



# THE BRANCHLINE

MARCH 1969 VOL IV NO 3

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## PLANKS FROM THE PRESIDENT'S PLATFORM

When Bob Elliot took over as President following his election at the Annual General Meeting, and following his expression of thanks to the outgoing President, Bill Williams, for the job he had done, he outlined the programme he foresaw for the 1969 season. The following points are extracts from his remarks.

"As your President I hope to lead your representatives, your executive, along the following lines:

- a. to maintain our relationship with Montreal on an amicable basis bearing in mind our own aims and requirements;
- b. to maintain, and if possible, to improve our relations with the National Museum of Science and Technology;
- c. to pursue an active restoration and repair programme, not only of our own material, but also that material held by the Museum upon which they may wish assistance;
- d. to endeavour to raise our membership;
- e. to continue the excellent programmes that have been offered in the past and, if possible, to improve them;
- f. to attempt to improve some of the weak spots in our own internal administration. A requirement exists for more and better publicity, for spreading the load among the members a little more evenly, and for providing a more flexible control system.

I know from conversations we have had over the past few years, that these "planks" are those which you all have said you support. I therefore feel that I can count upon you all for your support and assistance. I will ensure that all members are advised of the direction we are going.

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## RELATIONSHIP WITH THE NATIONAL MUSEUM OF SCIENCE AND TECHNOLOGY

Comments were made by a visitor from Montreal recently that our position with respect to the National Museum of Science and Technology was not clearly understood and that some people were somewhat critical of us in consequence. The following letter was written to Montreal explaining our stand. In order that there also be no misunderstanding among our own membership, some of whom may not be quite sure where we stand either, that letter is reproduced below.

Quote:

President and Members, C.R.H.A.

Gentlemen:

It has come to my attention that some misunderstanding exists concerning the position of the Ottawa Branch, C.R.H.A., vis-a-vis the National Museum of Science and Technology, and that this misunderstanding was leading to ill-will.

My initial reaction to this information was rude. I am not aware that our relations with other agencies in our home environment are subject to censorship so long as they remain within the stated aims and objectives of the C.R.H.A. as laid down in our By-Laws. I will not accept criticism of my Branch based upon uninformed conjecture.

Second thoughts however, indicate that perhaps "uninformed conjecture" lies at the root of this apparent disagreement. We are anxious that there be no opportunity for ill-will to grow and spread, and to this end I would like to make our relationship with the Science Museum unmistakably clear.

- a. We are not, nor have we ever been, subsidized in any way by the Museum.
- b. We have been lent certain items of equipment by the CPR and the CNR. These are displayed on Museum trackage, where, we hope, they serve to augment the Museum outdoor display, and they are subject to any and all controls imposed by the Museum.
- c. For this "demurrage" we undertake to maintain the equipment on loan to us in display condition. We also provide labour for preservation and restoration work on the equipment held by the Museum as the Museum staff request and direct.
- d. All material used on Museum equipment is provided by the Museum; all material used on the equipment on loan to us is bought and paid for at commercial rates out of Branch revenues. I repeat, we do not use Museum material on our own projects.
- e. The Museum staff do provide technical advice and assistance on preservation techniques. We have provided technical advice on matters connected with Museum holdings.

Our relations with the Museum are amicable. Because each of us can assist the other we intend to see that these good relations continue and will do our best to foster and improve them.

Unquote:

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NEW EXECUTIVE - 1969

President - Bob Elliot	<u>Telephone</u> 749-3125
Vice-President - John LeBlanc	749-4527
Committees reporting to the Vice-President	
Archives/Library - Hugh Stowell	749-5033
Photo Archives - Bob Palmer	235-4475
Excursions - Bill Williams	733-3272
Document Research - Ken Heard	235-3166
Publication - Open	
Secretary - Mike Iveson	235-4978
Assistant Secretary - Bill Linley	729-0967
Committees reporting to the Secretary	
Programmes - John Frayne	731-5185
Publicity - Open	
House - Bruce Ballantyne	733-7174
Treasurer/Membership Secretary - Ted Emond	236-4460
Committee reporting to Membership Secretary	
Telephone - Abe Giesbrecht	234-2611
Restoration/Rolling Stock - Doug Campbell	729-1542
Committees reporting to the Restoration Member	
Rolling Stock - Duncan duFresne	733-3443
Maintenance - Denis Peters	684-3159

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NOTICE

M E M B E R S H I P S

NOTICE

1969 Memberships are now due.

DUES

C.R.H.A. Montreal - Membership card and "Canadian Rail"	\$6.00
C.R.H.A. (Ottawa Branch) only	\$1.50
Total for both	\$7.50

Membership dues not received by C.R.H.A. Montreal by February 28th, 1969, member will be deleted from "Canadian Rail" mailing list. So if you do not receive your "Canadian Rail" for March you will know why.

Membership dues may be paid at the General Meeting on 4th March, 1969 or mailed to Canadian Railroad Historical Association, P.O. Box 352, Terminal 'A', Ottawa 2, Ontario.

Please add 15¢ exchange on out of town cheques. Make cheques or money orders payable to Canadian Railroad Historical Association.

NOTICE

M E M B E R S H I P S

NOTICE

## RAIL NOTES FROM HERE AND THERE

### RAIL TRAVEL OFF 14%

Rail passenger travel dropped 14 per cent last year, according to the Association of American Railroads, but the carriers achieved an estimated \$10.8 billion in operating revenues, a record high. Expenses were also at a records high, having totaled \$8.5 billion.

### CASCADE TO CONTINUE

The Interstate Commerce Commission has ruled that the Southern Pacific must continue its Cascade for another year. It is the only remaining train between San Francisco-Oakland and Portland, Oregon, a distance of 715 miles.

### DREAM COMES TRUE

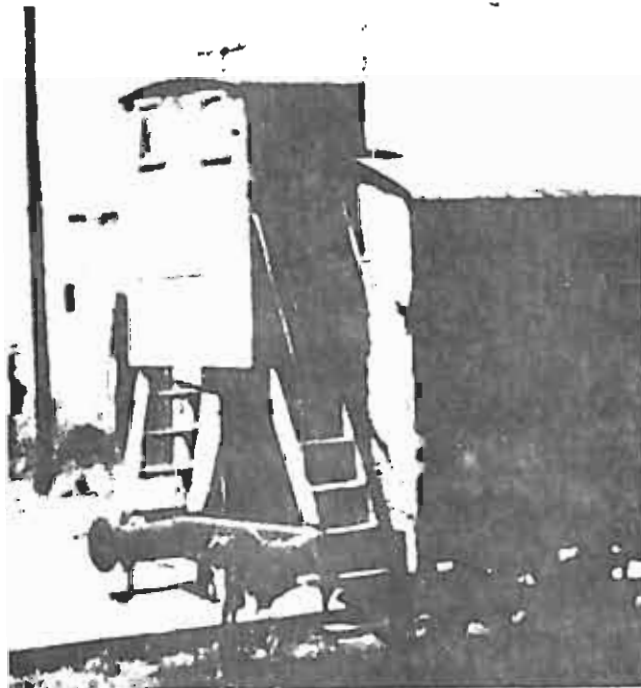
The dream of many a rail fan is to have a railroad car for a home. James Christianson of Pomona, Calif., is making that dream come true for himself. He has bought from the Santa Fe a business car of 1928 vintage, and is now busily engaged in refurbishing it at an estimated cost of \$5,000. The car will have three bedrooms, a kitchen and dining and observation sections. Mr. Christianson said his new home may be a part of a railroad museum that he plans to establish.

### FRENCH IMPROVEMENT

French National Railroads have introduced a new mistral (luxury train) on February 9th. The train will be air-conditioned, and its top speed will be 100 miles an hour. It will link Paris and Nice (680 miles) in nine hours, Paris and Marseilles (540 miles) in less than seven hours and Paris and Lyon (320 miles) in less than four hours. The mistral will stop at Dijon, Lyon, Valence, Avignon, Marseilles and spots on the Riviera.

### ALBANY STATION CLOSED

The old ramshackle railroad station in Albany, N.Y., has been closed, and a new one on East Street in Rensselaer is now serving both Penn Central and Delaware & Hudson passengers.



A FAR-OUT OUTHOUSE? — No such thing

This, and you can take the word of Leo Henderson, general manager of CN Transportation, who took the picture, is the caboose on a Moroccan Railways freight train.

Looks as if it had been designed by the Privy Council, built by Chic Sale and stuck on the train as an afterthought.

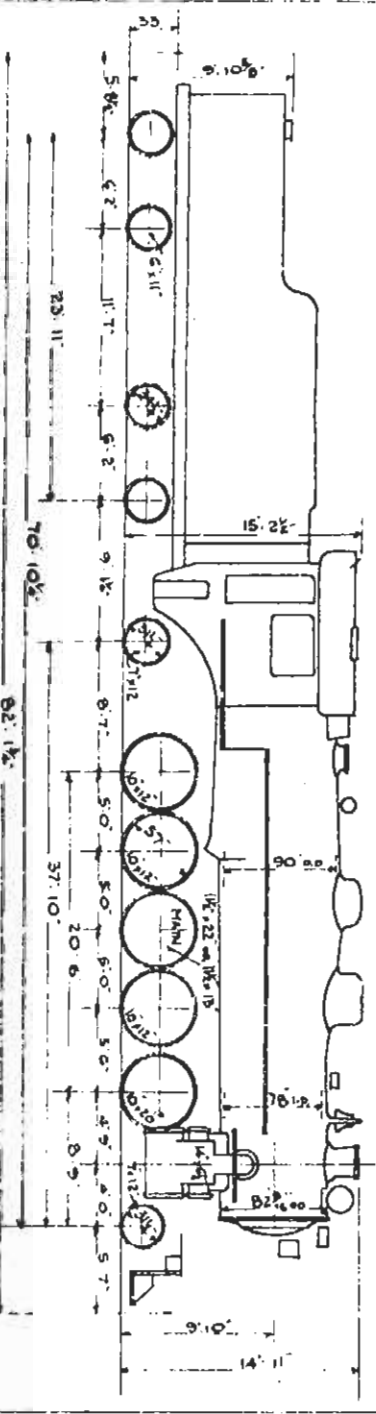
In the next issue of "The Branchline" a special feature by Bruce Ballantyne entitled "A Comparison: Two Plans for the Railways of Ottawa".

SUB DATE BUILT BUILDERS  
 CLASS BUILT ORDER N°  
 T.I.C. 1920 M.L.N. 3285  
 61882, 63, 61885 to 93  
 61893 to 99 61901 to 04

BUILDERS BOILER N°  
 ROAD NUMBERS  
 4022, 4023, 4025, 4033  
 4035 to 4039, 4041 to 4044

**CANADIAN NATIONAL RAILWAY**  
 MECHANICAL DEPARTMENT  
 MONTREAL  
**SANTA FE**  
**T-1**

\* WITHOUT HOPPER 16 TONS  
 WITH 18  
 WEIGHTS SHOWN WITHOUT HOPPER



CLASS	DIA	STROKE	DRIVING WHEELS	PIANE BOX	GRATE AREA	LANGE	DIA	SMALL	DIA	LENGTH	WATER	COAL	SCHEMIDT	HAULAGE	
CLASS	26	32	57	50	144 1/2	84 1/2	77 1/2	45	5 1/2	25 1/2	2	17 0	8300 GAL	65 1/2	
HEATING SURFACE	TUBES FIREBOX TOTAL		3253	286	3529	32,000	257,400	29,900	319,300	19,600	518,100	232,000	289,000	3 99	64 5 6
WEIGHTS	DRIVING		32,000	257,400	29,900	319,300	19,600	518,100	232,000	289,000	3 99	64 5 6	200 1/2		
STOKER	TYPE OF		REVERSE GEAR	VALVE GEAR	VALVE GEAR	VALVE GEAR	VALVE GEAR	VALVE GEAR	VALVE GEAR	VALVE GEAR	VALVE GEAR	VALVE GEAR	VALVE GEAR	VALVE GEAR	
CLASS	TYPE OF		REVERSE GEAR	VALVE GEAR	VALVE GEAR	VALVE GEAR	VALVE GEAR	VALVE GEAR	VALVE GEAR	VALVE GEAR	VALVE GEAR	VALVE GEAR	VALVE GEAR	VALVE GEAR	
CLASS	TYPE OF		REVERSE GEAR	VALVE GEAR	VALVE GEAR	VALVE GEAR	VALVE GEAR	VALVE GEAR	VALVE GEAR	VALVE GEAR	VALVE GEAR	VALVE GEAR	VALVE GEAR	VALVE GEAR	

8-42  
 10 9/16  
 ARCH  
 W/TH  
 10 9/16  
 8-42

# GENERAL MEETING

## Tuesday

4 MARCH

**8:00 PM**

**Auditorium**

**Museum of Science and Technology**

**St. Laurent Blvd.**

PROGRAM

ILLUSTRATED TALK BY ERIC SMITH

ON EXPERIMENTAL STEAM

After refreshments, slide views session by members who bring some slides of interest