

BRANCHLINE



Farewell to Barry's Bay!

IN THIS ISSUE we say farewell to another section of branchline operation in Eastern Ontario/Western Quebec with a group of photographs by Aubrey Mattingly. CN Pacific No. 5059 is shown above as it departs Renfrew Junction in the late 1930's with Train 92 bound for Ottawa. Renfrew Jct. was the point where CP's Kingston & Pembroke line crossed and is where the Canadian Transport Commission has permitted CN to cut back the Barry's Bay Branch. Passenger service was abandoned in 1961.



BRANCHLINE

P.O. Box 141, Station A
Ottawa, Ont.
K1N 8V1

Volume 22

October 1983

Number 9

NOTICE OF MEETING

The next meeting of the Bytown Railway Society will be held on Tuesday, October 4 at 8 pm in the auditorium of the Museum of Science and Technology on St. Laurent Blvd.

Our guest speaker will be Frank Spink, from the department of Industry, Trade and Commerce. His department has been heavily involved in programs to support the Canadian railway industry, and he will describe some of them on Tuesday night. There will also be our sales stand and the usual coffee.

Our regular slide shows continue every third Tuesday, with the next one October 18. The September show featured local and Maritimes scenes, with quite a few from the latest Thurso trip. Next month - ?????

Don't forget Railfair on Saturday and Sunday, October 15 and 16 at the Woodroffe Campus of Algonquin College on Woodroffe Ave. It is a large model show, with displays of all scales. Bytown will be there to represent full-sized railroading, and we will feature a working staff signalling system. This will be part of the installation which once protected the line from Ottawa to Ottawa West, and it has been beautifully restored by John Young. We will also have a video show by Jacques Beaubien and some smaller exhibits. Admission is \$1.50 adults, 50¢ children.

Our restoration crews have been busy, and the results show it. The boom car is finished - the final touches were the stakes and side members for the deck. The crane runs fine but it looks a bit ratty so we are going to apply some more black paint, and we may do some work on the brakes. The three steam days were all successful.

Anyone at the last slide show would have seen pictures of the new "Thurso & Nation Valley" lettering on Car 27. It looks beautiful, and to keep it that way we are going to cover it with varnish. There is also the inside work to finish.

At the September meeting, we saw some of Ken Chivers' passes. Some were from as far back as the 1860's, from some of the many small lines which used to cover the area.

Inside Branchline

Ottawa, Arnprior & Parry Sound	page 2
Photo page	5
By CN Train to Golden Lake	7
The Information Line	8
Preserved Diesel in Brockville	9
Motive Power News	12

OTTAWA, ARNPRIOR & PARRY SOUND
by Omer Lavallee

The principal motivating factor behind the construction of the Canada Atlantic Railway between Ottawa and the international boundary near East Alburgh, Vermont, in the 1880's, was the conveyance of lumber and allied products from the valley of the Ottawa above our nation's capital, to a direct connection with the railways of the eastern United States. The Canada Atlantic was the project of Ottawa's lumber baron, John Rudolphus Booth, and its financing was principally through bonds owned by Booth and his family, rather than by the more normal channels of equity capital. Within a short time of its opening between Ottawa and Coteau Que. in 1883, it had established an operating liaison with the Grand Trunk, and through passenger trains operating between Montreal and Coteau over the Grand Trunk, and from Coteau to Ottawa on the C.A.R., offered a prestige service in an era when the efforts of most railways, in Canada at least, were turned toward development rather than refinement. In the late 1880's this service was at least able to boast that it offered Canada's first electrically-illuminated trains. Later, as the Nineteenth Century drew to a close, three high-speed Baldwin-built Vauclain compound 4-4-2 type engines gave neighbouring and parallel C.P.R. services serious competition and spirited rivalry; one of these locomotives boasted the largest driving wheels ever provided a Canadian railway locomotive -- 84 $\frac{1}{4}$ " in diameter!

Once his basic services were established and operating, Booth turned his attention westward to his extensive landholdings in the wilderness lying between Ottawa and Georgian Bay, which lay partly in what is now Algonquin Park, and in 1888 incorporated two railway companies: the Ottawa, Arnprior & Renfrew Railway Company, and the Ottawa & Parry Sound Railway Company. These charters carried powers to build, respectively, from Ottawa to Renfrew, and from Renfrew to what is now Scotia, on the Toronto-North Bay railway. After acquiring rights-of-way and other concomitant property necessary to construction, the true purpose of the two companies was shown, in 1891, when they were amalgamated as the Ottawa, Arnprior & Parry Sound Railway Company.

Surveying of the route was carried on under the personal direction of the Chief Engineer of the Canada Atlantic, Mr. George A. Mountain, and a route chosen following the valley of the Madawaska into the interior. Construction was begun in 1892, and in May, 1893, the first 36-mile section was opened to traffic between the capital and Arnprior.

Following the opening to Arnprior, construction was held up while a dispute with the Canadian Pacific was resolved before the Board of Railway Commissioners, relating to the laying of a level crossing over the CP by the OA&PS just to the west of the station. In testimony before the Board, Mr. Booth contended that the overhead crossing of the CPR in Nepean Township just to the west of Ottawa was put in on the understanding that the CPR would not oppose a level crossing in Arnprior, but the CP denied this. The Board, however, ruled in favour of the Parry Sound railway, permitting the crossing 500 feet west of the station, so that long trains on either line stopped at Arnprior, would not interfere with the other railway.

Shortly afterward, open litigation between the OA&PS and the Canadian Pacific flared again, when the two railways contested the use of Haggarty Pass, a narrow defile in the Opeongo Mountains to the west of Renfrew. But once again the Booth interests emerged victorious, and construction was carried from Arnprior and Golden Lake over the Pass to Barrys Bay

and Madawaska by September, 1894.

Twisting and curving its way over the rocky overlay of the Laurentian Shield, the Ottawa, Arnprior & Parry Sound reached Cache Lake, in what is now Algonquin Park in May, 1895, and reached the Toronto-North Bay line of the Grand Trunk on December 1st, 1896. The terrain was hilly and mountainous west of Golden Lake, the rails reaching an elevation of 1,021 feet at Haggarty Pass, after a seven-mile climb from Killaloe station on an average grade of 1%. The maximum summit of 1,605 feet was reached at the watershed between Brule Lake and Rainy Lake, twenty-seven miles east of Scotia.

While the last section was being completed, the Parry Sound line acquired and amalgamated with the Parry Sound Colonization Railway, enabling it to reach Georgian Bay at Depot Harbour, 396.6 miles from the junction with the Central Vermont Railway at East Alburgh, Vt. In 1899 the OA&PS was absorbed into the parent Canada Atlantic Railway Company.

Though construction of the OA&PS was motivated originally by the lumber traffic, the extension to Georgian Bay was made with the intention of providing a new route eastward for wheat; grain elevators were built at Depot Harbour, and ships were chartered on the Great Lakes under the title of the Canada Atlantic Transit Company. This diversification brought with it other problems quite unconnected with the lumber industry which had given its birth, such as the provision of deep water channels at Depot Harbour and at Coteau Landing. The Booths accordingly decided to divest themselves of their railway system, and it was sold to the Grand Trunk Railway of Canada in 1905 for \$2,880,000. The transfer of ownership did not come about before bids had been received from other roads, such as the Canadian Northern and the New York owned Rutland Railroad, of which the Canada Atlantic would have been a natural extension.

Both in its independent phase and while under the control of the Grand Trunk, the erstwhile Ottawa, Arnprior & Parry Sound was divided into two operating subdivisions, one extending 130 miles from Ottawa to Madawaska, and the other the remaining 134 miles to Depot Harbour. Madawaska was provided with a yard and extensive engine terminal facilities. The remains of a Grand Trunk-era concrete roundhouse and shop remain to this day, abandoned to the wilderness.

A Grand Trunk timetable for the summer of 1908 shows daily-except-Sunday passenger service in both directions between Ottawa and Depot Harbour. Westbound, No. 53 left Ottawa at 11:50 AM and arrived at Depot Harbour at 9:20 PM. The corresponding eastward service, No. 52, left Depot Harbour at 7:15 AM and arrived at Ottawa at 4:30 PM. The two trains crossed at Eganville, when on time.

Two known logging railways fed lumber to the CAR lines in the area between Madawaska and Whitney; one, the Egan Estates Railway (also known as the McCauley Central Railway), which was also owned by the Booth family, operated a line north for about 15 miles to Booth Lake and to Shirley Lake. It connected with the OA&PS at Egan Estates Junction, 4½ miles west of Madawaska. Another line, the Whitney & Opeongo Railway, ran north from Whitney for 14 miles to Opeongo Lake. The W&O connection is now used as a wye by Canadian National Railways at Whitney, the present western terminus of the line. Both logging railways were abandoned more than thirty years ago.

Ottawa-Depot Harbour line remained intact until 1933, when a washout, said to have been caused by a beaver dam, interrupted the connection between Two Rivers and Algonquin Park stations, about six miles apart.

Operations between the two stations was discontinued effective March 1 of that year, but the rails were not dismantled until 1940-42. On December 31, 1946, operation was discontinued between Whitney wye, mile 145.94, and Two Rivers, mile 162.40, and the track lifted in the summer of 1952. Westward from Algonquin Park to Kearney, operation was discontinued in May 1959 and track dismantled immediately. The line west of Scotia was abandoned in 1955.

Today, the rails of the former Ottawa, Arnprior & Parry Sound Railway end in the woods 220 miles short of Georgian Bay, just as they did when the line was under construction seventy years ago. Much of the line is still laid with 72-pound rail with "OA&PS" markings, but Canadian National diesels, with smooth and unhurried efficiency, now perform the meagre services.

Our thanks to Omer Davailee for permission to use this article which appeared in the June 1964 issue of Canadian Rail.

* * * * *

OA&PS UPDATE

Since Omer's article in 1964, the story of the OA&PS has gone steadily downhill. Up until 1965 freight service was provided daily except Sunday to Barry's Bay and twice weekly from there to Whitney. Further cutbacks then occurred when the frequency became three times weekly to Barry's Bay and later twice weekly. In 1974 train service became "as and when required" between Renfrew and Barry's Bay.

For all intents and purposes the track between Barry's Bay and Whitney was abandoned in 1974 when service was suspended by the railway which trucked in any freight from Barry's Bay (2 carloads in 1979 and none since). Trees now grow among the weeds between the rails!

For a brief period in the late 1970's the line became "famous" with the operation of 1201 to Barry's Bay. The Museum of Science and Technology had realized the advantage of the scenic surroundings west of Renfrew and the yearly trips became very popular. However with Canadian National's apparent intentions toward abandonment the price of operating the steam train to Barry's Bay was raised to the point that a steam run would be uneconomical.

In 1982 CN suspended operations between Renfrew and Barry's Bay and began to move freight by truck from Pembroke for the only remaining on-line customer. In 1982 the total number of carloadings on the portion to be abandoned was only 28.

By order No. R-35450 the Canadian Transport Commission has authorized CN to abandon the Renfrew Sub. from Mileage 43.79 (near Renfrew Junction to Mileage 90.26 (Whitney). Abandonment will take effect about October 31, 1983.

Another slice of the Ottawa Arnprior & Parry Sound Railway will disappear forever!

* * * * *

BRANCHLINE 10 YEARS AGO: October 1973

Ex-CP 4-6-0 No. 1057 was featured in an article by Colin Churcher comparing it to British Steam

Dick Arthur showed movies of his S gauge model railroad. He had set the camera on a flatcar and took us for a "ride" around the layout.

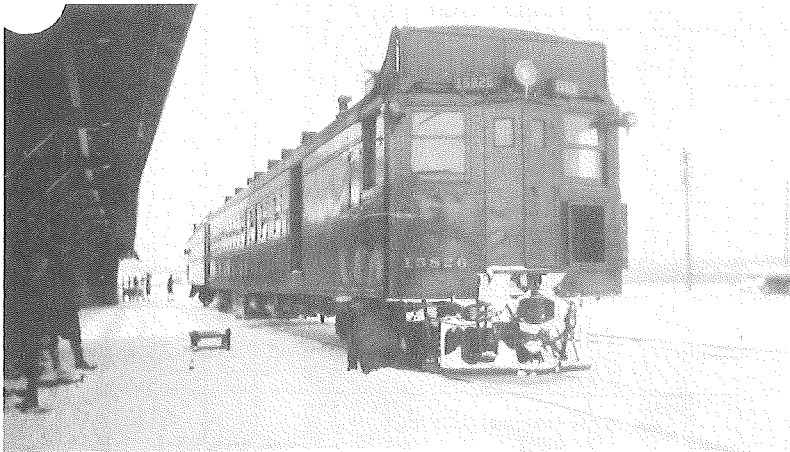


PHOTO PAGE

Engines 5587 (left) and 2553 meet at Golden Lake in the late 1930's where the old Locksley Sub. (Pembroke-Golden Lake) connected with the Barry's Bay line. #5587 is pulling Train 92 to Ottawa on the old OA&PS while engine 2553 is pulling Train 96 from Pembroke. The Locksley Sub was torn up in the late 1950's.

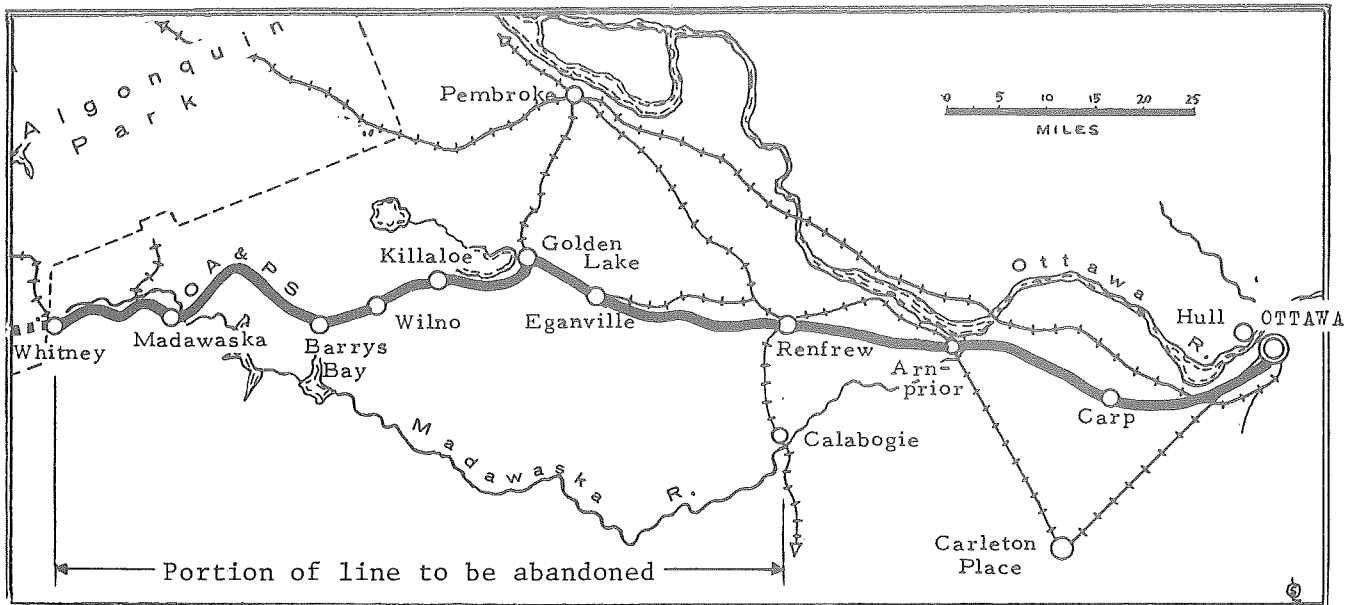


CN 5072 pulls a typical Barry's Bay passenger train in the late 1930's through the rolling countryside west of Arnprior



A study in contrasts. Two self-propelled passenger cars on the Barry's Bay branch. The upper photo is of CN 15826 at Madawaska (site of the abandoned roundhouse) in the early 1930's while the photograph at right is of CN RDC-3 #D353 at Arnprior near the end of passenger service.





MAP OF OTTAWA ARNPRIOR & PARRY SOUND RLY.

Map Note

The two lines heading north out of Whitney and just west of Madawaska were logging railways built by different companies. A short stretch of the Whitney line was used until recently as a wye. Both operations were closed over 50 years ago.

DECEMBER, 1940 PUBLIC TIMETABLE

OTTAWA, PEMBROKE, BARRYS BAY, MADAWASKA, ROCK LAKE AND TWO RIVERS													
Read Down					TABLE No. 139 (Eastern Time)				Read Up				
				Mls.									
				0.0	Lv MONTREAL, Que. Δ	P.M.							
				116.2	Ar Bonaventure Stn. Δ	7.45							
					Lv Ottawa, Ont. Δ	4.25							
					(Union Station)								
				89	"Chateau Laurier"	90	92						
					Lv OTTAWA, Ont. Δ	P.M.	P.M.						
					(Union Station)	4.20	7.35						
					Graham Bay	3.57	7.12						
					South March	3.48	7.03						
					Carp	3.37	6.52						
					Kinburn	3.23	6.36						
					Galettia	3.14	6.29						
					Marshall Bay								
					Arnprior	3.02	6.17						
					Gleadow	2.48	6.03						
					Goshen	2.41	5.56						
					Renfrew	2.28	5.43						
					Renfrew Jct.	2.24	5.39						
					Admaston	2.14	5.29						
					Douglas	2.04	5.19						
					Caldwell	1.58	5.13						
					Eganville	1.44	4.59						
					Ar GOLDEN LAKE	1.29	4.44						
				93	Lv GOLDEN LAKE	94	96						
					Dora Bay	1.19	4.40						
					Wolke	12.59	4.19						
					Lockley	12.48	4.08						
					Ar PEMBROKE	12.35	3.55						
				M256	Lv PEMBROKE	M255	M257						
					Lockley	3.00	6.15						
					Wolke	2.25	5.40						
					Dora Bay	2.12	5.27						
					Ar GOLDEN LAKE	1.45	5.00						
				91		90	92						
					Lv GOLDEN LAKE	1.29	4.44						
					Ruby	1.15	4.30						
					Killaloe	1.05	4.20						
					Simpson's								
					Wilno	12.45	4.00						
					Barrys Bay	12.30	3.45	12.20	11.00	7.30			
					Aylon Lake	M264	3.25	11.55	10.35	7.05			
					Opengo	Tues.							
					MADAWASKA Δ	only	3.00	11.25	10.00	6.30			
					Egan Estate	6.30	2.50	10.40					
					L'Amable	6.15	2.40	10.30					
					Whitney	6.05	2.32	10.20					
					Alry	5.40	2.15	9.55					
					Rock Lake	4.40	1.54	8.55					
					Two Rivers	4.15	1.40	8.30					
						P.M.	P.M.	A.M.	A.M.	A.M.			

REFERENCE MARKS—TABLES 139-139A
 * Daily. † Daily ex. Sun. □ Daily except Saturday and Sunday.
 f Flag, stops on signal only. Δ Saturdays only. Motor train; limited baggage accommodation.
 Δ Restaurant or Lunch Counter. M Mixed Train. ★ Regularly assigned cars AIR-CONDITIONED.

By CN Train to Golden Lake

The year was 1925 and I was to go to my first summer camp in July. The I.M.C.A. boys' camp at Golden Lake had been selected. Great Joy! We were to go by train and return the same way.

All campers had to be at the station down town early in the morning with all their gear - a dunnage bag full of stuff. (Dunnage bags were readily available as many fathers had them left over from WWI army days.) Everything was held in by lining up all the brass grommetted holes and forcing a big brass D through these and then clamping the handle part down and securing it with a padlock. There was lots of warning not to lose the key!

The four car train was waiting on the east track - entered by the first opening of the doors for the station platforms. A huge light Pacific chuffed at the head end, eager to get going. All aboard and we left on time and hustled along beside the canal and then slowed for a curve to the right leading over a bridge over the canal. It was a swing bridge. This was all new experience for me as I had only lived in Ottawa since May, where I could see the little steam engines working in the J.R. Booth lumber yard at the end of Fourth Avenue near Bronson.

Rapidly we travelled through a yard with lots of freight cars and then across a bridge under which street cars rumbled by on Bank Street, and then more freight cars, coal yards, lumber yards, warehouses, and so forth and then across another busy street protected with gates stopping the traffic. This was Bronson Avenue. Now, through a cutting and over an embankment bridging Preston Street and then the C.P.R. tracks after having just passed the lumber yards on both sides of what is now Booth Street and what was then called "little Italy". We hurried on through another cutting and on to another embankment. We were pacing along at a good speed and the city was turning into country and some bush. Holland Avenue was crossed by bridge. Then, it was unpaved and carried two lines of street car tracks. The Hydro sub station was there then, as well. Soon, some tracks lead off to the left from a siding and into another J.R. Booth lumber yard. Later I learned that this lumber was one of the reasons J.R. Booth had built this railway that we were travelling on. After the war, war time housing took over and the lumber vacated. This area is now Carling and Merivale Road. We sped on and soon crossed a highway at a sharp angle and protected with a wig wag warning signal, and then on out into the country.

Some time later, we passed under a long wooden trestle carrying the CN's main line to the west. This trestle and bridge later became an embankment. This point is now Nepean on the Beachburg Subdivision. Hurrying along, we passed South March station with its siding with several box cars, and then on through more bush country later opening up into fields and then a station called Carp. More sidings and freight cars, and so it went.

By this time, we had gotten to talk to some of the other boys, who later became life long friends. But, being intensely interested in trains, I was busy taking everything in and enjoying every minute of the trip.

Renfrew is remembered as a busy place - a passenger station and a freight station. Lots of freight cars, sidings, and busy factories. Eganville was gained by mid-morning and we stopped at the busy station.

There were lots of people on the platform getting on and off the train and then the event that will implant the name of Eganville in my mind for the rest of my life. The day was warm - the windows were open, and we were thirsty. There was a rush for the flat paper cups. They were filled with water for a quick drink. . . . (Continued on page 11).

THE INFORMATION LINE

ALONG THE RIGHT OF WAY, by Mike Nowell: On September 3rd, Sperry Rail Car No. 118 was seen at Smith's Falls. That same day, down on the Kingston Subdivision of the CN, Freight 317 with units 2042 and 2041 took siding in the eastbound passing track at Galop, while the engines went ahead to Cardinal to pick up Canada Starch No. 7 (ex CN S-4, No. 8018) so that it could be taken to Brockville to be turned on the wye there. In the process of making the pick up at Cardinal, 317's engines were occupying one of the main tracks with its consist in the Galop siding. Because of this CN Freight 397 was forced to go into the westbound passing siding at Galop in order to clear for Via Rail No. 53. Aside from the switcher, that day, 317 also had Scale Test Cars 52258, 52104 and 52109. (O.M.)

On September 5th, the eastbound "Canadian" was on time to the second at Prescott. What should have been a flawless journey, however, was marred by the distinctive beat of several flat wheels coming from the undersides of the "McDonald Manor" and the "Revelstoke Park". Apparently, a lot of the flat wheel problems occur between Montréal and Toronto, as the CN engineers don't have that 'right' touch on the brake valve that is required for cars equipped with disk brakes. (P.B.J.)

The last run of CP Rail's Hilton Mines Ballast Train over the M. & O. Subdivision was on September 7th. (C.C.)

Via Rail still continues to interrupt the regular cycles of Trains 48 and 49's sleeping cars. On September 15, the "Greenfield" was in town, while on September 20, accommodations were provided by the "Thunder Bay". Does anyone know if these cars are substituting for the regulars because of maintenance schedules or is Via trying to provide equipment which is geared to the exact passenger requirements of any particular day? (P.B.J.)

GMD units are being frequently seen on CP Rail Freight No. 85. On September 10, freshly painted GP9 8802 was on the head end. (C.C.)

The latest batch of Government of Canada grain hopper cars to be ordered from Hawker Sidley and Marine Industries are now in service on CN. (C.C.)

A special thanks for information in this month's column goes to Colin Churcher, C.C.; Philip B. Jago, P.B.J.; Ollie McKee, O.M.

"Cow Pasture Route" to Disappear: Though certain members of the Brockville fraternity have cast disparaging remarks in the past upon the condition of CP Rail's Brockville Subdivision, time is fast running out on them continuing to make such comments. Currently, CP Rail crews are out in full force to completely rehabilitate the line and bring its operations into the twentieth century. Every available siding between Smith's Falls and Brockville is crammed with all manner of work equipment and it is only a matter of time before ballast trains start arriving from Hilton Mines. In order to speed up the upgrading process, Via Rail Canada has annulled Trains 43 and 44 between Ottawa and Brockville from September 19 to November 15, excepting the Thanksgiving Holiday period (October 7-10), when the trains will be re-instated. Buses will substitute for the trains with an across-the-platform transfer being made at Brockville.

Wanted to Buy: Art Carrière, 75 Parkedale Avenue, Ottawa (Ontario), Telephone (613) 728-9279 is looking for a Telegraph Key and Telegraph Sounder.

Scrappers Need Not Apply: The Ontario Rail Association has CP #5361 for sale for the sum of ten thousand dollars. The engine has been sitting derelict in the yard of the Hamilton Brick Company for the past 8 years. Built by the Canadian Locomotive Company in 1929, the steamer was initially bought from CP by the Ontario Government to form the nucleus of a transportation museum during the early 1960s. For many years, it languished at CP's John Street Roundhouse in Toronto as the government procrastinated on the idea and eventually dropped it. Ontario Rail bought the engine from the government in 1973 when that organization had ambitious hopes to set up a steam shortline operation. These ambitions have not born fruit, however, and the group is now prepared to dispose of the engine . . . to the right person or group. Ontario Rail wants the steamer to go to a loving home - "scrappers need not apply".

(Thanks to Clive Spate)

CP Rail Offers Diesel for Preservation: Brockville City Council is in a bit of an uproar over a CP Rail offer to donate MLW S-3 No. 6591 to the city as a static display for the Armagh S. Price Park to be located directly in front of the south portal of the railway tunnel there.

The city has long wanted some form of static rail display, however, it had been hoped that a more "vintage piece of rail equipment" could be offered. Apparently a 25-year old switcher is not vintage enough.

The city administration is convinced, moreover, (and this is totally erroneous) that the S-3 type of engines were incapable of negotiating the tunnel's limited loading gauge. It is common knowledge in railfan circles that S-3's were the largest diesel locomotives to run in the tunnel. Your News Editor can attest to this from personal experience - having rode #6551 a goodly number of times through the tunnel during the mis-spent days of his youth.

CP has also attached a number of conditions to its donation of the unit. The company will sell the engine for one dollar and will move it from Smith's Falls to Brockville. The city, however, must move it into place at its own risk and expense. As well, the engine must be left inoperable and the city must promise to keep its exterior in good shape. CP cannot, moreover, guarantee that the switcher won't be vandalized between now and 1984 when it is to be installed in the park.

(Brockville Recorder and Times,
16-09-83)

Less than Standard Clearances Approved: Less than standard clearances around the doors leading to Via Rail's new LRC maintenance facility in Montréal are acceptable provided the proper signs are posted and that Via Rail "undertakes to keep the employees off the tops and sides of engines and cars while operating past the less than standard clearances".

For those interested in the official railway location of the new facility's doors, they are "on Shop Tracks 1,2 and 3, which commence at mileage 0.21 CanCar Site Lead track, which commences at mileage 0.33 Canal Bank Spur, which commences at mileage 0.60 Lachine Spur with headblock at mileage 5.97 Montréal Subdivision of the Canadian National Railway Company, in the Town of St. Pierre, in the Province of Québec . . ."

(C.T.C., 08-08-83)

Wawa Spur Abandoned: The Railway Transport Committee has given the Algoma Central Railway permission to abandon operation of its spur off mileage 12.67 of the Michipicoten Subdivision in Wawa (Ontario).

(C.T.C., 11-08-83)

Shelter to be Removed: Canadian National has received permission to remove its passenger shelter from St. Prosper (Québec) as passenger trains no longer serve this community.

(C.T.C., 11-08-83)

Hearing into E. & N. Passenger Service: The Railway Transport Committee will hold a public hearing on October 4, 1983 in Courtenay (British Columbia) to assess a CP Rail/Via Rail application to discontinue passenger train service between Victoria and Courtenay. Revenue and Loss figures for the period 1979-1981 are as follows:

Year	Total Costs	Revenues	Actual Losses
1979	808,893	309,110	499,775
1980	1,113,975	425,000	688,975
1981	1,247,091	259,000	988,091

(C.T.C., 02-09-83)

Hearings into Hearst-Nakina Passenger Service: The Railway Transport Committee will conduct public hearings in Hearst and Nakina (both in Ontario) on October 3rd and 5th respectively to assess a Canadian National/Via Rail application to discontinue passenger train service between those two communities. Revenue and Loss figures for the period 1979-1982 are as follows:

Year	Total Costs	Revenues	Actual Losses
1979	66,883	2,173	64,710
1980	78,568	2,933	75,635
1981	97,900	5,405	92,495
1982	373,798	6,382	367,416

(C.T.C., 07-09-83)

Line Powered by 'White Coal': Mention electrified main line railroading in Canada and the best one can do is think of Canadian National's Mont Royal Tunnel line in Montréal. This will change, however, by December of this year when BC Rail's new 80 mile Tumbler Ridge branch from Anzac to the open pit operations of the Teck-Bullmoose and Quintette coal companies is opened.

Powered by 'white coal', a description for electricity used by the Milwaukee Road and Great Northern when those companies had electrified sections, the line features state of the art railroading.

Rail this year is 115-lb jointed relay and will be replaced next year with 115-lb continuous welded. Chrome alloy rail will be installed on all curves of 4° and over (about 10% of the line) and flange oilers will be installed on the line's 78 curves of three degrees or more. The catenary is partially erected with the poles being U-channel A-frame galvanized steel types.

All bridges have ballast decks except for those across the Wolverine and Murray Rivers which have steel tub decks.

The line has two tunnels. The Table Tunnel is 5.6 miles long while the Wolverine Tunnel is slightly shorter at 3.79 miles.

BC Rail is committed to electrified operation and has plans to extend the wire from Anzac eventually all the way to Prince George. The decision to electrify was prompted by several factors. The line is running with a 50 kv power supply which reduced, considerably, the number of on-line power

stations. Maintenance of electric motive power is about 65% less than diesels and the service life is twice as long. By choosing electrification, the company has saved 15 million dollars in the cost of installing a tunnel ventilation system. As well, the Federal Government provided 5 million dollars in subsidies under its Energy Conservation and Renewable Energy Development and Demonstration Program with the Provincial Government putting up a matching amount. Of course, things were helped by the fact that the power line was already in place - having been built to serve the coal project and the community of Tumbler Ridge. The electric locomotives have twice the capacity of diesels and they are equipped with boosters to achieve maximum speeds on the 1.2% ruling grades of 22 m.p.h. as opposed to 13 to 15 m.p.h. with diesels.

Coal is becoming so important to BC Rail for its future prosperity that there have already been tongue in cheek rumblings to suggest that in reality BCR is short for "Bituminous Coal Railroad".

(Modern Railroads, July 1983,
Thanks to Colin Churcher)

* * * * *

By CN Train to Golden Lake
(Continued from page 7)

As the train moved out, a barrage of partly filled water cups found many surprised and angry targets. There was much laughter as the train gained speed, but the conductor and the crew were not amused. Finally around noon, we arrived at Golden Lake. All were excited and ready to get off as soon as the train stopped. There were campers to meet us and a railway cop. NO arrests were made as we were all innocent. Camp leaders took over and led us off to the lake and a huge waiting canoe - a Hudson Bay Type - called a "war canoe"; lots of room and quite safe.

At the station, a small steam engine coupled to a couple of cars caught my eye. I learned that this train took passengers on to Pembroke. The mail for the camp and out baggage came off their respective cars and then were loaded on to a horse drawn wagon which made for the camp over a dusty road.

On making camp, we were finally settled in our 8 bunk, wooden floor and wood roofed "tent". After a hearty lunch and a rest we made for the Tuck Shop for some candy bars and drinks. I offered a 50 cent piece in payment, but it was bounced on the counter and refused. I was crestfallen and confused and begged for a reason why. "You silly kid - we don't take phoney money here". I protested that it must be good because I got it from the "newsy" on the train. It was no use. My 50 cents was well known and there were no takers, and it was finally lost between the floor boards. Newsys on trains were never really trusted by this innocent thereafter.

This was my initiation to what I later got to know as the Renfrew Sub. and later travelled on and lived by for many years. Many of you will recognize some of the Ottawa scenery as it is now the route of the famous Queensway.

The Renfrew Sub will be fondly remembered by our members and the public who travelled on it on our many excursions and later the trips of 1201 in which many of us participated and enjoyed. It will be a sad day when the tracks are removed.

(Thanks to Bill Williams, Sr.)

THE MOTIVE POWER SCENE by Earl Roberts with special thanks to Bruce Chapman, Paul Smith, Colin Churcher, Colin Dathan, Ian Pyatt, David Stremes and Duncan duFresne.

Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page number of the 1983 Edition of "A Trackside Guide to Canadian Railway Motive Power". We hope that followers of the Trackside Guide will bear with us - the short line and industrial section (Part II) was assembled from a great mass of data, some of it conflicting and some of it out-of-date. Part II is as accurate and consistent as possible, yet it was inevitable that correspondents would find errors or omissions. While this is the first time such a listing has been published for Canada, we rely upon you, our readers, to let us know from personal observations of any changes required. Thank you.

CP RAIL

New Arrivals - (p.27) SD40-2 6049, 6051, 6052, 6053. (6050 and 6054 to follow).

Rebuild - GP9u 1553 (formerly 8623 which was badly damaged in the Dec. 13, 1982 collision and fire in the Winnipeg yard).

Into shop for rebuild to switcher - GP9 8500

Approved for rebuild into switcher - GP9 8700 - a victim of the May 8, 1983 washout accident 10.5 miles west of Chalk River, Ont.

Number assigned - Retired S-11 6621, on her way to General Electric, Cleveland, Ohio for conversion to a shop shunter, will be renumbered 3783-01. She sustained damage in an accident on the Chesapeake & Ohio while enroute to G.E.

New home - It looks like retired F7B 4459 will go to the Alberta Pioneer Railway Assoc. Edmonton, Alberta. Retired F9B 4476 was originally expected to go.

Community Centennial Train - SD40-2 6041 and retired Baldwin DRS4-4-1000 #8000 were part of the Centennial Train displayed at Smiths Falls August 26 to 28. Also included, but not open for inspection, was freshly repainted RDC-2 91 (ex 9108) which until recently was in Maintenance-of-Way service in Northern Ontario. #8000 was noted stored at Glen Yard, Westmount, on September 5 accompanied by RS10s 8570 and 8577, both on lease to the Montreal Urban Community Transportation Commission as backup for their seven FP7A units.

CN RAIL

From A to B - (p.16) the following A units have had their cabs stripped and will be used as B units:

F7Au 9170 (nee F7A 9106) - renumbered 9101

F7Au 9157 (nee F7A 9064) - renumbered 9102

F7Au 9152 (nee F7A 9034) - renumbered 9103

Late '84 - The four SD50 units ordered from General Motors - London are scheduled for delivery in October, 1984.

VIA RAIL CANADA - the first two of ten new LRC units (6921 and 6922) are expected out of Bombardier's shop by September 30.

British Columbia Hydro - (p.47) GE 70 ton 940 and 942 have been sold to Weyerhaeuser for parts.

Montreal Urban Community Transportation Commission - the rebuild of FP7A 1304 (formerly CP 4074) was completed by CP's Angus Shops on September 1.

Kimberly Clark, Terrace Bay, Ont. - Former CP S-3 6546, acquired in October 1978, has been retired and sent to Angus Shops for scrapping. (p.83)

Tundy Gypsum, Hantsport, NS - (p.96) #14 no longer carries a number.

Lawker Siddeley Canada, Trenton, NS - (p.97) -

#1 is now numbered 2701

#6 no longer carries a number

#43 has now left the premises apparently destined to British Columbia. She was noted on a flatcar heading through Bells Corners. Does anybody know its destination?

Buchans Railway, Buchans, Nfld. - (p.98) all three units are stored at Millertown Jct.

Newfoundland Hardwoods, Clarendville, Nfld. - (p.98)

Add #32 Plymouth 5702 2/53 JDJW ex Grand Falls Central 100, nee Millertown 23

Grand Falls Central Ry., Grand Falls, Nfld. - (p.98) Delete the entire entry.

Bombardier Inc., Montreal - The four HR616W demonstrators (7001 to 7004) are in regular service on CP Rail trains 341 and 342 between Winnipeg and Thunder Bay.

Chemins de Fer de Thurso - recently acquired GE 70 ton #13 is being re-engined with a Cummins engine. It's about half the size of the original power plant and still produces 600 horsepower.

General Motors - will build 15 JT22MC units early in 1984 for Egypt.

Thousand Island Railway - displayed 35 ton diesel #500, retired in 1963 and displayed for many years near the Gananoque waterfront has been relocated to the front of the Chamber of Commerce building.

iscellaneous news (thanks to Bruce Chapman except where noted)

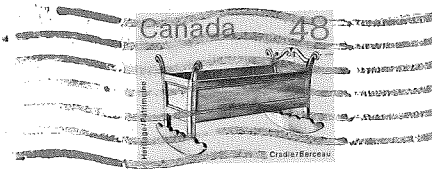
- With the next timetable change it is expected that the Sudbury-Ottawa RDC will leave Sudbury Tuesday, Thursday and Saturday at 0700 instead of the present 0900. Arrival in Ottawa will be at 1345 instead of 1600.
- CP Rail has called for a shareholders meeting in Montreal on October 12, 1983 regarding acquisition of the Canadian assets of Conrail.
- CP Rail's yard assignment at St. Johnsbury, Vt. was abolished September 2. Traffic on the Maine Central's Crawford Notch line is substantially reduced now that interchange with CP Rail is carried out at Mattawamkeag, Maine.
- On September 19 CP Rail started hauling the first of up to 4000 hoppers of crushed rock ballast from Hilton Mines Ltd., Bristol, Que. for reballasting the 27 miles between Smiths Falls and Brockville. The new ballast along with continuous welded rail will allow VIA to speed up the present schedules for the six passenger trains that travel this route. (Earl Roberts)
- CP Rail will spend \$469,000 this year to reroof the St. Luc roundhouse. An additional \$1,000,000 will be spend later for insulation and increased lighting.
- A contract has been awarded by CP Rail for the first phase of a car repair and diesel shop facility at Moose Jaw, Sask. The 2 track diesel shop, 3 track car shop should be completed by mid-December, 1983 and be fully operational by 1985.
- VIA plans on having an exhibit at Expo 86 in Vancouver.
- On September 11 the eastbound CANADIAN out of Vancouver was powered by FP9A 6505, F9B 6615 and 6616 and CP GP9 8519 hauling CP business cars Shaughnessy and Van Horne, borrowed VIA sleeper Christie Manor, deadhead daynighter 5746 plus the regular 15 car train. (John Cowan)

- The Canadian Railway Office of Arbitration on May 11, 1983 ruled on the Brotherhood of Locomotive Engineers claim that locomotive engineers have work entitlement to operate the Speno Rail Grinding Machine RMS 1. CN Rail had declined the claim. The Arbitrator dismissed the grievance on the basis that locomotive engineers do not operate rail grinding machines. The Speno Rail Grinding Machine (which includes its own motive power) is not used as motive power for trains and its use is not a substitute for the use of train engines.
- Private car Birmingham arrived in Montreal on August 29 on the rear of Amtrak train 69 and left September 1 on train 68.
- The NMST 1201 trip to Wakefield on September 25 included the addition of a VIA coach for a private party. (Earl Roberts) The coach was #5590, in VIA blue.
- In spite of the 20% cut in VIA's total route miles in November 1981, the number of passengers carried only dropped 10% in 1982, however there was a 19% increase in revenue-per-passenger-mile. (VIAlogue)

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

Editor:	John Halpenny	76 Renova Priv.,	Ottawa, Ont.	K1G 4C6
News Editor:	Philip Jago	46 - 2296 Orient Park Dr.,	Gloucester, Ont.	K1B 4N6
Motive Power:	Earl Roberts	33 Eastpark Drive,	Gloucester, Ont.	K1B 3Z6
Photo Editor:	Bruce Ballantyne	266 McElroy Drive,	Kanata, Ont.	K2L 1Y4
News Items:	Michael Nowell	15 Glendenning Drive,	Nepean, Ont.	K2H 7Z1

Bytown Railway Society,
P.O. Box 141, Terminal "A",
Ottawa, Ontario
K1M 8V1



David Stremes
136 Holland Avenue
OTTAWA K1Y 0Y4

/ FIRST CLASS /