

BRANCHLINE

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

Volume 10.

December, 1971.

NOTICE OF MEETING

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,

December, winter and snow mean many things to many people. Last winter I'm certain nobody wanted to see any more snow, but twenty years ago I used to pray for snow, for snow meant snow ploughs and snow ploughs meant trip tickets and trip tickets with 'mileage' meant pay cheques to a spare list railroad fireman - me. I guess I never was too successful in prayer, for I never saw snow fall like it did one year ago and now I don't need it. Winter can mean skiing, ski-doo's and last winter your last chance to get winter photographs of our old friend 6218. For some of us here it means a winter works programme on the Museum's locomotives.

There is one thing December, winter and snow means to all of us and especially so if you're very young or just feel that way, it's Christmas. It is a time that is supposed to mean peace and goodwill to men and we don't seem to be doing too well in that department

It is my hope that everyone in our group will enjoy the friendship and fellowship that I have found amongst you all, what better time than Christmas to reflect on such matters. It is my pleasure to sincerely wish one and all a very Merry Christmas and a Happy and Prosperous New Year.

Most sincerely,

DUNCAN H. du FRESNE.

President. Ottawa C.R.H.A.

THE DECEMBER
EXECUTIVE

The 48th meeting of the executive of the Ottawa Branch CRHA was held at the home of the President, Dunc. duFresne on 30th, November, 1971. Present were four executive officers and two committee members.

Boiler Certificates. It was agreed to pay a bill of \$ 34.00 for the provincial certification of the boiler and pressure vessels on the CV Crane and CP Jordan Spreader. Doug. Campbell agreed to arrange for the certificates to be suitably mounted.

Membership. The Secretary is to advise J.A. Beatty, CRHA Director of Membership Services that the 1972 dues will be paid through the Ottawa Branch CRHA account. Membership cards to be mailed direct to members by Montreal.

Annual General Meeting. The Annual General Meeting is to be held on Tuesday, 4th, January, 1972. At this meeting six officers will be elected to the Executive Committee. Nominations to be made in advance of the meeting to Hugh Stowell, Chairman of the 1972 Nominating Committee.

The CP Boarding Car. The Secretary is to write to Don Scafe, Secretary, Edmonton Branch CRHA, concerning the possible acquisition of our CP Boarding Car No.411205. The President is also to have further discussions with Dr. Baird on the future of this car.

The Hydro-Quebec Installation, Chelsea, Que. The President gave details of plans for the disposal of Hydro-Quebec equipment stored at their Chelsea installation. A delivered price of \$ 1200.00 for the purchase of the flat car was considered to be excessive.

It was agreed to take no further action in this matter.

CRHA Special General Meeting. A full report of the CRHA Special General Meeting is to be presented at the next executive meeting.

THE DECEMBER
MEETING

The branch met for its regular monthly meeting on 7th December, 1971., in the Museum of Science & Technology. The President, Dunc. du Fresne was in the chair with 52 members and their guests present.

In his opening address the President gave a special welcome to the guests of the evening, who had been invited to see a colour slide presentation of the Branch's 1971 Fall Foliage Excursion to Maniwaki.

The evening's programme was presented by Doug. Campbell, Bill Linley and Tom Parkinson using a dual projection system. In addition to colour slides of the Maniwaki trip the presentation included a selection of railroad and street car scenes from the United States and a colourful study of an OTC bus in operation. After a break for coffee, Tom Parkinson gave an edited version of a recent CTC Inter-City Passenger Transport Study.

At the conclusion of the meeting Mrs Ruth Frayne, speaking on behalf of the guests, thanked the President and members for a very pleasant evening.

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

The Annual General Meeting. The President reminded all members of the importance of the Annual General Meeting and urged them to make a special effort to be present. Nominations for the 1972 Executive should be made to Hugh Stowell, telephone no. 737-4783, as soon as possible and BEFORE the meeting.

1971 executive officers are asked to advise Hugh whether or not they wish to be nominated for the 1972 Executive.

Subscriptions. A further reminder was given that subscriptions for 1972 are now due. Payment can be made, by cheque made out to the Ottawa Branch. CRHA and forwarded to ;

Ottawa Branch CRHA,
P.O. Box 141,
Station 'A',
Ottawa. K1N 8Y1.

or at the monthly meeting, which-ever is most convenient.

1972 subscription rates are \$ 8.00. Of this amount \$ 6.00 is paid to the CRHA Montreal for associate membership of the national society.

Highlights of 1971. The President gave a short review of the club's activities during 1971.

NEWS AND
VIEWS

A C,N News Release.

CANADA'S FIRST UNIT OIL TRAIN

On the evening of Wednesday, 24th. November, 1971, Canada's first unit oil train left Montreal on its maiden run to Douglas Point, Ont., on Lake Huron.

The 42-car Canadian National train - virtually a pipeline on wheels - will carry 635,000 gallons of heavy fuel oil from Imperial Oil's refinery in Montreal east to an auxiliary steam plant which will generate power for the Bruce Heavy Water Plant, now nearing completion at Douglas Point.

The heavy water plant is being constructed for Atomic Energy of Canada and will be operated by Ontario Hydro as part of the Bruce nuclear power development. Process steam is required in heavy water production.

Canadian National officials report the unit oil train and the 'rapid dump' unloading system developed for it have already drawn enquiries

from other transportation planners in Canada and the United States who see a possibility of using similar techniques to meet other fuel shipping requirements.

Unit trains are designed to carry a single commodity and usually operate as a fixed unit in a fixed cycle. The maiden run of the unit train today, and subsequent runs this year, will consist of 42 cars. Later, when the Bruce plants reach capacity, train size will increase to 63 cars. Current schedules call for the trains to operate on a continuous 72-hour cycle with delivery taking place at the steam plant every three days. Transit time will be 24 hours each way to cover the 510 miles between the Imperial refinery and Douglas Point, with 24 hours available in the cycle for loading and unloading.

Loading will be carried out on two tracks at the Imperial refinery in conventional fashion through hatches on top of the cars. The unloading operation, however, is unique. The cars will drain directly into an underground tank.

A trackmobile will position the cars six at a time on tracks over the underground tank. Once wrenches have opened valves in the bottom of the cars, the oil will drain through hatches into the tank from which it will be pumped through a pipeline to a pair of 180,000-barrel conventional storage tanks.

Unloading time for a trainload of oil will be less than eight hours.

The train schedules, the insulated jumbo tank cars developed by Procor for the service, and the unloading system are all specially designed to meet the problems of shipping large volumes of heavy fuel oil. In addition, a 12-mile spur from CN's line at Port Elgin has been constructed to the site of the heavy water plant in order to accommodate the unit train.

Unit trains are a relatively new mode of transport in Canada. Operation of them was made practical by changes in federal transport regulations in 1967. They are now used to haul a growing list of commodities, including ore, coal and stone.

THE ST. LAWRENCE & OTTAWA RAILWAY, 1871 - 1971

Doug. Stolz sends us this rather unfactual article which he wrote, and which was published in the Carleton University student newspaper of March, 17th, 1967. He felt that as this year was the 100th anniversary of the opening of the St. Lawrence & Ottawa Railway through the Carleton Campus, it would be of interest to our members :

'It was on Dec. 10, 1871 that the first locomotive crossed the campus on the new branch of the St. Lawrence & Ottawa Railway between Chaudiere Jct. (now known as Ellwood) and LeBreton Flats. While the Rideau Canal had been in operation for some forty years on the outskirts of the campus, the interior had not previously been penetrated. The proprietors of the railway obtained the right-of-way from the university for a pittance. They would have paid two pittance, but the university's Board of Governors was unable to guarantee the safety of train crews from attack by Indians and carousing students.

In 1855 the St. Lawrence & Ottawa (then the Bytown & Prescott) had completed the first rail line into the city, running from the town of Prescott on the St. Lawrence to a station on Sussex St. The 1871 branch over the Carleton campus to LeBreton Flats provided the railway with a terminus above the Chaudiere Falls.

In 1884 the St. L & O. was acquired by the newly formed Canadian Pacific Railway Co. Amid anguished cries of 'Down with Big Business', members and friends of the Carleton Young Socialist Forum marched onto the track, seized and dismantled the bridges over the river and the canal, and nationalised the section in between.

Following receipt of a number of threatening letters from CPR's legal department, the property was returned to the railway with apologies from then-president Clive Dumptruck. The CPR has managed to retain possession ever since.

In recent years the line has borne unusually heavy traffic due to the NCC's track re-arrangements around the city. In 1962 the CNR abandoned its cross-town tracks, which had provided its only access to the LeBreton Flats industrial slum. Since then, CN trains have had running rights over CPR's line. Also, since the closing of the old Union Station last July, CP dayliners to and from Montreal via Hull have been obliged to take the University Route to get into the new station.

The return of passenger trains to Carleton's railway line has aroused rumours (including this one) that a station will be built on campus. In fact, in the recent student election campaign, one of the presidential candidates proposed the construction of a new Union Station here. Certainly many students would welcome a direct connection with Montreal.

Meanwhile, with the centennial of service on the line less than five years away, preparations have already been launched by the Local branches of the Canadian Railroad Hysterical Association, Odapiedary International, and the Federated Independents. Any-one interested is strongly urged.'

BOOKS AND
AUTHORS

Branchline's literary critic Gandy Dancer
reviews.....

CANADIAN NATIONAL STEAM POWER

by Anthony Clegg and Raymond Gerley.

(Published by 'Trains and Trolleys', P.O. Box 1434, Station B,
Montreal, 110. P.Q.) \$ 12.95

The authors set out to prepare a detailed illustrated reference to the numbering, classification, origin and disposition of the more than 4,000 steam locomotives operated by the C.N.R. from 1919 to 1960. Perhaps few other lines have had such a complex motive power roster. The definitive history still lies in the future, and, in fact it will ever be possible. Until it comes along, however, this book will give the reader interested in the CN a most useful guide to the roster system, sources, types, disposition, and some data. The book is organised into four parts; Factory;

Roster; Annual Stock Summaries, and System Assignments. These sections are further subdivided where appropriate into chapters with numerous tables and annexes dealing with individual aspects of the roster. There are 113 photographs and a number of small artists impressions. Included in these photographs is one of the most railroady shots you are likely to find anywhere - 5606 on page 8. Data sheets are given for all major types. If a criticism is warranted in this connection, it might be argued that the photographs are not sufficiently well enough keyed to the type. I personally would have liked to see the major type, plus pictures of the sub-types with perhaps some of the more obvious differences underlined for me. The book tends to presuppose a higher standard of knowledge than some of us possess - even if we won't admit it.

There has been criticism of the format of the book. Frankly the only time I have found it inconvenient is tonight, when I am typing this review on my small desk. The earlier work from the same stable, 'DELORMIER & ANGUS', is more convenient but it loses in the presentation because of space limitations. It doesn't stay open as well either.

I like the book. I have spent many happy hours over it, and learn something new each time. I wish the authors had put more pictures in it, but then even if they had given me 90% of the CN Archives, I would have wanted the other 10%. I consider it an expensive book and wish I had had sense enough to get it at the pre-publications prices. I am looking forward to future releases from this firm. Might I suggest CP diesels from both firms, and a great lack, the cars and rolling stock of the firms concerned.

I can recommend this book, not as a casual curiosity, but for anyone who wishes to have a serious, and authoritative summary of the motive power of the 'Peoples' Railroad'.

(Note. Corrections to the earlier editions are available free on request to the publishers)

THE
EDITOR
SPEAKS

SITUATIONS VACANT

Editor required for the Branchline. The post will be vacant from the 1st. March. 1972.

Qualifications. Keeness and enthusiasm.

Well all good things come to an end eventually, and I regret to say that I now have my orders to return to England on 22nd. April. 1972. This means that I cannot produce any more issues of the Branchline after the February issue, as by then the editorial office will have been dismantled and packed away. I will be on hand, however, to assist the new editor with the March issue, if required. Its an interesting job, requiring no technical knowledge but just plain common sense, coupled with keeness and enthusiasm to help the Branch. I do hope somebody will come forward to keep the flag flying .

At this season of good-will the Editor and his staff join together in wishing all our readers;

A MERRY CHRISTMAS AND A HAPPY AND PROSPEROUS NEW YEAR

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