

BRANCHLINE

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ANNUAL GENERAL MEETING

The next meeting of Bytown Rly. Soc. will be held on Tuesday January 8, 1974, 20:00hrs at the National Museum of Science and Technology.

Included in the meeting will be the election of officers (President, Vice President, Secretary, Treasurer and one or more officers "without Portfolio") for the new year. In addition Bill Linley who could not present his program on the Canadian Locomotive Company last month (he was in Newfoundland) will do so at the meeting.

This is an important meeting as it will decide who will run your Society in the coming year, so come out and enjoy yourself and VOTE.

DECEMBER MEETING

Forty members attended the last meeting of the Society held on Tuesday December 4.

Dave Taylor presented a film of steam taken in the 1950's. It included a CP 4-6-2 on the prairies, various CP & CN scenes around Ottawa and other scenes across the country. In addition Dave presented another 16mm film he took of 6218's last run to Ottawa.

Tom Hood of OVAR presented a film of the Santa Fe R.R. The film was produced for the Santa Fe and showed the many modern changes on the railroad.

THE NEXT TRAIN ON PLATFORM FOUR MAY BLOW UP (Colin Churcher)

As I put the phone down I could feel myself breaking out in a cold sweat and there was a horrible tingling sensation in the base of my spine. The conversation with Paddington Control had

been quite short.

"Mr. Churcher, Scotland Yard have just called. There may be a bomb on the nine o'clock Padd. It's probably a hoax but you'd better check it out".

"OK, I'll call you back" was my mumbled reply.

What luck, this was my last day as Assistant Station Manager at the British Railways Reading Station. Tomorrow I would be heading west to take up a new position.

My legs were beginning to turn to jelly. I sat down and tried to collect my confused thoughts. The nine o'clock was one of the faster trains that would cover the 35 miles from Paddington to Reading in about 30 minutes. It was 0910. I had twenty minutes!

My first call was to the Down Side Inspector.

"Ron, there may be a bomb on the nine o'clock Padd. We'll keep her on four, get everybody out on the platform, then search the train. I'll be over in a minute."

There was a muffled oath followed by "OK boss."

My next call was to the Inspector in the Reading Panel Signal Box. We agreed to keep the train on its booked platform (number four) but the signalman would clear the road so that we could get the train out of the station in a hurry if necessary.

By 0915 I had informed the railway police sergeant who took it very calmly.

"Just you leave everything to us. We'll search the train."

The next call was to my boss, the Station Manager. He seemed worried, probably because his office was on platform four. Having instructed Maisie, the station announcer, I decided to go over to platform four. My watch said 0920. The travelling bomb would now be approaching Maidenhead at 90-95mph.

I burst in to the Station Manager's Office to hear one end of a heated argument he was having with the Inspector in charge of the Signal Box. "You have it your way but I still think we should stop it in the country. It might be more difficult to get passengers out but if it goes off here it will blow my station to pieces!"

Reading Station had eleven platforms but the station building was at least seventy years old and there had been schemes to rebuild it for the last forty years. It was in poor condition and I thought it might not be such a bad thing if the building was blown up! This suggestion didn't go down too well. He slammed down the phone, had a good look around his office as if it might be for the last time, stalked out and disappeared.

On platform four I found the Down Side Inspector. We decided to move the passengers around to a bay platform where they would be protected by some baggage cars. We looked across to platform five where Charlie, the Up Side Inspector was grinning at us "Rather you than us".

0925. I called the Panel Box.

"Just through Twyford. She'll be with you in a couple of minutes".

Looking up the line we could see a small speck in the distance. In the other direction I saw the down main line signal change from red to yellow, then quickly through double yellow to

green. At least she would have a clear road out.

The blue and yellow Western Class diesel hydraulic locomotive was still doing 35 mph. at the platform end but the driver brought his locomotive to a smooth stop right where I was standing. He looked down at me and grinned.

"Twenty eight minutes. Not bad eh?"

"We've just been given the tip that you might have a bomb on board. If it had gone off you might have made it a bit quicker! Better get your mate to look through the engine and be ready to take off quickly."

The grin quickly disappeared from his face. His fireman went back to search the locomotive while the driver sat tensely trying not to look worried.

Looking back down the train I could see the passengers scurrying out and round to the bay platform. One man from the Restaurant Car, a piece of toast in hand, was complaining bitterly "You might have let me finish my breakfast first."

The police were doing a good job but it seemed an age before I could tell Maisie to get the passengers back on the train. Of course it turned out to be a hoax.

Ron gave the "Right Away" and we watched the train begin to pick up speed. In the Restaurant Car the angry passenger had been soothed somewhat by a second cup of tea.

I watched the tail lamp disappear towards the west and went back to my office where the phone was ringing. It was Paddington Control asking whether our station was still in one piece.

"Yes, but I was nearly assaulted by an irate passenger brandishing a piece of toast".

His reply surprised me a little.

"Gee, all I do is sit in an office all day, you people have all the fun".

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INFORMATION LINE

Not too much to report this month. In response to last month's issue concerning abandoned lines in Ottawa, Bruce

Ballantyne indicates that he recalls someone mentioning that the Canadian Northern track to Hawkesbury was abandoned in 1942. The rails were needed because of wartime steel shortages and Canadian National already had one line to Montreal.

It looks like the old CP Sussex St. Spur right-of-way will disappear next summer. Regional Government will go ahead and build the planned road from Alta Vista Drive through New Edinburgh to the MacDonald-Cartier Bridge.

The spur line to Beaver Lumber (formerly part of the line to Prescott) is being retained. The crossing at Heron Rd (now being re-built) has been raised forcing CP Rail to raise the level of the track. Must be enough business from the lumber company.

PRESIDENT'S MESSAGE

I wish to thank all the officers and members of the Society for their support and participation in our programs this year. I

hope you enjoyed the programs, publications, trips and other activities. To keep things rolling as successfully in the new year we, the executive, need further support in two important categories:

1. Workers and 2. Ideas

As Bob Meldrum and I have said on several occasions people are needed to work in and with the executive to plan and run activities. You can do this by coming forward to work on our committees and running for executive office. New people are essential in keeping an organization vital -we need their new energy and ideas. I urge you to strongly support your Society by participating fully.

Last summer's steam railway operations left us with many problems to solve in a short time and not all the solutions proved serviceable. This year in anticipation of another call to participate in similar activities, we have put together a little questionnaire. The questionnaire is attached to the BRANCHLINE along with your membership renewal form. A few more minutes spent on this form can help 1974's executive immensely in making plans for the coming year. Please take those extra few minutes.

Thank you for allowing me to serve you and "Have a Merry Christmas and a Happy New Year".

THE EDITOR SPEAKS

This column may sound like an echo of the President's message but what Doug Campbell said with respect to member partici-

pation in the executive is very important.

I can recall when I started out by arranging to have the refreshments and equipment available at the general meetings. It was an excellent opportunity to work with the executive and to attend the executive meetings.

During the past years in the executive I have enjoyed working with a "great bunch of guys". My present job as editor of BRANCHLINE has been the most enjoyable of all. Anyone who becomes involved with the executive will enjoy himself as much as I have. There is a good deal of work involved, depending on the position held, but new friends are made along the way.

So think about it and consider working for your Society. New ideas need new faces.

NOTE: Nominations for candidates for executive officers will be taken by Bill Linley by mail (1325 Morley Blvd. Ottawa) or by phone (225-8834). Please check with the nominee first to ensure his willingness to run for office

QUESTIONNAIRE

As you are aware, the Society was invited this past summer to participate in the operation of steam locomotive 1057 between Ottawa and Carleton Place. This gave all of us the opportunity to become personally involved in engine and train operation, an opportunity most railfans only dream about. However, membership response was not always what might have been expected. There is at present the possibility that the NCC will make a similar offer in connection with next summers operation to Wakefield with engine 1201.

Before your executive can take any decision on this, it is essential to know how many members are prepared to take part.

Here is your chance to play trains -for real! If you think you will be able to help, please fill this out right away and mail it along with your membership renewal. No obligation! No salesmen! In addition if you wish to assist any other activities of the Society, add them to the slip below:

| | Every Other Week | Every 3rd Week | Every 4th Week | Spare Board |
|------------------|---------------------|-------------------|-------------------|----------------|
| Engine Servicing | | | | |
| Train Safety | | | | |
| Sales Concession | | | | |

(check which frequency you might be able to work)

Other Activities:

IT'S MEMBERSHIP TIME IN THE BYTOWN RAILWAY SOCIETY!

Don't miss the 1974 activities of the Society. Renew now by completing the slip below and forward it to the Society with your membership dues.

Included in the coming year's activities are:

1. Four excursions to:
 - Buckingham Feb. 24 (CP)
 - Kingston in May (tentative)(CP)
 - Wakefield in June (CP)
 - Napanea in September (tentative) (CN)
2. Restoration work on Museum locomotives and streetcar
3. Participation in NCC excursions with 1201
4. 10 issues of Branchline including possibly 2 with picture covers*
5. 9 meetings with varied entertainment and informative talks
6. Annual dinner meeting in a railway setting.

Don't hesitate! Renew now! Your subscription to Branchline terminates with the March issue (out about Feb. 20/74)

*NOTE: To continue to receive Canadian Rail, send \$9.00 directly to CRHA Membership Service, P.O. Box 148 St. Constant, Quebec.

Send this slip to:
Bytown Railway Society Inc.
P.O. Box 141
Ottawa, Ontario K1N 8V1.

Please find attached cheque/money order/cash (if not sent by mail) for \$2.00 for membership in the Bytown Railway Society until December 231, 1974.

Name _____

Address _____

City _____ Postal Code _____ Tel No. _____