

The Branch Line

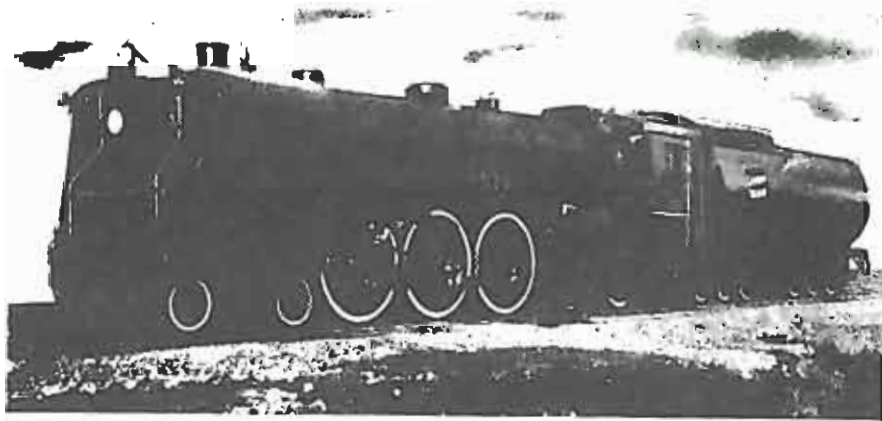
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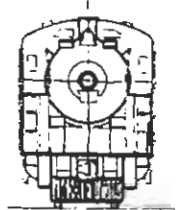
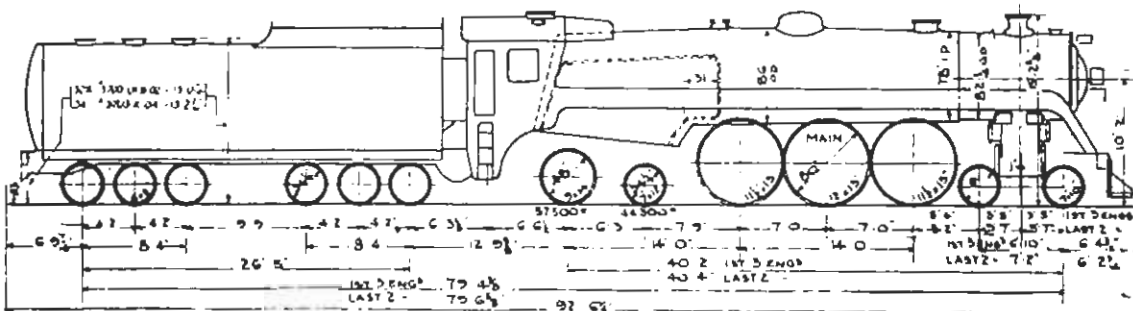
NEW MUSEUM ARRIVALS

6400

5700



This Hudson type locomotive (Class K-5—Road Numbers 5700 to 5704) was built for Canadian National Railways by the Montreal Locomotive Works in 1930.



Extreme Width
10' 11 1/2"

CYLINDERS		DRIVING WHEELS		FIRE BOX		TENDER CAPACITY		HAULAGE RATING
Dia.	Stroke	O.S. Dia.	Dia. Ctr.	Length	Width	Water	Coal	
23"	28"	80"	73"	126 1/2"	84 1/2"	14,000 gals.	18 tons	53% B

THE PRESIDENT REPORTS, OTTAWA BRANCH C.R.H.A., 20 MAY 1967

It was gratifying to see so many out at our last regular meeting at the National Research Council when Tom Spaulding spoke to us at length and in detail about his part in the planning of Canada's Centennial Train. His remarks, slides, drawings, and so forth will long be remembered as a highlight meeting.

Things are going ahead with respect to restoring of 6200. Al Craig is heading up the Restoration Committee and Tom Hood is Vice chairman of this group. We are happy to report that major missing items, such as head light, bell, and back up light, etc. have been located, and we must now seek prices for the cleaning up and painting of this engine. Progress has been slow, and we hope that it will get under way without any further delay. Sorry to report energetic Dunc. duFresne of this group has been under the weather lately and has been off work. We hope he will be back to normal health again soon.

The target date for getting the C.N.R. Museum train into the new Museum of Science and Technology location on St. Laurent Blvd. is June 16. Tentative plans are for a hand over ceremony from C.N.R. to Government officials, in the evening, with 6218 doing the honours of pulling the train to its new location. Restoration of the coaches is progressing rapidly.

Restored C.N. Locomotives 6400 and 5700 arrived in Ottawa on 19 May and joined C.P. 3100, 2858, 1201 and D10 926 as future museum exhibits.

The Centennial Train will open in Ottawa on July 1st, at new station, and it will be at Ottawa West from July 7 to 12. Also on July 1st, 6218 is expected here on an excursion from Montreal by C.R.H.A.

We have added four new members during the past six weeks.

The next regular meeting will be held outside at our railway site on the Russell Road at Ramsayville on Sunday afternoon June 4th at 2.30 p.m. so that all members will have an opportunity of inspecting our property. It is hoped that all who can, will turn out.

We are pleased to report that Ken. Chivers is out of hospital, and is looking like a new man, although he says he does not feel that way.

Our Branch Certificate has been received from Montreal, and will be reported on at the next meeting.

W.F.G. Williams
President

PROGRESS REPORT

As a result of the announcement made at the January meeting, a number of people came forward with offers of assistance in the compiling of an all-time master index of steam locomotives in Canada.

When the first mention was made, the intention was to determine if there was enough interest to make the project practicable. The response was most encouraging and plans are now being put into effect. The first task is the design and printing of the necessary cards, which is now in hand.

We expect to have things ready to roll shortly.

Ken Chivers

GENERAL MEETING

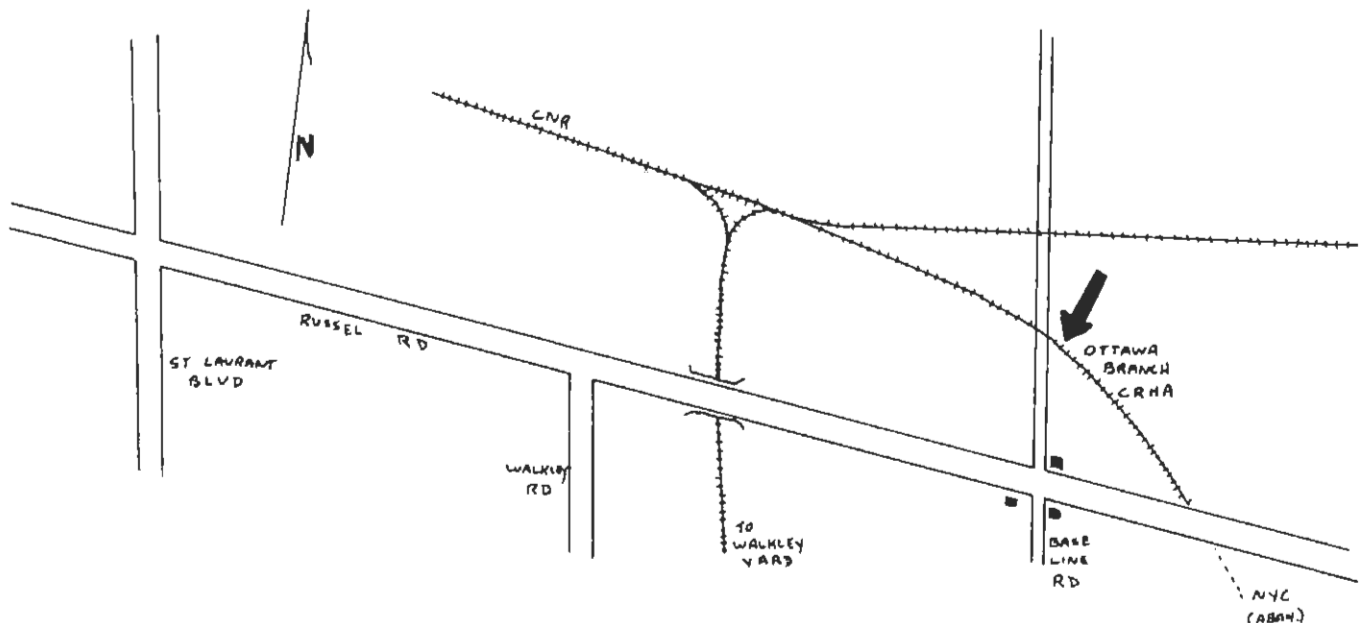
Sunday

June 4

2:30 PM

"At The Track Site"

COME AND SEE OUR TRACK. GIVE US YOUR IDEAS ABOUT
DEVELOPING THE SITE. SEE OUR HI RAIL CAR.
BRIEF BUSINESS MEETING.



THE TRAIN LINE

by Bruce Chapman

April 15th .. Franceschini Pit has reopened. It is a very large gravel pit at mileage 49 on the Waltham Sub. A week before it opened, a small yellow Plymouth engine, built in 1953, but completely overhauled, was seen heading there dead of Friday, April 7th. With the new Francon cement plant opening up at Bells Corner's this summer,

Franceschini Pit may be required to send out up to 75 cars per day. CPR Angus shops, bulging with excess passenger cars just two weeks ago, is now close to empty. 22 of the "S" and "T" series sleepers have gone, may for use on the tattoo train. 3 "Grove" cars, 4 "A" antique diners, plus several old observation sleepers have been sent to various destinations to be ready when the "Expo Limited" begins its 6 month life on April 30th. May of the "R" sleepers have been reshopped and are awaiting their use in the Toronto section of the "Expo Limited" from Toronto.

When I was returning from Toronto at Easter, saw that steamer 2534, C.N.R. 2-8-0, was sitting at the shop at Belleville. It was still in rough shape. I believe that Belleville is its final resting place.

May 7th . . Track on the CPR Sussex street Sub north of Hurdman, and also on the CNR Mann Ave. lead was lifted recently...the only intact portion remaining on the former line is between McArthur Ave. and Montreal Road, which was not lifted for some reason unknown to me. Work also begun on lifting the Tracks in Hull from St. Henri street through to the Chateau Laurier. Spikes were being pulled yesterday May 6th on some trestles on bridges over Hull City streets.

CPR has been vigorously publicising their new EXPO LIMITED in the Ottawa papers, and it may have worked for them.

Westbound out of Montreal, the train has handled over 100 passengers per night, often more than the Canadian. Eastbound, however, the pickings are still slim, with about 40 to 60 aboard. Also making the ads are both railway runs to Montreal.... and they seem to be paying off as well. After a recent article in the Ottawa Citizen about the four steamers being at Ottawa West, the Sunday visitings increased ten-fold. From the usual flow of about 100 persons the previous Sunday, the Sunday following the article saw over 1,000 people flocking to Ottawa West....always under the watchful eye of the commissioner on duty, although at least one woman managed to get her picture taken while standing on the sand dome of 6200.

CPR has started to move the high headlights on the first ten century class units down to the low nose, thus providing less glare for the cabs inhabitants. Units 4200 thru 4209 required light deflectors as the high headlight was extremely hard to see thru in both bad and good weather. The lower light, as already in use on the units 4210 and up, as well as the GP units, are less glaring to the Head-End men. 4208 was apparently the first to receive this treatment.... and arrived in Ottawa on Wednesday, 3rd May.

I think that I had said earlier, you may have known, the new post office for Ottawa will be on the huge lot across from the CNR and CPR merchandising terminals, immediately south of Ottawa Station.

CPR has received authority from the BTC to discontinue service between Windsor and Detroit. The train, two ways a day, consisted of usually one CPR Budd car...However, as it was on MCR track, an MCR road switcher is apparently always used to pull the idling Budds across the waters---- under the tunnel.

The switch to take the trains under the Rideau Canal at Dows Lake and into the Deep Cut to Ottawa West was installed on April 26th, but of course, will not be in use for some months yet. Also work was begun on April 12 to re-align the tracks at the south end of the Prince of Wales bridge to join up

with the cut under the Somerset street Bridge. Units 5563 and 5564, last two SD-40's that CP will receive in their current order, went east through Smith Falls on Thursday evening, although they had been used around Toronto for several days. They are now on their way to Calgary to join the other 63 units which seem to be revolutionizing Rocky Mountain freight service.

May 15th....The new cut and tunnel, going from Ottawa West northwards to Carleton University on the Prescott Sub, was completely ballasted during the past several days. The first train in the cut was yard engine CP 8458 on May 3rd. He laid primary ballast from the north end of the cut, Somerset Street bridge southward to the mouth of the tunnel south of highway 16. Then on Thursday May 11th, yard engine 8476 completed the job through the tunnel, leaving only a small portion at the Carleton University crossing to be completed, where a new grade crossing is yet to be installed.

To replace the "Park" cars on trains 41-42 between Montreal and St. John, the "View" cars, former NYC cars, have taken their place. I understand that one of the four cars has been removed from roster, but have no definite word as to its disposition.

CNR is rapidly acquiring its new freight power from Montreal Locomotive Works. Unit 3238 was seen going through Toronto last week, leaving only two more of that order to come. I read in Labor paper that the NYC is going to sell their Albany station for a highway interchange, and the new

station is going to be built eight miles from the present one, and will also service Schnecktady. Just like an airport.

I see in Labor paper that up to 10 cars had to be put into service on the NYC/D&H/CPR runs into Montreal due to Expo 67....the train is handling up to 300 people, whereas the normal load is 100.

May 22nd....A fire, believed caused by firecrackers, burned down the signal/sectionman's shack at Ellwood diamond on the CNR last wednesday night. The CTC signals were not affected, however, had the CTC gone, the diamond "knife switch", which was attached to the exterior of the building, would have been useless, tying up traffic going over the busy diamond.

CNR "FM" unit 6802 left Ottawa on No 201 last week, and has not returned yet. It left on the 17th. On May 18th, the lineup from Montreal gave the power on No 1 as 6533-6702; however, at the last minute, a regular GM 6600 was put in its place, and the unit 6702 was kept in its regular pool.

The carmen here (CNR) got quite a surprise when the Expo Limited began running. The antique diners have the old friction-type bearings, which require opening at every terminal... something which they have not had to do for some time.

CPR coaches are now coming out in the new silver paint scheme, like several Grove cars, and several baggage cars in regular service on the Canadian. The first two to receive this treatment are 2260 and 2272.

CPR has leased two to its "Dale" sleepers to a motel outfit in the west end of Montreal....to house Expo visitors.

CNR has made a large purchase of big horsepower units....100 of them. More on that later.