

The Branch Line

April 1968

Vol 3 No 10



Six relics from the old London & Port Stanley Railway have been turned over to the National Museum's new Museum of Science and Technology at Ottawa. The relics — representing 114 years of history — include an electric locomotive, coal hopper, flanger auxiliary car, snow plow, line car and caboose. They are just about all that remains of the railway that was traded to the CN in 1966 for the railway's car shops.

Oldest of the collection is the electric locomotive. It was built in 1915 after the railway moved steam power to electricity. It was in operation until the L. & PS disbanded its passenger service early in 1957.

Application for the railway's charter was made in 1853. In 1874, the line was leased to the Great Western Railway and then the Grand Trunk when both lines merged. Municipal ownership started in 1892 when the GTR dropped its lease. The change over to electricity in 1915 provided the only good period for the railway. The period lasted some 10 years.

K.E. Hunt, gm for the CN's Great Lakes Region made the presentation to D.M. Baird, director of the museum. (See photo).

- Good news. CN's recently announced plans to relocate a portion of their trackage on the south shore of Montreal (within a year) will mean the elimination of 22 crossings. In the area of Longueuil, there are 21 grade crossings in less than two miles. The relocation will open up a vast - 450 acres - new industrial zone.

- PGE locomotive No. 2 has been given to the district of Squamish by the railway's president, Premier W.A.C. Bennett. The locomotive operated between North Vancouver and Horseshoe Bay from 1914-1920. Crown Zellerbach Canada Ltd. bought the unit in 1921 and used it until 1960 when she was

put out to pasture. The day of ceremony was marked as "Railway Day" for the PGE and its equipment repair shops and yards were opened to the public.

- The Pictou County Historical Society has been given a \$20,000 grant from the Nova Scotia and Canadian governments to relocate the "Samson" in a new home. The new building will be on New Glasgow's Archimedes Street.

The "Samson" is the oldest original locomotive in Canada and the third oldest on the continent.

- Some time ago this column mentioned that relics of the early days of railroading, and other transportation articles of historic interest that help tell the story of CN's role in transportation developments, were being collected from across the System. They are given to the National Museum of Canada for safekeeping. Here's a list of some of the priceless articles that have turned up:

GTR Ottawa division working timetables 1914-20.

CN General Instructions to train conductors, 1929.

GTR General Orders, 1899.

Canada Atlantic record of employees, 1890.

An 1891 copy of Catechism of the Locomotive.

An 1886 GTR copy of Rules and Regulations.

A 1889 copy of a Canada Atlantic working timetable.

Sir Henry Thornton's desk chair, Canadian Northern wallpaper.

Plans dated 1845 for the proposed GTR station at Kingston.

The original leather bound volume on re-organization of the Mexican Railways - commissioned by Sir Henry Thornton.

An 1880 copy of a Canada Atlantic Rly. rule book.

A brass brake wheel from the private car of J. R. Booth.

Maps and blueprints showing early rail routes in Montreal.

Canadian Northern Ontario Railway correspondence.

An 1885 GTR car register book.

A GTR sugar bowl.

An 1884 copy of Catechism of the Air Brake.

BY J. NORMAN LOWE



DR. D. M. BAIRD, center, director of the National Museum's new Museum of Science and Technology, receives keys from K. E. Hunt, left, GM for CN's Great Lakes Region. Looking on is A. E. Street, manager of CN's Southwestern Ontario Area, London.

THE PRESIDENT REPORTS

The program of cleaning the locomotives on display at the National Museum of Science and Technology is now underway. Material is on hand and work is being started on CNR 6400.

The meeting on April 2nd will be held at the Museum, where every member will have an opportunity to taking part in this important phase of our program. Every member is urged to be present. (P.S. Fellas, when you're cleaning them, you get to climb all over the engines). If you have coveralls and neoprene rubber gloves bring them.

W.F.G. Williams
President

Extract from the Schenectady Gazette, Wednesday, February 7, 1968.

"ALCO Seen Considering Big Layoff"

Extensive progressive layoffs are expected at Schenectady ALCO Products Corp. in the next few weeks.

It was learned yesterday that of the about 700 production employes still at work at the local plant, only a maximum of 200 will working at the end of March.

A local 2054 spokesman, which represents production workers at the plant, said the union has been informed of the layoffs, expected to occur on a gradual basis throughout this month and next. Supervisors are also expected to be included.

In the past few weeks, about 200 production workers have been layed off.

Normal production work force at the plant is about 1,200 although this peak nas not been reached in recent months.

Late last month, a company spokesman, in commenting on layoffs which had already taken place, said reason for the cutback in production was that the order schedule was down in the first quarter of operation.

Contributed by J.S. Frayne

MEMBERSHIP DUES

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Memberships for 1968 are now due.

Annual Dues \$7.50

Branch \$1.50

C.R.H.A.\$6.00

Please forward remittance to:

Canadian Radilroad Historical Association (Ottawa Branch)
P.O. Box 352, Terminal "A",
Ottawa 2, Ontario.

or at April 2nd, General Meeting.

GENERAL MEETING

Tuesday

2 April

8:00 PM

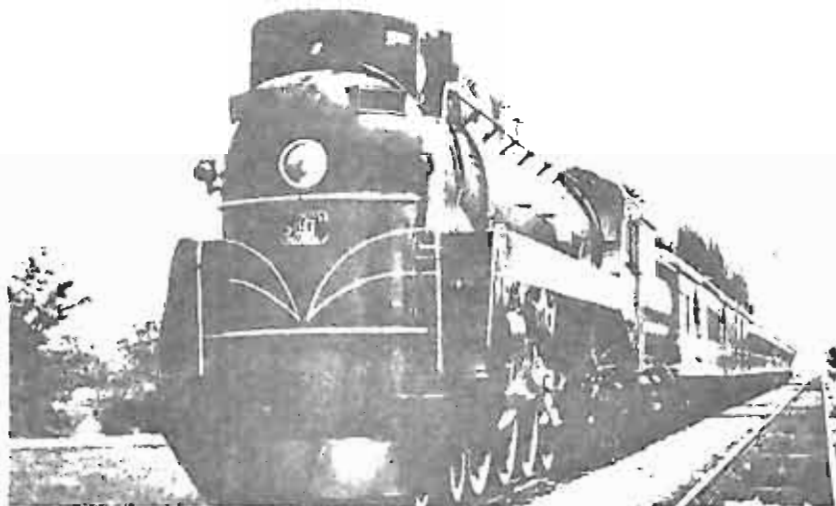
Auditorium

Museum of Science and Technology

St. Laurent Blvd.

Business Meeting

Cleaning of CNR # 6400



THE TRAIN LINE

by Bruce Chapman

January 16th....Well, I made it back from a mid-winter trip to Vancouver. Highlights? included seeing CP GP-9 8484 sitting at Weston shops on 6 wheel trucks, a CPR SD-9? I doubt itthey apparently were from a 6 wheeled tender.

I learn that 4 CPR sleepers and an "A" diner were heading west through Guelph Jct last month. Wonder who bought them. There was Sentinel, Salmon Arm, Shoal Lake, Shamrock and Audley.

NR C-630 units 2002-2006 are now in service...normally between Montreal and Toronto, while SD-40's up to 5027 are in service, last 10 being kept around Toronto. On the other side, 6704, 6800, 9402 (CLC) and 3026, 3041 (MLW) stored unserviceable at Pt. St. Charles.

Many new CPR vans are already in service. I should qualify that statement...newly refurbished...and sporting brighter red paint on the sides, yellow ends.

24 hour system for CPR is a "yes" for April...24 hour faces are being placed on all clocks as soon as possible... Carleton Place, Smith's Falls, and Montreal West were the first to get it in the area. CPR dispatchers now have battery-operated desk-clocks... with 24 hour faces. Rumour has it that Greyhound will be next to get it! From Omer Lavallee, I understand that CPR will obtain 8 double-decker commuter cars for Montreal, for arrival in September, with conventional power, i.e. FP-7's now in use there (4041, 4066-4075).

At Vancouver, test train of 5557 and C-4465 were in roundhouse...giving the Florida officials a Christmas at home.

There were only 10 Budds used on train 243 out of Montreal December 22nd and 29th. The last two were left behind... however, 243 ran in sections...a second section with an FP-7 and 12 commuter cars was also used for the afternoon overflow. 12 Budds had been lined up for both runs, i.e. 22nd and 29th first section.

The D&H has bought two "PA" engines from the ATSF for use on the Montreal-New York train...and along with the stainless steel cars, are a sight to behold. I understand that the D&H has also bought two two SD-45 demonstrators...thus destroying that haven for Alco products. The engine numbers for those PA's on the D&H are 18 and 19.

CLC roadswitchers which I saw out west working were 8602, working as yard engine at Calgary, 8549, same at Revelstoke, and 8719, in a multi-unit freight at Calgary. More on that later. Saw many Baldwins, of course.

At Sumas, on the B.C.-Washington border, saw NP GP9 283 with a swinging bell, which NP had apparently swiped off one of its steamers; also their ancient FT type engines rolled in just as we were about to leave.

At Vancouver, found out that CP 1 had arrived in Vancouver in sections on Dec. 23rd and 24th...very unusual. In Ogden shops at Calgary, saw an O-6-0 from Pacific logging, #4076, being refitted for running at Heritage Park there, also the frame of CNR 9344 which CPR bought last year. Sitting outside were the following CLC cab units, 4105, 4456, 4081, 4104, 4454, 4458, 4457, 4452, 4055, 4076 and 4451. Sitting alongside them on a "due-for-shopping" track were 8721 (CLC), 8677 (GP9), 8671 (GP9), 4079 (CLC...out of service only since Dec. 20th-67), and 8617 (GP9). The worst looking engine of those in long storage was 4452, I believe it hadn't been shopped since 1961....however, all the others had been shopped within last two years...several being in script lettering.

A very amusing sight is a CPR switch stand at east end of Alyth yard... is over 20 feet high so that the marker can be seen over a girder bridge.

While waiting for CP 2 at Calgary, No 950 pulled in...he had 9 units (not all on the head end of course) ...GP9-H16-44-F7B-GP9-GP9-SD-40 and 3 more. There were 5 units, then 5 boxes, then 2 units, 5 boxes, then

the last two units...last 4 within the train were just idling. 8823-8719-4448-8812-8485-5512-5510-5521-5529. No 2 pulled in, slightly overpowered also...5 units with 12 cars...1403-1907-8509-8528-1406. Last four units were cut off, and we received two other Alcos for the rest of the journey.

CP 1411 outshopped Angus 12/20/67, after being CT 1867 all year.

At Winnipeg, when I arrived, it was 45 below...my legs are still thawing out. Anyway, at the shop, saw CLC trainmasters 8908-8917 stored way at the back; and 8909 dead, just leaving for Calgary, but in pretty good shape. 8908 had been out of service since July.

Also there, 4453 was sitting in the middle of a 5 unit lineup...the only CLC cab unit that I saw during the entire trip.

Ottawa West roundhouse and other buildings were up for tendering their demolition. They were opened on January 11th. Wonder who got it. CP is thinking of getting the Assistant Roadmaster on the Carleton Place Sub a Ski-Doo. Only Nos. 1 and 2 now use this track, and when the R/M goes over it in the am, some of the snow is kinda deep. (That is under-emphasizing it!). Latest rumours are that Nos 1 and 2 will not use the Carleton Place Sub after the spring...they will head south from Ottawa to Bedell, to Smith's Falls, then on to Chalk River...meaning paying an extra crew from Smith's Falls. CNR station at Bowmanville looked almost totally wrecked when a CNR box-car, which had derailed, tore up ties, then piled into the station during the Xmas holidays.

CNR funeral train for the late Governor General Vincent Massey on Jan. 5th had units 6777-6854-6791, cs 9103-5634-1303-Alma Lake-2-1.

I just heard that the US Supreme Court has again ok'd the Penn-Central merger. Wonder who will stop it this time?

February 1st....It is rumoured that CP will probably get eight C-630 units from MLW.

I understand from an operator working around Montreal that there might be 3 PA's on the D&H...Nos 17-18-19.

Also hear that CP has tested the 5557-Robot 1 combo on a 220 car coal drag....and only problem with it so far is a pulled drawbar in the Connaught tunnel, caused by loss of radio reception in the robot.

Yard office at Ottawa West got the axe starting last Monday (29th) tenders were also called this past week for demolition of the coal trestle at Oregon and Broad Streets, and for removal of the scales in Ottawa West yard.

At Walkley yard today, saw DW&P 3601, lettered for the DW&P in new CN black-white-red scheme.

I understand that the Manitoba and Saskatchewan Coal Company at Bienfait was dieselized in December....they owned two CPR steamers, 2-8-0 #3522 and 0-8-0 #6947. Wonder who owns them now?

CNR is trying a scheme to get men to retire at 60, to both cut jobs and let younger men get ahead. CPR has stopped using the MCR station in Windsor...now the facilities are located at Tecumseh and Crawford....wherever that is! February 10th....Those B&LE units which CP and CN had last year are now running on the NYC around the Buffalo area.

CN's new Century 630 class units are delivered up to 2011, although units 2007 and 2009 have not been spotted yet. They might have been the two units damaged in the fire at MLW last month. CN's new SD-40's are now delivered up to 5035.

CP 4224, the baggage car of our Centennial train was spotted at Trois Rivieres last week in the new silver and red paint scheme of CP's.

The D&H's "new" units, ex Sante Fe "PA's" have been given numbers 16 thru 19. They are ex Sante Fe 59, 60, 62 and 66 respectively. They are the same paint scheme as Sante Fe, except that the red of Santa Fe is now dark blue.

CP Budd 9194, powered with a 311 hp Rolls Royce engine has not been seen around Montreal for some time now. Apparently it is subject to

more breakdowns than average, and has been stored at Angus since November. Around old Ottawa West yard...the Piggyback shack got the axe on Wednesday...was pre-fab, so was taken down in a few hours. The west freight shed on Broad Street is being torn down now...but will take several weeks. Of course, the yard office is gone, and now the water tower at the east end of Scott Street is getting the works. The interior is being removed first...it's demolition started on Wednesday also

February 27th....I understand that the only two CPR CLC cab units out of service at present are 4452 and 4055. The water tower, car department and signal maintainers shack at Ottawa West are the latest to get the axe... all three were removed during the week of February 12th.

In addition to the four ex Santa Fe PA's now in use on the D&H, an ex New Haven PA, numbered 0783, was recently seen headed to the D&H. A new CPR station, formerly known as Plantagenet, now call Pantagenet appears in Atlantic Region timetable No. 28, on page 12.

CN's new C-630 units have bells in front of the cab, slightly above it, somewhat like GM SP 30-35-40 class units.

The six units of CNR's 3800 class which were rebuilt for the southern Ontario passenger service with 92 mph gearing have bells on both ends... presumably for either end ahead service. The new station to be built in Hull will cost \$500,000. Tenders will be called in early March for the concrete-and-glass structure, 40 ft. by 50 ft. It will contain a baggage room, general offices, and waiting room.

The CPR doubleheader trip, supposed to have taken place in New Jersey last week could not take place....the two G5's had previously been used as stationary boilers and were not properly drained, resulting in the feedwater heaters freezing up.

CPR has cut off its Montreal-Vancouver coach, cutting the train down to eight cars. Only the Toronto coach goes through, the Montreal one coming off at Sudbury.

CN's CLC passenger cab units have been relegated to express-freight service...except in case of emergency when they may be used on passenger runs.

CN is still up to their modernizing program of cutting telegraph wires, and thus leaving telegraph operators without any telegraph service. In December, all service was cut on the Kingston Sub from Montreal right to Toronto; February saw the cutting of wires from Ottawa to Capreol. All work has to be done on the Bell phone when dispatchers phones are not available.

March 4th....Apparently CP's 24 hour clock system will not be ready for use until the summer, meaning that timetables will not take on the system until October. Passenger timetables on CP this summer will also be shown in daylight saving time, as CN has done for the past summer.

The coal tower at Ottawa West was felled last week...still some coal in it.

March 9th....The track on CP's former Carleton Place Sub from Britannia siding into Independent Coal and Lumber has been almost entirely lifted, and trucked out this time.

I understand that there are 125 units stored at Moncton, N.B., many of them unserviceable. That includes both CN 1600's and 9400's. Former NYC unit 2544 was through Canada recently in the new Penn-Central paint style, including their new herald.

CP Duncan Station in B.C has had the express office renovated into a shoe-shine shop. The best customers seem to be the CPR station staff next door.

CP 8139 has gone to the DAR to replace their units, all of which are due for shopping this year at stated intervals. 8136 is the first one to go to Angus. (DAR has units 8131-8138 inclusive).

I understand that CN Turbo trains made 116 m.p.h. in their test run to Toronto last Monday (4th).

Sincerely, Bruce