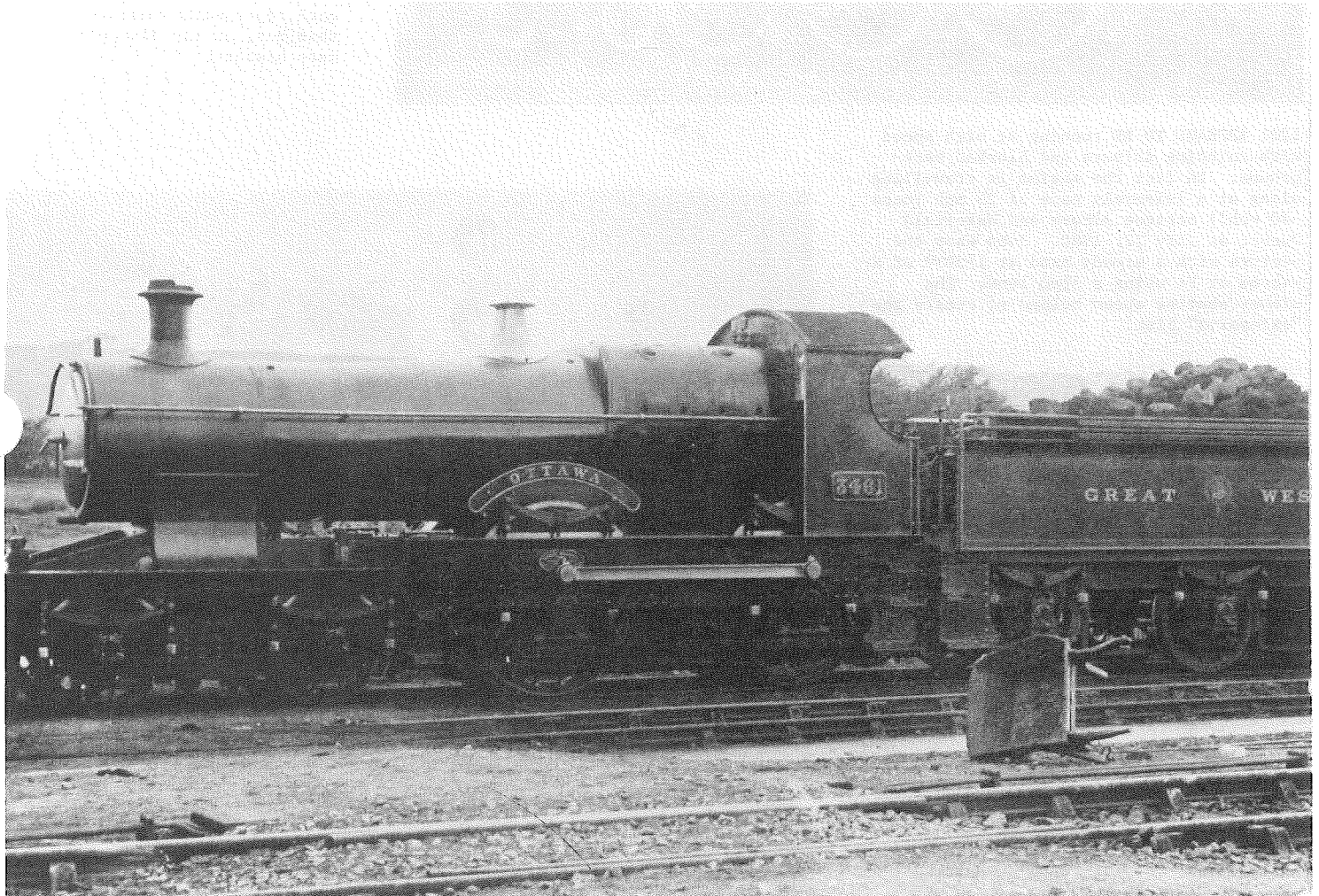


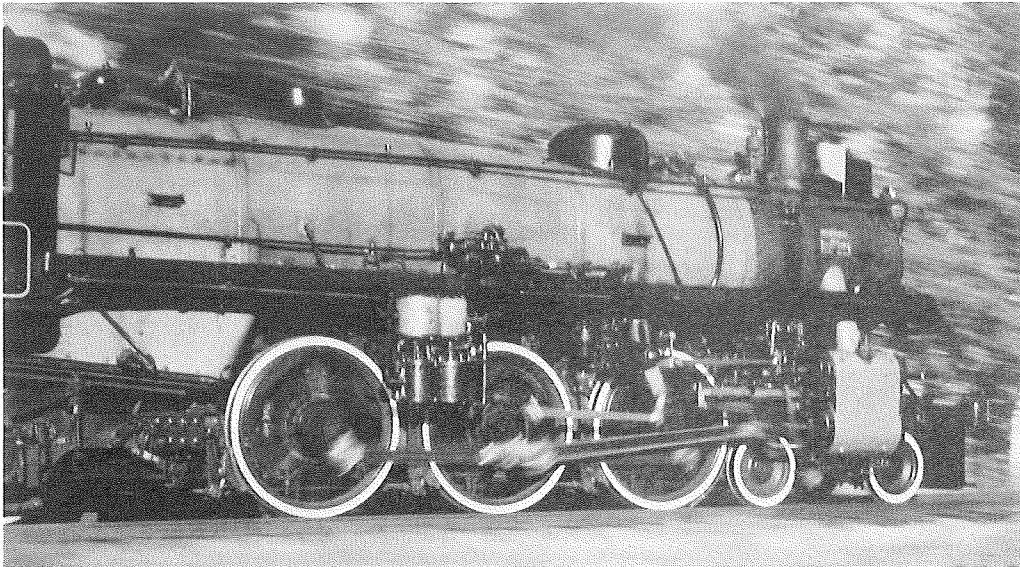


BRANCHLINE



THE CITY OF OTTAWA has had at least two locomotives named after it. The first was a Bytown and Prescott Railway engine and the second a locomotive of the Great Western Railway in England pictured above. The photo shows the "Bulldog" class 4-6-0 (# 3461) in a pre-World War I pose. Conspicuous by its absence is the GWR characteristic copper-capped stack which was applied later. The nameplate "Ottawa" was donated to the city of Ottawa in the 1940's. However its whereabouts today remains a mystery.

Photo thanks to John Corby.



1201 APPEARS TO BE running at high speed with spinning drivers and blurred background. In fact the engine is travelling along at a leisurely pace of 25 mph (oops -40 kph!) between Alcove and Wakefield Quebec on July 12, 1980. John shot the picture with a steady hand at 1/30th of a second at F4 using a 50mm lens. The slower shutter speed helped to create the "excessive" blur.

VIA NO. 2 THE CANADIAN, three weeks before its demise through Ottawa, departs Ottawa Station eastbound just before St. Laurent Blvd. on October 25, 1981. Photo was shot at F5.6, 1/250th with a 300mm lens.



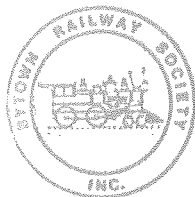
VIA TRAIN NO. 48, the Cavalier, pauses at Federal while the conductor registers in the log book before the overnight passenger train continues to Ottawa Station. The date is April 24, 1982 at 6:10 AM. The Cavalier is still running but the need to register has disappeared. The future of the train however is in doubt. Photo shot at F4, 1/60th with a 300mm lens.



PHOTO PAGE

MEMBER'S CHOICE

From time to time we will be presenting to you examples of members' photography. The choice of which photos to be used will be left up to the contributor. This month we have examples of the work of John Coleman, our program chairman. One reason John decided on these is because each represents something that has, or may disappear into history.



BRANCHLINE

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

Volume 24

March 1985

Number 3

Notice of Meeting: Our next meeting will be on Tuesday, March 5 at 19:30 in the auditorium of the National Museum of Science and Technology, 1867 St. Laurent Boulevard, Ottawa. We welcome back the ever-popular Omer Lavallee, Corporate Historian and Archivist of Canadian Pacific Limited, who will entertain us with an illustrated talk about his "career in films". As usual, Ches Banks' store will feature the usual offerings of T-shirts, hats, magazines, publications, etc., and John Clark will supply the refreshments. Our mid-month slide and movie night in March will be on Tuesday, the 19th at 19:30.

The expanded 1985 edition of TRACKSIDE GUIDE is now available. Added this year is a comprehensive listing of preserved locomotives and traction equipment in Canada, an expanded passenger car roster to include all passenger cars on the major and shortline railroads, plus details of Sperry cars and Sperry grinding trains. And, of course, the rosters of locomotives on Class I and II railroads, industrials and short lines, plus streetcars, subway and light rail systems, not to mention the passenger cars at VIA Rail, have all been updated to January 1985. The 5.5" x 8.5" three hole punched book sells for \$2.50 (\$9.75 opd.).

On the subject of publications, would any of our readers like to write a book? The Publications Committee is looking for manuscripts on railway subjects. Don't be bashful. The Committee will gladly edit your input. Just drop one of the editors a line.

We are always on the lookout for photo material for BRANCHLINE that relates to Eastern Ontario and Western Quebec. If you have good exposure slides, black and white glossy prints or, better still, black and white negatives that you would like to share with us, please contact our Photo Editor, Bruce Ballantyne.

Membership Chairman John Frayne wishes to advise that this issue of BRANCHLINE will be the last issue for those members who have not renewed their membership for 1985. Please note, however, that the address labels on this issue reflect renewals picked up at our Post Office Box up to February 5 only. Hence, if your address label shows 'LAST ISSUE', and you have mailed in your renewal during February, the label on your April issue should show an expiry date of 851231. Membership fee for 1985 is \$15.00.

Energy, Mines and Resources Canada has published a large map entitled "CANADA RAILWAY TRANSPORTATION NETWORK". It is available from their Information and Sales Centre, 580 Booth St., (Ground Floor to the left of the entrance) Ottawa, Ont. K1A 0E4 at \$3.50 plus tax. The map's number is MCR 4070 (English); MCR 4070F (French).

-- Inside BRANCHLINE --

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THE "OTTAWA" CONNECTION by John Corby

It looks like 1985 will be a vintage year for railway enthusiasts. In Canada we have the upcoming 100th anniversary of the driving of the last spike on Canadian Pacific, while overseas there are two significant sesquicentennials. In September, the first railway in Germany will be commemorated at Nuremberg, and in Britain summer-long events will celebrate the chartering of the Great Western Railway (GWR).

The GWR was always something of a maverick among the British "Big Four", which gave rise to its somewhat pejorative soubriquet "God's Wonderful Railway". This persisted even after the nationalization on January 1, 1948 when it became the Western Region of British Rail. Perhaps in some measure this was due to its origin. The line was initially conceived to join the cities of London and Bristol and their linked coats of arms were adopted as the GWR's device from the beginning. Seeking the best engineer to supervise the works, the Directors engaged that brilliant 19th century genius, Isambard Kingdom Brunel, arguably the most innovative mind of the early Victorian era. His achievements are too numerous to list here; suffice it to say that within three years the line was open to traffic and built so well that very few improvements were needed to accommodate the HS 125 high speed passenger trains introduced by British Rail almost a decade ago.

Great Western distinctiveness was nowhere more apparent than in the chocolate and cream livery of its rolling stock and in the magnificence of its locomotives. The "Castles", and later the "Kings", were the most powerful passenger locomotives on British rails. Prior to World War II, they were kept in immaculate condition with their dark green paint offset with gleaming brass work, copper-banded stack (the GWR's trade mark), and an arcuate plate carrying the locomotive's name in polished brass letters over the main drivers. The latter feature was common to most passenger engines on the system which brings me to the point of this story.

In the early part of the century GWR mainline passenger power consisted of a series of 4-4-0 locomotives characterized by having inner and outer frames with the driving wheels sandwiched between the two. Originally designed by William Dean, some were subsequently reboilered in various configurations by his successor as Chief Mechanical Officer, G.J. Churchward, and were known by such various names as "Bulldogs", "Dukedogs", etc. They were powerful machines for their day and very strongly built with some lasting through to the 1950s. Just before the GWR was nationalized, it came to the attention of Mr. J.B. Thom, European Manager for Canadian National Railways in London, that several of these locomotives were being scrapped. One of them was called "Ottawa" and he thought it might be appropriate for the City of Ottawa to have a plate as a keepsake. The plate itself, probably three to four feet long and heavy in proportion, was duly mounted on a walnut stand and sent to Canada aboard the Cunard White Star's S.S. "Asia". The stand bore a suitable inscription and was presented to Acting Mayor Dr. G.M. Geldart by Mr. A.R. MacDougall, Ottawa District Passenger Agent for CNR, sometime in the late summer of 1948. This information, by the way, is extracted from an article in the November 1948 issue of "Great Western Magazine", the company's house organ, which apparently was still being published under this title despite nationalization early in the year. The article was illustrated with a photograph of the ceremony, and my attention was drawn to it some years ago by well-known BRS member Raymond F. Corley of Toronto.

Extensive correspondence with the Ottawa City Hall has failed to locate any trace of the plate; the last time anyone can remember seeing the plate was at Lansdowne Park in the early 1960s. Detecting an air of irritation with my persistence in my last correspondence, I refrained from

further activity until quite recently when a letter to Mayor Dewar produced a promise of a thorough investigation. I pointed out to Mrs. Dewar that, while the disappearance of the plate was quite regrettable, I found it rather astonishing that the accompanying letter had also been misplaced. The letter was written by Lord Portal, then Chairman of the Board of GWR, and who, as Marshal of the Royal Air Force before his retirement, had been one of the architects of Allied strategy in the air war over Germany. One would think that correspondence signed by such a prestigious person would have been preserved in the City Archives; however, this appears not to have been the case. After some months, I have yet to hear further on this matter and it would seem that the plate and its documentation have vanished from sight, at least temporarily. If anyone out there can shed any light on this mystery, I, and others, would be extremely interested to hear about it.

GOD'S WONDERFUL 3461 by Colin Churcher

This month's cover photograph illustrates Great Western Railway's No. 3461 - "OTTAWA", one of a number of classes of inside cylinder 4-4-0 locomotives built by William Dean. One of its more famous cousins, CITY OF TRURO, achieved fame as being the first locomotive to have been recorded to have exceeded 100 mph. This exploit earned it a place in several railway museums, although in July 1984 it was removed from the Swindon (Holy of Holies) Museum to be put into working order for this year's "150".

No. 3461 was one of the later engines of the "Bulldog" class that was built in the 1903-1906 period. It was subsequently renumbered 3399 and I have a picture of it working a stopping train from Reading to Swindon in 1926. It exhibits many of the characteristics of the GWR locomotive: 1) highly varnished paintwork; 2) brass rose safety valve cover; 3) two whistles, one for normal use and a second for emergencies.

Originally OTTAWA was not fitted with the characteristic copper capped chimney, but by 1926 this had been installed along with another typical feature - the top check valves on each side of the safety valve cover. The GWR maker's plate had also been removed by 1926 - this was located on the frame above the leading driving axle. As noted, these locomotives were double framed.

Between 1936 and 1939, some 28 Bulldogs were rebuilt with boilers from the earlier "Duke of Cornwall" class. The new lower pitched boilers with large steam dome changed the look of these interesting machines. The hybrids were naturally known as "Dukedogs", however, I don't believe OTTAWA was treated thusly.

Our cover picture dates from before World War I. The GWR crest on the tender was subsequently replaced by a more simple design that lacked the ermine and garter. The engine is carrying headlamps in the express passenger position, one at either side of the buffer beam.

Over the years, the nameplates were removed from a number of these engines. Some were named after towns served by the GWR which felt that passengers would confuse the name of the locomotive with the destination of the train. The GWR stretched its tentacles a long way but it never had any services to Ottawa so it felt it safe to retain the OTTAWA plate. Incidentally, No. 3400 was named WINNIPEG while No. 3401 was named VANCOUVER. No Bulldogs were preserved; the last one was withdrawn in 1951. The Dukedogs soldiered on into the preservation era and their last haunts were from Machynlleth on the Cambrian section. Happily one, No. 9017, has been preserved in working order on the Bluebell Railway. Nominally a new engine in 1936, No. 9017 was built from parts from No. 3258 built in 1895 and No. 3425 built in 1906.

FROM THE PRESIDENT'S DESK...

I wish to express my greetings as your new President and thank Earl Roberts and his executive for the fine job they have done over the past two years. I hope to continue along the path laid out by Earl and perform as well.

A familiar name to our readers is conspicuous by its absence from this month's BRANCHLINE masthead. John Halpenny has decided to take a well-deserved rest from the Editor's seat of BRANCHLINE. John has served our newsletter for the last eight and a half years and was one of the driving forces behind the publication that we eagerly await eleven times a year. I am fortunate in being able to see newsletters from many other railroad clubs; few equal, and most cannot hold a candle to, BRANCHLINE. Thank you John, for your excellent contributions, and please continue to produce articles for us.

1985 could be a momentous year for railfanning in the Ottawa area. One rumour that has not gone away is a return visit to the east this spring of British Columbia's ex-C.P.R. Royal Hudson No. 2860 to help celebrate Parks Canada's 100th anniversary. This year could spell the end of the Museum's 1201 steam excursions on the Maniwaki Subdivision - so take the opportunity to get those pictures while you can. This year also marks the 100th anniversary of the driving of the last spike on the C.P.R. main line, and it is hoped this event will spawn some events in our area.

There are a number of items that your new executive would like to achieve this year, with increased restoration activity high on the list. We are the proud owners of a number of fine pieces of equipment, and one in particular is looking somewhat neglected - to our knowledge we own the oldest Jordan spreader in existence, and this year we would like to start to restore it to its former glory. With your support we can achieve this long overdue restoration project. If you can afford some time, your participation in restoration activities at the Museum would be most welcomed. If you can spare more time, please come down to the car shop at Thurso to see how work has progressed on your equipment. You will be pleasantly surprised to see how business car No. 27 has been restored to like-new condition.

Our publications committee is continuing its work on a number of endeavours over and above the most successful TRACKSIDE GUIDE. If you have some ideas regarding something you would like to see printed, please let us know. We are finally getting to know the ins and outs of the publishing "game".

With everyone's support we can strive to make 1985 one of our most successful years. Thank you in advance. - Paul Bown

FROM THE NEWS EDITOR'S DESK...

From the previous article, and from our masthead, you will have noted that the BRANCHLINE staff has undergone a fairly extensive re-organization. This is the first issue since the fall of 1976 that John Halpenny's name does not appear on the masthead. And, as our President has noted, John's term with BRANCHLINE has been a significant one for the growth and development of our publication. It has been my great privilege to have worked with John since the fall of 1979. In those days, I offered some news and story contributions. John, however, in addition to typing, was responsible for the first page, the printing, the fetching of supplies - from all over town - the delivery to the executive for distribution and the general co-ordination of publishing deadlines. Just running around meant considerable disruption to his personal life and one cannot even

hazard a guess as to how much money in gasoline was spent in the various BRANCHLINE-related forays about the city. In spite of such problems, however, John always made sure that each issue was out on time. (Unfortunately the record of the Post Office in getting each issue to the readers has not been as exemplary).

Time does not permit to indulge in my pet anecdotes - though there are several - of my experiences working with John. We have, however, tried to keep you as up-to-date as possible on the more notable ones - ranging from life in the pursuit of gravity, to marriage, his move to the east end, and the penultimate: the arrival of a new railfanette.

I can only say one thing John, we're going to miss you. Just don't bow out of it completely. - Philip Jago

ST-LAWRENCE AND ATLANTIC RAILWAY thanks to Jacques Beaubien Jr.

Reading Doug Smith's article on the construction of the Victoria Bridge in the 1850s in the December 1984 BRANCHLINE reminded me of an article I read on the history of the St-Lawrence and Atlantic Railway. I learned that the Canadian National line, which runs through the heart of Richmond, Quebec (my hometown) was originally the St-Lawrence and Atlantic Railway!

The article, by Nick Fonde, detailed the booming years of Richmond, which was in no small part due to the railway's presence. It also described the reasons for the building of the railway:

"The railway was the brainchild of a lawyer and journalist by the name of John Poor. His ambition was to turn Portland into a commercial and industrial centre of the magnitude of Boston and New York. A link to Montreal, and the Canadian hinterland, would give Portland a boost in that direction. Interested parties in Boston became equally anxious to run a railway line from Montreal to their city. Montreal could not decide which of these two routes would be more advantageous, and so, in 1843, it was decided to settle the question with a race. Two sleighs, each loaded with mail, left Portland and Boston in the dead of winter and fought their way through the mountains of New Hampshire and Vermont bound for Montreal. The winner of the race would win the railway for its city. The sleigh from Portland won by a 12-hour margin and the St-Lawrence and Atlantic Railway became a going concern".

"By the time the Montreal-Portland run was open in 1854, a second line from Quebec City was in the works. Richmond became the hub for passengers and freight running east, west and south. What had started out as a sleepy, rural village blossomed into a bustling little town with innumerable shops and a number of fair-sized hotels doing a roaring business. By the turn of the century the rail yards in Richmond boasted shops and a roundhouse capable of holding 18 steam locomotives. Until the arrival of the diesels, the railway was the town's biggest employer. The St-Lawrence and Atlantic Railway became the Grand Trunk Railway, which in turn became part of the Canadian National Railways".

Richmond today is a far cry from those boom years. Hopefully the June 1, 1985 reinstatement of VIA's "ATLANTIC" between Montreal and Halifax via Maine, and the return of the Montreal-Sherbrooke day train, with both routed through Richmond, will help mend some of the wounds that Richmond has suffered in recent years.

DID YOU KNOW that VIA Rail Canada operates two passenger cars that carry the name "HERALD"? One is former CN sleeper No. 1131 and the other is former CP stainless steel diner No. 16507. Has it happened that both cars were in the same consist?

CAN YOU HELP?

Now that I have had a chance to take a breath after helping to put the 1985 TRACKSIDE GUIDE together, there is a little time to think about the 1986 edition. We would like to hear from you as to what else you would like to see included. We would like to add auxiliaries, but we do not have all the information - can you help?

On another tack, I have accumulated a lot of information in compiling the listing for the industrial locomotives (Part 2). Along with the "current" rosters, I have accumulated many details of industrial locomotives that have been either scrapped or sold out of the country. These details have been meticulously filed away on computer disks. Then somebody came up with details of a number of industrial steam locomotives - these went into the database as well. Eventually I could build up an all-time roster of industrial locomotives. This is a big project and I will need you assistance. If you know of any locomotives that are no longer around, please drop me a line at #817-1579 Lassiter Terrace, Gloucester, Ontario K1G 8R6. I promise to answer all letters and, if you wish to receive updated printouts of the listing for comments, corrections, etc., this too can be arranged.

It's quite a project I am embarking on, however, I feel it will be worth it. Thank you in advance. - Colin Churcher.

TRAVELLING COMPANIONS

From its beginning, train travel has provided us with a means to share a part of ourselves with fellow travellers. I recall one such trip with great fondness - it was on a No. 1201 steam excursion from the Museum to Maniwaki on October 9, 1982.

I found myself in the fifth car of the six-car train (quite a distance from the engine). One objective for this trip was to record the sounds of No. 1201 in action. Once the trip began, I conducted a search for a vacant seat closer to the engine and found one available in a compartment occupied by five fellow travellers. I was invited to join the group and became acquainted with each of them. A railfan, who had travelled from Michigan for the excursion, helped me set up my recording equipment. Each of us shared what I believe to be a closeness, a friendship, a being a part of something good, a train trip that will remain a part of me. Upon returning to Ottawa that evening, we departed, perhaps richer in memories, with a feeling of friendship that came from this trip.

One day, unfortunately, the tracks to Maniwaki will be gone, and no longer will No. 1201's whistle be heard on the picturesque line, but on this 1982 trip No. 1201 brought six people closer together. In a changing world of conflict and technological change, of impersonal relationships, and being caught up in our own lives, I believe that this, as well as other 1201 trips, have brought us closer together, for these friendships were made of sharing, of railfanning together, and of the memories these 1201 trips gave us. - John (Choo Choo) Mulkerns

EVERYONE PITCHED IN: Even passengers had it tough 100 years ago. Back then all male travellers were expected to help gather wood when the train ran out or pitch in with a shovel when it got stalled in a snow drift. If passengers showed any reluctance to "wooding up", the engineer and fireman would settle down for a nap until the passengers "took a more favourable view of the request." (VIALOGUE, December 1984)

TO THE EDITOR

Just a few lines to congratulate you and the Editorial Staff for the excellent work you keep churning out each month. The historical and factual material being presented to the members, and others fortunate enough to receive copies, should indicate the time and research involved in the preparation of each issue. However, I would like to draw your attention to a discrepancy in Mike Iveson's story about the Westboro Station in the February BRANCHLINE.

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

The tables illustrated were Tables 46 and 48. Had Table 47 (Ottawa-Smiths Falls-Brockville) been included, it would have shown that Trains 563 and 562 made a regular stop at Westboro. Train 563 left Ottawa at 9:20 a.m. and arrived at Westboro at 9:39 a.m. Train 562 stopped on the return trip from Brockville at 5:15 p.m.

From 1942 to 1945 I was the regular baggageman on Trains 562 and 563, and I would like to relate some of my recollections of that era concerning Westboro. As I recall, Arthur Douglas was the agent-operator there for many years and it was quite common on Train 563 to receive a train order clearance from him showing the arrival of Train 555 ahead at Stittville. Local express traffic on and off sometimes was rather heavy. At that time there was a pigeon racing club around Westboro, and a couple of times a week one or more crates of pigeons would be loaded for destinations such as Carleton Place, Smiths Falls, Perth, Sharbot Lake, etc. There were instructions on the crates for the agent at the destination telling him the exact time to release the birds, free of overhead wires, etc. Then the birds were timed on their arrival back at Westboro. We would usually have the empty crates back to them the same day or the next day.

Some of the grocers in Westboro at the time (Robinson's, A.& P., and others) received their butter supply from the Kemptville Creameries. This meant that the butter could be loaded at Kemptville at 7:40 a.m. and unloaded for the grocer at Westboro at 9:39 a.m. It makes one wonder how long it would take to receive the same shipment in this day and age.

As for the passenger loadings on and off at the time, I do not recall that it was very heavy. Gas was rationed, limiting the use of the automobile, and I remember there were a couple of commercial travellers and a Company auditor who entrained and detrained on a regular basis. We must remember that Westboro was still "out in the boondocks" in the 1940s, although some of the natives would not likely admit it. To illustrate that remark, blowing of the engine whistle was still mandatory at level crossings down to the signboard indicating "City Limits", just west of Parkdale Avenue.

In closing, I would like to compliment Mike on his informative and nostalgic article regarding Westboro Station, and I for one will be looking forward in the not too distant future, when he will again expose his literary talent to the readers of BRANCHLINE.

Sincerely, Don Saw

TRIVIERAIL thanks to CP RAIL NEWS: It's the longest and highest of its kind in Canada - 1,624 meters long and 95.7 meters high - what is it? (See page 10 for the answer)

ALONG THE RIGHT OF WAY with your editorial staffCN RAIL

BRIDGE BURNS: On December 19, a fire damaged 300 feet of the Portland, Maine end of Grand Trunk's Back Cove Drawbridge, putting it out of service for some two months. The next day, the tracks on Commercial Street in Portland were put back in service, allowing the Portland yard a connection with the outside world via the Maine Central. Ironically, Commercial Street may become a street without railroad tracks after 136 years. Grand Trunk (read CN) and Maine Central have told city officials that they are willing to discontinue the tracks as long as money can be found to pay for a new connection at Danville Junction, near Auburn. The removal of the tracks is part of the waterfront's renewal. (THE 470 via Paul Bown)

BILLBOARDS FOR EXPO 86: Several 50 foot cars, a locomotive and a piggyback semi-trailer will be painted in rainbow colours and the Expo 86 logo to advertise the fair to be held in Vancouver. (CN KEEPING TRACK)

ROUNDHOUSE TO BE DEMOLISHED: The last stalls of the Kamloops Jct., B.C. roundhouse will soon be demolished to make room for a double tracking project. The new track, which is well away from the present main line, is to go through the roundhouse site. (WCRA NEWS)

BUSINESS CARS ON THE MOVE - On February 10, Business Car No. 5, assigned to the Federal Government, was marshalled immediately behind the unit on VIA Train 49 to Toronto with the open platform leading. The placement of the car did not please the occupant, a cabinet minister, so the car was cut out and placed on the rear of the train a few minutes before the scheduled departure from Ottawa, with the blind end bringing up the markers. This routine was repeated at Brockville when the car was placed on the rear of the cars that arrived from Montreal on VIA Train 59.

Business Car 89 - ENTERPRISE - arrived on Montreal-Ottawa VIA Train 37 on February 11 and was placed on East Stub Track No. 1. She departed on Ottawa-Montreal Train 36 on February 15. Business Car No. 96 arrived on Montreal-Ottawa Train 29 on February 20 and returned east on Train 28 on February 22.

SPEND TRAIN VISITS OTTAWA: A Spenco train, powered by CN SD40-2(W) 5246, was noted at Ottawa Station on February 14 and 15. The train then headed west to grind on the Beachburg Subdivision. At least during winter conditions, fire from the sparks is not a problem! (Paul Bown)

NEW CRANES PURCHASED: Two new 40-Ton diesel-electric locomotive cranes will be purchased in 1985, at a cost of \$1.5M. (CN NEWS, 1985 01 21 via Jacques Beaubien, Jr.)

MILITARY VEHICLES ON THE MOVE: Several flatcars of military vehicles enroute from Halifax, N.S. to Suffield, Alberta, passed through Ottawa on February 21.

CP RAIL

EIN LANDMARK BURNS: The station at Cassidy, B.C., mileage 64.8 of the Victoria Subdivision, burned down on January 18. (Bruce Chapman)

DEAD AT 64?: Business Car NURRIS R. CRUMP (until recently named LAURENTIAN), built in 1921 as sleeper GLEN EWEN and converted to a business car in 1945, was severely damaged by fire on January 31 in Montreal. The car, for many years assigned to then President Norris R. Crump, was undergoing contracted renovations in the car shop at Glen Yard when an explosion occurred, injuring four workers. Fortunately a switcher was available to haul the burning car out of the building before causing damage to two adjacent cars. The car is somewhat rare in that it has an all steel roof which made fighting the fire somewhat difficult. Following the renovations the car was to be rededicated in a ceremony in Calgary in the summer of 1985. (John Corby and Jim Shields)

NEW PAINT SCHEME: Track Recording Car No. 63, originally Buffet Parlour-Solarium Lounge "ANTIGUA", has been given a "traditional" tuscan red paint job after operating for several years with the silver scheme. (Jim Shields)

OOPS: RS-18u 1827 derailed at Murphy's Siding on the Buckingham Spur on February 1. Sister unit 1807, which was working the Gatineau Yard, was picked up by Train 86 and dropped at Buckingham Junction. With 1807's help, 1827 was rerailed. (Mike Tessier)

ON THE MOVE AGAIN: The 'cabooseless' display train travelled from Sherbrooke to Montreal on February 1 and was noted at Jacques Cartier Jct. enroute to Quebec City on February 6. (Mike Tessier & Jean Jacques Longpre)

WINTER SURPRISES: On February 2, RS-18u 1821 powered a snowplow on the M&O Subdivision from Ottawa to Vaudreuil. She returned as a short freight the same day. Eight days later 1821 powered a short freight to St. Eugene, Ont. and return. (Philip Jago and Mike Tessier)

UNDER TEST: M-640 4744, now equipped with A1A-A1A trucks for test purposes, has been testing on the M&O Subdivision between Vaudreuil and Rigaud, Quebec. She was noted eastbound through Dorval behind C-424 4205 on February 1, with former QNS&L 204 (to become CP 5400) on February 11 and with former QNS&L SD40 210 (to become CP 5406) on February 15. (Jean Jacques Longpre and Mike Tessier)

NOT TO BE: With the planned June 1 return of the CANADIAN to the Chalk River and Carleton Place Subdivisions, plans to introduce the Manual Block System (MBS) on these subdivisions, scheduled for February, have been shelved.

20 CAR SPILL: Late on February 7, twenty cars of an eastbound freight derailed on the Belleville Subdivision. RS-18 8765 and RS-18u 1807 powered the Montreal auxiliary to the scene. (Mike Tessier)

STUB TRACK: The passing track at Arnprior, Ontario has been reduced to a stub track, with the switch at the west end retained. (Greg Yocom)

JUST BROKEN IN: Newly remanufactured RS-18u 1828 (ex-8793) was the lead unit on Ottawa-Montreal Train 86 on February 15. Leased B&O GP38 4804 was noted on Train 86 on February 18. (Mike Tessier)

PLOW EXTRA: RS-18u 1819 powered a plow train from Ottawa to Bedell on February 20.

CLOSING DATE CORRECTED: The Dorval, Quebec station was officially closed on January 4, 1985 (the February BRANCHLINE incorrectly showed the closing date as January 5). (John Godfrey)

VIA RAIL CANADA

ADVERTISING: VIA has been running advertisements out west for the Victoria to Courtenay "Dayliner" service on the Esquimalt & Nanaimo. Entitled "Let the good times roll", the ads extoll the wide seats and panoramic windows. (WCRA NEWS) now if only VIA would promote their new early morning LRC services between Ottawa and Toronto.

HEAVY LOAD: The usual one LRC unit and four car Ottawa-Toronto Train 45 was doubled to two units and eight cars on Sundays, February 3 and 10, to handle the many extra travellers who visited Ottawa's Winterlude celebrations. The LRC equipment from Saturday's Toronto-Ottawa Train 46 usually operates to Montreal as Sunday's Train 32, however, the LRC train was held in Ottawa and mated with the equipment from the Sunday-only Montreal-Ottawa Train 33 for the large crowd. The conventional equipment laying over for Monday's Train 28 to Montreal was used for Sunday's Train 32. Ottawa-Montreal Train 36 on February 3 and 10 operated with extra coaches. Montreal-Ottawa Train 37 on both Sundays handled an extra unit and extra cars for use as Train 28 to Montreal the next morning.

CONSIST SURPRISES: Ottawa-Montreal Train 36 on February 4 included FPA-4 6785, CLUB ST. DENIS and stainless steel coaches 119, 102 and 125... On February 13, CN GP9 4417 assisted VIA FPA-4 6779 on Ottawa-Montreal Train 36 ... Train 46 on February 17 and Train 41 on February 18 included FPA-4 6761, FPE-4 6860, ST. JAMES'S CLUB, Daynighter 5705, Coaches 5495 and 5646, Cafe-Bar Lounge 2505, Daynighter 5701 and Coach 4888, instead of the usual four-car LRC trainset ... On February 21, Trains 31 and 34 operated with FPA-4 6791, baggage 9637 and coaches 3209 and 5444 instead of the usual RDC's ... On several occasions of late, a conventional trainset has operated in place of LRC trains, usually with one FPA-4 unit and from three to four cars.

LEASED UNITS REPLACED BY LEASED UNITS: On February 14, Montreal-Ottawa Train 37, powered by CN RS-18 3118, failed in Lachine, Quebec and was rescued by CN RS-18 3643. On the next day on the same train, CN RS-18 3123 experienced brake problems near Coteau, Quebec. CN RS-18 3737 was waiting out the weekend at Coteau and was pressed into passenger service.

LRC MATING - In Brockville early in February, two LRC trainsets were noted operating under test 'Elephant-style' - ie. one of the units being in the middle of the train. The tests were related to the planned 'mating' of LRC trainsets at Brockville. (John Frayne)

NEW HOME: Recently produced baggage-coaches 9300 and 9302 have become regulars on the Montreal-Chicoutimi route. (John Godfrey)

MISCELLANEOUS

HEADING NORTH: GO Transit has sold 20 of their 18-year old single-level coaches to the Ontario Northland Transportation Commission, which plans to convert them into modern, long-distance coaches. The rebuilt coaches will replace aging equipment on the Ontario Northland Railway's POLAR BEAR EXPRESS, the summer tourist train between Cochrane and Moosonee. Its year-round cousin, the LITTLE BEAR, will also receive the "new" cars. (GO NEWS, January 1985)

MECCA: During the week of October 10, Washington Union Station became a mecca for privately owned passenger cars. By October 13, no less than 41 cars were gathered on the six upper level tracks in the largest congregation of the luxury land yachts in recent years. (RRE JOURNAL via Paul Bown)

VANCOUVER STEAM: Royal Hudson No. 2860 will operate in five day a week (Wednesday-Sunday) excursion service to Squamish from May 18 to September 15, plus the holiday Mondays in May, July, August and September. Fares will be \$14 adults, \$10 seniors, \$10 youths (12-18) and \$8 children (2-11).

EXPO 86 "STEAM IN": The "Steam In" in Vancouver at the beginning of EXPO 86 will be:

- May 12-22 arrival of steam excursions in Vancouver
- May 23 grand parade of steam in the Burlington Northern/CN yard
- May 24-30 steam locomotive and historic railcar display and demonstrations in the BN yards
- May 31 departure ceremony for trains in BN yards
- June 1 final trains leave.

(THE SANDHOUSE - Pacific Coast Division of the CRHA)

BEING EVALUATED: BC Rail has installed steel ties on a 1,000 foot section of their line at Mileage 64, just south of Brandywine on a 12 degree curve on a 2.2% grade. Costing \$96 for each tie and set of Trak-Lok clips, the 520 ties were made in Australia. The price could be reduced by a volume purchase. Each tie weighs 150 pounds. (WCRA NEWS)

TRIVIRAIL SOLUTION: (From Page 7) - The Lethbridge Viaduct is the longest and highest railway bridge in Canada.

C.I.C. DECISIONS

CANADA SOUTHERN TO CN/CP: After a rather long series of discussions, the Railway Transport Committee (RTC) has indicated that there is no reason to disallow the acquisition of the Canada Southern holdings of the Consolidated Rail Corporation (Conrail) by any one of CN/CP, or the Trans-Ontario or Erie Express Railway consortiums. In essence, the decision allows Conrail to negotiate with any of the the above to sell its Canadian holdings in south-western Ontario, however, Conrail has indicated that it would sell only to the CN/CP consortium. Though much remains to be done before the ink is dry on the paper, the transfer of the Canada Southern to CN/CP is becoming more and more a reality.

Both the Trans-Ontario and Erie Express consortiums lodged an immediate appeal of the 'approval' decision with the Federal Government. Stay tuned. (1984 12 13)

CHANGES IN PERSONNEL ON DOMINION ATLANTIC ROUTE: The Railway Transport Committee has authorized CP Rail to remove the Agent/Operator positions at Middleton and Windsor (Nova Scotia). Certain conditions are, however, attached to the order. At Windsor, CP has agreed to retain an operator on duty to serve local passenger train users and to notify Fundy Gypsum Company Limited of car arrivals and releases. At Middleton, VIA Rail Canada must appoint an attendant who will be responsible for the maintenance of the station in order to serve the travelling public. (1985 01 11)

AGENT/OPERATOR REMOVED: CP Rail has received authorization to remove the Agent/Operator positions at Fredericton and Arcostock (New Brunswick). Customer freight service will now be handled through the Customer Service Centre in Saint John. VIA Rail staff will continue to provide passenger service at Fredericton. (1985 01 11)

QUEBEC BRANCH ON THE BLOCK: The RTC has served notice that it will be rendering a decision in the future on the necessity of holding a public hearing into a Conrail proposal to abandon its Montreal Branch between the United States-Canada border (milepost 10.25) and Huntington, Quebec (milepost 17.48). No traffic has been offered on this portion of the line since 1980. (1985 01 23)

STATIONS TO BE RENOVATED: Further indications of the government's faith in the future of passenger rail are evident. Just recently, Benoit Bouchard, Minister of State for Transport, announced that a comprehensive program of station improvements and relocation will be undertaken in the Gaspé Peninsula and the Matapedia Valley.

Stations to be relocated are New Richmond, Bonaventure and Chandler. Renovation work will be carried out in Sayabec, Amqui, Causapascal, Matapedia, Carleton, New Carlisle, Port Daniel, Grande-Riviere, Perce and Gaspé.

Further updates on future improvement projects will be issued as they become available. The area in question is served in whole or in part by VIA Rail's OCEAN and CHALEUR. (1985 01 23)

CP RAIL ORDERED TO CONTINUE OPERATIONS IN NORTHWESTERN QUEBEC: CP Rail has been ordered to maintain its operations on that portion of the Temiscaming Subdivision between Gendreau (mileage 47.9) and Laverlochere (mileage 106.5), and the Ville Marie Subdivision from Gaboury (mileage 0.00) to Ville Marie (mileage 7.7). In 1983, the combined loss for the two lines was \$773,527. (1985 01 22)

SECTION OF NATIONAL TRANSCONTINENTAL ABANDONED: CN Rail has received permission to abandon a portion of the Monk Subdivision (Quebec) between Falletier (mileage 68.23) and Ste-Claire (mileage 196.30)

The line was part of the original National Transcontinental Railway and was opened on October 1, 1915. Prior to September 7, 1977, it served as part of CN's mainline to the Maritimes. High operating costs and operating difficulties, due to the line's curving and undulating profile, led CN to bypass the route that year and construct a connecting link between mile 67.99 on the Monk Subdivision and mile 15.34 (St. Andre Junction) on the Montmagny Subdivision.

Little local traffic is offered on the affected portion of the Monk Subdivision. Between 1980 and 1983, CN incurred a loss of \$3,086,078. (1985 01 16)

SERVICE IN NORTHERN MANITOBA/SASKATCHEWAN REORGANIZED: CN Rail has received permission to remove the station agents at the Manitoba communities of Churchill, Ilford, Thicket Portage, Gillam, Wabowden, Sherridon, Lynn Lake and Cranberry Portage, as well as Hudson Bay, Saskatchewan.

Conditional upon the continued use of the buildings as operational facilities and passenger shelters until new heated and lighted passenger shelters with toilets are constructed at those communities in Manitoba, CN Rail was also granted permission to remove the station buildings. CN has, however, been authorized to remove the station at Hudson Bay once a heated, lighted and accessible passenger shelter is built.

In this decision it should be stressed that the so-called replacement shelters which will replace the stations will be much more substantial than those normally found in the southern parts of the country. Aside from toilet facilities, they will also be manned by on-hand representatives and they will include baggage and LCL/Express facilities.

Part of the decision to replace these buildings is their high maintenance costs. For example, the 1983 wages, heat, light, telephone, water and maintenance expenses ranged from a low of \$28,297 at Sherridon to a high of \$135,229 at Gillam. The heating bill at Churchill, alone, was some \$15,990!

In spite of it all, the RTC did also express the opinion that "CN would, especially at Churchill, take cognizance of any requests or proposals to preserve the heritage of any existing buildings". (1985 01 16)

PORTION OF ONTARIO LINE TO BE ABANDONED: CN Rail has received permission to abandon a portion of its Marmora Subdivision from Glen Miller (mi. 76.00) to Marmora (mi. 61.30). No trains have operated on this portion of the line since August 31, 1978 when the Marmoraton Mines closed its open iron ore operations.

The line dates back to the March 29, 1873 incorporation of the Prince Edward County Railway Company to construct a line from Picton to a point near Trenton. A total distance of 32.13 miles, the line was finished on October 27, 1879. On March 10, 1882 the line became the Central Ontario Railway.

A period of expansion ensued between 1884 and 1911. The line subsequently was extended north from Trenton to Lake St. Peter - near Algonquin Park. The line was taken over by the Canadian Northern Railway and subsequently was absorbed into the Canadian National system.

In 1965, three spur lines off the Marmora Subdivision were ordered abandoned. The line survived intact to Lake St. Peter until March 23, 1982. R.T.C. Order R-33626 authorized abandonment of the line between Marmora and the end of track (See BRANCHLINE, May 1982). (1985 01 24)

ESQUIMALT & NANAIMO LINE TO BE INVESTIGATED: Hearings were to be held on the 12th, 13th and 14th of February in Courtenay, Nanaimo, and Victoria respectively, to look into possible improvements in the passenger service offered by VIA Rail on the Esquimalt & Nanaimo Railway, however, the hearings were cancelled in light of work being carried out by the Rail Passenger Action Task Force. Topics to be covered included:

- 1) Interconnection of passenger-train arrivals and departures with marine ferry sailings to and from harbours located on Vancouver Islands;
 - 2) Intermodal operations in conjunction with bus companies;
 - 3) Changes in the frequency of passenger-train service;
 - 4) The location and condition of station house and passenger shelter accommodations;
 - 5) The condition of the track structure and its effect, if any, on passenger train speeds;
 - 6) The condition of the passenger-train equipment and its suitability for the traffic offered for carriage;
 - 7) The on-board services provided for passengers;
 - 8) The availability, quantity and quality of public information concerning passenger-train services offered on Vancouver Island;
 - 9) The impact on revenues and costs of changes to the existing method of operation of the passenger-train service. (1985 01 11)
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1201 TO OPERATE TO WAKEFIELD IN 1985: The National Museum of Science and Technology's ex-C.P.R. 4-6-2 No. 1201 will operate to Wakefield, Quebec on a twice-weekly schedule during the summer of 1985. With the abandonment of the Maniwaki Subdivision scheduled for January 1, 1986, concern has been expressed that the 1985 operation could be the last. Efforts are being made to have the Maniwaki Subdivision operated beyond 1985 by a private group, with steam and diesel excursions to originate in Hull. Stay tuned for further details.

BOMBARDIER SEEKS LRC MAINTENANCE: Bombardier Inc. told the Rail Passenger Action Force in January that it wants the maintenance contract for the LRC locomotives and coaches it sold to VIA Rail. The City of Montreal and the Montreal Board of Trade both favoured Bombardier's proposal for the short term but it also urged that the proposed \$140M VIA maintenance centre - currently on hold - be built eventually. Bombardier's proposal involves investing in and wholly operating VIA's Ville St. Pierre shop to service the coaches, and converting their own Dickson Street shops, where the LRC locomotives were built, into another maintenance base. The President of the Chambre de Commerce believes the Bombardier proposal would cost "one-quarter of what CN Rail is currently charging for the same service". The proposal provoked an angry response from the union representing the CN workers. (MONTREAL GAZETTE, 1985 01 22)

OVERNIGHT TRAINS TO STAY: Strong lobbying by passengers and politicians has convinced VIA Rail to withdraw its application for the discontinuance of the overnight trains on the Ottawa-Toronto route. VIA's senior director of planning stated, "It makes no financial sense at all to continue. In view of the political pressure, we've decided to go back to the well and try again to promote that train before we go back to the CTC." VIA had planned to replace the overnight trains with its new four-hour day trains (Numbers 40 and 41) which quietly went into service on January 7, 1985. The executive-director of Transport 2000 stated "They've never once promoted the overnight train. It's under-used because they've never given it a chance. Only a few people know it's there." (Strangely the introduction of Trains 40 and 41 was not accompanied with any advertising). (OTTAWA CITIZEN - 1985 02 22)

TRANSPORTATION SUBSIDIES: A letter to the Editor of THE GLOBE AND MAIL from Duane W. Roller, published January 25, bears repeating: "It is unfortunate to see THE GLOBE AND MAIL resurrecting the old canard that it would be cheaper to pay passengers the cost of the VIA subsidy than to have train service (The Price of Trains - editorial, Jan. 17). In the first place, it sounds faintly like bribing people not to take the train. But more important, one could make the statement equally well about air and bus transportation, because they are also subsidized - if anything, more heavily than VIA. Because subsidies for air and bus travel are hidden and indirect, they are not as conspicuous as those for VIA, but they are just as real.

"It is a fact of the modern world that all transportation systems run at a loss, but profitability is not their goal: they exist to serve the travelling public, not to make money. The much-touted European rail systems lose billions of dollars a year, but are considered a necessary public service, like police and fire protection".

6060 TO STEAM AGAIN: News from the west has ex-CN 4-B-2 No. 6060 scheduled for excursion service out of Jasper, Alberta in the summer of 1985, to coincide with the 100th anniversary of Parks Canada. (Paul Bown)

VIA PLANS TO BUY DOUBLE-DECK PASSENGER CARS: An executive of Bombardier Inc. has indicated that VIA Rail is working on a deal to buy 208 double-deck passenger cars for transcontinental service, with the contract to be split between Bombardier and the Urban Transportation Development Corp. (UTDC). Bombardier would build the car bodies, while the UTDC would produce the suspension, interiors, and probably the undercarriage. (OTTAWA CITIZEN - 1985 01 20)

TEN YEARS AGO IN BRANCHLINE: The 1975 executive included Bob Meldrum as President, Bruce Ballantyne as Vice-President, Harry Wethey as Treasurer and Doug Stoltz as Secretary. Annual dues were \$3.00, however, BRANCHLINE consisted of only four pages with no photos. Our guest speaker in March was Dr. J. Luckasiewicz, Professor of Engineering at Carleton University who spoke on "The Railway Problem in Canada."

TORONTO-HAVELOCK TALES: The June 1, 1985 reinstatement of the Toronto-Peterborough-Havelock RDC 'commuter' service, after a 30 month absence, will likely be welcomed with a party. It seems that this 'family' train has been the scene of several parties over the years, especially at Christmas when the men would provide the 'hard stuff', the ladies would supply the eats, and the train crew would look after the ice and pop. On several Friday evenings passengers would pass up their usual stop at Peterborough and travel to the end of the line at Havelock for a dance at the inn. After a short night's rest at that facility, they would board the train on Saturday morning for the trip home to Peterborough. The replacement bus service just didn't lend to that kind of homeiness.

WILL CREOSOTE BE BANNED?: The Federal Government should be deciding within a few months whether or not it will follow the U.S. in restricting the use of creosote. The black coal tar mixture of about 200 chemicals is known to cause skin irritation. The American Environmental Protection Agency recently banned domestic use of creosote products after six years of study. However, regulation of the application of chemicals is a provincial responsibility, hence any restrictions will have to come from the provinces. There is no indication that industrial use of creosote will be affected, though users are cautioned to minimize skin contact. (CANADIAN TRAINING & DEVELOPMENT GROUP)

THE MOTIVE POWER SCENE

Special thanks this month go to Bruce Chapman, Colin Churcher and Paul Smith.

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

CN RAIL

REMANUFACTURED - (p1-21) S-13u 8705 (ex-8609).

CONVERTED FROM 'A' TO 'B' - (p1-21 & 1-22) F7Au 9150 has had her cab stripped and windows covered over and renumbered 9108.

NOT RENUMBERED - (p1-12) GP7 4119, damaged in an accident on May 4, 1984, was assigned number 4375 in 1984, however, she was not renumbered and will be rebuilt in 1985 into a switcher in the new 7300 series.

CP RAIL

ALMOST NEW - (p1-33) Second SD40-2 5583 has been delivered. Salvaged parts from the original 5583, which was wrecked in an accident on the Fording Subdivision on December 3, 1980, were traded-in.

REMANUFACTURED - (p1-28 & 1-38) GP9u 1589 (ex-8644), 1590 (ex-8523); (p1-29 & 1-39) RS-18u 1828 (ex-8793).

INTO SHOPS FOR REBUILD PROGRAMS - RS-18 8757 and GP7 8807.

FOR EVALUATION - Three CP SD40-2 units will be swapped for three Burlington Northern GE Dash 8 locomotives (4-axle, 3950 hp.) for up to a month of evaluation tests.

RENUMBERINGS LATER - It appears that the renumbering of the 15 recently acquired Quebec, North Shore & Labrador SD40 units into the 5400 series will only take place when the units are repainted into the CP Rail scheme, likely in the spring.

VIA RAIL CANADA

LAST EX-CP E8A CUT UP - E8Au 1898 (ex-CP 1800) was scrapped at Ogden Shops (Calgary) on January 25.

NEW ORDER? - It appears that VIA will soon order 11 F40PH units. Stay tuned.

TO BE OVERHAULED - VIA plans to overhaul FPA-4 6771, out of service for more than two years. She will replace FPA-2u 6758, the last of four FPA-2u/FPB-2u units still in service (FPA-4's 6768 and 6776 will remain stored). Also slated for overhaul (but not remanufacture) are FP9A's 6505, 6513 and 6542.

BC RAIL

RETIRED - (p1-49) RS-3 567, however, she will be rebuilt to slug S-406.

PREVIOUS IDENTITY CORRECTED - (p1-49) Slugs S-402 and S-403 were originally RS-3 571 and 577 respectively, not 577 and 571 as previously reported.

NEW ORDER - The five SD40-2 units ordered for May 1985 delivery will be numbered 763 to 767 and will arrive in the new red, white and blue paint scheme introduced on the electrics. Wrecked SD40-2's 755 and 760 were acquired by GMDD as part of the deal. It looks like C-420 No. 631 will be the first repainted unit to receive the new colours, with some 15 to 18 units to be repainted each year. At that rate today's attractive green scheme should remain on some units for six or seven years.

TORONTO HAMILTON & BUFFALO

GOING, GOING... - GP7 401 has joined the line of out-of-service TH&B road switchers stored at CP Rail's John Street Yard in Toronto. Only three of the nine TH&B road switchers remain serviceable.

INDUSTRIAL AND PRESERVED LOCOMOTIVES

- (p2-1) MACMILLAN BLOEDEL LTD., Harmac, B.C. - their recently arrived GE 65-ton ex-Sidbec Dosco unit (serial 29956, built 6/48) is in service and carries number L184. She replaces No. 1012, also a GE 65-ton unit (serial 29951, built 6/48), which was traded to Ontario Locomotive. No. 1012 is still at Harmac, where she has spent the last 25 years, after being Pacific Great Eastern's first diesel for 12 years.
- (p2-2) CAMEO PLASTICS, Langley, B.C. - Former HOOKER CHEMICALS Whitcomb 60322, built 9/43, understood to have been sold to FRASER PULPCHIPS, was instead sold to CAMEO PLASTICS. It is presently up for sale.
- CANADIAN FOREST PRODUCTS (B.C.) - their 2-8-2 No. 113 recently passed an air test and was moved to Nimpkish Camp at Englewood, B.C. She is expected to be 'back in steam' for EXPO 86.

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

- MANAGING EDITOR AND MOTIVE POWER EDITOR:

Earl Roberts 33 Eastpark Drive,

Gloucester, Ont. K1B 3Z6

- NEWS AND FEATURES EDITOR:

Philip Jago

46-2296 Orient Park Dr., Gloucester, Ont. K1B 4N6

- PHOTO EDITOR:

Bruce Ballantyne

266 McElroy Drive, Kanata, Ont. K2L 1Y4

- NEWS ITEMS:

Michael Nowell

15 Glendenning Drive, Nepean, Ont. K2H 7Z1

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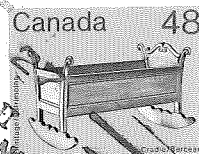
BYTOWN RAILWAY SOCIETY,
P.O. Box 141, Station 'A',
Ottawa, Ontario
K1N 8V1

David Stremes
36 Holland Ave
OTTAWA
1Y 0Y4

Exp 851231

136 HOLLAND
OTTAWA

K1Y 0Y4



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