

The SwitchStand



A publication of the Guelph Historical Railway Association, charity # BN 89131 4973 RR0001. For submissions, membership dues, change of address, contact: GHRA: PO Box 21054, 35 Harvard Rd Guelph, ON N1G 4T3. E-mail: inquiry@ghra.ca. Price: Free. To join GHRA see details below.

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Welcome

To subscribe electronically to the Switchstand, visit our **NEW** website at: www.ghra.ca

See railway news and COLOUR photographs on Pages 3 and 4 of this newsletter

Find us on Social Media – Search Guelph Historical Railway Association on Facebook and “Like” our page to stay up to date. Also join our e-mail list: through the Guelph Historical Railway Association’ website. We are also now on Instagram @guelphhistoricalrailway.

Association News

Your support is appreciated – thank you for reading our newsletter. The GHRA is looking for members and volunteers – consider joining us today.

Dues reminder – We thank everyone who has already sent in 2020 and/or 2021 dues – if you haven’t yet please mail yours in as soon as possible or through our website – our annual operating costs (insurance, hardware, paint) depend on your support. Thank you.

GHRA Acquires a Coach! – The Guelph Historical Railway Association is pleased to announce the acquisition of passenger coach 3216 from the Southern Ontario Locomotive Restoration Society/Waterloo Central Railway. 3216 was built in 1954 by the Canadian Car & Foundry for the Canadian National Railway as a first-class coach, for use on CN’s Super Continental passenger trains. In 1965, it was rebuilt into a Café/ Snack Bar car, along with 76 seats, as part of CN’s modernization effort. It was sold to VIA Rail and was rebuilt again in 1980 and retired in 1993. It would become part of CN’s work train fleet until acquisition by SOLRS.

As our new major project, we have been acquiring parts needed to restore the car to fully functional condition, with our primary goals on repairing windows and installing a new floor. The car also requires upgrades to the electrical system to allow for operable circuits, heating, and air conditioning. A big thank you to Ted Wakeford who has been working tirelessly to prepare new electrical panels for the car as well as provide us with parts and windows. 3216 can be seen on page 4 in our Photo Corner. 3216 is a large undertaking for our group, and support through memberships or donations go a long way in helping us complete our goal. Please consider joining the GHRA today to get involved in the

3216 restoration and help us complete our goal of fully restoring this coach.



Interior of coach 3216.



One of the electrical panels to be installed in coach 3216.

Artifacts and Acquisitions –

The GHRA has been fortunate to acquire a number of artifacts in recent months, including a former CP Fairmont speeder, a slide of our cabooses, 436994, in service in Nova Scotia, a portrait of Guelph Railway Company (1895 – 1903 – later the Guelph Radial Railway) motormen and management, and a collection of items from the collection of the late Eddy Dokter, a former TH&B employee. These including large brass TH&B fire extinguishers, various paperwork items from timetables to equipment lists, and locomotive marker lanterns, originally for TH&B steam locomotives but later modified with electric lamps for use on TH&B NW2 and SW9 locomotives (TH&B 51 – 58).

Thank you to Ann Dokter and family for generously donating these items.



GHRA's Fairmont speeder on arrival. Motor is in good shape, just some bodywork needed.

Local Railway news

CNR 6167 Update –

Since the locomotive's move to Priory Park in November 2020, CNR 6167 is once again receiving restoration attention from members of the restoration committee, part of Guelph Museums. Recent work included coupling the tender to the locomotive, and touching up white trim around the locomotive. Plans for 2022 include new windows and further restoration of paint and trim.

Last Train on the OBRY –

142 years of railroading came to a close on the Orangeville Brampton Railway on Friday, December 17, 2021 as the municipality of Orangeville elected to shut down the railway and sell off the right of way. The OBRY has a long history, with construction during the late 1800s including portions of the Credit Valley Railway, and the Toronto, Grey & Bruce Railway, the line eventually coming under control of the Canadian Pacific as their Owen Sound Sub from Streetsville to Owen Sound. The Orangeville Brampton Railway, originally operated by Cando, began operation in 2000 of the remaining line south of Orangeville. Operators changed in 2018 from Cando to Trillium Railway, now GIO Rail. Customer traffic now moves over the Guelph Junction Railway, and travels by road the final distance to Orangeville.

Guelph's Allan's Bridge Rebuilt –

During the fall of 2021, Metrolinx' Guelph Subdivision bridge over the Speed River – called Allan's Bridge by locals – received new spans and transverse members, replacing those installed in 1948 by the Canadian Bridge Company of Walkerville, ON. The new bridge sits upon the original limestone piers constructed in 1856 by the Grand Trunk Railway. See the bridge being replaced in our Photo Corner on page 4.



Allan's Bridge receiving new spans in 1948. Donald Coulman Collection, Guelph Museums.

Metrolinx Changes in Guelph –

Further upgrades and schedule changes have been underway in Guelph in recent months. Speed limits on the Guelph Sub underwent a gradual increase over 6 weeks from 10mph to 45mph, reducing travel times over the line. Additional trips added prior to the Covid-19 pandemic have been restored with times slightly altered. One notable change is the extension of one train from Kitchener to London, serving passengers at VIA Rail stations in Stratford, St. Mary's, and London. This trip, departing London at 5:20am, arrives in Toronto at 9:13am, minutes shy of 4 hours later. The return departs Toronto at 4:19pm, arriving London at 8:17pm.

These changes have required VIA train 84's schedule to change, being pushed back about 3 hours, departing Sarnia at 8:40am, arriving Toronto at 1:38pm.

Calendar of GHRA events/meetings

For the safety of members and guests all our meetings are being held virtually on Zoom. They can be accessed through our website by clicking on the link. Upcoming meetings:

Monday, January 10, 2022 at 7:30pm
Monday, February 14, 2022 at 7:30pm
Monday, March 14, 2022 at 7:30pm
Monday, April 11, 2022 at 7:30pm
Monday, May 9, 2022 at 7:30pm
Monday, June 13, 2022 at 7:30pm
Monday, July 11, 2022 at 7:30pm
Monday, August 8, 2022 at 7:30pm
Monday, September 12, 2022 at 7:30pm
Monday, October 17, 2022 at 7:30pm
Monday, November 14, 2022 at 7:30pm
Monday, December 12, 2022 at 7:30pm

Virtual Events (ie: Doors Open Guelph - April) are being considered. Please stay tuned for further developments, as well as some other endeavours GHRA has in the works.

To join the GHRA: In addition to joining in person at meeting, your membership can now be purchased ONLINE. Visit our NEW website at www.ghra.ca to purchase your membership and join us in preserving Guelph's railway heritage.

GHRA Membership dues

Junior: \$25/annual (under age 25)

Regular: \$50/annual (ages 25-64)

Senior: \$40/annual (ages 65+)

Membership dues and any donations above and beyond are tax deductible. (The GHRA is a Registered Charity # BN 89131 4973 RR0001)

GHRA Executive & Positions 2021/22

Stephen Host (President)

Trevor Blatherwick (Vice President/Treasurer)

Eric Repaci (Technical Director)

Jacob Patterson (Archivist)

Drew Goff (Director)

Mark MacCauley (Director)

Photo Corner - Send submissions by e-mail to inquiry@ghra.ca.



GHRA caboose CPR 436994 is seen at Kentville, Nova Scotia on April 14, 1979, assigned to the Dominion Atlantic Railway operation of the CPR.
Photographer Unknown, GHRA Collection Slide.



GHRA's new coach, 3216, spotted on the North Industrial Lead for restoration. Get in touch if you'd like to help out or become a member. Drew Goff Photo.



GEXR train 583 pulls up the main alongside the Guelph Junction Railway lower yard on their way to work Owens Corning Fiberglass. April 23, 2021. Jacob Patterson Photo.



Crews from Mammoet carefully swing the largest span of Allan's Bridge into position over the Speed River. September 26, 2021. Jacob Patterson Photo.



Switching places: After CN kicked GEXR off the Guelph sub in 2019 for a year you'd find OSR and CN side by side in Guelph. After OSR left in August 2020 and GEXR got the GJR Contract, the GEXR effectively switched sides from CN to CP(GJR). Pictured are the companies you'll find in Guelph today, both seen working Traxxside Transloading in September of 2020. The GMD-1's on CN have since been retired. Steve Host Photo.



CPR gas-electric car 9004 rests at Guelph on its siding alongside Neeve Street, July 14, 1952. This car was the regular on the Guelph to Guelph Junction round trips up to 12 times daily. Its last run would take place on April 28, 1958, and 9004 would be scrapped December 24, 1958. Original Photographer Unknown, Al Chione Duplicate, Jacob Patterson Collection Slide.