

BRANCHLINE

P.O. BOX 141,
STATION A
OTTAWA, CANADA
K1N 8Y1

Volume 22

July/August 1983

Number 7

NOTICE OF MEETING

The next meeting of the Bytown Railway Society will be held on Tuesday, September 6, 1983 at 8 pm in the auditorium of the National Museum of Science and Technology on St. Laurent Boulevard.

Details on the September meeting are not available as we go to press, however, we will have a full description in our September issue of Branchline. Since this is the summer, there will be no issue at the end of July. Everyone is entitled to a summer break, even the staff!

The June meeting featured our annual slide contest ably adjudicated by Bob Meldrum and a colleague of his whose name, unfortunately, escapes us. Of course prior to the contest, we were treated to the patent Meldrum lecture on the evils of poles and his comments continued to hound us as we exhibited our works. For the record, the winners were: Railways in Winter, Doug Smith with a shot of the west bound "Canadian" just east of Ottawa station; The atmosphere of railways, Colin Churcher with a shot of the tail end of Train No. 2 at Blackburn siding on the M. & O. Sub.; Power, John Corby with a magnificent shot of a CP Rail freight train in the Rocky Mountains; Favourite artistic slide, John Coleman with a shot of Train 48 stopped to register at Federal.

Our annual banquet was held at the Maison Earle in Wakefield amidst the hoopla of the Progressive Conservative National Convention. Ches Banks was Master of Ceremonies and we thank him profusely for not making a speech! Suffice it to say that a good time was had by all.

Restoration is continuing on all fronts. The Thurso gang is busy applying the distinctive CPR maroon paint to the exterior of Car 27 while the Museum gang is finishing up on the boom car and looking at the Jordan Spreader. Our speeder is now operational and our Hi-Rail car is coming along nicely.

We remind you that the "revised" and "expanded" Trackside Guide to Canadian Railway Motive Power is now on sale for \$7.95 at our sales desk or by writing to the Society.

On an extremely personal note, we note and applaud the heroic work of member Captain Don Cameron, the pilot of the ill-fated Air Canada Flight 797, in landing his flame stricken DC-9 at Cincinnati Airport.

Chief Editor John Halpenny is away for this issue, so the "typos" are the fault of Earl Roberts, and our News Editor. Have a safe and happy summer and above all exercise extreme caution when you are in and around railway property. Remember, any time is train time. See you in September.

Inside Branchline

Steam News	page 2
St. Kitts' Railway	3
Steam in Baltimore	4
The Information Line	5
The Motive Power Scene	10
Updates to <u>Trackside Guide</u>	12
Miscellaneous News Items	13

STEAM NEWS: Steam powered passenger excursions to Wakefield, Québec behind the National Museum of Science and Technology's ex Canadian Pacific G5 locomotive No. 1201 will commence on August 3, 1983.

Over the winter, the 1201 has been given a complete boiler job by the museum's capable crews and she should be all set and raring to go that day.

In addition to the August 3rd trip, runs will also take place on August 7, 10, 14, 17, 21, 24, 28, and 31. 1201 will also run on September 4th and 25th and on October 2nd, 8th and 10th.

Information and tickets are available from the National Museum of Science and Technology, 1867 St. Laurent Boulevard, Ottawa, Ontario, Telephone (613) 998-4566.

Society Crane to Steam this Summer: After passing her hydro test with flying colours, our ex Central Vermont steam crane will be operated for the first time in two years on July 31, 1983. If you want to participate in the preparation (including greasing thousands of fittings, raising steam without too much kindling wood in the firebox, and a host of other tasks), operation and/or shutdown (including such jobs as raking out the ashpan and going back over those thousands of grease fittings), please contact John Halpenny at 523-8290 (after July 18) or myself Philip Jago at 837-2741 (after 20:30 when the kids are in bed) so that crews can be organized. Everyone that comes out gets a chance to operate the crane and it will prove to be an interesting time.

From the Membership Desk: With the club's rapid growth in membership this year, we regret that we are not able to furnish back issues of Branchline to those renewing or starting their membership part way through the year..

(Thanks to John Frayne,
Membership Secretary)

Tunnel Bay Railroaders Become Division of CRHA: The Tunnel Bay Railroaders of Brockville have combined forces with rail buffs in Smith's Falls and have managed to negotiate all the red tape to become the Rideau Division of the Canadian Railroad Historical Association. The focal point for the organization will be the establishment of a railway museum in Canadian National's ex Canadian Northern station in Smith's Falls. We wish the club the best of luck in their future endeavours.

Railway Club Proposed: Bytown member Hugues Bonin of Kingston has informed us that plans are afoot in the limestone city to establish a railway society. At the moment, details on the organization are being ironed out, however it is intended to apply eventually to the CRHA for division status. Those wishing further information can contact Hugues at 803 Fairfax Drive, Kingston, Ontario, K7M 4V6

Ride the Red Heifer: The Delaware and Ulster Railroad will begin tourist excursions this summer between Arkville and Fleischmanns, New York. Equipment includes ex New York Central M-405 diesel electric railcar, J.G. Brill 1928 "The Red Heifer" and Brill trailer car #501, ex Western Maryland #76 GE 44 ton 1943 diesel, ex PRR MP-54 coaches, ex PRR N5 cabooses and open tourist excursion cars. Details are available by contacting the Catskill Rail Committee, The Rexmere, P.O.Box 243, Stamford, New York, United States, 12167. Telephone (607) 652-2821.

(Thanks to John Corby)

Update on the St. Kitts' Railway

by
Colin Churcher

I visited St. Kitts in early May and found the sugar cane season in full swing. If anything, the railway is busier than ever. There are 18 locomotives on the roster of this 2'-6" gauge line although only 17 are active. The roster has changed since I was there in 1981.

Four 0-6-0 diesel mechanical locomotives have been brought over from the nearby island of Antigue. These were all built by Ruston and Hornsby. They have coupling rods. Three have been overhauled and repainted. No. 18 is still being worked on and retains its Antigue green.

The two Whitcombs have been rebuilt with Caterpillar engines (shades of Thurso). When they came from Jamaica, they came with additional axles. They are very hard on axles and were described to me as "a big fat woman with spindly legs".

One of the Davenports, no 15, has been retired and its number has been taken by a brand new Hunslet which sports a 1982 builder's plate. They are very proud of this unit which was spotted specially for Paul and I to inspect and photograph.

Although he was on his lunch break, the driver of No. 12, the venerable Armstrong Whitworth 1934 diesel electric, was brought in to show us "his" machine. This is pre-historic and I am sure it would have been preserved if it had been in Europe or North America. Instead, it still works five days a week moving refined sugar and molasses from the factory to the deep water berth. A great deal of ingenuity is required to keep it running (Shades of Thurso) and I was amazed at how they had built up the contacts with weld.

It became apparent that in the Caribbean, the word "scrapped" doesn't mean what it does in Canada. I was told that the Davenport, No. 15, had been scrapped and yet we were standing right next to what looked from the outside to be a complete locomotive! The word really means that the unit has been consigned to the "rest line", where rests the shells of earlier locomotives from which parts may be taken to keep the others going.

Perhaps the most interesting development is that the railway now carries passengers. Four cane trucks have been equipped with seats and a roof for tourists. The railway doesn't run on Sundays and I am sure we could hire it for the day! It goes to all the places of interest on the island. I would like to get together a group to go on holiday down there next May and spend just one day on the railway. It would be a riot! If you're interested, please me at (613) 745-1961.

Motive Power Roster

by
Colin Churcher

The following is an as accurate a list as possible of the St. Kitts' Sugar Cane Railway locomotive roster as of May, 1983

<u>Road No</u>	<u>Builder</u>	<u>Date</u>	<u>Type</u>	<u>Notes</u>
1	Hunslet(5202)	1957	6whl DM	acq new
2	Hunslet(5216)	1957	6whl DM	acq new
3	Hunslet	1957	6whl DM	acq new
4	Hunslet	1957	6whl DM	acq new
5	Hunslet(5936)	1958	6whl DM	101hp. acq new
6	Hunslet	1958	6whl DM	acq new

7	Hunslet	1958	6whl DM	acq new
8:1	Plymouth	1910	4whl gas	ret. 1961, on sit May, 1983
8:2	Ruston & Hornsby		6whl DM	from Antigua, 1980
9	Ruston & Hornsby		4whl DM	incredibly small
10:1	Simples	WW1	4whl gas	trench loco, derelict 4/75, on site 5/83
10:2	Ruston & Hornsby (302768)		6whl DM	from Antigua, 1980
11:1	Davenport		4whl DM	derelict 4/75, on site 5/83
12	Armstrong White- worth	1934	4whl DE	acq new
Churchill(13)	Davenport		6whl DM	
14	Ruston & Hornsby		4whl DM	incredibly small
15:1	Davenport		6whl DM	retired 1982, on site 5/83 from Jamaica
15:2	Hunslet(9086)	1982	6whl DM	
16	Whitcomb		6whl DM	from Jamaica, rbldt w caterpil- lar engine
17	Whitcomb		6whl DM	from Jamaica, rbldt w caterpi- lar engine
18	Ruston & Hornsby		6whl DM	from Antigua, 1980
S (ie spare)	Simplex	WW1	4whl DM	trench loco, derelict 4/75, on site, 5/83

Roster Notes: Locos 8:2, 10:2, 11:2, 15:1, 16, 17, 18 are fitted with coupling rods.

Builders: Armstrong, Whitworth England

Davenport, Davenport Locomotive Works, Davenport, Iowa

Hunslet, Hunslet Engine Company, Leeds, England

Plymouth, Plymouth Locomotive Works, (Fate Root Heath Co.)

Ruston and Hornsby, England

Simplex, The Motor Rail and Tram Car Co. Ltd., Simplex Works,
Bedford, England

Whitcomb, Whitcomb Locomotive Works, Rochelle Illinois

Assignments: West side of Island, 1, 2, 3, 4, 5, 6, 7

East side of Island, 8, 10, 11, 15, 16, 17, 18, Churchill

Basseterre factory switching, 9 and 14

Pier Branch, 12

* * * * *

Steam in Baltimore: The Chessie System is pleased to announce that the Clinchfield Railroad's famous "One Spot" 4-6-0 type steam locomotive will be operating a series of excursions from the B. & O. Railroad Museum in Baltimore. Billed as the oldest steam locomotive used in regular service, the 1882 vintage engine will haul passengers between the museum and Mt. Clare Junction on eight dates this summer. For further details, Contact the Museum at 901 West Pratt Street, Baltimore, Maryland, United States, 2122. Telephone (301) 237-2381, (301) 237-3821, or (216) 623-2402.
(Thanks to John Corby)

THE INFORMATION LINE

ALONG THE RIGHT OF WAY, by Mike Nowell: On May 6, 1983, CN had a derailment causing a 13 car pile-up on their mainline 25 miles east of Winnipeg (Manitoba) at a place called Vivian. Piles of lumber littered the track. The auxiliary crane was kept quite busy cleaning up the mess. Also, from the 'sea of wheat', the Prairie Dog Central has started steam excursions again from Winnipeg to Grosse Isle. The last trip is scheduled for some time in September. (P.O.)

On May 13, CP Rail RS-23 8046 was assigned to the Brockville way freight. (O.M.)

On May 14, S-2 7022 was seen at Smith's Falls en route to St. Luc Yard. The 1944 era switcher was completely gutted and lacked such essentials as footboards and headlights. (O.M.)

Cornwall Pictures Wanted: Ollie McKee, P.O.Box 57, Cardinal, Ontario, is looking for slides, colour prints, or black and white photos of the original Canadian National, Canadian Pacific and New York Central stations at Cornwall, Ontario.

On May 15, CN Train 318 was seen at Brockville with SW-8 7170. These switchers are rarely - if ever-seen - in the area. (S.H.)

Canadian National HR-412 2584 led M-420 2524, GP9 4153 and SW-1200RS 1313 on Train 317 at Brockville on May 16. HR-412's are not seen very often as many have been stored following their manufacture. The 4513 had a fresh coat of paint and sported snow shields for snow plow service. (S.H.)

The temporary sidings at Morrisburg (Ontario) have been used by Canadian National's Rail Change Out (RCO) unit. At mileage 92.2 of the Kingston Subdivision, Morrisburg is the centre of CN's track replacement programme on that line. (D.S.)

On May 18, Scale Test Car 42092 (Blt. 6-16) was spotted at Smith's Falls yard. (O.M.)

On May 20, rarely seen SW-1200RS 8171 was on CP Rail's Brockville wayfreight. (O.M.)

The tail end of CN 318 on May 21st had Stelco SW-8 077 (Blt. 5-53). The unit was spliced between two gondolas just ahead of the van and was enroute to Stelco's Contrecoeur (Québec) works..(O.M.)

CP Rail work crews are hard at work on the Brockville Subdivision. When their work is finished, train speeds will be increased from their present maximum of 40 mph to 60 mph. A recent trip over the line revealed that the track between Smith's Falls and Bellamy is in very good shape. (P.B.J.)

Via Rail sleepers "Green Court" and "Greenview" have been taken off Train's 48 and 49 in favour of sleepers "Chaleur Bay" and "Glace Bay". (P.B.J.)

Rumours abound that Via Rail would like to relocate part of the Smith's Falls Subdivision between Barrhaven and Richmond. The relocation would eliminate several speed limiting curves and keep the line away from several proposed subdivisions in the area. Details are still sketchy, but, the proposed plan would seem to be part of Via's grand scheme to reduce travel time between Ottawa and Toronto. (P.B.J.)

CP S-3 6538 (one of two units still in the marron and grey paint scheme) has been frequently seen in the Ottawa area. (P.B.J.)

With the May 29, 1983 timetable change, the CN Ottawa Superintendent assumes responsibility for the entire Beachburg Subdivision to Brent. The dispatching will be done out of Ottawa. (C.C.)

Special thanks for information in this month's column go to Colin Churcher, C.C.; Philip B. Jago, P.B.J.; Ollie McKee, O.M.; Pierre Ozarak, P.O.; David Scott, D.S.

Diamond Removed: Canadian National has received permission to remove its diamond crossing with CP Rail at mileage 28.50 of CP's Lachute Subdivision (Québec). The crossing is located at mileage 1.11 of CN's St. Augustin Spur. (C.T.C., 26-04-83)

Caledonia Sub. Abandoned: Canadian National has received permission to abandon the Caledonia Subdivision (Nova Scotia) from Caledonia Junction (mileage 0.0) to Caledonia (mileage 21.92). In 1981, the line lost \$140,002.00. (C.T.C., 27-04-83)

Abandonment of Shore Line Sub. Authorized: Canadian Pacific has received permission to abandon the Shore Line Subdivision (New Brunswick) from a point near Lepreau (mileage 22.5) to a point near St. George (mileage 42.6). Losses for 1981 were \$86,790.00.

The Shore Line Sub dates back to 1877-78 and the Grand Southern Railway Company which was authorized to build from St. Stephen to Spruce Lake. In 1889, the Shore Line Railway Company acquired the trackage and in 1901, it was bought by the New Brunswick Southern Railway. The line was leased to Canadian Pacific for 999 years on January 1, 1911.

In 1935, 28.8 miles between St. Stephen and Bonny River were abandoned while 5.5 miles between Bonny River and St. George were removed in 1954. An additional 3.7 mile segment near St. George was abandoned in 1977. (C.T.C., 27-04-83)

Gaspé Station Services Re-organized: After lengthy debate and study, the Railway Transport Committee has reached a decision on the status of CN's stations in the Gaspé and Matapédia regions.

CN is permitted to remove the agency positions at New Richmond, Carleton and Matapédia provided that a CN operator and Via Rail baggageman are on duty to serve the travelling public at train time.

The agency positions at New Carlisle, Causapascal, Dalhousie, Amqui and Jacquet River can be removed provided a CN operator is on duty to serve the travelling public at train time.

The agency positions at Barachois, Percé, Grande-Rivière, Newport, Port-Daniel, Bonaventure, Caplan, Maria and Nouvelle can be removed provided a Via Rail representative is on hand at each station and provided a new regional telephone information system is established. Currently, residents must call toll-free to Montréal and service has been found to be less than adequate.

The agency positions at Charlo, Petit Rocher, St-Godfroi and Sayabec can be removed once a caretaker is appointed.

The agency positions and station buildings at Kedgwich and Saint Quention and the caretaker position at Padoue can be removed.

CN has also submitted a proposal to initiate station repairs amounting to some \$200,000.00 at these locations.

(C.T.C., 28-04-83)

Station Agency and Building Removed at Flin Flon: Canadian National has received permission to remove the agency position and station building at Flin Flon (Manitoba). Passenger train service has been discontinued since May 16, 1979. (C.T.C., 28-04-83)

Exhibition Train: CP Rail's Corporate Archives Exhibition Train will be in Sudbury on August 19-21 inclusive and in Smith's Falls on August 26-28 inclusive. (CP Public Relations)

Schedule of "Chaleur" Questioned: Though Via Rail Canada has re-instated direct Montréal-Gaspé train service (see elsewhere in Branchline), thus eliminating a changeover at Matapédia and also eliminating the "St. Laurent" - a replacement for the former "Scotian" between Montréal and Mont Joli, numerous people have voiced disapproval with the arrival and departure times at Gaspé and Montréal. The Railway Transport Committee has ordered Via to examine, therefore, the feasibility of an alternate schedule. If different times are possible, they are to be in place in time for the 1983 fall timetable.

(C.T.C., 03-05-83)

Coal and Grain Hoppers to be Built: On May 18, 1983, Transport Minister Jean-Luc Pepin announced that the federal government has ordered 1,380 new grain hopper cars and that Canadian National will build up to 970 coal cars to transport north east British Columbia coal traffic.

The two orders have a combined value of 89.6 million dollars. Construction of the grain hoppers will be shared by Hawker Siddeley Canada Ltd., at Trenton, Nova Scotia; Marine Industries, Limited, at Sorel, Québec; and the National Steel Car Company, Ltd., at Hamilton, Ontario. Canadian National will manufacture the coal hoppers at its Transcona facilities in Winnipeg. (Transport Canada, 18-05-83)

Bridge Over Ellwood Subdivision: The Regional Municipality of Ottawa-Carleton has received permission to erect a bridge for its new transit system over mileage 4.82 of the joint CP, CN Ellwood Subdivision. (This will be another good spot for photos of the 1201.)

(C.T.C., 18-05-83)

New Timetable Brings Revised Format and Service Changes: Highlights of Via Rail Canada's summer timetable include:

- The "Chaleur" a new Montréal-Gaspé direct passenger train featuring sleeping car and snack and beverage service. The name is by no means new, however, as CN had a train of the same name on this route during the 1960's.

The introduction of the "Chaleur" has seen the discontinuance of the "St. Laurent" between Montréal and Mont Joli and the Gaspé-Matapédia BuddCar service. (See Above) Times for the Halifax-Montréal "Ocean" have also been adjusted.

- Tri-weekly Sudbury-White River trains 185 and 186 between June 21 and September 7.

- Reduced running times between Calgary and South Edmonton as well as on-board snack and beverage service.

In addition to the service changes, Via has also revised train listings in certain areas of the publication. Alternate routes between principal cities are now all indicated on the same schedule as opposed to separate ones. Two notable examples are the Québec-Montréal and the Montréal-Chicago services. At one glance, the traveller can size up what stops the train will make depending upon the route chosen and what other trains are further available along the route. The style, indeed, seems quite similar to the CP and CN timetable listings from the so-called golden age of passenger rail travel.

(Via Rail Canada)

Permission Sought to Discontinue Passenger Service: Canadian National has applied to discontinue its passenger train service between Clarenville and Bonavista in the province of Newfoundland. In 1980, the service lost \$7,801.00.

(C.T.C., 20-05-83)

Permission Sought to Abandon Bonavista Subdivision: Canadian National has applied to abandon the operation of the Bonavista Subdivision (Newfoundland) from Shoal Harbour (mileage 0.00) to Bonavista (mileage 87.89). In 1981, the line lost \$724,941.00.

(C.T.C., 20-05-83)

Pedestrian Bridge to be Built: Canadian National has received permission to construct a pedestrian overhead bridge along and over the Business Car Track of the Toronto Terminals Railway at mileage 0.27 of the Oakville Subdivision.

(C.T.C., 20-05-83)

Narrow Gauge Line Abandoned: Abitibi-Price, on behalf of the Grand Falls Central Railway (Newfoundland), has received permission to abandon its Grand Falls Division from Grand Falls (mileage 0.0) to Botwood (mileage 21.5) and its Windsor Subdivision from Grand Falls (mileage 0.00) to Windsor (mileage 1.5).

Traffic on the line has been suspended since June 30, 1977, though Terra Transport was using the Bishop's Falls interchange track with the line to switch Bishop's Falls Wholesalers. This traffic has since been converted to C.O.F.C. with the containers being trucked in from Grand Falls.

(As an aside, the motive power roster for the Grand Falls Central is listed on page 98 of our 1983 Trackside Guide.)

(C.T.C., 25-05-83)

Query as to Necessity of a Public Hearing: The Railway Transport Committee will determine whether a public hearing is necessary to examine a CN application to abandon the Sorel Subdivision (Québec) between Bellevue Junction (mileage 52.48) and Nicolet (mileage 77.54). The last revenue traffic on this segment was one inbound car at Nicolet in 1980.

(C.T.C., 27-05-83)

Agent Removed: Canadian National has received permission to remove the agency position at Atikokan, Ontario. The station building will be retained for "operational purposes".

(C.T.C., 02-06-83)

Abandoned Watermain Leads to Discovery of Details on Engine House:

While tracing a leak in a watermain, crews from the Brockville Public Utilities Commission happened upon a now abandoned line leading to the site of the Brockville, Westport and Sault Ste. Marie engine house.

Thanks to an 1891 plot plan of the city's waterworks system done by surveyors Henry McKee and Fraser Mill, the PUC learned that the now abandoned pipe lead off King Street, in the city's west end, northerly through a lot and a "pasture" from whence it entered the "30 by 100-foot long engine house". From the shop, the line continued to the north and crossed under a siding (the newspaper indicates this to be the one that is still in place today parallel to Church Street) and ended at an "eight-foot-high structure . . . described on the plan as a 'watering place for engines'".

(The Brockville Recorder and Times,
06-06-83)

Agent/Operator Removed: Canadian Pacific has received permission to remove the Agent/Operator position at Fort Macleod, Alberta.

(C.T.C., 07-06-83)

Authority Sought to Abandon Argentia Subdivision: Canadian National has applied to abandon its Argentia Subdivision (Newfoundland) from Placentia Junction (mileage 0.00) to Argentia (mileage 20.65). In 1981, operating losses were \$192,551.00. (C.T.C., 07-06-83)

Authority Sought to Discontinue Passenger Trains: Canadian National has applied to discontinue passenger train service between St. John's - Argentia and St. John's - Carbonear (Newfoundland). In 1980, the two services had a combined loss of \$82,420.00 while revenues amounted to \$11,501.00. (C.T.C., 07-06-83)

Hearing into Alberta Tragedy: The Canadian Transport Commission will hold a public hearing on July 19, 1983 into the tragic accident of Via Rail Train 194 at Carstairs, Alberta (mileage 34.9, Red Deer Sub.). (C.T.C., 14-06-83)

Tunnel and Property Acquired by City: After years of wrangling, the city of Brockville has acquired the Canadian Pacific Railway railway tunnel and adjacent waterfront property in that community. The city purchased the land in front of the tunnel for one dollar and received the tunnel for free along with one hundred thousand dollars from the railway.

Hard on the heels of the announcement came news that the will of a prominent Brockville developer had left \$325,000.00 to the city in return for the establishment of a municipal park on the tunnel property.

For their part, CP has also agreed to attempt to supply a locomotive to act as a static display in front of the tunnel once the city has refurbished the exterior and the first twenty feet. This latter section will be open to the public and a steel gate to be erected inside will still permit one to look through the rest of the bore.

(The Brockville Recorder and Times, 29-06-83)

CP Rail Establishes High Speed Trains Between Montréal and Toronto:

Not to be outdone by the success of Canadian National's 'Laser' priority freight trains between Canada's two principal cities, Canadian Pacific has recently introduced their own version running on the Winchester and Belleville Subdivisions. The trains, numbered 928 and 506 run five days a week on a gruelling seven hour and 30 minute schedule from CP's west end facilities in Toronto to Montréal's north end and harbour. Train 928 handles highway trailers and CP's domestic containers to Montréal's north end while 506 handles import/export containers bound for the Racine Container Terminal in Montréal and the Brunterm Terminal in Saint John, New Brunswick. (CP Rail News, 15-06-83)

Ridership Down by 10%: In spite of the 20% cut in Via Rail's total route miles operated which took place in 1981, the number of passengers carried by the corporation only dropped by 10% in 1982. In spite of the drop in ridership, figures do show a 19% increase in revenues-per-passenger-mile.

In spite of the 1981 cuts, Via was still forced to ask for an increase in its operating subsidy from \$422.3 million to \$449 million. The bulk of this increase and a good deal of the subsidy itself, however, comes from Via having to operate unprofitable services in areas of low population concentration for the public good.

Indeed, Via President Pierre Franche feels that it is unfair to criticize Via's operating subsidies as it is forced to operate routes which "will never be commercially viable." (Via Rail, 20-06-83)

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

Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page number of the 1983 Edition of the Trackside Guide to Canadian Railway Motive Power.

CP RAIL

New Arrivals - (p.23) GP38-2 3029 to 3040. These units ride on trucks salvaged from retired FP7A and F7B units. To follow are SD40-2 6049 to 6054, second 5584 and second 5693 (the last two using salvaged components from wrecked 5584 and 5693).

Rebuild Programs - (previous number in brackets)

(p.21) SW9u 1205 (7405)

(p.22 & 33) RS-18u 1817 (8753), 1818 (8735)

(p.22 & 32) GP9u 1551 (8513), 1552 (8506)

Into Shops for Rebuild Program - GP9 8483, 8488, 8498, 8540, 8618 and 8837.

Retired - (p.28) S-3 6561

(p.28) S-10 6608

(p.29) S-2 7010, 7012 and 7056. (7010 has gone to storage in Quebec City as part of CP's historical collection)

(p.29) S-4 7110 and 7118

(p.30) GP9u 8202 (badly wrecked on May 8, 1983 in a washout accident 10.5 miles west of Chalk River, Ont. 8202 (formerly 8518) is only the second of CP's 200 GP9 units to be retired, the other being 8524 in 1971. These units are now 24 to 29 years old).

(p.31) RS-2 8401 to 8404 (8400 will likely be retired in July 1983)

Transfers - Long time Ottawa residents S-11 6620 and S-2 7028 have been reassigned to John Street, Toronto, however, 7028 is temporarily back at Smiths Falls. RS-18u 1800, 1801, 1803 and 1804 have had customs duty paid and now work in New England.

New Shop Shunter - S-11 6621 (long time resident of Vancouver Island) has been removed from storage for conversion to the shop shunter for the Winnipeg diesel shop.

Original Livery - Historical Baldwin unit 8000 (model DRS4-4-1000 built 1948, retired 1975) was repainted into her original maroon and yellow scheme at Angus Shops in June prior to her trip west to celebrate various centennial events. She was spotted in the Toronto yard on July 1.

One of a Kind - The overhaul of M-640 4744 disclosed that the V18 block needs replacing. Bombardier is expected to supply a replacement.

New Homes - Retired FP7A 4038 will go on display in a park in Minnedosa, Manitoba. Also retired F9B 4476 may go to the Alberta Pioneer Railway Association, Edmonton, Alta.

No More Steam Generator Overhauls - As of June 1, steam generator overhauls were discontinued. CP only maintains some 45 steam generator equipped units (approximately 15 on western lines - all GP9, two RS-10 units leased to the Montreal Urban Community Transportation Commission, six of the MUCTC's seven FP7A units, and the former CP VIA owned 'F' units operating on the CANADIAN between Calgary and Vancouver). Adequate supplies are on hand for the future needs.

CN RAIL

New Order - four SD50 units, possibly to be numbered 5400 to 5403.

Retired - (p.5) SW1200RS 1354

(p.14) S-4 8054 and 8072

(p.15) S-7 8216 (only 3 of 29 remain on the roster)

Horn Testing Completed - M-420(W) 2529 has been moved from the National Research Council Uplands facility to storage in Montreal.

RAIL continued -

Transferred - SW1200RS 1311 to 1314, based in Montreal for most of their lives and frequently used in Ottawa, have moved to Toronto. Smaller SW8 7168 to 7171 have moved from Toronto to Montreal.

Retrucked - (p.4) GMD1 1001 and 1023 have acquired Flexicoil trucks from retired GP9 units and renumbered 1101 and 1123 -(GMD1m) - and join 1117, 1124 and 1140. Up to seven more are expected later. Meanwhile GMD1 1015, which was moved to Montreal some time ago for possible conversion to a terminal snowfighter, has been sent to Winnipeg for overhaul and will emerge as 1015 for Prairie branchline service.

A to B - The first of four F7Au units slated for conversion to 'B' units is 9174 which was briefly renumbered 9189 and now carries 9100 (second use of number). She started life as F7A 9082 (p.16). The conversion involves stripping the cab, replacing or covering the windows with sheet metal, increasing fuel capacity from 1000 to 1500 gallons, increasing the weight to 246,000 pounds and changing the class from GFA-17a to GFB-17b. 9170, 9157 and 9152 are slated to become 9101 to 9103.

Goodbye Tempo Units - RS-18m 3150 to 3155, used in Tempo passenger service from 1968 to 1982/83, are being shipped from Toronto to Moncton for stripping. Some parts, including wheel sets and traction motors, are being removed in Montreal. Official retirement is expected shortly.

Going, going.... - now that seven SW8 units are assigned to Montreal, it is rare to see an S-4 handling passenger car moves in and out of Central Station. SW8 7151, 7152, 7168 to 7171 or 7183 have become the regulars.

New Homes - The former Northern Alberta Railways GMD1 and GP9 units rarely see service on former NAR lines. Former NAR SD38-2 401 to 404 'stayed home' and are now joined by lightweight GP9 and F7Au units.

VIA RAIL CANADA

Another one - RDC-1 6105 has been moved to CN's Winnipeg shop for major repairs after a train-truck accident May 18 at milepost 90.57, Leduc Subdivision, Alberta.

Rebuild - (p.38) RDC-1m 6147 entered service in late May between Montreal and Ottawa for testing and was shipped to Calgary June 5 to replace damaged RDC-1 6105. 6147 was formerly CP RDC-5 9307, née CP RDC-2 9100. Calgary to Edmonton service is now provided by RDC-1 6127 and RDC-1m 6144 and 6147.

Delayed Changeover - the operation of former CN FP9A and F9B units on the CANADIAN through to Vancouver, planned for May 29, has been delayed until at least August 1 and possibly September 1. In the interim VIA's former CP units continue to handle the CANADIAN between Calgary and Vancouver, usually four per train. Former CP FP9A 1407 experienced a main generator failure on June 5 and is now stored unserviceable along with sister 1410. Sisters 1406 and 1413 are stored serviceable at Calgary.

All Modified - LRC 6905 finished tests at National Research Council's Uplands facility and was moved to Bombardier's plant for modifications to permit 95 mph operation. All 21 LRC units were to be modified by June 17.

RDC Transfers - RDC-2 6200, 6203, 6216 and 6217 have moved to Montreal from either Moncton or Halifax. 6203 and 6216, along with RDC-1 6116, are maintained at CP's Glen Yard, Westmount, for service over CP to Ste Foy. RDC-1 6132 has been assigned to Sudbury for the Sudbury - White River summer service.

Under Construction - LRC 6921 to 6930 are reported as under construction, however, it is understood that the Bombardier plant is now closed until October, 1983.

Omitted From Part 1 of the Tracksides Guide - Essex Terminal (p.49) add #107, Model SW1500, Builder EMD, H.P. 1500, Wheels B-B, Built 1971. 107 was previously GMDD 113, née EMD 113. Total of 6 units on roster.

Miscellaneous Motive Power News

- BC Rail - (p.46) the seven electric locomotives on order will be numbered 6001 to 6007 and will be delivered by GMD late in 1983.
- S-13 1002 and RS-18 604 were trucked into BCR's expansion line for ballast work.
- two more slugs similar to S-401 will be built in the Squamish shops in 1983.
- Devco - has ordered one GP38-2 unit to be numbered 228, bringing their GP38-2 total to 13.
- Quebec, North Shore & Labrador - may soon put up for sale approximately 25 SD40 and SD40-2 units resulting from the closure of their Schefferville mine.
- Amtrak - the last active E8Au units 495 and 497 have been leased to Metro North of the MTA (New York).
- Central Vermont - GP9 4450, 4549 and 4923 have been transferred to the Grand Trunk Western.
- Conrail - GP38 7662 to 7664 have been sold to the Bangor & Aroostock as their 90 to 92.
- Delaware & Hudson - U23B 2301 to 2314 and 2316 have been sold to Maine Central as their 281 to 295.
- Bombardier - former Amtrak LRC 38 and 39 and Bombardier's HR412(W) testbed #7000 were observed in the Bombardier plant yard in June.

 The following are additions, corrections or deletions related to Part II of the 1983 Trackside Guide to Canadian Railway Motive Power. Our thanks to Roger Boisvert, Pierre Patenaude, Colin Churcher and Doug Smith.

- P.62 - North Vancouver, BC - Vancouver Wharves - unit 26:2 should read 26:2 (30:1)
- P.66 - Ram River, Alta. - Aquitaine Petroleum - units 4010 and 4011 both acquired in 1981
- P.67 - Strachan, Alta. - PV Commodity Systems Ltd. - unit 202 is ex Vermont Northern 202, 4/78; ex D&H 202; née Long Island 202
- P.68 - Bienfait, Sask. - Manitoba and Saskatchewan Coal Co. - unit 182 carries serial number 72922
- P.68 - delete entry for Bienfait (Taylortown) Sask.
- P.71 - Point du Bois, Man. - Winnipeg Hydro -
 add - B1 MACK 60008 4/22 AC ex NP, acquired 1929
 add - No# Ford - 1974 - School bus on railway wheels
- P.73 - insert new entry:
 Burlington, Ont. Canadian General Electric Co.
 (see also Peterborough, Ont. Toronto, Ont.)
 No# GE 13002 1/41 23T from Peterborough 11/76
 née Canadian Car and Munitions 2
- P.74 - Falconbridge, Ont. - Falconbridge Nickel Mines - unit 101 acquired in 1971
- P.76 - Hamilton, Ont. - Stelco - delete entry for unit 77 - transferred to Contrecoeur
- P.78 - Ottawa, Ont. - National Research Council - serial number should be 77589
- P.86 - Baie Comeau, Que. - Quebec North Shore Paper Co. - delete entry for 47 - unit moved to Potash Corp. Penobsquis, NB.
- P.87 - Bromptonville, Que. - Kruger Inc. - modify entry to read:
 No# GE 30496 3/50 65T ex New Jersey Terminal RR 17 1/77
- P.87 - Contrecoeur, Que. - Sidbec Dosco - GE 30435 was built 2/50

- P.87 - Contrecoeur, Que. - Stelco - add:
77 GMD A519 5/53 SW3 from Hamilton 6/83
- P.89 - Lachine, Que. - Canadian Allis Chalmers - serial number should be 13003; delete
"nee Canadian Car and Munitions 2"
- P.89 - Lachine, Que. - Dominion Engineering Works - CC-6 should read LC-6
- P.91 - Montreal East, Que. - Union Carbide Canada -
delete entry for unit 4010 - unit retired
add: 7045 Alco 74469 5/46 S-2 ex CP 7045 5/83
- P.95 - Bathurst, NB. - Consolidated Bathurst - model should read S-3
- P.95 - Penobsquis, NB. - Potash Corp.
add: 92-018 MLW 77587 11/50 S-4 ex QNSP 47 5/83; née ASD 47
add: SP-1 MLW 82264 7/58 S-12 ex CN 8241 (for parts) 5/83
- P.97 - Sydney, NS. - Sysco - 1(18) should read 1:2 (18); 4 should read 4:2
- P.98 - Grand Falls, Nfld. - Grand Falls Central Railway -
delete "(line now sees only sporadic use)"
insert "(line abandoned - CTC order R-35242 - May 25, 1983)"

Pages 71, 84, 89 and 101 - Dominion Bridge is now named Dominion Bridge Sulzer

Miscellaneous News Items - thanks to Bruce Chapman and Earl Roberts

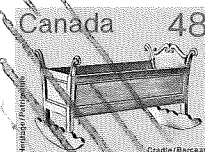
- Our recently acquired wooden caboose 436436 is older than originally thought - she was constructed in 1913 and last saw service on CP Rail on May 13, 1981.
- The Discovery Train, stored at the Terminal Avenue yard since October, 1980, left Ottawa in May waybilled to the Union Pacific Railroad, Omaha, Nebraska. The 19 cars (UPRR 201 to 219) left Montreal on Train 393 on June 9.
- CN's Transcona (Winnipeg) shops will build 432 rotary coal hoppers for northeastern BC service (to be numbered BCNE 900000 to 900431).
- CP has won an architectural award for its renovations to Montreal's Windsor Station.
- CN's MacDonald Hotel in Edmonton will close for two years for renovations.
- CP's Sudbury station platforms have been shortened to approximately 13 carlengths and all watering facilities have been removed. The CANADIAN now must travel from Toronto to Chapleau between waterings.
- CP's new Lethbridge, Alberta yard opened June 18, 1983.
- Jean-Luc Pepin claims the CANADIAN will continue to operate from Montreal as at present as long as he is in office.
- The New Brunswick Division of the Canadian Railroad Historical Association has leased 2-6-0 #42 from Cape Breton for service over a ten mile CN branch out of Hillsborough, N.B. starting in 1984. They also obtained retired CN diesel NW2 7941. It is also planned to move two steam locomotives from the Canadian Railway Museum, Delson to Hillsborough for static display - CP 4-4-0 #29 and CN 4-6-0 1009 (was numbered 1165 when retired).
- CN is down to 36 wooden cabooses on the books.
- mtrak's MONTREALER arrived in Montreal with F40 349 and 201 pulling 17 cars on May 28 (Memorial Day weekend).
- CP will lease up to 100 ballast cars from Morrison Knudsen (lettered MKIX).
- Railbox in the United States is in default.

- All nine of the Montreal Urban Community Transportation Commission's bi-level commuter cars now sport a blue stripe in place of the CP action red stripe. Single level cars 800 to 839 are being cycled through CP's Angus shops for some much needed work. Car 840 (ex CP 1700) is scheduled to be the last car overhauled.
- CP Rail Business Car 12, assigned to the Revelstoke, BC superintendent, and Business Car 19, assigned to Nelson, BC are both for sale. Minimum bid is understood to be \$10,000 each. Bids closed on April 11. CP Business Car 60 has been acquired by Ontario Rail Association.
- Three CN stations on the Yale, BC subdivision will be removed - Boston Bar for new trackage plus Matsqui and Fort Langley.
- Late in June and into July, VIA train 39 was cancelled several evenings and replaced by a chartered bus so that CN could carry out trackwork. The two RDCs for Train 39 were merged with the two on Train 35 with two RDCs leaving Ottawa on Train 38 and the other two laying over for Train 30 the next morning.
- VIA steam generator 15464 still is painted in CN colours.
- Noted on CN Train 337 on June 30 were three former VIA passenger cars carrying Ontario Northland markings - included was Buffeteteria car 425, Baggage Sleeper 9476 and one other

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

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FIRST CLASS