

the SwitchStand



A quarterly publication of the Guelph Historical Railway Association, charity # BN 89131 4973 RR0001. For submissions, membership issues, change of address, contact: GHRA: 5101 Jones Baseline R.R. 2, Guelph, Ontario. N1H 6H8. E-mail: [info \[at\] ghra.ca](mailto:info@ghra.ca). Price: Free. To join GHRA see details in newsletter below.

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Welcome

Non-members are welcome to subscribe to our newsletter and receive your copy automatically, as soon as it is released!

Send an e-mail to:

switchstand-subscribe@yahoogroups.com

Instructions will follow by e-mail.

Club News

Reminder: Mailing Address Change

Guelph Historical Railway Association
5101 Jones Baseline R.R. 2, Guelph,
Ontario. N1H 6H8

Union Station and John Street Roundhouse Tour

As described in previous newsletters, the tour has been re-scheduled to April 29 2007. We will keep all things the same as discussed in the July 2006

Switchstand, with only one exception. Tour participants that join the GHRA as new members Feb 1st 2007 or later will have the tour fee waived. The cost is \$10, and starts 11 AM upon arrival of Train #84. Tour ends at 5 PM for on-time departure of Train 87 back to Guelph. We will meet in the main concourse (ticket sales area) of Union Station. Contact Peter Shergold to get on the attendance list, and refer to the

July Switchstand, or our website, www.ghra.ca for tour details and updates.

Station Booth Update

A dedicated group of Volunteers continue to work on the Station Booth at WC Woods Plant #2. The restoration work is largely complete, with some additional woodwork and varnishing to be completed.

Thank you to all who assisted and especially to WC Woods for their hospitality and patience over all these years!

Local Railway News

Canadian Pacific Announces Sponsorship of the 2010 Vancouver Olympic Games

In doing so, Canadian Pacific will be the official freight services partner for the Vancouver games, including Logistics, Rail Freight, and Truck services.

Canadian Pacific also has sponsorship rights for the 2008 and 2012 games. It is yet to be seen what else may result from this sponsorship, perhaps some engines painted in an Olympic scheme?

Via Rail #6400 Emerges Anew

What is hoped to be the first of many, VIA Rail F40PH-2 #6400 has been rebuilt, repainted, and finally released into service in early 2007. (See photo on Page 4 in “**Photo Corner**”) Rebuilt by CAD Railway Services in Montreal, this unit now sports “renaissance” livery, similar to the General Electric P42DC engines. Prior to entering service, the unit made a coast to coast tour from Vancouver to Toronto to familiarize various VIA Rail employees to the new locomotive, and show off its new features. Since that time, the unit has been noted working trains between Toronto and Halifax, and lately has returned to the shop to receive minor improvements. A LRC passenger car is also expected to be released at a later date. It is hoped the Government will provide funding necessary to proceed with rebuilding of additional units in order to extend the life of this venerable locomotive for another 15 to 20 years.

PDI Liquid Transfer in Guelph picking up speed

It has been reported that PDI’s new Liquid Transfer facility in Guelph is picking up speed, and is providing much new business for the Guelph Junction Railway and operators Ontario Southland. In 2006, PDI received Government funding of \$250,000 to demonstrate the viability of shipment of food-grade chemicals by rail, thereby reducing truck traffic. Success of this business may lead to a larger facility being built in the area.

Winter Woes hit GEXR in February, and March

Winter proved to be quite the match for the Goderich and Exeter Railway in February and March 2007. GEXR ran a near constant stream of plow extras between London, Stratford, and Goderich in February to keep the line clear of the blowing and lake effect snow.

On March 5, GEXR 433 stalled near St. Marys in a large snow drift, which blocked the line for over 24 hours. This caused VIA Rail to re-route passenger trains on the Dundas sub, and substituted busses in place of the train service.

On March 6 and 7 2007, GEXR derailed twice on the Waterloo spur, with the lead trucks of the engine hitting packed ice in the flangeways of the Roger and Moore St. crossings. This in turn derailed lead wheels of engines 2236 and 3835, causing both engines to be briefly out of service during a period of time when GEXR was already short of power.

Support CNR 6167 Restoration! Buy a button!



Show your support for CNR 6167
Purchase your CNR 6167 buttons at any GHRA regular meeting, or in person at Guelph Civic Museum.

On March 8 2007, GEXR train 580 had a small incident in Guelph. Engine LLPX 2236 suffered a ruptured fuel tank, spilling 600 to 1000 gallons of fuel, which was easily cleaned up. (Guelph Mercury)

All in all GEXR met these challenges and continued to provide train service in the most adverse conditions. Hats off to the GEXR crews for braving what turned out to be a tough two month winter!

Rail America sold to Fortress Investments, GEXR changes hands

Without much fanfare, on Tuesday February 13 over \$1.1 billion changed hands and Fortress Investment Group LLC has closed the deal to purchase all Rail America shares. This includes the GEXR through Guelph.

The GEXR has yet another owner in its relatively short history. GEXR was founded by RailTex in 1992, and RailTex sold to Rail America in 2000.

Via Rail Accident Near Guelph

On March 12 a tragic train accident occurred on Speedvale Avenue west of Guelph on the Goderich and Exeter, involving a VIA Rail train and a vehicle. This grade crossing only has flashers, no gates and is a two-lane paved country road. While the accident is being investigated, the GHRA would like to remind readers to exercise caution at all grade crossings, and to have you remind family and friends to Look, Listen and Live. For more information on railway safety, please visit the Operation Lifesaver website at:

<http://www.operationlifesaver.ca/>

Did you know?

Guelph's first public transportation system was a Street Railway? The Guelph Radial Railway began in 1895 by George Sleeman, providing service across five branches every 20 minutes:

- Wyndham/Woolwich St (to Woodlawn Cemetery)
- Suffolk/Edinburgh
- Waterloo Ave
- Gordon/Dundas, reaching the Ontario Agricultural College (now University of Guelph)
- Ontario St./York Rd

Connections were also made to the Toronto Suburban Railway's former Guelph branch. In 1920 Ontario Hydro took over the system, and improved it by adding Sunday service, re-laying better track and purchasing additional equipment. The fare was also increased from 5 to 6 cents.

In 1926, the first bus service was introduced to reach areas not served by the Railway. This proved to be successful and additional routes were added. The City of Guelph regained control of the system in 1939, and formed the Guelph Transportation Commission. The railway was promptly discontinued and switched to all bus service. The same organization is now today's Guelph Transit.

Upcoming Meetings and Events

April 16, 2007 – Regular Meeting
(Moved due to Easter the previous week)

Sunday April 29 2007 – **Union Station and John Street Roundhouse Tour**

Cost: \$10. Contact Peter Shergold to get on the attendance list.

May 14, 2007 – Regular Meeting

June 11, 2007 – Regular Meeting

August 11, 2007 – **GHRA Annual Barbecue**. 5101 Jones Baseline Road.

Details to follow in the Summer newsletter.

Where we meet: Regular meetings are held at the Cooperators building, 130 Macdonnel St, downtown Guelph. Start time 7 PM. Visitors are always welcome.

To join/support the GHRA: send \$40 dues, payable to "Guelph Historical Railway Association" to our mailing address at top of newsletter, or visit us at one of our upcoming meetings.

Membership dues are tax deductible. (Registered Charity # BN 89131 4973 RR0001) Visit our website, www.ghra.ca for an up-to-date listing of our meetings and events, and to view our online photo gallery.

GHRA Executive 2007

President: Steve Host

(519) 836-7186

shost [at] uoguelph.ca

Vice-President: Peter Shergold

(519) 824-8254

sshergold [at] sympatico.ca

Treasurer: Paul Tatham

(519) 837-1464

ptatham [at] uoguelph.ca

Secretary: Chris van der Heide

(519) 341-4711

chris [at] vanderheide.ca

Bruce Lowe

(519) 821-3828

pinetree05 [at] netscape.ca

Photo Corner

Send submissions by e-mail to [info \[a t \] ghra.ca](mailto:info[at]ghra.ca) or by postal mail to our mailing address.



VIA Rail F40PH-2 #6400 seen departing Toronto on VIA Rail train #1, February 08 2007. Mike DaCosta photo, used with permission.



Canadian National Engines 1214 and 1221 pull a freight over the Canadian Pacific/Guelph Junction Railway tracks in Guelph, around 1960. Also noted in this photo is Allan's Mill, and WC Woods. Photo by Randy Masales, used with permission.