the number of cars on the road the environmental benefits are clear says the ICF.

Peake said, though the railway may require concessions from government in the short term, "everything we talk about will create jobs and economic benefits that will far outweigh any tax loss." (Parksville Qualicum News)

Le dossier du pont à lever est en train d'avancer

Après plus de dix ans de pressions de toutes sortes pour faire lever une section du pont des Adirondacks sur son territoire, la Ville de Châteauguay semble avoir fait mouche en s'adressant aux tribunaux pour forcer la compagnie propriétaire de la structure, CSX, à bouger.

Désaffecté depuis belle lurette, le pont ferroviaire en question empêche l'aéroglysseur utilisé comme brise-glace au printemps de s'avancer dans la rivière Châteauguay pour faire son boulot et réduire ainsi les risques d'inondations.

Invoquant des motifs de sécurité publique, la Ville a demandé à la Cour, il y a quelques mois, d'ordonner à CSX d'autoriser le levage de son pont. Le dossier a fait un pas de géant avec l'arrivée d'un nouveau joueur dans le décor.

Une compagnie ferroviaire, Montreal Maine and Atlantic Railway (MMAR), serait en voie d'acquérir de CSX le chemin de fer qui passe par Châteauguay. CSX semble vouloir régler son contentieux avec la municipalité avant de vendre, selon Paul G. Brunet,

directeur général de la Ville de Châteauguay. Une entente est donc sur la table.

Elle propose à l'acheteuse de permettre la levée du pont une fois par année pour laisser passer l'aéroglysseur. Ce, bien sûr, aux frais de la municipalité. "Le jour où le rail reprend du service, il y aurait un système permanent", a précisé Me Brunet, lors de l'assemblée du conseil des élus châteauguais du 19 juin dernier.

Ce système permanent consisterait à lever tout le pont d'une soixantaine de centimètres, ce qui est beaucoup moins que prévu. "La Montreal Maine and Atlantic dit qu'elle ne pense pas qu'il soit nécessaire de lever le pont de trois mètres comme l'indiquait la Garde côtière (propriétaire de l'aéroglysseur). Un ou deux pieds seraient suffisants", dit Paul G. Brunet.

Moins importante, l'opération coûterait moins cher que les 300 000 \$ estimés il y a plusieurs années pour le simple levage d'une section du pont. Actuellement, rien n'est coulé dans le béton mais les choses ne devraient pas traîner. "Les rumeurs veulent que Montreal Main veuille signer le contrat d'achat avec CSX le 28 juin", a indiqué Me Brunet. (Le Soleil)

Un acheteur pour le tronçon ferroviaire Matapédia - Chandler

La Corporation du chemin de fer de la Gaspésie dépose une lettre d'intention afin d'acquérir le tronçon ferroviaire Matapédia-Chandler, propriété de la Société des chemins de fer du Québec, qui avait lancé une invitation aux acheteurs potentiels le 20 avril, avec échéance le 19 juin.

Le maire de Gaspé, François Roussy, précise que

le conseil d'administration de la Corporation du chemin de fer de la Gaspésie a récemment entériné une proposition pour respecter l'échéance. Déjà propriétaire du tronçon Chandler-Gaspé, la Corporation du chemin de fer de la Gaspésie, contrôlée par les villes de Grande-Rivière, Percé et Gaspé, aura besoin de fonds publics pour acquérir les 146 milles de voie entre Matapédia et Chandler.

Depuis le début de 2007, les ministres Jean-Pierre Blackburn, responsable de Développement économique Canada, et la vice-première ministre du Québec, Nathalie Normandeau, ont souvent indiqué que les deux gouvernements ne laisseraient pas tomber le chemin de fer gaspésien. Positionnement « Nous avons décidé de nous positionner pour acheter le tronçon. Nous obtenons les mêmes échos rassurants de la part des politiciens. Je sais qu'il a fallu plusieurs mois pour négocier une entente », signale le maire Roussy, qui avait demandé en début d'année aux gouvernements d'accélérer la cadence, de crainte de perdre des industries pour lesquelles le rail est primordial.

Techniquement, la Corporation du chemin de fer de la Gaspésie et la Société des chemins de fer du Québec disposent de six mois pour s'entendre à compter du 19 juin. Si elles échouent, le propriétaire est tenu d'offrir le tronçon aux gouvernements fédéral, provincial et municipal. Annonce imminente Dans les faits, l'annonce du sauvetage du réseau ferroviaire gaspésien serait imminente. Au cours des derniers mois, des informations ont filtré. La Société des chemins de fer du Québec continuerait de jouer un rôle entre Matapédia et Gaspé, en exploitant le train de marchandises, en entretenant l'assise ferroviaire et en participant aux efforts de mise en marché de cet axe.

En tant que propriétaire ou co-propriétaire du réseau, « la Corporation du chemin de fer de la Gaspésie participera aussi aux activités de marketing », insiste François Roussy.

Le prix de l'axe Chandler-Matapédia est inconnu. La Société des chemins de fer du Québec l'avait acquis pour environ 6 millions \$ en 1996. La Corporation du chemin de fer de la Gaspésie avait reçu une subvention de 3 millions \$ pour acheter l'axe Chandler-Gaspé, long de 56 milles.

La fermeture de la papeterie Gaspésia de Chandler, de la fonderie de cuivre de Murdochville et de la cartonnerie de Smurfit-Stone de New Richmond ont fait disparaître 85 % du trafic entre Matapédia et Gaspé depuis 1999. Via Rail continue d'assurer un service passagers jusqu'à Gaspé. (Le Soleil)

La voie ferrée pourra être démantelée

La Cour supérieure autorise le démantèlement des voies ferrées du Québec-Central. Le propriétaire du chemin de fer entre la Beauce et l'Estrie s'est placé, en décembre, sous la protection de la Loi sur les

arrangements avec les créanciers. À défaut de pouvoir vendre l'entreprise en bloc, le propriétaire, Jean-Marc Giguère, veut démanteler les rails et vendre l'acier pour couvrir ses créances.

Devant l'éventualité d'un démantèlement, le ministère des Transports du Québec a déposé, en mars, une offre d'achat surtout pour éviter le démantèlement d'un tronçon qu'il estime essentiel, entre Lévis et Sherbrooke. Or, Québec-Central conteste cette offre, estimant qu'elle a été présentée hors délai. Le tribunal rejette les arguments de la compagnie, mais clarifie les conditions de vente. Ainsi, le ministère devra acquérir la voie ferrée en fonction de sa valeur marchande et acheter aussi le matériel roulant et les bâtiments.

Le jugement permet à Québec-Central d'amorcer la liquidation de ses actifs, comme la vente des rails de tronçons secondaires. Le ministère poursuit ses discussions avec le Québec-Central pour éviter la disparition du tronçon ferroviaire entre Lévis et Sherbrooke. (Radio-Canada)

Government grant won't aid Quebec Central Railway in bankruptcy protection

While a recent \$75 million announcement to help Quebec short track railways was good news for some, just what it means for Quebec Central is anybody's guess. "I spoke to the owner of Quebec Central, Mr. Jean-Marc Giguere, and it was I who gave him the news," said Compton-Stanstead MP France Bonsant in a press release. "He said he had no idea how the governments came up with the amount, or how much was expected of him."

"Quebec Transport Minister Julie Boulet and Megantic-Erable MP Christian Paradis announced a five-year, multi-million-dollar project to help Quebec's short-track railways. Included on that list was Quebec Central, with \$800,000 being offered to fix up a 16 km line between Charny and St-Lambert-de-Lauzon, near Quebec City. The federal government will pay \$320,000, the province \$213,000 and Quebec Central would kick in another \$267,000. But there are apparently a few problems with that plan: Quebec Central, which owns the line between Sherbrooke and Quebec City, is under bankruptcy protection, and hasn't operated on that track for over a year. That makes it very unlikely that it could afford to invest the money required for the upgrade."

Even then, fixing up a short portion of the line is one thing, but that leaves 476 kilometres -- running from Sherbrooke through East Angus, Bishopton, Thetford Mines and Vallee Jonction -- untouched. And on that historic line, trains can't exceed 10 miles an hour, making it impractical for hauling freight. "We had hoped they would announce something more substantial for Quebec Central," Etienne Vezina, the spokesman for the Bloc Québécois' France Bonsant, told the Record. "But that was not the case."

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 it as a tool to develop a number of regional projects. However the track never managed to turn a profit. Giguere has said publicly the line is worth \$50M, but that he could let it go for half that amount. In his search for ways to pay off his creditors, Giguere has threatened to tear up the line and sell off the rails and the rolling stock for scrap metal.

The Quebec Ministry of Transport took him to court to block the move, but a judge sided with Giguere this spring. He can tear it up any time. Meanwhile the ministry is still in talks with Giguere to buy the company. In the efforts to save Quebec Central, MP Bonsant met with federal transport minister Lawrence Cannon last year. She said Cannon seemed to be supportive of the idea, but the recent announcement showed otherwise. "We put pressure on the federal side, but now there's no other money left for that particular issue," Vezina said.

"The ball is really in the court of the Quebec government." Vezina said that means either the province buys the line to protect it, or a local consortium buys the company. That would likely require government help to renovate the lines; according to Bonsant, about \$12M would be needed to meet North American speed and weight standards. (Sherbrooke Record)

Passenger Heading



VIA Rail gets back on track to success

It's not easy to turn a train around, let alone an entire railway, but that's exactly what Via Rail Canada has done in the past few years. Via's president and ceo, Paul Cote, was in Moncton, NB, recently to share the story of overcoming everything from al-Qaeda to SARS to get Canada's national passenger rail service back on track after the troubles of earlier in the decade.

Speaking at a joint meeting of the Rotary Club of Moncton and the Greater Moncton Chamber of Commerce, Cote told how Via had been enjoying several good years when events beyond the company's control undid all that progress and more. Cote said Via overcame the obstacles by focusing on one core thing - customer satisfaction. It seems to have worked.

Via now boasts 98% customer satisfaction rating, according to a recent consumer survey. Revenues, at close to \$300 million, are up for the third straight year. They were the highest ever in 2005, as Via carried a record number of passengers. That was maintained in 2006. From being the first railroad in North America to offer WiFi service to customers (along the Quebec City to

Windsor corridor) to serving only fair trade coffee to offering special trains devoted to everything from wine to war brides,

Via is trying innovations the ceo said are "no accident." Saying the future looked bright for both rail travel and Via, Cote was also happy with what the company's success meant to all Canadians. "A major part of our mandate is to reduce the costs to taxpayers of Canada's passenger rail service," he said. (Moncton Times & Transcript)

Woman leaps from VIA Rail train

VIA Rail made an unscheduled stop in Birch Island at 8:20 p.m. on May 12, according to this report by June Webb published by the North Thompson Times. Like a scene out of a Hollywood movie, Pat Miner, a resident of Birch Island watched, dumbstruck as a woman, hanging out of a window on the passing train flung herself off.

"I never thought I would witness this ever happening," said Miner. One minute he was waving at the train, the next minute he was running inside to hail his wife, Cheryl. The pair looked towards where the woman lay, convinced she must be dead, only to see her rise, walk down the bank to a neighbor's driveway and lay back down. "That's when we called 911," recalled Miner.

The woman, an unidentified 24-year-old, then wandered over to the Miner's yard, asking for help, "I just need to lay down for a bit and I'll be fine." Suffering from minor injuries, including "a goose egg on her forehead, a gash across her eyebrow and a badly scraped leg," the woman could only answer, "No" to questions asked of her.

VIA Rail spokesperson, Seychelle Harding reported The Canadian, was carrying 156 passengers from Toronto to Vancouver, with the next scheduled stop in Kamloops. The woman broke open an emergency window in the skyline portion of the train, and an employee, eating his dinner spotted her at the side of the tracks and flagged the engineer to stop the train. Crew members scouring the tracks in search of her were directed to the Miner's yard.

Shortly after that Clearwater RCMP and ambulance arrived on the scene. The woman was transported to Dr. Helmcken Memorial Hospital and later to Royal Inland Hospital in Kamloops. Miner reported after looking at the spot where the woman jumped, "she miraculously chose the one section of track with no CN debris laying on the side." "This is a rare incident for VIA Rail," commented Harding. "We wish the lady in question a speedy recovery." (North Thompson Times)

New high speed rail discussions for the Corridor and Calgary - Edmonton

Via Rail is taking part in a feasibility study for a bullet train between Calgary and Edmonton but expects funding will have to come from the Alberta government,

the federal Crown corporation's top executive said recently.

Via Rail, Canada's national passenger rail service, brought its 30 years of expertise to the feasibility study, and nothing more, president and chief executive Paul Cote said. "This is not a Via Rail decision," he said, about the project. "But we don't want to disassociate ourselves from development of research and design of this project."

Cote said the provincial government would likely take the lead on building a bullet train between the two cities.

In the meantime, Via is discussing options for the passenger service in Eastern Canada with Transport Minister Lawrence Cannon,"Cote said. "We are looking at different scenarios, and are encouraged there is a dialogue." Cote would not divulge details of the discussions, which focused on the Quebec City - Windsor, Ontario corridor, but said Via Rail would act accordingly

once the minister went public with the government's plans for the passenger service.

In the West, Via Rail would enjoy resuming the spectacular Rocky Mountain run, but haven't been successful negotiating track usage with Canadian Pacific Railway Limited.

"Since we stopped servicing Calgary in 1990, we've always made it clear that if there was a possibility for us to come back here and offer to Calgary through Lake Louise to Vancouver, we'd like to do that," he said.

However, CP Rail has argued that car and bus travel on improved highways through the mountains have made such an option obsolete. "We don't see that it would be a viable service," CP Rail spokesman Mark Seland said, adding the company hasn't been approached by Via Rail in two years. Via Rail Canadian passenger trains haven't operated on the CP Rail route since the early 1970s, Seland said. (Canadian Press)



| CALGARY, EDMONTON | | | | | | | | | | | |
|-------------------|-------|-------|-------|-------------------|-------|-------|-------|---------|-----|------|------|
| READ DOWN | 521 | 525 | 523 | TABLE 138 | 524 | 526 | 522 | READ UP | | | |
| Mon. | Daily | Daily | Daily | | Daily | Daily | Daily | Wed. | Th. | Fri. | Sat. |
| AM | 11:45 | 5:00 | 9:00 | Calgary 16 | 7:00 | 6:35 | 5:20 | | | | |
| | 11:14 | 4:35 | 8:45 | Red Deer 144 | 6:55 | 6:30 | 5:15 | | | | |
| | 10:25 | 3:54 | 8:00 | Lacombe 139, 141 | 6:50 | 6:25 | 5:10 | | | | |
| | 9:01 | 6:12 | 7:30 | Edmonton 102, 147 | 6:45 | 6:20 | 5:05 | | | | |
| | 7:14 | 4:25 | 7:35 | Edmonton 102, 147 | 6:40 | 6:15 | 5:00 | | | | |
| | 5:38 | 3:44 | 6:57 | Edmonton 102, 147 | 6:35 | 6:10 | 4:55 | | | | |
| | 4:20 | 2:50 | 6:00 | Edmonton 102, 147 | 6:30 | 6:05 | 4:50 | | | | |
| | 3:01 | 2:10 | 5:00 | Edmonton 102, 147 | 6:25 | 6:00 | 4:45 | | | | |
| | 1:43 | 1:10 | 4:00 | Edmonton 102, 147 | 6:20 | 5:55 | 4:40 | | | | |
| | 12:25 | 11:50 | 3:00 | Edmonton 102, 147 | 6:15 | 5:50 | 4:35 | | | | |
| | 11:07 | 10:30 | 2:00 | Edmonton 102, 147 | 6:10 | 5:45 | 4:30 | | | | |
| | 9:50 | 9:05 | 1:00 | Edmonton 102, 147 | 6:05 | 5:40 | 4:25 | | | | |
| | 8:32 | 7:55 | 12:00 | Edmonton 102, 147 | 6:00 | 5:35 | 4:20 | | | | |
| | 7:15 | 6:40 | 11:00 | Edmonton 102, 147 | 5:55 | 5:30 | 4:15 | | | | |
| | 6:00 | 5:25 | 10:00 | Edmonton 102, 147 | 5:50 | 5:25 | 4:10 | | | | |
| | 4:45 | 4:10 | 9:00 | Edmonton 102, 147 | 5:45 | 5:20 | 4:05 | | | | |
| | 3:30 | 2:55 | 8:00 | Edmonton 102, 147 | 5:40 | 5:15 | 4:00 | | | | |
| | 2:15 | 1:40 | 7:00 | Edmonton 102, 147 | 5:35 | 5:10 | 3:55 | | | | |
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| | 11:30 | 11:30 | 4:00 | Edmonton 102, 147 | 5:20 | 4:55 | 3:40 | | | | |
| | 10:15 | 10:15 | 3:00 | Edmonton 102, 147 | 5:15 | 4:50 | 3:35 | | | | |
| | 9:00 | 9:00 | 2:00 | Edmonton 102, 147 | 5:10 | 4:45 | 3:30 | | | | |
| | 7:45 | 7:45 | 1:00 | Edmonton 102, 147 | 5:05 | 4:40 | 3:25 | | | | |
| | 6:30 | 6:30 | 12:00 | Edmonton 102, 147 | 5:00 | 4:35 | 3:20 | | | | |
| | 5:15 | 5:15 | 11:00 | Edmonton 102, 147 | 4:55 | 4:30 | 3:15 | | | | |
| | 4:00 | 4:00 | 10:00 | Edmonton 102, 147 | 4:50 | 4:25 | 3:10 | | | | |
| | 2:45 | 2:45 | 9:00 | Edmonton 102, 147 | 4:45 | 4:20 | 3:05 | | | | |
| | 1:30 | 1:30 | 8:00 | Edmonton 102, 147 | 4:40 | 4:15 | 3:00 | | | | |
| | 12:15 | 12:15 | 7:00 | Edmonton 102, 147 | 4:35 | 4:10 | 2:55 | | | | |
| | 11:00 | 11:00 | 6:00 | Edmonton 102, 147 | 4:30 | 4:05 | 2:50 | | | | |
| | 9:45 | 9:45 | 5:00 | Edmonton 102, 147 | 4:25 | 4:00 | 2:45 | | | | |
| | 8:30 | 8:30 | 4:00 | Edmonton 102, 147 | 4:20 | 3:55 | 2:40 | | | | |
| | 7:15 | 7:15 | 3:00 | Edmonton 102, 147 | 4:15 | 3:50 | 2:35 | | | | |
| | 6:00 | 6:00 | 2:00 | Edmonton 102, 147 | 4:10 | 3:45 | 2:30 | | | | |
| | 4:45 | 4:45 | 1:00 | Edmonton 102, 147 | 4:05 | 3:40 | 2:25 | | | | |
| | 3:30 | 3:30 | 12:00 | Edmonton 102, 147 | 4:00 | 3:35 | 2:20 | | | | |
| | 2:15 | 2:15 | 11:00 | Edmonton 102, 147 | 3:55 | 3:30 | 2:15 | | | | |
| | 1:00 | 1:00 | 10:00 | Edmonton 102, 147 | 3:50 | 3:25 | 2:10 | | | | |
| | 12:45 | 12:45 | 9:00 | Edmonton 102, 147 | 3:45 | 3:20 | 2:05 | | | | |
| | 11:30 | 11:30 | 8:00 | Edmonton 102, 147 | 3:40 | 3:15 | 2:00 | | | | |
| | 10:15 | 10:15 | 7:00 | Edmonton 102, 147 | 3:35 | 3:10 | 1:55 | | | | |
| | 9:00 | 9:00 | 6:00 | Edmonton 102, 147 | 3:30 | 3:05 | 1:50 | | | | |
| | 7:45 | 7:45 | 5:00 | Edmonton 102, 147 | 3:25 | 3:00 | 1:45 | | | | |
| | 6:30 | 6:30 | 4:00 | Edmonton 102, 147 | 3:20 | 2:55 | 1:40 | | | | |
| | 5:15 | 5:15 | 3:00 | Edmonton 102, 147 | 3:15 | 2:50 | 1:35 | | | | |
| | 4:00 | 4:00 | 2:00 | Edmonton 102, 147 | 3:10 | 2:45 | 1:30 | | | | |
| | 2:45 | 2:45 | 1:00 | Edmonton 102, 147 | 3:05 | 2:40 | 1:25 | | | | |
| | 1:30 | 1:30 | 12:00 | Edmonton 102, 147 | 3:00 | 2:35 | 1:20 | | | | |
| | 12:15 | 12:15 | 11:00 | Edmonton 102, 147 | 2:55 | 2:30 | 1:15 | | | | |
| | 11:00 | 11:00 | 10:00 | Edmonton 102, 147 | 2:50 | 2:25 | 1:10 | | | | |
| | 9:45 | 9:45 | 9:00 | Edmonton 102, 147 | 2:45 | 2:20 | 1:05 | | | | |
| | 8:30 | 8:30 | 8:00 | Edmonton 102, 147 | 2:40 | 2:15 | 1:00 | | | | |
| | 7:15 | 7:15 | 7:00 | Edmonton 102, 147 | 2:35 | 2:10 | 0:55 | | | | |
| | 6:00 | 6:00 | 6:00 | Edmonton 102, 147 | 2:30 | 2:05 | 0:50 | | | | |
| | 4:45 | 4:45 | 5:00 | Edmonton 102, 147 | 2:25 | 2:00 | 0:45 | | | | |
| | 3:30 | 3:30 | 4:00 | Edmonton 102, 147 | 2:20 | 1:55 | 0:40 | | | | |
| | 2:15 | 2:15 | 3:00 | Edmonton 102, 147 | 2:15 | 1:50 | 0:35 | | | | |
| | 1:00 | 1:00 | 2:00 | Edmonton 102, 147 | 2:10 | 1:45 | 0:30 | | | | |
| | 12:45 | 12:45 | 1:00 | Edmonton 102, 147 | 2:05 | 1:40 | 0:25 | | | | |
| | 11:30 | 11:30 | 2:00 | Edmonton 102, 147 | 2:00 | 1:35 | 0:20 | | | | |
| | 10:15 | 10:15 | 3:00 | Edmonton 102, 147 | 1:55 | 1:30 | 0:15 | | | | |
| | 9:00 | 9:00 | 4:00 | Edmonton 102, 147 | 1:50 | 1:25 | 0:10 | | | | |
| | 7:45 | 7:45 | 5:00 | Edmonton 102, 147 | 1:45 | 1:20 | 0:05 | | | | |
| | 6:30 | 6:30 | 6:00 | Edmonton 102, 147 | 1:40 | 1:15 | 0:00 | | | | |
| | 5:15 | 5:15 | 7:00 | Edmonton 102, 147 | 1:35 | 1:10 | -0:05 | | | | |
| | 4:00 | 4:00 | 8:00 | Edmonton 102, 147 | 1:30 | 1:05 | -0:10 | | | | |
| | 2:45 | 2:45 | 9:00 | Edmonton 102, 147 | 1:25 | 1:00 | -0:15 | | | | |
| | 1:30 | 1:30 | 10:00 | Edmonton 102, 147 | 1:20 | 0:55 | -0:20 | | | | |
| | 12:15 | 12:15 | 11:00 | Edmonton 102, 147 | 1:15 | 0:50 | -0:25 | | | | |
| | 11:00 | 11:00 | 12:00 | Edmonton 102, 147 | 1:10 | 0:45 | -0:30 | | | | |
| | 9:45 | 9:45 | 1:00 | Edmonton 102, 147 | 1:05 | 0:40 | -0:35 | | | | |
| | 8:30 | 8:30 | 2:00 | Edmonton 102, 147 | 1:00 | 0:35 | -0:40 | | | | |
| | 7:15 | 7:15 | 3:00 | Edmonton 102, 147 | 0:55 | 0:30 | -0:45 | | | | |
| | 6:00 | 6:00 | 4:00 | Edmonton 102, 147 | 0:50 | 0:25 | -0:50 | | | | |
| | 4:45 | 4:45 | 5:00 | Edmonton 102, 147 | 0:45 | 0:20 | -0:55 | | | | |
| | 3:30 | 3:30 | 6:00 | Edmonton 102, 147 | 0:40 | 0:15 | -1:00 | | | | |
| | 2:15 | 2:15 | 7:00 | Edmonton 102, 147 | 0:35 | 0:10 | -1:05 | | | | |
| | 1:00 | 1:00 | 8:00 | Edmonton 102, 147 | 0:30 | 0:05 | -1:10 | | | | |
| | 12:45 | 12:45 | 9:00 | Edmonton 102, 147 | 0:25 | 0:00 | -1:15 | | | | |
| | 11:30 | 11:30 | 10:00 | Edmonton 102, 147 | 0:20 | -0:05 | -1:20 | | | | |
| | 10:15 | 10:15 | 11:00 | Edmonton 102, 147 | 0:15 | -0:10 | -1:25 | | | | |
| | 9:00 | 9:00 | 12:00 | Edmonton 102, 147 | 0:10 | -0:15 | -1:30 | | | | |
| | 7:45 | 7:45 | 1:00 | Edmonton 102, 147 | 0:05 | -0:20 | -1:35 | | | | |
| | 6:30 | 6:30 | 2:00 | Edmonton 102, 147 | 0:00 | -0:25 | -1:40 | | | | |
| | 5:15 | 5:15 | 3:00 | Edmonton 102, 147 | -0:05 | -0:30 | -1:45 | | | | |
| | 4:00 | 4:00 | 4:00 | Edmonton 102, 147 | -0:10 | -0:35 | -1:50 | | | | |
| | 2:45 | 2:45 | 5:00 | Edmonton 102, 147 | -0:15 | -0:40 | -1:55 | | | | |
| | 1:30 | 1:30 | 6:00 | Edmonton 102, 147 | -0:20 | -0:45 | -2:00 | | | | |
| | 12:15 | 12:15 | 7:00 | Edmonton 102, 147 | -0:25 | -0:50 | -2:05 | | | | |
| | 11:00 | 11:00 | 8:00 | Edmonton 102, 147 | -0:30 | -0:55 | -2:10 | | | | |
| | 9:45 | 9:45 | 9:00 | Edmonton 102, 147 | -0:35 | -1:00 | -2:15 | | | | |
| | 8:30 | 8:30 | 10:00 | Edmonton 102, 147 | -0:40 | -1:05 | -2:20 | | | | |
| | 7:15 | 7:15 | 11:00 | Edmonton 102, 147 | -0:45 | -1:10 | -2:25 | | | | |
| | 6:00 | 6:00 | 12:00 | Edmonton 102, 147 | -0:50 | -1:15 | -2:30 | | | | |
| | 4:45 | 4:45 | 1:00 | Edmonton 102, 147 | -0:55 | -1:20 | -2:35 | | | | |
| | 3:30 | 3:30 | 2:00 | Edmonton 102, 147 | -1:00 | -1:25 | -2:40 | | | | |
| | 2:15 | 2:15 | 3:00 | Edmonton 102, 147 | -1:05 | -1:30 | -2:45 | | | | |
| | 1:00 | 1:00 | 4:00 | Edmonton 102, 147 | -1:10 | -1:35 | -2:50 | | | | |
| | 12:45 | 12:45 | 5:00 | Edmonton 102, 147 | -1:15 | -1:40 | -2:55 | | | | |
| | 11:30 | 11:30 | 6:00 | Edmonton 102, 147 | -1:20 | -1:45 | -3:00 | | | | |
| | 10:15 | 10:15 | 7:00 | Edmonton 102, 147 | -1:25 | -1:50 | -3:05 | | | | |
| | 9:00 | 9:00 | 8:00 | Edmonton 102, 147 | -1:30 | -1:55 | | | | | |

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