

# Canadian Rail



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# CANADIAN RAIL

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EDITOR Fred F. Angus  
CO-EDITOR M. Peter Murphy  
BUSINESS CAR Dave J. Scott  
OFFICIAL CARTOGRAPHER: William A.  
Germaniuk

LAYOUT: Michel Paulet

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#### FRONT COVER:

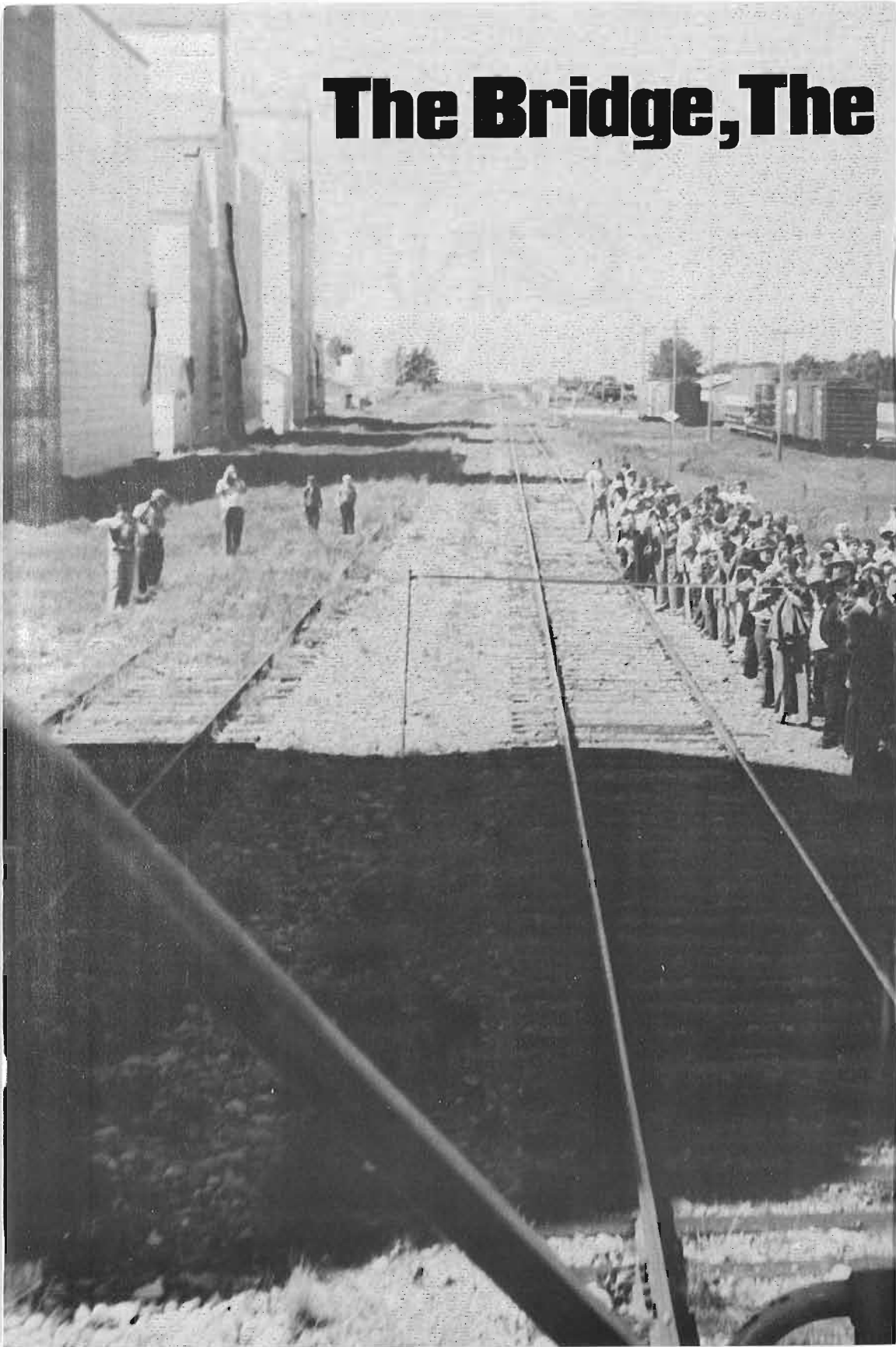
The Peace River Bridge, center span as photographed from the front of the excursion train's locomotive on August 6, 1978. Photo courtesy of the Author.

#### INSIDE FRONT COVER:

The Author and train conductor for the occasion Mr. Dick Coulman as photographed beside coach 18001.



# The Bridge, The



# Town and The Railway

August 6, 1978 Northern Alberta commemorative train arrives to a welcoming crowd at Fairview, Alberta. These ceremonies commemorate 50 years of rail service which commenced on November 2, 1928. All photos courtesy of the Author unless otherwise indicated.



# The Bridge, The Town and The Railway

by George France

EVERYONE loves a birthday. And when there is occasion to celebrate three important birthdays at one time, then a celebration is called for. And such an occasion calls for a Star performer.

So, sometime in 1978 a call went out from the car shop at the Northern Alberta Railway's Dunvegan Yards in Edmonton, Alberta. And the call reached a weary red-oxidized coach parked on some siding somewhere on the N.A.R.; numbered 18001. Rules Instruction Car proclaimed the faded white lettering. So 18001 quietly moved down to the car shop, and was lost to view. Born a Pullman Sleeper she was; drawing room, open sections, a compartment and smoker-wash room. A heavyweight wood sided car on six wheel trucks. Believed to have originally served on the Alberta Great Waterways, another of J.D. MacArthur's



Approaching Fairview, mile 97.4 at 13:10 hours on August 6, 1978. Grain elevators dot the skyline, typical of Canada's prairie provinces.



railroad, she saw service in the N.A.R. Blue Train, the main line passenger train. Steel sheet had replaced the wood sides, oil stoves replaced the pot bellied coal heaters, and the last seven years had seen her fitted with desks and chairs, as she moved from siding to siding as Rules Instruction Car.

### The Bridge

In the March issue of Canadian Rail (No. 314) we had brought you to Peace River Crossing in 1916 on J.D. MacArthur's Central Canada Railway. Tenders had been let for the construction of the (One) Million Dollar Peace River Bridge. Construction had continued apace under the hand of Mr. William Jackson, main assistant engineer to the Central Canada Railway, during the winter 1916-17. The contract for the steelwork was let to Canadian Bridge Company of Ontario, and work was commenced in May 1918. By late October the tremendous undertaking was completed and the bridge opened for traffic.

A wye, sidings, water tower and coaling chute were constructed on the West side, and the point was named Duet - the base of the second grade up the Peace River Hills, a new division. Under an arrangement with the Provincial Government, the latter provided lumber to plank the bridge deck, so as to provide year round crossing of the river to team and motor traffic.

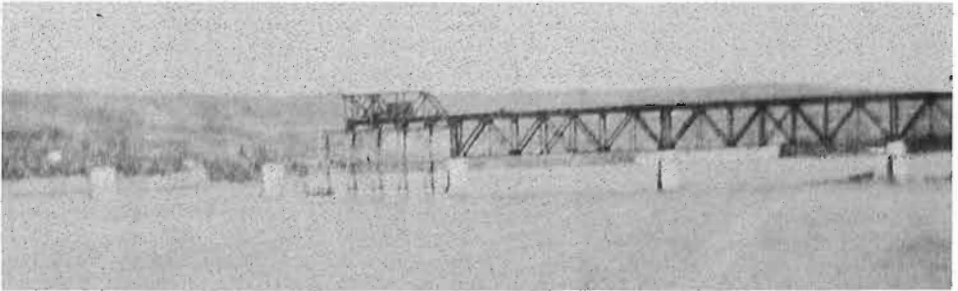
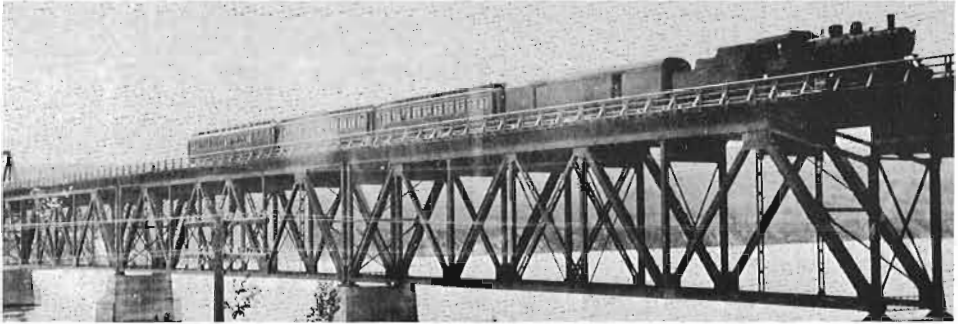
So sixty years later, on Saturday August 5th, 1978, the regular Roma turn descended the Peace River Hill behind the usual three SD-38-2's, in N.A.R. colours. But this morning she paused at Peace River and set a coach and caboose onto the team track. Then she went on about her regular business of moving the transfer onto the Great Slave Railway at Roma Junction. In the mixed consist were twenty-two loads of twenty-four inch gas pipe.

Towards evening, a group of people began to converge on the coach and caboose. General Manager N.A.R., Mr. Jim Pitts, Traffic Manager Mr. Jim Dove, Rules Instructor Mr. Harold Stepney; and members of the Sir Alexander Mackenzie Historical Society of Peace River, Mrs. Evelyn Hansen, Mrs. Aurelia Vangrud, Mrs. T.J. Seeley and the Author. From the Centennial Museum came Mr. Murray Cook and Mrs. Kathy Hoskin Hunt.

Coach 18001 was resplendent in new Gold paint, Black roof and undergear. Blue lettering proclaimed "Northern Alberta Railways, Golden Anniversary of Service 1929-1979". Canadian and Alberta flags fluttered proudly from the vestibule posts. Inside 18001 was trimmed with new curtains, and a display of Steam Era memorabilia adorned the walls. An old time operator's desk displayed a Morse Key, manual typewriter, and wall phone. There were some old and very rare prints of early days on the E.D. & B.C., and Central Canada Railways. Wooden chairs were set at the windows.

Caboose No. 13504 was freshly refurbished inside and out, but was otherwise a regular service unit on the N.A.R. White sheets on the three bunks no less; stove, refrigerator, electric hot-plate and gasoline driven generator provided all the comforts of home. Herein, the members of Sir

Three photographs of the famous Peace River Bridge taken in three different eras. Firstly a photo of the bridge under construction in 1918, photo courtesy of Evelyn Hansen Collection. In the 1920 era we see Edmonton Dunvegan & British Columbia's passenger train crossing the bridge. Photo courtesy Peace River Centennial Museum.



The third view was taken by George France in 1953 looking west. The water tank in the wye at the west end of the bridge is visible.



Alexander Mackenzie Historical Society set up a photographic and scale model display of the coming of the rails to Peace River, and the building of the Bridge.

An H.O. scale diorama depicted the Blue Train of the Fifties, and modern G.P. 9 diesels on freight service. Engine 73,2-8-0, of C.R.H.A. and Alberta Pioneer Railway, and the business car Peace River were also modeled.

Thus the scene was set for Sunday August 6th, 1978, Alberta's Heritage Day. The Roma turn passed through in the morning, whilst Peace River people attended churches, and on returning shortly after noon stopped short of Duet on the West side of the river.

The three SD-38-2's Nos. 403-404-401 cut off their train and slipped quietly across the bridge to the depot where a crowd was gathering around 18001. The three engines coupled to the 18001, and pulled the Special into Peace River Depot platform. At 1 pm (retired) Conductors Dick Coulman and Lloyd Reynolds, both in full N.A.R. uniforms called the passengers for Extra 403 for Duet. The invited guests, railroad-oriented old timers, Officers of N.A.R. and Sir A.M.H.S., Federal Member for Peace River Ged. Baldwin were piped aboard by piper Frank Bishop. Your's Truly boarded engine 403, under command of Engineer Norman Valiquette, and Conductor Fred Napier.

At 1:10 hrs the Special pulled out and rounded the bend towards the Bridge, entrance to which was barred by two red ribbons guarded by a small group of people who had walked ahead to the end of the embankment. There was a moment of consternation when it was realised the ribbons had not been pre-notched, and there was the risk of stalling the diesels. However the engineer notched the throttle open and the Special rolled safely onto the magnificent bridge, created sixty years ago, and still adequate for today's heavy trains. Extra 403 North stopped short of the Highway 2 crossing at Duet so as not to obstruct traffic, but motorists pulled up short, mouths agape at the sight of the flag bedecked golden coach.

After a brief pause for photographs, the Special backed across the Bridge, through the ribbons again, and was met at the Depot by a large crowd. Coach 18001 was set out on the Team track next to Caboose 13504, and the power units went back across the river to pick up their freight drag. At 14:00 hours commenced a program of short speeches by various railroad officers and old timers. In the midst of the program the N.A.R. of 1978 thundered past, and saluted the N.A.R. of 1929 - the Museum Coach 18001 and Display Caboose 13504.

Throughout the showery afternoon the Displays were open to the public who came in a steady flow. 18001 was the setting for showings of the N.A.R.'s film Rails North, presented by Mr. Harold Stepney, and a slide show "Rails to the Peace" presented by Mrs. Evelyn Hansen; Historian to the Sir Alexander Mackenzie Historical Society, and the Centennial Museum. The ladies of the Hospital Auxilliary plied all with coffee and sandwiches. At 21:00 hours the show closed for the night.



The approach to the bridge, the highway bridge is at the right and was built in 1968, once over we have the view from the other side looking back from DUET.

### The Town

1918 and the Central Canada was across the Peace River, and headed West, but money was short and construction erratic. A preliminary survey was run for the grades west of the river right away, but no work was commenced until after a second survey in 1920, and the rails did not reach Whitelaw the next Divisional point until 1924.

Here was built a two stall engine house, to service locomotives for the next division west to British Columbia and the Pacific ocean - but it never stalled a locomotive. It then became apparent that the rails would miss the next settlement of Waterhole, on the wagon trail to the Dunvegan crossing, and would pass two miles to the north. So the settlement upped and moved lock stock and barrel to the railhead which was established in 1928 and named Fairview, and this point remained the end of steel on the Central Canada, until the new Northern Alberta Railways extended the line to Hines Creek in 1930. The first train arrived in Fairview on November 2, 1928.

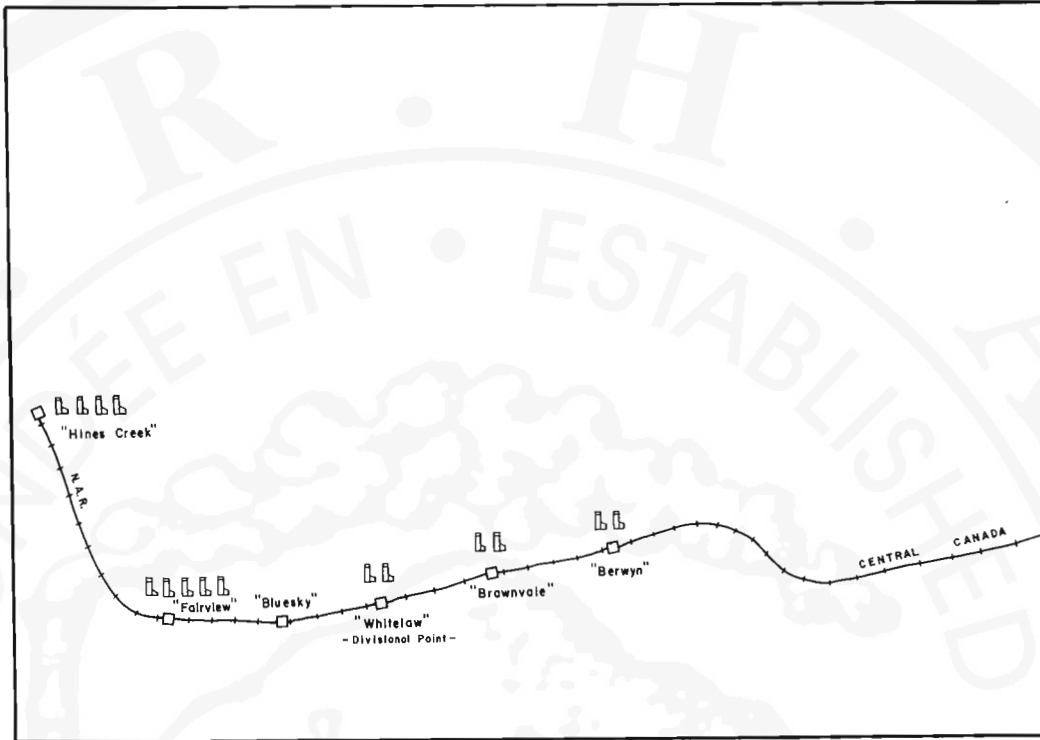
So Fairview celebrated its Fiftieth Anniversary on Heritage Day Monday August 7th, 1978.

N.A.R. General Manager, Mr. Jim Pitts invited yours truly and Mrs. Evelyn Hansen to help them take the whole show on up to Fairview, so at 08:30 hrs on a cool August morning I arrived at Peace River Depot to catch Extra 203 North, the way freight to Fairview and Hines Creek. No train in sight, so I sought



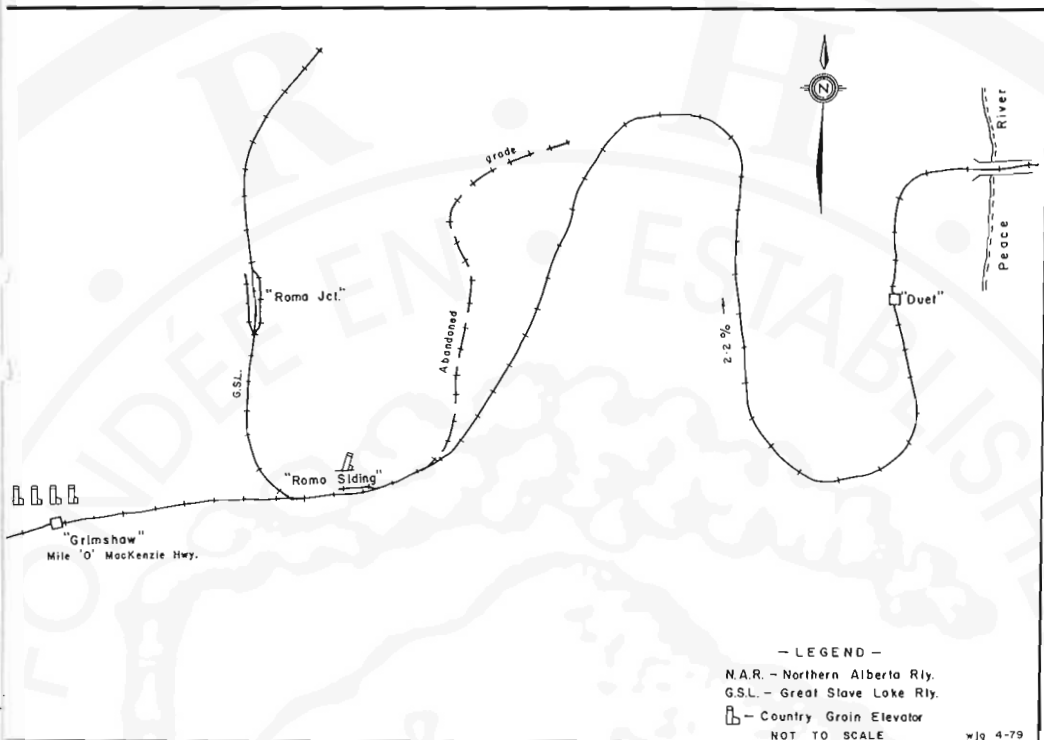
General Manager Mr. T.O. Pitts addresses the crowd which had gathered for the ceremonies at Peace River. On the right are conductors (retired) Dick Coulman and Lloyd Renolds.





the warmth and relative comfort of the waiting room and its wooden benches. The setting was appropriate as the portrait of a once proud Cunard Steamship still adorned the wall, and the Ticket Window is still in place. Presently the N.A.R. members arrived, and around 09:00 hrs the daily Roma turn rolled through, the three SD-38-2's shifting from Dynamic braking to power with not a ripple through the fifty tankers and empty ore hoppers and lumber flats, as the brass gave the train a visual inspection from both sides of the track. N.A.R.'s Roma and Hines Creek Divisions are operated now on the Manual Block system, so Extra 203 North was held at Judah Siding at the top of Peace River hill until the Roma turn had cleared the Bridge. Extra 203 North arrived shortly before 10:00 hrs and picked up coach 18001 and caboose 13504. Yours truly was welcomed aboard G.P. 9 203 and helper EMD 303 by engineer Ivan Ivancin, a ten year veteran on the N.A.R., having served as engineer for five years previously on Czechoslovakian Railways. Our senior Conductor was Gordon McArthur, Head End Brakeman Ward began with three months service and Rear Brakeman Leonard Lindsay. First the two engines were cut off to pull one loaded boxcar across the river and set it out on the Horne and Pitfield warehouse siding, then we backed across the bridge and made ready the train.

Extra 203 North departed Peace River, Mile 48.6 at 10:10 hrs, and began the 2.2% climb to Roma Siding at Mile 57.5. The load was eight empty boxcars, caboose, 18001 and caboose 13504, so the two power units made light work of the climb, and we arrived Roma at 10:40 hrs. Here we lifted the twenty two cars of gas pipe which had been set out for us by the Saturday Roma turn. The cars were set out in two



cuts of eleven cars each; one hundred foot cushion cars, the stretch was long and gentle. At 11:15 hrs we passed Roma Junction at Mile 60.6; we could see Extra 404 South the Turn making standing brake tests in the G.S.L. yards, protected by a locked Derail on the transfer track. It is all downhill from Roma Junction to Peace River, so no run-aways are invited. As soon as we cleared the switch, we advised Dispatch and 404 by radio.

Grimshaw, Mile 65.0 was reached at 11:26 hrs and this town welcomed the first train in 1922, the southern terminus of the MacKensie Highway to Hay River and Yellowknife. Here we set out the twenty two cars of gas pipe, again eleven cars to a siding for off loading onto trucks. The heavy laden cushion cars had been a very smooth steady pull, and were the reason for our helper Engine 303 coming along. The track west is relatively level and straight, angling a little to the South of West. We departed Grimshaw 11:50 hrs on 65 lb rail with a speed limit of twenty five miles per hour. The radio crackles "Extra 203 North stop at Berwyn to entrain one passenger". Our engineer spots coach 18001 exactly at Berwyn Depot, Mile 71.5 at 12:00 noon, and Mrs. Hansen is welcomed aboard.

Just west of Brownvale, which we highballed through at 12:17 hrs, being Mile 77.6, we crossed the right-of-way for the new pipeline, the destination of our consignment of pipe. Whitelaw, Mile 84.6 is reached at 12:34, but we do not stop here either, and there is no change of engines awaiting us anyway.

"Extra 203 North. Stop at Bluesky to entrain passengers for Fairview. It is rough and overgrown where the depot used to be. Let us spot the coach on the grade crossing at the East approach." Bluesky, mile 91.8 is reached at 12:50, and some twenty Fairview Old Timers are waiting to board the train that will bring them home to Fairview's Fiftieth Birthday.

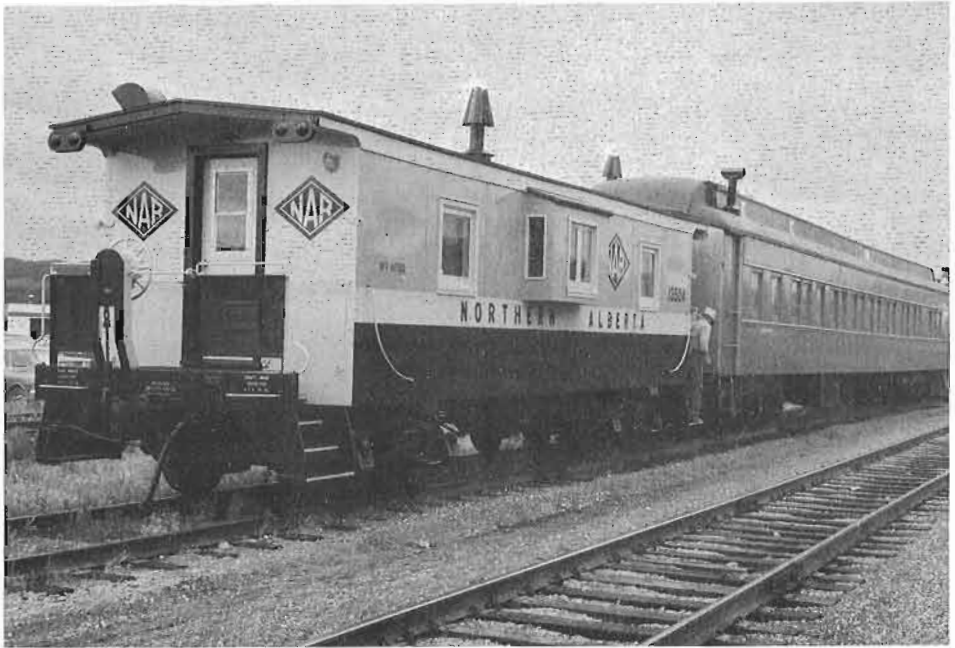
We have been travelling generally parallel to the Peace River, and about twelve miles north of it, through the middle of a narrow strip of fertile farm land, which is bordered to the north by the Clear Hills. These hills may sometime yet yield their low grade iron ore to the railway and thence to Japanese interests. As we look to the south now the fields slope gently down to the edge of the river canyon, and about the same distance the other side, we can trace the line of the Edmonton, Dunvegan, and British Columbia Railway through Wanham, Rycroft, which is the nearest the E.D. & B.C. ever got to Dunvegan (City), and to Spirit River, the end of steel on the western line. The main line turns South at Rycroft for Grande Prairie.

So at 13:10 hrs, just ten minutes off the mark, Extra 203 North arrived at Fairview, Mile 97.4, greeted by a very large crowd of more than five hundred souls. 203 broke through a red ribbon where the depot once stood; but for today a short wooden platform had been assembled beside the track. Our engineer made a slight back-up move to spot the vestibule right on the mark, the crowd cheered and a piper welcomed the Old Timers home.



To the tune of bag pipes passengers board the coach for DUET, Alberta.



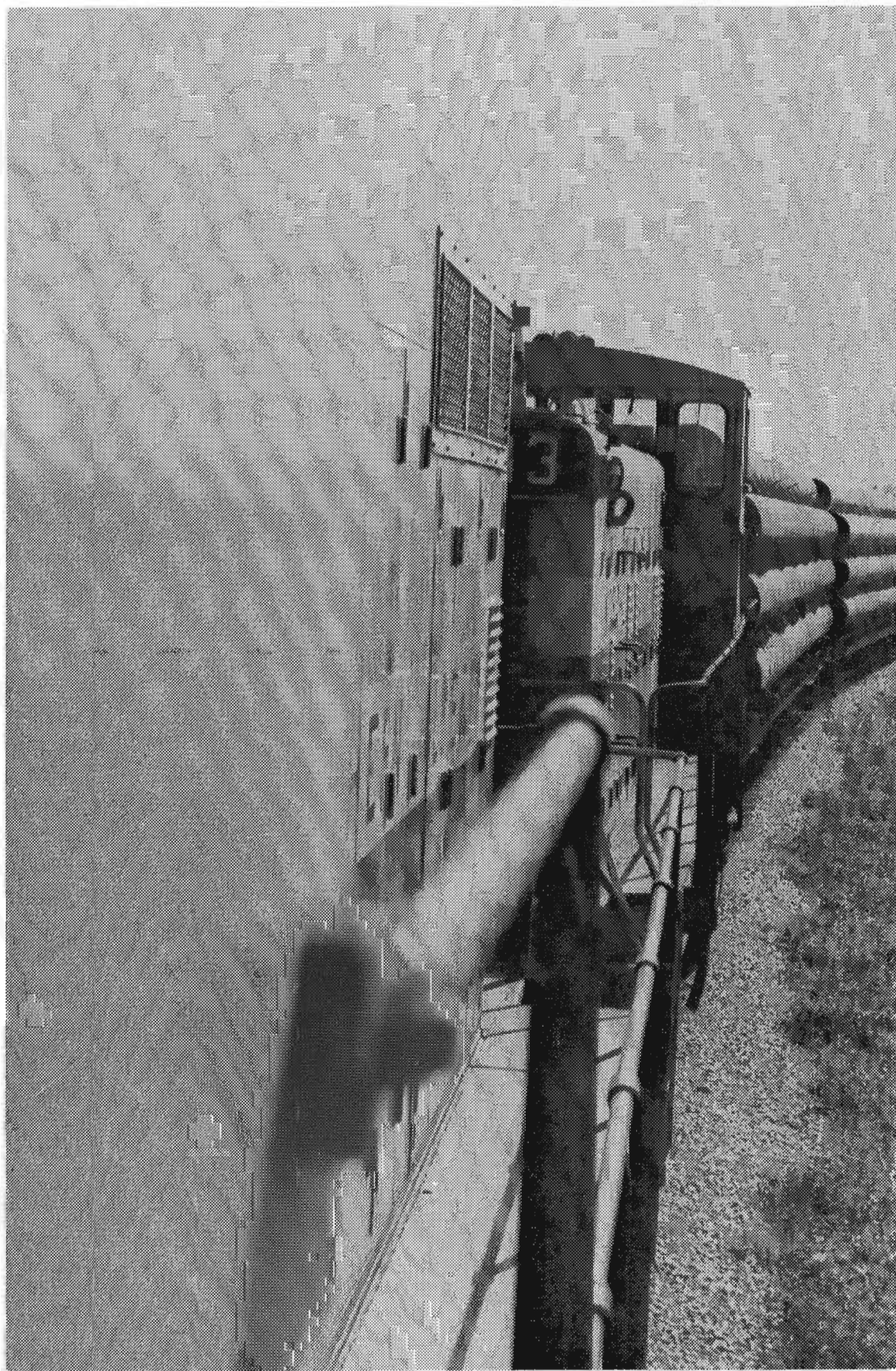


The 'SPECIAL' train pulling onto the main line prior to boarding at Peace River, Alberta.



The 'SPECIAL' consisting of locomotives 403, 404 and 401, coach 18001 and van VT41700 in the station at Peace River.

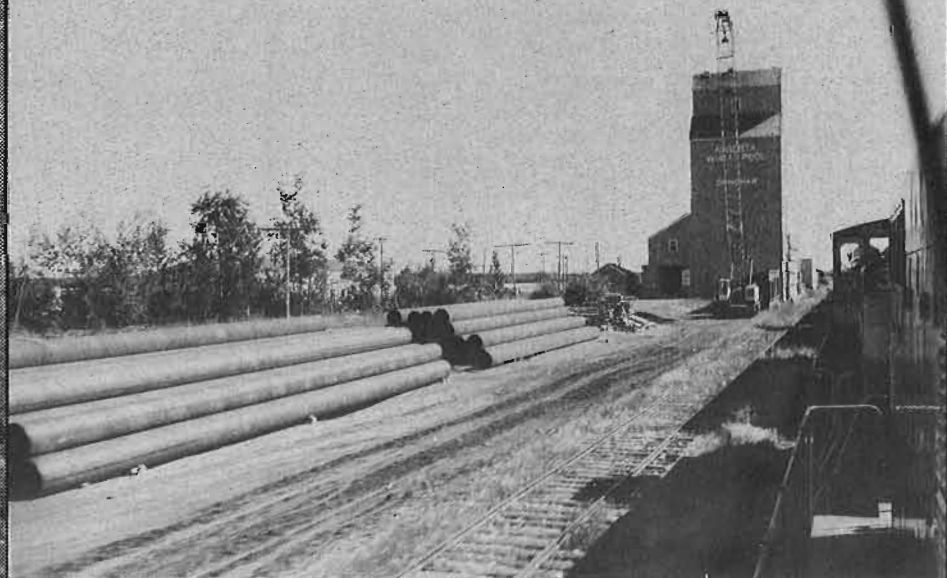






OIL! and the pipelines that carry it have become a major source of revenue to the Northern Alberta Railway. Here we see a good load, 22 one hundred foot cars of 24" pipe.

The freight pulls into Grimshaw, Alberta alongside are pipes and the town grain elevator.





"Pin 203". The way freight cut off from the Special, leaving the 18001 and 13504 on the main, and departed west on the N.A.R. line of 1930 for the last sixteen miles to Hine Creek, Mile 113.4, end of steel. This point is currently the N.A.R.'s busiest single loading point, handling grain and lumber products.

Fairview is a bustling agricultural centre, home of the Fairview Regional College, the district cattle market, and several farm machinery companies. The track here is laid without any tie plates, and some of the rail in the sidings bears the legend "North Columbia 1881." Coach 18001 welcomed visitors to the film "Rails North" and the "Rails to the Peace" slide show all afternoon and evening, and the caboose was the scene of a continuous line of interested visitors, more than a thousand that afternoon. Yours Truly occupied the conductor's chair in the bay window, and endeavoured to answer all the many and varied questions.

At sunset we closed the show, and headed for home by car. A last look back revealed the Passenger Train, holding the Main, Canadian flags proud in the evening breeze, silhouetted against the setting sun.



Whitelaw was the divisional point on the old Central Canada Railway. Today three grain elevators stand and are serviced by the Northern Alberta Railway.

So we come to 1979, Northern Alberta Railways is Fifty Years old, and alive and well. Fifty years of service to the Peace River Country. Happy Birthday N.A.R. A celebration is in order.

Special Thanks are due to Mr. Jim Pitts, General Manager, the Officers and crews of the N.A.R.  
The Sir Alexander Mackenzie Historical Society  
The Peace River Centennial Museum  
And all the people who made it all happen.

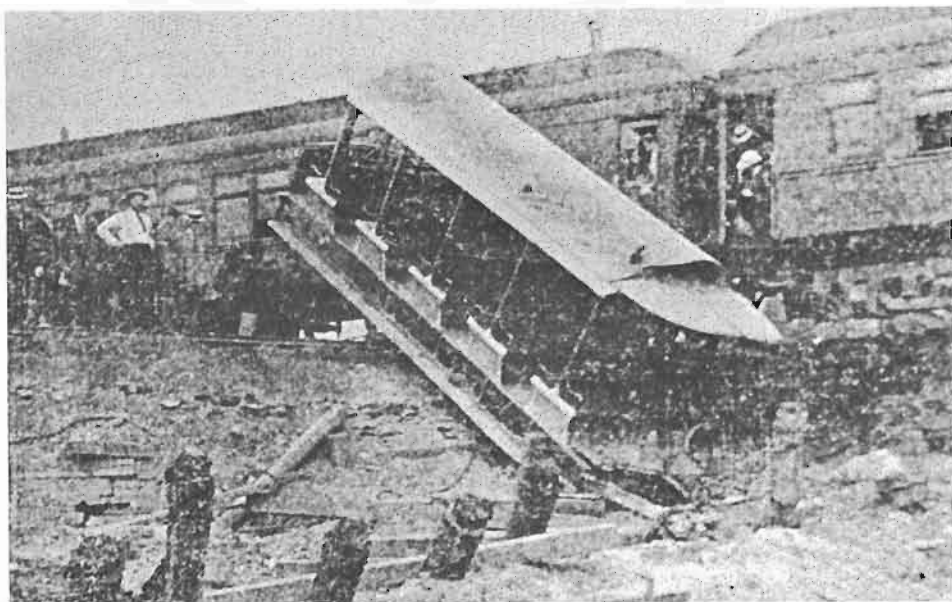
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# The Winnipeg Electric Railway Level Crossing Accident of July 8, 1910

by Fred Angus  
from information supplied  
by Mr. Bill Blake.

Canada's street railways have had an enviable safety record over many years, and really serious accidents were rare. In cases where street car lines crossed main-line railways at grade, protection was such that there was seldom any unfortunate incident. However nothing is perfect and sometimes plans do run awry. One such case happened on July 8, 1910 when a serious accident occurred at the level crossing between the Canadian Northern Railway and the Winnipeg Electric Railway on Pembina Ave. (now Osborne Street) in the city of Winnipeg. This collision, involving a motor and trailer street car, was one of the most spectacular accidents ever to occur on the Winnipeg system, and it is surprising that it resulted in the loss of only one life.

To understand the circumstances which led to this tragic event it is necessary to go back more than twenty years. The railway line was built by the Northern Pacific Ry. in 1888 as a single track line, later became part of the Canadian Northern, and eventually the Canadian National. Now enlarged to four tracks, it is still in use as part of the main C.N. line West of Winnipeg. The street car line was built in 1891 as an extension of the original

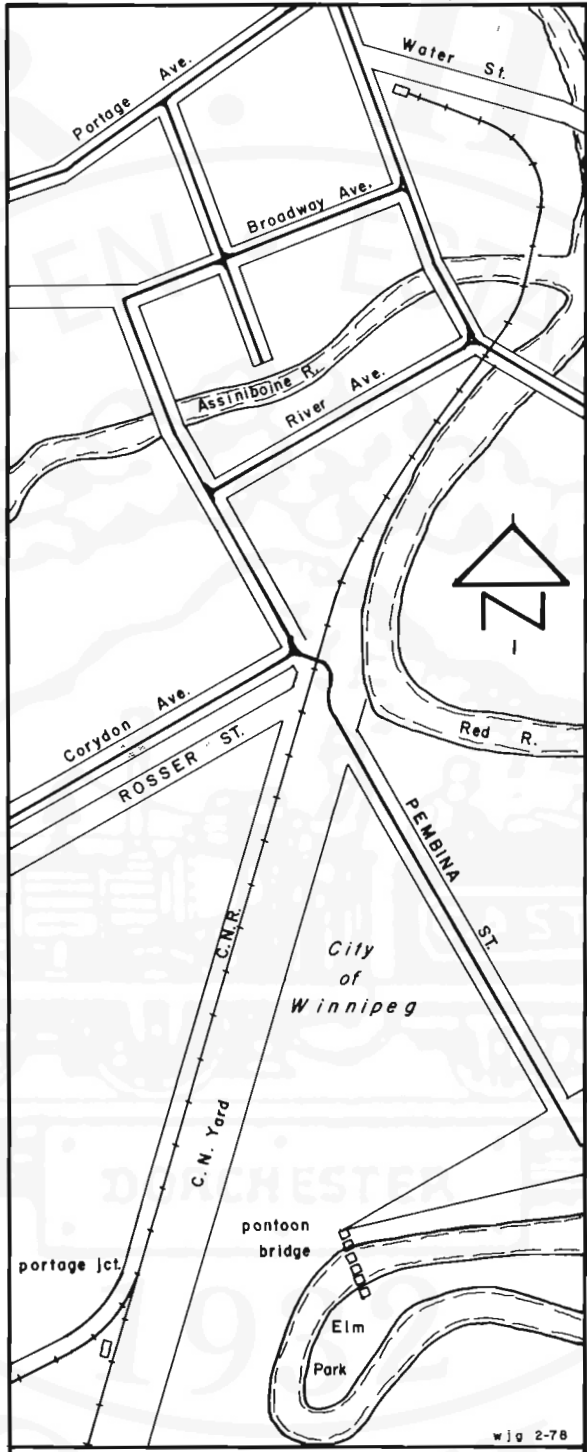


electric line in Winnipeg. This pioneer line, constructed in 1890 and opened in January 1891, was itself an extension of the horse car system which had been promoted by Albert Austin in the 1880's. In the latter part of 1891, another company, the Winnipeg Electric Street Railway Co., began its own electric service in direct competition to Albert Austin's horse car routes. The two systems co-existed until 1894, in which year the original lines, both horse and electric, sold out to the Winnipeg Electric Street Ry. The horse car lines were then abandoned or electrified, while the original electric line of 1890 - 91 became part of the unified system.

By 1910, traffic on both railway and street car lines had increased far beyond that of 1891, and the level crossing was becoming increasingly more dangerous. This had been realized as early as 1906; on October 20 of that year a contract had been drawn up between the city of Winnipeg and the Canadian Northern Railway providing that construction of a subway (underpass) at this crossing should be started within seven months, and be completed in sixteen months from the start of work. As so often happens with such projects, delay followed delay, actual work did not even begin until 1908, and was not fully completed until 1912, almost six years after the original contract. A temporary diversion was made in the street car line during construction, and a flagman was stationed at the point where this track crossed the steam railway line. The underpass was, therefore, scarcely half completed when disaster struck at 4:35 P.M. on Friday, July 8, 1910.

The Oak Point local of the Canadian Northern Railway was scheduled to depart from the old Water Street station at 4:30 P.M. It is possible that on this day the train was fifteen minutes late since some published reports claim that the accident occurred at 4:50 P.M. In any case, the local reached the Pembina Ave. crossing just as a two-car train of Winnipeg Electric Ry. street cars was crossing the railway track. This train consisted of single-truck





C.N.R. and W.E.R. Track intersection at  
 Pembina St. and Rosser St.  
 Loop indicates 90° temporary crossing  
 where accident occurred

closed car No. 62 hauling open trailer 15. In those days trailer operation was quite common, although becoming obsolescent, and was gradually being phased out as large double-truck cars were built. Photos of the period depict as many as four of these small trailers being hauled by a single motor car, since the flat topography of Winnipeg and its consequent lack of grades allowed this practice. Car 62 had been built for Winnipeg by the Toronto Railway in 1899, and was in fact the last Winnipeg street car built in the 1800's. It was of the typical flat tongue-and-groove-sided configuration introduced in Toronto in 1894. Trailer car 15 was a light-weight open car, and was also built in the 1890's.

The flagman, Mark McCloy, appears not to have seen the approaching train, for, as the street car approached the crossing, he gave the signal for the Motorman to proceed. The street cars were squarely over the railway line when locomotive No. 45 struck them, with a loud and spectacular crash, just between the motor and trailer. The result was that car 62 was thrown violently and fell over on its side, while trailer 15 came to rest part way down the embankment on the opposite side, and both cars suffered heavy damage. Mrs. John Lawrence of Fort Rouge was thrown under the locomotive and instantly killed. She had just left a friend's house with her little children and had planned to walk home, but changed her mind and boarded the open car less than five minutes before the accident. Although several others were injured, Mrs. Lawrence was the only fatality.

Within minutes, police, ambulances, and railway crews were on the scene and traffic was immediately stopped on both lines with no further accident. Once the injured had been taken to hospital the line was cleared as speedily as possible; the C. No. Ry. was opened about one-and-a-half hours after the collision, and street traffic resumed about half an hour later. The damaged locomotive and baggage car of the train were able to move on their own wheels, while the two wrecked street cars were lifted by a Winnipeg Electric Ry. crane on to flat cars and taken to the Company's shops. Soon the physical traces of the accident had been removed, and then began the investigation, with its charges and countercharges, as to the causes of this fatal event.

The inquest began on Saturday evening, July 9, 1910, and the testimony brought out not only various accounts of the wreck, but also of earlier near-misses and lack of proper protection at this crossing. In all there were 53 witnesses, although many had little of value to contribute. Some of these accounts, however, are of great interest, and are quoted at length, since they depict the accident and the events leading up to it in some detail:

W.B. Tomlinson stated: "Having a machine I go out every evening, crossing the tracks about four times; yet never once have I seen a signal from William Young, the night signalman. Several times though, I had to stop because a switch engine or freight train was coming along, but he never made a signal either to stop or to go ahead. He was sitting down most of the time. In one instance he turned the flag over to a young fellow certainly not more than twenty years old who did get out and give a signal. One night I was going in about 10:30 when it was extra dark for the time of year and I was given a white light. I pulled along and got to within three feet of



the track when I happened to see a light apparently on top of a box car. I stopped, and a box car passed within two feet of the front of my car... On the other hand, I have found the day flagman not only attentive but even exerting himself to save delay of traffic at all times. But the way this night man Young acts is an absolute menace to everybody going over there."

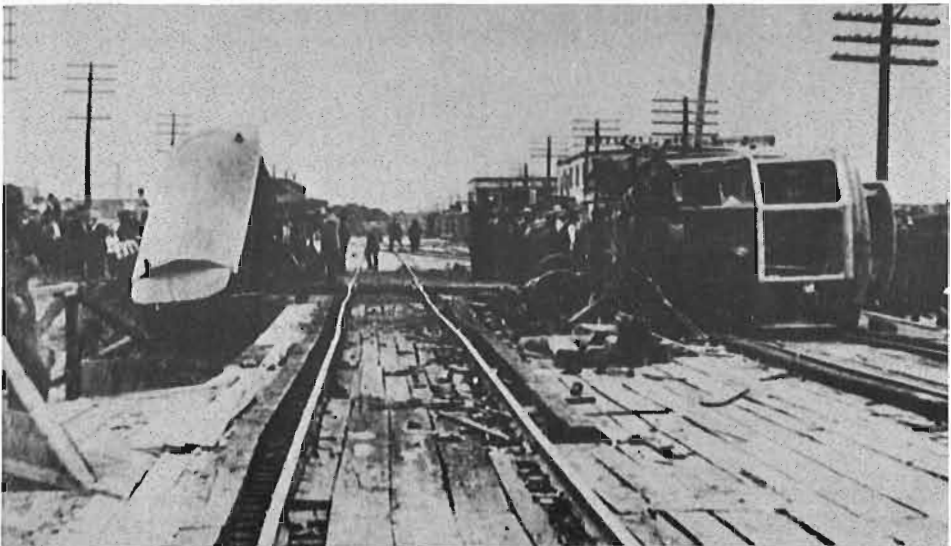
Constable Badgley: "At 4:45 P.M. I was standing on the Canadian Northern crossing when I noticed a passenger train travelling at a good rate of speed. The flagman at the crossing raised the white flag, and Park line car No. 65 (sic.) with trailer No. 15 going South started slowly to cross the track. When crossing the line, the train coming from the East struck both the electric cars, tearing them apart, knocking one South of the track and the other in the opposite direction, the latter going down the incline to the subway. I saw Mrs. Lawrence under the catcher of the engine, and she was pushed along the ground in this position a distance of about fifty yards up the line. I also saw the conductor of the car fall from near the head of the engine to the bottom of the subway. ....Ambulances arrived shortly afterwards to remove the injured. Mrs. Lawrence was terribly mutilated, and was pronounced dead when taken from beneath the engine."

Marquis McCloy the flagman was cross-examined by the Coroner:

Coroner: "Did you not expect the train?"

Witness: "Our rules tell us that we must give no preference either to trains or cars. I should judge that the train was going at the rate of 15 to 20 miles an hour."

Coroner: "Did you look up the track to see if a train was coming?"



Witness: "I could not see, there were a number of obstructions."

Coroner: "What are you there for?"

Witness: "There are teams crossing all the time and there was also an engine working in the yard..... I thought everything was safe."

Coroner: "How could you think so when you had not looked?"

Witness: "I had my rules."

Harold N. Nichols, the engineer of the Canadian Northern train stated that he was moving about fifteen to twenty miles an hour when approaching the crossing. 300 yards from the crossing he put on the brakes, but getting the proceed signal from the flagman he released them again, and when he approached close to where the accident occurred, he would be going at a rate greater than ten or twelve miles per hour. He saw the street car when he was about seventy feet from the crossing, and had gone about 150 feet before he could bring the train to a standstill. He stated that he did not blow the whistle but did ring the bell; however it was noisy and the bell might not have been heard.

Ed Jones, the motorman of the street car testified that immediately prior to the accident, on getting the white flag signal from the flagman, he went on at a good rate. When he was near the crossing he noticed the Canadian Northern train at forty or fifty yards distance. He had expected the road was absolutely clear for them.

Following the inquest, the Railway Commissioners issued an order that all trains, both East and West, must stop 100 yards from the crossing and only proceed on signal. Furthermore, the street railway must build a single-track line through the partially completed subway to eliminate the level crossing as soon as possible. It was pointed out that, had the terms of the original contract been followed, the accident never would have happened. There is no record of what settlement the railways made to the victims, but it appears that the Canadian Northern admitted responsibility and settled out of court. The subway was finally completed in 1912, so the level crossing completely disappeared. Although heavily damaged, car 62 was rebuilt and returned to service.

In the ensuing sixty-eight years, the Pembina Ave. crossing accident has been all but forgotten. The railway, now four-tracked, is the main line of the Canadian National, and Osborne Street (formerly Pembina Ave.) still crosses it through the successor to the underpass that took so long to build in 1908 - 1912. Single-truck cars like old No. 62 disappeared in the 1920's, and the last street cars in Winnipeg were retired from service in 1955. The Canadian Northern Ry. had become part of Canadian National in 1918, and by 1960 the steam engines had also gone. Today, as one watches the modern-day traffic passing under the busy railway main line, it is difficult to visualize how this scene looked when a flagman's error brought death, injury and destruction to the passengers and crew of the Winnipeg Electric Railway's cars 62 and 15 on that long - gone afternoon in 1910.





# The business car

CONRAIL TO RETIRE ITS LAST GG1 ELECTRICS - Just a few weeks after pioneer GG1 #4800 was withdrawn from service, Conrail has decided to retire all 17 of its G's still in operation. They are: #4809, 4828, 4835, 4840, 4850, 4852, 4856, 4859, 4864, 4865, 4867, 4869, 4885, 4886, 4887, 4889 and 4894, together with #4891 set aside in October. On November 20 the Mechanical Department in Philadelphia issued instructions that all remaining GG1 electric locomotives be sent to Wilmington, DE, where they would be stored pending their formal retirement in a few weeks. The last revenue freight train to be hauled by GG1's was ENW11, arriving in Wilmington's Edge Moor yard from Enola at 9:40 AM on Thanksgiving Day, November 22. The two units which brought in that train were #4859 and 4887, built by Altoona in 1937 and 1939 respectively. They had been in continuous service for over 40 years but now, with their sisters, these veteran motors sit forlornly on a sidetrack awaiting their final orders for movement to the scrap yard. There is one exception, however, to the funeral summons. Conrail-blue #4800, prototype of the fleet, is being held in a different location while arrangements are made to preserve the historic unit.

The Pennsylvania Railroad acquired a total of 139 GG1's between 1934 and 1943. Generally acknowledged as the most successful electric locomotive design in history, the distinctively-styled 2-C+C-2's rolled up hundreds of millions of miles and assisted mightily in moving huge quantities of passenger and freight traffic during World War II. As recently as 1976 there were still 106 G's on the Penn Central and Amtrak rosters, but retirement of the aging units has accelerated since that time. With the passing of Conrail's last GG1's only 44 of the original fleet remain in service, all of them hauling passenger trains exclusively. As of November 30, 1979, the active units by ownership are:

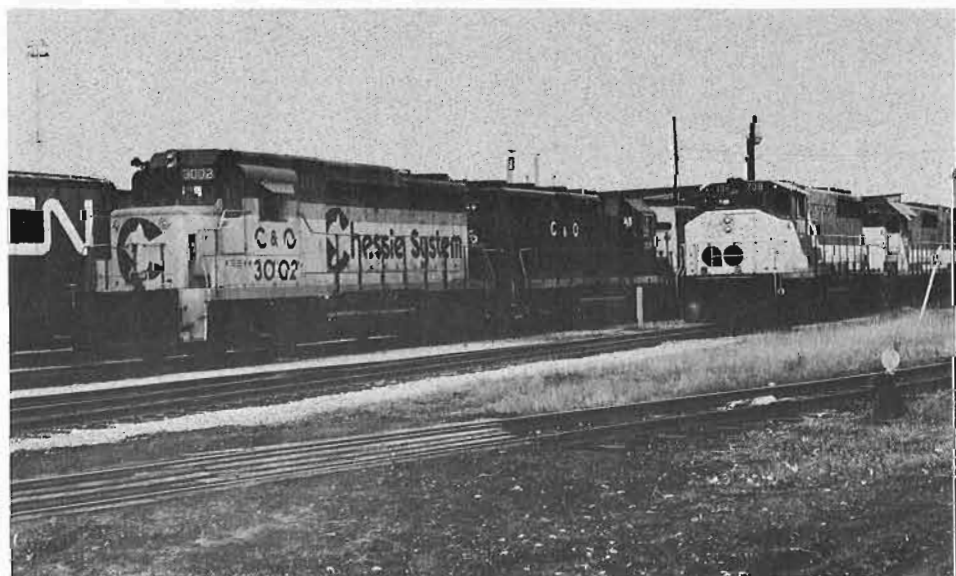
New Jersey DOT - 4872-84 (Total 13)

Amtrak - 4890, 4895, 4896, 4901, 4902, 4904-06, 4908-17, 4819-21, 4924-28, 4930, 4932, 4934, 4935, 4939 (Total 31)  
(Cinders via the 470)

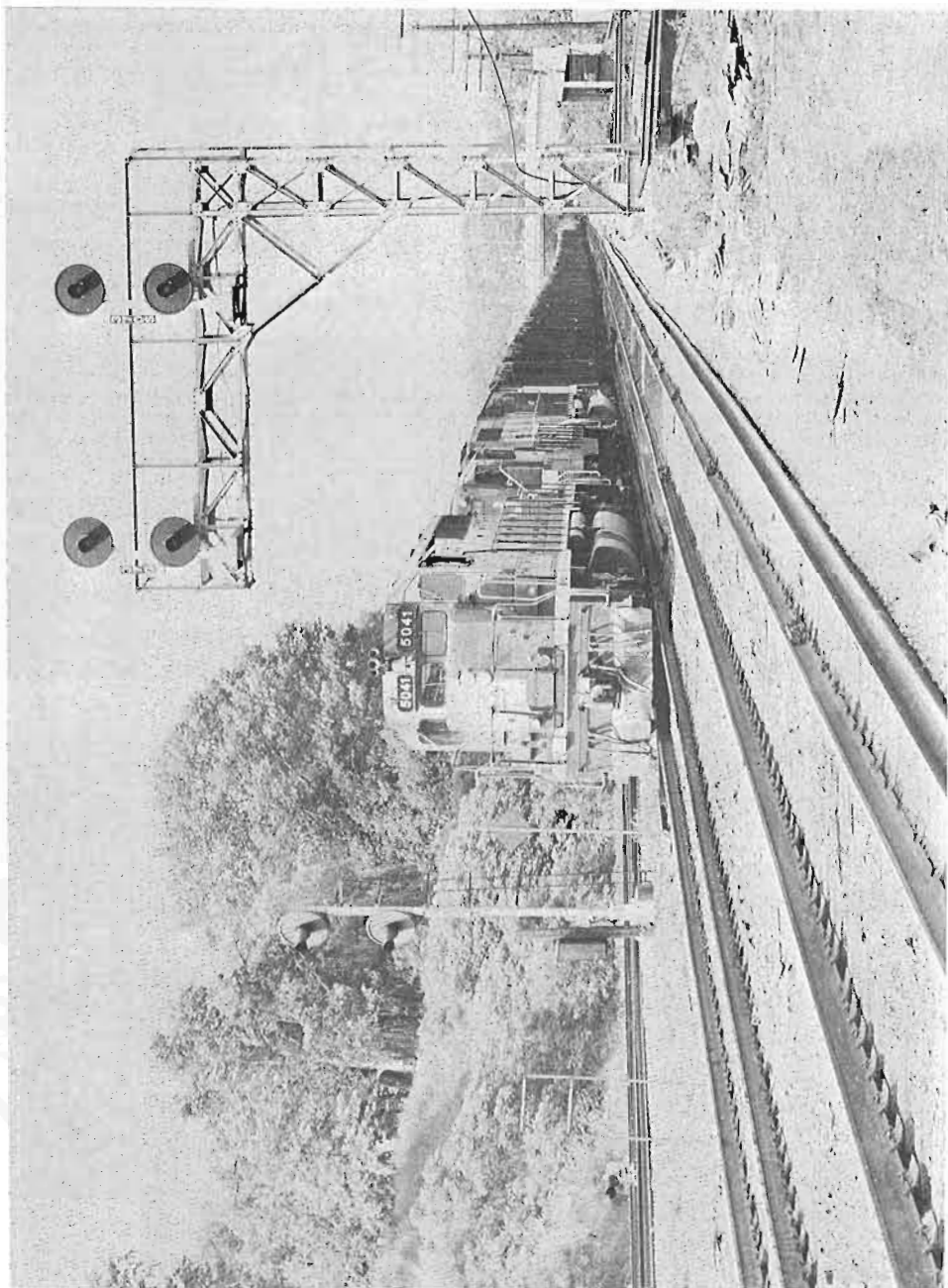


On July 4, 1979 Burt Van Rees was fortunate to be in the right place at the right time to see a fleet of all new SD40-2's being brought into Woodstock, Ontario from St. Thomas. CP Rail RS-10 No. 8467 did the honors on this occasion.



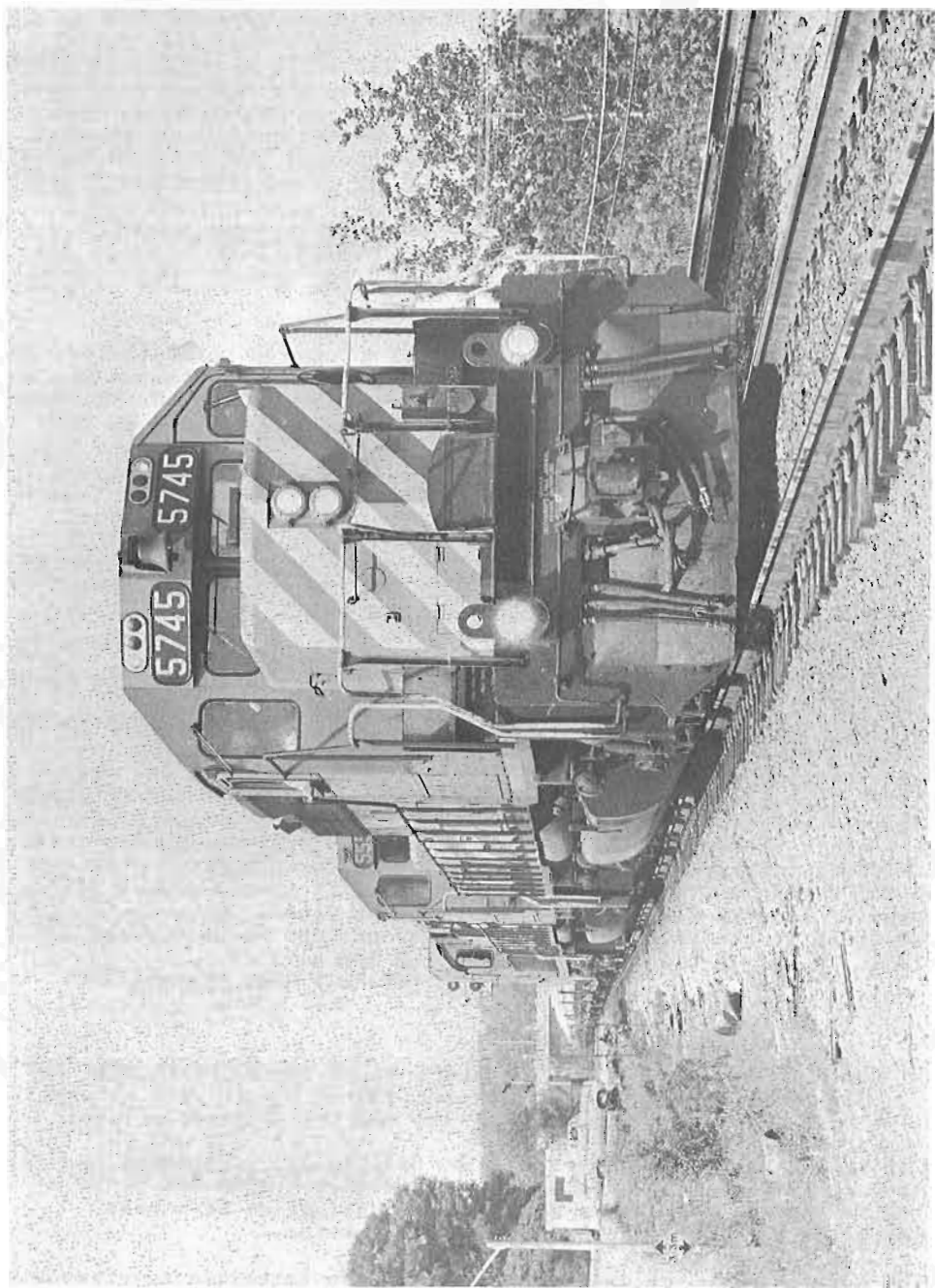


On October 20, 1979, Gord Taylor took these two photos of action in and around London, Ontario. This colorful lineup of Chessie, C&O and GO units was taken at CP's Quebec St. Yards. At the same time Gord noticed that the CP yard switcher had received a new paint job and recorded the scene on film.



A freight train trundles down the line from Toronto towards the yards in Hamilton, Ontario passing through Bayview Jct. on June 3, 1979. SD-40 # 5041 leads a GP-9 and a GP-40 on a 64 car freight. Down the tracks towards Hamilton a high green signal indicates 'all clear'. Photo courtesy of John Russell.





This long CP freight headed by SD-40 No. 5745 was photographed passing through Bayview Junction, in Hamilton on its way to Fort Erie. The date was June 3, 1979 and John Russell took the picture.

**STEAM RESTORATION FANS BEWARE** C&O #2716 has been returned to the Kentucky Railroad Museum. The Family Lines finally made up its mind and has cancelled the repairs of the 2-8-4. The loco went back as a kit, with two gondolas full of parts following the loco and tender. A financial settlement was reached to cover the damage to the loco in the botched start of the repairs. You may remember that the inexperienced crew removed boiler jacketing and appliances with a torch, making no notes as to what went where, or seeing to it that supporting studs, etc, were left alone. The damage is repairable, but will take time. The return was via Chessie lines due to clearance problems. These have raised questions about the loco running on the Family Lines to begin with. A sad end to a worthwhile. (High Green via the 470)

**AGREEMENT REACHED** --- The Maine Central announced on 12/21 that it has negotiated a settlement of litigation disputes with the B&A. The settlement resolves Maine Central's claim against the B&A for a violation of the ICC Act as well as a case resulting from the 1971 derailment at Clinton. In 1977, the ICC found that the B&A was in violation of the Interstate Commerce Act when it entered into an agreement with CP Rail to divert traffic away from interchange with the MEC. The derailment case involved Bangor and Aroostook's claim against the Maine Central for enforcement of arbitration awards resulting from the major derailment at Clinton and Maine Central's related claim against the B&A for rolling stock and property damage. (The 470)

**CP RAIL TO BUY LOCOMOTIVES** - CP Rail is placing an order for 75 new diesel locomotive to help move the increased tonnages of prairie export grain and other traffic expected in the 1980's. "This is the largest single order placed by CP Rail since it converted from steam engines to diesel locomotives in the late 1950's," said W.W. Stinson, executive vice-president for CP Rail. "It reflects our commitment to the government of Canada to do our share in transporting export grain from prairie elevators to shipping terminals at the Lakehead and the West Coast." The new 3,000 horsepower locomotives are to be built by the diesel division of General Motors of Canada Ltd., at London, On., for delivery in the fourth quarter of 1980 and the first quarter of 1981. Value of the order is more than \$75 million. (CP Rail News via the 470)

**GO TRANSIT IS EXPANDING ITS BUS FLEET BY 18 VEHICLES TO MEET THE** demand expected as commuters shift from the private automobile to public transit because of the soaring gasoline prices.

Six new 33-seat Orion buses made by Ontario Bus Industries and 12 Prevost Champion 47-seaters will be added to the GO Bus fleet of 142 in the next few weeks when current deliveries have been completed and the vehicles readied for service.

The additional buses are needed to meet the immediate requirements of steadily-growing GO ridership, which totals about 25,000 passenger trips on GO Buses and about 42,000 on GO Trains daily.

GO Transit last bought new buses in 1977 and is always reviewing its needs for new equipment. However, the current energy situ-



ation has created unprecedented demand for new buses throughout North America -- with delivery lead times averaging two years -- and buying used buses consequently was the fastest and most economical way to add much-needed capacity.

The 12 Prevost Champions are deluxe coaches bought from Murroy Hill Coach Lines of Montreal, where they were used in highway service; the 30-foot Orions are Ontario-designed highway coaches which were made with modifications for GO at the Ontario Bus Industries plant in Mississauga.

( GO transit press release )



#### BACK COVER

This should have been a CN 4-8-4 'NORTHERN' on the point but the diesel era had arrived at Canadian National and the 6100's were giving way to units such as the GM 9000 pictured here in the early fifties at Lachine west approaching Dorval, Quebec. Photo courtesy CRHA Archives, S.S.Worthen Collection.

