



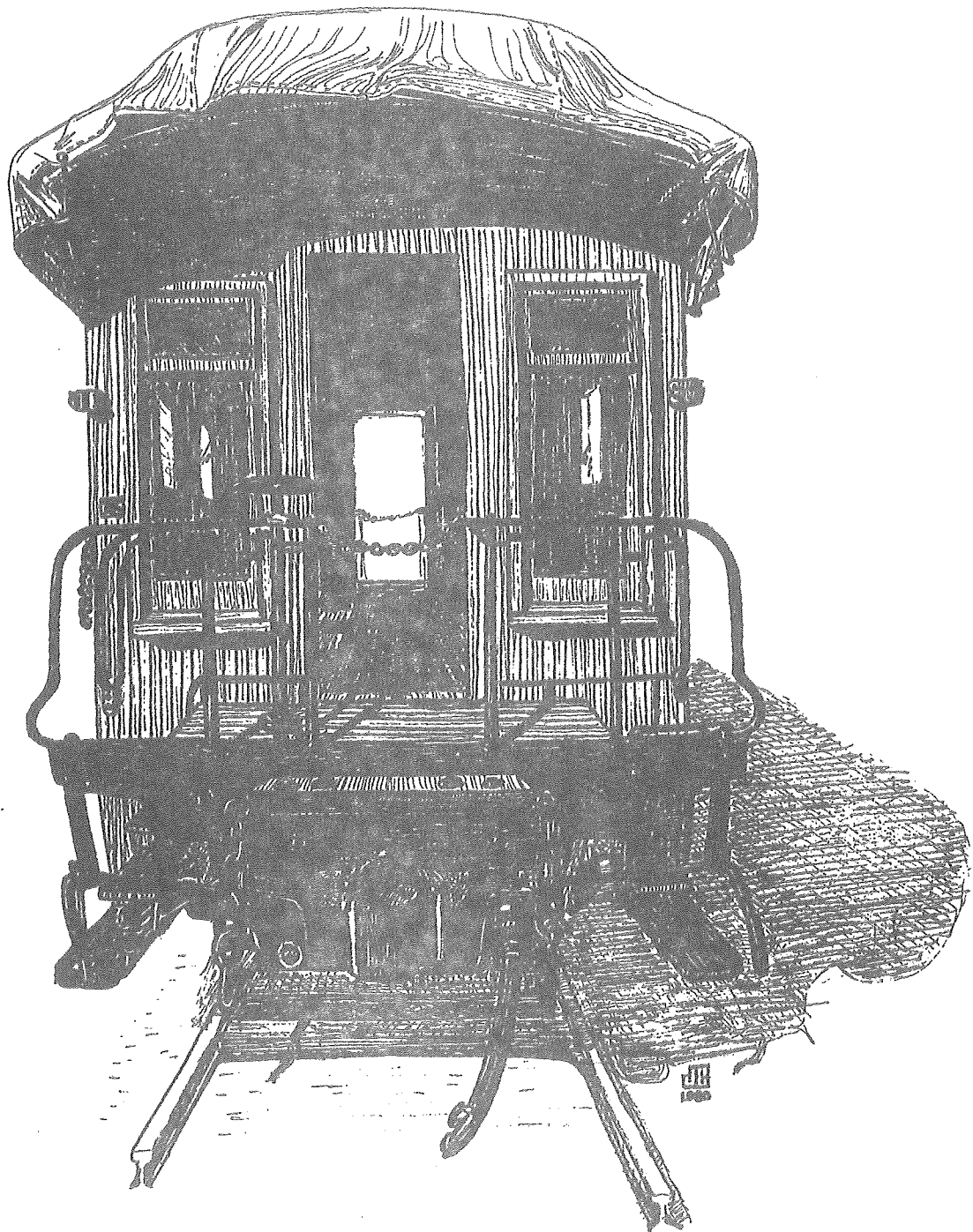
BRANCHLINE

P.O. BOX 147
STATION A
OTTAWA, CANADA
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Volume 18

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Number 7



Cover Picture

This pen and ink sketch by John Coleman shows the observation end of the Thurso Railway business car (originally CPR No. 27). The car is in the process of restoration by Bytown members. The roof covering is a tarpaulin used to protect the car until the roof can be rebuilt.

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Notice of Meeting

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

This will be a members' slide night. We would like everyone to bring a short (10-20 slide) presentation to show something of railroading either at home or away. Any longer shows will be shown at the end, if time permits. We will also auction any railroad collectors' items you may wish to sell.

The October meeting will feature a speaker from WABCO, the air brake people.

Coming Events

Tickets are going very fast for the Thurso Railway trip Sunday, Sept. 14. This run over eastern Canada's last logging railway will feature open cars (bring warm clothing and a raincoat), delightful scenery and some curious equipment. The Thurso business car will be on the tail end. Reserve your tickets from Colin Churcher at 745-1961.

The 1201 trip to Montreal is now planned to run the weekend of Sept. 27. The train will probably leave here at 11 am Saturday and return Sunday. This trip is mainly for Montreal people who are being offered return trips both days, with steam one way and diesel return. The UCRS in Toronto hopes to attach its private car Cape Race to the train Sunday as part of a circular trip from Toronto.

1201 may go to Maniwaki again on the long weekend October 12. This has not yet been confirmed, and there is already a trip scheduled to Barry's Bay Oct. 13. Details should be available by the September meeting.

Railfare, a show of all kinds of models, will be held at the Woodroffe campus of Algonquin College on Oct. 4 and 5. BRS will have a display booth and volunteers are required to man it. You get to meet a lot of people and get in free. Contact Bob Meldrum at the September meeting or at 234-7612.

A Best of Bytown slide night is being sponsored by the Ottawa Public Library October 30 at 8 pm. The slides will be selected in advance, so to have yours included, contact Bob Meldrum at the September or October meeting.

Ian Walker is trying to arrange a trip to Labelle some Saturday using the North Shore and the Mount Laurier line trains. This is a chance to travel as a group over a line that is hard to use from Ottawa. Call Ian at 749-3835 if interested.

Duncan duFresne's new book "Snowplow Extra" goes on sale at the Sept. meeting.

—Reminiscing The Canadian Northern Ontario Railway—

Condensed from Canadian Railway and Marine World (1914) By Peter Lange

(Few people realize that the ruins of Ottawa's third and last remaining roundhouse and turntable lie in a dense, 50 year old bush, less than two kilometres from Ottawa's southern city limits. This was once part of a large terminus, built by the Canadian Northern Ontario Railway, in the wye formed by the intersection of the Ottawa-Toronto line and the Montreal-Port Arthur line. This rail terminus first named Rideau and later renamed Federal, was laid out in 1913 and completed and opened in 1915 to handle freight traffic. The first passenger train arrived at Rideau from Toronto in November 1915 to commence passenger traffic on the line to Ottawa.)

During the planning stage of the new trans-continental line from Montreal to Port Arthur the average rail distance between turning points and divisional points was to be slightly more than 150 miles. The turning and divisional points on the line, with their respective distances from Montreal, are as follows: Montreal, 0 miles; Rideau, 111.6 miles; Capreol, 414.6 miles; Foley (turning point), 563.2 miles; Fitzbach, 711.9 miles; Hector (turning point), 861.7 miles; Port Arthur, 1,010.1 miles.

In the construction of this link of the new trans-continental line, the plans had been so developed as to make possible the introduction of the better construction at some future date with the least change in the original arrangement of all five points. In pursuance of this policy, and realizing that there will be increased traffic possibilities, all the turning and divisional points have been laid out in such a manner as to make possible the extension of the yards and facilities to something over four times the initial capacity, utilizing the initial construction as part of the extended yard. The dotted lines on the illustration show this feature.

Of the five points under consideration—Rideau, Capreol, Foley, Fitzbach and Hector—two, viz., Rideau and Capreol, are of the greater importance, as both of them are junction points. At Rideau, in addition to the main line, there is also the line from Ottawa to Toronto, which will make demands on the accommodation, requiring a larger yard and facilities than those at intermediate points. Similarly with Capreol, the junction point of the main line and the Toronto-Sudbury branch, it is contemplated that a heavy traffic will develop from the lower Ontario district through this junction point for the west.

Of the several divisional and turning points, Rideau will not only have the greatest capacity, but will extend over considerably more ground, each of the two lines that branch out from that point having separate yard accommodation, with the mechanical yard arrangement in the intervening angle, as shown in the accompanying illustration. Each of these separate yards will be very similar to the yards at the other points, a standard yard plan having been adopted, with body tracks in all cases 3,288 ft. long. Plans had originally called for body tracks of 2,800 ft., limiting trains to 70 cars, whereas the revised plans allow trains of 80 cars to be handled. Earlier plans conceived that this would be the standard train length in the future as grades would have been limited up to 0.4% and curves eliminated as far as practicable.

Mechanical Yard Specifics

A standard locomotive house construction has been adopted by the engineering and mechanical departments, the same type being built at all the points on the line. (All the buildings on the line were erected by the Imperial Construction Co., Toronto, J. H. Montgomery, then Manager). The ultimate size of these locomotive houses will be 45 stalls, but the initial

installation at Rideau, Capreol and Fitzbach will consist of a 15 stall section, and at Foley and Hector, a 10 stall section. The locomotive house will be of concrete construction, with an 80 ft. turntable in the centre, the locomotive house having a depth of 90 ft., on an inner circle radius of 110 ft., giving a stall angle of approximately 7 1/2 degrees. The house will contain drop pits for both driving wheels and the pilot and trailing truck wheels, and will in addition have a small machine shop adjoining for the handling of running repairs, the shops at Rideau and Capreol being larger and more important than at Fitzbach, which in turn is to be more complete than Foley and Hector.

The incoming tracks at all these points are to be laid out for half the ultimate capacity. The arrangement planned, which will be eventually completed, calls for an incoming track arrangement symmetrical about a central line. Only one half of this scheme will be laid down. In the incoming tracks will be the coaling, sanding and ash handling equipment. A conveyer type of coal plant will be used, the specific design of which is still under consideration, as are most of the details. (For measurements and a photograph of a 100 ton coaling plant installed at Trenton, Ontario refer to pages 201-202 of the June 1915 issue of Canadian Railway and Marine World, Can. Archives Wellington Street, Ottawa). The ash pits will be air operated.

In all the yards it will be observed that there will be a single outgoing track, with the exception of Rideau with a single outgoing track for each line, and that this track will be tangent for some little distance beyond the locomotive house. In this connection it will be noted that in every instance there is at least one track, either an incoming or outgoing track, that leads directly into a stall. This is an important consideration in the handling of cripples, which may be pushed into a stall directly by a helper, eliminating the necessity for block and tackle assistance from the turntable.

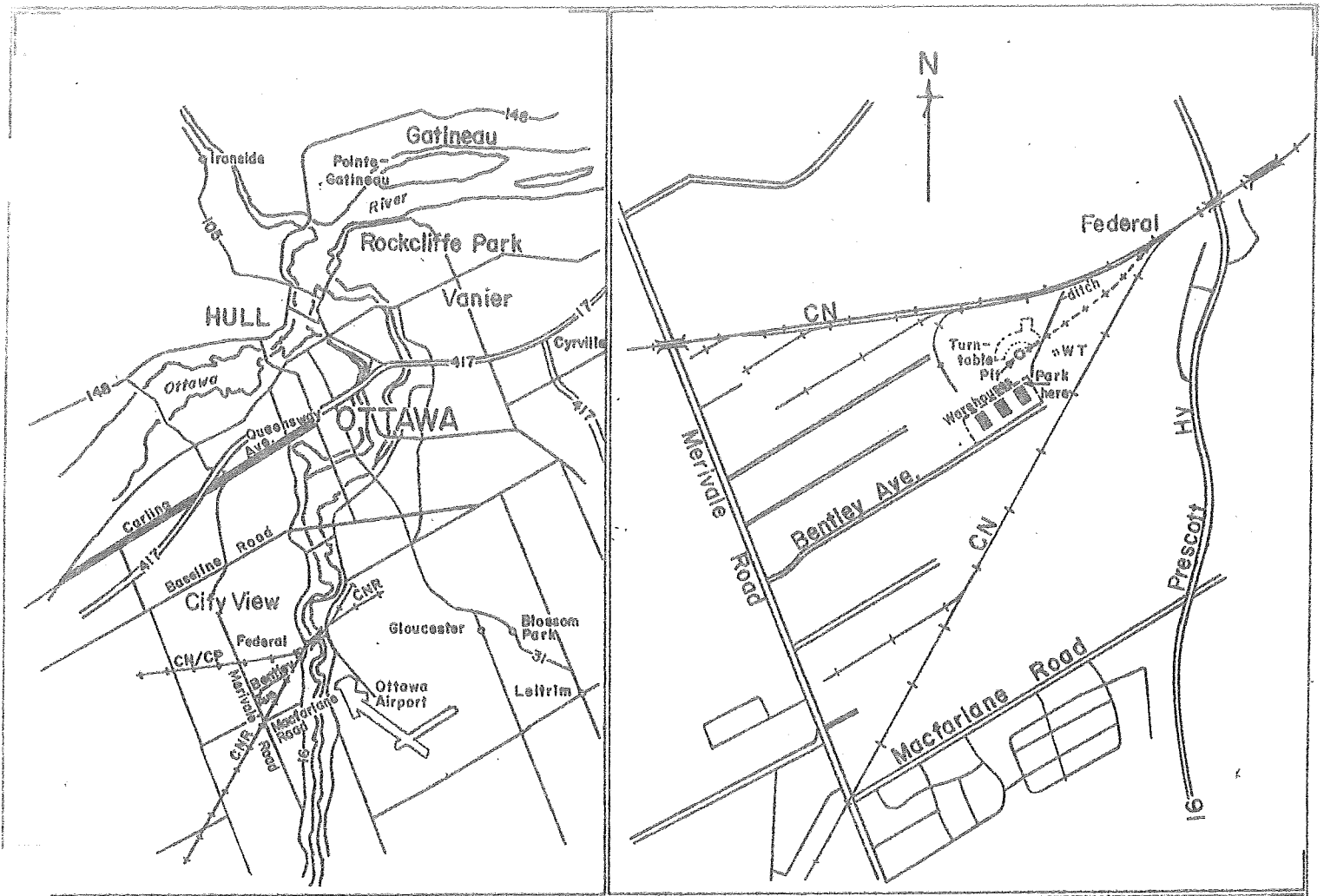
In each layout, with the exception of Rideau, there will be a run around and an auxiliary track connecting the incoming and outgoing tracks. In the excepted instance, these double tracks will connect the two outgoing tracks. (See illustration).

Coal storage piles, varying in capacity from 9,500 to 14,000 tons will be located in each instance alongside the incoming tracks, conveniently situated to the coaling plants. Similarly, the water tank will be convenient to these tracks, with standpipes alongside each track. Water will be obtained from nearby bodies of water.

At each of these points, except Rideau, where temporary arrangements are being made, C.N.R. standard station no. 8 is being erected. These will have an 800 ft. platform. Each station will have a siding 1,756 ft. long or sufficient to hold two 9 car passenger trains.

Each of the points on the line will have, in addition to the essential railway equipment, special accommodation for the men, including bunk houses of standard design, dining hall, section house, and at such a point as Capreol, where the divisional staff will be located, a series of cottages. A few company cottages will also be erected at the other points.

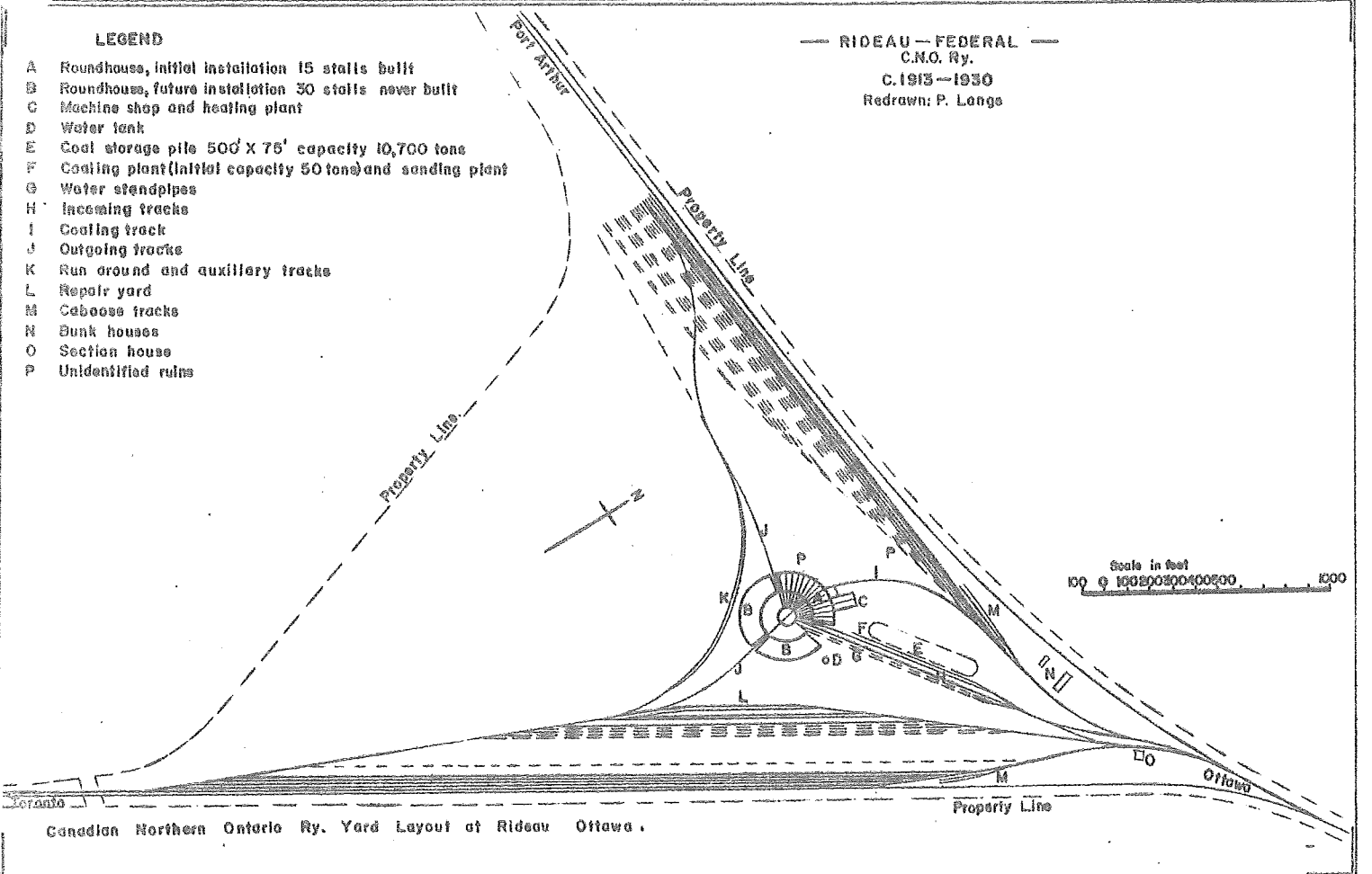
There will be in each case a repair yard of two tracks, capable of extension to six when required, two caboose tracks, and the main yard tracks, a varying number of which are being put in in this first layout. At Rideau each line will have an initial yard trackage of five tracks, and all the other yards two tracks. At Rideau the ultimate capacity will be 20 tracks on both the main line and the Ottawa-Toronto line; at Capreol, 18 tracks; and at the other three points, 13 tracks. (For those wishing to visit the site, the footings and concrete floor outlines of all the structures can still be easily made out. Take along mosquito spray and a machete. Don't get lost!!)



LEGEND

- A Roundhouse, initial installation 15 stalls built
- B Roundhouse, future installation 30 stalls never built
- C Machine shop and heating plant
- D Water tank
- E Coal storage pile 500' X 75' capacity 10,700 tons
- F Cooling plant (initial capacity 50 tons) and sanding plant
- G Water standpipes
- H Incoming tracks
- I Coaling track
- J Outgoing tracks
- K Run around and auxiliary tracks
- L Repair yard
- M Caboose tracks
- N Bunk houses
- O Section house
- P Unidentified ruins

— RIDEAU — FEDERAL —
C.N.O. Ry.
C. 1913 — 1930
Redrawn: P. Lange



Canadian Northern Ontario Ry. Yard Layout at Rideau Ottawa.

STEAM RETURNS TO MANIWAKI:

By: Philip Jago

A capacity crowd of railfans, nostalgia buffs, adventure seekers, and merry makers availed themselves of the opportunity to travel behind ex Canadian Pacific G5 #1201 to Maniwaki, Quebec on July 12, 1980.

Though the 5 car train was chartered by the town of Gracefield as part of that community's Western Pioneer Days celebrations, seats were also available for those wishing to board at the National Museum of Science and Technology in Ottawa.

Indeed, when word of the epic odyssey "hit the streets", rail enthusiasts were attracted from as far afield as Montreal and Toronto.

For this writer, the trip represented the fulfilment of a long held dream to not only ride by rail to Maniwaki - but behind a steam engine at that!

Outbound, the trip took 5 hours and 19 minutes, with the return journey - including wyeing the train at Hawthorne - being accomplished in a mere 4 hours and 35 minutes. At the request of the town of Gracefield, stops were scheduled at Hull, Wakefield, Kazabazua (to board the mayor of Gracefield), and Gracefield. While returning, an unscheduled stop was made at Blue Sea Lake to retrieve a hat lost during the upbound journey by an exuberant passenger.

Northbound, the Gracefield stop consumed 1 hour and 27 minutes in order to take on water - there was a foot left in the tender - and to re-introduce the good citizens of the upper Gatineau Valley to the sights and sounds of railroading in the days of steam.

Tickets were also sold Gracefield-Maniwaki and return. For this reporter, it was the chance to hear reminiscences of days gone by along the line. Stories were told of flagging the train at some remote crossing and riding into Gracefield on market day. Others remembered encounters between their farm animals and the steam cars, while still others spoke of the journey to far-off Ottawa in pursuit of higher education and a chance to see a more modern world. For one Grand'mere - escorting 2 youthful charges on the ride of their lifetime - there was the fond memory of a honeymoon trip by rail to the nation's capital.

Did I mention the reception accorded to us? Inevitably, the railbuffs paced us in orderly fashion along Route 105. At both Gracefield and Maniwaki, we were given tremendous welcomes and send-offs.

Starting the shores of the lovely Boue Sea Lake, were escorted and photographed by a veritable convoy of power boats.

And what of the railway line itself? The station and freight shed are still to be found at trackside in Venosta. A section house, water tower footings and C.P.R. platform lamp still mark the station at Blue Sea. A well-kept section house is still located at Gracefield. At Maniwaki, plans are afoot to convert the station into a restaurant - aptly titled La Place de Gare. Remains of the two stall engine house and a water plug are, moreover, clearly discernible at the end of the line (Does anyone have pictures of these facilities?) South of Low, we had a meet with a track patrolman. In terms of on-line business, 6 boxcars were counted at Maniwaki with 1 lone house car at Gracefield.

It was a journey not soon to be forgotten. A strange curious blend of railfans and natives harbouring fond memories of a long since disappeared way of life. It was an opportunity, moreover, to hear steam respond once again to the challenges of the Laurentian Shield.

Having whetted our appetites, it is hoped that the "powers that be" will see fit to satisfy our hunger and arrange an autumn journey up the beautiful Gatineau Valley.

THE INFORMATION LINE

LOCAL:

Railfan Ramblings with Ian Walker: Via Rail has a new experimental paint scheme. So far, one locomotive and two coaches have been repainted. FP 9A #6532 (ex C.N. #6532) is now painted a solid grey including the roof with a yellow band around the rear, a large yellow VIA on each side and a yellow nose. There is no red VIA on the front. The trucks and underframe are all black.

The two coaches (5558 and 5590) are painted the same solid grey with a yellow band around each end and a small yellow VIA mounted high up on the car just ahead of the rear yellow band.

A heavyweight steel observation car (ex C.N.R.) has been located along Highway 148 in Aylmer. It is painted black and white with the C.N. logo and number painted out. The car can be found, complete with four tail end markers, mounted on its own six wheel trucks on a short piece of rail which is completely surrounded by a high steel fence. Anybody have details?

Also near Highway 148m just west of Breckendridge can be found a former C.P.R. wooden passenger car. It appears to be owned by a farmer and is now used as a tool shed. The car is located about 300 feet south of the C.P.R. Parker siding - mileage 22.8 of the Waltham Subdivision.

On August 8, the eastbound Canadian sported kerosene markers on the tail end of the dome/observation car.

On August 9, Number 1 was headed up by FP 7 #1409 and GP 9s 8508, 8520, and 8511.

As an added treat on August 9, #86 was photographed during the evening at Marelau, Quebec. Normally, the train runs during the middle of the night.

A burro crane accompanied by 2 gondolas, a stock car, and a transfer van are in the siding at St. Andrews East on the Grenville Sub. Does anyone know if this is for line rehabilitation or dismantling?

The C.T.C. has ordered Via Rail to continue running the Canadian on CP Rail's M & O Subdivision.

From western Ontario, we hear that Via Rail has been given to permission to discontinue its Toronto - Buffalo railiner service effective September 29, 1980.

Fire Damages Locomotive: CP Rail M420 #4217 sustained \$15,000.00 in damages following a spectacular fire on the afternoon of August 23, 1980. The unit was trailing on the Waltham Sub. ballast train.

Details are sketchy, but the train did make it as far as the North signal at Ellwood Diamond before it was halted by the fire.

Ottawa fire crews had access to the crippled engine via the bridge at Heron Road. (Bill Williams reports that the Fire Dep. responded to a call at 5:20 pm and that RS18 #8753 appeared about 6:30 to move the engines to Walkley

Station for Sale: The Wakefield station (Pot au Feu Restaurant) has been freshly painted blue with grey trim. A for sale sign on the structure indicates an asking price of \$75,000.00

REGIONAL:

Hearings Held into Line Closing: Hearings into C.N.R.'s proposed abandonment of the Marmora Subdivision were held on July 24 in the Marmora Town Hall. (The line extends from Marmora through Bancroft to Lake St. Peter, Ontario.)

Canadian National testified that no train had operated over the line since December, 1976. Also it would now cost \$2½ million to rehabilitate the 140.37 miles of track to the point where a train could operate at a speed of 30 m.p.h.

As expected, there were few objections to the abandonment, with the only request being made that the right of way be kept under one ownership should it be needed in the future.

One significant objection to the abandonment did, however, surface during the hearing. It seems that Ontario Hydro has a transformer station at Wallace - 8 miles north of Lake St. Peter. This station, constructed in 1973, consists of two transformers, one used as a standby, and serves the communities of Madawaska, Barry's Bay, Killaloe, Maynooth, Bancroft, and Hawelock. Should one of these units fail and the back up not operate satisfactorily, Ontario Hydro would be faced with the problem of getting another transformer to Wallace.

Without the railroad, the job would be much more complicated since none of the road bridges in the area are capable of handling the weight of a transformer. Also, since the total life span of a transformer is only 20 years, sometime before 1993 another transformer will need to be transported to Wallace.

Needless to say, the C.N.R. would not be very sympathetic since in order to move the transformers at all, the \$2½ million would still have to be spent along with an additional \$100,000 annual maintenance thereafter. (Re-written from The Bancroft Times, 30-07-80 by Ian Walker)

Notes on the Marmora Sub: For those not familiar with the Marmora Sub, Highway 62 follows fairly closely from just south of Bancroft north to Lake St. Peter. Complete yard facilities - including stations and M.O.W. buildings still exist at Bancroft and Maynooth.

Bancroft has a very interesting yard layout featuring an "S" curve incorporated into the main body of the yard while Maynooth station is located in the center of a wye. Another wye is located at Bird's Creek, just north of Bancroft.

During the 1940s and 1950s, wood was the main commodity shipped on the line. (Thanks to Ian Walker)

Waltham Subdivision Notes: Canadian Pacific work crews are busily replacing ties between Hull and Wyman. At Quyon, the station - a Pontiac and Pacific Junction original - has been boarded-up. The Scale House north of the station stands un-occupied and unprotected. At Shawville, the former station sits boarded-up in its new location at the fair grounds. A sign proclaims to all and sundry that it is the Shawville museum. Most alarming of all - a paper stapled to the door of the section house at Waltham gives notice to all concerned that as of February 1, 1980, Canadian Pacific applied to abandon the line between Mileage 34.0 - just north of Wyman (mile 33.7) and mileage 77.5 - Waltham.

Fairbanks Morse Update: Further to Ian Walker's request for additional information on the Fairbanks Morse B unit at the CP Rail C.W.R. Plant in Smith's Falls, we learn from Ray Corley of Toronto that the engine was one of 4 6 axle F.M. Erie Built units purchased second hand by C.P. in the late 1960s.

The engines were built in late 1947 and early 1948 as part of an order for the Pennsylvania Railroad. At that time they were numbered 9460B, 9462B, 9474B, and 9476B. Under Canadian Pacific ownership, they were assigned the following numbers respectively: 404398, 404395, 404397, 404396.

Vandals Hit Beachburg Sub: Vandalism is becoming a serious problem along Canadian National's Beachburg Subdivision. Hooligans around Woodlawn have shot out signal lights, while someone in the Portage Du Fort area has gotten hold of a C.N. switch key and has been tampering with the mainline switches into the yard.

The co-operation of B.R.S. members in this matter would be greatly appreciated. If challenged by railway police, give your name and reason for being near the railroad in a courteous manner. If you notice anything out of the ordinary, it should be reported to the Canadian National police in Ottawa.

Thurso Notes: MacLaren Lumber have recently acquired several flat cars for interchange service. Lettered J.C.M.X., the ex Canadian National container flatcars are former steel underframe wood sheathed boxcars of 1929 vintage.

Sometime in July, a rather unscrupulous individual boarded Car 27 and absconded with the fire axe and sledge hammer. Both tools were in mint condition and had C.P.R. stamped in their heads. Members would do well to watch all antique shows and railway auctions on the off-chance of recovering these valuable artifacts.

Restoration work on #27 is proceeding smoothly. Thanks to George Viens, the windows will be completely rebuilt in time for the excursion on September 14.

NATIONAL:

TRANS-CONTINENTAL TRAIN TIMES-UPDATE: Further to Via Rail's announced extension of running time for its trans-continental trains (Branchline, June/80) it has been announced that #1 will leave Montreal at 21:00 hours while the westbound connection from Toronto will depart that city at 23:30.

Train #2 will leave Vancouver at 11:00 hours with an E.T.A. of 19:00 hours at Banff. This will provide almost a full day in the mountains.

Vancouver - Winnipeg service over Canadian National lines will be adjusted accordingly. (The Locomotive Engineer, 20-06-80)

Northern Alberta Railway: Canadian Pacific has sold its 50% interest in the Northern Alberta Railway to Canadian National for an undisclosed price.

Though Canadian National will now have full ownership of the line, CP Rail will retain established traffic rights.

(Canadian Pacific News Summary,
July 4, 1980)

Bruce Chapman Report: Compiled by Bruce Ballantyne.

CP Rail

Stored Serviceable: (244's) 8407, 8430, 8463, 8465, 8467, 8475, 8476-78, 8570, 8577, 8588, 8592, 8593, 8594, 8598, 8599, 8600, 8824.

Stored Unserviceable: RS-3 8436 (in sideswipe 6/4/80), RS-10 8564

Retired: 6548, 8545.

Rebuilds & Overhauls: 4558, 4208, 4211, 4214, 4218, 4227, 4232, 4236, 4239, 4571, 4567, 4248, 4715, 4717, 4719, 5004, 5007, 5013, 5020, 5022, 5023, 5024, 5532, 5538, 5556, 5675, 5725, 5759, 5746, 5735, 6561, 6580, 6596, 6713, 7117, 8119, 8545 (to be renumbered 1515), 8654 (chopped nose GP-9), 8773, 8794 (to be renumbered 1800), 8815, 8839.

: 8121, 8117, 8135, 8141 will be shopped in 1981. 7090, 7020, 7019, 7054, 7023 will not be shopped this year, if ever.

To be Scrapped: RS-10: 8468, 8591, 8597, 8559.

CP Notes: Some mainline freights (eg. Toronto-Calgary, Montreal-Vancouver, Montreal-Saint John) have had their numbers changed. * Ex Dominion Atlantic coach 1720 is stored for scrap at the Glen Yards in Montreal. The Museum of Science and Technology may be interested in it. 1720 replaced the NMST "Micnac" on the DAR mixed train several years ago. * Looks like another group of minority shareholders are after CP which owns 93% of the Massihippi Valley Railway running between Sherbrooke Quebec and Newport Vermont. The group is suing CP for misuse of assets. * Unit 4104 is going to APRA in Edmonton.

CN Rail:

In for Overhaul: 1004, 1057, 1212, 1366, 2032, 2307, 2503, 2550, 3235, 3738, 3744, 3830, 3120, 3155, 3228, 3713, 4004, 4126, 4208, 4218, 4229, 4419, 4486, 4518, 4568, 4596, 5002, 5007, 5044, 5061, 5074, 5102, 5108, 5120, 5162, 5179, 5191, 5228, 5230, 5565, 5572, 5592, 6113, 6121, 6518, 6519, 6862, 7213, 7223, 8068, 8077, 8078, 8188, 8210, 8233, 9162, 9199, 9404, 9433, 9443, 9463, 9474, 9482, 9484, 9500, 9507, 9511, 9513, 9519, 9601, 15445.

In for Scrapping: 1709, 1710, 1717, 8139, 8459, 8496, 8021, 8025, 8016

New Units: SD 5324-29 and 5331-40 (12)

New Orders: SD 5354-63 (10) for delivery late 1980.

Via Rail: More CP passenger cars have the VIA blue paint treatment. The company hopes to match the stainless steel sides with a new paint scheme for its smooth-sided cars. The colours would be light grey and yellow. (See page 7 for a description of a trial scheme.)

3 Rock Island General Electric diesels were spotted by Bruce Ballantyne on an eastbound CP freight near Perth July 1. The Maine Central has purchased about a dozen U25B units and they were all shipped eastward on CP.

A fire on the Prince of Wales railway bridge August 12 caused only slight damage. The fire department received several calls around 7 pm that the bridge was on fire. Firemen found an old log boom wedged against a central pier burning and some bridge timbers on fire. The blaze was quickly extinguished. An investigation is continuing but arson was probably the cause. (Thanks to Bill Williams for this info.)

A railroader's dream is how a Kempville real estate agent describes an old stone farmhouse situated very close to the CPR main line. The recently renovated property includes a solarium and hot tub spa from which you can watch the trains go by. The house and a 50 acre farm is yours for only \$84,900.

The Adirondack has shut down temporarily for track work. They had been running 4 trains daily with some very attractive equipment but have been plagued with track problems.

From the Pit by Colin Churcher

On the steam trips to Wakefield I make a practice of standing in the turntable pit while engine 1201 is being balanced to assure myself that the locomotive is properly balanced. It's surprising what you see!

One small Japanese tourist with a large camera complete with expensive flash attachment anxious to obtain human interest shots of the train crew.

Flash

Interesting close up shot of conductor's chin.

Flash

Interesting close up shot of conductor's uniform button.

Now for the piece de resistance - interesting close up shot of brakeman giving handsignals to the engineer from under brakeman's armpit.

In giving the washout signal the brakeman's gloved hand comes down smartly and with a tinkle the remains of the expensive flash attachment fall past my face and into the pit.

Not a word is spoken as the engine is turned but at least I can do my work without being harrassed by a camera wielding tourist.

The Paper War

(Colin Churcher tells a story of rail activity from years ago in his native England)

Some 40 years ago the General Manager of the then Great Western Railway asked a question. Nobody knew the answer and with a great flurry of activity every station was asked to provide the information the next day. This was collated, compiled, neatly typed and placed on the GM's polished desk who merely sniffed, said "Interesting" and threw the paper away.

Nobody dared to ask whether that information would be required in the future and so stations were asked to send in a weekly return just in case. A new section was created in Paddington to collate and produce the return just in case it was required.

Over the years there developed a storage problem. The obvious thing to do was to send all of the forms to the Audit office in Swindon. This solved the problem for a couple of years until Swindon began to experience its own storage problem. What to do with this paper mountain?

Thurso is about as far north as you can go in Scotland and somebody started to bundle up the paper and send it OCS (on company service) care of the Stationmaster Thurso, taking care not to leave any indication as to where the paper had come from.

This situation continued for a number of years until a new clerk at Swindon forgot to remove all traces of origin from one package and so a few weeks later the complete set of forms came back, a full baggage car load!

----- Revenge is sweet. -----

There was now a real storage problem! It was about this time that Analytical Services asked why the return was necessary since nobody had asked for the information ever since the General Manager had.

The return was discontinued and the much travelled evidence was destroyed.

1981 membership dues for the Bytown Railway Society have been set at \$6. This is a \$1. increase over those of the last several years and it will be used to provide more pictures in Branchline. As in past years, new members who join in October or later will receive the remainder of 1980's Branchline as well as that for all of 1981.

Branchline is published monthly except July for members and friends of the Bytown Railway Society. Articles and news items are always welcomed and should be sent to the editor or news editor.

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Special thanks are due this month to John Coleman who provided the cover artwork and to Peter Lange who prepared the diagrams on page 5.

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