ISSN 0824-233X

BRANCHLINE



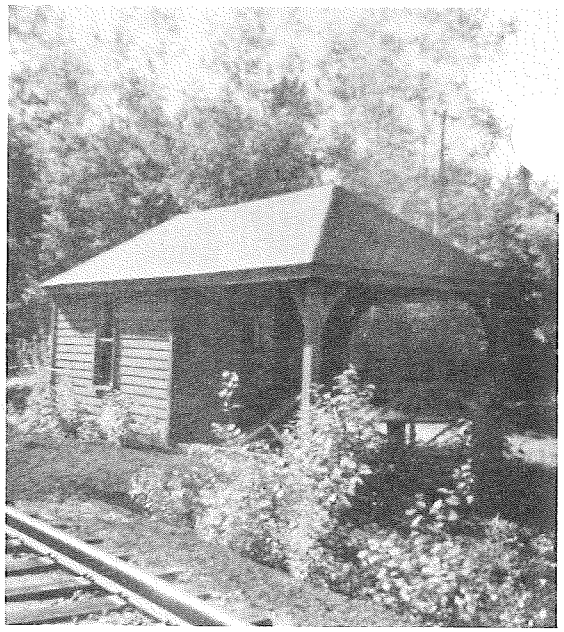
CANADIAN PACIFIC POOL TRAIN No. 559 for Toronto accelerates past the Island Park crossing at Scott Street as it heads westbound towards Carleton Place. Note the approach signal mast for Ottawa West station behind the engine. This train did not stop at the station featured in one of this month's articles - Westboro. Engine 1227 a G5b leads another engine on this longer-than-normal consist - likely a Friday or Sunday pool train. Engine 1227 appeared in another photograph of Britannia Park farther west. The photo was used as a postcard and shows the little steam train which once chuffed around the park carrying children among the trees. The engine appeared in the background of the picture pulling another passenger train. 1227 was also the last steam locomotive to haul a passenger train on the Maniwaki Sub. on January 1, 1960. (prior to 1057 and 1201 of course!)

Photo by Art Carriere

PHOTO PAGE



VIEW OF CP WESTBORO station looking northwest circa 1919. Roosevelt Avenue crosses the CP tracks just beyond the station
Photo courtesy A. Carriere)



THE FLAG STATION, right, although not Burnet which is mentioned in Willard Clarke's article this month, was virtually the same with a small room and a verandah. This one was also on the Maniwaki Sub at Ellard (see timetable). Below is the original Kirks Ferry station also mentioned in Willard's article. The 1915 photo shows the original location prior to the building of the Chelsea dams which flooded the area forcing the relocation of the tracks. (Right photo -B. Ballantyne. Bottom photo Public Archives C38461)



BRANCHLINE

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

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Notice of Meeting: Our next meeting will be on Tuesday, February 5 at 19:30 in the auditorium of the National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa. Come and enjoy an illustrated talk by Colin Churcher on the railways of Paraguay, Uraguay and Peru. The meeting will also feature Ches Banks' store with his usual offerings of T-shirts, hats, magazines, publications, etc. Our mid-month slide and movie night in February will be on Tuesday, February 19 at 19:30.

Keep March 5 open for a return visit by Omer Lavallee, Chief Archivist of CP Rail. Omer's topic will be "My Career in Films".

At the annual general meeting on January 8, the following officers were elected for 1985:

President:	Paul Bown	Directors:	Helen Tucker
Vice-President:	Colin Churcher		Ches Banks
Secretary:	John Tasseron		Joe Toscas
Treasurer:	Michael Iveson		

DUES ARE DUE - The 1985 membership fee has been set at $15.00 (no change from 1984) and is intended to cover the cost of 11 issues of BRANCHLINE. If you have yet to renew, please see John Frayne at the meetings or forward your renewal to our Post Office box.

The expanded 1985 edition of TRACKSIDE GUIDE is expected off the press in February. Added this year is a comprehensive listing of preserved locomotives and traction in Canada, expansion of the passenger car roster to include all passenger cars on the major and shortline railroads, plus details of Sperry cars and Speno grinding trains. And, of course, the rosters of locomotives on Class I and II railroads, industrials and short lines, plus streetcars, subway and light rail systems, and the VIA Rail passenger car roster have all been updated to January 1985. The 5.5" x 8.5" three hole punched book will sell for $8.50 ($9.75 ppd.).

The editors of the 1985 TRACKSIDE GUIDE would like to express their appreciation to the many contributors who have made our annual publication such a complete and successful book.

We also have available the booklet "1201 - 40 YEARS OLD AND STILL GOING STRONG" at $5.00 ($6.00 ppd.). Why not order the 1201 book and the 1985 TRACKSIDE GUIDE for $12.00 ($14.50 ppd.)?

We still have some copies of the 1982, 1983 and 1984 editions of the TRACKSIDE GUIDE. Why not complete your collection? They are available at $5.00, $7.95 and $8.50 respectively. Please add $1.00 for postage.

-- Inside BRANCHLINE --

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WESTBORO STATION, 1870-1966 and 1984-????

by Michael Iveson

The November 12, 1984 opening of the Scott Street section of the OC Transpo bus rapid transit line, with stations at Tunney's Pasture and Westboro, reminded me that this is not the first Westboro Station.

On September 16, 1870, the first official train of the Canada Central Railway chugged its way from the terminus at Lebreton Flats, through what was to become Westboro, to Carleton Place, in order to inaugurate railroad service between Ottawa and Brockville. The Canada Central amalgamated with the Canadian Pacific on June 9, 1881.

Shortly after the opening of the railroad, the Hon. James Skead, one of the earliest industrialists in the Ottawa Valley, erected one of the largest saw mills in Canada for that time at what is now the foot of Roosevelt Avenue on the shores of the Ottawa River. The remains of the footings of the mill can be found to this day. As an indication of Skead's prominence in the area, it was not long before the name of the locale was changed from the unofficial Birchtown or Baytown, depending on one's choice, to Skead's Mills. With the anticipated inauguration of the Ottawa Electric Railway service to Brittania in 1900, an influx of 'Suburbanites' arrived who were not happy with the name Skead's Mills. The 'Suburbanites', thinking of the area as Ottawa's Westmount, were able, after many stormy meetings in the Nepean Township Hall, to change the name to Westboro. In 1905, Westboro became a police village with a population of 200. The population grew to 4,500 by the time annexation by the City of Ottawa occurred on January 1, 1950.

The C.P.R. Westboro station was located on the north side of the tracks about 50 feet east of the Roosevelt Ave. crossing. A large freight shed was located slightly to the east of the passenger station. There was also a short passing track and an equally short team track. I have not been able to determine the exact date that the station was constructed, however, the design was similar to the Ottawa West station which was built in 1910. Plans, kindly provided by Canadian Pacific's Corporate Archives, give two dates: October 1, 1914 and April 27, 1921. I can only surmise that the latter date was perhaps to indicate that certain modifications were performed on the structure. The Westboro Station was demolished in the fall of 1960.

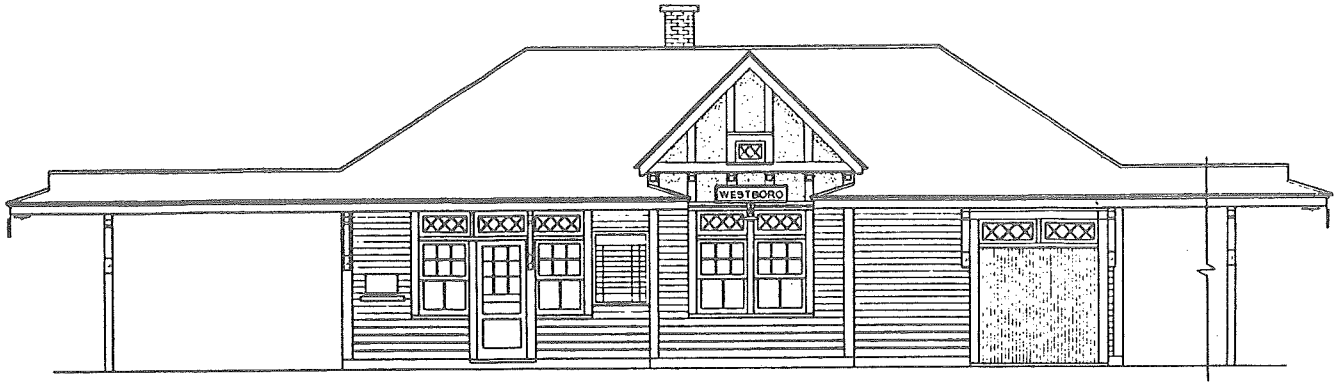
The accompanying timetable provides a partial list of the many passenger trains that passed the station in the late 1940s. In addition to these, there were also the Toronto Pool Trains, Numbers 559, 560, 562 and 563. Only the local Chalk River trains stopped at Westboro. If a "Westboroite" wanted to catch a Transcontinental or Toronto train, he had to go either to Ottawa West or Ottawa Union Station.

Passenger service at Westboro was discontinued with the elimination of the Chalk River locals - which by then were using Dayliners - in the early 1960s. The last passenger train to pass through Westboro was the eastbound CANADIAN on Saturday, July 30, 1966, led by recently scrapped FP9A 1410.

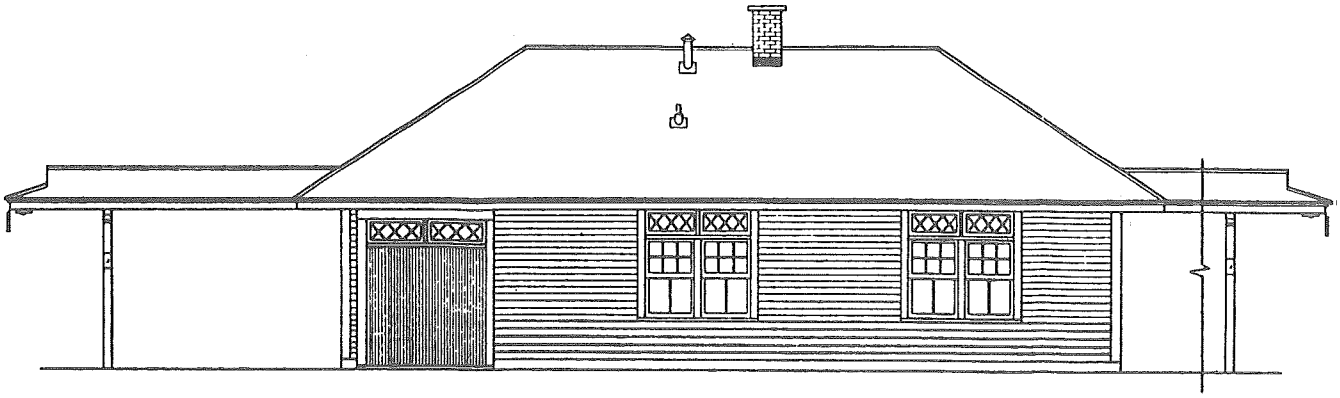
Freight service through Westboro was provided by the daily Smiths Falls way freight. Local work was performed by a switcher based at Ottawa West that looked after the industries as far west as Leafloor Brothers Coal Company at Woodroffe Ave.

The C.P.R. tracks from Island Park Drive to Bell's Corners were lifted shortly after the July 30th passing of the CANADIAN as part of the Ottawa Railway Relocation Scheme. The section from Ottawa West to just past Holland Avenue survived for another 16 years as an industrial spur. Its last customer was the now-dismantled Beach Foundry.

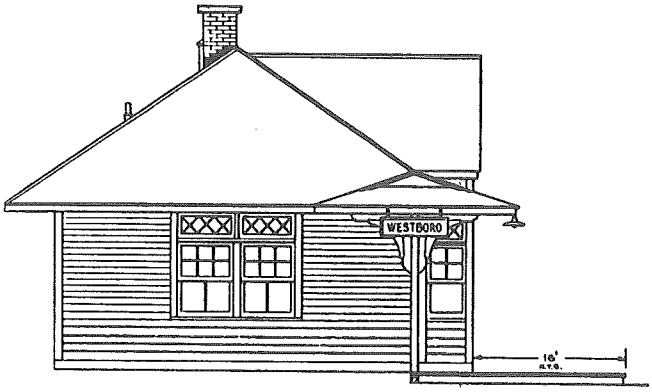
---------- "WELCOME BACK WESTBORO STATION" ----------



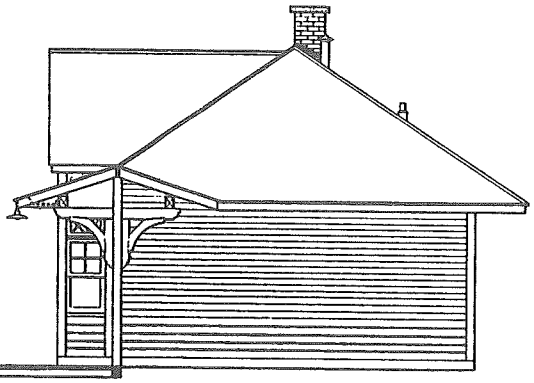
SOUTH ELEVATION



NORTH ELEVATION



WEST ELEVATION



EAST ELEVATION

C. P. R. RAILWAY STATION

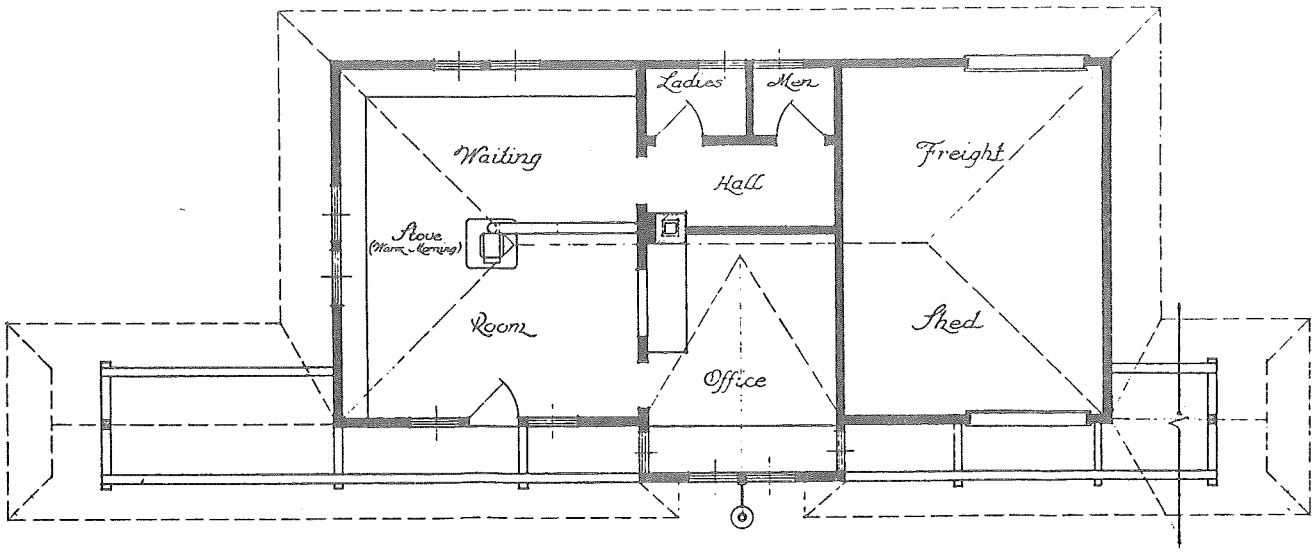
"WESTBORO - ONTARIO"

BUILT - DEMOLISHED - FALL, 1960.

0 5 10 20

CPR STATION - WESTBORO

Marcel Sierolaski



FLOOR PLAN

C. P. R. RAILWAY STATION

"WESTBORO - ONTARIO"

BUILT - DEMOLISHED - FALL, 1960.

0 5 10 20

CPR STATION - WESTBORO

Marcel Sierolaski

ABOVE & PREVIOUS PAGE: Drawings of Westboro Station showing elevations and floor plan Reproduced with permission of Marcel Sierolaski

Below are two timetables from 1949 which include the stations mentioned in this month's articles. Note that Train No. 559 is not listed in Table 48. This table was for the Chalk River services and did not include the pool services to Toronto.

OTTAWA—MANIWAKI

535 Ex. Sa. & Su.	539 Sat.	537 Sun.	Mls	TABLE 46	534 Ex. Sun.	538 Sun.
P.M.	P.M.	A.M.		Eastern Time	A.M.	P.M.
4.30	2.30	9.15	0.0	Lv....OTTAWA‖..Ar	10.45	9.30
4.38	2.38	9.23	1.6	.....Hull.....	10.37	9.22
f4.44	f2.44	f9.29	4.6	.....Ironside.....	10f29	f9.15
4.52	2.52	9.37	8.1	.....Chelsea.....	10.20	9.06
f4.57	f2.57	f9.42	10.4	.....Tenaga.....	10f12	8.58
f4.59	f2.59	f9.44	10.9	....Glen Eagle....	10f10	8.55
f5.01	f3.01	9.46	11.6	....Kirk's Ferry ..	10f08	8.52
f5.04	f3.04	f9.49	12.9	..Larrimac Links..	10f04	f8.47
f5.07	f3.07	f9.52	14.4	.....Burnet.....	10f00	f8.42
f5.09	f3.09	f9.54	15.5	....Pine Road....	f9.57	f8.39
5.11	3.11	9.56	16.4	.....Cascades.....	9.55	8.37
f5.16	f3.16	10/01	18.0	....Farm Point....	f9.50	f8.32
5.21	3.21	10.06	20.5	.....Rockhurst....	9.45	8.27
5.25	3.25	10.09	21.3	.....Wakefield	9.41	8.23
5.32	3.32	10.18	24.5	.....Alcove.....	9.33	8.15
f5.41	f3.41	10/29	29.0	.....Lordvale.....	f9.23	f8.05
f5.43	f3.43	10/31	29.7	.....Farrellton.....	f9.21	f8.03
f5.50	f3.50	10/38	33.0	.....Brennan.....	f9.14	f7.56
5.55	3.55	10.43	34.9	.....Low.....	9.10	7.52
6.00	4.00	10.56	41.0	.....Venosta.....	8.56	7.42
6 22	4.22	11.10	47.0	.... KAZABAZUA....	8 46	7.32
f6.27	f4.27	11/15	48.7	..... Aylwin.....	f8.39	f7.25
f6.37	f4.37	11/24	53.0	.....Marks	f8.27	f7.13
f6.44	f4.44	11/31	56.0	.....Perrea.....	f8.20	f7.06
f6.48	f4.48	11/35	57.8	.....Eagle.....	f8.16	f7.02
6 54	4.54	11.40	59.4	....GRACEFIELD....	8.12	6.58
f7.03	f5.03	11/48	63.7	..... Clemow.....	f8.03	f6.49
f7.13	f5.13	11/56	67.2	.....Blue Sea.....	f7.55	f6.41
f7.16	f5.16	11/58	67.8	.....Gravelle.....	f7.52	f6.38
f7.19	f5.18	12/01	68.6	..... Orlo	f7.50	f6.36
f7.22	f5.21	12/03	69.3	..New Lismore..	f7.48	f6.33
f7.25	f5.24	12/05	70.1	..... Ellard	f7.46	f6.31
f7.28	f5.26	12/07	70.7	....Rockhaven	f7.44	f6.29
7.31	5.28	12.10	71.7	.....Messines ...	7.42	6.27
f7.42	f5.38	12/18	75.6	.....Farley.....	f7.34	f6.19
8.00	5.55	12.35	82.3	Ar...MANIWAKI...Lv	7.20	6.05
P.M.	P.M.	P.M.			A.M.	P.M.

Will also operate Mon., Dec. 26 and Jan. 2

OTTAWA—RENFREW—PEMBROKE—CHALK RIVER

7 Daily	9 Daily	551 Sun. only	557 Ex. Sun	555 Daily	1 Daily	Miles	TABLE 48	2 Daily	8 Daily	10 Daily	556 Daily	558 Ex. Sun	550 Sun. only
P.M.	P.M.	P.M.	P.M.	A.M.	A M		Eastern Time	A.M.	A.M.	A.M.	A M.	P.M.	P M.
10.45	10.10	8.15	4.15	8.25	1.10	0 0	Lv....OTTAWA‖....Ar	4.05	6.50	7.45	11.05	5.05	9.20
..	..	8.23	4.23	8.35	..	1.6	..... HULL	..	..	..	10.57	4.57	9.12
..	..	8.25	4.25	8.35	..	2.3	.....Hull West	..	..	..	10.55	4.55	9.10
11.08	10.33	8.30	4.30	8.40	1.35	3.9	Lv. OTTAWA WEST..Ar	3.40	6.25	..	10.50	4.50	9.05
..	..	f 8.34	4.34	8.44	..	5.8	.....Westboro	m3.35	..	..	10.45	4.44	8.59
..	..	f 8.54	4.55	9.04	..	18 1	..... Stittsville	..	..	..	10.27	f4.25	8.35
..	..	f 9.07	5.08	9.15	..	26.9	..... Ashton	..	..	..	10.13	f4.13	8.23
11.43	11.08	9.16	5.15	9.22	2.15	31.6	Ar .CARLETON PLACE. Lv	3.05	5.55	6.48	10.05	4.05	8.15
8.56	8.56	8.56	3.55	..	..	..	Lv.Smiths Falls 47 50 Ar	..	..	..	10f50	4.50	..
9.16	9.16	9.16	4.30	..	..	..	Ar .Carleton Place 47. Lv	..	..	..	10f25	4.25	..
11.48	11.13	9.20	5.20	9.25	2.20	31.6	Lv .CARLETON PLACE Ar	3.02	5.55	6.48	10.00	4.00	8.15
f11.58	f11.23	9.29	5.33	9.36	2.30	38 4	.....Almonte	f2.54	r 5.43	m6.35	9.49	3 47	8.00
..	..	f 9.35	f5.41	f 9.42	..	42.1	.....Snedden	..	..	..	f9.42	f3 40	f 7.52
..	..	f 9.42	5.50	9.50	..	47.2	.....Pakenham	..	..	..	9.33	3.32	7.44
f12.19	f11.44	9.54	6.05	10.03	3.00	55.0	.....Arnprior	2.32	r 5.20	m6.12	9.18	3.18	7.30
..	..	f 9.59	6.10	10.08	..	58.2	.....Braeside	..	..	..	9.09	3.12	f 7.21
..	..	f10.03	6.14	10.11	..	60.1	.....Sand Point	..	..	..	9.05	3.09	f 7.17
..	..	f10.12	f6.23	f10.19	..	65.5	.....Castleford	..	..	..	f8.55	f3.01	f 7.08
..	..	f10.19	f6.30	f10.26	..	70.3	.....Mayhew	..	..	..	f8.47	f2.54	f 7.00
12.41	12.06	10.25	6.38	10.34	3.25	73.3	.....Renfrew 45A.....	2.00	4.46	5.37	8.42	2.48	6.55
..	..	..	..	..	..	77.0	.....Payne 45A.....	..	..	..	..	f2.40	..
..	..	f10.38	6.52	10.47	..	82.0	.....Haley's.....	..	..	..	8.26	2.32	6.40
..	..	f10.47	7.05	10.57	f4.02	89.1	.....Cobden	f1.38	..	..	8.15	2.21	6.30
..	..	f10.54	f7.15	f11.05	..	94.6	.....Snake River	..	..	..	f8.07	f2.13	f 6.22
..	..	f11.00	f7.20	f11.10	..	98.3	.....Meath	..	..	..	f8.01	f2.07	f 6.16
..	..	..	f7.28	f11.18	..	102.8	..Government Road..	..	..	..	f7.54	f1.59	f 6.09
1.35	12.53	11.15	7.35	11.25	4.31	108.0	Ar . . .PEMBROKE . . .Lv	1.12	4.06	4.56	7.45	1.50	6.00
1.35	12.53	11.15	7.45	11.35	4.40	108.0	Lv . . .PEMBROKE . . .Ar	1.07	4.06	4.56	7.40	1.45	6.00
f 1.48	f 1.09	f11.29	8.00	11.50	5.00	118.1	.....Petawawa	12.52	..	..	7.25	1.30	5.45
2.10	1.30	11.50	8.30	12.15	5.35	129.8	Ar..CHALK RIVER‖4..Lv	12.35	3.35	4.25	7.05	1.10	5.25
A.M.	A.M.	P.M.	P.M.	P.M.	A.M.			A.M.	A.M.	A.M.	A.M.	P.M.	P.M.

No coach passengers carried to points east of Sudbury.

Will also operate Mon., Dec. 26 and Jan. 2.

CANADIAN PACIFIC RAILWAY PUBLIC TIMETABLE -OCT. 1949

STATIONS AND VAGRANTS by Willard E. Clarke

The pending demise of CP's Maniwaki Subdivision got me to thinking about some of the many changes that have marked the decline of the line. It is also interesting to recall the fate of a few of the stations and shelters that were once found in great abundance - especially on the lower portion - of this route.

During the 1950s and 1960s, when railroad facilities in and around Ottawa were torn up and rearranged, several flat car loads of used ties and timber from loading platforms, etc. were taken to a siding at Ironside station, just three miles north of Hull on the Maniwaki Subdivision and unloaded.

After 1962, when all passenger train service on the line was terminated, two vagrants took up residence in the Ironside Station. Apparently the potbelly space heater was left there. With that, and the old ties, etc., which made for an ample supply of firewood for the taking, the vagrants lived rent-free through good weather and otherwise, while, at the same time, apparently ignoring all eviction notices. In order to evict them, C.P.R. officials first burned their fuel supply. That did not dislodge them. They still managed. However, after the front of the station was removed by the railway, the vagrants left. The building remained in that half demolished state for some time before it was finally torn down.

Farm Point and Cascades stations still exist, but they have been moved from their original locations. The Farm Point station was purchased and moved to the north-east corner of Cross Road and Highway 105, (near Farm Point) and is used for storage or a shop. Cascades station was first bought with the intention of converting it into a residence; the purchaser, however, was unable to obtain a building lot, and it remained on its location for a considerable length of time at the mercy of vandals. It was finally acquired by a farmer who moved it to his farm near the south-west side of Cross Road and Highway 105, where it is used to store grain.

Wakefield Station remains intact on its original location. It was built in the 1930s and has been converted to a restaurant. The Wakefield freight shed is occupied by a business. The original station at Wakefield was located just south of where the turntable was installed in 1974 to turn the steam excursions with ex-C.P.R. 4-6-0 #1057 and then 4-6-2 #1201.

All passenger shelters between Wakefield and Hull, as well as the Chelsea station, have been demolished. The flag stops between Wakefield and Hull that had buildings were Rockhurst, Farm Point, Cascades, Mount Burnet, Kirk's Ferry, Tenaga and Ironsides. During the summer, a commuter train was operated that made additional stops at Patterson (below Farm Point), Pine Road (south of Cascades), Ramsey's Crossing (north of Mount Burnet), and Laramac (north of Kirk's Ferry). Facilities at these points were - at best - cinder platforms. The commuter train terminated at Alcove where it was turned on the wye at the south end of the village (the old wye embankment can still be recognized). This commuter train took approximately one hour to go from Ottawa to Farm Point.

HOW MUCH WOOD? - CP Rail has enough lumber in its track at any time to build 330,000 typical Canadian houses - based on 8,000 board feet of lumber in an average house, an average of 40 board feet per track tie and 66 million ties in place across the country. Ties last an average of 30 years, which is not as long as the typical house but, then again, the typical house doesn't have 14,000-ton trains rolling over it daily. (CP RAIL NEWS, 1984 11 14)

FEDERAL GOVERNMENT RE-AFFIRMS FAITH IN RAIL PASSENGER NETWORK

A joint announcement on January 15 by Transport Minister Don Mazankowski and Minister of State for Transport Minister Benoit Bouchard brought a fresh new commitment on the part of the government to the improvement of the Canadian passenger rail network.

An immediate consequence of this announcement will be the restoration on June 1, 1985 of six passenger routes that were eliminated as part of the infamous Passenger Cutbacks of November, 1981. Back into service will be the SUPER CONTINENTAL between Winnipeg, Edmonton and Vancouver, the ATLANTIC between Montreal, Sherbrooke, St. John and Halifax, the CANADIAN between Montreal, Ottawa and Sudbury, and the Toronto-Peterborough-Havelock, Montreal-Sherbrooke, and Montreal-Mont Joli day trains.

As well, the Board of Directors at VIA Rail will be replaced, on an interim basis, by the recently established three person Rail Passenger Action Force. President Pierre Franche will, however, continue to be in charge of VIA Rail.

Indeed, the Action Force must take a large part of the credit for the new initiative. This fact has, however, not been highlighted in the daily press. Recommendations by the force include:

a) the continuation of VIA as a separate Crown corporation with the appropriate legislation to preserve its existence.

b) a full audit of VIA operations by early February 1985.

c) that VIA take immediate action towards the purchase of new cars and locomotives.

d) that the railways operating VIA's services provide an itemized list of charges under the categories of (i) Train Operations, (ii) On-Board Services, (iii) Maintenance of Equipment and (iv) Real Estate-Stations and Facilities.

Specific actions with respect to train schedules include:

1) returning the CANADIAN to a three night timecard effective June 1. This would result in a saving of $7M in operating costs - not to mention the freeing of equipment which could be used for the restored Winnipeg-Edmonton-Vancouver SUPER CONTINENTAL.

2) two daily trains between Montreal and Halifax which would include the present OCEAN and the re-instated ATLANTIC.

3) greater marketing to recognize the tremendous potential for tourists offered by the current service on CP's Esquimalt & Nanaimo line.

4) the dropping of the Calgary-Edmonton service "in the interests of safety and economy...until a dedicated, high-speed service operating on its own right-of-way can be initiated at a later date". (No action has been taken on this)

5) the re-introduction of same day local service between Toronto and Havelock and between Montreal and Sherbrooke for a two year experimental period during which an evaluation will be made based on certain traffic and performance targets.

6) combining the CHALEUR and the OCEAN at Matapedia with the retention of through car service to the Gaspe.

7) the re-introduction of the SAINT LAURENT between Mont-Joli and Montreal, to maintain the daytime service on this route.

8) continued operation of the conventional Winnipeg-Churchill service. At the same time the force recommended the continued pursuit of the joint Railbus alternative with the Province of Manitoba in order to provide service to remote communities along certain parts of that line.

9) that CN Rail be required to re-assume responsibility for the operation of mixed train services between Wabowden-Churchill, The Pas-Lynn Lake, Hearst-Nakina and Sioux Lookout-Thunder Bay.

International Service was also looked at. Aside from the existing trains, the Force recommended joint action with Amtrak on opportunities between Vancouver and Seattle, Winnipeg and Minneapolis/St. Paul, and an overnight train between Toronto and New York. (What more could one want?) (Information supplied by Transport Canada, 1985 01 15)

ALONG THE RIGHT OF WAY

CN RAIL

ON THE ROAD AGAIN: The 'caboooseless' display train was noted westbound through Dorval, Quebec on January 4, enroute to Winnipeg and Vancouver for the continuation of the CTC public hearing into the caboooseless trains test plan. While still powered by CN GP40-2L(W) 9403, the consist had been somewhat switched around since it left Ottawa on December 6. After the unit was: 1) CP generator boxcar 404832, 2) BC Rail boxcar 5256, 3) Algoma Central gondola 1307, 4) tank CGTX 29454, 5) tank UTLX 83809, 6) CN boxcar 410105, 7) CP boxcar 85338, 8) CN steam generator 15506 (replaces VIA 15485), 9) CN 15161 - DAVID THOMPSON (replaces CN 15160 - PIERRE DE LA VERENDRYE), 10) Ontario Northland baggage 414, 11) CP caboose 434425, 12) CN 15162 - COUREUR DES BOIS, 13) CN 15050 - SANDFORD FLEMING and 14) CN caboose 79681. The train stopped briefly at Ottawa station. (Jean Jacques Longpre)

NOT OFTEN: Rarely does a road freight operate with only one unit. On January 5, Train 308 arrived in Ottawa with only one GP40-2L(W) hauling approximately 55 cars. (Dave Stremes)

CP RAIL

MUSEUM-BOUND: Last November 1, CP Rail moved Maine Central 501, a 1910 seventy-foot baggage-coach, formerly owned by the 470 Railroad Club of Portland, Maine, from St. Johnsbury, Vermont over their lines enroute to the Henry Ford Museum in Dearborn, Michigan. The car has a steel centre sill and body bolster, friction bearings and cast steel wheels. The car will continue to be lettered Maine Central. (Bruce Chapman and THE 470)

BIG LASH-UP: On Sunday, December 30, an 11-unit lash-up was noted on Train 482 at Smiths Falls, with the last 7 units 'off-line': SD40-2 5735, B&O GP40 3726, B&O GP40 3725, M-630 4566, C-424 4209, C-424 4216, C-424 4223, C-424 4241, M-630 4564, M-630 4563 and M-636 4733. (Steve Hunter)

LEASED VISITORS: During the period December 28 to January 21, leased B&O GP38s 4800, 4801, 4803, 4804, 4807 and 4818 were noted on Trains 85 and 86, and both trains on January 3 were powered by five units - C-424s 4212, 4216 and 4241, RS-18u 1807 and RS-18 8769. (Mike Tessier)

LANDMARK CLOSED: On January 5, the operator position at Dorval, Quebec was eliminated and the station closed. Plans are to build a new commuter station west of the present site. (Mike Tessier)

WILL IT BE SAVED?: Rumours persist that CP Rail is planning to demolish its station at Carleton Place, Ontario. The building currently holds the dubious distinction of being the last brick with stone veneer station in the central and upper Ottawa Valley (Jack Weir)

SLOW TRIP: On January 15 and 16, C-424 4222 powered a spreader and a plow to Maniwaki, Quebec and on January 17 powered a three car freight to Maniwaki. Might this be the last snowplow extra to Maniwaki? (Mike Tessier)

M&O DOINGS: On January 22, RS-18 8752 powered a snowplow extra over the M&O Subdivision from Ottawa to Vaudreuil. This was the first movement over the Subdivision since January 5 when RS-18u 1806 powered a short freight to St. Eugene and return. (Earl Roberts)

TEST UNIT HITS THE ROAD: One-of-a-kind M-640 4744 (4000 h.p.), built with C-C trucks, was converted recently to an A1A-A1A configuration, so that a full 1000 horsepower could be used for each 'test' motor. Break-in runs have been carried out at St. Luc Yard in Montreal, and, starting in late January the unit was to be operated on the M&O Subdivision coupled to a road switcher unit with operable dynamic brakes. The unit will be exposed to controlled field testing or restricted revenue service until October 1985 and then enter general revenue service for two years. (Bruce Chapman)

VIA RAIL CANADA

WILL THEY BE PUT INTO SERVICE?: Over the Christmas holidays, three of the ten LRC cars that were leased to Amtrak in the early 1980s were noted at VIA Rail's Ville St. Pierre, Quebec maintenance base, still in Amtrak red, white and blue. All ten of the cars have been transferred to VIA. (Earl Roberts)

NO MAJOR DELAYS: The Christmas rush was admirably handled by VIA, in the Ottawa area, with very few delays. The standby CN unit (GP40-2L(W) 9402) sat at Ottawa station from December 19 to January 6 and three Carleton Bus Lines buses sat outside the station for most of the same period. Subsequent to some unusual consists listed in the January BRANCHLINE, a few others were noted:

- December 29 - Montreal-Ottawa Trains 35 and 38 with FPA-4 6780, coaches 5444, 3224 and 106, plus baggage-dormitory (14 roomettes) 9483; the latter was pressed into service when the airlines virtually shut down due to freezing rain and fog.
- On January 1, a conventional 8-car train operated in place of LRC Trains 33 (ex-Montreal) and 45 (ex-Ottawa) through to Toronto. FPA-4 6786 and FPB-4 6865 powered the CLUB ST. DENIS, and coaches 5511, 5448, 3220, 5514, 5506, 3253 and 5537. The whole train was kept intact and operated as Toronto-Ottawa Train 46 on January 2 and Ottawa-Montreal Train 28 on January 3.
- On January 1, Trains 31 and 34 (the only trains on the Ottawa-Montreal route that offer baggage service) consisted of CN RS-18 3124, steam generator 15415, baggage-dormitory 9483, and coaches 106, 3224 and 5444.
- On January 2, Train 31 consisted of FPA-4 6791, coach 3239, daynighters 5730 and 5717 and baggage-dormitory 9483. The return as Train 34 saw RDC-1 6111, off the January 1 Sudbury-Ottawa Train 178, added to the rear.
- Ottawa-Sudbury Trains 177 and 178 were replaced by buses from January 2 through 10.
- CN GP40-2L(W) 9402, the holiday standby unit, returned to Montreal on the point of FPA-4 6786 on Train 36 on January 6. After three weeks of idling at the station, the exhaust on departure was somewhat dense.
- Seven-car Montreal-Ottawa Train 37 on January 6 was, in effect, two trains in one, in preparation for the start of an additional Ottawa-Toronto train the next morning (see details below). FPA-4 6772 and 6780 powered coaches 3210, 5560, 5534, club cars EMPIRE CLUB and HAMILTON CLUB, and coaches 3231 and 5499. 6780 and the last three cars became Train 28 on January 7.

WHERE DID THE FP9As GO?: During the period January 2 to 16, VIA's GM units were conspicuous by their absence from Ottawa Station. Also, no RDCs used the station between January 2 and 9. For the first two weeks of 1985, almost every train was powered by an MLW FPA-4 unit or by an LRC unit. (Earl Roberts)

FIRST VISIT: Baggage-Coach 9300 (ex-Cafe-Bar-Lounge 2511) was used on Trains 31 and 34 on January 9. (Earl Roberts)

HELPING HAND: The OCEAN and the CHALEUR to the east were operated in sections on several days through the holidays, with motive power supplied by leased CN GP40-2L(W) units in the 9400-9449 series (geared for 80 mph). Some consists noted were:

Tr #14 Dec 21	Tr #114 Dec 21	Tr. #14 Jan 3	Tr. #17 Jan 3
GP40-2L(W) 9437	GP40-2L(W) 9447	GP40-2L(W) 9448	GP40-2L(W) 9430
GP40-2L(W) 9433	GP40-2L(W) 9407	GP40-2L(W) 9415	GP40-2L(W) 9401
Steam Gen. 15459	Steam Gen. 15469	Steam Gen. 15460	Steam Gen. 15482
Steam Gen. 15413	Steam Gen. 15423	Steam Gen. 15413	Steam Gen. 15457
Baggage 9671	Baggage 9619	Baggage 9670	Baggage 9648
Daynighter 5703	Coach 5647	Daynighter 5702	Bag.-Dorm. 9481
Daynighter 5736	Coach-Cafe Lng.3024	Daynighter 5707	Coach 5476
Coach 5490	Daynighter 5706	Coach 5485	Coach 5627
Cafe-Coach 3222	Daynighter 5707	Cafe-Coach 3246	Coach-Cafe-Lounge 3024
Skyline Dome 507	Daynighter 5733	Skyline Dome 509	Coach 5623
Coach 5519	Sleeper ENGLEE	Coach 5452	Daynighter 5714
Coach 5503	Sleeper EASTVIEW	Coach 5503	Cafe Lounge 757
Daynighter 5740	Sleeper ELLISTON	Daynighter 5736	Slp. GREEN HILL
Sleeper GREEN COURT	Sleeper ELGIN	Sleeper EXETER	Sleeper GREENSHIELDS
Sleeper GREENVIEW	Diner 1360	Sleeper GREENVALE	
Sleeper EMERALD	Slp.Buf-Lng.ALBREDA	Sleeper EVERETT	
Diner CHAMPLAIN	Sleeper EVELYN	Diner LOUISE	
Sleeper GREENWAY	Sleeper ERWOOD	Sleeper ENNISHORE	
Sleeper EGERTON		Sleeper EGERTON	
Dome-Obs.		Dome-Obs.	
TREMBLANT PARK		TREMBLANT PARK	
(16 cars)	(14 cars)	(16 cars)	(10 cars)

The above are representative of 'standard' consists throughout the holidays. On January 6, 14-car Train 115 was powered by VIA FP9Au 6312, (fresh from a rebuild at Moncton), CN GP40-2L(W)s 9445 and 9407, and heated by steam generators 15485, 15480 and 15423. On several trips a steam generator car was added to the rear of the PARK car on Trains 14 and 15. (Jean Jacques Longpre and David Stremes)

NEW TRAIN INAUGURATED: Commencing January 7, Ottawa-Toronto service was expanded with the addition of an early morning LRC train on a 3 hour, 59 minute schedule. Train 41 leaves Ottawa at 0715 and Train 40 leaves Toronto at 0805. Coincident with the new trains, the Ottawa-Kingston bus connections (#560 and #561) with Trains 60 and 61 were eliminated. Train 41 uses the equipment off Train 46 which arrives from Toronto the night before. Train 40 is turned on arrival in Ottawa and becomes Train 45 back to Toronto. Coincident with the new trains, Montreal-Ottawa Trains 28 and 29 reverted from LRC to conventional equipment, with Train 29 laying over from its morning arrival in Ottawa until the next morning departure of Train 28. The 21-hour layover provides a backup trainset, something lacking in Ottawa for several years, with the layover on Stub Track 4 East, the track previously used to store Business Car #5 (which now is stored on Stub Track 1 East). Saturday's Train 29 lays over until Monday's Train 28 - a total of 45 hours. The only operation of LRC trains between Ottawa and Montreal is on Sunday when the equipment from Saturday's Train 46 is used for Sunday-only Train 32, and Sunday-only Train 33 becomes Sunday's Train 45 to Toronto. (Earl Roberts)

HIGHER SPEED: Effective January 7, LRC trains on CN's Smiths Falls Subdivision can operate at 95 mph. providing they have operating ditch lights. Speed is limited to 70 mph. over crossings in Nepean. (Earl Roberts)

HELP NEARBY: Montreal-Ottawa Train 37, powered by leased CN GP9 4381, died near Coteau, Quebec on January 10. Fortunately CN GP9 4401 was idling nearby and was pressed into passenger service. (Earl Roberts)

VALUE OF BACK-UP UNIT PROVEN: On January 13, FPA-4 6786 on Toronto-Ottawa Train 44 experienced an engineroom fire near Bruce Fuels which required the Nepean Fire Department's help to extinguish it. CN SW1200RS 1305 was summoned from Walkley Yard to haul the train to Ottawa Station. FPA-4 6781, laying over for the next morning's Train 28, was used on Train 36 to Montreal in place of 6786, with CN RS-18 3702 substituted on Train 28 the next morning. (Earl Roberts)

ELEPHANT STYLE: Brockville Yard will soon be the host to an interesting series of manoeuvres involving LRC sets. Classes will be conducted on the connecting and reconnecting of power cables, etc. between the units and coaches. The training is in anticipation of amalgamating LRC sets - elephant style - in Brockville for the Montreal/Ottawa-Toronto local trains. (Steve Hunter)

LENGTHY DELAYS: On January 18, Ottawa-Toronto LRC Train 45 was forced to stop near Kingston when a warning light indicated a coach had over-heated bearings. The troublesome coach was removed from the train, however, the set-out took some two hours due to heavy icing around the various connections, with the result that passengers were forced to sit in unheated and unlit coaches until their coaches were reconnected to the electrical supply from the locomotive. Toronto-Ottawa LRC Train 46 experienced the same problem the next day, again near Kingston, and again the set-out of a coach took some two hours. Regrettably these uncomfortable delays were well documented in the press, with passengers complaining about the lack of communication as to what was happening. VIA management has promised immediate improvements - LRC trains will be stocked with blankets! As well, train personnel will be instructed to treat passengers more courteously. (OTTAWA CITIZEN)

MISCELLANEOUS

MUSEUM-BOUND: CN single sheathed double door boxcar 574493, owned for some years by the Tunnel Bay Model Railroaders, was moved from Brockville, Ontario on CP Extra 8031 North to Smiths Falls on December 5 enroute to the Smiths Falls Railway Museum Association. It was placed on the CN interchange on December 6 and was moved to the museum site at the 'retired' CN station by the next CN train, on December 13. (Steve Hunter)

TUG-OF-WAR: On January 11, CN HR616 2102, Bombardier Testbed HR412(W) 7000, CN C-630 2000 and CN SD40-2(W) were carrying out tests in Bombardier's east-end Montreal yard. (Jean Jacques Longpre)

HEADED SOUTH: Ten VIA baggage cars have been leased to Amtrak, including some that were noted in the 'dead line' at CN's Southwark Yard in December. Included are 9634, 9638, 9640, 9641, 9643, 9651, 9652, 9659, 9660 and 9669. Two were noted on the rear of Amtrak's MONTREALER on January 15 and another three went south on January 24. (Earl Roberts)

NEW TRACKWORK: The Canada Starch Company in Cardinal, Ontario has replaced some special trackwork involving a diamond crossing running through a turn-out with a much less complicated installation. (Ollie McKee)

TURTLE DUTY: It seems that everyone working at the Kingston, Ontario station has been assigned to turtle duty. Turtle duty is the act of picking up the large reptile (usually by the tail) to remove it from its desired place of rest by the track, roadbed or platform. The turtles wander up from two swamps on either side of the station. Although turtle duty will never be written into their job descriptions, the Kingston VIA employees enjoy putting a good turtle back on (its own) track! (VIALOGUE, November 1984)

C.T.C. DECISIONS

NEW BRUNSWICK LINE TO BE CLOSED: CN Rail has received permission to abandon its Miramichi Subdivision between Derby Junction (mi. 0.00) and McGivney (mi. 74.25). In 1983, the line suffered a loss of approximately $520,209 and has operated at a loss for the past decade.

The line is one of a series of branchlines constructed to tap New Brunswick's extensive forestry potential in the latter half of the 19th century. The line's origins go back to April 1, 1872 with the incorporation of the Northern and Western Railway Company of New Brunswick to construct and maintain a line from Chatham to Fredericton. Little activity took place, however, until 1884 when the Intercolonial Railway built a 13 mile spur to link Derby Junction with the community of Indian Town. On January 1, 1887, additional track was laid between Chatham Junction (now Nelson Junction) and South Devon. Subsequently the Chatham Junction to Blackville line was discontinued.

A name change ensued when the line became the Canadian Eastern Railway Company (see notes on the neighbouring Loggieville Subdivision in the January 1985 BRANCHLINE). Control subsequently passed to the Alexander Gibson Railway and Manufacturing Company on March 18, 1898. In 1904, control passed to the Dominion Government with operations carried out by the Intercolonial Railway. In 1923, Canadian National was entrusted with the management and operation of the line. (1984 12 06)

PERMISSION TO ABANDON STATION: CN Rail has received permission to remove the on-hand express representative position and station building at Portneuf, Quebec. (1984 12 04)

PETITION TO AVOID CONSTRUCTING SHELTERS DENIED: A VIA Rail petition for relief from constructing passenger shelters at the Manitoba communities of Roblin and McCreary has been denied. As well, CN had previously received permission to remove the station buildings at these points prior to the construction of a shelter (1982 01 02). This decision may be amended.

McCreary and Roblin are served by tri-weekly Trains 92 and 93 between Winnipeg and Churchill. (1984 12 06)

UPGRADING MEANS CHANGES TO SIGNALLING: The CTC has approved a CN Rail application to change its block signal system between mileages 5.00 and 16.13 of the Beachburg Subdivision and between mileages 0.00 and 3.32 of the Smiths Falls Subdivision. The work is a part of VIA's project to upgrade passenger service between Ottawa and Toronto. (1984 12 11)

SENNETERRE SERVOCENTRE MEANS BIG CHANGES IN NORTHERN QUEBEC: CN Rail has received permission to:

1) remove the station agents from Parent, Clova, Senneterre, Barraute, Amos, Taschereau, La Sarre, Noranda, Chibougamau, Chapais and Matagami. (These changes are conditional, moreover, upon CN Rail re-classifying the operator's positions at Parent, Clova and Senneterre to allow for the operator to provide suitable information and service to the travelling public. As well, VIA Rail must hire special on-hand representatives at Amos and La Sarre).

2) remove the designation of station from the buildings at Paradis, Authier, Malartic, Landrienne, Villemontel, Guevillon, Miquelon, Launay, Dupuy and Cadillac.

3) remove the caretaker from Oskelaneo River, Landrienne, Authier, Villemontel, La Reine and Cadillac.

4) remove the on-hand representatives from Launay, Dupuy, Malartic, Miquelon and Matamic. (1984 12 14)

LINE RETAINED: In the wake of hearings held this past summer and in support of a bench decision rendered on July 20, 1984, the Railway Transport Committee has ordered CP Rail to continue operating its Ste. Agathe Subdivision (Quebec) from St. Jerome to Ste. Agathe.

The line is currently judged to be uneconomic. Nevertheless, future industrial developments planned for the Mont Laurier area should mean the line will eventually turn a profit. (1984 12 18)

SERVICES RE-ORGANIZED EAST OF QUEBEC CITY: Following meetings at Riviere du Loup and Quebec City, CN Rail received authorization to:

1) remove the agent position at Ste-Foy.

2) remove the agent position and status of station at La Malbaie, Baie St. Paul, Beaupre, Cap Rouge, St. Alexandre and St. Fabien.

3) remove the agent position and the status of station, provided a shelter is erected at St. Jean-Port-Joli and St. Pascal.

4) remove the agent position at Charny and Trois Pistoles provided that "he is replaced by an operator who is assigned the present responsibilities of the agent in respect to the provision of passenger train service and who works the same schedule as him". (This schedule can be adjusted to match any modification in the passenger train schedule, provided the same period of time is left before and after the estimated time of arrival of a train). (1984 12 06)

CROSSING PREDICTOR MEANS LESS COSTLY OPERATIONS: Developments in railway signalling and communications technology resulted in the implementation in June 1984 of a unique automated railway crossing protection system on CN Rail's Smiths Falls Subdivision. The new system is part of a $25M track upgrading project undertaken by CN Rail in early March on behalf of VIA Rail. The project called for modification to safety equipment at 14 grade crossings located along a 19 km. stretch between Ottawa and Richmond.

A 'Grade Crossing Predictor', manufactured by Vale Harmon Enterprises Ltd., acts as a sort of speed and motion detector, or nerve centre, capable of calculating a train's speed, predicting its arrival time at the crossing, and determining when to activate warning signals. Based on microprocessor chip technology, the microprocessor is programmed to monitor up to 420 train moves, retaining information on each of them in its memory. Data can be displayed on a digital readout, or printed out in hard-copy form. Should an accident occur at the crossing, information stored in the recorder memory, such as details on timimg and train speed, can be retrieved later to assist investigators.

As well as ensuring 'fail-safe' railway operations, the new system cuts down on delays to highway traffic. When an oncoming train must stop while approaching a crossing, the warning device ceases to operate after a predetermined time, allowing motor vehicle and pedestrian traffic to proceed safely across the tracks. And since the data on train movements is derived from the rail, the need for extensive pole line wires, cables or transmission lines are eliminated. The system is particularly adaptable to use of continuous welded rail, and overall, the number of insulated joints was reduced by 90%. (CN KEEPING TRACK) .....
(It appears that the new system has experienced problems since the snow arrived. Salt at the crossings is a contributor to the problem. So serious are the problems, that CN's signal crews have been out in force on a daily basis - including Christmas Day and New Years Day - debugging the system).

OOPS: I hate to be a 'party pooper', but LLANFAIRPWLLGWYNGOGERYCHWYRNDROB-WLLLLLANTYSILIOGOGOGOCH was misspelled in January's BRANCHLINE!
(Omer Lavallee)

ACTIVITY TO MARK CENTENNIAL OF LAST SPIKE: This year, 1985, marks the centennial of the driving of the last spike in Canadian Pacific's transcontinental line. And, just as the 100th anniversary of the company's incorporation was duly feted, this occasion will certainly not go unnoticed.

CP Rail has recently announced a series of "Last Spike" events in recognition of the importance of the November 7, 1885 driving of the last spike at Craigellachie, British Columbia. Activities will include a refurbishing of the commemorative cairn at Craigellachie as well as a rededication of the driving of the last spike. (Incidentally, the photograph of that occasion is judged to be "one of the most famous photographs in Canadian history"). Other activities include a centennial logo and an essay contest for students across Canada. In addition, the National Museum of Science and Technology in Ottawa will open a special one year exhibit on November 7, 1985. The theme will emphasize CP's growth and development over the past 100 years. Included in it will be exhibits supplied by CP, the Glenbow Museum in Calgary, the National Museum of Science and Technology and other private donors. Also being prepared is an abbreviated exhibit to visit cities across Canada.

Municipal libraries throughout the country will also participate in a travelling exhibit of some 30 Canadian Pacific posters which trace the company's varied advertisements over the years.

As 1985 progresses, BRANCHLINE will attempt to keep you up-to-date on the any specific activities which CP is planning.
(CP RAIL NEWS, 1985 01 09)

SHARED TRACK: Using the Toronto Terminal Railway as an analogy, the Canadian Institute of Guided Transport has proposed that the existing CN Rail and CP Rail lines between Montreal and Toronto be shared for both high speed passenger rail and freight service.

With proper signalling, one of the lines could be dedicated virtually exclusively to passenger operations, while the other would handle all through freight movements. Such an arrangement would then preclude the need for the four billion dollar high speed line which VIA Rail proposes to build between the two centres. (This project has since been put on hold indefinitely by the Rail Passenger Task Force).

According to the Institute, the operations could be handled under an Eastern Canada Carrier Corporation which would include CN, CP, VIA, the provincial and federal governments and other transportation companies such as courier firms, and even Canada Post. Each of the owners would, in turn, provide their own rolling stock. (CP Rail News Summary)

CHANGING TRAINS IN NEW YORK?: Amtrak is making it easier for those who have to transfer between between Grand Central Terminal and Penn Station. Motorcoach service now connects the two stations, allowing patrons a secure, economical, climate controlled alternative to subway, taxi or shanks mare. Timings are coordinated for the major trains and are listed in the current timetable. Charge is only $2.00 adult, $1.00 child.
(RRE JOURNAL, November 1984 via Paul Bown)

STEAM ENGINE RETURNS TO SERVICE: Ex-Chesapeake & Ohio 4-8-4 #614, built in 1948, has returned to service in an experiment that investors hope will lead to an energy-efficient alternative to the diesel engine. The engine is fitted with sophisticated sensors to monitor its efficiency, and is pulling 15 hoppers of coal and five passenger cars for the 30-day test, conducted by American Coal Enterprises of New Jersey. The engine is hauling between Huntington and Hinton, West Virginia.
(John Corby and TORONTO STAR)

WORK CONTINUES ON PALAIS STATION: In anticipation of the forthcoming re-opening of Palais Station in Quebec City, CN Rail has awarded a total of $850,000 in contracts to three Quebec firms to do bridge work on the track leading to the station. As part of a grade crossing elimination program, underpasses will be built at 1st and 4th Avenues, with four more at unspecified locations to be built later this year. As well, the sub structure of a short rail bridge spanning the St. Charles River will be rebuilt. (CN NEWS, 1985 01 08 via Jacques Beaubien Jr.)

RESTAURANTS CLOSE: Citing high losses over a period of several years, CN Hotels has announced that its extensive series of restaurants in Montreal's Place Ville Marie complex will be closed on January 31. Those establishments being closed are THE BLUENOSE, GERTY'S, L'ESCARGOT, THE CLUB CAR, LE GRANDE PLACE, ALTITHEQUE 727, ALTITUDE 737 and LA POPINA. In all, some 250 jobs will be affected. (CN NEWS via Jacques Beaubien, Jr.)

ANYONE WISH TO TRADE SLIDES?: Hugues Bonin, President of the Kingston Railfan Society, would like to trade railroad slides. His address is 803 Fairfax Drive, Kingston, Ontario K7M 4V6.

MONTREAL COMMUTER RAIL: Locomotive-hauled conventional trains made extra trips on CN's Montreal-Deux Montagnes line early in January when the 33 year old 'off-peak' multiple-unit cars suffered several breakdowns. One wonders when the $45M committed since 1981 ($35M from the federal government and $10M from CN Rail) will be spent to modernize the 17 mile electric line. On the former CP Rail Montreal-Vaudreuil-Rigaud line, modernization of the stations is progressing well, after considerable delays. (Mark Walton)

BILL TO PRESERVE RAIL STATIONS: With the disappearance of the country's railway stations at a somewhat alarming rate, members of the Canadian Parliament are finally beginning to act upon a solution.

In late November, Gordon Taylor, a Conservative Member of Parliament, re-introduced a bill originally drawn up by Liberal Jesse Flis to help save historic stations.

Taylor's bill would require that the Historic Sites and Monuments Board designate for preservation those stations having a heritage value. Once designated under the terms of the Historic Sites and Monuments Act, the stations could only be removed with federal cabinet approval.
(CANADIAN PACIFIC NEWS SUMMARY, 1984 12 07)

SIBERIAN RAILWAY COMPLETED: After ten years of work, the last segment of track was laid recently on a 2,000-mile Soviet rail project that may ultimately cost an estimated $10 billion and open up vast new Siberian resources. The railroad is intended to help develop copper, asbestos and other mineral deposits as well as commercial timber lands in the 600,000 square-mile region of southeastern Siberia. Dubbed the "construction project of the century", it has been mobilizing workers from all over the Soviet Union as well as army construction troops since work got underway in 1974. Years of work still lie ahead in completing tunnels, which have been temporarily bypassed. Stations and settlements must be built and the potential resources along the route are yet to be developed. The rail line is also likely to serve a national-security purpose in that it runs some 100 to 300 miles farther north than the old Trans-Siberian Railroad, which runs quite close to the border with China.
(THE NEW YORK TIMES, via Jack Thorpe)

THE MOTIVE POWER SCENE by Earl Roberts

Special thanks this month go to Bruce Chapman, Colin Churcher, Pierre Alain Patenaude and David Stremes.

Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page of the 1985 TRACKSIDE GUIDE, eg. (p1-10).

CN RAIL

EXPANDED ORDER - An additional order for 15 GM SD50F units has been placed, bringing the number on order to 40. Numbers will be 5400-5439.

CHANGE OF PLANS - The four GM SD60F units on order will be numbered 9900-9903 rather than 5400-5403 as previously announced.

REMANUFACTURED - (p1-11) GP9u 4116 (ex-retired 4131).

REBUILD PROGRAM ANNOUNCED - a $32M rebuild program to upgrade or produce 43 switchers has been announced. Candidates for rebuild are retired GP9, SW1200RS, SW1200, SW900 and SW9 units.

RENUMBERINGS - To accomodate the switcher rebuild program, the following units will be/have been renumbered:

Model	From	To
GP38-2m	200-216, 218, 220-222, 224, 226	7500-7516, 7518, 7520-7522, 7524, 7526
HSU-4	260-282	500-522
YSU-4	451-462	200-211
SW9	7001-7009	7701-7709
SW1200	7020-7034	7720-7734
SW8	7151-7183	7801-7833
SW900	7200-7204, 7206-7211, 7213-7218, 7220-7224, 7233-7252	7900-7904, 7906-7911, 7913-7918, 7920-7924, 7933-7952
SW900	7606, 7608	7954, 7955

MODIFIED - 30 GP40-2L(W) units were modified for operation on passenger trains over the Christmas holidays (e.g. addition of steam generator blowdown, etc.). Modified were 9401, 02, 04, 05, 07-13, 15, 16, 20, 22, 30-34, 37-39, 41-43, 45-48.

CP RAIL

NEW ARRIVALS - (p1-33) SD40-2 6062 to 6069.

PURCHASED - Quebec, North Shore & Labrador SD40 204 to 218, on lease for more than a year, have been purchased. New numbers will be 5400-5414.

RETIRED - (p1-35) S-3 6596; S-11 6615 (one of only two units in the maroon and grey paint scheme); (p1-36) S-2 7037, 7058, 7076 and 7095.

CHANGE OF PLANS - SW1200RS 8108 and 8130 entered Weston Shops in December for remanufacture to switchers 1215 and 1216. Subsequently it was decided that 23 remanufactured SW1200RS units will remain as road switchers and be numbered from 1276 down to 1254. Hence 8108 and 8130 will soon emerge as 1276 and 1275 respectively. Of the 23 remanufactured road switchers, the first 5 will go to the Dominion Atlantic, 3 to the Grand River lines, 12 to the Toronto area and 3 to Montreal.

TRANSFERRED - S-3 6538 (last unit in maroon and grey, and also the last unit to operate on the now-abandoned Waltham Subdivision west of Wyman) has been transferred from Smiths Falls to Montreal, along with S-2 7027. Only one S-2 unit will be assigned to Smiths Falls at a time (presently 7016), with some of the switching handled by the RS-23 used on the Smiths Falls-Brockville way freight.

REMANUFACTURED - (p1-29 & 1-39) RS-18u 1827 (ex-8773)

INTO SHOPS FOR REBUILD PROGRAMS - SW1200RS 8126; GP9 8646 and 8831; RS-18 8732 and 8800.

SIX MONTH DELIVERY SCHEDULE - CP's 45 recently announced GP38-2 units will be delivered between September 1985 and February 1986.

VIA RAIL CANADA

REMANUFACTURED - (p1-45 & 1-46) FP9Au 6310 (ex-6532) and 6311 (ex-6529).

GONE SOUTH - The 18 Canadian-built Conrail units (9 GP7s and 9 GP9s) assigned to the Canada Southern operation have been transferred to their U.S. lines after an agreement was arranged for CN Rail and CP Rail to take over operations on the line from Windsor to Niagara Falls.

SPRUCE FALLS POWER AND PAPER CO., Kapuskasing, Ont. (p2-10) has acquired former Devco Railway RS-23 #201 (MLW Serial 83290, built 1960) via Canada Allied Diesel, Dealer.

SIDBEC DOSCO, Contrcoeur, Que. - (p2-15) their two GE 80-ton units acquired from the National Harbours Board carry numbers 406 (serial 30802, 9/50) and 407 (serial 31194, 5/52).

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

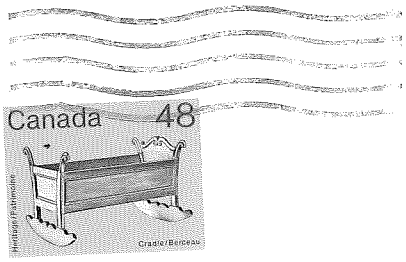
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