



Canadian Rail

THE MAGAZINE OF CANADA'S RAILWAY HISTORY

No. 520 • SEPTEMBER - OCTOBER • 2007



Published bi-monthly by the Canadian Railroad Historical Association
Publie tous les deux mois par l'Association Canadienne d'Histoire Ferroviaire



CANADIAN RAIL

ISSN 0008-4875
Postal Permit No. 40066621

PUBLISHED BI-MONTHLY
BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

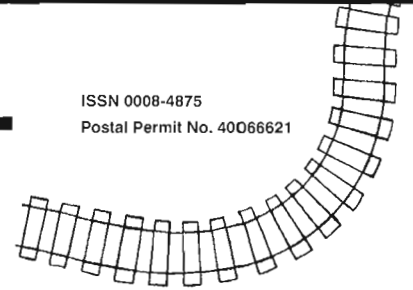


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FRONT COVER: On June 14, 2003, Canadian Pacific Hudson No. 2816 leads a 14-car excursion train from Toronto Union Station to Guelph Junction, the first time that a steam locomotive operated over this line since 1980. This view is looking east from the Bathurst Street bridge and shows the flyunder built in the early 1980s to eliminate traffic bottlenecks. Much of the track seen here was owned by the Toronto Terminals Railway until it became the GO Transit-owned Union Station Rail Corridor in 2000. Photo, James A. Brown.

BELOW: It was this line up of derelict Saint John, New Brunswick streetcars at Chitticks Construction Company yard in Fairfield, N.B. that attracted Fred Angus' attention circa 1949. This led to the family's purchase of car 82 (not in the photo) which is now preserved and awaiting restoration at Exporail. Car 82 is representative of a smaller city streetcar system of which there were many in Canada. Photo courtesy Ronald Ritchie.

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INTERIM CO-EDITORS:

Peter Murphy, Douglas N.W. Smith

ASSOCIATE EDITOR (Motive Power):
Hugues W. Bonin

LAYOUT: Gary McMinn

PRINTING: Impression Paragraphe

DISTRIBUTION: Joncas Postexperts Inc.

The CRHA may be reached at its web site: www.exporail.org or by telephone at (450) 638-1522



IN MEMORIAM

Frederick Forbes Angus, 1935-2007

By Fred Angus



Notman Portrait of Frederick Angus circa 1950

Another link with the history of the CRHA was broken with the death of Fred Angus on August 10, 2007, just short of his 72nd birthday. Although in recent years he was better known as the editor of *Canadian Rail*, Fred has held many positions in the Association, covering a period of more than half a century.

Born on September 18th 1935, Fred had transportation on both sides of the family, his father, grandfather and great grandfather having worked, at various times, for the Canadian Pacific Railway, while his mother's grandfather and great grandfather were very much involved with shipping in New Brunswick. In fact his paternal great grandfather, Richard B. Angus, was one of the original Syndicate that founded the CPR in 1881.

One of Fred's earliest memories was seeing his father taking a movie projector and screen to the Queen's Hotel to show films at meetings of the CRHA. Needless to say, he never attended these meetings, being only five or six years old. Later, in the last days of World War II, a number of CRHA meetings were held at his father's house, but Fred was not present; rail history was for grownups and kids just didn't belong!

His first interest in railroading was in the summer of 1947, when driving with the family through Maine en route to New Brunswick, his father stopped to photograph two old narrow-gauge

passenger cars lying near the road. This kindled an interest that later became applied to street cars. In the fall of 1947 he started attending a school which was far from home, and required a street car ride there and back each day. He soon became aware of the many types of street cars that ran in Montreal, and this interest became a full-fledged hobby starting on February 16, 1948.

In the summer of 1948 the last street car ran in Saint John, N.B., and, in an extremely unlikely move, Fred's mother and aunt, with a bit of help from himself, acquired the body of N.B. Power Co. car 82 which was moved to his grandfather's country place and remained there for 14 years. This car is now at the Canadian Railway Museum. Since Fred was only 12 years old at the time, he must have been one of the youngest persons to play an active part in preserving a piece of railway rolling stock!

The following year was his first formal introduction to the CRHA, when he and his parents partook of a charter trip on Montreal observation car No. 3, on May 14, 1949. Later that year, October 30, on a charter trip to Lachine aboard car 1042, he applied to become a junior member of the CRHA, and this was approved, and membership number 105 was issued to him in February 1950.

Fred's first actual work for the CRHA came in the spring of 1954, when he attended a number of work sessions on the restoration of street car 274 at

St. Paul car barn in Montreal. In later times he did partake of several other sessions, and rode on many excursions, both street car and main line railway, during the second half of the 1950s. He rode the last car of the Montreal & Southern Counties across Victoria Bridge, and was also the last passenger to ride a street car along The Boulevard aboard car No. 1980 on the 14 line. As the end of steam and electric operation in eastern Canada drew near, there were many excursions, and Fred attended a great number of them.

A big change came in 1961 when he first got involved in the production of the CRHA News report, soon to be re-named Canadian Rail. Starting with “assembly and stuffing” sessions, he began to write articles and make more significant contribution to the magazine. In the same year, 1961, work began on the Canadian Railway Museum, and Fred and his father were regular participants in the Saturday work sessions.

In 1965 Fred was elected a Commissioner of the newly-reorganized Canadian Railway Museum, and two years later (1967) was elected a director of the CRHA, becoming its secretary. During the next thirteen years he was involved with many other committees, including, for a few years, the job of chairman of the Trip Committee.

In 1980 he relinquished the secretaryship in order to take on the duties of Editor of Canadian Rail. He held this position for more than 26 years, and oversaw the change to the present large-format

magazine, as well as the introduction of desk-top computer publishing. The latter occurred in 1990, with scanning of illustrations occurring in 1997.

Besides editing Canadian Rail he also wrote articles for that publication, some of which required considerable research. His specialty was technology of the 19th and early 20th centuries, which period includes the pioneer days of railways, and his study frequently resulted in articles.

In the spring of 2005 Fred was diagnosed with incurable colo-rectal cancer, but continued to work as usual. One of the big jobs he undertook at that time was the layout of the late Bill McKeown’s book on the Ottawa Electric Railway, which was published in 2006. He had to relinquish being editor of Canadian Rail, partially in October 2006, and completely in July 2007. He had hoped to rewrite the book “Loyalist City Streetcars”, the history of the street cars in Saint John New Brunswick, originally published in 1979, as there was much additional material, which would have doubled the size of the book. Even in recent months he was still paying visits to the National Archives and Library in Ottawa, cranking microfilm of old newspapers, and had hoped to pay a visit to Saint John to seek more historical data. However this project was cut short by his death.

Fred still maintained an interest in the CRHA until the end, and it is hoped that much of his collection of railroadiana and historical research will come to the Canadian Railway Museum.

The above obituary was written by Fred about a month before he passed away, all that was left to do was to insert his date of death. As you know Fred put up a courageous battle against colo-rectal cancer, which had spread to his liver. The disease was diagnosed in early summer 2005. If there is a lesson to be learnt from his experience, it is to get your annual medical check-up, Fred had not been to a doctor for over 20 years! Thankfully he made good use of the extra two and a half years that chemo treatments brought him.

Since his passing we have been advised that he has left a generous bequest to the CRHA including his railroadiana collection. The new Exporail pavilion will be named ‘Angus’ in honour of Fred and his family’s contribution to the CRHA, Exporail and indeed the Canadian railroad industry.

Our President, Stephen Cheasley honoured Fred at Exporail’s volunteer dinner held on November 19, 2005, the following comments are extracted from the verbal presentation:

His great-grandfather was R.B. Angus. As a founding member of the CPR syndicate with George Stephen and Donald Smith in 1881, R.B. was a key financier of the building of the CPR. R.B. was a director of the CPR for 41 years, from 1881 to 1922, when he died. Fast forward to 1932, when the CRHA was established to honour the 100th anniversary of the incorporation of the first railway in Canada, the Champlain and St. Lawrence. Fred’s father, Donald Angus, was a founding member of the CRHA — as member number 19. His mother, Mary, joined the CRHA in 1945 — as number 90. Fred joined in 1950 — as number 105. Just as an aside, I joined in 1953 as number 158 and I’ve been friends with Fred ever since. Since the earliest days of the CRHA, the Angus family has been among our most faithful supporters — participating in all our activities and opening their home to us on numerous occasions.

We know Fred as a friend and fellow enthusiast, but we need to acknowledge him as an

amazing historical resource — he is in a league of his own and I would say that Fred is Canada's leading railway historian today. He is a gold mine of railway and Canadian historical detail — and not just the basics, but all the minutiae that add texture and anecdotal depth to his retelling of history. Fred has an extensive collection of railway memorabilia and is a collector, not only of things railroad, but in other areas as well — coins, paper money, books, typewriters, stamps, New Brunswick license plates, to name a few. Fred is an avid photographer, with an extensive collection of railroad photos, and has travelled on trains around the world.

Fred has maintained a diary since July 1950 which permits him to be accurate when he writes about railway history of the last 50 years. He has a wide circle of friends in the railway enthusiast world and is highly regarded as an historian, especially for his knowledge of streetcars.

Fred has built models of streetcars and even purchased MTC 1953 (the streetcar he rode on the most). This car was stored at the Angus's Senneville property for a number of years before being donated to Exporail.

He has authored and edited books on railways and has just completed 25 years as Editor of Canadian Rail — our longest-serving Editor. He recently edited and helped finance the Ottawa Streetcar book which is being printed right now for the CRHA and Railfare. He was also behind the creation of Exporail's John Loye Streetcar Restoration Fund and has made a lead donation to this fund, which honours the CRHA's first president and will permit us to preserve our streetcar collection appropriately. Fred has also generously donated enough money to complete the restoration of MTC 1959 (which is running tonight) and to carry out repairs to MTC 3 and CN 15824. Lastly, to honour his great-grandfather, he has donated to Exporail a portrait of R.B. Angus done in 1893. Perhaps R.B. will watch over our Board meetings, as he did over the CPR's Board for 41 years.

Fred is a recipient of the CRHA's lifetime achievement award, and rightly so.

Please toast with me an exemplary friend to us and to the CRHA, an exceptional volunteer, an historical treasure — Fred Angus.

Stephen Cheasley, President
November 19, 2005

I was pleased to prepare and deliver the following memories of Frederick at his funeral service which was held at the Church of Saint Andrew and Saint Paul in Montreal, on August 18, 2007.

Frederick Angus, 1935 - 2007

Every human being is special, but Frederick Angus brought a whole new meaning to the word 'special person'. To know Fred took time, he didn't make the best 'first impression', never a debonair dresser, yet you were immediately attracted by something magical, his vast knowledge, retentive memory and unassuming demeanor.

Over time, in fact a short time, you grew ever fonder of Fred and ever more appreciative of his intellect and unassuming manner. Fred's intellect and memory were as good as it gets, he used this God given talent to develop a passionate interest down to the minutest detail in several areas mostly historic, or Victorian including: Music, (especially Gilbert and Sullivan); the American Civil War; historic typewriters; books; license plates; nineteenth century cameras; gramophones; World War 1; and



Frederick Angus enjoying a ride on the Vancouver Island Model Engineers circuit on Friday, May 18, 2007 during the joint CRHA – CARM conference.

all things railway and especially tramway related. He could rattle 'off the cuff' dates, information and history like no one else and all well founded and without error.

Fred was a man of faith, he was at ease in any church of any denomination or synagogue, he would tag along with his friends and simply attend the church that they did. He came by this ecumenism honestly, his father was a Presbyterian, his mother an Anglican yet they exchanged Christmas cards with Pope John XXIII! He supported St. George's Anglican, where his mother attended, yet home was St. Andrew and St. Paul where he kept up the long tradition of providing the Angus flower arrangement on the altar at Christmas. He has request of his successors that this memorial tradition be continued with his name added to that of Donald and Mary.

He was also a man of many physical talents including model building of trains, streetcars and ships, book binding and repairing, and restoration of old things in general. There was nothing that Fred couldn't fix, if he didn't know how, he read up then fixed it.

Fred was born in 1935 and he lived through the era when the railways and tramway systems underwent profound change, steam to diesel, tram to bus. Fred's railway interests were tweaked by the old Montreal rush hour trams that took him to school in the late 1940's. On a trip to Saint John, N.B. circa 1949 he discovered a string of scrapped trams, the family purchased car 82, Fred was hooked! The number 82 was to be retained throughout his life as his 'lucky number'.

Fred joined the Canadian Railroad Historical Association in 1950 following in his father's foot steps and served in various capacities until his death. Of particular note was his editorship of Canadian Rail for 26 years. His devotion and generosity to the railway

preservation cause was unwavering. When a crisis arose, Fred or his family could be called on to help with sober council and financial help if necessary. The new Exporail pavilion will be christened shortly the Angus Pavilion in his and the family's honour.

Fred was a devoted son, he took an early retirement from the CPR to attend to his aging mother and saw her through to the end, she died at the age of 94. All the while he made friends, numerous friends in several countries around the world, most shared his passion for railway history. We have friends of his here in attendance today from Texas, South Carolina, Ontario and Quebec. His friends stood firm beside him till the end, even to the point of taking him to visit the Knowlton Museum 13 days before his death. Fred returned the favour with his sincere friendship, always one to keep contact, he spent hours on the phone having dialed all the required numbers (including internationals from his hospital phone) from memory, he kept but didn't use an address book.

Fred fought the great fight, when he was diagnosed with terminal cancer, he immediately decided to live life to the fullest, "every day really counts now" he said! His caregivers including all the staff at the Jewish General Hospital, the CLSC and others came to care for Fred beyond the call of duty. Even some other chemo recipients on the Thursday schedule kept in contact with him by E mail.

When the end came, the doctors put him on morphine, but only for a single day. Fred asked to be taken off, it's affecting my brain he said, he protected his greatest asset to the end.

Fred, our phone isn't ringing, we miss you!

Peter Murphy, friend

August 21, 2007

Fred Angus photographed in front of CPR's Empress 2816 at Windermere, BC on October 18, 2006. Peter Murphy photo.



Fred Angus was invited to attend Canadian Pacific Railway's celebrations at Craigellachie, British Columbia in honour of the 100th. anniversary of the driving of the last spike which took place in 1885. This photo of Fred was taken at the banquet dinner by a CPR photographer on November 7, 1985. Photo Fred Angus collection.

Toronto Terminals Railway Company 1906-2007

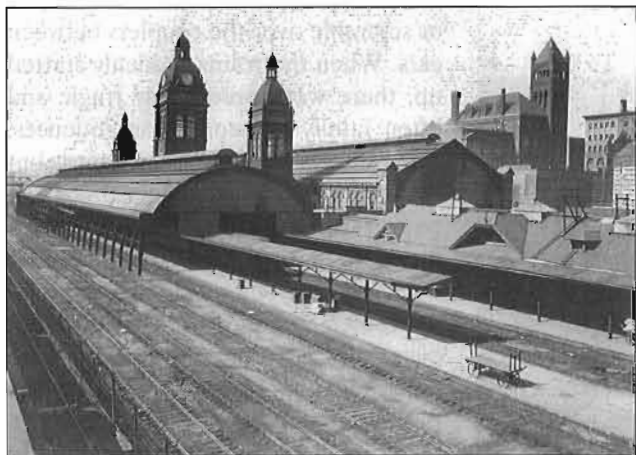
By Derek Boles

High above Union Station's magnificent row of 22 limestone columns facing Front Street one can read the inscription "Erected by the Toronto Terminals Railway Company." This obscure company is one of the smallest railways in Canada and celebrated its 100th anniversary in 2006. The TTR is also one of the busiest railways, although it has never owned its own locomotives and rolling stock, relying instead on its tenant railways to provide equipment when needed. From end-to-end the TTR is only 3.6 miles long, but there are over 25 miles of track contained in this area. The TTR also operates Union Station, Canada's largest and busiest railway station.

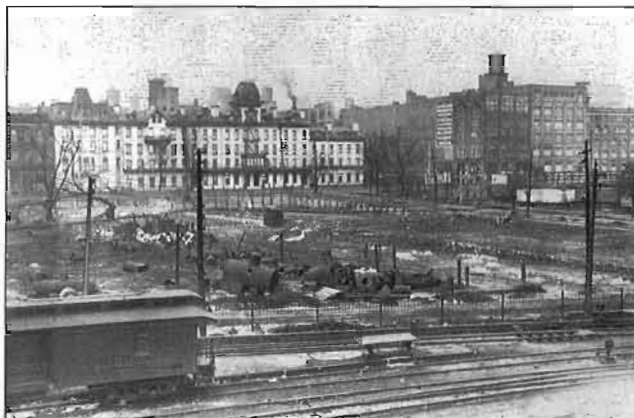
Toronto's first Union Station was a modest wooden affair built by the Grand Trunk Railway in 1858 and demolished in 1871. On July 1, 1873, the GTR opened the city's second Union Station with an attached three-track train shed, at the time the most elaborate and grandiose railway terminal in Canada. By the time the Canadian Pacific Railway entered Toronto in 1884, this station was no longer adequate. However, the fierce and often hostile rivalry between the CPR and the GTR delayed their collaboration on a new Toronto terminal. Finally an agreement between the two railways was reached in 1892 but it was decided to renovate and expand the existing station rather than build a new terminal. The

renovations were extensive, with a new three-track train shed south of the 1873 headhouse and an entranceway through a new seven-storey Romanesque office building on Front St. This sprawling complex opened in 1895, but Toronto's population was doubling every fifteen years and Union Station was again considered inadequate by the turn of the 20th century.

Two events occurred in 1904 that would profoundly influence the construction of a new Union Station. On April 19th and 20th, a devastating fire burned down a substantial portion of Toronto's manufacturing and warehouse district. By the time the "Great Toronto Fire" was extinguished, 20 acres of commercial property containing 139 businesses were destroyed and 5,000 people were suddenly out of work in a city with a population of about 250,000. The only positive benefit of the fire was that the burnt-out rubble on the south side of Front Street provided a site for a new Union Station a block east of the old station. As it happened, the City of Toronto owned a substantial portion of this land.



The old Union Station complex is seen here circa 1916. Moving from left to right are the train shed added in 1895, the three towers and train shed of the original 1873 station, and the office building and tower on Front Street also added in 1895. The low structure on the centre right is the express building built sometime in the 1880s. City of Toronto Archives, Fonds 1244, Item 5044



Rubble from the 1904 fire still litters the site of Union Station in this 1912 view looking north. The light-coloured structure across Front Street is the Queen's Hotel, demolished in 1927 to make way for the Royal York Hotel. City of Toronto Archives, Fonds 1244, Item 8221

The second significant event occurred on November 17, 1904 at the Queen Street level crossing near DeGrassi Street. A collision between a wooden streetcar and a Grand Trunk freight train killed three people and injured seventeen, some critically. The issue of dangerous level crossings had been a flash point between the City of Toronto and the railways ever since the first railway began operations in 1853. By 1900, the railway corridor had become a dangerous obstacle course



This 1911 view at the Spadina Ave. level crossing dramatically illustrates the necessity for the Waterfront Viaduct. Factory workers during a shift change are scrambling between the cars of a stopped train. Over the years, hundreds of people were killed or injured while engaged in this practice. City of Toronto Archives, Fonds 1244, Item 108



The summer crowd has just disembarked from a Toronto Island ferry in this 1912 view and are streaming over the Bay St. level crossing while a westbound Grand Trunk passenger train simmers and waits. City of Toronto Archives, Fonds 1244, Item 1089

with as many as sixteen tracks separating the city from the waterfront.

Unlike outlying grade crossings where the trains sped past and were quickly gone, trains along the waterfront moved slowly or sometimes not at all. Freight trains often blocked crossings while engines shunted cars in and out of sidings. Passenger trains were forced to wait out on the main line for available tracks at the overcrowded Union Station. A particularly dangerous situation occurred when pedestrians waited for a train to pass and then rushed across the tracks, not realizing that another train was coming from the opposite direction. As well, several dozen manufacturers with thousands of employees were spread out along the waterfront. When shift changes occurred, factory workers streamed across the tracks by the shortest possible route.

By far the most concentrated group of pedestrians crossing the railway corridor were the weekend summer crowds heading for Toronto Islands. A thriving residential community was developing on the Islands along with a baseball stadium and an amusement park. Frustrated pedestrians rushing to work or to board a scheduled boat frequently found their passage blocked by parked trains. They were tempted to crawl under the trains or scramble over the couplers between cars. When the trains suddenly started up, there were predictably tragic and often fatally gruesome consequences. The railways hired crossing guards but they were often overwhelmed by the crowds heading out to the islands for a picnic or a ball game on a summer weekend. The city was forced to assign policemen to guard the crossings, but over the years hundreds of people were killed or injured while crossing the railway corridor.

There were two solutions to this problem and both were expensive. One solution was to elevate the streets above the tracks. As early as the 1850s the city advocated building stone bridges that would enable major north-south streets to access the waterfront.

The other solution was to elevate the tracks on a viaduct so that roads could pass underneath in subways, an idea first proposed in an engineer's report commissioned by the Toronto Board of Trade in 1889. The railways preferred building bridges as they were less expensive than a viaduct and didn't require extensive alterations to their existing facilities. By the turn of the 20th century, there were already four road bridges crossing over the tracks at Bathurst, Spadina, John and York Streets.

In 1905 the Board of Railway Commissioners ordered a new Union Station to be built, but the principal stakeholders couldn't agree what form the replacement should take. The Grand Trunk preferred a through station, as Toronto was a stop along the way for its crack express trains between Montreal and Chicago. Canadian Pacific argued that Toronto was an important city that deserved a stub-end terminal, similar to the company's Windsor Station headquarters in Montreal. The city argued for elevated tracks and the elimination of grade crossings along the corridor. In 1906, traffic at Union Station was further congested by the arrival of a third railway, the Canadian Northern Ontario.

A separate company was created to oversee the redevelopment of the railway corridor. The Toronto Terminals Railway Company was incorporated on July 13, 1906 to "construct, provide, maintain and operate at the City of Toronto a union passenger station." The TTR was jointly and equally owned by the Grand Trunk and Canadian Pacific, thus the plural in the company name. Construction of the new Union Station was to be completed by February 1908. The deadline came and went without any action. In 1909 the Railway Commissioners approved the revised Toronto Viaduct and Waterfront Grade Separation.

The project involved elevating the existing railway corridor on a seventeen foot high viaduct along

the Esplanade between Bathurst Street and the Don River. Both railways objected to the cost of the viaduct's, estimated to be \$35 million or almost \$750 million in today's money. The CPR vehemently opposed the viaduct, as their extensive freight yards and locomotive servicing facilities east of John St. were located on the old grade and would be rendered obsolete.

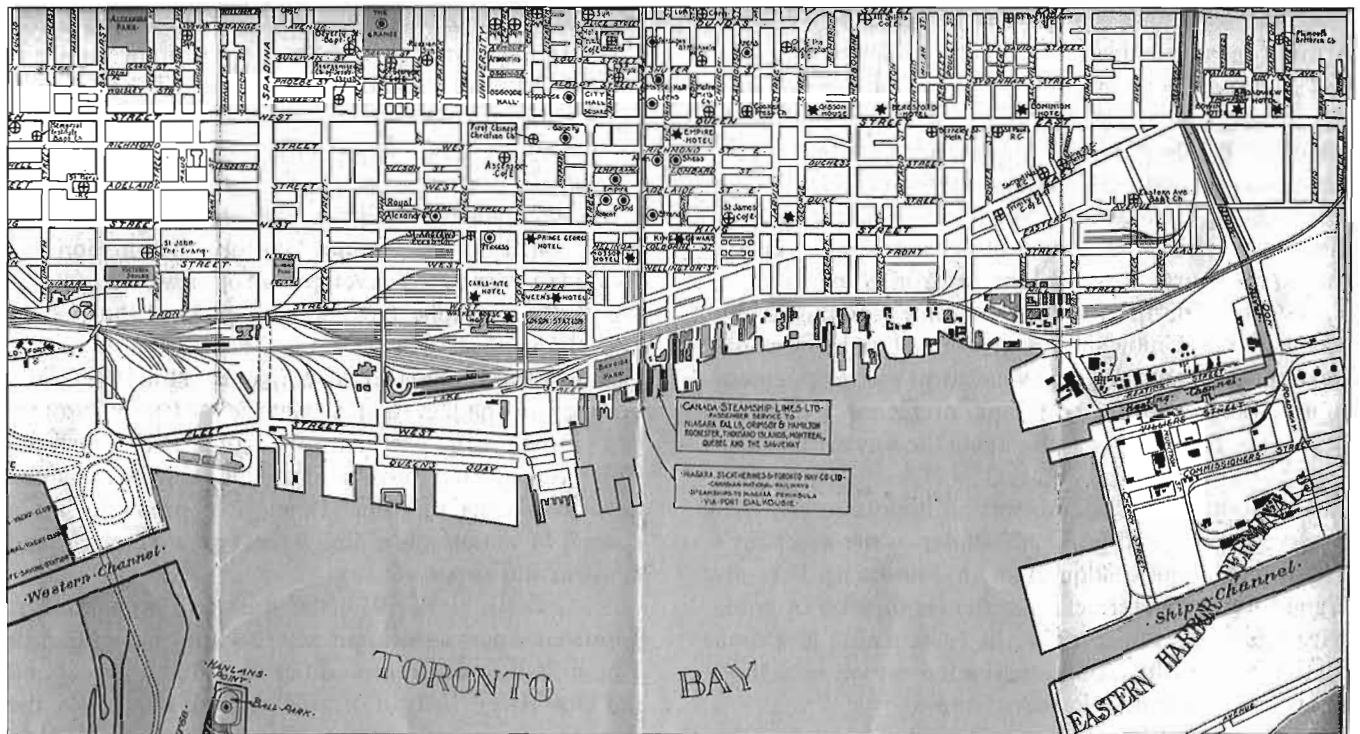
In 1911 the Toronto Harbour Commission was created to oversee the development of the waterfront and this further complicated negotiations over the viaduct and the new Union Station. There were now five bickering stakeholders at the bargaining table: the Grand Trunk and Canadian Pacific Railways, the City of Toronto, the Dominion government and the Harbour Commission. The Toronto Terminals Railway remained dormant during this time other than preparing for a course of action once the issues were resolved and construction began.

On July 31, 1913, the Railway Commissioners approved a new agreement whereby the viaduct east of Union Station was rerouted between Yonge Street and the Don River. Instead of following the Esplanade, the right of way was relocated further south over water lots between Church and Cherry Streets that were to be filled in by the Harbour Commission. While the CPR signed on to this agreement, their sincerity in following through with the project was doubtful. The railway was rebuilding its line through North Toronto, which included a large new passenger terminal to be shared with the Canadian Northern Railway. CP planned on moving some, if not most, of its passenger trains to the new North Toronto Station.

The hitherto dormant Toronto Terminals Railway Company was activated on March 6, 1914. J.W. Leonard, Assistant to the Vice President of the Canadian Pacific Railway, was appointed as the first TTR General



This 1915 map shows the old railway corridor as well as the planned railway viaduct over land fill. Construction didn't begin until 1925.



This 1923 map shows the railway corridor before construction began on the viaduct. East of Union Station the tracks were located further south over the water lots shown here.



This view of Toronto Union Station is looking east along Front Street in the early 1920s. The headhouse has been completed and the railways have occupied the offices in the west wing. The centre block containing the actual passenger station facilities sits empty while various levels of government and the railways argue about how to build the tracks into the station. Photo Collection Frederick Angus.



The necessity for the railway viaduct was underscored by this 1926 accident at the Queen Street level crossing. Runaway CN freight cars collided with a TTC Peter Witt streetcar, which then slammed into this automobile. City of Toronto Archives, Fonds 1266, Item 8780

Manager. One of the company's first formal acts was to engage the Montreal-based Peter Lyall & Sons Construction Company as the primary contractors for the new Union Station. Preparation of the site began just weeks after the declaration of World War I in August 1914. Construction on the block-long headhouse commenced in September 1915 with the excavation along Front Street. The war produced a shortage of money, building materials and skilled labour so the erection of the steel framework didn't begin until the summer of 1916. By May 1918, the installation of 17,000 tons of Indiana limestone was completed. The building was ready for occupancy by the summer of 1920.

Meanwhile, work on the viaduct hadn't even begun. The delays were further compounded by the insolvency of two of the three major railways then serving Toronto: the Canadian Northern in 1917 and the Grand Trunk in 1923. Both companies were taken over by the new Canadian National Railways, which then became the co-owner of the Toronto Terminals Railway and Union Station.

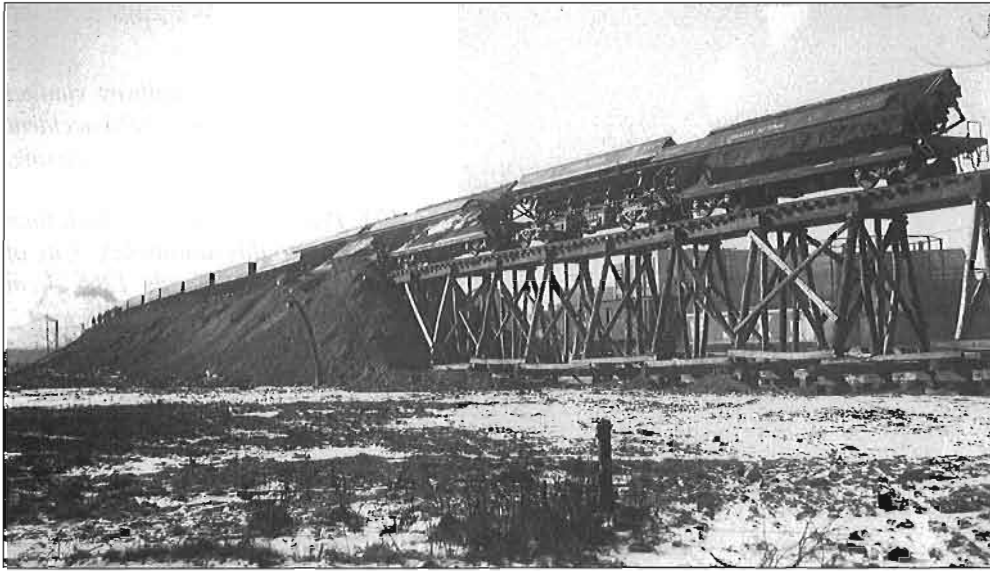
The Toronto Terminals Railway moved into a suite of offices located on the fourth floor on the south side of the Ticket Lobby, a space it continues to occupy to this day. In September 1920, the Dominion Post Office occupied the east wing, while the Canadian Pacific, Canadian National and Grand Trunk Railways moved into the 350 different offices located on the top three floors of the west wing.

However, the centre block housing the passenger terminal sat empty. The railways wanted to begin using the new station by having passengers access it from temporary platforms on the old grade but the City of Toronto wouldn't permit this, claiming that the railways

were deliberately delaying the viaduct. Meanwhile Torontonians were indignant at being forced to use the old, overcrowded and increasingly derelict station while the magnificent new terminal on the other side of York Street remained deserted.

In March 1924, the Toronto Terminals Railway held a weeklong open house so that the public could inspect the interior of the new station. Smartly uniformed TTR employees guided sightseers around the facility and almost 4,000 people showed up on the first day. The visitors gaped at the splendid Ticket Lobby, at the time the largest enclosed room in Canada. If the TTR hoped to placate the public with an open house, the railway miscalculated. Once Torontonians got a good look at what they were not permitted to use, the level of public indignation only increased.

In July 1924 a government-appointed arbitrator recommended that the 1913 viaduct agreement be implemented, but with some cost-saving modifications designed to appease the railways. These included the elimination of underpasses at Scott, Church, George, Frederick, Princess and Trinity Streets as well as scrapping the new bridge at John Street and the substitution of an underpass rather than a bridge at Eastern Avenue. As the modifications would save approximately \$6 million in construction costs, the railways finally agreed to go ahead with the viaduct. The estimated \$28.5 million cost of the project was shared with the city and the Harbour Commission paying a total of \$9 million and the CPR and CNR equally contributing the remainder. The major new feature of the modified agreement was the provision of a Canadian National freight bypass around Union Station, the cost of that to be borne entirely by CN.



This is how most of the massive railway viaduct was built between 1925 and 1930. Wooden trestles were first constructed and then trainloads of air dump cars dumped their loads and buried the trestles. City of Toronto Archives, Series 372, Sub-Series 79, Item 179

Construction on the viaduct began in the east near Logan Avenue and extended west towards Union Station. There appear to be more officials than workers in this 1926 view showing the Queen Street subway under construction. City of Toronto Archives, Series 372, Sub-Series 79, Item 160



The most complicated aspect of the grade separation project was the viaduct structure located between York Street and Bay Street. This early 1927 view was taken from the centre clock tower of the old Union Station. City of Toronto Archives, Series 372, Sub-Series 79, Item 244

On June 17, 1925 construction finally began on the Toronto Grade Separation as it was now officially known, setting in motion an enormous construction project that would wreak havoc with downtown Toronto, Union Station and the waterfront for the next five years. The project was compared at the time to the building of the Panama Canal, which had opened a decade earlier. The Toronto Star Weekly described the viaduct as “a more spectacular thing than the pyramids only that it is laid out flat instead of being sky-pointed.”

The term “viaduct” was a bit of a misnomer; only

small sections of the Separation could be considered a true viaduct. Some 2.6 million cubic yards of excavated fill were used to build a sand and gravel embankment seventeen feet high that extended three miles from Logan Avenue in the east to Bathurst Street in the west. The Harbour Commission used another four million cubic yards of excavation to fill in the water lots between Church and Cherry Streets. While all this was going on, the railways were expected to maintain regular service with over 200 passenger trains that called at the old Union Station every day.



Brand new CN U-2-b No. 6120 hauls the royal train carrying the Prince of Wales into Union Station on August 6, 1927. The train is traveling on the old grade along the Esplanade since the viaduct wouldn't be completed for another three years. National Archives of Canada, PA 87840

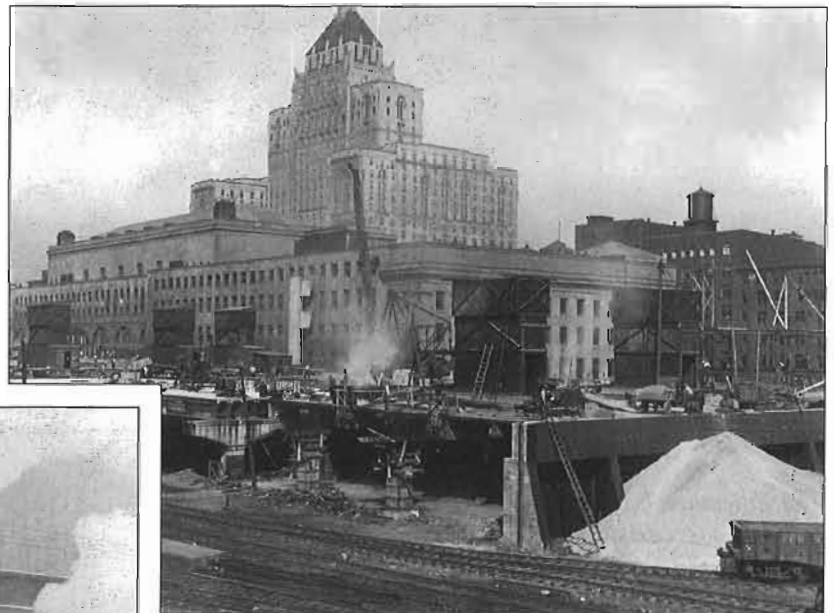
The difference in elevation between the old and new grades is immediately apparent in this 1929 view. A CN passenger train is passing by the still incomplete Yonge Street underpass, while a porter on the rear platform is preparing for the trains arrival at the old Union Station. On the far left can be seen a CN freight train on the company's "High Line" which by-passed the new Union Station. City of Toronto Archives, Series 372, Sub-Series 79, Item 490



Canadian National supplied most of the fill from a pit near Scarborough Junction; additional material was obtained by Canadian Pacific from another pit near its yards in Leaside. The work required to create the viaduct was plodding and tedious, but used a tried and true technique that had served the railways well for many years. The fill was loaded onto work trains made up of open-topped gondolas called air-dump cars. Tracks were built on top of an 17-foot high wooden trestle where the fill was to be deposited. The work train was positioned along the trestle and air pressure was used to tilt the cars and dump the fill until it flowed around the base of the trestle. This process was repeated until the fill rose as high as the tracks. The trestle was left in place as a skeleton buried in the embankment, which was given some time to settle before the new track bed was built on top, eighteen feet higher than the old elevation. Countless thousands of work trains repeated this process day and night for five years along the new three-mile railway corridor.

In addition to the embankment, the project included nine new underpasses and four new bridges, as well as the removal of the existing bridges at John and York Streets. The most complicated part of the viaduct was at Union Station where a multi-level reinforced concrete structure supported ten tracks covered by a Bush-style train shed. Under the tracks was the passenger departures concourse and adjacent to that was a vast basement containing baggage and mail facilities and commissaries to supply the hundreds of sleeping, dining and parlor cars owned by the railways. Underneath it all was a sub-basement with workshops, storage areas, steam tunnels, pipes and electrical conduits. Huge pillars supported each of the ten tracks and extended down through the structure to bedrock. Fourteen elevators connected the platforms with the basement. The Toronto Terminals Railway also built new express facilities flanking the station that were integrated into the viaduct structure and had direct elevator access to the platforms. The TTR then leased these structures to Canadian National and Canadian Pacific.

The viaduct structure is still under construction in this August 1929 view looking west from Bay Street. The concrete platform supported the tracks, the platforms and the trainshed. Underneath the platform was the train waiting room, now the VLA concourse, as well as baggage facilities and commissaries for the railway sleeping, dining and parlor cars. The dark coloured vertical structures housed the elevator shafts that extended above the trainshed roof. City of Toronto Archives, Series 372, Sub-Series 79, Item 456



On January 21, 1930, the viaduct structure and Tracks 1-6 of the trainshed opened for business. On the left, CN Train 208 from Stratford and, on the right, CP Train 601 from Peterborough inaugurated the new trainshed at 10:30 a.m. City of Toronto Archives, Fonds 1244, Item 5055

All of this construction required the removal of the old York Street bridge as well as the closings of Yonge and Bay Streets. In order to maintain access to the waterfront, the TTR built a temporary wooden bridge over the tracks halfway between Bay and Yonge Streets. The bridge opened in 1925 with a roadway, sidewalks and streetcar tracks carrying the FERRY route, one of the Toronto Transportation Commission's shortest-lived streetcar lines, since the bridge was dismantled in 1929.

The Canadian National and Canadian Pacific Railways both completely rebuilt their engine terminals and coach yards between 1927 and 1931. CN installed a new roundhouse and 250-car coach yard at the foot of Spadina Avenue, replacing facilities some of which dated back to the 1860s. CP's rebuilding of their John Street facilities was even more extensive since the new roundhouse and 450-car coach yard had to be elevated seventeen feet above the old roundhouse.

The first phases of the viaduct to be completed were the new railway bridge over the Don River and the underpass at Eastern Avenue in 1926, followed by the new

Spadina bridge in May 1927. The Toronto Terminals Railway decided to finally open Union Station in 1927 even though the facility was still incomplete. The station was officially opened on August 6 by His Royal Highness, Edward, Prince of Wales who, along with his younger brother, Prince George, was on a royal visit to commemorate the 60th anniversary of Confederation. The brisk 12-minute royal walkabout was serenaded by a choir in the ticket lobby, prompting one newspaper to comment that the ceremony reflected "one minute of pomp for each year of construction." The station opened to regular traffic on August 11, 1927.

However, the train shed, the elevated approach tracks, the platforms and the passenger concourse under the tracks wouldn't be completed for another two and a half years. Passengers had to endure a long walk along temporary wooden passageways and stairs between the station and the temporary platforms, which were still located on the old grade. The road underpasses at Jarvis, Sherbourne, Parliament and Queen streets opened to traffic in October 1927.



The two chimneys left of centre delineate the Toronto Terminals Railway Central Heating Plant in this 1930 view. On the right are the Canadian Pacific Railway's John Street roundhouse and Royal York Hotel, both opened in 1929. Archives of Ontario 10002016

Included in the Grade Separation was the new Canadian National freight bypass known as the “High Line.” While Canadian Pacific already had a bypass through North Toronto built by the Ontario & Quebec Railway in the 1880s, CN trains passing through the city were forced to funnel through the downtown rail corridor and pay a “wheelage” fee for each set of wheels that passed through Union Station. The High Line enabled Canadian National freight trains to avoid Union Station altogether and opened in 1929, months before passenger trains started using the viaduct. The bypass swung south from the mainline at Yonge Street, skirted around the south end of the CP John Street roundhouse and the CN Spadina yards before rejoining the mainline just east of Bathurst Street.

The viaduct officially opened to rail traffic on January 21, 1930, although the Yonge, Bay and York underpasses were still incomplete. The railways tested the structure with their heaviest steam locomotives, a CN 4100-series 2-10-2 Santa Fe and a CP 3100-series 4-8-4 Northern. The Bay Street underpass opened in May and Yonge Street followed in August. York Street was the

most complex and the longest of the underpasses at 800 feet and was the last to open on September 15, 1930. Finally the viaduct was complete, 25 years after the Board of Railway Commissioners had first ordered the construction of a new Union Station.

If there is an individual who can be singled out for this accomplishment, it is John R.W. Ambrose, Chief Engineer of the Toronto Terminals Railway. Ambrose had supervised construction of the Parkdale Grade Separation in western Toronto for the Grand Trunk Railway between 1910 and 1912, when he was appointed to oversee the preliminary development of Union Station. Upon the retirement in 1931 of U.E. Gillen, the second General Manager of the TTR, Ambrose was appointed Superintendent. Following Ambrose’s retirement in 1944 after a railway career of 47 years, the railways initiated a process of appointing a new superintendent every five years, alternating between Canadian Pacific and Canadian National appointees.

Among the TTR’s more unusual responsibilities was the operation of the restaurant and lunchroom located on the ground floor of the west wing adjacent to



These battery powered baggage wagons were built in 1929 to transfer baggage between the basement and the platforms. Amazingly, some of them are still in use in 2007. City of Toronto Archives, SC 367, Item 16



Canadian Pacific Train 36 departs from Union Station circa 1948, hauled by F2a 4-4-4 No. 3002. This was an all-stops local that took over ten hours to cover the distance between Toronto and Montreal. A heavyweight buffet-parlor car brought up the rear. Al Paterson photograph

the Waiting Room. In the golden age of rail travel, Union Station's dining room was one of the finest eating establishments in Toronto. Food services in the station were turned over to Canadian Railway News in 1956 and monogrammed china and cutlery bearing the TTR logo are now considered prized collectors' items.

An original feature of the TTR's operations that can still be seen are the unique battery-powered baggage carts that are used to transfer checked baggage to and from the few VIA trains that still have baggage cars. These baggage carts have been in continuous operation for over 75 years and the battery recharging apparatus in the basement of Union Station resembles the film set from the original Universal Pictures "Frankenstein" movie, which was released the same year Union Station was completed.

The electro-mechanical interlocking system was the final component of Union Station to be completed and went into operation in 1931, four years after the station opened to the public. The original interlocking machines are located in three towers at Cherry, Scott and John Streets and were built by the General Railway Signal Co. in Rochester, New York. The system has performed flawlessly for three-quarters of a century with few modifications.

In October 1928, the TTR began building the Central Heating Plant (CHP) at the northwest corner of York Street and Fleet Street (now Lakeshore Boulevard). The new facility replaced the old Toronto Hydro Scott Street plant, which was expropriated by the TTR for the building of the railway viaduct. When the Central Heating Plant was completed in 1929, it was the largest such facility in Canada. The building housed eight boilers and was 275 feet long and 60 feet wide. There were two smoke stacks, each 232 feet high and later extended by 100 feet. The plant was fuelled with coal brought in on a Canadian National siding that led from the High Line. Later the plant was converted to natural gas. At its peak, the CHP could produce 330,000 pounds of steam per hour or an average of 600 million pounds annually.

The plant provided steam heat piped through underground tunnels to a wide variety of railway facilities including Union Station, the CNR and CPR express buildings and the CPR John Street roundhouse, as well as supplying heat for individual passenger cars stored in the coach yard. The CHP also heated the Royal York Hotel, the Dominion Public Building, the Postal Delivery Building and the CN/CP Telecommunications building at Front and Simcoe Streets. In the 1980s the Toronto Terminals Railway decided to purchase their heating

capacity directly from a commercial supplier and the Central Heating Plant was demolished.

While the TTR owned Union Station and the railway corridor, the City of Toronto owned much of the land underneath the station and the railway paid rent for use of this property. The agreement was renegotiated in 1947, and the rental fee was set at \$55,000 per year, with a new lease to be negotiated after 21 years. By 1968 this sum was considered woefully inadequate and the city wanted almost ten times that amount. Litigation between the City and the TTR dragged on into the 1990s.

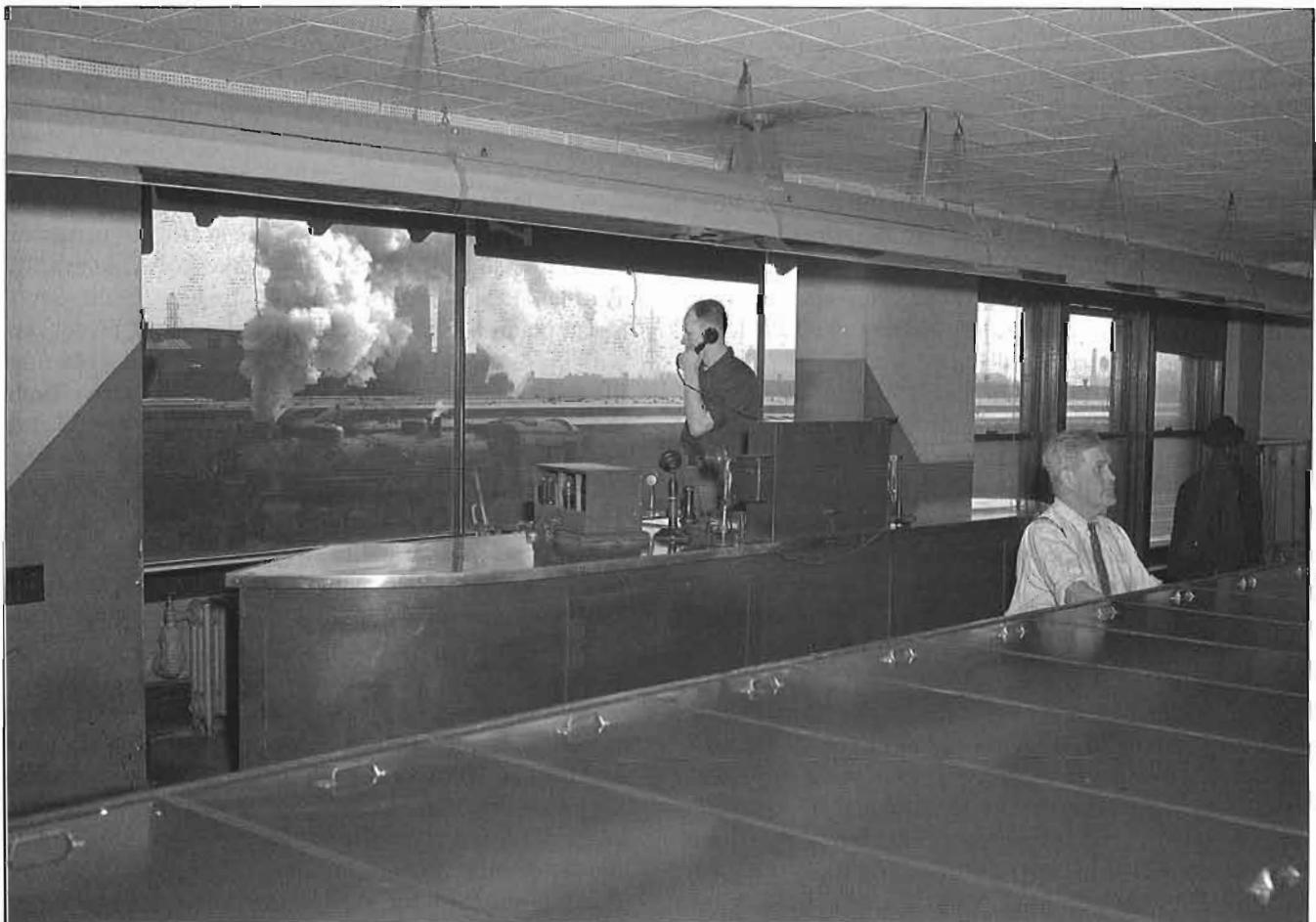
The situation was finally resolved in 2000 when the City of Toronto purchased Union Station from the TTR for \$80 million. This sum included \$25 million in back rent and \$55 million prepaid by GO Transit for the CP Express site, the railway corridor, and a 99-year lease of the station. While GO Transit now owns the tracks and platforms running through the train shed, the agency does not own any air rights that may be developed over the shed in the future, nor does it own the concourse and basement levels under the shed. The former Toronto Terminals Railway track is now known officially as the Union Station Rail Corridor (USRC).

While the USRC has remained essentially intact

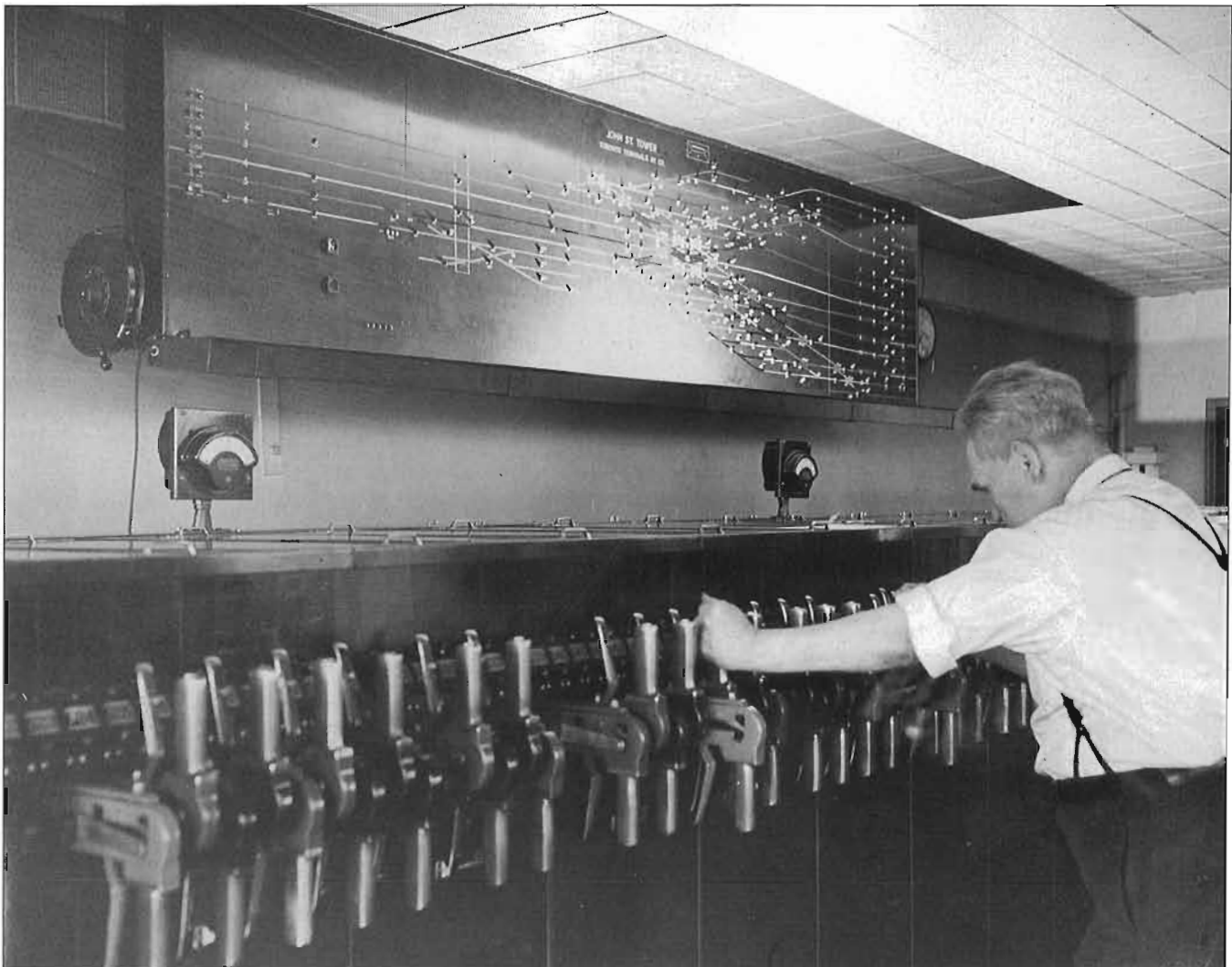
since its completion in 1931, the railway facilities flanking the corridor have largely disappeared. In 1965, CN opened the York Subdivision, a freight bypass that ran north of the city from Pickering to Burlington, and the High Line declined in importance. At the same time, both CN and CP built huge classification yards in the suburbs and their downtown freight facilities became redundant. Throughout the 1970's the railways experienced a precipitous decline in passenger traffic and VIA Rail was created to take over what remained of Canada's passenger trains.

Initially VIA utilized CN's Spadina yards and roundhouse, and to a lesser extent CP's John Street facilities, but the railways abandoned both in the 1980s and VIA relocated its passenger car and locomotive servicing facilities to Mimico, five miles west of Union Station. Intercity passenger service at Union Station continued to decline, especially after the VIA cuts of 1990. Passenger traffic has stabilized in recent years, with up to 48 VIA trains a day at Union Station carrying about 5,000 passengers, over 50% of VIA's national ridership.

The decline of intercity passenger traffic at Union Station was more than offset by the increase in commuter trains. GO Transit began operations in 1967



The TTR Train Movement Director on the phone controls the interlocking from the John Street tower. Canada Science & Technology Museum, CN 002246



The leverman operates the levers that control the track switches. Above him is an illuminated board showing the tracks west of Union Station that are controlled by the John Street tower: Canada Science & Technology Museum, CN 002247

and the system has grown to 181 trains every weekday operating along seven different corridors and depositing 150,000 people a day in and around Union Station. In the 1980s, the train shed was extended south over Tracks 11 and 12. The CN High Line was relocated closer to the station and now constitutes tracks 15 and 16 on the south end of Union Station.

The TTR continues to operate Union Station and the USRC under contract with the City of Toronto and GO Transit. The railway also maintains the remaining industrial track along the waterfront lands that belong to the Toronto Economic Development Corporation. TTR offices are still located on the fourth floor on the south side of the Great Hall. The railway also maintains extensive maintenance and repair facilities in the vast basement levels underneath Union Station and the train shed. These include facilities for heating, ventilation and sewage disposal. There are also self-contained carpentry, plumbing, electrical, machine and paint shops. A power

substation, capable of supplying the needs of a good-sized town, is located in the basement.

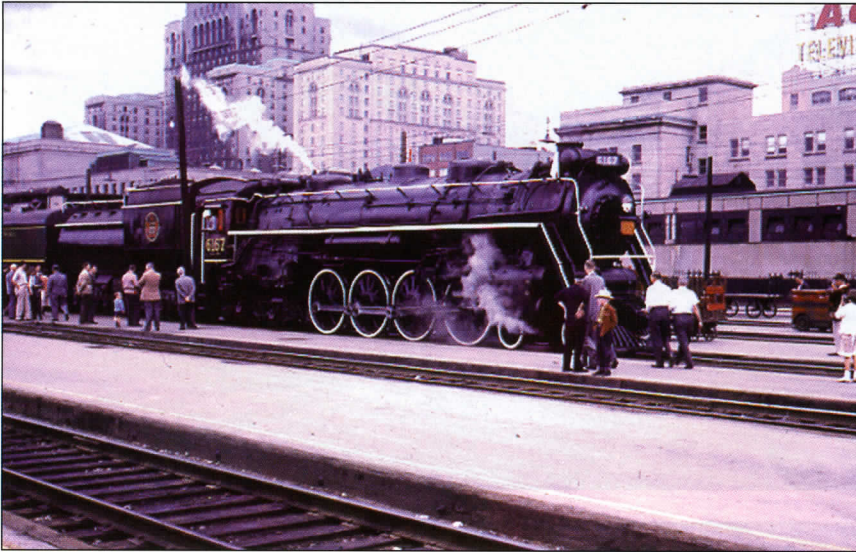
One of the biggest ongoing operational headaches for the TTR is winter snow clearance. Toronto's climate is relatively mild compared to most other Canadian cities, but the occasional heavy snowfall can create havoc with train schedules. TTR employees use a variety of methods to clear the snow, everything from burning kerosene to unfreeze switch points to the employment of complex snow melting machines with powerful blowers.

The most crucial responsibility of the TTR remains the operation and maintenance of the signal and interlocking systems that control the movement of trains throughout the Union Station track complex. Six tracks approach Union Station from both the east and west and fan out to thirteen tracks through the station. Three more tracks allow freight trains to bypass the station further south of the train shed. A complex system of switches or



The full extent of the railway lands is apparent in this circa 1966 view looking west. The Gardiner Expressway snakes long the left side of this photo. Union Station and the trainshed occupy the space just below the centre of the photo. Above and to the left are the Canadian Pacific Railway John Street facilities. To the west of that are the Canadian National Spadina facilities. Canada Science & Technology Museum, CN 000711

Toronto Terminals Railway 1960's to 2007 Photo Gallery



A scene often repeated at Union Station in the 1960s and early 70s as the Upper Canada Railway Society sponsored frequent steam excursions to various Ontario destinations using CN Northerns 6167 and 6218. Photo CRHA Archives, Peter Murphy Collection No. C2-46.

Inside the Union Station trainshed as Canadian Pacific train No. 12 arrives on track 10 on July 6, 1974. CRHA Archives Fond Bury No. CPP1-30.



Three CN road units head up train 159 for Windsor on October 2, 1974. The centre unit is a rebuilt RS-18 specifically decorated for CN's "Tempo" service between Toronto and southwestern Ontario. CRHA Archives, Fond Bury No. CNP3-49.

Canadian Pacific's train No. 12, the Sudbury-Toronto section of "The Canadian," was 23 hours late when it pulled into Toronto Union as an extra on February 9, 1975. The CN Tower is under construction on the far left, while the CN express building can be seen at the right. CRHA Archives Fond Bury No. CPPI-28.



CNR FP9A No. 6526 leads three other units on train No. 3, the westbound Super Continental in June 1975. That summer, No. 3 was a separate train from Toronto to Vancouver, rather than combining with No. 1 at Capreol. CRHA Archives, Fond Bury No. CNP2-54.

A pair of Canadian Pacific Dayliners headed by RDC-4 No. 9200 pulls out of Union Station bound for Peterborough and Havelock in June, 1976. By this time only a handful of CP passenger trains remained in operation at Toronto Union Station. CRHA Archives, Fond Bury No. CPPI-17.





A CN / VIA Turbo train bound for Montreal departs Union Station in May, 1976. The Turbos operated between Toronto and Montreal on and off from 1968 to 1982. They usually utilized Track One at Union Station. Despite the fading CN logo on the nose of the unit, this paint scheme was only a few weeks old when this photo was taken. CRHA Archives, Fond Bury No. VIA2-116.

A contrast in CN paint schemes as a GMD FPA9 is about to depart with Train 44 for Ottawa, while VIA Alco FPA4 gets ready to leave for Montreal on the morning Rapido in this January 1977 view. CRHA Archives, Fond Bury No. VIA2-46.



The VIA / Amtrak Maple Leaf for New York City is about to pass under the Spadina Avenue bridge in May, 1982. The TTR John Street tower can be seen just above the rear baggage car. Photo CRHA Archives, Fond Bury No. VIA2-46

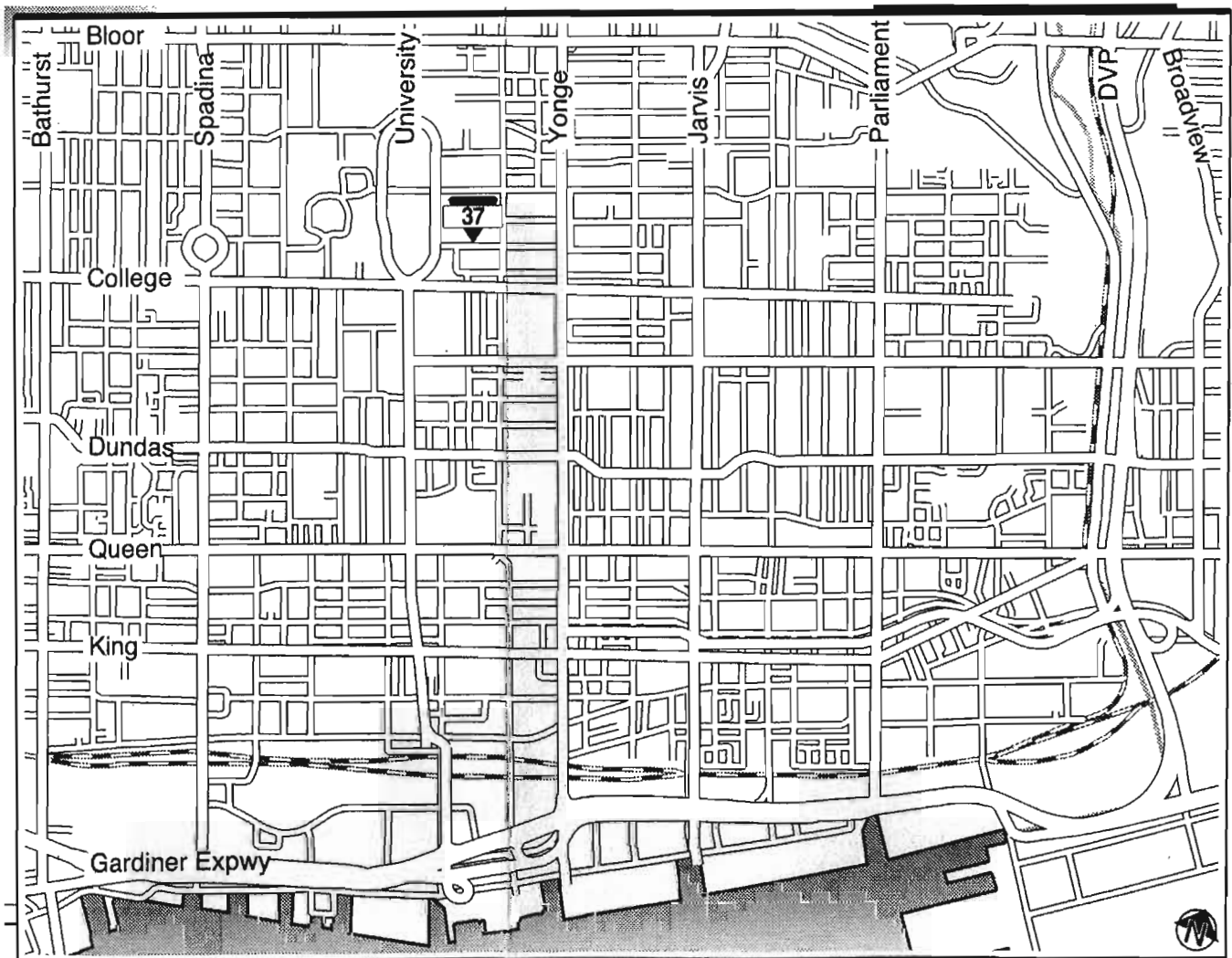
A westbound GO Transit commuter train eases out of Toronto Union Station on a wintry March 21, 1989. The structure under construction above the tracks is the pedestrian walkway connecting Union Station with the SkyDome, which opened in June 1989. CRHA Archives, Fond Bury No. CDN(m)3-123.



VIA Train 68 is loading passengers for Montreal under the Union Station trainshed, while GO passengers prepare to board the westbound commuter train for Burlington in this June 14, 2007 view. Derek Boles photograph.

In a scene reminiscent of the 1930 photograph that appears in this article, three GO F59PH units burble at the east end of the Union Station trainshed awaiting commuters in this June 14, 2007 view. Derek Boles photograph.





• Urban Development Services, Graphics & Presentations • October 2001 •

Although it lacks any track and structure detail, this map shows the physical extent of the Toronto Terminals Railway between Bathurst Street on the left and the Don River on the right. In 2000, ownership of this track was transferred to GO Transit and it is now officially known as the Union Station Rail Corridor.

“ladders” enables a train to transfer from one track to another. A single train might have to negotiate several different switches in order to enter the station on the assigned track. Between the Don River and Bathurst Street, there are over 4,500 possible routings that a train could follow.

The interlocking system is “fail-safe” and ensures that all the switches are properly aligned in a sequential order, enabling the safe passage of the train through the station and avoiding a collision with another train. TTR employees compare the interlocking system to a giant jigsaw puzzle where all the pieces have to fit exactly where they should in order for the picture to be complete. Similarly the interlocking system ensures that no two trains will ever try to occupy the same space. This arrangement was modified somewhat as an increasing number of GO trains were using the station and it was necessary to fit two trains on the same track during

weekday rush hours.

Electric motors are used to operate the switches and these are controlled from the original three towers located adjacent to the tracks and each named after the nearest north-south street. The Cherry Street tower, also known as Cabin A, is located a mile east of Union Station and controls the junctions of the CN Kingston and Bala and CP Belleville Subdivisions. The Scott Street tower (Cabin B) controls the eastern throat of the station and the John Street tower (Cabin C) controls the western throat and junctions of the CN Oakville and Weston and CP Galt Subdivisions.

Each tower is three stories in height, the Cherry St. tower being somewhat smaller than the other two. The first floor or basement houses the power room and signal maintainers’ workshop. On the second floor are the electric relays for signaling and switching equipment. The third floor contains the dispatching office with the



Today, Union Station is occupied by GO Transit and VIA Rail, as well as an Amtrak train to New York and an Ontario Northland train to Cochrane. Photo Derek Boles.

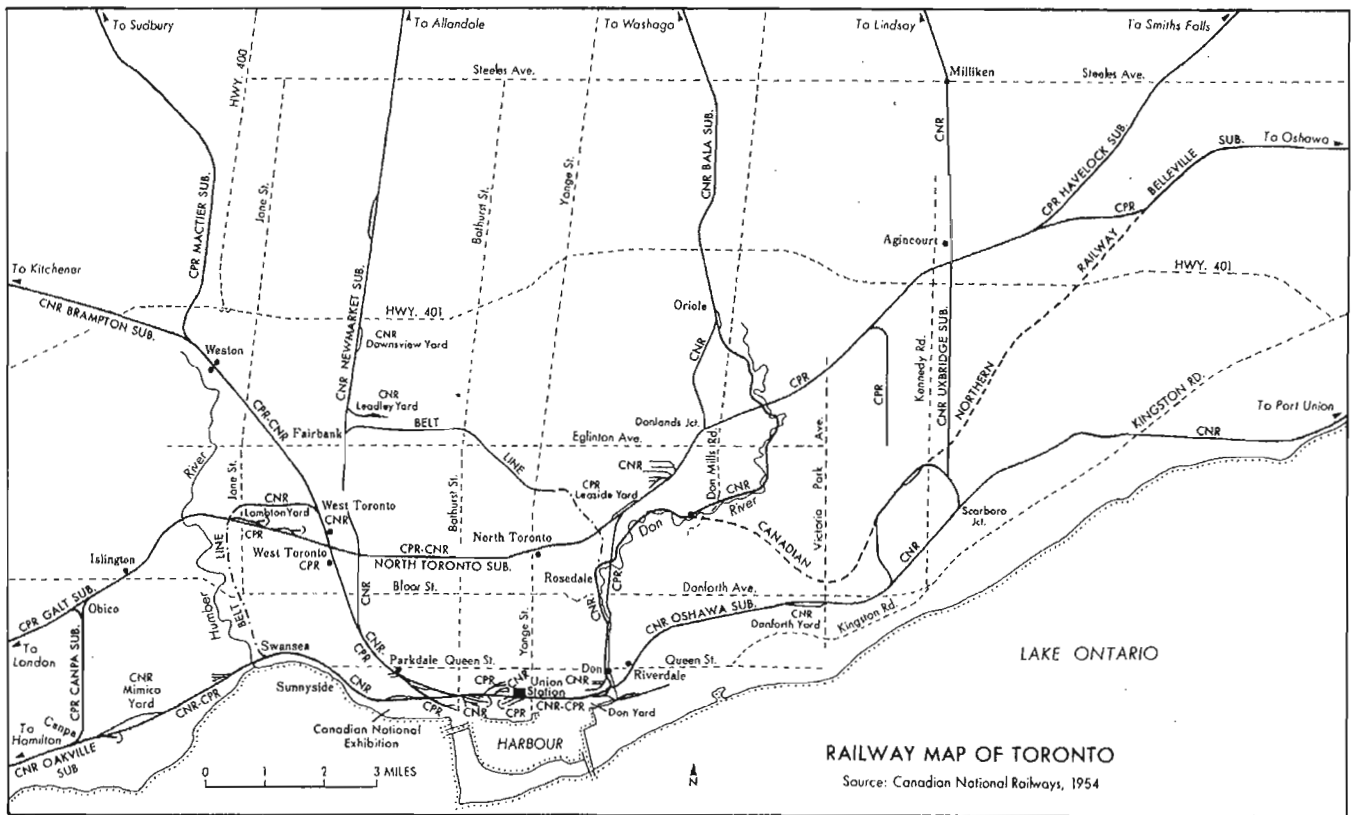
interlocking machine taking up much of the floor space. Mounted above the machines are the diagram boards with multi-coloured lights showing the alignment of the track switches, the status of the signals and the position of the trains. A total of 381 separate levers control 268 track switches and 182 signals. In charge of each tower is a Train Movement Director whose desk is located in the bay window overlooking the tracks. On weekdays, there are 40 intercity trains and 180 GO commuter trains using the station. Combined with freight trains passing through and passenger trains deadheading to and from Mimico, there can be up to 350 daily train movements controlled by the TTR.

For many years the Scott and John Street towers had large illuminated arrows mounted on the exterior walls and visible to the operating crews of the trains approaching the station. The arrows indicated the side of the train from which the passengers detrained once it came to a stop under the train shed so that train attendants knew which doors to open. In 1988, the John St. tower had its peaked roof removed to facilitate the

construction of a pedestrian bridge linking the Skydome with Front Street.

Until 1983, the TTR also operated an older wooden tower west of Bathurst Street called Cabin D. The Grand Trunk Railway built his tower in 1895 as part of the rebuilding of the old Union Station. Unlike the newer towers, Cabin D was a manual interlocking tower where switch tenders scurried about the grounds, manually throwing switches according to instructions from the tower. In the early 1980's, the new GO train service to Milton and the building of a railway underpass called the "flyunder" required a more efficient signal and interlocking system and Cabin D was replaced by a computerized operation controlled from the John Street tower. Cabin D was retired and moved to the John Street roundhouse in 1984 for eventual restoration as part of the Toronto Railway Heritage Centre.

The only serious accident under the Union Station train shed occurred on November 19, 1997 when a crowded Georgetown-bound GO train collided with an empty Richmond Hill GO train on Track One, injuring



This map shows the general locations of the mainline rail corridors that operated within the City of Toronto from 1853 to 1954. The Toronto Terminals Railway was located between just west of Bathurst Street and the Don River in the east. Many people have confused the TTR with the Toronto Terminals Divisions, which both CN and CP used to describe their trackage within the city and encompassed a much wider area than the TTR itself. Map reproduced courtesy of Donald M. Bain and the British Railway Modelers of North America.

several passengers. The accident was later ruled to be the fault of operator error rather than a failure in the interlocking system.

Despite the proven track record of the electro-mechanical interlocking, the system is considered too labour intensive by GO Transit. Numerous employees are needed to operate and maintain the system as well as manufacture replacement parts that are no longer being made. GO has allocated \$377 million to rebuild the Union Station Rail Corridor, \$260 million of which will be used to replace the towers and the electro-mechanical interlocking system with a new computer controlled system by 2014.

Advocates for the Toronto Railway Heritage Centre hope that the Scott Street tower will be preserved with the unique interlocking equipment left intact. An interpretive display could showcase the history of the

railway corridor and the TTR while the third floor bay window would afford an excellent vantage point to safely observe train activity. The Distillery Historic District on the site of the old Gooderham & Worts Distillery is already investigating the possibility of incorporating the Cherry Street tower into the district.

Meanwhile the Toronto Terminals Railway continues to operate Union Station as well as the Union Station Rail Corridor a century after the company was incorporated. It is unknown how long this arrangement will last. Presumably the company still generates profits for co-owners Canadian National and Canadian Pacific or it would have been disbanded years ago. Technically the TTR is no longer a railway since it owns no track and its primary concern is now facility management and maintenance.



CN to acquire 'major portion' of Elgin, Joliet & Eastern from U.S. Steel

Three weeks after Canadian Pacific Railway announced plans to acquire the Dakota, Minnesota & Eastern Railroad Corp., Canadian National has revealed an acquisition deal involving another major U.S. regional.

Canadian National Railway Co. announced it reached an agreement with United States Steel Corp. to acquire a major portion of the Elgin, Joliet and Eastern Railway Co. (EJ&E) for \$300 million. Known as "Chicago's Outer Belt," the 198-mile regional operates a mainline encircling the Windy City, reaching Waukegan, Joliet and South Chicago, Ill., and Gary, Ind.

The deal calls for U.S. Steel's Transtar subsidiary to retain ownership of railroad assets and equipment, and continue employing workers at a Gary Works site in northwest Indiana, which will become the Gary Railway. CN would acquire the remainder of EJ&E's operations.

The transaction is subject to Surface Transportation Board approval. Pending regulatory review, the deal could close in mid-2008.

"This acquisition is good news for railroading in Chicago ... [which] is essential to CN's rail operations, yet presents us with major operational challenges," said CN President and Chief Executive Officer E. Hunter Harrison in a prepared statement. "This transaction will improve rail operations on the CN system and the rest of the Chicago rail network by moving CN trains out of the urban core to EJ&E lines on the outskirts of the Chicago metropolitan area."

The deal also will provide CN what had been a missing link to connect the eastern, western and southern regions of its network, said CN Senior Vice President-Southern Region Gordon Trafton.

The acquisition wouldn't cause any shippers to lose direct rail competition or adversely effect rail competition, CN said. Canadian National would keep

BUSINESS CAR

September – October, 2007

Compiled by John Godfrey

gateways open and honor trackage rights agreements with all connecting carriers, which include CPR, BNSF Railway Co., CSX Transportation, Norfolk Southern Corp. and Union Pacific Railroad.

CN plans to invest about \$100 million to integrate the regional, build connections, improve infrastructure and expand capacity on the EJ&E, which moves steel, petroleum and chemical products, coal, and other bulk commodities and finished goods. The regional employs 700 people. (Progressive Railroading On-line)

Prince Rupert's hope after 100 years

As a small outpost on BC's wild northern coast prepares to cheer the opening of a new container terminal and all its promise of fresh wealth, it is embracing a hope that this time, history will be different. "We often say Prince Rupert has been preparing 100 years for this day," said Don Krusel, president and CEO of the Prince Rupert Port Authority, which will hold a grand opening shortly for the Fairview terminal.

The massive new development will see Prince Rupert become the West Coast's newest nexus for the exploding Asian container trade. Tucked in the shadow of a steep wooded slope, the \$170-million new terminal's three massive cranes form North America's nearest port to Asia, capable of docking the largest vessels afloat.

Its backers - Maher Terminals, CN, the port and both federal and provincial governments - like to boast that a Far East container shipped through Prince Rupert will arrive in Chicago along CN's rail line before a similar container even makes land in Los Angeles.

Perhaps more important, analysts estimate a container will cost about \$400 less to ship through Prince Rupert than through other ports, a key savings that has drawn in the continent's biggest retailers. Walter Kemmsies, a senior economist with Moffat & Nichol, says those advantages will initially divert 4% of the seaboard's container trade to Prince Rupert. Aggressive growth could boost that as high as 10%, he said. Some 500 dignitaries - among them BC Premier Gordon Campbell,

International Trade Minister David Emerson and delegations from Edmonton, Chicago and Memphis - will sweep into Prince Rupert to witness what Emerson described as the "sun rising" on a new day of promise.

COSCO Container Lines Americas has already signed on to weekly service for Prince Rupert, and one or two other lines are expected to make similar announcements in coming weeks. COSCO's first ship will arrive in October, and the port expects its 500,000 TEU capacity will be filled by next year. But that is only the beginning.

The port has already completed 90% of the engineering toward a \$650M second-phase, 1.5-million TEU expansion, and begun plans for a second container terminal that would bring an additional two to three million TEUs and catapult Prince Rupert's capacity above that in the province's Lower Mainland. All of which is a sea change from those days, a decade ago, when laughter was the most common response to those who first proposed a container terminal here.

Doubters said Prince Rupert could not work, since ports have always developed to service nearby major markets. But Prince Rupert pushed ahead, creating a new model that will see typical port facilities like distribution centres crop up thousands of kilometres away, in places like Alberta and the US Midwest. And, with North America poised for strong container growth over the next decade, the port should have no doubt that if they build it,

the ships will come, said Kemmsies. To rewrite history, however, it will have to overcome two issues common to higher latitudes: First Nations issues and the weather.

"I don't think fuel costs going up would be an issue," he said. "And everybody tells me now that the weather isn't a problem. But suppose it doesn't cooperate and there are a lot of delays in shipments. That would kill it." Another blow could have come from a festering dispute with the local Tsimshian people, who went to court to push for greater benefits from the development. However, a settlement between the federal government and the Tsimshian was announced by Coast Tsimshian chief councillors Harold Leighton and Gary Reece following a meeting with mediator Bob Plecas and Emerson. Leighton says cabinet must still approve the pact which covers training, jobs, economic development, potential revenue sharing and a protocol for future expansions.

Meanwhile, the port is sure to be a big boon for CN, which enjoys exclusive access. "CNR's rail lines going east from Prince Rupert are currently vastly underused, so the new container traffic will be shipped on uncongested lines," said Blackmont analyst Avi Dalfen in a note to clients. "This is in contrast to other West Coast ports, where rail lines are overburdened." Dalfen notes that CN invested \$30 million upgrading tracks and facilities serving the port, and he expects the incremental impact to CN's split-adjusted earnings per share to be about 2¢ in 2007 and 9¢ in 2008 as the facility ramps up its shipments. (Canada News Wire)



CHEMIN DE FER
CANADIEN
PACIFIQUE

CANADIAN
PACIFIC
RAILWAY

CPR to sell former headquarters and station in Montreal

Canadian Pacific Railway's former headquarters and train station in downtown Montreal is on the market. The railway recently announced it will sell historic Windsor Station, whose oldest part dates to 1887, through a request for proposals (RFP) process.

The railroad also will sell the Windsor Station office building and courtyard, Windsor Tower Parcel (a former accounting building) and its interest in the parking garage at the Bell Centre hockey arena.

Commercial real estate advisors will help CPR conduct the RFP, which will take 12 to 18 months to complete because of Windsor Station's historical significance. The station is designated as a key structure under the Railway Heritage Stations

The CPR's magnificent Windsor Station in its heyday, Photo Ronald Ritchie collection.

Protection Act and a National Historic Monument under the Historic Sites and Monuments Act. CPR plans to work closely with federal and provincial governments to protect the station's heritage.

The railroad currently employs 380 people at Windsor Station. After the sale, CPR will lease 79,000 square feet of office space in the station to maintain several departments in the city.

Windsor Station served as CPR's headquarters until 1996, when the railroad moved to Calgary, Alberta, as part of parent Canadian Pacific Ltd.'s restructuring. A passenger train station for decades, Windsor Station was redeveloped into an office / hotel / retail / restaurant complex in the 1990s.

The statue of Lord Mount Stephen, CPR's first President, which was cast in 1913, has already been moved from its prominent place in Windsor Station to storage in preparation for a possible move to Calgary. The statue, may join other historic treasures in the CPR Pavilion adjacent to the CPR headquarters in Calgary. Montreal heritage groups are concerned that the 1923 memorial to CPR employees who enlisted and died in the First World War might follow the same fate. (Progressive Railroading On-Line edited).

(Progressive Railroading On-line with additions)

Canadian Pacific announces agreement to acquire DM&E Railroad

Canadian Pacific Railway has announced that it has reached an agreement to acquire Dakota, Minnesota & Eastern Railroad Corporation and its subsidiaries (DM&E) for \$1.48 billion US. With this value-enhancing transaction, CP expands its current network by approximately 2,500 miles and increases its access to U.S. Midwest markets including agri-products, coal and ethanol. The deal consists of a \$1.48 billion cash payment at closing and future contingent payments of up to approximately \$1.0 billion.

Future contingent payments of \$350 million will become due if construction starts on the Powder River Basin expansion project prior to December 31, 2025. Further future contingent payments of up to approximately \$700 million will become due upon the movement of specified volumes of coal from the Powder River Basin over the Powder River Basin extension prior to December 31, 2025.

"The DM&E is an excellent fit for Canadian Pacific making this a strategic end-to-end addition to our network," said Fred Green, President and Chief Executive Officer of CPR. "The DM&E is a high-quality, growing regional railroad that complements our existing franchise. This investment presents the opportunity for future growth through further expansion of our network and is accretive to our earnings per share in 2008."

"There are natural synergies between our two railroads which make this a very attractive transaction.

We have a solid transition plan that I am confident we will implement successfully. CP is the safest railroad in North America and we will work together to build on the significant improvements the DM&E has made in operating efficiency and safety over the past several years. This includes CP's intention to spend an additional \$300 million of capital for further upgrading of the regional railroad over the next several years."

"Canadian Pacific is our natural partner and we are very pleased with this deal. The logic of this acquisition is compelling," said Kevin Schieffer, President and CEO of the DM&E. "I'm proud of the DM&E and the organization we've built; our operating ratio is one of the best in the industry. The combination of our two companies and the resulting efficiencies will be very positive for our customers. CP is not only a natural operating fit; we also share a commitment to our employees, our customers and the communities we serve as well as a vision for the potential of the Powder River Basin."

The addition of the DM&E extends the reach of CP's network. It increases the rail network, and adds new customers and expands the service available to customers of both companies. The DM&E is the largest regional railroad in the U.S. and the only Class II railroad that connects and interchanges traffic with all seven Class I railroads, connecting with Canadian Pacific at Minneapolis, Winona, MN and Chicago.

It had 2006 freight revenues of approximately \$258 million, which is expected to grow to approximately \$280 million, or by nine per cent in 2007. The DM&E is headquartered in Sioux Falls, SD and has approximately 1,000 employees, 2,500 miles of track and rolling stock that includes 7,200 rail cars and 150 locomotives. It serves eight states; Illinois, Iowa, Minnesota, Missouri, Nebraska, South Dakota, Wisconsin and Wyoming with access to Chicago, Minneapolis/St. Paul, Kansas City and key ports.

The DM&E has been pursuing a strategy to become the third rail carrier in Wyoming's Powder River Basin. The Powder River Basin (PRB) is North America's largest and most rapidly growing source of low-cost, low-sulphur coal as well as the largest single rail market in terms of volume.

"Canadian Pacific is excited about the prospect for growth in the coal-rich Powder River Basin," Mr. Green said. The DM&E's favorable geographic position provides a unique ability to create an efficient and competitive additional link to midwestern and eastern utilities. We have created a disciplined plan aimed at facilitating a decision on the expansion and ensuring the investment provides returns that exceed our thresholds.

Our purchase agreement has been structured to share further upside as the benefits of the expansion are realized. We are confident this will provide maximum long-term value for our shareholders."

DM&E 6055 heads-up a High Iron Travel passenger special at Waseca, Minnesota on June 11th, 2000. Photo John Godfrey.



"With our strong balance sheet, this investment represents the best use of our free cash," said Mike Lambert, Chief Financial Officer of CP "We have secured fully committed acquisition financing as part of this transaction. Permanent financing for this acquisition and future financing for a potential PRB expansion will be structured to preserve appropriate debt and coverage ratios for our investment grade rating."

In conjunction with this purchase, Canadian Pacific has suspended activity under its current share repurchase program that commenced in March of 2007. CP has purchased 3,209,790 shares in 2007.

With the successful completion of this transaction, which is expected to close in the next 30 to 60 days, Canadian Pacific confirms that its outlook in 2007 for diluted earnings per share, excluding foreign exchange gains and losses on long-term debt and other specified items, remains unchanged in the range of \$4.30

C to \$4.45 C.

The CP / DM&E transaction is subject to review and approval by the U.S. Surface Transportation Board (STB), during which time the shares of DM&E will be placed into an independent voting trust. The review process is expected to take less than a year.

CP expects that the operation will become part of CP's U.S. network upon completion of the review. The voting trust is required by US law so that CP does not exercise control over DM&E prior to approval of the transaction by the STB. (CPR Press Release)

Former CPR Viger Station plan goes to consultation

Public hearings are to be held in October on a \$400-million redevelopment of the historic Viger Station that city officials hope will revitalize the area east of Old Montreal. The project is the biggest private real-estate venture in Montreal since Place Ville Marie was opened



Port Colborne Harbour Railway S13 110 handles a southbound passenger train, moving south through Port Colborne, Ontario, on July 8, 2001 at 4:27 in the afternoon. The PCHR operated passenger excursions during a few summers. Photo by Pierre Ozorak.

in 1962, Ville Marie borough president Benoit Labonté told a borough council meeting.

Council approved a resolution to send the proposal to public consultation and then the Montreal executive committee and council for final approval. Developers plan to convert the former Viger Station into a 250-room hotel, with underground parking for 1,800 vehicles, offices and built as many as 200 residential units on the two-hectare site on the south side of St. Antoine St., between Berri and St. Christophe Streets.

The hotel and station, built for CP in 1898 in the spire-rich Château Frontenac style, was purchased by the federal government in the 1950s and then sold to the city of Montreal, which used it for municipal offices until 2005. (Globe and Mail)

SHORTLINES & REGIONALS

Canada's Trillium Railway to serve first ethanol plant

Integrated Grain Processors Cooperative broke ground last week for an ethanol plant in Aylmer, Ontario, that will break new ground for a southern Ontario short-line operator's traffic.

After the plant opens in second-half 2008, Trillium Railway Co. Ltd. will move ethanol for the first time. Established in 1997 and operator of the Port Colborne Harbour Railway and St. Thomas and Eastern Railway, Trillium Railway currently transports grain, corn syrup and byproducts, fertilizers, agricultural chemicals and pipe.

The ethanol plant will feature a more than 5,000-foot siding connecting to a line operated by Trillium Railway, which will move inbound corn and outbound ethanol and co-products. The company's short lines

operate more than 60 track miles and interchange with Canadian National Railway Co., Canadian Pacific Railway and Norfolk Southern Railway.

Access to the rail line helped convince co-op officials to choose the Aylmer site, said Trillium Railway President and Chief Executive Officer Wayne Ettinger in a prepared statement. (Progressive Railroading On-line)

Passenger Heading

Glass roof to brighten Union Station

The train shed at Union Station is a jewel on Canada's heritage map, but there's nothing that glitters about the dark, leaky roof that lends a dingy atmosphere to the platforms. Now GO Transit has approved a plan to build a glass atrium that will brighten the area where passengers board and step off their trains.

The raised glass box supported by steel legs will also be lit from within to provide an attractive night view from above. Including an overhang to protect passengers from the weather, the centre atrium will cover about one-seventh of the 2.8-hectare train shed.

"When it was built, (the roof) was virtually invisible," said David Hopper, deputy program manager of HDI Joint Venture, the consultants working on the station redevelopment with GO.

Toronto has grown up around the station since it was completed in 1927, and the deteriorating roof is now overlooked by thousands of people living and working in downtown skyscrapers. The atrium, which still needs provincial funding approval, is part of an \$85 million renovation to the historically significant train shed at the south side of the station, owned by GO, which leases space to VIA Rail. Work on the shed, including restoration of the historic roof sections that will remain, is



Artists conception of the new glass roof proposed for Toronto's Union Station. Photo HDI Joint Venture.

scheduled to begin late next summer and will take about 5 1/2 years to complete.

The glass atrium "really takes (Union Station) to the next level," said Hopper. "There's real city building potential here." The train shed is a significant element of a \$600 million modernization and renovation project that will help double Union's capacity to more than 80 million passengers per year by 2014.

Besides the new bus terminal and ongoing track and switch modernizations, GO is adding 15 new sets of stairs to platform areas and four covered teamways, which allow passengers to enter and exit the platforms from Bay and York Streets. An improved concourse for waiting passengers is also to be built at the west end of the station.

The original open-air Bush train shed is one of only two in that design remaining in Canada. The other is at the VIA Rail Station in Winnipeg.

The first lightweight Bush shed was built in Hoboken, N.J., in 1907. It represented a departure from the glass balloon-type stations popular in Europe and was a forerunner to the canopy styles used in Vancouver and Los Angeles. Considered to be of cultural significance by Parks Canada, the east and west ends of the shed's roof will be preserved for the unique latticework of angled steel on the shallow arch trusses.

A green-roof element, planted with low-growing ground cover, is also part of the design. In addition to the roof atrium, designers have tried to keep the platforms and track area light by using glass walls around the new stairways to the street and station.

The city owns the limestone building facing Front St. The third rendition of Toronto's main train

terminus, it is built in the grand, symmetrical Beaux-Arts style. Two of Union Station's outstanding architectural features have already been restored by the city: a skylight in the courtyard of the old CN offices at the west end of the terminal, and the west window in the main hall. The station's main entry plaza on Front Street is being refurbished this summer. (The Toronto Star)

TRANSIT



GO Transit unveils prototype of new MotivePower Industries locomotive

The Greater Toronto Transit Authority (GO Transit) took the wraps off a sleek prototype of 27 soon-to-be-in-service locomotives.

Ordered in 2005 from Wabtec Corp. subsidiary MotivePower Inc., the locomotives can pull 12-car instead of 10-car trains, "making room for at least 300 additional passengers, and are more powerful, more fuel-efficient and environmentally friendly," said Ontario's Minister of Transportation Donna Cansfield during a June 14 unveiling ceremony at GO Transit's Willowbrook rail maintenance facility.

GO Transit has an option to order 26 more locomotives. Deliveries of the units, which are "very different in appearance from traditional, boxy train equipment," according to GO Transit, will begin in fall. The locomotives gradually will be put into service on the agency's Lakeshore East, Lakeshore West and Milton lines. GO Transit is extending station platforms to accommodate the longer trains. (Progressive



GO Transit's model of their new Wabtec Corporation locomotives. Photo courtesy GO Transit via Don McQueen.

HERITAGE

Kentville, Nova Scotia roundhouse finally demolished

Afer a hard-fought battle by an alliance that included the Nova Scotia Railway Heritage Society, the Heritage Canada Trust, the Nova Scotia Heritage Trust, the Sierra Club of Nova Scotia and the Roundhouse Action Group, the Town of Kentville has demolished its 1916-era Dominion Atlantic Railway roundhouse.

The building was the last true roundhouse in the Atlantic provinces.

Despite presenting the town with viable government funding sources, valid expert opinion that the building could be restored, and petitions bearing more than 250 names from townfolk and 400 from "outsiders" as far away as the United States, Sweden and Germany, the town followed through on its plan to demolish the building for "future development," without making the development itself known.

The demolition is a complete repudiation of the town's 2001 development plan drafted under former

Mayor Gary Pearl, who died while in office in 2005 after a long battle with cancer.

All of the groups opposed to the demolition noted a restored roundhouse could serve as an environmentally friendly alternative to any new development, and become an anchor for the revitalization of Kentville's downtown core. The town had refused the Nova Scotia Railway Heritage Societies request for a "stay of execution" to allow for the preparation of a development plan for the building that would have led to approaches to both government and corporate funding sources to finance the restoration of the 10-stall building.

Mayor David Corkum had initially claimed the building had to be removed to make way for the development of a seniors' care home, but the developer denied he had made that request. The council paid about \$100,000 to have the structure torn down, and some of the bricks, pillars and a 4-ton door have been set aside for use in the construction of a new library facility set to begin in 2008-2009.

The town claimed it could not afford the \$1.5 million estimated to restore the 24,000 square foot

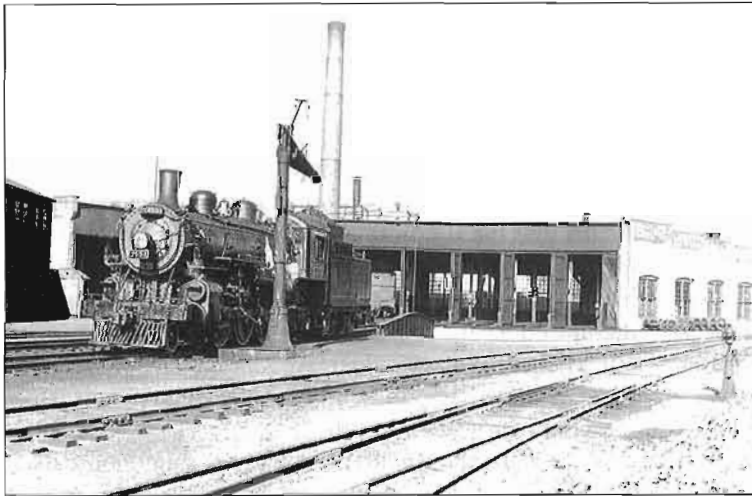


The former Dominion Atlantic railway Roundhouse in Kentville in its final days as a warehouse for juice cans. Kim Little photo.

Members of the lobby to save the roundhouse from demolition, and interested members of the public, several of them who worked in and around the building when it was an active railway site, toured the interior two weeks before demolition. Ken Cairns photo.



The ruins of the roundhouse after its demolition on July 6, 2007 by a contractor for the town of Kentville. Kim Little photo.



The Kentville roundhouse in its glory days as the steam locomotive service centre for the Dominion Atlantic Railway. Photo Gary Ness collection.

structure's "envelope" to warehouse standards. The lobby noted that at roughly \$70 a square foot, the \$1.5 million was a bargain for a structure that could have housed the new library, a museum and a theatre for the local drama society.

The building had been used for about the last ten years as a warehouse by Great Valley Juices, a canning company that had signed a lease with Canadian Pacific Railway when it abandoned the property. CP sold the land to the town for \$1 and Great Valley Juices vacated the roundhouse in November of 2006. (Jay Underwood)

Cranbrook's Garry Anderson receives provincial award for work on museum

Garry Anderson, who was born and raised in Cranbrook, has been recognized with a BC Achievement Award for helping to build one of finest museum's celebrating Canada's railway history. "Garry started the museum with one rail car in 1977 and the Canadian Museum of Rail Travel is now an internationally recognized institution," East Kootenay MLA Bill Bennett announced in the Legislature. "And today, Gary has been

honoured with a BC Achievement Award," said Bennett. "And I have also received word that Gary has been awarded the National Achievement Award from Heritage Canada for the restoration of Royal Alexandra Hall.

Bennett told the House the Royal Alexandra was the site of the joint BC-Alberta cabinet meeting in Cranbrook and one of the premier venues for special events in the BC Interior. Bennett also went on to explain the city of Cranbrook was developed because of the arrival of the railway in 1898 and today is still one of the busiest rail centers in the entire province. (Ferne Free Press)

Sale may be close for Fredericton N.B. train station

There could be good news on the horizon for the old Fredericton train station on York Street. Fredericton Mayor Brad Woodside said there is ongoing talks between a private-sector interest and the historic building's owners, J.D. Irving Ltd. "It's a private deal that's being worked on. The city is not involved," Woodside said. "They're very close."

Alex Forbes, assistant director of development services at city hall, said he's optimistic the city will be asked about the property's redevelopment, but an application hasn't yet come to the city. "We're hoping to receive that shortly," he said. Woodside said he's optimistic that negotiations will reach a successful result. "One of the happiest days for me will be when that train station issue has been addressed. It's been there and dragged on far too long and it's long overdue," Woodside said.

A spokesperson for J.D. Irving couldn't be reached for comment. The company has long maintained that it would look at restoring the building if it has a viable business redevelopment plan for the property and its surrounding lands. A proposal for an office complex to house call-centre offices for a Canadian bank was the best prospect for saving the structure. But that venture collapsed when the call-centre proponents opted to lease office space in Kings Place mall downtown, rather than participate in the Irving proposal for a new downtown office centre.

Heritage Canada Foundation has placed the York Street train station on Top 10 endangered places list. The building is designated under the heritage Railway Station Protection Act of 1985. While that bars its owners from deliberately demolishing the structure, nothing in the legislation requires an owner to maintain a minimum standard.

The station's roof is deteriorating and the city required Irving to fence the building because of concern about the building's condition. A few years ago, a structural analysis suggested that apart from the roof,

most of the building is in good condition. Fredericton Heritage Trust, Fredericton Trails Coalition and a local group called Friends of the Fredericton Railway have been working to preserve the 1923 Canadian Pacific Railway station. It's one of the last remaining brick stations in New Brunswick. (Daily Gleaner).

All aboard for a new Toronto railway museum?

There's acrimony down at the John Street roundhouse. With the news that a Leon's furniture store is moving into the historic structure, the neighbours are unhappy, the city councillor is fuming and city staff are wrangling with everyone. But you won't hear a peep of complaint from one group: After decades of promises, plans and false starts, Toronto's railway enthusiasts are finally set to see the city's railway museum become reality - albeit in truncated form.

"The history of railways is the history of society in Toronto," says Orin Krivel, president of the Toronto Railway Historical Association, which has partnered with the city on the project. "After numerous decades of nothing happening, it's all starting to unfold."

The arrival of Leon's as a rent-paying tenant means that the roundhouse's developers will pay for the restoration of the historic structure, which the city says could cost up to \$10-million and provide money to create the museum. The museum is still in the planning stages, but Michael Guy, the TRHA's vice-president, says the group plans to have "something in place that people could see within the next 12 months."

But only a small fraction of the roundhouse itself will be dedicated to the museum. Despite hopes, in years



John Street roundhouse in June 1974, near the end of its active life as an operating railroad facility. Photo B2 CS-6195, the Baxter Collection, C. Robert Craig Memorial Library, Ottawa courtesy David Knowles.

gone by, that most of the building would be given over to the museum, only three of the roundhouse's original 32 train stalls will be left for the facility. It will be sandwiched between the building's other tenants, Leon's and Steam Whistle brewing. To accommodate the museum's collection, the city plans to lay tracks across the surrounding park. Restored locomotives will be rotated in and out of the roundhouse, and displayed along these tracks.

Mr. Krivel says additional pieces of railway history will move to the park. Among them: the old Don station, which currently sits at Todmorden Mills, and the cab of a diesel engine, its controls rigged to a computer simulator that will let punters navigate Toronto's rail lands as they once were. At the same time, an exhibition area will be built in Union Station, containing smaller exhibits, model trains and items from the TRHA's archive (which houses more than 8,000 railway books).

To link the two sites, exhibits will stretch across the Skywalk, which runs over what is left of Toronto's once vast railway lands. It might come as a surprise to visitors walking past the weather-worn site, but the roundhouse is still full of train cars and engines that have been waiting for the museum to materialize. In fact, work could begin as early as July on one of the linchpins of the new facility: the massive turntable that used to sit in the middle of the roundhouse. Used to turn locomotives around, once repaired, it will let the museum move its rolling stock in and out of roundhouse stalls.

The museum's collection will be anchored by three locomotives: two diesel engines and an enormous Canadian National steam engine that has been sitting at Exhibition Place for decades, and which has been painstakingly maintained over the years. Mr. Krivel says it can be made to run with a minimum of repair. Where it will run, however, is another question. Even though the roundhouse is just across the road from Union Station, its tracks don't lead anywhere, making it difficult for the museum to take its vintage engines on outings - a staple attraction at other railway museums.

While the railway association is eager to see the deal go through, the selection of a furniture store as the roundhouse's saviour is drawing fire. City Councillor Adam Vaughan says he is "profoundly disappointed in the lack of imagination," arguing that the city should have used the space for historical purposes. He points out that thousands of square feet of retail space are being built into the condos sprouting up in the area, while the roundhouse is a unique site.

Staff at the city's culture division say the choice of tenant wasn't theirs to make - Leon's was selected by the developer that the city chose for the roundhouse. But, they argue, it's better to see a tenant restore the building than risk letting it lie unused indefinitely.

Meanwhile, Steam Whistle Brewing is speaking out against their new neighbours too, saying the city

should issue a fresh call for proposals instead of letting Leon's take the lease. If Steam Whistle had its druthers, says co-founder of Steam Whistle Brewing, Greg Taylor, it would make a new bid for the roundhouse that would see an enlarged railway museum combined with event space.

"As community members, we should have the right to have some say about what goes into one of the city's historic structures," he says. "It's a national historic site." Leon's, which finds itself in the middle of the flap, says it intends to complement the historic structure with its showroom. "We think it's a great use of space," says Terry Leon, the furniture chain's president. "It's going to be very open concept; you'll be able to see the interior of the building. You'll get a great perspective on the columns and the ceilings."

Mr. Vaughan says that if he can derail the plan, he will - but he adds that, barring the discovery of an escape clause, the city seems to be locked into the arrangement. "My gut tells me there's very little we can do," he says. "I'm waiting for a Hail Mary pass." None of which seems to faze the railway association's Mr. Krivel, who says a tenant is needed to make things happen in an era of underfunded museums. "In this day and age, let's get to the bottom line: Where in God's name is the money coming from?" (The Globe and Mail)

CN decision strands Countess of Dufferin in museum

CN announced it's cutting the rail tracks off from an historic steam locomotive on display at the Winnipeg Railway Museum. The decision is part of a massive job to clear debris from a sodden embankment that collapsed under heavy rains, CN spokesman Kevin Franchuk said.

It means the spur line on the embankment will be removed. The museum needs the spur to move supplies. It's also the only way to move the historic Countess of Dufferin, a CP steam engine dating back to the 1800s that's kept on display at the museum. Still, the work is starting because the slope is unstable and it's not safe to leave it, the CN spokesman said. Museum officials were disappointed but not surprised by CN's decision. CN executives are promising to sit down with museum officials to talk about an alternative solution. (Winnipeg Free Press)

Vintage steam engine still off the rails, but trains still running

The Prairie Dog Central's vintage steam engine remains off the rails for another season, but the volunteers who operate the rail line say there's still plenty of fun and events coming up on the railway. Bob Goch, president of the Vintage Locomotive Society, said they were hoping the steam engine, which has pulled thousands of passengers from 1970 to 2002, would be back in service this summer or later in the season, but it couldn't be completed in time.



Sioux Lookout Station, CSTMC/CN Collection No. CN001156

It's now expected to be back next spring. The steam engine was built in 1882 in Scotland and used by CP until being turned over to Winnipeg Hydro for the Pointe du Bois rail line. The local Vintage Locomotive Society began using the engine in 1970. But in 2002, the steam engine was taken out of service for repairs. Those repairs, mostly performed by volunteers in Winnipeg, have been ongoing ever since.

Paul Newsome, the railway's general manager, said the group has ended up doing a complete rebuild on the locomotive. "It was a tough decision to withdraw No. 3 from this years service, but we had to do it," Newsome said. "There have been no huge problems

doing the rebuild, it just takes time and it has to be in compliance with regulatory standards." While the society awaits the return of the steam engine, they want passengers to come out and buy tickets on the railway. Ticket sales have been lagging this year. Other than no steam engine, the rest of the experience is identical said Newsome. (Winnipeg Free Press)

Purchase of historical rail station in Sioux Lookout finalized

Sioux Lookout, Ontario, has finalized the purchase of the former CN train station there. The main station, used for CN service, then VIA Rail passenger

service, has sat unused and derelict for many years as although VIA still provides passenger service on the CN line. The municipality notes in a news release the building has substantial historical significance to the community and its redevelopment is viewed as a key part of downtown core redevelopment.

Having purchased the station, the municipality is now in the process of applying for \$2.3 million in federal and provincial funding for its downtown redevelopment plans, which include work on refurbishing the station. (Kenora Daily Miner & News)

Volunteers on board to refurbish Spirit of Sir John A. locomotive

When the locomotive, Engine 1095 from the CP fleet, settled into its home in Kingston's Confederation Park four decades ago, it carried a brilliant shine. Now, it is a hulking black mass, speckled with moss, cobwebs, bird droppings, and being fed on by rust's appetite. The locomotive has existed for nearly a century, although without work, the Spirit of Sir John A. may be destined for the scrap yard in a few decades. "If we want to have this around 40 years from now when most of us are long gone ... we should do a job that meets that requirement," said David Page. "The best we can do is restore and preserve."

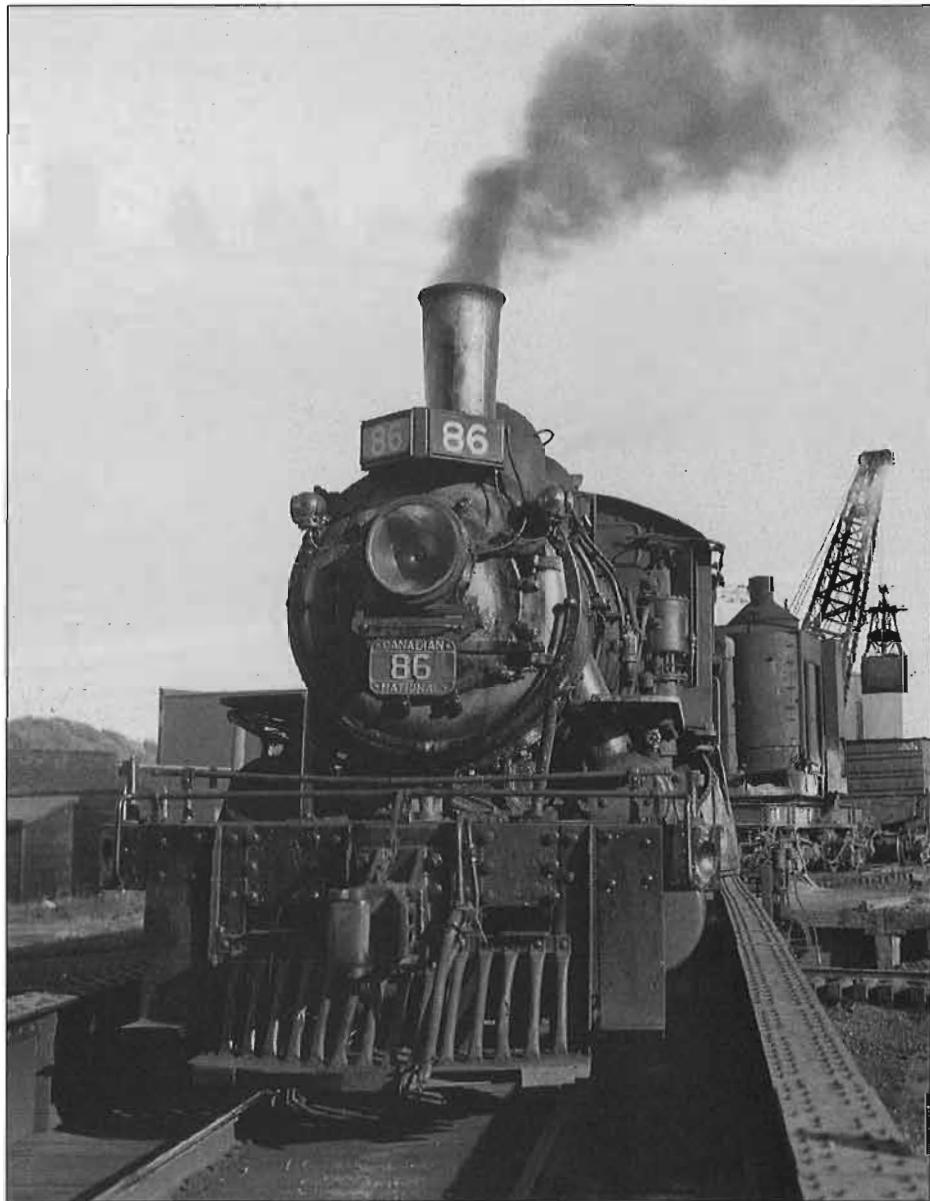
Page said the city will have to decide what it



CPR D10h class ten wheeler 1095 was built by CLC in 1913 and is pictured here in Zorra, Ontario on June 11, 1959. CRHA Archives, Fond Corley, Peter Cox photo.



Bill Thomson photographed the 1095 on display in Kingston, Ontario in 1969. The locomotive was in better shape then, it has since had a fence erected around it.



CNR 86 was caught on the turntable at Owen Sound, Ontario on July 23, 1957 by John A. Rehor. CRHA Archives, Fond Corley.

wants done to the engine, such as restoring it for public visits or just cleaning up its outside appearance. Work on the engine would consist of replacing missing parts and "a heck of a lot of body work," Page said. Some work volunteers may be able to do, but the majority will have to go to professionals, which will carry a cost. After touring the locomotive yesterday, volunteers estimate restoration of the engine will cost \$500,000. Armed with information from yesterday's tour through the engine, the restorers will now go to experts in Ottawa and elsewhere and present the city with a work plan by the fall. (Kingston Whig-Standard)

City staff want train plan to steam ahead in London

A dilapidated steam engine in London, ON,

might be getting a long-term makeover if the city's planning committee endorses the recommendations of a staff report. Engine 86 is an old black steam engine, approaching its 100th year, that sits virtually unnoticed in front of the Western Fairgrounds. A metal plaque set into a rock is the only indication that Engine 86 is part of the city's designated heritage property.

Built in Kingston for the Grand Trunk Railway in 1910, Engine 86 was decommissioned in 1951 and donated to the City of London in 1958. It's a symbol of London's historic dependence on rail as an engine of the economy. But this engine's stay in the city has been less than idyllic. Vandals took almost all of its removable parts in its first years in London, and a metal fence was put up around it to prevent further damage. Concerns have been

raised about the condition of Engine 86 since 1995, with London historians and historical organizations suggesting various methods to restore the engine to its original condition.

Their recommendations have included enclosing it or covering it so that it won't be exposed to the elements. A staff report for today's planning committee meeting suggests money be set aside in the 2008 budget to study how to restore and preserve it.

(London Free Press)

Ernestown railway station may receive new owner

Canadian Rail readers will be pleased to know that Canadian National Railway has accepted an offer for the purchase of the Ernestown railway station located in Loyalist Township in eastern Ontario. The abandoned limestone structure which was the subject of the cover of the September – October 2006 Canadian Rail was built in 1856 and is one of the original main-line structures of the Grand Trunk Railway of Canada.

Shane Presley, a private citizen who grew up near the station sees sentimental value in the arch windows and gable roof, he plans to restore and maintain the station 'as is'. He plans to convert part of it into a cottage and the remainder into a small museum.

Designated a 'Heritage Railway Station' in 1922 the station will lose this status if the sale goes through. Nevertheless the station was designated as a heritage site under the Ontario Heritage Act in 1999, this prevents the new owner from altering the structure without permission.

(Peter Murphy from Globe & Mail information)



Grand Trunk's Ernestown, Ontario station as photographed in 2006 by Fred Angus for the cover of the September - October 2006 issue of Canadian Rail.

INDUSTRY

Railpower to foot \$15 million bill to fix recalled switchers

It's going to cost Railpower Technologies Corp. about \$15 million to fix 65 Green Goat® series switchers the company recalled recently. Railpower estimates it will spend \$2 million to upgrade 25 of the locomotives with new monitoring software and complete mechanical improvements. Work will begin shortly.

The company recalled the switchers after a fire occurred in a Green Goat unit on May 30. Railpower stopped producing Green Goat locomotives in the first quarter. The company also conducted a technical analysis of the 40 other switchers and determined the most valid option is to convert the units to Railpower's new generator-set (Gen-set) model at a cost ranging between \$10 million and \$13 million. Late last year, the company introduced a three-engine diesel RP-Series Gen-set switcher.

"The company is actively seeking additional financing to ensure there are adequate funds to convert the Green Goats and continue the sale of Gen-set locomotives," said Railpower President and Chief Executive Officer José Mathieu in a prepared statement. "We are committed to supporting our products and our goal is to ensure that our customers can resume normal operations as soon as possible."

(Progressive Railroading On-line)

Global Railway to acquire assets of Canada Allied Diesel

Global Railway Industries has entered into a letter of intent to acquire substantially all of the net working capital, land, building, plant equipment and machinery, and other intangible assets of Canada Allied Diesel, and its affiliated companies, CAD Railway Services and Engine Systems Developments Centre, located in Lachine, QC.

Canada Allied Diesel is an international seller of new and refurbished locomotive engines and parts. CAD Railway Services is an international refurbisher of locomotives and rail cars. Engine System Development Centre provides locomotive emission testing and engine diagnostic services.

"Global's strategy is to consolidate and rationalize small and medium sized railroad equipment suppliers to develop a one-stop shopping service for its customers," said Terry McManaman, chairman, president and ceo of Global.

"With the acquisition of the CAD assets, Global expands its customer service offering to include locomotive refurbishing and parts sales and will be able to leverage this additional range of services to expand its business with the North American Class 1 Railroads."

(Canada NewsWire)

Goderich bridge turns 100

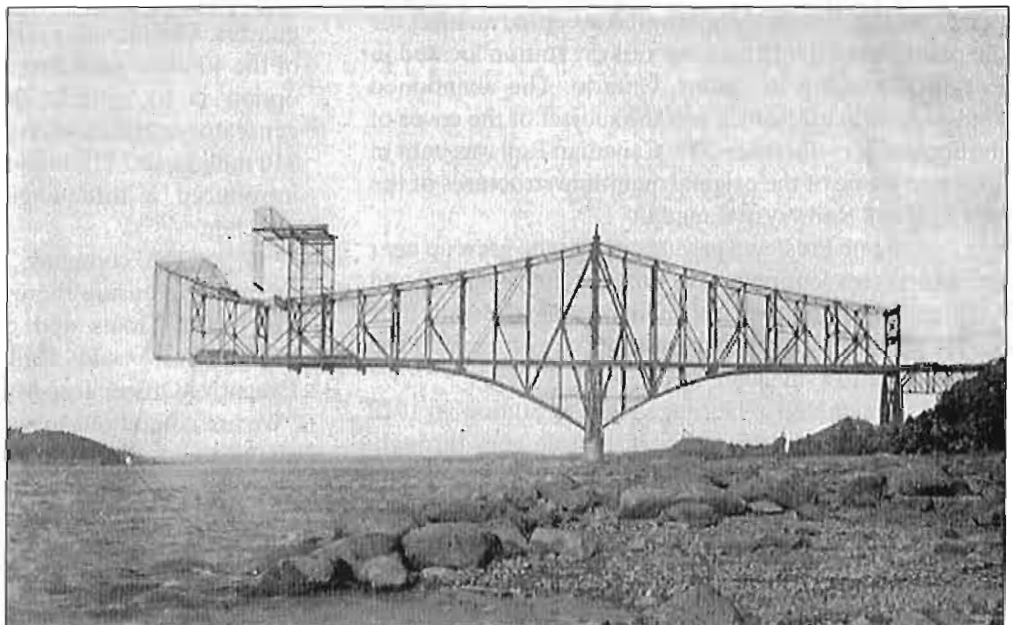
For 100 years it has spanned the "laughing water," and after narrowly escaping demolition, Menesetung Bridge gets the last laugh. The centennial of the historic former CP railway bridge which spans the Maitland River at Goderich was marked recently with special ceremonies. Slated for demolition in 1989, the bridge was reborn three years later as a vital link in the Tiger Dunlop Heritage Trail.

When the 213-metre bridge was completed in 1907 it was an engineering marvel -- the longest rail bridge in Ontario. It took an army of 1,000 men and 50 teams of horses to build the bridge that would complete the Goderich-to-Guelph line. Completion of the project was held up for two years by a combination of landslides, lawsuits, ice flows and labour strikes. When it was finally done, the Hamilton contractor that built the bridge quit the business entirely, saying it was too "unprofitable." The completion of the line brought freight and passengers to Goderich, which became a significant

port on Lake Huron.

With the decline of rail traffic, CP scrapped passenger service in the 1960s and freight service was cut off in the late 1980s. After the tracks were pulled up, the bridge was slated for demolition. But a citizens' group jumped in to buy the bridge at the last minute. After years of volunteer work and fund-raising, the bridge was reopened as a pedestrian crossing. A centennial plaque was unveiled at the bridge on Saturday.

(London Free Press)



The Quebec Bridge Disaster of August 29, 1907 was big news all around the world. Soon after, even post cards appeared, these are from the collection of Frederick Angus, soon to be in the CRHA Archives.

100 Years ago, the Quebec Bridge Disaster

The Quebec Bridge was included in the National Transcontinental Railway project, undertaken by the federal government, to build a new line from Moncton, N.B. to Winnipeg, Manitoba.

By 1904, the structure was taking shape. However, preliminary calculations made early in the planning stages were never properly checked when the design was finalized, and the actual weight of the bridge was far in excess of its carrying capacity. The dead load was too heavy. All went well until the bridge was nearing completion in the summer of 1907, when the local engineering team under Norman McLure began noticing increasing distortions of key structural members already in place.

McLure became increasingly concerned and wrote repeatedly to supervising engineer Theodore Cooper, who at first replied that the problems were minor. The Phoenix Bridge Company officials were claiming that the beams must already have been bent

before they were installed, but by August 27 it had become clear to McLure that this was wrong. A more experienced engineer might have telegraphed Cooper, but McLure wrote him a letter, and then went to New York to meet with him on August 29, 1907. Cooper then agreed that the issue was serious, and promptly telegraphed to the Phoenix Bridge Company: "Add no more load to bridge till after due consideration of facts." The two engineers then went to the Phoenix offices in Phoenixville, PA.

But the message had not been passed on to Quebec, and now it was too late. That same afternoon, after four years of construction, the south arm and part of the central section of the bridge collapsed into the St. Lawrence River in just 15 seconds. Of the 86 workers on the bridge that day near quitting time, 76 were killed and the rest were injured. Of these victims, 33 were Mohawk steelworkers from the Kahnawake reserve near Montreal; they were buried at Kahnawake under crosses made of steel beams. Wikipedia Free Encyclopedia

ERRATUM

In the July-August issue of Canadian Rail, we apologize to our long time member Robert Sandusky for a slip and misspelling his name on page 143. We have had numerous positive comments on his excellent article on the L&PS.

Une erreur d'édition s'est glissée dans l'article La saga du métro de Laval, paru dans le dernier numéro du Canadian Rail. La deuxième phrase du deuxième paragraphe de la page 140 aurait dû se lire comme suit: Selon cet organisme, le rajeunissement nécessaire du métro exigeait des ressources financières beaucoup plus considérables que son expansion vers Laval.

BACK COVER TOP: On May 14, 1949, the CRHA operated its second rail excursion (the first being on August 7, 1948). This was Fred Angus' introduction to the CRHA as he was brought along by his parents Mary and Donald 'for the ride'! Mary and Donald are seated in the front row on the right side, Mary's hat barely visible. This overview was taken from the rear of Montreal observation streetcar No. 3 as the excursion proceeded westward down Rememberance Road towards Cote des Neiges Road. As it turned out Fred's Trafalgar Ave. home was less than half a kilometer from this location. Photo Ronald Ritchie.

BACK COVER BOTTOM: Prominent railway artist Larry Fisher imagines a scene looking from the west end of the Toronto Union Station trainshed on a December evening in 1968. Included in this scene are five trains heavily laden with sleeping cars for Vancouver, New York City and Northern Ontario, as well as CN's new Turbo Train, introduced earlier that year. A limited edition print of Larry's "Toronto Night Traffic" is available from Heritage Art Editions.

Canadian Rail

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