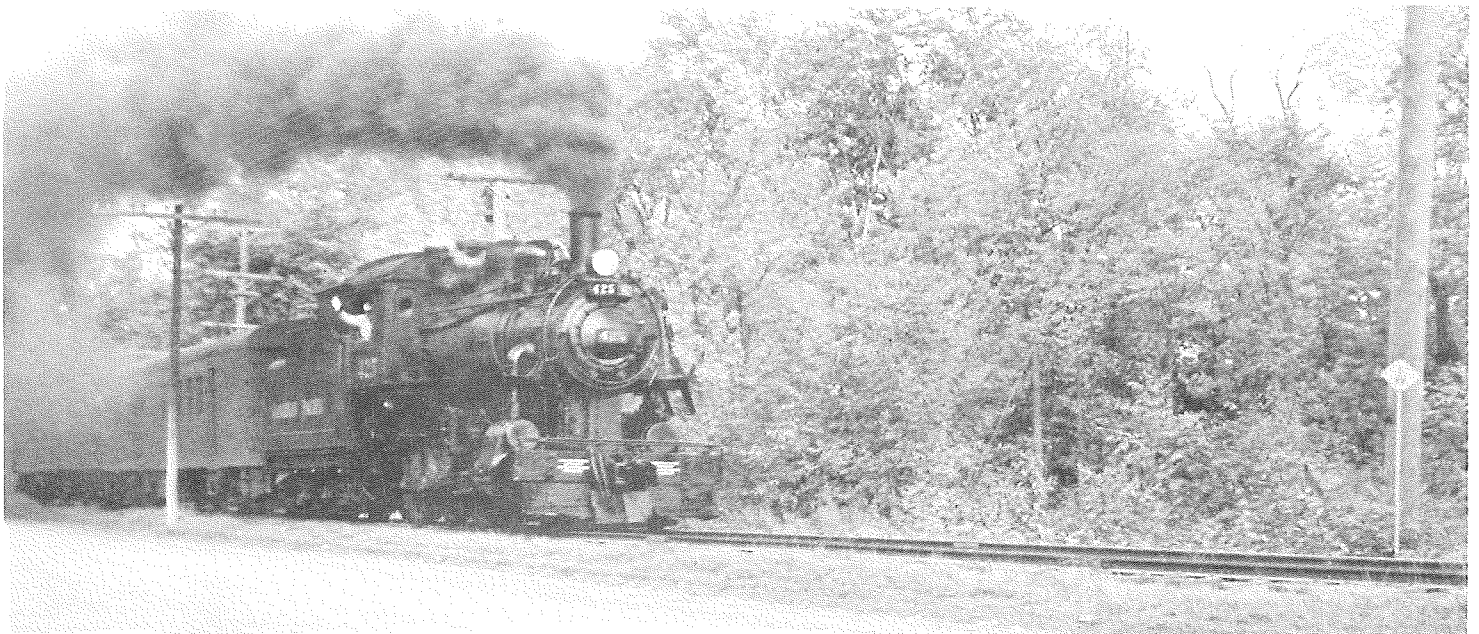




BRANCHLINE



TOP: C.P. 4-6-0 Number 425 gets away from Hull (Beamer) Quebec station with C.P. No. 543, the mixed train for Waltham Quebec. The date is September 28, 1959.
BOTTOM: Approaching Aylmer, Quebec the mixed, still looking like a passenger train, dusts the lower Aylmer Road in soft coal smoke while engineer Murphy waves from the cab. Both photos were taken by D. duFresne (see additional story on this last run, inside this issue).



BRANCHLINE

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NOTICE OF MEETING

The next meeting of the Bytown Railway Society will be held on Tuesday, November 2 at 8 pm in the auditorium of the Museum of Science and Technology on St. Laurent Boulevard.

This meeting will feature Mr. Al Levy of Fairmont Railway Motors as our guest speaker. Mr. Levy is the Vice-President and General Manager of the well known manufacturer of railway maintenance of way equipment. His talk will include a history of the company in addition to an examination of its products. Members will be interested to know that the Hi-rail equipment on the society's vintage 1958 Pontiac station wagon was made by the Fairmont company.

Looking into the future, don't forget our informal slide session on November 16 at 8 pm in the Museum. As well, it would be a good idea to keep our Christmas meeting in mind. This year's movie is aptly titled "The Train" and should prove to be quite exciting. Our December meeting is generally designated as Family Night, so don't forget to bring along your wife, girl friend, mistress, lover, mother-in-law, and of course your kids. Though our January meeting may seem to be a bit far off, now is the time to start thinking if you have any good films you might like to show as this meeting is reserved for members' movies.

Last month's meeting was well attended and featured an excellent slide show on the railways of Winnipeg by Duncan du Fresne. The show was given in the usual du Fresne style and was both witty and informative. As an update to one of your slides though, Dunc, the Empire Hotel by the CN station has been torn down.

Restoration continues every Saturday morning at the Museum and the gang have finally finished applying a new deck to the boom car. Up and coming projects include equipment weatherization and then it's back inside to start work on the Museum's collection of static railway equipment. For further details, contact Joe Toscas. Work will soon be resuming on Car 27 at Thurso. For further details, contact Colin Churcher or Duncan du Fresne.

Chief Editor John Halpenny is absent this month. Seems his department has sent him to the North Atlantic to make sure that the earth's gravity is still working. This issue is done courtesy of the News Editor and the Motive Power Editor. Boy, will we be glad to have John back in December.

Nominations for the BRS executive are now open. You too can serve your club. For details, contact Colin Churcher.

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From the News Editor's Desk: This is a rather special issue. In it, we have two very interesting descriptions of Canadian Pacific's Waltham and Maniwaki Subdivisions. Memories of the Pontiac, by Duncan du Fresne, gives a vivid description of operations, from the perspective of a man who has experienced all types of them, between Ottawa and Waltham, Québec. Duncan was inspired to write this story following the news that CP Rail has filed for abandonment of that portion of the line between Wyman and Waltham. In itself, this story and the accompanying cover photos are reason enough to make this one of our 'better' issues.

As a bonus, however, Omer Lavallee - Canadian Pacific's Corporate Archivist and Canada's leading railway historian - has kindly forwarded a consulting engineer's report on the status of both the Waltham and Maniwaki (née Gracefield) lines following their acquisition by Canadian Pacific in 1902. This report and its optimistic predictions for the future of these two subdivisions contrast strongly with both Duncan du Fresne's 'hands-on' experience and Canadian Pacific's present desire to divest itself of all interest in them due to their present money losing status.

Branchline is extremely grateful to Messers Lavallee and du Fresne for their kind co-operation in the production of this issue. . . .

* * * * *

2nd October 1903

MEMORANDUM FOR THE PRESIDENT

In accordance with instructions I inspected the Ottawa, Northern & Western Railway and beg to submit the following report:

MILEAGE

Waltham Section 78.2
Gracefield Section 59.1

CHARACTER OF LINE

	<u>Waltham Section</u>	<u>Gracefield Section</u>
Right of way	80' average width	80' average width
Maximum curve	5 degrees	10 degrees
Maximum grade	1% Rising North	2% Rising North
Width in cuts	20'	22'
Slope of cuts	1- $\frac{1}{2}$ to 1	1- $\frac{1}{2}$ to 1
Width on Banks	8' to 14'	8' to 14'

Rails 56 lb. steel with exception of Hull-Aylmer Line
70 lb. and approach to Central Depot, Ottawa, 75 lb.

BUILDINGS

All buildings on the Waltham Section are in fairly good condition, but I would suggest that an inexpensive passenger shelter be provided at Vinton, and the freight sheds at Campbell's Bay and Quio (sic) be enlarged to accommodate merchandise which now has to remain on the platform exposed to the weather.

On the Gracefield Section a suitable station is badly required at Kirk's Ferry and the shelter which is there now should be transferred to Vinton. Farrellton station was recently destroyed by fire and should be rebuilt. The interior of Wakefield station is in bad repair and should have immediate attention. The plaster

off the walls in many places, and, as the Agent lives in the station, this work should not be delayed.

ROLLING STOCK

4 locomotives	7 box	3 first class
2 plows	41 flat	2 second class
2 flangers	3 stock	4 combination
2 vans	14 dump	7 excursion

There are two passenger trains daily on each section, in addition to a mixed train service, and the engines have to double the road daily, but nevertheless they are in fair condition.

CUTS

It is useless to attempt to maintain ditches in some cuts with the present abrupt slope. The cuts should be widened and the slope made 2 to 1 where the material is soft and inclined to slide.

BRIDGES AND
CULVERTS

All water-ways are in good condition.

ROAD CROSSINGS

Most of the signs should be repainted. About 20,000' of 3" plank should be provided to renew road crossings.

SWITCHES

There are six wooden switch stands on the Gracefield section and eight on the Waltham section which should be replaced by our new standard.

DITCHING

Much will have to be done this Fall to avert trouble in the Spring.

RIGHT OF WAY

Apparently little clearing has been done this Summer.

FENCING

Requires general repair. Most of it is wire, but the posts are rotten. New portable snow fences will be required this Winter.

TELEGRAPH POLES

Are in fair condition.

RAIL STANDS

These should be provided - rails are now allowed to remain on the ground.

BALLASTING

While no doubt a substantial improvement has been made since the line changed hands much work remains to be done before the roadbed will be in good condition. An appropriation for ballasting is absolutely necessary and would be in the interest of economical management. As the ties are nearly all laid on the mud it is necessary in the Spring to do a great deal of shimming which is expensive work. I was informed that this Spring the track had to be raised at some places about twelve inches. New ties will last no time on this kind of a roadbed. About 65,000 cubic yards of ballast would be required to put the roadbed in good condition and this would cost, approximately, \$32,000. I give below a rough estimate of quantities:

<u>Gracefield Section</u>	<u>Yards</u>	<u>Waltham Section</u>	<u>Yards</u>
M.B. 3.3 to 41	14,000	M.B. 39.7 to 44.5	25,000
M.B. 47.8 to 59.1	21,000	Bad other places	5,000
	<u>35,000</u>		<u>30,000</u>

renewed.

I should estimate that about 50% will have to be

Owing to the high rate of wages paid in the lumber

camps and on the Maniwaki Extension it has been found almost impossible to retain labour at \$1.25 per day, and track work has been seriously retarded as a consequence. Instructions should be given to prevent Employment Agents of the Canadian Pacific hiring men from other sections of the road. I believe that one of the Agents engaged some of the regular Ottawa, Northern & Western track staff at higher wages to go West.

RAILS In good condition.

I noticed at several points steel rails suitable for construction work. An effort should be made to realize on these or make use of them.

CHARACTER OF COUNTRY The Gracefield line traverses a country with more than ordinary physical attractions; convenient train service, combined with judicious advertising, would do much to bring this delightful region under the notice of American tourists and sportsmen. The country through which the railway passes is from a passenger point of view unrivalled and handsome financial benefits may be expected from the growth of suburban and tourist traffic.

Blue Sea Lake near Gracefield is a beautiful place and a hotel or Mountain Chalet at this place would I am confident be well patronized and contribute handsomely to the revenue of the line. In this connection I might add that hotel accomodation along the line is decidedly poor and suggest that proprietors be urged to improve their service because parties experiencing the discomforts of these hostleries are not likely to return however impressed with scenic attractions.

Summer suburban traffic to stations as far north as Wakefield is being rapidly developed and this business may be expected to grow because the Gatineau Valley is really the only desirable place around Ottawa for summer homes.

The Gracefield Section is in no sense an agricultural country, but the Waltham Division is fairly well settled and evidence of agriculture is to be seen on all sides.

MINERALS Iron ores of low grade, galena, mica, and asbestos, are to be found at various points along both sections.

TERMINALS Hull Junction terminals (about 17 acres) on high ground of rocky formation will some day be required by the Canadian Pacific for additional yard room, shops, etc. The ownership of the Interprovincial Bridge with the approaches on the Ottawa side is a valuable franchise, and if the Waltham Division is ever extended to a connection with the main line near Pembroke will enable us to shorten the route to Montréal by about 30 miles, giving an easier grade and the advantage of a double track between Ottawa and Renfrew.

WALTHAM SECTION

DUCHESNE (sic) From Ottawa to Aylmer the tracks of the Hull Electric
AYLMER Company parallel the line.

At Duchesne (sic) Messrs Fraser & Company operate extensive saw mills. They own the siding connecting the lumber yards with the railway station and handle their own traffic by an electric motor, the business being hauled into Ottawa by the Hull Electric Company.

Aylmer is the only recognized summer resort on the Waltham Section. Victoria Park is located here and is will patronized by Ottawa people during the season.

Ritchie Bros. operate a large saw mill here and the

traffic is moved into Ottawa by the Hull Electric Company the same as at Duchesne (sic).

BRECKENRIDGE

PARKER, MOHR Small lumber mills at Breckenridge and Mohr, but not much evidence of traffic at these stations.

Near Parker the Company has about 2,000 yards of stone suitable for bridge masonry. An Engineer should be sent to examine this and see if it can be used to advantage on the main line. A rental of \$25.00 per annum is paid for the ground that it occupies.

QUIO (sic) A thriving village in the centre of an agricultural district. Cheese factory, saw mill, and two grain warehouses.

WYMAN One grain warehouse. Siding for this station is owned by Mining Company to Bristol Iron Mines which are now closed.

BRISTOL Small lumber mill and grain warehouse north of here.

MCKEE One grain warehouse. Considerable live stock shipped from here.

SHAWVILLE The best town on the line. Stock yards, cheese factory, four grain warehouses and several large stores. The platform here was in a disgraceful condition at the time of my visit. Freight and empty butter tubs were scattered around the station. I was informed that there is sufficient work at this place for an assistant Agent. A merchant complained to me because Shawville is not given the same freight rate as Ottawa on merchandise to points north.

The cut-off to a connection with the main line near Pembroke would, as projected, start from a point about a mile east of here.

CLARK Agricultural section. Traffic light.

CAMPBELL'S BAY Opposite Calumet village on island of that name. Poles and pulp wood shipped in fair quantities.

FORT COULONGE Distributing point for supplies to shanties on Ottawa and Coulonge Rivers.

DAVIDSON One lumber mill at this point. Shipments composed of lumber and cordwood.

MELLON Cedar posts and pulp wood are shipped from here.

WALTHAM Terminus of the line and distributing point for supplies to shanties on Ottawa and Black Rivers. Outward freight traffic exceedingly light.

GRACEFIELD SECTION

CHELSEA A summer resort; popular during the season for church picnics. Freight traffic practically nil.

KIRK'S FERRY Entirely a summer resort. Business to this place has grown very much in last two years.

CASCADES

WAKEFIELD Freight traffic infinitesimal and passenger travel almost entirely season cottagers.

Water has been ten inches over the rails here in the spring and there is a strong current along the toe of the bank which requires raising and heavy riprapping.

NORTH WAKEFIELD In a small agricultural belt; pulp wood and telegraph poles are shipped from here in small quantities.

FARRELLTON From this place some bark, pulp wood and cordwood is shipped.

LOW Considerable pulp wood and agricultural products shipped from here.

VENOSTA Rough agricultural country. Small quantity of forest product shipped from here.

KAZUBAZUA Freight traffic light, starting point for hunting expeditions.

GRACEFIELD Terminus of the line and prosperous village. No outward freight traffic, and inward business consists of shanty supplies.

EXTENSION Blue Sea Lake is picturesquely situated and an ideal place for a summer hotel.

MANIWAKI Is on the Gatineau River 23 miles north of Gracefield and is a splendid location for lumber mills. A lucrative traffic in forest products may be expected on the opening of the line.

As will be seen from the foregoing freight traffic is light on both divisions, but it is expected that when the line is completed to Maniwaki lumber mills will be erected which will contribute handsomely to the revenue of the Company.

WATER POWERS No line in the Dominion of Canada is better situated than the Ottawa, Northern & Western Railway to take advantage of the utilization of water power for the generation of electricity and compressed air for commercial purposes.

The following are the most important water powers at present undeveloped tributary to the Waltham Division:

	Minimum horse power at <u>low water</u> .
Chats - Distant about 4 miles from Quio (sic) Station	100,000
Mountain Chute - Distant about 6 miles from Clark Station	40,000
Grand Calumet - Distant about 4 miles from Clark Station	100,000

On the Gracefield Section there are also several smaller water powers, among them:

	Minimum horse power at <u>low water</u> .
Eaton Chute - $\frac{1}{4}$ mile from Kirk's Ferry	20,000
Cascades - $\frac{1}{8}$ mile from Cascades	10,000
Wakefield - $\frac{1}{4}$ mile from Wakefield	10,000
Pangan Falls - 1 mile from Wakefield	50,000

In conclusion I might add that the Vice President has not given the line a thorough inspection this Summer and the General Superintendent has not been over the road sufficiently often to have an accurate personal knowledge of conditions. Closer supervision is necessary to improve the service.

(Signed)
J.R. Nelson

(Thanks to Canadian Pacific Corporate Archives, RG2 (73549))

* * * * *

Memories of the Pontiac

Recently I received a 'phone call' from Colin Churcher who told me he had some bad news. CP Rail, he said, are in the process of taking the necessary steps to close down the Waltham sub., west of Wyman, Québec. My reply, was: "yeah, and what's the bad news?" Now you might think this a rather strange attitude, bearing in mind the general feeling about such matters by members of groups like the BRS. So why do I feel this way? It has to do, in the main, with those rough riding, miserable little D-4, 400 series, 4-6-0's, and the fact they paid the lowest rate per mile of any power of the time.

Nevertheless, the thought of seeing a large part of the branch disappear got me doing some mental reminiscences about the pike and your editor has asked me to scribble a few lines down for the record and the interest of Branchline readers.

To begin, when someone mentions the Waltham sub., or "The Pontiac" as it was known to us railroaders, I immediately relate this to those short coupled, top heavy, narrow fireboxed, jouncy 4-6-0's of the 400 series. These wretched little machines literally bounced down the track somewhere between the right of way fences. I recall all too well sitting on the fireman's seat box with my right foot against the boiler back head and watching the brass handle on the automatic brake valve on the other side of the cab take a vertical drop of something just short of a foot. We'd hit a sag in the track, the result of spring time frost in the ground. I was thrown off my perch onto the deck. The hogger, Doug McPherson, hung onto the Johnson bar, and the head end brake-man, sandwiched between the left cab side and the boiler, simply rolled back and forth, -- you'd have to turn the 400 upside-down to get him out of there. But, as usual, the old bucket stayed on the rails and continues to rock and roll her way toward Hull.

All too well do I remember my very first trip on "The Pontiac". I was called as fireman on train No. 543, the afternoon passenger local. The engineer was Alex Hamill, a friend from Montréal whom I'd fired for in the Montréal Terminals. First thing Alex said to me as I climbed aboard the 400 was, "Where's your rope?" I didn't get his meaning, so he explained. As this was my first trip on the pike and I had no idea of how rough it was going to be, and as I only weighed about 125 pounds at the time, how was I ever going to stay on the engine if I didn't tie myself on? Well, it wasn't quite that bad, but close to it.

I fired the local many times after that, a lot of those times for Alex, who was the regular hogger. Alex knew the job well and took quite a bit of interest in the school kids who rode the train between Shawville and Waltham, and all points in between. Some of the "stations" in between were, of course, nothing more than dirt road level crossings. At the crack of

dawn on a bitter cold winter morning Alex. might yell across the cab to me as we approached one of these wilderness crossings, "Do you see a little girl coming along in a green coat?" "No!" "Wonder where she's at this morning?" Those kids who got on the train at Waltham were up well before the sun, left Waltham at 06:30, got to Shawville at 07:45, spent the day in school, caught 543 for home at 17:40, and arrived in Waltham at 19:00, long after the sun had gone down. I don't doubt they did their homework on the train. I also don't doubt their farm chores were done before leaving in the wee small hours of the morning and after they got home at night. Not an easy life for a kid and a far cry from what their city counterparts were doing, even at that time.

I can never forget stopping at Maryland on the local and watching the mail lady hand up the mail bags to the RPO clerk while a few passengers got on for Hull or Ottawa. It was a scene right out of a wild west movie, and I was part of it.

Maryland was also the site of an old wooden octagonal water tower. I remember on a freight train one day stopping there for water. The engineer was John (Jack) Simpson. Now Jack was a good gut, about 5 feet 9 inches tall and about the same measurement across the shoulders. He had grown up in the Brockville area and spent his youth working in a quarry. He told me once that at age 16 he could put a 100 pound block of granite under each arm and carry them across the quarry. He was nicknamed "Suitcase Simpson". In any event, while I was taking water Jack climbed up on the tender to move coal ahead for me. Now this is a job usually done by climbing into the coal box and shovelling the coal ahead off the slope sheet. Jack didn't bother. While standing on the narrow ledge on the side of the tender along side the box, he simply put the scoop in the coal and like a power shovel moved it from the back to the front of the box in one unbroken movement! I'd never seen that done before, - or since! But like most powerful men I've met, Jack was good natured and really quite gentle - good thing too.

In those late 1940's and early 1950's, the branch had one daily round trip passenger train on it 6 days a week, and a regular way freight which also operated 6 days a week, on a westbound Monday, eastbound Tuesday, etc., routine. Neither job operated on Sunday and the passenger train's crew layed over in Waltham. This meant losing the return trip each Saturday if you wanted Sunday off in Ottawa, otherwise you were never home in your own bed. The wayfreight crew got every second night in their own bed, but reported for duty in Ottawa before dawn for the westbound run of No. 95.

There was nearly one extra freight job on the pike every evening when I came to fire out of Ottawa West in the early '50's. Engine 472 was frequently used on these extras. I recall a trip one cold winter evening just after this engine had come back from a number 2 repair with her link blocks tight, as well as her tumbling shaft pins and bushings. We'd stopped at Breckenridge for water and after starting out again the engineer, whom I no longer remember, found he couldn't "hook her up". The Johnson bar seemed frozen. We guessed it was because the newly tightened up valve gear was in fact frozen. I climbed up in front of the engineer's seat, put my back against the front of the cab, with my feet against the Johnson bar. The engineer, meanwhile, braced his feet against the backhead. With me pushing and him pulling, we managed to move the big lever and get the little pot into some sort of cut-off before we burned all the coal and evaporated all the water. Oh, for a power reverse gear or a warn night!

The little 400's were, of course, hand fired. With all the gyrations they went through, getting a scoopful of coal through the firebox doors was frequently a problem. Many an engineer got coal in his lap from a scoop

That didn't quite make it into the fire hole. There was a tall wooden post in the cabs of these engines on the fireman's side. Frequently I would brace myself by putting my back against it as I was bringing a scoop of coal around from the coal gates. More often than not, the cursed engine would take a lurch, throw me away from the post, then lurch the other way, and throw me back into it, - ouch, but that hurt. Sore kidneys were the order of the day. To make matters worse, when the snow was flying you had to contend with the ice build up on the apron between engine and tender. It might as well have been greased. Remember, this was an open cab engine with those ridiculous flapping canvas curtains which kept very little of anything out once you were moving.

My most memorable trip of all was the snowy Saturday trip on the local, weekend layover, when we managed to melt all the grates out of the firebox (and still get to Waltham). I've written about this before so I won't repeat it here. Suffice it to say that it was yet another rough, cold, wet and miserable trip. Helping the Ottawa West Boilermaker, N. D. (Doug) Scoyne put in new grates on Sunday in Waltham "shop" didn't go anything for any of us either but it did get us home. As I recall on the eastbound trip, we snapped off the supply pipe to the reducing valve and spent some time bashing the pipe closed so we could carry on. All this entire weekend paid, by the way, was something less than \$22.00, from Saturday at 14:00 till Monday at 12:00 hours.

Now for the good news! CP Rail are planning to shut down "The Pontiac" (west of Wyman). Hurray ! . ! . !

(Thanks to Duncan H. du Fresne)

* * * * *

A Few Words About Our Cover Photos

September 28th - 29th, 1959: the last regularly assigned steam locomotive to operate over Canadian Pacific Railway lines out of Ottawa, Ontario, C.P.R.'s D-4-g class number 425 runs between Ottawa (Union Station) and Waltham, Québec on Mixed Train 543 - 542.

The little Ten Wheeler was homebuilt, outshopped at the Company's Angus Shops in Montréal during the month of November, 1912, serial number 1864. She had 19" x 24" cylinders, carried 180 pounds per square inch boiler pressure, ran on 62" driving wheels and produced 21,000 lbs. tractive effort.

The crew on this final run were:

Engineer - - - - -	J.B. (Jack) Murphy
Fireman - - - - -	M. (Morris) Sloan
Conductor - - - - -	S.T. (Stanley) Byron
Trainman - - - - -	D. (Don) MacPherson
Trainman - - - - -	E. (Erville) Coleman
Express Messenger - -	L. (Leonard) Perry

Of special interest is the fact that Engineer Jack Murphy's Father and Grandfather were both company Locomotive Engineers, the senior Murphy having been originally employed by the Pontiac and Pacific Junction Railway, the original builders of what is now CP Rail's Waltham Subdivision.

(Thanks to Duncan du Fresne)

THE INFORMATION LINE

ALONG THE RIGHT OF WAY: On September 10, Via Train 61, powered by a L.R.C. unit, stopped briefly at Brockville to inspect for possible damage after having struck some rocks east of the city. No problems were found however. (O.M.)

In the consist of CN Train 317 at Brockville on September 11 were no fewer than 4 scale test cars - Nos 52104, 52109, 52217 and 52257. (O.M.)

The motive power for CN Train 318 at Brockville on September 10 included SW8's 7151 and 7152. (O.M.)

The September 29th consist of CN Freight 317 included, of all things, a "Traction Motor Armature Transporter Car". (O.M.)

The following CP Rail Form 19Y train order was issued at Chalk River on October 12, 1982: "To Eastward Trains" "Stations Carleton Place and Pembroke are closed as train order offices." (P.B.J.)

Colin Churcher reports that the cars of the former "Expo Express" are now stored in a siding at mileage 30 of the Kingston Subdivision, just east of Coteau, Québec. (C.C.)

You'll see anything around Ottawa if you wait long enough. Indeed, a fitting way to describe 1201's final weekend of steam operations for 1982. On October 9, she hauled 6 cars of excited railfans to Maniwaki, the extra car being Via coach 5212 - still in CN's black and white scheme complete with wet noodle. Apart from some minor difficulty in assaulting the grade at Low, the extra car provided no undue burden to the locomotive. The car was delivered to the Museum on October 8 and picked up by the CN switcher on the 9th. In fact, the switcher followed 1201 and her train down the "Old Alec" and into the museum so that no time was lost in surrendering it after the trip. A rather graphic example of the so-called "Midnight Shove" - to say the least. On Thanksgiving Monday, 1201 returned to the Museum engine first as opposed to backing in her consist. This was done to facilitate her spotting in the shop for the removal of her boiler tubes. Finally, our hat is off to the people at 'Science and Tech' for serving coffee and doughnuts on both weekend outings. Not only did they prove to be a welcome refreshment to the passengers, they also served to perk up those of us assigned to wipe and grease the locomotive until the wee hours of Sunday morning after her Maniwaki outing. (P.B.J.)

During a recent trip to and from Toronto on Via Rail's 49 and 46, I noted the following. My blankets in the sleeper "Greendale" consisted of one with the C.P.R. beaver - still perched on the globe for the 'Spans the World' trademark, while the other had Canadian National's maple leaf herald. The sleeping car porter, moreover, still believed in polishing his clientele's shoes. Returning in the ultra-modern splendour of 46's L.R.C. club car, what do I see the Steward doing but serve coffee from an old aluminum pot, the likes of which you threw out of your kitchen years ago. Looks aside though, that coffee was delicious! (P.B.J.)

Station buffs take note: Canadian National's stone depot at Bowmanville has been removed in favour of a frame M.O.W. garage and office clad in white aluminum siding. (P.B.J.)

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

Hearing into Removal of Divisional Offices: A hearing was held in Sherbrooke (Québec) on October 13, 1982 into a CP Rail application to close its divisional offices there and move them to Montréal.

(C.T.C., 16-09-82)

Ottawa Assists in Electrification Project: The Federal Government will provide 5 million dollars to assist in the construction of an electric railway in the Tumbler Ridge - Anzac coal fields of British Columbia.

Aside from its use of electricity and the resultant saving in diesel fuel (90 million litres over ten years), the project also offers the first demonstration opportunity in Canada of electric railway equipment suitable for the national railway system.

(Transport Canada, 21-09-82)

Via Chief Argues for Revamped Costing Procedures: In an address to the Transportation Club of Ottawa, Via Chief Pierre Franche has called for a revamped costing methodology to measure the profit and loss situation of Via's operations.

Under the existing system, any profitable services which the corporation does operate are swallowed up by the losses incurred by the transcontinental trains and those which provide service to the remote parts of the country.

Franche is confident that Via can operate commercially viable inter-city services however, Via "does not feel that it is in either (their) interests or the country's interests that . . . competence should be judged by the lack of financial viability of either (Transcontinental or remote) service-types.

By revising the costing methodology, "it could be demonstrated that . . . passenger trains do indeed have a future in Canada's public transportation infrastructure."

(Via Rail, 23-09-82)

Hearing on Montague Sub: The Railway Transport Committee will conduct a hearing in Montague (Prince Edward Island) into a Canadian National application to abandon its Montague Subdivision between Mt. Stewart (mileage 0.00) and Montague (mileage 25.61)

Operating costs in 1981 were \$900,777.00 with revenues of \$744,869.00 for a loss of \$155,908.00.

(C.T.C., 24-09-82)

Application to Abandon Murray Harbour Sub: On November 1, the Railway Transport Committee will conduct a hearing in Murray Harbour (Prince Edward Island) into a Canadian National application to abandon its Murray Harbour Subdivision between Maple Hill (mileage 0.00) and Murray Harbour (mileage 44.4)

Operating costs in 1981 were \$488,608.00 with revenues of \$227,893.00 for a loss of \$266,715.00.

(C.T.C., 24-09-82)

Application to Abandon Elmira Spur: A hearing will be held on November 4, 1982 in Souris (Prince Edward Island) into a Canadian National application to abandon its Elmira Spur, off mileage 50.2 of the Souris Subdivision, from Harmony Junction (mileage 0.00) to Elmira (mileage 9.85).

Total costs in 1981 were \$166,044.00 with revenues of \$142,968.00 for a loss of \$23,076.00.

(C.T.C., 24-09-82)

Hearing to Abandon Oxford Subdivision: A hearing was held in New Glasgow (Nova Scotia) on October 26 into a Canadian National application to abandon operation of the Oxford Subdivision from Pugwash Junction (mileage 16.49) to Scott Spur (mileage 71.43).

In 1981, total costs were \$616,200 with revenues of \$500,766.00 for a loss of \$115,434.00

(C.T.C., 27-09-82)

Application to Abandon Richibucto Subdivision: A hearing was held in Richibucto (New Brunswick) on October 28, 1982 into a Canadian National application to abandon its Richibucto Subdivision from Kent Junction (mileage 0.00) to Richibucto (mileage 26.50).

In 1981, total costs were \$161,067 with revenues of 107,238 for a loss of \$53,829.

(C.T.C., 27-09-82)

The Smith's Falls Railway Museum - UPDATE: At a meeting of concerned groups and individuals at the Smith's Falls recreation Centre on Monday, September 13, the Smith's Falls Railway Museum Association was born. President of the association is William H. LeSurf, who has been fighting for the preservation of CN's Smith's Falls station for some time. Secretary is Smith's Falls lawyer Hugh R. McLean. Committee members include Dr. Robert Nicholls, director and past president of the Canadian Railroad Historical Association and now president of the Canadian Council on Railway Heritage, Clare Garrod of the Smith's Falls & District Chamber of Commerce, Smith's Falls Collegiate principal Robin Fraser, artist Craig Campbell and Tunnel Bay Railroaders (Brockville) executives Stanley H. Galloway and Steve Hunter.

The first priority of the SFRMA is to persuade the town council to accept ownership of the CN station and other adjoining properties, or at least officially to recognize the organization. Some opposition has been received from councillors who feel the museum would be an unjustifiable expense similar to the Heritage House Museum in the town, which has been continually subsidized by the municipal government. The SFRMA is confident that once public support can be demonstrated, and certain financial commitments made, the project will be approved.

Pending Canadian Transport Commission permission for the removal of the station and other facilities, Canadian National has indicated that they will be offered to the town for a token cost. Indeed, CN vice president Roy Lowry has ordered a hold on any demolition work.

Dr. Nicholls announced that the CRHA would be willing to provide one or more steam locomotives, cars and smaller exhibits on a loan basis if plans to save the station are successful. As well, he indicated that the new group has the moral support of the Canadian Council on Railway Heritage.

The group's first fundraising project is a raffle on a beautiful painting by Craig Campbell which Mountain Class CN locomotive 6060 rolling past the Smith's Falls under an impressive plume of smoke.

Cash donations have started arriving along with offers of railroad artifacts to stock the museum.

For further information on this exciting new project, write Bill LeSurf, President, Smith's Falls Railway Museum Association, Post Office Box #962, Smith's Falls, Ontario, K7A 5A5.

(Thanks to Steve Hunter)

Cat Takes on Train - Loses: Back in the Dirty Thirties, real news in Brockville must have been hard to come by as evidenced by the following description of a cat-train collision on September 28, 1932. "One cat in particular may have lived his full eight lives until Monday evening but at

any rate he expired without a doubt whether he had spent one or nine. It was the end of his life - first to nine - they all went when he collided head-on with a Montreal-Toronto flyer of the Canadian National Railways at Ormond Street Crossing. An eyewitness of the tragedy (?) watched the feline sit down on the tracks and when the train approached, deliberately walk towards the headlight glare. The suspense of the witness was not prolonged for the train continued on its way, as did the cat and in a few seconds "Tommy" made his exit into the world where cats go when they make such a foolish mistake as to attempt to claim the right of way over a train.

(Brockville Recorder and Times, 28-09-82)

Line Upgrading Planned: CP Rail's Brockville Subdivision, also nicknamed the "bump and grind" line has been targetted for upgrading work by Via Rail Canada as part of an overall 10 million dollar project to cut Ottawa - Toronto running times by as much as 50 minutes. The work will involve laying newer and heavier rail in addition to straightening curves, upgrading the roadbed (parts of which are still cinders or pit-run gravel) and extending the track circuits at level crossings protected by bells and flashers. Similar, but less drastic, work is planned for CN's track between Fédéral and Smith's Falls East.

(Brockville Recorder and Times, 30-09-82)

Prize Money Used to Pay C.P.R.: From the September 30, 1882 edition of the Brockville Recorder, we learn the following: "A car containing the boats used by our oarsmen at Carleton Place on Thursday was noticed this morning in the C.P.R. yard. After the men pay \$16.00, the cost of transportation to and from Carleton Place, they will not have much prize money left."

(Brockville Recorder and Times, 30-09-82)

Extra Stops Added, Times Adjusted: Following prolonged negotiations involving Via Rail, Canadian National, and the Railway Transport Committee, extra stops have been added to Via's Chicoutimi passenger service.

These include a regular stop at Lac-Edouard, specific flag stops at Jacques Cartier Club, St-Hilaire, Iroquois Club, Stadacona, Hirondelle, Club Nicol, Summit Club, Kiskisink, Van Bruyssels, Kondiaronk and Lac-Bouchette. Stops on request will also be made at Falria, Sanford, Pearl Lake, Triton Club, Club Fregoire, Summit, Métabetchouan Club, Miquick, Pont-Beaudet, Bi-Ma, Lac Malouin, Brooks, Lac-des-Roches, Cherokee and Caribou.

The running time has also been lengthened to 9 hours and 25 minutes while the Committee has decreed that Train 133 shall depart from Rivière-à-Pierre on Fridays not earlier than 18:35 and Train 138 shall arrive at Rivière-à-Pierre on Sundays no earlier than 18:21. The Friday - Sunday time stipulations come as a result of input from the Comité de conservation du train Québec-Chambord as an earlier time at Rivière-à-Pierre would have a negative impact on attracting increased patronage from the Québec City area. Similarly, the late Sunday arrival at Rivière-à-Pierre would allow a fairly lengthy passenger layover for those spending Sunday in Chicoutimi.

Before the committee directives as to station stops, the re-organized Montréal-Chicoutimi service (post Pépin cutbacks) only included 5 regular stops.

(C.T.C., 01-10-82)

An Experience: On Friday evening, October 28, I set out for Ottawa a rendez-vous with my favourite locomotive, #1201. Train 37, this day, consisted of LRC locomotive 6900, a steam generator car, club car and three coaches. The train was crowded and all seemed well as we sped along the lakeshore past the busy Friday night traffic.

Somewhere before Glen Robertson, the train rolled to a halt. Looking out and seeing a passing track, I figured that we had a meet with a freight as we had already passed #36. After about 10 minutes, the conductor came through and said we had locomotive problems and that help had been called from Coteau. Number 6900 had died!

It is fortunate that we had a steam generator and a regular consist as we still had heat and light. We would have been out of luck with a LRC train set. An hour later, 2 RS-18's (3735 and 3734) arrived to rescue us. The 3734 was used to ferry the crew back to Coteau and we continued on behind the 3735. Train #37 rolled into Ottawa 1 hour and 15 minutes late.

It is rather disturbing as one hears of more and more road failures of LRC locomotives and cars. I hope it is not going to take the 15 years it took to get the Turbo to run reliably. GMD, where are you?

(Thanks to Bill Dickie)

Application to Abandon Renfrew Subdivision: The Railway Transport Committee will hold a public hearing at Barry's Bay on November 7, 1982, into a Canadian National application to abandon operations on the line between Renfrew Junction (mileage 43.79) and Whitney (mileage 134.05).

Total operating costs in 1981 were \$556,202 with revenues of \$40,985. (for an actual loss of \$515,217.00.

(C.T.C., 14-10-82)

Railfans Have Feelings for One Another: Last October 3rd, I was solitarily videotaping 1201 on a typical trip to Wakefield. When I approached Alcan, I decided to hold up my camera out the window while I was driving and shoot 1201 as she chugged her way along the line. This is something I do not recommend and could obviously be dangerous if you don't keep your eyes on the right track! But I still wanted to take the shots I seldom get to do.

Well, a Railfan in the last car felt sorry for me, and I guess uneasy as well, as he could see me struggling along filming the train. He felt so sorry that when I stopped at the last crossing over the line as it enters Wakefield, he jumped off the train which was travelling at a slow speed and hopped in my car. I was really stunned and wondering what the heck this stranger was doing sitting in my car as I did not see him jump off. Before I had a chance to say anything, he told me: "Show me how to operate this camera so I can do the shooting while you drive!" He looked at me with a smile and reminded me how I wasn't really driving in a straight line "back there". We reached the locomotive and I finally got decent shots of it with closeups of the rods and pistons she steamed slowly along the Main Street. Unfortunately, I never got his name but did thank him very much as he left me to retrieve his gear from the train.

(Merci à Jacques Beaubien Jr.)

A Quick Look at Via Changes for October 31: Train 177, Ottawa-Sudbury, will leave Ottawa at 13:30 instead of 10:00 to permit travellers from Eastern Canada to board Train 31 in Montréal and connect with 177 in Ottawa. The change means that 177 no longer will connect with Train 121 at North Bay for points north to Timmins. Train 39, Montreal-Ottawa, will leave Montréal at 20:55 rather than 21:00.

(Thanks to Earl Roberts)

THE MOTIVE POWER SCENE by Earl Roberts with special thanks to Bruce Chapman for a last minute update.

P RAIL

Rebuilds - (previous number in brackets)

SW9u 1200 (7404); SW1200RSu 1243 (8157); GP9u 1545 (8638).

Into Shops for Rebuild - SW1200RS 8109 (to be released as 1214).

Retired - S-3 6599.

Sold - FP7A 4040, 4070 to 4075 to the Montreal Urban Community Transportation Commission, reducing CP Rail's FP7A ownership to nine - all presently stored in Winnipeg. The MUCTC also acquired coaches 800 to 839, built in 1953, 840 (formerly smoker car 1700 built in 1936), gallery coaches 900, 901 (with control cab) and 920 to 926. Units 4070 to 4075 will be renumbered 1300 to 1305 and 4040 will become 1306. Stay tuned for the MUCTC paint scheme. Protection power will be leased CP Rail RS-10 8577 and 8580, the latter went into service on October 18.

For St. Luc yard service - The next five GP7U/GP9u rebuilds will replace some well worn RS-3/RS-10 units.

VIA RAIL CANADA

Into Shops for Rebuild - Former CP RDC-5 9307 (originally RDC-2 9100) to be converted to an RDC-1m.

To Chicago - Through Toronto - Chicago service commences October 31 with VIA supplying an LRC and modified Tempo cars one day and Amtrak supplying an F40PH and Amfleet cars on alternate days. LRC units 6900 and 6901 will be based at Spadina for this service. As more of the Tempo cars are modified from 575 Volts to 480 volts, LRC units 6902 to 6904 will be assigned to Spadina for service in Southern Ontario. Trains 83 (85 on Sundays) and 88 will be the runthrough trains and by Spring 1983 trains 73/78 and 75/80 will be equipped with modified Tempo cars, all powered by LRC units 6900 to 6904. It is expected that leased CN RS-18m 3150, 3151, 3153 and 3155, now used in Tempo service, will be returned to CN and stored (3152 and 3154 are presently leased to GO Transit).

Power Shortage - Thanksgiving Day required some heavy trains with some RDC runs replaced by conventional trains. The unit for train 22/25 to Quebec City (Ste-Foy) is normally an LRC however the LRC unit for train 33 failed, leaving VIA short of power. South Shore commuter units GMD1 1901 and 1902 did the honours pulling five conventional cars to Ste-Foy.

Goodbye - The last run of a Turbo train into Montreal is scheduled for October 31 on train 68. Their regular assignment on trains 64/65 will be handled by an LRC train starting October 31.

CN RAIL

Into Storage - GO Transit has returned GP40 9312, 9316 and 9317 now that their former Rock Island GP40 units are in service.

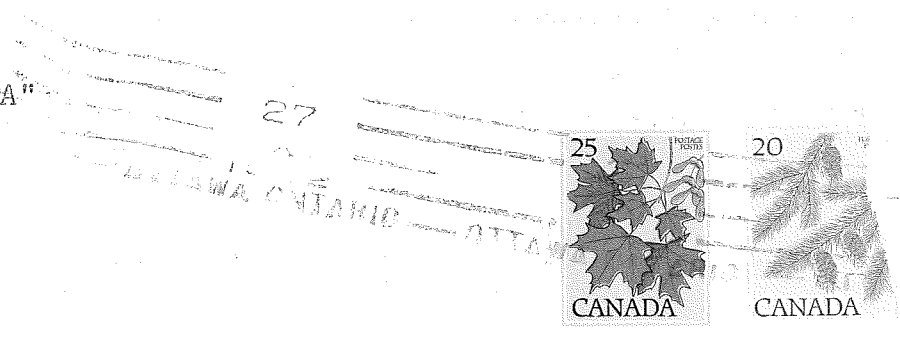
Strangers in the East - GP9 4212 from Prince George, GP9 4332 from Calder (Edmonton) and GMD1 1905 from Neebing (Thunder Bay) are all at Point St. Charles shops for repairs.

Notes from Bruce Chapman ...CP Rail has donated their Chatham, Ontario station to the city provided it is moved from its site....The C&O station at Wallaceburg, Ontario was sold to the town, however, it had to be moved as well....Tunisia has ordered 22 locomotives from Bombardier....CN will be cutting Yarmouth, NS-Bar Harbour, Maine ferry service on Jan. 8, 1983.....Clinton, Ontario has bought former CN school car 15089 from Ontario Rail Assn....The former London & Port Stanley line car, until recently owned by the National Museum of Science & Technology and returned to London for scrapping by CN, has been acquired by an individual in Niagara Falls....A Torontonion has purchased former Reading Crusader cars 302 and 304....CN Business Car 97 - Bonaventure, previously the President's car is now merely car 97 and Business Car 91, formerly assigned to the St. Lawrence Region, is now used by the President and is renamed Bonaventure.

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

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