



BRANCHLINE

P.O. BOX 141
STATION A
OTTAWA, CANADA
K1N 8V1

Volume 15

October 1977

Number 9

NOTICE OF MEETING

The next meeting of the Bytown Railway Society will be held on Tuesday, November 1, 1977 at 8:00 pm at the Museum of Science and Technology on St. Laurent Blvd.

Fred Clark will give an illustrated talk titled "Modern Rail Practices around Toronto". We will also have Earl Roberts' pictures from the southern U.S. including New Orleans streetcars. As usual, refreshments will be available during intermission.

COMING EVENTS

Nominations are being accepted for next year's officers and directors of the Bytown Railway Society. Elections will be held at the first meeting of the new year

in January. Send your nominations to the Society at the address on our letterhead above. If you think you can do a better job than our present executive, act now!

Ontario Northland Railways will operate a charter excursion from Toronto on the weekend of November 11-13. One of their "Northlander" (former Trans - Europe Express) trainsets will cover about 1000 miles between departure Friday night 6:20 pm and return Sunday at 5:20 pm. The train will cover the freight-only Adams and Elk Lake subdivisions and there will be a tour of the ONR North Bay shops. The fare of \$88.50 includes two nights hotel accomodation in North Bay. For information and tickets write the Upper Canada Railway Society, Box 42, Station D, Scarborough, Ontario.

THE INFORMATION LINE

Did anyone see the special train carrying delegates to the 1977 Commonwealth Parliamentary Conference on Sunday, Sept. 18? It was supposed to leave track 1, Toronto Union at 11:10 and arrive Ottawa at

16:15. (Is that some kind of speed record for this route?) Thanks to Doug Stoltz for this note.

The Mont Laurier train which runs up from Montreal Friday nights and returns Sunday evening has been ordered continued until March 21, 1978. The Canadian Transport Commission has also ordered that the CN trains between Richmond, Lyster and Quebec City be continued until that time.

On the freight scene, four prairie branchlines were ordered abandoned. They are the Kingman and the southern part of the Cudworth subdivisions on the CN, and the Cassils and Medstead subs for CP Rail. Thanks to Colin Churcher.

Bruce Chapman Report (to October 8) Compiled by Bruce BallantyneCP Rail

Returned to service: FP7A 4081, F7B 4432 plus all FP7's and RS23's which had been tied up during July.

Stored Unserviceable: RS3 8426, RS10 8573

Retired: All the remaining FA and FB units as follows: FA1 4016, 4019, 4025, FA2 4050, 4084-93, FPA2 4082, 4094, 4095, FB1 4404-10, 4416, FPB2 4463, 4464, FB2 4465, 4468-70. Total units 31.

Locomotive Notes * 4744 is in Angus for repairs after a fire. * 8134 is in from the Dominion Atlantic for repairs and was replaced by 8137. * TM 8905 has gone to Delson for preservation. * GP9 8619 is outshopped with a chopped nose (the fifth GM), while RS3 8442 is getting the same treatment. * S3 6500 is on lease to the Aroostook Valley Railway.

Other CP notes: During the summer airline disruptions both CN and CP used all available passenger equipment to cover the increased traffic. CP for example used stored RDC's on the Atlantic Limited in order to release coaches for the Canadian.

CNR

Transfers: 7161 to Toronto, 7163 to Fort Erie, 7026 to Sarnia, RDC's 6121, 6175 and units 1248, 4502-4509 to London, 4520-24 to MacMillan.

Leases: CN continues to lease units to U.S. railroads. The latest is the Santa Fe who are getting SD40's 5051-52, 5056-60, and 5062-64.

Other Railway Notes:

CN VIA units 6540-6637 have different variations of the VIA colours. Can any readers describe these variations?

Algoma Central: GMD has on hand ACR units 162, 165, and 169

Mini-Quiz

Most Ottawa railfans remember the location of two roundhouses in Ottawa - one at Ottawa West (CPR) and one at Nicholas and Mann Avenue (CNR). Some may also recall the first Ottawa West roundhouse which was destroyed by fire around 1911, and the small New York Central facilities off Mann Avenue.

But how many recall or know the location of another, built just before the turn of the century and lasting into the first or second decade of this century.

If you think you know let the editor know by letter (address on the last page of Branchline) or tell him at the next general meeting. There are no hints - it might give it away. We are curious to see how many are aware of this obscure building. Details will be written up in the next issue of Branchline.

The Ottawa Electric Railway building is getting a complete renovation, including new ceilings, heating and air conditioning systems. The nine-story building at 56 Sparks St. dates from the 1920's and was the first highrise building in Ottawa.

The Burlington Zephyr stainless steel train equipment which set the style for a generation of passenger trains when it was introduced in the 1930's is now operating in Saudi Arabia. The 40 year old cars were refurbished in Kansas City with modern interiors, aircraft style seats and microwave ovens in the kitchens. They run over the only railway in Saudi Arabia, and make the 350 mile run from the capital city of Riyadh to the port of Damman in 7 hours. (Note in the New York Times, thanks to Bob Elliot)

The Royal Train to Wakefield - 1977

by D.H. duFresne

During the summer of 1977 as the National Museum of Science and Technology (NMS&T) - National Capital Commission (NCC) steam excursion train trips to Wakefield were progressing, activity began at the NMS&T in refurbishing their two ex vice-regal cars for a proposed trip to Wakefield involving Queen Elizabeth and Prince Philip, to commemorate both the Queen's Silver Jubilee trip to Canada and the tenth anniversary of the NMS&T. The president of the BRS volunteered the Society's assistance in the operation of steam locomotive 1201 for the occasion. By mid-September Mr. R.J. Corby of the NMS&T asked three members of the Society if they would be willing to help with the project. These members were: Duncan duFresne, to supervise the preparation and operation of 1201, Robbie Millikin, as president of the BRS, and Colin Churcher as 1977 BRS Director of Steam Operations.

Two full weekends were required to complete the task. October 1, to prepare the equipment for the October 2 rehearsal, and October 15 to prepare for the actual trip on the following day. A total of 115 man hours (most of them very wet) were spent by the trio in doing the necessary work. I should add that the painting of 1201's smokebox and all other touch up paint work, including the application of the Queen's Jubilee medallions on the tender sides and ancient coat of arms under the headlight was performed by NMS&T staff. The painting of all wheel rims and tires was done by, or under the direction of our master painter (and brass polisher) Colin Churcher. The October 2 rehearsal was a text book operation, marred only by continuous rain on both days. Everyone found out just how much steam and boiler water is used by leaving the steam heat on a four car train overnight however. 1201 was left at 2300 hours on October 1 with the boiler plugged with water and 225 pounds of steam, and when we unlocked the cab 8 hours later we found a half inch of water in the glass and 35 pounds of steam. Some very fast moves got the gas driven air compressor recoupled, the fire lit and steam back up to where more water could be put into the boiler. The steam heat, by the way, was only set at 15 PSI. On the night of the 15th, by comparison, we left the engine in the same condition at 2300 hours, but without steam heat on the train, and found a full glass of water and 125 pounds of steam 8 hours later.

Preparation of 1201 on the 15th was a lot of tiring fun. To begin with 1201, combine 3051 and coach MICMAC were housed inside the new NMS&T storage building when we arrived at 0845. Just after 0900 CN switcher 1291 arrived on the scene to drag the equipment outdoors and couple up the "Royal Train". The BRS crew rode out on 1201 - a first. The CN crew were now in a bit of a hurry to get away as in a very short time CN's 4-8-2, 6060, was due at the NMS&T with her six car train from Montreal, for servicing. As it turned out 6060 was the best part of one hour late and when she did arrive she sure looked somewhat bedraggled. Her running gear was covered with grease, oil and road dirt, her paint work was filthy, with patches of it missing around her front end. But she did look terribly operational, a regular working steam locomotive. Of personal interest to me was her engineer, Mr. Mel. Laverne, who was CV 1057's fireman on the 1974 Highland Games trip over the CN to Maxville, Ontario.

After the departure of 6060, Museum security got tightened up and no one other than those directly involved were allowed close to the "Royal Train". Basically, at this point in time, BRS took charge of the engine preparation and John Corby, Ian Jackson and their staff, preparation of the two vice-regal cars. During the course of the afternoon the sun, that's that ball of fire up in the heavens which we've seen so little of these past months, came out and

illuminated what was now a glistening masterpiece. 1201, black-grey and shining bare steel, waxed tuscan red 3051 and MICMAC, and varnished green vice-regal cars number 308.4. It was at this time all work ceased for a short period. Cameras were brought out and photographs taken of our work, a really stirring sight.

The morning of the 16th dawned grey and overcast. The BRS crew was on the job while it was still dark and very soon had 1201 operational. Security forces were already on the job, and had been during the night. It wasn't too long before the "media" people and invited guests began to arrive along with the CP Rail crew, who were as follows:

| | | |
|-----------|---|----------------|
| Engineer | - | Ab. Sabourin |
| Fireman | - | Rudy Lamothe |
| Conductor | - | Don. Gaw |
| Brakeman | - | Sam Palmer |
| Flagman | - | Percy Robinson |

Rudy Lamothe and Ab. Sabourin had both of course been engineers on 1201 (and 1057) for many of the summer excursion trips.

The plan called for an 0930 departure from the NMS&T. Everyone involved was now on board, except the Royal Party. The train proceeded to Ottawa West, via Walkly Yard, where it was backed into the Carleton spur (formerly the main line) to wait nearly one and one half hours for the Royal Party, who would arrive in an escorted motorcade of limousines from downtown Ottawa activities. Despite the rain, which started as we were passing through Walkly Yard, hundreds of people crowded around Ottawa West to await the arrival of Her Majesty and His Royal Highness. It was quite warm, dry and comfortable in the cab of 1201, however outside was fast becoming unbelievable. The Sureté du Québec helicopter circled overhead, RCMP officers patrolled both sides of the train and CP Rail's constables were also very much in evidence. Finally the Royal motorcade arrived, amid much cheering. Within moments two sharp blasts of 1201's communication whistle, sounded by Don. Gaw, signalled a "highball" and we were off. The trip lasted just over one hour and operationally speaking it was much like any other. I anticipated no major problems with 1201 and had none, good preparation and planning always pays off. The sight outside the cab was far more interesting than the one inside. The great numbers of people out to greet the Queen in the pouring rain. The hundreds (thousands?) of Union Jacks being waved in the Province of Quebec, the large number of Sureté du Québec police officers everywhere, and the never ceasing patrol of the helicopter ahead of us. Most startling was probably the group of people standing on the edge of a rock cut, complete with Union Jacks, Canadian flags, a "we love you Elizabeth" banner, and raised stemware glasses of champagne to toast the Queen!

Our arrival in the village of Wakefield was greeted by more than a thousand along the cordoned off main street. The sight of 1201's approach was sufficient to get the crowd waving as we moved along at just better than walking speed, for the Queen and Prince Philip were now out on the rear observation platform to accept the warm greeting. We were soon standing at the excursion train platform, the area was covered with children, the Armed Forces band, a contingent from the Canadian Legion and hundreds of others. The Royal Party disembarked from the rear car and met the CP Rail crew as they walked slowly toward 1201. The Duke quipped with Rudy Lamothe that 1201 was something of an antique, a statement he immediately followed up with "of course we're all getting that way". In a few moments the Royal Party got into their limousine and were taken to the summer residence of the Prime Minister at Harrington Lake for lunch and a meeting with the Provincial premiers.

The Royal Train trip to Wakefield was now over. Through the courtesy of the NMS&T the BRS and CP Rail crew, along with all the invited guests, were now provided a buffet lunch in the dining room of vice-regal car number 4. Lunching in these surroundings felt very good and it was at this point that Colin said to me "suddenly I feel quite tired". Small wonder, we'd worked all day till 2300 on Saturday and were back at it at 0700 on Sunday. One thing we all agreed on was that if 1201 had been hauling box cars to Wakefield that day we'd have done as much if invited to do so. Having the Royal Party on board was the frosting on the cake, - but 1201 is the cake!

It was about 1430 when we had 1201 turned, watered, greased and ready for the return trip to the Museum. As in the case of the rehearsal we went in via Ottawa Station, spotted the train in the "dead track" at M & O jct., ran 1201 around the wye, put her back on top of 3051 and proceeded to back into the Museum.

There seemed little doubt that those of us from the BRS who were favoured with these two "extra" trips, and the circumstances surrounding them, will not soon forget the experience or the excellent, and enviable, working relationship the Society has with the NMS&T. The thanks of the Society go out to the Museum, and in particular to John Corby, for placing such confidence in the BRS. In addition the Society wishes to congratulate John and all those at the Museum for successfully putting together such an extravaganza. We of the BRS who were directly involved know only too well the number of hours of his own time John had to put into this project. It is our hope that the resounding success it was and his unscheduled five minute talk with the Queen in some way provides him with the justifiable reward and satisfaction he deserves.

oo0000o

LETTERS TO THE
EDITOR

Dear Sir:

As a card carrying Canadian I must protest most strongly at Mr. Millikin's choice of language in the article "Trip Report" in the September Branchline. In

using the term "footplates" Mr. Millikin presumably is using the British term meaning "cab" although it could possibly mean "running boards". We must guard against this invidious infiltration by expatriate Brits. Next thing we know we will be hearing

"the DRIVER saw black smoke from the CHIMNEY and realized that his MATE was using the SHOVEL too much for that REGULATOR opening."

Yours disgustedly
Colin Churcher

A Comment on our Times?

The incident that caused the following piece to be printed was not stated; yet in view of some recent incidents in our club, I thought that it might be worth publishing this copyrighted editorial from BULLIVER The Journal of the Dart Valley Railway Association.

Whenever groups of people work together, there are bound to be dislikes, jealousies, and misunderstandings. In our Association we must take every care to avoid these retrograde tendencies, and where they do occur, try to understand the

other person, and above all else avoid ridicule or sarcasm. Cooperation and mutual understanding will do a lot to improve our Association and our railways.

If we see an obvious fault in someone, by all means tell them, but always make it clear from the start that you are trying to help. Almost everyone welcomes constructive criticism if it is given in the right way.

Perhaps we could adopt this slogan. Careless talk costs members.

Bob Meldrum

Branchline is published eleven times a year for members and friends of the Bytown Railway Society. Articles, notes and letters are welcomed and should be sent to the editor at:

1023-201 Bell St., Ottawa, Ontario K1R 7E2

| | |
|--------------|------------------|
| Editor | John Halpenny |
| Distribution | Ron Roncari |
| Mailing list | Bob Meldrum |
| Contributors | Bruce Ballantyne |
| | Colin Churcher |
| | Duncan duFresne |
| | Bob Meldrum |

BRS
Box 141, Station A
Ottawa, Ontario
K1N 8V1



PAUL BOWN
1375 PRINCE OF WALES
OTTAWA

#1007
K2C 3L5

FIRST CLASS