

Canadian Rail



No.351
APRIL 1981







CANADIAN RAIL

ISSN 0008-4875

Published monthly by The Canadian
Railroad Historical Association
P.O. Box 22, Station B
Montreal, Quebec, Canada H3B 3J5

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

CALGARY & SOUTH WESTERN DIVISION
60-6100 4th Ave. NE
Calgary, Alberta T2A 5Z8

OTTAWA
BYTOWN RAILWAY SOCIETY
P.O. Box 141, Station A
Ottawa, Ontario K1N 8V1

NEW BRUNSWICK DIVISION
P.O. Box 1162
Saint John,
New Brunswick E2L 4G7

CROWSNEST AND KETTLE-VALLEY DIVISION
P.O. Box 400
Cranbrook, British Columbia
VIC 4H9

PACIFIC COAST DIVISION
P.O. Box 1006, Station A, Vancouver
British Columbia V6C 2P1

ROCKY MOUNTAIN DIVISION
P.O. Box 6102, Station C, Edmonton
Alberta T5B 2N0

WINDSOR-ESSEX DIVISION
300 Cabana Road East, Windsor
Ontario N9G 1A2

TORONTO & YORK DIVISION
P.O. Box 5849, Terminal A, Toronto
Ontario M5W 1P3

NIAGARA DIVISION
P.O. Box 593
St. Catharines,
Ontario L2R 6W8

ST. LAWRENCE VALLEY DIVISION
P.O. Box 99
Ste. Dorothée, Quebec H7X 2T4

FRONT COVER:

ROGER DESAUTELS aux contrôles
du tramway 200 circuit
"St. Sauveur".
ROGER DESAUTELS at the con-
trols of car 200 "St.
Sauveur" line.

INSIDE FRONT COVER:

ROBERVAL & SAGUENAY units 33,
32, 25, pictured on August
10 1978. No. 33 is ex-L.I.R.R.
c-420 No. 209 and is sporting
a high chopnose done by U.R.S.
Pierre A. Patenaude.

-1980-

Un tramway circule dans les rues de Montréal

Riding a streetcar in Montreal

En effet, en octobre 1980, un vieux tramway revit dans une rue du secteur Pointe-St-Charles à Montréal. Le tram, numéro 200, un Birney construit en 1919 et acquis par la Compagnie des Tramways de Montréal en 1923, roule rue Hibernia à Montréal pour le tournage du film: "LES PLOUFFE".

Fiction? No, a streetcar is really operating in Montreal in October 1980. Car 200, a Birney built in 1919 and bought by the Montreal Tramways Co. in 1923, operates on Hibernia st. in Montreal for the recording of the film "LES PLOUFFE".



De gauche à droite, Onésime Ménard (Paul Berval), le réalisateur Gilles Carle, et Roger Desautels.

Left to right: Onésime Ménard (actor Paul Berval), the director Gilles Carle, and Roger Desautels.

Le tout a débuté cet été quand, en faisant un travail de bénévole au Musée Ferroviaire à Delson/St-Constant, on me réfère un chercheur, M. Normand Simpson de la firme Ciné London Inc. Ce monsieur me fait part de son projet, qui à ce moment, pour moi, n'est qu'un rêve irréalisable; mais plus les jours avancent, plus ce rêve se concrétise. Régulièrement Normand Simpson me demande des renseignements sur les tramways et sur les accessoires qu'il a besoin.

Les rails, d'une longueur de 325m (1000') ont été fournis et installés par la firme Eastern Railway Siding Construction Ltd. Ils sont posés sur le pavage et boulonnés dans le béton sous l'asphalte. Le tout a été rempli avec de la poussière de pierre pour donner l'aspect d'une rue de 1939, année où l'action se déroule.

Le fil aérien pour l'alimentation du tramway a été acquis de la Toronto Transit Commission et installé sous la surveillance d'un contremaître de T.T.C. Des poteaux ont été posés pour le besoin de la cause sur le côté ouest de la rue.

L'alimentation de la ligne est assurée par un bloc électrogène, comprenant un transformateur 240vca à 600vca, puis un redresseur pour obtenir le courant continu requis.

Les producteurs n'ont rien négligé pour donner à cette rue l'aspect de 1939: les façades des maisons redécorées, fausses fenêtres en bois pour recouvrir les fenêtres modernes (aluminium). Les enseignes des commerçants du secteur, toutes remplacées. Sur les poteaux des tramways des câbles d'alimentation pour le réseau des tramways ont été installés: pour les besoins de la cause des boyaux de jardinage noirs sont utilisés (6 de 325m chacun).

Septembre 1980, Normand Simpson m'offre la charge d'expert et

It all started this summer when at the Canadian Railway Museum in Delson/St.Constant, I was introduced to a Mr. Normand Simpson from the company Ciné London Inc. Normand Simpson told me his project, which at that time was to me an impossible dream, but as the time goes by, the dream seems to become more and more true. Regularly Normand Simpson asks me informations on streetcars and the accessories needed for his project.

Rails, 325m (1000') long were supplied and installed by Eastern Railway Siding Construction Ltd. They were laid on the surface of the street and anchored to the concrete under the asphalt, and the new street was leveled to the tracks by adding screening in between the rails. It also gave the street the aspect of a 1939 street, year the action is taking place.

Over head wire was acquired from Toronto Transit Commission and was installed under the supervision of a T.T.C. line supervisor. Poles had to be installed on the west side of the street.

Power plant for the line uses a transformer 240vac to 600vac and a rectifier to get the direct current required for the operation of the car.

Producers neglected nothing to give that street the aspect of

the 1939 era: faces of houses were made up, dummy wooden windows were installed to cover the newer type of aluminium windows. Signs of all the businesses on the street were replaced. Black garden hoses (6 of them) were installed on the streetcar poles as dummy feeders for the streetcar network.

September 1980, Normand Simpson offers me the job of streetcar expert and operator in the film. After obtaining the necessary time off from my work (I am a Bell Canada technician) I accept-



Le réalisateur Gilles Carle donne des instructions à Roger Desautels pour le tournage de la prochaine scène.

Director Gilles Carle gives Roger Desautels instructions for the next scene.

de conducteur du tramway pour le tournage. Après avoir obtenu les congés nécessaires de mes patrons (je suis technicien à Bell Canada), j'accepte l'offre; quel honneur que de devenir le conducteur du dernier tramway à circuler à Montréal. Il y avait une autre condition: j'ai dû me faire couper les cheveux style 1939 (très courts). Puis on m'a fait un costume sur mesure. Sur le képi on voit les lettres Q.R.L.&P. Co. (Québec Railway Light and Power Company) car l'histoire se passe à Québec.

Mercredi le 8 octobre, le tramway est transporté sur le plateau de tournage, rue Hibernia.

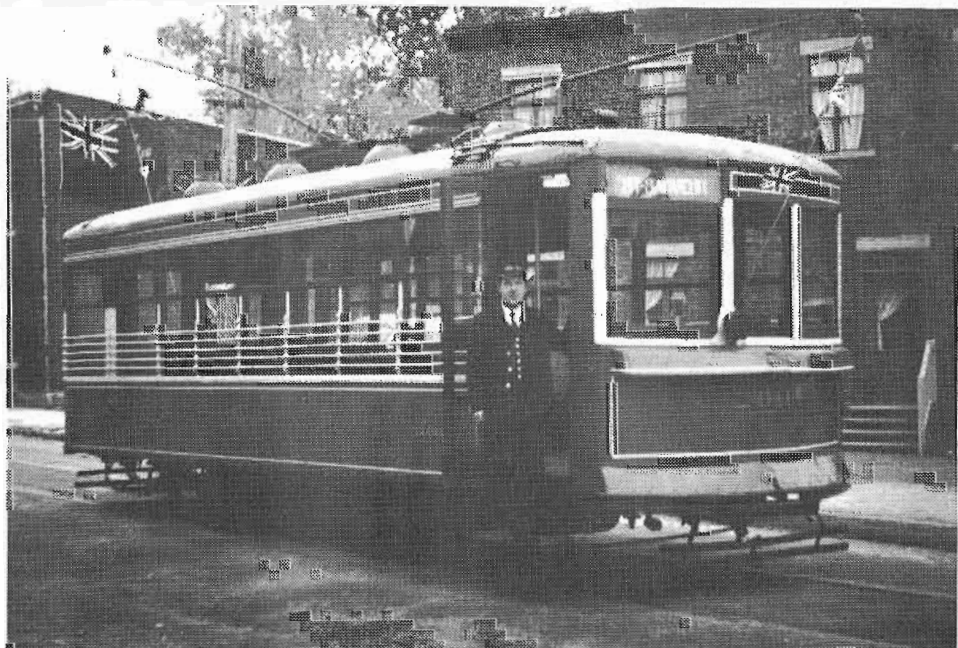
Vendredi le 10 octobre, premier tournage impliquant le tramway. Une déception cependant, la compagnie de transport livre le redresseur de courant avec deux jours de retard, donc pour la première séquence, le tramway

ed. What an honor to become the operator of the last street-car in Montreal. There was another condition: I had to get a hair cut 1939 style (very short). Then a costume was made to measure for me. On the cap the letters QRL&P Co. (Quebec Railway Light and Power Co.) because the story is taking place in Québec City.

Wednesday Oct. 8th car 200 is delivered to the filming site on Hibernia st.

Friday Oct. 10th first take for the film using the car. Unfortunately the transport company delivered the rectifier two days late. The car was pulled by a tow truck for the first take, and I had to stop the car using the ratchet brake; no power, no air!

Monday October 13th 7.00PM Normand Simpson phones me at home. The power plant is all assembled and connected and the director



Roger Desautels et le tramway 200. A l'arrière, le maison des Plouffe. Le 200 est décoré de drapeaux pour la visite royale.

Roger Desautels and car 200. The house is the Plouffe's. Car 200 is decorated for the royal visit.

est remorqué par un camion, et je dois le freiner manuellement; pas de courant, pas d'air comprimé!

Lundi le 13 octobre 19h00, le téléphone sonne chez moi, c'est Normand Simpson. Le bloc électrogène est raccordé et le directeur veut faire un essai. A 20h00 j'arrive sur les lieux, à 20h15 je ferme le disjoncteur principal et j'entends le HUM familier du transformateur. A 20h20 je mets la perche sur le fil, le compresseur se met en branle, l'indicateur de pression monte lentement 40, 50, 60 le compresseur s'arrête, tout va bien. A 20h25, c'est le moment de vérité, je mets le tramway en route. Après 21 ans et 1 mois d'absence, un tramway roule dans une rue de Montréal. Je parcours plusieurs fois les 325m de voie, tout va de merveille, le directeur artistique François Lamontagne est heureux, alors on remise le tram et tout est prêt pour le tournage.

wants a trial run with the car. At 8.00PM I arrive on the site, 8.15 I turn on the main switch and ear the familiar HUM of the transformer. 8.20 I put the trolley pole on the over head wire, the compressor starts to pump, pressure climbs 40, 50, 60 the compressor stops, all is fine. At 8.25 I release the brakes and turn on the controller, the car starts to roll. 21 years and 1 month after their retirement, a streetcar is operating in a

street of Montreal. After many runs on the 325m of track every things work fine, the artistic director François Lamontagne is happy with the performance and the car is put away for the night and ready for the next morning filming session.

Tuesday Oct. 14th I arrive early at the scene, I turn on the main braker, start the car for a last trial run before the shooting, every thing is fine. I put on



Le tram 200 sur le rue Hibernia.

Car 200 on Hibernia Street.

Mardi le 14 octobre, j'arrive très tôt sur le plateau, je ferme le disjoncteur, mets le tram en marche et parcours une dernière fois le circuit à titre d'essai, tout va bien. Je passe chez le costumier et au ma^oillage et le tournage débute: MOTEURACTION....COUPEZ.... les termes du métier commencent à faire partie de la routine pour moi.

Le réalisateur, Gilles Carle, est un gars qui connaît très bien son métier, et, pour lui, il faut la perfection pour qu'un plan soit accepté, ceci donne une qualité supérieure au film. Par contre pour y arriver, certains plans ont dû être tournés une douzaine de fois. Je me souviens un plan où une figurante devait monter dans le tram, puis c'était le départ; nous l'avons répété dix fois. Ensuite elle m'a confié avoir mal aux jambes!

Une autre scène était le cortège du roi George VI en 1939, mais avant qu'arrive le cortège, les gens arrivaient au lieu où il passait par tous les moyens de transport, incluant le tramway. Pour cette scène, Gilles Carle veut que le tram soit bondé, avec les portes ouvertes et un acteur sur le marche-pied, comme à l'époque. Un problème: le Birney n'est pas fait pour rouler les portes ouvertes, cependant il y a une solution: arrêter le compresseur, vider le réservoir d'air et se servir du frein mécanique. Gilles Carle accepte de modifier son plan pour qu'une fois les passagers descendus, je n'aie pas à repartir comme prévu dans le scénario. Tout a bien été, cette scène n'a été reprise que trois fois!

Mercredi le 15 octobre, la "Grosse Journée"; 800 figurants, tous en costume d'époque, sont installés chaque côté de la rue pour voir passer le roi. L'histoire se passe à la fin de mai 1939, mais tournée au milieu d'octobre 1980, il fait froid; les dirigeants ont obtenu des Forces

my costume and get a make up and the shooting starts; MOTOR... ACTION...CUT... Those terms are getting to be routine for me.

Gilles Carle, the director is a man to whom movies have no secrets, and he requires perfection to accept a scene, this gives the film a superior quality. In order to get it some scene had to be shot a dozen of times. I recall a scene where a lady was boarding the tram, then we were leaving, well that scene was shot ten times, the poor lady had soar legs after the experience!

Another scene was the royal visit of King George VI in 1939 through the streets of Quebec. People arrived to the site by all means of transportation including the streetcar. For this scene Gilles Carle wanted an overloaded car arriving to the scene with doors open and an actor riding on the step. This brought up a problem: the Birney is not equipped to run with the doors open, so there was a solution, turn off the compressor, empty the air tank and use the ratchet brake for the take. Gilles Carle accepts to modify his plans, the car is not to start after all are off. It went well, we repeated the scene only 3 times!

Wednesday Oct. 15th, the "Big Day"; 800 extras, all dressed 1939 style and fashion, are lined up on each side of the street to watch the king go by. This takes place at the end of May 1939, but we are in mid October and it's cold. Directors borrowed blankets from the Canadian Armed Forces to keep every one warm between the takes. Before "ACTION" on every takes each had to hide his own blanket. Also since there is a C.N. main line at the end of the street, one of the directors was in constant contact with the train despatcher. Imagine seeing the TURBO going by in a 1939 movie!

Thursday October 16th, after the regular day of filming, LES

Armées Canadienne des couvertures pour les figurants. Ces derniers se couvrent entre les scènes et doivent cacher les couvertures avant "ACTION". En plus pour cette scène, l'un des directeurs est en contact constant avec le répartiteur de C.N., car une voie principale passe au bout de la rue; le tournage doit être fait entre le passage des trains. Imaginez, voir le TURBO dans un film de 1939!

Jeudi le 16 octobre, après la journée de tournage, LES PLOUFFE reçoivent les membres de la presse et les invités spéciaux. Pour cette circonstance, les invités ont pu tout au long de la soirée faire une ballade à bord du tram, ce fut une soirée très intéressante.

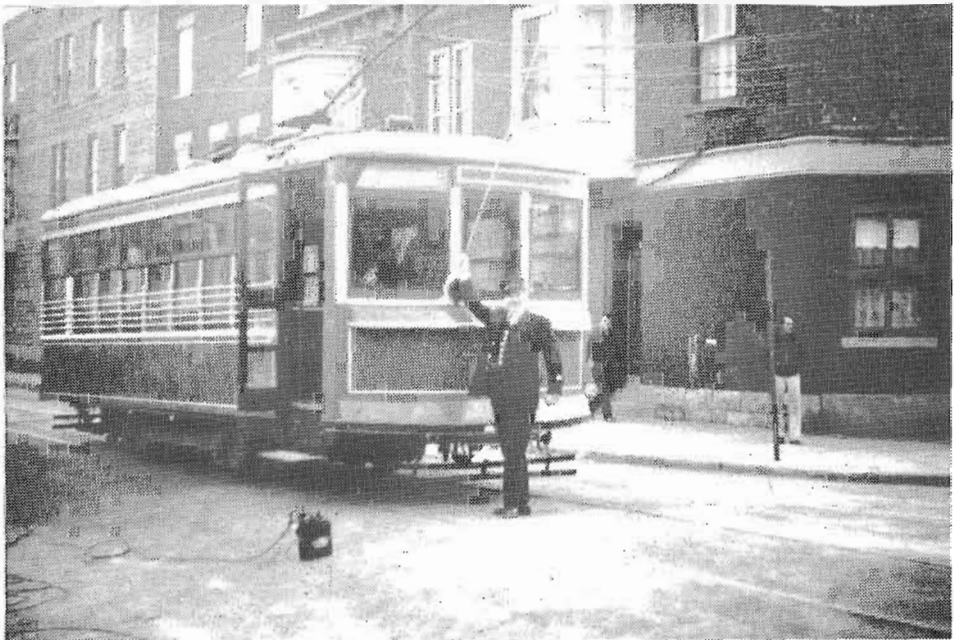
Tous les jours où l'on tournait, après le tournage, le directeur m'a demandé de promener les gens

PLOUFFE are host to the press and special guests. During the evening the guests are invited to ride the streetcar, it was a very interesting evening.

Every day after the filming, I was asked to give rides to the people of the area, in order to maintain good relations with them.

One afternoon, a man walked to me and says: "You know, I worked on these, but now I am retired." I looked at this man and I recognise him: it was Arthur Morrisette. Many Montreal members will remember him as he was most of the times assigned to C.R.H.A. excursions with a streetcar on the M.T.C. network in the late fifties. I let him operate the car, it was a big thrill for him.

Wednesday and Thursday October



Onésime Ménard (le comédien Paul Berval) change la perche au bout de la ligne.

Onésime Ménard (actor Paul Berval) changes the trolley poles at the end of the line.

du secteur, pour entretenir de bonnes relations avec eux. Un jour, après une scène, un monsieur se présente à moi et me dit: "Vous savez, j'ai travaillé la dessus moi, maintenant, je suis à la retraite." Je regarde cet homme et le reconnais: c'était Arthur Morrissette. Plusieurs membres montréalais se souviendront de lui, il était presque toujours l'opérateur lors de nos excursions en tramway sur les circuits de Montréal à la fin des années 50. Alors je lui ai laissé conduire le tram, "vraie joie pour lui!

Mercredi et jeudi les 20 et 21 octobre, tournage de scènes de soir de l'été 1939. Acteurs et figurants costumés pour l'été: manches courtes etc., la température -3C. Un autre détail, les scènes à l'intérieur du tram, sont vraiment tournées à l'intérieur du tram, et le son est pris simultanément durant le tournage, donc les bruits du

20th and 21st, summer 1939 night scenes were taken. Actors and extras were dressed for warm weather: short sleeves etc. the temperature -3C! Another detail is that the sequences in the car are actually done in the streetcar, and the sound is taken simultaneously during the shooting, so regular noises of the streetcar are real: door closing and opening, compressor and traction motors and bell are actual.

Thursday October 30th, last day of filming using car 200, it all ended at 9PM. On Friday October 31st, I arrived on Hibernia st. around 10.30 AM, I turned on the main braker and get the car ready for the last time. At 11.00AM I drove car 200 for the last time over the 325m of rails, 11.15 AM I stopped the car just before the ramp behind the flat bed trailer. I pulled down the trolley pole, drained the air tank and the truck driver tied



Le tram 200 au bout de la ligne. Un convoi du C.N. passe à l'arrière.
Car 200 at the end of the line. A C.N. transfer passes by.

tram: air des freins, des portes, compresseur, moteurs de traction et cloche sont réels.

Jeudi le 30 octobre, c'est la dernière journée de tournage pour le tramway. Le tout se termine à 21h00. Vendredi le 31 octobre, j'arrive sur le plateau vers 10h30, je ferme le disjoncteur, prépare le tram pour une dernière fois et vers 11h00 je parcours une dernière fois le circuit, à 11h15, j'immobilise le tram près de la rampe du camion. Je baisse la perche, vide le réservoir d'air comprimé, et le chauffeur du camion fixe le câble du treuil à l'avant du tram et remorque ce dernier sur la rampe du camion. À 11h55, le tram quitte les rails de la rue Hibernia pour celles de la rampe du camion, et c'est le retour vers Delson/St-Constant. Le rôle du tram 200 pour LES PLOUFFE est maintenant terminé.

Le film doit être projeté au cinéma en avril 1981.

the cable to the front of the car and pulled the car 200 slowly on to the trailer. 11.55 AM car 200 left the rails of Hibernia st. and the return to Delson/St-Constant had started. Car 200's part in "LES PLOUFFE" is now completed.

The film "LES PLOUFFE" will be released in April 1981.

Roger Desautels.

Roger Desautels



Le tournage terminé, c'est le retour vers Delson / St. Constant.

Filming is now completed, and car 200 is heading back to Delson / St. Constant.

THE DAY THAT THE RAINS CAME DOWN (AND THE TRAIN CAME AROUND !)

Treacherous and lethal, she ravaged Florida and Maryland before veering out to sea off Virginia, only to renew her vigor and curve back inland, striking hard at Pennsylvania and New York State. The massive flooding that resulted reduced the operation of the region's railroad network to a state of mayhem late in that June of 1972. By the month's end, Hurricane Agnes had all but sealed the corporate fate of near-prostrate Penn Central. To compound the tragedy, she struck the fragile Erie-Lackawana a blow from which it never really recovered and she went on to maul severely the Reading and the Lehigh Valley for good measure. Carried over the shoals of ruin by the floodtide, some of these stricken roads struggled valiantly to keep traffic moving by arranging to reroute key trains over the tracks of their Canadian neighbours around the north shore of Lake Ontario.

Certainly not unsympathetic to the plight of the U.S. roads immediately south of us, we railfans in the Niagara Peninsula nevertheless eagerly monitored local railway grapevines in anticipation of the foreign trains that were scheduled to parade past us beginning on June 29. True, American motive power, in the form of Penn Central N&W and C&O diesels, ran through the region regularly and could be seen on any given day at places like Canfield Junction; besides, additional C&O and B&O leased units had been recently imported to help relieve chronic motive power shortages on Canada's two major railways. Still, the thought of E-L, D&H, Lehigh Valley and who knows what other trains passing by our very doorsteps was novel enough to entice railfans out in force all along the route.

For the most part, that portion of the Hamilton contingent of ferroc^uinologists not at work on this weekday, gathered to worship at those two noted train-watching shrines -- Bayview Junction and Burlington station. Others, myself included, preferred to move around among several locations, catching whatever American traffic happened to come through via the CN and the TH&B. Together with my then-young son and a fellow railfan, I decided to establish temporary field headquarters outside the TH&B's Kinnear yard office, where we could intercept the latest news regarding train movements over that road. We wiled away the time until the operator poked his head out the door and informed us that the first train to be rerouted over the PC's tracks into Ontario -- an E-L freight -- had been cleared onto the TH&B at Welland and was on its way. According to our pre-planned strategy, we opted to welcome our first distinguished visitor at Vinemount.

A hasty dash to the aforesaid location, just above the spot where the TH&B dips over the brow to hug the flank of the Niagara Escarpment on its long descent into Hamilton, brought us face to



THESE C. & O. LEASED UNITS were already a familiar sight in Southern Ontario when hurricane Agnes sent other American motive power into Canada.

face with a long, LONG freight piloted by three of those grey and maroon behemoths whose colour scheme looked not unlike that of the Algoma Central. The lead unit - an SD45- sounded a wailing, lingering crossing warning. The engineer notched his units down in preparation for the downgrade ahead and the freight lumbered by us while we witnessed the event with cassette recorders turning and cameras clicking. All-a-rush, we piled into the waiting auto and hightailed after it, pacing its leisurely descent down the escarpment.

Back at Kinnear we chanced to run into a fellow "trainiac" who apparently had just been made privy to information from CN that a D&H freight was expected from Niagara Falls any moment. To the Emerald Street footbridge at the double! Well "any minute" dragged into the better part of an hour before our Yankee guest decided to grace our camera lenses with his presence. Snapping our pictures of the three grimy blue and silver Alco Centuries we retraced our tracks back to Kinnear. There we learned that things had quieted down somewhat, and would remain so temporarily.

It had been a rather hazy, sultry day up till now, but when the sun peeked out from behind the overcast in mid-afternoon, it brought with it a westbound E-L freight from Toronto. We were reluctant to become embroiled in the rush-hour traffic that was soon to well up across town, so we elected to resume our vigil a few miles east of Hamilton, about halfway up the Niagara Escarpment, where the TH&B intersects DeWitt side road.

Accustomed as we were to PC and TH&B first-generation geeps, not to overlook the occasional CP Rail Alco RS, units that normally treaded the serpentine incline of the TH&B's route up the escarpment, our hearing was naturally attuned to the synchronous resonance of EMD power plants as well as to the not-so-synchronous muffled garble of the Alcos. Of course, we had no idea what the E-L freight had in the way of a diesel consist, except that they were probably all chopped-nose units; the lashup could be a combined product of any of the three major manufacturers. The unusual reverberations that drifted along the hillside suggested something different, but not totally unfamiliar. As it turned out we were right on both counts: a mile or so away -- and still unidentifiable to us -- two GE units and an Alco C424 were pulling hard on countless taut drawbars. As I said, the sun had come out by now but the air remained moisture-laden, thanks to Agnes' peripheral shower activity which had been sprinkling the Niagara Peninsula on and off. Through this misty veil that hung over the luxuriant plant growth flanking the TH&B's right-of-way, the E-L freight wound its way, the chug-chug of the Alco and sharper bark of the U-boats clashing in cacophonous bedlam. The train was moving at such a slow pace that it was some time before we picked up a headlight twinkling through the vegetation. Several more minutes and we could plainly identify the lead unit as a U-boat. The second unit turned out to be its sister. Together they were engaged in a splendid attempt to drown out the hard-working Alco product behind them. The labouring units drew their burden abreast of the crossing, airhorns blaring.

We readied our cameras. Then -- of all things -- it began to rain! Yes, the sun was still beating down warmly at a low angle out of the west, but all around us raindrops began to fall. A glance skyward confirmed our hunch that some wayward progeny of



THE ACTION IS FAST AND VARIED at Burlington Ontario where C.N.'s Halton sub joins the Toronto-Hamilton main line. In the first photo a C.N. freight swings off the Halton sub, headed for Southwestern Ontario where the C.P. - T.H. & B. "Starlight" waits patiently for the green before proceeding on into Hamilton. In the second photo, the "Starlight" begins to accelerate as C.N. Toronto-bound railiners conduct business at Burlington.

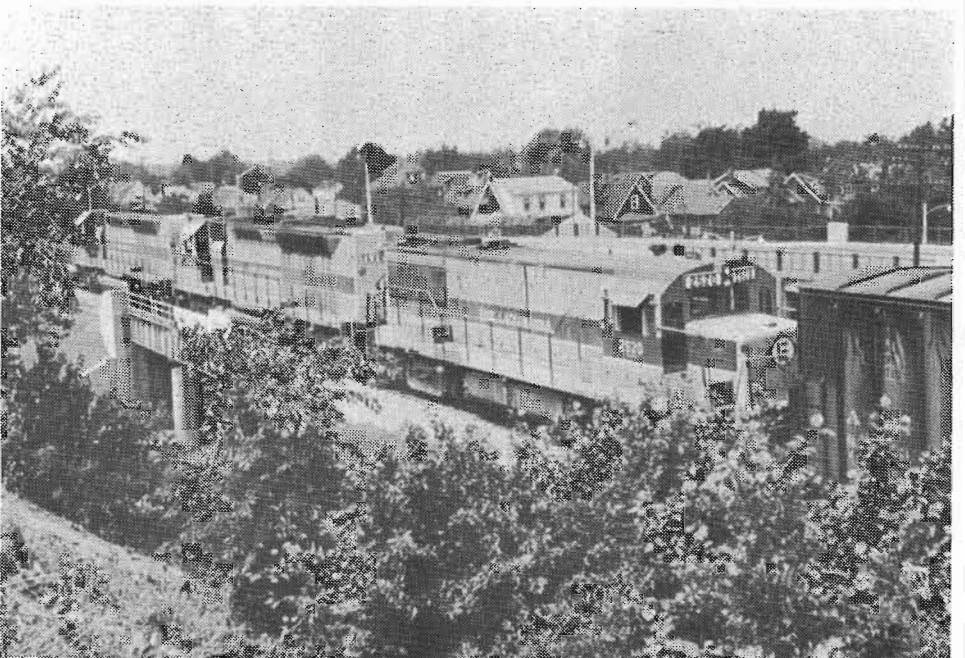
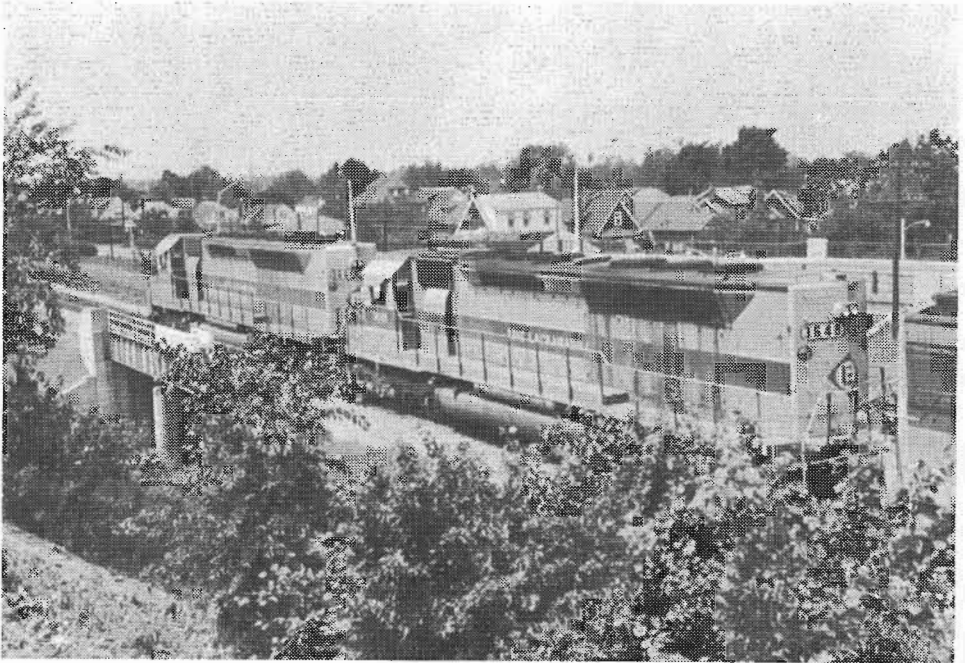
Hurricane Agnes had picked this very inopportune moment to bestow its blessing upon us. Nice timing, cloud! Before the shower got into full swing we took our shots and hurried to the car. I tromped the accelerator and the little Volvo fish-tailed its way up De Witt Road, wheels spinning in damp dirt, gravel flying. A sharp left at the summit lined us up in the right direction and we roared off down the black top. Over proverbial hill and dale we flew in a beeline for Vinemount, praying fervently that the next rise would not reveal a radar-equipped police cruiser lying in wait. We screeched to a stop, kicking up a cloud of dust (the rain had not fallen here). Scampering onto the steel bridge that carried the narrow highway over the single track main of the TH&B, we set up shop -- and waited!

We realized that we need not have hurried so recklessly for we had eons of time. The freight climbed slowly but steadily upward; (the sounds from red hot exhaust stacks echoing over the top of the escarpment.) At last the lead unit cleared the brow, followed by its brethren. As they rolled toward us, I felt as though that chopped-nose trio were putting the finishing touch to a demonstration lesson in diesel technology. There was no doubt that a train of this size would have required no less than five TH&B first-generation geeps to cope with such tonnage on that long 1.24% grade, and moreover, several of them would likely have been isolated to cool down by the time they reached Vinemount. Not so, the E-L units! Tenaciously, they clung to the rails all the way up, never once faltering.

Leaving the E-L freight to make its way to Buffalo, we were heading along toward the bypass around Hamilton with the intention of joining the gang at Burlington when we found ourselves suddenly subjected to a gastronomical phenomenon that would be diagnosed



THE FIRST OF MANY AMERICAN TRAINS glides through Vinemount Ontario on the T.H. & B.



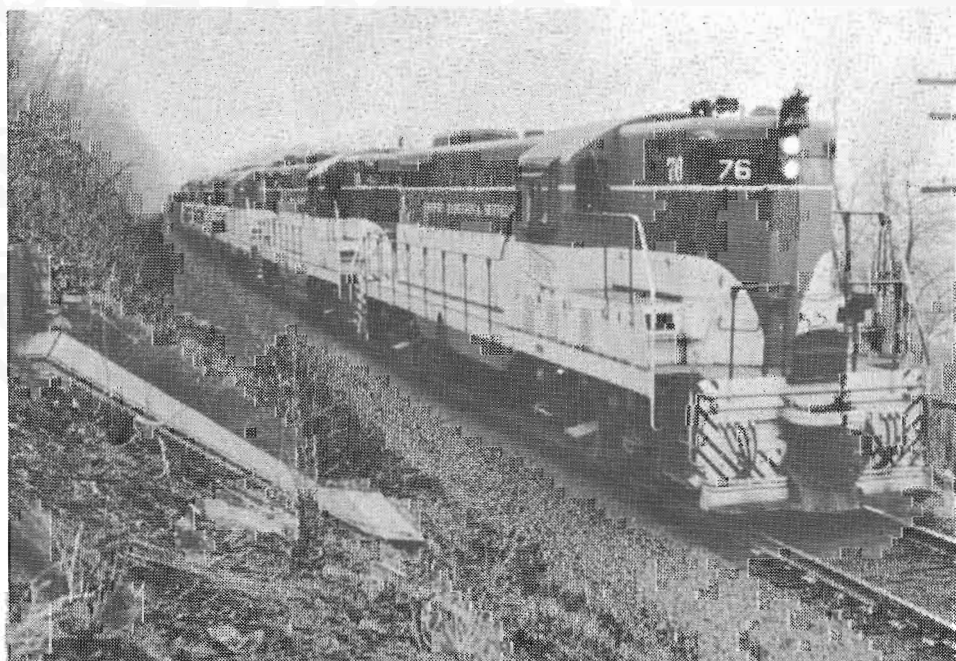
ERIE-LACKAWANNA FREIGHT rumbles into the Kinnear Yard of the T.H. & B.



D. & H. FREIGHT FROM NIAGARA FALLS pulls into Hamilton over the rails of the C.N.

today as a "Big Mac attack". We counterattacked with burgers and fries at a fast-food emportum, then pushed on to the CN station, recognizing several of the cars already parked in the lot. Mingling with the engineer-cap set that had predictably gathered here, we learned in the due course of conversation that another E-L freight had made the lineup and was due to be routed eastward shortly over the freight-only Halton subdivision at Burlington. More delightful yet, was the news of a Lehigh Valley freight westbound out of Toronto.

In the interim, two CN freights -- one marked by a string of C&O geeps for trailing power -- chanced to meet on the sweeping curve that marks the beginning of the Halton sub, just across and down from the station platform. Also, No. 147 glided past behind an Alco FPA4 and matching B on its way from Toronto to Windsor. Thus temporarily preoccupied with this standard fare, we waited for the more interesting diversions we knew were on the way. The passenger had not been long gone when the E-L extra showed up and swung off the main onto the Halton sub. With the facing sun at our backs, we tracked the train and fingered our shutter-release buttons. Then we waited some more. We might have known that the LV freight would fail to put in an appearance before the sunlight gave way to the grey-blue of twilight. However, when the LV hotshot finally did show up it did so in grand style, roaring by at a healthy clip taking advantage of the near bullet-straight CN Toronto-Hamilton main line. A few of the guys shooting high-speed black and white lined up the speeding train and snapped their pictures; the rest

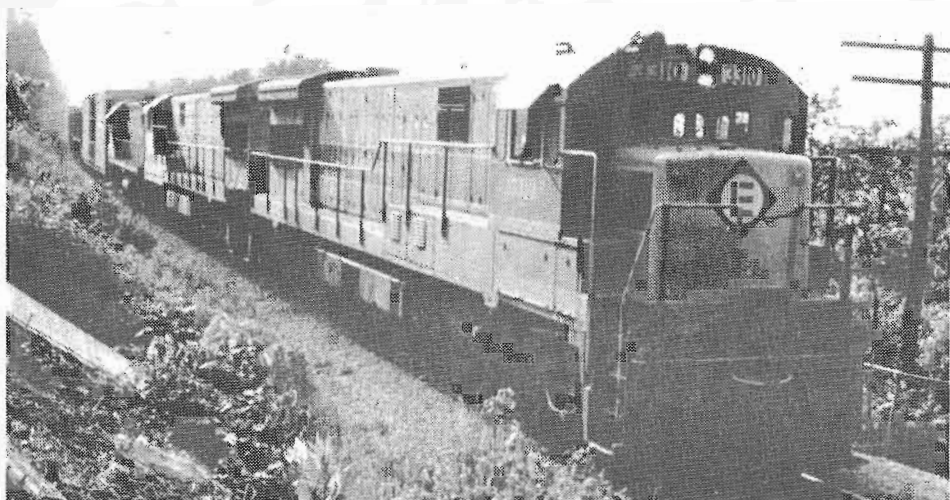


THE STANDARD FARE AT DE WITT ROAD is a brace of T.H.& B. GP-7's, sometimes sprinkled with a GP-9 or two blasting their way up the Niagara Escarpment.

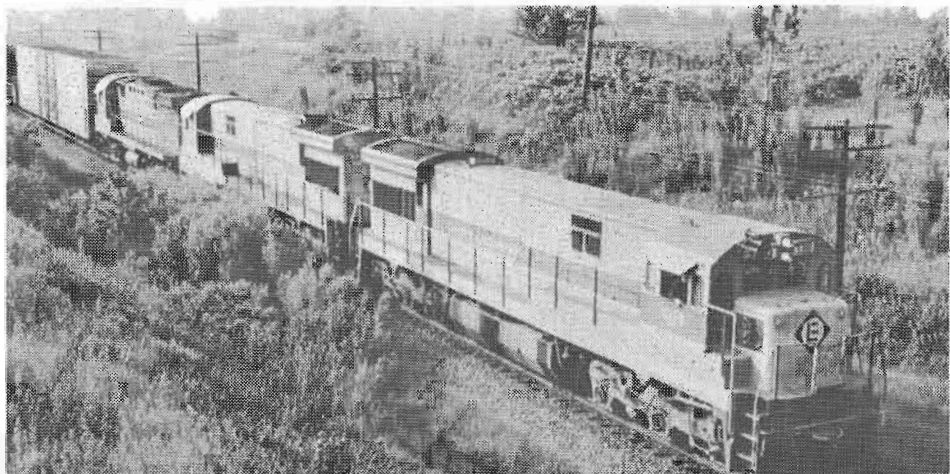
of us with the slower slide film lined up the train and snapped multicoloured blurs; or I did, anyway. C'est la vie!

Even so, it had amounted to an unusual and interesting day of railfanning; the first of several in fact, for it was some time before anything resembling regular operation resumed south of the border. How does the idiom go?... One man's loss is another's gain? Yes, we had been fortunate to behold and record for posterity one of the rare times when American trains detoured in masse through Canada. All the same, the greater significance of the event was tragic for the PC, LV, E-L, D&H and other insolvent roads of the U.S. Northeast. We did not fully realize it then, but rising in the wake of swollen streams was the mesmerizing spectre of total rail reorganization!

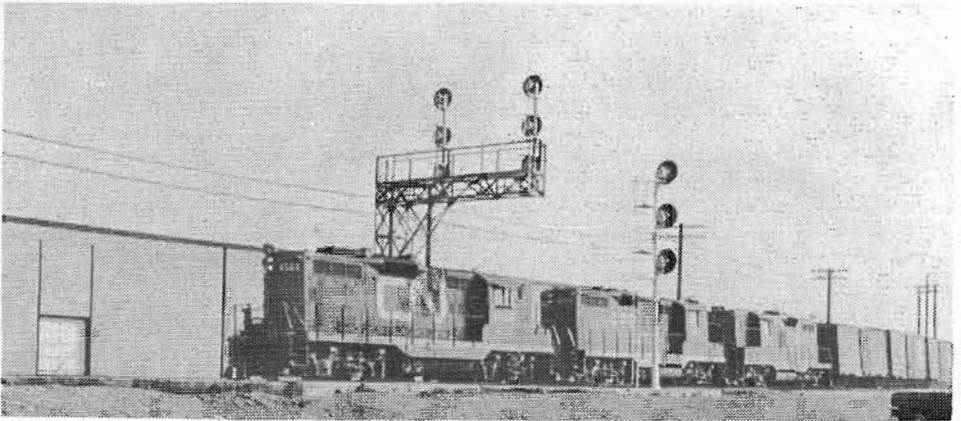
RODGER LETOURNEAU
C/O Can. Reg. Museum



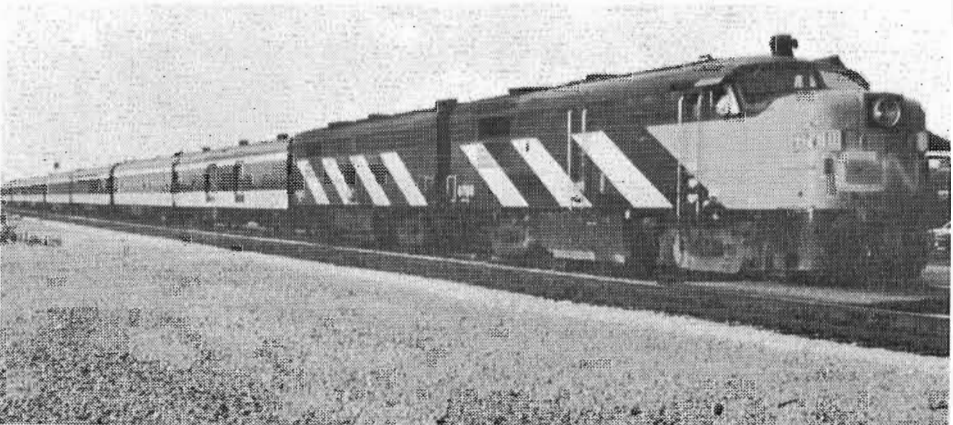
BEHOLD E-L SECOND-GENERATION CHOPPED-NOSE POWER interloping on the stamping ground of T.H.& B.'s venerable GEEPS!



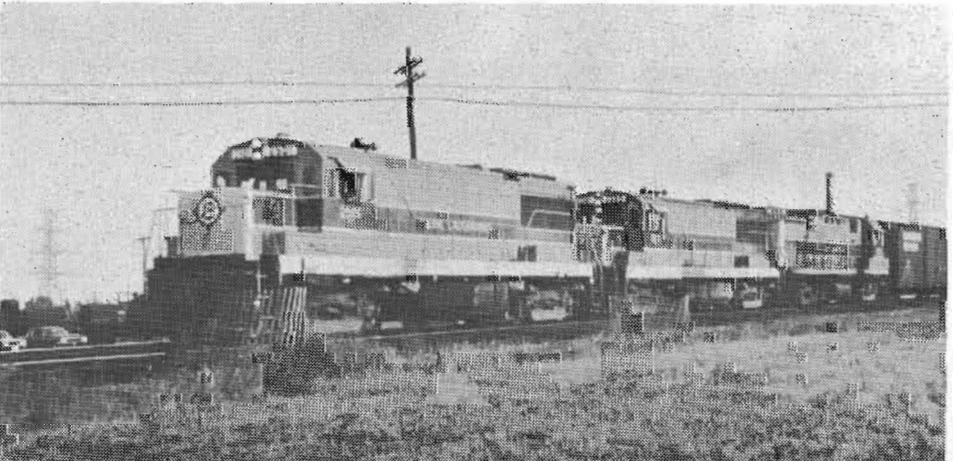
BUFFALO-BOUND E-L FREIGHT breasts the summit of the Niagara Escarpment at the end of a gruelling ordeal up the long 1.24% grade unassisted.



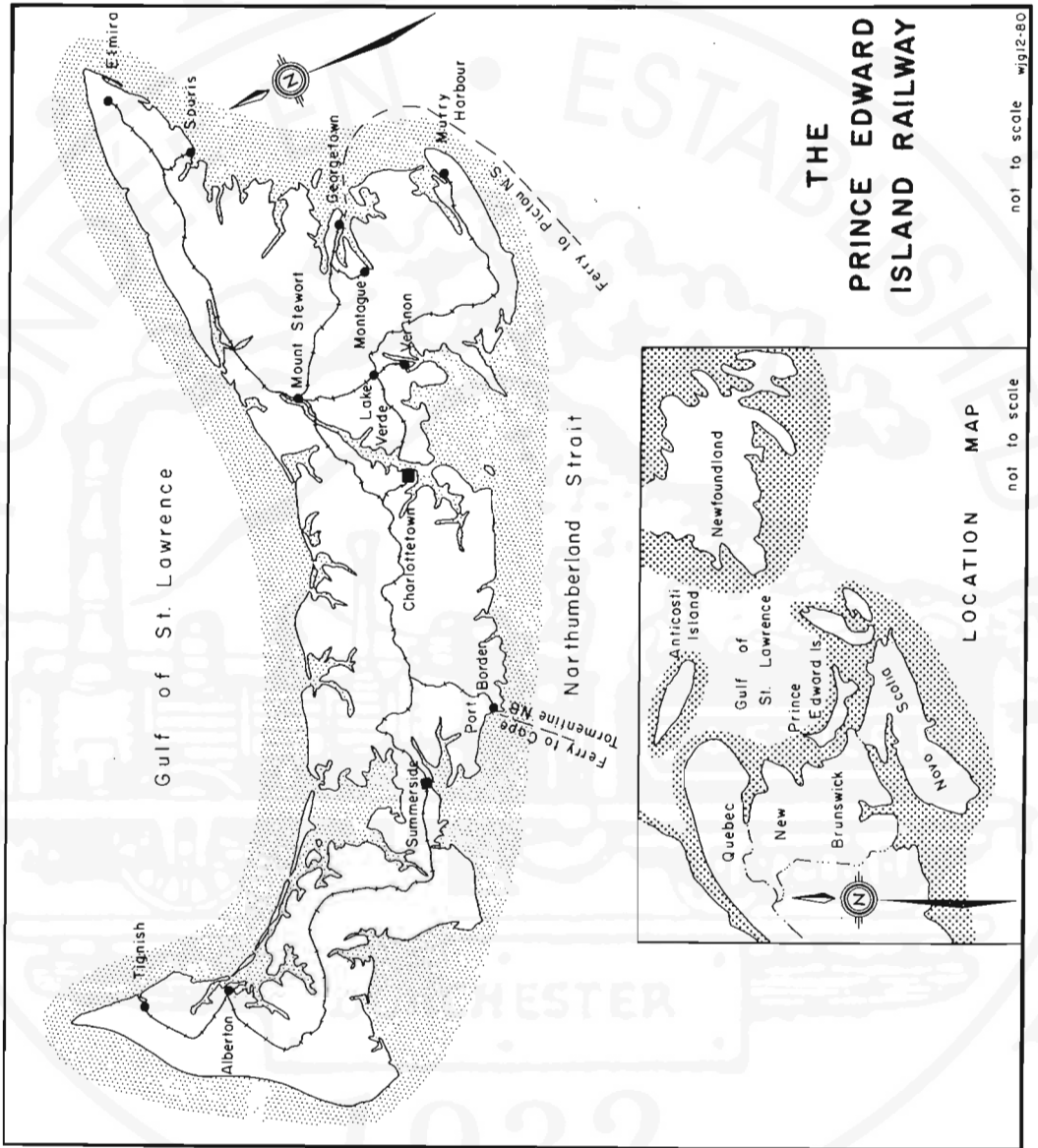
C.N. GEEP LEADS TWO C. & O. COUSINS down off the Halton Sub with a Westbound freight at Burlington, while local railfans eagerly await a Toronto-bound E-L freight.



C.N. No. 147 WITH ALCOS ON THE POINT leaves Burlington in the warm evening light.



WITH THE FADING SUN AT OUR BACKS we capture an E-L freight swinging onto the C.N.'s Halton sub.



PRINCE EDWARD ISLAND AND NEWFOUNDLAND

The two maps of the railways on Prince Edward Islands, and on the Avalon Peninsula of Newfoundland, were intended to go with the two articles on these railways that appeared in the November 1980 issue of Canadian Rail. Unfortunately, the maps went astray in the mail between Thunder Bay and Montreal, and have only just been received. We are sorry for the inconvenience this has caused, and trust that the maps will be just as useful now as if they had appeared in their proper place!

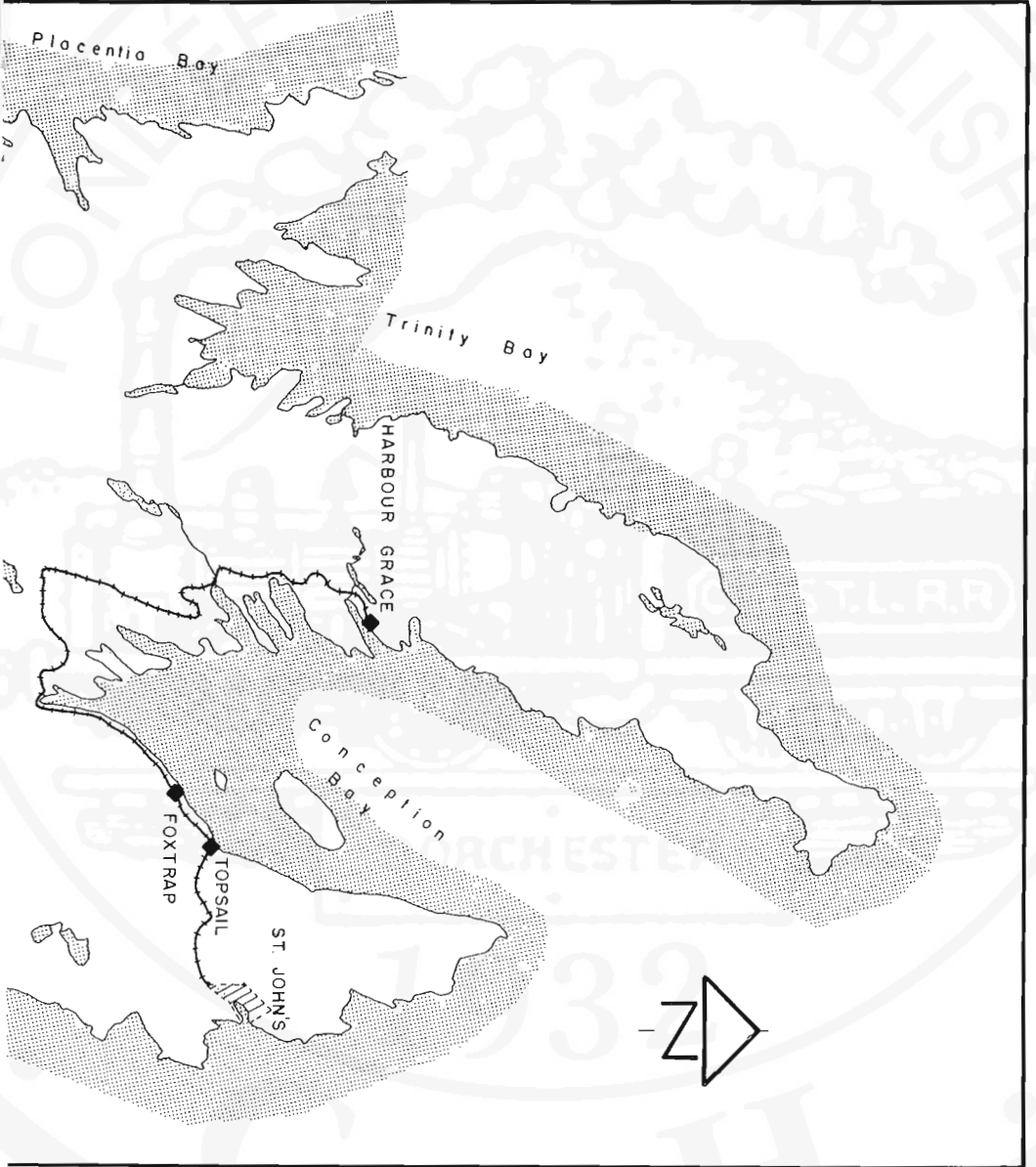
AVALON

PENINSULA

(Newfoundland)

RAILS OVER
AVALON PENINSULA





Recent deliveries of diesel locomotives

Pierre A. Patenaude.

Canadian National SD-40-2W locomotives delivered on order 431 from Diesel division, General Motors, London Ontario.

<u>ROAD NUMBERS</u>	<u>SERIAL NUMBERS</u>	<u>DELIVERY DATE</u>
5354	A-4032	DEC 20 1980
5355	A-4033	DEC 20 1980
5356	A-4034	DEC 20 1980
5357	A-4035	DEC 21 1980
5358	A-4036	DEC 20 1980
5359	A-4037	DEC 21 1980
5360	A-4038	DEC 23 1980
5361	A-4039	DEC 23 1980
5362	A-4040	DEC 23 1980
5363	A-4041	DEC 23 1980

This order of SD-40W's is assigned to Symington yard, classified as GF30U. They have snow shield over the air intake, a winterization hatch over first radiator fan, but have no dynamic brakes and no pacesetter.

British Columbia Railway SD-40-2's, order C-429 deliveries from Diesel division, General Motors, London Ontario.

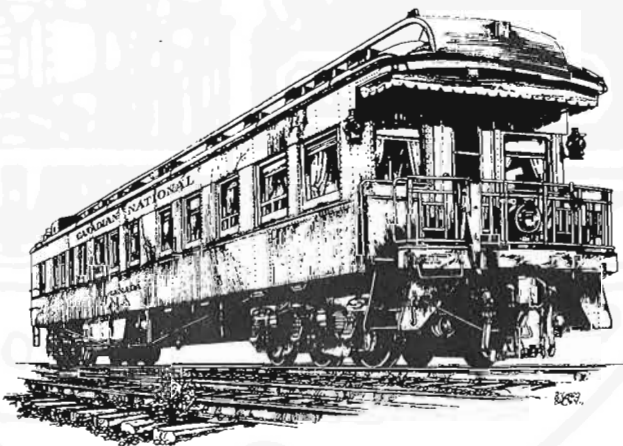
<u>ROAD NUMBERS</u>	<u>SERIAL NUMBERS</u>	<u>DELIVERY DATE</u>
751	A-3945	SEP 29 1980
752	A-3946	SEP 29 1980
753	A-3947	SEP 30 1980
754	A-3948	SEP 30 1980
755	A-3949	OCT 3 1980
756	A-3950	OCT 3 1980
757	A-3951	OCT 8 1980
758	A-3952	OCT 8 1980
759	A-3953	OCT 11 1980
760	A-3954	OCT 11 1980
761	A-3955	OCT 17 1980
762	A-3956	OCT 17 1980

This order is the first of G.M. locomotives on B.C. Rail. They feature extended range dynamic braking, and ^Q radiator fans. They are painted in the B.C.R. lightning stripe paint scheme.



C.N. RAIL BRAND NEW SD-40-2W No. 5359 at its builder's plant on December 17 1980. Note that its road number boards are not yet affixed, and also that class GF30U is not yet painted on the cab sides.

Photo: Collection of P.A. Patenaude, from slide of D.R. McQueen.



The business car

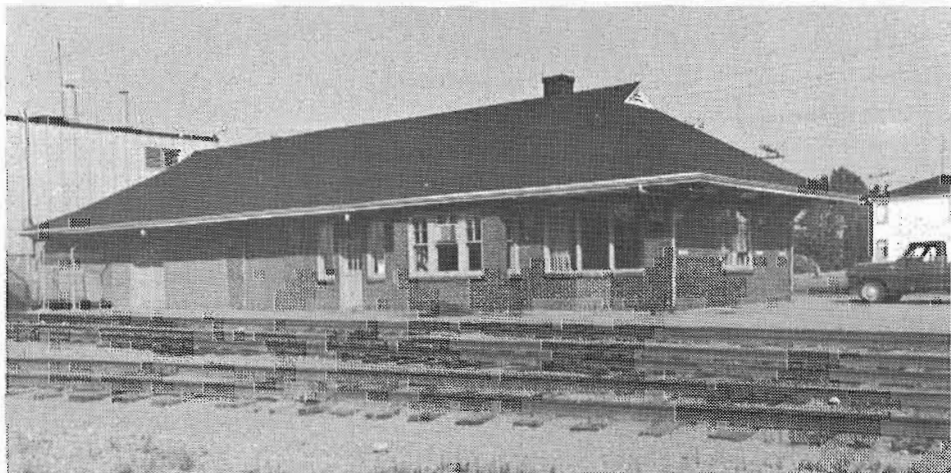
THE LABELLE VIA SERVICE NORTH OF MONTREAL ON THE FIRST weekend in July needed 9 RDC's.. So the following train left Montreal: RDC's 6302-6124-6123-6125-6103-6004-6111-6129-6210. It may have also been the first time a CN RDC-9 operated over the CP.

(SRS News)

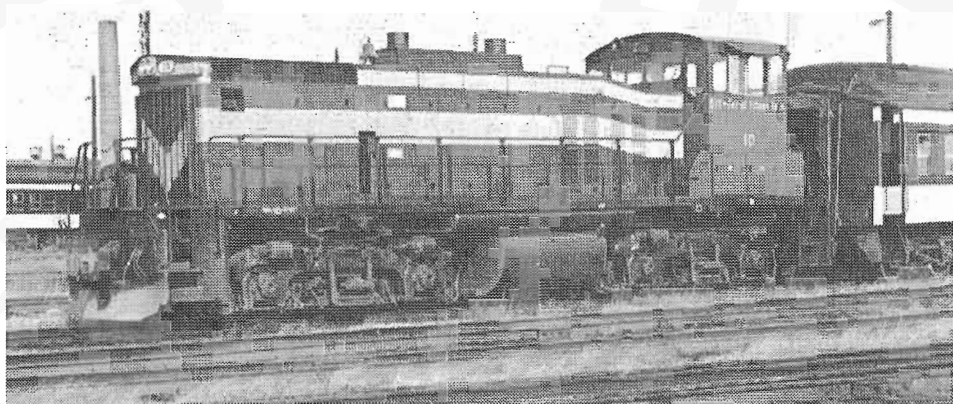
WITH ONE MAN AT THE THROTTLE ALL THE WAY FROM TORONTO to Edmonton, 6060 took only a little over four days to travel from Toronto to the Alberta Pioneer Railway, arriving Friday August 8. Despite leaving Toronto almost one week after the original schedule called for, arrival at Edmonton and the museum was a full day earlier than originally proposed. Harry Home, who did so much to ensure that the locomotive would return to Alberta, is currently getting some well earned rest in Jasper after his cross-country marathon. Surely Harry is unique amongst CNR enginemen having run 6060 across about one half of the entire country! (Apra marker)



ST. FELICIE STATION August 9 1978.
pierre A. Patenaude.



ROBERVAL & SAGUENAY STATION AT ALMA QUE. on August 9 1978.
Pierre A. Patenaude.



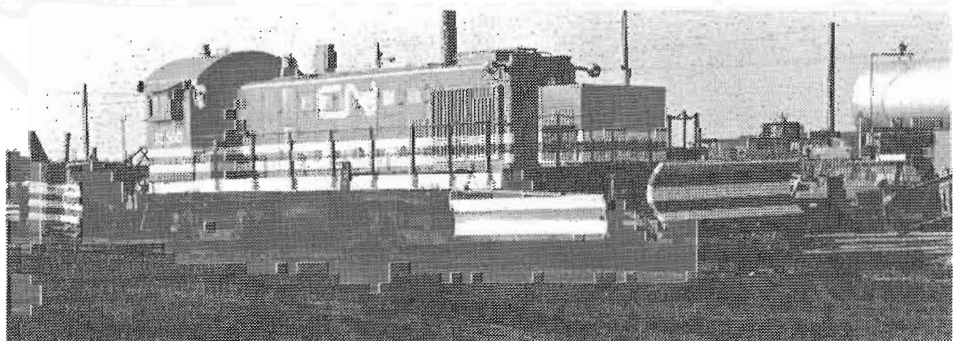
FER ET TITANE No. 10 is an E.M.D. MP-15, serial No. 808006-1, builders date October 1980. Photo taken on Oct. 27 1980 at Pointe St. Charles coach yard awaiting shipment to home rails at Havre Saint-Pierre. Fer et Titane's other MP-15 is No. 9 built April 1977.

Pierre A. Patenaude.



Train 183 at Dolbeau Que. on August 9 1978. The consist is 3226, 15438, 9657, 5386.

Pierre A. Patenaude.



C.N. 50560 was formerly 8032, but has now been modified for snow fighting duties. Taschereau Yard, October 8 1980.

Pierre A. Patenaude.



LOOKING AT ITS WORST AFTER THE DERAILMENT West of Smiths Falls in September, 1979, C.P. Rail 5538 is seen at St. Luc Yard on October 14 1979.

Pierre A. Patenaude.

EX CP RAIL F UNITS IN POINTE ST.CHARLES SHOPS ARE 1422 which will emerge from shops in early September as VIA 6566, and 1425, which will emerge early in November as VIA 6569. (SRS News)

THE DAR RAILINER SERVICE YARMOUTH TO HALIFAX HAS REALLY been successful, as just about daily now, they run two units on both trains, and they are usually always full. Units which are used most often are 6113, 6132 and 6213, with one other RDC unit from those based out of Halifax.

(SRS News)

IT SEEMS THAT THE RED'S THAT OPERATE OVER THE DOMINION Atlantic trackage are suffering from problems with sand getting into the motors. Each of the units that has been operating on the DAR line since June 8th has had a motor replaced due to the sand problem. To combat this, VIA are installing larger air filters on the units which will be assigned mostly to the DAR service, and so far two units have already received this larger air filter. Two more units will receive this modification, to make a total of four units to be so equipped. (SRS News)

THE ORIGINAL PREMISES OF THE KINGSTON LOCOMOTIVE WORKS (presumably later Canadian Locomotive Co.) will shortly house a new development of 16-storey buildings, a 128 room Ramada Inn, and 123 condominium

units. The land next to Kingston's Confederation Park, was virtually empty, having been, first 19th century military installations, and later the Kingston Locomotive Works. The stone used in the military installation, the Market Battery as it was known, was used to build the 1885 station of the Kingston & Pembroke Railway, which was used until these tracks were removed in 1963, at which time the station became a tourist information centre. Confederation Park was built around the station in 1967, and a Kingston Locomotive Works locomotive from 1913 was placed in front of the station. Also nearby is the old Grand Trunk Inner Station, perhaps Canada's first remote loading point for trains, where from 1886 horse-drawn vehicles hauled passengers from downtown Kingston to the Grand Trunk station on the north side of town. Eventually a rail spur was built and passengers were hauled by connecting train. This station is to become the corporate headquarters of Sonja Neilsen Real Estate Co., developers of the scheme.

(Apra Marker/Daily Commercial News/
Ron Cooper)



BACK COVER.

C.P. Rail train 904 heads by North Junction on its way to Newport Vermont with five C-424's: 4221, 4211, 4228, 4236, 4241, on August 31 1980 after leaving nearby St. Luc yard.

Pierre A. Patenaude.

