

Local Railway Items from Area Papers - 1967

12/01/1967 Iroquois Post

Kingston (CN)

Cardinal

The old steel bridge at Cardinal which has served the village for half a century called its final burden last week. After 50 years of service carrying road and rail traffic into Cardinal across the Galop Canal, a brief ceremony was conducted by Reeve George Brown and members of Council and the old bridge was swung for the last time. It is now in the process of being dismantled, A causeway has been constructed directly west of the bridge location. Crews from the C.N.R. have been laying track to carry rail traffic to and from the Cardinal Starch , Ltd., plant. An asphalt paved roadway and concrete foot walk will be completed by early summer. St. Lawrence Seaway Authority has a number of trucks working double shift to complete filling in of the canal between the new causeway and the existing one at the west of the business district. Work is scheduled to be completed at the end of the month. Remaining property along the canal banks will be transferred to the town and \$30,000 is to be paid to the municipality for maintenance of the eastern section.,

Caption to picture

Taken a few days ago by Smith's Photo Service, Morrisburg, this picture graphically shows the progress being made on filling the canal at Cardinal. The bridge has been swung out of the way and new rail laid. Trucks are shown coming and going from the "big ditch" which is over half filled. The filling of the canal and the new roadway entrance to Cardinal which add a great deal to the community's main arteries.

14/01/1967 Ottawa Citizen

Renfrew

Carp

Truck rolls over driver after hitting freight

CARP (Special) - A tank truck carrying 1,000 gallons of fuel oil flipped right over its young driver after it hit a freight train near here Friday morning.

Calvin Mulligan, 19, son of Mr. and Mrs. Gordon Mulligan of RR 2 Carp, was thrown onto the pavement and suffered only minor back injuries. "He's very fortunate to be alive," said Constable James Norrie, Ontario Provincial Police, Ottawa.

Mr. Mulligan was driving the truck on the road from Old Highway 17 into Kinburn, about 14 miles northwest of here, about 11.30 a.m.

He told police he did not see the 17-car Canadian National Freight train coming until it was too late to stop. As the truck hit the fourth-last freight car, he opened the door and rolled out.

Ends up in ditch

The truck flipped 32 feet in the air, missing the driver, and landed on its side in a ditch with its front sheared off. The train continued west and damage to it was not known.

The stake truck, owned by Parfield Oils Limited, Ottawa, was damaged beyond repair, police estimated, but the tank it carried will probably be salvageable. Mr. Mulligan's father is the Parfield agent in the Carp area.

Debris from the collision was carried about 75 feet up the track. The driver was checked by his family doctor and allowed to go home.

Police said visibility was clear and the paved road bare in the centre.

01/02/1967 Ottawa Journal

Waltham

Aylmer

Old CPR Station Damaged

An overheated space heater is believed responsible for a fire which extensively damaged the old CPR station on Aylmer's Front Street Tuesday night.

An upholstering business operated by Walter Nelson was housed in the 70-by-30 foot wooden structure. . The firm's main, work area, located in the centre of the building, was gutted. The end sections - used for storage - received heavy smoke and water damage.

Firemen had the blaze under control in about a half-hour.

04/02/1967 Ottawa Citizen

Kingston (CN)

Cardinal

Train cuts truck in half

MORRISBURG (Special) -A 27-year-old district man escaped death Friday when the tandem truck he was driving was cut in two by a passenger train. Kenneth Cameron of RR 2, Finch, is listed in fair condition in Brockville General Hospital today with a fractured right leg and head cuts. He jumped clear of his fully-laden sand truck seconds before it was torn apart by a Montreal-bound passenger train at a level crossing a mile northeast of Cardinal about 2.50 p.m. Friday.

No one aboard the Canadian National train out of Toronto was injured but the lead diesel locomotive suffered extensive damage.

Cardinal is 19 miles east of Brockville.

The impact separated the truck cab from the trailer and carried it 75 feet down the track. Part of the vehicle's engine and two front wheels were found a quarter of a mile further on where the east-bound train finally came to a stop.

The truck trailer, loded with fill for the Cardinal canal project was thrown into the ditch near the marked crossing. It is owned by Harold Smith of Finch.

Cameron said he saw the train and tried to stop but the momentum of the fully-loded truck pushed him onto the tracks. He managed to jump free of the cab just before the train ploughed into it.

Although heavily damaged, the train continued to Cornwall where the damaged unit was replaced.

The OPP detachment at Morrisburg is investigating.

06/02/1967 Ottawa Citizen

Beachburg

Billings Avenue

Train hits car, woman escapes Mrs. C. H. Bradwin, of 142 Rachel Ave., escaped serious injury when her car was demolished by a train at the Billings Avenue railroad crossing this morning.

She was admitted to Riverside Hospital for observation.

08/02/1967 Ottawa Citizen

Beachburg

Billings Avenue

Probe sought of warning light at train tracks

Aid. Don Kay has demanded an immediate investigation to find out if warning lights were working during a level-crossing accident on Billings Avenue at the Beachburg Line Monday.

Mrs. C. H. Bradwin of 142 Rachel Ave. escaped serious injury when her car was demolished by a train.

"I have heard rumors that men were working on the warning signal system after the accident," Aid. Kay said. "Were the lights not operating?"

"We should have a full report on this as quickly as possible."

Driver leaps, train hits auto transport

SMITHS FALLS (Special) - A transport driver escaped injury when he jumped from his transport seconds before an oncoming freight train smashed into it Friday.

Joseph Murray Robertson, 30, of Lyndhurst, was driving a tractor-trailer, loaded with new cars, owned by Roadway Transport Limited, of Scarborough, Ont He was proceeding east on the ninth line in Montague Township, when he noticed the train, a Canadian Pacific freight northbound from Smiths Falls.

He attempted to stop, slipped onto the crossing, and jumped clear just before the freight, travelling at an estimated 50 miles an hour, smashed into the tractor trailer.

Damage was estimated to total more than \$14,000. The tractor valued at \$8,000, was demolished, and trailer damage was valued at \$3,000. The tractor-trailer was carrying seven new cars, one of which was completely destroyed. Four of the seven cars were damaged.

The engineer of the train was Doug McPherson of Ottawa and the conductor Don Gaw, also of Ottawa.

From Bruce Chaoman

Friday, February 10th, 1967, #90 had the GP9 8616 (quite unusual) and RS-3 8457 with the crew noted; the head end brakeman, Don Gaw smudged out, so can't make it out, and the tail end guy was Sam Palmer.

#90 arrived at Ottawa West at 1150 with 16 loads, 18 empties and tonnage 1965.

An unusual move, #51 to Hilton Mines had RS-10 8565-and FP7 4067. so that meant that the 4067 was leading on #52, and they would have switched with that unit leading in the mine...at least they usually had radios then.

17/02/1967 *Ottawa Citizen**Smiths Falls**Woodroffe*

Oil tanker blazes in railway crash.

One man was injured in a flaming crash between an oil tanker and a train on Woodroffe Avenue at 10.09 a.m. today.

The man, Ken Bigalow, 28, of 2172 Regency Terrace was the driver of a double-tanker oil truck which apparently stopped on the railway tracks south of City View.

He is in Civic Hospital in fair condition.

The train hit the truck in the middle of the first tanker section, and the tanker burst into flames as it was dragged down the track.

Flames covered the train engine and burned the front out of a wooden car immediately behind.

The smashed cab of the truck rolled into the ditch on the north side of the track and the flaming tank flew into the south ditch.

Ken Trudeau, a plumber with Smith and Brown Ltd., who arrived on the scene moments after the collision said the driver in the crushed cab was unconscious. However he came to in about five minutes and was able to help rescuers get him out.

Firemen were called to put out the burning tanker.

Ivan Lawrence, head end trainman on the CNR freight bound for Barrys Bay said the train crew had only a few seconds when they saw the truck coming onto the track.

"We ducked, and there were flames all around us," he said.

Traffic was held up for about an hour and a half by the accident.

A new engine had to be brought to remove the train which was taken back to Walkley Yards.

25/02/1967 *Ottawa Citizen**Kingston (CN)**Kingston*

Load shifts, derails flatcar

KINGSTON (Special) - A shifting load derailed a flat-car near the end of a 100-car freight train and tore up an estimated \$4,000 of track about noon Friday four miles west of here.

No one was injured in the derailment of the CNR Toronto-bound train but service was disrupted for about five hours.

The accident occurred on the Montreal-Toronto mainline and scheduled passenger trains were detoured through Smiths Falls.

The flatcar and load of steel rails escaped damage and were placed back on the repaired tracks about five hours later by a repair crew from Belleville.

09/03/1967 *Ottawa Citizen**Alexandria**Ottawa New*

Royal salute dispatches train on its sad journey to Quebec city

Canada's capital said its final farewell to Governor-General George Vanier when the funeral train, bearing the body, pulled out of Ottawa station at 1.08 p.m. Wednesday.

The nine-car CNR train, carrying Mrs. Vanier and other members of the family, Prime Minister Pearson. Opposition Leader Diefenbaker and other dignitaries, travelled to Montreal and on to Quebec City where burial was taking place today.

A baggage coach, specially converted for the occasion, bore the flag-draped casket over which a detail of scarlet-clad RCMP non-commissioned officers stood guard throughout the journey to Quebec.

While a smartly turned-out guard of honor, composed of Royal Military College cadets, stood at present arms, a motor hearse drew slowly up before the sliding doors of the funeral coach at 1 p.m. It had come directly from the Basilica.

Doors close slowly

Eight sergeants of the Royal 22nd Regiment lifted the casket from the vehicle, and carried it the few steps to the railway car where it was taken inside and placed on a black-draped bier.

The doors of the coach closed slowly. Members of the bereaved family, the dignitaries and a group of about 30 newsmen then began boarding the other coaches in the train.

One car was occupied by a detachment of 100 officers and men from the famed regiment, the Van Doos, which Gen. Vanier helped found at the beginning of the First World War.

Hundreds of navy, army and air force personnel, and civilians stood in silence as last-minute arrangements for the departure were made.

Then, at 1.08 p.m., a CNR conductor called out the familiar "all aboard."

The guard of honor snapped to the royal salute, rifles with gleaming bayonets held rigidly before them, and the RCAF Band played God Save the Queen.

21 gun salute

The final 21-gun salute began booming out its message of farewell from a clearing just west of the station, and the train glided smoothly into motion, quickly picking up speed under the thrust of the big twin diesel locomotives.

Red-carpeted and specially fitted with easy chairs for immediate members of the Vanier family, the interior of the funeral car was a bevy of flowers.

A separate coach was also reserved for the family, just behind the funeral car, and a special dining car was designated for the Vaniers, Prime Minister Pearson and other dignitaries.

Long before the funeral cortege left the Basilica after the solemn services there, military personnel and civilians began arriving at the station.

But the sadness of the occasion was evident by the silence which prevailed until after the funeral train had pulled out on its journey to Quebec.

14/03/1967 *Ottawa Citizen**Lachute**Hull*

Train kills man in Hull

A middle-aged man was killed at 1 p.m. when the car he was driving was struck by a train at Montclair Boulevard level crossing in Hull.

The car was carried about 200 feet after impact. Hull police were at the scene checking the identity of the lone occupant.

Man killed as train crashes auto

A 59-year-old Quebec father of three died instantly Tuesday when his car was struck broadside by a passenger train at a level crossing and dragged more than 900 feet.

Harry McLory of Low died from head injuries received when his car, a late model station wagon, was hit by the Ottawa bound CPR express from Montreal at the Montclair Boulevard crossing about 12.55 p.m.

Mr. McLory, superintendent of the Quebec Hydro plant at Pagan Falls, was returning home from a meeting in Hull when the accident occurred. The Montclair Boulevard crossing is protected by flashing warning signals and bells.

Hull police said eyewitness accounts of the accident indicated warning signals were operating and the train whistle had sounded seconds before the collision.

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20/03/1967 *Ottawa Citizen**Kingston (CN)*

Testing turbo trains soon

MONTREAL (CP) - Canadian National Railways will begin testing within a few weeks its new aluminum turbotrains designed to cut passenger train time between Toronto and Montreal to less than four hours.

The outcome of the tests on the sleek units, which are powered by aircraft-type gas turbine engines, will determine the date for beginning passenger service.

Expected starting date is early summer.

The 14-car turbotrains will operate initially at a maximum speed of 95 miles an hour to make the 335-mile Montreal-Toronto run less than four hours, the statement said.

All existing restrictions on train speeds between Toronto and Montreal will be observed including the recently-imposed 35-miles-an-hour speed limit at a CNR crossing in Dorion, the scene of a 20-death bus-train collision Oct. 7, 1966.

There will be three trips a day each way with a turbotrain leaving each city in the morning at noon, and in the early evening.

CNR claims the new trains will be quieter, smoother, more reliable and cheaper to run than conventional trains.

28/03/1967 *Ottawa Citizen**Chalk River**Pembroke*

Suspect nabbed by armed police

Seventeen policemen armed with rifles and shotguns stormed a transcontinental CPR train as it pulled into Pembroke station Monday and arrested a Seattle man wanted on a second-degree murder charge.

Awaiting a decision on extradition procedures, Pembroke police are holding Clemon Blanchey, 32, in custody at county jail under \$10,000 bond. Blanchey is wanted in connection with a gunshot killing in Seattle Mar. 20.

The provincial and Pembroke policemen entered every car of the Ottawa-bound train at 5.10 p.m., less than two hours after receiving a Telex message from Kenora.

The message stated a man answering Blanchey's description had been spotted in Dryden, near Port Arthur.

Describing the suspect as dangerous, the message said the suspect was believed to be carrying a gun.

Pembroke Police Chief Bert Dickie said the accused offered no resistance when found by police in the second car behind the engine.

A loaded .45-calibre snub-nosed revolver was found in the baggage rack just above his head and 35 rounds of ammunition in his luggage, the chief said.

Police were told to be on the lookout for Blanchey when Kenora OPP were notified that a man answering his description purchased a train ticket to Montreal in Dryden Sunday.

An abandoned 1957-model car bearing Washington State licence plates was found in Dryden.

When arrested, Blanchey gave his address as McLennan, Alta.

Seattle's chief criminal deputy Bill Kinzel said that so far as he knew Blanchey was an American citizen and lived in Seattle.

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17/04/1967 *Ottawa Citizen**Prescott**Riverside Drive*

Pair uninjured as train hits car

Walter Berger, 26, of 533 Churchill Ave., knows Saturday definitely wasn't his day.

Mr. Berger's car collided with a telephone pole and then was hit by a train twice several minutes later.

Mr. Berger, stationed at RCAF Uplands, lost control of his car on Riverside Drive Saturday evening and struck a telephone pole near a railing crossing.

He and a passenger, Michael Cornell, 25, of 2129 Honeywell Ave., stepped uninjured from the car, which had bounced onto the tracks.

The Canadian Pacific's transcontinental train from Vancouver then bumped the car off the crossing.

The train hit the car on the right front fender and spun it around, pushing the rear of the vehicle into the side of the train.

The Ottawa bound train, undamaged, was delayed about 10 minutes.

Damage to the car was estimated at \$600.

28/04/1967 *Ottawa Journal**Alexandria**Glen Robertson*

Community Fights Station Closing

GLEN ROBERTSON (Staff) This community of 700 fears it may become a ghost town? Some 30 residents of the town bitterly expressed this fear Thursday at a meeting called by the Board of Transport Commissioners here.

The board was studying local objections to an application by Canadian National Railways to close down the town's railway station and passenger service on the main Ottawa-Montreal line.

BUSINESS SLOW

Only five passenger trains stop at the station each week and freight express business is light, the railway said.

CN officials made last-minute alterations to their proposals when faced with the ire of town residents who gathered for the meeting at the station.

"If you take away our passenger service you will isolate the community completely. We will become a ghost town," one resident shouted. Glen Robertson has no bus service, another pointed out. "We have to spend \$2.56 for cab fares to get to Alexandria," she said.

COMPROMISE

Compromising, officials suggested that instead of closing the station they only replace their agent with an on-hand representative who would take over freighting duties and other tasks at the station.

Last year Lochiel Township council voiced strong objections to CN proposals to close Glen Robertson station. CN officials said Thursday only four passenger tickets were sold on the average each month at the station.

Two Montreal-bound and three Toronto-bound trains stop at the station during the weekend.

Residents asked, as a last resort, if CN could arrange that an eastbound and westbound train be stopped Friday morning and evening at the station.

"At least then we will be able to travel to Montreal and be able to return home the same day," a resident commented.

Little opposition was shown to CN's proposal to replace the agent at the station with an on-hand local representative.

CN officials promised to do everything possible to arrange a morning and evening stop at Glen Robertson of both east and west bound trains on Fridays

CNR puts on extra trains

Additional trains and railway cars are being assigned by Canadian National Railways in its mainline passenger services and in particular in the Ottawa - Montreal service beginning Sunday, April 30.

Schedules and equipment have been arranged to meet the biggest demand for mainline rail passenger services in the country's history. Preparing for this increase in passenger services, CN officials have bought, leased, or rebuilt hundreds of cars in the past three years.

Between Ottawa and Montreal, an additional train will leave the Capital at 10.15 a.m. From Montreal, an additional train will depart at 5.10 p.m. for Ottawa.

On April 30, a new Canadian National time table will be available for the travelling public. The content of the time table has been strongly influenced to meet passenger demands brought on by Expo 67, Centennial activities and the Pan-Am games in Winnipeg.

Other trains in service between Ottawa and Montreal will depart from the Ottawa Station at 7.40 a.m., 12.10 p.m., 4.40 p.m., 4.55 p.m., 8.35 p.m. and 9.05 p.m.

In the Ottawa - Toronto service, trains will depart daily from the Ottawa Station at 9.25 a.m. and at 4.50 p.m. The overnight train will depart from Ottawa daily, except Saturday, at 11 p.m.

The CN reminds its travelling public that coach and parlor car seats aboard all mainline trains will have to be reserved in advance. In other words, only travellers who have taken the precaution to reserve their seats in advance will be certain of their space when travelling between large centres.

09/05/1967 *Ottawa Citizen* *Montreal and Ottawa* *Alfred*

Alfred crash kills 2

ALFRED (Special) A milkman and his helper were killed at a level crossing one mile .south of here early today when their truck was in collision with an east-bound CPR Expo special train.

Killed were driver Floyd Scott, 38, of Fournier, and his helper Raymond Omcr Lavigne, 23.

They were believed to have been working their route when the accident occurred at the county road crossing.

The box of the three-ton miik van was left at the point of impact.

The force of the collision tore the motor and cab of the truck from the frame and slammed it 75 feet down the track.

The train was delayed more than an hour by the accident, which occurred at 7.42 this morning. Hawkesbury detachment OPP are still investigating

13/05/1967 *Ottawa Journal* *Winchester* *Avonmore*

Caption to a photo.

Rail Lines Blocked

Railroad workers have cleared and rebuilt blocked railroad tracks near Avonmore, 25 miles north of Cornwall. Tracks were blocked Thursday when 18 cars of a freight train carrying grain and oil were derailed when one of the boxcars lost a wheel.

13/05/1967 *Ottawa Citizen* *Winchester* *Avonmore*

Railway crews clearing out torn up rail line

Clean-up begins on derailment

CORNWALL (Special) - Canadian Pacific Railway workmen completed clearing and repairing the main CPR "freightl line between Toronto and Montreal late Friday.

Eighteen cars of a 90 - car freight train were derailed Thursday night near Avonmore, 20 miles northeast of here.

Workmen took 14 hours to repair and clean 250 feet of westbound track. It will take at least two more days to repair 300 feet of eastbound track

No one was injured in the wreck.

The derailment occurred on the eastbound track when an axle on one of the cars became overheated and broke.

One of the cars contained grain which was spewed over the tracks and down an embankment. Another which contained tar broke open completely.

At 6 30 p.m. Friday the first train rolled over the repaired section. Because of the repairs, the freight was restricted to 10 mph and took 25 minutes to get by the point.

19/05/1967 *Ottawa Citizen* *Alexandria* *Ottawa New*

Platform costs draw criticism

Aid. Charlie St. Germain was critical Thursday night of the cost of building platforms for the Centennial Train when it is in Ottawa.

"Why don't they transport platforms along with the train"." the alderman wondered.

The city expects to pay about \$5,000 to build the platforms and install signs along traffic arteries indicating location of the train.

The train will arrive in Ottawa July 1 for a two-week stay. It will be near Ottawa Station south of Terminal Avenue and east of Old Alta Vista Drive. It will also be at the west end station for some time.

The matter came up at a traffic committee meeting where off-street parking for 1.900 cars on weekends was approved at the proposed site.

23/05/1967 *Ottawa Citizen* *Lachute* *Hull, Montclair Blvd*

Man killed by train

A 42-year-old father of three was killed instantly Sunday, when the car he was driving slammed into a Montreal-bound CPR passenger train at the Montclair Blvd. crossing in Hull.

Pierre Desrochers, of 80 Des Oliviers St., Hull, was thrown from his westbound car on impact into cement steps on a small railway bridge nearby. He was found 20 feet from his demolished car which had been carried 50 feet along the track.

Normal speeds

Police said the car and train were travelling at normal speeds, 30 and 40 miles per hour respectively, and that the safety lights at the crossing were working at the time of the accident, about 7.45 a.m. Sixteen feet of skid marks were left by the car on Montclair Blvd.

Driver of the train was Sam Thompson, 54, of 65 Melrose Ave., Ottawa.

Mr. Desrochers, a maintenance foreman for Dominion Printing Bureau, is survived by his wife Jeanne, 39, and three children.

Coroner Dr. Gerald Brisson said he does not expect an inquest will be held.

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 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.

Derailment Cuts CN Main Line

PORTAGE DU FORT(Staff) The Canadian National Railways main line was blocked here at 5.30 a.m. today I when a nine-car derailment cut the single track and left four shattered boxcars in the middle of the right-of-way

Fire broke out when a box-car of sulphur split open. Flames were brought under control , before spreading to other cars.

114-car train

The unexplained derailment occurred near the middle of a 114-car eastbound freight train, a quarter of a mile west of the railway station. A tank car and boxcar, both carrying sulphur, were ditched south the line.

The next three boxcars stacked up side-by-side at right angles to and straddling the track. The next car telescoped on impact and two more were derailed but remained upright; apparently undamaged.

The ninth car, ahead of the main wreckage, broke loose and "rode the ties" for 200 yards before coming to rest.

ESCAPE UNHURT

Conductor Fred Swinwood and engineer. Jack Nielson, both of Ottawa, and other crew members escaped injury.

The front half of the twin diesel unit powered train went on to Ottawa.

Railway officials would not estimate how long the line would be blocked.

Trains have been rerouted over Canadian Pacific lines.

Heavy auxiliary equipment has been despatched here from Belleville

In the meantime, two bull dozers are being used to move some of the wreckage.

22/06/1967 *Ottawa Journal**Beachburg**Portage du Fort*

CNR Line Reopened To Traffic

PORTAGE DU FORT. Que. The Canadian National Railways main line. cut here Wednesday morning by a freight train derailment, was reopened for traffic early today.

Heavy equipment was brought from Belleville to clear the line and re-lay 300 feet of up rooted track

Four battered boxcars littered the single track after nine cars left the rails.

Two were ditched and three remain standing on the ties.

Cause of the wreck has not been officially announced.

26/06/1967 *Ottawa Citizen**Alexandria**Ottawa New*

Ottawa next stop for 'history' train

The Confederation train, the Centennial Commission's travelling showcase of Canadian history, will pull into Ottawa July for a 12-day visit.

During its stay, the gaily-painted 15-unit train will be stationed at the CN-CP merchandising terminal site, just south of the new Ottawa Station at Alta Vista. Its six exhibit cars will be on public display between 9 a.m. and 11 p.m. daily.

The train is a sight and sound adventure through Canadian history. Visitors pass through a primeval forest and a darkened mine shaft, over a section of early railway track and into a wheatfield.

They experience a steerage passage to Canada on a sailing ship, live in the hectic years of the roaring twenties, and fight in two world wars.

Also on display will be many historic items and artifacts.

The train will leave early July 13 for Peterborough, the next stop on its 331-day journey across Canada. It will have made stops in 63 of Canada's major cities and towns by the time it reaches Montreal in December.

29/06/1967 *Ottawa Citizen**Alexandria**Ottawa New*

Second parking lot at station will open soon.

A new parking lot to hold 141 cars will be opened next to the Ottawa train station, railway officials announced today.

The lot to be built on the west side of the station is in addition to an existing 160-car lot now in use on the east side.

It is anticipated the new facilities will be available this weekend.

03/07/1967 *Ottawa Citizen**Alexandria**Ottawa New*

Crowds catch history train

Thousands of people waited in line as much as two hours over the week - end for a stroll through the centennial train.

They left with opinions ranging from enthusiastic endorsement to slight boredom, although most appeared to believe the project valuable.

The train, billed as a travelling showcase of Canada from the dawn of history to the present, opened its Ottawa visit Saturday and will be here until July 12.

It is drawn up at the CN-CP merchandising terminal, south of the new railway station at Alta Vista. The exhibits are contained in six of the 15 cars. Despite the Royal tour, the celebrations on the hill and the weather, 8,742 people visited the train on Saturday and 10,876 on Sunday.

Echoed

J. M. Kelly, 17 Fairbairn Ave., echoed the opinion of many. "It's an interesting show but really it doesn't tell adult Canadians very much that they already didn't know about the country.

"New Canadians would learn quite a bit from it and visitors, particularly Americans, would find that Canada has a lot more interesting history than is generally known outside this country."

His son, 15 year old Robert Kelly, however, dismissed the train as a bore. "It tells you a lot about what the politicians and people like that were doing but not very much about ordinary people. It doesn't show anything about young people and that's what I would be interested in."

His complaint appeared to find support in the degree of interest shown by the stream of visitors in different exhibits.

The line showed in sections which reproduced the interior of early colonial homes and the hold of an immigrant ship. People moved briskly past the more impersonal displays.

Learned

All young people did not share Robert Kelly's view. Some, like Luke Prefontaine, 527 Bloor Ave., said they had learned from the exhibits.

"The train showed how Canada began and how it grew," he said. "There were other things that I've heard older people talking about like the wars that I did not know about myself. The train showed what they were like."

Still other visitors, like Mrs. Joan Gagne, of 1953 Connecticut Ave., were without reservations of any kind.

"We came her [sic] Saturday and couldn't get in. We came back today (Sunday) and had to wait about two hours. It was worth it. It's a terrific thing."

Music while they wait

The Ottawa Centennial Committee is planning to put on entertainment for the huge crowds waiting to see the Confederation train at Ottawa Station.

Although 700 people pass through the six - car train exhibition approximately every hour, some have to wait two to three hours, said Roger Scriver, executive director of the Ottawa Centennial Committee.

"To ease the waiting, we plan to bring to the train choral groups that are currently performing on Parliament Hill."

The train, which contains 27 exhibits depicting Canadian history, culture and way of life, arrived here Saturday for a 12-day stop-over. Record

Large crowds have come to see the train, but as yet the one-day record attendance of 11,500 set in Kenora hasn't been broken.

On opening day in Ottawa there were 8,742; Sunday, 10,876; Monday, 9,439 and Tuesday, 7,339 a total of 36,396 in the first four days.

"We have no trouble accommodating larger crowds, as we have 1,967 parking spaces," said Mr. Scriver.

There is also a direct bus service from the Centennial Centre.

"However, people who come here after 9.30 p.m. might not be able to see the train on the same day," he warned.

The train is closed at 11 p.m. and it takes at least 40 minutes to go through it. The last person, he said, must be in the train by 10.20 p.m.

12/07/1967

*Ottawa Citizen**Alexandria**Ottawa New*

105,573 visit train in Ottawa

The Centennial Train, which leaves today after 11 days at the Alta Vista Station, has been viewed by total of 105,573 Ottawans.

Yesterday's total was 10,026, a little more than the daily average of 9,600.

13/07/1967

*Ottawa Citizen**Alexandria**Ottawa New*

113,927 boarded history train

The Confederation Train left here yesterday after 133,927 visitors went through the pageant of Canadian history. The attendance Wednesday was below average. Only 8,354 went through the train.

The total attendance for the complete tour so far is over one and a half million. The train now goes to Peterborough.

28/07/1967

*Ottawa Journal**Prescott**Broad Street*

Demolishing Coal Sheds - McIlraith

The rusty ramshackle coal sheds near the eastern end of the Ottawa River Parkway will be knocked down as soon as the government gets control of them, according to Works Minister McIlraith. The vacant sheds, standing near the edge of the Broad Street yards, were described as an eyesore by the minister who said negotiations with the CPR for them are on the verge of completion. "We have wanted them out of the way since the first of July but we can't do anything until we take possession of them," he said. The buildings and property are part of abandoned railway land which the federal government government is taking over in stages under the railway relocation programme.

01/08/1967

*Ottawa Citizen**Prescott*

Caption to photo of

Tunnel inaugural The NCC's \$4 million railway relocation in the Dow's Lake area was inaugurated today when CPR train No. 90 left Ottawa for Prescott. The train was the first to use the deep cut and tunnel from Somerset Street west, under Carling Avenue, alongside the Experimental Farm's arboretum and under the Ki-dcau canal and Col. By Drive.

05/08/1967

*Ottawa Citizen**Carleton Place**Ottawa West*

Youth held after train stabbing

Ottawa police charged a Lachine teenager Thursday night with the July 29 stabbing of Emilio Penetta, 18, of 50 Preston St., at the Ottawa West railway station.

John Schofield, 18, of 938 Twenty-fourth Ave., Lachine, was arrested in a restaurant by Montreal police Wednesday.

Schofield was brought to Ottawa by Detective Sergeant Norm McGee and Detective John Aldrich.

The wounded youth and a friend, Larry Gagner, 17, of 1460 Chatelaine St., were returning from New Brunswick by train when they argued with two other youths who were using offensive language before a woman and child.

When Panetta and Gagner left the train at the Ottawa West station, the other two youths followed them. Gagner told police one of them pulled a knife and stabbed Panetta. He was in good condition this morning at the Civic Hospital with stab wounds to his left forearm, right leg, chest and abdomen.

09/08/1967

*Ottawa Citizen**Walkley Line*

Aldermen complain about trains

Noisy trains are becoming a major nuisance in the southeast area of Ottawa, two aldermen said Tuesday night.

Aldermen Don Kay and Charles St. Germain said increased rail traffic is causing grave annoyance to residents and disrupting entire sections of the city.

The noise of shunting and horn-blowing in the Walkley Yards is keeping residents awake all night in the Elmvale, Urbandale and Hawthorne Meadows districts, said Aid. Kay.

"I have checked with several doctors and the noise is an actual danger to health and well-being," he said.

Ald. St. Germain said 27 trains per day were now moving through East Ottawa.

"Something must be done about this," he said. "There is a limit to what human beings can stand."

14/08/1967

*Ottawa Citizen**Lachute*

Train slices car, four die.

Four people, three of them children, were killed when a CPR dayliner express from Montreal demolished their car at a level crossing between Gatineau Point and Gatineau shortly after 9 p.m. yesterday.

Stalled on tracks

Arthur Chartrand, 34 year-old husband and father of the victims, and his father, Arthur Chartrand, Sr., jumped from the 1956 model convertible when it stalled on the tracks in the path of the onrushing train.

The two men made frantic efforts to push the car to safety. They jumped clear only seconds before the impact.

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15/08/1967

*Ottawa Citizen**Carleton Place*

TEENAGER PAYS PIPER

A youth firing a gun who hit the pipe being smoked by a CPR employee in a moving train Aug. 6 was fined \$50 in magistrate's court this morning.

"I wasn't shooting at him," said Richard Baird, 16, of 357 Dominion St.

Donald St. Denis, of 420 Parkdale Ave., was in the lead engine of a freight train bound for Ottawa from Smiths Falls when the B-B pellet hit his pipe. Magistrate Sauve ordered the gun confiscated.

02/09/1967 *Ottawa Citizen*

Kingston (CN)

Cornwall

Freight train doesn't cross picket line

CORNWALL (Special) -Striking employees at the Canadian Industries Limited plant prevented a freight train from entering company property here Friday afternoon.

Pickets threatened violence if the Cornwall Street freight train, carrying salt for the chemical plant, attempted- to push through.

There were no arrests.

Two pickets remained at the crossing overnight.

14/09/1967 *Ottawa Citizen*

Beachburg

Woodroffe

Vandals pelting CNR trains

Canadian National Railways police are looking for rock-throwing vandals who are breaking windows on speeding trains near the Woodroffe Anue crossing.

R. E. Beaty, special agent in charge of the CNR's investigation department in Ottawa, said yesterday vandals had broken one window on an eastbound Super-Continental train at the crossing last Saturday.

They had pelted another trans-continental train the previous Saturday, breaking a number of windows. No injuries were reported in either incident.

23/10/1967 *Ottawa Citizen*

Brockville

Jasper

Train wrecks truck

SMITHS FALLS (Special) Two Jasper teenagers were injured, one seriously, Sunday afternoon when their half-ton truck was demolished after being struck by a CNR passenger train at a level crossing, six miles south west of here.

DarreU Learmonth, 18, driver of the truck was reported in critical condition at Kingston Hotel Dieu Hospital. He sustained severe head injuries.

The youth was transferred to the Kingston hospital after examination and some preliminary treatment at Smiths Falls General Hospital.

A passenger, Anson Edmunds, 17, was reported in fair condition in Smiths Falls hospital this morning.

Police reported Learmonth was travelling north on the county road leading from Jasper to Smiths Falls just prior to the accident.

He was turning on a side road at about 2.12 p.m. when the vehicle was struck by the train leading into Smiths Falls from Brockville.

The train struck the truck and dragged it along the track for 112 feet and throwing it 24 feet into the west ditch.

Edmonds was thrown clear of the wreckage, but Learmonth was pinned in the cab.

The crossing is marked with railway signs. The train was travelling an estimated 40 mph when the accident occurred.

The engineer was Herbert M. Reach, 17 Gilmour St. Ottawa.

31/10/1967 *Ottawa Journal*

Montreal and Ottawa

Ottawa

CPRTransfer Completed

Transfer of Canadian Pacific .services from Ottawa west yard to the new Walkley yard and the Ottawa Station Hurdman area merchandise section was completed with a final move Sunday.marking the final step in the NCCs railway relocation program.

The relocation was gradual, with yard and carload freight offices, rolling stock, active power, diesel and car shops, thousands of tons of related equipment and personnel being transferred, without any interruption in service over the past eight years.

The CPR Piggyback terminal was moved last year in the process to a site adjacent to the Walkley Merchandise Terminal. It has been in operation since the closing of old Union Station in summer of 1966.

02/11/1967 *Ottawa Journal*

Montreal and Ottawa

Ottawa

CPR PiggybackTerminal At Hurdman

Canadian Pacific's piggyback terminal, formerly located at Ottawa West, is now In operation at Hurdman, near Ottawa Station.

The piggyback installation was moved last weekend at the same time that the CPR's motive power, rolling stock and shop facilities wera transferred in two days to the Walkley yard from the Ottawa West yard which was closed as a major concluding step In the NCC's overall railway relocation program here.

16/11/1967 *Ottawa Citizen*

Alexandria

Vars

Santa here Saturday.

Santa Claus is coming to Ottawa Saturday, by helicopter and train.

He will touch down at Vars, where a welcoming committee of 2,000 children and adults will meet and accompany him to Ottawa on a special train.

The train will arrive at Union station at 10.45 a.m. A parade from Daly and Nicholas Streets at 11.35 a.m. will go along Daly to Nicholas, along Nicholas to Rideau and left on Rideau Street to Freiman's department store.

Court heard of fight and stabbing

To resume a fight that had started two hours earlier on a train, Emilio went behind the old Ottawa West CPR station with a Montreal youth shortly after noon July 29.

But the Montreal youth surprised him by pulling a knife, Penetta testified Wednesday.

Penetta countered by picking up a rock and throwing it, he recalled. But he missed and in the ensuing fight was stabbed four times.

Testifying at the trial of John Schofield, 18, for stabbing with intent to wound. Penetta said the fight had started when the train was a short distance out of Montreal.

He had objected to a friend of Schofield's using obscene language with ladies present in the railway coach. Schofield had taken up the argument, said Penetta, a student at Ottawa Technical High School who lives at 50 Preston St.

Needling kept up

As the journey continued Schofield "kept on trying to annoy me turning around and saying things," Penetta told assistant Crown attorney D'Arcy Finn.

This resulted in a shoving match at one point when Schofield stood to put something on an overhead rack. "

I stood up and asked him if he wanted to fight right now," said Penetta. "Then I pushed him."

The scuffle was stopped, but the angry words continued. When Penetta and a friend, Larry Gagne, got off the train at the Ottawa West Station they were followed by Schofield and his friend.

"Schofield said he still wanted to fight. I was getting fed up, so I said okay," Penetta testified.

Penetta said he followed Schofield towards the back of the station when Schofield stopped and turned around.

"I saw a knife in his hand my reaction was to pick up a rock," Penetta said.

He threw the rock and lunged forward trying to grab Schofield's knife arm, Penetta said.

But Schofield lifted his arm and stabbed Penetta in the chest.. Penetta picked up a small rock and threw it. Then he looked down at his chest to check the wound, he said.

As he did so, he saw Schofield coming at him with the knife. He put up his right arm to stop it. He was hit with the knife which went through the fleshy part of his arm, said Penetta.

Schofield came at him again and Penetta lifted his knee, which got cut. Then Schofield stabbed him again in the chest.

Penetta turned away from Schofield and walked towards the station. "I wasn't worried about anything more that could happen to me," he explained.

The two chest wounds caused Penetta's left lung to collapse, testified Dr. F. N. Brown, a specialist in general surgery at the Civic Hospital who examined him.

Both these wounds were one-half inch wide and two inches deep. In addition the flesh at the knee was cut to the bone. Penetta spent nine days in hospital and is fully recovered.

Defence attorney Arthur Cogan was expected to begin his cross-examination of Penetta today as the trial before County Judge A. E. Honeywell and a General Sessions of the Peace jury continued.

20/11/1967 *Ottawa Citizen**Alexandria**Vars*

2,200 arrive with Santa.

More than 2,200 Ottawa children and their parents travelled to Vars Saturday in a special excursion train to greet Santa Claus as he flew in from the North Pole by helicopter.

Several seized the opportunity to present their Christmas lists to Pere Noel personally.

Con. Ernie Jones officially welcomed Santa to the city at Ottawa Station.

About 300 others had gathered at the station to greet him.

A parade through downtown followed as Santa was accompanied by the Governor General's Foot Guards, baton twirling majorettes from the Marjorie Bishop School, a group of dancers from Diane Farell's Ottawa Diplomats and students from Algonquin College dressed as clowns.

Besides Santa's traditional sleigh and the reindeer float, there were several floats from "Fairyland."

The Little Old Lady who lived in a shoe was joined by Cinderella and the Pied Piper of Hamelin. Puss in Boots and Little Red Riding Hood also greeted the children and parents lining the parade route down Nicholas Street and along Rideau Street to Freiman's downtown store.

22/11/1967 *Ottawa Citizen**Chalk River*

Lady 'op' saved old No. 7

CPR telegrapher and station agent Mary McCarthy of Chalk River, who has retired after 24 years service, was feted by friends last week.

On the night of Dec. 3, 1943, Mary only a month on the job watched two sections of scheduled No. 7, filled with troops, pull out of a siding at Mackey Station.

After they were cleared, a freight, travelling in the opposite direction was signalled through. And almost at once, an unscheduled third section of No. 7 pulled out onto the main line!

Unable to reach the Chalk River despatcher by wire, she got him frantically by 'phone and he telegraphed the Moor Lake despatcher just in time to flag down the trains rushing headlong at each other!

30/11/1967 *Eganville Leader**Renfrew**Killaloe*

Killaloe Station To Close

A further indication of the changing times is the decision to close the Canadian National Railways Station at Killaloe, effective December 7th, and have express shipments held on hand and accepted for transportation by Mr. Vincent A. McCue at his grocery store.

As the only means of transportation, after the stages ceased to operate, and until the advent of the motor car and buses, it was the scene of many gatherings, happy for young newly-weds embarking on their honeymoon, sad for those receiving the remains of loved ones who had died elsewhere. Or, for the rousing welcome given to Martin Garvey on his arrival home from overseas service during World War I.

Mr. Albert Thurston was the last regular agent and latterly Mr. John E. Redmond, CNR, Agent, Eganville, has taken care of the billing.

Much of the decline in rail shipping is attributed to the high shipping charges now in effect.

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 6200 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.

21/12/1967 Ottawa Citizen

Kingston (CN)

Brockville

Man jumps from train, body found

BROCKVILLE (CP) CNR police today found the body of a Toronto man who they said threw himself from a Toronto-Montreal Rapido train Wednesday night.

A passenger went to the train's club car washroom about 7.30 p.m. and found a window broken and some clothing. There were blood stains around the broken window.

Police were notified when the train stopped at Brockville for 11 minutes.

Provincial police identified the body as that of Kan Chiu, 33.

23/12/1967 Ottawa Citizen

Chalk River

Arnprior

Car hits train, driver injured

ARNPRIOR (Special) A young man is in hospital after his car struck a train at Waba siding, 10 miles south of here.

Donald Fridgen, 20, of Arnprior is reported in satisfactory condition with internal injuries at Arnprior District Hospital. He was the driver of a car which ran into a train at the railway crossing on Highway 29 near Waba siding, shortly after 9:30 p.m. Friday.

30/12/1967 Ottawa Journal

Alexandria

Alexandria

Derailment Delays Passengers

ALEXANDRIA (Staff) Ottawa-bound passengers aboard a CNR train from Montreal Friday night were taken to Ottawa by three school buses from here when the main Ottawa-Montreal line was blocked by a derailment.

Wheels from a car of an earlier eastbound freight train were believed to have jumped the track causing the car to derail and blocking the line for several hours. CNR police are investigating.

30/12/1967 Ottawa Citizen

Chalk River

Pembroke

Driverless truck, train in collision

PEMBROKE (Special) A driverless transport truck loaded with 31 tons of sheet steel rolled into the path of the Vancouver-bound Canadian Pacific Canadian here Friday night, causing \$9,500 damage.

No one was injured, but the train was delayed about half an hour after it collided with the trailer section of the transport at 7 p.m. and carried it more than 200 feet down the track.

Police said the truck, owned by Tians-Provincial Freight Carriers of Sault Ste. Marie, Ont., had been parked on a hill near Pembroke Steel Equipment Company when the parking brake slipped.

David Brown, 21, of Queensville, Ont., was in charge of the truck.