

Le Groupe **TRAQ**

Case postale no. 45005, Lévis (Québec) - G6X 3R4
www.groupe-traq.com - info@groupe-traq.com
Tél.: 418 832-1502 - Fax.: 418 832-2466 - Cell.: 418 955-2466



OIL SPILL FROM JMG1 LOCOMOTIVE, APRIL 24, 2017.



LET'S SAVE THE JMG1 LOCOMOTIVE.

Locomotive JMG1 of the Québec Central Railway (QCR), preserved by le Groupe TRAQ with help from Transport Action Canada, was the target of vandalism last April. Metal thieves provoked a spill of used oil, which cost \$33,000 to recover along with remediation of the contaminated soil. This financial burden is threatening le Groupe TRAQ's very existence as they have had full care and control of the locomotive. However, TAC is also threatened as we became the titular owner of the locomotive in order to facilitate its transfer, using our charitable status, to a railway museum south of Quebec City.

We are asking for your help in conserving this engine, unique in Canada and paying a part of the environmental clean-up costs.

History of the JMG1 in Québec

The businessman Jean-Marc Giguère bought the engine JMG1 when he purchased the Quebec Central Railway Company (QCR) and restarted its operations. The locomotive is a General Electric (GE) model U23B.

Mr. Giguère repainted the locomotive in the livery of Express Marco, a trucking company he owned (colours green, white and orange). Locomotives in QC colours carried as well a stylised "M" as seen on Express Marco trucks. The lettering used for the words "Québec Central;" was that of the one-time steam locomotives, in a nod to Company history and its contribution to the regional economy. The railway remained distinct from the trucking company.

The locomotive was withdrawn from service in October 2012 following a major mechanical defect rendering it unusable.

Major milestones in the JMG1 saga

August 2000: Start-up of its operation on the QCR.

2006: The MTQ (since named the MTMDET - Ministry of Transport, Sustainable Mobility and Electrification of Transport) progressively acquires the QCR infrastructure in order to preserve their integrity. The company continues to operate the railway by agreement with the MTQ.

October 2012: The JMG1, no longer operative, is stored out of service on an industrial site.

September 2014: The QCR ceases to operate following the death of Mr. Giguère and its assets are progressively liquidated.

November 2014: Concerned by the heritage value of the JMG1 and in tune with its objective of conservation of railway heritage, le Groupe TRAQ tries to preserve it by all means, and concludes an agreement with Transport Action Canada, to this end. The goal is to acquire it and move it to the main station of the QCR at Vallée Junction. This is the most appropriate location, at the heart of QCR activity.

February 2015: Transport Action Canada acquires the JMG1 on issuance of a charitable receipt and le Groupe TRAQ agrees to its care and custody, in conformity with the above-mentioned agreement.

March 2016: The JMG1 is moved onto a storage siding on the QC property (owned by MTQ) because of a lack of space on the industrial site where it was stored. The engine cannot be moved to Vallée Junction because of a defective bridge over a culvert.

April 2017: Vandals looking for copper remove the plug on the recycling tank for oil leaks and this creates environmental damage.

The cost of cleanup and restoration of the site come to \$33,000 and this threatens the very future of the two groups, the legal owner (TAC) and the custodian (TRAQ).

Without your timely intervention for the preservation of the JMG1, even selling the locomotive for scrap would only raise about \$5,000 in revenue; clearly not enough to maintain Transport Action Canada and le Groupe TRAO in financial health.

Why save the JMG1?

This is the only piece of rolling stock that is witness to the recent history of the QCR. Beyond its contribution to the central Québec regional economy, This was the largest regional railway in Québec, one of 50 owners of the Québec Bridge, and the only one to keep its identity, the others having been absorbed by bigger companies.

The JGM1 has its motor in a long hood front end, at a time when most railways had opted to place the short hood up front and "chop" it to a lower height. She was also the only U23B operated in Canada. This is a unique railway artifact.

You can help save it for posterity and our two organizations.



How can you help us?

The best way for you to help us is to make a tax deductible financial donation!

- Go on-line to donate at www.transportaction.ca/donate-jmg-1, OR write your cheque to the order of "TRANSPORT ACTION CANADA"
- Mark "TRANSPORT ACTION CANADA" on the cheque and send it to: TAC, P.O. Box 858, Ottawa ON, K1P 5P9 (Please mark JMG-1 Fund on the memo line.)
- We'll make sure your donation to help the two groups goes to paying the environmental clean-up.

A charitable receipt will be sent to you shortly following your contribution.

- | | |
|-----|----------------------------------------------------------------------------------------------------------|
| (1) | Quebec Central Railway « <i>Quebec Largest Regional Carrier</i> », Derek Booth, Railfare DC Books, 2006. |
| (2) | Une merveille du monde Le Pont de Québec, Michel L'Hébreux, Éditions La Liberté, 1986, pp. 71 at 74 |



