

BRANCHLINE





BRANCHLINE

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NOTICE OF MEETING

The November meeting of the Bytown Railway Society will be held on Tuesday, November 4 at 8:00 pm in the auditorium of the Museum of Science and Technology on St. Laurent Blvd.

This meeting will have two featured speakers. Bob Heathorn will talk on "Diesels in Detail" and Colin Churcher will hold forth on radio scanners and their use in following rail activity.

The December meeting will be a Christmas treat for the whole family. We will have two Buster Keaton films, one of which is the ever-popular Railrodder, and the other is the film of how the first was made. To make a great show greater, we also have an old-time silent film in the classic Mack Sennet style. You can bring everyone to see this show.

The October meeting featured a three-man group from Abco who explained most of the secrets of air brakes. We learned how the old, short trains braked with K type triple valves gave way to longer trains with faster brake service made possible by the newer valves with quick service application, fast release, and longer times between overhauls (up to 12 years).

RESTORATION

The Society will have three restoration projects under way this coming winter. First and biggest is the business car at Thurso.

In our first weekend this fall we have removed the end sill and platform and the coupler from the observation end. We are ready to pull out the truck and dismantle it. This end looks to be in better shape than the one we rebuilt last year but there is still a lot of work to do. We are also looking for someone who can help with sheet metal work as there are several rooftop ventilators and stovepipes which are rusted or battered. If you want to help, call Colin Churcher at 745-1961.

Work in the Museum starts November 8 and every Saturday morning thereafter at 8:45. We will finish the front of 713 and start work on the cab and tender. Anyone is welcome to come down for half a day.

Our hi-rail car may be moved to the Museum restoration bay for work. We will have a small crew in there to work on the engine and possibly the hydraulic system. Many of our members have never seen this car, so come and take a look.

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NOTES ON RIDEAU (FEDERAL) JUNCTION

By B. Ballantyne

Peter Lang's article (July-August) on the Canadian Northern Railway's facilities at what is now Federal, jogged my memory. In 1978 I visited a Mr. Ira Lusk (from the Luskville Que. family) in Parry Sound. I had taped an interview with him and had never transcribed it onto paper. Mr. Lusk had worked 48 years on the railway in the shops, retiring as locomotive foreman in 1965.

The interesting point here is that he first started working as a shop apprentice with the Canadian Northern at the Rideau Jct. roundhouse in October 1916 at 15¢/hr., 10 hours per day. He was no stranger to the Canadian Northern even by that time, having watched the CN being built through City View and having gotten a "job" as water boy for the workman. He worked at Rideau Junction for two years, being transferred to Trenton in November 1918, thence to Leaside in 1919 and Capreol in 1921.

Mr. Lusk believed the Federal shops were closed about 1922 after the Canadian Northern become part of the Canadian National system. Among the employees he worked with were a Ruban Estey, Gordon and Alex Bayne, a Charlie Lemoine (old Merivale families) and with a Harry Thompson who was shop foreman when the shop closed.

According to Mr. Lusk the whole area around the shop facilities was to form the nucleus of a new town which Canadian Northern's Mackenzie & Mann had planned. Maps from the Public Archives confirm this, showing proposed street layouts. A summer hotel was built but never used for the tourists and visitors. Rather, it was used by shop employees. Anyone know where it was? With the "nationalizing" of the CNor, the plans died.

Operations at Rideau were not unlike those at other roundhouses. As Peter's map shows, the typical equipment and buildings were included. For watering the engines a pumphouse was located on the banks of the Rideau River to draw water up to the roundhouse (anyone know where it was? It remained long after the shops were turn down).

Because of the distance to downtown Ottawa, the Canadian Northern was forced to run passenger trains in to Ottawa Central (Union) Station. Mr. Lusk believed the railway had an engine shed at Hurdman to house their passenger locomotives. Of course all freight engines were housed at Rideau where the yards were. Passenger locomotives were frequently 4-6-0's in the 1300 and 1400 series and he recalled the freight engines as being Mikados (2-8-2). However CNorR apparently had only one 2-8-2 so likely they were 2-8-0's.

In recalling the train service, Mr. Lusk mentioned an Ottawa-Toronto passenger service. Train #7 to Toronto left in the early morning while the opposing train #8 left Toronto in the early evening for Ottawa. There was also a Pembroke local unofficially called the "Blue Flea". Mr. Lusk remembered there was also a wayfreight to Yarker.

But Mackenzie & Mann's dream of a city at Rideau Junction never came about. The CNorR ran into financial difficulties and became part of the Canadian National Railways. The shops were abandoned and demolished and Rideau Junction remained a rural area until Ottawa grew out to it in the 1960's.

COVER PHOTO: This issue's cover photograph relates to the above article since it shows the CNorR new Ottawa station with the first CNor train out of Ottawa. The train is likely bound for Toronto from the angle of the roundhouse in the background. (Public Archives Photo No. C30312)

6060 Returns West

by Bruce duFresne

(Ed. note: Bruce has been a member of Bytown since he was very young and has learned a lot about steam locomotives. He is now making his fortune with an oil company in Alberta and, as you will see, is still heavily involved with steam.)

Labour Day concluded two successful weekends of operation with 6060 in Alberta with the Alberta Pioneer Railway Association (APRA). A total of five excursions, three from Edmonton and two from Calgary, were operated over the two weekends. These included, in order, a Camrose turn, a Whitecourt turn, one way to Calgary, a Drumheller turn, and a Hanna turn. The return to Edmonton was on Tuesday, Sept. 2 in a freight train with 6060 directly behind the diesel units.

The train consist was 6060, a CN diesel and 13 cars, three of which belonged to APRA. The other 10 were rented from CP Rail and had previously been in commuter service in Montreal. The APRA cars were a Tuscan red former CPR sleeper 'Redvers', former NAR sleeper 'Westlock' and a former CNR Rules Instruction car still in green and gold. The Rules Instruction car was turned into a commissary-gift shop-crew quarters for the trips. These cars had been out at the APRA Museum site near Namao, just north of Edmonton, and were taken to CN's Calder shops in Edmonton for brake cleaning and journal packing prior to 6060's arrival.

The diesel was included in the consist at CN's insistence and was never required or used. The first weekend saw GMD-1 No. 1007 behind the tender while SW-1200 No. 1373 attended the round trip to Calgary. The biggest thing the diesels did was to provide a good vantage point for APRA crews who rode its cab and to provide storage space for bags, etc.

The locomotive arrived in Edmonton on Aug. 8/80. This was quite a moment for all APRA members and especially Harry Home who had cared for her while on static display in Jasper, Alta. Harry is a CN engineman and a real devotee of the steam locomotive. He brought the engine out from Toronto, live, in freight trains. He did this almost single handedly, managing sleep here and there for only a few hours at a time.

When the time for cleaning came a huge crew was on hand. This was a good thing since 6060 was absolutely filthy. 2500 miles of road dirt had accumulated and grease from all the side rod bushings and big ends sprayed all over the underside of the boiler barrel. By days end there was a rather tired and dirty crew pretty pleased with themselves since the pride of the fleet now looked pretty respectable, though generally not as good as 1201 before each trip. This will change, however, as she gets a few more thorough cleanings.

A formal presentation of the locomotive by CN to the Alberta government was made on Aug. 18/80. Immediately following this the APRA was made custodian of the engine. Coupled with the "donation" of 6060 to APRA there was a grant of some \$500,000 for the construction of a building, with an inspection pit, in which she will be stored.

The excursion to Camrose left from CN's Edmonton station at 0900 and returned at 1600 hours. This trip went off as they all are supposed to - on schedule. The only flaw was with the one and only runpast. As the train was nearing the location it began to rain. When the train stopped and passengers began detraining the heavens opened further and it poured throughout the runpast. After we reboarded, the sun came out and it seemed a fine day for a steam trip.

Whitecourt the following day was another story. Dark grey, overcast skies and rain greeted the passengers at departure time. This continued all

morning and just like Camrose, at runpast time the rain got heavier. The site for the runpast was quite spectacular. A rather high, long wooden trestle ran between two knolls and across a river near a town appropriately called Rochfort bridge on the Rochfort River. There were not many souls on the train who dared brave the elements but there were some motorcadgers who stood about getting soaked, myself among them. This was a motorcadger's dream trip. Track and road parallel about 150 feet apart with little or no brush between them, train speeds were low, 25-45 mph all day, and not too many people were motorcading.

Upon return to Edmonton later that night 6060 was taken to Calder diesel shops and run over a pit for a mechanical inspection and greasing. With all the FRN's gone and only Harry Home, Norm Corness (CN machinist) and me, the heart of the black gang, left to work, we soldiered on until about 0230, then took the engine back over to the station to kill her. A misunderstanding between the Calder yard foreman and the station foreman resulted in our not being able to leave until about 400 am. None of us were much good at work that day.

Friday Aug. 29/80 Harry Home, Norm Corness and I spent warming up and preparing 6060 for the trip south to Calgary and then to Drumheller and Hanna. Since the engine was to stay lit overnight we needed people to babysit in shifts. Somehow I managed to draw the midnight to 0500 shift. Departure was at 0820 - 20 minutes late already! Over the day we kept getting later and later, a trend which was to continue for the rest of the weekend. There was only one runpast during the day and it wasn't a very good one at that. It was held right in the town of Three Hills immediately before we were to take water. The train was backed up, then run ahead into town fairly smartly, but right front of the majority of photographers and spectators the engineer shut off and drifted up to the fire hydrant for water. Only then was the backup move to pick up passengers made. Needless to say people were grumbling about this event all the way into Calgary. Other wayside stops were made at Camrose for water and Mirror for water and a crew change.

We were met on arrival by the Calgary chapter of APRA who proceeded to wipe the engine down in the gathering darkness of CN's Sarcee yard while the Edmonton APRA crew proceeded with taking water and fuel, greasing 'round and generally ensuring that she was fit to travel again the next day. Other members of the Calgary crew were cleaning the interiors of the coaches, adding stores to the gift shop and doing a myriad of other jobs about which I knew very little since my main concern was with the locomotive.

The Sunday trip to Drumheller was blessed with good weather and although we never managed to stay on time it was a good trip. Once again there was an aborted runpast, although this time it was primarily the fault of the passengers and the inhabitants of the town of Rockyford (runpast through town - again) since they kept edging nearer the tracks as the train approached. With good reason the hog-head, Gus Annus, applied the air and drifted to a stop for water. Upon reaching Drumheller 6060 once again took fuel and water and went ten miles east with 1373 (remember the diesel) to a wye at a place (phone booth and grain elevator) called Dinasaur. Back in Calgary the same bunch of enthusiasts were out wiping and cleaning while we put 6060 over the Sarcee diesel shop pit for an inspection and greasing. Another night's babysitting was done and finally we went onto the train for the trip to Hanna.

Hanna is on the same line as Drumheller but 50 miles further east, so we retraced our steps of yesterday and then covered a little new ground. During the morning water stop at Rockyford the fire hydrant was turned on a little before we were ready on the tank top and I got a thorough soaking for my efforts. This became a standing joke for the remainder of the day. The runpast in Rockyford was after the water stop on this day and crowd control was

considerably better. The runpast was a good one and everyone enjoyed it. Just as we were about a mile east of Rockyford the radio crackled to life asking the engineer to stop and backup into town again as one of the passengers had left his camera bag on the ground after the runpast. This manoever had Harry Home shaking his head in both amazement and disgust.

The line east of Drumheller for a distance of 18 miles is upgrade at about 1%. This had 6060 working pretty hard but she still made a good 25-30 mph. over the top. Years ago Hanna boasted a fair yard and shop facility. Today however only a few tracks remain and while the roundhouse still stands, it is used as an auction stable and only the turntable is used by the railway. Most of the town was out to meet the train and after taking water and fuel the train wa to be turned on a wye just west of town. The townspeople re given the opportunity to ride the train out to the wye and back without charge. This offer was very well received. The return journey to Calgary had stops for water at Drumheller and Rockyford. At Rockyford, the volunteer fire department re ested some hats that were being sold on board. These were delivered as a good P.R. gesture since the department was not going to charge for its service and it had been most accomodating.

Tuesday, Sept. 2/80 the movement to Edmonton of 6060 and the three APRA cars, along with four of the CP Rail cars, took place. This was done on a freight train with the steamer once again behind the diesels and the passenger cars further back in the consist. This trip took nearly nine hours and deposited the equipment back at Calder shop. Another night babysitting, while waiting for a move out to the Museum site, then the move itself finished 6060's operation here for the year.

Presently, negotiations are in progress for the purchase of the four CP Rail cars which were brought back to Edmonton. There is some debate right now over where the work on 6060 should be done. One school of thought says to just have the boiler work done in Edmonton and have APRA members do the mechanical work on a voluntary basis. The other school says to send the engine to Vancouver and get the job done done properly in the CP Rail shop on Drake St. where 2860 and 3716 were done.

The boiler work which needs doing, besides the tubes and flues for the CTC certificate, consists mainly of staybolt replacement. The firebox left wrapper sheet had about 30 leaking stays which got progressively worse the whole time she operated. The right side wrapper had only three or four weapy ones but the right side outer sheet had many leaking ones. These outer leaks were attested to by the continuous flow of steam from under the boiler jacket and the stains on the paintwork of the firebox where water was constantly running down.

Mechanically the engine appears to be in good condition with no excessive noise from the running gear, no spring hangers rubbing on the frame, no bearings running hot or failing appliances. The throttle does leak but probably needs little more than a valve and seat lapping. There are a myriad of small jobs which want doing and which tend to be very time consuming.

As many of my new acquaintances here said when they saw her all dirty on arrival, "She's a beautiful engine." I'm beginning to agree with them, though for entirely different reasons!

THE INFORMATION LINE

LOCAL:RAILFAIR 80: A Non-rail's Impressions:

Over 7,000 people made tracks for the Woodroffe campus of Algonquin College during the weekend of October 4th and 5th to take a ride through a small yet vast world.

To many, model railroading is not just a hobby but an art involving a great deal of time creativity and personalization. 'RAILFAIR 80' brought together many such participants from as far as Nova Scotia and attracted a crowd of all ages.

Jim Jarret, chairman of this year's event, feels that its popularity is growing and that more and more people seem to be interested in taking up the hobby.

The exhibition was certainly the place to find out where to start.

Equipment dealers and specialists answered countless questions on the subject and large working layouts provided incentive for each and every beginner.

The audience, however, did not consist entirely of model railroaders. Many, including a large number of families, came just to explore. None were disappointed.

Railfair 80's success reflects the planning and participation that was put into it. Plans for next year include more exhibits and organizers hope for even greater attendance. (David Tighe, Algonquin College, Impact, October 9, 1980)

Railfan Ramblings with Ian Walker: Former CP Rail engine 8558, the only RS 10 to be painted in Via colours, is out of service permanently with a scored crankshaft. Damage estimates anticipate a replacement cost of \$30,000.

Via Rail FP 9 #6532 - formerly in the experimental yellow and grey paint scheme (Branchline, August, 1980) - was seen at Ottawa station in a fresh coat of blue and yellow paint. Apparently the experimental grey and yellow scheme on this unit and coaches 5558 and 5590 has been rejected in favour of the traditional Via blue and yellow.

Starting the week of September 22, the beginning of the end came suddenly for CP Rail's Staynerville Spur. This line was built off C.P.'s Lachute Subdivision at mileage 48.3 and extended northward 2.1 miles. The line was built before the turn of the century originally to serve a granite quarry near Brownsburg, Quebec. Trackage was later extended into Brownsburg to serve the C.I.L. Ammunition Plant in that community. Features on the line included a wye at Staynerville, a wooden trestle, and a switchback plus an interesting yard layout in Brownsburg. The wye will be retained for use by trains on the Lachute Subdivision.

Mystery Train: Neil Robertson reports sighting an eastbound Via Rail train of 3 ex CP Rail Budd built passenger cars headed up an A and B unit passing through Ottawa at 08:20 on October 6, 1980. Who has information about this unusual movement?

Barry's Bay Subdivision Notes: While chasing 1201 on her successful October 11, 1980 trip to Barry's Bay, we were pleased to note

Canadian National's extensive maintenance programme along the line.

Tie plates have been placed along the right-of-way in Kanata. Currently, the existing 85% iron is spiked directly to the sleepers.

A ballast car was noted at Glasgow Station, while a brand new Section House has been erected at Renfrew. Does anyone know if this spells the end for the existing rambling wood frame station in this community? Just in case, Station Buffs are advised to take their photos as soon as possible.

A Mini Fantrip at Ottawa Station: 1201's September 27, 1980 sortie to Montreal was a justifiable excuse for numerous members of the Bytown fraternity to gather at Ottawa Station and at strategic points along Canadian National's Alexandria Subdivision to photograph the engine in some rather unorthodox and exciting surroundings.

For those electing to stay at the station's environs, excellent photos were obtained of the departing train as well as the westbound "Canadian" on its next to last day time run through eastern Ontario.

Icing on the cake was provided in the form of heavyweight ex Chesapeake and Ohio Business Car #3 - "Chapel Hill" - still lettered for C. & O. and now owned by a Mr. Chapel. The good gentleman - accompanied by a group of friends - was heading to Montreal on train 34 to link up with the "Montrealer" in order to return to the United States following a cross Canada tour of all Canadian National portions of Via Rail's system.

Your editor was given a "quick and dirty" of the car and must confess - needless to say - that it is, indeed, a far cry from our own little 27.

As a footnote to the morning's activities, I was indeed surprised to discover that traction buffs actually do photograph steam trains - Sacrilege@geor what!!!

REGIONAL:

C.N. Express Closes Cornwall Office: Effective November 14, Canadian National Express is closing its Cornwall office with further service to the community to be handled from Brockville.

The transfer - expected to result in annual savings of \$80,000 - is part of an overall effort on the part of C.N. Express to reverse the previous year's deficit of 45 million dollars. (See Branchline, March, 1980)

Three new jobs will be created at Brockville with priority being given to the 4 C.N. personnel currently based in Cornwall. (Brockville Recorder and Times, September 25, 1980)

Brockville in Conflict with Canadian Pacific: The City of Brockville's dispute with Canadian Pacific over the replacements costs of existing overpasses on St. Paul Street and King Street West (Branchline, December, 1979) has made its way to the Federal Cabinet.

Transport Minister Jean Luc Pepin - at the request of local M.P. Tom Cossitt - has asked all parties to resolve the dispute as quickly as possible.

At issue is C.P.'s share of the cost of replacing the existing bridges with new low level structures to cross Buell's Creek - a small water course paralleling C.P.'s downtown trackage.

The city has estimated the railway's share to be \$240,000 - once the existing trackage has been abandoned - while Canadian Pacific has countered with \$40,000. (Brockville Recorder and Times, October 9, 1980,

Box Cars Purchased: Ontario Northland has purchased an unknown number of Morwood and St. Lawrence Railroad 50' box cars. During a recent trip to North Bay, Oliver McKee of Cardinal observed one of the cars being repainted in the C.N.R. shops.

Updates and Corrections to Items in the September Branchline:

1201 must have set a speed record on September 18 if she flashed by Vankleek Hill at 19:42, met the "Canadian", and passed Blackburn at 20:05. I trust that that should have read 22:05. She had in fact gone to Hudson on September 16.

I mentioned that to my knowledge Via R.D.C.-5 9306 was the only ex C.P. Budd not CN'ized when repainted. I have since learned that at least 2 R.D.C.-2s were painted in Via colours and retained their C.P. numbers.

Re the derailment of the Super Continental on August 8, lead unit Via 6501 (FP 9A) stayed on the rails, however Via F 9B #6605 and C.N. GP 9 #4100 and the first 14 cars derailed. In addition to the 11 cars reported in Branchline in September, baggage 9648, diner 1372, and dome "Fraser" also derailed.

Regarding stainless steel car 301, this is one of a 5 car set of equipment built in 1937 for the Reading Company's "Crusader". Two of the cars have rounded ends. C.N. acquired the set in 1964 and refurbished the cars as "Le Champlain" (cars 300 to 304) for service between Montreal and Quebec City. The cars later were assigned to S. W. Ontario service, usually on an individual basis mixed in with regular C.N. stock. Car 300 is now a cafe-bar-lounge, 304 is a snack coach and 301-3 are coaches.

The first 'evening' westbound "Canadian" (September 29) consisted of Via E-8 1899, Via F 9B 1965, C.P. GP-9 8515 and 9 cars. There is no longer a diner between Montreal and Sudbury. Usual motive power from about October 2 is an ex C.N. FP 9A and an ex C.N. F 9B.

The eastbound "Canadian" on October 4 included ex C.P. R.D.C.-4s 9250 and 9251. These full baggage cars were assigned to Sudbury - White River service until September 28 - primarily to handle Indians' canoes and gear. Service is now provided by the "Canadian". I can't imagine a lengthy "Canadian" being flagged by an Indian wishing to have his canoe placed in the baggage car. Hopefully the Rollokrons on the Budd equipment will prevent skidded wheels.

The C.P. Montreal to Farnham and Montreal to Ste. Therese commuter service is scheduled to be withdrawn on October 26. Service in the summer was one R.D.C. on each run. Neither of the services are included in a network of commuter runs that will receive government subsidies. Without a subsidy, C.P. refuses to continue the operation.

(Thanks to Earl Roberts)

NATIONAL:

Trolley Extravaganza: On Sunday, September 28, the Halton County Radial Railway held their annual "Trolley Extravaganza".

This railway is actually an operating electric railway museum and is the only one of its kind in Canada. On this occasion, the bulk of the collection was in operation. A large part of the fleet consists of

ex Toronto Transit Commission streetcars and maintenance of way equipment, however they also have ex Montreal & Southern Counties #107 - an interurban combine, London & Port Stanley #8 - an interurban coach, plus an ex Oshawa Railway line car, an ex Lake Erie and Northern freight motor and various other historically significant pieces of transit equipment. (Thanks to Ian Walker)

Next to Last Passenger Run on the T. H. & B. . . . Almost:

On September 25, in an eleventh hour decision, the C. T. C. reversed an earlier decision allowing the discontinuance of the Toronto, Hamilton and Buffalo Railway's passenger service between Toronto and Buffalo.

This, of course, was excellent news, however having already planned to ride the train, I decided to ride anyway. So on Saturday Sept. 27, along with Tony Rubin - a friend of mine as well as a B. R.S. member from Toronto - I boarded train #181 for the trip to Buffalo. I might add that we were not the only railfans on the train.

The train consisted of ex CP Rail R.D.C.s 9115 (R.D.C. - 2) and #9021 (R.D.C. - 3) still coloured in action red with the multi-mark.

In terms of crews and trackage, this is a very interesting run. We started out from Toronto with a CP Rail crew. Since C.P. has no direct trackage to Hamilton, we travelled over C.N. to Bayview Junction. Here we switched to T. H. & B. trackage for the run into Hamilton's Hunter Street station. In Hamilton, we changed to a T. H. & B. crew for the run to Welland. At Welland, we acquired a Conrail crew in the Conrail yard on the edge of town. (Much of Welland's trackage was relocated to its existing location during the early 1970s following extensive changes to the Welland Canal) The run is Conrail ex Penn Central, ex New York Central ex Michigan Central all the way to Buffalo. Now that everyone is thoroughly confused, I'll continue with our story.

The train proceeded west from Toronto Union Station along C.N.'s Oakville Subdivision to Bayview Junction where the usual contingent of railfans were out in full force. Amid the loud roar of camera shutters, we easily negotiated the switch onto T. H. & B. Trackage and proceeded through a tunnel into downtown Hamilton and the Hamilton station.

South of Hamilton, the line becomes very scenic - especially the portion where we climb the side of the Niagara Escarpment.

Upon departing Hamilton, our train number changed from 181 to 182 as shown in the timetable. This may sound a little confusing, but if you look at a map, it can be seen that Buffalo, although south of Hamilton, is also a bit east. Therefore since the operating railroad has changed, the train number will also change. In this case - to an eastbound number.

The train proceeded at a pretty fair clip through Smithville (with its distinctive station) and Fenwick until we came to Welland. Here we got off to take some pictures. We then headed towards Fort Erie. This community is now the permanent home of C.N.R. #6218 - the most famous and most remembered of all C.N.'s fan trip steam locomotives.

The border crossing was quite a drawn-out affair and when we finally arrived at our destination - Buffalo's Exchange Street Station, - we were almost a half hour late. Amtrak's train #64, "The Niagara Rainbow", was right behind us as we pulled in and the interchange of regular passengers was quickly accomplished. We railfans remained behind as we would be returning to Toronto that evening. Our primary goal upon disembarking was to get a good vantage point from which to photograph the departure of #64.

Having taken our pictures, we joined John Thompson (from the U.C.R.S.) and Al Kerr, President of the Buffalo Chapter, N.R.H.S., for guided tour of the rail facilities in Buffalo. This consisted of mostly Conrail trains, the ex N.Y.C. Central Terminal Station (unfortunately this facility is no longer in use) and a look at the construction going on for Buffalo's underground Light Rail Vehicle Transit line.

Al and 36 other Buffalo railfans were planning to ride the train that night as they had anticipated this to be one of the last runs. Altogether there were 71 passengers for the return journey with close to 50 being railfans. We all had a very enjoyable trip back to Toronto with everyone getting a cab ride!

Toronto was reached at 21:10 - about a half hour late. All in all, a most enjoyable day. I'm now looking forward to the second annual "last run" on the T.H.&B. next year! (Ian Walker)

Christmas Greetings from Via Rail: In an imaginative and far-sighted attempt to both attract and handle increased ridership during the forthcoming Christmas rush, Via Rail Canada will be adding extra trains to some of its most heavily travelled routes.

Schedules for the extra service have been included in a well laid-out combination Christmas car/timetable in the centre of Via's system timetable No. 226.

Extra trains include Nos. 16 & 17, Montreal - Matapedia - Gaspé; Nos. 111 & 112, Toronto - Kingston - St. John - Halifax; Nos. 652 & 655, Toronto - Kingston - Brockville - Montreal; Nos. 7 & 8, Winnipeg - Capreol - Toronto; Nos. 9 & 10, Prince Rupert - Prince George - Jasper - Edmonton.

Branchline would especially appreciate further details on these trains as to length, consist, and motive power, from any members who may happen to see them.

"Fare-for-All" Plan Changes: "Thanks to continuing rapid inflation in all aspects of doing business", Via will increase all basic fares and accomodation charges by 10% on November 1.

In spite of the price hike, the passenger rail corporation has brought out 3 new passenger incentive plans:

1) A new 1 day round trip excursion fare offering a 40% reduction in costs for all turn around travel which is accomplished in a 24 hour period. The plan, however, is not applicable between December 15 and January 4.

2) A 7 day round trip excursion plan offering passengers a 25% reduction in fares between any 2 points served by Via which are about 400 miles apart.

3) The unique and unprecedented APEX Plan for travel between any 2 points in Canada which are over 400 miles apart. The Advanced Purchase Excursion rate offers an across-the-board reduction of 40% below regular and supplementary accomodation charges. Reservations must be made and tickets purchased a minimum of 30 days before travel commences. APEX fares will not apply between December 15 and January 4 and after May 15, 1981. (Via Rail Canada Press Release)

Aggressive Marketing Plan for First Class Accomodation:

In a bid for a larger share of the Montreal - Toronto business travellers' market, Via Rail introduced VIA - 1, a new first class service, on October 20.

Following a lengthy in-depth study of the Montreal - Toronto

business travel market, Via Rail decided that the corporation could successfully compete with the major airlines for a greater share of the lucrative first class passenger service market.

Businessmen utilizing VIA - 1 enjoy the traditional club car amenities in addition to

1) an optional service where tickets can be picked up at a special VIA - 1 check-in counter in Toronto's Union Station or Montreal's Central Station just prior to departure.

2) pre-boarding up to 30 minutes ahead of departure.

3) additional Red Cap Service.

4) a general upgrading of all on-board services including complimentary newspapers and magazines, and, on overnight trains, wake-up call, coffee and Danish.

Via Rail's publicity of the service will especially promote the "downtown to downtown" aspects of its Montreal - Toronto service.

(Via Rail Canada Press Release)

The Days of the Link and Pin Couplers

(Ed. note: This is part of a larger article written for the Tweedsmuir History book by Aubrey Mattingly, son of Thomas Mattingly who was a resident of Stittsville for more than 70 years and was for 45 years C.P.R section foreman. More of the article will appear in Branchline in the future.)

In those early pioneer railroad days the air brake and automatic couplers were unknown. All rolling stock were coupled together by a link, similar to that of a chain, which was inserted into a coupler socket attached to each end of the car, and a pin pushed down through a hole from the top, into the coupler socket, preventing the link from pulling out. At best this was a hazardous job for the brakeman whose business it was to couple the cars together. Many a poor chap had the fingers of his hand, or sometimes the the whole hand, taken off in this dangerous task.

This type of coupler also gave a lot of trouble by either pulling apart or breaking and causing the train to part in two.

This happened more than once coming up either side of the Nepean grade. On one particularly rainy night, as related to Mr. Mattingly, a freight going east from Stittsville was rolling up the west side of the grade when it broke in two.

The rear part stopped, and then began to run back down the hill. When it hit the Hazeldean crossing it was going at a good clip, with the rear end crew, two men, decorating the car tops and tying down the brake wheels with clubs they carried for that purpose. The eventually got the runaway stopped, but where was the front end? The engine crew and front end brakeman were not aware of what had happened, and sailed merrily down the track.

It wasn't until they neared Bells Corners that one of them happened to look back and suddenly realized that they had only half their train. They had to back up very cautiously, for the night was pitch black and visibility was very limited. They did not know where the rear end of their train was, but they finally found it and somehow got coupled up, and the whole train eventually reached Ottawa.

This was but one of the hazards of old time railroading, right in our own vicinity.

From the Membership Desk:

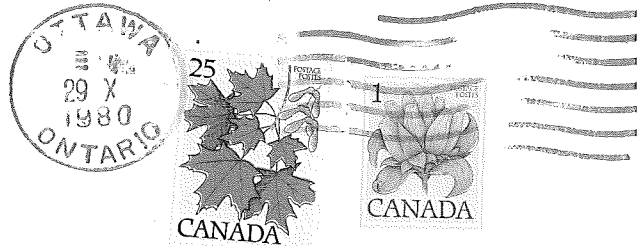
Membership secretary John Frayne reports that Tony Patis - one of the winners of Bytown's May 1980 slide contest - has returned to Australia. Tony found his brief sojourn with Bytown to be most enjoyable and he will continue to be a member of the club.

Any B.R.S. member visiting Australia and wishing to do a little railfanning is asked to contact Tony at P.P. Box 25, Cambell A.C.T., Australia 2601.

Branchline is published eleven times a year for members and friends of the Bytown Railway Society. Articles and news items are always welcomed and should be sent to one of the following addresses:

| | | | |
|-------------|---------------|--------------------------|----------------|
| News Editor | Philip Jago | 1695 Carling Ave, Apt 5, | Ottawa K2A 1C8 |
| Editor | John Halpenny | 1023-201 Bell St., | Ottawa K1R 7E2 |

BRS
Box 141, Station "A"
Ottawa, Ontario
K1N 8V1



80-08.
STREMES DAVID. EXP.
136 HOLLAND AVE.
OTTAWA ONT.K1Y 0Y4.

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