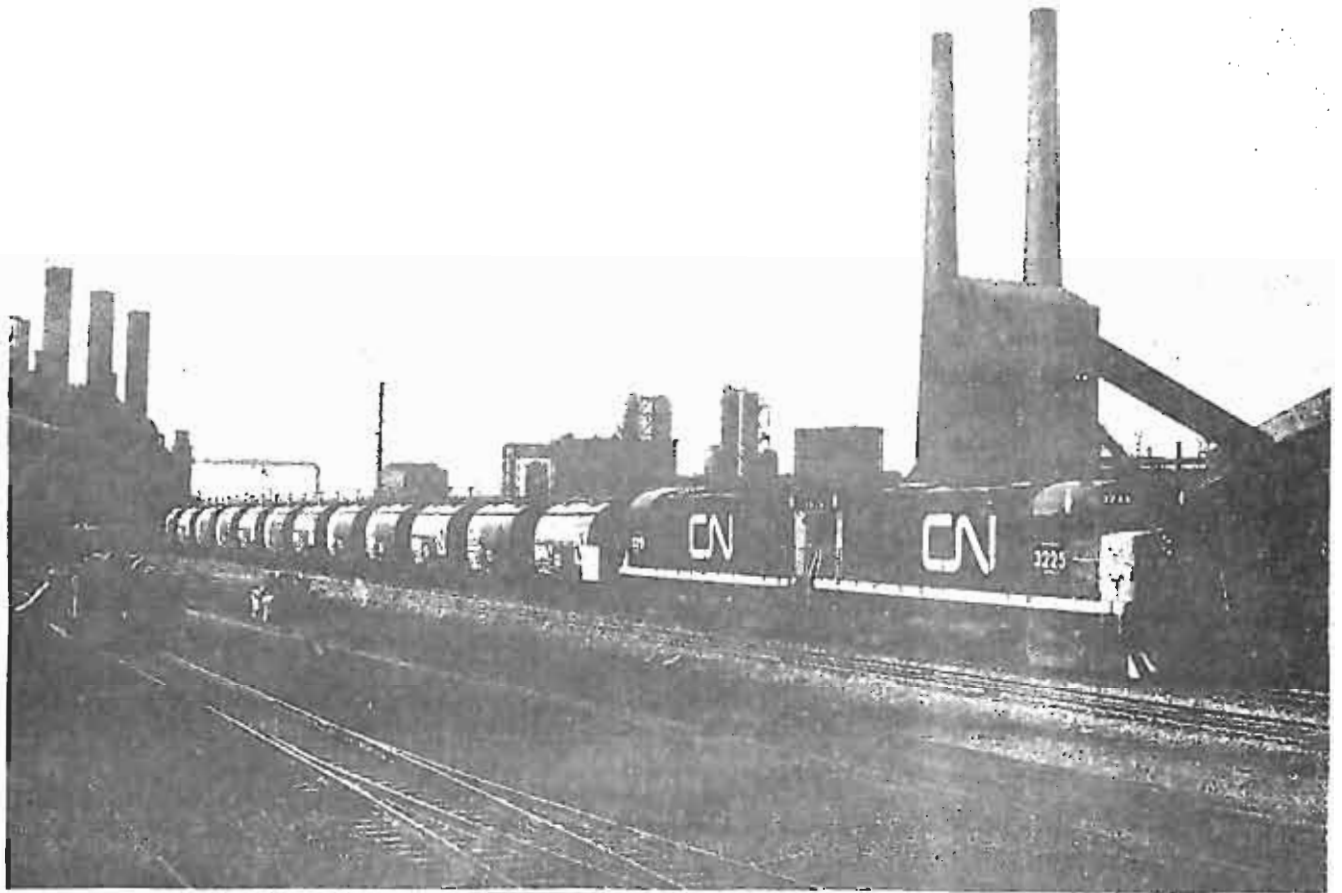


The Branch Line

June 1968 Vol 3 No 11



HAMILTON - March 27 -- The country's first pre-designed unit train completed its maiden run here today, carrying the first iron pellets from Ontario's newest mine.

Railway, steel company, mine, and government officials marked arrival of the stubby, Canadian National and Ontario Northland cars from Temagami, 340 miles to the north, with a ceremony at trackside.

A CN official -- who called the run a transportation milestone -- said the cars are the first planned from the drawing board stage to operate as fixed unit trains locked into a pre-determined load-to-unload operating cycle. They are also the first designed specifically to handle pelletized ore.

There are three train sets. They will run continuously on 72-hour cycles between an automatic loading dock at still unfinished Sherman Mine near Temagami and an elevated railway line over blast furnace bins at the Dominion Foundries and Steel Ltd. plant in Hamilton.



package instead of having to quote rates for each carload.

The unit train operation is simplicity itself. Like all unit trains, it moves a single product from a single loading point to a single destination. The number and type of cars in the train does not change during the movement. The switching and yard stops that face conventional freight trains are by-passed and more efficient operation than is normally possible is achieved.

For the customer, it virtually gives him his own train on his own schedule.

The development of such trains got a boost last year when new transportation legislation freed railways to merchandise them as a

The cars have special hatches that open and close automatically during the loading. At Temagami, they are unhooked from the engines and fed by gravity down an inclined spur under loading silos. Their speed is monitored from trackside by a man at a control panel, who operates brakes on the cars from the panel.

As the cars pass under the silos, a trip lever opens hatches on the roof of the cars. The control panel operator triggers the flow of pellets -- which are weighed automatically -- from the silos into the cars. It takes two hours to load a 35-car train.

At Hamilton, the cars move six-at-a-time over blast furnace bins. They unload from the bottom and can be drained of pellets in 60 seconds each. The Dofasco mill will consume 12 carloads a shift, emptying a trainload each 24 hours, seven days a week.

Canadian National purchased 85 of the 120 cars used in the service from National Steel Car, Hamilton; the Ontario Northland Transportation Commission, the remainder.

There will be 35 cars in each train set. The remaining 15 will be used to replace cars taken out of service under a planned maintenance program.

The cars have another unusual feature: load-adjusting brakes. When a full load is aboard, an auxiliary set of brakes are brought into play so that stopping distance for a full train remains nearly the same as that for a trainload of empties returning to the mine.

Sherman Mine is a joint venture of Dofasco and the Tetapaga Mining Company Limited a wholly-owned subsidiary of Cleveland-Cliffs Iron Company of Cleveland, Ohio. When in full operation, it will

DINNER MEETING

Tuesday

4 June

6:30 PM

Dinner 7:30 PM

Butler Motel

112 Montreal Road

OSA Lavallee

FERROVIA

produce 1,000,000 tones annually and will permit Dofasco to obtain practically all its ore from Canadian sources.

The mine is named after the late Frank A. Sherman, for many years chairman of the Board of Dofasco.

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From: Walter Smith

27 March 1968

Canadian National Railways

CORRECTION

The April issue of The Branch Line attributed a statement about Canadian Pacific purchasing eight double-decker commuter cars for the Montreal suburban service, to Omer Lavallee. Mr. Lavallee denies ever having made such a statement and has asked us to withdraw it. He advises further that Canadian Pacific has made no announcement, though there are, as usual, all kinds of rumours circulating on this subject. If and when Canadian Pacific announces any decisions in this area, he will communicate them to us. The Branch Line regrets this oversight.

Editor.

THE TRAIN LINE

by Bruce Chapman

March 25th....CPR business car 23, hopefully coming to Ottawa, will be replaced soon by the business car, Quebec. The 23 will be arriving in Ottawa tomorrow morning. It is still on business, though.

The remaining ten CNR CLC passenger units, now with their watertanks sealed and boilers unserviceable, have been appearing in Ottawa only on overnight express trains to Capreol. Last week 6703 appeared, while this evening, 6803 is on No 201. They are all confined to freight service now. Another CPR Western Budd car has been transferred to the Atlantic Region..9102. This may be to take the place of 9194, which is rumoured to be presently having its unconventional Rolls-Royce engine removed for a more standard GM engine; when this is completed, the 9194 may be sent west to join its sisters, Nos 9195 thru 9199.

With half-loads being in force on many highways, piggyback travel is up almost 100% from two weeks ago. Oh yes, that Ottawa West yard has become one big lake..quite an obstacle course for people descending the North Shore trains..and several women have complained about the darkness of the walk from the new station up to Scott Street, and so the CPR, for the past few weeks, has had a Constable of the CPR force meet 133 every night. CNR has received up to 2022 in their new MLW order, but due to GM strike at London, no new units have been received for several weeks.

The Maniwaki wayfreight, presently running northward as No 79 Monday, Wednesday and Friday, and southward as No 80 on Tuesday, Thursday and Saturday, will end its regular schedules probably this week. With the closing of Alcan at Wakefield earlier this year, it has been arriving in Ottawa with seldom more than a half-dozen cars. However, the logging business will be booming at Maniwaki shortly, and its death knell might be lengthened.

PRR 2426, a C425 unit, showed up along with an F7B of the NYC at CPR St. Luc shops last week. The Penn-Central merger showing up even in Canada so shortly. Several Penn-Central vans, thusly painted, have shown up on the NYC route through from Buffalo-Detroit.

It is well known that Ottawa Station has a leaky roof...latest railway problem is the NCC built CPR shop at Walkley yard. Leaking like a certain Ottawa Station.

April 6th....Now that a fatality has occurred on the ignominious Beachburg line, the usual outcrys against this particular stretch of Ottawa trackage are starting. I have in my possession a map put out by the NCC in 1959 stating that this trackage was permanent, yet those living there were won over by over-eager homesellers four and five years ago saying that the tracks would disappear in time, a complete fallacy. Last Tuesday, a woman driving a new car stalled several times driving up Walkley Road ...she drove onto the tracks with the signals flashing, and again the car stalled; CP No 1 was the train which hit the car, throwing the woman's daughter out. The car was pushed along by the train, which finally stopped 500 feet south of the crossing; the car was finally removed and rolled into a twenty foot deep culvert.

Both Ottawa West station and the roundhouse are memories now. Forget whether I mentioned it..CP cannot get the faces on all its clocks changed by April 28th..will be August now, so the 24 hour system will begin in October.

Also, the connection at Ellwood Diamond cannot be finished in time, and so "The Canadian", will continue to use the Carleton Place Sub for the time being.

April 10th....Controller Ernie Jones of Ottawa's Board of Control, has suggested that Ottawa establish a rapid transit system. Other councillors have suggested using the median of the Queensway, while Mr. Jones has suggested using the CPR trackage from Bells Jct in through Ottawa West

then on to the CNR Chaudiere Spur to Bronson Avenue, and then go underground below one of Ottawa's downtown streets, eastward right out to Orleans Ontario. The NCC has thus decided to hang onto the old CPR right-of-way which it now owns, in the event that the city would want this land. Most trackage has been removed from the Carleton Place Sub division, and this would all have to be relaid. A little bit late, Mr. Jones!

I see that CPR plans to spend \$66,800,000 for improvements this year, including \$26,900,000 for new engines and cars.

CN has begun getting its equipment ready for the new Southern Ontario runs this summer. Engine 3154, formerly 3884, showed up in Toronto this week. It is fluorescent orange with white striped running boards.

CN is having trouble keeping its fleet of Prince Edward Island engines running, and lately, engines of the 1700 series have been taken over to PEI on the ferries.

Passenger equipment of the Penn-Central in a green color, the same as their boxcars, has been noticed running through Canada.

CP Budd, 9102, transferred to Montreal from out west recently, has only unilingual signs in its interior. Wonder if that will be Pierre Trudeau's first hurdle in making it bilingual?

April 28th....I see that tenders have been called for construction of the new station for CPR passengers at Hull West. Tenders will be opened on May 15th.

The roundhouse chimney went down with a roar last Thursday. It took two shots of dynamite to do it. Television cameras were even on hand to record its passing.

CN plans to raise its passenger fares by 10% on June 1st.

CP plans to scrap twelve of its twenty one Trainmasters this year, and eight of them will provide traction motors (GE 752) for the eight C-630's to be manufactured by September. The numbers of the new units will be 4500 - 4507 inclusive, class DRF-30C.

Trainmaster 8907 scrapped Calgary 3/68. CNR 6400, now at the Museum of Science

and Technology was robbed of its distribution plate last week. It was sent to Toronto on CN No 45 to keep 6218 running...this distribution plate keeps the coal from the stoker evenly placed in the firebox, I understand. 6200 was thoroughly search beforehand, but the one in it was unserviceable, so the newer one had to be utilized. CPR public timetables now out show the Quebec-Montreal trains doing the 100.8 miles in 107 minutes.. including 20 miles of Montreal traffic. Must be competing with CNR?? The times are from Montreal to Trois Rivieres.

Further to the CLC power on CP, unit 4054, which was supposed to receive the carbody of CN 9344, was also scrapped at Calgary in March. Thus, the CNR carbody may never be used. May 4th....I understand that CP plans to scrap the following trainmasters this year....8902, 8907, 8908, 8910, 8912, 8916, 8918 and 8920. These eight units will supply GE 752 traction motors for eight new Century 630 units that CP plans on buying from MLW this summer. 8907 was scrapped in March at Ogden. Further, six of the remaining TM's will not have any major work done on them...if any is required, unit will be scrapped. Those unit numbers are not available. Many of the others are still running, and just last month Bob Loat in Calgary saw a turn out of Calgary with 3 units, 8903-8909-8917.

The CN test train of Hawker-Siddley equipment came to visit Ottawa on Wednesday...engine 3150(part of it painted fluorescent orange) and 5 cars arrived...cars were 341-362-365-372-321. CP 1, engines 1416-1417 derailed at Sultan Ont. last monday...two units and four cars derailed. Meanwhile, the CNR is just now getting back to normalcy after two weeks of delays due to a freight plunging through a bridge, apparently damaged by fire, at St. Lazare, Manitoba.

May 11th....I understand that the CPR Eganville subdivision is up for abandonment...CNR apparently serves the communities well enough with their thrice-weekly train. CN has 2877 square feet of space to rent in this station, so says a sign at the entrance to this station.

Anybody interested?

Sewer construction in front of the "New" Ottawa West station resulted in the CPR-NCC building a platform for passengers on the siding at the station. The main line was out of service yesterday.

CPR-Dominion Atlantic unit 8136 was on transfer service to Montreal during the week. This is the first time it has been off the Dominion Atlantic since built.

CPR station at Hull Quebec, supposed to have been torn down by the NCC in the 1966 has now been leased to a Hull merchant for use as a warehouse. The automatic gates which will replace the present manual gates at Hull West (Montcalm Street) are now being installed, and will be ready in about two weeks.

I understand that the CPR will drop all passenger steamship services unless a profit is made this year. Also, the firement on CP and CN may give us another strike within the next few weeks. CN has offered them 8% and CP 7% for wage increase, but they want the same 24% increase that non-ops got in 1966.

CN parlor car "Lake Couchiching" in Ottawa thursday is one of the parlors that CN will outfit for it's "Gay 90's" car which is apparently to be on the Rapido. This car will be outfitted with piano and bar; and made a test trip to Ottawa.

Sincerely, Bruce

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Newspaper headline from Sunderland, England:

"Bride beaten by hobby"

Stan Kipling called off his wedding rather than move a model locomotive out of the bridal chamber.

The bride-to-be, Mrs. Janet Parkin, said the three-foot-high engine took up too much room in Kipling's bedroom. Last month the 62-year-old miner agreed to dismantle the engine, and the couple scheduled a March wedding. Thursday Stan changed his mind.

"I just can't bear to part with the machine," he said. "It's my only hobby and I want to go on tinkering with it."

The bedroom is the only place he has room for it.

Mrs. Parkin, a 66-year-old widow, collapsed on being told the wedding was off.

"I am being made to look a fool," she said, "but I will never take second place to a locomotive."

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EXTRA CALL FROM THE BACKSHOP

Shop Foreman has urgent need for extra gang wipers, scrapers, painters and carpenters to clean and repair locomotives and other rolling stock. St. Laurent Blvd. shops are open to bonified railroaders (C.R.H.A. card carrying members) Monday through Saturday from 9am to 11 pm.

Organize your own gang and come down at your convenience.

A work diary kept by the Comissionaire at the door will give your gang the location of tools and supplies, a list of work to be done, and suggestions on how to do the work.

Your suggestions for improving the quality and speed of work would be appreciated. Feel free to bring along any equipment you feel will help do the job safely and speedily.

For further information contact shop foreman,

Doug Campbell,
531 Roosevelt Ave.,
Ottawa 13, Ont.
Phone 729-1542

P.S. For those desiring specific kinds of work or to work on specific pieces of rolling stock, special gangs will be formed, see the Shop Foreman.

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There are still a few members who have not paid their 1968 membership dues, either C.R.H.A. and/or Ottawa Branch. Mail your dues to-day before you forget -- by cheque or money-order to:

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

DO IT NOW - LEST YOU FORGET