



# BRANCHLINE

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

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

This meeting will feature Bob Meldrum with a talk and pictures on Australia. Bob does a lot of travelling and is an avid railfan, and he will present an interesting and informed talk. Australian railways have many similarities to north american lines but they do have a character all their own. Come and be informed and entertained. Refreshments will be available.

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## COMING EVENTS

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The long Thanksgiving weekend of October 6-8 will see two steam excursions with 1201. On Saturday, there will be a trip to Wakefield on the same schedule as the regular summer

excursions. On Monday, 1201 will go to Barry's Bay, a round trip of 220 miles. Tickets for both trips are on sale at the museum of Science and Technology the week before.

On Sunday, October 7 the Bytown crane will be steamed and displayed to the public. Any member willing to come out and work will get a chance to operate it. 1201 will also be on display in steam. Bring your camera.

Railfare 125 will commemorate the 125th anniversary of rail service in Ottawa on the weekend of October 14-15, at the Woodroffe campus of Algonquin College ( just behind Shopper's City West). The main feature will be model railroads, a whole room full of them, all operating. These will be run by individuals, clubs and stores, and there will also be material for sale.

Bytown Railway Society will have its own display, featuring an operating velocipede, as well as some of our smaller artifacts, and we hope to have a slide show featuring the club's activities. Any member who can spare a few hours to man our booth and explain our club activities to the visitors, please contact Bob Meldrum at 234-7612.

A short book on the Bytown and Prescott railway, Ottawa's first line, will be put on sale for the first time at the Bytown booth. This history by Bob Elliot describes the line from the planning stages more than 125 years ago up to the present, with much emphasis on the early years. Early photos and illustrations are included. An expanded, more expensive book will be produced later.

1201 will be used to make a movie October 16 and 17. On the first day it will be out on the line, possibly on the bridge at Carleton university, and the second day will be taken up with filming around the museum.

The Discovery Train will be on display in Ottawa at the Science Museum track for 6 days starting Tuesday, October 30.

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The Cars at E. B. Eddy by Tom Caine

The number of railway cars visiting the complex ranges greatly from the mid-twenties to a record high of 44 boxcars and two covered hoppers (May 29, 1978). Most of the time there are three dozen or so cars in the complex.

The boxcars bring in pulpboard in sheet form and leave with various paper products (napkins, toilet paper, etc.) The covered hoppers on site number two but there are occasions when four are seen on any one day. These cars carry kaolin, a clay used in making paper, from the southern U.S. These cars are either lettered and owned by the Southern Railroad or are leased by the North American car Co. to Thick Kaolin (NAHX) or by American Car Co. to Cyprus Industries Ltd. (ACFX markings).

In excess of 90% of the boxcars are Canadian Pacific with about 5% belonging to Canadian National. The remainder of the cars belong to U.S. shortlines or class 1 railroads. The Class 1 roads have been represented by Southern Railroad, B & O, C & O, and Burlington Northern. These are generally 50 foot plug door boxcars.

Occasionally a type of car not normally seen at E.B. Eddy will come in. During demolition of the western buildings two gondolas of scrap metal were shipped from the complex each week during June and July 1978. In early August a CN flat car came in carrying wrapped pulp board.

With the majority of boxcars being CP it has given me a chance to study the paint schemes of the CPR. Do you know how many there are if you call the modern logo cars, both red and green, one scheme? Would you believe four? They are:

- 1) Canadian Pacific Railway, slanted, as CP 51826, with lines above and below the number (50, 51, 52 and 54000 series).
- @) Canadian Pacific Railway, slanted, without lines as on CP 53407 (53, 55, 56, 57, 58, 59, and occasionally a 54000 series car).
- 3) Canadian Pacific, written in script, also without lines as on CP 60000 series and some 54000 series cars.
- 4) CP logo, red and green cars.

Les Goodwin has compiled a list of 44 different railroad names seen on cars at Eddy's over a six month period. Can anyone add to this?

Akron, Ohio & Youngstown	Louisville and Nashville
Atlanta and St. Andrews Bay	Lousiana Midland
Atlanta and West Point	Maryland and Pennsylvania
Atlantic Coast Line	Missouri, Kansas and Texas
Baltimore and Ohio	New Orleans Public Belt Railroad
Boston and Maine	New York Central
Burlington Northern	Norfolk and Western
Burlington Route	Peninsula Terminals Railroad
Canadian National	Penn Central
Canadian Pacific (including E & N )	Pickens Railroad
Central of New Jersey	Pittsburg and Lake Erie
Chessie System	Railbox
Clinchfield	Reading
Chicago and Northwestern	Richmond, Fredricksburg and Potamac
Conrail (ex PC, blue & brown car)	Rock Island
Delaware and Hudson	St. Lawrence Railroad
Family Lines	Santa Fe
Georgia Railroad	Seaboard Coast Line
Grand Trunk	Sierra Railroad
Illinois Central	Soo Line
Illinois Central Gulf	Southern Railway
Lenawee County Railroad	Western Pacific

Some Reminiscences on the Grand Trunk, 65 Years Ago

Lewis A. Winter, O.B.E.

## Part 3

(Mr. Winter was a ticket agent at Brockville for the Grand Trunk. Here he is collecting the "fare" for three complete circus trains before they can leave the station.)

Promptly at 7 o'clock two hard looking characters arrived carrying a couple of valises evidently containing the "take" at the circus during the day. One of the men left, and after taking off his coat the other, who was to hand over the money, laid on the table a large six shooter. To Mike's query, "What's that for?", he said he "always carried it", but Mike returned "You don't need it here, put it away." He gave a quick look at Mike, who sat by the table tapping a heavy oak brakestick on his toe, and after sizing up the 200 lbs. of muscle, decided to do as he had been requested. Needless to say I felt much more at ease. I soon found I had a long job ahead as there appeared to be a considerable quantity of silver and small bills to investigate. It is generally conceded that anyone having bad money feels perfectly justified in palming it off on a circus. They certainly had picked up their share. It was a time when "bad" money was very common, drilled and defaced coins were in general circulation, (reported to be caused by jewellers wanting silver), but were not taken by the banks.

After agreeing on the total amount required for each train, the table was almost filled with wrapped silver in packages according to denomination, which I commenced to open up to count and check the coins. Our circus friend expressed surprise and protested "Why, if you are going to go through all that, we'll be here all night," ---feeling amply protected, I replied. "I hope not, but I can only take good money."

A considerable quantity of questionable coins appeared on opening the packages which he had thought would be accepted without question. Any that were defaced in any way, or didn't look right at first glance, were rejected, and the examination of the bank notes was also quite a task. At one time our friend expressed himself strongly about some doubtful bills being turned back, when Mike stopped his protest by bringing down the brakestick onto the table with a bang that made him jump, and saying in a manner no one could mistake, "Do as the bye tells ye." From then on there was no trouble, each section being released as sufficient was received, and before midnight the full amount was in hand and it was all good money.

That night I sold tickets to Kingston to a motly lot of circus followers, kept the door double locked, missed my usual sleep between trains, and guarded the circus money which, in a hotel baggage wagon, I took to the bank as soon as it was open, obtaining a receipt for my remittance to Montreal.

It was a time of much counterfeit money and the company provided the ticket offices with a magazine "The Counterfeit Bank Note Detector", which described all the new counterfeits reported, and illustrated the points to be looked for in detecting them. Every few months a representative of the magazine would visit the station and instruct those handling money on how to detect the bad notes. A ticket office is particularly vulnerable as every customer is getting away immediately, and one had little time for close examination in the dim light of the old smokey coal oil lamps that were standard equipment in the offices and waiting rooms.

The Canadian One Dollar Bill at that time carried a picture of Jacques Cartier who wore a pointed beard. Many counterfeits of this issue were in circulation which showed a white line below the beard. One ran no chances by refusing everyone who had anything that looked like that line. I am sure we handled much bad money, probably kept it in circulation.

The banks were not so particular at that time, or else unable to get sufficient new notes, because the old ones were kept in circulation until they were like dirty rags and their value hardly discernable. Once in ticketing a large gang of Italian navvies, (brought to Canada for railway building), the notes turned in were from money worn for months on sweaty bodies. Their condition can be imagined.

The method of remittance to Headquarters at Montreal from way stations, at that time, was by the use of a small locked leather bag which had to be deposited in a box in the baggage car of the afternoon train each day. A duplicate of the remittance slip was retained which came in particularly useful at one time after a robbery at the Bonaventure Station, when the empty Brockville bag, slit open, was afterwards found alongside the tracks in the yard there.

We were sometimes required to help out travellers in obtaining transportation, and one interesting incident occurred when a party of Indians were returning from one of their seasonable pilgrimages for berry picking or hunting. They were on their way home to their reserve near Cornwall without enough money to cover the half rate Indian fares. They had with them, however, a fine new birchbark canoe which was left on deposit in the freight shed to be redeemed within two weeks. We never heard from them, and for \$4.00 I became the possessor of the canoe which was greatly enjoyed for a couple of seasons on the river, and afterwards for many years was a familiar sign for a boat livery on the water front.

While I was at Brockville the through freight traffic, particularly the export business of the large meat packing houses of Chicago and Kansas City, and the live cattle and hog shipments to the Atlantic coast, had grown tremendously, and which also involved returning the privately owned empties to the original loading points. The through lines of the Grand Trunk to the eastern seaboard, under one management, with the assistance of the bonding privilege, and freedom from conflicting state laws, created a decided advantage over the transfers and changes required on the lines south of the border, and to handle and hold this business the double track was built from Montreal to Toronto during this time.

To fulfill the contract to put Squire's hogs from Chicago into Boston in a time limit of a certain number of hours, which was reported to be faster than passenger train schedules, and to rival all competition, caused much excitement, especially at the division points when the changes of engines and crews were done, and inspections of the trains were like a relay race, done on the run. So important was this business that it was given priority, and one well remembered incident was seeing the regular day passenger train from Toronto to Montreal held at Brockville station, on a sweltering hot summer day, while two trains of squealing hogs were given the right of way ahead in order to prevent any penalty from delay.

The story was told of a train crew being "called on the carpet" for arriving from Brockville at Point St. Charles, after breaking all records, as the yardmaster reported, "looking like a comet with every journal box ablaze". It was when the double track was under construction and there was

much loose ballast which had caused the hot boxes, and the explanation made was that they were never able to see their train for the continuous cloud of dust. They were, of course, admonished, and at the same time commended for getting the valuable train through in such good time.

In September, 1891, I was transferred to Richmond, Quebec, as ticket agent where I exchanged with Mr. C. Price Green, who many years after was publicity manager of the Canadian Northern R'y. Not knowing French was a handicap for a while, and until I learned to quote fares, time of trains, etc. I had the kindly assistance of the callboy as translator.

The environment was entirely new and being a junction point, I was naturally interested in the different trend of traffic. There was noticeable the heavy traffic to Portland as soon as the St. Lawrence was closed, the large emigration of French Canadian young people to the industrial centres of New England, and the long trains of tanbark going to the tanneries and shoemaking plants in Massachusetts.

As I had taken lessons in shorthand at Brockville and had been practicing everywhere and anywhere I could, I felt bold to write the General Superintendent, Mr. James Stephenson, and appraise him of this accomplishment, and in April, 1892, was taken into his office at Point St. Charles as assistant to his secretary, Mr. Price. There was one typewriting machine in the Superintendent's department which was used by the secretary. All other letters were written in longhand in copying ink, and afterward copied in a tissue copying book by use of a hand press.

Six months later in my twenty-first year I resigned to accept a position with the Montreal branch of the Manufacturers Life Insurance Company, with which company I served for 44 years.

In looking back one realizes that he belonged to an earlier generation, getting his station when life was in many ways harder, in his country's transition time, when the railway man had few of the comforts and facilities he now enjoys, but there were sterling and loyal characters who laid the foundations well in those days, and I am sure others looking back to railway life 65 years ago will agree that it was a great school.

(This concludes Mr. Winter's article as it appeared in 1949 in the Canadian National Magazine. Branchline would like to thank Mr. Brian Winter for permission to use it, and Philip Jago for locating it for us.)

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THE EDITORS  
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The Thurso Railway trip on September 16 was a complete success. 68 members and friends of Bytown, some from as far away as Rhode Island, rode two open cars right to the end of the line at mileage 57. The weather was kind to

us, mainly sunny although a bit cool when we got moving, and the scenery was varied and beautiful.

Special thanks are due to the staff at Thurso, starting with the superintendant, Gaetan Lafleur (his grandfather built the line), and our engineer, Ronald Seguin. The whole crew seemed to have as much fun as we did. Thanks also to Bytown organizers Bruce Ballantyne and Colin Churcher. Bruce is writing a full account of the trip for next month's Branchline.

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\*\*\*\*\* 1980 MEMBERSHIPS \*\*\*\*\*  
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\* Memberships for the coming year are now \*  
\* available, still at the low rate of \$5. \*  
\* Send your cheque to Bytown Railway Society, \*  
\* Box 141, Station "A", Ottawa, K1N 8V1, or \*  
\* give it to our new Membership secretary, John \*  
\* Frayne, at any regular meeting. \*  
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