

Canadian Rail

November
1966

Number 182



Thanks, Emmons!

THAT THE 1966 Fall Foliage excursion was a social success, no one will deny. The comparatively short train, the small number of passengers, an excellent display by Mother Nature and an excellent performance by that noble steel steed, No. 6218, combined to make the event an enjoyable one, not only for the passengers but also for the trip committee.

A subsidiary factor but, unfortunately, an important one, was that it lost a considerable amount of money for the Association, and while the purpose of our excursions has never been to make a profit per se, it is reasonable that an attempt be made to avoid loss. In defense of the Trip Committee, however, it should be said that the fall trip deficit was more than offset by a profit on the spring excursion to Essex Junction so that, taking 1966 operations as a whole, there is a "black" balance.

This would not have been, however, had it not been for the spontaneous generosity of the 470 Railroad Club of Portland, Maine, and its dedicated and magnanimous Treasurer and Clerk of Corporation, our good friend Mr. J. Emmons Lancaster. No. 6218 was shared with the Portland club on the October 1/2 weekend, and this sharing made the inevitable large fixed costs of supplying the locomotive and operating it over such a long mileage, less of a burden on both the Portland club and ourselves. The Portland group had a tremendous turnout of passengers, over eight hundred in fact, in contrast to slightly more than one hundred adventurous souls who supported our own trip. Hearing by the "grapevine" that the CRHA would lose heavily, Mr. Lancaster secured the approbation of his fellow officers and on Sunday, October 2nd, during the stopover at Island Pond where No. 6218 was released from the Portland club train and returned to us for the trip to Montreal, Emmons Lancaster "cornered" Bill Pharoah and your reporter and turned over a donation of \$500 in United States currency as a freewill contribution to CRHA to help reduce its deficit.

Overwhelmed by the timeliness and spontaneity of this gift, which represents an action all-too-infrequently encountered among railway hobby clubs in general, we are taking this opportunity of expressing our thanks in as public a way as it is practically possible for us to do, to Emmons and to his associates.

This gift had, in addition, two subsidiary positive effects. For one thing, it allowed the trip committee to come back and face, with a little less reluctance, a certain element in our Association which looks upon trips only as a potential money-making operation, and who equate financial loss with failure; for another, in the light of current rates of exchange on United States funds, it represented income to us of about \$40 more than the face value of the cheque.

Our appreciation, Emmons, knows no bounds.

Alonzo Dixon 1836-1866

The month of October just past marked the centenary of the death of Alonzo Dixon, an engineman on the former Grand Trunk Railway of Canada, who lost his life on October 21st, 1866, when his locomotive derailed near Windsor Mills, Que., between Sherbrooke and Richmond, went down the embankment and into the St. Francis River. In the fine tradition of railroading, Dixon stuck to his post to the last in a desperate attempt to stop the locomotive, and for his action he paid with his life.

This incident is only one of hundreds in which Canadian railway employees lost their lives in the pursuit of their duty, but the accidental discovery of Dixon's burial place in the Mount Royal Cemetery at Montreal by our founder and first president, Mr. John Loye, the bas-relief of a Birkenhead 4-4-0 locomotive which is engraved on his tombstone, the well-known epitaph, reproduced below, which graces his final resting place, and the fact that Messrs. Loye and Angus had the stone re-erected, are all contributory factors to make the Dixon monument more than a remembrance of one man alone. In paying tribute to Alonzo Dixon, we symbolically remember all Canadian railwaymen who have made the supreme sacrifice as part of their daily tasks.

The inscription on the stone is as follows:

In Memory Of
ALONZO DIXON
WHO WAS KILLED ON THE G.T.R.R.
AT WINDSOR STATION, P.Q.
WHILE IN THE DISCHARGE OF HIS DUTY
AS LOCOMOTIVE ENGINEMAN
ON THE 21ST OCTOBER, 1866
AGED 29 YEARS 10 MO'S

My engine now is cold and still,
No water does my boiler fill;
My wood affords its flame no more,
My days of usefulness are o'er.
My wheels deny their noted speed,
No more my guiding hand they need.
My whistle too, has lost its tone,
Its shrill and thrilling sounds are gone.
My valves are now thrown open wide;
My flanges all refuse to guide.
My clacks, also, though once so strong,
Refuse to aid the busy throng.
No more I feel each urging breath,
My steam is now condensed in death.
Life's railway's o'er, each station's past,
In death I'm stopped, and rest at last.
Farewell dear friends, and cease to weep;
In Christ I'm safe, in Him I sleep.

ERECTED AS A TRIBUTE OF ESTEEM AND RESPECT
BY HIS FELLOW WORKMEN.


In this issue, we are reproducing some notes assembled by Mr. S.S. Worthen which shed light on the origin of the Dixon epitaph. There are two alterations from the Scaife epitaph in England: the word "wood" in the third line was originally "coke"; the word "noted" in the fifth line was originally "wonted".

THE COVER

Canadian National No. 6218 heads CRHA Fall Foliage excursion
on October 1st/2nd weekend, 1966. More photos page 232-233.

The
ALONZO DIXON
MONUMENT

S. S. WORTHEN

 VERY INTERESTING account by Mr. O.S.A. Lavallee is contained in CRHA News Report No. 42 (February 1954), on the Alonzo Dixon monument which is located in the old part of the Mount Royal Cemetery, Montreal. It was erected about 1866 to the memory of Alonzo Dixon, age 29, who had been killed in an accident on the Grand Trunk Railway at Windsor Station, P.Q. (now Windsor Mills, P.Q.), "while in the discharge of his duty as a locomotive engineman". The monument was first brought to the attention of the Association about 1934, by one of its charter members, and the stone was subsequently raised and placed on cement foundation by the Association.

The monument is remarkable for two reasons. It is inscribed with an epitaph in the form of a poem of some eighteen lines, which, in fact, is more of a memorial to the locomotive which was wrecked than to the engineman who lost his life. The poem contains three archaic expressions, which indicate that it may have been written very much before 1866. At the top of the stone, in an oval cartouche, is a bas-relief of a Birkenhead locomotive, a 4-4-0, which was a type used on the Grand Trunk at that time.

Correspondence soon brought to light the fact that the poem and design of the stone had been "borrowed" from a very similar gravestone in the cemetery in Bromsgrove, England. This town is on the main line of the old Birmingham & Gloucester Railway, which is now part of British Railways, having formed part of the Midland Railway, and the London Midland & Scottish Railway, in turn. Its particular importance lies in the fact that it is located at the foot of one of the worst gradients in the British Isles -- two miles of 1 in 37.7, or 2.65%. All passenger and freight trains have been pushed up this hill ever since the railway was opened in 1840.

However, there are some slight differences in the grave marker at Bromsgrove and that at the Mount Royal Cemetery. The stone at Bromsgrove was erected to the memory of Thomas Scaife, an engineer who was killed in a locomotive boiler explosion on November 10, 1840. The epitaph poem of eighteen lines is incised with the proper archaic words, but the bas-relief in the oval at the top of the stone depicts something which looks very much like an American locomotive of the period.

The British railway historian, Mr. C. Hamilton Ellis, has described in several books and articles how, in 1840, eight locomotives were built by William Norris of Philadelphia, USA, for the Birmingham & Gloucester. These were 4-2-0 engines, with 48-inch drivers and weighed $9\frac{1}{2}$ tons. Six more were subsequently built by Norris, which were slightly larger, and weighed thirteen tons.

While it is generally believed that these Norris locomotives were ordered particularly for the Lickey Bank, quite the contrary is the case. The little Norrises, with their Bury-style boilers and bar frames, were in fact used all over the Birmingham & Gloucester Railway.

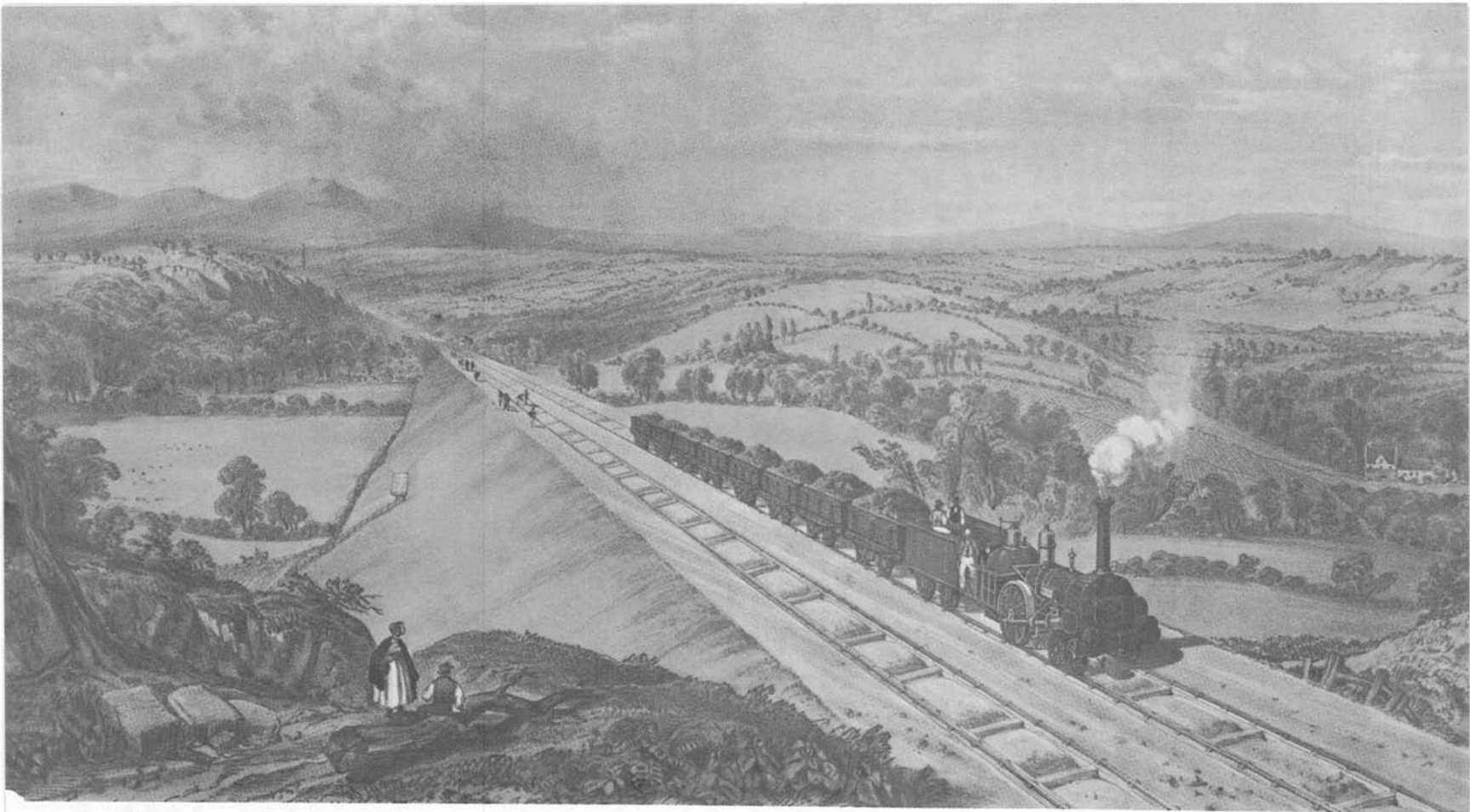
Now the connection between the tombstone of Thomas Scaife and the Norris locomotive thereon, becomes a little more obvious. It might be concluded that it was the boiler of one of the Norris engines which exploded, killing the driver (engineer) Thomas Scaife and his fireman, John Rutherford. The designer of the memorial thereby immortalized in stone the locomotive which presumably had killed the two unfortunate railway employees. Simultaneously, he originated a libel on the Norris 4-2-0 types which has persisted for more than a hundred years.

But was this in fact the case? In 1935, a communication was published in "The Railway Magazine" from Mr. H. Pearce Higgins. Mr. Higgins wrote as follows:

"In the year 1837 or 1838, Dr. William Church of Birmingham, one of the pioneers of steam road traction, had built a tender engine - it appears to have been of an experimental type - which on completion was tried on the London & Birmingham Railway, and later, on the Grand Junction Railway. In each case, however, the engine was found to be unable to generate sufficient steam. The boiler, which contained brass tubes, was built by a Mr. Horton of Brierley Hill, and had a working pressure of 55 lbs. per sq. in. In 1840, certain alterations were made to the engine (which was then owned by a Mr. S.A. Goddard and bore the name SURPRISE) after which it was hoped to dispose of her to the Birmingham & Gloucester Railway. The B. & G. Company agreed that the engine should come to Bromsgrove to undergo trials, and on November 9, 1840, SURPRISE duly arrived. On the next day it was suggested that the engine should make a trial run to Cheltenham, but the engineer-in-charge, acting on behalf of Mr. Goddard, declined to make so long a run at such short notice, and after a less exacting run of about seven miles at eighteen miles an hour, it was decided to try the engine up the incline, and, in view of her lack of brakes, to push in front one of the B. & G. engines. It was while the preparations for the ascent were being made that the disastrous explosion occurred. The SURPRISE, it seems, was standing outside the shed, opposite the station, at about 5:50 p.m., getting up a sufficient pressure. At the time, the gauge only indicated 45 lb. per sq. in., instead of the normal 55 lb., so that the engine would not have been capable of ascending the incline with more than two carriages. Despite this low pressure, the boiler exploded with great violence; there were about ten men standing on or near the engine at the time, and of these Scaife was killed on the spot, while Rutherford was so badly injured that he died shortly after."

From the foregoing, it is concluded that when the designer of memorials arrived to sketch a locomotive for the tombstone, he chose the first one he found, which was a Norris 4-2-0. In this way was the libel perpetrated, which has lasted for more than one hundred years.

But this isn't quite the end of our story.



The Lickey Inclined Plane

BIRMINGHAM & GLOUCESTER RAILWAY—FROM AN EARLY LITHOGRAPH

In the same issue of "The Railway Magazine", Mr. F.W. Brewer writes :

"Some time ago, an old friend of mine, Mr. J.H. McDowell, photographed both Thomas Scaife's and John Rutherford's gravestones at Bromsgrove, and also made a copy of Scaife's epitaph. Except for comparatively small differences, the latter, which dates from 1842, is similar to, and was probably taken from the epitaph inscribed on Oswald Gardiner's tomstone at Whickham, County Durham, (England) which dates from 1840. When recently in the neighbourhood of that place, he took the opportunity to visit Gardiner's grave and there saw the rhyming verses on the headstone. Further, Mr. McDowell looked up the NEWCASTLE CHRONICLE of 1840 and read the account of the inquest held on Gardiner, the unfortunate engineman of the Newcastle & Carlisle Railway. This man, whose death has generally been attributed to the explosion of the boiler of his engine, as mentioned in accordance with the popular version, was actually killed through the breakage of a connecting rod: the broken rod penetrated the firebox, thus releasing steam and hot water, which blew the fire out of the fire-hole. Both the driver (engineer) and fireman were severely burned. The latter climbed back onto the tender, but Gardiner, after the engine had run about eighty yards, jumped off. His head struck the ground, causing concussion of the brain, from which he died on Sunday, August 16, 1840. The accident happened about 8:00 P.M. on the Saturday, just as the train was nearing Stocksfield Station. Two errors were made in the tombstone inscription: the driver's name was mis-spelled as 'Gardner' and Stocksfield was engraved 'Stokesfield'."

But wait ! Our story is not yet ended. It is said that in the Burlington Cemetery at Hamilton, Ont., there is a monument to the memory of two employees of the Great Western Railway of Canada. One side of the monument bears the following inscription :

" In Memory Of

Alexander Burnfield and also of George Knight
who lost their lives by the accident on the
Desjardins Bridge, Great Western Railway, on the
12th. March, 1857, while acting in their respective
capacities as engineer and fireman.

Life's Railway o'er, each station past,
In death we're stop'd and cease at last;
Farewell, dear friends, and cease to weep,
In Christ we're safe, in Him we sleep.

This monument was erected as a token of respect by
their fellow workmen. "

The four lines of rhymed epitaph are, to all purposes, identical with the last lines of the epitaph poem at Whickham, Bromsgrove and the Mount Royal Cemetery. We are left to wonder where else in Canada, and indeed, the world, this poem has been perpetuated.

Mount Royal Tunnel

DEREK
BOLES

Photos by the author.

CERTAINLY the most interesting of electric rail operations in Canada is the Canadian National's Mount Royal Tunnel commuter service in Montreal. Considering that the electrification extends for only seventeen miles north of Central Station, the line possesses an amazing variety of motive power and rolling stock.

The Mount Royal Tunnel plans were originally conceived in 1912. At that time the Canadian Northern Railway was desirous of a direct route into downtown Montreal as its only access to the city was at the totally inadequate station at St. Catherine and Moreau streets in eastern Montreal. By July of that year, work had begun on the massive undertaking and by 1917, the 3.3-mile double-track tunnel was completed.

It was decided from the beginning to electrify the line as steam engines were prohibited from using the tunnel. In 1914, an order was placed with the Canadian General Electric Company for six B₀B₀ 2400-volt box cab electric locomotives similar to those that GE had recently completed for the Butte Anaconda & Pacific railway in the United States. Numbered 600 to 605, these units were on hand for the official opening of the line on October 21st 1918. On that day, locomotive No. 601 pulled the first passenger train through the tunnel as far as Val Royal where the overhead wire ended and steam power was substituted for electric.

Soon after, the mile-long Cartierville branch was electrified and a small commuter service begun in competition with the suburban tramways line. While the tunnel was under construction, the outbreak of war in 1914 dried up the Canadian Northern's money supplies in Europe resulting in bankruptcy and leaving the federal government no alternative but to take it over. As a result, the plans for an elaborate terminal in Montreal were shelved. Scarcely two months after the opening of the Mount Royal Tunnel, the Canadian Northern and the previous government-owned rail lines were integrated into a new system -- Canadian National Railways. Gradually the number of commuters using the new artery increased; by 1925, it was felt necessary to extend the electrification ten miles farther to St. Eustache-sur-le-Lac. In the same year, Canadian National Railways converted two wooden passenger cars into electric multiple-unit cars to supplement the six locomotives.

Having acquired the ailing Grand Trunk Railway in 1923, Canadian National thereafter had three terminal stations in Montreal. The ex-GT Bonaventure Station, the old Canadian Northern station at St. Catherine Street East, and the "Tunnel Terminal". By 1927, plans evolved to centralize these scattered facilities into one large complex to be situated on the site of the Tunnel Terminal. The advent of the depression two years later postponed any further activity until 1937, when the "central terminal" project was begun for a third time.

Six years sufficed to complete the initial stage of this project, during which period war broke out again; on July 14, 1943, the new railway terminal, known as "Central Station", was completed.

Throughout this period, commuter traffic had continued to increase; in 1942 the CN negotiated with the National Harbours Board and traded a number of steam locomotives for nine B₀B₀ electric locomotives. These engines, each provided with four 430 h.p. motors, had been built by the English Electric

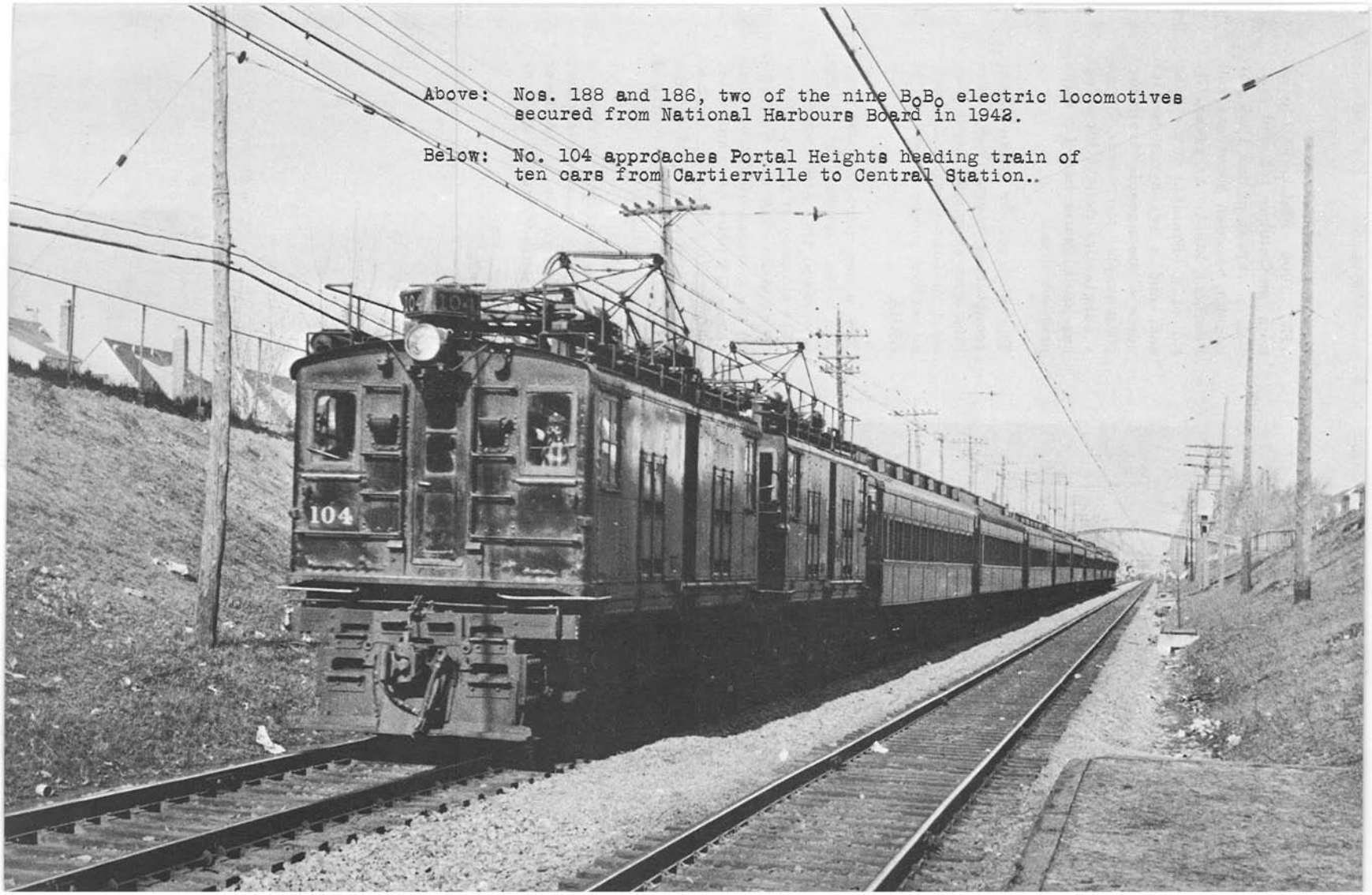
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Above: Nos. 188 and 186, two of the nine B₀B₀ electric locomotives
secured from National Harbours Board in 1942.

Below: No. 104 approaches Portal Heights heading train of
ten cars from Cartierville to Central Station..





THE 1966 FALL FOLIAGE trip, on October 1st and 2nd, was a repeat of our 1965 excursion between Montreal and Portland, Me. As usual, CN No. 6218 officiated at the head end, and a seven-car consist made a "manageable" train for photographic purposes, though a substantial deficit incurred has made future two-day trips problematical.

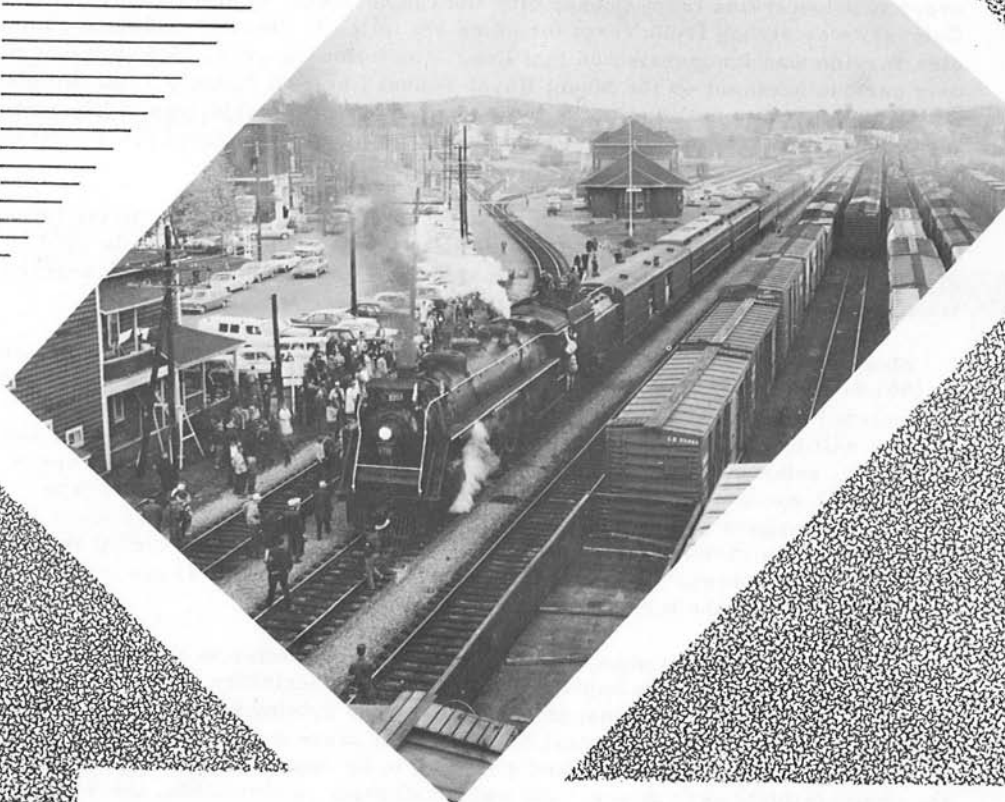
The pictures on these pages, recapturing random impressions of an enjoyable excursion, were made by Charles DeJean, an active junior member of CRHA.

The upper photo on this page was taken October 1st on the southward trip and shows No. 6218 at speed at a runpast; the other photo, taken at Portland on the morning of October 2nd, shows GT units 4449 and 4445, which hauled our train back to Island Pond while 6218 did the honours for the 470 Railroad Club of Portland.

AUTUMN TRIP october 1-2 1966

Opposite, the upper picture is of the whole train at Richmond on the return trip; the lower shows South Paris GT station.





Company of Britain in 1924.

In 1945, a new line was built from Vertu Station to Pointe-aux-Trembles in order to allow trains from Quebec city and the northeast to enter Central Station. Catenary was strung from Vertu for some six miles to Ste. Gertrude and commuter service was inaugurated on that line. The following year, 1946, brought the only serious accident on the Mount Royal Tunnel line; on January 12th, two diesel-powered trains collided in the tunnel causing considerable loss of life among the crews of the trains. As a consequence, service was disrupted for almost two weeks.

In 1949, the two original m.u. cars were scrapped and replaced in the following year by three General Electric center cab electric locomotives. In 1952, eighteen steel multiple unit cars (six motors and twelve trailers) were ordered from Canadian Car & Foundry Company and delivered the same year.

Meanwhile, traffic on the line continues to increase: from 21,000 passengers in 1961 to the present figure of 40,000. It is expected to continue rising to reach an expected level of 50,000 by 1968. It is envisaged that the present railway service will be unable to cope with the growing passenger demand by 1967, and the logical solution would seem to be to convert the line to rapid transit operation, which would effectively more than treble the present load, to perhaps 132,000 passengers per day. The estimated cost of such a project is about \$40 million, keeping in mind a substantial saving which might be realized if the present "Expo Express" cars, (described in Canadian Rail #177) are acquired for this service at the termination of the world's fair.

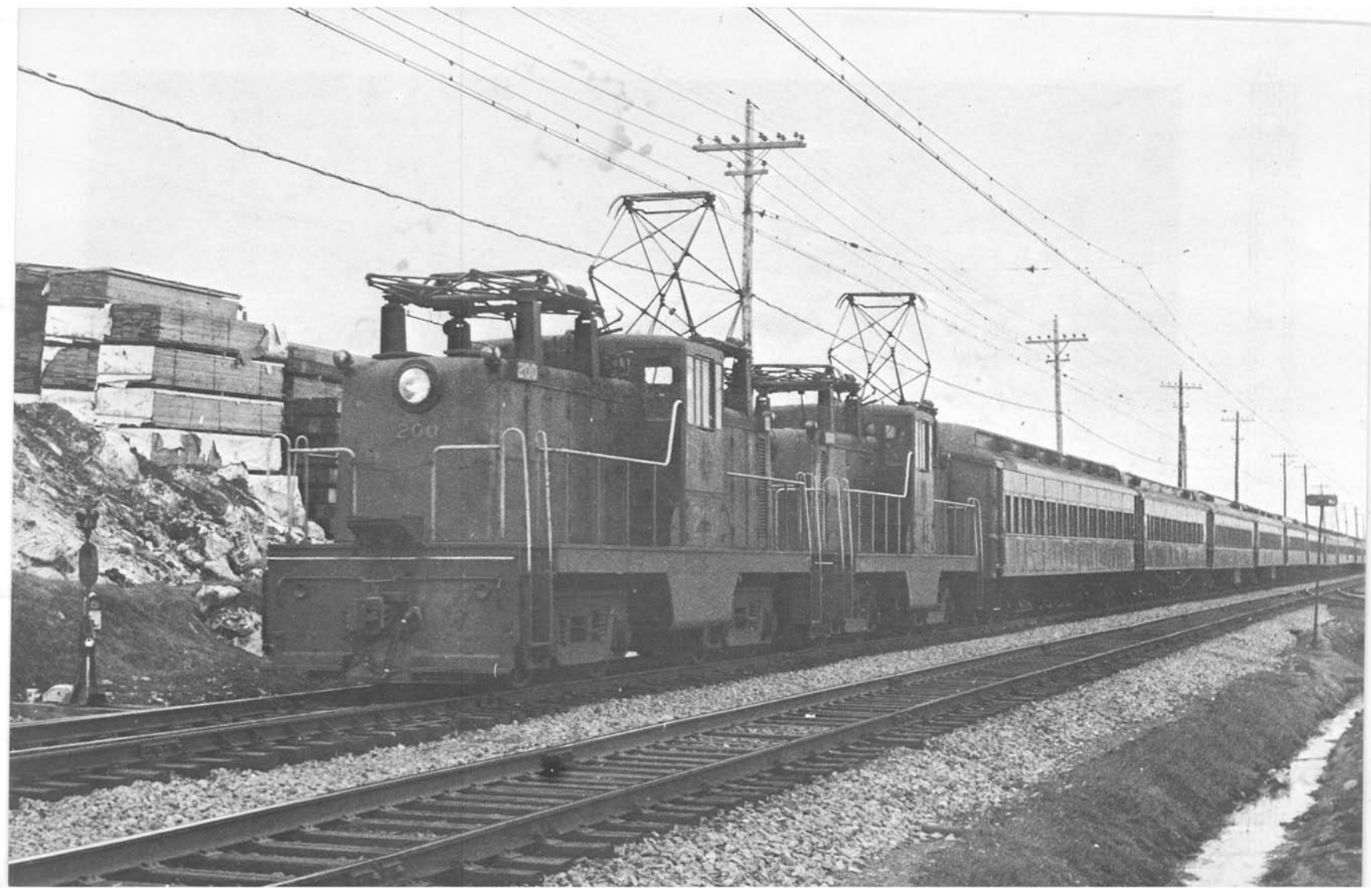
Recently, however, Canadian National withdrew its offer to cooperate in the conversion of the tunnel to rapid transit due to the possibility of increased use of the tunnel by regular trains, plus complications arising from running rapid transit equipment through Central Station. The present equipment, however, is becoming old and inadequate and will have to be replaced, to some degree, in the comparatively near future. The author strongly recommends, therefore, that interested enthusiasts visit the line as soon as possible.

Power is supplied by 2400-volt overhead catenary.

On weekdays, some twenty trains are operated to Deux Montagnes, and another eighteen terminate at Cartierville. The Montreal Nord line has only two trains daily, each operated during rush hour periods. The m.u. cars are generally used in all suburban traffic, the electric locomotives being utilized only during peak travel periods. When out of service, locomotives are stored either at Pointe St. Charles passenger yard or in Central Station itself.

With the exception of the original multiple unit cars, most of the equipment mentioned above is still in service on the Mount Royal Tunnel line. Also on the roster are D-1 and 15708, two former diesel-electric railcars now being used in tower car service.

RIGHT: These steeple cab General Electric units were the latest to be built for the tunnel operation, in 1950. Trains up to thirteen cars in length, as in this illustration, necessitate double-headed electric locomotives.





CANADIAN

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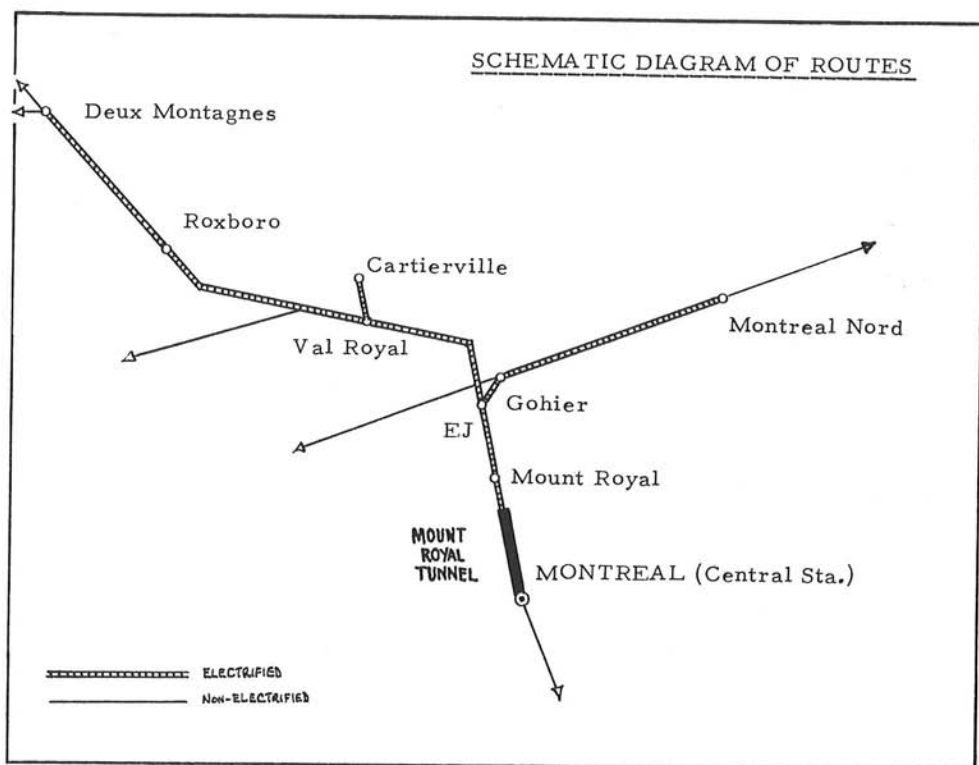
RAIL

CANADIAN NATIONAL MOUNT ROYAL TUNNEL ELECTRIFICATION

R o s t e r

Road Numbers	Builder	Date	Description	Note
100-105	Can. Gen. Elec.	1918	Box-cab electric locomotive.	1
180-188	English Electric	1924	" " "	2
200-202	Can. Gen. Elec.	1950	" " "	
M-1 - M-6	Can.Car & Fdy.	1952	Steel multiple-unit motor car	
T-1 - T-12	" " "	" "	" " " trailer car	
D-1	" " "	1930	Diesel-electric railcar	3
15708	" " "	1924	Tower Car	4
15903-15904	CN Pt.St.Charles	1925	Wood multiple-unit car.	5

- Notes
1. Originally Canadian Northern Nos. 600-605, later CN 9100-9105.
 2. Originally National Harbours Board Nos. 100-108, later CN 9180-9188, No. 184 currently in dead storage at Pointe St. Charles.
 3. Originally CN #15834; converted to D-1 in 1951.
 4. Originally CN battery car #15794; rebuilt to #15708 in 1947.
 5. Scrapped in 1949.



LEFT: Conceived originally by CN as an alternative to the purchase of RDC cars, D-1 is now the last operating non-RDC diesel-electric self-propelled car on Canadian National, shown here with tower car 15708.

would you believe?

Some events of 1909, as culled from
the pages of "Canadian Railway &
Marine World" by

Steve Walbridge

- Temiskaming & Northern Ontario Railway - Cochrane, Ont. " A monorail line is in operation for the conveyance of supplies from the Abitibi River to the Junction. A single rail is laid on ties placed four feet apart. A car about 10' long, supported by two wheels on one side, is used to convey the material -- a horse at the side supplying the supporting as well as the motive power. "
- The first Canadian electric locomotive was completed in January 1896 by the Canadian General Electric Company for the Hull Electric Company. The Shawinigan Falls Terminal Railway is awaiting delivery of an electric locomotive from C.G.E., the Railway's second electric loco.
- The Canadian Pacific Railway received the following new equipment from its Angus Shops: 408 box cars, 4 snowplows, 1 pile driver, 2 Pacific type locomotives; and from its Farnham, Que., shops - 16 vans.
- The Crossen Car Manufacturing Company, Cobourg, Ont., has shipped 2 snowplows to the Canadian Northern Railway. Rhodes, Curry & Co., Amherst, NS supplied them with 6 first-class coaches.
- The Ottawa Electric Railway and the Halifax Electric Tramway Company have ordered cars constructed on the "pay-as-you-enter" plan from the Ottawa Car Company.
- The Edmonton City Council will petition the Provincial Legislature to amend the Act recently passed forbidding the operation of street cars on Sundays.
- Advertisement: The Eastern shore of Nova Scotia, from Yarmouth to Halifax, is served by the Halifax & South Western Railway. On the barrens are some of the best places for big moose in the East. For information, apply &c.
- Advertisement: Delaware & Hudson Rail and Steamer Lines. Trains leave Montreal 8:45, 10:55 am and 7:40 pm. Steamers through Lake Champlain and Lake George connect with trains to Albany, thence New York.
- Board of Railway Commissioners Orders:
 - Permitting Windsor, Essex & Lake Shore Rapid Railway to operate a mixed train service using trailers on the rear end for passengers.
 - Dismissed complaint regarding excessive whistling of CPR engines at Almonte, Ont.
 - Authorizing CPR to open for traffic portion of its Mountain section known as the Rogers Pass Division in B.C.
 - Authorizing Le Chemin de Fer de la Colonization du Nord to construct its railway across highways between Nominigues, Que., and a point 10 miles north west.

- Authorizing British Yukon Railway to operate its trains and engines over bridge at Caribou, Yukon.
- Dismissed application of City of Winnipeg for authority to connect city tram way running from Lac du Bonnet to Point du Bois with CPR branch.
- Authorizing CPR to take certain lands in connection with its Windsor Street yards and station facilities at Montreal.
- Authorizing Canadian Northern Ontario Railway to locate line from Queen Street, Toronto, to Rosedale station, with extension to Cherry Street yard.
- The Canadian Pacific Railway is looking into the question of the use of creosote for treating ties.
- The Intercolonial Railway employees at the Moncton, NB shops have demanded the continuance of the present short time day, viz. 8 hours, but with pay for the full day of ten hours.
- National Transcontinental Railway: Tenders are called for March 19 for construction and erection of shops a short distance east of Winnipeg.
- The Grand Trunk Railway has conducted a year's trial of the telephone as a means of dispatching trains, and has proven its practicability over railway telegraph.
- Three men were arrested on Queen Street, Toronto, for having stolen an automobile from the residence of D.D. Mann, vice-president, Canadian Northern Railway. The arrest came within one hour.
- R. Whitehead, who died at Smiths Falls recently, is said to have been the first locomotive engineer on Grand Trunk Railway construction in 1854.
- William and Mrs. Mackenzie (president, Canadian Northern Railway) and party visited Mexico City recently travelling in Mr. Mackenzie's private car ATIKOKAN.
- Press reports state that a scheme is under consideration to inaugurate a company to operate a line of airships between Ottawa and Montreal.
- The GTR is using steam locomotives which were in use in the St. Clair Tunnel prior to recent electrification for switching purposes.
- The formal opening of the Grand Trunk Railway's new Stratford Shops took place on February 18th.
- Steam railway track laid in 1908: 1505.95 miles versus 1469.65 in 1907. The 1908 mileage included 24 miles for the Winnipeg City Power Plant line Lac du Bonnet to Point du Bois.
- From 1902-1907, there were 270 level crossing fatalities -- "about 95% due to carelessness or recklessness on the part of the victims". (Racing a train with horses wasn't any more successful then, than doing it with cars is in 1966)

POWER

..with Murray W. DEAN

ERRATUM

The following misprints and error appeared in "Power" in #181:

- 1) GO 601 and 602 carry builder's numbers A-2126 and A-2127, not A-2166 and A-2167.
- 2) CN 9328 was built in the year 1953, not the year 195.
- 3) GO units will be returned to GMDL in the Spring to have an electric generator, not a steam generator, installed.

CANADIAN NATIONAL

Purchases: up to December 21, 1966.

The following numbers and classes have been assigned to the new units:

C-424's.....3222 to 3240.....MR-24c
C-630's.....2000 to 2001.....MR-30a
GP-40's.....4012 to 4017.....GR-30b
SD-40's.....5000 to 5007.....GR-30b

The GP-40's and SD-40's have the same sub-class since they are in the same GMDL order. As before, no specific new unit is "built from" the trade-ins, but rather the sum of the credits allowed on each unit is credited to the cost of the entire order.

Retirements: up to December 21, 1966.

ROAD NUMBER	RETIRED	BUILT	BUILDER	BUILDER'S NUMBER	NOTES
3001	Nov. 18, 1966	Nov. 4, 1953	MLW	79125	£
3036	Nov. 25, 1966	Oct. 14, 1954	MLW	81031	£
3075	Nov. 25, 1966	Nov. 6, 1956	MLW	81568	£
3076	Dec. 9, 1966	Nov. 12, 1956	MLW	81583	£
3080	Nov. 29, 1966	Nov. 26, 1956	MLW	81587	£
7961	Nov. 14, 1966	Nov. 28, 1947	GMEMD	5157	@
9417	Nov. 25, 1966	Apr. 2, 1951	MLW	77704	£
9429	Nov. 18, 1966	Feb. 6, 1953	MLW	77722	£

£ - units so marked were traded-in to MLW for DL-640A's.

@ - sold to Domtar Ltd. at Lac Quevillon, Quebec, on November 7, 1966.

The following locomotives are presently stored unserviceable and will be retired as soon as possible next year: 1611, 1612, 1618, 1638, 1659, 2205, 2212, 9300, 9316, 9338.

Rentals: up to December 21, 1966.

ROAD NUMBER	DATE INSPECTED	BUILDER'S NUMBER	RAILWAY CLASS	BUILDER'S CLASS	BUILT
127	Nov. 23, 1966	23115	RS-2	SD-9R	1957
131 a	Nov. 8, 1966	23911	RS-3	SD-9R	1958
132	Nov. 9, 1966	23912	RS-3	SD-9R	1958
133	Nov. 23, 1966	23913	RS-3	SD-9R	1958
139	Nov. 8, 1966	23919	RS-3	SD-9R	1958
144	Nov. 8, 1966	23924	RS-3	SD-9R	1958
145	Nov. 8, 1966	23925	RS-3	SD-9R	1958
149	Nov. 23, 1966	23929	RS-3	SD-9R	1958
154	Nov. 9, 1966	23934	RS-3	SD-9R	1958
161	Nov. 23, 1966	25261	RS-4	SD-9	1959
163	Nov. 23, 1966	25263	RS-4	SD-9	1959
169 b	Nov. 9, 1966	25269	RS-4	SD-9	1959
171	Nov. 9, 1966	25271	RS-4	SD-9	1959

a - reported as SD-9 in #174, which is incorrect.

b - reported as built 1958 in #174, which is incorrect.

GOVERNMENT OF ONTARIO

Purchases: up to December 21, 1966.

The following GO units have been delivered from GMDL:

ROAD NUMBER	BUILDER'S NUMBER	DATE DELIVERED
603	A-2128	November 8, 1966
604	A-2129	November 8, 1966
605	A-2130	November 25, 1966
606	A-2131	November 25, 1966
607	A-2132	November 30, 1966

Unit 600, yet to be outshopped, will be complete with generator, and will be used as a demonstrator. These units carry railway class GRE-30a, the "E" signifying the electric generator.

CANADIAN PACIFIC

Purchases: up to December 4, 1966.

ROAD NUMBER	BUILDER'S NUMBER	DATE DELIVERED
5521	A-2154	November 25, 1966
5522	A-2155	November 25, 1966
5523	A-2156	November 25, 1966
5524	A-2157	December , 1966
5525	A-2158	December , 1966

Rebuildings: up to December 4, 1966.

Unit second 4016 carries the builder's plate of its frame, i.e. 4014. Builder's number is 77309, and date is August, 1950.

SPRUCE FALLS POWER AND PAPER

Purchases: up to December 22, 1966.

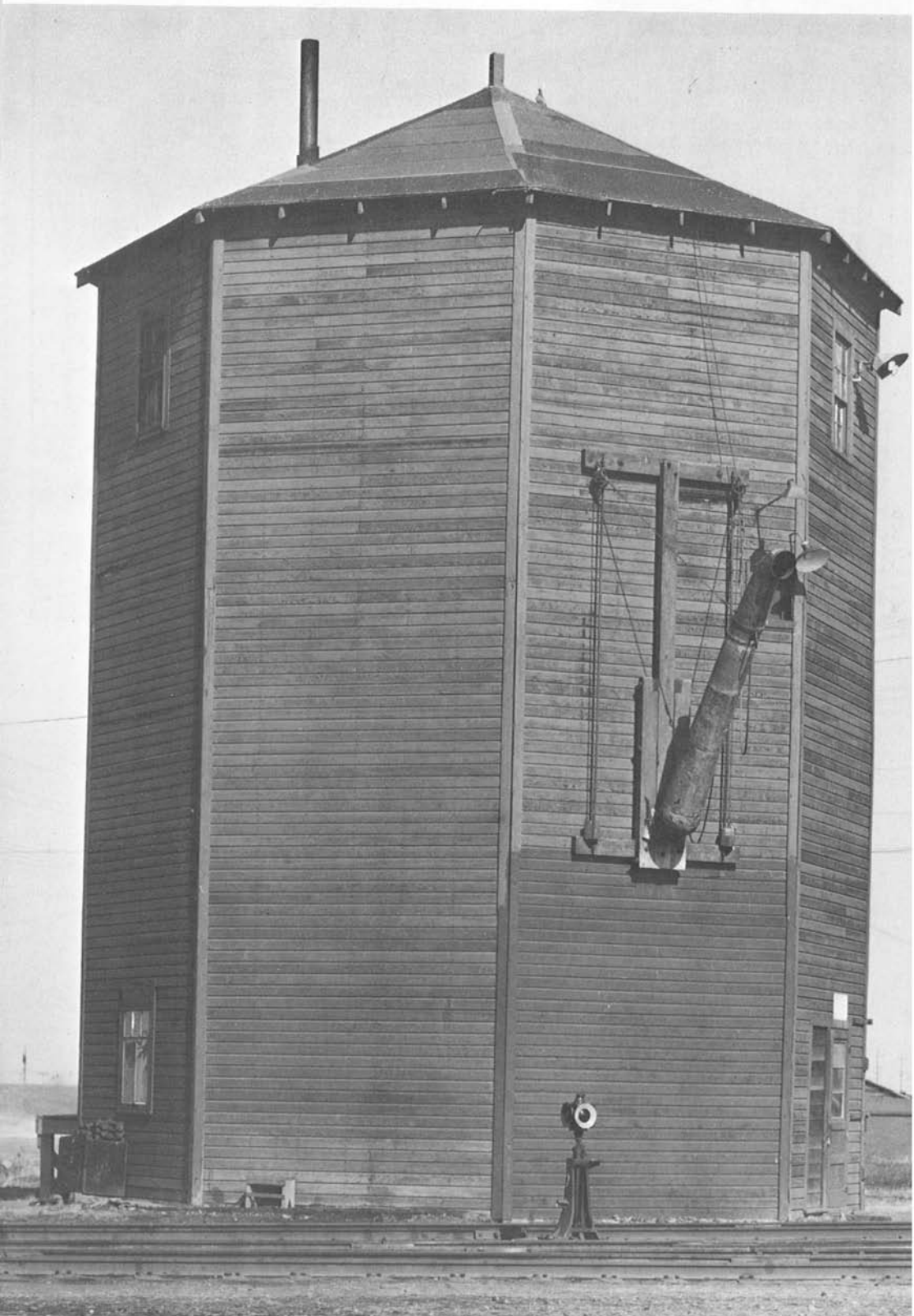
SFP and P has placed an order for one 1000 horsepower switcher with MLW. It is to be built to Specification DL-411 and will be delivered in July, 1967.



ABOVE: Canadian National Budd RDC-3 D356 and an RDC-2 standing at Calder diesel shop in Edmonton on Saturday, April 30th, 1966, prior to departure to Edmonton station to form the evening train to Calgary and Drumheller; the two cars separating at Camrose, some fifty miles south of Edmonton.

RIGHT: A sturdy member of a vanishing breed is this octagonal water tower photographed on the same day as the photograph above, at Northern Alberta Railways' Dunvegan Yards at Edmonton.

Both photos by P. Kohl, Seattle (submitted by E.W. Johnson)





"What are the chances of saving future generations from radioactive fallout in a society which can't even protect a railroad crossing till umpteen people are killed there?"

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