

BRANCHLINE

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

Volume 9.

November, 1971.

NOTICE OF MEETING

The next meeting of the Ottawa Branch of the Canadian Railroad Historical Association will be held on Tuesday 7th. December, 1971., at 2000 hours in the Museum of Science & Technology. The programme for the evening will be in the capable hands of Doug Campbell, Bill Linley and Tom Parkinson. Using the Parkinson Dual Projection System they will give a slide presentation of the 1971 Fall Foliage Excursion to Maniwaki followed by Traction Events.

ADVANCE NOTICE

The Annual General Meeting of the Ottawa Branch of the Canadian Railroad Historical Association will be held on Tuesday 4th. January, 1972., at 2000 hours in the Museum of Science & Technology. At this meeting the officers for 1971 will deliver their reports and officers for 1972 will be elected. All members are urged to make a special effort to attend this important meeting.

PRESIDENT'S MESSAGE

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

Dear Friends,

Another month has passed but not without some fanfare and whistle blowing - from the C.R.H.A. Crane. I speak, of course, of our successful steam operation on October 30th. Other than just entertaining ourselves with this fine old piece, we succeeded in getting a few jobs done which have been held in abeyance for some time. Most important was the application of a special preservative to the cables. This can only be applied properly when the cables are 'let out' which in turn, can only be done by firing up the boiler and operating the crane. Our belated thanks to Ernie Turner for supplying the special 'gork' and son Sydney who helped apply it. Last Saturday, I am happy to report, saw thirteen of the faithful on the 'rip track' and our crane got its winter covers applied, coal bunker emptied, machinery greased and generally battened down for the winter. Of special interest may be the fact that the crane, boom car, CN Caboose, Jordan Spreader and CP Caboose were all moved roughly twenty feet west by man power alone, singly of course. I think many present were quite surprised at how little effort is needed to move an 80 ton crane. This very fact is the reason for the unparalleled efficiency of 'the flanged steel

wheel on the steel rail' concept. This type of operation, one member pointed out was 'A Newfie Yard Engine'. (with due respects to all those from our tenth province)

At this time I would like to make mention of the January programme, which is the annual election of officers. I will not go into any technicalities here, this sort of information is available from any executive member or Hugh Stowell, the Chairman of the Nominating Committee.

The offices open are as follows :

President.
Vice-president.
Secretary.
Treasurer.
Officers without portfolio.

in addition the Branch has an executive committee (not elected) the members of which are appointed by the Branch Executive.

If you, as a paid up CRHA member, wish to nominate some-one, also a paid up CRHA member, for one of the foregoing positions please contact Hugh Stowell. However before you do, please consider the following :

- a. Has the person you are nominating confirmed his willingness to stand?
- b. Does this person have the necessary time to devote to our group?
- c. Is he willing to devote this time?
- d. Does he have a particular talent which would make him a good executive member?

While not a requirement, some-one with some administrative knowledge and background is desirable. I think I should also point out from personal experience that executive work is something that takes up some time every day - not just two meetings per month. I will admit some days it is only a few minutes, but on other occasions it is a matter of hours, organising a trip, meetings etc., for example.

It is always hoped that all members will attend the regular monthly meetings, we're never that lucky, but please try and make a special effort to be in attendance in January. This is a democratic Branch, let your voice be heard and your ballot counted.

Most sincerely,

DUNCAN H. du FRESNE.

President. Ottawa C.R.H.A.

THE NOVEMBER
EXECUTIVE

The 47th meeting of the executive of the Ottawa Branch CRHA was held at the home of the president, Dunc. duFresne on 26th, November, 1971. Present were all the executive officers and three committee members.

The Treasurers Report. Mike Iveson submitted a financial statement and recommended that the Branch purchase \$ 600.00 of 1971 issue Canada Savings Bonds in \$ 50.00 bond units. This was carried unanimously.

Operation of the CV Crane. It was agreed to operate the Branch's crane on Saturday 30th, October, 1971. All members to be advised by the telephone service.

Future Programmes. John Frayne reported to the executive on his plans for future meetings. Those who had indicated their willingness to present programmes included, Dr. Baird, Colin Churcher, Bob Craig and Tom Parkinson. Members would be kept informed month by month in the Branchline.

Winter Works Programme. Doug Campbell reported on his proposed winter works programme. It was agreed that the weekly work evening this winter would be Monday as usual. A notice to this effect would be given out at the next monthly meeting.

CP Rail Crest. It was agreed to purchase a CPR Beaver Crest for a price of \$ 15.00.

Branch Correspondence Letter Head. Bill Linley to progress the provision of a letter head for the Branch's official correspondence.

THE NOVEMBER MEETING

The branch met for its regular monthly meeting on 2nd November, 1971., in the Museum of Science & Technology. The President, Dunc. du Fresne was in the chair with 50 members present.

The guest speaker of the evening was Bob Meldrum who gave us an excellent evening's entertainment with his films and slides of 'Recent Steam Around The World'. With Bob as our guide we visited Europe, Russia, Southern and Central Africa, basking in steam as we travelled along. Thanks Bob for sharing your pictures with us. Come again.

During the business session the president made mention of the points discussed at the executive meeting and the following additional points :

Annual Dues. All members were reminded that with the ending of the year subscriptions for 1972 became due. He asked for every-one's co-operation to ensure that they were paid promptly.

Canadian Rail. Photographs are still required for the Ottawa article shortly to be produced in the Canadian Rail. Any-one prepared to help is asked to contact the executive.

House Member. A volunteer is still required to take over the job of providing the coffee and dough-nuts at the monthly meetings. Any offer?

Winter Works Programme. The Branch's winter working night this session will be Monday, starting on Monday, 8th, November, 1971., at 1930 hours.

STELCO NO.40. The Museum's 0-4-0 STELCO NO.40., has now been prepared for transit to the CN Workshops at Pointe St. Charles, to undergo a major overhaul. It is hoped to have the job completed in time for next summers outdoor activities.

Presentation to Bob Elliot.

At the conclusion of the business session the President announced that it was with much regret that we now had to say farewell to Bob Elliot, who was shortly leaving Canada to take up employment in the U.K. Bob had been a founder member of the Branch and had served in every capacity from President downwards; he would be missed by all. In wishing him and his charming wife Helen every good wish for the future on behalf of the members of the Branch he presented Bob with a photograph album containing photographs of some of the Branch's activities with which Bob had been closely associated.

In thanking Dunc and the members for their presentation and good wishes, Bob reminded all present that the making of a good or bad executive officer is very much dependant upon each and every member. It was team work, one could not work without the other.

The applause which greeted this presentation more than adequately summed up the feelings of all those present.

Good luck Bob and Helen.

TRACTION
NEWS

THE CLOSURE OF THE CORNWALL STREET RAILWAY.
LIGHT AND POWER COMPANY

by

Bill Linley.

As is the case with many summer days in Canada, Saturday, July 31, 1971., passed un-noticed into the history of Cornwall, Ontario. It was on that Saturday, however, that with the lowering of the trolley poles, the operation of Canada's last common carrier electric railway was brought to a close. The end of this electric operation marked the final stage in the transfer of the ownership of the railway operations of the Cornwall Street Railway, Light & Power Company to the Canadian National Railways.

Electric railway operations in Cornwall, Ontario, stem from Thomas Edison's experiments with electric illumination, which he carried out in the weaving sheds of the Canada Mill of the Canadian Coloured Cottons Ltd in 1884. These experiments being followed up by Wilbur R. Hitchcock, who in 1887 formed the Stormont Electric Light & Power Company to distribute electrical power in Cornwall. The Cornwall Electric Street Railway Company was formed in 1896 in an effort to further the use of this electrical energy. Operations began with three open cars, built by Canadian General Electric of Peterborough, Ontario, which traversed Pitt Street from Water Street to the Grand Trunk Railway Station at Ninth Street. Shortly afterwards the company started electric freight operations and railway freight cars were hauled from the Cornwall depot of the Grand Trunk, Ottawa and New York Railway Companies to the Canada Mill and the mills of the Toronto Paper Co.

The scale of operations envisaged by Mr. Hitchcock proved to be too ambitious for a town the size of Cornwall and in 1902, having failed to pay the interest on the capital put up by the Sun Life Assurance Company of Canada, it was foreclosed. The reorganisation which followed the foreclosure

produced the Cornwall Street Railway, Light & Power Co. Ltd., with a charter to operate passenger and freight services and to distribute electrical power in Cornwall. Subsequently, in 1906, the Sun Life strengthened its control of the power distribution in the Cornwall area with the purchase of the Stormont Electric Light & Power Co. Ltd.

During the ensuing years the company grew apace with the industrial expansion of Cornwall. Connections were extended to many Cornwall industries and with the Canadian Pacific Railway. Passenger traffic grew as well, particularly during the war years. To meet this growing demand equipment was, more often than not, acquired second-hand from a wide range of companies. Street cars came from Wilkes-Barre, Penn., Green Bay, Wisconsin and Fort Worth, Texas. Baldwin-Westinghouse switching motors came from Salt Lake, Utah., Kansas City, Missouri., Aroostook, Maine., Springfield, Vermont and more recently in 1962, from the Lake Erie, Northern & Grand River Railroads of Ontario.

In 1949 the street car operations were abandoned in favour of a fleet of trolley coaches. The new coaches, however, could not offset a slide in transit patronage which beginning early in the post-war period, created a situation in which the transit division continually failed to balance their books. Beginning in 1965 a similar situation developed in the freight-switching operation as operational costs increased and car loadings decreased. On May 31 1970, somewhat reluctantly, the C.S.R.L & P Co. terminated its trolley coach operations, to be followed on January 1 1971, with the handing over of its remaining bus operations to the city. The final act was performed on February 1 1971 when the company's freight operations were handed over to the Canadian National Railways. Thus the scene was set for the closure of Canada's last common carrier electric railway on July 31 1971, an event which was commemorated on Saturday, October 9th, 1971.

The day dawned gray and sodden, an atmosphere in keeping with the events planned for the day. From a suggestion by CJSS radio employee, George Heath, the Cornwall Tourist & Convention Bureau had worked closely with the Canadian National, the C.S.R.L & P. Co., and interested railway enthusiasts to suitably commemorate the end of electric traction in Cornwall.

The day began with a parade of electric railway motors and service equipment from the Old Canada Mill along William, Marlborough, Water and Cumberland Streets to the display area on the site of the old CNR Station. The parade was led by the North End Social Club Band and featured Motor Nos. 14, 15, 16 and 17, Bonding Car No.4, a former Fort Worth Street Car ex OTC Plough B1 and Line Car No.5. On arrival at the display area the equipment was spotted for photographs opposite a colourful train of CN freight cars. The latter, which have appeared at numerous CN displays, graphically portray the role played by CN in moving Canadian products.

Beginning at 11.00 am, Motor No.7, still painted in the black and yellow colour scheme of its former owner, The Springfield, Vermont Terminal Railway, began a shuttle service from the Brookdale Mall to a point just north of the Courtauld Mills, trailing a CN commuter coach. This latter item had been obtained from Montreal through the efforts of local CN railway officer, John Gregoire. During the day over 700 people rode aboard this consist, each passenger receiving a special commemorative ticket designed by members of the Ottawa CRHA. En route passengers were entertained by a most interesting jazz combination. Unique!!!

As part of these celebrations, Doug Campbell and myself, acting on behalf of the Ottawa CRHA, arranged a display of railway colour slides and photo murals in the Boutique Court on the Riverdale Mall.

The celebrations were brought to a close promptly at 4.00 pm, when Mr. George Van der Water, General Manager, CN Rideau Area, introduced a bevy of speakers assembled on the rear platform of CN's 'Bedford'. He concluded his opening address by presenting Motor No.17 and Line Car No.4 to the city. Arrangements are now in hand to restore and display this equipment on the Ontario Hydro property adjacent to the Moses Saunders Hydro Generating Station.

NEWS AND
VIEWS

ONTARIO NORTHLAND - ONTARIO'S DEVELOPMENT ROAD

by

Fred Barber.

Running north from North Bay through the rolling wooded countryside of Northern Ontario for a distance of 450 miles, the Ontario Northland Railway provides a vital link between James Bay and the heartland of Ontario. Southwards along this route flows the lumber products from the forests north of Cochrane and the mineral products from Timmins, Cobalt and Rouyn Noranda en route to the industrial complexes of Toronto and the Niagara peninsular. Northwards flows supplies to the Hudson Bay depot at Moose Factory for distribution to the Eastern Arctic bases, hunters in search of moose, bear and geese and during the summer months, thousands of tourists who make good use of the railway to catch a glimpse of the Arctic scene.

As early as 1884 men dreamed of a railway northwards to James Bay and in 1897, Charles T. Harvey proposed that a Northern Ontario and Northwest Canada Transit Route should be constructed from Sault Ste. Marie to the Bering Straits by way of Moose Factory, Chesterfield Inlet, The Great Slave Lake, Mackenzie River and the Yukon; the Ontario section being covered by a railway, the remainder by boats. He even went so far as to explore the first section, when in company with Mr. W.A. Charlton, M.P.P., he travelled down the Missinaibi River towards James Bay, presumably starting from Dog Lake on the CPR. This he found to be an ideal route with no serious obstacles to railway building. But as so often is the way, when the time came to actually build the line, other considerations took precedence. The final route was decided on the principle that the shortest distance between two points is a straight line. The points in this case being James Bay in the north and North Bay to the south, providing a direct route to the industries of Toronto and opening up Lake Temiskaming and the lumber regions of the north.

The building of the railway commenced in 1902 with the passing of the Temiskaming and Northern Ontario Railway Act and continued on, with a break of eight years due to World War 1, until July 15 1932 when three ceremonial 'last spikes' were driven into the end of steel at Moosonee. A gold spike was driven in by the Prime Minister of Ontario, the Hon. George S. Henry, a silver spike by Mr. Justice Latchford who had turned the 'first sod' at North Bay thirty years before, and an iron one by Mr. George W. Lee Chairman of the Railway Commission.

In addition to the main line, branch lines were constructed from Earlton to Elk Lake, Swastika to Rouyn Noranda, Porcupine to Timmins and Iroquois Falls, all of which provide an access to the gold and silver mining districts.

The railway continued to be called the Temiskaming and Northern Ontario Railway (T & NO) until 1945 when it was changed to the Ontario Northland because of confusion between it and another T & NO, the Texas and New Orleans Railroad.

Today the Ontario Northland is a forward looking and progressive railway company. In June 1957 the last of its steam locomotives were phased out, to be taken over by 48 diesel electric units from General Motors and Alco, painted in an attractive orange and green livery. These are maintained in the railway's main engineering workshops at North Bay and the smaller depot at Cochrane; minor repair and inspection facilities being available at Moosonee and Rouyn. In 1940 a restaurant car of their own design was introduced on the Cochrane to Moosonee run. Named the 'Agumik' and built in their own shops it has a luncheon counter running the full length of the car which permits twice as many people to be handled with no increase in staff.

A vast track and signalling improvement programme has been undertaken. The main line is now equipped with 115 pound rails, whilst the branch lines have been improved with 90 pound rails. The road bed has been overhauled, re-graded and rock cuttings enlarged. Automatic block signalling is now in operation from North Bay to Bourkes, a distance of 184 miles. This will eventually be converted to centralised train control. In 1952 the Ontario Northland was the first railway system in Canada to introduce radio telephony on their trains between the engineer, the crew and track-side stations.

The Ontario Northland has a great potential for the future. There are still large untapped mineral resources in the Arctic around Hudson Bay, whilst Moosonee has potential as an inland port, as for three months of the year it is open to the Atlantic Ocean. In addition Moose Factory is the second largest Hudson Bay Company Base in Canada and the railway provides a vital link in its supply chain.

As is proudly proclaimed on their cabooses, the Ontario Northland had good reason to call itself Ontario's Development Road.

Acknowledgement. The author acknowledges with grateful thanks the help given to him, by Mr. W.B. Antler, P.R.O. Ontario Northland, in the preparation of this article.

A RAILROAD HISTORY QUIZ

Last month Branchline set you a railway history quiz submitted by Charlie Massey. Well here are the answers, as promised. How did you make out? If nothing else, I'm sure - you now know something you didn't know before.

Question No.1. When was the first road of rails built in North America.

The first road is said to be a short incline of wooden rails laid in 1795, to transport materials and products to and from the kilns on Beacon Hill in Boston.

Another early road of interest was a gravity road, nine miles in length, extending from a coal mine at Summit Hill to Mauch Chunk on the Lehigh River in Pennsylvania, which was opened for operation in May 1827. Mules hauled the cars up to the mine. On the down trip they rode in a car specially designed for the purpose. It is said that the mules became so fond of the ride that they refused to go down on foot.

Question No.2. What was the first Railroad charter?

In 1815, Col. John Stevens, of New Jersey obtained a charter to build and operate a railroad between New Brunswick and Trenton. The charter expired without any building. But another charter was issued to the Camden and Amboy R.R. & Transportation Co., on February 4th, 1830. It was opened on January 1st, 1839. In December, 1871 it became part of the Penn. System.

Question No.3. What is the origin of the cowcatcher?

This is not totally unrelated to the previous question. For indeed the railroad, who finally built the line had a great deal of trouble with cattle. Isaac Dripps, was a mechanical engineer with the company. He attached to the front end of the locomotive a small truck supporting two iron spikes, or better put, spears. The device was effective, but proved to be rather detrimental to the health of the cows. To avoid damage suits, Dripps substituted a crossbar from which evolved the V-shaped from we knew on the steam locomotives.

Question No.4. Describe the first headlight.

The earliest headlight recorded consists of a small flatcar with a heavy layer of sand on which the fireman kept a fire of pine logs burning.

Question No.5. In the U.S. were federal land grants gifts to the railroads?

No. Prior to 1941 the post office used the railroads for 4/5th the standard rate and until 1946 military transport used them for half the standard rate.

Question No.6. In what year did railroad construction in North America reach its peak?

In 1886 a total of nearly 13,000 miles was built. The nearest approach to this record was 11,600 miles built in 1882.

Question No.7. What was the date of the first railroad snow plough?

The first snow plough was built under the direction of Gridley Bryant for the Granite Railway of Quincy in 1826. It consisted of two pieces of plank drawn along the rails by horses.

Question No.8. When was standard time adopted?

On November, 18th, 1883, the railways adopted standard time in the U.S. It came to Canada and Mexico shortly after. It was sponsored and put into effect by the General Time Convention of Railway Managers, which later became the American Railway Association and still later the Association of American Railroads.

Question No.9. What was the first locomotive to attain a speed of over 100 miles per hour in North America?

On May, 9th, 1893 an engine of the New York Central & Hudson River Railroad is credited with having reached a speed of 102.8 miles per hour at Grimesville, N.Y. This is not internationally regarded as authentic.

On May, 11th, 1893 the Empire State Express No.999 on the New York Central & Hudson River Railroad is credited with having reached a speed of 112.5 miles per hour. This also is not internationally regarded as authentic. It was later alleged to be unable to attain a speed of 82 miles per hour on this track when hauling four coaches.

Authority. The Guinness Book of Records.

(Editor. This question has not really been answered. Any clues?)

Question No.10. How much contraction and expansion occurs in continuous rails due to temperature change?

About 1/3 inch, at either end. Contraction and expansion lengthwise in a rail one or two miles long is no greater than it is in a rail 39 feet long.

THE
EDITOR
SPEAKS

Included with this issue is a coloured brochure entitled 'The Romance of Historic Canadian Steam Locomotives' containing details of some interesting coloured prints which are now available from the Abitibi Paper Co. Ltd., of Toronto. They might come in handy

for christmas presents. Why not leave it lying around and put out a few hints to the family. More copies will be available at the next meeting.

ooooooooo00000000000ooooooooo