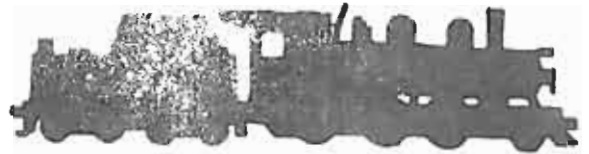


# The Branch Line

Vol. 3 No. 9 January 1968



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## EXTRACTS FROM EARLY TRAIN ORDERS

submitted by O.S.A. Lavallee

January 19, 1881 To Switchman:

"Should two regular trains of a similar class arrive at the distance semaphore together, you must detain them both at that semaphore and allow the train which has been the least delayed to enter the yard first, and when safely switched, allow the other to follow in, but on no account must you allow two trains to approach the "yard semaphore" together. Trains will be treated by you according to their classification and as per "special rules" signed by Mr. Baker and myself.

C.A. Scott

Hochelaga, January 19, 1881 "Union Station Yard Ottawa"

Conductors and Drivers:

"Note" at foot of special rules, and last clause of circular No. 111 are hereby cancelled.

The semaphore erected opposite the "switch house" at the entrance to the yard is now in operation and is intended to protect the entrance against incoming trains of both the Canada Central and QMO&O Railway it will be worked as follows:

-- The allright signal will be shown during daylight, by the green ball being raised to the top of the Post, and by a green light at night, which means "caution" -- come in slowly:-

-- The danger signal is shown during daylight by the Red Ball being raised to the top of the Post and by a red light at night, which means that the train must come to a full stop before reaching the signal.

Upon the above there must be no discretion. See special rule No. 4 and note and act accordingly.

C.A. Scott, Asst. Supt.

### THE PRESIDENT REPORTS

As we pass into this new year of 1968, I want to take this opportunity of wishing all of you a very Happy New Year. The year just passed was a very active one for us, and we look forward to even more activity this year.

Our Annual Meeting will be held near the end of this month, when a full report will be given to all members. We look forward to having a good turnout for this important meeting. It is the meeting where you select the people to guide and run your affairs for the ensuing twelve months. We need a good strong executive and there is plenty of good material to choose from.

Our meeting on November 28th at the new Museum of Science and Technology was very well attended. With 65 present it was our biggest meeting yet. We were Dr. Baird's guests, and he was given honorary membership at the same time, with Commander Hugh Stowell doing the honours. Many members of the Ottawa Valley Associated Railroaders, as well as prominent members of the Railway world were there. Several new members were added. Among those noted were Mr. Walter Dixon, over 80, and a former C.P.R. engineer, and very lucid and keenly interested. Also noted were Mr. J.F. Walter, Asst. Grand Chief Engineer and National Legislative Representative of the Brotherhood of Locomotive Engineers, and Mr. Bill Pharoah, prominent in Montreal C.R.H.A. circles, and now resident in Ottawa.

Dr. Baird gave us a most interesting talk about the museum, and then headed a tour of all the exhibits, and then everyone returned to the auditorium to view a film of the building of CP 3100, owned by Dunc duFresne.

On Saturday, December 9th, old 6200 was the subject of the story of its restoration, in a feature article in the Ottawa Journal, by Mrs. Betty Baird, Dr. Baird's wife. This was good publicity for the museum as well as ourselves.

We now have our first lady member in the person of Miss Margaret Tanner, who is a keen railway enthusiast, and we hope that she will soon be followed by Mrs. Earle, who is also a very knowledgeable person about railways. Both these ladies are active people, and want to do their share of, "Overall" work on the museum locomotives, as well as helping in researching and writing.

Dave Knowles, the Editor of our contemporary, the OVAR Interchange, came up with some interesting information about the words "Railway" and "Railroad" on the cover of their November issue. The information as contained in the Oxford English Dictionary shows that both words have been widely and commonly used since Railways started. At one time the word "Railroad" was more common in England than in America where it is now more usually used.

By the time you read this, the official hand over of the two railway cars, built in 1927 for the use of the Governors-General, will have taken place, with Mr. H.J. Fast, Manager of Rideau Area, C.N.R., making the presentation to Dr. D.M. Baird, Director of the National Museum of Science and Technology.

W.F.G. Williams,  
President

# ANNUAL GENERAL MEETING

## Tuesday

23 January

8:00 PM

1. REVIEW OF ACTIVITIES 1967
2. ELECTION OF OFFICERS
3. THE NEWFOUNDLAND RAILWAY

A VISIT BY SLIDES AND COMMENTARY

COMMENTATORS: K. CHIVERS  
H.A. STOVELL

## N R C Sussex Dr

REFRESHMENTS 25 ¢

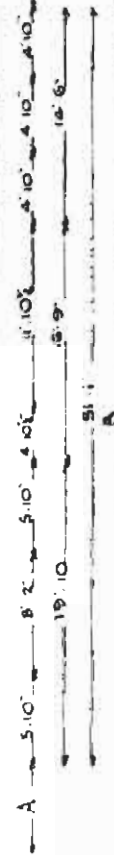
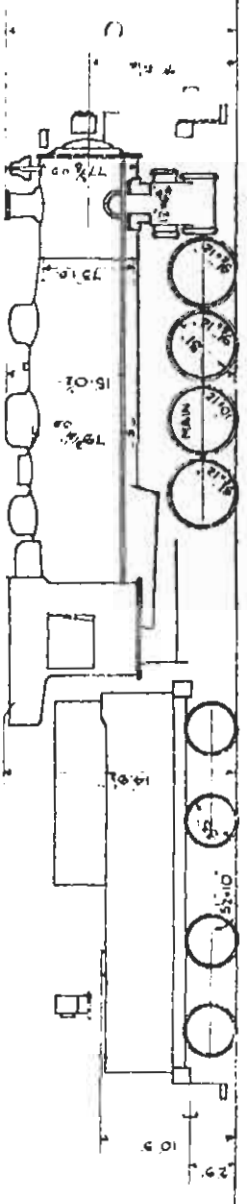
CANADIAN NATIONAL RAILWAYS  
MECHANICAL DEPARTMENT  
MONTREAL

TYPE SWITCHER CLASS P.5

SUB CLASS	DATE BUILT	BUILDER	BUILDERS ORDER NO.	BOILER NO.	ROAD NUMBERS
P 5 a	1927	BALDWIN	8146	1578 to 1587	8330 to 8339
P 5 c	1927	BALDWIN	8146	60314 to 60321	8342 to 8349

MAIN FRAME CARBON STEEL ON P 5 d

WEIGHTS OF TENDERS SHOWN WITH  
6700 GAL 4 5 TONS  
8 TONS ON 8336 to 8339  
WEIGHT OF TENDER 47300  
- ENG & TEL 261300



SUB CLASS	CYLINDERS	DIA	STROKE	OS DIA	DIA CR	LENGTH	WIDTH	WHEELS	PINION	WAVE	T	D	D	D	DRIVE	WATER	TENDER	TRAILING	WHEELS	WEIGHTS	TYPE OF	TYPE OF	TYPE OF	TYPE OF	TYPE OF	TYPE OF
P 5 a	22	22	28	51	44	96	75	50	50	50	52	192	210	210	15 0	14 9	193 000	193 000	193 000	193 150	193 150	193 150	193 150	193 150	193 150	
P 5 c	22	22	28	51	44	96	75	50	50	50	52	192	210	210	15 0	14 9	193 000	193 000	193 000	193 150	193 150	193 150	193 150	193 150	193 150	

## THE TRAIN LINE

by Bruce Chapman

Nov. 11/67.....CP is now returning most of its Fairbanks-Morse power to service. The units were stored at Calgary while a month's layoff of 800 men there led to repercussions heard even in parliament. The layoffs were due to a seasonal decline in traffic, resulting in much less power required. Only ten of the 87 units are now stored at Calgary, all serviceable, although one, 8726, had a serious fire in its engine.

Those CPR coaches, leased to the CNR last year on a long-term basis, have all been returned. They had been used mostly around Toronto and are now all being repainted and shopped at Angus for their long trip to Mexico, as part of an order of 65 cars, totally comprising of remaining newer 2100 and older 2200 series coaches, all ice-type air conditioning. Car 2227 arrived in Ottawa last night on No. 235, with it's old number painted over the CNR number in the 600 series.

No. 232 piled into a Manderly sod truck at Blackburn Thursday morning. Twelve tons of sod flew...one of the pieces flew back, smashed the engineers window out backwards, hitting the back of the cab. Fortunately, the impact had pushed the engineer forward, and the glass flew right over his head. Unit 8470 was sent out from Walkley, 8475 being disabled.

CP will print its public timetables in D.S.T. in the spring, copying the CNR. However, CNR's current timetable certainly copies CP's, i.e. the cover has views depicting the seasons that the timetable covers, and the map in the centre page covers only the main routes, one that CP has used for some time. CNR Ottawa-Toronto times have some bad errors...i.e. No. 45 shown out of Brockville at 8:33 PM, really leaves at 8:15 PM; at Smith's Falls, shown is 9:13 PM, should be 9:00 PM. Also trains 213-214 are still shown at the CPR station Smith's Falls, whereas should of course be the CNR station.

Latest rumours have CPR's new motive power acquisition to consist of

approximately 8 units of the 3000-3600 HP units; and 4 units of approximately 2000 HP, for probable lease to the Northern Alberta Railway.

Nov. 19/67.....CNR RDC 203 was through Ottawa last Wednesday on its way to Winnipeg....on the rear of CNR No. 105.

Another head-on  $4\frac{1}{2}$  miles from Drummondville, 6766-6854 were passenger units on the westbound "Rapido", No. 21, when it piled into CNR freight No. 424 west of Drummondville. 6766 caught fire after the accident.

CPR engine 6620 was the first train down the now-abandoned Carleton Place Sub east of Bells Jct last Monday. He delivered two gondolas to the firm who is ripping up the line westward from the Ottawa River parkway towards Bells Jct.

CPR test train consisting of two SD-40 units, Nos. 5563-5564, 7 loads and 86 empties, and about half-way into the train were another unit-dummy unit numbered SD-40 5557 and C-4465, the dummy 4465 formerly a CPR box-baggage car of the same number, now installed with machinery to synchronise the action of 5557 with that of the other units ahead. "Locotrol" is its name. It was ordered at St. Luc for 10:30 AM, left at 1:00 PM, arrived Smith's Falls at 4:15 PM. Eastbound, 9,000 HP was used to pull 5 loads and 6 empties from Smith's Falls to Montreal....5563-5564-5557-C4465 was its power.

Our new museum of Science and Technology opened on Nov. 16/67.

CP trainmasters 8901-8906, out of service at Winnipeg for some time, have been shipped dead to St. Luc where they are to be serviced, then sent to West Saint John for the winter, when the rush starts.

CPR coach No. 2227 showed up at Ottawa Nov. 3rd...had just returned from the CNR, and its number could still be seen under the just-painted number, a number in the 600's. Will soon be on its way to Mexico along with 64 other similar cars. Lately, these cars had been around the

Toronto-Sudbury area on the CNR, and had been transported back to Montreal mainly on CNR train No. 202.

CPR action at Ottawa West consists now mainly of building the siding for the station. The B & B building there was demolished Nov. 10th, as the siding will go right where the building was situated.

The "Electric Staff Block System Absolute" between Ottawa Union Station and Hull West has been donated to the museum in Ottawa. This was the "A" staff system...the "D" system between Hull West and Ottawa West is sitting up at Walkley, not in use of course.

Due to a typographical error, our last issue stated that Ontario Northland CLC's were being retired (ONR)...this should have read Canadian National (CNR) CLC's.

Nov. 26/67....Grey Cup shenanigans....a McGill student arrived on No. 235 tonight, handcuffed by the arm and leg to the seat in coach 2288.. he had no pants on, only a pair of long underwear, and a dark green skirt. The CNR police came out with hammers and smashed them off, but by this time, 235 was already moving backwards towards M&O junction to turn. He had come to Ottawa penniless, fortunately, though, he had a brother in town who bailed him out by paying his Montreal to Ottawa fare. Unfortunately, his brother got here too late for the guy to catch a Montreal train. He had classes the following morning, and both CP 2 and CN 38 had gone. I later learned that four of this fellows classmates had carried him aboard at Montreal West. Guess he wasn't too well liked????

Both Trainmasters recently sent down east, 8901 and 8906 have been thru Ottawa....8901 on No. 75, Nov. 23rd, and 8906 on 2/85 on Nov. 24th....the pickups on the north shore, numbered 54 eastbound, and 2/85 westbound, have been put back on their daily except Sunday runs, as was the case up to July.

The five B&LE's that CPR was storing at St. Luc for the past several months, were returned to the B&LE on November 9th.

CP and CN could not make an agreement re switching in Ottawa, resulting in CP continuing to switch on their sidings between Ottawa Station and M&O Jct., and CNR switching at O'Keefe Brewery at Ottawa West.

Dec. 9/67....the Centennial Train arrived here on the right date, but the wrong train. It was supposed to arrive on No. 75 at Walkley last Wednesday 6th Dec., but apparently a steam-generator unit was not available, so an extra 1400 unit was added to No. 233 and the eight CPR cars (excluding the Grove sleepers) were added to the rear of 233. Upon arrival here, they were drained, and moved by freight over to Walkley that afternoon; Thursday they were taken to Mechron Engineering siding on Kaladar Ave., and can easily be seen from the Heron Road crossing where it crosses the old Sussex Street Sub.

This is not the whole story... CNR No. 105 pulled into Ottawa Wednesday night from Montreal.... his power was 6516-6621-CT1967. CNR did not bother to either repaint or renumber the engine to its old number of 6509 (To be done at Winnipeg).

No. 1 (CPR) hit two Propane tanks at CPR Bells Jct on Monday evening. They were owned by M. Zagerman who is ripping up the old Carleton Place Sub from mileage 1.4 to mileage 8....hope he doesn't start ripping up too many rails.... especially the ones in use.

CN stations at Killaloe and Whitney were closed recently, and CPR operations at Carleton Place will become a daytime only operation on Dec. 18th.

I see in yesterday's paper that tenders were called for our new post office on Alta Vista Drive, costing \$12 million. Tenders for the building to replace the Besserer Street office will be opened on Feb. 6th. It will be built on 6½ acres of land, with an area of 400,00 sq. ft., 3 stories high, and will be connected with Ottawa Station by a tunnel.

Dec. 16/67....CPR maintainence points at Newport Vt., Brownville Jct. Me., Kentville N.S., McAdam N.B., Sherbrooke Que., and Farnham Que., may be closed. In the latest maintainence sheets, units 8024-33-34-36-37-38-40-8041-42-46-8131-32-33-34-35-36-37-38-8400-01-02-03-04 will be included in those assigned at St. Luc, while shops at Chapleau, London, Preston, Sudbury, and Toronto still have all their old lists. Changes see Trainmasters 8901, 8906 and 8914 shown at St. Luc, but no mention is made of sisters 8915 and 8919, now sitting dead at St. Luc. 8921 is at Toronto.

CNR train 202-201 has ben cut one day per week. Westbound, 201 does not run out of Ottawa saturday night; eastbound, 202 does not leave Winnipeg on saturday, meaning that there is no train 202 out of Ottawa on monday afternoon. However, since CNR shows a No. 202 running daily from Capreol to Ottawa, it has to give the public a 20 day notice of train reduction.... resulting in a local out of Capreol every monday with just an engine and combination car....and lifting anything at North Bay...last monday, 202 arrived Ottawa with engine 3215 (a Century 424 type engine, 2400 hp.) and two cars....a box-baggage from North Bay, and the combination....no passengers aboard, although there had apparently been one local passenger aboard.

CNR 202 will make its last passenger run from Capreol on January 4th, 1968. From then on, it will be just another freight train. So ends the CNR Continental.

CNR had a big conference in Ottawa last week....trying to figure out how to solve the taxi problem....one woman had a good suggestion....although she isn't the first to say it in the papers, and it was....turn the Ottawa Station over to Dr. Baird for his National Museum of Science and Technology, and then move the station back to Confusion Square....where it should be....and I most heartily agree with her.

CPR had twelve Budd cars lined up for train 243 yesterday....will let you know if all went or not....surely a record there.

Sincerely, Bruce.

During the afternoon of Nov. 14th. the Branch's 1958 Hy-Rail car was moved from Mike Iveson's garage to the National Museum of Science and Technology. At the moment it is not too likely that it will be a display and will be stored in the Museum's shop area. The vehicle is available to the Branch at any time should we desire to operate it. Our thanks to Mike Iveson for providing the temporary storage space for almost a year now and to J. & J. Fina Service, 1847 Bank Street (at Walkley) for graciously providing us with no cost towing service for the move of the vehicle from Grove Avenue to the Museum. This is not the first time that J. & J. have helped this Branch. Two years ago they also provided their large wrecker to haul timbers in our abortive attempt to move the Chaudiere Freight Office, again our thanks to J. & J.

Dunc duFresne.

#### C.R.H.A. LIBRARY

Books wanted for the C.R.H.A. Branch Library.  
Donations or loan.  
Contact: Hugh Stowell  
at 749-5033

NOTICE - Did any Ottawa Branch member send in an order to Montreal C.R.H.A. for Publications "Canadian Rail" Nos. 120 to 154. One was received without name or address or remittance but bore Ottawa postmark. If you ordered and didn't receive please re-order with name, address and remittance. The secretary has your original order to refer to.