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# BRANCHLINE

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CANADIAN RAILROAD HISTORICAL ASSOCIATION  
-- OTTAWA BRANCH --

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December, 1970.

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## NOTICE OF MEETING

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THE ANNUAL GENERAL MEETING of the Ottawa Branch of the Canadian Railroad Historical Association will be held on Tuesday, 5th, January, 1971., at 20.00 hours in the Museum of Science and Technology.

At this meeting the Officers for 1970 will deliver their reports and Officers for 1971 will be elected. All members are urged to attend this important meeting.

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## PRESIDENT'S MESSAGE

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All Members  
Ottawa C.R.H.A.

Dear Friends,

Once again the Ottawa Branch has finished a year's activities. In this edition of the Branch Line you will see some of our accomplishments in the fields of restoration, fan trips and other events. There are a number of other achievements though, that must be mentioned. Your librarian now has a series of extracts from an engineering journal of the 1880's, courtesy of Eddie Turner. We have built some of our bridges with Montreal and these continue. We have managed to resolve our problems concerning our financial body, The Bytown Railroad Society Inc., and we have continued to enjoy good relations with the National Museum of Science and Technology.

We still have problems, chief amongst which is the question of our publication. Fred Barber has taken over from my failing hands but he needs help. Secondly, we need hands for all aspects of our restoration work. Thirdly, we need interested people to research and write historical articles.

1970 has been a good year. A vote of thanks is due to your executive members and I would like to take this opportunity to thank them on your behalf for that year. At the next meeting you will be selecting a new executive for 1971. May I also take this opportunity to express the hope that its members will be as active and as loyal as the previous group and to wish you all a Happy Christmas and all health and prosperity for the New Year.

Most sincerely,

BOB ELLIOT.

President. Ottawa. C.R.H.A.

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**RESTORATION  
NEWS**

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**OUTDOORS** The Restoration Gang have had a real busy time outdoors this summer. Under the guidance of Doug Campbell and Dunc. Dufresne considerable progress was made in getting our equipment in display condition. Those of you who have'nt been down

to the Museum for a while will see a shiny spreader, a good deal less rust and scale on the crane and odd areas of new paint on the boom car and tender. But you won't see some of the more important items.

In June, in time to get her ready for the visit of a British Rail-fan Tour the Spreader was fitted with new windows of  $\frac{1}{8}$ " Lexan. These were glazed and hung by Duncan and Bob Elliot while the rest of the crew painted. The reservoir has been cleaned out (Bruce Dufresne is small enough this year, but next !!!! ) and tested to 125 lbs. We would have gone higher but the inspector was unhappy about the rivets. The modern generation seems to prefer welds. The biggest job on the spreader, however, has been the replacement of a length of header timber on the right side. This had been found to be rotten about two years ago and had been taken down. Dunc. and Bob took the rest of the bolts out, eased the timber loose in sections and bought a replacement length at Daoust Lumber. A little careful measurement, the removal of some siding and in it went. Pretty close too, only one unnecessary hole in the wrong place. A little shifting about with Doug Campbell's chain hoist (I knew car rallying would come in useful sometime) and the bolts went back in as if they were designed to.

The tender is now clean thanks to Bruce Dufresne, Kevin Day and Bruce Ballantyne. These youngsters clambered inside and scraped and dug until the many bucket loads of scale, mud and assorted rubbish, all of which was rusty, wet and dirty, was out and on the ground. In addition to the bucket loads a good deal came out with them in their clothes, hair, skin and finger nails. The Mums have yet to have their say in the matter. It was a filthy job, one that had to be done and it has added considerably to the life of the tender, which other-wise would have rusted out under the filth. A couple of small welds closed the little holes in the side and it was watertight. A large vote of thanks to the three 'miners'. In addition the rear deck repairs have now been completed.

Perhaps our largest expenditure on restoration has been the replacement of the grates and the repair of the carrier ring in the crane. Here we were lucky indeed. Duncan hauled the broken grates out last Fall and early this spring Ernie Turner offered to make the pattern for us. The wreckage was duly deposited in his basement and in what seemed to be an unbelievably short time later, he called to say the patterns were done. He also told us he had a contact at a foundry in Stittsville that would do the job at a reasonable cost. So we put the two together and now we have a set of new grates. The carrier ring was worked up in the Museum's workshops, courtesy of John Corby, and the whole lot now sits in the firebox. As an after-thought a couple of extra teeth now puts the fire up somewhere near to the tube sheet instead of in the bottom of the ashpan. A pleasant change which makes all the difference to her efficiency and the comfort of the operation.

A good deal of thanks is also due to John Hagee who has patiently lettered the Spreader and the Herald on STELCO 40. He also did the tyres but some overly energetic character with a steam hose took his work down to the twelfth coat and it will have to be done again. The silver looks good though John.

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Before the winter weather puts a stop to all further outdoor activity there are still several jobs to be done. The Spreader needs metal caps to her timbers and another coat of paint, the tender also needs another coat of paint, to name but a few. Our Boarding Car, No. 411205, is now our top priority and we are still looking for a covered shed in which to work on her.

INDOORS At the November meeting it was agreed that the Restoration Gang could meet on Monday evenings during the winter in addition to the usual Saturday morning shift. There is much to be done inside and volunteers are always welcome. We must not lose sight of the fact that this is one of the ways we earn our keep in the Museum.

A good start has already been made inside this winter. It will be seen that No. 926 has been denuded of her front end. Under the watchful eye of Duncan and aided by some good old fashioned CPR engineering practices, the gang removed the pilot beam (cowcatcher to some !!) the coupler and other odd brackets to un-cover the very 'moth eaten' buffer beam. It was then the work of a moment to 'remove' the beam which 'came apart in our hands' in a cloud of polluting dust. All the bits and pieces have been removed to the Museum's workshops for repair and painting and we have it on very good authority that a new buffer beam is well on its way. It then remains to put it all back together again. Meanwhile 926 is being given a good look over and re-painted where required. She will soon be back again in prime condition, fit for another fifty years.

The Monday night gang have been busy on the side rods of nos. 5400 and 5700. In fact at the rate they are going, a job which usually takes all winter will be finished before Christmas. Good effort chaps.

Another big job to be done is to repair the jacketing on 713; which is beginning to look a bit sorry for itself. Volunteers are also required to overhaul the velocipede and hand-car. Doug Campbell would be pleased to hear from any member who is prepared to take on one or both of these later tasks as a special project.

#### THE MUSEUM'S OPEN DAYS

The Museum cranked their operation of STEAM 40 into four long days, 27th. June, 1st, 4th and 5th July. CRHA crews in all departments backed up the Museum's staff and professional engineers to carry over 7,000 people of all ages through the scenic country-side of Baird's Branch. Despite a certain amount of comment on pollution (that's not pollution, Cynthia, that's coal smoke slightly mixed with oily water) the passengers seemed to enjoy themselves and we noted a few returning for additional rides.

The train was under the control of Rolly LaFleur, operating under the watchful and only slightly critical eye of his grand-children. Safety orders, issued by the Museum and reinforced by some watchful criticism by John Hagee and Bob Elliot kept the hazards to a minimum.

The operation on the 27th. June gave us an opportunity to put on a display for a visiting British Railfan Tour. On this occasion Dunc. Dufréne on the locomotive and Bob Elliot on the spreader demonstrated simple grade and weed control. Before the party left the British presented them with a 'golden spike' suitably lettered for the occasion by Al Craig.

On the completion of the programme Dr. Baird asked the President to convey to the members his appreciation for all their assistance. In reply the President said that it was a pleasure and a privilege to assist in the operation of one of the few remaining operating steam locomotives in the country and that we were happy to be of service at any time.

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BILL'S  
EXCURSIONS  
1970

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Bill Williams has staged two railfan extravaganzas this year, both of which have been a huge success and up to the high standard which characterises all Bill's efforts. The first was to Brockville on the 20th. September, the other was a day out on the Thurso and Nation Valley Railroad on the 17th. October. It goes without

saying that a good time was had by all as will be seen in the next two articles.

THE BYTOWN RAILWAY SOCIETY OPERATES A SUCCESSFUL  
CENTENNIAL EXCURSION TO BROCKVILLE

by

Bill Williams

In 1870, one hundred years ago on September 15th, the railway from Brockville reached Ottawa over the Brockville & Ottawa Railway and the Canada Central Railway. To celebrate the centennial of this event the Bytown Railway Society operated an excursion to Brockville on Sunday September 20th. 1970. CP Rail was used all the way with a GM Diesel FP7A No.4069 and three 2200 series coaches, all resplendent in the old maroon colour scheme; Engineer Jacques Fortin and Conductor Don Gow being in charge.

When the station doors opened at about 20 minutes before train time, 0800 hours, a happy crowd surged aboard and quickly filled all the seats, 184 passengers in all including 18 kiddies plus a few under five. With us also came an official representative of the City of Brockville in the person of Frances McOdum and as soon as she was on board the train left heading east to run west through Walkley. A delay here to instal marker lights and a telephone, these not being readily available now that CP Rail does not run regular passenger trains from Ottawa.

The first photo stop was Preswood where the Walkley line joins the Prescott Sub south of Ellwood, only a short stop though to make up lost time. An unscheduled stop near Osgoode station where the engine hit a tie placed across the tracks and then a short stop at Kemptville station. The weather was fine and most enjoyable and by this time everyone was beginning to enjoy the trip, making new friends and swapping experiences.

Onto the main line now heading at speed for Smith Falls where it was decided to wash out the run past over the Rideau Canal and to do it in reverse on the return trip. This enabled us to get ahead of the Ottawa-Brockville-Toronto local and brought us into Brockville on the advertised time of 10.55 hours, to be met by many local citizens.

With three hours to spare before the return trip, the passengers dispersed on their various ways. Some went downtown for lunch, some hung around to train watch and there was some action too. The East & West Rapido's, the East & West Lakeshore's, the arrival and departure of the Ottawa local and some freight. Quite a bag.

Some Buffs stayed on board the train for the turn around over the 'Y' east of the town near to the Phillips Electric Plant. Many other Buffs took the opportunity to explore Canada's oldest tunnel and those who brought lanterns were well-rewarded. It was dark, wet and slippery whilst in some places rubber boots and umbrellas might have been in order. Luckily all emerged without incident, some brave souls made the return trip.

In the meantime our President and his wife together with members of the trip committee were entertained to lunch by the Brockville City Council in the Skyline Motel, Alderman Mrs McOdrum presiding. Before leaving Brockville for the return trip to Ottawa our president, Bob Elliot presented a suitably inscribed golden spike to the City of Brockville to commemorate the centennial of the completion of the Brockville to Ottawa railroad link. This was accepted on behalf of the council by Alderman Mrs Frances McOdrum.

At 1400 hours we were off on the return trip, first stop Smith Falls for the run past over the Rideau River and Canal where we were able to take some worthwhile camera shots. Then into the station to discharge some of our passengers, Eric Forde and his friends who had come over from Sydenham for the trip. At this point the train had to back into the yard to allow a southbound freight to pass and by so doing presented us with an excellent opportunity to get some good shots of some diesels and other interesting railroad equipment including a BN R32.

Now off to Carleton Place and a wait at the old station which looked very sad and lonely after a much livelier time in earlier years. Those of you who used the Toronto-Ottawa pool train will remember the hive of activity at this stop in those days.

A leisurely trip from Carleton brought us into the siding at Stittville, the CP spelling for Stittsville. The platform of the boarded up station was a good place to watch and photograph Nos 1 & 2 'Canadian', westbound and eastbound. No. 1 went through at a modest 60 or so. Not long later the headlight of No. 2 appeared in the west to be lost in a dip. It could be seen how-ever that it was coming in fast and many of us received the experience of being close to the thundering suction of an 80 mph train. One must experience personally such an event at close range to feel the powerful suction of a train travelling at high speed. This was the highlight of the day as we saw the only two trains this line sees daily.

Back in Ottawa the days activities were brought to a pleasant close with the presentation of a golden spike to our conductor, Ron Gow.

The trip was also a financial success and some well needed funds were earned for our restoration work. It was well covered on TV and in the local press. A CBO TV crew travelled on the trip and took on the spot recordings of interviews with some of the passengers. The TV film was shown on CBOT the following evening and the Journal reported on the trip in their Monday's edition.

A good time was had by all many of whom wanted to know the date of the next trip.

A DAY OUT ON THE THURSO AND  
NATION VALLEY RAILWAY

by

Duncan H. duFresne

October 17th dawned a bright, clear and rather cool Saturday which saw 94 of the faithful arrive at the locomotive shop at Thurso, Quebec, for 114 miles of most enjoyable running. Of the 94 passengers, roughly 25 were our confreres from the Montreal CRHA, including such notables as Dr. R.V.V. Nichols, Chairman, and President C. Stephen Cheasley. We hope that they had a memorable day.

Our train, northbound, was real operational looking, a consist of a dozen open log cars, arch bar trucks, 'K' triple valves, a CP Rail gon., the T & NVR Caboose and Business Car (both ex CPR), the whole conglomeration being hauled by a 70 ton G.E. diesel-electric, ex-CNR, PEI. (which I thought was a vast improvement over the 44 tonner of the past)

Departure time from Thurso was precisely 09.15, give or take a few minutes either way. It became evident very soon that taking photographs from the open gon. at speed required above all else - warm clothing. Other than the empty log cars, the gon. soon became less and less populous as the miles clicked by and the strong north wind was felt. The up-grades helped a bit as they slowed us down to a crawl in a few places and then the wind only hit us at ground speed. A few of these grades brought the 70 tonner right down to series-parallel and the transition into this connection could be felt through-out the train with a gentle slack run-in and lurch. This was really a very good time for photographs and our engine being several shades of green, black, rust and dirt melted in well with the log cars (no shade of anything), the rugged beauty of the tall evergreens, rock cuts, fast flowing streams, beautiful lakes with white caps and the ever present well maintained roadbed of the T & NVR, who could ask for anything more.

A stop was made at mileage 25 to set out a few of the head-end cars, oddly enough the caboose stopped right on a short bridge with a quiet stream running underneath. The bridge, it was discovered, was an old locomotive turntable and was well photographed, as was the stream. A little historic research into this turntable might be in order as it could have quite a story to tell. How about it somebody !! We were soon on our way again with our slightly shortened consist and heading for the end of steel and a steak dinner, which with the clear, cool (would you believe cold) weather, was looking better all the time. We were not disappointed, the meal was superb, the surroundings had atmosphere and the company was great. However some discomfort did befall those who did not make a bee-line for the dining room the moment the train stopped; they had to line up outdoors and wait for the line to move inside as the food was prepared and served at the counter. I was the meal-ticket-taker inside the door and I sure saw a lot of teeth chattering and knee knocking as the shivering group filed past. But oh how hot soup, sizzling steak with trimmings and the thoughts of the return trip can warm you up.

Very little wandering around was done at the railhead and most people were content to just photograph our southbound consist which was now composed of the T & NVR 70 tonner No.11, the T & NVR Crane, a Barnard Log Loader in fresh black paint, an ancient, well-worn, well-used, dirty,

short, wood-decked (where it wasn't missing) arch bar trucked, 'K' tripled flat car, followed by the gon., van and business car - very picturesque. My son and Len Rowlands, Jnr, did wander off to discover a wooden combine about a mile down the line - should go back to see this sometime as it sounds interesting.

The southbound trip got underway at precisely 13.30, give or take five minutes and care was exercised in negotiating the light (1881) rail at the top end of the line with the 70 ton engine and the crane. Our first run-past was on a twisting section of line, neatly ballasted with super-related curves and a small body of water alongside where trout spawn. For those who went down the embankment they were treated to the sight of several beautiful 18" trout swimming just below the surface in clear shallow water. A great spot for a run past, a great spot for hook, line and sinker too!! Further down the line we had a photo stop and a chance to have a good look at the T & NVR's modern track maintenance equipment which was spotted on a siding. This modern diesel-electric-hydraulic equipment, which is commercially built, has been modified by the T & NVR and while not 'glamorous' by any standard certainly should be the pride and joy of Mr. G. Lafleur, the line's Superintendent. In a period which sees most of such railways fading, declining and decaying, the T & NVR certainly is not one of them. Fifty-seven miles of weed-free, well groomed right of way, super-related curves and new ties all over the place as well as replacement motive power in the form of the ex-CNR PEI units being overhauled by the T & NVR in their own modern facility at Thurso; all very encouraging.

The balance of the trip to Thurso was un-eventful and enjoyable, a chance to see the last of the Fall foliage, and breathe in the clear cool if somewhat dieseled autumn air.

The trip, as usual, was a success both in terms of satisfaction and finance, this is due mainly to the hard work of our own Bill Williams, without whose efforts we would be in deep trouble on this and all our other fan trips over the years; a vote of thanks from all of us to Bill. In addition we must remember that without the sanction, willingness, perseverance and indulgence of Messrs O. Woenake and G. Lafleur of the Thurso and Nation Valley Railway, none of this enjoyable foolishness would be possible at all. This would be a great loss to rail fans in our area.

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FROM THE  
EDITOR'S  
SCRAP BOOK

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#### A TALE OF THREE BEARS.

The tale of the three bears with a railroad twist is told by George Davis, Assistant Supt. at Coquitlan, B.C., then a conductor on freights between Field and Calgary in the days of steam and, before two-way radios.

A 40-car freight, drawn by a 5900 locomotive, eastbound at Lake Louise, was handed orders for a 'meet' with three other trains at Castle Mountain siding. The side-tracking, George thought, would give him and his brakeman a wonderful opportunity to make themselves a hot breakfast.

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As soon as they were in the siding and the switch safely locked - out came the bacon, the eggs and all the accompanying goodies that were such a feature of caboose life. Soon the surrounding atmosphere was filled with inviting aromas.

Seated at the table, and just about to dig into the frying pan, the two men felt a movement of the caboose - an effect which always heralds the arrival of a visitor as he swings onto the step. George and his companion expected to see the section foreman or another 'brakie', Fred Ramsay dropping in for a coffee. Instead, there loomed in the doorway a large black bear accompanied by two cubs. Hoping to get them off the van, George tried to toss a piece of bread out of the door-way but, unfortunately, it struck the wall and bounced back inside. In no time at all that caboose became overcrowded.

The boys took to a built in escape route - up the ladder into the cupola and out the window onto the roof. From down below, sounds of animal confusion arose - glass being shattered to the accompaniment of growling noises. A glance through the window showed the bears eating the prepared breakfast - one actually sitting in George's chair.

The meet completed, the engineer on George's train whistled off and moved onto the main line with the three bears still holding their ground in the caboose. Brakeman Pawluk, wielding a bamboo rod, was finally able to dislodge the unwelcome guests at a siding at Massive, Alta.

Van 436432 was a wreck; lamps torn from their wall mounting; broken crockery everywhere; mattresses ripped open, and there remained a pungent reminder that three bears had passed that way.

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THE  
EDITOR  
SPEAKS

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"EDITOR" - one who prepares the work  
of others for publication. -

The Concise Oxford Dictionary.

Need I say more. A healthy magazine depends for its existence upon regular contributions of articles, reports or letters. So why not make an early New Year's resolution to make 1971 a gala year for the Branchline. Make use of your publication to air your views, disagree with others or even attempt to educate the ignoramus. Dig into your personal files and come up with a few interesting tit-bits that others may enjoy. Send your contributions to the Editor at:

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or just hand them to him at the monthly meeting.

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