

BRANCHLINE

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NOTICE OF MEETING

The next meeting of the Ottawa Branch, Canadian Railroad Historical Association will be held on Tuesday September 5, 1972 at 20:00HR at the Museum of Science & Technology. The speaker will be Ken Heard who will discuss and show slides on past excursions held by the CRHA.

PRESIDENT'S MESSAGE

(Ed.- this month's message is from the vice-president)

As Duncan is completely occupied with courses this summer the editor has

asked me for a message - thus the "Vice-president's Message".

We have two important matters going on at the moment:

1. The Barry's Bay trip preparations and,
2. The preparations for the NMRA Convention and demonstration of "The Crane".

We need a few people to help run a refreshment operation on the excursion. If you can help, let Bill Williams or me have the word. Remember there are less than two months now so tell your friends and acquaintances about the trip. It's one of the few ways we generate revenue for the Branch. Sales to date are about a dozen fares.

The week before the trip, October 7/72, we are booked to run the crane for the NMRA Convention. We need help now to make it presentable for the occasion. New CV heralds have been prepared and our thanks to Robbie Millikin for the aluminum sheet, the National Museum for the paint work and the du Fresne family for transportation. But the mounting positions need black and red paint before the Heralds can go on. Come and help put our best Hook forward. Contact Doug Campbell—home 233-3169 or work 992-4006—for times of work parties or for information regarding materials if you want to set up your own auxiliary work crew.

THE ANNUAL BANQUET

The Annual Ottawa Branch Banquet was Held on June 6, 1972 at the Ottawa Station. The guest speaker was

Mr. Jack Walter of the Brotherhood of Locomotive Engineers.

His topics included a brief introduction of his former work as a railroader and a talk on the railway employee and his work. Those in attendance found the stories of his life on the Canadian Pacific enjoyable and became better informed by his discussion on the railway worker.

Our thanks to Mr. Walter for a very interesting evening.

INFORMATION LINE

With the centralizing of freight services by the two major railways the small country railway stations are quickly disappearing. Those that re-

main are more than likely boarded up and in bad shape. Like the steam locomotive the country station will soon be extinct.

In Eastern and Southern Ontario the centralizing program is complete. On CP Rail's Montreal-Toronto main line all stations are closed with the exception of those used specifically for company use. Most stations are intact and some are being rented by small firms (Port Hope station -by a taxi company and a restaurant; Cobourg station -by a used furniture dealer etc.). CN's Montreal-Toronto mainline retains only the stations required for passenger services or company use.

Around Ottawa most stations have been torn down or sold. The station at Manotick was sold and now sits on top of a hill serving as a home. On the other hand Osgoode station (on the same subdivision) has been torn down. On CN's Renfrew Sub. only the Barry's Bay station remains (west of Renfrew) along with the old water tower.

On CP Rail's Maniwaki Sub. only Low, Venosta (section foreman's house) and Maniwaki stations remain. On the soon-to-be-abandoned section of the Havelock Sub. only the Kaladar station remains. On the remaining section a number of depots remain to serve the Havelock-Peterborough-Toronto train.

Time is running short for those who are interested in railway stations. In a few years nothing will be left. Some of these structures are very picturesque and worth the trip to photograph them (remember the steam loco. pictures you never got and are kicking yourself for missing?). If anyone knows the whereabouts of other intact stations (or any railway structures) let us know so we can print about them and their location for others. Even the name of the station is enough.

FROM THE EDITOR'S SCRAPBOOK

(The following is taken from the Branch's membership package.)

"Facts about the Branch's Railway Equipment (Part I)"

Central Vermont Crane #4251

This crane was used by the railway around the shop facilities for lifting heavy material and equipment. It was also used for clearing up train wrecks.

#4251 is self-propelled and is powered by steam from a vertical boiler and steam pressure of 100 psi. Water and coal are stored next to the boiler with extra fuel being stored in the tender which accompanies the crane. For lifting heavy loads to the sides of the crane it is equipped with "jackbeams" (steel beams at either end, which slide out to the sides of the frame) preventing tipping when the boom is swung out to the left or right.

With a minimum amount of work and expense the Branch was able to restore the C.V. crane into operating condition. Once or twice a year she is "fired up" for the pleasure of association members and the general public.

Data: Built: 1919 by Industrial Brownhoist at Bay City
Michigan U.S.A.
Weight: 159,600 lbs. Capacity: 50 tons
Boiler Pressure: 100 psi. (originally 150 psi.)
Fuel: Soft coal

Central Vermont Boom Car #4313

This piece of equipment is important for the operation of the crane and therefore remains with it at all times. The shed contains the miscellaneous material and equipment which the crane requires, such as extra cable, oil, grease, lights and so on. The car is simply a railway flatcar with a wooden structure built on top. In addition to being used for storage it acts as a "spacer" for the boom of the crane (hence its name) when travelling.

Data: Built: 1927
Dimensions: length- 40', width- 10'
Trucks: standard Bettendorf type
Brakes: Westinghouse air brakes
Capacity: 97,500 lbs.

Central Vermont Tender #4264

Another important piece of equipment for the crane, the tender houses the extra fuel and water required for operating. This unit is the oldest of the three pieces of equipment concerned with crane operation and started life with a steam locomotive at the turn of the century. When the locomotive was scrapped or the crane purchased the tender was probably transferred to its present job.

Data: Built: about 1890
Trucks: Arch-bar, tender type
Brakes: Westinghouse air brakes
Capacity: Coal- 5 tons; water about 5,000 gals.

The Bytown and Prescott Railway.
(from Prescott Journal 29/7/70)

Prescott was an early victim of the mid-nineteenth century railway-building fever. Completion of the St. Lawrence Canals in the 1840's had put an end to the profitable forwarding trade on which

much of Prescott's earlier rapid development had been based.

It was claimed that a railway to connect the Ottawa River at Bytown (Ottawa) with the St. Lawrence at Prescott would make Prescott a trans-shipment point on an even greater scale than before by providing an all-year route for the shipment of lumber and farm produce from the countryside between the two points to the increasing markets in the north-eastern United States and Montreal.

Access to ports on the American seaboard would also be available, aiding in shipment to overseas markets. Goods shipped by the proposed Prescott railway would be carried at Ogdensburg by the Northern (Ogdensburg) Railway, N.Y. completed in September, 1850 and part of a rail route to Boston.

Enthusiasm was strong at Bytown and at a meeting held there in October, 1850, 50,000 pounds sterling, was subscribed toward the construction of a railway to Prescott. Funds were also raised at Prescott, Kemptville, Spencerville, Bell's Corners, Gloucester and various other communities of the region in 1850-51. Late in 1850, the Bytown and Prescott Railway Company was incorporated by statute of the Province of Canada.

The charter empowered the company to construct a railway from Bytown to Prescott, and the first step toward this end was taken in January 1851, when Walter Shanly, a noted Canadian civil engineer, was appointed Chief Engineer at six hundred pounds per year. In October, 1851, work finally got under way near Bytown and at the Prescott end of the line. During the period of construction the Company and Shanly were plagued by serious financial difficulties, despite the original fund-raising enthusiasm, and it was not until June, 1854, that the line was opened as far as Spencerville.

When the tracks were laid to within three miles of Bytown, both money and steel ran out. Strips of hoop-iron were fastened on wooden rails and over these makeshift wooden rails the first train entered Bytown from Prescott on Christmas Day 1854 - the first railway service to the nation's future capital. The final cost of the line has been reported as 250,000 pounds - nearly 5,000 pounds per mile.

In 1855 Bytown was renamed Ottawa, and that year the railway became the Ottawa and Prescott Railway Company. Ottawa's rail connection, at Prescott, with the Grand Trunk Railway, and with shipping on the St. Lawrence was undoubtedly a factor in the selection of Ottawa as Canada's capital. The distance was reasonably short, only 54 miles, and was covered quite quickly - in only about three hours!

After 1856 the Company had rail connections to both Montreal and Toronto over the Grand Trunk line, although, for a long time, the transfer of rolling stock, at Prescott Junction, from the Ottawa and Prescott to the Grand Trunk, was a complicated operation, since the former was built to standard gauge, 4'8½" and the latter to broad gauge 5'6".

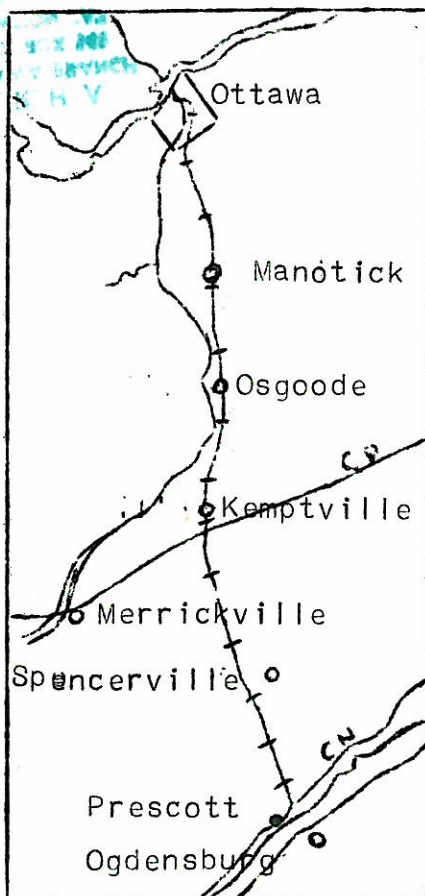
Lack of revenue, coupled with the economic depression of 1857, forced the railway into receivership. The line was sold at auction in 1865 and, after two years of non-use, the new owners received in 1867, a charter to operate the reorganized railway as the Saint Lawrence and Ottawa Railway Company. In 1884, this old, historic line was incorporated into the system of the young Canadian Pacific Railway Company on a 999-year lease. It still operates under the terms of this lease as the Prescott (sub)division of the C.P.R.

Bytown & Prescott Fotenote:

Most of the original line is intact with the exception of a portion between Bank St. and Sussex Dr./Rideau River in Ottawa. The town of Prescott is attempting to have the tracks pulled up south of Highway #2 to eliminate the bridge over the roadway.

According to CP Rail's employee timetable there are two freight trains running each way (daily except Saturday & Sunday) between Preswood (Walkley Yard) and Bedell. There is no regular service between Bedell and Prescott. The passenger service was discontinued many years ago (about 1960) and during the last of the steam days it usually consisted of a Pacific type locomotive pulling a baggage car and coach.

The main reason, in the past, for the existence of the Bedell Prescott portion was the ferry service between the latter point and Ogdensburg. With the decline of the use of coal and the destruction of one of the ferries, very little tonnage is produced at Prescott. The old three-stalled roundhouse at Prescott is gone as are most of the other structures in the yards. In fact very few, if any, of the structures remain along the whole Prescott sub.



Bytown & Prescott
Railway

THE EDITOR
SPEAKS

Well summer is coming to a close and for some it may not have been much

of summer at all with all the moisture we've had. For railfans the dampness, at one point at least, resulted in different railroad scenery. With the extensive flooding in Northeastern United States in June several

American railroads were forced to detour through Canada via CP & CN lines. It resulted in a variety of locomotives (eg. SD 45's) from a variety of U.S. roads (Penn Central & Erie Lackawanna).

Now that fall is around the corner we can look forward to the Branch meetings, the Barry's Bay excursion and to seeing fellow railfans again after a summer's absence. The meetings should be very interesting if memory serves me correctly (from a previous executive meeting). With your help I hope we can improve and expand the Branchline too.

Have fun railroading this fall and winter and see you at the Sept. 5 meeting (Bring your summer r.r. slides along too show them after the main part of the agenda).