



BRANCHLINE

P.O. BOX 141.
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MEETINGS

The next meeting of the Bytown Railway Society will be held on Tuesday September 7, 1976 at 20:00 hrs. at the Museum of Science and Technology.

The program for the evening will be announced in the September Branchline. Plans are afoot for either a members' slide night or slides of South African steam.

The meeting to be held on June 1 did not occur because of confusion over the use of the Museum's auditorium. We apologize to any members who were inconvenienced. It should be noted here that it was not the museum who were at fault, as the room was assigned to us. Maybe next year.

The dinner meeting on June 22 was very successful. Dr. Robert Leggett, a long-time member and good friend of the society gave a very personal entertaining and informative talk of the effect railways have had on his life. The overflow crowd responded with great warmth to his every anecdote.

THE INFORMATION LINE

Bruce Chapman Report(to July 5, 1976)

CP RAIL:

With the airline strike in Canada last month every available piece of CP and CN passenger equipment was pushed into service. Over 500 people were on No 1 out of Sudbury on many occasions with 21 cars. On the first night of the strike, the power out of Sudbury on the Canadian was 4035-8511-1418. Many Chateau and Manor sleepers were required to be used as day coaches. The crux came when a car fleeing police at Plantagenet, Ontario decided to cross the tracks as No 1 crossed. Two 2200 coaches were heavily damaged, and on arrival in Ottawa, the only CP equipment on hand were two RDC's for 134 the following afternoon. Thus 9068 and 9308 were added to No 1. 9068 went right through to Calgary but when No 1 arrived at Thunder Bay the next afternoon, there were so many standees on No 2 which was sitting there that 9308 was removed from No 1 and added to No 2. So instead of standees on No 2 only, there were now standees on both trains.

Next day, RDC 9054 was used between Montreal and Sudbury and on the last day, 9051 was used between the same two points. Needless to say, with all the crowding, numerous station stops were required. Several calls were also required to local police to quell disturbances on some

trains. We saw lots of freight power in passenger service for two weeks including 4035 on the first night. There were several RS18's out of Toronto, many GP9's and GP38's on the prairies plus all the f9b's. VIA CN

Units in the new passenger paint scheme so far are 6516, 6618, 6628, and 15468.

THE EDITOR SPEAKS

Several months ago I informed the BRS executive that I was resigning as editor of BRANCHLINE due to personal activities, preventing me from providing enough time to the newsletter. I stated then that my

last issue would be June 1976.

Unfortunately, the preparation of the June issue has proved impossible for me as the July delivery of it shows. As a matter of fact, without the help of Bob Meldrum and John Halpenny and several other members, there would not have been a June issue. My thanks to them.

Since my predecessor, Fred Barber established the present basic format and monthly publishing (except July and August), we have been able to do the same thanks to the help of many. I hope that my successor will be able to do the same and to enjoy it as much as I have. It's a lot of work but a lot of fun too!

Temporarily, John Halpenny has agreed to have a go at the editorship with the possibility of taking it permanently if all works out well. I hope that everyone will give John their support by contributing. An editor of a newsletter for a volunteer group is helpless without contributions from members. So write an article. Make a comment. Send a magazine clipping. BUT DO CONTRIBUTE.

TRIPS

Since the Mont Laurier trip was so successful, some members have been talking about similar jaunts. Possible itineraries could be by rail and bus to Delson for a special showing, by bus and rail to Toronto via Havelock, or by bus to Montreal to see

the electric services. The executive is quite rightly reluctant to organize and take the financial risk on such trips, if only a few members of the society are interested in travelling. If you like any of these ideas or have other ideas, let Bill Williams or Bruce Ballantyne know, so that something can be done.

On another note, it has been ten years since the Conference Centre was last used as Union Station. The society has been invited to tour this building at a date and time to be set and advertised in the September BRANCHLINE.

SUMMER TRAIN SCHEDULES
OTTAWA STATION
1976

<u>Train #</u>	<u>From</u>	<u>To</u>	<u>Time</u>	<u>Frequency</u>	<u>Changes</u>
CN 48	Tor	Ott	0630	Daily ex. Sunday	
CP 132	Ott	Mtl	0715		
CN 30	Ott	Mtl	0720	Daily ex. Sunday	RAPIDO was 0715
CN 2	Van	Mtl	0730		was 0725
CN 130	Ott	Mtl	0830	Sundays only	was 0900
CN 41	Ott	Tor	0830		CAPITALE was 0900
CN 31	Mtl	Ott	1020	Daily ex. Sunday	was 1014
CN 32	Ott	Mtl	1100	Daily ex. Sunday	was 1055
CN 33	Mtl	Ott	1152		was 1318
CN 555	Ott	Tor	1330	Daily ex. Saturday	BUS to Kingston/CN 655
CP 1	Mtl	Van	1335		
CN 35	Mtl	Ott	1354		was 1318
CN 34	Ott	Mtl	1400		was 1350
CN 44	Tor	Ott	1515		CAPITALE
CN 37	Mtl	Ott	1556		was 1547
CN 45	Ott	Tor	1625		EXEC was 1720
CN 36	Ott	Mtl	1640		
CP 2	Van	Mtl	1745		
CP 134	Ott	Mtl	1800	Sundays only	
CN 552	Tor	Ott	1840	Daily ex. Saturday	BUS from Kingston/CN 652
CN 39	Mtl	Ott	1925		was 1924
CN 38	Ott	Mtl	1935	Daily ex. Fri./Sun.	New departure
CN 138	Ott	Mtl	1935	Fri./Sun.	5 stops/11 min. longer
CN 44	Tor	Ott	2205		EXEC was 2300
CN 1	Mtl	Van	2345		
CN 49	Ott	Tor	2355	Daily ex. Saturdays	

Comments:

In the spring of 1975, I commented on the vast number of changes to the schedule then. Once again in the spring of 1976, I am astounded by the changes. There are minor ones such as the naming of the Montreal trains with club cars. They are now called RAPIDOS. There are also major changes such as a new departure to Toronto (albeit by bus) around noon - a feature some members may remember we asked for in a brief to the CTC in 1973. Service to Montreal has been augmented by a later departure (1935) every day although interestingly enough in the opposite direction the Friday/Sunday service has been dropped. This local stopping service provided a reasonable late departure from Montreal. Weekenders must now use the Super Continental to get off at Alexandria, Maxville, Moose Creek, Casselman, and Vars. One other feature of the new timetable is that we now officially live in Ottawa/Hull. This renaming is helped by the fact that buses now leave the Ottawa Station ten minutes after the train arrives. In 25 minutes they are Place du Portage in Hull.

STEAM OPERATIONS

For the fourth year in a row, members of the Bytown Railway Society are assisting the Museum in looking after 1201 on the summer trips. Last Sunday (July 11) one observer was very impressed by the professionalism of the crew on duty (Rob Millikin, Al Heffler, and Rick Godbold). The 20 volunteers working under Rob's direction can be proud of the way they are assisting the rest of us to enjoy our hobby. I hope that they are having fun too.

BRANCHLINE is published eleven times a year for the members of the Bytown Railway Society. Articles notes and comments are welcomed and may be sent to Editor, BRANCHLINE, P.O. Box 141, Station A, Ottawa K1N 8V1.

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