



---

 NOTICE OF MEETING
 

---

The first fall meeting of the Bytown Railway Society will be held on Tuesday September 10, 1974 at 20:00hrs at the Museum of Science and Technology. Plans are not finalized as to what the program will be but reserve the date now.

---

 THE INFORMATION  
 LINE
 

---

Turbo is coming to Ottawa! Starting August 6, CN will be using the third Turbo unit into Ottawa. According to CN the Turbo has now been proven to be

a success and the kinks removed. As a result the third unit need no longer be used as a back up. For the moment until proper schedules and track improvement can be made the Turbo service will only offer a slight advantage in time, over the conventional trains.

Another promising note is that the Delaware and Hudson with the financial assistance of the New York State government, will re-introduce the old "Laurientian" between Montreal and Albany. The significant point of the re-introduction will be the motive power — the D & H PA 1's. The Alco units will be pulling refurbished D&H cars and two CP Rail dome cars, according to newspaper reports.

Still another promising note will be the introduction of the LRC train into experimental passenger operation. The LRC looks promising and may have several buyers including CN, CP and even Amtrak. The two Canadian Railways are waiting to see what the Federal Government will do if Trudeau introduces his election promise the Canadian Passenger Transport Corp. (Capatransco?)

Now that the use of the Telegraph has gone the way of the steam locomotive, the familiar sight of telegraph poles and wire along the right of way is fast disappearing. Example # CP Rail has called tenders to remove poles and wires from the Waltham and Maniwaki Subdivisions. The railways now use radio or "Mother Bell" !

(Bruce Ballantyne)

Like many an Ottawa railfan, I never get tired of visiting Ottawa's station. Because there seems like there is always something different happening there.

Just before the May trip to Kingston, Mike Iveson, John Frayne and I were invited to appear on cable television to tell the story of the trip. After the taping, we went to the station for "refreshments" and found that

---

the bar there closes at eight; however we were in time to watch the eastbound Super Continental come in. Much to our surprise, as soon as the train stopped the locomotives were cut off much like the old days when motive power was changed at a division point. We found out later that the horn in the lead unit had failed and the problem was being remedied by taking the units out to M&O Junction and turning them there so that the second unit whose horn did work, would lead.

On July 5, I arrived at the station to meet some passengers off the Exec and was surprised to see the eastbound Canadian sitting there without an engine. This time the lead unit's prime mover had failed and the carmen were awaiting the return of the second unit from M&O Junction where it had gone to be turned. Thus the Canadian went from Ottawa to Montreal that night with only one unit.

That same night the notorious yard engine situation in Ottawa went one step further. I guess there were no 1200's or even 3100's available as a GM 6500 was being used as the station switcher. I'd sure love to hear the story behind that one.

On July 14, I was startled to see at the station a car with AMTRAK markings. Since it was coupled to the governor general's cars, I thought maybe that Richard Nixon had sought asylum in Canada. After riding 1057 that day I returned to the station and had a short chat with the owner of the private car name JO-VI-TA and labelled for the ICG railway. He said that he formerly owned the car but had just sold it. The new owners along with he and his family were on a little circle trip travelling from St. Louis to Washington State up into Canada and then across to Ottawa. From Ottawa he was returning via AMTRAK to St. Louis. He was shy about publicity but I welcomed him to Ottawa and hoped he enjoyed his stay.

As I said in the beginning, there's always something happening at the Ottawa station.

(Bob Meldrum)

#### REPORT FROM BRUCE CHAPMAN:

CP has on lease the following: 3 URS's, 15-16-17, often in Ottawa; 4 B&M's, 1562 1565 1567 1569, also get to Ottawa. 5 B&LE's, 712B 716B, 725A, 727A and 728A these, and all others except PNC 900-901 are assigned Western Canada, so seldom get into Ottawa. There are 6 BAR's, 67 68 70 73 75 and 77 with 73 going home soon; P&LE 1527 and 1530 assigned transfer service in Montreal; totalling 2 units, and then there are 42 Precision National Corp. units...900-901 assigned Montreal, all others Western lines. Quickly listing numbers, they are the - 100-4-8-10-1-2-3-4-6-8-20-1-2-3-4-6-7-30-2-5-7-8-42-3-4-5-8 50-2-8-62-4-6-70-1-7; 969-70-71-3445.

As for odd units, there are still 5 CLiners out west, 4053-7-65-4104-5; 26 H16-44's, 8554-5-6-49; 8602-3-4-5-7-8-9, 8709-10-1-2-4-5-6-7-8-20-1-3-4-6-7-8. Of those, 8715-8716 will be in our area again in August on the Speno rail train.

Baldwins out west are down to 7 -8000-8004 and 8009-8010, those being the road units; the yard Baldwins have survived better, only one ending its life, 7071, so they are the 7065-7070, 7072-7075. The little hydraulics from CLC are also dwindling.. left now are the 10, 12, 16, 17 leased out, 20, 21, and 22. 18 and 23 are stored unserviceable at Angus; and the others are mostly shop switchers. The only one venturing out onto the high iron is the 22, assigned McAdam. As for the elderly FA's, FA1's remaining are 4015, 4016, 4019 and 4025. Only 4016 remains in the old colours. FB1's remaining -4404-5-6-7-8-9-10-16 and to date, 4406-8-9 remain in old colours. FA-FPA2's remaining 4050 4082-4-5-6-7-8-9-90-1-2-3-4-5-6-7. 4085 is only old colour unit left there; FB-FPB2's remaining 4463 to 4470. All new colours.

CP is currently testing out a GO train in the Montreal commuter service using 9810-9861; while CP sent its DD's to Toronto behind 9811.

CP recently called tenders to remove the dispatcher phones on the Waltham and Maniwaki Subs.

Old Ottawa CP Budd #9109 recently hit a truck near Sudbury and is in Angus shops..9106 was sent up to replace it.

As far as the CN is concerned, their stable of leased power has lost much of its colour...they are now completely using GTW leased power...some of them in the new blue scheme. Units on lease...totalling 26, are as follows: 4427-8-9, 4430-1-3-4-6-7-8-40-1; 4540-44-52-3-7; 4700, 4910-2-3-6-8-21-2-32.

---

### SPECIAL NOTES

---

### 6060 Fall Schedule

6060 will be used on two excursions this fall:

Montreal-Toronto via Ottawa and Napanee. Lv Mtl. -7:00, Arr Ott. -10:00 (at Museum) Lv. -11:00 Arr. Toronto -18:45. Fare: \$26.95 -Montreal to Toronto; \$19.95 -Ottawa-Toronto. Tickets are available from: CN Passenger Service Centre, Central Station, Montreal (Date; Sept 6 Friday)

Hamilton-Stratford. Sunday October 13. Lv. Hamilton -10:45, Arr. Stratford -15:45, Lv. Stratford -16:30, Arr. Hamilton 20:05 Fare: Adults \$16.00, Children \$9.95. Tickets are available from CN Passenger Service Centre c/o Hamilton CN Station or Niagara Falls CN Station.

NOTE: The two trips could be cancelled as a result of a burnt Driver bearing. The mishap occurred about four weeks ago while 6060 was being transferred to Toronto. The 4-8-2 was then transferred from Spadina Yards to CP John Street roundhouse where the bearing was removed and sent to Montreal. Cost to repair it could be as much as \$15,000. CN is pondering the question of continuing steam operations or retiring 6060.

To show your support for continuing 6060's operation inform CN by writing to them c/o the Passenger Service Centre and by patronizing the trips.

---

THE EDITOR  
SPEAKS

---

HELP! Our source for obtaining photographs copied for the Branchline has replaced their copier with one which will not reproduce photos. Therefore

we are looking for a replacement. A temporary replacement has been found for one or two issues, but after that no more pictures.

Can you help? Do you have access to a photocopier? Do you know of any other (cheap) method of duplicating photographs? If so contact the editor c/o 2383 Palm St. Apt 507, Ottawa K1H 8J9, or call 731-9596.

Again, if no one helps we revert back to straight text.

A final note: the September issue of Branchline will be late. Your editor will be vacationing in the Maritimes, during the last two weeks of August, when the issue would come out. Bear with us, it will be in the mail by the middle of September.

#### REPORT ON STEAM OPERATIONS IN OTTAWA

The public response and enthusiasm to the steam train in Ottawa has been beyond expectations. Tickets for each weekend trip go on sale the previous Monday at 9:00 AM and are sold out within an hour. Not one seat is left vacant on the five car train.

The first trip to Wakefield was completed successfully although 1057 had a struggle to climb the Mile Hill to Chelsea. Not that the 4-6-0 is incapable of pulling a five car train up the grade, but the combination of weed-grown right-of-way and wet and rusty rails made the going slippery. But once the crest of the hill was reached the remainder of the trip was smooth sailing.

The following week, the trip was to Carleton Place, with the next weekend being back to Wakefield where the turntable had been installed the previous Thursday (July 11). All Sundays for the remainder of the summer will be to Wakefield with two other trips to Carleton Place on the holiday Mondays.

1057 has been running satisfactorily with only minor problems popping up. The Bytown Railway Society crews have been working hard to keep the engine polished and ready to roll. From all indications the operation will continue to be a success. It looks like 1201 will be kept busy next year pulling loaded trains.

For Society members who have not been able to obtain tickets

---

to go yet, your only alternative is to wait till next year and join one of the engine servicing crews or try again and wait in line only to be disappointed.

### RAILWAY MUSEUM IN HALIFAX

The Scotian Railroad Society has opened its new Railway Museum. Following the official opening on June 14, 1974 by Nova Scotia's Minister of Education, Dr. W. Gillis and other representatives of municipal, provincial and federal governments, the site was opened to the public.

Included in the museum displays are four historic railway cars and a steam locomotive of which the former will be displayed during the remainder of the summer. One of the cars will house a display on Nova Scotian Railways. A brief description of each piece of equipment follows:

Intercolonial Rly Baggage Car	Built about 1875 in Moncton. It is the oldest piece of equipment.
CN Caboose	typical Canadian National Van.
CN Mail & Express Car Car 99	Built in 1939 The "H.B. Jefferson ex-Rutland Rly, The "Ethen Allan" Blt 1891

The museum is located on a 45x200' plot of land in Armdale. It may be reached by a walkway from Mumford Rd. near Romans Avenue. The Museum will be opened daily from 10:00AM to 5:00PM until Monday September 2, 1974. Admission is 25¢ for adults and 10¢ for children.

Plans call for restoration of three railway cars and display of Drummond Coal Co. steam locomotive No. 4. For further information contact:

Bob Tennant (Office) 424-2416 (Home) 455-5796  
Dick Manicom (Office) 429-2810 (Home) 429-6540

oo000oo

NOTES ARTICLES AND COMMENTS are welcomed and may be directed to the editor of BRANCHLINE at 2383 Palm St. Apt 507 Ottawa Ont. K1H 8J9.