

Locomotive 1849 successfully moved

Gilles Gagné

GASPÉ AND NEW RICHMOND: – Between November 27 and December 1, the staff of the Gaspésie Railway Society and a trucking subcontractor successfully moved locomotive 1849 between Gaspé and New Richmond. Due to its weight of 125 tonnes, the locomotive was dismantled in order to respect the restrictive norms of Transport Quebec regarding trailer loads.

Half a dozen trailers were loaded with big and small parts. Four sections consisting of the engine, the two sets of wheels and their bogies, as well as the cab, joined to the main frame of the locomotive were quite a

bit larger and heavier than the others. A trailer carrying the smaller parts, including the couplers, left Gaspé a week prior to those.

All these parts were transported by truck and temporarily stored in the Fabrication Delta warehouse in New Richmond, where the puzzle will be put back together.

“We will reassemble the big parts there and then, we will send it to (the shop in) Campbellton, for the connections and start up. As a precautionary measure, I will send the main generator to Montreal for inspection and clean up. So it will delay the start-up a bit. I expect to put it back in service in January,” explains Luc Lévesque, director general of the Gaspésie



Photos: Sara Gagnon

The engine is lifted before being put on a flat trailer.

Railway Society.

Locomotive 1849 was

brought to Gaspé at the beginning of the 2014 summer and operated there with the Amiral tourist train until the fall of the same year. The train was mainly serving cruise ship passengers and the Gaspésie Railway Society board decided that its future mainly lied there.

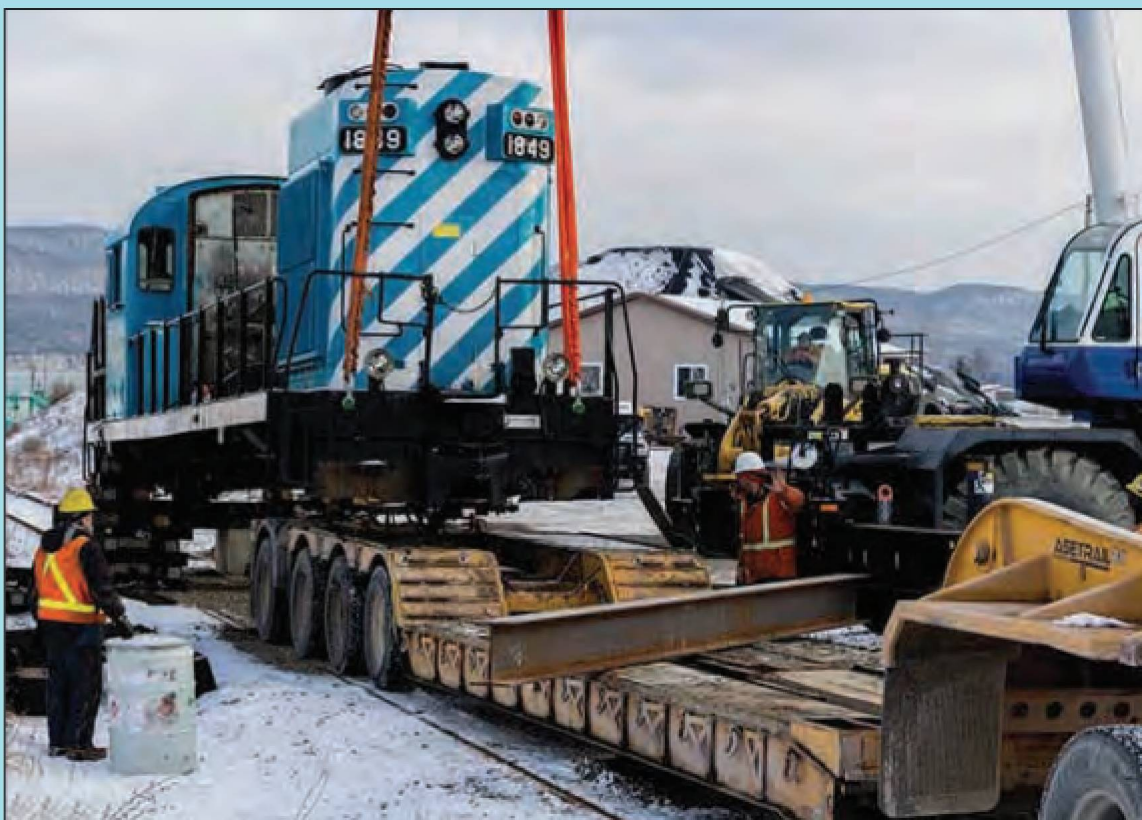
The train has remained stranded there since 2014 for a couple of other reasons. Inspections commissioned by Transport Quebec, the owner of the railway since the spring of 2015, revealed that additional upgrading work was needed on a couple of bridges between Gaspé and Percé.

Moreover, a washout that occurred in Port Daniel in 2014 has since deteriorated to the point that a significant repair job is required. Nothing

supports the rails and ties over a short stretch of a few metres located just east of the McInnis Cement plant.

Locomotive 1849 is needed to support Gaspésie Railway Society operations between New Richmond and Matapédia. The three other locomotives that the company owns barely suffice to fill the hauling needs, considering increased windmill blade and cement traffic.

That traffic should originate from Gaspé, in the case of windmill blades, and Port Daniel, in the case of cement, but Quebec's department of Transport has not yet started the upgrading work required to reopen the line between Caplan, just east of New Richmond, and Gaspé.



The locomotive's cab and main structure are put on another flat trailer.