

Local Railway Items from Area Papers - 1966

20/01/1966 Eganville Leader

Tramway

Dominion Lime Products

Bonnechere Lime Works Closes

Mr. and Mrs. Richard Pillion and family, residents of Eganville for the past five or six years while Mr. Pillion was plant superintendent at the Bonnechere Lime Products Plant at Fourth Chute, have returned to Carleton Place, their former place of residence. Reason for the move is the decision of the proprietor, Mr. S. J. Nielson, to close the plant until such a time as a substantial lime contract can be negotiated. For some time, a higher grade of limestone than that found at Fourth Chute was trucked from Carleton Place, where Mr. Nielson has a similar operation, and processed here, but this was found to be an uneconomical arrangement. Thus, the decision to close was reached.

The lime industry is one of the oldest in this district and it is a pity that the present action is necessary. Besides employing up to fifteen hands, depending on how many kilns were burned there are three on the property successive owners have always purchased large quantities of kiln wood, from farmers in the earlier days, and slabs from sawmill operators in later years. It contributed a great deal to the local economy and it is hoped that changed conditions will enable them to reopen in the not too distant future.

26/02/1966 Ottawa Citizen

Sussex Street

The old train bridge at the end of King Edward Avenue is all but demolished. Another historic landmark - with sinister overtones - being removed from the path of progress. Despite efforts of locomotive engineers who shot hissing steam at kids bathing on the bridge to chase them off, many drownings occurred on the ancient span.

05/07/1966

Kingston (CP)

Kingston

'The Spirit' Takes its Final Place. With picture of 1095.

Engine Number 1095, the Confederation Park's Spirit of Sir John A. was shunted to its final resting place on the Canadian Pacific Railway tracks in front of City Hall Monday.

The Kingston built locomotive has taken up its final location in front of the old CPR station which will form a part of the new park, the city's centennial project.

The Spirit of St. John A. was shunted to the waterfront park by a CPR freight engine during a ceremony Friday night. Major Robert Fray and members of the Kingston Jaycees who purchased the engine from CPR as a centennial project were on hand at dedication ceremonies.

The engine was handed over to the Jaycees by a CPR representative, superintendent of the Trenton division J. F. Crate. The CPR was instrumental in helping bring the locomotive to take its place in Kingston's Centennial Park. Representative of Fairbanks-Morse (Canada) Ltd., formerly the Canadian Locomotive Company which built the engine, was vice-president of manufacturing, James Bergendahl.

The Spirit of Sir John A. will be bolted down to a piece of track as the CPR begins to tear up tracks this morning and move to new headquarters. Children and curious tourists are already travelling to the park site to have a look at the shining 1913 locomotive.

The Spirit of Sir John A. has come to its final rest after more than half a century of service between Halifax and Vancouver.

Smooth Station Switch

Limited parking, no buses, create problems

When the first train rolled into Ottawa Station Sunday morning, there wasn't a hitch.

In fact, the Canadian Pacific Railway's Rideau, coming from Montreal, was 10 minutes early.

And that's the way the station opened - everything in order - no confusion.

There was the usual crowd welcoming friends or relatives to Ottawa, but there were also many curious people - people who wanted to see the new \$300,000 Alta Vista station and to see if everything was in order.

What they saw must have pleased most. There was little doubt the station was ready, despite its apparently unready appearance two weeks ago.

Of course, there was the temporary lunch counter at the side of the huge waiting room, with its red and white striped awning open like a sideshow concession Brisk Business

But it seemed to do a brisk business, and the public seemed to accept it without comment.

Behind it, still uncompleted, is the permanent restaurant which will be able to seat its patrons. It will be some time before this is open.

Then there is the absence of regular furniture for the waiting room - the permanent seats, decorations, the potted plants which will adorn the huge, multi-windowed room. It will be Aug. 15 before these are in place.

A Canadian National Railways official - the CNR operates the new station for both railways, although it is owned jointly by both companies - has promised that the present uncomfortable, backless seats will be replaced by more conventional benches.

Sign Switch

Still temporary are the train schedule signs, brought hurriedly early Sunday morning from the old Union Station. They, too, will soon be replaced by permanent fixtures.

But in working order are such services as telephone, telegraph, porters' booth, car rental, baggage rooms, lockers and restrooms. Escalators leading down to the tunnels and those leading to the trains are also in operation.

The station relocation program is expected to cost \$6,500,000.

Gone now are the trains through Centre Town into the old Union Station, which closed down early Sunday morning.

About 300 people were on hand to see the last train leave the station. Shortly after that, the station was officially handed over to the National Capital Commission.

It is expected that the tracks will be lifted almost immediately to make way for the new parkway - the extension of Col. By Drive from Pretoria Avenue Bridge.

The Corps of Commissioners have now taken over the old station, and they are on hand to direct anyone who may come there hoping to catch a train out of town.

Although bus service has not yet been extended by the Ottawa Transportation Commission to Ottawa Station, taxis were busy coming and going all day Sunday.

A spokesman for the CNR said his company has told the OTC his company had no intention of subsidizing OTC buses.

OTC sees loss

"We're a railway station, whether we're in the centre of the city or on the outskirts," he said. "It's the duty of the OTC to service the station. We don't operate a bus service or subsidize a bus service anywhere in Canada."

Last week, OTC general manager George Brady said the company could lose up to \$100,000 a year providing such a service. Closest bus running past the station is No. 81 on Alta Vista Drive, a quarter of a mile away. There is no pedestrian access to the Ottawa station from there.

Lack of buses is a bonanza to the taxi companies, especially Blue Line Taxi, which has the concession for Ottawa Station. Monday, when Ottawans were returning to the city after the long weekend the company had about 35 cars lined up along the drive leading to the front entrance.

"Sure, it's better without buses," said a Blue Line cabbie, "but then they don't take away business from us. Only those with a single bag. You don't see people riding a bus with two or three suitcases."

Buses sought

But there were some that wanted buses.

"Where is the nearest bus?" asked one new arrival.

When told there were no buses, he reluctantly stepped into a taxicab.

Fare to the Chateau Laurier area, one cabbie said, is about \$1.35. The cost is about \$2.05 to Main Street at the end of the Chaudiere Bridge in Hull.

Around at the station parking lot things were a little crowded. At the peak of the afternoon rush, the lot was full of cars and people were parking along the roads to the station.

At one time there were 130 cars on the paved and unpaved portions of the lot, with at least another 30 - in addition to taxis - parked along the roadways.

Admirers and critics.

Inside, hundreds of people walked around, sat on the temporary benches or stood when they couldn't find room. They criticized, commented, asked questions and stared at various features.

"Why did they put in those dust collectors?" asked one elderly man, referring to the steel beams that criss cross the ceiling of the station. But he admired the ultra-modern design.

"I will remember when they built Union Station in 1912," he said. "There was controversy about it. Many people said, at the time, it was built too low to the ground."

He recalls "sliding down wooden railings" to the edge of the canal before the station was built.

"Now it's changed again," he sighed. "Well I must see if my missus is on that train."

Ottawa's new railway station

The new railway station is far superior to the old. It is clean, airy, and its internal arrangements are efficient. The architects who designed it have also achieved an acoustic miracle: train announcements can be clearly understood. The major flaw remains the lack of local transport service. No doubt this will be solved; but the sooner the better. Perhaps, in addition to other suggestions made the OTC could continue running a miniature bus service from the station to Alta Vista drive - a distance of only a few hundred yards - where passengers could transfer to the regular No. 61 route.

Removal of the station to the Hurdman's Bridge area was made necessary because completion of the Queensway would otherwise have been extremely expensive. That was the main reason why the former Diefenbaker government decided to have the new depot built. Completion of the Queensway is now going forward. When it is finished, a large proportion of people travelling to or from the station will find it more readily accessible, because of the Queensway, than the old depot was.

At the same time, the original concept of the National Capital Commission was to have a large shopping complex built around a plaza near the new station. If this development goes forward, the structure will become the centre of a lively new section of the city.

Finally, removal of the station opens up a potential 22 acres in the heart of the city for re-development. When the Union Station is finally removed - as it should be after centennial year - the federal government might proceed with the original plan to build the national auditorium on the site. It would complement the National Arts Centre, and could accommodate many conventions too small to use the new Civic Centre at Lansdowne Park.

There have been many complaints about the removal of the station since the plan was first announced. Old habits die hard. The close proximity of the Union Station to the city centre was an important convenience. But Ottawa is growing. Many large cities have railway stations a considerable distance from the hotel and theatre area. In Ottawa's case, the new station is a drive of only four or five minutes from the centre. This is not too great an inconvenience for transients wanting to go downtown. For those having their own cars and living in the residential areas, the new location is an improvement. Only the local transportation problem now remains to be solved.

removal of the railway express and freight sheds is slated to begin Aug. 15, with five miles of obsolete railway track to follow soon after.