

# 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.
- 03/09/1884 Ottawa Free Press Other*  
Brockville and Ottawa railway proposal, Brockville Air Line. Survey etc.
- 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.
- 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.
- 02/01/1892 Ottawa Journal Other*  
J&T Ballantyne Coal 54 Elgin corner at Queen.
- 09/05/1892 Ottawa Journal Other Hurdman*  
Laying rails.
- 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.
- 01/08/1895 Ottawa Journal Other*  
Starting to lay asphalt on Sparks street, across Sappers bridge and Rideau street. Temporary tracks are laid on Wellington street while the work is in progress on Sparks.
- 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.

**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.

**04/08/1900 Ottawa Journal Other**

Account of staged train wreck - flat as soda water.

**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 Brockville laying out a route for a proposed new electrical railway between Toronto and Brockville. The new line will extend also to Ottawa and Cornwall. The line will shorten the distance between Toronto and Kingston by thirty-five miles. The company 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 to a point near the village of Carillon, passing through the Counties of Argenteuil, Two Mountains, 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 carry 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 Representatives 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 between 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 between Kingston and Ottawa in connection with a proposed route between Kingston and the Capital and the most suitable route appear to be one which 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 railway 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 for 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 of 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 Brick*

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 will 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 and 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 suddenness,

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 company in Canada. About seven years ago he left the employ of the C.P.R. and was appointed general 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.



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 telegraph 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 of H.B. Spencer. Full obituary.

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 were sent from a C.N.R. train which was 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 from Toronto. . Demonstration a great success.

V. M. K.





**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 of 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 until 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 wheels 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.

**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.



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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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 other 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.

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 too 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 at 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 Pacific (4-6-2) express engine to be built to the design of Sir Nigel Gresley, and cost the equivalent of \$24,000.

Gresley later designed streamlined Pacifics which were among the fastest engines in the world one of 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. Pegler coaxed BR into signing seven years ago.

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

While on tour in the United States 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 States.

Added features

The exhibits on the train range from 16th-century 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.

Full page item. Bytown Railway Society activities



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 Work have 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." .

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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 employment. 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 clouds 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 \$650,000 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 vague 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 Pioneers" and "Canada Goes to War!".

And the leaflet will be essential to the 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 corner 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. Macdonald. 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 guide 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 oonkik 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 spirits.

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 pabulum 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 building 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 cars form a travel-ling extravaganza, offering visitors a half-hour immersion course in Canada's natural, economic and political history.

Moving sidewalks propel spectators 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.





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 delivered 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 because 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 irreplaceable 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.

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 Canadian 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.

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 siding 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.

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)



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

