



# BRANCHLINE

P.O. BOX 141  
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OTTAWA, CANADA  
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## NOTICE OF MEETING

The next meeting of the Bytown Railway Society will be held on Tuesday, June 3 at 8 pm in auditorium of the Museum of Science and Technology on St. Laurent Blvd.

This will be our annual slide contest.

Our judge will be Tim O'Lett, photographer for the Ottawa Citizen. You can enter three slides in each of the four categories and prizes will be awarded. There will be some discussion so you can see what makes a good pictures and perhaps make yours even better. The categories are:

1. People in railways.
2. Smaller railways. ( Shortlines, Industrials, less known lines)
3. Beyond North America.
4. Your favorite rail photo. If you like it, perhaps everyone will.

Please put your name or initials on each slide mount and hand it in at the beginning of the meeting.

There will be no regular meetings during July and August, but restoration will continue and some special events are planned.

## SUMMER ACTIVITIES

1201 will operate its regular excursion service to Wakefield every Sunday and Wednesday during July and August. Bytown Railway Society will provide engine servicing crews for each of the nine Sunday trips. We have a large pool

of talent available. Most of last year's crewmen are still around and we have at least a dozen newer members who know something about steam and would like to know more. Ches Banks and Paul Bown have the difficult task of selecting one supervisor and two crewmen for each trip from among the many people available.

The steam crane will be operated five times this year, starting with the July first holiday. It needs only a few minor repairs and a new boiler certificate to get it ready for the summer.

Restoration will continue outside. The work indoors is about finished and 713 looks beautiful. Bruce Kerr has arranged for wood for the deck of the boom car and work will start there shortly. We also have to remove multi layers of old paint from the top of the tender and start cleaning the metal parts of our Jordan spreader.

Car 27 at Thurso will see little work this summer. Major work on the frame; trucks, siding and roof has been deferred and crews lately have been polishing door hinges and painting bits and pieces. The only big job now underway is George Veins' rebuilding of the windows.

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Don't forget the banquet Sunday, June 8!

THE PRINCE OF WALES BRIDGE1880-1980

By: Mike Iveson

Following the first meeting of the 1980 Executive, one of the duties assigned to me was to identify a date of historical significance, to celebrate during the operating year. Searching through records and talking to local historians, I have determined that the C.P.R. Prince of Wales Bridge was opened for traffic in 1880. The following is a brief history of the bridge.

In the late 1800s, as railway fever swept across North America, it also struck close to home in the western part of Quebec. In 1853, the North Shore Railway was incorporated to build a rail line from Montreal to Quebec. This was followed by the incorporation of the Montreal Colonization Railway in 1869 to build a line from Montreal to Hull and ultimately points west. The primary reason for these two railroads being the linking of the many communities along the North Shore of the St. Lawrence for business purposes and also to tap the lumber stands of the Upper Ottawa Valley.

In 1875, both railways entered into bankruptcy with the Quebec government taking over, and uniting them into the Quebec, Montreal, Ottawa and Occidental Railway.

Following the Quebec government takeover, horizons broadened and it was soon realized that to maintain economic viability, it was necessary to look beyond the Ottawa River for business. The decision was reinforced by the Quebec Legislature in May 1879 by the granting of a charter to build a bridge at Ottawa.

After much debate, both within Quebec and with the federal government in Ottawa, funding was provided for the bridge. The first train crossed the bridge in 1880.

On September 19, 1885, the Canadian Pacific Railway purchased the Quebec, Montreal, Ottawa and Occidental Railway, including the bridge. This line became an integral part of their transcontinental main line. In 1926, the C.P.R. strengthened the bridge and it remains to this day an important element in the Canadian Pacific system.

In conclusion, it should be mentioned that the 1947 Jacques Greber plan for the railway relocation in the city of Ottawa included the demolition of the Prince of Wales Bridge. A new combined road and rail bridge was to be constructed in the east end of Ottawa to connect with the North Shore Line at Gatineau, Quebec. Fortunately for Bytown Railway Society members, that part of the plan was eliminated and the Prince of Wales Bridge continues to serve the railway 100 years after its opening.

In order to celebrate the event, the Executive has decided to hold our annual picnic on Sunday, July 27, 1980, near the bridge. Please reserve that date to toast the bridge into its second century.

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SPECIAL Rules for Q.M.O.&O. Trains Entering Ottawa:

The arrival of Q.M.O.&O. trains in Ottawa in 1880 meant that joint trackage and signalling arrangements had to be worked out with the Canada Central Railway which ran out of a station on Broad Street.

Thanks to Omer Lavallee of Montreal, we now reproduce a special order given to all Q.M.O.&O. crews "to familiarize them with the aspects of a ball signal which was erected to govern movements into the yard".

QUEBEC, MONTREAL, OTTAWA & OCCIDENTAL RAILWAY

Assistant Superintendent's Office,

Hochelaga, January 19th, 1881.

"Union Station Yard, Ottawa"

To Conductors and Drivers,

Note at foot of Special Rules, and last clause of Circular No. 111 are hereby cancelled.

The semaphore erected opposite the switch house at the entrance to the yard is now in operation. It is intended to protect the entrance against incoming trains of both the "Canada Central" and "Q.M.O. and O. R'y."; it will be worked as follows :-

- The "all right" signal is shown during daylight by the "green Ball" being raised to the top of the Post, and by a green light at night which means "caution" -- come in slowly.
- The "Danger" signal is shown during daylight by the "Red Ball" being raised to the top of the Post, and by a Red light at night, which means that the train must come to a full stop before reaching the signal.

Upon the above, there must be no discretion! See special rule No. 84 and Note and act accordingly.

(Signed) " C.A. SCOTT "  
Ass<sup>t</sup> Supt.

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Notes from the Brackville "Recorder and Times"

by Philip Jago

May 24, 1859. A large delegation from Perth and Merrickville reached here (Brockville) over the Brockville and Ottawa Railway.

July 14, 1855. A locomotive and 50 ballast cars reached Brockville over the Grand Trunk Railway to open rail communications with Montreal.

June 6, 1900. A bill for the incorporation of the Ottawa, Brockville and New York Railway Company passed the railway committee of Ottawa. The Company contemplated the construction of an electric line from Ottawa to Brockville.

August 6, 1886. The first direct consignment of tea from Yokohama to Brockville -- eight cars for New York - arrived 42 days out of Yokohama.

There Must be a Better Way

by Colin Churcher

I wonder how many of our members on the 1201 trips have cursed having to lay out fire hoses to fill the tender after each trip? I've often thought there must be a better way. Of course the railways used to use water tanks and many's the time I've stood under one holding the chain and getting soaking wet in the bargain (the valves always seemed to leak).

Some engineers would never pass a water tank. I once worked with a man nicknamed 'Snachadrop'. Every time we came to a water tank I would ask;

"Shall we take water?"

To which he would reply;

"Yes matey, I think we'll just snatch a drop."

In Britain we used to make frequent use of water troughs (track pans). A long trough between the rails was filled with water which was forced into the tender by dropping the scoop into the water. The blade which was raised and lowered by a hand operated screw type shaft on the tender would cut into the water - the faster you were going the more water you would pick up. I was on a Castle class 4-6-0 7005 "Sir Edward Elgar" one day going over Charlburg troughs on the 1;10 Worcester. We were three minutes late, trying hard to regain time and were going just a little over the 70 mph speed restriction over the troughs. The ride was always much rougher over water troughs because the track, which was being continually inundated with water, was very difficult to maintain. There was a Trainmaster with us who decided to help out by operating the scoop.

The force of the blade cutting into the water requires a good deal of strength on the screw to lift it out of the water, especially at the speed we were doing. The technique is just to dip under the surface of the water making it easier to withdraw at the right time. This time the scoop was well in and the combination of rough ride and cold weather caused the handle to slip out of the Trainmaster's hands whereupon it promptly wound itself fully down.

The tender water gauge quickly rose towards "full" and the now inevitable consequence. I pulled up the fall plate between engine and tender and prepared for the flood by standing on my seat. When a tender is overfilled the excess water escapes with some force from vents which direct over the coal in the open tender towards the cab. Very soon a wall of black water had descended upon us and inundated the entire cab as well as the by now frantic Trainmaster. The two of us just stood on our seats enjoying the spectacle and surveying the ton or so of coal that had been washed back onto the deck.

No words were spoken as I handed the scoop and the broom to the Trainmaster who sheepishly made good his faux pas.

I grinned quietly to my engineer who remarked that it would at least keep the dust down.

So next time you're laying out fire hoses just think that there is indeed a better way but at least in this way we get just the right amount of water in the exact place it is needed!

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## THE INFORMATION LINE

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### LOCAL:

B.R.S. NOW OTTAWA REPRESENTATIVE OF C.R.H.A.: As of April 1, 1980, the Bytown Railway Society has become the sole representative of the Canadian Railroad Historical Association in the National Capital Area.

The decision resulted from a meeting attended by the executive of B.R.S., the C.R.H.A. Ottawa Branch, and Mr. C. De Jean, President of the Canadian Railroad Historical Association, whereby the C.R.H.A. Ottawa Branch "voted to wind up its affairs by:

- 1) transferring all of its assets to the Bytown Railway Society.
- 2) requesting C.R.H.A. to cancel the Ottawa Branch Certificate.
- 3) requesting that C.R.H.A. agree not to issue any certificate or accreditation to any group in the National Capital Region other than the Bytown Railway Society."

Railfan Ramblings with Ian Walker: The Prescott way freight is a part of CP Rail's regular Smith's Falls - Ottawa train. When necessary, trains from Smith's Falls will set out the Ottawa portion of their consist at Bedell and head into Prescott with the necessary cars. At Prescott Junction, a run around is made; the C.N. interchange switched; and the train is backed - van first - to the National Harbours' Board Elevator at Johnstown for any necessary switching. Once back at Bedell, the remainder of the consist is picked up and headed off to Ottawa. (Your editor photographed the train at the Johnstown Elevator at 13:30 on May 11, just as it was getting ready to pull out).

On May 3, 1980, thanks to alert, on the spot, B.R.S. members, CP Rail #927 was warned at Mud Creek Trestle on the Belleville Subdivision of a dragging brake on a C. & E. I. reefer. The errant car was set out at Tichborne.

The Waltham Sub. ballast train appears to be arriving at Walkley Yard around 14:00 hours.

Seen in the consist of a CP Rail work train at Vankleek Hill was a former "W" series diner the "Wolvesey" now in M.O.W. red and sporting number 411312.

Can anyone provide information as to where the 3 axle Fairbanks Morse "B" unit at the C.P.R. Smith's Falls C.W.R. Plant was manufactured?

### REGIONAL:

Oliver McKee, of Cardinal, reports sighting Business Car #5 - normally parked at Ottawa Union Station - in the consist of Via Rail's "Canadian" at Carleton Place on May 3, 1980.

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Amtrak's L.R.C. will be tested June 1st and 2nd between 06:30 and 19:30 on the Montreal - Brockville section of Canadian National's Kingston Subdivision. Six round trips will be made during the two days. The train will attain a maximum speed of 120 m.p.h. between Cardinal and Prescott. Further information may be obtained from Steve Hunter of Brockville at 613-345-5178.

Prescott Tragedy: A 15 year old Prescott area youth was killed instantly when struck by Via Rail Train No. 62 - "The Rapido". The accident occurred just east of the Edward Street overpass. Apparently, the lad was taking a short cut across the tracks when he was struck by the train which was doing 70 m.p.h.

#### NATIONAL:

The Railway Transport Committee of the C.T.C. pursuant to Canadian National's application to abandon the Temiscouata Subdivision between a point near Riviere-du-Loup - mileage 3.80 - and a point near Edmunston, New Brunswick - mileage 77.00 - in an order dated April 18, 1980, decreed that:

- 1) The application of the Canadian National Railways to abandon the operation of the Temiscouata Subdivision (be) dismissed.
- 2) The Canadian National Railways shall proceed to repair the railway between Riviere-du-Loup and Edmunston (so that 142,000 pound loads may be accommodated between mileages 3.80 and 42.0 and 222,000 pound cars be handled between mileages 42.0 and 77.0.

The Committee has decreed, moreover, that the line rehabilitation commence prior to September 1, 1980. (Railway Transport Committee Order No. R-30741)

CP Rail Engineer Fights for Non-Smokers: Thomas McGrath, a Canadian Pacific Engineer at Schreiber, was given 30 Brownies following the delay of his train for one hour and 20 minutes. The incident took place when McGrath had unsuccessfully tried to have an onboard supervisor refrain from lighting a cigarette in the Engineer's normally smoke-free cab.

When the supervisor refused, McGrath stopped the train and backed it 1½ kilometres into Schreiber where another engineer took over.

Though McGrath appealed the decision, he has received no assistance from the Brotherhood of Locomotive Engineers as an incident such as this does not fall under the Union's jurisdiction.

Undaunted, McGrath has now enlisted the support of the Non-Smokers Rights Association. (Thanks to Paul Shepherd)

Information Wanted: James R. Hay of 141 St. John's Blvd., Pointe Claire, Quebec, H9S 4Z2, is compiling a list of all industrial and mine locomotives in Canada for an eventual book on the "Who's who" of industrial locomotives. (The Turnout, Toronto and York Division, C.R.H.A.)

Photos Wanted: Raymond L. Kennedy, P.O. Box 8, Station D, Toronto, Ontario, M6P 3J5, is looking for photos of various types of C.P.R. light weight passenger equipment. (U.C.R.S. 04/80)

Canadian Locomotive Heritage Society: "The newly formed Canadian Locomotive Company Heritage Society of Kingston, Ontario, is searching for documents, artifacts and photographs depicting the history and products of the Company". Membership is \$5.00 per annum. Cheques payable to the C.L.C. Heritage Society should be sent to John Corbett, Secretary Treasurer, P.O. Box 942, Morrisburg, Ontario. K0C 1X0.  
(U.C.R.S., 04/80)

GO Trains to Oshawa?? A detailed study on the cost of extending GO Transit Lakeshore Rail Service east from Pickering to Ajax, Whitby, and Oshawa is being conducted by the Toronto Area Transit Operating Authority. Public support of the project has been rather intensive. The current energy crisis, moreover, has tended to negate previous opposition to the 56 million dollar price tag attached to the proposed extension. (U.C.R.S., 04/80)

CP Rail Plans Extensive Maintenance on Esquimalt and Nanaimo:

In spite of the grumblings of local authorities, (Branchline, Vol. 18, No. 4), CP Rail would appear to have an ambitious maintenance programme laid on for its Vancouver Island trackage.

During 1980, more than 2 million dollars will be spent on the repair, replacement and upgrading of bridges, retaining walls, culverts, and track. Aside from \$125,000.00 earmarked for the maintenance of two bridges in Victoria and \$100,000.00 for culverts and retaining walls, Canadian Pacific will also install 30,000 feet of rail - mostly 100# to replace 85# on curves, 45,000 tons of ballast on 30 miles of line, and 40,000 new ties. (Canadian Pacific News Summary, Vol 36, No. 12)

INTERNATIONAL:

British Rail has devised an innovative plan to replace its 1950 era fleet of diesel electric rail cars. The company has taken two Leyland National single decker buses; cut them in half and installed them back to back on a conventional rolling stock chassis. (This new form of "Rail bus" is certainly an interesting example of prototype kitbashing, Ed.) (Thanks to Bob Elliot)

Financial Help for White Pass and Yukon: The State of Alaska may grant 5 million dollars to the White Pass and Yukon Railway in order to upgrade the track between Skagway and Whitehorse.

Apart from the obvious tourist potential of the line, the State saw fit to give the help in order to ensure the continued employment of the 213 man workforce - 159 of whom are Americans.

Rumour has it, moreover, that Pan Ocean Oil is planning a large development in the Yukon hinterland. Apparently transportation would be via either a 40" pipeline to Skagway or a standard gauged version of the W.P.&Y. (Thanks to Tom Caine)

POTPOURRI:

Did you know that, while B.R.S. has been carrying on its own restoration programme, the crews at the Museum of Science and Tech. have been quietly modernizing the heating and air conditioning system in ex C.P.R. combine #3051. A diesel generator will generate power in the car and be responsible for heating and cooling. Changes to the server area will result in a better onboard service and the definite possibility of hot coffee this summer! (Thanks to John Corby, NMST)

From the Membership Desk:

The Bytown Railway Society has 156 paid up members as of May 6, 1980

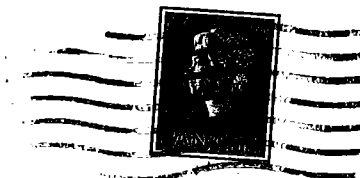
Bill Linley, a former B.R.S. executive member, wrote recently from Fredricton, N.B. to mention a venture that he and Ted Wickson have embarked upon. They are producing a new line of Railroad colour postcards called J.B.C. Visuals. A selection of their fine cards can be obtained locally from Hobbyland at 93 O'Connor St.

John Frayne

Branchline is published eleven times a year for members and friends of the Bytown Railway Society. Articles, letters and especially local news are welcomed and should be sent to the addresses below.

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