

# BRANCHLINE

PUBLISHED BY THE BYTOWN RAILROAD SOCIETY INC.

FOR THE

OTTAWA BRANCH OF THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

Summer Supplement

1972

---

## THE EDITOR SPEAKS

---

To act as an introduction to this summer edition of The Branchline, this section of the magazine has been moved from the last to the first of the newsletter.

At the last executive meeting in June it was suggested to Bob Meldrum (your editor was absent) that a summer edition be issued. As a result of this and further discussion plus the excellent contribution of Bruce Chapman, it was decided to go ahead with a summer special.

I know from my own experience that summer activities keep me out of touch with the Branch activities and I imagine many members feel the same way. It is hoped that this issue will change that feeling a bit. Hope you enjoy it.

---

## NEWS AND COMMENTS

---

We regret to inform the members that the June Banquet unfortunately lost money because of "no shows". It was also regretted that the Thurso trip had to be cancelled due to unfortunate circumstances.

However, everyone is being given advanced notice at this time of the autumn trip to Barry's Bay on the CN's Renfrew Subdivision. It is to depart Ottawa Station at 8:00 a.m. on Sunday October 15. Plans being discussed in connection with food and photo stops make it sound as if this could be the best trip ever. Tickets are on sale at Hobbyland (93 O'Connor St.) for \$9.50 .

The National Model Railroaders' Association is holding a regional convention in Ottawa on Thanksgiving weekend. Try to keep it open if you can as the Association will be needing help to demonstrate some of our equipment. As well it is hoped to have a booth in the display hall at which various CRHA publications will be sold.

---

The executive is interested in learning of anyone in the Branch who has first aid training and would be available on trips to help with minor problems.

From our watchers along the St. Lawrence comes news that the Norwood and St. Lawrence is not operating this year while the Ogdensburg Bridge and Railway is laying track. Apologies to Doug Campbell if that note is a little garbled.

All who joined the Picton trip (coaches attached to an ore train) spoke highly of it. Hopefully for those of us who missed it, there is talk of a repeat.

(Bob Meldrum)

---

#### SOCIAL NEWS

---

(ed. note - this section has been suggested by my hard working assistant Bob Meldrum. It is hoped that one way or another the activities of Branch members can be

put into print making the Branchline even more interesting to all concerned.)

Let us know if you did any railroading this summer and we'll put it in under this heading. Who know, John Frayne may even invite you to tell us about it.

Bill Linley has just returned with several thousand slides from a trip through Europe. Congratulations also go to Bill and Doug Campbell for their work on The Cornwall Railway story in the UCRS Newsletter.

---

#### THE INFORMATION LINE

---

We must apologize for the comments in the May Branchline about the lack of interest in Ottawa area railroading. Far from it as can be seen by the following work put out by Bruce Chapman. A problem unfortunately

arose in the transfer of this information. Because it is of such interest, as stated above, it was decided to print the summer edition and include Bruce's article. Our great appreciation is expressed to Bruce for taking the time to share this information with us.

The units on Train #30 for Montreal normally arrive on the train from Toronto, #44, the prior evening. If they require major work, they cannot be worked east of Ottawa, but for minor servicing, such as fuel and water, they are worked on right at Union Station. They are never taken to Walkley Yard. There is no constant assignment.....units are taken out of the Montreal pool of passenger engines in series 6516 thru 6542; 6616-6637; 6750 thru 6793; 6858 thru 6871.

---

In response to one of the questions asked in this column in the April "Branchline" the line on which the railway bridge over the Ottawa River is located is the Ellwood Subdivision. It is CTC and the only trains over the Sub is the daily budd car to and from Montreal. Train #132 leaves Ottawa West northbound at 0630; train #133 leaves Hull at 1944 and then Sunday only train #134 leaves Ottawa West at 1715 (all times are Eastern Standard). As for freight trains: For the Waltham Subdivision, train #51 (operating as an extra) normally goes by Ottawa West about 0640 daily, right behind #132 and train #52 returns leaving Wamo approximately 1600 daily. During the summer a gravel train runs from Ottawa to Franceschini Pit on the Waltham Subdivision and normally goes by Ottawa West about 2100, returning, leaving Wamo about 0300.

To the Maniwaki Subdivision, trains normally run two days a week: Tuesdays and Fridays, normally ordered Walkley Yard about 0500 and returning, leaving Hull about 1400 - but this is only approximate. For the Lachute Subdivision: Train #86 goes by Ottawa West daily except Saturday and Sunday at about 2200; Saturday it runs about 1900. Northbound, train #85, again as an extra, leaves Hull about 1000. There are also two transfers from Ottawa Walkley to Hull. First one leaves Ottawa West about 1000, returning, leaves Hull about 1430. The second one leaves Walkley about 1700, returning, leaves Hull about 2300.

The Havelock Subdivision between Glen Tay and Tweed was officially abandoned on July 19th, 1971 and will be taken up this summer, in all probability. The old passenger train used to leave Ottawa Union Station, go east to Hurdman (where the west end of the present station trackage is located), then head south on now abandoned trackage then known as the Sussex Street Subdivision (you can still see a pole line parallel to and just east of the present Ottawa Sub between Hurdman and Smyth Road). This line then headed south, crossing Kilborn Ave. and Bank St. where the present line runs now and is now called the Ellwood Spur. It headed up to Ellwood, across the CNR diamond at Walkley, then south to Bedell on the present Prescott Sub, then west on the Winchester Sub to Smiths Falls (same as train # 82 and #84 on the present Prescott-Winchester Sub).

There were several thousand miles covered by the snow plows this past winter on the CP and CN and it would take a book to cover them all. There were plows on every CP line on the Smith Falls division at least five times during the winter, with the exception of the Eganville Sub and the Renfrew Spur into Calabogie which were not used.

In addition to the power assignments mentioned above (looking at pages 26-27 of the current Ottawa timetable) Monday to Friday the normal assignment is as follows: CP 132 budds -from 133 of previous day; train #41 uses trailing unit from #37 of the previous day; train 31-133 -33 from Montreal power pool; CP #1 from Montreal passenger pool; CN 45 is powered by units from train #33 from Montreal; CN #1 from Montreal pool; CP #134 is the first three cars from #133 of the previous night; CN #37 from the Montreal passenger pool; CN 49 uses the first unit from #37; #39 uses power from Montreal pool.

Eastbound, CN #48 - power from Toronto provided from the Montreal

passenger pool; CN #30 uses power from #44 from Toronto the previous evening; likewise for #130 on Sunday; CN #34 uses power from #48 of that morning; CN #40 has power from #41 from Brockville; CN #2 has thru power from Vancouver, using Montreal pool units normally; CN #36 uses one unit off #31 that morning and often uses unit arriving on #40 that afternoon from Brockville; CP #2 uses thru power from Vancouver, using Montreal power normally; CN #38 uses power from #37 and runs Friday and Sunday only; CP #133 uses budd cars from Montreal pool service; and CN #44 uses same power off #45 from Brockville.

As far as transfer runs within Ottawa, on the CP, the first terminal switcher, called the "Sussex" or the "Tramp" shunt is ordered at Walkley Yard for 0500 daily except Sunday. It takes all cars from Walkley Yard for the industrial plants east of the Yard and also gets the piggyback traffic off train #81 from Smiths Falls, plus the pool car traffic off this train for express shed. It then leaves the yard about 0600 daily except Sunday (Saturday the piggybacks only are taken to the piggyback yard and then the engine returns to the yard for switching) and returns to the yard about 1400. During the summer the yard engine ordered for 0645 leaves Walkley Yard (West end) about 1200 heading for the Francon plant #10 at Bells Jct. with about fifteen cars of sand and gravel. However, during the winter, this engine seldom leaves the yard. Then there is the Hull shunt, ordered Walkley Yard for 0800, leaving about 0900 with cars for Hull industries (except Eddy's) and it returns to the yard about 1600.

On the afternoon shift there are two yard engines ordered for 1445, one staying in the yard until about 2100 when it leaves with cars destined for Ottawa West and the two industries on the Carleton Spur: M. Zagerman and Beach Foundry (although in an emergency, the morning Hull shunt can do this work). The other yard engine for 1445 does some marshalling in the yard for train #84 and #86 (Smiths Falls and Montreal) and then heads over the the Merchandise Terminal and piggyback yard to lift the day's work, returning at 1900 to work the yard for the rest of its shift. The third engine, the Eddy shunt, is ordered for 1600 and at about 1700 it leaves the yard for Hull. Normally it first goes directly into E.B. Eddy's mill and returns to Hull station about 2100 to do other minor work that the day job could not accomplish.

If I can root up the times of the CNR fast freights and yard movements in the terminals, I will write another note in a couple of days.

(signed L.B. Chapman)

OTTAWA UNION STATION  
UNOFFICIAL SUMMER TIMETABLE

Arrivals		From	At	Frequency
CN	48	Toronto	0630	Except Sunday
	31	Montreal	1015	Except Sunday
	133	Montreal	1230	Sunday only
	33	Montreal	1350	Except Sunday
	40	Toronto	1505	Daily
	2	Vancouver	1550	Daily
	1	Montreal	1700	Daily
	37	Montreal	1944	Daily
	44	Toronto	2234	Daily
	39	Montreal	2345	Friday/Sunday
CP	1	Montreal	1605	Daily
	2	Vancouver	1740	Daily
	133	Montreal	2105	Daily
Departures		To	At	Frequency
CN	30	Montreal	0800	Except Sunday
	130	Montreal	0900	Sunday
	41	Toronto	0915	Daily
	34	Montreal	1255	Except Sunday
	2	Montreal	1605	Daily
	45	Toronto	1640	Daily
	36	Montreal	1700	Daily
	1	Vancouver	1715	Daily
	38	Montreal	2020	Friday/Sunday
	49	Toronto	2330	Except Saturday
CP	132	Montreal	0715	Daily
	1	Vancouver	1620	Daily
	2	Montreal	1755	Daily
	134	Montreal	1800	Sunday

(compiled by Bob Meldrum)