



BRANCHLINE





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NOTICE OF MEETING

The next meeting of the Bytown Railway Society will be held on Tuesday, December 2 at 8:00 pm in the auditorium of the Museum of Science and Technology on St. Laurent Blvd.

This meeting will be our annual Christmas Treat for members and their families. We will have three movies; the famous Buster Keaton "Railrodger", another one showing how the first was made, and a very old silent film in the great Mack Sennet tradition. Refreshments will be available during intermission.

The January meeting will be the Society's Annual General Meeting and election of new officers. It will also be our opportunity to see member's movies, so bring out any you can find.

ReSTORATION

The Society's restoration work is advancing in two areas. The car at Thurso is coming along nicely. One truck is completely apart, all of the parts have been cleaned and painted,

and the bolster, the only part which we have to completely replace, is in George Viens' workshop along with a very large block of wood from which he can build a new one. We also have the wood for the replacement parts of the end frames (all wood courtesy of the Thurso Railway) and are now cutting and chiseling it to fit. The whole end should be finished early in January and we can start on the siding.

Crews at the Museum are out every Saturday morning working on engine 713. The tender is getting the same clean and paint treatment that made the front end look so much better. Our hi-rail car is now in the restoration bay ready for work to start.

COVER PHOTO

This month's cover shows Canada Starch Co. switcher No. 5 switching cars at the Company's plant in Cardinal in the 1940's. To the left is a self-propelled steam crane used to unload coal boats and in the foreground is one of the stub switches. Canada Starch photo

The story of this line begins on page 2.

INSIDE

Our October cover has resulted in several calls from members saying it was not taken at Federal but at the Canadian Northern facility near Hurdman's Bridge. This is probably the case as a building very similar to the one in the photo stood there for many years as a yard office.	The Canada Starch Railway Ottawa to Hamilton in 1945	Page 2
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The Canada Starch Company Railway

By: Philip B. Jago

The impetus behind the following narrative stems from a request by the Cardinal, Ontario, Centennial Committee that the Bytown Railway Society put on a display of rail memorabilia at a June 7, 1980 Antique Show and Sale sponsored by the Cardinal Figure Skating Club as their contribution to the community's 100th anniversary celebrations. Being associated with the area, I found myself responsible for co-ordinating and implimenting the exhibition.

During the planning stages, assisted by fellow B.R.S. member Paul Sheppard of Brockville, it was decided to orient the display as closely as possible to railway life in and around Cardinal. Hence, a short history of the growth and development of the most interesting rail feature of the village - the industrial railway operated by the Canada Starch Company.

Cardinal and the Canada Starch Company are mutually dependent. Indeed, the growth and prosperity of the plant has had a direct bearing on the economic well-being of the community.

Originally called the Edwardsburg Starch Company, Canada Starch was founded in 1858 by W. T. Benson at Point Cardinal along the first St. Lawrence Ship Canal, within full view of the turbulent Galops Rapids, and approximately 3/4 of a mile from the recently constructed Grand Trunk Railway.

Edwardsburg Starch - under Benson's careful direction - grew and prospered over the years as did the community built immediately to the north of it. By 1880, the collection of dwellings and small commercial establishments (loosely named Edwardsburg after the local township) was officially incorporated as the police village of Cardinal.

Further growth at the starch company resulted in numerous "snarl ups" in the carting of finished goods by horse and wagon from the plant to the Grand Trunk station. Indeed, handling and shipping costs between the factory and station had reached such telling proportions by 1891 that a March 3 meeting of the Board of Directors saw fit to petition the G.T.R. to build a spur line into the plant.

The railway indicated a willingness to construct a spur. The cost was estimated at \$25,000.00 plus whatever was necessary for the acquisition of a suitable right-of-way. Such terms were unacceptable. The Directors voted to endure the cost and inconvenience of cartage to the station.

For a progressive and dynamic company like Edwardsburg Starch, such a transportation "bottleneck" had eventually to be eliminated. Accordingly, a Director's meeting of February 10, 1898 authorized the company's President to engage the Grand Trunk Railway to construct a spur into the plant. The agreement was formalized on April 14 of that year.

There are no records to suggest when construction was completed. One can assume, however, that all necessary work was finished prior to the onset of winter.

The first "siding engine" was a Baldwin Forney Type with a large snowplow pilot. Details on the locomotive are sketchy, but an early photo reveals it to be a coal burner with the number "41" cast in the builder's plate mounted on the smoke box door.

Further growth and development of the company came in January 1906 when the name Edwardsburg Starch Company was retired in favour of the more prestigious sounding "Canada Starch Company".

In 1911, #41 was retired in favour of #2 - an O-4-OT. By 1914, #2 succumbed to another O-4-O tank engine. This steamer - allegedly built by Morrow and Bratty - lasted until the acquisition in 1942 of #5 - an O-4-O tank locomotive built by the Montreal Locomotive Works and christened "Lulu Belle".

In 1947, #5 bowed out to #6 - a 65 ton General Electric centre cab unit nicknamed the "Green Hornet". The "Lulu Belle", however, managed to stay in a corner of the company property until it was cut up for scrap sometime in the 1960s.

At the time of #6's acquisition, the company would have preferred a heavier engine. Loading restrictions on the combined road/rail through truss swing bridge over the third St. Lawrence Ship Canal immediately north of the village effectively curtailed, however, the size of the unit. The bridge was removed in the mid 1960s when the canal in the immediate area was filled in. One can, however, still see the huge piers on which the bridge used to rest when it was swung open to permit the passage of a canal boat.

In 1976, #6 was retired in favour of #7 - formerly Canadian National M.L.W. switcher #8018. Prior to her arrival in Cardinal, the unit was painted an attractive blue with yellow striping and lettered for the company.

Following her retirement, the G.E. unit's trucks were removed and she was shipped on 2 flat cars to the United States. Apparently the engine's wheels were so badly worn that Canadian National refused to deadhead her in a regular freight train.

An interesting visitor to the line during the 1950s was Canadian National oil-electric yard engine #77. During this interesting unit's sojourn, #6 was at Point St. Charles for heavy repairs of an undisclosed nature. It should be mentioned, moreover, that #77 is currently on display at the Canadian Railway Museum in Delson, Quebec.

Other interesting equipment over the years included 2 self-propelled railway steam cranes equipped with clam shovels for unloading the holds of the many coal boats calling on the plant to supply its hungry boilers. Please refer to the cover photo.

Presently, the Canada Starch Railway is an efficiently run going concern. Its 8.3 miles of main line and in-plant sidings are all laid with second hand 100# steel. The last of its stub switches were lifted during a modernization programme in 1978. The company owns 37 glucose tank cars painted grey and lettered Canada Starch Company with the reporting marks being C.S.T.X. Moreover, 37 additional glucose tankers are leased from Union Tank Lines.

Daily, Canada Starch cars are in the consist of trains bound for Halifax, St. John, Fredericton, Quebec City, Montreal, Toronto, Hamilton, Winnipeg, Edmonton, and Vancouver. In the fine tradition of short haul railroading, loaded tank cars are periodically sent to the Coca Cola syrup plant in nearby Brockville. Of course, the line also handles a goodly number of Canadian National mechanical reefers and covered hoppers.

As is the case with similar operations, the line follows a path of "least resistance" from the starch plant along the St. Lawrence; through the back streets and back yards of Cardinal; over the filled-in canal; across #2 highway to a small yard next to the Cardinal Community Centre. North of the arena, the track crosses a steep gully; descending to the bottom and climbing up the other side - via a pair of "S" curves - to the interchange with the Canadian National Montreal - Toronto main line.

The interchange consists of a small 2 track yard on the south side of the "main" which is in turn flanked by 2 passing sidings.

immediately to the east. Just west of the interchange tracks, one can still see the foundations of the Cardinal station which was demolished the early 1970s.

In-plant switching takes place 7 days a week with frequent trips to the yard north of town and the C.N. interchange occuring daily except Sunday.

For those interested in efficient, small scale railroading, this is an operation that must be seen. Who knows, the next time you use Crown Brand Corn Syrup, Bonbec Pancake Syrup, Chefmade Mustard, or any product bearing the "Best Foods" trademark of the Canada Starch Company, it probably left Cardinal via the Canada Starch Railway.

(Author's Note): I would like to thank Mr. Ken Weldon of Canada Starch, Mr. Alfred Marin of Cardinal, and Ollie McKee of Cardinal, for providing me with valuable information and assistance in preparing the above narrative.

A Train Trip from Ottawa to Hamilton via Toronto , 1945

by "Addy" Schwalm

(In 1945 the author made a train trip to Hamilton, Ontario, and now he thinks railfans would like to know what it was like in those days when train riding was for real and not just railfanning. During the war it was serious business and the main lines were full of trains.)

This is a unique trip for it involves more railroads than one would suspect. Toronto is the capital of Ontario, Ottawa is the Nation's Capital, and Hamilton, Ontario, is the industrial centre of Canada.

I start out for Hamilton one sunny August morning. My train is the "Toronto Pool" due to leave Ottawa Union at 9:20 A.M. I get to the station at 9:00 A.M. in order to get a good look at the train I'm travelling on. I go to the most important part of that train, the locomotive. Instead of just one I find that we have a doubleheader this time. The lead engine pointing the way is 2927, a 4-4-4 type, really streamlined with not a thing showing outside her metal sheath except her smoke stack. All in all she looks pretty light for handling any tough jobs. However, right behind her is a smart looking old fashion Pacific 4-6-2 No. 2219. She has locomotive written all over her and you sense right away she can be depended upon to turn in a good performance.

I next turn to the consist of the train. Right behind the tender of 2219 is a Canadian National baggage car with its paint of "CNR Green". There are another eleven coaches, all Canadian Pacific of different vintages from modern streamlined ones to the old type with gas lights and hard seats, plus a Parlour Car. I like the old ones for I can open the windows and catch the smell of coal smoke and hear the sounds of railroading.

Toronto lies some 290 miles southwest of Ottawa, but my train is headed straight North to the province of Quebec and the city of Hull. Nine twenty comes and promptly I hear the hiss of the train line signal giving our engineers the "highball". Funny way of going to Toronto, I think, here we are headed for Hull, Quebec. We leave the trainshed and come into daylight for a moment, then we go into a tunnel under Rideau Street and I hear a lot of wheels going over the crossover made by the Hull Electric where they have a turnaround loop under the street and what a noise that makes when a train goes over. When we reach

daylight again we are running beside the locks of the Rideau Canal where it empties into the Ottawa River. Below Nepean Point we reach the approaches to the Interprovincial Bridge and soon we are crossing the broad expanse of the Ottawa River. Steam boats still use the river from Montreal to Ottawa. The big pile of pulp wood at the Eddy plant slides by on our left and we are now approaching Hull. While still on the trestlework of the bridge we seem to be floating over the backyards of the residences of Hull. As we get back to solid roadbed the track starts a gentle curve to the left and up ahead I can see the Hull, Quebec, station. As we approach the station I can see a network of CPR tracks. One leads to Montreal via the "North Shore", others lead into the beautiful Gatineau Hills to such places as Maniwaki and Waltham. When we stop at the station we are facing in a westerly direction and still on that curve to the left.

After picking up a few more passengers we start out again and soon we are heading due South and I see that we are approaching another river. Why, it's the Ottawa River again and we are on the Prince of Wales bridge and going by my window is Ottawa's filtration plant. Also coming into view is the large plant of the J.R. Booth pulp and paper mill in Ottawa which we were supposed to have left some time ago. Now we are on another curve, this time to the right, and I see another station and I hear the grind and rumble of brakes being applied. We make a station stop between the CPR roundhouse on the left and Ottawa West station on the right side. After picking up a few more passengers we are on our way again, this time heading West (the right direction, I think). Soon we are going by Westboro station, no stop this time. Soon I can see that we are getting closer to the river and then a shock as I see an Ottawa streetcar racing us to Britannia and is the big red car ever going! It's not long till we reach Britannia Beach. Here crossing gates are located to keep pedestrians off the tracks when trains are passing by but there is an overhead crosswalk if you want to climb the steps. After leaving the beach we start to climb from river level and crossing Highway 17 we are now ON GRADE and as I'm sitting by an open window I soon get the meaning of these words, for I hear the roar of the two exhausts, which are deafening, and smoke and cinders are flying back in great profusion. However I'm enjoying it immensely for this is railroading, getting heavy trains over the grades and keeping time at the same time. Soon we are flying by Ashton Station (It is not there now as it was demolished by a freight derailment a few years later.) Our next stop was Carleton Place, another big CPR junction. Here the lines go in all directions, the main line running to the West and also East to Ottawa as well as to Smith Falls, which is the way we are going. Carleton Place was formerly known as Carleton Junction when at that time it had a large roundhouse. (This now houses the "Woolgrowers Co-op".)

After leaving the station we are on a curve to the left and we are heading for Smith Falls, a CPR division point and our next stop. Before long Franktown station goes by and then we arrive at Smith Falls right on the dot. When in the station I try to see the CPR shops but to no avail. Why is it that when a railfan arrives at their station that they always have a bunch of boxcars between you and their roundhouse and all you can see is coal smoke rising above the car roofs, leaving you guessing what sort of power is over there? Soon we are on our way to Brockville and since this is my first trip to Brockville in daylight I hope that I have better luck.

We pull into Brockville right on the dot of 11:45 A.M. but before we arrive at the back of the station I can see the CNR Brockville shop and to my surprise I find that it is rectangular, quite long and about 4 tracks wide. It isn't until I came back railfanning a few years later that I find out they have a turntable east of the shop across a Brockville street, and also the

oldest railway tunnel in Canada is practically under my feet. When I get off the CPR train I have to walk across the platform from the North side to the South side. The train I'm making connection with is CNR No. 5 "The Lasalle" which runs from Montreal to Toronto, Hamilton, London, Sarnia and Chicago, but between Montreal and Toronto it is in "Pool Service". I have a 30 minute wait so I can see what double track railroading is all about. From the station platform I have a clear view of the shop tracks west of the shop. Under a stubby water tank I can see 4-6-4 Hudson type No. 5702, on another track I see two 2-8-2's pilot to pilot, No. 3355 and GTW 3720. An O-6-0 is busy fussing around and getting in my way once in a while but not too much. All at once I'm conscious of a loud exhaust coming from the West and a smoke plume going sky high. I forgot that this is double track and when the engine gets to me I see my first GTW Northern No. 6336 and has she ever got a lot of tonnage on her tail. That only meant that the train cut off my view of the proceedings on the other side. However by now my connection was arriving. Before the freight got by, my train was at the water plug by the platform. This time I'm going to be pulled by a Mountain type CNR No. 6068, a 4-8-2, a beautiful looking machine with Boxpoke drivers, conical nose and looking quite capable of hauling our train of 15 coaches, as I found out when I looked the train over. We had one mail car, two baggage and express cars, one chair car, one diner and ten day coaches of various ages.

As we start out of Brockville you could tell that we had a smooth and powerful machine on the head end and an experienced "Hogger" at the throttle; no jars or jerks, just a strong pull forward as she took those 15 coaches in her stride. After we got past Manitoba yard, our acceleration quickened and it's not too long that the mileboards are going by at the rate of one a minute. To people like me, who are used to single track railroading, the double track was very interesting, especially when it is one of the busiest pieces of track in the country. Here I saw big Northern type engines of the 6100 or 6200 class wheeling freights of 60 or more cars at passenger train speeds, Mikados doing their best to keep up with their big sisters with the same number of cars but gradually losing out in the long run, and little old Consolidations on way freights with their handfuls of cars trying to keep out the way of the Highliners, always either going in the "hole" or crawling out.

The country is still fairly rough looking and will be till we hit the "Limestone City" in other words Kingston. Just before we reach that city we sight the St. Lawrence River on our left and then we keep it in sight until it reaches Lake Ontario. We arrive at the Kingston Station on time. This station is on a curve too. (It is here that a Hudson turned over right at the platform.) After leaving Kingston we get different views of the blue water of Lake Ontario all the way to Toronto. Also we pass through some of the best farmland in Ontario, including great apple orchards, and as we get closer to Toronto other fruits such as cherries and peaches appear as well as big fields of tomatoes, peas, corn, as well as wheat and oats.

On this line we pass through Bellville, another division point of the CNR. Trenton, known for its air base, Port Hope and Coburg are passed in quick succession. Soon we are racing alongside Lake Ontario and starting to pass large industrial plants and I know that we are passing the large industrial metropolis of Toronto. Switch engines are standing around waiting for us to get out of their way. Every engine has its quota of men watching us go by, the hogger hanging out of the window, the tallow-pot standing in the gangway and the switch crew standing on the foot boards. You would think that they had never seen a train before. You wonder if they ever got any work done at all. What I enjoyed riding the train into large terminals was hearing the wheels rattling over the switch frogs and the odd crossing of tracks at a diamond.

When you hear those old-fashioned steel heavy-weights with their 3 axle trucks clugging over the frogs, that is something. We now are really slowing down and I hear the grind of brakes being applied. I know we are entering Toronto Union station and as I glance at my watch and timetable I see that 6068 has done her job well for we are rolling into Union Station on the dot at 5:25 P.M.

I have less than an hour in Toronto to make my connection with the TH&B for Hamilton. (This means the Toronto Hamilton and Buffalo Railway). I head through the connecting tunnel to the right platform to have a look at the train I'm about to ride. Right away I head for the engine to see what sort of power I have for the ride to Hamilton. Next to the baggage car I see a huge tender and I hope upon hope that it's what I want it to be. As I draw along side I see Toronto, Hamilton & Buffalo on the tender but when I get under the cab it is what I hope it to be, ex "New York Central" Hudson 4-6-4 now No. 501, formerly NYC 5311. What a thrill is in store for me for I'm going to be hauled by one of the most famous engine types in America, "THE Hudson". I stand there just fairly eating her up with my eyes, staying there till the last minute for if I'm going I had better climb on. On my way back I notice that we have a mixture in our consist, coaches from three different roads, namely Toronto Hamilton & Buffalo, New York Central and Canadian Pacific. I also learn that we would be using CNR tracks to Hamilton. This all seems to be very confusing to me trying to keep up with my railroads. We pull out of Toronto right on time and once again we pass switch engines with the men doing their thing. The jar and rumble of my NYC coach pleases me no end. Soon we are at Sunnyside, our only stop before Hamilton. Leaving Sunnyside I can hear that Hudson settling down to her job of getting to Hamilton on time. It's only 39 miles to Hunter Street Station in Hamilton and all too soon we are swinging around Burlington Bay. I can see Hamilton and soon we are on the straightaway, then through a tunnel and we come out to the TH&B station. I feel the brakes being applied and we roll to a smooth stop, once again right on time. Thus my journey to Hamilton ends all too soon for me.

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100 Years Ago in Almonte

Taken from the Almonte Gazette of Wed., June 20, 1979 by Philip Jago

"A gentleman in Almonte has called our attention to the heavy discriminating rates charged for freight over the Canada Central Railway. A piano was shipped to him from Montreal via the Q.M.O.&O. (now CP's North Shore line..ed.) The cartage from the factory to the depot, the carriage to Ottawa, a distance of 110 miles, and the transshipment to the C.C. at Ottawa was \$1.90. To bring the same article to Almonte, a distance of about 35 miles, the charge was \$3.99 - more than double the price for one third the distance. We have no doubt that many teamsters could be profitably employed in hauling goods from Ottawa to Almonte and make a good living at the prices paid to the railway company!"

MEMORIES / PRESENT

By: Jim Lohnes

MEMORIES:

The time, the late forties, early fifties. The place, Bridgewater, Nova Scotia. The setting, a young train fan watching the movement of engines and cars in a small rail yard.

The young train fan was the author, having been brought to Bridgewater by my uncle - my father didn't have a car - for the sole purpose of watching trains. I can remember watching an 0-6-0 switcher with a sloped back tender doing the switching in the yard and I can also remember double headers with engines having eight driving wheels; probably either "Consolidation" or "Mikes", working the line out of the yard toward Mahone Bay and then on to Halifax.

Having been raised in a house that was and still is only a couple of hundred feet from a rail spur, I come by my interest in trains quite honestly.

My home town was Lunenburg, Nova Scotia; fishing port, not a rail centre, but the fishing industry was serviced well by the railroad.

The spur I lived near had a number of sidings serving a number of industries. Directly below my house was the siding shared by Irving Oil and Lunenburg Coal and Supply, the siding not being any longer than about ten car lengths seemed always to have at least one hopper and one tank car spotted on it. I remember quite well "helping!?" to shovel coal from the hopper cars to a conveyor.

The sidings further down the spur serviced the National Sea Products, where a number of "icer cars" were spotted for the transportation of frozen fish. There were also facilities for "iceing" the icer cars there.

Further still were the companies that dealt in salt fish, Adams & Knickle & Zwicker & Co. There was a passing siding that serviced them. The spur ended at the engine shed and a siding that ran the length of the government wharf; known as the railroad wharf.

The spur line that serviced Lunenburg ran from Mahone Bay, approximately six miles away. Mahone Bay was on the main Halifax to Yarmouth C.N. line.

The motive power from Mahone Bay to Lunenburg was a "Ten Wheeler" and its consist was always a box car, referred to as the "buffer" car; probably used to carry freight but also to act as a buffer between the tender and the combine when there was no other traffic. I don't remember a van being used until years after all passenger service had stopped.

As a kid, when my mother wanted me out of her hair for a Saturday afternoon, she would give me 35¢; return fare to Mahone Bay; and see that I got aboard the two-thirty run.

MEMORIES/PRESENT

The "Ten Wheeler" made two daily runs to the main line to pick up and deliver freight and to connect with the passenger trains to and from Halifax and Yarmouth. At one time there was enough passenger business to warrant the use of a self propelled car known as the "Jitney", more than likely a gas-electric.

The "Ten Wheeler" was serviced daily in Lunenburg. There was a water stand pipe near the station and the tender was topped off with coal every night from the coal pile near the engine shed. The engine must have gone to Bridgewater for major servicing; but, I can't remember ever taking notice of engine numbers so I don't know how many different locomotives actually worked the line over the years.

I don't recall engines larger than a 4-6-0 on the line but its possible that snow plowing or at Exhibition time when Bill Lynch's shows; they travelled by train in those days; came to town, that larger engines were used.

Some time in the fifties the "Ten Wheeler" disappeared and a G.E. "Center Cab" 44 tonner serviced the line. The 44 tonner worked the line until I left home. Since then the engines have no longer been housed in Lunenburg and come from Bridgewater to service the line.

THE PRESENT:

Recently, I returned to the Lunenburg-Bridgewater area for a visit. Railroading was not the same as I remembered it. The first thing I noticed was the station in Bridgewater; to me one of the nicest looking stations in Eastern Canada, was in a very sad state of disrepair with most of its windows broken and boarded up. We went looking for someone to ask permission to explore the yard but could find no one, so we went on our own.

There were two, twelve car trains, complete with vans, on sidings and four, fourteen hundred horsepower, A-1-A truck, RS18 Road Switchers idling on the servicing track but we could not find a living soul. It was like walking through someone's model train layout, only everything was 12" to the foot. We; my wife Donna was with me; looked over the air operated turn table, the empty engine shed, a maintenance-of-way shed with several speeders on the inside. The only other things in the yard were snow clearing equipment and an old wooden van, but nothing was moving, not like the busy little yard of thirty years ago.

Next stop was at Mahone Bay. The siding that the train from Lunenburg used to wait for the main line trains was still there. Rails rusted and ties rotting. A single box car was spotted on the bypass siding running past the station. The station, while appearing not to be in use was still intact, although very weathered. Looking in the windows showed us that it was still fully furnished.

MEMORIES/PRESENT

In the week in the area at no time did I see any main line traffic, although on returning to Bridgewater a few days later I did find the consists on the sidings had changed and there were six RS18's on the ready track, all idling but still no sign of life.

Over a period of several days, my son and I walked the spur line at Lunenburg. The original Sea Products moved in 1964 from the waterfront near my home to a site a mile east of the town and a two mile long siding was built at that time to service the new plant. The line from the station to the railroad wharf has not been used in years. The stand pipe is gone but the fittings for an air line that ran to the stand pipe are still there. Close by on a siding was a turntable. Now even the pit has been filled in and is overgrown with under brush, but a few old ties still remain. All the sidings that served the waterfront have been removed, the engine house is now a boat building shop, but the tracks still go to the railroad wharf. This line is to be torn up in the very near future.

The line going to the Sea Products is used occasionally to supply a tank car of fuel oil, but all fish products are now shipped by truck.

The only rail traffic on the Mahone Bay - Lunenburg now is the occasional tank car and while we were there I had hoped to see some action on the line, but I missed it. On Friday night I was told the train had been in town and on investigating, found the tank car gone from the Sea Products and the box which had been in Mahone Bay was now sitting near the station.

A big change from the action of years ago but wandering the rails of Lunenburg county brought back the memories of a childhood and maybe as an adult saw and listened to some of the ghosts of the past.

From the Editor's Desk

Railway Construction Around Ottawa

Work has begun on the grade separation at Riverside Drive near the airport where it crosses the main CN line. The rail line has been diverted in a large loop around the site and the bridge work is about to start. The loop is so large it has been necessary to move the switch to the freight bypass at Mass.

Elsewhere around Ottawa, work trains have been in operation both east and west. CN's Alexandria Sub has recieved some attention, and crews tried to dump ballast on the Barry's Bay line(see the information line). CP's M&O Sub., which may someday be Via's passenger line, has recieved flashing lights on many previously unprotected crossings, as well as some crossing renewals and general track lining. The North Shore line was completely reballasted last year and ballast trains from Milton mines are now headed further east(until winter).

The Thurso Railway has finished its summer tie replacement program and have recieved a supply of insulated track joints for use in level crossing signals.

THE INFORMATION LINE

LOCAL:

Railfan Ramblings with Ian Walker: CP Rail unit #1800 (ex 8794 RS18m) was spotted at Thurso, P.Q. on November 8 as the sole engine on train #85. This is the first locomotive to be rebuilt under CP Rail's recently announced massive locomotive rebuilding programme (see Branchline, September, 1980)

A Bytown sponsored mini excursion was to have been held on the afternoon of November 9. Bad weather, however, resulted in its cancellation. Plans called for visiting some of the old - and now abandoned - rail facilities in the Ottawa area. This would have been an opportunity for some of the newer Ottawa residents to become better acquainted with the capital's rail scene prior to the massive changes which took place during the mid 1960s. This trip will be put off until better weather prevails in the spring.

Some interesting motive power lashups have been observed at Dorval, Quebec. On October 12, CP Rail #912 was headed up by C424 #4217, M630 #4504, RS10 #8477, and RS 10 #8600. On November 15, C.N. Extra 9502 East glided by headed up by GP 40w 9502, M420 #2522, C636 #2307, C630 #2032, and C630 #2001. All units were in the new C.N. freight colours. Again on November 15, Via train #1 was headed up FP9 #6536 - still in the old colours. (Modellers may recognize this unit as Tyco's prototype for its C.N. F9 model during the 1960s).

On October 18 and 19, two eastbound freights were spotted at Dorval with several dead head passengers behind the units. Four sleeping cars were seen on October 18 while 6 coaches from the 5100 and 5200 series were seen on the 19.

Ex CP Rail RDC #9309 - still in the action red colours - has been seen regularly on the north shore line.

Stations Removed: The Maniwaki station has been demolished. Apparently our assessment of its recycling possibilities (Branchline, July-August 1980) were way off base. On a brighter note, Ottawa developer Stephen Bancroft bought the Quyon train station for \$1.00 and moved it to a new site during the month of October.

REGIONAL:Work Train Activity West of Ottawa:

Late in the week of November 9, Canadian National tried to dump slag ballast along the Beachburg Sub. Unfortunately, the temperature dropped and the slag froze. It was impossible to dump the rock out of the cars and consequently they were left at Malwood. (They may be the same as mentioned next or they may still be there)

Monday, November 17 was the start of a new week so Canadian National tried again; this time on the Renfrew Sub. Two units and about 50 cars left Ottawa but failed to make it past March. The train was split in two with one half being taken to Carp and left in the hole. Time was passing and the Section Foreman in Arnprior suggested that instead of reassembling the train at Carp, they bring the last half to Arnprior and leave the other cars at Carp.

Two hours later, about Noon, they arrived in the "Prior". Apparently, the work site was just west of town, although I was unable to find it later. At about 1:45, I was about to drive across one of the many unprotected level crossings, when I was interrupted by a back up whistle.

Heading east into the station was a regular van, a transfer van, 13 hoppers, and two units. A further 10 hoppers were spread over various tracks at the station (?) where space would permit.

What was very obvious was the presence of considerable ice around the hoppers. Obviously they had not been dumped! Overheard on the radio was the comment, "We might as well go for a hamburger. Ottawa can decide what to do with it".

Tuesday revealed the cut of hoppers still at Carp, seven left at Arnprior, and no trains in sight. It would appear that winter has gripped the line. I shudder to think what would have happened if the whole train had been taken to Arnprior. There certainly would not have been enough space for everything.

While at Arnprior, I also noticed that the frog has been removed from the interchange switch with the C.P.R. A new building has been placed immediately west of the C.P. Arnprior station. Does anyone know its purpose?

At Renfrew Junction, I saw one box car on the interchange track. There are, still, 900 feet of K.&P. track heading west from the diamond towards Calabogie.

In Renfrew itself, the C.P. Wye is still in service. In fact, there were two cars spotted on one of its legs. (Thanks to Neil Robertson)

Pictures Wanted: Oliver McKee, P. O. Box 57, Cardinal, Ontario, KOE 1E0 would like to purchase a picture of "The Moccasin" which ran from Montreal to Brockville. Ollie is also looking for a pre Canadian National poster advertizing the service.

Information Sought: Lloyd Chisamore of the Public Archives of Canada is looking for issues of the Canadian Government Railway Employees' Magazine. He is interested in issues from:

1915; Volume 1, September, November, December.

1916, Volume 2, January to June Inclusive.

1918, Volume 4, May.

Lloyd is available at the P.A.C., 613-996-8507.

NATIONAL:

White Pass and Yukon: "Thomas King, formerly executive vice-president has been appointed president and chief executive officer of The White Pass and Yukon Corporation Limited. Mr. King is located in Whitehorse. John Frazer will assume the position of chairman of the board.

Mr. Fraser reports that operating results to date are encouraging and he anticipates continuation of this trend for the balance of the year. Mr. Fraser notes that previous reports have highlighted the critical necessity of resolving the economics of the railway operation. On 17 June, 1980, the Federal Government announced that substantial funding for capital requirements will be provided to the railway. . . . While, these factors will not place the railway in a profitable position, they will assist in resolving the problem. (George Cross Newsletter, 17,09,80)

U.T.D.C. to Train MUNI Employees: The Urban Transportation Development Corporation has just signed a \$115,000 contract with the San Francisco Municipal Railway to design and implement training programmes for that city's 1800 bus, trolley coach, and light rail vehicle drivers. (U.T.D.C., November 3, 1980)

Bruce Chapman Report: Compiled by Bruce Ballantyne.

CP Rail

Scrapped: Baldwin DS-4-4-1000 7067.

Sold: RS3 8427 to Crown Zellerbach.

Retired: RS10 8564, 8568, RS10s 8583, 8589.

Stored Unserviceable: RS3 8564, 8568, 8583, 8589, RDC 9054, 9300, 9303, 9305, 9250, 9251, 5560.

New Units: SD-40-2 5950 to 5962 received by October 31, 1980.

Tied Up Unserviceable: 6502, 6555, 7011, 7043, (switchers)

Transfers: RDC 9067 from E&N to St. Luc, 9306 to E&N, 9050 from Glen to Toronto, 9020 to NRC-Ottawa for tests. 7030, 7033 from Vancouver and St. Luc to Moose Jaw, 9308 from Toronto to the Glen, 9111 from Sudbury to Toronto, 9061 Toronto to Glen, 9024, 9250, 9251 from Sudbury to the Glen.

Returned to Service: 8463, 65, 67, 75, 76, 78, 8570, 8577 (all MLW units), 6134, M630 4558 (from the wreck near Perth last year) will go back into service.

Rebuild: 8470, 8755, 8409, 8412, 8509, 8832, 8486, 8539, 8545, 8470, 8746, 8762 8762, 8764.

CP Notes:

* Heritage Park in Alberta may get Selkirk 5931 now in a Calgary Park.

* Abandonments - Lenore Sub in Manitoba, Aug 1/80, Kettle Valley Railway, Midway to Carmie; Temiscaming Sub, Laverlochere to Angeliers, Quebec (the last 10 miles of this 116 mile line) * CP has applied to abandon the Waltham Sub between Wyman and Waltham. * Passenger traffic on the Dominion Atlantic is up and some stations are going to be refurbished. * The RS2's at Newport, Vt. went to St. Luc for installation of sealed beam headlights. * Ex CP steamer 2839 on the Southern Railway is for sale. * Quebec and Federal governments will subsidize most of Montreal's commuter services except CP's Farnham and Ste. Therese runs which have been discontinued. * CP would like to abandon the Carleton Place Sub. between Bells Corners and Carleton Place if an alternate route can be found for the Canadian.

CN Rail

Stored Unserviceable: 2529, 370, 3838, 4148, 4256, 4410, 4471, 4500, 4131, 4218, 4232, 4247, 4257, 4419, 4568, 4573, 8176, 8206, 8212, 8233, 8178, 4329, 8211, 1331, 1333, 8206, 4121.

Stored Serviceable: 9649, 9659, 9651, 9652, 9655, 9657, 9658, 9660, 9662, 9665, 9666, 9462, 9468, 9471, 9481, 9483, 9496, 9409, 9412, 9439, 9539, 9639, 9640, 9642, 9650, 9663, 9464, 9607, 9488, 2529, 8039, 8043, 3612.

Retired: 8032 (to become snowplow 50560) 1331, 1333.

New Units: HR616 (MLW) 2044-2063.

Transfers: Newfoundland engines 2952, 2956 were transferred to Toronto where they will get standard gauge trucks and be used around the city.

CN Notes

* Hearings continue on the abandonment of CN's Marmora Sub. to Lake St. Peter, Ontario. * CN has ordered 20 HR616 locomotives from MLW (HR - High Reliability), value \$20 million. * CN wants to abandon the Dartmouth Sub. from Imperoyal (Mile 18.5) to Upper Musquodoboit (63.3 miles) and the Yarmouth Sub. from Liverpool to Yarmouth (135.7 miles) and the Inverness Sub. (55.6 miles).

Via Notes

* Via plans a "new" station in Calgary using the old Post Office instead of

CP station built in 1969. * Passenger counts in the Maritimes are way up.
* Repainting of equipment from CN and CP continues at a steady pace.

From the Membership Desk:

Our membership secretary John Frayne is now taking memberships for 1981. Please mail your renewal of \$6.00 to Box 141, Station A, Ottawa K1N8V1 or pay John at the December or January meetings.

John also reports that sales of Snow Plow Extra are going quite well. Also, there are only 17 copies left of Bob Elliot's history of the Bytown and Prescott (or St. Lawrence and Ottawa) Railway left to be sold.

Branchline is published eleven times a year for members and friends of the Bytown Railway Society. Articles and news items are always welcomed and should be sent to one of the following addresses.

News Editor	Philip Jago	1695 Carling Ave, Apt 5,	Ottawa K2A 1C3
Editor	John Halpenny	1023-201 Bell St.,	Ottawa K1R 7E2

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