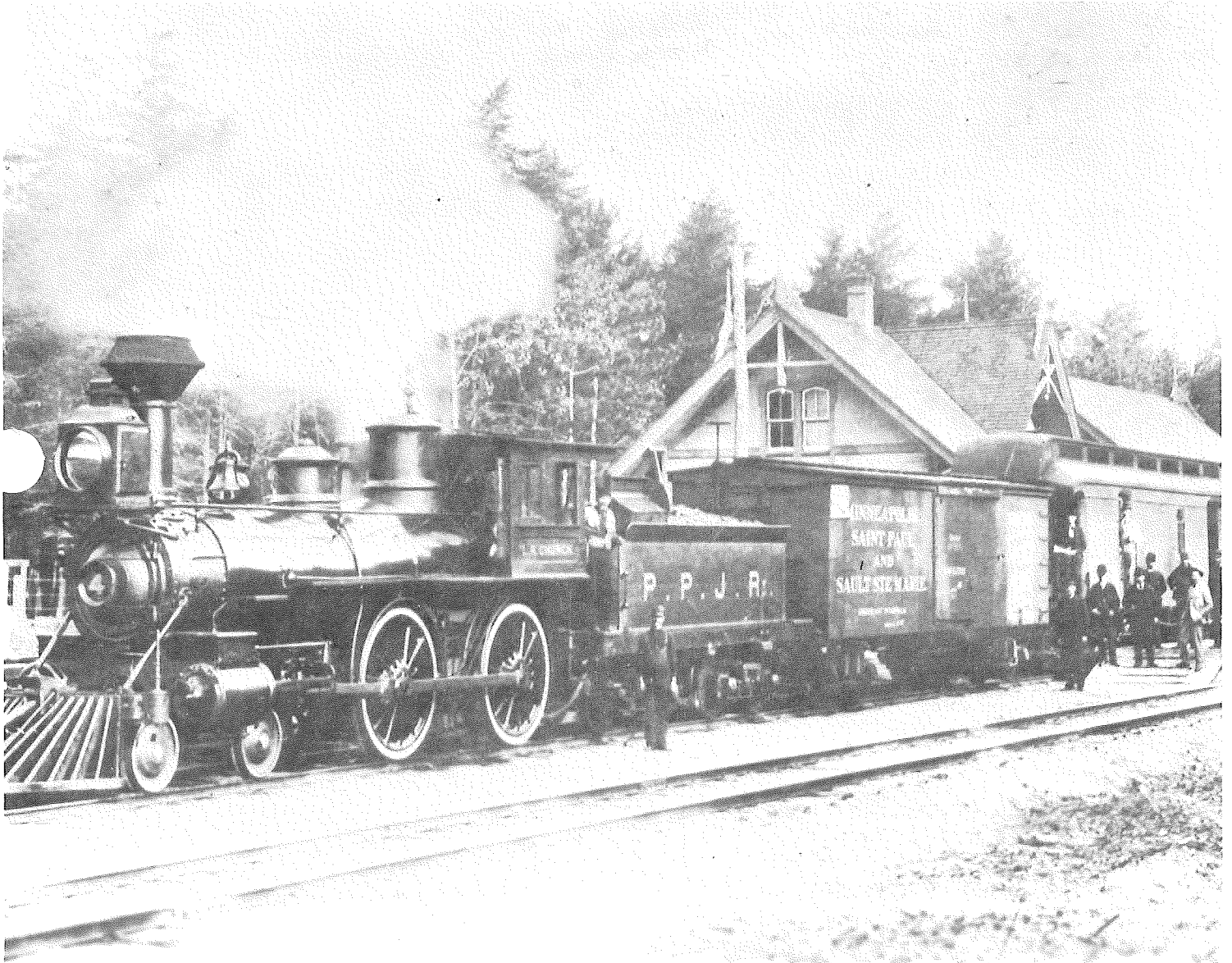




BRANCHLINE



FAREWELL TO THE WALTHAM SUB.

The Canadian Transport Commission has authorized CP Rail to abandon the Waltham Subdivision from Wyman to Waltham. As a farewell to the branch in its complete form (approx. 78 miles) it is only fitting that we look back to what it was in the beginning, the Pontiac Pacific Junction Rly. Here we see PPJ 4-4-0, the L.R. Church at the Fort Coulonge station in 1895. Not much is known about the little engine or its disposition after Canadian Pacific leased the line in 1903. Our thanks to Omer Lavalley for this historic photo.



BRANCHLINE

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OTTAWA, CANADA
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NOTICE OF MEETING

The next meeting of the Bytown Railway Society will be held on Tuesday, May 3 at 8 pm in the auditorium of the National Museum of Science and Technology on St. Laurent Boulevard.

This month's speaker will be John Young, whose special interest is railway signalling of all kinds, especially the older systems. He is currently restoring the staff system used by Canadian Pacific for years to control traffic between Ottawa Union Station, Hull and Ottawa West. This is to be used as a display for Bytown. John's personal collection of signalling equipment is almost unbelievable.

The June meeting will be our annual slide contest. Members may enter up to three slides in each of the four categories, and prizes will be awarded. Entries will be judged not only on railway content but on appropriateness to the class and on artistic merit (they have to LOOK good). Bob Meldrum will be chief adjudicator and heckler, and we have located an outside judge who has studied photography at Algonquin. The four categories are

- Railways in Winter: The impact of winter weather on railway operations and scenery.
- Travel by Railways: The atmosphere of railways from the passenger's viewpoint.
- Power: The impression of power and brute force given by locomotives hauling their trains.
- Your favorite artistic slide: Any railway photograph providing artistic expression.

Please indicate your name and category on each slide, and submit them all at least 15 minutes before the start of the meeting.

The next regular slide night will be Tuesday, May 17. Bring any slides or movies you would like to share. Our last slide night was highlighted by Don Gordon's films of Denver & Rio Grande narrow gauge steam doubleheading heavy freights up the mountains, but we also saw a recent Thurso trip, last winter's Cornwall wreck, restoration work on the club's speeder, and an incident in Texas. Next month, ?????

Don't forget the annual banquet at the Earl House in Wakefield on June 11. Tickets are \$15 per person at any meeting.

Restoration is continuing on all fronts. The Thurso gang is back to work after their little excursion, the museum crew will reletter #926 before moving on to outside work, and Joe Toscas and friends have the speeder well in hand. (We saw the evidence at the slide show)

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Un Voyage sur le Petit Train de la Forêt

By

Philip B. Jago

On April 8, members of the BRS Car 27 restoration gang as well as several other club members had the occasion to tack Car 27 on the rear of a regular Thurso and National Valley log train. It was the first week of regular service for 1983 and Superintendent Gaetan Lafleur had previously asked if the club was interested in taking Car 27 on a little tour. Suffice it to say that he didn't need to repeat his offer!

Departure was for 07:00, necessitating a wakeup time of 04:30 for most of the excursionists. Colin Churcher, Mike Nowell, and Neil and Andy Roberston spared themselves from this ungodly hour by having gone down to Thurso the previous evening in order to ready the car for the trip. Though they spent the night in the shop, it is difficult to ascertain if they had any amount of sleep as none of them turned until after CP Rail Freight 86 had cleared Thurso at 02:00!

Our departure was delayed until 07:10 as we waited for Duncan du Fresne and Jacques Beaubien. It seems that Jacques had chosen this day of all days to sleep in and the only way Dunc could rouse him was to call him on the telephone from a booth near Jacques' place! Their arrival of course engendered a good deal of muttering from the rest of us about good candidates for the "Railfan of the Month Award".

At 07:10, Gaetan Lafleur gently nudged T&NVR No. 10 against our car and we rolled out of the shop in the direction of the main gate where we were to couple onto the rear of the train of empty log flats. Upbound, we would be "B" end first giving those of us in the kitchen a clear view off the back of the train. We rolled up to the switch and waited as 70 tonners 7 and 12 pulled 35 empty flats by us and then Gaetan moved and coupled us on.

Once we had air, the train began the slow climb out of town up what was once the shore of the Champlain Sea. With the wet rail that morning, the going was kind of rough so Gaetan performed pusher service with No. 10. Needless to say, this was a direct violation of the T&NVR rule which forbids Car 27 from being coupled between any steel framed rolling stock. The ancient draft gear and truss rods withstood the shock and at 07:18 we got a little slack and Dunc pulled the pin, thereby freeing us from No. 10. As we watched from the platform, Gaetan reversed the engine and she coasted back down the grade and into town. We were away.

The weather was beautiful. The sun was shining and there was just a slight chill in the air. All signs pointed to the coming of spring. For some, the trip was a time to sit back and relax. For others, however, the trip would be an excellent introduction into the whys and wherefores of providing meal service onboard an official car. This reporter had been chosen Maitre d' (Steward, Dishwasher) while the tasks of Chef, Assistant Chef and Wine Steward were delegated to Colin Churcher, Ches Banks and Mike Nowell.

We had lit the fire in the kitchen range just after leaving the shop, so it wasn't long before we had hot water, a kettle full of hot tea, and coffee perking on the stove. In the oven were butter tarts. As Maitre d' I busied myself with setting the table for coffee while Colin and Ches planned the noon meal and performed any necessary stoking on the stove. Amidst all that there was still time to stand on the platform, smell genuine coal smoke, watch the track roll out behind us, hear the clickety clack of the wheels and hang on for dear life every time there was a slack run-in. Indeed, the slack run-ins provided me with instant respect for the countless legions of

CN, CP and Via Rail Parlour Car, Club Car and Dining Car personnel.

After the first jolt while descending towards the big fill when a calendar on the wall swung a 90 degree arc, years of experience on a hay wagon jolting across farmer's fields came flooding back to me and my feet and legs began to anticipate and compensate for the jarring blows.

The trip was quite uneventful - just a normal day in the life of a work-a-day railroad. We did stop briefly though at mile 37 to let Jacques Beaubien take a couple of shots of the train with his video camera. (He rode the lead engine all the way up to record the journey on video tape.) By 09:46, we had arrived several car lengths short of the switch at mile 46.

In spite of the hour, it was time to prepare the midday meal. After all, everything had stopped bouncing! Our menu, printed on the back side of a gorgeous colour print of Car 27 at mile 35 last December, listed

Bifsteak OPORTO
Bifsteak Sesame
Bifsteak au Poivre
Bifsteak Maison à la TNVR

with mushrooms, asparagus, lima beans and corn niblets. For desert, the chef had chosen tarte au pomme and one could wash everything down with white or red wine and coffee or tea.

I took the orders, though instead of following the time honoured railway tradition where the customer writes his choice, I chose to ~~bae~~ "scribe" to speed things up. In no time at all, the little galley was humming with activity as Chefs Churcher and Banks got to work. Meanwhile, Mike Nowell and I laid out the table.

As the first sitting was having their meal, we looked up the track to see 25 tonner No. 6 rumbling towards us. (The rest was right out of Hollywood). The diminutive switcher was on the main line. However, a switch between us and it was set for the siding at the camp. No. 6 rumbled closer and closer and a collective gasp rose from the car. "He's gonna split the switch!" "He did!" Anyway, this appeared to be standard procedure and No. 6 rumbled on up and coupled on. We instinctively braced ourselves for the stop. But no, we kept on rolling south. "Where's the engineer?" Looking ahead, we could see that he had abandoned us to walk back and set the switch to head into the siding. Meanwhile, we crawled southward. Nonchalantly, he threw the switch and sauntered back to retrieve us. For dramatic effect, this guy couldn't be beat. Anyway, No. 6 shifted into forward, popped a "wheelie" and we rolled into the siding.

Shortly thereafter, our loaded train was rolled past us and then backed onto us with a gentle bump. Nothing eventful, we continued our meal. **BANG!!!** The slack run-in of all slack run-ins! The air was filled with arms, legs, chairs, feet, corn, beans and steak! But for Colin Churcher, Ches Banks would have catapulted out the kitchen door and into a flatcar piled high with logs.

As we untangled ourselves, we realized that we'd been the victim of a rather intense game of "Snap-the-whip" or what happens to the last car on a train when the engineer decides to stop by using the Independent brake not the train brake. Anyway, we added a new choice to our entrée, Bifsteak à la carpet, while Earl Roberts' à la TNVR became AUPORTO. Fortunately, none of Scotland's best was lost!

By 11:06, we had recovered, finished our meal, cleaned up and had time to stroll around. The Engineer whistled off and we headed south with 35 loads. (Continued on page 10)

THE INFORMATION LINE

ALONG THE RIGHT OF WAY, by Mike Nowell: On March 25, Sperry Rail Car 110 was scanning Toronto, Hamilton and Buffalo trackwork in the vicinity of Hamilton. (C.S.)

On March 26, CP Rail Train No. 85 lumbered by Thurso headed up by GP998705. The use of GMD power on this train is indeed a rarity. (M.N.)

On April 2nd, CP No. 85's motive power consisted of GP35's 5025 and 5014 with RS-18 8783 trailing. The sudden proliferation of GM power on the Lachute Sub is, it appears, because the units are out for their 100 mile test after having been overhauled in the Angus Shops. (M.N.)

On April 4th, Canadian National Freight 214 arrived in Ottawa with 2 cars whose waybills had gone west previously. The cars were switched out of the train at Walkley Yard and were added to No. 201 later that night. Their final destination was Chilliwack, British Columbia. (M.N.)

CN-CP Telecommunications has recently closed its telegraph office in Hamilton. There are now only 7 telegraph offices open in the country. (C.S.)

A recent issue of the Buckingham Post has noted that Electric Reduction of Canada plan a major expansion of their facility there. Part of the work will also include a bridge over the Lievre River to allow direct CP Rail access to the plant. Currently, all cars are loaded and unloaded on the opposite shore of the river. (C.S.)

Passenger geared GP9's have been showing up on Via Rail trains in and around Ottawa recently. On April 7, freshly painted 4106 was on Train 37 from whence she was assigned to Trains 49, 48, 43 and 44. She returned to Montréal April 8th on Train 36. Train 37 on the 8th had a slightly dirtier 4104 as motive power. She returned to Montréal on the 9th after the customary round trips to Brockville. (P.B.J.)

Work is proceeding well on the new interlocked interchange between CN (Via Rail) and CP Rail at Smith's Falls. The signal mast and lights have been installed and all necessary wiring is in place. CP Rail has also re-arranged their track in the vicinity of the station in addition to refurbishing the waiting room. (P.B.J.) (I.W.)

On April 12, Sperry Rail Car 134 arrived in Ottawa from the east. During that same evening, she went out to Federal and back to the station. The next morning, she was westbound from Ottawa. The movement did not go well with the dispatcher as various switches along the way were left in the wrong direction. The car again laid over at Ottawa Station and on April 14, she left for parts unknown. (C.C.)

On April 17, CN No. 302 left Walkley with an unusual motive power lashup. Leading was wide cab SD40-2 No. 5288, followed by GP9's 4245 and 4247 and dynamic brake equipped GP9 4156. On the rear was RS-18 3638 with a winterization hood attached. Also at Walkley that day were CP Rail RS-18s 8741 and 8736 as well as rebuilt RS-18 1800. (C.C.)

Canadian National has recently called for tenders for the construction of electrical facilities to service L.R.C. trains at Ottawa "Union" Station. (P.B.J.)

Though the exact date in April is uncertain, CN 302 was seen leaving Walkley Yard with three units and a train of 10,000 feet!!! One wonders how he did on the grade near Maxville. (E.W.R.)

Special Thanks for information in this month's column go to Colin Churcher, C.C.; Philip Jago, P.B.J.; Mike Nowell, M.N.; Earl Roberts, E.W.; Clive Spate, C.S.

(Please keep sending you news jottings to Mike Nowell at 15 Glendenning Drive, Nepean, Ontario, (613) 820-8576.

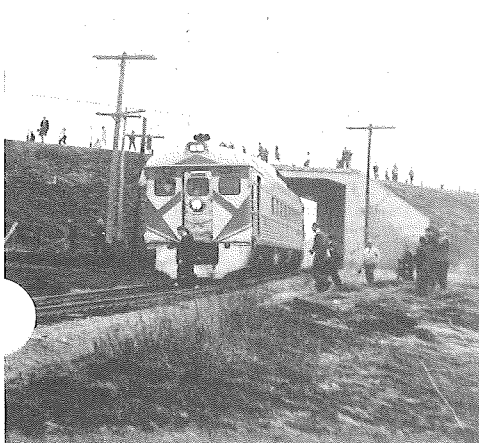
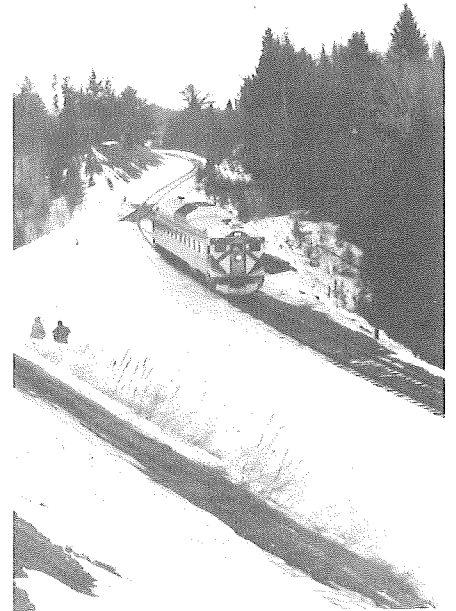
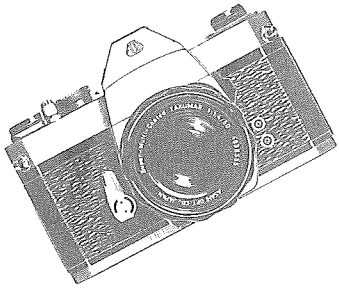


PHOTO PAGE:

This month we re-introduce a photo page which we hope can be a regular feature BRANCHLINE every few months. The cover photo has been popular for a number of years this is a natural step beyond that. With the abandonment of the Waltham Sub. west of Wyman it seems only fitting to say farewell with a few photos of the branchline.

Top Photo:

Campbell's Bay station is shown as it appeared about 1965. Obviously of CP design, this structure likely replaced an earlier one similar to the one on our cover or to the one at Quyon which was removed last year. Photo: Bill Linley

Middle (Left):

The engine shed was still in place at Waltham when this picture was taken in 1966. Only one track still entered the shed so likely it was only used to store maintenance equipment rather than locomotives. According to Dunc du Fresne, the bunkhouse was located behind the shed. Remaining Photos: B. Ballantyne

Middle (Right):

The Society has held 2 excursions on the Waltham Sub. - one in 1966 and another in 1974. The photograph on single RDC-1 #9049 (now VIA 6124) was taken from a sandpile at the Franceshini Pit which for many years supplied sand for the pre-mix concrete plants in Ottawa. Its closing a number of years ago meant CP lost a good customer on the line.

Bottom (Left):

RDC #9113 (now stored unserviceable) passes under the Highway 148 overpass near Campbell's Bay during the Society's 1966 trip which featured 2 Budd Cars, one lettered for the Dominion Atlantic Rly!

Bottom (Right):

This photo catches 9049 on the same 1974 BRS trip at the bridge over the Coulonge River at Davidson. Off to the right is the lumber mill which prior to abandonment had provided a lot of the business that was left (about 34 cars per year last year).

OTTAWA-WALTHAM

543 Ex. Sun.	Mls.	TABLE 45	542 Ex. Sun.
P.M.		Eastern Time	A.M.
3.45	0.0	Lv. OTTAWA	9.40
3.53	1.6	Hull	9.32
3.55	2.3	Hull West	9.30
4.12	9.7	Aylmer	9.15
4.28	17.5	Breckenridge	9.00
4.34	19.8	Dominion	8.54
4.36	20.4	Lusk	8.52
4.41	22.9	Eardley	8.46
4.46	25.1	Parker	8.41
4.50	27.1	Muldoon	8.36
4.54	29.1	Mohr	8.31
5.01	32.9	Quyon	8.22
5.08	36.0	Wyman	8.16
5.17	40.2	Maryland	8.07
5.24	42.8	McKee	8.01
5.36	46.8	Shawville	7.52
5.49	52.7	Lawn	7.38
5.54	54.1	Morehead	7.34
6.05	57.9	Campbell's Bay	7.24
6.16	62.3	Vinton	7.11
6.31	69.4	Fort Coulonge	6.55
6.36	71.3	Davidson	6.50
6.44	75.4	Devonshire Park	6.40
6.47	76.6	Mellon	6.37
7.00	79.8	Ar. WALTHAM	6.30

1949 Public Timetable

1935 Employee's Timetable

WALTHAM SUBDIVISION FOOTNOTES

Railway crossing at grade with H.E.Ry. at mileage 0.6 and at mileage 7.5—Not interlocked.

Trains must not exceed speed of ten miles per hour over Aylmer Road, mileage 0.2, ten miles per hour over Lake St., mileage 7.27, twenty miles per hour on curve, mileage 47.0, ten miles per hour over crossing mileage 66.7, and fifteen miles per hour over bridge mileage 68.60.

Trains between Ottawa West and Ottawa Union will be governed by Ottawa Terminals Subdivision timetable, page 9.

All extras must move under flag protection between west signal Hull West on Waltham Subdivision and mileage 0.6.

Employees will keep off top of cars passing over switches, Hull Electric Transfer track mileage 0.20 and Aylmer where there are trolley wires, and will keep off side of cars when switching tracks leading to steam plant and warehouse British American Nickel Co. at Deschene.

To comply with Rule 99, flagmen must go out 12 telegraph poles instead of 10 to equal 500 yards, 28 telegraph poles instead of 24 to equal 1200 yards, 41 telegraph poles instead of 36 to equal 1800 yards.

Maintenance of Way employees will provide unattended flagging protection as per Rules 51 and 52, Maintenance of Way Rules and Instructions. Train and engine-men affected will see that requirements of Rule 52-B are complied with.

WESTBOUND TRAINS-- INFERIOR DIRECTION				Miles from Hull from Ottawa	Telegraph and Telephone Mileage	STATIONS	EASTBOUND TRAINS-- SUPERIOR DIRECTION				
THIRD CLASS	FIRST CLASS	Freight IMon. Wed. & Fri. only	543 Ex. Sun.				542 Ex. Sun.	96 Ex. Sun.	96 Ex. Sun.	96 Ex. Sun.	
95	543										
A.M.	P.M.										
6.15	3.25	.0	D	N	Ottawa Terminals	OTTAWA (Union Station)...	K	C D	A.M.	A.M.	
6.30	3.38	4.8	D	N	2.3	HULL WEST	ZH	H U	8.35	11.50	
6.45	3.44	7.4	D	Z	4.8	DESCHENE		D H	9.22	11.35	
7.05	4.00	15.2	T		2.6	AYLMER		A	8.15	11.25	
7.20	4.12	20.6		*	7.8	BRECKENRIDGE	W	B G	8.00	11.00	
7.30	4.17	22.8	T		2.9	LUSK			8.55		
7.40	4.25	26.8	*		2.2	EARDLEY	R Y	s	8.50	10.40	
7.50	4.37	30.6	D		2.0	PARKER	K R	f	8.45	10.30	
8.24	4.39	33.7			2.0	MULDOON			8.41		
8.34	4.46	37.9	T	Z	2.0	MOHR	*		8.37	10.15	
8.42	4.53	40.5	*		3.8	QUYON	Q N	s	8.30	9.52	
8.53	5.04	44.5	D		3.1	WYMAN	W N	f	8.24	9.33	
9.15	5.17	50.4	*		4.2	MARYLAND	W	B	8.17	9.13	
9.22	5.21	51.8			2.6	McKEE	M C	f	8.11	9.02	
9.37	5.29	55.6	D		5.9	SHAWVILLE	H W	a	8.04	8.55	
9.49	5.40	60.0			1.4	LAWN			7.51	8.40	
10.09	5.52	67.1	D		3.8	MOREHEAD	R A	f	7.48	8.35	
10.17	5.56	69.0	*	Z	4.0	CAMPBELL'S BAY	ZW	C A	7.38	8.20	
10.30	6.04	73.1			7.1	VINTON	V N	f	7.25	8.05	
10.45	6.25	77.5	D	Z	1.2	FORT COULONGE	C G	s	7.13	7.45	
	6.07	74.3	*		1.9	DAVIDSON	Z	D	7.08	7.35	
	6.07	74.3	*		4.1	DEVONSHIRE PARK	M O	f	7.00	7.2	
	6.07	74.3	*		3.2	MELLON			6.57		
	6.25	77.5	D	Z	3.2	WALTHAM	KYW	W	6.50	7.10	
						Miles from Ottawa (Union) 78.8			A.M.	A.M.	
									542	96	

*No passing track.

Reprieve for the Waltham Sub.: Cancel the party on Connecticut Avenue! In a surprise move, the full powers of the Canadian Transport Commission have been exercised to rescind a Railway Transport Committee decision permitting CP Rail to lift the tracks north of Wyman. The move came as something of a surprise and it appears to have been orchestrated by a Regional Development Committee in Shawville who, it seems, must know the right people. The first run since the embargo was lifted was planned for Sunday, April 24, but those Society members who turned out to record the event were disappointed. They ran a ballast train on the M&O instead.

The sudden about face has caught us all napping. As you might gather from the cover photo, this issue was to bury the Waltham Sub. We in no way expected such a Phoenix like recovery. Anyway, so much for advance preparation and trying to out guess the government.

This issue also is our first serious attempt at having a separate photo page. Let us know if you want more. More important, would you consent to a higher membership fee if we offered a photo page on a regular basis? We await your response.

Locomotive to be Restored to Operating Condition: The Michigan Trust for Railway Preservation and the Michigan State University Railroad Club have recently moved ex Père Marquette Berkshire (2-8-4) No. 1225 to the former Ann Arbor Railroad shop in Oshtemo, Michigan. The move took place on February 18 and 19 and involved the co-operation of the Chessie System, Grand Trunk Western and Tuscola and Saginaw Bay Railroads.

The club is soliciting donations of money and tools to help make the locomotive operational. Those interested can write Project 1225, Michigan State Trust for Railway Preservation Inc., Michigan State University Museum, East Lansing, Michigan, United States, 48824.

(Thanks to John Corby)

Grain Train Movements: The results are in for eastbound grain train movements. In 1983, a total of 131 Grain Specials, comprising 12,519 cars or 1,079,465 tonnes were dispatched from Thunder Bay. Canadian National handled 67 trains while CP Rail had 64. The totals are slightly lower than 1982 when the two railways handled 169 trains representing 16,179 cars or 1,409,771 tonnes.

(Thanks to Colin Churcher)

Staff of P.M.O. Have Little Knowledge of Canadian Railways: A recent Prime Minister's Office brochure on the positive benefits of rescinding the Crow's Nest Pass Freight Rates, which appeared in many Canadian newspapers, revealed a complete ignorance of Canadian Railway equipment and motive power. In one pen and ink sketch, a supposed grain train was in reality an ore train of the narrow gauge White Pass and Yukon Railway crossing Dead Horse Gulch. Another sketch showed a General Electric "U Boat" in a head end shot. Of course, neither of these trains and motive power involved the haulage of Canadian grain.

Officials at the P.M.O. appeared unruffled by the faux pas. Assuring those astute government officials who did know what was what that a train is a train is a train, and that no one would notice! How wrong they were! Apparently, some reporter was also a railfan. Questions were asked and the affair made it to the floor of the House of Commons. Alas, it was speedily eclipsed by the budgetary contortions of our minister of finance.

Steamtown Move Legal: On April 13, the final papers were signed on the agreement to move Steamtown from Bellows Falls, Vermont, to Scranton Pennsylvania.

(Merci à Jacques Beaubien, Jr.)

Ontario Eastern Excursion Service: Bookings are now being taken for charter trips on the Ontario Eastern Railway between Ogdensburg (New York) and either Heuvelton or DeKalb Junction for the months of May and June. Cost per passenger is \$7.00 to Heuvelton with the round trip taking 1 hour and 45 minutes. Between Ogdensburg and DeKalb Junction, the trip takes 3 hours and costs \$10.00. A minimum of 60 people is required to charter the train. For an additional \$5.00, club car service including one drink and hors d'oeuvres is also available. Plans to sell seats on an individual basis for trips in July and August are not yet firmed up though Branchline will endeavour to keep you informed.

Full information is available from Byron C. Gale, Executive Director, St. Lawrence County Chamber of Commerce, Drawer A, Canton, New York, United States, 13617. Telephone (315) 386-4000.

(Thanks to Arthur W. Meggett)

Bridge to be Reconstructed: Canadian Pacific has received permission to reconstruct its bridge over Highway 43 in Smith's Falls (mileage 1.1, Brockville Subdivision).

(C.T.C., 17-03-83)

Train Frequency Reduced: The Québec, North Shore and Labrador Railway has been given permission to reduce its passenger train frequency between Ross Bay Junction and Schefferville from two trains to one train per week. The reduction was effective April 17, 1983.

(C.T.C., 18-03-83)

Bodo Subdivision to be Abandoned: Canadian National has received permission to abandon its Bodo Subdivision between Cactus Lake, Saskatchewan (mileage 40.34) and Bodo, Alberta (mileage 51.54). The abandonment is effective December 31, 1983.

(C.T.C., 25-03-83)

Hearings into Closure of Newfoundland Facilities: The Railway Transport Committee will conduct a public hearing at Corner Brook, Newfoundland on May 2, to review a Terra Transport Application to remove the agency positions at Howley, Deer Lake, Stephenville Crossing, St. Georges, Robinsons, St. Fintans, Doyles and Port-aux-Basques. The Committee will also review an application to remove the stations at Howley, Deer Lake, Stephenville Crossing, St. Georges, Robinsons, St. Fintans and Doyles.

On May 4, the Committee will conduct hearings in Grand Falls to review an application to remove the agency positions at Alexander Bay, Gambo, Gander, Glenwood, Bishop's Falls, Badger, Lewisporte and Notre Dame. At the same time, an application to remove the stations at Alexander Bay, Gambo, Glenwood, Lewisporte, Badger and Notre Dame will also be reviewed.

On May 6, the Committee will be in St. Johns to review an application to remove the agency positions at Holyrood, Avondale, Whitbourne, Goobies, Glanville, Port Blandford, Terra Nova, Clarkes Beach, Bay Roberts, Spaniard's Bay, Harbour Grace, Carbonear, Placentia, Argentinia, Lethbridge, Princeton, Trinity Junction, Port Rexton, Catalina and Bonavista. Terra Transport is also petitioning to remove the stations at Holyrood, Avondale, Whitbourne, Goobies, Port Blandford, Terra Nova, Lethbridge, Trinity Junction, Catalina, Clarkes Beach, Bay Roberts, Spaniards Bay, Harbour Grace, Carbonear, Placentia, Princeton, Port Rexton and Bonavista.

(C.T.C., 30-03-83)

General Electric to Build Engines for Burlington: The Burlington Northern has ordered 67 cabless 3100 horsepower diesels from General Electric. The order has a value of 50 million dollars.

(The Locomotive Engineer, 04-0483)

New Timetable a Joint Effort: (The following is courtesy of Via Rail Canada's Vialogue, Vol 5, No. 2, March/April 1983 and was written by Pathi Madaya.)

When Via's new system timetable comes into effect May 29, it will be as a result of several months of planning and preparation.

Among those who play an important role in the development of the timetable are the transportation section of Operations and the customer services section of Marketing.

Relying on a combination of past experiences and forecasts, customer services starts the ball rolling by drawing up, on a regional basis, a suggested schedule and consist for each train.

These are analyzed and further refined at Headquarters, whereupon they are given to the transportation group. The latter, working closely with CN and CP, must ensure that the suggested timetable is feasible from an operating point of view.

This includes making sure that the schedules and consists developed by customer services make sense within the framework of the total number of cars and locomotives available. Because of equipment constraints, transportation may have to work with customer services to develop alternatives.

There are other considerations too. Since both passenger and freight trains share the same track, their respective timetables must be carefully coordinated. This is where negotiations become delicate. "In general, the timetables we submit to CN and CP are compatible with theirs," explains Fred Wise, Chief of transportation at Headquarters. "A problem sometimes occurs, but as we are in constant contact with them, we can usually settle it fairly quickly."

Once the timetable is in place, consists must still be monitored on a daily basis. From the data they receive each day through RESERVIA, the customer services group knows whether a train is likely to fill up at the last moment and whether they should ask the transportation section to add another car.

"Every now and again, a crisis does occur during a special event or in the peak season when a large number of people decide to take the train at the last minute, and our equipment is already stretched to the limit. In most cases, however, we manage to add an extra car," says Fred.

The transcontinentals are Via's longest trains. With the May 29 timetable, the Montréal-Halifax "Ocean" will continue with a maximum consist of 13 cars, while, after leaving Toronto, the "Canadian" will carry 18 cars between Toronto-Calgary and 20 between Calgary-Vancouver.

These consists are based on Via's experience of passenger carryings in previous years, as well as such technical considerations as the power-weight ratio (the number of cars that can be hauled by one locomotive). Moreover, the platform length of certain stations has to be taken into account because if a train is too long, it has to stop more than once to enable passengers in different cars to board or de-train, thereby requiring extra time in its schedule.

The May 29 timetable will see some important changes. For one, Via is planning to introduce, on an experimental basis, a direct service between Montréal-Gaspé, complete with sleeping car accommodation. This will replace the current railliner service which requires passengers to change trains atatapédia to connect with the "Ocean". Via has just received the approval of the Canadian Transport Commission to go ahead with this service.

In addition, as of May 29, two LRC trains will be assigned to Montréal-Ste-Foy service instead of the current one. Also, CTC approval to have the

introduction of snack and beverage service on the Edmonton-Calgary railliner coincide with the change of timetable has been received.

In an effort to reduce high operating costs, some cars will be removed from the eastbound Eastern Transcontinental at Moncton, since the heaviest traffic by far is between this city and Montréal.

Nevertheless, it will remain a full service right through to Halifax, and the cars will be taken on once more at Moncton for the westbound journey.

While work on Via's new spring timetable is not yet complete, the regional customer services sections are already planning for next autumn. "We have to get going about six months ahead of time in order to give both Via's Operations department and CN and CP the advance notice they require," explains Paul Côté, manager, payload control, for the customer services section at Headquarters. (Vialogue, March/April 1983)

Out of our Past: (The following was taken from the March 30, 1983 issue of the Brockville Recorder and Times)

March 30, 1883: "A very large and thoroughly representative meeting of people from the various municipalities assembled at Delta yesterday to take the initial step toward putting the Brockville and Westport Railroad project on some sort of solid basis".

* * * * *

Un Voyage sur le Petit Train de la Forêt, (continued from page 3)

With the loaded train, the slack action became something to write about!. The return trip was to wreak havoc on the furniture and interior finish.

By noon, we stopped to triple the ruling grade at mile 35 and there was ample time for pictures of both the group and the car. A few wags suggested "moon shots", but this is a family club and discretion held sway. The hill climbing finished, we left mile 33, (the switch on the other side of the grade), with 32 loads, Superintendent Lafleur having decided to leave 3 behind for the Monday train. It was at this point that he joined us for a meal and a good chat.

Gaetan's presence on the train did not prevent the slack run-ins from occurring. During one jolt, the top piece of trim for the window over the desk went flying through the air. Another memorable one saw Neil Robertson's lawn chair crumple accordion style . . . with Neil in it!

We bumped along back through the fields and farmers' barnyards and by 14:28, we were rolling through the plant gate. At 15:00, we were yarded and it was time to shut things down. The end of a perfect day.

From the News Editor's Desk: As you have all gathered by now, we attempt as much as possible to avoid drawing any subjective analysis of various events and happenings. Given this fact, it is very easy excuse ourselves from an accidental error in last month's issue. We had reported that family memberships in the club were open to all those who wished to have their sons participate in club activities. Let us not, however, forget the fairer sex. Indeed, certain people rather close to your News Editor had their noses out of joint over the insinuation that daughters were not equally as welcome. Therefore, fathers don't forget that you can also have your girls be involved in our various happenings. I remind you that one of mine was a mere ten months when she started regular visits to the cab of the 1201.

MISCELLANEOUS NEWS with thanks to Bruce Chapman

The Vancouver to Coquitlam commuter transit plans over CP Rail are in abeyance for now.

VIA has sold four pieces of passenger equipment to a Mr. R. Leipprandt, Lansing, Michigan: #899 Silver Lake, a former Grand Trunk Western parlour-lounge-diner; baggage dormitory 9486; baggage cars 9646 and 9647. All four cars were delivered by VIA and Amtrak on the rear of the Tempo cars on train 83 from Toronto on March 15.

Northern Alberta baggage car 1453 has been sold to the National Railroad Historical Society of Vancouver. It was moved west on March 18.

The Central Vermont Railway is for sale - at the right price.

CN now owns 680 steel road vans, 209 terminal vans and 42 wooden cabooses.

VIA's timetable will change May 29. The present trains on the Gaspé coast and the ST. LAURENT (trains 18/19) will be withdrawn and in their place trains 16/17 will operate between Montreal and Gaspé with #16 leaving Montreal at 2330. The OCEAN (train 14) will leave earlier than its present 2050 departure and will drop off meal and sleeper cars at Moncton. The dropped off cars will be picked up by train 15 at Moncton the same day thus reducing the number of cars required to provide the service.

It is understood that VIA would like to make changes September 29 on the Transcontinental trains: i.e. a new train to connect with the CANADIAN at Winnipeg serving the Winnipeg to Edmonton CN line and providing two night service from Toronto to Edmonton. Time will tell.

IA wants to cut ten minutes off the schedule for trains 159/160 (Montreal to Ste. Foy) effective May 29.

All VIA Tempo cars are now modified from 550 to 480 volts.

VIA's former CP Park series dome cars, originally CP 15401 to 15418 (except 15405) now carry numbers 15501 to 15504 and 15506 to 15518 to avoid confusion with VIA's steam generator cars.

Ballast trains have been operating out of Hilton Mine, Bristol, Que. east over the M&O subdivision of CP Rail. Five day a week ballast trains are expected to start on May 9, destined to the Eastern Townships.

THE EDITOR'S
PAGE

Railroading, Texas Style

A recent business trip took me to Austin, Texas, and I managed to get two Sundays free to (what else?) take a look at the railroading scene. Austin, the Texas capitol, has fewer people than Ottawa, but is very spread out and there are a lot of rail lines in the area.

On my first Sunday, I located the Amtrak station and found that the train runs 3 times a week. Naturally, today's train had left two hours ago. There was activity in the station area, though. Six Missouri Pacific diesels were idling on the main line in front of the station, and the last one was sitting at an odd angle. Two empty flat cars were behind them on a grass-covered spur leading to an old factory building. The crew was standing around looking at that last engine, an SD-40, the rear truck of which was about three feet to one side of the track.

The freight train had stopped to pick up the flatcars from this spur, which was just across the line from the station. Now this track was rather neglected and the train power consisted of 6 units, the last three being SD-40s, and all this weight has spread the rails and allowed the wheels on one side of the last engine truck to hit the ground. This had apparently gone unnoticed while it spread about 300 feet of track until said wheels hit the switch and refused to go any further.

The first order of business was to get the line back into service. The train crew cut off the derailed engine and took the others into a siding which fortunately ran around the scene of the mishap. The power from a following train was used to pull this train back until its engines could get at it. Then this train and the following one moved gingerly through the siding - gingerly because while the Mopac main line is in excellent shape, the less used tracks are less well kept, and it would be embarrassing to put two units on the ground in the same day.

I stayed around to watch because I had visions of the Mopac big hook coming to put things right. Instead, four men showed up in a truck and unloaded a pile of wooden blocks. They put these beneath the wheels of the last flat car and pulled it back with the winch on the truck. This was an easy pull, as the track went downhill sharply here towards a loading dock besides the old building. In fact, the hill was so steep that one of the train crew had warned me "You watch. If they get those cars back on the track, they will run down the hill and through the gate." The car did climb back on the rails but it almost immediately fell off again because of the spread rails. They pulled it back a short distance and went to get the other car. This one was harder to pull but they managed to get it back to couple on to the first one.

Both cars were almost on the rails, but not quite. They reset the blocks and gave one final tug with the winch. The wheels all climbed onto the rails and the cars started to roll downhill. They were going about 15 mph when they rolled through the (closed) plant gate, but they stopped with a great crunch where the rails ended in a pile of steel beams.

Now that the cars were out of the way, so to speak, they got to work on the locomotive. A pickup truck arrived with a new load of wooden blocks, as the old ones had become rather battered, and they arranged them around and under the derailed locomotive truck. They drove wedges into the axle housings so the wheels would not fall off when they jacked, and set two hydraulic jacks at the jacking pads.

This engine weighed 394,000 pounds, they told me, and didn't go up very easily. They splintered a lot more blocks before they lifted it enough to slide boards under the wheels. Then they set the jacks at an angle so that when they lifted the engine would slide sideways. Each lift produced only a few inches of sideways motion, and it was almost dark when they had the wheels back over the rails.

Two of the wheels fit between the rails, but the truck was twisted so the other four didn't. They made one final lift with the jacks, then pushed with a spike puller, a track jack and the hoist from the truck, and finally the wheels settled into place. The locomotive could move!

They drove a few inches ahead, then ran each wheel individually over a block to compress the springs so they could get the wedges out of the axle guides. They parked the engine on a siding and went home. It was dark by this time, so I went home too.

THE MOTIVE POWER SCENE by Earl Roberts with special thanks to Bruce Chapman

CP RAIL

New Arrivals - SD40-2 6031, 6036, 6041 to 6048. (6047 to 6054 were originally scheduled for July and August 1983).

Rebuilds - (Former number in brackets)

SW9u 1203 (7402); GP9u 1549 (8651); RS-18u 1813 (8756).

Into Shops for Rebuild Program: GP9 8506; RS-18 8753.

Into Shops for Overhaul - GP9u 8518 (to emerge as 8202).

Returned to Service - SD40 5513 after wreck and fire damage on Aug. 29, 1980.

Retired - RS-3 8445.

Stored - RS-3 8441, 8443, 8452 and 8456, the last of 36 once on the roster.

F.R.A. Glass - To comply with new U.S. regulations to take effect July 1, SW1200RS 8156 and 8171 will have bullet proof glass installed for operation into the United States. The new regulations will also bring about the retirement of RS-2 8400 to 8404, CP's oldest road switchers (1949) effective June 30, 1983. These historical units will be replaced by RS-18u 1800 to 1804. Get your pictures! (With the last four RS-3 units stored, the only units in service with 244 engine blocks will be RS-10s 8570 and 8577, both presently leased to the Montreal Urban Community Transportation Commission.

Major Rebuild - SD40-2 5584 and 5693, both involved in the same accident on the Fording subdivision on December 3, 1980, will have their major components installed in new car bodies by General Motors - London, similar to the 1981 rebuild of SD40 5560.

To be Rebuilt for Hump Service - F7B 4445, 4459, 4461 and 4462.

Sign of Things to Come? - New SD40-2 6031 has two speedometers - miles per hour and kilometers per hour.

Strangers in the East - GP35 5014 and 5025 worked together on train 85 on April 2.

ON RAIL

Retired - Wrecked SW1200RS 1276; wrecked GP9 4242; S-4 8070 and 8188; S-7 8227.

Classification Changed - HR616(W) 2104 to 2119 are now classed as MF-32a rather than MF-30c, however, they remain derated to 3000 H.P.

Returned from Lease - GO Transit has returned RS-18m 3152. All six "Tempo" units (3150 to 3155) are now stored unserviceable at Spadina (Toronto).

1100 Series - 12 GMD1 units in the 1000 to 1082 series are expected to be retrucked and ballasted to 124 tons for yard service. Their A1A trucks will be replaced by Flexicoil trucks off retired GP9 units (4200 and 4300 series). They will also be equipped with larger fuel tanks. As each unit is modified, 100 will be added to the road number. 1040 is now in service as 1140 with 1017 and 1024 to shortly become 1117 and 1124. These units will release some SW1200RS (1200 and 1300 series) to replace Winnipeg based SW8 (7150 series) and SW900 (7200 series) units that in turn will come east to retire more S-4/S-7/S-12 units (8000, 8100 and 8200 series).

CN RAIL continued -

Reassignments - With many 25 year old RS-18 and GP9 units coming due or overdue for major overhaul and with many newer units in storage, CN has embarked on a modification programme for their ten year old GP38-2 (5500 to 5536) and GP38-2(W) 5560 to 5610 units. These units are having their fuel and sand capacity reduced, bringing their weight from 130 to 124 tons, thus allowing these units to replace GP9 units on lines out of Winnipeg and Edmonton.

Some 300 road units have been/will be reassigned to a different maintenance base and some 60 RS-18 and GP9 units will be stored serviceable.

High speed GP9 4100 to 4106, stored at Winnipeg since the November 15, 1981 VIA cutbacks, have been reassigned to Montreal and are frequently leased to VIA - several have been observed in Ottawa since early April. Montreal will also become home base for 36 flexicoil trucked light-weight GP9 units (4200 and 4300 series). All 22 rebuilt GP9 units (4000 to 4021) will be assigned to Senneterre, Que.

After all the shuffling is completed it is expected that some 215 units will be stored serviceable, ten C-424 units are leased to Bombardier and are in service in Mexico, and 37 will be stored unserviceable.

The unserviceable units are:

- (6) RS-18m 3150 to 3155.
- (1) RS-18 3689.
- (26) GP9 4131, 4153, 4257, 4265, 4267, 4276, 4281, 4294, 4337, 4347, 4404, 4407, 4420, 4422, 4423, 4453, 4455, 4503, 4506, 4508, 4513, 4526, 4527, 4537, 4571, 4595.
- (2) GP38-2(W) 5601 and 5604.
- (1) S-7 8220.
- (1) F7Au 9170.

Retirement Candidate - SW120ORS 1354 was demolished in a head on collision with GP40-2(W) in the Prince Rupert, B.C. yard. The engineer on 1354 was killed and 9651 suffered a bent frame.

New Career - SD40 5161 was shipped from Prince Rupert to Alaska by Aquatrain Barge Service to advertise CN's Barge service for approximately a month.

VIA RAIL CANADA

Not to be - FP9A 6524, presently being remanufactured, was expected to have a head end power supply installed in place of the steam generator. Instead she will be the first of an expected five light weighted FP9A units to be turned out without a steam generator for service on trains 92/93 between Winnipeg and Churchill, Manitoba. This will allow VIA to return leased CN F7Au 9150 to 9155. 6534 is expected to be the second unit light weighted.

Recently Overhauled - F9B 6614.

Modified - Rail Diesel Cars being shopped at Moncton are having their Rolokrons removed and replaced by another type of wheel slip device.

Unusual Lash-up - LRC 6900 with F9B 6620 and 6631 hauling 12 cars on train 79 on March 31.

VIA RAIL CANADA continued -

To be Transferred - It is likely that all locomotive, rail diesel car and car maintenance carried out by CP Rail at their Glen Yard (Montreal) and Aylth Yard (Calgary) will soon be assigned to CN Rail at Montreal and Winnipeg respectively. With the decision to allow non dynamic brake equipped units on the CANADIAN between Calgary and Vancouver, it is expected that rebuilt former CP FP7A/FP9A units 6550, 6553, 6557, 6566 and 6569 and rebuilt F9B 6651 to 6653 will be reassigned from Aylth to Winnipeg for maintenance. These units retain their dynamic brake feature and will be pooled with former CN FP9A and F9B units between Winnipeg and Vancouver. Other units presently maintained at Aylth (1402, 1403, 1405, 1407, 1410, 1414, 1416, 1418, 1423, 1424, 1432, 1961 and 1965) are expected to be stored serviceable with one or two as protection for the Calgary - South Edmonton Dayliner service. FP9A 1406 and 1413 are presently stored serviceable at Aylth.

Now that the Turbo trains are retired, the "Turbo Bay", essentially tracks 4 to 6 of Central Station, Montreal, will become home maintenance base for 19 Montreal based Rail Diesel Cars (including three presently maintained at CP's Glen Yard), plus the CN electrics and multiple unit cars, thus making the Point St. Charles running shop an all VIA operation. In Fall 1983 it is expected that trains 22/23 (Montreal to Ste. Foy) over CN Rail will become an RDC run with the unit off train 22 operating between Ste. Foy and Montreal Windsor Station over CP Rail for a few trips. It will return from Ste. Foy to Montreal over CN Rail as train 23 for maintenance at Central Station. Similarly an RDC from the Montreal to Ottawa run will cover for the tri-weekly Ottawa to Sudbury service and, in season, will carry on from Sudbury to White River and similarly back to Montreal for servicing, a round trip of 1586 miles.

Short lived - RDC-1m 6146 involved in the tragic Carstairs, Alberta crash on March 23, was the last RDC rebuild released from the shops - in December, 1982. After only a few trips between Calgary and South Edmonton she was damaged in an accident with a truck and was sent to Winnipeg for repairs. She returned to the Calgary - South Edmonton run on March 8. RDC-1 6127 has been reassigned to Calgary as a replacement and joins 6105 and 6144. Late in March trains 194 to 197 were being handled by a single FP7A or FP9A with a stainless steel baggage and coach.

Miscellaneous Motive Power news -

Montreal Urban Community Transportation Commission FP7A 4074 is in CP's Angus Shops for overhaul and will emerge as 1304. 1301 (4071) is also at Angus for overhaul. The MUCTC has decided against acquiring any of the recently retired CP FP7A units.

All Ontario Northland units are now in the yellow and blue scheme except GP9 1604 which is out of service with electrical problems.

GO Transit's three former Burlington Northern F7B units are now in service as auxiliary power units 800 to 802. Previous numbers were Burlington Northern 717, 733 and 737: née Northern Pacific 6009B, 6014B and 6015B respectively.

Miscellaneous Motive Power News continued -

Bombardier's HR616(W) demonstrators 7001 to 7004 (ex CN 2100 to 2103) were expected to be operating on CP Rail by mid-April.

Amtrak's E8Am's 495 and 497, the last E8A's operational on Amtrak and often visitors to Montreal on the MONTREALER are now out of service. When two units are required two F40PH8s are assigned.

Duluth, Winnipeg & Pacific RS-11 3606 to 3608, 3610 and 3613 are being transferred to the Grand Trunk Corp.

Devco's #20 (Model 40) is the oldest unit on a major Canadian railroad - she was built in 1940.

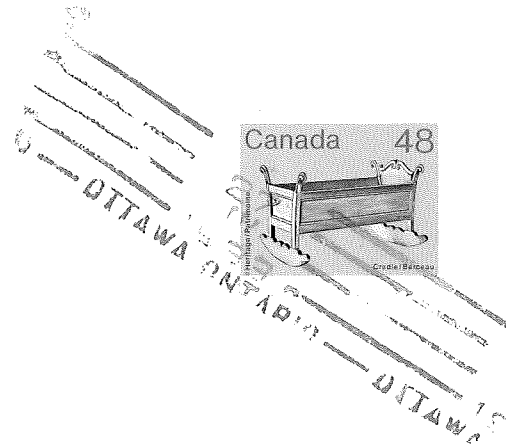
CP Rail's Robot car 1006 has been written up for retirement.

BRANCHLINE is published eleven times a year for members and friends of the Bytown Railway Society. Articles, news items and letters are welcomed and should be sent to one of the following:

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