

The Kitchener-Waterloo Street Railway - A summarized history of Its origins, growth and passing; Kitchener - Waterloo LRT; Stan's Photo Gallery; Heritage Business Car
Kitchener-Waterloo Street Railway - Une histoire résumée de ses origines, de son évolution et de son déclin;
Le SLR de Kitchener-Waterloo; Les Photos de Stan; Le patrimoine ferroviaire

Canadian Rail

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TABLE OF CONTENTS

The Kitchener-Waterloo Street Railway / <i>Kitchener-Waterloo Street Railway</i> <i>Une histoire résumée de ses origines, de son évolution et de son déclin</i> , by / par Robert Sandusky	255
Kitchener - Waterloo LRT / <i>Le SLR de Kitchener-Waterloo</i> , by / par John D. Thompson	267
Stan's Photo Gallery / <i>Les photos de Stan</i> , by / par Stan Smaill	280
Heritage Business Car / <i>Le patrimoine ferroviaire</i>	289

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FRONT COVER: Artists rendering of one of the new Kitchener – Waterloo LRT trains southbound on Charles Street approaching Gaukel Station. At this point the LRT passes through a viaduct under the Manulife Financial office building. ION - Region of Waterloo Rapid Transit

PAGE COUVERTURE: Rendu d'architecture d'une rame du nouveau SLR de Kitchener-Waterloo. Elle se dirige vers le sud, aux approches de la station Gaukel. On constate que la ligne traverse en tunnel l'édifice de la compagnie Manulife Financial. ION - Region of Waterloo Rapid Transit

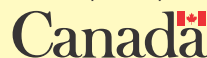
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The Kitchener-Waterloo Street Railway.

A summarized history of Its origins, growth and passing.

By Robert Sandusky

Translation: Jacques Loiselle

The colonial period setting for the Kitchener-Waterloo Street Railway began as a grant of 240,000 hectares of land given to the Six Nations in 1784 in gratitude for their allegiance during the American Revolution. The Six Nations sold 38,000 hectares of it to a Loyalist who, in turn, sold most of it to German Mennonite farmers from Pennsylvania.

The resulting settlement was designated as the Township of Waterloo in 1816. Immigration continued apace and with such a preponderance of German that the resulting town became known as Berlin in 1833. In 1853 it became the county seat of the newly created County of Waterloo. The 1856 arrival in Berlin of the Toronto to Sarnia line of the Grand Trunk Railway of Canada facilitated more immigration and therefore, growth. Thus by the 1880's the town appeared ready for a street railway.

The Berlin and Waterloo Street Railway Company was incorporated in 1886, securing a twenty-five year charter and franchise. The principal owners of the company lived in New York City. Construction of a horse car railway was commenced almost immediately with the line opening for service in 1888. Regular service was provided by a horse car leaving each end of the line every half hour, in good weather and less frequently in bad weather. Within a year, the company owned eight open and eight closed cars, three large covered sleighs (which were employed in the winter when the weather was at its worst) and seventeen horses.

The car barns and stables were located at the end of the line, just above Cedar Street (later renamed Bridgeport Road) on the east side of King Street, in Waterloo. In Berlin the line ended at Scott Street. A branch line also extended from King Street to the Grand Trunk Railway station, near the intersection of Victoria and Weber Streets, Berlin. Originally the track for the horse car line was located along the north side of King Street.

In 1895, three former closed horse cars were modified for electric operation by having vestibules added and the necessary electrical equipment installed. The tracks were also relocated to the centre of the street. The first electric car ran on May 18, 1895.

Kitchener-Waterloo Street Railway

Une histoire résumée de ses origines, de son évolution et de son déclin.

Par Robert Sandusky

Version française : Jacques Loiselle

L'histoire de la colonisation du territoire desservi par la compagnie Kitchener-Waterloo Street Railway remonte à l'année 1784. En remerciement de leur allégeance pendant la révolution américaine, on fit don aux Six Nations cette année-là de 240 000 hectares de terre. Les Six Nations en ont revendu 38 000 à un loyaliste qui en a revendu lui-même la plus grande partie à des agriculteurs allemands mennonites de Pennsylvanie.

Cette colonie devient en 1816 le canton de Waterloo. Le peuplement est rapide. La majorité allemande est telle qu'on donne à la ville le nom de Berlin en 1833. En 1853, elle devient le chef-lieu du comté de Waterloo nouvellement créé. L'arrivée à Berlin en 1856 de la ligne Toronto-Sarnia du Grand Trunk Railway of Canada accélère davantage l'immigration et par conséquent, la croissance. Au cours des années 1880, on en vient à considérer que la ville de Berlin mérite son réseau de tramway.

La BERLIN and WATERLOO STREET RAILWAY COMPANY est incorporée en 1886 et obtient une charte ainsi qu'une franchise de vingt-cinq ans. Les principaux actionnaires de la société résident à New York. La construction d'un chemin de fer à traction animale commence presque immédiatement et en 1888, la ligne est inaugurée. Le service régulier est assuré par une voiture hippomobile quittant chaque extrémité de la ligne toutes les demi-heures par beau temps, moins souvent par mauvais temps. À la fin de la première année, le parc comprend huit voitures ouvertes, huit voitures fermées, trois gros traîneaux couverts utilisés en hiver lors de conditions météorologiques difficiles, ainsi que dix-sept chevaux.

Les remises et les écuries sont situées à l'extrémité de la ligne, juste au-delà de la rue Cedar, plus tard rebaptisée Bridgeport Road, du côté est de la rue King à Waterloo. À Berlin, la ligne se termine à la rue Scott. Un embranchement va de la rue King à la gare du chemin de fer Grand Trunk près de l'intersection des rues Victoria et Weber, à Berlin. Initialement, la voie ferrée longe le côté nord de la rue King.

En 1895, on transforme trois des tramways attelés en tramways électriques : on leur ajoute des



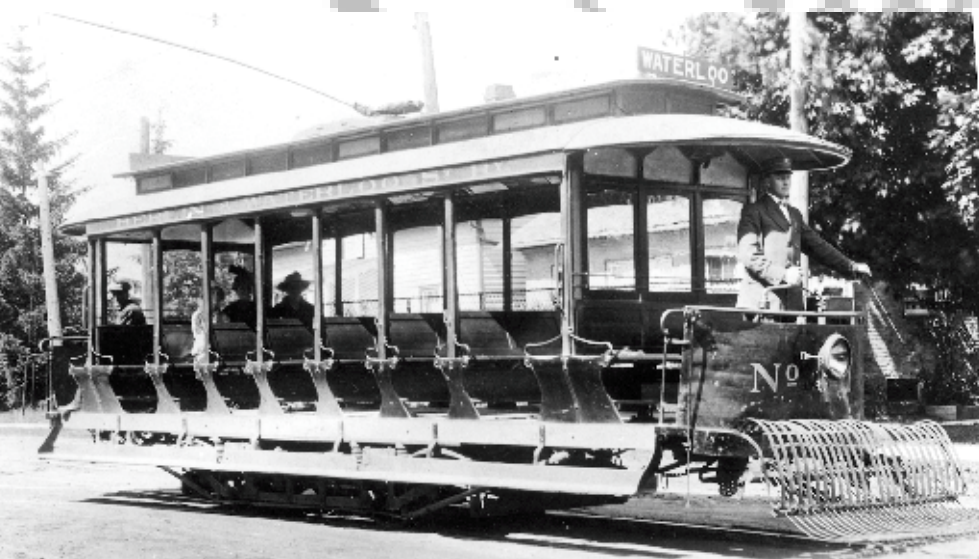
There was not an automobile in sight in this early post card view of Crystal Park and King Street in Waterloo, Ontario. A single truck open car bobs along a quiet King street perhaps on a Sunday morning? Robert Sandusky collection

Une carte postale ancienne nous montrant Crystal Park et la rue King à Waterloo en Ontario. Absence totale d'automobiles. Un tramway ouvert à bogie simple parcourt la rue King, peut-être dans la tranquillité d'un dimanche matin? Collection Robert Sandusky.

While service was greatly improved when the line was electrified, the converted horse cars proved unsuitable as electric cars and the condition of the light trackage was becoming critical. The management, however, was unwilling to spend the monies necessary to upgrade the system. As a result, the company was sold in 1896 to a new group headed by E. C. Breithaupt. They immediately purchased two open and two closed car bodies along with two Peckham trucks from the General Electric Company of Peterborough, Ontario. The trucks were used under the open cars for summer operation, and under the closed bodied cars for winter running.

deux bogies Peckham de la General Electric Company de Peterborough, en Ontario. On utilisera les bogies sous les caisses ouvertes en été et sous les caisses fermées en hiver.

Le réseau est initialement alimenté par la centrale électrique de la compagnie de gaz de Berlin située à l'angle des rues Charles et Gaukel, puis, en 1905, par une nouvelle centrale thermique, angle King et Albert (plus tard rebaptisée Madison), à Berlin. Une nouvelle remise est construite au même endroit en remplacement de la remise originale de Waterloo vu le prolongement de la ligne entre les rues Scott et Albert effectué l'année précédente.



Berlin & Waterloo St. Ry. car 1, a 10 bench open car was photographed at King and Church Streets in June 1915. The truck was removed and switched over to closed car 3 or 4 for winter operation. Car 1 last operated in revenue service in 1922. CRHA Archives, Fonds Corley

En juin 1915, le 1, un tramway ouvert à 10 bancs et à bogie simple de la compagnie Berlin & Waterloo Street Railway se trouve à l'angle des rues King et Church. En hiver, son bogie se retrouve sous le 3 ou le 4, des tramways fermés. Il fut retiré du service aux usagers en 1922. Archives ACHF, Fonds Corley.

Power for the electric cars was initially supplied by the electric plant of the Berlin Gas Company (located at Charles and Gaukel Streets). This changed early in 1905 to a new steam power house at the corner of King Street and Albert Street (later renamed Madison Avenue) in Berlin. A new car barn was also built at this same location, replacing the original Waterloo barn, as the line had been extended from Scott to Albert Street the previous year.

In 1906, the Berlin Town Council instituted a move to take over the street railway and on May 1, 1907 that happened at a cost of \$83,200.00, after voters approved the purchase. This was one of the earliest ventures into municipal ownership of a street railway in Canada.

Four cars were added to the fleet the following year, one new and three second-hand. The new car, 10, was assigned to carry mail from the post office on King Street, Berlin, to the GTR station where the mail was transferred to the steam railway.

During 1910, the line was double tracked from Water Street to Albert Street. More double tracking was done in later years. By October, 1910 hydroelectric power came to Berlin, thanks to Sir Adam Beck. The street railway began to use it that same year and did so from then on.

By June 1913, the Berlin and Waterloo Street Railway had 5.09 miles of track and a fleet of 19 cars, of which 13 were in regular service. Anti-German sentiment

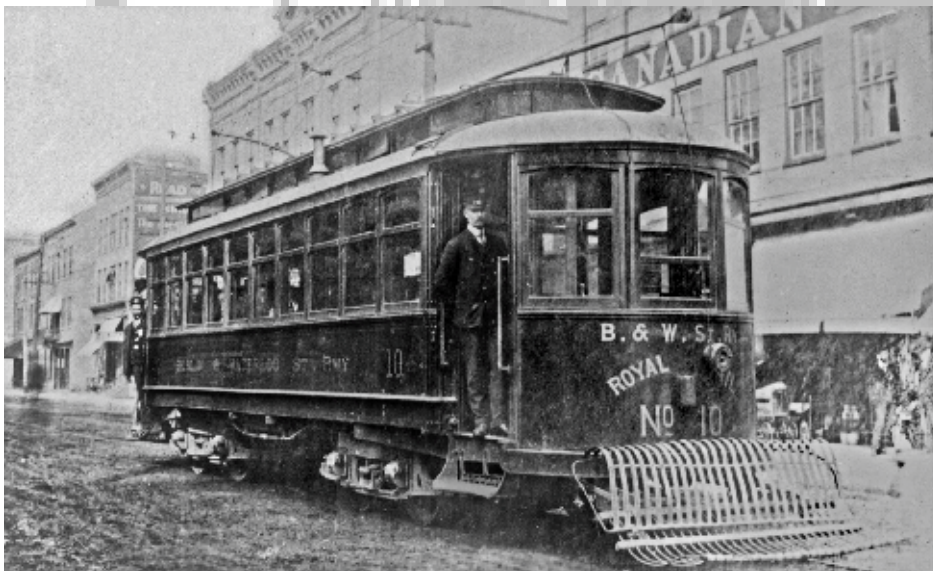
En 1906, la ville de Berlin manifeste son intention de prendre en charge le réseau de tramway. Les électeurs sont consultés et approuvent l'achat. La transaction s'effectue le 1er mai 1907 au coût de 83 200 \$. Ce fut l'une des premières prises de contrôle d'un réseau de transport en commun par une municipalité au Canada.

Quatre voitures sont ajoutées au parc l'année suivante : un tramway neuf et trois d'occasion. Le tramway neuf, numéroté 10, est affecté au transport du courrier entre le bureau de poste situé sur la rue King à Berlin et la gare du Grand Trunk où s'effectue le transbordement.

En 1910, la ligne est doublée entre les rues Water et Albert. D'autres doublements de voies seront aussi effectués au cours des années subséquentes. En octobre de la même année, la ville de Berlin est raccordée au réseau d'hydroélectricité dont le développement est piloté par Sir Adam Beck. Il en va de même pour les tramways qui seront alimentés de cette façon jusqu'à leur retrait.

En juin 1913, la compagnie Berlin and Waterloo Street Railway possède 8,2 km de voies et un parc de 19 tramways dont 13 en service régulier.

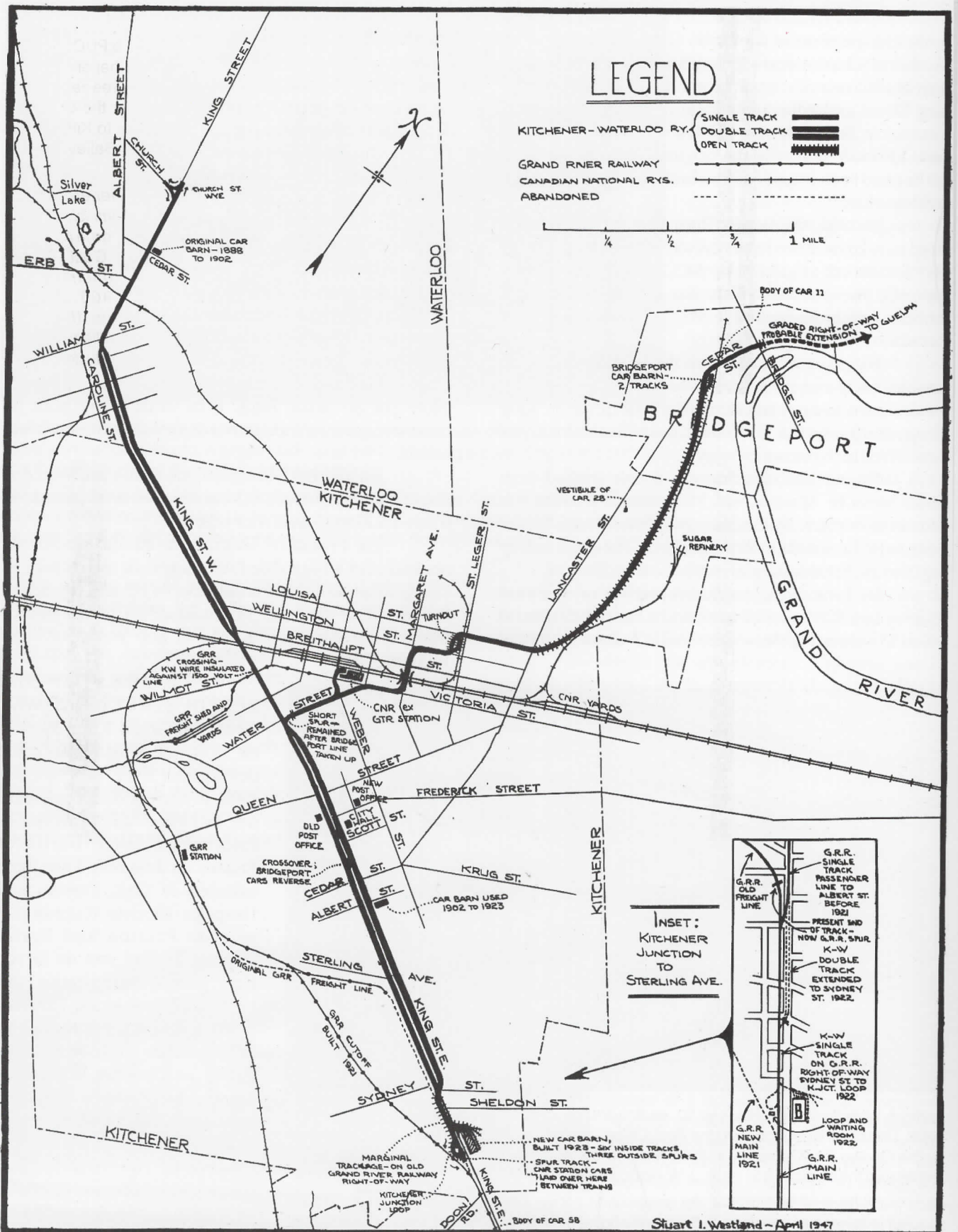
La Première Guerre mondiale suscite du ressentiment à l'égard de l'Allemagne, ce qui mènera au changement du nom de la ville. Berlin devient Kitchener, du nom d'un maréchal britannique. La compagnie de tramway est rebaptisée Kitchener and Waterloo Street Railway.



Berlin & Waterloo Street Railway 10, eastbound on King Street at Ontario Street around 1908. This car was assigned to the Post Office - Grand Trunk Station mail runs. It was built by the Ottawa Car Company in 1908 and ran on Montreal Steel Company trucks. It was retired and the body sold in 1938. J. W. Hood collection

Le 10 de la Berlin & Waterloo St. Ry. en direction est sur King à la rue Ontario vers 1908. Il assurait le service postal entre le Bureau de poste et la gare du Grand Trunk. Construit par la compagnie Ottawa Car en 1908 et monté sur des bogies de la Montreal Steel Company, il fut retiré du service en 1938 et sa caisse fut alors vendue. Collection J. W. Wood.

Le PRESTON and BERLIN STREET RAILWAY (rebaptisé Grand River Railway en 1914) fut construit au cours des années 1902 et 1903. En 1903, le chemin de fer inaugure un service de transport interurbain entre Berlin et Preston où il est relié à une ligne associée, le Galt, Preston and Hespeler Electric Railway. La voie du Preston and Berlin longeait le côté sud de la rue King jusqu'à une jonction sise tout juste à l'est de l'avenue Sterling. Une voie reliait ce point et la gare de marchandises de Berlin en direction sud-ouest. L'autre voie, destinée au service passager, obliquait vers le centre de la rue King pour atteindre vers l'ouest la rue Albert. Les tramways partageaient la voie de la compagnie Berlin and Waterloo vers le centre-ville jusqu'à la rue Water.



Stuart I. Westland - April 1947

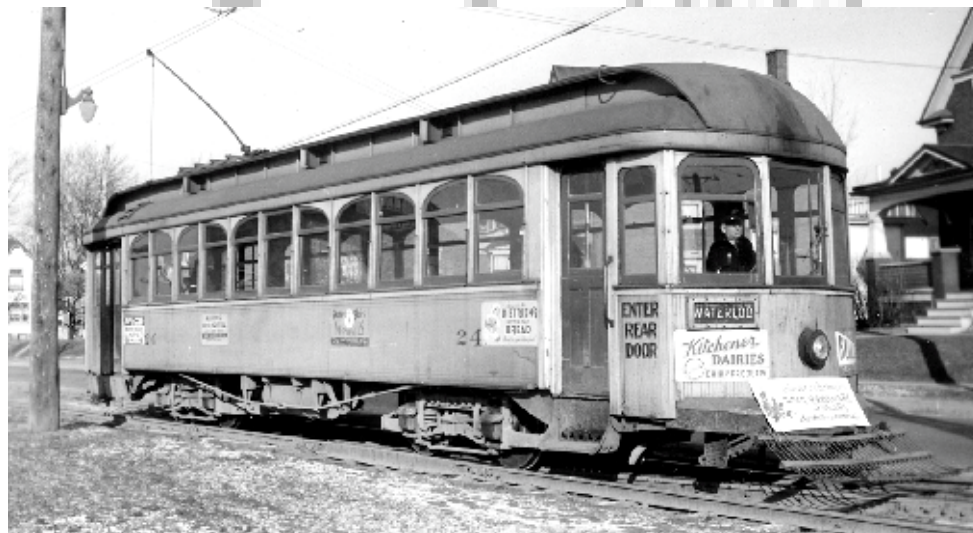


Kitchener - Waterloo PUC 26 inside the car barn at Kitchener Junction. No. 26 was one of three cars built by Kuhlman c 1905 for the Cleveland Railway, they came to Kitchener in 1919. William C. Bailey, Robert Sandusky collection

Le 26 de la Kitchener-Waterloo Public Utilities Commission (PUC) se trouve à l'intérieur de la remise de Kitchener Junction. C'est l'un des trois tramways construits par Kuhlman vers 1905 pour le Cleveland Railway. Ils furent achetés en 1919. William C. Baily, collection Robert Sandusky.

Kitchener - Waterloo PUC car 22 was one of two Preston built 'Prairie' type cars built in 1912. William J. Hood, Robert Sandusky collection

Le 22 de la Kitchener-Waterloo PUC fut l'un de deux tramways de type «Prairie» construits par Preston en 1912. William J. Hood, collection Robert Sandusky.



Preston built 24, the other 'Prairie' type car was photographed at Kitchener Junction on December 13, 1946. J. D. Knowles, CRHA Archives, Fonds Corley

Voici le 24, l'autre tramway de type «Prairie», photographié à Kitchener Junction le 13 décembre 1946. J. D. Knowles, archives ACHF, Fonds Corley.

during World War I led to Berlin's name being changed, in 1916, to Kitchener (a British Field Marshal) and the streetcar company name became Kitchener and Waterloo Street Railway.

The Preston and Berlin Street Railway (renamed Grand River Railway in 1914) was built in 1902-1903 and commenced operations into Berlin in October 1903, providing an interurban service from Preston where it connected with an associated line, the Gait, Preston and Hespeler Electric Railway. The Preston and Berlin ran along the south side of King Street to just east of Sterling Ave., where the line split. One part went south-west to their freight yard in Berlin. The other line, the passenger route, moved to the center of King Street and continued west to Albert Street. From there P&B cars shared the B&W track downtown as far as Water Street.

This practice was discontinued in 1921 when the Grand River Railway converted from 600 to 1500 volt operation. They constructed a new cut-off line from Kitchener Junction to Courtland Avenue where it rejoined their freight line. This change allowed the K&WSR to take over the abandoned Grand River trackage from Albert Street to Kitchener Junction. It laid a new double track line to Sydney Street then used the Grand River's old right-of-way to a new loop at Kitchener Junction where a new waiting room was built for the convenience of passengers transferring between the street railway and the Grand River Railway cars. Use of the Albert Street carbarn was discontinued when a new barn was built in 1923, directly across the road from the Kitchener Junction loop.

In the meantime much new rolling stock was purchased by the railway and this helped handle the increasing traffic. In 1912 two double truck cars were purchased new from Preston Car and Coach. Then in 1919 three Kuhlman-built double truck cars (26, 28 and 30) were bought from the Cleveland Railway Company.

In 1922 the same company, evidently dissatisfied with its four year old Cincinnati-built Peter Witts of the 1000 series, offered a considerable number of them for sale to other electric railway properties. The Kitchener and Waterloo took five of them and they immediately became the backbone of the fleet, used in base service. This was a position they enjoyed right to the last day of operation. The Peter Witts certainly helped to give Kitchener a metropolitan air. While being rather ungainly compared to the Peter Witts of Toronto, they were a great advance over anything seen in Kitchener to that date. The Kitchener and Waterloo Street Railway must have been one of the smallest railways ever to operate Peter Witts.

The Berlin and Bridgeport Electric Street Railway was incorporated in 1901 and opened July 14, 1902 as far as a new sugar beet plant then under construction and shortly thereafter was extended into Bridgeport. The railway is understood to have been

Cette pratique cesse en 1921 lorsque le chemin de fer Grand River fait passer la tension de son réseau d'alimentation de 600 à 1 500 volts. On construit une ligne de ceinture entre la jonction Kitchener et l'avenue Courtland où elle rejoint la ligne des marchandises. Ce changement permet au K & WSR d'acquérir la voie abandonnée par le Grand River entre la rue Albert et la jonction Kitchener. On construit une ligne à double voie jusqu'à la rue Sydney; de là, on utilise celle abandonnée par le Grand River jusqu'à une nouvelle boucle de virage à la jonction Kitchener. On y érige une salle d'attente pour le confort des usagers qui passent d'un réseau à l'autre. La remise de la rue Albert est abandonnée lors de la mise en service d'une nouvelle remise en face de la boucle de virage de la jonction Kitchener.

Entretiens, le parc de matériel roulant s'agrandit, allant de pair avec l'augmentation de l'achalandage. En 1912, on achète de la compagnie Preston Car and Coach deux tramways neufs à doubles bogies. En 1919, on en acquiert trois autres de la compagnie Cleveland Street Railway, à doubles bogies également, construits par Kuhlman. On attribuera à ces derniers les numéros 26, 28 et 30.

En 1922, le Cleveland Street Railway, insatisfait de ses Peter Witt de la série 1000 construits par la compagnie Cincinnati Car seulement quatre ans plus tôt, offre d'en vendre un nombre considérable à toutes les compagnies intéressées. Le Kitchener and Waterloo en achète cinq et les affecte au service de base. Ils deviennent immédiatement les piliers du réseau, caractéristique qu'ils conserveront jusqu'à la fin. Nul doute que les Peter Witt apportaient à la ville de Kitchener un petit air de grande ville! Bien qu'esthétiquement désavantagés comparativement aux Peter Witt de Toronto, ils marquèrent néanmoins un progrès sans précédent dans l'évolution du transport en commun de Kitchener. On s'accorde à dire que le Kitchener and Waterloo fut l'un des plus petits réseaux de tramways à avoir utilisé des Peter Witt.

Le BERLIN and BRIDGEPORT ELECTRIC STREET RAILWAY est incorporé en 1901. Le 14 juillet 1902, il commence à offrir un service jusqu'au site d'une usine de traitement de betterave à sucre alors en construction. Peu après, la ligne atteint Bridgeport. Il semble que cette ligne ait été prise en charge et exploitée par le Berlin and Waterloo Street Railway jusqu'à sa reprise par la ville de Berlin. On ne connaît qu'un seul tramway, le 11, ayant appartenu en propre à cette compagnie. Au besoin, on utilisait des tramways de la compagnie B & W. Les tramways du B & B quittaient l'hôtel de ville en empruntant les voies du B & W sur les rues King et Water jusqu'à la rue Weber. De là, ils circulaient sur leur propre voie jusqu'à Bridgeport. Un court tronçon de voie sur la rue Cedar leur permettait d'atteindre un terminus à la rue Bridge.

leased to and operated by the Berlin and Waterloo Street Railway until that line was taken over by the town of Berlin. The Berlin and Bridgeport had only one known car as its equipment (11) and used other cars from the B&W as required. The B&B cars operated from the City Hall over B&W trackage on King and Water Streets as far as Weber Street, from which point they proceeded over their own trackage to Bridgeport. There was a short stretch of street running in Bridgeport along Cedar Street to a terminus at Bridge Street.

The name of this line was changed to the Berlin and Northern Railway in 1912 by an act of the Ontario Legislature and powers granted for an extension of the line to Elora and Fergus. In 1919 the B&B was renamed Waterloo Wellington Railway Company and planned a line to Guelph. Neither extension ever happened.

A new two-stall car barn was built at Bridgeport in 1923. In 1924 the railway lost its identity by becoming simply a route of the Kitchener and Waterloo Street Railway. Two steel single truck safety cars (62 and 64) were purchased by K&W from the Ottawa Car Company in 1923. After the Bridgeport line was acquired by the K&W they were assigned regularly to that line. They regularly crossed each other at a turnout in a field between Louisa and Wellington Streets. Although the route ran on a private right of way between Kitchener and Bridgeport, the only thing on the safety cars reminiscent of interurban operation was their portable headlights.

The last car to be added to the roster was ex-Peterborough Birney 66 in 1928. A unique feature of its destination sign was the name "CNR Depot" which was common to both cities. Thereafter the 'new' Kitchener 66 was assigned regularly to carrying the mail on the depot line.

In 1927 the operation of the KWSR system became the responsibility of the Street Railway Department of the Kitchener Public Utilities Commission (P.U.C.) and the legend 'Kitchener and Waterloo St. Ry.' disappeared from the sides of the cars. In later years no identification other than the numbers appeared on the street cars although the buses proudly displayed the coat of arms of the Kitchener P.U.C.

In 1939 the P.U.C. took over a private cross-town bus line and started bus operation the same year. The Bridgeport route was converted to bus service and its track pulled up in 1940 as far as Weber Street. Thus the track mileage of the system shrank from 10.35 in 1939 to 7.76 in 1940. In 1941 the CNR depot line was discontinued and pulled up. A short spur remained on Water Street as a place to push disabled cars from the main line on King Street. Mileage in 1942 was thus 6.82 which remained constant until final abandonment.

Bus lines were added rapidly during the war years, but the street car line on King Street remained the backbone of the transit service. King Street was the

En 1912, le nom de la ligne devient Berlin and Northern en vertu d'une loi de la législature ontarienne et la compagnie est autorisée à la prolonger jusqu'à Elora et Fergus. La compagnie change de nouveau de nom en 1919. Elle est rebaptisée Waterloo Wellington Railway Company et prévoit un prolongement jusqu'à Guelph. Ces prolongements ne furent jamais réalisés.

On construit en 1923 une nouvelle remise abritant deux voies à Bridgeport. En 1924, le chemin de fer perd son identité en devenant tout simplement une ligne du Kitchener and Waterloo Street Railway. En 1923, le K & W avait acheté de la compagnie Ottawa Car deux tramways Birney à bogie simple, le 62 et le 64. Suite à l'acquisition de la ligne de Bridgeport, le K & W les y affecte de façon régulière. Leur point de rencontre habituel se situait dans un champ entre les rues Wellington et Louisa. En plus de la voie en site propre entre Kitchener et Bridgeport, les phares portatifs à l'avant des Birney constituaient le seul autre détail pouvant évoquer une ligne interurbaine.

Le dernier tramway à s'ajouter au parc est le Birney 66 provenant de la ville de Peterborough. Il avait la particularité de pouvoir arborer la destination « CNR Depot » commune aux deux villes. Le tramway conserve son numéro à Kitchener et on l'affecte au transport régulier du courrier sur la ligne de la gare.

La gérance du réseau du K & WSR devient finalement la responsabilité de la Kitchener Public Utilities Commission et l'identification « Kitchener and Waterloo St Ry » disparaît des côtés des tramways. Seuls les numéros demeurent tandis que les bus arborent fièrement le blason de la PUC de Kitchener.

En 1939, la Public Utilities Commission acquiert une ligne privée d'autobus qui traverse la ville et instaure la même année le service par bus. La ligne de Bridgeport est ainsi convertie et les rails enlevés jusqu'à la rue Weber en 1940. La longueur du réseau passe de 16,66 km en 1939 à 12,49 km en 1940. En 1941, la ligne de la gare du CN est déposée à son tour. On conserve sur la rue Water une courte section comme voie de garage en cas de panne sur la ligne principale de la rue King. En 1942 la longueur du réseau est 10,98 km et elle demeurera inchangée jusqu'à l'élimination des tramways.

On ajoute plusieurs lignes d'autobus durant la guerre, mais la ligne de tramway de la rue King reste la clé de voûte du réseau de transport en commun. La rue King est la principale artère commerciale aussi bien de Kitchener que de Waterloo. Les deux villes partagent une frontière sur la presque totalité de leur largeur respective et forment à toute fin pratique une seule grande communauté, particulièrement pour ce qui est du transport en commun.

Après la guerre, on planifie le remplacement des tramways. On prévoyait les retirer du service le 31 décembre 1946 et les trolleybus devaient prendre la



Two views of Kitchener - Waterloo Birney Car 66 which was built in 1920 for the Peterborough Radial Railway, it was sold to Kitchener in 1928. It retained its Peterborough linen destination sign, which included the route name 'CNR Depot', until the end. A true 'Birney car' can be identified by the slightly wider end window. CRHA Archives, Fonds Corley and Robert Sandusky collection.

Deux photographies du tramway Birney de la Kitchener-Waterloo construit en 1920 et acheté du Peterborough Street Railway en 1928. La destination CNR Depot de Peterborough demeurait pertinente et fut conservée. Un tramway Birney authentique pouvait être identifié par ses fenêtres plus larges aux extrémités de la caisse. Archives ACHF, Fonds Corley et collection Robert Sandusky.



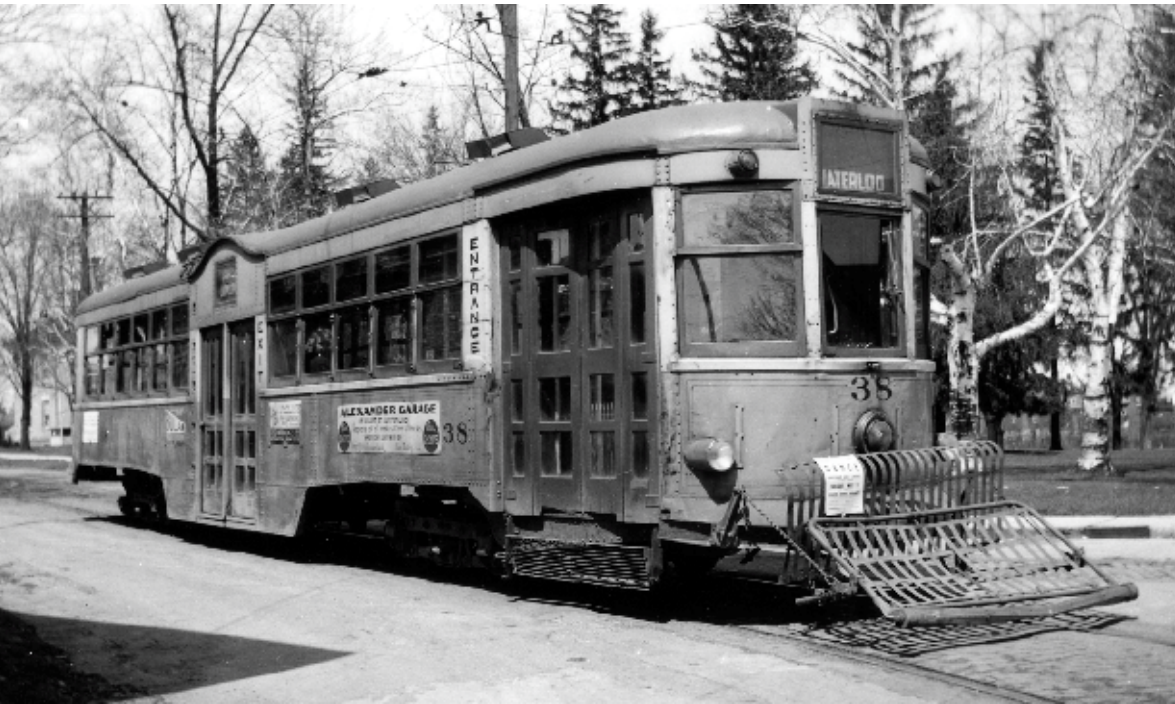
This view taken in June 1942 shows ex-Cleveland Peter Witt car 36 trundling down a double tracked King Street. These were probably the largest cars ever to operate on a small sized Canadian streetcar system. William C. Bailey, CRHA Archives, Fonds Corley

En juin 1942, le tramway de type «Peter Witt» 36, acheté de la ville de Cleveland, roule sur la rue King. Ces tramways furent probablement les plus grands en service dans des petites villes canadiennes. William C. Bailey, Archives ACHF, Fonds Corley.

The trolley that connected with the interurban. One of five Kuhlman Peter Witts loops at Kitchener Junction to discharge and receive passengers at the connection with CPR Electric Lines Grand River Railway. William C. Bailey, CRHA Archives, Fonds Corley and Robert Sandusky collection.

Point de rencontre entre l'urbain et l'interurbain. L'un des cinq Peter Witt construits par Kuhlman attend sur la boucle de virage de Kitchener Junction. Il échange des passagers avec les interurbains du Grand River Railway, propriété du CP. William C. Bailey, Archives ACHF, Fonds Corley et collection Robert Sandusky.



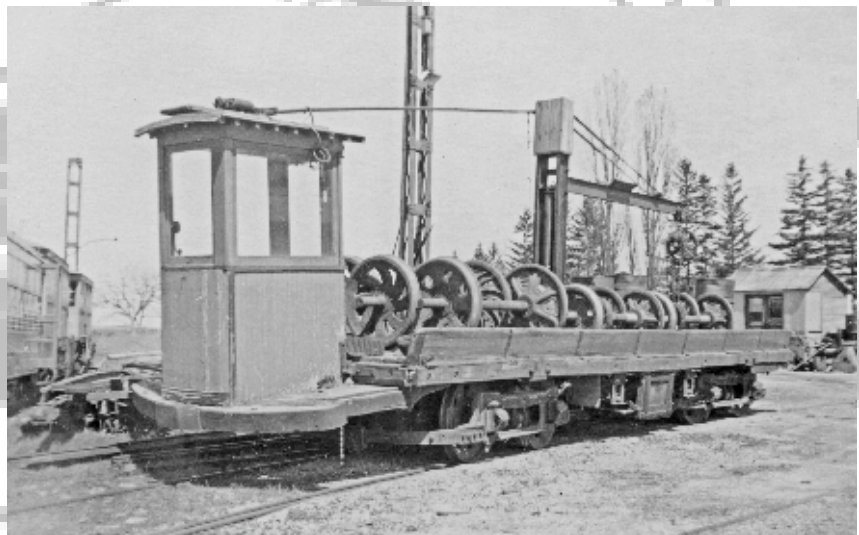


Sporting a safety basket from another era, car 38 has backed into the Church Street wye in Waterloo before returning to Kitchener Junction. J. D. Knowles, CRHA Archives, Fonds Corley

Le 38 se trouve ici équipé d'un panier d'une autre époque. Il a fait marche arrière dans le triangle de virage de la rue Church pour ensuite se diriger vers Kitchener Junction. J. D. Knowles, Archives ACHF, Fonds Corley.

Here's one for the trolley modelers! Kitchener PUC 18 (1) was built by the Montreal Park & Island Railway in 1900 as their 202. It was then sold to St. John, New Brunswick as their 52 from 1903 to 1908 when it came to Kitchener as their 18. In 1922 it was converted to this motor flat car which never had a number. J. W. Hood, Robert Sandusky collection

Un sujet pour les modélistes! Il tire son origine d'un tramway construit en 1902 par la Montreal Park and Island, leur 202. Il fut vendu à la ville de St-Jean au Nouveau-Brunswick en 1903 où il devint leur 52. Kitchener l'acquiert en 1908 et lui donne le numéro 18. On le transforme en wagon plat motorisé en 1922. Il n'a plus jamais eu d'identité numérique. J. W. Wood, collection Robert Sandusky.



All Time Car Roster Kitchener / Waterloo Streetcars

All time Roster of Equipment of

Berlin and Waterloo Street Railway Company (1889 - c.1919)
 Berlin and Waterloo Street Railway
 Kitchener & Waterloo Street Railway (c.1919 - c.1927)
 Kitchener Public Utilities Commission (c.1927 - 1973)
 Berlin & Bridgeport Electric Street Railway Company (1902 - 1912)
 Berlin & Northern Railway Company (1912 - 1919)
 Waterloo Wellington Railway Company (1919 - 1923)

Abbreviations used in Roster

ST Single truck
 DT Double truck
 MR Monitor roof
 DR Deck roof
 AR Arch roof

All Time Car Roster Kitchener / Waterloo Streetcars

Car No.	SE - DE	Roof	Type	Builder	Year	Trucks	Motors	Control	Brakes	Disposition	Notes
1	SE ?	DR	Open	GE	1894	ST Peckham	2 - GE 800 / West. 12A	K-2	Hand	Scrapped 1928	10 Bench open, Last used 1922
2	SE ?	DR	Open	GE	1894	ST Peckham	2 - GE 800 / GE 1000	K-2	Hand	Scrapped 1928	10 Bench open, Last used 1922
3	SE ?	DR	Closed	GE	1894	From 1 (winter)	2 - GE 800 / West. 12A	K-2	Hand	Scrapped before 1932	Longitudinal seats
4	SE ?	DR	Closed	GE	1894	From 2 (winter)	2 - GE 800 / GE 1000	K-2	Hand	Scrapped before 1932	Longitudinal seats
5	DE	DR	Closed	?	?	?	2 - GE 1000	K-2	Hand	Scrapped before 1932	Ex Buffalo horse car
6	DE	DR	Open	?	?	?	Trailer	-	Hand	Scrapped 1907 - 1913	Ex used horse car trailers
7	DE	DR	Open	?	?	?	Trailer	-	Hand	Scrapped 1907 - 1914	Ex used horse car trailers
8	DE	DR	Open	?	?	?	Trailer	-	Hand	Scrapped 1907 - 1915	Ex used horse car trailers
9	DE	DR	Closed	Ottawa	1901	DT Maximum Tr.	2 - GE 1000 / West. 39	K-10	Hand	Disposed by 1932	Longitudinal seats
10	DE	DR	Closed	Ottawa	1908	DT Montreal	4 - GE 1000	?	Hand	Disposed of 1938	Rear entrance, 45' long
11	DE	DR	Closed	Lariviere	1902	DT Montreal	4 West. 12-A	?	Hand	Disposed of 1935	8' 2" wide, Bridgeport route car
12	DE	DR	Closed	Brill ?	?	ST	?	?	Hand	Disposed of 1938	Ex Buffalo c1902
14 (1)	DE	DR	Open	?	?	ST	2 GE 800	?	Hand	Scrapped 1907	Ex Buffalo c1902
14 (2)	DE	?	Sweeper	Brill	1900 ?	ST Brill Pedestal	2 West. 49 / 101B2	K-10	Hand	Scrapped 1947	Ex Cleveland Railway in 1910
16	SE	MR	Closed	MP&IR	1900	DT Montreal	4 West. 39	402	Air	Scrapped 1922	Ex St. John 1908 / Ex MP&IR
18 (1)	SE	MR	Closed	MP&IR	1900	DT Montreal	4 West. 101B2	402	Air	To motor flat 1922	Ex St. John 1908 / Ex MP&IR
18 (2)	DE	?	Sweeper	Brill	1899	ST Brill Pedestal	2 West. 49 / 101B2	K-10	Hand	Scrapped 1947	Ex Cleveland Railway c 1925
20	SE	MR	Closed	MP&IR	1900	DT Montreal	4 West. 39	402	Air	Scrapped 1938	Ex St. John 1908 / Ex MP&IR
22	SE	MR	Closed	Preston	1912	DT Brill 27-G-1	4 West. 101B2	K-35HH	Air	Scrapped 1947	45' 0" long, Longitudinal seats
24	SE	MR	Closed	Preston	1912	DT Brill 27-G-1	4 West. 101B2	K-35HH	Air	Scrapped 1947	45' 0" long, Longitudinal seats
26	SE	MR	Closed	Kuhlman	c 1905	DT ?	West. 49	K-12	Air	Scrapped 1947	Ex Cleveland Railway 154
28	SE	MR	Closed	Kuhlman	c 1905	DT ?	West. 49	K-12	Air	Scrapped 1941	Ex Cleveland Railway 155
30	SE	MR	Closed	Kuhlman	c 1905	DT ?	West. 49	K-12	Air	Scrapped 1941	Ex Cleveland Railway 164
32	SE	AR	Closed	Cincinnati	1918	DT Taylor	4 GE 258	K-12	Air	Scrapped May, 1947	Ex Cleveland Railway 1090
34	SE	AR	Closed		1918	DT Taylor	4 GE 258	K-12	Air	Scrapped May, 1947	Ex Cleveland Railway 1086
36	SE	AR	Closed		1918	DT Taylor	4 GE 258	K-12	Air	Scrapped May, 1947	Ex Cleveland Railway 1092
38	SE	AR	Closed		1918	DT Taylor	4 GE 258	K-12	Air	Scrapped May, 1947	Ex Cleveland Railway 1085
40	SE	AR	Closed		1918	DT Taylor	4 GE 258	K-12	Air	Scrapped May, 1947	Ex Cleveland Railway 1077
58	DE	MR	Closed	Jones	?	ST ?	1 GE 258	K-2	Hand	Scrapped 1944	See footnote 1
62	DE	AR	Closed	Ottawa	1923	ST CC&F	2 West. 508-A	K-63	Air	Scrapped 1947	Safety Car, double doors
64	DE	AR	Closed	Ottawa	1923	ST CC&F	2 West. 508-A	K-63	Air	Scrapped 1947	Safety Car, double doors
66	DE	AR	Closed	?	1920	ST Brill 79-E	2 GE 258-c	K-63	Air	Disposed of 1946	See footnote 2
80	DE	AR	Sprinkler	Brill	?	DT McG -C	2 West. 101B2	K-10	Air	?	See footnote 3
No #	SE	AR	Motor flat	MP&IR	1900	DT Montreal	4 West. 101B2	402	Air	Scrapped 1947	

Footnotes:

1 - Acquired from the Toronto Railway Company, their 56 around 1904, former Toronto horse car trailer. Was later decorated up as the Toonerville Trolley parade car for Kitchener Old Boys' celebrations.

2 - A Birney safety car, acquired from Peterborough Radial Railway, their 35. Carried Peterborough number on bulkheads and had Peterborough line destination signs until the end.

3 - Sprinkler car acquired from Providence, Rhode Island in 1923, had a 5 h.p. Motor for water turbine.

In addition: 3 double truck steel dump trailers, 5 single truck wooden dump trailers for hauling sand, these cars were usually hauled by passenger cars to dump sand at construction sites.

Compiled by J. D. Knowles in January 1951, CRHA Archives, Fonds Corley



The streetcars that were in service were pushed into storage to wait out the ice storm never to run up King Street again. Here we see cars 64, 38, 40, 32, 34, 36. It was December 28, 1946, the trolley poles were up but the cars had nowhere to go. Streetcar service was replaced by trolley buses. J. D. Knowles, CRHA Archives, Fonds Corley.

Les tramways surpris par la tempête furent ramenés et garés sur la rue King, leur trolley touchant des fils inactivés. Nous pouvons voir ici en ce 28 décembre 1948 les tramways 64, 38, 40, 32, 34 et 36 qui ne seront plus jamais en service. Ils furent remplacés peu après par des trolleybus. J. D. Knowles, Archives ACHF, Fonds Corley. ION - Region of Waterloo Rapid Transit

principal business thoroughfare of both Kitchener and Waterloo who had a common boundary for almost their full width and in reality formed one community as far as local transit was concerned.

After the war abandonment was finally slated to take place December 31, 1946, with trolley buses to take over the next day. However a severe sleet storm which hit Southern Ontario on the evening of December 27 caused the old and worn overhead to snap in three places. While the power was off, the rails filled with snow and ice so that the line was completely disrupted. It was deemed pointless to get the cars running again for the last four days of planned operation. Thus the fleet of ten remaining passenger cars was pushed into Kitchener Junction Loop, never again to run up King Street.

While P.U.C. passenger loadings had doubled in its last 10 years of operation it was not ready for the population growth that would ensue. The new trolley buses undoubtedly provided an improved service in Kitchener until they, in turn, were retired and sold to BC Hydro in 1973. While the romance of the smaller trolley system has faded (outside the confines of trolley museums) a new era of electric rail transit is poised to begin soon in the greater Kitchener-Waterloo community.

This was the situation after the ice storm on December 28, 1946. There was never a farewell to streetcars parade as the system was shut down four days early because of the damage caused by the ice storm. J. D. Knowles, CRHA Archives, Fonds Corley

La tempête du 28 décembre 1948. Aucune cérémonie d'adieu aux tramways. Le verglas et la neige ont mis fin aux opérations quatre jours plus tôt que prévu. J. D. Knowles, Archives ACHF, Fonds Corley.



relève le lendemain. Toutefois, une grave tempête de verglas frappe le sud de l'Ontario durant la soirée du 27 décembre. Les fils d'alimentation sont rompus à trois endroits différents; les tramways sont immobilisés, la glace et la neige recouvrent les rails. On juge injustifiée la remise en état du réseau pour les quatre derniers jours d'opération. Les 10 tramways qui restent à ce moment sont donc garés sur la boucle de virage de la jonction Kitchener. On ne les reverra plus sur la rue King.

Bien que l'achalandage ait doublé au cours des dix dernières années de son fonctionnement, la PUC n'avait pas mesuré l'ampleur de l'accroissement de la population à venir. Les trolleybus ont certes contribué à améliorer la qualité du service aux usagers, mais ils seront retirés à leur tour et vendus à la BC Hydro en 1973. Le romantisme suscité par les petits réseaux de tramway s'estompe avec le temps. Heureusement on peut le retrouver un peu dans les musées de tramways. Nous verrons toutefois que l'agglomération de Kitchener-Waterloo est à l'aube d'une ère nouvelle dans le domaine du transport en commun électrifié sur rail.

Kitchener - Waterloo LRT

By John D. Thompson

Translation: Jacques Loiselle

The rail transit era will return to the twin cities of Kitchener and Waterloo, Ontario, situated approximately 100 kilometres northwest of Toronto, hopefully by Spring 2018. A 19 KM Light Rail Transit (LRT) line, Ontario's first new system to start construction, is currently under construction. It will link Conestoga Mall, in north Waterloo, with Fairview Park Mall in south Kitchener. Service will be provided by 14 Bombardier-built Flexity Freedom five section, articulated 30 metre low floor LRVs.

Planning for the project began some 15 years ago, under the initiation and direction of Waterloo Region, the government body holding overall responsibility for Kitchener, Waterloo, and adjoining Cambridge. Local bus service in these communities is furnished by the municipally-owned Grand River Transit. The Region's present population totals 550,00 and is expected to increase to 742,000 by 2031.

Le SLR de Kitchener-Waterloo

Par John D. Thompson

Traducteur: Jacques Loiselle

Note du traducteur: le sigle SLR, (Système Léger sur Rail), traduction approximative de LRT (Light Rail Transit), sera utilisé dans cet article.

L'histoire du projet

Les tramways seront bientôt de retour dans les villes jumelles de Kitchener et Waterloo en Ontario sises à environ 100 km au nord-ouest de Toronto. On espère inaugurer au printemps 2018 un SLR de 19 km, le premier à être mis en chantier en Ontario. Il reliera Conestoga Mall au nord de Waterloo et le centre commercial Fairview Park au sud de Kitchener. Quatorze unités FlexityFreedom de Bombardier assureront le service. Ces tramways sont constitués de cinq unités articulées à plancher surbaissé d'une longueur de 30 m au total.

La planification de ce projet a été initiée il y a une quinzaine d'années et supervisée depuis par la Waterloo Region, l'organisme gouvernemental de la région englobant les villes de Kitchener, Waterloo et Cambridge. Le service local d'autobus est assuré par la Grand River Transit, propriété de la municipalité. La population actuelle de cette région est d'environ 550 000 et devrait passer à 742 000 d'ici 2031.



Bright coloured blocks of ceramic reflect the design on the exterior of the Conestoga Mall Station. ION - Region of Waterloo Rapid Transit

Le logo du réseau, sur fond de rectangles aux couleurs vives, agrémente la gare de Conestoga Mall. ION - Region of Waterloo Rapid Transit

The decision, in 2011, by Waterloo Council to build the LRT was based on such factors as ability to carry large passenger volumes; expected stimulation of new, higher density development; reduction of urban sprawl and preservation of nearby farmland; implementation of attractive, fast, quiet, clean transportation; and less need for costly, disruptive road projects.

The Ontario Government has contributed \$300 million to the project; the Canadian Government, \$265 million; and Waterloo Region, \$253 million. The LRT, dubbed ION, (a Greek term meaning 'to move forward') will connect with GRT buses, and common fares and transfer privileges are to be offered.

The LRT route follows, in a general sense, the alignment of King Street, the twin cities' main artery. Development over the years has traditionally spread out from this thoroughfare. ION will serve such major traffic generators as downtown Kitchener and Waterloo; Manulife; Sun Life; Grand River Hospital; University of Waterloo; Wilfrid Laurier University; and the previously mentioned shopping malls.

The line reaches its twin destinations via a somewhat indirect route, although most of these deviations are understandable and justifiable. In two cases, though, they have proven quite costly.

For example, westward from the southern terminal at Fairview Park Mall, the alignment follows a power line corridor for about one kilometre, to Courtland Avenue. This right-of-way is owned by Hydro One, the provincial electricity provider. The overhead power lines were buried, at great expense, presumably at Hydro's insistence for safety and liability reasons. The fact that the TTC currently operates surface rapid transit beside hydro transmission lines, and has done so without incident for decades, seems to have been ignored. Instead, the LRT could have been located in a centre reservation on parallel Fairway Drive, although, admittedly, this would have reduced capacity on a busy thoroughfare.

La décision prise en 2011 par le conseil de Waterloo de construire le SLR était fondée sur différents facteurs : la capacité de transporter un nombre élevé de passagers, la stimulation d'un développement urbain à densité plus forte, la réduction de l'étalement urbain et la préservation des terres agricoles avoisinantes, un transport en commun plus rapide, calme et propre, une alternative à des projets routiers coûteux et perturbateurs.

La contribution du gouvernement de l'Ontario fut de 300 millions de dollars, celle du gouvernement du Canada 265 millions et Waterloo Region 253 millions. Le SLR, suite à un concours, fut baptisé ION (du grec: aller de l'avant). Les lignes d'autobus y seront reliées, les tarifs seront les mêmes avec privilège de correspondance.

De façon générale le SLR suivra l'axe de la rue King, l'artère principale des villes jumelles. Traditionnellement, le développement urbain au cours des années s'est fait à partir de cette artère. L'ION desservira plusieurs points d'affluence: les centres-villes de Kitchener et de Waterloo, Manuvie, la Sun Life, l'hôpital Grand River, l'Université de Waterloo, l'Université Wilfrid Laurier et les centres commerciaux mentionnés précédemment.

La ligne suit un parcours quelque peu indirect entre ses destinations quoique la plupart des écarts soient explicables et justifiés. Dans deux cas cependant, ils se sont avérés très coûteux.

Ainsi, en direction ouest depuis le terminus sud de Fairview Park, la ligne suit un corridor de ligne de transport d'électricité sur une distance d'environ un kilomètre, jusqu'à l'avenue Courtland. Cette emprise est la propriété d'Hydro One, la société d'état ontarienne d'électricité. On a enterré à grands frais les lignes aériennes sans doute à l'insistance d'Hydro One, alléguant des raisons de sécurité ou de responsabilité. Pourtant, on semble avoir ignoré le fait que la Toronto Transportation Commission exploite une ligne de transport en commun en surface à côté de lignes de transmission sans incident depuis des décennies. On aurait pu choisir de construire la ligne sur une réserve au centre de Fairway Drive mais la capacité de cette rue très utilisée aurait été réduite.

Eramosa stone compliments the natural area around Waterloo Park, this is Seagram Station. ION - Region of Waterloo Rapid Transit

La pierre Eramosa s'insère bien dans l'environnement de Waterloo Park à la station Seagram. ION - Region of Waterloo Rapid Transit





Glass is the most representative finish for this innovative area, proposed look of the King / Victoria transit hub, ION - Region of Waterloo Rapid Transit

Le verre joue ici un rôle important dans l'élaboration du projet de station à la gare intermodale sur la rue King près de Victoria. ION - Region of Waterloo Rapid Transit

The second instance of a pricey alignment choice was the decision to lay tracks alongside CN's Huron Park Spur, again, for approximately one kilometre, between Hayward Avenue and Borden Street. This was decided upon to avoid a centre reservation on a section of Courtland Avenue, another busy thoroughfare. CN's track had to be shifted about 75 metres to make room for the LRT. In addition, new bridges across a creek had to be built for both CN and the LRT, while an underpass beneath Highway 7/8 was needed for ION. While these decisions are understandable, they increased the LRT costs by many millions.

ION will operate entirely at surface level. It did prove necessary to build an underpass, on King Street, beneath the former CN Guelph Subdivision. Road traffic will also use this structure, which has room above for two railway tracks. The underpass is about three blocks west of the VIA, former CN, station.

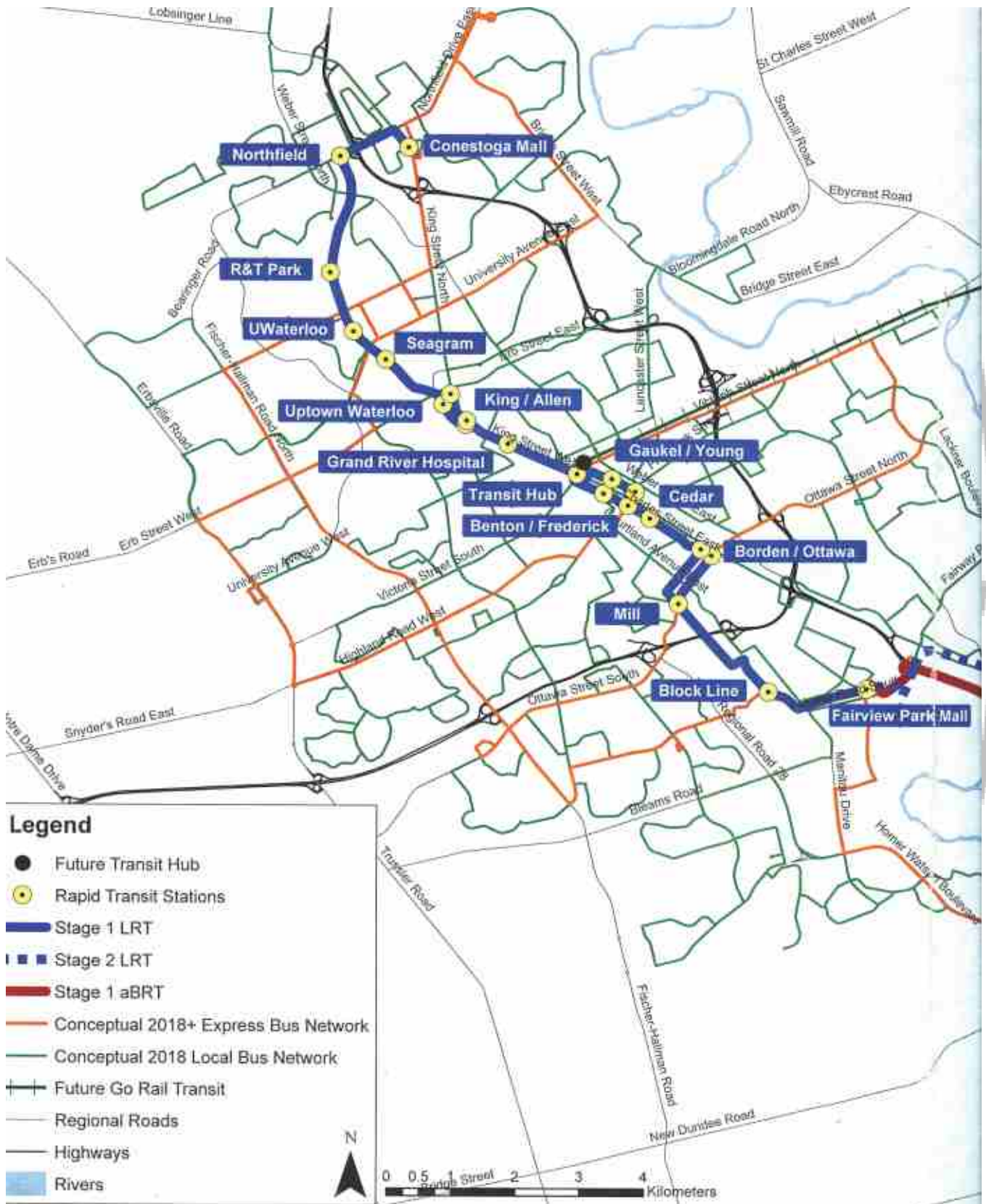
An intermodal terminal, serving GRT buses, GO Transit and VIA trains, and intercity buses such as Greyhound and Coach Canada, will be built at this location, in conjunction with an office or residential tower. However, construction has not begun, and thus the facility will likely not be there on LRT opening day.

L'autre décision onéreuse fut celle de longer l'embranchement Huron Park du CN sur une distance d'environ un kilomètre également, entre la rue Borden et l'avenue Hayward. Ici encore, on voulait éviter de prélever une emprise au centre de l'avenue Courtland, une autre artère achalandée. On a dû déplacer la voie du CN d'environ 75 mètres pour faire place au SLR. En outre, de nouveaux ponts enjambant un ruisseau ont dû être construits pour le CN et le SLR, de même qu'un passage souterrain sous l'autoroute 7/8 pour le SLR. Bien que ces décisions soient défendables, la facture fut augmentée de plusieurs millions.

L'ION se trouvera entièrement en surface. Il fut jugé nécessaire de construire un passage inférieur sur la rue King, sous l'ancienne subdivision Guelph du CN. La circulation routière l'empruntera également. Deux voies ferrées passeront au-dessus. La gare VIA, anciennement celle du CN, se trouve environ trois pâtés de maisons vers l'est.

On construira à cet endroit un terminus intermodal qui desservira les autobus de la GRT, GO Transit, les trains VIA et les autobus interurbains tels ceux de Greyhound et de Coach Canada. On y érigera éventuellement une tour à bureaux ou résidentielle. Cependant, la construction n'a pas commencé et ne sera probablement pas terminée lors de l'inauguration du SLR.

ROUTING





The neutral colours compliment the surrounding buildings including CIGI, Knox Church, Seagram Lofts, etc. of Willis Way Station. ION - Region of Waterloo Rapid Transit

La station Willis Way est entourée d'édifices divers. Mentionnons ceux de CIGI, de Knox Church, ainsi que Seagram Lofts. On a choisi ici des couleurs neutres qui cadrent avec cet environnement. ION - Region of Waterloo Rapid Transit

Photograph of the same view as the rendering depicted above showing construction progress at Willis Way Station. ION - Region of Waterloo Rapid Transit

Cette photographie est prise au même endroit que la précédente sur laquelle on a intégré un rendu d'architecture. On peut voir ici l'état des travaux. ION - Region of Waterloo Rapid Transit



From Ottawa Street, the LRT proceeds to downtown Kitchener along Charles Street, rather than parallel King; again, likely, a decision to reserve King for motor vehicle traffic.

Through downtown Kitchener the southbound LRT track remains on Charles to Victoria, where it swerves one block over to King and into the underpass. The northbound track diverges at Benton Street, crosses King onto Frederick Street, then turns into Duke Street, parallel to King. Duke is followed to Francis Street, thence to King and up one block to the underpass.

This routing is being used as King Street has been narrowed from four to two lanes through the downtown core, and there presumably was no desire to

Le parcours de la ligne

Partant du centre commercial Fairview Park au sud, les voies nord et sud partagent vers l'ouest l'emprise de HydroOne jusqu'à la rue Courtland. Elles longent celle-ci vers le nord jusqu'à l'avenue Hayward où elles rejoignent les voies ferrées. Elles poursuivent en direction nord jusqu'à l'avenue Ottawa. Ici, les voies divergent. La voie nord emprunte Ottawa jusqu'à Charles, une rue parallèle à King. Sur Charles vers le nord elle se rend jusqu'à Benton, tourne vers l'est, traverse King puis vire encore vers le nord sur Duke. Par la rue Francis, elle rejoint King au passage inférieur. Elle suit King vers le nord jusqu'à Waterloo Square où elle rejoint la voie

convert it to a transit mall in this area. That said, the Charles Street alignment does take the southbound track right past the city's main bus terminal, a huge, impressive facility opened about 30 years ago and covering an entire square block. Its future after the intermodal terminal opening, circa 2020, would appear to be uncertain, and may hinge on new development being proposed on its prime location.

After passing through the underpass, the double tracks remain in centre reservation to William Street in Waterloo. The northbound track continues to Waterloo Square, which it swings into and crosses to Caroline Street. The southbound track is on Caroline from Erb Street to Allen Street, which it takes over to King. At Erb and Caroline both tracks merge and join the right-of-way of the Elmira spur, a former CN branch line now owned by Waterloo Region, up to Northfield Drive, a distance of perhaps four kilometres.

At Northfield Station the LRT turns eastward on Northfield Drive, while the railway continues northward to St. Jacobs and Elmira, some 15 km distant. A chemical plant in Elmira is the major customer. A similar track arrangement exists at Waterloo Square, where the northbound LRT track joins the freight track.

One track will be used by freight trains to Elmira after the LRT shuts down for the night; a new, second track is for exclusive LRT use. The freight track was rebuilt to LRT standards. Gauntlet is provided at three of the stations on this section, for clearance of railway cars.

The entire LRT is on private right-of-way or reserved track for its complete length, except at road crossings. This includes a substantial amount of side-of-the-road operation.

ferrée de l'embranchement Elmira appartenant anciennement au CN et maintenant propriété de la Waterloo Region. Environ quatre kilomètres plus loin vers le nord, elle tourne sur Northfield Drive, puis King jusqu'au mail Conestoga.

À la gare de Northfield, le chemin de fer continue vers le nord sur une quinzaine de kilomètres vers St. Jacobs et Elmira où se trouve une usine de produits chimiques, client important sur cet embranchement.

À partir du mail Conestoga, la voie sud côtoie celle du nord jusqu'à la rue Caroline qu'elle longe jusqu'à Allen. Par cette dernière, elle rejoint King qu'elle parcourt jusqu'à Victoria et retourne à Charles pour se rendre à Borden. Sur Borden vers le sud-ouest jusqu'à la voie ferrée, elle rejoindra ensuite la voie nord à la rue Ottawa qu'elle longera jusqu'au terminus.

On a préféré retrancher deux voies de circulation automobile pour l'emprise centrale sur la rue King plutôt que de la réserver entièrement aux tramways. Quant au terminus intermodal, la date de son parachèvement dépend de la réalisation de projets immobiliers environnants. Elle est prévue pour l'instant vers 2020. Cela dit, la voie sud passe quand même à côté de l'imposant terminus d'autobus de la ville, en service depuis une trentaine d'années.

Le SLR se trouvera entièrement en site propre, sauf aux passages à niveau; de bonnes distances sont en bordure de route. L'une des deux voies de la section de l'embranchement Elmira utilisée par le SLR servira aussi aux trains de marchandises; Des voies excentriques furent installées à trois des gares pour assurer le dégagement nécessaire aux convois.



Earlier this year a train-load of welded rail was brought in to construct the LRV system. ION - Region of Waterloo Rapid Transit

Un convoi de rails soudés destiné à la construction du SLR. Une photographie prise plus tôt cette année. ION - Region of Waterloo Rapid Transit

A close up view of track construction, the gauge bar, bolts to fasten the rails to metal cross-ties, the rubber 'boot' that surrounds the rails on three sides to reduce noise and vibration. ION - Region of Waterloo Rapid Transit

Un plan rapproché de la construction des voies qui nous permet de voir les gabarits d'écartement, les rails et les traverses de métal, les boulons de fixation, les manchons anti-bruit et vibrations recouvrant les côtés et le dessous des rails. ION - Region of Waterloo Rapid Transit



CONSTRUCTION

On-street construction involves excavating and grading the trackbed; laying out wire mesh; installing light metal, girder-type cross-ties on supporting bolts ; laying the rails, then levelling and gauging them, and attaching them to the ties; installing reinforcing steel (rebar); placing a rubber sleeve around and beneath the rails to create a flangeway, and reduce noise and vibration; finally, filling the excavation with concrete to rail head level. The trackage on the private right-of-way sections is laid on concrete ties, resting on Basalt crushed rock ballast and secured with Pandrol clips.

As this is written, in mid-October, 2016, about 60% of the track has been constructed, although in six disconnected segments at present. Double crossovers are being provided at both termini for reversing of the double ended LRVs, and single and double crossovers are located at various on line sites.

The rails are 115 pounds per yard, and come from an American mill. Girder rail is not used on curves, as is done in Toronto; rather, a second section of standard rail is bent to serve as a guard rail; a cheaper alternative.

La construction

Dans les rues, les travaux commencent par l'excavation et le nivellement de l'assiette de la voie. Vient ensuite la pose de treillis métalliques, l'installation de traverses en métal léger de type poutre et des boulons d'appui, la pose des rails, leur mise à niveau et la vérification de l'écartement, l'assujettissement aux traverses, l'installation d'acier d'armature, la pose de manchons en caoutchouc autour et sous les rails pour créer une ornière et réduire le bruit et les vibrations. Enfin, on remplit l'excavation avec du béton jusqu'au niveau du dessus des rails. En emprise privée, les rails sont posés sur des traverses de béton reposant sur du ballast de pierre de basalte concassée et fixés au moyen d'attaches Pandrol.

Au moment de la rédaction de ces lignes, soit vers la mi-octobre 2016, environ 60% de la voie ferrée était complétée, constituant six segments non encore reliés. Des liaisons doubles ont été installées à chaque terminus pour permettre le retour des tramways bidirectionnels. D'autres liaisons simples ou doubles sont réparties le long de la ligne.

Les rails sont de type 115 livres la verge et de provenance américaine. On n'utilise pas de rails à gorge dans les courbes comme cela se fait à Toronto mais plutôt un segment de rail standard courbé pour servir de contre-rail, une alternative moins coûteuse.



This view looks north on King Street just south of the important Grand River Hospital Station. Workers are preparing the reinforcing mesh prior to cement pouring. John D. Thompson

Voici la rue King en direction nord et l'importante station Grand River Hospital. Les ouvriers assujettissent le treillis métallique avant la coulée du béton. John D. Thompson



Three relatively recent shots of LRT construction progress. ION - Region of Waterloo Rapid Transit and John D. Thompson

Trois photographies relativement récentes qui illustrent l'avancement des travaux. ION - Region of Waterloo Rapid Transit



The most complicated aspect of the LRT project was perhaps the King Street underpass. Last winter, a huge tent-like enclosure was erected over the site, enabling work to continue. The underpass was completed by Spring 2016, apart from the approaches on which work continues. Trains have been using the structure since last summer.

Catenary overhead has been erected on the King-Northfield section, and substations are in place. However, vehicle testing and employee training will not commence until at least Spring 2017, when the first LRV is scheduled to arrive many months late. The station platforms are designed for two car trains, although regular operation will be only single units.

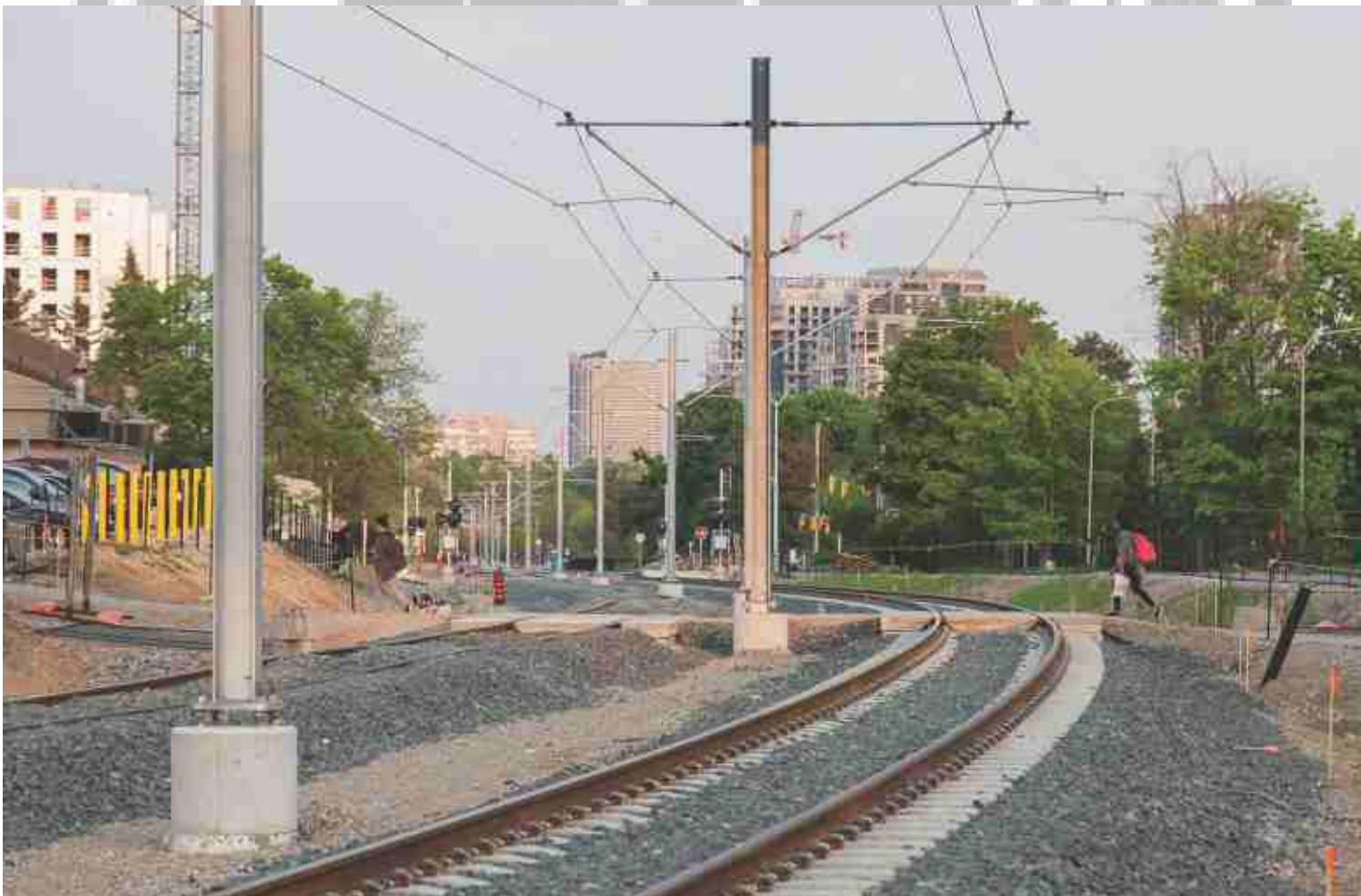
The LRT is being built under a design-build-finance-operate-maintain agreement with a consortium of finance, engineering, construction and operation companies, called GrandLinq. This process is known as the P3 system, and has become common for Canadian LRT projects. Under a 30 year contract with GrandLinq, Waterloo Region owns the system, including all infrastructure and vehicles; sets fares and schedules; provides customer service and system-wide bus-LRT integration; and collects fares.

Les installations d'entretien et de garage ont été construites sur des terrains industriels au bout de Dutton Drive, juste au nord de la rue Weber. C'est donc un peu au sud de la gare Northfield. La construction est essentiellement terminée et la caténaire est en place. Le complexe peut accueillir les 14 VLR de la première phase ainsi qu'un même nombre pour l'extension envisagée vers Cambridge.

L'ouvrage ayant probablement nécessité la planification la plus ardue fut le passage souterrain de la rue King. Un immense abri fut construit sur le site permettant ainsi la poursuite des travaux au cours de l'hiver dernier. Le pont fut complété le printemps dernier et les trains l'utilisent depuis cet été. On achève les travaux aux approches.

La caténaire est érigée sur le segment King-Northfield et les sous-stations sont complétées. Toutefois, la mise à l'essai des tramways et la formation du personnel ne pourront commencer avant le printemps 2017 dans le meilleur des cas puisque la livraison des premiers tramways accuse un délai de livraison de plusieurs mois. Les quais des gares sont conçus pour des trains de deux unités bien que l'utilisation d'unités simples soit prévue en service régulier.

Catenary is in place on the King – Northfield section of the network. ION - Region of Waterloo Rapid Transit
Sur le segment King-Northfield, la caténaire est complétée. ION - Region of Waterloo Rapid Transit





Tamper at work near the shop complex. ION - Region of Waterloo Rapid Transit

Un dameur à l'œuvre près du centre d'entretien. ION - Region of Waterloo Rapid Transit

The arrangement, among other benefits, saves the Region a great deal of work, for much of which it would lack the expertise, such as detailed design, and selecting and training employees. Funding for the project, of course, is ultimately provided by the Region.

The Kitchener-Waterloo LRT, with its varied types of operation: cross country private right-of-way; side of the road PRW (Manitou Drive - Hayward Street); railway line; and centre and side of the road street running, will be a fascinating line to ride and photograph, and hopefully of great benefit to the people of Waterloo Region.

Le contrat assurant la réalisation de ce SLR est de type conception, construction, financement, exploitation et entretien. Le consortium choisi, GrandLink, regroupe des firmes de financement, d'ingénierie et de construction. Ce processus est connu sous le nom de système P3 et est devenu courant pour les projets canadiens de SLR.

En vertu d'un contrat de 30 ans avec GrandLink, la Waterloo Region est propriétaire du réseau, c'est-à-dire de l'ensemble des infrastructures et des véhicules; elle fixe les tarifs et les horaires; elle assure le service à la clientèle, réalise l'intégration des lignes d'autobus et perçoit les droits de passage.

Cet arrangement offre entre autres avantages celui d'épargner à la Waterloo Region beaucoup de travail et en particulier dans les domaines où elle manque d'expertise: par exemple, la conception détaillée, la sélection et la formation des employés. Bien sûr, c'est elle qui assure en fin de compte le financement.

Ce SLR sera particulièrement intéressant pour les amateurs d'excursions et de photographie, grâce à la variété de ses emprises et des territoires traversés: en pleine campagne, en bordure de route (Hayward, Manitou Drive), sur voie de chemin de fer, au centre et en bordure de rue en milieu urbain.

Souhaitons à la population de la région de Waterloo que tous les avantages envisagés se réalisent et qu'elle soit satisfaite de son réseau.

One of the most important stops on the Kitchener-Waterloo LRT line will be University Station, serving the University of Waterloo. View looks south, June 8, 2016. Note the gauntlet track to permit freight trains to clear the platform. John D. Thompson

Un des arrêts les plus importants du réseau, la station University, qui desservira l'Université de Waterloo. Cette photographie orientée vers le sud fut prise le 8 juin 2016. Elle nous permet de voir la voie décalée qui éloigne du quai les convois de marchandises. John D. Thompson



Cement ties laid, rails are being drawn into position on the new LRT system. ION - Region of Waterloo Rapid Transit

Les traverses sont en place et on tire les rails vers leur bonne position. ION - Region of Waterloo Rapid Transit

This view looking north shows two buildings of the maintenance and storage facility complex, located on Dutton Avenue. The track branching off to the left is the freight track to the town of Elmira, approximately seven miles north of here. ION - Region of Waterloo Rapid Transit

La caméra, orientée ici vers le nord, a capté deux des édifices du complexe d'entretien. La bretelle que nous pouvons apercevoir en haut à gauche de la photo se rend à Elmira, quelque 11 km vers le nord. C'est sur celle-ci que circuleront les convois de marchandises. ION - Region of Waterloo Rapid Transit





This view, looking south on June 8, 2016, shows two buildings of the Maintenance and Storage Facility complex, located on Dutton Avenue. The track branching off to the right from the southbound LRT line is the freight track to the town of Elmira, approximately seven miles northwards. John D. Thompson

Une autre vue du complexe d'entretien et de garage vers le sud cette fois. Ici encore, deux édifices sont visibles. L'embranchement à l'avant-plan est celui des marchandises vers Elmira. John D. Thompson

ROLLING STOCK - Bombardier Flexity LRT

Les véhicules



The Flexity Freedom is a low-floor, articulated light rail vehicle developed by Bombardier Transportation for the North American market. It is marketed as part of its Flexity family which includes other models of trams (streetcars) and light metro vehicles.

Flexity Freedom vehicles will be operated by the Toronto Transit Commission on the Eglinton Crosstown LRT, Hamilton Street Railway on the Hamilton B-Line, by Grand River Transit on the ION LRT in Waterloo Region, and by the Edmonton Transit System on the Valley Line. Bombardier will produce these vehicles in their Thunder Bay, Ontario facility, which once produced rolling stock under the names of Canada Car and Foundry (CC&F) and Urban Transportation Development Corporation (UTDC).

The vehicles are have a 100% low-floor design and can be built to operate uni-directionally or bi-directionally. The vehicles' design includes energy-saving

L'organisme Region of Waterloo Rapid Transit a porté son choix sur le tramway Flexity Freedom. C'est un véhicule léger sur rail à plancher bas conçu par Bombardier Transport pour le marché nord-américain. La mise en marché le présente comme membre de la famille Flexity qui regroupe d'autres modèles de tramways et de véhicules de type métro léger.

Plusieurs villes ont déjà choisi le tramway Flexity Freedom : la Toronto Transit Commission pour sa ligne VLR Eglinton Crosstown, le Hamilton Street Railway pour sa B-Line, la Grand River Transit pour son réseau ION dans la région de Waterloo et le Edmonton Transit System pour sa Valley Line. Bombardier avait prévu construire ces tramways à son usine de Thunder Bay en Ontario. On se souviendra que cette usine a autrefois porté le nom de Canadian Car and Foundry (CC&F), puis celui de Urban Transit Development Corporation (UTDC).

Le plancher est uniformément bas partout dans

features, like regenerative braking and the use of LED lighting, but they are also air-conditioned. The vehicles may be coated in special paint designed to resist graffiti. They are equipped with passenger counters at the doors.

The vehicles are articulated, but unlike competing rolling stock, they are built out of similar-length modules. Operators can alter the number of intermediate modules, thus altering the capacity of the individual vehicles. The Toronto and Kitchener-Waterloo vehicles will contain five modules, while those in Edmonton will have seven modules. Vehicles can be coupled and operated as trains of up to four connected vehicles.

In July 2013, the Region of Waterloo finalized a deal with Metrolinx to join their contract to the Toronto order and purchase 14 vehicles for the ION light rail system at a cost of \$66-million.

Bombardier's Thunder Bay plant will build five production vehicles with the Kingston plant making the remaining nine. To avoid bottlenecks and shipping delays at its Thunder Bay plant, assembly work for the Flexity Freedom would be shifted to Bombardier's Kingston, Ontario factory. Bombardier is also moving the building of vehicle sub-assemblies from a plant in Mexico to one in La Pocatière, Quebec, and cab structures to another unspecified plant.

The delivery of the first vehicle had been expected in August 2016, and the remainder by the end of 2016. However, by May 2016, Bombardier announced that delivery of the first car will be delayed to December 2016, and the last car will be delivered by October 2017.

STAGE TWO - CAMBRIDGE LRT

Waterloo Region also has plans to extend the LRT from Fairview Park Mall to the downtown Ainslie Street Bus Station in adjoining Cambridge. However, work will likely not begin for some time; it depends on increased projected ridership levels, funding arrangements, and selection of a satisfactory route. It thus appears likely that LRT to Cambridge, given these and other considerations, is some distance down the track.

It had originally been hoped to parallel CP's Waterloo Subdivision south from the mall to King and Eagle Streets, in downtown Preston (now Cambridge). However this proposal did not meet with CP's approval, due to potential conflict with its marshalling yard at the Cambridge Toyota plant, an important customer. A route beside the CPR as far as the Grand River at Freeport might be feasible, although some costly track relocation, and a new LRT bridge, would be required. Of course, this would be subject to CP agreeing to having its operations hindered during construction. South of the river, Highway 8 might offer a possible alignment, although some road widening would be needed.

les véhicules. Ils peuvent assurer le service tant de façon unidirectionnelle que bidirectionnelle. Leur conception intègre des techniques de conservation d'énergie telles l'éclairage DEL et le freinage régénératif. Ils sont dotés de systèmes de climatisation, de compteurs de passagers et on peut choisir une peinture résistante aux graffitis.

Les tramways sont articulés mais contrairement à ses concurrents, les modules intermédiaires sont identiques les uns aux autres. Les sociétés peuvent donc choisir la capacité de leurs tramways qui dépend du nombre de modules intermédiaires. Les tramways de Toronto et ceux de Kitchener-Waterloo seront constitués de cinq modules au total tandis que ceux d'Edmonton en auront sept. Ils peuvent également être couplés: les trains ainsi formés peuvent compter jusqu'à quatre tramways.

En juillet 2013, la Waterloo Region a conclu une entente avec Metrolinx leur permettant de joindre leur commande à celle de Toronto. Les quatorze VLR coûteront 66 millions de dollars.

L'usine Bombardier de Thunder Bay construira cinq de leurs tramways tandis que les neuf autres seront construits à celle de Kingston où Bombardier a décidé de faire l'assemblage des tramways Flexity Freedom pour désengorger son usine de Thunder Bay. Bombardier déplacera aussi du Mexique à La Pocatière au Québec certaines opérations d'assemblage partiel. Enfin la construction des structures de cabines s'effectuera dans une autre usine non encore identifiée.

La livraison du premier tramway était prévue pour août 2016 et les autres vers la fin de l'année. Bombardier a toutefois annoncé que les livraisons se feraient plutôt de décembre 2016 à octobre 2017.

Prochaine étape: Le SLR vers Cambridge

La Waterloo Region envisage aussi de prolonger le SLR du centre commercial Fairview Park à la gare d'autobus de la rue Ainslie dans le centre-ville de Cambridge, ville voisine. Cependant, les travaux ne commenceront probablement pas avant un certain temps; tout dépend de la réalisation des projections d'achalandage, du financement et de la mise au point d'un parcours satisfaisant. Il semble donc probable que le SLR n'atteindra pas Cambridge avant quelque temps.

On pensait initialement pouvoir suivre la subdivision Waterloo du CP jusqu'aux rues King et Eagle dans le centre-ville de Preston (maintenant Cambridge). Cependant, ce projet ne plaît pas au CP en raison du risque de perturbations de la desserte de l'usine Toyota de Cambridge, un client important. Il pourrait être possible de longer la voie du CP jusqu'à la rivière Grand à Freeport. Toutefois, cela nécessiterait des déplacements de voies à grands frais, un nouveau pont, sans compter les entraves aux opérations du CP pendant la construction. Au sud de la rivière, la route 8 pourrait servir de voie d'accès, bien que des élargissements soient nécessaires.

Stan's Photo Gallery

November - December 2016

By Stan Smaill

Translation: Gilles Lazure

The featured articles on Kitchener-Waterloo transit doings in this issue of Canadian Rail bring back many fond memories of trains and railroading through the years in this area. Not that I experienced the CP Electric Lines under the singing wire, nevertheless the Grand River Railway and the Lake Erie and Northern rank high on the list of interesting railway subjects indigenous to the Kitchener-Waterloo area, even in the latter diesel years. Once again, Bob Sandusky has provided us with a marvellous look at the last decade of CP Electric Lines operations. Thank you Bob!

Kitchener, Ontario was also the ancestral home of the Greg McDonnell family. Greg McDonnell has become one of the best railway writers, photographers and editors to practise all three crafts. Currently residing near the CPR Galt Subdivision, Greg continues to produce some of the best railway writings of anyone in the business today. I have many happy memories assisting and contributing to many of the Greg McDonnell railway publishing projects starting with the legendary Signatures in Steel.

Greg's brother George 'Gordie' McDonnell became a contemporary of mine at Canadian Pacific, working his way up from operator to train dispatcher and rail terminal supervisor. He was an excellent all round railroader. Unfortunately, George passed away recently from complications involving leukemia.

This Photo Gallery is dedicated to the Greg McDonnell family and to the memory of Susan and George McDonnell.

Les photos de Stan

Novembre - décembre 2016

Par Stan Smaill

Traduction : Gilles Lazure

Les articles, dans ce numéro de Canadian Rail, mettant en vedette le développement du transport urbain à Kitchener-Waterloo me rappellent de nombreux et précieux souvenirs de trains et d'opérations ferroviaires accumulés au fil des ans dans cette région. Ce n'est pas que j'ai eu connaissance des opérations des CP Electric Lines sous sa caténaire en fonctionnement; néanmoins le Grand River Railway et le Lake Erie and Northern sont en tête de liste des sujets ferroviaires propres à la région de Kitchener-Waterloo, même au cours des années qui ont suivi la diésélisation. Une fois de plus, Bob Sandusky nous a procuré un excellent aperçu visuel de la dernière décennie des opérations des CP Electric Lines. Merci Bob!

Kitchener, Ontario, était aussi la demeure ancestrale de la famille McDonnell. Greg McDonnell est devenu l'un des meilleurs écrivains, photographes et éditeurs pratiquant ces trois arts. Résidant de nos jours près de la subdivision Galt du CP, Greg continue de créer certains des meilleurs textes traitant des chemins de fer que quiconque en compose. J'ai beaucoup d'agréables souvenirs d'avoir assisté et contribué à de nombreux projets de publications de Greg McDonnell, à commencer par celui de sa légendaire Signatures in Steel.

Le frère de Greg, George « Gordie » McDonnell, et moi fûmes en même temps à l'emploi du Canadien Pacifique alors qu'il gravit les échelons de télégraphiste à ceux de contrôleur de la marche des trains et de superviseur de terminal. Un excellent cheminot en tout point, George est malheureusement décédé récemment à la suite de complications impliquant la leucémie.

Cette galerie de photographies est dédiée à la famille McDonnell et à la mémoire de George et Susan McDonnell.

Lake Erie and Northern motor 335 with Grand River Railway 230 are moving north on the Waterloo Subdivision about a half mile north of the Kitchener Queen Street station on May 1, 1955. The Galt section of Canadian National's Waterloo Subdivision can be seen on the far left of the photo and 335's freight has just crossed the diamond between the two railways. Both electric motors on this train were preserved. R.J. Sandusky

Le 1er mai 1955, la motrice 335 du Lake Erie and Northern et la motrice 230 du Grand River Railway roulent, en direction nord, sur la subdivision Waterloo, à environ un demi-mille au nord de la gare de Kitchener sur la rue Queen. Le secteur Galt de la subdivision Waterloo du Canadien National peut être entrevu à l'extrême gauche de la photo et le train de marchandises de la 335 vient tout juste de traverser le croisement oblique entre les deux chemins de fer. Les deux motrices sur ce train ont été préservées. R. J. Sandusky





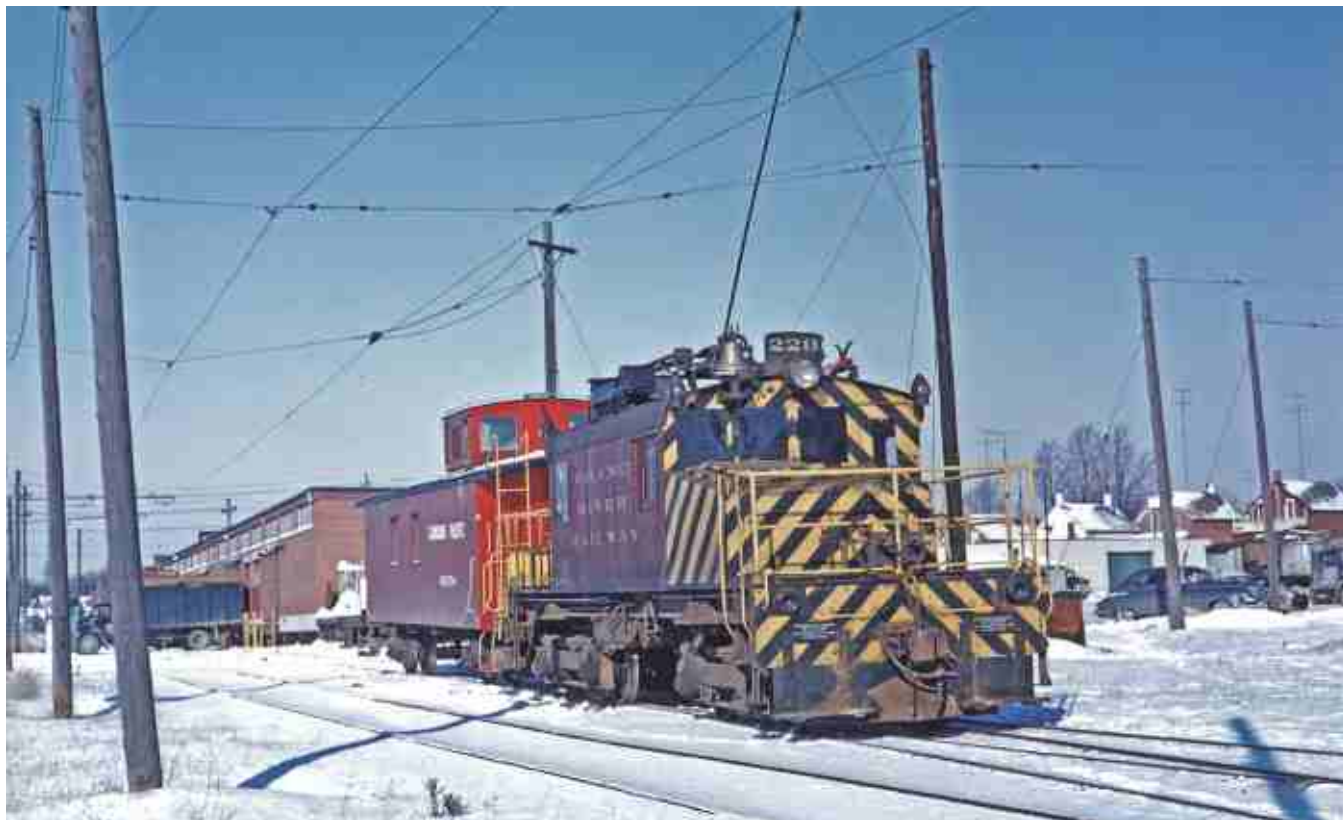
Crossing the Grand River on the outskirts of Kitchener on May 1, 1955 cars 846, 937, 848 and 864 had the dubious honour of making the last run of a passenger train on the CP Electric Lines. R.J. Sandusky

Le dernier train de passagers à circuler sur les voies des CP Electric Lines traverse la rivière Grand aux abords de Kitchener, le 1er mai 1955, un honneur équivoque pour les unités numéro 846, 937, 848 et 864. R. J. Sandusky

Grand River Railway car 864 heads up the southbound final electric passenger charter as it navigates its way off Caroline Street in Waterloo, Ontario on May 1, 1955. Kitchener's new LRT system will see electric passenger transit service regularly using part of Caroline Street again. R. J. Sandusky

Le 1er mai 1955, l'unité 864 du Grand River Railway est à la tête du dernier train électrique nolisé en direction sud alors qu'elle suit son parcours le long de la rue Caroline de Waterloo, Ontario. Le nouveau service de transport de passagers par TLR (train léger sur rail) de Kitchener va de nouveau emprunter régulièrement une partie de cette rue. R. J. Sandusky





With electric operations doomed to be dieselized in less than a year, Grand River Railway motor 228 and a CPR caboose are parked at the Kitchener freight and express shed on December 23, 1960. Of the three CP Electric Lines motors preserved, two are still in Canada. Ex Lake Erie and Northern 335 is at the Halton County Radial Railway in Milton, Ontario and ex Grand River Railway 230 is on display in Cornwall, Ontario, having last worked for the Cornwall Street Railway until 1971. R.J. Sandusky

Le 23 décembre 1960, la motrice 228 du Grand River Railway et une cabouse du CPR sont garées près de l'entrepôt de marchandises et d'express de Kitchener, alors que les opérations sous la caténaire sont condamnées à la diésélisation dans moins d'un an. Deux des trois motrices préservées des CP Electric Lines sont encore au Canada. La 335, ex-Lake Erie and Northern, est au Halton County Radial Railway, à Milton, Ontario, et la 230, ex-Grand River Railway, est en montre à Cornwall, Ontario, après avoir servi en fin de carrière sur le Cornwall Street Railway jusqu'en 1971. R. J. Sandusky

CP Electric Lines trains utilized the platform tracks adjacent to the CPR main line at Galt, Ontario. CPR 2-8-2 5225 is in the background as Lake Erie and Northern interurban car 955 departs for Port Dover on July 24, 1948. CRHA Archives Fonds Toohey 48-412

À Galt, Ontario, les trains des CP Electric Lines utilisaient les voies de gare adjacentes à celles du CPR. La locomotive 5225, une 2-8-2 du CPR, est à l'arrière-plan alors que l'unité interurbaine 955 du Lake Erie and Northern part à destination de Port Dover, le 24 juillet 1948. Archives ACHF – Fonds Toohey 48-412





Years before its third career as Canadian Pacific's roving ambassador in the twenty-first century, H1b class 4-6-4 2816 is at Galt, Ontario on July 24, 1948 with an eastbound passenger train bound for Toronto. At this early date, 2816 still retains its smoke deflectors and brass number plate. CRHA Archives-Fonds Toohey 48-415

Des années avant sa troisième carrière en tant qu'ambassadrice tous azimuts du Canadien Pacifique au 21^e siècle, la 2816, une 4-6-4 de la classe H1b, est à Galt, Ontario, le 24 juillet 1948, avec un train de passagers à destination de Toronto. À cette lointaine date, la 2816 était encore équipée de déflecteurs de fumée et d'une plaque de numéro en laiton. Archives ACHF – Fonds Toohey 48-415

After the wire came down, CP Electric Lines maintained a lively freight business employing a trio of London built GMD SW1200RS units in the 8160 number series. On May 4, 1971, CP 8161 switches the Seagram distillery on Caroline Street in Waterloo, Ontario. Classic street running harking back to the interurban era is still in use as the preferred customer receives a shunt. Since 1857! W. Thomson

Après l'enlèvement de la caténaire, les CP Electric Lines exploitèrent un service de marchandises très affairé à l'aide d'un trio de locomotives GMD SW1200RS construites à London et numérotées dans la série 8160. Le 4 mai 1971, la 8161 du CPR dessert la distillerie Seagram sur la rue Caroline, à Waterloo, Ontario. La circulation traditionnelle sur rue datant de l'ère interurbaine est encore de rigueur alors que ce client privilégié depuis 1857 (!) reçoit quelques wagons. W. Thomson





Local CNR operations in the Kitchener area involved many customers, some of them dating back to the days of the Grand Trunk Railway. Not the least of these Kitchener enterprises was the H. Krug furniture factory across from the CNR station at Kitchener, which appears in all railway photos taken from the south side of the CNR Guelph subdivision. The fireman on CNR 0-6-0 7435 is looking back for hand signals in this 1958 view. W. Thomson

Les opérations locales du CNR dans les environs de Kitchener desservaient de nombreux clients, dont quelques-uns remontaient aux jours du Grand Trunk Railway. La fabrique de meubles H. Krug, en face de la gare du CNR à Kitchener, n'était pas l'une des moindres de ces entreprises, apparaissant bien en vue dans toutes les photos de chemins de fer prises du côté sud de la subdivision Guelph du CNR. Sur cette photo de 1958, le chauffeur de la 7435, une 0-6-0 du CNR, regarde vers l'arrière en attente de signaux à la main. W. Thomson

CNR 0-6-0 switchers 7435 and 7243 were both indigenous to the Kitchener area. On a quiet February 2, 1958, both engines contemplate their fates on the shop track at Lancaster Street in Kitchener. The 8400 series MLW S-3 diesel switchers will become the new norm by 1959. R.J. Sandusky



Les locomotives de manœuvre 7435 et 7243 du CNR étaient toutes deux uniques à la région de Kitchener. Par un calme 2 février 1958, la paire fait face à son sort sur la voie d'atelier le long de la rue Lancaster de Kitchener. Les diesels de manœuvres MLW S-3 de la série 8400 deviendront la nouvelle norme à partir de 1959. R. J. Sandusky



A cold December 27, 1955 sees CNR 0-6-0 7243 moving westward just east of Lancaster Street in Kitchener with a single CPR boxcar in tow. 7243 was built by Canadian Locomotive Company in Kingston, Ontario in 1913 as Grand Trunk Railway 1731. Companion 0-6-0 7260 is the only CNR 0-6-0 preserved in Canada – it is at the Museum of Industry in Stellarton, Nova Scotia. R.J. Sandusky

Par un froid 27 décembre 1955, la 7243, une 0-6-0 du CNR, tire un seul wagon couvert en direction ouest, tout juste à l'est de la rue Lancaster de Kitchener. La 7243 fut construite, en 1913, par la Canadian Locomotive Company, à Kingston, Ontario, sous le numéro 1731 du Grand Trunk Railway. La 7260, une de ses jumelles, est la seule 0-6-0 préservée au Canada, au Museum of Industry, à Stellarton, Nouvelle-Écosse. R. J. Sandusky

Highballing on the CNR Guelph Subdivision! RS-18m 3153 speeds a westbound VIA Rail Canada passenger train, consisting of a VIA Rail Canadian Flyer coach in the VIA blue and yellow and a ubiquitous CN grey and black CanCar EM coach, through New Hamburg, Ontario on July 1979. W. Thomson

Ayant reçu le signal de voie dégagée en direction ouest sur la subdivision Guelph du CNR, la RS-18m 3153 tracte rapidement un train de passagers de VIA Rail Canada formé d'une voiture-coach « Canadian Flyer » de VIA peinte en jaune et bleu et d'une voiture-coach Can-Car « E-M » peinte aux couleurs grises et noires présentes partout du CN. New Hamburg, Ontario, juillet 1979. W. Thomson





VIA Rail Canada train 87, with as yet un-rebuilt F40PH 6412, paused at Kitchener, Ontario on September 5, 2003. In the timetable-train order era, the telegraphic call letters for Kitchener were BN, attesting to the city's original name Berlin. CRHA Archives-Fonds Linley.

Le 5 septembre 2003, le train 87 de VIA Rail Canada à l'arrière de la 6412, une F40PH pas encore reconstruite, fait un arrêt à Kitchener, Ontario. À l'ère des indicateurs et des ordres de trains, les lettres d'appel de Kitchener en télégraphie étaient BN, caractérisant Berlin, le nom originel de la ville. Archives ACHF – Fonds Linley

In 2008, the ever itinerant Ken Goslett posed LLPX 2236, a former Long Island Railroad GP38-2, switching the east end of Kitchener yard on the Goderich-Exeter Railway. Ken Goslett



En 2008, Ken Goslett, sans cesse en excursion, photographia la 2236, une GP38-2 des LLPX (ex-Long Island Railroad), en cours de manœuvres à l'extrémité est de la cour de triage du Goderich-Exeter Railway, à Kitchener. Ken Goslett



The H Krug furniture factory is present in the background of these photos showing GEXR power on the yard tracks beside Kitchener station back in October 2009. Geep 4001 reveals that the Goderich-Exeter was once a Rail America property. Today, it is part of the Genesee Wyoming family. Ken Goslett

En octobre 2009, la fabrique de meubles H. Krug est présente à l'arrière-plan de ces photos montrant des locomotives du GEXR sur les voies de la cour près de la gare de Kitchener. La Geep 4001 témoigne que le Goderich-Exeter a déjà été la propriété de Rail America. De nos jours, il fait partie du conglomérat Genesee Wyoming. Ken Goslett

On May 9, 2003, Bill Linley lensed a westbound GEXR train led by GP-38 4096 and a veritable kaleidoscope of four axle GM power at Kitchener station on the former CNR Guelph Subdivision. CRHA Archives-Fonds Linley

Le Goderich-Exeter était une propriété de Rail America en 2003. Le 9 mai 2003, à la gare de Kitchener sur l'ancienne subdivision Guelph du CNR, Bill Linley a photographié un train du GEXR en direction ouest tracté par la 4096, une GP38, et un véritable kaléidoscope de diesels GM à quatre essieux. Archives ACHF – Fonds Linley





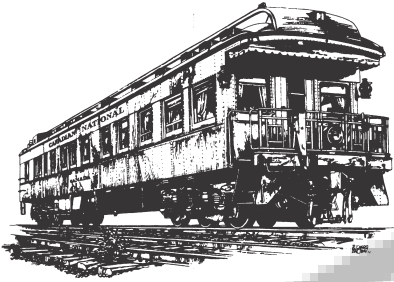
On December 18, 2011, GO Transit introduced a new service on the Guelph Subdivision with free rides between Kitchener and Guelph. A eager crowd has gathered at Kitchener station awaiting a ride on the new train service. Peter Wright

Le 18 décembre 2011, GO Transit inaugure un nouveau service sur la subdivision Guelph avec des passages gratuits entre Kitchener et Guelph. Une foule impatiente s'est formée à la gare de Kitchener en attente d'une randonnée sur le nouveau service de train. Peter Wright

It is June 1, 2016 and GO Transit 244 passes the GEXR yard office at Kitchener, which is part of the station complex, while leased LLPX GP-38-2 2236 looks on. Steve Host.



Nous sommes le 1er juin 2016, à Kitchener, et le train 644 de GO Transit passe devant le bureau de la cour de triage du GEXR qui fait partie du complexe de la gare : la 2236, une GP38-2 louée des LLPX, fait partie de la scène. Steve Host



Heritage Business Car

November - December, 2016

By John Godfrey

Edited by David Gawley



Mail Received



Bob Grace from Kamloops wrote to correct two photo location errors in issue No. 573 (the Rocky Mountaineer issue) which have already been reported, he goes on to write:

There was also one section in the green article written by Ronald Ritchie on page 154. It says that the open observations were "discontinued with the introduction of The Canadian in 1955." This is true for The Canadian, but the three metal open observation cars

continued to trail on the Dominion during the summer months well into the 60's and maybe even until the end of the Expo Limited of 1967. The use of the three open observation cars into the 1960's on the Dominion is stated correctly in Don Evans article on the open observation cars on page 164 to 166.

As a boy I lived next to the CP mainline in Revelstoke and my memories of the Dominion in the summer months was that most if not all of them included an open observation car, rather than just a rare section. As this is the memory of a young boy I could be wrong, but I do remember enjoying watching and waving at the passengers out in the open observation cars at the tail end of the Dominion.

I hope this information is useful in keeping the information as factual as possible. Canadian Rail is a great treasure trove of train information and I only wrote this to keep the information as accurate as possible. No offense is meant to the authors or the publishers who spend many hours helping keep railway history alive.

Lorne Perry of Montreal writes



Further to the Rocky Mountaineer article that appeared recently in Canadian Rail: I recently came across this shot taken from the old Mountain Observation car at Wynd, Alberta, July 7, 1950 as the Continental Limiteds pass. The photo also illustrates some special Western Region features (1) the headlight on a swivel-platform to see round the bends, (2) the slanted front cab window for better visibility on curvy track, and (3) the bolt heads on the smokebox front tricked out in white or silver (the last one had nothing to do with safety, but was just a western whim. Perhaps a roundhouse painter with little to do one day.

Ian Smith of Vancouver writes

Before putting issue No. 573 away, I had another read through the Rocky Mountaineer article and caught

something I thought I should pass on.

On page 162, the author states that Rocky started to offer three classes of service in 1995, which is not correct. That was the year Gold Leaf was introduced, with the basic service then being branded as Red Leaf.

But Silver Leaf did not start until 2011, and even then in a very limited way, with just four trains in each direction.

What might have confused the author was the use of a single-level glass-roofed car in 1996. That was the result of Rocky starting Gold Leaf in 1995 with just a single bilevel (9501). Demand for the service was such that another car was needed for 1996 and Rader leased a single-level car to Rocky for the purpose. It ran coupled to 9501 and was termed an observation car, not a dome. Its passengers were Gold Leaf, just like those in the bilevel.

It was numbered RMRX 7501 and was quite similar to the ones later bought by BC Rail and now running on VIA as 1720-1722, with the full-glass roof. The major difference from the later BCR/VIA cars was that 7501 had an open observation platform like the Rader/Colorado bilevels. It was used for just one year while Rader built more bilevels for Rocky and then ended up on the Alaska Railroad, where it's still in use

Amherst Nova Scotia's historic train station will soon have a new purpose.



Amherst's historic train station will soon have a new use following an agreement between the town, Via Rail and JE Bembridge Enterprises Ltd.

During a special meeting recently, the town approved a series of amendments to the purchase and sale agreements between Via Rail Canada Limited, the town and JE Bembridge Enterprises Ltd.

The building will be repurposed and J.E. Bembridge Enterprises Ltd. will ultimately take ownership of the building for restaurant development.

The repurposed station is anticipated to bring more tourism and revenue opportunities for Amherst, giving tourists, community members and Via Rail passengers a place to visit at one of the finest historical buildings in the community.

“The ability to take ownership of this building is such a good fit for me as a business owner,” Jeff Bembridge said in a news release. “It not only provides us the ability to showcase our community by maintaining a significant part of our heritage represented by this building and it allows my downtown business base to grow from 32 employees up to 40 in the coming years.”

The station has been empty since 2014. As a result of the agreements, the historic structure will receive several improvements, be redeveloped and continue to be maintained as a registered municipal heritage building. (Amherst News - Citizen Record)

Railiners at Moncton - an Update

The former IRSI demonstrator, 6202, along with Farmrail 6130 were sold to an unknown Vermont buyer while 6133 was sold to model train manufacturer Rapido Trains and moved to Ontario. Everything else was scrapped. (Don McQueen's Froth)

Mylène Bélanger joins the CRHA and Exporail team as Archivist



We are pleased to announce the appointment of Mrs. Mylène Bélanger to the position of Archivist of the Canadian Railway Historical Association and Exporail effective October 31st, 2016.

Mrs. Bélanger holds a baccalaureate of French language literature as well as an archivist certificate from the School of Library and Information Science of the University of Montréal. She has more than five years experience as an archivist. Mrs. Bélanger has more particularly used her expertise in dealing with such diverse fields of interest as governmental and municipal affairs, science, religion and history, as well as media and public service. More recently, she has been Chief Archivist at the Société historique Pierre-de-Saurel (SHPS, unofficially translated as the Pierre-de-Saurel Historical Society), a center for private archives mandated by the Bibliothèque et Archives nationales du

Québec (BANQ, National Library and Archives of Québec). Deeply involved in archival matters, she has been most notably head of the communications committee of the Association des archivistes du Québec (AaQ, Association of Québec Archivists) since 2014. Research is at the heart of her profession, not only to provide answers to queries from scholars, the general public and her own association, but also to help with the spread and influence of archival material. Regarding this, she has cooperated with various groups of «Archives à voix haute», given conferences, attended exhibitions, written historical columns for one daily newspaper and set up and taken care of the SHPS Facebook page during 2012-2013. An «Archive à voix haute» is a fascinating public reading of archival documents gathered on a given subject along a specific thread, the whole being enhanced by the projection of the selected documents.

Mylène is a welcome addition to our team!

Résumé de Mylène Bélanger pour publication dans le Canadian Rail

Nous sommes heureux d'annoncer la nomination de madame Mylène Bélanger à titre d'Archiviste d'Exporail et de l'Association canadienne d'histoire ferroviaire depuis le 31 octobre 2016.

Mme Bélanger détient un baccalauréat en littératures de la langue française, ainsi qu'un certificat en archivistique de l'École de bibliothéconomie et des sciences de l'information de l'Université de Montréal. Elle possède plus de cinq années d'expérience en archivistique. Mme Bélanger a notamment mis à contribution son expertise dans des domaines aussi variés que les milieux gouvernementaux, municipaux, scientifiques, religieux et historiques, ainsi que les communications et le service au public. Plus près de nous, elle a occupé pendant deux ans le poste d'archiviste en chef à la Société historique Pierre-de-Saurel, un centre d'archives privées agréé par Bibliothèque et Archives nationales du Québec. Très impliquée dans le milieu archivistique, elle est notamment responsable du comité des communications de l'Association des archivistes du Québec depuis 2014. La recherche est au cœur de sa profession, non seulement afin de répondre aux diverses demandes de recherche provenant des chercheurs, du public en général et de l'interne, mais également pour permettre la diffusion et le rayonnement des archives. À cet égard, elle a également collaboré avec divers groupes d'«Archives à voix haute», donné des conférences, participé à des expositions, rédigé des chroniques historiques pour un quotidien, et a mis sur pied et alimenté la page Facebook de la SHPS en 2012-2013. Une « Archive à voix haute » est une lecture publique captivante de documents d'archives réunis sous une thématique selon un fil conducteur, le tout agrémenté de la projection desdits documents.

Nous lui souhaitons la bienvenue parmi nous!

Ottawa's former Union Station undergoing a major renovation



Much thought was put into how to increase the prominence of the eastern exterior wall of Ottawa's former Union Station so that it serves as a gateway to Parliament. The wall was attached decades ago to a hotel in the Corry Block. (National Capital Commission)

On a beaucoup réfléchi sur la manière de faire ressortir davantage le mur extérieur est de l'ancienne gare Union d'Ottawa pour qu'il serve de portail vers le Parlement. Il y a des décennies, le mur fit partie d'un hôtel dans l'édifice Corry. (Commission de la capitale nationale)

The architecture of Ottawa's former train station has been hiding from the public behind the doors of a government conference centre for decades. The building that housed the city's central train station at Rideau Street and Colonel By Drive until the 1960s is undergoing multi-million dollar renovations and restoration work.

And, when it reopens in two years, it will once again welcome residents and visitors.

"You'll finally be able to appreciate the building in all its glory," said Thierry Montpetit, project manager with Public Services and Procurement Canada.



Space is being created in the government conference centre in downtown Ottawa to house the Canadian Senate while renovations take place at Parliament Hill's Centre Block. (Public Services and Procurement Canada)

On est à créer des espaces dans le centre de conférence du gouvernement dans le centre-ville d'Ottawa pour y loger le Sénat canadien pendant que l'on rénove l'Édifice du Centre sur la colline parlementaire. (Travaux publics et Services gouvernementaux Canada)

"We're going to remove, what I'm going to say (were) unfortunate alterations to the building that were done in the late seventies."

Recently the National Capital Commission board gave its final approval on the design. The renovated building will house the Senate, which must vacate its chamber in Parliament Hill's Centre Block, which will itself be going through a restoration for a decade starting in September 2018. The Senate will move to what was once the station's concourse by September 2018. The renovation of the station and Senate move is estimated to cost \$269 million.

Montpetit said the goal is to fix accessibility problems and meet building code, while bringing to the fore the building's heritage features. The great waiting room, for instance, is a smaller-scaled replica of the Pennsylvania Station in New York City that was demolished in the 1960s, he said.

The plan is for the Library of Parliament to host tours of the building.

Streetcar No. 696 is being prepared for its 100th birthday



Ottawa streetcar 696, built in 1917, is being rebuilt. Volunteers Teddy Dong, Paul Bruyere and Rheaume Laplante hope to have the car ready and operational by Canada Day 2017. Bruce Deachman / Postmedia

Le tramway 696 d'Ottawa, construit en 1917, est en reconstruction. Les bénévoles Teddy Dong, Paul Bruyère et Rheaume Laplante espèrent avoir l'unité prête et opérationnelle pour la Fête du Canada 2017. Bruce Deachman / Postmedia

Ottawa streetcar No. 696 which will celebrate its 100th birthday next year and in preparation Rheaume Laplante and his small army of volunteers are restoring it. When completed the car will have rebuilt motors, heated seats, restored windows and doors, a fresh paint job and a new headlight.

Six-ninety-six is one of only two remaining cars from the 33 600-series built between 1913 and 1917 by the Ottawa Electric Railway Co. (The other survivor, No. 688, currently serves as a cottage home on Lac Barnes, near Ladysmith, QC. Its owners donated some original windows when they renovated 688).

For four decades, until it was retired in 1958, 696 plied the rails of Ottawa. It was due to be scrapped but instead was purchased by the CRHA, moved to Montreal and stored outside the Canadian Allis Chalmers plant in Lachine. In 1963 it was moved to Exporail. There, it was covered by a tarp and stored outside for some thirty years.

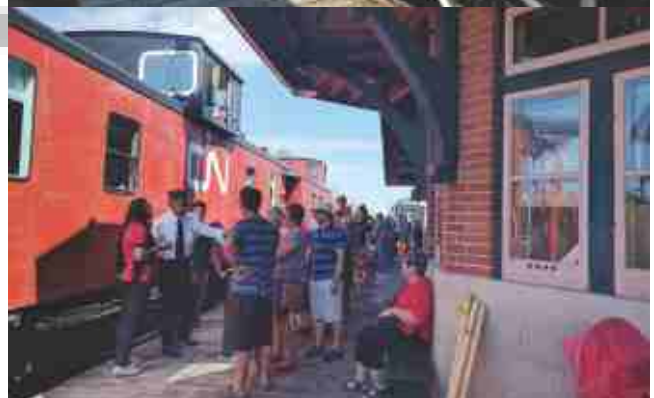
It was returned to OC Transpo in 1989 and spent another decade in a similarly neglected state before workers there were asked if they were interested in restoring her. Work began in 2000, and Laplante became project co-ordinator in 2004.

Laplante's goal is to have the car ready for July 1, 2017 and failing that in 2018, when the LRT is ready to lead the parade introducing the new service..

(Ottawa Citizen / bdeachman@postmedia.com)

Railway Museum of Eastern Ontario celebrated Trainfest this past August

The Railway Museum of Eastern Ontario located in Smith Falls, Ontario celebrated Trainfest on August 27 - 28, 2016. Following are two photos taken that weekend:



Two locomotive brass plates 'come home'

This past season two important locomotive brass plates 'came home' one to Exporail and the other to the Northern Ontario Railroad Museum.



This photo is of Grant Kingsland, a faithful volunteer at the Northern Ontario Railroad Museum and Heritage Centre. Many moons ago, in the late 1960s, before the museum was formally established, one of the builder plates off of the 6077, a prized exhibit, was stolen.

Early this summer, Grant was on Ebay and noticed that the builder plate was up for sale. Grant informed the museum and they immediately contacted



Ron Bryant (centre), presents Exporail's Curator Jean-Paul Viaud (left), with the original brass number plate off Maritime Railway locomotive 5. Ron Ritchie is looking on. Ron Bryant was a long time early volunteer at Exporail. He was given custody of the plate by Omer Lavallee in 1960. This was to prevent theft while the engine was being stored at Canada Creosoting Company in Delson prior to the start of construction of the Canadian Railway Museum, today's Exporail. Over the ensuing years Ron forgot he had it, it turned up recently and so he returned it to be reunited with the locomotive. Ron kept his word and did a good job preserving it all these years. (Bruno Cordellier)

Ron Bryant (au centre) présente la plaque de numéro originale en laiton de la locomotive 5 de la compagnie Maritime Coal Railway and Power à Jean-Paul Viaud, conservateur d'Exporail (à gauche). Ron Ritchie y assiste. Ron Bryant fut l'un des premiers bénévoles à Exporail. La plaque lui fut confiée par Omer Lavallée en 1960. Ceci fut fait afin d'éviter que la plaque soit volée pendant que la locomotive était entreposée à la compagnie Canada Creosoting, de Delson, avant que ne débute la construction du Musée ferroviaire canadien, désigné Exporail de nos jours. Au cours des années qui suivirent, Ron oublia qu'il l'avait et lorsqu'elle fut retrouvée récemment, il la retourna pour qu'elle puisse être réinstallée sur la locomotive, Ron tint parole et réussit bien à la conserver durant toutes ces années. (Bruno Cordellier)

the local authorities. They were able to quickly contact the seller, who was incredibly cooperative and agreed to return the plate to the museum and even pay for the shipping.

Thanks to Grants keen eye and being in the right place at the right time, a long lost piece of 6077 was reunited with the locomotive. (Cody Cacciotti)

Foundations of CPR's Ottawa West Roundhouse unearthed



A planned excavation of an old railway site has begun to yield some exciting results. The archaeology firm working next to the City Centre building by Bayview Station set off on a dig not knowing what to expect from their efforts. However, they have discovered the well-preserved foundation ruins of the original 1871 turntable and engine house, which is a marvel to see. A window into the 1870s, this stone, brick, wood and iron discovery dates back to the birth of the neighbourhoods surrounding the site. Hintonburg, Mechanicsville, Bayswater and the Preston areas owe their early development to the establishment of the railroads in the area. The rail workers purchased small builder lots, built modest wood homes nearby, and toiled in difficult and often harsh working conditions at the rail yard. You can almost picture these Kitchissippi pioneers working on this site, in what was then strictly an industrial area.

The excavations have been performed at two different sites. One is the original 1871 turntable, which was used to move train engines into service or storage bays, or to simply turn them around for their return journey. The turntable was located next to a small rectangular engine house, which was destroyed by fire in 1883.

A new, larger turntable and roundhouse was constructed in late 1883 slightly to the west, and part of this roundhouse too has been exposed by the archaeologists. The stone circumference surrounds a number of individual bays, constructed of neatly laid brick, where the engines could be serviced from underneath.

What is most impressive is how well both sites are preserved. It is not just a pile of old rubble in the formation of an old industrial structure. Many features are still as evident as the day they were covered up. The researchers did not have to dig far either – the structures were located only a foot or two down.

The 1883 roundhouse was destroyed by fire in 1910. This is significant because a new roundhouse had to be built. The CP Railway decided to build a much larger roundhouse and expand their yard to the west so they purchased all the houses in the neighbouring subdivision



off of Bayview Road (on what was called Alonzo Street), tore them down, and built the new roundhouse which opened in the Spring of 1911. This is on the location of what is now the Tom Brown Arena. (The 1911 roundhouse was demolished in 1968, and Tom Brown was built in 1977). Had it not been for the fire of the 1883 roundhouse, it is likely that Alonzo Street and its houses would still stand today on this spot!

The future of this archaeological find of local history is cloudy. At present, there are no plans to preserve the unearthed turntable and there is no requirement on the part of the developer, Trinity, to do so. It would be wonderful if this important piece of local railway history could be preserved in some way – either as a feature of the new condo building itself or in its courtyard. Steam railroads and their importance have become a thing of the deep past; having an authentic exhibit such as this would be an incredible educational piece. It would be an ideal monument, especially for those of us with deep family ties to the workers who spent their hard-working days on this site and helped build Hintonburg and Mechanicsville so many years ago. (Kitchissippi Times - Dave Allston)

Former CNR Jarvis Station has been moved

The former CNR Jarvis, Ontario station was observed at its new home at the Jarvis agricultural museum on October 19, 2016. It had just been moved there by trailer from its original site, and was resting on the trailer awaiting movement onto the prepared adjacent concrete foundation.

The museum is located on the east side of Highway Six, just south of Highway 3, in the town of Jarvis. The station is clearly visible from the highway. Its original site was about half a mile to the north, also on the east side of Highway Six. It was a junction point between CN's east-west Cayuga Subdivision and north-south Hagersville Subdivision. The Cayuga Sub. was



abandoned through Jarvis over 20 years ago. (John Thompson)

VIA looking at restoring passenger service on CPR's Havelock Subdivision - maybe

Dreams of restoring passenger service along the old CPR route between Toronto and Glen Tay, Ontario

were reported in the Frontenac News. Part of the line between Havelock and Glen Tay was abandoned between 1970 and 1987. The CPR converted the section west of Havelock into an internal freight only, short line, the Kawartha Lakes Railway.

Recently Jacques Fauteux, Director of Government and Community Relations for VIA, told politicians who represent communities along the route, which parallels Highway 7, that VIA is examining running trains over the route. The would continue east to Ottawa Montreal through a connection at Glen Tay with the CPR's Belleville Sub. That proposal is described in a one-page document produced by VIA Rail called the "Shining Waters Railway Plan"

Since August, contractors working for VIA have been around the path of abandoned part of the subdivision. A decision as to what VIA wants to do is supposed to be released in 2017. (Frontenac News and High Speed Rail Canada)

BACK COVER TOP: At Mill Station, the neutral ceramic pattern represents ballasted rail tracks. This is the point where LRT from Borden and Ottawa come together and begin operation on the ballasted rail of the Huron Spur. ION - Region of Waterloo Rapid Transit

HAUT DE LA PAGE COUVERTURE ARRIÈRE: L'agencement de couleurs neutres de la station Mill rappelle le ballast des voies de chemins de fer. C'est ici que se rejoignent les voies de SLR des rues Borden et Ottawa pour longer ensuite l'embranchement Huron. ION - Region of Waterloo Rapid Transit

BACK COVER BOTTOM: Built in 1947 by National Steel Car, Grand River Railway combine 626 was the last interurban car constructed in Canada. In this view, car 626 speeds through the rain past Freeport en route to Kitchener. Another combine, 797, is preserved at the Halton County Radial Railway near Milton, Ontario. R.J. Sandusky

BAS DE LA PAGE COUVERTURE ARRIÈRE : La motrice mixte passagers-marchandises 626 vient de passer Freeport et file sous la pluie vers Kitchener. Elle fut construite par la National Steel Car en 1947. Ce fut le dernier tramway interurbain à être construit au Canada. Une autre motrice mixte, la 797, se trouve au Musée Halton County Radial Railway près de Milton en Ontario. R. J. Sandusky

For current Canadian railway news, updated monthly, please visit canadianrailwayobservations.com

Pour des nouvelles concernant les chemins de fer canadiens, s'il vous plaît, visitez le:

www.canadianrailwayobservations.com

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