



Canadian Rail

THE MAGAZINE OF CANADA'S RAILWAY HISTORY

No. 529 • MARCH - APRIL • 2009



Published bi-monthly by the Canadian Railroad Historical Association
Publié 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

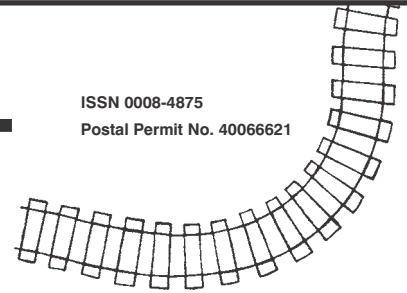


TABLE OF CONTENTS

Forty Years and More of GO Transit, Hollie Lowry	43
Life by the Clock, Marco and Robert Marrone	47
My 90 Year Love Affair With Steam Locomotives, A. S. Walbridge	51
GO Transit Photo Gallery, Stan Smail	56
Canadian Pacific Locomotive 4563 – The Sequel, Hughes Bonin	65
Business Car	

FRONT COVER: GO Transit locomotive number 547 with her 10 car train of double deck cars is eastbound towards Toronto on May 2, 2007. The photo was taken from the pedestrian overpass which replaced the bridge leading to Lakeshore Avenue when the Gardiner Expressway was built. The train is approaching the location of the old CNR Sunnyside Station which was closed in 1967. Derek Boles.

BELOW: GO 531 pushing an out-of-service train out of the west end of Union Station on the morning of September 5, 2007. Dan O'Dell.

PAGE COUVERTURE AVANT : Le 2 mai 2007, la locomotive no 457 de la GO TRANSIT et ses 10 voitures à double niveau roulent en direction est vers Toronto. La photo fut prise de la passerelle qui a remplacé le pont vers l'avenue Lakeshore, lorsqu'on a construit l'autoroute Gardiner. Le train s'approche du site de l'ancienne gare Sunnyside du CNR, fermée en 1967. Derek Boles.

CI-DESSOUS : Le 5 septembre 2007, la locomotive no 531 pousse un train hors service, à l'extérieur de l'extrémité ouest de la gare Union. Daniel O'Dell.

For your membership in the CRHA, which includes a subscription to Canadian Rail, write to:

CRHA, 110 Rue St-Pierre, St. Constant, Que. J5A 1G7

Membership Dues for 2009:

In Canada: \$50.00 (including all taxes)

United States: \$50.00 in U.S. funds.

Other Countries: \$85.00 Canadian funds.

Canadian Rail is continually in need of news, stories, historical data, photos, maps and other material. Please send all contributions to Peter Murphy, X1-870 Lakeshore Road, Dorval, QC H9S 5X7, email: psmurphy@videotron.ca. No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember "Knowledge is of little value unless it is shared with others".

INTERIM CO-EDITORS:

Peter Murphy, Douglas N.W. Smith

ASSOCIATE EDITOR (Motive Power):
Hugues W. Bonin

LAYOUT: Gary McMinn

PRINTING: Impression Paragraph

DISTRIBUTION: Joncas Postexperts Inc.

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



MORE THAN 40 YEARS OF GO TRANSIT

A Look Back and to the Future

by Hollie Lowry

This article first appeared in the Turnout, the publication of the Toronto and York Division of the CRHA. It has been updated and a selection of photos and timetables added from the CRHA Archives and other sources. We hope you enjoy this retrospective on 40 years of GO Transit, serving commuters in the Metropolitan Toronto area.

Origin

In the late 1950's and early 1960's, the city of Toronto and its surrounding areas were caught in a transportation squeeze. The swing to urbanization was gaining momentum and suburban areas surrounding the city took on new importance as "bedroom communities." With little or no reliable public transit available, the automobile was both a social and an economic necessity. The automobile grew with Toronto and, as existing roads became congested, new ones were built and older ones expanded, only to become congested themselves within a few years.

The situation was becoming critical. Unless something was done, growth around the city of Toronto would be strangled. The Ontario government recognized this and, in 1962, they established the Metropolitan Toronto & Region Transportation Study (MTARTS). MTARTS was charged to study and report on an overall transportation study for the (then) Metropolitan Toronto and surrounding cities and towns, such as Hamilton, Barrie and Oshawa.

MTARTS investigated 280 miles of tracks on 15 railway lines in the region. The consultants found that limited commuter train service could be accommodated on 250 miles of tracks. But, also MTARTS needed to determine if commuter trains would be accepted by suburbanites with an affinity for the automobile. They concluded that the only way to determine public response accurately was to set up and run a full-scale commuter system on an experimental basis as a test bed for the evaluation of rail commuter potential.

After further study, MTARTS chose a 56-mile section of the Canadian National Railways' (CNR) double track main line between Oakville and Pickering as the test bed. Therefore, on May 19, 1965, Ontario Premier John P. Robarts, along with CNR President Donald Gordon, announced that the project would go ahead. A transportation revolution was about to be launched.

The next two years were spent preparing for the operation. With a capital investment of \$15 million, the line was triple tracked in some areas, new signals were installed and high-speed crossover switches were laid. Orders were placed with General Motors Diesel Limited in London for eight 3,000-hp. GP40TC (TC for Toronto

Commuter) Diesel-electric locomotives and with Hawker Siddeley Canada Limited in Fort William, now Thunder Bay, for a total of 49 passenger coaches. The coaches consisted of 32 conventional coaches, 8 cab control cars and 9 self-propelled vehicles. The agency's symbol, designed in association with the CNR's Visual Redesign Branch, was/is in the form of the letters G and O in a solid green colour, welded together by a white letter T laying on its side. It is still instantly recognizable to this day.

Inauguration

The first day of GO train service was Tuesday, May 23, 1967. As GO was still considered to be an experiment, the service was launched with little fanfare. The first ever GO train, No. 946, departed Oakville at 0550 ET. A number of officials were on board, including Premier Robarts, Highways Minister George Gomme (whose Ministry was responsible for GO), Ontario Treasurer Charles MacNaughton and CNR vice-president Douglas Gonder. Premier Robarts officially welcomed the passengers on board through the P.A. system. Ten minutes later, at 0600, the first westbound, train, No. 903, departed Pickering.

The first day of service was complimentary. Word spread quickly and, so on the evening rush, some 6,067 passengers had crowded onto the trains. The equipment was taxed to the limit. The next day, with fares being collected, passenger levels dropped to predicted levels and by the end of the afternoon rush, 4,866 fares had been collected.

"First Run" Consists	
Eastbound Train No. 946 0550 from Oakville	Locomotive 602 Coaches 4701, 4707, 4731, 4719, 4712, 4709, 4711 Cab control car C753.
Westbound Train No. 903 0600 from Pickering	Locomotive 607, Coaches 4706, 4728, 4708, 4716, 4729, 4704 Cab control car C757
Source: <i>Upper Canada Railway Society Newsletter</i> , Number 257, June 1967, page 87	

Rail Timetable
APRIL 29th, 1979

GO INFORMATION

Toronto Area	650-2833
Oshawa	579-4234
Burlington	078-2370
Hamilton	527-3187
Georgetown	457-8092
York Region - South	650-2836
Mississauga/Oak Ridge	650-2577
Lehrdorph/Unionville	471-3000-765-1853
Service Charge/Station	(Toll-Free)

Government of Ontario Transit
OPERATED BY
Toronto Area Transit Operating Authority

Rail Timetable
30 OCTOBER 1983

GO INFORMATION

Toronto Area	650-3933
Oshawa	579-4234
Hamilton/Region	527-4187
Georgetown/Water-Action/Speed	453-8572
Northwest/Oak Ridge	773-5377
Uxbridge/Reidville/Kawark/Sutton	1-800-268-7883 (Toll-Free)

Government of Ontario Transit
OPERATED BY
Toronto Area Transit Operating Authority

GO NEWS
October 1985

**What a team!
(What a summer)**

Blue Jay fans have had lots to cheer about this year. So has GO Transit. Exhibition Place stadium, inspired by the Jays' winning ways, has racked up another good season.

From April through September, but not including the CNE itself, Lakeshore GO Trains carried 473,703 passengers to and from Exhibition station, a 2.5 per cent increase from last year's total of 462,000. Through-motors, the year's non-class signifiant, since 1984 included bumper carriages in July for the visit of the Tall Ships (that month Continued on page 6)

Published by GO Transit
Vol.14 No.6

System Timetable
30 DECEMBER 1989

Government of Ontario Transit

Since Then

As GO was originally a three-year experiment, capital expenditures were kept to a minimum and operations were limited to the Oakville-Pickering train service. In September 1970, the first expansion occurred with the establishment of connecting bus services between Oakville and Hamilton and Pickering and Oshawa. New train routes were added from Union Station to Georgetown in 1974, Richmond Hill in 1978, Milton in 1981, and Stouffville and Bradford in 1982. The Milton route was the first one to be operated over CP Rail tracks by GO. While the network of bus services expanded steadily, the rail network did not see any further changes until 1990 when GO extended the Lakeshore line

from Pickering to Oshawa, from Bradford to Barrie and from Georgetown to Guelph. The rail extensions to Barrie and Guelph proved fleeting as both were cutback in 1993 as the Ontario government cut funding in the face of major recession. GO reached a new stage of development in 1995 when it opened its own double track line between Pickering and Oshawa after failing to come to an agreement with CN line to handle more frequent rush hour service.

Between 1998 and 2001, the provincial government downloaded transit funding onto the municipalities that could ill-afford the burden. With the province resuming investments and the federal government making money available in 2003, GO launched major new projects costing over \$1 billion to

On January 19, 1976 GO Transit began operating bi-level passenger cars borrowed from the Chicago & North Western Railroad. The cars first operated on train 954 between Hamilton and Toronto and were on loan for a period of four months. After additional experimentation with bi-levels borrowed from Montreal, GO designed their own cars, which entered service in 1978. In this photo GO 9804 hauls a train of C&NW bi-levels on February 2, 1976. CRHA Archives, Fond Bury #CDN-1-40, information Derek Boles.

À partir du 19 janvier 1976, la GO TRANSIT utilisa des voitures à double niveau empruntées à la Chicago & North Western Railroad. Ces voitures, louées pour quatre mois, servirent sur le train no 954 reliant Hamilton et Toronto. À la suite d'expériences similaires avec des voitures à double niveau empruntées de Montréal, GO TRANSIT conçut ses propres voitures, qui entrèrent en fonction en 1978. Sur cette photo, prise le 2 février 1976, nous apercevons la locomotive GO 9804 à la tête d'un convoi de voitures à double niveau de la C&NW. Archives de l'ACHF, fonds Bury no CDN-1-40. Source : Derek Boles.



increase frequencies on existing lines, improve flagging on-time performance, and add new stops. Substantial lengths of triple track are being completed between Scarborough and Bayview Junction on the Lakeshore line and between Malton and Mount Pleasant on the Georgetown Line. Three major grade separations are

Fares Then and Now		
Toronto Union Station to:	1967	2008
Pickering	\$0.90	\$5.70
Eglinton	\$0.50	\$3.85
Long Branch	\$0.50	\$3.80
Oakville	\$0.95	\$6.00
Hamilton	\$1.70	\$9.00
Source: GO Timetable, May 23, 1967, T&Y Division Archives; GO Transit		

being built to eliminate conflicts with freight trains on the CN and CP east-west freight lines. The antiquated interlocking plant, signal system and track layout in the approaches to Union Station will be replaced with new signals and a rationalized track layout to allow trains to move faster. GO passenger facilities at Union Station are being expanded with new platforms, new exits and a new concourse at the west of the station. Projects that have been completed include a new ten train layover yard east of Union Station, six new stations, and the extension of the Bradford line to Barrie on December 2007.

GO officials expect the service will start with about 300 passengers a day, 150 each way, using the four round trips a day. But Barrie ridership is expected to swell in about two years, and more service could be in place by 2009. The service to Barrie is an extension of the Bradford route, which GO is renaming the Barrie Line.

The new Barrie South station is located northeast of the intersection of Mapleview Dr. and Yonge St. approximately 8 kilometres south of downtown Barrie and roughly six kilometres south of the former VIA station at Allandale. The site was chosen for easy vehicle access and available space to construct 480 parking spaces.

The arrival of the first of 27 new 4,000 horsepower MP40PH-3C locomotives from Motive Power Industries of Boise, Idaho and additional bi-level cars permitted GO in April 2008 to begin lengthening the consists of its Milton and Lakeshore train from ten to twelve cars.

In December 2007, the GO Board began spending some of the \$500 million the province promised in December 2007 for regional transit improvements. The GO board approved contract extensions for 10 more double-decker buses and 35 bi-level rail cars – items that were planned, but were waiting for money. As happened with its commuter rail cars, GO has moved to double

decker buses to expand its capacity. These buses, which are built in Scotland, accommodate 46 on the upper level and 32 on the lower level – a 29% increase in capacity over regular buses. The first 12 double-deckers were delivered in 2008. They can only be used on Highway 407 between Oakville and York University as they don't fit under most city underpasses.

In December 2008, the commuter operator published its GO 2020 strategic plan. Major service improvements outlined in GO 2020 include:

- Two-way, all-day service within GO's core service area by 2020;
- A train or bus departure at least every 15 minutes during peak periods and at least every 30 minutes in the off-peak periods on primary corridors;
- New peak-period train service along rail lines not currently being used from the Bolton, Seaton, east Markham to a new terminal in the Yonge and Summerhill area (near the old CP North Toronto station); and
- Extension of existing GO rail lines to Bowmanville from Oshawa on the Lakeshore East line, to Uxbridge on the Stouffville line, to Aurora Road on the Richmond Hill line, and to Guelph on the Georgetown line.

These are heady plans indeed. But the commuter operator has been experiencing strong growth in demand for its services. GO celebrated its billionth passenger on October 11, 2007. With ridership now exceeding 50 million per year, it will take a much shorter time than 40 years for GO to handle its next billion riders.

GO'S EVOLUTION		
	1967	2007
Rail Network	60 miles	224 miles
Bus Network	0	1,406 miles
Number of Train Stations	15	56
Number of Bus Terminals	0	14
Rail Car Fleet	49	415
Locomotive Fleet	8	45
Bus Fleet	0	305

Bibliography

James A. Brown-”Commuters on the GO.” *Trains Magazine*, October 1968.

Patrick C. Dorin-The Canadian National Railways’ Story. Superior Publishing Company, Seattle, Washington, 1975.

Canadian Rail No. 180 September 1966, No. 193 November 1967.

Upper Canada Railway Society Newsletter No. 257, June 1967.

Life by the Clock

By Marco and Robert Marrone

The legacy of a depot is often interned in the objects that once furnished it. In the case of Sunnyside Station, it comes in the form of a perfect heirloom... a clock that heralded the hours and minutes of a bygone era.

Like many stations, Sunnyside served its community in the helicon days of rail travel. Built by the Grand Trunk Railway in 1909, it was located in the Toronto area known as Parkdale. A busy hub in the early 20th century, the station experienced a gradual decline after World War II leading to its inevitable demolition in 1967.

The clock, which hung in its ticket office had been manufactured in the late 1800's by John Peacock Watch and Clock Maker on Craig Street in Montreal. Passengers likely prodded its every second while awaiting approaching trains. Time was the essence in which all other facets of the journey relied. One could only image how passengers might have worn their frustrations in the tardiness of an hour or the anxieties of a trip.

The clock was particular, perhaps unyielding in portending all activities.

Yet, during the 1940s, there was a small fire in the station. The flames didn't threaten the entire building, but was serious enough to jeopardize many interior objects including the John Peacock itself. Upon the arrival of the Fire department, a quick thinking fireman was nimble in his efforts to put the time piece in the dumbwaiter (which was used to move freight parcels from one floor to another). Though it survived the blaze, it was left in anonymity before being rediscovered in the bowels of the station some years afterwards.

When Sunnyside Station closed in 1967, the clock was given to John Sheldon Johnston, the station agent who had worked for the CNR for 50 years. In many ways the clock was emblematic of his character, in that he had a metrical temperament. Johnston was of Irish ancestry. His father, grandfather, and uncles, all worked for the railway. He, too, started after high school, entering the freight department as a clerk with the Grand Trunk on April 12, 1917 – four days after Canadian soldiers went over the top in the battle of Vimy Ridge.

By all accounts he was stoic, polite, mild mannered... a speckled man known as 'Shell', who smoked cigarettes, walked to work, and never raised his voice, particularly to his wife Ethel and their 3 children.

Johnston's work ethic epitomized the structure and discipline the CNR expected from its employees: strict adherence to company rules and regulation while providing service to the respective community.

Hard to imagine, Johnston never missed a day of work and was never late for a shift, which for a greater part

of his career had been in the evenings from 4 pm to midnight.

Folklore has it that because of an exceptional record, the CNR delayed the closure of Sunnyside station so that Johnston could retire from the facility upon reaching the fiftieth anniversary of his starting work for the railway. Shortly afterwards, the station was closed and the wrecker's ball levelled the place.

The timepiece, conferred to him, became a family heirloom, eventually coming into the possession of his granddaughter Joanne Tatham, who remembers it hanging in the workroom of Johnston's house after his retirement.

The memories of her grandfather are distant to her, yet the clock is evocative of the special relationship she continues to have with her own dad Vernon (Johnston's son), who passed it on to her.



This 1915 view shows Sunnyside Station from the Roncesvalles Avenue / King Street / Queen Street intersection. The station was built in 1912 by the Grand Trunk Railway. Sunnyside was a convenience for passengers in the west end of Toronto who were traveling to south western Ontario and the United States. By the 1920s, there were 162 train and engine movements through here per day, making it one of the busiest railway corridors in Canada. City of Toronto Archives, Fonds 1231, Item 1024.

Vue de la gare Sunnyside en 1915, à l'intersection de l'avenue Roncesvalles et des rues King et Queen. Cette gare fut construite en 1912 par le chemin de fer du Grand Tronc. Sunnyside accommodait les passagers de l'ouest de Toronto qui voyageaient vers le sud-ouest de l'Ontario ou vers les États-Unis. Dans les années 1920, il y avait plus de 162 mouvements de trains et de locomotives par jour, faisant de cet endroit le corridor ferroviaire le plus achalandé du Canada. Archives de la Ville de Toronto, fonds 1231, no 1024.

Vernon was very proud of his father despite the fact they spent little time together, in that the CNR work hours scarcely permitted it. According to Vernon, his father missed every Christmas because of his job. He recalls him as not being very affectionate, but a good family man with strong dedication.

For a while the heirloom hung in Joanne's beautiful Markham home. In 2007, she donated it to the

Canadian Railroad Historical Association. Despite the many thousands of artefacts in the CRHA collection, we did not have a station clock. The association is honoured to have this vintage piece of railway history in its collection. The clock is presently on display at Exporail's temporary exhibit (18 month duration) titled Out of the Box, a display of recently donated artifacts.



This 1915 view is looking west, Sunnyside Station is above the embankment on the right. The bridge beyond the station carried road traffic and streetcars down to Lakeshore Boulevard. The concrete portal on the embankment below the station led to an elevator for transporting baggage. The station was demolished in 1967 when GO Transit began operations. City of Toronto Archives, Fonds 1231, Item 1041.

À droite, en haut du talus, la gare Sunnyside tel qu'elle apparaissait en direction ouest en 1915. Le pont près de la gare permettait l'accès au trafic routier et aux tramways vers le boulevard Lakeshore. Le portail de béton sur le talus, au-dessous de la gare, menait vers un monte-charge utilisé pour les bagages. La gare fut démolie en 1967, au moment où débutait le service de la GO TRANSIT. Archives de la Ville de Toronto, fonds 1231, no 1041.

John Sheldon Johnston, Sunnyside's station agent for over 50 years, he never missed a shift nor was ever late for work! Joanne Johnston Tatham.

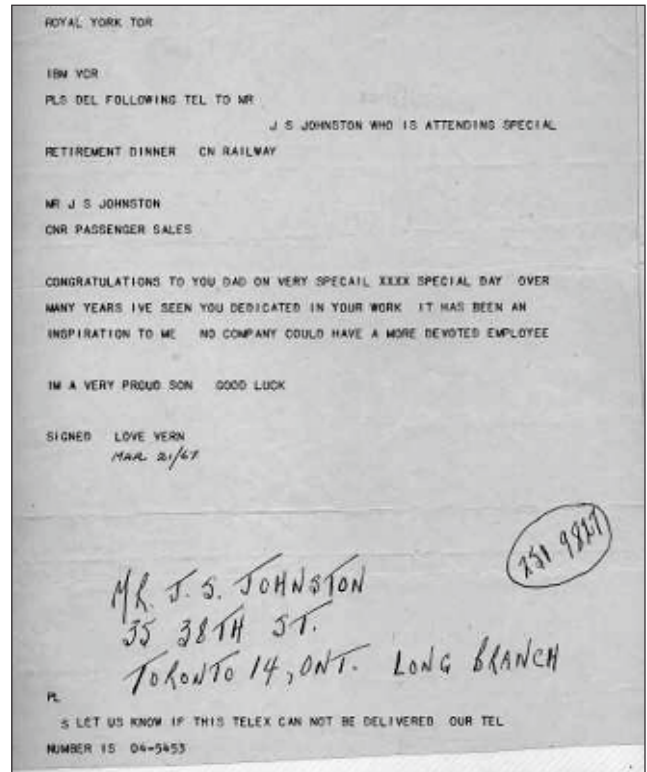
John Sheldon Johnston fut chef de gare à Sunnyside pendant plus de 50 ans. Il ne s'est jamais absenté et n'est jamais arrivé en retard au travail! Joanne Johnston Tatham.





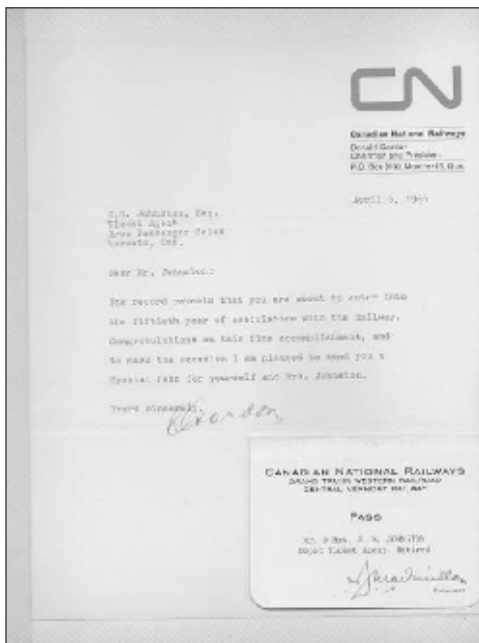
Some newspaper clippings reporting the retirement of Sheldon Johnston. Joanne Johnston Tatham.

Quelques coupures de journaux illustrant la prise de retraite de Sheldon Johnston. Joanne Johnston Tatham.



Telegram from Sheldon's son Vernon dated March 21, 1967, sent to his father who was attending his retirement dinner at the Royal York Hotel. Joanne Johnston Tatham.

Télégramme de Vernon, fils de Sheldon, livré le 21 mars 1967 à son père qui assistait au banquet de retraite, à l'hôtel Royal York. Joanne Johnston Tatham.



Letter of congratulations from CN signed by Donald Gordon, President and Sheldon's fifty year service pass. Joanne Johnston Tatham.

Lettre de félicitations signée par Donald Gordon, président du CN, pour les 50 ans de service de Sheldon ainsi qu'un laissez-passer qui lui fut délivré à cette occasion. Joanne Johnston



Mrs. Joanne Johnston Tatham presents the clock to Peter Murphy, your co-editor who gratefully accepts it on behalf of the Canadian Railroad Historical Association.

Joanne Johnston Tatham présente l'horloge à Peter Murphy, votre coéditeur, qui a bien voulu accepter l'offre au nom de l'Association canadienne d'histoire ferroviaire.



The old Sunnyside Station was located above the embankment behind the 'CGI' sign. Barely a trace is left as this GO train rumbles by. Derek Boles.

Un train GO circule près de l'endroit où était située la gare Sunnyside. Celle-ci était au-dessus du talus, derrière l'enseigne actuelle de la CGI. À noter : il n'y a plus aucune trace aujourd'hui de cette gare. Derek Boles.



The clock from the Sunnyside Station ticket office is on display for the next 18 months in Exporail's latest exhibition titled What's in the Box, a look at some recent donations to the CRHA Archives. Jean-Paul Viaud.

L'horloge, installée autrefois à la billetterie de la gare Sunnyside, fait partie de l'exposition On ouvre les boîtes. Cette exposition temporaire d'une durée de 18 mois au musée Exporail nous fait découvrir des objets offerts récemment aux archives de l'ACHF. Jean-Paul Viaud, conservateur du musée.

My 90 Year “Affair” with Steam Locomotives

Stephen Walbridge

All photos by the author unless otherwise credited



Stephen Walbridge will have celebrated his 94th. birthday by the time you read this, his recollections go back to railroading in 1918! Stephen joined the CRHA in 1956 and served as a Director and our Treasurer for many years. Steve was affectionately known as ‘Stone Blood’, for his meticulous keeping and scrutiny of the CRHA books and all things financial. He controlled the purse strings during the financially risky excursion and early museum construction era.

Stephen was born on a large farm in Mystic, in Quebec’s Eastern Townships, south of Farnham. In addition to his CRHA conservation efforts, Stephen has overseen the family farm property, including a renowned 12 sided circular barn built in 1881. He and his family established the ‘Walbridge Conservation Area Foundation, a not for profit corporation into which the remainder of the family estate was transferred. On May 27, 2004 the ministere de la Culture et des Communications du Quebec listed the barn as a Quebec Heritage Site with appropriate funding. The barn has been re-roofed, foundations repaired, the turntable is being rebuilt and installed, its long term conservation is assured.

Stephen and his late wife Shirley, who passed away in 2005, have been most generous to the CRHA and its projects over the years. Stephen recently underwrote the purchase of 8 new wheels for the restoration of Montreal observation ‘Golden Chariot’ number 3 streetcar.

We hope that you enjoy reading about Stephen’s 90 year love affair with steam locomotives.

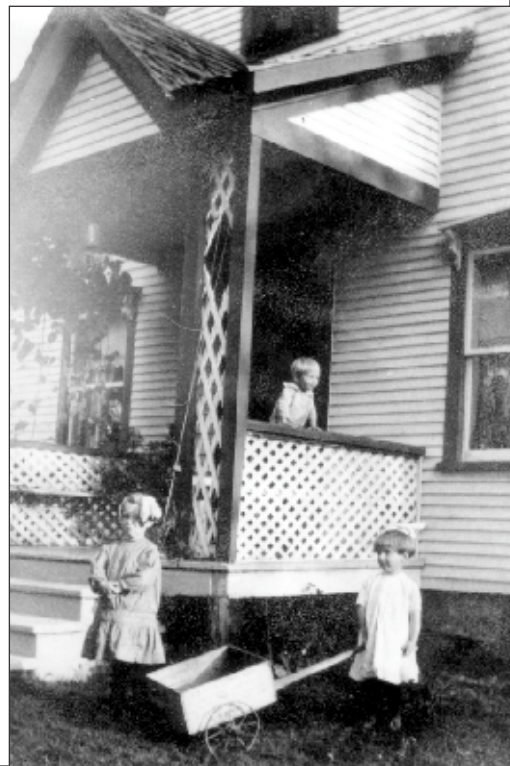


On my ninety-third birthday early in 2008, it gave me pleasure to recall my early memories about steam locomotives.

At age 3 in 1918, I recall standing on a bench on a neighbour’s porch in Mystic, Quebec overlooking the local Canadian Pacific Railway station located on the Farnham-Stanbridge branch line. Just then, a train arrived. It was hauled by a steam locomotive that had a large smoke stack, called a “diamond stack” – with a screen in the top to stop sparks from lighting fires in the grass beside the track. The smoke and action of that moving steam locomotive and train has remained vividly in my memory.

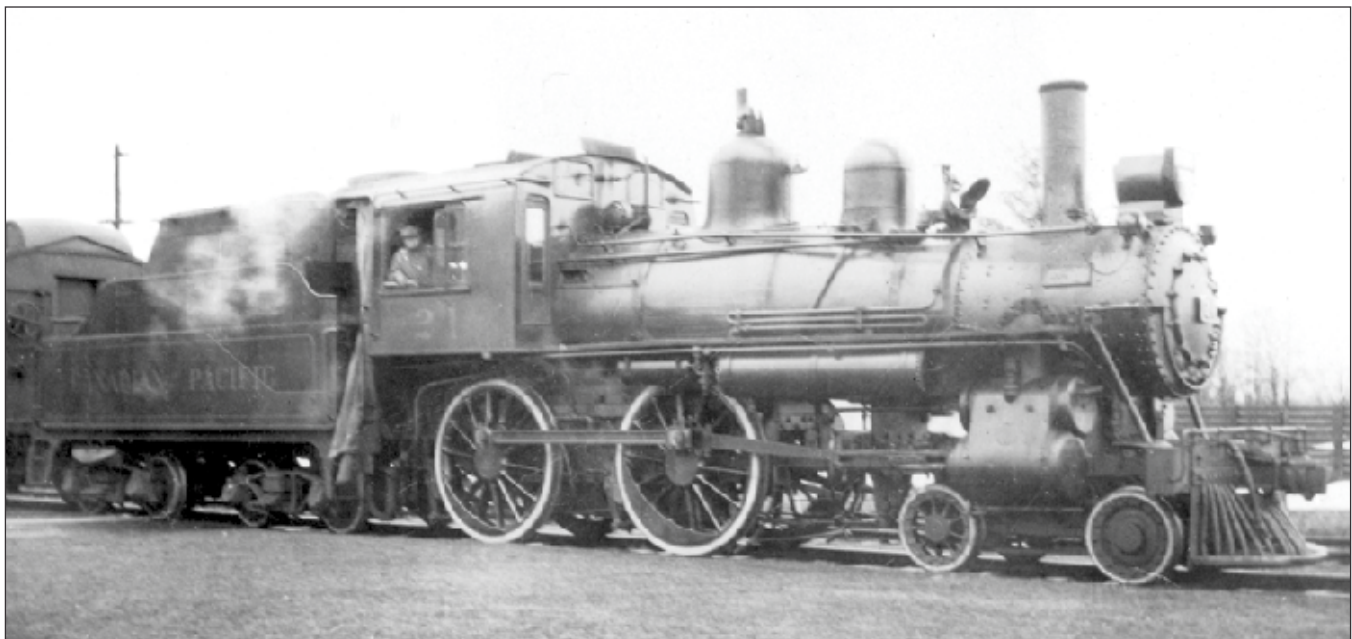
Stephen Walbridge, age 3 is standing on the bench to get a view of the CPR diamond stack steam locomotive down at Mystic station. In the foreground are two of his sisters, Frances age 7 and Edith age 6 (playing with a home-made wagon), third sister Dorothy was just an infant. They are at the home of Mattie Cockrane a neighbour (who probably had a better view of the station). Longevity runs in the family, Frances is now 97, Edith is 96, Steve is 94 and Dorothy 92 - all are in relatively good health.

Stephen Walbridge est debout sur un banc pour voir la cheminée en forme de losange de la locomotive à vapeur du CP, à la gare de Mystic. Au premier plan, on voit deux de ses sœurs, Frances âgée de sept ans et Edith, 6 ans (jouant avec une voiturette artisanale), son autre sœur, Dorothy, était encore un bébé. Ils sont chez Mattie Cockrane, une voisine (où il y a probablement une meilleure vue de la gare). La longévité est chose courante dans cette famille, Frances a maintenant 97 ans, Edith 96 ans, Steve 94 ans, Dorothy 92 ans et tous sont relativement en bonne santé.



MONTREAL, FARNHAM, ST. GUILLAUME, STANBRIDGE									
READ DOWN					READ UP				
263	264	261	262	Miles	TABLE 27				
P.M.	P.M.	A.M.	A.M.		(Eastern Time)				
† 4.10	† 4.10	† 9.00	.....	Lu	MONTREAL, Windsor Stn.) Table 23....	Ar	† 1.15	† 6.40	
4.59	4.59	9.40	.....	Ar	St. Johns (St. Jean)....	Lu	10.18	5.33	
† 5.25	5.25	10.10	.....	Ar	FARNHAM.....	Lu	† 9.55	† 5.05	
† 5.35	† 10.30	.....	Lu	FARNHAM.....	Ar	† 9.40	† 4.45	
5.47	10.42	.....	.....	Canrobert.....	.....	9.23	4.27	
5.56	10.51	.....	.....	Papineau.....	.....	9.27	4.17	
6.00	10.58	.....	.....	Abbotsford.....	.....	9.09	4.14	
6.10	11.05	.....	.....	St. Pie.....	.....	8.58	4.03	
6.30	11.25	.....	.....	St. Hyacinthe.....	.....	8.42	3.47	
6.35	11.30	.....	.....	Sta. Rosalie Junc.....	.....	8.34	3.40	
6.38	11.33	.....	.....	Sta. Rosalie.....	.....	8.31	3.36	
6.50	11.45	.....	.....	St. Simon.....	.....	8.19	3.22	
7.00	11.55	.....	.....	St. Hugues.....	.....	8.09	3.10	
7.09	12.04	.....	.....	Carignac.....	.....	8.03	3.03	
7.15	12.10	.....	.....	St. Prime.....	.....	7.58	2.58	
7.25	12.20	.....	.....	ST. GUILLAUME.....	Lu	† 7.50	† 2.50	
.....	FARNHAM.....	Ar	9.31	4.35	
.....	St. Sabine.....	.....	9.18	4.23	
.....	Notre Dame Crossing.....	.....	9.07	4.12	
.....	Mystic.....	.....	8.05	4.10	
.....	Bedford.....	.....	8.57	4.00	
.....	STANBRIDGE.....	Lu	† 8.50	† 3.50	
P.M.	P.M.	A.M.					A.M.	P.M.	

CPR Time Table
 extract Circa 1937
 CRHA Archives,
 Fond Angus



Canadian Pacific Railway 4-4-0 branch line locomotive number 21 photographed at Mystic station in the early 1930's. CPR 21 was built in 1887 at the CPR New Shops in Montreal, Builders Number 1055, as # 302 class SA. In May 1890 it was reclassified to class SC. In January 1909 it was renumbered to 209 and reclassified A-6a. In January 1913 it was renumbered to 21 and reclassified A-1g, the locomotive was scrapped in 1933. Records show the engine was based in Ottawa in 1904 and 1916; it was based in Farnham in 1930.

Steve recalls that the 21 and sisters hauled 15 Hart gondola cars loaded with limestone from the Bedford quarry each weekday to Farnham in the 1930's. At that point the cars were routed through to Shawinigan Chemical Company in Shawinigan, Quebec. The limestone was used in the manufacturing process of acetylene gas. The Bedford quarry also produced railroad ballast and this was one of the reasons that the branch line survived. Today two trains a week bring grain cars to a feed mill at Bedford by a short line hauler.

La locomotive de ligne secondaire, de type 4-4-0, du Chemin de fer du Canadien Pacifique numéro 21 est photographiée ici à la gare de Mystic au début des années 1930. Cette locomotive de classe SA fut construite en 1887 dans les nouveaux ateliers du CPR à Montréal. Identifiée par le constructeur par le numéro 1055, elle portait à l'origine le numéro 302. En mai 1890 elle fut reclassée SC. En janvier 1909 elle fut renumérotée 209 et reclassée A-6a. En janvier 1913 elle fut renumérotée 21 et reclassée A-1g et envoyée à la ferraille en 1933. Des documents nous informent qu'elle était basée à Ottawa en 1904 et 1916 et à Farnham en 1930.

Steve affirme que la locomotive 21 et ses semblables remorquaient 15 wagons tombereaux de type Hart, transportant dans les années 1930, à tous les jours de la semaine, du calcaire en provenance de la carrière Bedford vers Farnham. De là, les wagons étaient dirigés vers la Shawinigan Chemical Company de Shawinigan au Québec. Le calcaire était utilisé dans un processus de fabrication de gaz acétylène. La carrière de Bedford produisait aussi du ballast ferroviaire, ce qui a permis à cette ligne secondaire de survivre. De nos jours, deux trains par semaine d'un chemin de fer d'intérêt local transportent vers Bedford des wagons de grains pour y alimenter un moulin.

In 1919, Santa brought me a cast iron train – two passenger cars, and a locomotive and tender for Christmas! Despite the rough treatment it received from a small boy, his children, and grandchildren, I still have it.

At age 6, I lived in the ground floor of a three storey flat on Selby Street in Montreal, it was located next to Canadian Pacific tracks between the Glen marshalling yards, and Windsor Station. I could look up a steep embankment and see the top half of the switching engines pushing trains of empty wooden passenger cars to Windsor Station to pick up passengers. Later, the trains would return loaded with passengers. Rolling up the grade between Windsor Station and Westmount, the locomotives were working hard with appropriate belching smoke and chuffing sounds. I must have been very impressed, as that sight is still clear in my mind today. The boy's delight was not mirrored by his mother whose newly washed laundry hung on the outdoor clothes-line was now streaked with soot from the smoke of the coal burning locomotives!

During my junior school years, I spent my summers back at Mystic which the CPR served with four trains a day. I'm sure that a cousin of my age and I did not miss seeing the arrival of any train all summer. I listed the numbers of the freight cars that passed; then re-wrote them in a ledger – just out of interest. One day, a "Work Extra" train arrived to build a side track. What engineman could resist the appeal of a ten year old boy standing at the foot of the ladder gazing at the cab. I was invited to climb up and did not have to be asked twice. As there would be only occasional work for the locomotive, the fireman retreated to the caboose to snooze. So every so often, the engineman would tell me to put on a pair of leather gloves and turn a valve to put water into the boiler. Later, the locomotive had to be moved – I was told to blow the whistle and ring the bell. At age ten, I was a locomotive fireman (unpaid). I was in Utopia!

Life goes on. After university, marriage, war service in munitions and the Royal Canadian Air Force, I was stationed at an Air Force training operation in Charlottetown, P.E.I. After a "leave" in Montreal, I returned by train to Charlottetown – about a twenty four hour trip. I arrived early at the Canadian National station to be sure to secure a seat. I secured one seat of a foursome, and, with my bag of food, was all set to travel. As the train filled up, I looked up to see a mother and three small children looking at the extra seats. I spent the next eighteen hours sitting on the arm of the seat. "Mother" was seated, surrounded by her three sleeping children, while she and I ate my lunch and chatted through the night.

In 1950, we established our new home in Pointe Claire, thirteen miles from Montreal. For the next twenty-nine years, I commuted to work in Montreal by train. In the early 1950's, the passenger cars on the commuter run were ancient wooden cars lit at night by gas lights. Change

came slowly. In 1953, the wooden cars were replaced by new streamlined, but non air-conditioned, commuter coaches and heavyweight steel cars displaced from intercity routes. In 1960, steam locomotive on the commuter run were replaced by diesels. Later that decade, the stainless steel double deck commuter cars appeared.

In 1956, I discovered the Canadian Railroad Historical Association, and became a member. One of their activities in those days was excursions. We rented a train of wooden cars hauled by a steam locomotive built in 1885 for a trip on as many CP tracks as we could travel in the Montreal area for \$500. Passengers came from as far away as Ohio to ride with us. I was the ticket agent. Similarly, Canadian National leased us an eight car train hauled by two steam engines for \$1,000 for Saturday and Sunday trips to different destinations. One of our activities was called a "run-by". We would stop the train at pre-selected scenic location and disembark the interested passengers. The train would back down the track and then come charging forward with smoke billowing for the benefit of photographers. The train then returned to pick up the passengers and proceed with the trip. With appropriate "Safety Committee" in place, all passengers were returned to Montreal alive!

The year 1961 saw the scrapping of steam locomotives by the hundred as they were replaced with much more efficient diesels. This was obviously the time to establish a railroad museum. Canadian Pacific readily agreed to give us one of each type of steam locomotive that they had built or used over the years. Canadian National, then a Crown corporation, agreed to lease us a similar assortment. Montreal Tramways Company had carefully stored one of each of their horse-drawn and electric cars. For \$1, we acquired 22 of them. Now the question was where to put them?

Robert Nicholls, a Professor of Chemistry at McGill University; Omer Lavallée an employee of Canadian Pacific railway; and Leonard Seton, a prominent lawyer, all of Montreal were the prime movers in the establishment of a railway museum to store our recently acquired flood of exhibits. The Dominion Tar & Chemical Company came to our rescue by leasing us a ten acre lot of unused land adjacent to one of their plants that creosoted ties for railways and similar products. The location in St. Constant-Delson, Quebec on the south shore of the St. Lawrence River opposite Montreal was ideal, as it was served by three railroads, which could deliver our exhibits to their new home.

Robert Nicholls was the "fundraiser" and soon had gifts of material and cash in hand to start the project. Steel track soon arrived from Algoma Steel Company and from the Cumberland Railway in Nova Scotia; Alcan supplied aluminum siding for a train-shed; and Canadian Pacific built a spur track into our property. We were under way.



Mystic station in its 'heyday', note the triangular station lamp. Steve pointed out that the device leaning up against the station wall was a ramp used to unload wooden barrels of molasses and other goods from box or express cars consigned to the local general store. Canadian Pacific Archives # a21173

La gare Mystic dans ses meilleurs jours. À noter : la lampe de gare triangulaire. Steve nous indique que l'appareil appuyé contre le mur de la gare était une rampe utilisée pour le déchargement de barils en bois, remplis de mélasse et autres denrées, transportés par wagons couverts ou express et destinés au magasin général de la localité. Archives du Canadien Pacifique : #a21173



Mystic station in later years, the station was located on the Stanbridge Subdivision. Station stops were Farnham, St. Sabine, Notre Dame de Stanbridge, Mystic, Bedford, and Stanbridge Station.

La gare Mystic dans les dernières années. La gare était située dans la sous-division Stanbridge. On y trouvait en outre les gares de Farnham, Ste-Sabine, Notre-Dame de Stanbridge, Bedford et Stanbridge.

The first Saturday group of volunteers including myself arrived at the future Museum on October 9, 1961. An early job was to erect a Stelco Frost Fence to enclose the property. L.A. Hebert's (a local contractor) bulldozer levelled the property. By the next spring, our first train shed was sufficiently complete to receive exhibits.

I was asked what I did on my Saturdays. The answer is – "EVERYTHING". I estimate that I spent forty-five Saturdays a year for the next thirty-seven years as a volunteer until a stroke stopped me in 1998. Museum work was a welcome escape from a five-day-a-week office occupation. In our amateur way, we built track, installed switches, installed drainage tile, etc. My 140 lbs wasn't very effective in driving steel spikes into hardwood ties. A few years later, another volunteer and I undertook to build a second storage building. Friendly manufacturers and contractors supplied the material and services to have the building erected. The two of us spread the crushed rock on the floor; and built the six tracks with our own labour.

In 1970, Canadian Pacific delivered a redundant turntable from St. Lin, Quebec, so we could turn locomotives and cars. The same year, the family of Melville Hays, a former President of Grand Trunk Railway, donated funds to build a two-storey brick replica of a Grand Trunk Station with a public waiting room on the first floor and administrative offices on the second. They also endowed the 'Hays Building'.

I was the Treasurer of the Association, and the Museum for twenty-five years. All records were hand-recorded, as computer accounting had not reached today's sophistication.

After forty years of struggling to build a railway museum that would be a credit to all Canadians, the Federal and Quebec governments provided matching donations to finance the Museum. The Railways, members, suppliers, the City of St. Constant and others made contributions that permitted the construction of a first class facility. Volunteers continue to provide many hours of their talents every year, in physical effort and many other skills.

The new building at Exporail has been named 'Angus' in memory of Frederick Angus and his family who were long-time benefactors of the Canadian Railway Museum. The Angus building houses administrative facilities, space for the exhibit of artefacts, a boutique, cafe, a sizable archives, meeting hall and a second-storey viewing space above the exhibition building.

At the rear of the exhibit hall are twelve railroad tracks, each housing rehabilitated locomotives and cars.

Two of the tracks house a display of Montreal Tramway vehicles covering the entire history of the Company. The tracks for these latter exhibits are original tramway track, with granite blocks forming the floor as it appeared on the streets of Montreal. The building was constructed to meet all of the Federal conservation standards to preserve artefacts. The building is equipped with a sprinkler fire protection system, heating, air conditioning; and conditions for preventing the formation of fungus have been met.

This is a "WORLD CLASS" railroad preservation facility that all Canadians have a right to be proud of. I am very pleased that I was able to contribute to this endeavour over the years. If you haven't already, please come and visit Exporail and see for yourself what we have accomplished.

A few memorable events:

The arrival of Sydney & Louisbourg Railway combination car number 4 circa 1962. This became the first 'lunchroom', the warmth from its coal stove was a welcome relief for the volunteers. The stove was fired with coal scavenged from the tenders of arriving steam locomotive exhibits.

On a particular Saturday afternoon, I was in charge of unloading a Montreal Tramways horse-hauled omnibus from a railroad flat car. It was done by building a ramp to the ground, then easing the heavy wagon down. In the middle of this operation, a complete eclipse of the sun occurred. We completed the unloading in the dark, without incident.

One winter, a severe snowstorm filled the space between one of our train sheds, and our lunchroom. We got on our hands and knees and hand-dug a tunnel about ten feet long to our lunchroom door. This event has never been duplicated.

A small stream wandered through our museum property. For two years, we had the company of a family of beavers. Then used up the crop of small trees growing on our land; then apparently moved on.

The Museum became a family affair for the Walbridge's. Canadian Pacific had donated their steam locomotive No. 492 to the museum. It was built the same year in which I was born. My wife, son Jim, and daughter Jean pitched in to clean and paint this locomotive. No. 492 was an old friend, as it had operated on the CPR track through our family farm south of Montreal. I recall spending a whole day between the drive-wheels scraping off the grease and rust, before painting.

Stan's Photo Gallery

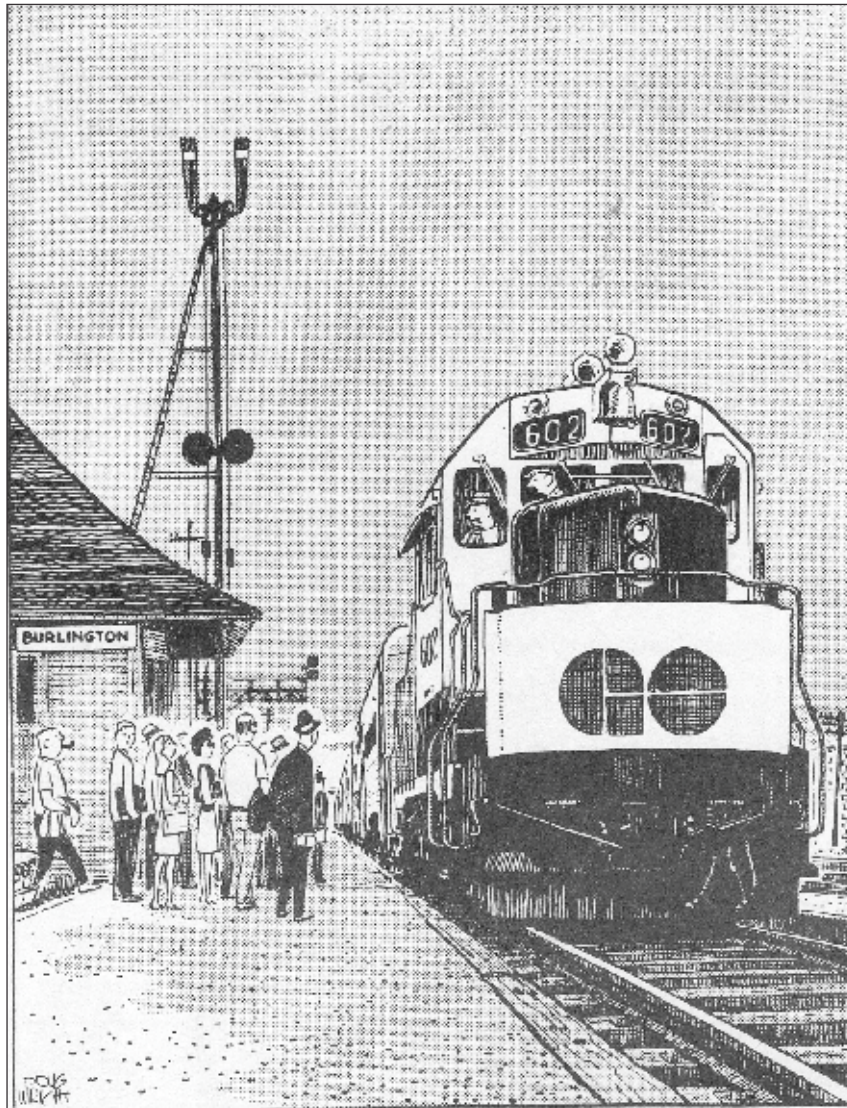
March - April, 2009

By Stan Smail

“More passengers every morning.....this place will be like a Toronto suburb yet!”

Celebrated Canadian cartoonist Doug Wright was certainly visionary when he captioned his classic cartoon depicting the start of GO Transit service at Burlington, Ontario in 1967. Doug's cartoon appeared in the Hamilton Spectator and featured brand new GP-40TC 602 with single level coaches built by Hawker-Siddley Canada. Over forty years later, the GO Transit system receives over 50 million passengers per year, riding in modern double-deck commuter coaches hauled by 4000 horsepower MP40PH-3C locomotives.

Ridership continues to increase with service additions coming in GO Transit's GO 2020 strategic plan. It won't be long before Bowmanville, Uxbridge and Guelph are “Toronto suburbs” enjoying GO service in the 21st century, like Doug Wright predicted in 1967 for Burlington, Ontario!



Les Photos de Stan

Mars – Avril, 2009

Par Stan Smail

Encore plus de passagers ce matin... Si ça continue, nous serons bientôt une banlieue de Toronto!

Voilà ce que le caricaturiste Doug Wright écrivait au bas de la vignette accompagnant son dessin de 1967 montrant le début de la liaison ferroviaire de GO Transit jusqu'à Burlington, en Ontario. Ce dessin, publié dans le Hamilton Spectator, mettait en vedette une locomotive toute neuve de type GP-40 TC 602 tirant des wagons fabriqués par Hawker Siddley Canada. Plus de 40 ans plus tard, le service GO Transit accommode au-delà de 50 millions de passagers par année, qui voyagent maintenant dans des wagons à deux étages traînés par de nouvelles locomotives de type MP 40 PH-3C de plus de 4 000 CV.

Lachalandage continue de croître selon le plan stratégique GO 2020. Bientôt, les villes de Bowmanville, Uxbridge et Guelph deviendront à leur tour des banlieues et bénéficieront des mêmes services dignes du 21e siècle, comme l'avait prédit Doug Wright au sujet de Burlington en 1967.



The first diesel-electric locomotives that powered GO Trains were 3000 horsepower GP-40TC's built by General Motors of London, Ontario. The ``TC`` in the GP-40TC model designation stood for ``Toronto Commuter``. In April 1969, GP-40TC 603 is eastbound for Pickering at Strachan Avenue in Toronto. Jurus Zvidris.

Les premières locomotives diesel chargées de tracter les trains GO Transit étaient des GP-40TC de 3 000 CV construites par General Motors de London, Ontario. Les lettres TC au bout de leur désignation renvoient à leurs affectations au Toronto Commuter. On voit ici, en avril 1969, la GP-40TC 603 en direction est vers Pickering passant sous le viaduc de l'avenue Strachan, à Toronto.

Single level control car No C757 leads a four car westbound near Toronto's Strachan Avenue in April 1969. Built by Hawker-Siddley in 1967 at Thunder Bay, Ontario, C757 began a second career in commuter service for Montreal's Agence de Transport Métropolitain as AMT 107. Jurus Zvidris.

La voiture avec cabine de contrôle C757 est en tête d'un train de quatre wagons en direction ouest près du viaduc de l'avenue Strachan à Toronto, en avril 1969. Construite en 1967 par Hawker Siddley à Thunder Bay, Ontario, cette voiture continuera sa carrière à Montréal pour l'Agence de transport métropolitain sous le numéro 107. Photo : Jurus Zvidris.





GP-40TC 9806 is headed eastbound in this May 28, 1972 view at Brantford, Ontario. The 9806 was built in 1966 by GMD in London as GO Transit 606. In 1975, she was renumbered again becoming GO 506. In 1988, the GP-40TC's began a second career in passenger service on American passenger carrier Amtrak. GO 506 became Amtrak 197 then was renumbered for a fifth time in her life as Amtrak 526! CRHA Archives, Fond Bury CDN-1-35.

Le 28 mai 1972, la GP-40 TC 9806 roule en direction est à Brantford, Ontario. Elle a été construite à London par GMD en 1966 et portait à l'origine le numéro GO 606. En 1975, on le changea pour GO 506. Elle amorça une autre carrière en 1988 pour la compagnie Amtrak avec le numéro 197, qui fut remplacé par la suite pour Amtrak 526. Photo : Archives SCHF Fonds Bury CDN-1-35.



Water hoses cross the track under GO 9861 to water an unidentified steam locomotive on an adjacent track at Georgetown, Ontario in April 1974. GO 9861 began life as Ontario Northland FP7 1512. In 1974, she became de-motored control cab unit 9861 and was retired as GO 903. CRHA Archives, Fond Bury CDN-1-44.

La cabine de contrôle GO 9861 en gare de Georgetown Ontario en avril 1974 avoisine une locomotive à vapeur non identifiée qu'on approvisionne en eau. Cette locomotive était à l'origine une FP-7 du chemin de fer Ontario Northland. On lui retira son moteur et elle devint la cabine de contrôle GO 9861, puis elle porta le numéro GO 903 jusqu'à la fin de sa carrière. Photo : Archives SCHF, Fonds Bury CDN-1-44.



GO GP-40-2W 9808 awaits departure at Georgetown, Ontario in April 1974. Built in 1973 by GMD of London, Ontario, GO 9808 became GO 700 in the 1975 re-numberings. In 1991, she became CN 9668 when she entered freight service for that carrier. CRHA Archives, Fond Bury CDN-1-42.

En avril 1974, la GP-40-2W 9808 est en attente de départ à la gare de Georgetown, Ontario. Construite en 1973 par GMD de London, Ontario, on la numérote GO 700 en 1975. Elle fut vendue au CN en 1991 et porta le numéro 9668. Elle a été mise au service des trains de marchandises. Photo : Archives SCHF, Fonds Bury CDN-1-42.

The golfers are oblivious to the passage of an eastbound 10 car commuter train led by APCU 906 at Weston, Ontario in April 1974. Unit 906 began life as ONR FP7A 1511. In 1976, she was converted to Auxiliary Power Control Unit 906 and served GO Transit in that capacity until her retirement in 1995. CRHA Archives, Fond Bury CDN-1-43.

En avril 1974, les golfeurs ne semblent pas se préoccuper du passage sur le viaduc d'un train de 10 wagons ayant à leur tête l'ACPU 906 à Weston, Ontario. Cette unité était à l'origine une FP7-A du chemin de fer Ontario Northland. Elle fut convertie en unité de contrôle avec moteur auxiliaire en 1976 et on lui donna le numéro GO 906 jusqu'à son retrait du service en 1995. Photo : Archives SCHF, Fonds Bury CDN-1-43.





Four GP-40TC's, APCU's and a pair of GP-40-2W's predominate in this once familiar scene at GO Transit's North Bathurst layup yard west of Toronto's Union Station in July 1982. By this time, the consists on most GO Trains comprises double-deck cars built by Hawker-Siddley in 1977 and 1978. CRHA Archives, Fond Bury CDN-1-54.

Quatre GP-40TC, des APCU ainsi qu'un couple de GP-40-2W remplissent la gare de triage Bathurst à l'ouest de la gare Union de Toronto, en juillet 1982. À cette époque, la plupart des trains GO étaient constitués de wagons à deux étages construits par Hawker Siddley en 1977 et 1978. Photo : Archives SCHF, Fonds Bury CDN-1-54.



Twin 700 series GP-40-2W's lead a GO Train westbound from Toronto Union Station on August 31, 1985. Changes to the track configurations controlled by the interlocking towers of the Toronto Terminal Railway are evident as the westbound passes under the new grade separation. By 1991, the GP-40-2W's were off the GO roster and working as freight power for the CN. CRHA Archives, Fond Bury CDN-1-74.

Deux GP-40-2W de la série 700 tractant un train en direction ouest à la sortie de la gare Union de Toronto, le 31 août 1985. On peut voir le nouvel agencement des voies à la sortie de cette gare alors que le train en direction ouest passe sous les voies de contournement du Toronto Terminal Railway. Après 1991, toutes les locomotives de ce type ont été vendues au CN, où elles furent mises au service du fret. Photo : Archives SCHF, Fonds Bury CDN-1-74.



The GP-40-2W 701 is at Burlington West on April 24, 1987. Double-deck coaches of GO Transit design built by Hawker-Siddley in 1977 and 1978 are evident behind the 701 attesting to the ever increasing ridership of commuters ``on the GO`. CRHA Archives, Fond Bury CDN-1-91.

Le 24 avril 1987, une GP-40-2W 701 est en gare de Burlington Ouest. Tous les wagons sont du modèle à deux étages construits par Hawker Siddley en 1977 et 1978, ce qui indique que l'accroissement de l'achalandage est une constante chez GO Transit. Photo : Archives SCHF Fonds Bury, CDN-1-91.

GO at Bayview. The famous rail enthusiast photo location sees double headed 700 series GP-40-2W`s with Hawker-Siddley double deckers westbound on a beautiful June 11, 1989. Archives, Fond Bury CDN-1-129.

Par la belle journée du 11 juin 1989, un train de GO Transit, entièrement composé de wagons à deux étages et tracté par deux GP-40-2W, passe à Bayview, un endroit très connu des photographes amateurs du rail. Photo : Archives SCHF, Fonds Bury CDN-1-129.





The new order arrives. MP40PH-3C 602 is westbound for the GO Transit servicing facility at Willowbrook near Mimico on January 15, 2008. Engine 602 is one of 27 new 4000 horsepower locomotives built for GO by Motive Power Industries of Boise, Idaho. Derek Boles.

Et voici la relève! Une MP40PH-3C aux ateliers d'entretien de Willowbrook près de Mimico, le 15 janvier 2008. La 602 faisait partie d'une commande de 27 de ces nouvelles locomotives de 4 000 CV. Elles ont été construites pour GO Transit par Motive Power Industries de Boise, Idaho. Photo : Derek Boles.



Old and new at Union. MP40PH-3C 602 is adjacent to F59PH 541 at Union Station in Toronto. The 602 is bound for Oshawa on Train 440 and 541 is the motive power for today's 269 to Georgetown on April 1, 2008. Daniel O'Dell

L'ancien et le nouveau à la gare Union de Toronto : une MP40PH-3C 602 à côté d'une F59PH 541. Le 1er avril 2008, la 602 amènera le train 440 vers Oshawa tandis que la 541 s'occupera du train 269 pour Georgetown. Photo : Daniel O'Dell.



GO F59PH 525 heads an inbound Lakeshore West GO train as brand new MP40 605 and F59PH 520 head westward with deadhead equipment consists bound for Willowbrook on April 25, 2008. Daniel O`Dell.

Le 25 avril 2008, la F59PH 525 rentre avec un train en provenance des rives du lac Ontario alors que deux convois vides se dirigent vers les ateliers d'entretien de Willowbrook à l'ouest, l'un avec la MP-40 605 et l'autre avec la F59PH 520. Photo : Daniel O`Dell.

Locomotive 603, an MP40PH-3 threads its way through the control point at Bathurst Street with train 158 off the CPR Milton line. Engine 603 was virtually brand new in this photo taken on April 25, 2008. Photo: Daniel O`Dell.

Le 25 avril 2008, la locomotive 603, une MP40PH-3, se faufile à travers les aiguillages de la gare de triage Bathurst avec le train 158 en provenance de Milton sur la ligne du C.P. Cette locomotive était alors presque neuve. Photo : Daniel O`Dell.





Control car first. GO 205 is leading Equipment 491, a deadhead move seen here arriving at the east end of Toronto's Union Station on September 26, 2008. Control car 205 is one of the original double deck control cars built for GO by Hawker-Siddeley in 1983. Daniel O'Dell.

La voiture de contrôle 205 entre avec des wagons vides à la gare Union de Toronto, le 26 septembre 2008. Cette voiture-contrôle fait partie du premier lot de voitures à deux étages construites par Hawker Siddeley en 1983. Photo : Daniel O'Dell.



Deadheads everywhere! From left to right at Spadina Avenue, the equipment for VIA train 73, and two GO commuter trains is seen in this view taken on November 28, 2008. MP40 618 and F59PH 554 do the motive power honours for GO in this image. Daniel O'Dell.

Plusieurs trains vides sont à l'arrêt sous le viaduc de la rue Spadina à Toronto, le 28 novembre 2008. De gauche à droite, pendant que passe un train de fret, on voit le train VIA 73 et deux convois de GO Transit, l'un avec la MP-40 618 et l'autre avec la F59PH 554. Photo : Daniel O'Dell.

CP Rail 4563 : The Sequel

Hugues W. Bonin

Photographs courtesy Mr. Ronald Visockis

Shortly after the publication in *Canadian Rail – Le Rail Canadien* (Issue No. 511 March-April 2006) of my article entitled *CP Rail 4563 : A Locomotive with Nine Lives*, my good friend Ronald Visockis sent me an e-mail with flattering comments on the content of the article along with four photographs from his huge collection of railroad slides and digital files. Three of them depict the two big MLWs of the 4500-series that left the roster at an early age (4506 and 4552) as the result of fatal wrecks. The fourth shows another unit, 4558, which was severely damaged in 1979, but managed to get repaired and served until its definitive retirement in 1991.

Locomotive 4506 was wrecked on June 13, 1974 when a bridge east of Fort Steele, B.C., collapsed and burned. The unit was scrapped shortly after its official retirement. Unfortunately, information is lacking on the fate of the crew of that particular train.

On 17 March 1974, locomotive 4552 was wrecked at 0445 when the eastbound empty coal train hauled by 4552 and 5602, an SD40-2, derailed about two miles west of Spence's Bridge, B.C. Both locomotives went down a steep cliffside and landed onto a highway below, with 5602 resting upside down on top of 4552. The SD40-2 received moderately severe damage and was subsequently rebuilt at CP Rail's Ogden Shops near Calgary, AB. However, the big M630 was damaged beyond repairs, officially retired on May 5, 1974 and scrapped a short time afterwards. Again, information is lacking on the fate of the crew of that train.

As for M630 4558, it was severely damaged following a collision with a truck at a grade crossing near Weymiss, ON, in September 1979. All three locomotives hauling this particular train, C424 4236, SD40 5538 and M630 4558 were repaired following this accident, with 4558 definitely retired from the roster in 1991. The fate of the crew of the train remains unknown.

Many thanks to Ron and I hope that the readers will enjoy these rare photographic documents.

CP Rail 4563 : la suite

Hugues W. Bonin

Photographies offertes par M. Ronald Visockis

Peu après la publication dans le *Canadian Rail – Le Rail Canadien* (no 511, mars-avril 2006) de mon article intitulé « CP Rail 4563 : une locomotive aux neuf vies », mon bon ami Ronald Visockis m'a envoyé par courriel des commentaires plutôt dithyrambiques sur le contenu de l'article, de même quatre photos numériques provenant de sa vaste collection de diapositives de matériel ferroviaire. Trois des photos montrent les deux grosses MLW de la série 4500, qui ont été mises à la retraite tôt dans leur carrière à la suite d'accidents graves. La quatrième photo illustre une autre locomotive, la 4558, sérieusement endommagée en 1979, mais qui a été réparée et qui a bien servi jusqu'à sa mise au rancart définitive en 1991.

La locomotive 4506 fut accidentée le 13 juin 1974 lorsqu'un pont s'écroula à l'est de Fort Steele, en Colombie-Britannique, et elle prit feu. On l'envoya à la ferraille peu après sa mise à la retraite officielle. Malheureusement, le sort de l'équipage de ce train reste inconnu.

Le 17 mars 1974, la locomotive 4552 fut accidentée à 0445 lorsque le train, vide de charbon, en direction est déraila à environ deux milles à l'ouest de Spence's Bridge, en Colombie-Britannique. Les deux locomotives remorquant ce train, la M630 4552 et la SD40-2 5602, ont alors dévalé la pente raide d'un ravin et abouti sur une route en contrebas, la 5602 se retrouvant à l'envers par-dessus la 4552. La SD40-2 ne subit que des dommages mineurs et fut reconstruite par la suite aux ateliers du CP Rail d'Ogden, près de Calgary. Cependant, la grosse M630, trop endommagée, fut officiellement mise à la retraite le 5 mai 1974 et démantelée peu après. Encore une fois, nous n'avons pas de renseignements sur le sort des employés affectés à ce train.

Quant à la M630 4558, elle a été sérieusement endommagée à la suite d'une collision avec un camion à un passage à niveau près de Weymiss, en Ontario. Toutes les locomotives tirant ce train, la C424 4236, la SD40 5538 et la M630 4558, furent réparées et la 4558 fut mise définitivement à la retraite en 1991. Ici aussi, le sort de l'équipage reste inconnu.

Mille mercis à Ron! J'espère que les lecteurs apprécieront ces documents photographiques précieux.



C630 #4506 seen at Old Fort Steele, B.C. shortly after its accident in 1974.

La C630 no 4506 photographée à Old Fort Steele, C.-B., peu après son accident en 1974. Photo : A.J. Sutherland, collection Ronald Visockis.



Rear end of C630 #4506 seen shortly after its accident in 1974.

Vue de l'arrière de la C630 no 4506 peu après son accident en 1974. Photo : A.J. Sutherland, collection Ronald Visockis.



M630 #4552 in happier times. August 1971, unknown location.

La locomotive M630 no 4552 à une époque plus heureuse. Août 1971, endroit inconnu. Photo : Bob Loat, collection Ron Visockis.



CPR 4558 Wreck at Elliott ON Sept-79 B. Chapman Coll.

Remains of M630 #4558 at Elliott, ON, September 1979.

Restes de la M630 no 4558 à Elliott, Ontario, septembre 1979. Photo : collection B. Chapman et R. Visockis.

St. Clair Tunnel

The Forgotten Electrification

Barry Biglow

Barry Biglow has been a member of CRHA for many years. He first ran into electric vehicles in Winnipeg where he grew up. During the Second World War he went everywhere by streetcar or trolley bus, except when he used his bicycle.

Barry has worked for CPR as a sleeping car conductor running between Winnipeg to Calgary and Moose Jaw to St Paul, Minnesota. His main railway career was with Canadian National Railways starting with a summer job at Armstrong, Ontario on an Engineering group in 1956. Obtaining an Electric Engineering degree he returned to CNR in 1962 to work in the Technical Research branch, the St. Lawrence region, and Headquarters in Montreal for the MP&CE department and also the Engineering department. He spent three years in England getting a Diploma in Electric Traction from Imperial College. Latterly he was involved with the rebuilding of Montreal's Two Mountains electric line and ended his career with the staff reductions of 1996.

Barry graduated from the love of steam locomotives to the love of electric propelled vehicles and is now involved with the Edmonton Radial Railway Society and the Edmonton Trolley Bus Coalition.

He hopes to organize his many files and photographs soon for future historians but is still collecting faster than organizing!

The major railways in Canada have only built two electrifications – the St. Clair Tunnel and the Mount Royal Tunnel. Both were completed before World War I and only the Mount Royal tunnel electrification continues to exist, though in a rebuilt form. The only other major electrification project, that of B C Rail's Tumbler Ridge coal line in 1983, failed commercially. This was not due to the electrification that was a state of the art installation, but due to failure of quality of the coal. The line was closed in 2000 and the electrification subsequently dismantled.

Most people have forgotten about the St. Clair tunnel electrification since it was removed from service over fifty years ago in September 1958. In fact, it was significant milestone in Canadian railway history being the first major line to be electrified and involved several unique features.

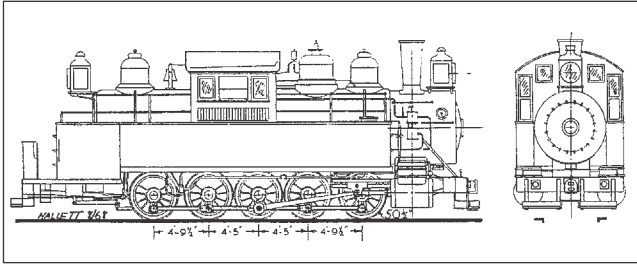
But first a brief review of what preceded the electrifications. The tunnel under the St. Clair River replaced a ferry service of the Grand Trunk Railway (GT) between Sarnia, Ontario and Port Huron, Michigan. At the latter point, the GT's subsidiary, the Chicago, Detroit & Canada Grand Trunk Junction Railway, provided a route to Detroit and, by connections with other lines, a way to Chicago. As might be anticipated when traffic grew so did the backlog of cars waiting to go across the border, particularly in the winter months when ice could block the river for several days at a time. The delays were further exacerbated by the difference in gauge between the Canadian and American lines – the GT was built to the Canadian provincial gauge of 5 foot 6 inches while Midwestern connections were all built to 4 foot 8½ inches. Even when GT changed to the American standard gauge, the traffic barely could be handled by two car ferries, especially after the GT completed its own line to Chicago in 1880.

If the GT were to share in the surging growth of trans-border traffic in the 1880s, it needed to eliminate this bottleneck. A tunnel under the river was the preferred solution since a bridge would have had to be sufficiently high to permit sailing ship to sail under it. With the flat topography of the area, this would have been an expensive proposition requiring long embankments on the approaches. The tunnel was chartered as the St. Clair Tunnel Frontier Company in 1884 with a corresponding Port Huron Railroad Tunnel Company being chartered in the United States in 1886. The two companies were merged into the St. Clair tunnel company in 1886 with the mortgage bonds being held by the GT.

The original tunnelling was done under a private contract. The original contractor could not complete the work due to the ingress of natural gas, sand and water. And so this contract and boring were abandoned. The GT was very anxious to complete the tunnel and put its Chief Engineer, Joseph Hobson, in charge of the work.

The decision was taken to run the tunnel about ten feet above the bedrock to avoid the natural gas and build the tunnel using a shield method through the remaining very thin layer of blue clay and sludge that formed the base of the river. This single track tunnel was lined with cast iron sections twenty feet in diameter which were bolted together as the shield progressed. To keep out the sand and water compressed air was used at the working face. Tunnelling was done from both the American and Canadian sides starting in July and September 1889 respectively. Workers suffered from the 'bends' due to lack of knowledge about the slow decompression techniques required to avoid the bends. The tunnel and approaches were 11, 668 feet long, of which 6,026 were in the tunnel. Service over this new route began on September 19, 1891.

The tunnel has long approach grades of two percent down on both sides and a nearly level section (point one of a percent down for drainage) under the river. The approach grades meant that trains required locomotives with a large tractive effort to haul the train from the tunnel bottom up to ground level. The four original steam locomotives were Decapod 0-10-0T transfer engines. These had sufficient tractive effort, but



Scale diagram of St. Clair Tunnel Company (later Grand Trunk) 0-10-0T steam switching locomotives, class G, road numbers 598 to 601. Built by Baldwin in 1891 they had 22" X 28" cylinders, 501/2" drivers. Operating pressure was 165 psi, Stephenson valve gear, 195,000 Lbs. engine weight. Tractive effort was 58,000 Lbs (875 HP), water tank capacity 1600 gallons, hard coal briquets (for lower sulphur emissions in the tunnel). These were the world's largest steam locomotives when built, they are reputed to be the world's largest tank engines ever built. They were fitted with an independent brake (no train brake).

Sometime prior to 1908 these engines were rebuilt as camelback tender machines and renumbered 1301 to 1304 (with tanks removed). After 1913, another rebuilding saw the cabs relocated to the normal end position, they were again renumbered 2650 to 2653. They were withdrawn from service in 1908 when the tunnel was electrified, the locomotives were used in yard service until 1923 when they were scrapped. Drawing Ontario Society of HO Model Engineers.

Diagramme à l'échelle des locomotives à vapeur de manœuvre de type 0-10-0T, classe G, nos 598 et 601 de la St-Clair Tunnel Company (devenue plus tard le Grand Tronc). Construites par Baldwin en 1891, ces locomotives d'un poids de 195 000 livres (84 435 kg) possédaient des cylindres de 22" sur 28" (55,8 cm sur 71,1 cm) et des roues motrices de 50 1/2" (1,28 m) de diamètre ainsi qu'une distribution de type Stephenson d'une pression de 165 psi, ce qui permettait de développer un effort de traction de 58 000 livres (875 CV). Elles étaient équipées d'un système de freinage indépendant (pas de frein de train). Les tenders, chargés de briquettes d'antracite (faible émission de soufre dans le tunnel), avaient des réservoirs contenant plus de 1600 gallons (7273 litres) d'eau. Ces locomotives à vapeur furent les plus grosses de l'époque et aussi les plus grandes à tender intégré de l'histoire.

Un peu avant 1908, ces locomotives furent transformées en type « dos de chameau » et renumérotées 1301 et 1304. Après 1913, on leur redonna leur aspect d'origine et on les renumérotait 2650 et 2653. Elles furent retirées du service en 1908, au moment où le réseau du tunnel fut électrifié. On les utilisa comme engins de manœuvre jusqu'en 1923, après quoi elles prirent le chemin de la ferraille. Drawing Ontario Society of Model Engineers.

had to be handled with great care to avoid breaking the couplers between cars. Even with a train weight only 1000 tons, the run in and run out of coupling slack at the bottom of the tunnel often led to broken couplers. You can imagine trying to couple the train in a tunnel full of steam and coal smoke. Several brakemen died due to asphyxiation. An especially bad accident in 1904 in which six men perished persuaded the GT that a better method of locomotion was necessary which would ease the stress on the couplers and eliminate the smoke hazard.

At the turn of the twentieth century use of a direct current supply for streetcars and interurban cars was common, but for a locomotive with mainline hauling capabilities it was not. Also alternating current motor design was only just becoming reasonably well understood. Thus it represented a large leap of faith in evolving technology when the GT decided to accept the bid of the Westinghouse Electric and Manufacturing Company for the installation in 1905. Renown engineer Bion J. Arnold, then 43 years old, acted as a consulting engineer to the GT. An electrical engineering graduate from Cornell University and the University of Nebraska, his first major success was the design of the three mile Intermural Railway at the 1893 Columbian Exposition in Chicago. As the first elevated electrified railway in the world, it's success made his name. Arnold served as a consulting engineer for many transit and main line projects in the United States and Canada.

Arnold recommended a low frequency alternating current electrification to the GT. This included not only the locomotives, but also the overhead, accessories, and a power house to supply the alternating current. The overhead was to be 3300 volts single phase at a frequency of 25 cycles per second.

Alternating current normally comes as a three phase supply, i.e. three wires with the three voltages rising and falling in a sinusoidal fashion but displaced in time. The three phases taken together form a continuous flow of power. Single phase supply with only one wire leads to only one voltage rising and falling and thus the power low rises and falls at the frequency rate, in the case of the St. Clair tunnel, 25 times per second. At the time of the St. Clair tunnel electrification, no local utility system could tolerate such a large variable single phase load so it was necessary to build a powerhouse on the American side of the tunnel to supply the variable power necessary for the locomotives. In addition the locomotives took a varying amount of power depending upon the position of the train in the tunnel – very little power entering the tunnel with the train trying to push the locomotives down the slope, a low amount of power to keep the train moving on the bottom nearly flat section and then a large amount of power while dragging the train up the grade on the other side. The transit time from between the Sarnia and Port Huron yards took less than 15 minutes with significant power being taken for only 50% of that time. Thus the

problems of keeping the steam driven alternators in the powerhouse supplied with sufficient steam at the right time can be appreciated. Some relief was given by connecting various continuous loads such as pumps and lights on the other two phases giving a minimum load on the powerhouse at all times. In addition, warning signals were sent to the powerhouse when a train was started.

The six electric locomotives purchased were in essence 0-6-0 switchers designed to run normally in multiples of two. Two sets were kept busy shuttling trains through the tunnel, while the third set underwent maintenance. Three tracks were set aside for the electric locomotives in Sarnia roundhouse. The locomotives had an uneven wheel spacing not shown in the original specification. The uneven spacing was no doubt required to accommodate the large AC motors. The control of voltage to the motors was via a tap changing transformer from 3300 volts to 240 volts in 17 running steps giving good control when taking out the slack in the train at the bottom of the tunnel to ensure no couplers were broken. Each locomotive unit had a rating of 750 horsepower giving 1500 horsepower to haul the train from the bottom of the tunnel at a speed not to exceed 25 miles per hour, but not fall below 10 miles per hour, hauling up the tunnel grade. A two locomotive set was also able to start the train from rest on the uphill grade.

One unique feature of the electrification was the use of two trolley wires spaced apart below the tunnel roof. This not only gave better contact continuity, but also stabilized the shoe of the pantograph side to side thus

avoiding contact with the metal tunnel lining close by. The electrified yard areas were covered by steel bridges 150 feet apart from which the overhead was suspended. In the yard areas, a messenger wire of ? galvanized steel was used suspending via droppers a contact wire of 0000 grooved copper trolley wire at a height of 22 feet. In the tunnel the height of the contact wires was only 15 feet 2 inches – this became a serious restriction on the height of cars that could pass through the tunnel in later years. The total amount of overhead was 12.19 miles. As the section of the main line to be electrified was only 3.67 miles long, the majority of the wire was over yard tracks. The approaches to both end ends of the tunnel were double track. While the GTR had planned to construct a second tunnel, it was never built.

Financially and operationally the tunnel proved a success after the formal opening in November 1908. The cost of moving cars was greatly reduced while the capacity was increased by at least 50% since there was no need to wait for the tunnel to clear of smoke and other gases between trains. The claim was made that the electrification was fully paid for in the savings of the next five years. A block signal system was used to ensure safety

In 1923 GT was merged into Canadian National



A pair of St. Clair Tunnel Company electric 'tunnel haulers' shortly after delivery in 1908. *Electric Railway Journal* enhanced by Paul McGee.

Une paire de locomotives électriques de la St. Clair Tunnel Company, peu après leur livraison en 1908. Electric Railway Journal, révisé par Paul McGee.



St. Clair Tunnel Company electric locomotive No. 1308 hauling a Grand Trunk passenger train out of the tunnel circa 1915. CSTMC/CN Collection, Image CN000384

La locomotive électrique no 1308 de la St. Clair Tunnel Company à la tête d'un train de passagers du Grand Tronc, à sa sortie du tunnel, vers 1915. Collection CSTMC/CN, image CN000384.

and traffic patterns changed. The operation prospered to the extent that additional locomotives were required. The heavier freight trains required four units to traverse the tunnel. To continue working two crews at a time, CN needed a minimum of eight locomotives. As the fleet only numbered six units, CN acquired three additional locomotives in 1927. One was a new locomotive built by Westinghouse to the same pattern as the originals. The

other two were second hand locomotives from the Chicago, Lake Shore and South Bend Railroad which was abandoning its AC for a DC electrification compatible with the Illinois Central electrification in Chicago.

By 1928 the electric utility companies could handle the single phase load and the powerhouse on the Port Huron side was shut down. That year, the tunnel handled 109,380,983 freight ton miles and 127,367 passenger car miles were 127,367.

In 1941, CN acquired gasoline powered line repair locomotive number 15707 from the Montreal Harbours Board. Otherwise, the installation changed little after the 1927 locomotive purchases until the period when CN was nearing the end of its dieselisation program. By this time, years of service and accumulated parts wear led to the consideration of replacement of the original locomotives. Safety under the electric wires was also an ongoing consideration. Studies were made of the ventilation required when diesel electric locomotives were run through the tunnel saving an coupling and uncoupling with the attendant time and unit saving.

After the ventilation system was installed, diesel electric locomotives took over the operation on September 28, 1958 and produced significant cost savings. Because of the grades dynamic brake equipped diesel locomotives were used on trains going through the tunnel

even after CN's purged these brakes from most of its fleet. Starting in the 1960s, the size of new freight cars, such as auto rack cars, began to exceed the limited clearances in the tunnel. CN had to re-institute car ferry service to handle the many cars that were too high for the tunnel. At the same time, the switch to containers took place. While a single level container train could pass through the tunnel, double stacked cars could not. To remain competitive with American routes from the Atlantic to US midwestern states, CN drilled a new tunnel beside the old tunnel whose dimension could take double stack containers and all the large new freight cars. Construction of this tunnel started in 1992 using a tunnel boring machine (TBM). After overcoming seepage problems, the TBM was started and then removed due to failure in the front bearing. This fault set the tunnel back many months while the machine was extracted vertically, shipped to the supplier, repaired, returned and reinstalled. Once the machine had been in place, the tunnelling progress was rapid. The new tunnel opened in May 1995 giving CN a considerable advantage over the Canadian Pacific route to Chicago which continues to use the ex-Michigan Central tunnel at Windsor to access Detroit. Once the new tunnel was in service, the old tunnel has sealed.



Four Grand Trunk diesel units lead by 4546 are hauling a freight out of the east portal of the St. Clair Tunnel on March 7, 1973. Note that some of the catenary towers are still in place. CRHA Archives, Fond Bury CNF3-18.

Quatre diesels du Grand Tronc! 7 mars 1973. Ces locomotives, avec en tête la 1308, tirent un train de marchandises vers la sortie Est du tunnel St. Clair. À noter : quelques pylônes de caténaire demeurés en place. Archives ACHF, fonds Bury CNF3-18.



Three GP 38's 'tunnel pullers' lead by 5589 have surfaced at Sarnia, Ontario on May 30, 1980. CRHA Archives, Fond Bury CNF14-38.

Le 30 mai 1980, trois locomotives GP 38, avec en tête la 5589, font surface à Sarnia, Ontario. Archives ACHF, fonds Bury CNF14-38.

Another view of a four unit Grand Grunk 'tunnel hauler' lead by 4932 at Sarnia, Ontario on May 10, 1975. Photo by Ken Borg, CRHA Archives, Fond Bury CNF30-125

Le 10 mai 1975, quatre locomotives du Grand Tronc avec en tête la 4932 à Sarnia, Ontario. Photo de Ken Borg, Archives ACHF, fonds Bury CNF30-125.



Few people remember the electrification which allowed the original tunnel to divert traffic to the Grand Trunk /Canadian National for so many years. Thus it is the forgotten electrification and the only financially successful AC railway electrification in Canada.

References:

St. Clair Tunnel Electrification specification. Bion J. Arnold and Canadian Westinghouse Company Limited, July 1905

St. Clair Tunnel – Rails beneath the River. Clare Gilbert The Boston Mills Press 1991

When the Steam Roads Electrified. William D. Middleton, Kalmbach Books, 1976 Second Edition

Canadian National Railway. Tom Murray, MBI Publishing, 2004

“Electrification of the St. Clair Tunnel”. Electric Railway Journal. Vol. XXXII No. 24, November 14, 1908 p. 1364

“St. Clair locomotive flange wear”. Canadian Railway & Marine World, June 1911, p. 498

“Maintenance and Operating Features of the Electrified St. Clair Tunnel”. Canadian Railway & Marine World, June 1911, p. 545

St. Clair Tunnel Statistics for 1913/1914, Canadian Railway & Marine World, May 1915, p. 163 and June 1915, p. 205

“St. Clair Tunnel Electrification Operating Data”. Canadian Railway & Marine World, February 1916, p. 68

There is a gold mine of St. Clair tunnel information at <http://www.trainweb.org/also/stclair.htm>



BUSINESS CAR

March - April, 2009

By John Godfrey

Edited by David Gawley



HERITAGE

Cranbrook Museum receives high-quality model railway layout

The newest acquisition at the Canadian Museum of Rail Travel in Cranbrook, British Columbia is a superb large O-Gauge model railway from the former Granville Island Museum in Vancouver. That privately owned museum closed permanently on September 1, 2008 and the model layout was donated to Cranbrook. The model depicts 'Railroading in the BC Mountains – Coast to Rockies' and is 65' long by 15' wide. It is of extremely high museum quality design and construction and is worth about \$ 325,000 in early 1990 dollars.



Due to its very large size, it had to be cut into about 30 pieces for transport to Cranbrook in 3 trucks and once it arrived in Cranbrook, reconstruction could not be immediately carried out until an extension to the museum's modelling space could be completed.

The modelling space had been originally planned to house the museum's existing HO-gauge model railway exhibit which is part of the 'Historic Crowsnest Railway Visual Exhibit'. The HO model had been started in a baggage car at the former museum site by local modellers in the early 1990's, but was removed for storage when the museum relocated in 2002. It depicts the Crowsnest Route of the CPR which was built in 1898, this route through the Crowsnest Pass in the Rocky Mountains to the east of Cranbrook aided in the development of Southeast BC and Cranbrook.

However the size of the O gauge layout required significantly more space which required that the adjacent museum workshop space be relocated to enable the model display space to be extended in the fall of 2008.

The two models will provide an interpretive picture of BC railroading, and will be of interest to all visitors but are expected to attract many younger visitors to the Museum for whom the static rail car displays are less interesting.

Although the interior 2,000 square foot space for the model is complete, certain aspects must still be completed for legal public access according to building code requirements. This includes emergency exits, heating and ventilation systems, emergency, exit and display lighting. Access to this permanent display will be via the new Cranbrook History Gallery, also under construction, and located just off the main entrance. (Heritage Cranbrook).

This view is one of the large 3-foot high curved trestles at one end of the 65-foot long model recently donated to the Canadian Museum of Rail Transport in Cranbrook, British Columbia from the privately owned Granville Museum, which closed September 1, 2008. The model is valued at \$ 325,000 and had to be cut into 30 pieces for transport to Cranbrook in 3 trucks. It will be a major interpretative display addition to the museum, and will be of interest to all people from 9 months to 90 years of age, all year and independent of weather. Gary Anderson

Vue d'un pont sur chevalets d'une hauteur de 3 pieds (0,9 m), situé à l'une des extrémités d'un réseau de modèles réduits de 65 pieds (19,8 m), offert au Canadian Museum of Rail Travel (Musée canadien du voyage par rail) de Cranbrook, Colombie-Britannique, par le musée privé Granville Museum, qui a fermé ses portes le 1er septembre 2008. On a dû découper le réseau en 30 parties et les charger sur trois camions pour les transporter à Cranbrook. Attrait majeur pour le musée, il intéressera les visiteurs de tous âges pendant toute l'année, quelle que soit la température extérieure. Gary Anderson

New life for old carhouse

The former Wychwood carhouse off of St. Clair has found new life as a community center and artist's residence & studio space. The original three bay carhouse was built by the Toronto Civic Railway to serve their new St. Clair Line. The carhouse opened for business Dec 31, 1913. Each inside track could hold three cars each (nine cars inside) with room for another nine cars in the small adjoining yard. Another three bay addition was added in 1916 to accommodate cars from the Civic Lansdowne route although the actual carhouse addition was not occupied until February of 1917.



Photo of the Wychwood car barn taken during the 1952 TTC strike! James V. Salmon via Derek Boles.

Photo de la remise de tramways de Wychwood prise pendant la grève de la TTC en 1952! James V.Salmon via Derek Bole.

In 1921, the site was acquired by the TTC and greatly enlarged to the configuration we are familiar with. Two additional three-car bays were added to the south side and a new repair shop was erected on the north side. A new outdoor storage yard was also constructed on the south side beyond the new bays. Known as the TTC St. Clair Division, it became a busy yard for almost 60 years. After the opening of the Yonge Subway, ongoing reductions in the TTC streetcar fleet resulted in the gradual closings of TTC streetcar routes and Divisions and by April 1978, St. Clair Division was no longer needed. On April 14, St. Clair was closed as an operating Division and the cars were transferred to Roncesvalles and Russell Divisions.

After that, it became commonly referred to as Wychwood but the site was still used by the TTC. The UTDC set up shop there and used Wychwood to ready the then new CLRVs for revenue service. Articulated cars (including the UTDC demonstrator 4900) also were visitors there. The TTC CIS workshop worked from there and installed the communication units into the buses. As well, a satellite body repair shop for the Flyer trolley buses used the site. In fact, when checking out Wychwood, one never knew what TTC vehicles were going to be spotted. Even the Scarborough RT was represented by the RT mock-up cars which were stored indoors. Of course,

Wychwood probably was most famous for its roll as the TTC PCC graveyard. Passing through that outdoor yard were a few hundred PCC cars of which most went scrap although a few lucky units were rebuilt for further service or survived for other private uses.

The reincarnation of the Wychwood site has been ongoing for a few years. With the disposal of the site by the TTC, several possibilities were presented as to what should be done with it. Suggestions ranged from private redevelopment to a 100% green park. In time, a plan was developed to rehabilitate the existing buildings and incorporate them into a new park and to that end, several partners were brought together to make this happen. Many different uses have been combined into the new buildings and site of which some are :

- Residential and studio space for artists – Developed by Artscape, the residences are aimed at providing affordable housing and studios to local artists and to use the Wychwood site as a new focal point for this community.
- Office space for 13 non-profit arts and environmental organizations.
- Performance, rehearsal and event spaces for artistic and community events.
- Local green initiatives such as Community Composting, a Sheltered Garden and an outdoor Bake Oven.
- New outdoor park with outdoor ice rink

In terms of the residential and studio component, Artscape is the most prominent partner in the redevelopment. They define themselves as “A not-for-profit enterprises dedicated to culture-led regeneration and city-building through the arts.” They have been active for some years creating low rent art space for in other old Toronto buildings are even starting to partner with new developments such as new condo developments on Queen St. West. Other partners in the Wychwood project include the City of Toronto, the provincial and federal governments and various private Foundations.

Although there exists virtually no historic transit component to the redevelopment, the end result is that the buildings and site will continue to serve the local and greater community, although in a different role. If anything, perhaps this will serve as good motivation for us to get active and involved in Transit Preservation now so that we may influence the process should the Russell or Roncesvalles sites ever become ‘Surplus’. (Toronto Transportation Society)

CASO St.Thomas Station receives further grant from Ontario Trillium

The Trillium Foundation announced the North American Railway Hall of Fame will receive a grant to

help restore the CASO station's waiting room. Including the latest amount, that means the foundation has donated \$270,000 toward restoring the St. Thomas, Ontario, railway landmark -- Trillium gave a grant for \$50,000 to help replace the station's roof while \$70,000 was earmarked in a separate grant to hire an executive director.

"It's good news for us as an organization and it's good news for the city of St. Thomas," said Chris Harvey, executive director. He explained that the money will be used to renovate the waiting room, turning it into a tourist centre complete with exhibits and offices for museum staff. By restoring the historic station to the 1920s period, NARHF hopes to draw more than 3,000 visitors yearly to the station. (St. Thomas Times-Journal).

TRANSIT



Plans for GO Transit released

Toronto's GO Transit recently unveiled its long-term strategic plan, GO 2020, which outlines how the agency expects to handle growing ridership and improve service and reliability and provides a framework for GO Transit's capital and operating plans and budget.

By 2020, GO Transit plans to provide two-way, all-day service within its core service area, with trains and buses departing at least every 15 minutes during peak periods and every 30 minutes during off-peak periods. The agency also plans to add new peak-period service along rail lines currently not being used and extend existing passenger-rail lines, including Bowmanville on the Lakeshore East line, Uxbridge on the Stouffville line, Aurora Road on the Richmond Hill line and Guelph on the Georgetown line.

All these projects are part of the \$1 billion GO Transit Rail Improvement Program, which is funded by the federal and provincial governments, and local municipalities through the Canada Strategic Infrastructure Fund (Progressive Railroading On-line).

GO Transit deal approved for Toronto Union Station

A deal that would see GO Transit control a big chunk of Toronto's Union Station has been approved. Since the city acquired the historic transportation hub in 2000 from the railways, Toronto city council has been trying to arrange a makeover. But a proposed renovation deal with a private sector partner fell through in 2006. GO Transit has agreed to purchase space in the building's west wing and the future east and west passenger concourses, and lease an additional 12,826 square feet.

GO has said it will use space in the station for its head office and plans to move about 150 of its 200 office

employees into the station in 2013. GO currently leases space on Bay St. near the lake. Terms of the purchase and lease arrangement are being kept under wraps until the transaction is completed. (Toronto Star).

Environmental assessment process to be shortened for Blue 22 train

The creation of a train linking Union Station to Pearson International Airport in Toronto appears to have been fast-tracked after more than a decade mired in bureaucratic tangles and objections from local residents. A new, shortened environmental assessment process adopted by the project's proponent, Metrolinx, could require as little as six months, as opposed to the three or more years taken by the previous assessment process.

Details about how much the air-rail link will cost, how long it will take to build, and whether the project will differ from the Blue 22 plan first proposed six years ago will be determined after the assessment has begun this spring, said Colleen Bell, a spokeswoman for Metrolinx.

The Ontario Crown corporation announced in December that it would take over the project from GO Transit, although GO will still help build the infrastructure. "It will be a new study; however, all of the community concerns and the data that was collected as part of the previous study will be validated, brought forward and considered as part of this one," she said. Mike Sullivan, who heads the Weston Community Coalition, is suspicious about the reasons for coming up with a new environmental assessment process. "I think the 'accelerated' EA was designed specifically for this project," he said.

"Under the rules of a full EA, which the government promised, not only would other routes have to be at least considered, but the socio-economic impact on the local community had to be addressed. Now they can give that part lip service and we have no recourse."

Weston residents worry their community will end up divided, choked by fumes, assaulted by noise and excluded from any benefits. The Blue 22 plan would have sent diesel trains on a 22-minute trip through the Georgetown corridor, stopping only once at Dundas West station. The proposed ticket price was \$20. "It's not the prospect of an air-rail link that upsets them," said Suri Weinberg-Linsky, another coalition member. "It's the prospect of an above-ground diesel train constantly passing through town without stopping there, blocking roads along the way. An air-rail link should be more than just a fast way to get to the airport."

"If you build it, build it right. Build it so that people can get on it at multiple locations. Build it so it's electric, not diesel, because diesel is outmoded, antiquated, obsolete technology."

Laura Albanese, Liberal MPP for York South-Weston, said her understanding was that the community

would still get to have its say. "I've been saying all along that the local residents must benefit from this, hopefully with a transportation hub. It has to be part of the community; it cannot be built at the expense of the community." (Globe and Mail).

GO completes one grade separation project, starts another

Construction on the separation of the Hagerman Diamond rail-to-rail crossing along GO Transit's Stouffville line is now complete while construction on the West Toronto Diamond grade separation project was recently launched. On the Stouffville line, an underpass was created so GO trains no longer have to wait to pass across CN's freight line, allowing more frequent and reliable GO train service during peak travel periods. "This transit upgrade will shorten the commute for users of the GO Transit Stouffville rail corridor and give passengers more time to spend with their families," said Canada's Transport and Infrastructure Minister, John Baird.

Prior to the \$54-million grade separation, GO Transit's north-south Stouffville line intersected with the busy east-west CN freight corridor north of Steeles Avenue in Markham. Congestion at this intersection was causing delays and prevented GO from expanding service on this line. This new infrastructure is moving approximately 12,000 people in and out of Toronto's downtown core on the Stouffville corridor each weekday. "Where these two tracks crossed at grade has always been a problem for us to increase service or maintain schedules," said Gary McNeil, managing director for GO Transit. "The new interchange will now allow us to do both."

Meanwhile the construction of an underpass to separate commuter-rail and Canadian Pacific Railway traffic in West Toronto has started. Under the \$277 million project, GO Transit will lower Canadian National Railway tracks along the Georgetown line to run below CPR's North Toronto line rather than across it. The underpass will eliminate scheduling conflicts between CPR and GO trains, and enable GO Transit to increase service frequency on its Georgetown line, according to the commuter railroad.

Third-party utilities, the Dupont Street bridge, train signals and a major water main have been relocated in preparation for construction. The project is scheduled to be complete by spring 2011.

A portion of the projects is being funded through the GO Transit Rail Improvement Program, which is funded by the Government of Canada, the Province of Ontario and municipal governments in the Greater Toronto Area through the Canada Strategic Infrastructure Fund. (Progressive Railroading On-line and Canada NewsWire).



AMT seeks investors for dedicated rail line to Montreal airport

Agence Métropolitaine de Transport president Joël Gauthier made an appeal to the Montreal Board of Trade recently to invest in a proposed dedicated passenger railway linking Vaudreuil to the Pierre Elliott Trudeau Airport and downtown Montreal. Gauthier said a dedicated passenger railway is essential to meet the service's rising demand.

Estimated costs for the project range anywhere between \$480 and \$800 million, and no financial backers or timelines were announced for the proposal. Conservative international trade minister Michael Fortier had made the proposal a key component of his election campaign in Vaudreuil-Soulanges. He was defeated by Bloc incumbent Meili Faille.

Gauthier stressed the need for financial backers to get the project rolling during his presentation to the Board of Trade. The AMT currently leases the CP right of way between Rigaud and Montreal. There is ample space to build another railway line between Ste. Anne de Bellevue and Dorval, Gauthier said, but the route becomes problematic between Dorval and downtown. Gauthier made two route proposals for the proposed new passenger line, one linking to Central Station and one linking to the Bell Centre and Lucien-L'Allier. A dedicated passenger line would be economically and environmentally beneficial for the greater Montreal region, Gauthier said. He also noted that ridership from Vaudreuil-Soulanges continues to grow, projecting a 17% increase in ridership in the coming years. (Hudson St. Lazare Gazette).

AMT looks to buy rail line from CN

Amidst all the sour news recently for West Islanders about commuter trains breaking down and being overcrowded, there is a prospect of relief down the tracks that could really improve service a year from now if there is the political will. A letter obtained by the Montreal Gazette from a high-ranking official with the Agence métropolitaine de transport indicates the regional transit agency is at a critical stage in its talks with CN to buy the Deux Montagnes train line, and that the Doney Spur, a 9.7-kilometre freight rail line that is linked to it, may be part of the deal. If the AMT wants the Doney Spur, it must have real plans for it, says Avrom Shtern, spokesperson on transit issues for the Green Coalition, an environmental advocacy group.

The AMT has studied using the Doney Spur as part of a proposed light-rail link from Trudeau airport to downtown, a line that could also be extended farther west to Ste. Anne de Bellevue. AMT spokesperson Marie

Gendron would not say whether the Doney Spur will be part of any deal with CN. And CN spokesperson Julie Sénécal declined to comment. A refurbished Doney Spur could eventually link to the metro.

The city of Montreal's long-range transportation plan includes the extension of the orange line 2.2 kilometres north from Côte Vertu station to the Bois Franc neighbourhood at a cost of \$340 million. Bois Franc station is at one end of the Doney Spur line. Late last year, Shtern used the access-to-information law to request details from the AMT regarding its plans for the Doney Spur. In a reply December 11, the AMT refused to give details, citing its ongoing talks to buy the Deux Montagnes line, for which it has offered CN \$45M. The AMT currently rents track time for its trains from CN, and the line is the AMT's most crowded.

Perhaps the pressure applied recently by Quebec Transport Minister Julie Boulet on the AMT to respond to commuters' complaints will change the dynamic of those talks. But Réal Grégoire, a spokesperson for Transport Quebec, said no request from the AMT to fund the purchase of a rail line had been received. The Quebec government has a program that funds 75% of some public transit projects.

In related news, federal and provincial governments have asked the AMT for a list of infrastructure projects that could get off the ground quickly in 2009 or 2010. The list includes a new signal system on commuter-rail lines that would allow for more trains, a third pair of tracks on two stretches of the Rigaud line, a ramp on the St. Jérôme line to connect to the existing tunnel under Mount Royal, two reserved bus lanes along the Pie IX Blvd. axis, another 10,000 parking spaces at train and métro stations, AMT's own maintenance facility in Point St. Charles, a dedicated bus lane through Griffintown, and new bus terminals in Pointe aux Trembles and the Châteauguay area. The list also features one more ambitious project. AMT's five existing rail lines run on routes built several generations ago. Not so the planned 52-kilometre line that would run from downtown to Mascouche. The pricetag of this entirely new line is \$394M. The line would have the effect of spurring urban sprawl in the Mascouche area and AMT's impact study predicts the line would lead to residential construction for 50,000 people off the island. (Montreal Gazette).



CN buys rail and ferry operations from Quebec Railway Corporation for \$49.8 million

Canadian National Railway Company is buying a number of rail and ferry operations from Quebec Railway Corporation for \$49.8 million. CN said it will acquire

three railway operations and a rail-freight ferry operation, plus 540 track miles of rail line it formerly owned in eastern Ontario, eastern Quebec and northern New Brunswick plus a ferry service on the St. Lawrence River.

The freight carrier sold the rail lines to Quebec Railway in the late 1990s and has held a minority equity interest in the ferry operation since its startup in 1975. "The operations we're buying are important to CN because QRC is our second-largest short-line partner, serving important customers at origin and directly feeding our main-line network," CN president and CEO Hunter Harrison said in a press release.

"QRC has done a great job with these rail properties, and we believe we can improve on that in future." "With our close partnership over the years, CN was the logical purchaser of these properties after QRC decided to dispose of key assets," said Quebec Railway chairman Pierre Martin. "We believe CN will build on our sustained customer focus to deliver even better service in future."

Quebec Railway will keep its Sydney Coal Railway Inc. subsidiary in Sydney, N.S., and its Chemin de fer de Charlevoix Inc. unit running east of Quebec City to Clermont, Que. Properties involved in the deal are:

- Chemin de fer de la Matapedia et du Golfe
- New Brunswick East Coast Railway
- Ottawa Central Railway
- Rail ferry company Compagnie de gestion de Matane inc. (COGEMA).

CN said it plans to invest capital over the next three years to upgrade the rail lines and will replace the existing locomotive fleet with more modern motive power. The company does not plan any changes to freight, VIA Rail passenger rail service or employment levels.

The deal affects about 214 employees of Quebec Railway. CN will also take on the operation and management contract for the Chemin de fer de la Gaspésie, which runs from Matapedia to Gaspé, Quebec. (Canadian Press Release).

CN completes EJ&E deal with U.S. Steel

A major portion of the Elgin, Joliet & Eastern Railway Co. (EJ&E) has become a major cog in Canadian National Railway Co.'s Chicago-area operations. CN has completed its acquisition of the EJ&E's principal lines, 198 miles of track encircling Chicago, from U.S. Steel Corporation for \$300 million.

"With this closing, we can move forward to fulfill the promise of the EJ&E acquisition, which will help drive new efficiencies and operating improvements on CN's network," said CN President and Chief Executive Officer E. Hunter Harrison in a prepared statement. "Streamlined rail operations, along with reduced congestion resulting from the acquisition, are critically

important to the Chicago region's economy and its continued role as one of America's most important transportation hubs."

CN will remain "fully committed" to mitigating the transaction's environmental impacts in communities along the EJ&E, he said. Canadian National has adopted a voluntary mitigation plan and reached mitigation agreements with 10 Illinois and Indiana communities.

The railroad also will ensure compliance with the various monitoring and reporting requirements imposed by the STB, including the appointment of a community liaison officer for municipalities along the EJ&E, CN officials said.

U.S. Steel's Transtar subsidiary will retain railroad assets, equipment and employees that support the EJ&E's Gary Works site in northwest Indiana and U.S. Steel's operations. That segment of the EJ&E will become the Gary Railway.

Canadian National has also reached an agreement with Amtrak that will provide the national intercity passenger railroad continued access to the St. Charles Air Line route between Chicago's Union Station and downstate Illinois destinations, such as Carbondale and Champaign. The pact is based on commitments CN made to Amtrak and the STB in 2008.

The pact will enable Amtrak to use the route indefinitely. CN agreed to maintain the route to existing standards and cap Amtrak's cost for using a certain portion of the line. (Progressive Railroading On-line).



CHEMIN DE FER
CANADIEN
PACIFIQUE

CANADIAN
PACIFIC
RAILWAY

CP assumes operational control of DM&E

Canadian Pacific has taken operational control of recently acquired Dakota, Minnesota & Eastern Railroad Corporation and its subsidiaries: Iowa, Chicago & Eastern Railroad and Cedar American Rail Holdings. "This is a significant event for Canadian Pacific, DM&E, IC&E and Cedar American Rail Holdings as it marks our acquisition of the largest and one of the most successful regional railroads in North America," said CP President and CEO Fred Green. "We acquired the DM&E and IC&E railroads because of the opportunity for sustained double-digit top-line and EBITDA growth.

"Given the year-to-date performance, and our current outlook, we are anticipating that it will surpass our estimate of \$0.15 to \$0.17 contribution to our 2008 earnings per share." Green added, "The DM&E's speed to market, operational efficiency and organic growth reinforces our confidence in the strength and potency of this acquisition."

The two networks belong together, the union of which will open up enhanced opportunities for shippers." US Senator John Thune noted: "The additional markets

that will be available to rail shippers through Canadian Pacific's extensive rail network will create jobs, increase the market for South Dakota agricultural goods and value-added products, and improve our capability to transport products produced in South Dakota."

"With the acquisition complete, we look to start building on the improvements the DM&E has already made in operating efficiency and safety," said CP EVP and CFO Kathryn McQuade. "Over the next three years we will invest US\$300M into the DM&E and IC&E networks. This capital investment reinforces our commitment to safe and fluid operations for our shareholders, our employees, our customers and the communities we serve." The DM&E is the largest regional railroad in the US 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 is headquartered in Sioux Falls, SD, and has approximately 1,100 employees, 2,500 miles of track, including approximately 500 miles of trackage rights, and rolling stock that includes 7,200 rail cars and 150 locomotives. The DM&E 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. (Canada Newswire).

Sudbury asked to imagine a better future without rail yard downtown

A group interested in downtown development at Sudbury, Ontario, is advocating the removal of the 52-acre CP yard from the downtown core. The idea received consideration in the 1970s before being abandoned amidst controversy and was revived several years ago without getting too far, apparently due to the huge costs involved.

For now, the Sudbury group is intent on taking its time, researching issues, communicating its vision to the public and consulting with all possible stakeholders, Susan Thompson, managing director of the Downtown Village Development Corporation, a private group promoting development in the city core and one of the founders of Imagine Sudbury said. Discussions have been held with Mayor John Rodriguez, Sudbury MPP Rick Bartolucci and CP officials, among others. Ultimately, the group must determine if the cost of the rail yard's relocation will be outweighed by the economic and social benefits of redeveloping the property. (Sudbury Star).

SHORTLINES AND REGIONALS

Saskatchewan short line in jeopardy of abandonment

The short line Carlton Trail Railway connecting North Battleford and Meadow Lake is running the route

these days, but come spring the service may fall off the tracks. Omnitrax, which owns the rail line, recently filed papers with the provincial government to discontinue operations of the railway and abandon it, leaving the forestry industry in Meadow Lake scrambling to find a way to keep the line working.

If the application is approved, Omnitrax Canada won't run the railway past April 2009, said managing director Mike Ogborn. "At the current state of affairs, the Carlton Trail Railway cannot make any money in the operation," Ogborn said from his office in

Denver, CO. "It's a combination of factors, including a decrease in the revenues from shipments over the line and an increase in operations and maintenance costs." Ogborn said the line needs millions of dollars worth of infrastructure upgrades and the amount of money that comes in from the operation doesn't justify the amount of capital needed to do the repairs.

Grain shipments on the line have also decreased since Omnitrax purchased it in Dec. 1997, he said. The move has frustrated industry players in the area where a pulp mill, a sawmill and an oriented strand board mill all contribute to the local economy.

Ed Roste, manager at the Meadow Lake Mechanical Pulp Mill, says the rail line is vital to the companies' bottom lines. He is optimistic that shippers in and around Meadow Lake will find a way to keep Carlton Trail running. People in the area, he said, are beginning to search for a buyer for the line. There's also talk of people from communities served by the railway forming a consortium to purchase Carlton Trail. Ogborn said Omnitrax Canada would discuss operating the line for a new owner. (Regina Leader Post).

New railway gets green light in Labrador

An important facet of the iron mining project in Labrador got the thumbs-up from the Newfoundland Department of Environment. The department rubber stamped the environmental assessment for Consolidated Thompson Iron Mines' proposed railway line, which will run 31 kms from its Bloom Lake mine to an existing railway between the Wabush Mines and the Quebec North Shore Labrador Railway.

The ultimate goal is to transport iron ore to the port at Sept-Iles in Quebec. "With this announcement, CLM is on track to ship initial concentrate by September 2009," Consolidated Thompson president Richard Quesnel said recently. The rail line was originally proposed in 2006, but met with objections from cabin owners in the area, which the company placated by moving the line north.

The company hopes the railway will be up and running by September 2009, which is when the Bloom Lake mine is expected to start producing ore. (St. John's Telegram)

Vancouver Island railway agrees to 3 more years of operation

Vancouver Island has taken a tentative step towards faster, more frequent passenger and freight train service that might resume service to the Alberni Valley. The Island Corridor Foundation, the principal lobby group pushing for improved rail services across the Island, inked a deal with carrier Southern Railway of Vancouver Island Limited.

The deal will see Southern Rail continue existing operations for the next three years and keep 22 employees on the job at its Nanaimo terminal, says Ken Doiron, VP of Southern Railway of Vancouver Island. While rail proponents applaud the three-year deal, it falls short of an eagerly anticipated long-term agreement - an indicator of Southern Rail's hesitation to commit to lengthy service on a "railway that continues to deteriorate," says Doiron.

The three-year deal gives the provincial government time to conduct a \$500,000 study into the feasibility of pumping cash into upgrading the existing infrastructure. "It's buying time," says Mary Ashley, co-chair of ICF. "We understand the province needs to do the study. Once the results of the study come through we're confident the viability will be proven." Proof of the railway's long-term worth is key to provincial and federal governments coming up with their portion of the \$103 million required to make existing rail lines safe for freight and passenger transport, says Ashley. For now Southern Rail operates freight and passenger service between Victoria and Courtney. Not until a long-term deal is signed can Port Alberni hope to see freight and passenger service arrive in the city. (Alberni Valley Times).

BACK COVER TOP: De-motorized control cab unit 9861 and train of Hawker Siddley built single deck cars unloads at Oakville, Ontario. Note the two outside braced wooden box cars in the adjacent yard (date unknown). CRHA Archives, Fond Bury # 47.

HAUT DE LA COUVERTURE ARRIÈRE: Oakville, Ontario. Des passagers descendent d'un train composé de voitures à simple niveau construites par la Hawker Siddley et à la tête duquel se trouve la locomotive no 9861. À noter : deux wagons couverts en bois avec entretoises externes sont garés sur une voie adjacente (date inconnue). Archives ACHF, fonds Bury no 47.

BACK COVER BOTTOM: Same cars, different city. Agence Metropolitan de Transport (AMT) control cab 102 and train has just unloaded its charge of morning commuters at Montreal's Lucien L'Allier Station on March 4, 2009. AMT has a large fleet of ex GO commuter cars which are assigned to Montreal's non-electrified commuter runs. M. Peter Murphy.

COUVERTURE ARRIÈRE, EN BAS : Les mêmes voitures, mais dans une autre ville. Le 4 mars 2009, un train de l'Agence métropolitaine de transport, avec en tête la voiture de contrôle no 102, laisse descendre des banlieusards du matin à la gare Lucien L'Allier de Montréal. L'AMT possède un grand nombre d'ex-voitures de banlieue de la GO TRANSIT. Celles-ci sont affectées aux lignes non électrifiées de trains de banlieue de Montréal. Peter Murphy.

Canadian Rail

110, rue St. Pierre, St.-Constant, Quebec
Canada J5A 1G7

**Postmaster: If undelivered within 10 days,
return to sender, postage guaranteed.**

POSTES		CANADA
CANADA		POST
Port payé Poste Publications		Postage paid Publications Mail
40032805		

