Local Railway Items from Area Papers - Other

25/04/1872 Ottawa Citizen Other Pooley's Bridge

Mr. Sparks has broken ground for the erection of this much needed structure. It will extend across the gully in line with Queen street, forty feet wide. The grade will be two feet seven and a half inches in the 100 feet, extending from the centre of George street to the centre of Duke street. When completed it will be the most complete and durable structure of its kind in the city. Mr. Perry superintends the work himself, and is evidently determined to make it an ornament as well as a credit to the city.

28/10/1873 Ottawa Citizen Other Dufferin Bridge

Dufferin Bridge dedicated by Lord Dufferin.

09/05/1874 Ottawa Citizen Other Dufferin Bridge

There is a good prospect of the Dufferin Bridge remaining another year without being completed. The contractor has now no excuse for delaying the paving, and the snow can no more be used against going on with the work.

21/05/1874 Ottawa Citizen Other Dufferin Bridge

Work has resumed on Dufferin Bridge.

03/07/1874 Ottawa Citizen Other Dufferin Bridge

The approaches to the Dufferin Bridge are being rapidly pushed on and will shortly be completed. Teams were allowed to cross the bridge on Dominion Day.

24/04/1875 Ottawa Citizen Other

Railway Bonus - Should Conditions be Imposed? Long article. Follow up on 27 April.

02/06/1881 Ottawa Citizen Other

The Crossen Car works at Coburg were destroyed by fire on Tuesday night, the loss reaching $40,000 with an insurance of $13,000.

07/10/1881 Almonte Gazette Other

Dominion Air Line
Between Montreal an a point on Lake Simcoe near Beaverton, via Perth and Smiths Falls, and north from Lake Simcoe to a point on Lake Nipissing near Smith East Bay and south to Toronto and west to Detroit.

24/02/1882 Almonte Gazette Other

MISSISSIPPI R.R. - The bill incorporating the Mississippi Valley Railway Company providing for the constructin of a railway from Carleton Place to Lanark village, and thence to Oso, in the county of Frontenac, has been reported with some amendments, the clause giving powers to construct brances to any ore beds in Lanark or Frontenac counties being struck out and the gauge being fixed at four feet eight and a half inches.

21/09/1883 Almonte Gazette Other Pembroke

RAILWAY MATTERS. - Mr. White, one of the company of American contractors who have got the work of building the new railway from Cornwall to Sault Ste. Marie, was in town last week looking after the interests of the road. Mr. White is a very affable gentleman, and freely answered all queries as to the progress of the work and intentions of the company. The line is projected to run from Cornwall via Smith's Falls direct to Eganville and thence up the valley of the Bonnechere, and will be a saving of about 140 miles over any other projected route to the Sault. Work will commence in earnest early next spring, the company having already successfully floated fourteen million worth of their bonds, and Mr. White says they will undoubtedly reach Eganville next fall. The company have also a branch in prospect from Eganville to Pembroke, which Mr. White says will certainly be built at an early dayte - Observer.

NB. Is this the Cornwall Junction Railway?

14/03/1884 Almonte Gazette Other

The bill to incorporate the Gananoque, Perth & James Bay Railway Company passed the House of Commons on Monday.

06/06/1884 Almonte Gazette Other Nipissing

MR.BOOTH'S RAILWAY - Mr. J.H. Booth's new steamer made her first tripon Lake Nosbonsing on the 24th may, and about one-half of the railway being buit by him to convey timber from Lake Nipissing to Lake Nosbonsing is completed. A saw mill is also being erected at South East Bay.

01/08/1884 Almonte Gazette Other

Mr. Harry Spencer,chief train despatcher on the C.P.R. eastern division, has lately been promoted to the more lucrative position of Assistant Superintendent of the line between Montreal and Brockville.

03/09/1884 Ottawa Free Press Other

Brockville and Ottawa railway proposal, Brockville Air Line. Survey etc.

23/07/1886 Ottawa Citizen Other

The new 24 hour clock was placed in the Canadian Pacific Railway Company's office, Monteal, yesterday.

19/11/1886 Almonte Gazette Other

THE MIDLAND RAILWAY. - the projected railway from Cornwall to connect with the Midland system at Perth is said to be in good shape to go on, though little so far has been done. A branch to Ottawa is projected from Duncanville, county of Russell. The final Wwstern terminus will be Sault Ste. Marie, Lake Superior.

03/12/1886 Almonte Gazette Other Perth

Another road to Perth.
The Rathbun Company, we are informed, says the Gananoque Journal, state that Mr. Butler, their engineer, having about completed the survey on the Napanee and Tamworth Railway, will commence about the 1st of December the survey of the Gananoque and Perth Railway. They hope to have all arrangements made to commence operations early in the spring, and to have the road completed to Perth at an early date.

10/12/1886 Almonte Gazette Other

Another Railroad Scheme.
A new railroad scheme is being advocated, and it is one which should cause a bright ray of hope to gladden the hearts of the citizens of the now isolated villages which are by it to be rescued from the out-of-the-way existence. The scheme advanced is to have for a terminal a point in the back country, say Carlow, Hastings, a distance of about 75 miles. Starting from Carleton Place, it would run west by south to Lanark village, then north-westerly through Levant, cutting the Kingston & Pembroke Railway at Flower Station, thence through the rear of Frontenac, cutting the southern corner of Renfrew at the Scotch Bush in Matawachan, a thriving and popular settlement almost isolated from the outside world; still north-westerly it would pass through Addington and strike Carlow.

06/05/1887 Almonte Gazette Other

The next time-tables issued by the C.P.R.on this section will be made out in the 24 hour o'clock system, and after the date of the issue of these time bills all trains will be run accodting to that time on alllines of the C.P.R. on lines controlled by them.

30/06/1887 Ottawa Citizen Other

Meeting of the Locomotive Engineers - full account of the meeting.

17/09/1887 Ottawa Citizen Other

Very detailed article on suburban Ottawa.
- the old Stewart homestead was demolished when the Canada Atlantic station was built.

04/06/1888 Ottawa Journal Other Dr. Bergin reference

Negotiations, so the stories go, are on the tapis for the purchase, by a syndicate of that part of the C.P.R. line extending from Ottawa to Montreal and Quebec.
Mr. Beemer, Hon. Mr. Church, and it is reported Mr. Chapleau, are interested in the scheme, which is no more than a big deal to utilize the line between Ottawa and Quebec as the basis of a huge railway system to include the various colonization railways running north. The roads are the Pontiac and Pacific, the Gatineau Valley, the railway running north from St. Jerome and the Lake St. John railway. A part of the scheme is to colonize the districts the railways traverse.
The Canadian Pacific Railway company find the working of the North Shore line too expensive for the receipts it gives them owing to the lively competition of the Canada Atlantic. The last named line has long been coveted by the G.T.R. people, who are anxious to reach the capital in order to tap the lumber shipping trade but they have been unable so far to secure their objective on account of the high price asked by the Canada Atlantic company. The Grand Trunk people have however obtained control of two charters, one from Dr. Bergin's company, the other from the Vaudreuil & Ottawa Co. which they hold as a menace to the Canada Atlantic Co. if the latter do not come down.
It is said now that the C.P.R. will attempt to acquire the control of the Canada Atlantic in order to thwart the plans of the G.T.R. thus once more bluffing their old enemy in the huge railway game played by the two great rival companies.

15/02/1889 Ottawa Journal Other

Editorial argues for public investment in street railway additions.

11/04/1889 The Equity, Shawville Other

Report of third reading of the Union Railway bill.

16/10/1889 Ottawa Citizen Other Peterborough

The people of Peterborough are desirous to have an electric street railway, and seem nothing daunted by the unfavorable conclusion Ottawa has come to.

12/12/1889 Ottawa Free Press Other Brockville

Mr. Hervey also said that Mr. J.F. Wood, M.P., the chief promoter of the road between Brockville and Ottawa, is working hard to forward the scheme. The road, he says, would run through a fine farming country, would be twenty miles shorter to Brockville than the C.P.R. and would give a shorter route to New York than the Canada Atlantic.

21/03/1890 Ottawa Citizen Other

Messrs. Grant & Smith, the contractors for the new bridge across the canal at Ottawa East are progressing rapidly with their work. The bridge is expected to be finished by the opening of navigation.

26/06/1890 Ottawa Free Press Other Ottawa East

Contractor Tomlinson is making steady progress with the new school house in Ottawa East. It is expected to be completed in about six week's time.

30/01/1891 Almonte Gazette Other

An attempt is being made to secure a railway from the village of Wright, in the Gatineau Valley, through the townships of Wright, Alleyn, Leslie, Thorpe, Clarenden and Litchfield, in Quebec Province, and cross the Ottawa roover about Schneaux, up the valley of the Bonnechere, through Horton to Renfrew Village to connect with the K.& P. and C.P.R.

09/05/1892 Ottawa Journal Other Hurdman

STRIKE AT HURDMAN'S.
Construction hands want another hour's of reduction.
Thirty-five men go out and the remainder continue work - Mr. Robt.t Hurdman's statement.

Some 35 out of 50 men employed by Buell, Orr, Hurdman & Co. laying a new platform and rails around this mills, refused to go to work this morning unless the firm granted them the 10-hour day instead of the 11-hour day, which they have been working. Etc

11/11/1892 Almonte Gazette Other

Another New Railway.
The Pembroke Observer says: " there is a rumor afloat which we hope will turn out to be true. It is to the effect that a number of local capitalists are arranging to apply to parliament at its next session for a charter to build a railway from Pembroke to Haliburton, something like eighty or a hundred miles. At that place connection can be made with the Victoria branch of the Grand Trunk railway, which runs from Orillia, the distance from Haliburton to Orillia being 50 miles. The Midland Railway runs from Orillia to the Georgian Bay at Waubashene, some miles south of Parry Sound. We have the capitalists, we want the railway, and we should have it."

07/09/1893 Ottawa Free Press Other Tomlinson

Mr. E.J. Chamberlain has just purchased four lots from the estate of the late C.W. Bangs, situate at the corner of Metcalfe and Ann streets, and will at once proceed to erect a solid brick house of fine proportions. The cost will be something over $10,000, Mr. Tomlinson being the architect.

12/01/1894 Almonte Gazette Other Pakenham

PAKENHAM NEWS

Since the completion of the Ottawa and Parry Sound Railway to Kinburn there has been much discussion here and in other places as to the effect it will have on this community, and many are of the belief that it is within the range of possibility to utilize our splendid water power here to run an electric railway between here and Kinburn, which is hardly seven miles. This connecting Branch line would be run from the C.P.R. station here down the Main street past the grist mill and tannery, thece up a natural cut that runs up the 11th Con. in front of Rev. R. N. Jone's residence to the side line, which runs in a direct line into Kinburn, thus doing away with the necessity of purchasing a right of way. The scheme would give the inhabitants of this place a great advantage in freight; also the farmers living between the two points, who could make daily shipments of produce, etc. This project, once carried out, would make Pakenham what it once was - one of the best business centers in the Ottawa valley. Nature has done her part in beautiful scenery, rich agricultural lands, splendid water power, and a healthy climate; and why should Pakenham, with all those natural advantages, stand in the background? Some few weeks ago we learned from Mr. George Henderson, of Ottawa, that there were five different applicants for the water-power here, and it is to be hoped that it may fall into the hands of some man of wealth and energy.

12/04/1895 Almonte Gazette Other

Ontario Legislature

April 9th. - a strong deputation from Pembroke waited on the government today and asked for a bonus for a railway from Pembroke to Douglas- a distance of 25 miles. The deputation claimed that the proposed line would open up a fine tract of country and come into competition with no other road. The government promised to consider the question.

31/10/1896 Ottawa Journal Other

The remains of the late Mrs. John Tomlinson, mother of Mr. Geo. Tomlinson, contractor, were interred in Beechwood cemetery yesterday.

30/11/1896 Ottawa Free Press Other

Mr. Wm. Russell has been engaged for some time surveying for a new railway which it is proposed to build from Montebello or Papineauville to Hartwell, a distance of 22 miles. It will pass through St. Andre Javelin. Which of the two points on the Ottawa river front will be chosen as the terminus is not decided.

05/08/1898 Eastern Ontario Review Other

The Haliburton, Whitney & Mattawa railway is the name of the new line that is likely to be constructed to connect Mattawa with the Ottawa, Arnprior and Parry Sound railway at Whitney, and continue on to Haliburton, where connection will be made with the branch line of the Grand Trunk railway.

10/02/1899 Ottawa Free Press Other

Report of railways in Quebec (public works) includes:
Canada Atlantic - 53 miles
Pontiac and Renfrew - 5 miles
Ottawa and Gatineau - 56 miles
Ottawa Valley - 6 miles
Pontiac Pacific Junction - 71 miles

17/03/1899 Ottawa Citizen Other Arnprior

According to present indications Arnprior is to have further railway facilities. Mr. W.J. McKeown, of that town, now in the city, states that a line is being projected to Mile Lake a distance of thirty miles. This will tap splendid deposits of iron ore and afford shipping facilities. Besides this a good supply of pulp wood is available for manufacture, and the lumbering and agricultural interests will also be served by this line. It is stated that the chief promoter is Mr. Jas. Bell of Almonte, who has the necessary capital at his call. This road, with the resources it opens up, is bound to create a boom in Arnprior. The O.A. & P.S. has already given the town a considerable impetus.

19/05/1899 Almonte Gazette Other

It is proposed to build an electric railway from Pembroke to Beachburg.

12/09/1899 Ottawa Citizen Other Ottawa Car

The automobile again attracted considerable attention on the streets this morning. It runs very silently, but the speed can be increased to fifteen miles an hour. Mr. W.W. Wylie manipulated the carriage during the run this morning.

14/09/1899 Ottawa Citizen Other Ottawa Car

Mayor Payment and Mr. T. Ahearn had a trip around the city this morning in the automobile.

23/03/1900 Almonte Gazette Other

The Carp Star says: " The C.P.R. Co. is contemplating building a line of railway from Arnprior to Ottawa, which will soon be constructed, making a more direct line from Arnprior to Ottawa than their present road by way of Carleton Junction. This new line will run through the townships of Torbolton, Fitzroy and the western section of the county of Carleton."

04/08/1900 Ottawa Journal Other

RAILWAY COLLISION
A WRECK THAT WAS MADE TO ORDER
But it was as Tame as Flat Soda Water. There was no Encore.
Page 11 column 5

18/08/1900 Ottawa Journal Other Aylmer

Mr. George Millan of Hull created quite a sensation in Aylmer last night. He came up from Hull in thirty minutes in a gasoline automobile. It was something new for Aylmer and as the buggy travelled down Main Street as far as the Post Office men, women and children rushed out to look at the vehicle running along so quietly and swiftly. Even the dogs barked at the strange looking thing. One citizen of Aylmer was heard to say "I am going to have one like it; just as soon as I can scrape up the cash".

22/06/1901 Ottawa Journal Other

Good Roads Train - shortly to travel through eastern Ontario building short stretches of model permanent road. Cut of the train of flatcars loaded with equipment.

31/10/1901 Merrickville Star Other

New Railway. :

Surveyors are in the locality of Brocvilie laying out a route for a proposed new electrical railway between Toronto ami Brockville. The new line lwill extend also to Ottawa and Cornwall,. The iine will shorten the distance between Toronto and Kingston by thirty-five miles. The compaany is asking for bonuses or exemption, and, as soon as the survey is completed, application will be made for a charter and work on the road will be commenced.

30/08/1902 Ottawa Journal Other

Test piece of tar macadam laid on Slater Street between Bank and Kent.

06/05/1904 Eastern Ontario Review Other

Another Railway
Messrs. J.H. Kennedy, St. Thomas; James Pearson and A.E. Oster, Toronto; J.H. Taylor, of the Township of York, and R.N. Dillon of Montreal, are applying for incorporation as the Montreal, Nipissing and Georgian Bay Railway Company, with power to construct a line from the east end of Lake Nipissing, through the Parry Sound and Nipissing districts and the counties of Renfrew, Prescott, Glengarry, Vaudreuil and Soulanges to Montreal, also from Lake Nipissing to the Georgian Bay, at the mouth of the French River.

03/02/1905 Eastern Ontario Review Other

Central Counties Railway
A petition was presented at Ottawa the past week by Mr. Robt. Stewart (Ottawa), on behalf of the Central Counties Railway, asking for power to bridge the Ottawa river between Point Fortune and Carillon, to construct a line from Carillon to Montreal, to increase the capital stock and borrowing powers, to lease or sell out to other railway companies and finally, for an extension of time to carry out the charter it already possesses

17/03/1905 Eastern Ontario Review Other

The Point Fortune Railway
The Railway Committee had under consideration an act respecting the Central Counties Railway;
The Company ask to construct a railway from Point Fortune, crossing the Ottawa River ti a point near the village of Carillon, passing through the Counties of Argenteuil, Two Moutains, Laval, and Jacques cartier. Mr. F.H. Chrysler appeared for the company.Mr. Monk asked that the bill be postponed until such time as the Ottawa River Valley Railway people were heard from The road interfered with the charter granted to the latter company. Mr. Chrysler said that the Ottawa Valley Road had secured a charter but it did not cvarry out its obligations. The charter had lapsed. The bill stood over.

19/05/1905 Eastern Ontario Review Other

The time for building the Ottawa Valley Railway has been extended. This is the road from Montreal to Georgian Bay via Ottawa.

06/12/1905 Ottawa Journal Other Auto truck

The first auto truck is here - plying between Sulphite works and main works of E.B. Eddy. Atlas Auto truck built by the Knox Motor Truck Co.

03/02/1906 Ottawa Journal Other

BLF to meet here in third week of June.

28/07/1906 Ottawa Journal Other

Skilled men who pilot the engine.

12/07/1907 Ottawa Journal Other Latchford

J.R. Booth is to build a siding at Latchford on the T&NO for the accommodation of cars carrying supplies for the working of his concession on the Montreal River.

29/08/1907 Merrickville Star Other Merrickville

ANOTHER RAILWAY PROJECT
Canadian Northern Representives Here Looking Over the Ground.
The chief engineer of the MacKenzie & Mann system of railways (The Canadian Northern), paid a flying visit to Merrickville on Saturday last accompanied by Dr. A T. Shillington, of Ottawa, and Mr Craig, of North Gower. They made the run from Ottawa in about two hours by automobile and spent half an hour here interviewing the Reeve on the question of railway construction.
This company is considering the building of an air line betwen Brookville and Ottawa and the advisability of making Merrickville a junction point of the Brockville branch with the main line running into Ottawa. This would mean a shorter railway line between Brockville and Ottawa by eighteen miles, or more, as compared with the C.P. R. lines between the same points.
Merrickville is exceptionally well located for a railway crossing over the Rideau river, and if the main line was extended to this point it would give splendid accommodation between Brockville and Ottawa and would tap one of the most fertile districts in Ontario, in addition to which a great deal of United States traffic into Canada would come in via Brockville and the Canadian Northern.
The Grand Trunk system has had its engineers examining the country ibetween Kingston and Ottawa in connection with a proposed route between Kingston and the Capital and the most suitable route appear to be one whioh will touch Lyndhurst, Frankville, Merrickville, and North Gower.
We understand that the Reeve stated to the representatives of the different railway systems that Merrickville would be favorable to the granting of a bonus, provided this place is made a junction point, so that we would be given competitive freight rates. It will be some time before the route of either rallwsy is decided upon, but the prospects to Merrickville are bright if the business men take hold of the affair and properly interest themselves. There is one thing certain and that is that there are two new lines of railway to be built to Ottawa in opposition to the C. P. R., and if we do not do everything possible to have one or both touch Merrickville it will be many years before there will be another opportunity.

02/04/1908 Merrickville Star Other

SHORT LINE TO OTTAWA.
Grand Trunk is Reaching Out lor More Direct Route.
Montreal, March 28. The Grand Trunk Railway announced to-day that they will shortly build a new direct line from Kingston to Ottawa. The object of the line is primarily to give the company a short route between Toronto and the capital. Mr. Wm. Wainwright said the Grand Trunk was prepared to finance and build the line just as soon as the holders of the present charter get the municipalities along the line to pay certain bonuses that were voted.
We look to the reeve and council to keep in close touch with the promoters off this line and doubtless they will put forth every effort to have the line pass through Merrickville where a good river crossing can be secured.

08/05/1908 Eastern Ontario Review Other

A Company has been organized to build an electric railway from Brockville to Lanark. It is said work will begin at once.

22/07/1908 Ottawa Citizen Other Morris & Ballantyne's Bricky

Total Loss by Brickyard Blaze Outside City
Fire broke out yesterday morning about one o'clock in Morris and Ballantyne's brickyard, Billings Bridge and did damage the extent of three thousand dollars. There is no insurance. The fire started in the engine house -- over one third of the yard was destroyed --repairs wil be commenced -- yard will close for the rest of the season.-
The firm consists of Messrs. W.D. Morris and J.A. Ballantyne and the yard has been in operation nine years.--

08/01/1909 Eastern Ontario Review Other

A new railway for Eastern Ontario is on the tapis, according to applications for legislation received by the clerk of the Provincial Legislature. An Act is asked for incorporating the Eastern Ontario Counties Electric Belt Line Railway Company. The line is to connect Cornwall, Brockville, Morrisburg,, Winchester ad Ottawa and places in the intervening counties. From Kenmore a branch line is proposed to Russell village connecting with the Ottawa, New York Railway. Legislation is asked to amalgamate with or purchase the Cornwall Railway Company, the usual bonding power of 420,000 being solicited. Mr. F. Ineson, secretary, Ottawa, signs the application.

25/03/1910 Eastern Ontario Review Other

A new railway is proposed from Ottawa to Brockville to start from Chelsea on the Gatineau, then to Hull to Ottawa and on to Brockville. Ottawa men are behind this scheme.

13/08/1910 Ottawa Journal Other Quebec and Blanche River

A general meeting of the shareholders of the Quebec and Blanche River Railway will be held at 150 Middle Street Ottawa on September 7th to elect directors and consider reports. Mr. Levi Crannell is secretary treasurer.

24/11/1911 Ottawa Citizen Other

C.W.SPENCER PASSES AWAY
Former Ottawa Railway Man Died in Montreal.
Montreal. Nov. 23 - C.W. Spencer, one of the best known railwaymen in Canada, formerly occupying high posts in the employ of the C.P.R. and C.N.R. lines died here at 11 o'clock today . He had suffered from a protracted illness but the end came with suddeness,

Charles Worthington Spencer was born at Kemptville, Ont., Oct. 31, 1857. He received his education at that place and first entered the railway service as an operator and clerk at the Ottawa station of the Canadian Pacific railway on May 7. 1871. He was promoted from one position to another till he became chief train dispatcher in January, 1881, and later traffic superintendent in May of the same year. Promotions followed fast and in June, 1881, he was appointed assistant superintendent and in August 1884 assistant general superintendent of the Eastern division of the C.P.R. retaining this position for a number of years, when he became general manager of transportation for the comnpany in Canada. About seven years ago he left the employ of the C.P.R. and was appointed geneeral manager of the Mackenzie & Mann interests east of Montreal. He retired from this post about three years ago owing to illhealth.
The late Mr. Spencer married a daughter of the late John Rochester, ex-M.P. for Ottawa, His only brother, H.B. Spencer, is superintendent of the Ottawa-Chalk River division of the C.P.R., while his father, Mr. Charles Spencer, who resides at 123 Third Ave., is one of the C.P.R. veterans. The deceased is survived also by two sisters, Mrs, Juke Spencer, 123 Third Ave., Ottawa and Mrs. Beamish of Vancouver, B.C. The funeral will take place in Montreal on Saturday afternoon at 2.30 o'clock.

24/07/1912 Ottawa Journal Other Beemer dies

Quebec. H.J. Beemer, a former well known contractor who was for a time identified with many Quebec enterprises has passed away in London Eng. Where he went some years ago to recuperate his health. News of his death was received in Quebec yesterday. Mr. Beemer who came from Pennsylvania twenty years ago, was connected with several great undertakings in Quebec. He built the Quebec and Lake St. John Railway, the Quebec and Montmorency Railway, now the St. Anne division of the Quebec Railway, Light, Heat and Power Company, a new water main for the city and the new St. Louis and Kent gates. He was one of the promoters of the present street car system and had the first charter granted for its construction, Mr. Beemer later went to Arizona where he went into gold mining, and also had silver mining interests in Mexico. His health finally broke down and he crossed the Atlantic to recuperate.
Deceased was well known in Ottawa, having been the contractor for the Gatineau Valley and Pontiac Railways which were later purchased by the C.P.R.
Probably the greatest triumph of Mr. Beemer's career, however, the construction of the Interprovincial Bridge - a giant structure, the last link connecting his two railways with the heart of Ottawa.
The work was done under great difficulty , and only the perseverance and industry of Mr. Beemer finally rendered its construction a success. The long spans of the bridge crossing the Ottawa River and uniting the two provinces will ever remain a lasting memorial to the name and genius of H.J. Beemer.

13/06/1924 Eastern Ontario Review Other

Something new in the way of equipment is the new storage battery car now operating over the Canadian Pacific lines between Galt and Hamilton. The car attains a speed of 35 miles per hour and makes two trips per day in each direction. It has three compartments, general, passenger, smoking and baggage, is of all steel construction and will accommodate 50 passengers. The service is reported to be giving every satisfaction to the people of the district.

11/07/1924 Eastern Ontario Review Other

Mr. H.B. Spencer, for over forty years superintendent and assistant superintendent of the Ottawa division of the C.P.R. and one of the oldest railway workers in Canada, is retiring from the service at the end of the month. His successor has not yet been announced.Mr. Spencer's father was formerly a train conductor so that Mr. Spencer may be said to be born a railwayman. He was a brother of another distinguished railwayman, the late Charles Worthington Spencer, formerly of Montreal. Born at Oxford, Ont., on June 6, 1856 and educated there and in Ottawa, he entered the services of the Montreal Telegraph Company and Canadian Express Company in 1868, was later a telegaph operator on the G.T.R. and Brockville and Ottawa and Canada Central Railways. In 1882 he became chief train dispatcher and afterwards superintendent of the Eastern division of the C.P.R. from 1883 to 1896. In 1898 Mr. Spencer was appointed superintendent of the same division from which post he will retire at the end of June.

29/10/1926 Ottawa Journal Other Kapuskasing

Accident with engine 1072 owned by the Spruce Falls Power and Pulp Company was shunting on the main line at Kapuskasing.

27/12/1927 Ottawa Journal Other

DEATH OCCURS OF H.B. SPENCER IN 72ND YEAR

Former C.P.R. Divisional Superintendent Here Dies After Long Illness.

Henry Bush Spencer, former superintendent, here, of the Canadian Pacific Railway died at a local hospital on Sunday. Mr. Spencer, who was in his seventy-second year, had been in failing health for the last two years and his death was not unexpected.

In Mr. Spencer's death is removed another link with the early days of railroading in Canada, as for over half a century, he had been actively connected with railroad work in one form or another. Commencing life as a telegraph messenger boy, he had, by faithful services, energy, and well directed ability, won his way into one of the most responsible positions in the gift of the Canadian Pacific Railway.

Retired in 1925.

He retired from active service with the C.P.R. in January, 1925, having previously for some months availed himself of a lengthy leave of absence which the railway had proffered him as a testimony to his untiring devotion to the affairs of the company.

Henry Bush Spencer was born at Oxford, Ont. on June 6, 1856, son of the late Mr. and Mrs. Charles Spencer of that place. After serving for 2 years as a messenger boy for the Montreal Telegraph Company and express messenger for the Canadian Express Company, he became telegraph operator on the Grand Trunk Railway. This was in 1870. Later, he entered the services of the Canadian Central Railway, serving as baggage man and conductor on express trains. He also occupied the position of yardmaster for some time. In 1879, he became a train despatcher and in 1882 was made chief in that department. One year later he was made a superintendent of the Canadian Pacific Railways with headquarters at Ottawa.

Among other outstanding enterprises which were carried on under Mr. Spencer's direction was the building of the Hull Electric Railway of which he became managing director. During the early years of the Hull Electric Railway, it was Mr. Spencer who guided the company through many knotty problems of organization and promotion. Besides securing agreements with the City of Hull favorable to the Hull Electric Railway, he piloted the company through numerous other tangles such as its fight with the Pontiac and Pacific Railway for the right of way over the Scott property in Hull.

Stuck to Key.

An interesting story is related of Mr. Spencer which occurred when he was a telegraph operator in Ottawa. This was when the famous Beecher scandal was being given considerable space in newspapers throughout the country.

Although the Toronto, Montreal and Buffalo offices had two operators relieving each other, Ottawa had only one. That operator was Mr. Spencer. At 11.30 o'clock one night the wires opened with an unusually long story on the case. At 1.30 o'clock in the morning the operator at Quebec became so used up that he closed his wire, thinking he had got enough. He had "broken" so often that the operator at Buffalo would not repeat for him. At two a.m. Montreal began to get tired out and the operators "caved in." London held out until 3.30 as the operator there could not stand the pace any longer. At this time Toronto called Ottawa and wanted to know how much longer the operator here was going to stay at his job. "All night," was Spencer's reply. A little later Buffalo called asking if Ottawa wanted anymore. Spencer ticked an answer in the affirmative and it was five o' clock in the morning before the last word of the report was received by him.

The copy he turned in was beautifully written and he was credited with having received the longest report ever turned in to the Ottawa office.

It was often said by Mr. Spencer's intimates that he owed his success in the railroad game entirely to his own energy and ability, that he was lifted into the responsible position of superintendent entirely through his own exertions.

Ardent Fishermen.

Mr. Spencer was a member of Builders Lodge, A.F. and A.M. and an Anglican. He was an ardent fisherman and spent much of his time in his summer cottage at Ellard, Que., on Blue Sea Lake. A lover of the out-of-doors, he was happiest when fishing and hunting and many of his friends in the Capital will have remembered enjoying the hospitality of his summer home at Ellard.

While he has been in failing health for the last two years, he had only been confined to the hospital since August.

He is survived by his wife and one son, H. Gordon Spencer, also of the Canadian Pacific Railway.

The funeral will be held at two o'clock Wednesday afternoon from George B. Burney's funeral parlors, 328 Somerset street west, to Beechwood cemetery.

27/12/1927 Ottawa Citizen Other

OBITUARY
HARRY B. SPENCER WIDELY KNIOWN AS RAILWAY WORKER
Former Superintendent at Ottawa Dead
(with picture)
Former Superintendent of C.P.R. in Ottawa Was Widely Known and Highly Respected.
PIONEER RAILWAYMAN IN OTTAWA VALLEY DISTRICT
Held Record for Taking Heaviest Report Ever Received Here by Operator.

Harry B. Spencer, aged 71, Sydenham Court apts., Charlotte street, for many years one of the best known railroaders in the Ottawa valley, died at 12.30 p.m. Christmas Day at the Civic Hospital following an illness that had confined him to his bed since September of this year. He is survived by his widow and one son, Gordon, assistant accountant at the C.P.R. offices here.
The deceased was born in Oxford Ont., June 6th, 1856 and was a member of the United church.
With the passing of Harry Spencer goes some of the early romance surrounding the pioneer days of the old Brockville, Ottawa Canada Central Railroad and C.P.R., in the Ottawa valley, with whom the late Mr. Spencer had been associated since 1870. He had filled every position in the railroad service from telegraph boy to superintendent and gave 54 years of his life to the wor.He was retired from active service with the C.P.R. January 1, 1924, when his position as Ottawa district superintendent was replaced by J. Harry Hughes.
In September, 1924, C.P.R. officials gathered at his home to honor their confrere with the presentation of an illuminated address and the sum of $1,000 and a silver cigar case.
The late Mr. Spencer received his education at Oxford and Ottawa. He was married three times. He first entered the services of the Montreal Telegraph Company and Canadian Express Company in 1868, and later was telegraph operator for the Grand Trunk Railway and Brockville, Ottawa Canada Central Railway. In 1882 he was made chief train despatcher for the same road and the following year was appointed assistant superintendent, and later superintendent of the Eastern (Ottawa) division of the C.P.R., which position he filled until retired in 1924. Mr. Spencer was also managing director of the Hull Electric Company.
Devotion To Duty.
Some idea of Mr. Spencer's devotion to duty, to which he ascribed his successful career, is probably best exemplified in a story carried about his work on one particular occasion when he was a telegraph operator at Ottawa. "Few of the thousands of persons who read the seven column telegraphic report of the Beecher scandal, published in Friday's Citizen, has the slightest idea of the vast amount of work which is involved," An old clipping of the Citizen, which Mr. Spencer highly valued, says. It continues to tell how the operators at Toronto, London, Montreal and Quebec commenced to work on "taking" the report over the wire and how one by one they gradually were forced to ask relief from the arduous task. Over ten thousand words comprise this report, and Mr. Spencer took every word of that report down in his own handwriting, remaining, without relief, at his desk from eleven o'clock in the evening until five o'clock in the morning. "When he was through, Mr Spencer could hardly close his hand, " says the report, "but he has the credit of taking in the heaviest report alone that ever was received by any man at the Ottawa office.
"Most Able Railroader. "
C.P.R. officials and railroaders at large share the same view in regard to the late Mr. Spencer. "He was one of the finest men we knew and a most able railroader. " several officials of the C.P.R. remarked to The Citizen when told of the passing of Mr. Spencer. Genuine regret on the death of a man whose history and family history are closely woven around the pioneer railroad life of the Ottawa Valley and elsewhere, is being expressed by all who knew him or knew of him. His Devotion to duty, his remarkable career, his pluck and endurance under the most severe and (illegibe)rying times is cited to younger employees of railroads wherever he had worked. Down at the superintendent's office of the C.P.R.an unblemished record, from the first day Mr. Spencer entered the service to the day of his retirement, is kept and highly priced by his fellow workman. This record contains a splendid example of what devotion to duty will do towards progress. The first entry opposite the name H. B. Spencer is "Telegraph operator," the last, "Superintendent, Ottawa division."
The funeral will be held from the undertaking parlors of Geo. Burney and Son, at 2 p.m. on Wednesday. Internment will be made at Beechwood cemetery.

06/05/1929 Ottawa Journal Other

Telegram Is Sent From Moving Train
First Message of Its Kind Is Received By The Journal
History was made on Sunday when telegram and telephone messages ware sent from a C.N.R train which wss travelling 30 miles an hour. The Journal was the first in Ottawa to receive a telegram of this kind. The message from The Journal man on the train follows:
Toronto, May 5, '29.
The Editor.
The Journal Newspapers,
Ottawa. '
This message is sent you from Canadian National train travelling north trom Toronto. . Demonstration a great success.
V. M. K.

02/01/1934 Ottawa Citizen Other

Mass of Ice On Tracks Blocks Railway Trains
Ottawa-Madawaska Route Most Seriously Affected. But Trains on Other Lines Delayed Hours.
Passengers Continue Journey in Motorcars
Conditions Never Equalled Before in Memory of Veteran Railwaymen.
A driving sleet and rain storm, which commenced early Sunday evening and continued most of the night, slowed up steam railway traffic in the Ottawa district to a large extent and in some places caused minor derailments.
The sleet and rain as it came down froze solidly to the rails, and with no trains over some of the lines for several hours, the tracks became a mass of ice through which the trains had considerable difficulty in making any progress.
Although much inconvenience resulted to passengers and railway officials no serious accidents were reported.
The lines most seriously affected over which there had been no traffic Sunday night were: the C.N.R. Ottawa-Madawaska line; the C.P.R. Prescott-Ottawa train; the New York and Ottawa train; the Gatineau C.P.R. train and the C.P.R. Ottawa-Waltham train as well as both trains running between Ottawa and Toronto.
The "pony" trucks of several of the locomotives were actually carried on top or the ice and finally forced off the tracks so heavy was the coating of ice on the rails.
Possibly the reason that in spite of so many mishaps, no accidents resulting in bodily injuries occurred was due to the precautions taken by the different railway crews and also to the slow rate of speed the trains were forced to travel. Travelling so slowly the locomotive crews in cases where the wheels left the rails, were able to bring their trains to a stop before any dangerous circumstances developed. All crews on the different roads had special instructions to take every precaution; against accident.

Blocked Entire Day.

On the Ottawa-Madawaska C.N.R. line, train service was completely blocked for the entire day, and early this morning men were still working between Carp and Arnprior in an effort to open up this line for traffic today. The sectional line between Carp and Arnprior was the most seriously affected. It was impossible for traffic to pass between these points.
After a delay of nearly 12 hours, the passengers on the train that left Ottawa at 7.55 a.m. were transferred by taxi last evening from Kinburn to Arnprior, where they were placed on board the eastbound train which had been stopped there, and the passengers on this train were transported by auto to Kinburn, where they were taken aboard the train from Ottawa. Both trains were then rerouted back over their runs.

Meals Supplied.

During the early morning, effort were made by Superintendent McNaughton to get taxi drivers in Arnprior to make the run up to Kinburn, but every effort proved unsuccessful as it was stated the roads were impassable. In the meantime the passengers on both trains were given meals in the restaurants in Kinburn and Arnprior, and later in the day when it was found that traffic could travel over the highway, the two-way taxi service was started.
From the time that the Ottawa-Madawaska train left the city it experienced considerable trouble with ice on the rails and with the ice and snow frozen between the rails not allowing sufficient clearance for the flanges of the wheels on the trains. So bad were the conditions that the train, due at Galetta, 35 miles from Ottawa, at 9 a.m., did not reach that point unll 12.30 p.m. It was stated that en route to that point the wheels of the "pony" trucks of the locomotive were lifted off-the rails two or three times but that each time the train was stopped and the crew was successful in clearing the rails and allowing the trucks to drop back on the rails.
Then when the wheels dropped from the rails near the switch just west of Galetta station a small section of the track was broken and it was found impossible to get the truck back on. An auxiliary crew was sent out from Ottawa to get the engine truck back on the tracks. Further attempts to get through the ice with the train were abandoned, and over fifty section men were set to work with picks breaking the ice along the tracks between Galetta and Arnprior.

Snowplows Derailed.

At Caldwell, also on the Ottawa-Madawaska line near Eganville, a snowplow was derailed but this obstruction was cleared early.
On the C.P.R. Ottawa-Maniwaki line a snowplow was derailed in Wakefield village at 3.30 a.m. Sunday. An auxiliary train was sent out from Ottawa with the aid of which the plow was placed back on the rails in time so as to cause no delay with the morning passenger traffic.
The Prescott-Ottawa C.P.R, morning train that travels by way of Bedell and Osgoode was far behind its schedule reaching the city. At Kemptville it was stated that at Bedell, half the 63 miles distance to Ottawa, the train was two and a half hours late and it was stated the pony truck of the locomotive left the rails a couple of times between Prescott and Bedell.
Delays were experienced by the Ottawa-Waltham C.P.R. trains. The Montreal-Ottawa C.P.R. train which was due at 7.15 p.m. did not arrive until 10.30 p.m. The early morning pool trains running both ways between Ottawa and Toronto were also delayed. It is understood that the delays on the line to Toronto occurred a short distance to the west of Smiths Falls.

Never Equalled Before.

Speaking of road conditions, veteran railwaymen said that never before had they seen an equal of yesterday's ice conditions to cause such handicap.
Additional section men were called out soon after the commencement of the storm on Sunday evening to keep the Bank street yard open for trains.
The section men experienced great difficulty in operating the switches and walking was risky for the men as the sleet soon made a glare sheet of ice in the yards. Several of the sidings were rendered impassable and all day yesterday men worked with pick and shovels clearing these tracks.
Brakemen worked under a handicap as a precaution had to be taken to insure themselves of a safe footing as there was great danger of them slipping and sliding under the wheeis of the engine or coaches,
Owing to the fact that the electric railways kept cars in operation during the early hours of Monday morning to keep the sleet from coating the overhead trolley wires, they escaped the ice conditions with which the steam railways were affected.

02/12/1940 Ottawa Journal Other

Death of G.E. Fauquier. Railway Contractor
Built the Parry Sound Railway, a section of the transcontinental west of Cochrane and a large part of the Canada Atlantic. The great dock at Halifax as part of Foley, Welch, Stewart and Fauquier.
Associated with O'Brien, Mackenzie and Mann.
Also owned Colonial Lumber of Pembroke.

06/05/1942 Sault Star Other Northern Ontario

ARMY TRAIN BOASTS GOOD ATTENDANCE
Practically Every Northern Ontario Town Turned Out In Numbers

Interest in the Canadian Army Train which visited some Northern Ontario centres in the first four days of April was very great attendance figures reveal.
In North Bay 4,000 civilians and soldiers stationed in the district visited the train - each was counted by the electric eye specially included to keep a record of the Army's guests. Six thousand citizens in Kirkland Lake dared freezing temperatures to take a look.
Train officials after the visit to Kapuskasing reported that almost the entire town was out in force. In Cochrane the estimate was 2,200; in Timmins 4,955. In Haileybury and Hearst practically everybody who was able to get around got down to the station. Noranda had 3,100, Iroquois Falls 2,358, Cobalt 2,010 and New Liskeard 1,976.
The results of the train's trip through the north in April was manifested in increased recruiting figures from recruiting officers. In Timmins the increase was large
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26/07/1962 Ottawa Citizen Other

Ottawas Seven-Mile Tunnel Nearing End
Drilling is almost finished in the seven mile - long tunnel which will carry Ottawa's sewage to the Green Creek Sewage Treatment plant.
Another 1,000 feet 40 working days, with luck and the toughest part of the Interceptor and Outfall Sewer project is done.
"Breakthrough day," when crews drilling the last stretch from opposite ends meet in the middle, should be sometime in September.
By then, a quarter of a million tons of shale and sand-stone will have been gnawed out of subterranean Ottawa.
The west leg, from Wellington and Booth streets to the Rideau Canal, is drilled out now. The east leg, from the Skead Road to the plant, is almost done.
In the middle section, unexpected rock and soil conditions have caused a slight delay.
The first construction steps were taken in 1960. Hundreds of "test bore" holes were sunk and core samples checked to find what type of soil and rock the drillers would be dealing with. Then six shafts were sunk, near Wellington Street, Cathcart Square, Beechwood Avenue, Peach Tree Lane, Skead Road and Rebecca Street.
Meet Within An Inch
Drillers started out from these shafts to meet each other, working about 100 feet below the surface. Because they can be guided by holes from above, as well as by survey measurements taken underground, they can usually line the tunnels up within an inch or two.
After the tunnel sections are drilled they are lined with concrete. The whole job is scheduled for completion by the end of the year.
Three big construction companies, Spino, Matthews and Beaver, are doing the job, under the supervision of the Toronto Consulting Engineering firm of DeLeuw, Cather and Co. Ltd.
"Basically, the sewer tunnel is a mining operation," explains DeLeuw, Cather's resident engineer, Gil Dowie. "We use modern mining techniques."
Machines Building
It is machinery, rather than manpower, which is building the sewer. Considering the tons of rock moved, relatively few men are employed, and only four or five work at the actual shaft head.
Debris is loaded by a scoop onto an 80-foot train. The rock is hauled to the shaft, lifted to the surface by an elevator, dumped into trucks and carted away.
Cement for the lining is mixed on the surface then poured down a chute to another "train." This train carries the mix to a machine called a "blower."
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14/06/1967 Ottawa Citizen Other

Pioneers' new home Priceless relics from Canada's pioneer railroading days will be preserved and placed in a permanent home for display.
The Canadian National Railways will present Friday to the new Museum of Science and Technology here five steam locomotives, Including an early wood burner built in 1872.
In addition, there Is a dining car constructed in 1873, a sleeping car of 1004, a baggage car and combination baggage and passenger car of othe- early years.
The cars are part of the CNR's museum train that toured the country in the early 1950s.
The locomotives and cars will be on display to the public following the presentation Friday and all day Saturday.
The museum, which will open this August, is located on St. Laurent Blvd., near the Russell Rd,
The collection, according to a museum official, is priceless.
With pictures of the locomotives.

Old 6200
Saved By the Buffs
Photostory by Betty Baird

They fascinated small boys. They fascinated grown men those chuffing, hooting, thundering black giants of yesterday that wailed lonely down the valley, on a soft, summer night and hissed steaming into the depot on a mid winter morning crisp with frost.

And today because that fascination will not die, a down-at-the-heels, rusty, old steam locomotive, has been given a new lease on life.

No. 6200, the prototype of the Canadian National Railway's work-horse fleet of 35 Northern steam locomotives, is being restored by the Ottawa branch of the Canadian Railroad Historical Association at the National Museum of Science and Technology.

And for these railway buffs it's entirely a labor of love.

OLD 6200's STORY goes back to 1942, the year she was built at the Montreal Locomotive Works. A general purpose engine of 4-8-4 wheel pattern (four leading truck, eight drivers, four trailing truck), she weighed 677.600 pounds with tender, carried 18 tons of coal and 11,600 gallons of water, and. had a driving wheel 73 inches in diameter.

Until the late 1950's when the more efficient diesels forced the retirement of the big steamers, she logged an average of 16,000 miles a month mainly on the Montreal - Halifax run. She also shuttled between Montreal and Toronto for a while.

About the time of the diesel's the National Museum in Ottawa was beginning to collect representative locomotives as part of the story of transportation in Canada. Old 6200 was bought at scrap price from the CNR in 1963 and brought to Ottawa the following year.

SHE WAS IN SAD shape when she arrived.

Rust covered her, her boiler jacket was corroded through, paint was peeling off in large flakes, even parts were missing. And for three. more years she languished.

Then things began to look up for 6200. With the Museum of Science and Technology finding a home this year on St. Laurent Boulevard and a place to exhibit its big engines, she was moved into the museum yard.

The railway historians volunteered to make her presentable again supplying the elbow grease and tender loving care if the museum would supply materials. It was a deal.

Now the preliminary work has been done to bring her through the winter without further deterioration. She has been scraped and sand-papered from the running board up and a coat of red primer paint applied from smoke box to cab roof. A weather-proof roof also has been built over the tender opening.

F. W.G. (Bill) Williams, president of the buffs, and proprietor of an Ottawa hobby shop, explained that because they must work outside. weather has called the tune.

"We actually started work around the end of August," he said, "but nearly every weekend this fall, the only time we could work, it rained. This put a real crimp in our plans."

Undertaking the restoration of 6200 is a first for the Ottawa railroaders. It is also a natural since the group of 74 members is primarily concerned with the history of railroading in all its aspects.

Mr. Williams said the group was formed in 1964 with the idea of cataloguing CNR papers and documents at present in the Public Archives.

This project is still on their jobs-to-be-tackled list, Another is to record the histories of the Ottawa Electric Railway, the Cornwall Street Railway and the Canada-Atlantic Railway owned originally by Ottawa lumber baron J. R. Booth

THE GROUP also plans to research the complete history of every piece of roiling stock in the Science and Technology Museum.

Hailing the new museum as blessing to his organization and to Ottawa, Mr. Williams said the members would like to become an "auxiliary" to it, providing guides, suitably dressed in railway garb, to answer questions and generally attend to the spit and polish of keeping the museum locomotives in top shape.

"Such an arrangement would be the answer to our prayers," he said. "So far we've just been a happy band of brothers talking trains."

He added that many of the members have their own private collection of railway artifacts which possibly could go on permanent loan to the museum.

OLD 62O0 is in wraps for the winter. When things warm up again in the spring, the railway historians will be back.

And when they get through cleaning, chipping, scraping and painting, old 6200, one of only three Northern locomotives left today, will be accorded a place of honor in front of the Museum of Science and Technology, a memorial to the age of steam power in Canada.

Caption to two pictures
ABOVE Wearing his former work clothes, one-time CPR fireman Duncan duFresne, who knows and loves steam locomotives, makes a last check of old 6200 to assure she is ready for winter. The 95-foot-long Northern locomotive is being restored by the Ottawa branch, Canadian Railroad-Historical Association for the National Museum of Science and Technology.

AT RIGHT A pair of railway buffs, members of the Canadian Railroad Historical Association, give the cab of old 6200 a last look-see before winter.

10/09/1970 Ottawa Citizen Other

A trainman's train. Flying Scotsman on view here but no bitter

By Chris Vcrnell Citizen staff writer

If you ever dreamed of being a locomotive engineer in the days before General Motors took the romance out of it, get yourself out to the National Museum of Science and Technology without delay.

If you are loo young to remember, get out there anyway. There are few enough chances in this over more "efficient" world to smell hot cinders and listen to the happy sizzling of a live steam engine.

Born in '22

Flying Scotsman, the first locomotive in the world officially recorded as travelling st more than 100 miles an hour, is on view at the St. Laurent Boulevard site until Sept. 18, and can be inspected daily from 9 a.m. to 9 p.m.

'Behind the apple-green engine are seven chocolate and cream coaches: a first-class compartment coach for the train crew, five converted baggage vans which contain assorted exhibits, a Pullman coach used by Sir Winston Churchill during the Second World War, and an Edwardian observation saloon fitted out with a "pub" bar

The train was brought, across the Atlantic to the United States in 1969, and has been on tour since then.

Flying Scotsman was built in 1922 at Doncaster, England, for the Great Northern Railway, later part of the London and North Eastern Railway whose initials adorn the locomotive's tender.

She was the third Pacitic (4-6-2) express engine to be built to the design of Sir Nigel Grcslcy, and cost the equivalent of $24,000.

Gresley later designed streamlined Pacifics which were among the fastest engines in the world one ol them holds the speed record for steam locomotives.

Flying Scotsman and her sisters were no tortoises, especially after the original boiler pressure of 180 pounds per square inch was raised to 220 and modifications were made to the valve gear.

They had 80-inch driving wheels for speed, and three cylinders to reduce vibration and damage to the track.

In 1928 Flying Scotsman was given a giant corridor-tender to make possible non-stop runs from London to Edinburgh, nearly 400 miles.

One of a kind

One engine crew could not have done the work. The corridor tender made it possible to change crews without stopping the train.

In spite of the Flying Scotsman's record, British Railways decided to scrap her and all her sisters when a policy of dieselization was decided on in the mid-1960s.

The locomotive was rescued from this inglorious fate by Alan Pegler, who paid $8,000 to save her in 1963. Since then he has spent another $200,000 to restore the engine to her original splendor.

Flying Scotsman is the only steam locomotive still permitted to run on British Railways' lines because of an agreement which Mr. Peglcr coaxed BR into signing seven years ago.

No other steam locomotive has run on a British main line since August, 1968.

While on lour in the United Stales and Canada, the Flying Scotsman and her train have travelled at a more sedate pace than she was wont to in former years.

Apparently track-laying standards on this side of the Atlantic are not as high as those in Britain, and the relatively light locomotive and carriages are restricted to 60 m.p.h. and less lest they be shaken off the rails.

Sensitive Canadians may find consolation in the fact that the locomotive crews consider Canadian track much better than some they have met with in the Stales.

Added features

The exhibits on the train range from 16th-cenlury costumes worn in the movie Anne of the Thousand Days to model railways (and what else did you expect?)

The Pullman coach 'Lydia" carries mementos of Sir Winston such as his walking stick and the dispatch case he carried when he was chancellor of the exchequer.

Alas for the hopes of exiled Brits and, anyone else who might have wanted to taste some real beer. The liquor laws which prevail in Ontario do not permit the "pub" in the observation saloon to open.

You won't die of thirst, though. Flying Scotsman's twin tenders hold 11,000 gallons of good treated water. The crew might spare you a pint.

27/09/1971 Ottawa Journal Other

Full page item. Bytown Railway Society activities

05/05/1973 Ottawa Journal Other

Back on the rails
Photostory by Jane Ember
Five years after being walled into the National Museum of Science and Technology, a steam locomotive is back outside on the rails again.
True, she's only being "deadheaded" as part of a slow freight this time, but many a heart will warm to the sight of No. 1201, the last of the steam engines built by CPR, on her way to the John Street Works in Toronto for overhaul by the Ontario Rail Association in cooperation with CP rail.
John Corby, Curator of Industrial Technology at the Museum, said that he hopes the 29-year-old No. 1201 will be back in Ottawa and capable of running under her own steam by the Victoria Day weekend.
"Putting a steam locomotive back into service presents an awful lot of problems," he explains.
"Public Workhave been responsible for taking out the wall, Canadian National have laid the track to the siding - the ties had to be very close together to make sure that 140 tons of locomotive didn't sink into the parking lot"
That part of the operation could be seen by the public, but it was as nothing compared with the hours of volunteer labor put in by some half dozen members of the Canadian Railroad Historical Association (Ottawa Branch), together with museum staff, as they prepared No. 1201 for her return to the tracks.
We haven't any heavy lifting gear here," said Mr. Corby. "And there are numerous small parts to a locomotive that needed to be inspected and overhauled. We've been lucky to have the help of a former CP fireman, Duncan duFresne; he's been the spark plug in this operation, and our expert on steam locomotives."
Over the Easter weekend, a compressor fed air into the braking system, and then Mr. duFresne had the filthy task of getting under the locomotive and adjusting the brakes. Immediately she emerged from the Exhibition Hall last Monday, those brakes were necessary for there is a slight gradient across to the siding.
What next?
"Nothing definite yet," said Mr. Corby. "The locomotive will be brought back and setup on our own siding and fired up for special occasions such as the July 1 weekend; and she'll also be available to be sent across Canada for special functions." .

* * *

Problems with running a steam train don't end. with the overhaul. Coal has to be brought in probably from Alberta and from Pennsylvania. The Alberta coal burns very fiercely with little smoke, but it could prove too hot, and will most likely be mixed with the cooler burning. U.S. fuel.
Staffing presents another difficulty there aren't many men now who understand the art of steam propulsion, and those who do are, like Mr. duFresne, in other employ ment. Getting up steam and the closing down operation each take an hour, even if the run is- only along the museum's own siding.
Steam enthusiasts are hoping that No. 1201 will be allowed to make proper journeys again possibly on the proposed Ottawa-to-Wakefield sentimental run, a daily trip throughout the summer. But no official commitment has yet been made.
Although No. 1201 is the last steam locomotive the CPR built for itself, more modern ones were built for the railway in subsequent years.
And 1201 isn't as old as she looks. It's been said that she's a 1904 engine, with 1944 refinements. The refinements didn't include removal of the cowcatcher, however.
Mr. Corby thought the engine might be converted to an oil-fired boiler if she were put back into some form of regular service - this purely for logistics reasons: oil is a lot easier to provide than coal nowadays. But she'd still be steam-driven, with great elouds of white trailing majestically behind.
One thing the project team can be sure of: there'll be a whole new generation of steam enthusiasts to keep alive the interest in the locomotives which did so much to open up our country.

26/08/1977 Ottawa Citizen Other

Discovery Train gets Ottawa refit Railways played a key role in the creation of Canada and next year they will be pressed into service again to preserve national unity. A travelling exhibit to be named the Canadian .Discovery Train" will begin a tour that will take it to 83 communities across Canada in a five-year-period. This is an artist's conception of the train, to be fashioned out of the American Freedom Train which toured the U.S. last year and was scheduled to arrive in Ottawa to day to undergo a S650.0OO conversion.

21/07/1978 Ottawa Citizen Other Ottawa

The Discovery Train puffs on its way

Canadian history in 14 rail cars

The Discovery Train puffed out of town Thursday night and only a handful of Ottawans had a chance to trace their Canadian roots in the $20-million mobile museum.

The highly-touted show is likely to delight if you're under four feet tall but older viewers may not forgive the grainy-skinned mannequins, the vaque scenarios and the sometimes gratuitous displays of Canadiana.

The 14 display cars were opened to Discovery Train organizers and the Ottawa media for a brief glimpse before the train rolls on to Kingston for its official send-off Saturday morning.

Visitors were given an exclamation mark studded leaflet which said, "Welcome to the Greatest Country in the World!" and outlined the wonders in the quarter-mile of cars, including, "The Pione-ersf" and "Canada Goes to War!".

And the leaflet will be essential to ihe 9 million visitors who are expected to view the Discovery Train in the next five years. Chances are that a visitor will come across an exhibit and wonder what peculiar comer of Canadian history he stumbled upon.

We'll learn that the first cars are devoted to Canada's geography from east to west including a giant plastic grasshopper hidden among giant plastic blades of grass as part of the "Eastern Woodlands and Grasslands" exhibit.

And if he gets tired of looking at the polar bear, the deer and the snake displays he can always look at himself in the reflecting window glass.

In the next three cars, the visitor will be whisked in time from 14,000 B.C.. through a series of displays showing prehistoric life, the hunt, arrival of the French in Canada where a whimsical Jacques Cartier appears and disappears behind a map of the St. Lawrence while an Indian raga whines in the background.

Car number seven features a cardboard tableau of the Fathers of Confederation and a large as life mannequin of a wild-eyed Sir John A. Macdonatd. Lights flash on and off and the wise forefather blasts out in both languages.

Visitors are ushered through some of the displays on a moving sidewalk, the brochure quide says, "at 30 feet per minute (simply amazing!)". Cars eight through 11 feature a cacophony of noise, color and mechanical-doll motion tracing the arrival of immigrants from Europe, pioneer expansion, the roar of the '20s and the war years.

Car 12 displays the highlights of modern day Canada and the message comes across on panels of television screens that drag the visitor down memory lane to the tune of Bobby Curtola, Lester Pearson and Gordon Sinclair.

One of the most perplexing displays features a blue-jeaned mannequin with patches and face paint that looks like it was lifted from a variety store window. A hockey mask dangles in front of her, an ookpik floats behind her and a Canadian flag is the backdrop. The question is, why is it Canadian and what does it have to do with Canadian heritage?

Most of the displays are geared for children, and car 13, designed by Ottawa artist Alex Wyse, is a monument to childish whimsy as a giant tuba stretches the length of the car and beavers pop up and down, flags wave and the general idea is to send the visitor off in high spririts.

The exterior of the Discovery Train is decorated with a series of Who Dunnits in Canadian inventions. For instance, did you know that doctors F. F. Tisdale and T. G. H. Drake invented pablum at Toronto's Children's Hospital in 1930?

15/11/1978 Ottawa Citizen Other

Discovery train ends long run

Discovery Train, the quarter-mile long museum on wheels, ends its 1978 run today in Sault Ste. Marie and returns Thursday to Ottawa for winter storage.

More than 675,000 Canadians viewed the artifacts and audio-visual material in the 14 exhibit cars since the train was launched on its cross-country tour in Kingston in late July.

Over the winter the mobile museum, depicting Canada's history and culture, will be refurbished and spruced up at the Alta Vista train terminal for the 1979 phase of its five-year journey across Canada.

The Ottawa public will not be permitted to enter the train at any time during the off-period. But a spokesman for the National Museums of Canada, which is directing the project, said this city would definitely be included in next year's schedule.

30/10/1979 Ottawa Citizen Other

Discovery train opens in Ottawa

The leading man was falling apart, stage hands were frantically repairing props and technicians were busy fixing the lights.

But no one was nervous about the Ottawa debut of the Discovery Train, least of all the actors, whose cool exteriors betrayed a singular lifelessness.

The show begins a six day run at the Museum of Science and Technology today after having played to more than 1.2 million people in 62 out-of-town openings. It is the last run of the 1979 season.

When the Discovery Train, twenty 65-ton boxcars of Canadiana, rolled into Ottawa this past weekend, the work was only beginning for the 72 crew members who help mount each production.

While not exactly prima donnas, the actors in this epic, the prehistory and history of Canada, are sensitive, particularly to the jolting and bumping that comes with riding the rails.

By the time he arrived here, the star of the show. Sir John A. Macdonald, was practically in pieces, having suffered minor internal damage.

Technicians removed his chest and tightened his valves. Any prime minister, but particularly one who runs on compressed air, can use some fine-tuning once in a while.

Changing bulbs

Workmen were also busy adjusting and cleaning the other animated mannequins, changing the light bulbs that burn up to 12 hours a day during exhibitions, servicing the slide projectors used for the multi-media displays, hooking up electricity, levelling the cars to provide safe and easy passage between cars, and cleaning the plexiglass barriers.

The operation is smooth now but it wasn't that way during the first run of the show in 1978.

"We learned a lot from last year about the durability of the exhibits," Doug Kolmer, acting chief of tour operations for the Discovery Train, said Monday. "Now we can take it out on tour without major emergencies."

A few times the train has jumped the tracks or been given a bad jolt from a sudden slamming of the brakes, as when a rock- slide materialized before the train in British Columbia, Kolmer said.

The technical crew of 22 audio-visual technicians, mechanics, carpenters, cleaners and electricians has learned how to prevent and cope with these things, he said.

38 guides

The train also employs 38 guides, who monitor the public and the moving sidewalks in each car and who provide help in the event power fails or some . other emergency arises. About a dozen other people work in security and administration.

Exhibits cover everything from the Arctic to the Alberta Badlands, ancient Algonquin Indian customs to Trudeau mania and. of course, the build ing of the Canadian Pacific Railway. Between 55 and 60 per cent of the artifacts are on loan from museums outside Ottawa, Kolmer said.

The Discovery Train was originally conceived of as a five-year, $22-million project. So far about $12 million has been spent, with funds coming from federal and provincial governments and private industry, Norman Man-chevsky. Discovery Train project manager, said Monday.

Despite the new federal government's desire for austerity, the train will probably visit 54 communities next year, Francine Blanchette, spokesman for Secretary of State David MacDonald, said Monday.

As we all know, the show must roll on.

05/11/1979 Ottawa Journal Other

Discovery Train put into cold storage

Following a six-month cross-Canada tour, the Discovery Train will be shunted onto sidings tomorrow . for a complete refitting to make way for the 1980 run.

A six-day stint in Ottawa wrapped up this year's tour which took the heritage train to 42 communities between Port aux Basques, Nfld., and Victoria, B.C.

700,000 visitors

More than 700,000 persons toured the $7.5-million train this year, about 30,000 of them in Ottawa. Yesterday, the last day the train was open to the public, thousands waited in 90-minute lineups to take the 35-minute trek through the train.

For the next six months, the red and beige roiling museum the largest of its kind in the world will be bedded down outside the Ottawa train station off Alta Vista Drive for refurbishing and repairs in preparation for next summer's travels.

History package

The 14 railway ears form a travel- -ling extravaganza, offering visitors a half-hour immersion course in Canada's natural, economic and political history.

Moving sidewalks propel specta- tors .through numerous phases of Canada's history, from the hardships of Inuit and Indian peoples to the arrival of the first settlers, both world, wars, the Great Depression and up to modern times.

08/11/1979 Ottawa Citizen Other

30,000 visit Discovery Train

Almost 30,000 people visited the Discovery Train during its last stop of the year last week in Ottawa, a spokesman said Wednesday.

The museum on wheels attracted so many people last Sunday that at one point there was a two-hour wait, she said.

The fate of the two-year-old train, which the former Liberal government had slated for a five-year run, will be decided later this month when Treasury Board considers the budget for next year's planned 54-city schedule, a spokesman for Secretary of State David MacDonald said.

28/01/1980 Ottawa Citizen Other

Discovery Train is headed for yards in Tory scheme

The Conservative government has decided the controversial Discovery Train is a waste of money and should be scrapped as soon as possible.

In remarks to be de livered in Winnipeg today, Secretary of State David MacDonald charges the former Liberal government with "scandalous misuse" of museum and heritage funds, and says that money designated for the $23 million Discovery Train must be redirected to heritage projects which really count.

If the Tories are reelected Feb. 18, MacDonald would allow the Discovery Train to complete its third year of operation on a scaled-down basis, after which federal support would be terminated.

The train would visit each province for one last time, with Alberta and Saskatchewan receiving the lion's share of time be-cause of their 75th anniversary celebrations.

MacDonald's prepared statement is highly critical of Liberal cultural policy.

"Under our predecessors in office, there was what I can only describe as a scandalous misuse of government funds for museum and heritage programs.

"The Liberal government's budget cuts to the arts forced the total shutdown of the regional conservation labs which were at work on desperately needed restoration of preservation of irreplacable artifacts and documents from local Canadian history. Yet, at the same time, they gave $23 million to set up a travelling show about the very history whose conservation they refused to support.

"The Liberals were more concerned with giving the appearance of doing something about national unity (in the wake of the Parti Quebecois election victory) than with programs designed to truly enable Canadians to share and appreciate our diverse heritage."

The Clark government is proposing a $2.9 million budget for the final year of the train. The saving of $800,000 over the previous year's cost would be realized by a change in operation procedures.

Once its support of the train formally ends, the Conservatives say an additional $3.5 million would be freed annually for museum and heritage preservation activities across the country.

27/10/1980 Ottawa Citizen Other

5,000 weekend visitors

Discovery Train back in town:

Showing that even the worst weather conditions are no deterrent to a $20-million piece of Canadian history, some 5,000 local residents welcomed the country's Discovery Train back to Ottawa on the weekend.

The train, billed as the world's largest mobile museum, will be stationed at the National Museum of Science and Technology on St. Laurent Boulevard until next Sunday.

The 15-car entourage made 34 free-admission stops across the country in the year since it was last in Ottawa. The train was developed and put on track by the federal government three years ago to foster Canadian unity.

As for 1981, the government hasn't determined whether the train, which costs $3 million a year to operate, will be back on the rails, stored or dismantled.

Spokesman Louise Fay feels the expense of the train, visited by 1 .75 million persons during the three years, is justified. "We have to look at it on the basis of its appeal to all Canadians, from youngsters to senior citizens," she said.

Fay, who regularly travels with the train's 62 crew members, said it receives the warmest receptions in smaller communities.

The train is loaded with models, mannequins, movies, finely-crafted background scenerios and hundreds of Ca-. nadian artifacts that allow "passengers" to relive the days when fishing, farming, logging and mining were laying the foundation of the country.

An informal weekend survey showed few taxpayers, believe they were railroaded by the train's pricetag.

Laura Mills and a friend each brought their three children to visit. "I think it's terrific," said Mills, a first-time viewer. "I don't think the cost is too great when you consider it goes to so many communities."

Fernand Leroux, a teacher at Lamira Dow Billings School in Beacon Hill North, has visited the train five times and plans to bring his class this week.

"It may cost the government a certain amount of money, but if we can get the people to realize the importance of our own culture, it's worth it," he said.

05/05/1982 Ottawa Citizen Other

Discovery train to be sold

A train that the federal government turned into a rolling museum with millions of taxpayers dollars is going to be sold.

Purchased from the Americans in the late 1970s and dubbed the Discovery Train, it was supposed to entertain and educate Canadians over five years with exhibits touching on various aspects of the country's history.

Under instructions from the short-lived Tory government, however, the 18-car train was put on a sid ing at Ottawa's Alta Vista station and ordered sold in 1980 after only three years of operation.

Though it's been collecting dust ever since, with taxpayers again picking up the costs of guarding and maintaining it, an official with the National Museums of Canada said today that Secretary of State Francis Fox has finally approved the train's sale.

This will probably be done through the Crown Assets Disposal Corporation. Though some money will likely be recouped through its sale, the train has already cost more than $14 million.

Despite a Tory order to sell the Discovery Train in 1980, an official of the National Museums of Canada said the corporation never acted on the instructions because the succeeding Liberal government issued no explicit directives on how it should be disposed of.

That was settled last week, he said, when Secretary of State Francis Fox sent a letter to Sean Murphy, chairman of the board of trustees, saying he should go ahead with the sale through regular procedures.

On top on the $575,000 purchase price that's in American dollars it cost $5 million for renovations and $9.1 million for operations from 1978 to the end of October, 1980.

Maintenance and protection costs for the year ending April 1, 1982, were $125,000.

15/06/1990 Ottawa Citizen Other

ALL ABOARD 1990

Be in on the excitement of old-time steam travel - a two-hour city tour or an all-day excursion - when the famous ex-CPR locomotive 1201 pulls out from the Museum of Science and Technology. Tickets for Chaudiere trips available at the Museum, 1867 St. Laurent Blvd. during normal business hours. Call 745-1201 or 991-3044 for more information on how to obtain all-day excursion tickets.

SCHEDULE

"CHAUDIERE"

Departures At 10:00, 13:00 And 16:00 (Rail tours of Canada's Capital) June 24, July 8, 22, August 12,26. Adults: $16 Children: $11

"THOUSAND ISLANDER' (

Ottawa-Brockville return) September 16 All seats: $60

"AUTUMN VALLEY EXPRESS"

(Ottawa-Pembroke return) October 7 All seats: $60

"GLENGARRIAN" (Ottawa-Hawkesbury return) October 14 All seats: $60

(Bytorn Railway Society)

18/10/1990 Ottawa Citizen Other

With picture

Steel rail swan song

Science museum retires 19th century train after 23 years

These are days of forgotten dreams, when even National Dreams are put aside. Soon a poignant symbol of Canadian nationhood will be towed quietly away on twin ribbons of federal steel.

On Monday, the ochre-colored 19th-century train will be pulled from public view after 23 years on display at the National Museum of Science and Technology.

The wooden rail cars carried Canadians at the time of Confederation. "Thomas D'Arcy McGee might have ridden one from Montreal to Kingston," says David Monaghan, the museum's curator of land transportation.

They will be replaced by exhibits on communication and space travel when the museum reopens after renovations June 1.

"I don't think they're going to be exhibited in the building again before the year 2,000," says Monaghan. "And we are considering whether we want to retain all of them, anyway."

Canada is stitched together by railway spikes. In fact, the building of an intercontinental railway was a condition of the Constitution Act of 1867.

The so-called "Yellow Train" was restored in 1953 by Canadian National Railways and taken on a tour across the country. It was hailed as the "only mobile museum in the world." It made its first official run May 16, 1953, from Toronto to Aurora, to mark the 100th anniversary of operation of the first steam locomotive in Ontario.

After Monday it will be stored in a massive brown warehouse on Lancaster Road, a kind of rail morgue where trains grow dusty amid shelves of extra parts.

Workmen are laying a short rail spur by hand to move the cars. It will take two cranes to the move them, says Monaghan. There are three engines and six cars: a passenger coach, a dining car and sleeping car, and three baggage cars.

Few railway groups seem upset by the move. Monaghan says one reason for this is several of the rail cars are not what they appear.

"Several of the cars were restored to look like they came from the 1880s when they were built in the 1890s. They're not historically correct."

Monaghan doesn't think interest in trains has subsided. "Kids are still fascinated with trains," he says. "But they're also interested in other, more modern, forms of travel."

Has old 1201 hit the end of the line?

The age of steam in Ottawa likely came to an end Sunday when old engine 1201 chugged into her shed after a run to Hawkesbury.

Nostalgia has a price, it seems. And that price is too high.

Les Goodwin, a director of the Bytown Railway Society, said this week he was "not optimistic" about a future for the steam program. The steam train hasn't made a run to Wakefield for more than a decade, but is still known to many as "the Wakefield train."

The engine is owned by the National Museum of Science and Technology on St. Laurent Boulevard. The museum ran the Wakefield excursions but found them financial losers and turned over operating duties to volunteers.

The old iron lady needs a major overhaul. She needs boiler tubing and wheel bearings. Cars are just about worn out and in some spots one can see the roadbed through holes in the floors.

According to David Monaghan, curator of land transportation at the museum, the train's future is under study. Even if the repairs are agreed to, it's unlikely they would be completed in time to put the train on the tracks next year.

The Bytown Railway Society has 700 members worldwide, 250 of them in the capital area. Of that number, 50 have kept the program operating.

"I think we're looking at the end of the line," says Goodwin. "I think . 1201 will become a victim of procrastination."

The procrastinators are those who thought taking a weekend ride on the train would be a good idea, but kept putting it off.

"Waiting 'til next time meant our weekend runs through the city were not full enough and financial goals weren't reached. The weekend run to Hawkesbury was 80-per-cent filled.

Anybody with thoughts about a rescue mission can contact the society at 745-1201

24/12/2022 iHeartRadio Other

Transport Minister Critiques VIA Situation as Christmas Day Trains Cancelled

Ottawa Ontario - Canada's transport minister Omar Alghabra took aim at VIA on Saturday after some passengers were left stranded overnight on stalled trains following the recent winter storm.

Riders have reported being stuck for as long as 18 hours on VIA trains.

The Crown corporation says several trains on the Quebec City-Windsor corridor have been immobilized or cancelled due to extreme weather conditions.

A travel alert posted on VIA's website Saturday says as many as 24 trains have been cancelled.

Alghabra's statement did not say exactly how the federal government is working to resolve the issue.

25/12/2022 Ottawa Citizen Other

Storm turns Ottawa-Toronto Via Rail trip into a winter horror show

For passengers aboard a Toronto-bound Via Rail train Saturday, their journey was more like a Nightmare Before Christmas than the magic of Polar Express.

Already buffeted and delayed by the winter storm after leaving Ottawa at 3:30 p.m. Friday, Train 55 was brought to a halt on the tracks west of Cobourg Friday night when a falling tree shattered the window of the locomotive. What should have been a five-hour trip turned into a 24-hour ordeal, with no food, little water and putrid bathrooms.

(Later Saturday, Via would announce it was cancelling all trains between Toronto and Ottawa, and between Toronto and Montreal for Christmas Day.)

Among the passengers on Train 55 Friday were several diabetics and a mother nursing a newborn, which prompted some passengers to call 911 for help, said passenger Flower Lunn, who was travelling to Toronto for Christmas with her husband and nine-year-old daughter.

"It got a little be desperate around 7 or 8 o'clock this morning," she said. "There was a trio of passengers who went up to confront staff. The passengers were very articulate saying this was 'not on' and something had to happen and that's when the staff told us they couldn't get in touch with anyone either."

Passengers asked about calling the police and paramedics for help.

"Staff said, 'We can't call 911, but for sure you guys can."

At one point, Lunn and another passenger jumped off the train themselves and trudged to a nearby house.

"He and I went through the snow and knocked on a neighbour's door to ask what the street address was and, if anyone needed to, could they come and take refuge in their house while they were waiting for paramedics," she said.

Meanwhile, she said passengers had "self-organized" and done a survey to see who among them were most vulnerable.

"Other passengers had taken a collection to get whatever snacks people would be willing to share," she said. "By the time police and firefighters arrived, things were pretty well under control.

"They were handing out water, but no one wanted to drink it because no one wanted to use the bathrooms!"

The journey had been going quite normally up until Napanee. At that point the train had to begin slowing to a stop at every level crossing, likely because of the blowing snow and power outages. Lunn said the train was buffeted by the wind like an airplane during turbulence and she could see whiteout conditions from her window.

Although the train maintained power on board, so had light and heat, the fallen tree had given it an uncomfortable list to the side, making sleep difficult, Lunn said.

Stephanie Kalinowski's parents were on board Train 55 and provided the Toronto woman updates on their ordeal via text. Her parents are both in their 80s and en route from their Ottawa home to spend Christmas with their daughter.

"We were watching their progress on Via's train tracker and it was all going well until around Napanee when we could see it was slowing down and then came to a stop. Kalinowski watched the train creep into Cobourg, then it stopped completely just west of Cobourg at around 11 p.m.

Her parents texted that the tree had fallen and shattered one of the locomotive's windows and Via had told them it wasn't safe to continue.

At 12:50 a.m., her parents texted to say another train was on its way to pull the stranded Train 51, but as it neared a CN freight train was stopped on the track, preventing the Via train from getting into position for a tow. Meanwhile, a crew had come to clear the fallen tree but had to stop when they reached their allowable limit of hours worked.

Kalinowski's parents texted that one woman had vomited on the floor and that the toilet in their car was plugged.

Finally, at around 11 a.m. Saturday, passengers were transferred onto a second rescue train that had been dispatched and resumed their journey.

By noon, the passengers were once again on their way to Toronto, more than 21 hours after leaving Ottawa.

Lunn said the Via crew seemed to be doing their best, but she's not happy with the experience. She and other passengers say they expect compensation from Via.

"They were apologetic, but it seems like the crew was trying to figure it out themselves on the fly," she said. "We want Via to step up. The same thing happened in May with the Derecho and trains were stopped so they should have some sort of protocol to follow, but it was pretty obvious there wasn't."

The new train made it to Oshawa where the passengers transferred again, this time to a GO Train for the final leg of their journey. They finally arrived at Toronto's Union Station at around 4 p.m. Christmas Eve, more than 24 hours after they left Ottawa.

The havoc wasn't confined to Train 55. Passengers on a eastbound train from Toronto reported waiting for some 14 hours on the track. While Via Rail's train tracker show trains were still on time, the company acknowledged in a tweet Saturday afternoon at that it had to cancel "various trains" along the Windsor-Quebec City corridor and apologized for the inconvenience.

In tweet Saturday, Minister of Transport Omar Alghabra said the situation with Via was "unacceptable.

"We are in contact with them to resolve all issues safely and efficiently," he said. "The unprecedented weather has caused delays in our transportation system and the safety of passengers and crew is our top priority."

26/12/2022 CBC News Other

Travellers stranded as more than a dozen Via trains between Windsor and Quebec City cancelled or immobilized

Power outages and downed trees among reasons for cancellations, Via says

Hundreds of passengers ended up trapped on Via Rail trains running between Windsor, Ont., and Quebec City through Friday night and into Saturday afternoon after several trips experienced significant delays.

Seven trains in the Quebec City-Windsor corridor were cancelled and another nine were immobilized, Via Rail said in an email statement.

Via Rail listed power outages, downed trees on the tracks and one tree that fell on a train as being among the reasons for the delays.

Shortly before 5 p.m. on Saturday, Via Rail said all passengers on those immobilized trains had reached their final destinations.

Due to a derailment involving a CN Rail train, Via said all of its trains running between Ottawa and Toronto, and Montreal and Toronto would be cancelled on both Christmas Eve and Christmas Day.

CBC heard from passengers who were either stranded on trains or had finally arrived at their destinations after major slowdowns - in some cases nearly a full day after their scheduled arrival.

Passengers described cramped conditions, out-of-service bathrooms and a lack of food and water.

Some people, fed up with the conditions, gathered their luggage and disembarked to continue their travels on foot, according to accounts from witnesses at the scene.

Kasper Barynin boarded Via Rail train 55 headed to Toronto at the Via station in Ottawa on Friday afternoon.

Barynin told CBC on Saturday morning that shortly after passing through Cobourg, Ont., a tree fell on top of the train. Once Via staff realized the train had sustained damage, Barynin said, they pulled off to a sidetrack.

As of Saturday morning, Barynin had been waiting onboard for more than 12 hours since the tree fell, turning what was supposed to be a four-hour journey into one lasting more than 20 hours.

Barynin said passengers had difficulty sleeping in the fully lit cabin and described dirty, unhygienic bathroom conditions, as toilets stopped flushing shortly after midnight.

Another passenger on the same train posted a series of tweets on Saturday morning that showed the arrival of first responders who helped transfer passengers to another rescue train.

Bolaji Laflamme-Lagoke likewise travelled from Ottawa to Toronto but on a different train. He said his train car passed the same towns several times, moving back and forth along the track and extending his trip to 16 hours.

"The official messages we got were very infrequent," he told CBC News. "Why are we going back? Why are there not crews on hand?"

'It's very frustrating'

Others never left the station.

Richard Craig arrived at Toronto's Union Station for a scheduled 10:30 a.m. departure with the hope of taking the train to Ottawa's Fallowfield station and continuing by car to his family home in Renfrew, Ont.

After learning his train had been cancelled, he waited for hours at the station, unable to get any information from staff.

"It's very frustrating at the lack of information," he said. "Via Rail unfortunately just doesn't seem to care very much about the customers."

Stephanie Green, a student at the University of Ottawa, had already arrived at the train station when she learned that her trip - originally scheduled for 5:30 a.m. on Saturday - had been cancelled.

"My mom even said that she's willing to pay business class just because she wants me to be home for the holidays," Green said. "We're trying our best to make it work."

Transport Minister Omar Alghabra called the Via Rail situation "unacceptable" in a Twitter post on Saturday afternoon.

"We are in contact with them to resolve all issues safely and efficiently," he wrote.

Via offers full refund

but not everyone receives it

Via said it apologizes for the situation and will provide passengers who were delayed overnight a full refund and a travel credit.

"We deeply regret the stress this has caused our passengers," the company said in its Saturday afternoon statement.

University of Ottawa student Hamda Omer, however, said earlier Saturday that she had only received a discount of 50 per cent off.

Omer left from Ottawa at noon on Friday to visit family in London, Ont. She arrived in Toronto at 7 p.m., and after a four-hour delay, departed for the final leg of her trip.

By the time the train arrived in London at 4 a.m. on Saturday, staff were overworked and supplies of food and water were getting low, Omer said.

Via said it is aiming to get passengers to their destinations as "quickly and as safely as possible."

26/12/2022 CTV News Other

'Unacceptable': Transport minister critiques Via Rail situation as Christmas Day trains cancelled

Canada's transport minister took aim at Via Rail on Saturday after some passengers were left stranded overnight on stalled trains following the recent winter storm.

Riders have reported being stuck for as long as 18 hours on Via Rail trains. The Crown corporation says several trains on the Quebec City-Windsor corridor have been immobilized or cancelled "due to extreme weather conditions."

A travel alert posted on Via Rail's website Saturday says as many as 24 trains have been cancelled.

In another update Saturday evening, Via Rail said due to a CN train derailment earlier in the day, all trains between Toronto and Ottawa and between Toronto and Montreal that were scheduled to run on Christmas Day have been cancelled.

'The worst hasn't even started yet' for some in the path of winter storm: Environment Canada

"The current situation with @VIA_Rail is unacceptable and we are in contact with them to resolve all issues safely and efficiently," federal Transport Minister Omar Alghabra said in a statement on Twitter Saturday. "The unprecedented weather has caused delays in our transportation system and the safety of passengers and crew is our top priority."

Alghabra's statement did not say exactly how the federal government is working to resolve the issue.

The issues involving Via Rail come after a winter storm swept across Canada on Friday and continued into Saturday, bringing with it snow, heavy winds and extreme cold.

Via Rail train 55 from Ottawa to Toronto in particular appeared to be impacted, stalling near Cobourg, Ont., due to a fallen tree, which blocked rail lines.

The Crown corporation told CP24 that while it couldn't say when the trains would start moving, customers will be compensated.

"We, however, deeply apologize for this situation and the impact for our passengers and we are continuing to work with our teams and the infrastructure owner to either get those trains moving as quickly as possible or bring them to their final destination with new equipment. Passengers who are travelling on these trains will be provided a full refund," the company said.

26/12/2022 Montreal Gazette Other

VIA Cancels Boxing Day Trains Between Montreal and Toronto

Montreal Quebec - All VIA Rail trains scheduled for trips between Toronto and Montreal on Monday have been cancelled.

The agency made the announcement on Twitter on Sunday evening, attributing the decision to "the ongoing impact of the CN train derailment which occurred on 24 Dec 2022."

The derailment led to cancellations between Toronto and Ottawa and Toronto and Montreal on Christmas Eve and Christmas Day, VIA Rail said. Nearly 30 trains were affected.

But passenger rail service between the cities is set to resume on Tuesday after VIA Rail said it received confirmation of the reopening of the tracks from CN, which owns the rail line.

It's still not clear when full service would return, though, with VIA saying it would operate a modified schedule on the line.

Hundreds of customers reported they were stranded on trains for hours while travelling between Ontario and Quebec over the holidays because of the derailment and the winter storm that swept across both provinces.

"We thank our passengers for their understanding," VIA Rail said on Twitter.

26/12/2022 CBC News Other

VIA Trains Between Toronto and Montreal Back in Service Tuesday After Major Storm

Montreal Quebec - VIA Rail trains going from Toronto to Ottawa as well as Ottawa to Montreal will return to service Tuesday following the closure of a stretch of track on Christmas Day and Boxing Day as much of Canada was dealing with a major storm.

The rail company said trips between Toronto and Montreal would run on a modified schedule, which will be available on its website and communicated to impacted customers as soon as possible.

On Saturday evening, VIA cancelled all Sunday trips along that corridor.

All Monday trips were cancelled the following evening.

Both cancellations were attributed to a CN train derailment Saturday near Grafton, Ontario.

Around midday Saturday, VIA cancelled various Christmas Eve routes as well after passengers aboard trains that departed Friday night had become trapped for hours between stations.

VIA also reported Saturday that another nine trains had become immobilized en route, causing significant delays.

CBC News heard from passengers who were either stranded on trains or had finally arrived at their destinations after major slowdowns, in some cases nearly a full day after their scheduled arrival.

Passengers described cramped conditions, out-of-service bathrooms, and a lack of food and water.

28/12/2022 Ottawa Citizen Other

Sense of normalcy returns for Ottawa train travellers after multi-day shutdown of Via Rail service to Toronto

It looked mostly like business as usual at Ottawa's Tremblay Road Via Rail station on Tuesday morning as travellers queued up to board Toronto-bound trains after three days of major service disruptions.

Some anxiety and frustration lingered like a holiday hangover among those affected by trip cancellations, alongside relief and gratitude to be on the move on the other side of last weekend's storm.

After a CN train derailed on Dec. 24, Via cancelled all trains between Ottawa and Toronto, as well as those on its Toronto-Montreal route, on Dec. 25 and 26.

It's been a rough holiday for Via Rail, to say nothing of what some of its passengers have experienced. Those aboard a Toronto-bound train, which was stopped on the tracks west of Cobourg Friday night by damage from a falling tree, went through a highly publicized travel nightmare that involved spending the night stranded on the train in far-from-ideal conditions, with reports of no access to food, little water and putrid bathrooms.

Via cancelled a number of its trains Saturday, citing "extreme weather conditions and resulting consequences," and then all of them on Sunday and Monday between Ottawa and Toronto, as well as those on its Toronto-Montreal route, after a CN train derailed.

On Tuesday, Lillie May, 20, was heading from Ottawa to Toronto, then on to Stratford to visit her partner, a day later than she'd intended.

She learned at 7 p.m. on Christmas Day that her train the following morning was cancelled and said the last-minute change of plans was stressful. She wished Via had provided more time with its cancellation announcement.

May is supposed to get a refund but said she quickly booked a new train for Tuesday in the interim, seeing that there were just a few seats left, and also changed her return date, spending $280 more out-of-pocket.

Other travellers reported that making contact with Via did allow them to rebook at no cost, among them, Ottawa retirees Terry and Ilonca O'Donnell, also heading to Toronto on Tuesday.

With their original train departure booked and then cancelled for Boxing Day, and abandoned plans to visit family in the Kingston area, the O'Donnells said Via gave them new Ottawa-Toronto return tickets for the same rate as they had paid for their cancelled Kingston-Toronto round trip.

"It was great," said Terry. He also praised the Crown corporation's decision to combine various trains Tuesday along the Montreal-Toronto corridor, cutting down the number of staggered departures. It left him feeling that if something were to go wrong, it would at least simplify the response.

"Gives me peace of mind," he said.

Joseph Aranas, 31, was also able to get rebooked at no additional cost "otherwise, it would have been double the price, he noted" when he called Via directly following the cancellation of his Christmas Day train.

A newly arrived international student from the Philippines, studying IT at St. Lawrence College's Cornwall campus, Aranas spent two unplanned days in an Ottawa hotel in the interim. While it was a bit frustrating, he said, he used the time to check out sights including Parliament Hill for the first time.

In line to board his train to Toronto, Anthony Derrell, 70, said he was feeling a bit more relaxed than he had been previously. He travelled from Pembroke to Ottawa Monday - he found out halfway that his train had been cancelled - then drove back, just to return again on Tuesday.

"Why does it take three days to get a car off the rail?" he questioned. "I'm not an engineer, I don't understand, but that to me is not rocket science."

Contacted Tuesday, Via's media relations team referred the question about why it took so long to clear the tracks to CN, "as the infrastructure is owned by CN and the derailment involved a CN train."

All Ottawa-Toronto and Montreal-Toronto trains would run according to their regular schedule starting Wednesday, Via tweeted Tuesday afternoon, warning that "due to continued congestion on these routes, some delays are to be expected en route."

29/06/2023 Belleville Intelligencer Other Upper Canada Village

Miniature Train at Upper Canada Village Still Out of Service
29 June 2023
Morrisburg Ontario - Work to return the miniature train ride at Upper Canada Village to service remains incomplete 11 months after it derailed.
The popular miniature train, known as The Moccasin, derailed 28 Jul 2022 in what officials called at the time a minor incident.
The derailment was caused by a "sun kink" in the rails, which saw the last car of the train derail.
No injuries were reported at the time of the incident.
Earlier this year, officials with Upper Canada Village operator St. Lawrence Parks Commission told The Leader the train would return to service, however, two months into the season, work has not yet begun.
"SLPC has put health and safety at the forefront of everything it does, adopting a safety-first culture at all its sites," said Geoff Waycik, director of historic sites with the SLPC, in response to questions from The Leader.
"The miniature train at Upper Canada Village will not reopen until it is safe to do so."
Waycik said the SLPC is in its procurement process "to engage a qualified contractor" for repairing the track.
Those repairs will include rebuilding the existing station stop at Crysler Beach on its original loop line, and adding a new station stop near the Battle of Crysler's Farm Memorial building.
"The estimated timeline for reopening is dependent on the results of the procurement process and ensuing contracted work," Waycik said.
The last significant work completed to the Moccasin ride was in 2009-2010 when an extension to Crysler Park Marina was added, nearly doubling the length of the track at the park.
However, many of the signals installed at the time of the extension were never completed or entered into operation.
Over 10 years later, those items remain unused.
The extension itself was not operated after the 2019 season.
Sometime after the end of that season the roadbed which supports the track heaved.
A visual investigation by The Leader in summer 2022 found multiple locations on the extension where the roadbed had heaved, in some cases substantially, and several places where debris was across the line.
This spring, officials said only the original line between UCV and Crysler Beach would return to service at this point.
That line was originally constructed in the early 1960s with the opening of the site.

05/08/2023 Seaway News Other UpperCanada Village Train

Upper Canada Village Train Closed Indefinitely
5 August 2023
Morrisburg Ontario - Out of service for over a year the miniature train ride at Upper Canada Village will remain closed indefinitely.
The ride, which has been shuttered since heat-related track damage caused a derailment on 22 Jul 2022, was to return to service this summer.
At the opening of the season, the St. Lawrence Parks Commission (SLPC), which operates the popular train ride, indicated that repairs to the original loop between Crysler Beach and the village would reopen this year.
The extension loop to Crysler Park Marina was to remain closed this year as additional work is needed to address areas where the track roadbed has heaved significantly.
According to the SLPC, two tenders were issued by the agency, one to repair the track on the original loop, the other for ongoing maintenance of the line.
No bids were received by the end of June deadline for either tender.
"As a result, work will not begin this summer as previously anticipated," said SLPC spokesperson Katie Forrester.
"The team is determining next steps."
The SLPC's three year business plan has $200,000 budgeted in 2023-2024 for the miniature train equipment, and $250,000 in 2023-2024, and 2024-2025 for the miniture train track.
The miniature train has been a visitor favourite for decades at Upper Canada Village.
In June, Geoff Waycik, director of historic sites with the SLPC told The Leader that the agency was planning to rebuild the Crysler Beach station stop, and add a new station stop near the Battle of Crysler's Farm Memorial, while repairs to the amusement ride were made.
The train, known as the Moccasin after the local steam train milk-run that ran between Brockville and Cornwall into the 1950s, last had significant work completed in 2009-2010.
At that time, an extension loop was added to Crysler Park Marina.
That extension has not been used since 2019.
The amusement ride was originally built in the early 1960s with the opening of UCV.

Phillip Blancher.

06/12/2023 KingstonWhig Standard Other

Miniature Train Returns to Upper Canada Village as Alight at Night Begins
6 December 2023
Morrisburg Ontario - The miniature train at Upper Canada Village (UCV) has returned to operation.

The St. Lawrence Parks Commission, which owns the UCV, announced the return of the train from a nearly 18 month absence as the Alight at Night festival opened 1 Dec 2023.
The train, which derailed on 22 Jul 2022 was not in operation throughout the remainder of the 2022 season, and the entire summer and fall 2023 seasons.
"Final testing was completed this week, and the miniature train has been given the green light to operate at Alight at Night," said SLPC spokesperson Katie Forrester in response to an inquiry by The Leader.
No details were released on what repairs were made or how the work was completed to return the train to service.
In August, The Leader reported two tenders issued by the Crown agency relating to the train line, one for repairs, the other for ongoing maintenance of the line were unanswered and the ride was closed indefinitely.
The SLPC's three-year business plan allocated $200,000 for miniature-train equipment, and $250,000 for track repair.
The amusement ride connecting UCV to Crysler Beach and Crysler Park Marina needed track work.
Heat-related expansion kinks in the steel rails were found to be the cause of the 2022 ride derailment.
Asked when the repairs were made, or if the train is operating only to Crysler Beach, or to Crysler Marina during Alight at Night, Forrester responded, "Yes, no changes since the last time we provided information."
The Alight at Night event at the village opened 1 Dec 2023 with more than one million LED lights decorating the buildings of the 1860s village.
This is the 23rd season for the award-winning winter event.
Alight at Night runs Thursday to Sunday evenings until 17 Dec 2023, and is open nightly afterwards until 7 Jan 2024, excluding 24-25 Dec 2023
Tickets for the event are available online only via the UCV's website.
Phillip Blancher.