

The Branch Line

Vol. 2 No. 7 August 1967



THE PRESIDENT REPORTS

Membership in the Ottawa Branch is running at a good figure, namely 74 paid up members. Let us all try for the 100 figure by the end of the year. With a concerted effort, I think we can do it. Invite that friend of yours who is mildly interested in being a railroad buff, to one of the meetings. Maybe he'll get steamed up and join. There are many things we have to do, and many activities to get involved in.

Over the past few weeks an energetic group headed up by Al Craig has been busy cleaning up our track site, and making it look real railroad like. Grass and brush has been cut, and weeds between rails cut down. Another group under guidance of Dunc duFresne has been busy with Hi-railer No. 26. The carburettor has been overhauled, and new plugs put in, and a good cleaning inside, and a cleaning and polish outside has it gleaming, and ready for display at the National Museum of Science and Technology, by kind permission of Dr. David Baird, who has agreed to allow us to house No. 26 at the museum, and to make it available to us for use when we require it. We are highly grateful to him for this. A ride in No. 26 on our track is well worth the annual membership fee, alone.

C.N. 6200 has had nothing done on it, although we are still hoping to get the go ahead from Dr. Baird. We have given him a complete estimate of the cost of the work to restore it to first class condition.

Work has been going ahead on the Science and Industry buildings and all the railway equipment will be under cover by the time the snow falls.

I imagine many of you have had the good fortune to see this display which has been drawing large crowds every week-end during the summer. Over Dominion day week-end about 15,000 people were counted.

The Museum hopes to be open to the public early in September, and from what little we have seen, we know it will be an interesting place to visit.

During the summer your President, Vice-President and Secretary had a very useful and informative talk with Dr. R.V.V. Nichols, President of CRHA, Mr. "Sandy" Worthen, Mr. Steve Cheasley, and Mr. Jack Beatty. We laid our cards on the table and we hope that a closer relationship with "Montreal" than in the past will be possible. We are hopeful.

When Dr. Nicholls was here on July 1st, I spoke to him about locomotive No. 77, and reminded him that it had been spoken for on our behalf, and he said he would like to talk about it. On July 13th, I wrote to him about this, and pointed out again that it had been promised to us, and that we were ready to talk about it now. Because a reply is still awaited, I am unable to give you any more information.

We hope you all had a good summer and look forward to meeting everyone at our next meeting which should prove to be very interesting.

W.F.G. Williams
President

16 Aug. 67

We apologize for the lack of a feature article for this issue. We have a good one coming up in the near future.

Because of a problem with reproduction of photographs we could not use it this time.

We notice that the members are notably reticent in preparing material for the Branch Line. If it were not for a few stalwarts this paper would appear as a number of blank sheets. Surely as members of an historical group we should have many more articles on railroad history, with particular emphasis on local lines. If you are interested in the Canada Atlantic, OA & PS, QM & O, B & P etc. try to prepare a brief article for our Branch paper. Surely this should be one of our principal areas of interest.

All material should be sent to the Editor, Branch Line, 2 Crown Hill Rd., Ottawa 9, Ontario.

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The Restoration Committee wishes to thank the following members for helping out at the track:

Gary Benedict	Doug Campbell
Kevin Day	Mike Iveson
Bob Johnson	Rolly Lafleur

Through the efforts of this crew the grass and weeds have been cleared from between the rails for the full length of our track, and the shoulders have been partly cleared.

However, there is still a lot of clearing to do along the track shoulders and embankment and we would request that any of you, with a spare evening or Saturday morning and the necessary equipment, donate your time and talents to this project.

Al Craig, Chairman,
Restoration Committee.

NOTICE

GENERAL MEETING

NOTICE

The Date	12 September 1967 (Tuesday)
The Time	6:00 P.M.
The Place	Naval Officers' Mess (Corner of Lisgar and Cartier Sts.)
Admission	\$2.00 per person (Buffet Lunch)
Speaker	Mr. C.W.K. Heard (C.R.H.A. Ottawa Branch Member)
Subject	"Railroading in Europe" - Illustrated Lecture

So Please Keep This Evening Free

NOTICE

NOTICE

THE TRAIN LINE

By Bruce Chapman

June 12th . . . The last run of CP's Detroit-Windsor service was on Thursday June 15th with trains 339-340.

The Governor General's new railway cars arrived in Ottawa, Thursday June 8th from Montreal, ex Hawker-Siddley, Fort William. Their weights of 61 and 70 tons are much lighter than the old Nos. 1 and 2 which weighed 101 tons. Old 1 and 2 left Ottawa June 12th on train 32 for Montreal....destination unknown. They had been renumbered to 3 and 4 earlier this year when the new purchase was imminent. The last function of cars 3 and 4 was Monday June 5th; the first use of the new cars was for the President of West Germany.

Those Green boxcars with the Pine-tree that CPR came out with in April has inspired the Maine Central to tell the CPR that it has a patent on the pine tree. Thus, when the boxcars are next shopped, the pine tree will disappear.

The three Boston and Maine units, in storage at Smiths Falls for over 2 months, along with other similar units were returned to the Boston and Maineduring the last week of May. The 3 units left Smiths Falls on May 25th.

The junction of the Lachute and Maniwaki sub, to be known as Laman, was unofficially opened on Saturday May 27th, and officially on Tuesday May 30th. Unofficially because the F.C.C. spikes the northerly switch so that the southbound CPR freight had to use the new connection whether it wanted to use it or not. Only on Tuesday did the CPR get official orders that the track was alright for use. An operator has been stationed there on a temporary basis, to be removed when CTC is installed about Christmas.

June 25th . . . B & M railroad scrapped units 1116, 1168, 1537, 1539, 1541, 1543, 1544, 1545 and 4226A. CP returned Alco switchers 1511, 1535, 1536 and 1540 during May. They might be next for the torch!

The notes in my last letter re the Governor General's cars have been reversed by the CNR. I now understand that the old Governor General's cars, now numbered 3 & 4, will continue to be used by the CNR for V.I.P. trains; while the new cars, numbered one and two, will be for the exclusive use of the Governor General. Old cars 3 and 4 have made two trips to Point St. Charles shop for rebuilding during the past month, but at the last minute, they have come back to Ottawa for storage and during visits of important dignitaries travelling from Ottawa to Expo 67.

July 16th . . . Through Smiths Falls yesterday morning were 4 ex CPR 2100 coached, painted olive green for the Nationales de Mexico, were numbered 4407 thru 4410, and it was at least the second batch of them going to Mexico via Windsor. The 4410 was formerly CP 2156, but was unable to determine the other car's former numbers. The windows in the former coaches had been removed and replaced by a double window (vertical cut), making them look like CPR's commuter coaches in the 300 series.

I understand that CNR has two NYC units in leased service around Toronto, numbers 5960 and 5962, painted in red and grey primer respectively. They are not to be used in lead position.

A new track is now under construction to link the southbound Prescott sub to the westbound CNR Ottawa sub. This is due to the BTC wanting all trains on the Carleton Place sub between Ottawa West and Bells Jet to stop and flag themselves across every crossing; very stupid setup when train 34 comes in with 70 or 80 cars several days a week, I must say. Thus freight trains, within the next week or so will be going towards Carleton Place by heading

up the Prescott sub to Ellwood Diamond, then head west on the Ottawa sub, like the passenger trains. This operation will take place apparently at about the same time as the tunnel is opened under the canal.

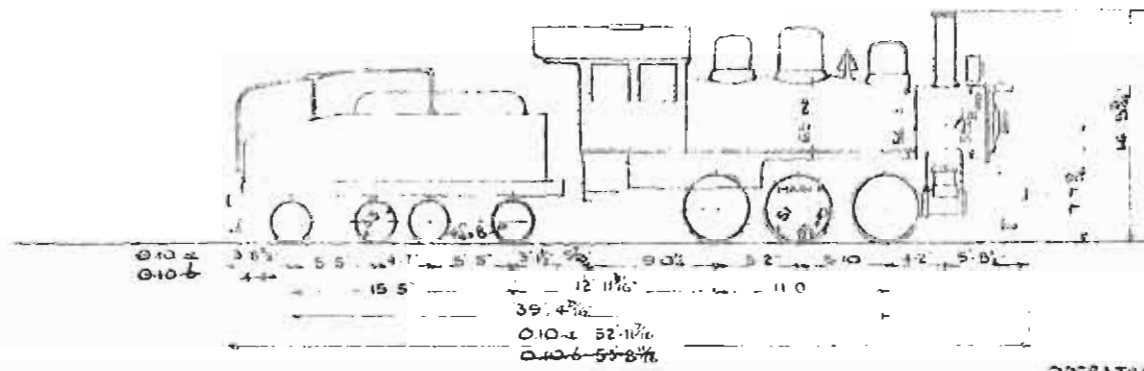
August 5th . . . Well, our new tunnel on the Prescott sub is now open. After trains 91 (Engin 7025) and 132 (Budds 9024-9054) uses the old route on Tuesday Morning August 1st, the cut and tunnel route was opened at 70am. The first train to use it was No. 90, the Prescott wayfreight, Eng. 8795. I went along for the ride, and it went without a hitch, except in the tunnel itself, where the fans are not strong enough to even remove the exhaust from one unit (cough cough)! All this trouble after the bragging that the NCC did, that they were using the most modern air cleaners available. At Ellwood, No. 75, Eng. 8578 was waiting to test the tunnel out northbound, and the trip was again uneventful, except for the bad fumes in the tunnel. They are going to close the Carleton Place sub between Ottawa West and Bells Jct on Tuesday August 8th, from then on, trains from Ottawa West will use the Prescott sub to Ellwood Diamond, go westbound onto the CNR Ottawa sub by a new connecting track, just finished, and follow the same route as CP. Also this will mean closing of the shack-stations at Ellwood and Bells jct.

Business on the CPR's north shore has been so bad lately that trains 54 and 2/95 have been cancelled. Apparently this will be only in effect until the fall when business usually rises.

CANADIAN NATIONAL RAILWAYS
 MECHANICAL DEPARTMENT
 MONTREAL
 TYPE SWITCH CLASS 0-10

DATE BUILT	BUILDER	BUILDER'S ORDER NO.	BUILDER'S BOILER NO.	PREVIOUS NO. AND INITIALS	PRESENT ROAD NO.
10-1-1912	C.L.G.			1735, 7088, 7040, 7053, 7049	7250, 7252, 7253
0-10-100000		500		7052, 7001	7250, 7251

OIL BURNERS APPLIED, OIL CAP 1050 IMP GALS ⁷²⁵² WEIGHT OF TENDER 85450⁷²⁵³, ENGINE & TENDER 208450⁷²⁵³



OPERATING CURVATURE 16°

SUB CLASS	CYLINDERS		DRIVING WHEELS		FIRE BOX		GRATE AREA SQ. FT.	TUBES				TENDER CAPY		SUPERHEATER	HAULAGE RATING	
	DIA	STROKE	OS DIA	DIA CTG	LE. GTH	WIDTH		LARGE	DIA.	SMALL	DIA.	LENGTH	WATER			COAL
0-10-a	19"	26"	51"	44"	96 1/2"	41"	27.37	-	-	223	2"	10.5'	3500 G	5 TONS	NONE	28%
0-10-b										186						
SUB CLASS	HEATING SURFACE			WEIGHTS IN WORKING ORDER, LBS						LIGHT WEIGHTS		FACTOR OF ADHESION	MAXIMUM TRACTIVE EFFORT	BOILER PRESS.		
	TUBES	FIRE BOX	TOTAL	WATER	ENG. TR.	DRIVERS	TRAILING	TOTAL	TENDER	ENG. TEN	DRIVERS				TOTAL	
0-10-a	1216	131	1347	-	-	123,000	-	123,000	86,000	209,000	110,700	110,700	4.36	28,155	150 PSI	
0-10-b	1044		1145													
SUB CLASS	TYPE OF REVERSE GE	TYPE OF VALVE G	TYPE OF BOILER	STEAM HEAT	N° & SIZE OF AIR PUMPS	BRICK ARCH	EXTREME WIDTH									
								SEE SPEC LIST	STEPHENSON	EX. VAG TOP	NONE	1-9"	19.10'			
0-10-a																
0-10-b																

SCALE 1/4" = 1'-0" OVERALL

insight 67 **connaissance** 67

SPECIAL RAILWAYS PROGRAMME

DU PONT OF CANADA AUDITORIUM

EXPO 67

.. MONTREAL ..

On SUNDAY, SEPTEMBER 3, from 2 - 5 p.m., a special railways programme will be presented in the Du Pont Auditorium at EXPO 67.

The programme will be introduced by Edgar Anstey of British Transport Films, who is well known for his interest in railways and trains and is an expert on "train films", old and new. Under his direction, British Transport Films has acquired a world-wide reputation for the quality of its films. Many have won Festival Awards including two Oscars. Mr. Anstey will present a programme covering the history and modern development of railways using films which have been specially obtained for this programme from many countries. Included will be the first train film ever made in 1895.

We are very pleased to invite all the members of your Organisation to attend this programme. In a week or two, we will send you a detailed list of the films to be presented. If you have any further enquiries, please contact:

Miss J. A. Steele,
INSIGHT 67,
Canadian Film Institute,
1762 Carling Avenue,
Ottawa, Ontario.

Telephone (613) 729-6193