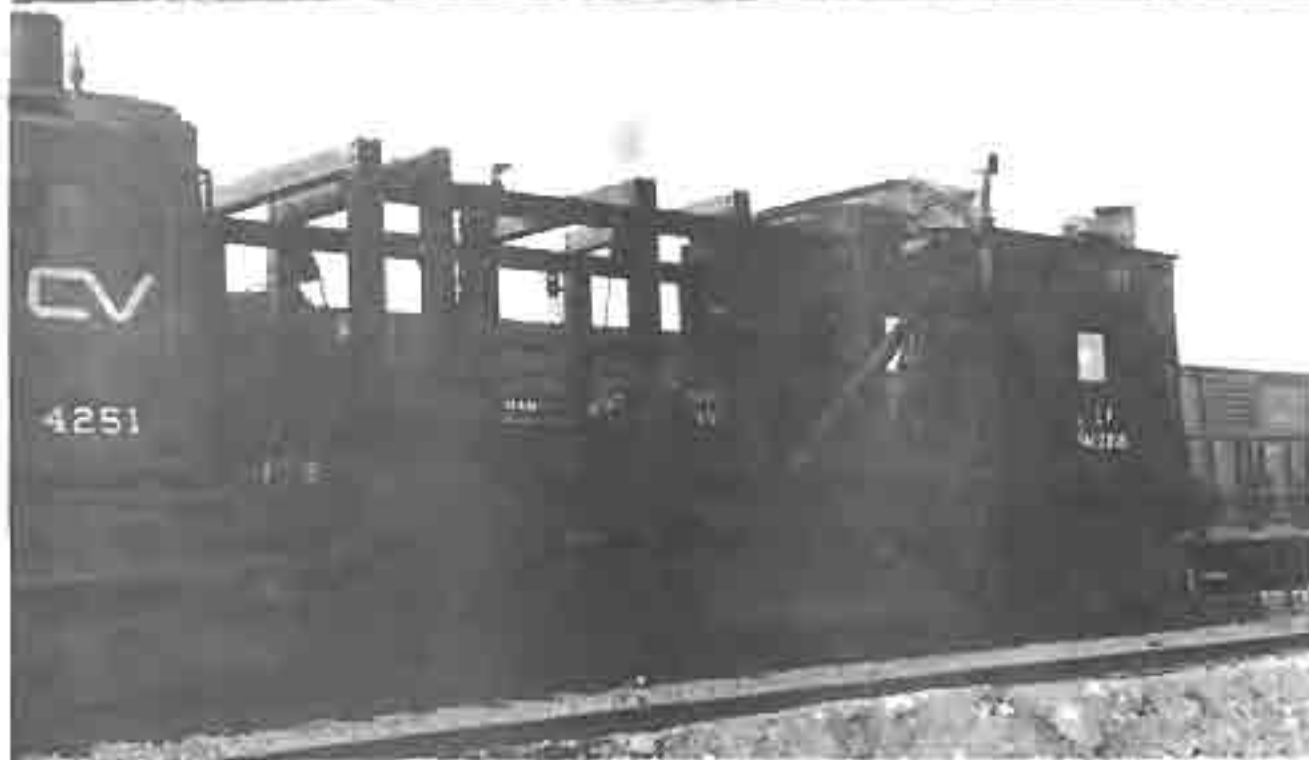


The Branch Line

Vol. 2 No. 8 November 1967



RECENT BRANCH ACQUISITIONS



THE PRESIDENT REPORTS

I am very happy to report that our Branch continues to move ahead. Membership is now at a respectable 77, and we can now report at least four of our members are regular members of Canadian Railroad Historical Association. This means that they are members of the organization in Montreal.

It is with great pride that we learned that our staunch member, and executive stalwart John Magee has been appointed to the post of Commissioner in Canada's newly formed Canadian Transport Commission. We know that everyone of us is just as pleased about this honour to John, as he is himself. John has given assurance that he will continue to be interested in the Ottawa Branch. Our very best wishes are extended to John in his new post of importance in Canadian Transportation affairs.

Old CN 6200 has started to take on a new look under the capable and energetic hands of the Restoration Committee under Al. Craig and Dunc. duFresne. The boiler down to the running board was de-rusted, and prepared for rust prevention before winter set in, and the tender got like treatment. Dr. Baird put the full facilities of the Museum of Science and Industry at the disposal of this operation.

The collection of locomotives and cars of the National Museum of Science and Technology is now in their building for permanent display.

It was gratifying to see such an enthusiastic turn out at the September regular meeting when we had a most interesting and informative talk from our own member Ken Heard, when he told us all about French railways both past and present, and the talk was well illustrated. Ken is very well versed on this subject. All 28 of us who were present enjoyed the evening very much.

The combined Ottawa Branch C.R.H.A. - O.V.A.R. meeting in October with genial Omer Lavallee was a great success. Attendance at this meeting was 65. Omer gave an interesting talk on his days in pay car service with many amusing anecdotes.

The fruits of our labour and deliberations are beginning to show results and we are happy to report that our C.P. Jordan spreader and 50 ton crane, boom car and tender received from C.N.R. (C.V.) have arrived at the National Museum of Science and Industry, our display site. They are delightful pieces of equipment.

It was a shock to learn recently of the death of F. Nelson Blount, the father of Steamtown, in the crash of his private plane at the end of August, in the hills of New Hampshire.

GENERAL MEETING

Tuesday

28 November

8:00 PM

Auditorium

Museum of Science and Technology

St. Laurent Blvd.

"DR. D.M. BAIRD WILL TALK ON THE NEW MUSEUM'S OBJECTIVES"

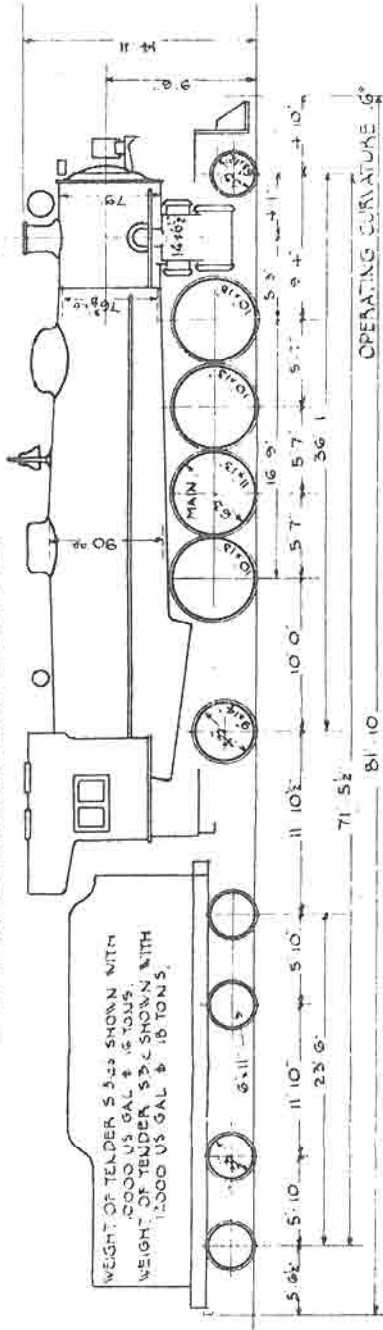
A TOUR OF THE MUSEUM WILL FOLLOW

ADMISSION IS FREE

| | | | | | | | | | |
|-----------|--|------------|--|---------|--------------------|---|----------------------------------|---|--|
| SUB CLASS | | DATE BUILT | | BUILDER | BUILDERS ORDER NO. | PREVIOUS ROAD NOS. AND INITIALS | PRESENT ROAD NOS. | CANADIAN NATIONAL RAILWAYS MECHANICAL DEPARTMENT MONTREAL | |
| 5 3 a | | 1918 | | SCHECHT | 5 1259 | 447 to 452, 454 to 462, 464, 466 to 479 | 3714 to 3722, 3724, 3726 to 3729 | | |
| 5 3 b | | 1923 | | | 5 1425 | | 3740 to 3742, 3744 to 3747 | | |
| 5 3 c | | 1924 | | | 5 1457 | | 3748 to 3757 | TYPE MIKADO CLASS 53 | |

BOXPOK MAIN WHEELS ON 3721, 3737, 3756

- TANK FROM 3724'S APPLIED TO 3740 (18 TONS COAL & 12 000 US GAL.)
- 12 000 US GALS. 18 TONS COAL ON SOME OF THESE ENGS.
- 5 3 a ENGS ON CANADIAN LINES 8300 IMP GALS.



| | | | | | | | | | | | | |
|-----------|-----------------|----------------|----------------|--------------------------|----------------|----------------|----------------|----------------|----------------------|-------------------------|---------------|----------------|
| SUB CLASS | CYLINDERS | DRIVING WHEELS | FIRE BOX | GATE AREA | T | U | B | E | S | TENDER CAPACITY | SUPERHEATER | HAULAGE RATING |
| 5 3 a b | 26 | 30 | 114.8 | 84.2 | 40 | 52 | 216 | 24 | 19 | 10000 GAL | SCHMIDT | 55% |
| 5 3 c | | | | | | | | | | 12000 GAL | | |
| SUB CLASS | HEATING SURFACE | DRIVING WHEELS | ENGINE | WEIGHTS IN WORKING ORDER | DRIVERS | TENDER | WATER | COAL | ADHESION EFFORT | MAXIMUM TRACTIVE EFFORT | BOILER PRESS | |
| 5 3 a | 2524 | 259 | 23000 | TRAILING 47000 | 198000 | 130900 | 198000 | 1268000 | 4.02 | 54724 | 200 PSI | |
| 5 3 b | | | | DRIVING 21500 | 206500 | 187500 | 206350 | 275000 | 4.23 | | | |
| 5 3 c | | | | 21000 | 208500 | 187500 | 207450 | 275000 | 4.21 | | | |
| SUB CLASS | EVAPIMU | STOKEN | REVERSE GEAR | TYPE OF VALVE | SYPHONS | MULT. THROTT | FOOTE HIE | MECH. LUBRIK | N° SIZE OF AIR PUMPS | DRUCK ARCH | EXTREME WIDTH | |
| 5 3 a | | | SEE SPEC. LIST | SEE SPEC. LIST | SEE SPEC. LIST | SEE SPEC. LIST | SEE SPEC. LIST | SEE SPEC. LIST | SEE SPEC. LIST | 1-25 CC | 10' 2" | |
| 5 3 b | | | | | | | | | | | | |
| 5 3 c | | | | | | | | | | | | |

THE TRAIN LINE

by Bruce Chapman

Sept. 9th, 1967 ---- Effective 1200 noon on August 28th, trackage between mileage 1.4 and mileage 8 on the Carleton Place sub (Independent Coal siding to Bells Jct) was abandoned. Last train over it was the work extra 8599 westbound, bringing about twelve cars of gravel and a boxcar to lumber out to the industries of Bells Corners. It left Ottawa West at 11:20 am, arrived Bells Jct at 11:50 am. He has to use the new trackage at Ellwood Diamond in order to return to Ottawa West, taking now twice as long as previous. An oddity occurred the day previous, Sunday, when a "washout" on the Prescott sub in front of Carleton University forced the morning north shore Budd cars of No. 132 to bypass that track, head right out the CNR Ottawa sub to Bells Jct., then head east on the Carleton Place Sub (First passenger train over this stretch since No. 2 on July 30th last year when the new station opened. Budds 9022-9072 had to back to Ottawa West from Bells Jct.

While in Montreal this week, saw all 5 B&LE'S that CPR was supposed to have returned in July. They are all in mothballs of course, but apparently neither CN nor the B&LE want them back in any hurry. They were stored in the roundhouse at St. Luc shop.

Sept. 29, 1967 ---- Work is now back in progress at Ottawa West to have the yard out to Walkley by October 29th...on monday morning last, the two "B&B" tracks were lifted at the west switch eastward for approximately fifty feet, and the entire "sand" track, upon which sat CN 6200, CP 3100, 2858 and 1201, for several weeks, was also entirely lifted; this to permit construction of the siding track on the new Ellwood subdivision which will cross the present Ottawa West yard at an almost 90 degree angle; the main track of the Ellwood sub cannot be started for about another week when more tracks will be lifted. The new Ellwood sub will extend from the south wye at Ellwood (to be called Preswood) northward right to Laman (junction of the Lachute and Maniwaki subs.... stations on this sub will be Preswood, Walkley Diamond, Ellwood, Ellwood Diamond, Ottawa West (with an 89 car siding), Wamo (jct. of Waltham and former M & O subs), Hull West, and Laman. From this trackage will be two spurs, the Carleton Spur, extending westward from Ottawa West for 1.4 miles, and Hull spur, extending eastward from present-day Hull East towards a direct track into levinson siding (thus taking out the last two crossings in centretown Hull, including St. Redempteur St. leaving no track in front of Hull Station.

CNR trains will no longer be required to switch O'Keefes. CPR will no longer switch on old M&O sub.... this being a direct transfer of switching duties....resulting in one yard engine of each railway being released.

The city of Hull is interested in buying the old Hull station for municipal purposes from the CPR.

The diamond at bedell will be lifted on monday, October 2nd.

Although CPR closed its dispatching offices at Farnham Quebec on August 1st, the first official move will be on October 29th, when timetable No. 28 will have in it both the Farnahm Division and the Quebec Central Division, thus eliminating the separate timetable that the QCR has had.

I understand that whenever a major component of a CPR E-8 1300 class unit, the unit will just be tied up, and it will be cannibalized to keep the other two units running. Apparently the 1801 will be first, as it seems to be in the worst shape.

CP has ordered \$30 million in new equipment and power...details to be announced shortly.

Ontario Northland is sending much of its long-retired CLC power to London for scrapping...up to four old units per day are arriving at times.

CN's new vans are becoming widely distributed throughout the system...and CNR has set up a "Van-Control" centre in Montreal to make sure that they are used whenever possible.

CN's new power, the C-630's, numbers 2000-2001, have been seeing extensive service in the Toronto area, while the new SD-40's, numbers 5000-1-2-3 so far, have been sent to the mountains already...CP's 65 SD-40's seem to be on every train in the Rockies, so CN seem to be trying to duplicate matters.

CN is doing culvert on the Beachburg sub on Thursday Oct. 5, so CN send their No 202 via CP from Pembroke to Bells Jct.

There will be a second section of CP 132 from Ottawa to Montebello on Wednesday Oct. 4th...a CN train consisting of 5 sleepers and a diner. The train chartered by a chemical firm in Sarnia. After retraining passengers, the equipment will run back deadhead.

When the Centennial Train has completed its trip on December 9th, the CPR equipment will all go to St. Luc, and be forwarded to Ottawa on No. 75 and be stored at CPR Ottawa West or Walkley, whichever is in use at that time...Ottawa West will "definitely" close on October 29th at 12:01 AM.

CPR's C.L.C. locos are going to apparently meet the same fate as CNR's. There are 10 "A" and "B" units tied up at Calgary, and 16 of 21 "Train-masters" are tied up at Winnipeg. And 1819 is going dead to Montreal this very evening.

CPR donated a spreader, plus other work equipment, to the Ottawa CRHA... the spreader left North Bay on 974 Wednesday, arrived Ottawa on Thursday aboard 2nd 84. Still in storage at Ottawa West.

Four months ago, a snow fence, about twelve feet in diameter with the chimney of Ottawa West shops at its centre was erected, as the "Authorities" found small cracks in the chimney. Big help a snow fence six feet from a 200 foot high plus chimney would do.

Sincerely, Bruce.