

BRANCHLINE

PUBLISHED BY THE BYTOWN RAILWAY SOCIETY FOR THE
OTTAWA BRANCH OF THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

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December 1972

NOTICE OF MEETING

The annual general meeting of the Ottawa Branch, Canadian Railroad Historical Association will be held on Tuesday January 2, 1973 at 20:00 Hr. at the Museum of Science and Technology. The main item of business is the election of executive officers for the coming year. This is an important meeting for the Branch and all Ottawa members should make an attempt to attend. Those elected will be running the organization for you in the coming year. Let's have a better turn out than was had in our recent municipal elections.

Following the elections railroad movies will be shown.

PRESIDENT'S MESSAGE

The Christmas season is upon us and a New Year is just around the bend. It is the end of the old year and the beginning of the new. For me it is the end of two very enjoyable years as President of the Ottawa Branch C.R.H.A. and Chief Executive Officer of the Bytown Railway Society. I hope it will be the beginning of an even better term for a new President and his executive.

Now that I am stepping down at the end of two terms I find I am of two minds. On the one hand I planned to vacate the office not later than January 1973 when I was elected in January 1971. I now find myself carrying out this plan somewhat more reluctantly than I had envisaged I would. The reason is quite simple. The Branch, its members and activities, have become part of my life. I enjoy this close association with others of common interest. The work involved has never really been work in the normally accepted sense of the word. While my interest will remain high in all facets of Branch activities I will miss the monthly executive meetings and the fun they've been — and they've been fun because of the great bunch of guys who have served and continue to serve the group.

I wish the new executive well. There is much to be done. Heaven knows I didn't even get started on some items which were in mind in January 1971. We have a good group of members who were always helpful to me and I know will continue to be helpful to our new slate

of officers. If I may leave you with one thought: an organization such as ours is only as good as its members. We have a good organization, the reason is obvious.

Sincerely,
Duncan H. du Fresne

EXECUTIVE MEETING

The November executive of the Ottawa Branch was held at the home of Doug Campbell, Wednesday November 29, 1972. Among the orders of business were:

- Excursions: A trip to Waltham in February is planned. Details to be worked out and made known to the membership later.
- Winter Works: Winter works projects have started with work commencing on the locomotives in the Museum bay (see below).
- Publication Sales: Some money was made on various publication sales. Future sales of books etc. will be made when appropriate (on excursions special events etc.)

DECEMBER GENERAL MEETING

The December meeting was held on Tuesday the fifth. Following the business portion, Don Scafe of the Rocky Mountain Branch C.R.H.A./Alberta Pioneer Railway presented a selection

of slides showing the activities of the Alberta group. The resourcefulness of the APR members is unbelievable. Pictures included the re-tiring of a C.P. steam locomotive in Saskatchewan and the efforts to move it to Edmonton.

Following Don's slides, Bill Linley and Doug Campbell presented slides of the Barry's Bay excursion. The final show was movies presented by Geoff Millington of steam in Ottawa in the late fifties. The films included views around Ottawa Station, Hurdman's Bridge and the Beachburg Sub area in Alta Vista. As time was running late Geoff promised to return with the remaining films.

THE INFORMATION LINE

Ringling Brothers, Barnum & Bailey Circus came to town in their big train, pulled by CP Rail #4097 and 8475 on November 15. The 30 car train terminated by a real round-ended observation

car was stored mainly in the coach yards at the station. The coaches comprising the living accommodations were on one track with the baggage cars used for the elephants, horses and other exotic beasts on a nearby track. Piggyback cars used for various storage trailers and the wild animal trailers were spotted at the CN piggyback ramp.

The modern circus train is a far cry from those normally modeled from the past. Consisting mainly of modern streamlined lightweight passenger coaches only recently displaced from mainline American railroads, it reflects the new image of the North American circus. The thrill for a circus fan of seeing the unloading of the gaudy wagons is diminished but there is still something special in watching such animals as the elephants and the horses detraining for their walk to the Civic Centre.

The train left early November 20 behind CP Rail #4 05 and 8449.

Please note in the winter timetable (November issue BRANCHLINE) that CP Rail number 134 is Sundays Only.

No one has yet dared to speculate on the future of the CP lines in this vicinity currently used by the Canadian. Ontario sponsored magnetic levitation rapid transit to Carleton Place anyone?

Thanks to Bruce Chapman for the information on the circus train motive power. Have a good Christmas. Share it with The Information Line by reporting any large or special Christmas movements at the station to Bob Meldrum (234-7612).

(Bob Meldrum)

OLD FRIENDS
(by Edward Macies)

The old man stops his story, grabs his sign, shuffles out of the shanty and into the middle of the street. The occasional car is delayed momentarily as a tired engine puffs in front of it; a brakeman quickly throws the switch just inside the yard and with an extra huff and puff, the little 0-4-0 runs back in to couple another flatcar to the string of flats and boxes ready to be picked up that night.

Old Jim pauses to spit at the corner of the shack, slowed his chewing back to normal after the unaccustomed exertion, the plug rotating slowly inside his right cheek, and returns to continue his story to the lad. The sound of the saddle-tank switcher reaches their ears for a time as it disappears among the acres of piles of lumber. The old man rambles on until they both hear the squeal of wheels and the stack talk signalling the approach of the engine again lifting the old man slowly, but delighting the boy with the sound and smell of smoke and steam.

Many times late at night the warning bell of the approaching way freight would wake the boy and he would watch while the empties were pulled out and the yard refilled. The patient panting of the waiting engine would more often lull him to sleep, the bright light of the engine not enough to dull the dreams of faraway places linked by shining rails.

Daily this little drama was played, unnoticed by most people except the youngster, until one day the little engine was heard no more. With the engine gone, old Jim vanished, his stained shanty removed, the nearby stables were torn down and the horses sold; the lumberyard disappeared. Although the boy didn't know it at the time, a great name in the early development of this country also left the

business world, for the closing of the J.R. Booth lumber yard terminated an era of lumbering and railroading history going back a hundred years.

The housing development which replaced the lumberyard was built for the returning veterans. The resulting growth in the surrounding areas in the intervening years changed the roads into multilaned expressways, even using the old railway right-of-ways to move more cars.

The next time you are in the vicinity of the restaurant at Carling and Merivale look up at the window of the second floor. You may see the image of a small boy waiting for a friend. If you listen, you will hear the screech as flanges are forced against the switches, the slam of a door as an old man shuffles out swinging his sign. You will surely hear the huff and puff of the little engine and the banging as the slack is pulled in the couplers.

I know you will hear it ... because I do!!!

The above was written because I wondered what had become of my friend the O-4-O (and old Jim). A recent trip to Delson gave me time to visit an engine donated by the E.B. Eddy Company. It surely looks like the O-4-O I remember watching as I sat in the watchman's shack with old Jim...can anyone tell me if it was? Better still, does anyone have a picture of the engine in service in the Booth yards? If anyone has photos or information available I am still available across from the old J.R. Booth lumber yard at Carling and Merivale (waiting for the train to come by).

(E. Macies - 728-1951)

PLEASE NOTE

Winter Works: the winter works project has started. Mondays at 19:30 and Saturdays at 9:00 are the times. Due to a new security arrangement at the

museum please contact the following people before going:

Saturdays - Dunc du Fresne 733-3443

Mondays - Doug Campbell 233-3169

The immediate task is a general cleaning of the locos, after which a thorough running gear-cleaning of 1201 is planned.

Membership: The Branch is maintaining its present 2.00 dues price even with increased costs (the proceeds from excursions are helping to keep it there). With the Association increase the total cost for Branch members is 10.00.

Please send dues by cheque or money order (not cash) to the Ottawa Branch NOT to Montreal. We will forward the 8.00 of the \$10.00 to Montreal for you. (see the address on outside of Branchline)

THE EDITOR SPEAKS: Just a quick note to wish everyone a Merry Christmas and a Happy New Year. My apologies for a short issue. I'm starting to work on a BIG issue for the new year and with the holiday season approaching I've had little time for anything else.
