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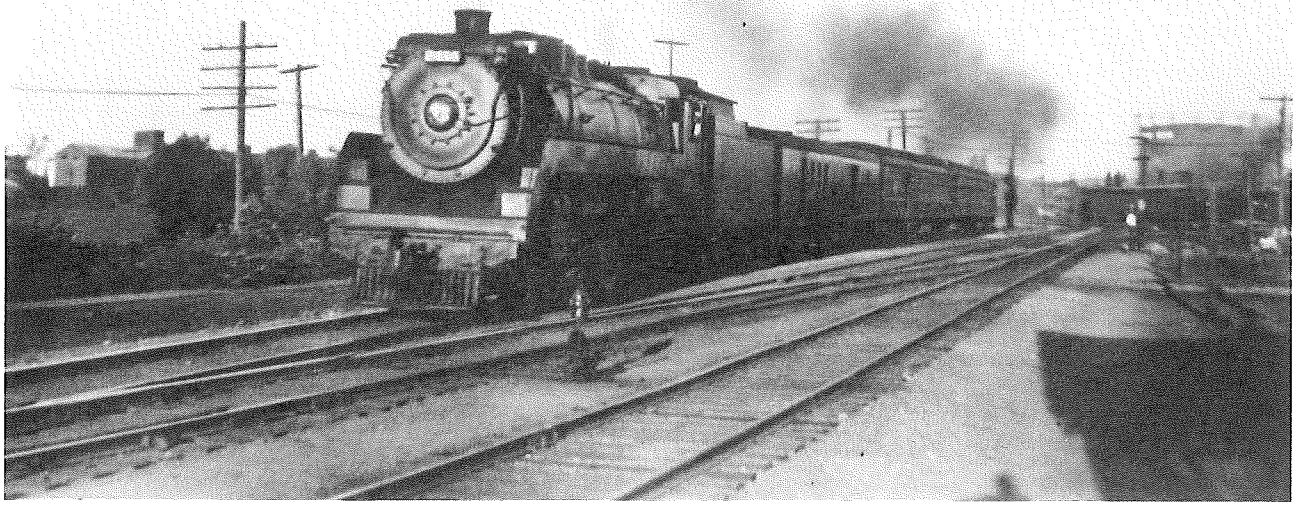
BYTOWN RAILWAY SOCIETY INC.

BRANCHLINE



REMEMBER DEEP CUT at Mann Avenue? Here we see CP 4-6-2 #2414 with a short passenger train approaching Ottawa Union Station at Deep Cut. Note the Ottawa Gas Works tank at the right background. In front of it is the old CN roundhouse. To the left of #2414 in the background you can see a section of one of the many coal sheds which were once familiar sights in the Mann Avenue area up until the 1950's. Photo by A. Schwalm.

BYTOWN RAILWAY SOCIETY INC.

BRANCHLINE

P.O. Box 141, Station A
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Volume 23 June 1984 Number 6

Notice of Meeting

The next meeting of the Bytown Railway Society will be held on Tuesday, June 5, at 7:30 pm in the auditorium of the Museum of Science and Technology on St. Laurent Boulevard.

Our June meeting is always a Slide Contest. As you may remember from previous years, slides are judged on how they fit the topic, and also on how well they come across as pictures. The categories were given last month, but here they are again:

1. Local Heritage: Railways as a contributor to, and a reflection of, local history (Ottawa or elsewhere).
2. Waiting for the Train: The mood of anticipation created by an approaching train.
3. Autumn: Railways set in a fall landscape.
4 Your Favorite Artistic Photo: any photograph that captures an artistic mood or atmosphere.

The Annual Bytown Dinner will be on Saturday, June 16 at 6:30 (bar at 5:30) at I.P.Looneys, 1211 Joseph Cyr, across from St. Laurent Shopping Centre. The cost is $10.95 +tax & bar. If you are interested, please call Helen Tucker at 824-6024 - space is limited.

There will be no July or August meetings. Tuesday, June 19 is our last get-together until September 4. It is our informal (or surprise) meeting, with whatever slides or films you care to bring.

In the May Branchline, we hinted that the next issue would include everything you wanted to know about locomotive 1201. Once the input from Paul Bown, Duncan duFresne, Colin Churcher and Philip Jago was assembled we has amassed 10,000 words and 32 photographs. Rather than chop it up to fit Branchline, we wrote a book: 32 pages at 8 1/2" by 11" entitled

1201 - 40 Years old and Still Going Strong

The editor is Philip Jago, with layout by Bruce Ballantyne, artwork by Al Craig and typing by Earl Roberts. It will be available by mid-June for $5 ($6 by mail postpaid) and orders will be taken at the June meetings. As a special limited time offer, this book and the 1984 Trackside Guide are available for $12 ($14 postpaid).

Restoration is now outside at the Museum grounds. Our first job is to put a coat of paint on the cab and boom of the crane. The big jobs will be the siding and roof of the boom car, but we may have that done this summer in time to tackle the deck of the Jordan Spreader. If you want to see how a spreader goes together (or a boom car or crane), come out to the Museum at the back of the parking lot any Saturday Morning.

-- Inside Branchline --

1201 goes to Quebec City

As part of the festival of the tall ships in Quebec City at the end June, a Quebec City group has chartered locomotive 1201 and the Museum's car excursion train to work out of Quebec City for a week. There will be two trips each day between Charney and St. Charles from June 24 to 29 and on July 1. The fare is $22. The ferry trips from Ottawa and back will be on CN via Montreal on Saturday, June 24 and Monday, July 2. We have no further details yet, but the first one to get them will probably be Jacques Beaubien (phone 232-7205).

The regular summer trips to Wakefield will run from Sunday, July 8 to September 2. See more details on the bottom of page 6.

The "Lidgerwood" Unloader

(You may have noticed a plywood box on a wood framed car parked next to our Jordan Spreader behind the Museum Station. This encloses a large steam winch which was part of an unloading system for fill or ballast trains on the early Canadian railways. Little seems to have been written about machines such as these - the following article is from "Steam and the Panama Canal" in "Engineers & Engines", brought to our notice by Willard Clark.)

Without a doubt few people have taken time to realize the quantity of water required to operate a lock canal such as the Panama Gateway. For example, one lock full of water is lost to the Atlantic and to the Pacific Oceans for every ship that traverses the canal. Consider that a Panama lock is 1,000 feet in length, 100 feet in width and 40 feet in working depth: now realize that locks are double for two lanes of traffic and they operate day and night and you come up with a demand for a considerable and consta flow of water. It was determined that the flow of the Rio Charges riv. would do the job.

The result was the Gatun Dam on the Atlantic end of the Canal - an earthen structure far larger than any like structure ever undertaken by man - ancient or modern. Gatun is nearly a mile in total length, half a mile thick at the base and 135 feet in height to maintain a lake of a few hundred square miles at a surface level of 85 feet above ocean level. The amount of fill earth required for a dam of this magnitude, 21 million cubic yards of material,was transported either from the excavation of the famous Culebra Cut, through the Continental Divide at Panama, or pumped into the core of the dam from impervious material near the dam site.

In the 70 years of continuous Canal operation, with the Gatun Dam controlling the Rio Charges, there has been neither a shortage of water for lock operation nor has there been any serious damage from flooding. This is proof of engineering at a high level. Moerver, the Gatun Dam has blended into the terrain so well that the visitors, including the author, have had to be shown the finished article to realize the Gatun Dam really exists.

Material for dam construction was brought to Gatun by dirt trains consisting of 20 flat cars, side-boarded on one side only, open on the other side. At the unloading site, the towing locomotive was uncoupled and shunted aside - in its place a second locomotive then pushed to the lead car a powerful winding drum, which took steam from the locomotive. This had a cable running the length of the train and attached to to the drum, which in turn pulled forward a large plowshare, the "Lidgerwood" plow whih very effectively pushed everything off the cars on the open side. Thus in th usual and normal operations, rock, muck and dirt - some 500 cubic yards were deposited alongside the track in a matter of 8 to 10 minutes - without hand labour.

The "Lidgerwood" plow could now be returned to the rear car by steam power, then the train recoupled to the towing locomotive and made ready for the trip back to the excavating site. This unique application of steam

power stands in contrast to the French methods where the bulk of the dirt handled was with manual labour and where much hand labour and down-time was spent in unclogging and cleaning conveyor equipment totally unsuited to the material to be handled. By the use of such effective and ingenious machines the project at Gatun Dam, the flood control spillways and the hydro-electric generating plant was completed and working on schedule.

Press reports and especially comments by engineers from around the world were full of amazement and commendation at the vastness of this project. Little wonder such praise - all visitors, whether or not they were trained to appreciate the genius and organization they were witnessing, were looking on the most daring and unique application of power ever undertaken to modify and harness Nature as man had found it.

Letters to the Editor

All your Branchlines are well done, but the April one is one of the most interesting yet. The news items keep us up to date, and the articles on branchline abandonments and high speed trains are succinct and very informative. I also especially enjoyed Omer Lavallee's account of his branchline rambles in April 1952. He writes in a lively clear style, and only a small transposition would make excellent fictional literature in the short story genre.

In one spot he mentions CNR 10-wheeler no. 1406, which pulled their train from from Trenton to Bancroft. This is the loco which I modelled in brass - the one you picjed up for me at Hobbyland in 1980. Do you happen to know any books that happen to contain any photos of no. 1406? Or, failing that, where would I reach Mr Lavallee to find out whether he has any shots himself?

Paul Sheppard

Mrs. Schwalm and I wish to express our appreciation of member inquiries during my three week stay in hospital, particularly John Frayne for his card, Earl Roberts for his phone calls, Lea Gault, Bill Williams and Wally Mossop for their visits and gifts, Wally for providing transportation home, and Bruce Chapman for his kindness to my wife. To all my railfan friends, many thanks.

Addy

Canada's New Electric Locomotives

The first electric locomotives designed and built in Canada for many years are the 7 6000 hp units for BC Railway's Tumbler Ridge line. Bytown Members were fortunate to get a detailed description of these units from somewone who has worked closely with the project, Rob Wright of GM. A few highlights of these engines follow:

Model	6F6C
Power Supply	50 KV, 60 hz, single phase
Rating	3800 kw at the rails
Weight	392,000 lbs.
Tractive effort	90,000 lbs. at minimum continuous speed of 21 mph.
Max. speed	56 mph - may be towed at 65 mph.

New features include Super Series wheel slip control (the same system used on the new SD-50 diesels) to give a useable 24% tractive effort, roller bearing suspension for the traction motors, and a console control stand. There are electric heaters in the cab, machine room, on the windshield and even the mirrors. The units can m.u. not only with themselves but with diesels. They have radio control for remote operation and the BC Rail LIC radio transponder so the dispatcher always knows where they are.

THE INFORMATION LINE

ALONG THE RIGHT OF WAY by Mike Nowell -

Montreal Urban Community Transportation Commission coach 840 (ex-CP Rail 1700), is now in MUCTC's blue and white scheme. She was the last of 50 former CP Rail coaches scheduled for repaint. (Earl Roberts)

VIA RDC-1 6104 suffered about $35,000 damage on April 12 when it hit a truck and derailed at m.p. 90.57, Leduc Subdivision (Alberta). RDC-1 6147 was sent as a replacement. (Bruce Chapman)

Effective April 15, VIA's regular 'Bay' series sleeper on Trains 48 and 49 between Ottawa and Toronto was replaced by an 'E' series sleeper, thus again providing open section accomodation on this endangered train. (Philip Jago)

On April 18 CN Train 301 included several flat cars loaded with German Army tanks enroute to war manoeuvres at Shilo, Manitoba. (Earl Roberts)

On April 22 VIA Train 36, lead by leased CN GP9 4361 (ex-4101) hit a car at a level crossing at Vars, Ontario. 4361's trucks sustained some damage and the fuel tank was ruptured. 4361 limped to the siding at Limoges where she was left, and the train continued behind GP40-2L(W) 9465 which was 'borrowed' from Train 302. The accident also significantly delayed Trains 37 and 38. (Colin Churcher)

The only CP Rail units remaining in the maroon and grey paint scheme were united on April 28 when S-11 6615 arrived in Ottawa on Train 85 to replace ailing S-3 6538. On April 29 6615 was basking in the sun, however, 6538 was inside the shop. (Mike Tessier & Earl Roberts)

VIA Train 178 from Sudbury on April 28 included RDC-2 6203 towing dead RDC-2 6206, both operating baggage section forward. (Dave Stremer)

The last RDC out of CP's Windsor Station (Montreal) operated on April 2 when VIA RDC-2 6216 departed as Train 164 to Ste-Foy, Quebec. Service the next day originated at CN's Central Station. (Pierre Patenaude)

CP Rail lifted the siding at Blackburn, Ontario in April. (Earl Roberts)

VIA's westbound CANADIAN departing Toronto at 23:59 EST on April 28 left as an extra and departed Sudbury on time at 08:05 EDT on April 29. It operated as an extra so that the hour lost through the changeover to Daylight Saving Time could be recovered. VIA FP9A 6511 and F9B 6627 headed baggage 601, coach 105, cafe-coach 3234, Skyline Dome 500, daynighter 5715, sleeper CHATEAU LASALLE, sleeper MACDONALD MANOR, sleeper ELGIN MANOR, diner PRINCESS, sleeper EVELYN and sleeper observation LAURENTIDE PARK (11 cars). (John Fleck)

The April 29 CP Rail operating timetable shows a significant reduction of 'stations' on lines radiating from Ottawa. The remaining stations on the Maniwaki Subdivision are Laman, Wakefield, Kazabazua and Maniwaki. The Waltham Subdivision reflects only Wamo, Parker, Quyon, Wyman, Shawville, Fort Coulonge and Waltham (and abandonment has been approved beyond Wyman). The M&O Subdivision is down to Blackburn (no siding), Plantagenet, Alfred, Vankleek Hill, St. Eugene, Rigaud, Hudson and Vaudreuil. (Bruce Chapman)

On April 30, VIA RDC-1 6144 sustained about $50,000 damage when it hit some farm machinery at m.p. 22.66, Red Deer Subdivision (Alberta). RDC-2 6205 was sent as a replacement. (Bruce Chapman)

Up to 200 Government of Canada branchline rehabilitation hopper cars were brought east from the prairies to haul ballast from Pontiac, Quebec for the rehabilitation of CN's Smiths Falls Subdivision. They should all be 'back home' by the end of May. (Colin Church

On May 4 leased B&O GP38 4805 hauled a work train on CP's Winchester Sub. On the same day Train 493 was powered by leased ONS&L SD40 208 leading, helped by sister 204 and CP C-424 4243, and third Train 927 was powered by CP SD40 5549 and leased ONS&L SD40 215 and 211. (Mike Tessier)

On May 6 Delaware & Hudson GP39-2 7605, 7607, 7609 and 7611 worked through Smiths Falls on CP Train 481 destined to Morrison-Knudsen at Boise, Idaho, mu'd to CP M-636 4738, M-636 4713 and M-630 4567. Three more D&H GP39-2s (7601, 7603 and 7604) operated on Train 481 on May 13. The D&H units were routed via Calgary, then south to the Kingsgate interchange with Burlington Northern. (Ollie McKee, Duncan Lunam and Bruce Chapman)

On May 6 CN Train 308 failed the hot box detector at Nepean, the guilty party being C-630 2009. She was set out at the Bells Corners siding and shut down to await some attention. A contingent of 'yellow hats' was sent to investigate and, alas, she sat out the night under the watchful eye of a CN constable. (Jim Lohnes)

On May 8 CN business car 15102 (in CN grey and black) and VIA battery charger car 15205 were seen in Brockville. (Ollie McKee)

On May 8 CP GP35 5020, fresh out of Angus Shops after wreck repairs, was noted on Trains 85 and 86. (Mike Tessier)

On May 11 CP Rail operated a work train from Montreal to Ottawa on the M&O Subdivision headed by C-424 4220. Upon arrival at the M&O wye the train turned and immediately returned to Montreal. This is unusual as nomally Ottawa engines and crews work the M&O Subdivision. (Colin Churcher)

A special train from Montreal conveyed Mrs. Jeanne Sauve to Ottawa on May 12 for her swearing in as Canada's 23rd Governor General. The two car train, consisting of VIA daynighter 5711 and CN business car #5 in VIA colours (but no logo), was powered by VIA FPA-4 6784. (Earl Roberts)

CP Jordan spreader 402895 and work-baggage car 404938 were included in Train 85's consist on May 12. (Mike Nowell and Mike Tessier)

On May 13 CN carried out high speed tests of VIA LRC equipment on the Kingston Subdivision between Garry and Galop, Ontario, resulting in the north track being closed for most of the day. The test train consisted of LRC 6912 and new coaches 3350, 3364, 3365, 3363 and 3366. The fifth test of the day resulted in CN freight 385 (which included CN Transportation Test Car 15100) being held in Regis Yard for 90 minutes and delayed VIA Train 65 for roughly 30 minutes. (Bryan Girling)

On May 17 VIA Train 29's usual consist of three conventional cars was swollen to 10 cars when a large number of tour passengers was brought to the Capital. They returned to Montreal in the seven extra cars on Train 36, also a conventional train. Commencing June 3, Train 29 will be LRC equipped, however, Train 36 will remain as a conventional train. Will this equipment incompatibility preclude large groups being able to visit Ottawa for the day by train? (Earl Roberts)

VIA Train 178 from Sudbury on May 17 consisted of RDC-2 6203 and RDC-4 9251, the latter VIA owned but still in CP Rail colours. 9251 was sent along as 6203 was overheating. She returned to Sudbury on May 18 accompanied by RDC-2 6217. (Bruce Chapman & Earl Roberts)

On May 19 CP Train 85 was powered by C-424 4201 and RS-18s 8782, 8734 and 8300. Rarely does this train exceed three units beyond Ste. Therese. 8732 and 8800 were removed at Gatineau. (Colin Churcher & Mike Tessier)

On May 19 a three unit lashup consisting of Bombardier HR616 7004 (soon to be CN 2103), Bombardier Testbed HR412 7000 and CN C-630 2000 was noted running back and forth on the east side of Bombardier's Montreal Plant. Also noted were four MXS624 units for Tunisia. (Mike Tessier)

Seen in CP's Smiths Falls Yard on May 20 were S-2 7016 and 7027, retired S-3 6591 (destined to Brockville) and RS-18 8788. Arriving on Train 91 were C-424 4245, RS-23 8038 and 8039, B&O GP38 4803 and RS-18 8763. All but 8038 and 8039 left on Train 481. Departing on a welded rail train to Ignace were C-424 4207, leased B&O GP38 4801, leased C&O GP38 4828 and C-424 4200. During this action CN GP9u 4001 arrived on Train 535 to switch the Smiths Falls industries. (Mike Nowell and Colin Churcher)

CN's Rail Change Out unit and 102 cars of associated equipment and crew accomodation arrived at Federal on May 21 for a 15 day stretch of layi welded rail on the Smiths Falls Subdivision. (David Streme.

Due to additional track work on CP's Brockville Subdivision, VIA Trains 43 and 44 on the Ottawa-Toronto route were replaced by busses between Ottawa and Brockville effective May 22 for approximately a month. Evening Trains 45 and 46 and overnight Trains 48 and 49 continued to operate via Carleton Place (to avoid the upgrading of CN's Smiths Falls Subdivision) and over the Brockville Subdivision. (Bruce Chapman)

Regarding the query in the May BRANCHLINE as to when the last six axle unit operated over the CP's Lachute Subdivision - Mike Tessier reports that the honour fell to M-630 4555 leading Train 85 on July 14, 1978. During early 1978 the Lachute Subdivision regularly saw M-630, M-636, SD40, SD40-2 units and even M-640 4744 in the six axle category, along with RS-3, RS-10, RS-18, C-424, GP9 and GP35 units and the occasional FP7A and F7B unit in the four axle category. How times have changed!

There is no truth to the rumour that the Thurso Railway is using carrier pigeons to thwart Neil Robertson's scanner. A nesting box has been installed on a fencepost at quarter mile intervals along the right-of-way for 20 miles by Quebec Government wildlife authorities to attract swallows, hence radio communications are still needed. (Colin Churcher)

From a lady upon leaving the cab of Royal Hudson 2858 at the museum and noticing the BRS restoration crew - "No wonder it isn't going anywhere - they're still building it!". (Helen Tucker)

Terra Transport in Newfoundland hopes to have the island railroad operating on the Manual Block System by July, 1984. (Bruce Chapman)

In October 1982 the Quebec, North Shore & Labrador employed 21 dispatcher plus one Chief Dispatcher and one Assistant Chief Dispatcher. With th downturn in ore hauling, there are now only five dispatchers and one combined Chief Dispatcher-Trainmaster. (Bruce Chapman)

Plans on moving the railheads back to the concourse in CP's Montreal Windsor Station (May BRANCHLINE) have been slowed when it was found that the spot where the tracks used to run will no longer support the rails as offices have been built beneath the former trackage and hence stengthening would be required. (Bruce Chapman)

Further to the article in the April 1984 BRANCHLINE regarding crossing circuits, CN has introduced variable timing of crossing gates at the Wilson Road crossing in Oshawa and at crossings in Belleville and Pickering, where the timing is influenced by speed. (Bruce Chapman)

On May 10 the Federal Government Treasury Board approved the purchase of 2,460 100 ton steel grain hopper cars from three suppliers as follows: 980 from National Steel Car, Hamilton, Ont., 620 from Marine Industries, Sorel, Que. and 860 from Hawker Siddeley, Trenton, N.S. Delivery will start in late July 1984 and continue to approximately February 1985. These orders bring the number of grain cars ordered by the Government of Canada since 1972 to 15,120. In addition, the Canadian Wheat Board purchased 2,000 100 ton steel cars in 1979/80 and the Governments of Alberta and Saskatchewan each purchased 1,000 cars a few years ago. (Colin Churcher)

Several leased Morrison-Knudsen hopper cars were delivered to CP's Walkley Yard during April and May for summer ballast hauling. (Bruce Chapman)

The Museum of Science and Technology's steam excursions with 1201 to Wakefield resume Sunday, July 8 and will operate every Wednesday and Sunday until Sunday, September 2. 'Fall Foliage' trips will be made on Sunday, September 30; Sunday, October 7; Monday, October 8 (Thanksgiving Day) and Sunday, October 14. Adult fare will be $12.00 and children under 12 ride for $6.00. (It is possible that departure from the museum this season will be earlier than the normal 10 o'clock - please check with the museum at 998-4566). (Earl Roberts)

Agency Positions and Station Buildings to be Removed: Canadian National has received permission to remove the agency positions and station buildings at Valemant, Blue River, Lumby, Clearwater, and Boston Bar. The communities are located in British Columbia and will now be serviced by the Kamloops Servocentre.

(C.T.C., 14-03-84)

Speed Must be Justified: The C.T.C. may have thrown a monkey wrench into VIA's plans to operate high speed trains between Ottawa and Brockville. The Railway Transport Committee has decreed that railways under C.T.C. jurisdiction have until May 31, 1984 to show cause why:

"(i) Passenger train speed on any route in Canada should not be restricted to 95 mph without first securing the approval of the (committee);

(ii) Passenger train speeds on any route in Canada which has not been equipped with continuous track circuit signalling should not be restricted to 80 mph effective June 30, 1984 until December 31st, 1985; and

(iii) Passenger train speeds on any route which are (sic) not equipped with continuous track signalling should not be restricted to 70 mph effective December 31st, 1985.

(C.T.C., 19-04-84)

Devco Receives Permission to Alter Service: The Devco Railway has received permission to remove the agency positions and station buildings at Glace Bay and New Waterford (both in Nova Scotia).

(C.T.C., 24-04-84)

Public Hearings into Station Closures: The Railway Transport Committee will hold public hearings on the 5th, 6th, and 19th of June to examine a Canadian National application to remove the station agents and station buildings at Churchill, Ilford, Thicket Portage, Gillam, Wabowden, Sherridon, Lynn Lake, Cranberry Portage (all in Manitoba) and Hudson Day (Saskatchewan. The company proposes to replace the structures at these locations with passenger shelters.

(C.T.C., 25-04-84)

Notice of Necessity of Public Hearing: The Railway Transport Committee has advertized for those interested in having a public hearing to contest a Canadian National application to abandon a portion of the Dodsland Subdivision (Saskatchewan) from Smiley (mileage 79.2) to Dewar Lake (mileage 86.6).

The last revenue traffic consisted of 4 outbound carloads of grain from Dewar Lake in 1981 and the elevator there is now closed.

(C.T.C., 26-04-84)

Permission to Remove Shelter: Canadian National has received permission to remove its passenger shelter at Bromptonville, Québec.

(C.T.C., 26-04-84)

Brake Test Change: The Railway Transport Committee has approved of the "Air Flow Method" to provide the testing of train air brake systems, subject to the following conditions:

1) Brake pipe flow indicators used in the test shall be changed out every 24 months for cleaning and maintenance.
2) Brake pipe flow indicators shall be calibrated every 90 days and the last changeout date and calibration date of the indicators shall be displayed in the cab.

(C.T.C., 30-04-84)

Hearings to be held into Application to Abandon Maniwaki and Ste. Agathe Subdivisions:

The Railway Transport Committee will conduct public hearings in Wakefield (July 9 and 10 in the Legion Hall across from the turntable) and Maniwaki (July 11, 12, and 13) to review a CP Rail application to abandon the Maniwaki Subdivision (Québec) between Laman (mileage 3.0) and Maniwaki (mileage 80.7).

The application to abandon the Ste. Agathe Subdivision (Québec) will be examined in Ste. Agathe (July 17) and Mont Laurier (July 19 and 20).

(Given existing levels of traffic, this could be it for the Maniwaki Subdivision.)

(C.T.C., 01-05-84)

Permission to Abandon Portion of Elmira Spur: Canadian National has received permission to abandon a portion of the Elmira Spur (Prince Edward Island) off mileage 50.20 of the Souris Subdivision between Baltic (mileage 5.00) and Elmira (mileage 9.85).

(C.T.C., 10-05-84)

Permission to Discontinue Passenger Service and Abandon Line:

Canadian National has received permission to discontinue mixed trains 206 and 205 between Clarenville and Bonavista (Newfoundland). The company has also received permission to abandon its Bonavista Subdivision (the route traversed by M206 and M205) between Shoal Harbour (mileage 0.00) and Bonavista (mileage 87.89).

The line dates from 1910 when it was constructed by the Reid Newfoundland Company. From the outset, the enterprise was not financially viable and its past has been somewhat chequered by ownership transfer after ownership transfer.

In 1982, the mixed train operation suffered a loss of $38,228 while the line, overall, had a deficit of $865,105.

(Passenger Train, C.T.C., 16-05-84,
Line Abandonment, C.T.C., 16-05-84)

Mystery Behind Bridge Unravelled: (In response to our May query as to the reason why for a bridge at mileage 110.4 of CP's Belleville Subdivision, Ray Corley has taken the time to offer the following.)

The bridge to which you refer is where the Canadian Northern Railway's Toronto-Trenton-Ottawa line passes under both the ex-GTR and the CPR's "lakeshore" lines.

Eastbound from Brighton, the 3 lines were essentially parallel - the Canadian Northern slightly north of the GTR, and the CPR beside the GTR on the south.

Just over a mile from Brighton (and before reaching Smithfield) the Canadian Northern "descended" into a cutting to go under the GTR (built first) and then headed almost due east across country towards Trenton. When the CPR arrived, it crossed over the Canadian Northern on its own bridge.

The Canadian Northern route was progressively abandoned by CN from 1923 to 1936 - this particular section going on August 8, 1923.

At the "crossing" there was an interchange between the GTR (Oshawa Sub and the Can Nor (Deseronto Sub) and after 1920, selected GTR and Can Nor trains between Toronto and Ottawa "switched" routes at this point.

Texas Train Sets Speed Record That's Just Impossible to Beat:
(The following appeared in the April 25, 1984 issue of CP Rail News)

Railway speed records have been a source of unstated competition around the world for centuries.

In September, 1936, a 4-4-4 type lightweight and streamlined passenger train attained a recorded speed of 112.5 m.p.h. (181 kilometres per hour) on the C.P.R.'s Winchester subdivision, then the highest officially-recorded train speed in Canada. In March, 1976, that record was broken when a LRC (Light Rapid and Comfortable) train, travelling on CP Rail's Adirondack subdivision, set a new official record of 129 m.p.h. (207 kilometres per hour).

But, there is one speed record no railroad will want to surpass. It was established from September 1900 to September 1907 by the train that arrived seven years late.

The train left Beaumont Texas for Port Bolivar, 70 miles (113 kilometres) away. But after only 33 miles (53 kilometres), it was caught in a flood which washed away miles of track.

The train remained isolated until after its owner - the ailing Gulf and Interstate - was taken over by the Atchison, Topeka and Santa Fe Railroad. The tracks were then relaid, the train overhauled, the engine steamed up and the journey completed . . . seven years late.

Some of the original passengers were there to greet the train on its arrival.

From the News Editor's Desk: Because of commitments to the production of our book celebrating the 40th birthday of 1201, my participation in this month's Branchline has been somewhat limited. I promise to make amends in our future issues.

I do have time, however, to announce some rather glad news. As you all know, it has been my task to chronicle the mis-adventures of Chief Editor John Halpenny and his exploits around the world in the pursuit of gravity. It has been my pleasure, moreover, to announce his entry into holy matrimony and all the duties and responsibilities thereto. It now gives me great pleasure to announce that John (and his wife) has seen fit to add to the club's junior membership with the birth this month of a bouncing baby railfanette! John, if you thought life had changed when you tied the knot, you ain't seen nuthin' yet! Incidentally, my elder daughter (3½ years) can hardly wait to show the new arrival "a real steam engine". Mr. Temple, you just might have another convert.

The railfan community lost a great friend and supporter on Tuesday, May 8, 1984 when Joe Thomas passed away in hospital. Joe was a longtime BRS member and was a founding member of our sister organization, the Ottawa Valley Associated Railroaders. It was only recently that Joe provided an excellent movie presentation at one of our meetings and he has been active in presenting courses on railroading at Algonquin College. His basement housed one of the largest HO scale model railroads in the Ottawa area and he has provided the inspiration for many to get into modelling as well as photographing the '12 inches to the foot'. Joe, may all your block signals be clear.

THE MOTIVE POWER SCENE by Earl Roberts with special thanks to Bruce Chapman, Ken Allen, Colin Churcher, Bruce Curry, Jack Knowles, Pierre Patenaude, David Stremes and Paul Smith.
Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page of the 1984 edition of TRACKSIDE GUIDE, eg. (p1-8).

CN RAIL
Remanufactured - (p1-10 & 1-11) - previous number in parentheses: GP9u 4026 (retired 4423); 4027 (retired 4420); 4101 (4219); 4102 (4244).
New Home - Retired 70 Ton #30 is destined to the Canadian Railway Museum at Delson, Quebec.

CP RAIL
Retired - (p1-33) - S-3 6584 (the only switcher with dual controls).
Rebuilt to Switcher - (p1-26 & 1-36) - former number in parentheses: GP9u 1569 (8625); 1574 (8517); 1575 (8679); 1578 (8542) - 1576 and 1577 to follow.
Rebuilt - (p1-36) GP9 8492 has been rebuilt and renumbered 8204 (second use of number). She will remain as a road switcher.
Into Shops for Rebuild Programs - SW1200RS 8102 and 8137; RS-18 8741 and 8759.
More Leased Units on the Way - 25 stored 1969 Baltimore & Ohio GP40 units, now owned by GATX, are being readied for lease as trailing units. Numbers expected are 3702, 3703, 3706-3708, 3711-3715, 3720, 3722-3728, 3730, 3732, 3733, 3735, 3737-3739. In addition, Quebec, North Shore & Labrador SD40 200-203 will be leased and 219 and 220 are also being considered.
They Didn't Make It - Burlington Northern cabless GE U30B 4105 and 4106, expected in April (May BRANCHLINE) in exchange for the testing of CP Robot equipped SD40-2 5808 and 5766, were found to be too heavy (266,000 lbs. on four axles) so Burlington Northern SD40 6314 and 6801 were received in their place.
Reacquired - the following retired VIA passenger units (all formerly CP Rail units) have been purchased for parts: FP7A 1402, 1403, 1416, 1418, 1423, 1424 and 1432; FP9A 1405, 1406, 1407, 1410, 1413 and 1414; E8Au 1898 and 1899; F9B 1961 and 1965. The 17 units, stored at Montreal, Medicine Hat or Calgary, have been approved for scrapping.

VIA RAIL CANADA
Into CN's Shops for Remanufacture - FP9A 6515 and 6521.

TRACKSIDE GUIDE UPDATES
p1-55 - Toronto, Hamilton & Buffalo - NW2 51-54 carry EMD serial numbers 5703-5706.
p1-57 - GO Transit - GP40 720-723 carry EMD serial 32600-32603 and 724-726 carry serial 32605-32607. All were built in 1967.
p2-3 - Fraser Pulpchips Co., Langley, B.C. - has acquired former Hooker Chemicals #3, Whitcomb Model 80DE-5B, Serial 60322, built 9/43, through Ritchie Bros. Auctioneers. This centre cab unit was formerly USA 7203.
p2-7 - Imperial Oil, Beamer, Alta. - their ALCO S-2 590 was built in 6/49.
p2-7 & 2-8 - Coleman Collieries, Coleman, Alta. - has sold CLC DTC44T switchers DL10 (ex-CP 13) and 23 (ex-CP 23) to Angeldew Palms, Rosebud, Alta.
p2-8 - Manalta Coal Co., Sheerness, Alta. - their 'homebuilt' unit #3070 started life as Niagara, St. Catharines & Toronto Steeple Cab Electric 12, then to the Windsor, Essex & Lake Shore Rly., and then to Cornwall Street Light & Power #9. It was converted to a diesel-electric by A.A. Merrilees in 1952 for service at Bienfait Coal in Bienfait, Sask.

p2-10 - Interprovincial Pipe & Steel, Regina, Sask. - recently acquired Burlington Northern NW2 493 was originally Great Northern 156, not 153.
p2-23 - Dufferin Concrete Products, Scarborough, Ont - their #9117 is a Whitcomb, serial 13041, inherited from Dual Mixed Concrete & Materials #936 in 1964. Dual Mixed acquired the unit from Kirkfield Crushed Stone in 1962, where it did not carry a number.
p2-25 - Cargill Grain, Thunder Bay, Ont. - still have no # MLW S-3 on the property (serial 80986, built 6/54, formerly LaSalle Coke & Manufacturing #4, formerly Montreal Coke, acquired in 1977), however, it is retired and up for sale. In addition, of their two former Devco RS-1 units, #202 is slated for scrapping and #200, which no longer carries a number, will be retained as backup for a soon-to-be-acquired EMD SW8. Details to follow.
Not Quite - further to the report in the April BRANCHLINE regarding the reincarnation of Central Vermont GP9 4929 eleven years after her retirement from an accident - the Champlain Valley Chapter of the NRHS reports that Burlington Northern GP9 1855 (nee Northern Pacific 229) has become Central Vermont 4929! The 'new' 4929 also sports roof mounted air tanks, however, unlike the original 4929, it is set up to run short hood forward. Hence the reincarnation was limited to the road number. In addition to the 'new' 4929, former Central Vermont GP9 4450, 4549 and 4923, operating on the Grand Trunk Western in recent years, have returned to the Central Vermont.

Rapid Transit Updates with special thanks to Jack Knowles -
Toronto Transportation Commission -
p3-12 - Class G1 - 5033 and 5034 converted to non-driving motor cars.
p3-13 - Class G3 - all 26 remaining cars are non-driving motor cars.
p3-13 - Class G4 - cars 5111 to 5114 are non-driving motor cars with 5111 paired with 5114, 5112 paired with 5113, and driving car 5110 paired with driving car 5115.
Note: The above non-driving motor cars form centre sets in semi-permanent four car sets as follows:

5000-5201-5200-5001	5014-5215-5214-5015	5026-5227-5226-5027
5002-5203-5202-5003	5016-5217-5216-5017	5028-5113-5112-5029
5006-5207-5206-5007	5018-5219-5218-5019	5030-5111-5114-5031
5008-5209-5208-5009	5020-5221-5220-5021	5032-5033-5034-5035
5010-5211-5210-5011	5022-5223-5222-5023	
5012-5213-5212-5013	5024-5225-5224-5025	

p3-14 - Class H1 - Cars 5428/5431 and 5429/5430 form married pairs instead of 5428/29 and 5430/31 as indicated. Also cars 5388 to 5391 were retired, not 5378 to 5391 as indicated in the notes.
p3-16 - Class H5 - Car 5754 is used for service whenever an even numbered car is shopped.
p3-18 - RT-1 has been rebuilt so often that none of the original car survives. The last original part was the underframe and it was shipped to the Ontario Electric Railway Historical Association following the 1983 rebuild.
p3-19 - Surface (Streetcars) - Add 4504 Training Car - for details see Class A8, p3-11.
PCC Class A8 4545 has been painted into a special livery to commemorate Toronto's Sesquicentennial, and CLRV Class L1 4005 has been specially painted to commemorate Ontario's Bicentennial.
Calgary Transit - now has 45 of their Siemens-Duwag LRT cars in service with 30 used on the S.E. line and 15 on the N.E. extension. Additional cars will be added at approximately three per month, with delivery of the 83rd car scheduled for July 1985.

Amtrak has produced a timetable covering only trains that they operate into Canada. (Bill Dickie)

VIA has announced tentative plans for a special train to carry Her Majesty Queen Elizabeth II and Prince Philip from Cornwall to Kingston, Ontario on July 17 with departure from Cornwall after lunch, stopping at Prescott, and arriving at Kingston at 18:30. (Bruce Chapman)

Southeastern Pennsylvania Transportation Authority RDC-1 9163 has become the first Budd Rail Diesel Car to be preserved by a museum. The 33 year old car, which was formerly Lehigh Valley 40, is now in the hands of the Railraod Museum of Pennsylvania at Strasburg, Pa. (WCRA News)

VIA has started to operate their Skyline dome cars in the reverse direction from what has been the norm since their construction, thereby having the lounge section in the front of the car. Seats in the dome have been reversed and a table has been installed on each side of the dome aisle at what is now the 'new' front of the dome. (John Cowan and John Fleck)

BRS member Dr. Robert F. Leggett's hardcover book CANADIAN RAILWAYS IN PICTURES, first published in 1977, has recently been republished in softcover. (Colin Churcher)

BRANCHLINE is published 11 times a year. Articles, news items and letters are welcomed and should be sent to any of the following:

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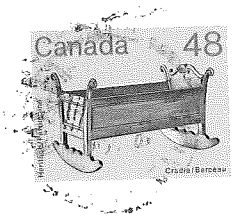

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