



Waterloo Central Railway

50 Isabella Street, Post Office Box 546
St. Jacobs, Ontario N0B 2N0

Ontario Shortline License No. 0013, Shortlines Railway Act

June 14, 2021

Mr. Jeremy Vink,
Manager of Planning,
Woolwich Township,
24 Church Street West,
P.O. Box 158,
Elmira, Ontario
N3B 2Z6

Dear Mr. Vink:

Request to the Township of Woolwich – Release of the Funds Held In Trust For The Waterloo Central Railway To Construct A Railway Station & Platform at Farmers Market Station – Waterloo Spur Mile 5.63 – Stockyards Urban Area

On behalf of the Waterloo Central Railway (WCR) please accept this letter as our formal request to the Township of Woolwich to consider releasing the \$60,000 in funds the Township holds in trust, to construct a tourist train station within the Stockyards Urban Area.

Purpose of Structure

The purpose of this structure is to further enhance our heritage passenger shortline railway operation offering another facet of railway operations from that era to our guests/passengers. As a heritage railway we offer many operating historical railway artifacts including one of only three operating steam locomotives left in the entirety of Canada and the only one west of Winnipeg.

One thing we do not have is a railway station structure (other than our Restoration and Maintenance Facility in St. Jacobs). This proposed structure will go a long way to enhance the visual experience for our passengers and add another attraction to the Farmers Market and Stockyards Urban area.

Along with having a structure indicative of this era we are contacted almost weekly by film and tv location scouts as a potential production location. However, we are not able to offer any type of station building indicative of a rail operation. This usually causes the production to look elsewhere. This proposal will correct that and offer not only the WCR an alternative revenue stream but also the Township and local area businesses.

Ownership & Location

This structure is proposed to be built on the Waterloo Spur railway right of way owned by the Region of Waterloo at 330 Farmers Market Road, Woolwich N2L 4A9. The Region has granted Municipal Consent to the WCR to build this structure on regional property adjacent to our paved passenger platform which has already been graded and paved as a first step for this project. Over the last few years two temporary open shelters had been placed at this location but were removed last year for safety reasons.

- Municipal Consent from the Region of Waterloo is attached. Attachment 1
- Email Acknowledgement - Municipal Consent approval is attached. Attachment 1a

Design, Nature, Size, Services, Occupancy

This station is based on station designs used in the late 1800's and early 1900's by the Grand Trunk Railway (GTR) the predecessor of Canadian National Railways. It would be very typical of branch line stations in use at that time in this area of the province. This proposed station structure is located within 1000 feet of the original Heidelberg GTR flag stop station in service when this line (Waterloo Subdivision as it was known at that time) was operated by the Grand Trunk Railway.



The building will be frame construction built on helical piles with no footings required. The exterior will be of board and batten construction which was typical of stations of that era. It will be painted in the original GTR green colour scheme also typical of that era and the colour of the former GTR Baden station now located at the Ken Seiling Waterloo Region Museum – Doon Pioneer Village. (left - photo of Baden station at the Museum to show the proposed colour)

The building will be 8' X 24' with an outcropping at one point of 2' x 8' which was the operators bay to give the operator-telegrapher a clear view of the tracks in each direction. That person was responsible for writing train orders sent by the dispatcher to the station by morse code at first then by railway telephone. The operator would then hand them off to the train in a hoop as it went by without stopping.

A semaphore type signal was attached to the station indicating to the approaching train crew if there were train orders waiting for them or they could pass by. This was the first type of train control system in place. We have had donated to us a complete set of the semaphore type train order signal which will be attached to the building when completed to complement its historical design.

The proposed station will not be occupied nor serviced with water, sanitary or hydro. Electrical service will be considered in the future, but the first application would be to investigate solar power for lighting only. It will not be heated.

- Station Plans & Design is attached. Attachment 2
- Helical Piles Engineered Drawings are attached. Attachment 3

Access

Access is directly available from Farmers Market Road and no private or Township lands are required to be traversed to gain access. A municipal sidewalk also provides access to the station from the east side adjacent to the parking lot of the retail development. See aerial photo on the next page.

Parking

As part of the original terms of the funding held in trust for the developer of the adjacent retail complex was the provision for parking spots in that development for the use of the WCR. This has been in place since the development opened and is marked as such.

Site Plan

The attached site plan has been updated by Merritech this past spring to show the proposed station building adjacent to the spot where the 2 previous open shelters had been located but now removed. The proposed station building is on the east side of the track backing onto the retail development property line and parking dedicated to the WCR.

The asphalt platform shown on the east side of the tracks has already been installed.

The site plan shows a platform on the west side of the tracks in the event any future expansion and development of the Farmers Market site is considered but we anticipate at this time no further expansion of our site will be undertaken.

The station building will have traditional "station boards" with the name Farmers Market affixed to the building but there will also be a sign as shown on the site plan identifying the station from the street and the sidewalk.

All walkways shown are already in place. No platform lighting is shown as we operate during daylight hours but there will be security lighting provided at the station structure itself.

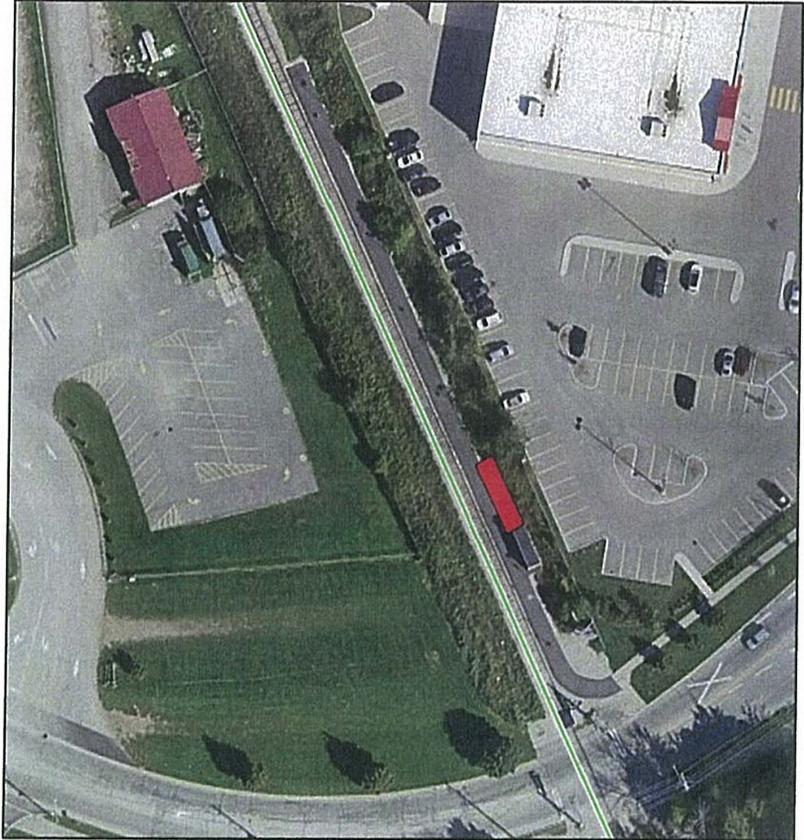
Benches will be kept to a minimum and those that are there will be fastened to the asphalt to

ensure they are not removed and thrown onto the tracks. All garbage containers will be placed out only on train days and then locked up at the end of the day.

All drainage as shown on the site plan has already been completed as part of the platform construction.

The proposed station site adjacent to Farmers Market Road is now graded and will be landscaped. The Region was going to remove the trees located there at the property line but we have asked they leave them to compliment the site and we will landscape the area with wild flowers and using the existing trees which do not interfere with railway sight lines from the grade crossing.

- Site Plan by Merritech is attached. Attachment 4



The red rectangle shown in this aerial photo is the proposed location of this structure. This is not to scale and would be 8x24 feet. The photo shows the 2 now removed open shelters immediately adjacent to the new structure's location.

Site Preparation

The site is currently ready for construction to commence upon approval of the funding by the Township and then the issuing of the Building Permit by the Township. It required extensive grading and fill. All drainage is in place and the site ready for the installation of the helical piles as the first step.

When construction does begin the WCR will be providing daily flag protection of the Waterloo Spur at the Farmers Market Station under the terms of the regulations under the Railway Safety Act and Canadian Railway Operating Rules.

We anticipate all building materials will be secured in the Farmers Market property in the stock market end of the property. Construction fencing will be provided to secure the site from interfering with our and CN railway operations. As the railway having operational authority we will inspect the site twice a day – at the beginning and conclusion of work for the day.

Costs

Costs - Paid		
Payee	Item	Amount
Meritech	Drawings of Famers Market Station site for Regional Municipal Consent	\$ 16,891.79
Laura Deacon	Design and building plans - drawings	\$ 950.00
Roncure Construction	Farmers Market Station – construction, drainage, grading and paving of station platform	\$ 116,455.42
TDK Excavation	Prepare site for helical piles	\$ 3,761.44
Total paid to date for site preparation and construction		\$ 138,058.65

Costs - Anticipated		
Payee	Item	Amount
Dunk Construction	Materials & Framing of Proposed Station	\$ 35,329.45
Sherwin-Williams	Exterior Paint - estimate	\$ 810.00
Woolwich Township	Building Permit - estimate	\$ 500.00
Various -	Station & Site Signage- estimate	\$ 3,100.00
Mr. Post Hole	Post Hole – digging & setting of sign - estimate	\$ 480.00
Total estimated further cost for construction		\$ 40,219.45

Costs – Donated & Volunteer		
Payee	Item	Amount
WCR Volunteers	Exterior painting of structure – volunteer labour	\$ 3,500.00
WCR Volunteers	Shingling of structure – volunteer labour	\$ 1,800.00
Meritech	Updating of site plan for Region – updating Municipal Consent - donation	\$ 2,500.00
James A. Brown Estate	Donation of train order signal	\$ 1,800.00
Total – volunteer and donated time and materials		\$ 9,600.00

Total Overall Costs

• Costs paid to date required to construct the station & platform:	\$ 138,058.65
• Estimated further costs required to construct the station & platform:	\$ 40,219.45
• Volunteer & donated time/materials required to construct the station & platform:	<u>\$ 9,600.00</u>
Overall cost to construct the station & platform:	\$ 187,878.10

Schedule

We are able to start construction of the station immediately upon the granting of a Building Permit by the Township based on the decision and requirements by the Township to approve the funds held in trust if this project meets the requirements of the funding allocation.

Once we start it is expected to be completed in 30 days.

Approval by the Region of Waterloo

Municipal Consent for this work had been granted several years ago by the Region of Waterloo but upon inquiry of the current work they requested an update. We applied for Municipal Consent again for this project earlier this spring and it was granted on May 21, 2021. The approved Municipal Consent is attached.

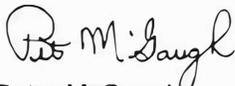
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The Waterloo Central Railway is a licensed shortline railway operating under the Shortline Railway Act of Ontario and is owned by the Southern Ontario Locomotive Restoration Society, a registered not-for-profit charity.

We believe this project will further enhance our heritage railway operation and go along way to attracting not only more visitors to our railway and the Township of Woolwich but also attract further economic development to the area.

If we can be of any assistance regarding further questions relating to this application, we are free anytime.

Yours truly,



Peter McGough,
General Manager,
Waterloo Central Railway

Mobile: 1.519.572.8140
Email: gm@waterloocentralrailway.com

Attach:

- Attachment 1: Municipal Consent from the Region of Waterloo.
- Attachment 1a - Email Acknowledgement - Municipal Consent approval
- Attachment 2: Station Plans & Design.
- Attachment 3: Helical Piles Engineered Drawings.
- Attachment 4: Site Plan by Meritech.