

August 1973

Page 1

NOTICE OF MEETING

The next meeting of the Ottawa Branch, Canadian Railroad Historical Association, will be held on Tuesday September 11, 1973 at 20:00 Hr. at the National Museum of Science and Technology.

The program for the evening will be provided by you the members. Bring along your ten best slides of your summer railfan activities.

Executive Meetings

Two executive meetings of the Ottawa Branch were held since the last issue of the Branchline, one in May and one in July. The following are some of the items of business that were discussed:

Operation of 1057 -in May it was announced by Colin Churcher that the NCC would be organizing the operation of 1057 to Carleton Place and that assistance from the local railfans would be required. The executive agreed to give whatever support they could with appropriate arrangements to be made later. In July problems of assisting in the operations were discussed.

Fall excursion -a request for a price from CN for a trip to Brent Ontario was suggested instead of to Pembroke only. Bill Williams was to approach the CN and try to have an answer as soon as possible, as time was getting late. (See the notice in this issue.)

ANNUAL DINNER MEETING

The annual dinner meeting of the Ottawa Branch, CRHA was held on Tuesday June 5, 1973. Bill [redacted] of the Ontario Electric Railway Historical

Association was the guest speaker for the evening.

After an excellent meal Bill presented a slide show and accompanying talk on the OERHA's museum near Rockport Ontario.

Members were amazed at the ingenuity of the OERHA. From laying rail to installing cedar poles for overhead wiring, the Association has had to manage without assistance from

heavy equipment. Like the old saying "necessity the mother of invention" the OERHA has had to make do.

At present they have a railway, a car barn, station and a variety of electrical rolling stock. Quite an impressive showing for a non-profit organization.

Our thanks to Bill Watson for coming to speak and enlighten the Branch on OERHA activities. And our thanks also to John Frayne for organizing another excellent annual dinner.

THE INFORMATION LINE

Anyone used to reading such magazines as TRAINS comes to think of the constantly changing railway scene in negative terms. Stations closing and being demolished, track abandoned and services curtailed. Here in Ottawa in recent months we have seen many changes but on a positive note.

For steam fans, the work with 6060, 1201 and 1057 must be very heartening, but positive changes must be noted in other railway areas.

To point out a few: there is a new spur off the Walkley Yard track to the new Simpsons Sears warehouse on Walkley Road. As part of the Airport Expressway-Walkley Road interchange construction, the entrance to the CP spur to Beaver Lumber was relocated in rather spectacular fashion. It now curves up on a steep grade from the Ellwood Subdivision.

The Union Station cum Conference Centre had much of its railroady look removed at the back as the old iron awnings were removed in favour of a modern design.

Finally on a happy/sad note we have the unfortunate landside on the Maniwaki Subdivision. Sad because of the troubles it has caused CP Rail - but happy in that rumour (and now fact -ed.) has it that the break will be repaired perhaps with a bridge (CP Rail is to put in culverts and a land fill -ed.). Certainly a gesture of confidence in the line.

(Bob Meldrum)

SOCIAL AND PERSONAL

CP Rail news reports on an unusual wedding train in their June issue. As they point out this train was not on a wedding dress but was hired by our secretary Bill Linley to take wedding guests to his wedding reception. Thanks Bill, for providing us all with a little encouragement to do the unusual. (Bob Meldrum arranged for an unusual "mixed stag" for Bill

the night before the wedding - a bus tour of Ottawa and the Gatineau followed by a wine and cheese party. A pleasant and different type of "stag" (mixed or otherwise)?

No doubt 1057 kept many people from wandering after trains this summer but if you did get to do something - let Branchline know.

Bob Meldrum visited Steamtown, the Vermont Railway Museum and the Mount Washington Cog Railway in June. Ex-CP Pacific #1278 still disguised as D&H 653 pulled the Jersey Central cars painted in D&H colours at Steamtown. At Mount Washington new number 10 was seen at work on a work train while old number 3 pushed the varnish (???). The Vermont Railway Museum just south of St. Johnsbury shows how one rail fan was overcome by his hobby. This operation consists of a 1927 Whitcomb gas-mechanical locomotive pulling a caboose on a circular track that would put an O27 layout to shame. So tight is the curve that the couplers have been removed in favour of a chain. Still the operator is happy and kids love the ride in a caboose. What's more, he has fixed up an ex-B&M passenger car as a store.

@@@@@@@

A Dream Come True
(B. Ballancyn)

With the end of regular steam service in 1959, the idea of steam operations in the Ottawa area has become the dream of most railfans. Since the Ottawa Branch of the CRHA was formed in 1965 the ultimate hope was that someday steam would be revived. With insufficient funds and manpower the Branch could not organize an operation of such magnitude but instead settled for the next best thing - a steam powered crane. As the turnout of members indicated the operation of the crane was a success but it still wasn't the real thing.

Meanwhile the Saturday morning cleaning crew was quietly dreaming that just possibly one of the steam locomotives being worked on would one day chuff along a line leading from the city.

With the forced retirement of #40, the Museum of Science & Technology started toying with the idea of overhauling one of the seven locomotives in the locomotive bay. Due to the economics of the operations that were envisaged, a small locomotive seemed more practical. Different members of the Ottawa Branch had their own opinion of which locomotive would be the best but no one would complain if their favourite was not chosen.

Then the National Capital Commission became interested and the dream moved closer to reality. But the N.C.C. being over-exuberant with the idea, jumped the gun and announced

steam operations to Wakefield in 1972. When the excitement caused by the announcement died away the railfans knowing that the N.C.C. was interested hung on to their dream.

This spring several of the Ottawa Branch executive were made aware of the fact that again the N.C.C. was attempting to get a steam operations on the rails (pardon the pun!). This time however the Commission had an operating locomotive available and did not have to wait for one to be overhauled. The locomotive was Ontario Rail Association's ex-CPR #1057.

So at the last minute, with funds approved the N.C.C. leased the locomotive and five cars for operations each Sunday to Carleton Place. At last! A railfan's dream come true. Here was a true blue (or black) live steam operation to ride on, work on and photograph.

Our thanks must go to one of our members - Colin Churcher - who was the king-pin in arranging for this operation to become a reality. Colin worked many long hours discussing, negotiating, travelling and planning to make it the success it is! Without him it could never have happened. Our thanks too to the National Capital Commission for their interest and financing. Without them, as well, it could never have happened.

With this year's successful operation the chances are excellent that, if #1201 is overhauled, steam will once again be with us. A railfan's dream will continue to be a reality.

1057 to Carleton Place

The platform of Ottawa Station was alive with a restless crowd waiting for the arrival of the steam locomotive -Credit Valley #1057 - to couple up to the seven cars standing on the adjacent track. There were reporters and cameramen, adults who had not seen a steam locomotive for fourteen years and children who had never seen one before.

The wait was not long however, as the sound of a bell was heard from the east end of the yard. And then #1057 appeared from behind several railway coaches and passed through the station to the Alta Vista overpass. It then backed up and coupled on to the train.

The "Mississippi Express" (as the NCC booklet calls the train) was now ready to receive passengers. At the head end was Credit Valley #1057 (ex-CPR class D-10h) 4-6-0 built in 1912 by the Montreal Locomotive Works. The ten wheeler was followed by combine coach #321 ("Chinguacousy") ex-CNR #7385 built in 1929 by National Steel Car Corp.; combine coach #322 ("Esquising") ex-CNR #7185 built in 1919 by Pullman; coach #652 ("Glen Williams") ex-CPR #1345 built in

1929 by Canadian Car & Foundry; coach #561 ("Terra Cotta") ex-CPR #1360 built in 1930 by Canadian Car & Foundry; coach #821 ("Credit Forks") ex-CPR #1467 built by Canadian Car and Foundry and two business cars: Ontario Rail Association's "Timagami", and CP Rail's "Mount Stephen".

Finally with last minute checks the "Express" was ready to depart. At 10:30 on Sunday July 2 the first trip of Ottawa's first tourist steam operation moved out of the station with a full load of passengers and headed towards Carleton Place thirty miles away.

An uneventful trip through Ottawa, Stittsville (or Stittville) and Ashton brought the train to Carleton Place. With a large crowd standing at the station the train stopped about half a mile down track and waited while members of the press jumped off and ran ahead to photograph the locomotive's arrival.

The opening of the old Canada Central Railway through Carleton Place probably could not have attracted as many onlookers as did 1057. The local citizens came out in full force and had made every effort to accommodate the passengers with things to do, from a musical group to an old steam tractor, from a ride to the Mississippi River to some light refreshments. While the engine and train were turned these efforts were put to good use.

After taking on water (compliments of the Carleton Place Fire Department) the Mississippi Express was ready to board the passengers.

Meanwhile the dignitaries enjoyed the hospitality provided in the Mount Stephen. Among them was the Hon. R. Basford keeping a watchful interested eye on the whole operation. The National Capital Commission - the organizers of the operation - is under Mr. Basford's department and the success of this trip could mean the continuance or cancellation of the whole operation. Apparently he was pleased with the success and it is hoped permission will be granted to do it again next year.

At 14:00 hours with the passengers on board again CV #1057 pulled the train out of Carleton Place and headed back to Ottawa. During the trip back passengers noticed the numerous families and homeowners who either drove to trackside or ran out into their back yards to catch a glimpse of the locomotive. This resulted in frequent waves and toots of the whistle from the engine crew - much to the delight of the young fry.

Good time was made and the "Mississippi Express" roled into Ottawa Station as scheduled. The passengers disembarked and headed home. For parents who had taken children the experience would be recalled for several days after as the children described their trip behind the old steam locomotive from the "old days".

With the passengers gone 1057 was uncoupled from the train and headed "for the shops" to wait for the next run.

CPR's D-10 Class Locomotive
(Stephen Morris)

The D-10 class 4-6-0's were reliable and versatile locomotives and served Canadian Pacific well. Many of these locomotives were built between 1905 and 1913 by such builders as the Schenactady Locomotive Works, Canadian Locomotive Company, Montreal Locomotive Works and the CPR itself. Many of these units were found in just about every enginehouse from Nova Scotia to Vancouver Island.

These rail workhorses were equally capable and at home in freight, mixed and passenger trains and in yard, pusher and work service. Some were oil burners, but most were coal-fired. Many, in service on the prairies, carried two tenders to assure a water supply while operating in remote areas.

One 4-6-0 #962 ran in passenger service on the Sica-mous-Kelowna, B.C. run for many years, and was dressed in maroon livery which distinguished her main line sisters of the 4-6-2 and 4-6-4 types.

Only a handful of ten wheelers escaped the scrap heap including #1057 which is still around and operates under power on special trips.

(from CP Rail News)

SPECIAL NOTE

some merchandize that has been on sale on the NCC excursions. Especially of interest are:

Large selection of patches

New postcards

The new book "Ontario Northland"

Bring lots of money for this unusual chance to add to your collection and help the club.

Railroad Sale: As part of the September meeting, a sales booth will be set up to allow members an opportunity to buy

Any pop that is left over.

HELP WANTED

information.

Many new members joined in the summer. Help is needed for the phone committee. Contact Bob Meldrum at 234-7612 for

Branchline Assistant: Assistance is needed by your editor to produce the BRANCHLINE. No experience is required and it requires one or two nights per month (maximum) to run off the issue, collate, place the mailing address labels on each

copy. Contact the editor, Bruce Ballantyne, at 733-9596.

THE EDITOR
SPEAKS

Now that the summer is over we can look back on one of the best Julys and Augusts we've ever had. Ottawa now has a steam locomotive operation second to none. Most of our railfan activities will now move indoors with meetings and filing (of photographs and summer notes).

As you may have noted in the "Help Wanted" section I require assistance in publishing BRANCHLINE. Bob Meldrum has been helping me in the past and has done a good job. With his increased involvement in membership work he has had to bow out. Thanks for the help Bob!

Each issue requires about five evenings of work on the editor's part (I'm a slow typist), including one night required to reproduce the pages. It is this one night during which help is needed.

Another aspect of BRANCHLINE that your editor needs assistance in content. This plea has been made several times before both by previous editors and by myself and it is made again. We would like to expand BRANCHLINE little by little and keep it a local newsletter (ie. news and articles pertaining to local railroading). But without members' support by writing articles, BRANCHLINE will remain at four pages containing only news items and notices of meetings. Informative - but dull!

So how about getting out the old pen and writing something down. Here are some general topics to consider:

1. Summer or Winter railfan outings such as chasing 1057, 6060 etc. The research is negligible as it comes from your memory.
2. Memories from the "Good old days" when you were young etc. etc. No research here either. It too comes from your memory.
3. History of or part of a history of a local rail line or railroad activities etc. This may require some research and hence a little more time.

Remember, you don't have to be a Pierre Burton with a "National Dream" to write in BRANCHLINE.

oo000oo

Articles notes comments and letters are welcome and should be sent to the editor at: 2383 Palm St. Apt 507 Ottawa K1H 8J9. Copy for each issue should be submitted by the tenth day of the same month. (eg. October issue -copy to be in by October - 10)

EXCURSION

SUNDAY OCTOBER 14, 1973

Again the Bytown Railway Society is sponsoring a Fall Excursion. This year the destination is Pembroke Ontario over Canadian National's Beachburg Subdivision.

Bring along the kids and enjoy a leisurely ride along the beautiful, historic Ottawa River Valley. And don't forget the camera - the scenery is great! There will be several photo runpasts for the benefit of the photography fan. Light refreshments will be available, but bring along a lunch.

Upon arrival in Pembroke it is hoped that transportation will be available to see some of this city. This may include a tour of Pembroke's new museum. Further information will be available as soon as the officials in Pembroke can be contacted and arrangements made.

The Society is negotiating for an Alco "A" unit for motive power in addition to the four coaches and one baggage car already arranged for.

TIMETABLE*

Leaves Ottawa Station	08:00	Leaves Pembroke	14:00
Arrives Pembroke	12:00	Arrives Ottawa	17:00

*times approximate except Ottawa departure

FARE

Adults \$9.50 Children (12 & under) \$5.00

Tear off and send to: Trip Committee, Bytown Railway Society c/o
93 O'Connor St. Ottawa, Ontario K1P 5M8

Name _____

Address _____

Please send me ___ adult tickets and ___ children tickets.

I enclose \$ _____