

# BRANCHLINE

PUBLISHED BY THE BYTOWN RAILROAD SOCIETY INC.,  
FOR THE  
OTTAWA BRANCH OF THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

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Volume 7.

September, 1971.

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## NOTICE OF MEETING

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The next meeting of the Ottawa Branch of the Canadian Railroad Historical Association will be held on Tuesday 5th. October, 1971., at 2000 hours in the Museum of Science & Technology. The guest speaker for the evening will be Mr Denis Peters of CP Rail who will present a programme of CP films, the main item being CP Film Corporation's feature film entitled "Multiplicity".

Following Mr Peter's programme it is proposed to hold another session of "Members Choice" in which all members are invited to take part by showing their favourite slides and films.

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## PRESIDENT'S MESSAGE

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All Members,  
Ottawa C.R.H.A.

Dear Friends,

HELP. I'm getting swamped. What with spending as much time as possible scraping and re-painting our crane, organising executive and monthly meetings, co-ordinating the Maniwaki trip, meeting with an Ottawa Journal reporter and getting photographs and text for a forthcoming article on CRHA to him, meeting with the Executive V.P of the Capital Travel & Convention Bureau to help promote our Maniwaki venture and other similar activities which we undertake, and even sitting down long enough to write this letter, plus a myriad of phone calls and assorted other duties. I'm not complaining mind you, just thought you might like to know that this job is'nt a 'one meeting a month' job. I am fortunate that I have help from a good executive, but more is needed from others, dont wait to get yourself elected to pitch in - do it now. We do of course have people in the group who have done just that, but more are needed. Feel you can take on a project ? - Phone me at 733-3443.

Someone has done it again. I refer of course to the splendid article of local interest in the last Branchline by Lee Gault. A nice bit of research and writing, my compliments Lee. How about someone else taking up the pen, other than the personal satisfaction you will get, it will also help our editor who edits only, he does'nt write, and therefore is always in need of new material.

All you photographic types, please get out whatever you have taken in the past year depicting the Ottawa Branch activities. The Edmonton Rocky Mountain Branch's story in Canadian Rail was just tremendous, let's

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see to it that ours is equally good. If you can't get hold of Doug. Campbell to hand in your photographic works of art, call me. The point is we need them now !

Now as I close I want to leave you with one word, think, talk, dream - MANIWAKI. Prove to us all that YOU are salesman, maybe even a super-salesman. The success of the venture (or its failure) will be counted in the numbers of tickets sold. I would like to see every seat filled and a waiting list established so that we have to plead with CP Rail for an extra coach. Good luck !

Most sincerely,

DUNCAN H. du FRESNE.

President. Ottawa C.R.H.A.

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THE SEPTEMBER  
EXECUTIVE

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The 45th meeting of the executive of the Ottawa Branch CRHA was held at the home of John Frayne on 31st, August, 1971. Present were the Vice-President, Doug. Campbell with two executive officers and eight committee members.

Treasurer's Report. Mike Iveson reported that the Branch's account stood at \$ 157.09.

Fan Trips. (a) Maniwaki, 3rd, October, 1971. Bill Williams reported on the arrangements for the Maniwaki trip, in support of which the following additional tasks will be undertaken :-

- i. John Frayne to co-ordinate the mailing of the trip flyers.
- ii. Rob. Milliken to contact Press and Radio officers and request publicity.
- iii. Bill Linley and Doug. Campbell to ask Bruce Chapman (CPR) for a trip schedule and to select run-past spots.
- iv. The President to be asked to highlight the trip at the September meeting.

(b) T & N.V.R. 11th, September, 1971. Bill Williams reported that the Ferrovian Society had offered us 25 tickets on their forthcoming T & NVR fan trip taking place on Saturday 11th, September, 1971. These will be available to members at the September meeting, price \$ 7.50 each.

The Monthly Programmes. John Frayne reported that he had not yet been able to finalise the winter programme schedule. Several members had offered to present slide and film shows and there was the possibility of a talk on railroad affairs by Dr. Baird. The members would be kept informed through the pages of the Branchline.

The Cornwall Street Railway Operations. Doug. Campbell reported that the end of electric operations at Cornwall is to be marked by a parade beginning at 1000 hours on Saturday, 9th, October, 1971. Further details of this event and supporting activities will be given at the September meeting and in the next issue of the Branchline.

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Membership Brochures. Bruce Ballantyne reported that a membership brochure would be available for distribution to passengers on the October Maniwaki trip.

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THE SEPTEMBER  
MEETING

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The branch continued its monthly meetings on 7th September, 1971., in the Museum of Science & Technology. The President, Dunc du Fresne was in the chair with 35 members present.

The evening programme was introduced under the title of "Members Choice". It was a very enjoyable evening with films and slides shown by Jerry Benedict, Dunc du Fresne, Bill Linley and Bill Williams, not forgetting a very old film, introduced by John Frayne, from the CN library, on Rail-roading in 1940. The general consensus of opinion at the meeting was that we need to have more of this type of entertainment.

During the business session the President made mention of the items discussed at the executive meeting and the following additional points.

Fan Trips. Details of the T & NVR and Maniwaki fan trips were given, tickets for which are now available from Bill Williams.

The President called for 100% support of the Maniwaki trip which needed to be fully booked to ensure that the account was balanced.

Canadian Rail. The President advised that Canadian Rail was proposing to publish an article on the Ottawa Branch activities. Photographs are needed to illustrate it, any member who is prepared to assist in this matter is asked to contact any member of the executive for further details.

Farewell 6218 Booklets. These booklets are available for sale, price \$ 0.75 each from Dunc du Fresne.

House Committee. A volunteer is urgently required to take on the job of House Member. The main responsibility of this position is to provide us with coffee and doughnuts at the monthly meetings. Any member willing to take on this very important job is asked to contact the executive or to make himself known at the next meeting.

The Alberta Prints. Prints of the Alberta Pioneer Railway Association's Consolidation type 2-8-0 steam locomotive No.73 are still available, price \$ 2.25 per print from Dunc du Fresne.

Restoration. Volunteers are always needed to assist in the work of restoration at the Museum on Saturday mornings. No experience needed, just a willing heart.

Doug Campbell will be discussing the winter works programme at the next meeting.

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 TRACTION  
NEWS
 

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THE CORNWALL STREET RAILWAY CLOSING

by

Doug. Campbell

A joint ceremony to commemorate the closing of the Cornwall Street Railway and the Canadian National's downtown track removal is to be held on Saturday 9th October, 1971. A parade of street railway equipment is to be held in the morning at about 10.00 am. The parade will be along Williams and Water Streets, east to west, and north on Cumberland to the old inter-change tracks, and then to a display area on the site of the old CN freight shed. The number of motormen available will govern the quantity of equipment in the parade, the rest will be on display. It is hoped that a coach or two will be available to run a shuttle service between Brookdale Shopping Centre in the west to the shopping centre in the east, just north of Courtaulds on Second Avenue.

Displays of slides, photographs, models and artifacts may be arranged for the day. Anyone with something to display or maybe able to assist in construction, operation or provision of equipment for the displays is asked to get in touch with any member of the executive.

All interested are asked to attend. Trip time by road, Ottawa to Cornwall is 1½ hours.

OTC STREETCAR 854

by

Mike Iveson

After over a year of negotiations between the Ottawa Branch Streetcar Committee, the Museum of Science & Technology and the C.R.H.A. in Montreal, OTC car 854 arrived 'home' during mid August 1971. The car was purchased outright by the museum.

The car may be seen at the rear of the museum. 854 was built by the Ottawa Car Company during the late 20's and ran until May 1959. It was stored at the Cobourg Barn until 1963 when it was transferred to Delson, Quebec.

Although details of the Branch's participation in the restoration of the car are unknown at this time, those members, who are interested in Streetcar restoration should contact Michael Iveson at 232-4152.

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 NEWS AND  
VIEWS
 

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THE T & N.V.R. TRIP - 1971

by

Branchline's Staff Reporter.

On Saturday 11th September, 1971., a small group of Branch members joined the Ferrovia Society's trip up the Thurso & Nation Valley Railway. Superintendent Gaiton Lafleur was in charge of the train which was

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made up of a Canadian Pacific 'gon', the T & NVR's business car and caboose with their 44 tonner No.9 at the head-end, Engineer Alcide St. Germain being at the controls. A belt of rain was encountered during the first half of the return trip, but apart from that the 46 passengers were able to sit out and enjoy themselves. Michael Leduc's 'admin & org' was perfect and there were run pasts and photo stops in profusion, enough to satisfy the most avid fans.

On arrival at the rail head, 56 miles north of Thurso, the party sat down to a gargantuan spread, the excellence of which was summed up by a remark which was overhead in the dining hall. "next time I'm bringing my wife along to teach her how to cook a steak". Doug Campbell joined the party at lunch, having followed the train up the valley in his car with his own photo stops.

Once again local railfans are indebted to Mr O.R. Woermki, General Manager of the Thurso Pulp & Paper Company, for allowing this activity to take place.

### THE PRAIRIE DOG CENTRAL RAILROAD

by

Bill Linley

During July I made a brief visit to Winnipeg and used the opportunity to visit the steam operations of the Vintage Locomotive Society. From 1967 through 1970, the Vintage Locomotive Society actively promoted the rehabilitation and operation of an American Standard 4-4-0 locomotive owned by the City of Winnipeg Hydro.

Built in 1882 by Dubs and Company of Glasgow, Scotland for the Canadian Pacific Railway as their number 22, the 4-4-0 saw service between Fort William and Kenora. During her CPR career she was numbered 133 in 1905, 63 in 1911 and 86 in 1912. In 1918, the 4-4-0 was sold to the City of Winnipeg Hydro-Electricity Commission as their number 3. From 1918 until 1962 the engine was in regular service on the Hydro Commission's railway from Lac du Bonnet to Pointe du Bois, Manitoba. From 1962 to 1967 the engine was stored at Pointe du Bois.

Through the efforts of John LePage and Gordon Younger, the Vintage Locomotive Society was formed in 1967 to lease the engine and bring it to Winnipeg for operation in commemoration of the Centennial of Canadian Confederation. The removal of rail to Pointe du Bois necessitated the hiring of a flat-bed truck to bring the engine to Winnipeg. Although this obstacle was overcome, efforts to run the engine during Centennial Year were frustrated by union crew rules, trackage rights and high insurance fees. Nonetheless Messrs. LePage and Younger persisted, overcame these obstacles and went on to secure a grant of \$ 17,000.00 from the Manitoba Centennial Corporation.

Much of the Centennial Grant was spent on the extensive repair and reconditioning of number three, a task assumed by the Transcona Shops of the Canadian National. By June of 1970, the 4-4-0 had been retubed and made fully operational in accordance with Canadian Transport Commission regulations. Much additional effort went into the restoration of a train of four Society owned coaches and a leased combination car. These coaches had been obtained from the Greater Winnipeg Water District Railway in exchange for a pair of heavyweight coaches donated to the Society by CP Rail.

The initial run of the restored engine was made on July First, 1970, from Winnipeg to Lower Fort Garry when number three played an important role in the centenary of Manitoba's entry into Confederation. Among the dignitaries aboard the special train that day was the Canadian Prime Minister who startled RCMP officers by bounding over the tender to reach the engine cab while the train was enroute to Lower Garry.

Following its period of use by the Centennial Corporation, the 4-4-0 entered service on the Prairie Dog Central Railroad. The Prairie Dog Central uses a leased fifteen mile section of the Canadian National's Cabot Subdivision from Pacific Jct. to Cabot, Manitoba. At the time of my visit, an unsafe bridge required the train to reverse direction at West Winnipeg siding some seven miles from Pacific Jct. The reduced mileage, however, did not lessen the feeling of vastness and isolation experienced during train travel on the Canadian Prairies.

The volunteer train crew includes competent amateurs and hobbying professionals, the latter being a group of CN employees who fire and run number three. Generous donations of labour and interest have kept fares to a minimal \$ 2.00, while maintaining the Society's viable financial condition. In talking to the engineer of number 3, I learned of the Society's intention to continue their policy of financial self-sufficiency and of plans to provide picnic areas, stations and an enginehouse.

I can only applaud the activities of the Vintage Locomotive Society in their successful efforts to revitalize one of Canada's oldest steam locomotives and urge each of you to visit them in Winnipeg. Schedules and related information are available from Norma Stewart, General Passenger Traffic Manager, P.O. Box 1182, Winnipeg, Manitoba.

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THE  
EDITOR  
SPEAKS

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The list of contributors is increasing and we in the editorial office are grateful for their efforts. But there is plenty of room for more, as the Branchline has an insatiable appetite. We hope that the efforts of the few will encourage the many. Our requirements are simple; a small article of up to 750

words, on any topic which you consider would be of interest to Branch members, in readable english, either hand or type written whichever is convenient. I try not to interfere with the content as there is always the danger that in so doing the sense is destroyed; but I am prepared to edit, if you so wish. So why not make this your winter project.

It's the Editor's privilege to have the last word, so dare I say it - 'MANIWAKI SUNDAY 3RD OCTOBER'. At the time of going to print total sales numbered 90, so there is still plenty of room. A call to Bill Williams on 234-7274 followed by a visit to Hobbyland, O'Connor/Slater, with the wallet at the ready, is all that is required.

Welcome Aboard! Our latest new members :-

Phillip Fine,  
Carleton University.

Harry Wethey,  
512. Braydon Ave,  
Ottawa.