

# Local Railway Items from Ottawa 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.

**Saturday**

**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.

**Tuesday**

**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.

**Tuesday**

**02/08/1966**

**Ottawa Citizen**

**Alexandria**

**Ottawa New**

Smooth station switch. Limited parking - no bus

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

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

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

<http://news.google.ca/newspapers?id=ULWYAAAIBAJ&sjid=xuwFAAAAIBAJ&pg=5845,70516&dq=railway+l+railroad+l+train+l+cnr+l+cpr+l+bride+l-to-train+l-will-train&hl=en>

**Wednesday**

**03/08/1966**

**Ottawa Citizen**

**Alexandria**

**Ottawa New**

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.

**Monday**

**08/08/1966**

**Ottawa Citizen**

**Alexandria**

**Ottawa Union**

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.