

# Local Railway Items from Area Papers - 1968

*15/02/1968 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge*

The dismantling of the railway bridges on the CNR (sic) line running north from the Interprovincial Bridge is expected to begin within a few days

*09/05/1968 Ottawa Journal Belleville Perth*

Soon to be closed

Perth. The CPR station at Perth will soon become a deserted landmark

The station agent there, Dalton Campbell, was advised this week by W.J. Bowles, general manager of Canadian Pacific Railway, that it is the company's intention to close the Perth station. Several other stations in the Trenton division are scheduled for closing. The earliest closing date was set for July 28.

The present station staff including the express service is five.

The pickup and express delivery will be handled out of Smiths Falls when the Perth station closes. Telegrams will be handled through the Kingston office. It is expected that the CPR will inform the public in more detail as to the new setup in services.

The last two passenger trains to stop at Perth were discontinued Jan. 24, 1966. In the 1930's 14 passenger trains came through Perth each day.

Marathon Realty, a section of CPR, notified Perth town council that it would co-operate in leasing a 3 1/2 acre section of land at the station for an industry. Any construction on the property would have to be on a longer term lease.

*18/07/1968 Eganville Leader Eganville Eganville*

The End of Steel For Herman Scheer

Coincidental with the closing of the Eganville Section of the C.P.R., Mr. Herman Scheer, the last man to hold the post of foreman, also closed out his career and he is pictured above as he pulls into the station with the "speeder" to be warmly hosted by fellow C.P.R. employees and also to be presented with a purse of money on their behalf by Mr. Deb. Rose, of Haley's, Ont.

Mr. Scheer began his railroad career in 1926, under the fore-manship of the late Ira Whalen, who prided himself on being able to accomplish a great deal without too much exertion. Most of Herman's time was spent in Eganville, with the exception of five years in Douglas, and short stints at Chalk River, Meath, Renfrew and Pembroke. Mr. Scheer recalls that \$2.00 a day was the going wage when he started but the daily rate was \$21.21 when he wrapped up the job in April. The other steady man on the Eganville Section, Mr. Reinhold Lemke, has been absorbed by the Renfrew Section, which has a greatly enlarged beat.

A Trip to Queens Park on the Open Streetcar.

A Flashback By Claire Mitchell

"Taking the street car" in Ottawa in the year 1910 was not a daily habit with us. It was only on special occasions that we could enjoy this luxury and the trip to Queen's Park was such an occasion.

Queen's Park, or Victoria Park as it was sometimes called, was situated on the Ottawa River a few miles west of Aylmer, Que., and was, for many years, an exciting place to go for a day's outing with the family.

Besides the zoo — which consisted of a huge black bear, a deer and fawn, a fox, raccoons and ducks and geese — there was a picnic area in a picturesque grove, a "shoot-the-chute" ride at the pier, where in a wooden boat one was catapulted down the slide out onto the Ottawa River and by means of pulleys was drawn back to the starting point; a laughing house of distorting mirrors; a merry-go-round and a roller skating rink. Music for the merry-go-round and rink was supplied by a steam driven calliope.

There was a bathing house with about 20 cubicles for those who wanted to go swimming. Though the shoreline was stoney, many hardy ones took advantage of the cool water. Bathing costumes in those days, especially for women, were not conducive to vigorous swimming, nor to sunbathing, since the body was covered from neck to toes, with stockings meeting the voluminous bloomers just below the knee.

In the late twenties, Queen's Park was forced to close due to the popularity of the automobile which gave people greater mobility for-travelling to more distant places.

But as a child in the early 1900's, the street car was the only means of transportation for most people, and the only way to get to Queen's Park.

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It was on a beautiful midsummer morning in 1910 with the sun a burnished orange in the sky giving promise of a hot day, that we waited impatiently for the streetcar. Finally it thundered toward us and stopped with a clamor of screeching and hissing brakes.

We were hurried out into the road and clambered up to the wooden seats running across the width of the car facing the front, and we had begun our two great adventures — a trip on the open electric street car and a visit to the zoo.

The conductor, who walked along a narrow running-board platform the length of the car, waited until everyone was seated, then pulled a cord above him which made a tinkling sound at the front where the motorman stood doing strange things with a large handle in front of him and with a "clang, clanging" noise we were on our way. He turned the handle round and round, back and forth, to regulate the speed of the car.

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We watched fascinated as the conductor walked along his narrow platform, swaying to the movement of the car, holding on to poles at the end of each row of seats. He held out a metal box to each passenger and a nickle was pushed into a slot at the top, falling with a little clink to the bottom.

Arriving at Major's Hill Park, where the Chateau Laurier was under construction, opening two years later in April, 1912, we descended a long flight of wooden stairs, which led down to the Hull Electric Railway terminus on the same level of the railway tracks.

We then proceeded via the Royal Alexandra (Inter-provincial) Bridge, through Hull and westward beside the CPR tracks to Queen's Park.

Though the day was hot, there was a lovely breeze through the open car as we clipped and swayed along at the fantastic rate of 15 to 20 miles an hour.

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At last we arrived at the Park, with its gay sounds of music and shouts of children. Our first stop was in front of the cages where strange animals' paced back and forth. The great black bear, as he paced up and down behind the bars of his special cage, held most of our attention. But even the smaller animals, to a city bred child, were exciting and fascinating.

The older Children were allowed on the thrilling shoot-the-chute ride but we smaller siblings were content with the merry-go-round.

Then we were rounded up for our lunch of sandwiches, cookies and oranges in the picnic grove. We washed at the old pump that spewed out ice cold water, which we drank with relish- from a metal cup chained to the pump. Later in the afternoon we had ice cream from a concession at the Park.

Then all too soon, the thrilling day was ended and we headed for the terminal. As the streetcar approached we could see the motorman as he turned the handle back and forth until this great monster once again stopped beside us.

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As we jogged along the metal tracks, rumblings of thunder could be heard in the distance and clumps of black clouds tore across the sky. Then the thunder became louder and the breeze had turned into a strong wind. The lightning was great gashes of white flame in the sky followed by crackling thunder.

The conductor was trying to pull down the side-curtains, but gusts of wind ripped them out of his hands.

Then with the help of some of the passengers, curtains on both sides were securely fastened which gave the feeling of being trapped in a dim floating, windowless room, which soon became hot and close.

Slashing sheets of rain beat against the curtains and a hubbub of voices and cries of frightened children was heard over the crashing of thunder and howling of the wind as it tried to tear loose the flapping side curtains.

Then suddenly, there was silence. The curtains stopped flapping, the thunder stopped roaring and even the gloom in the car seemed to be lessened. The conductor rolled up the curtains and once again we could look out. The sky was miraculously clear with the sun shining brightly.

When we reached home, our tears and fears of the storm were forgotten, as we recounted the experiences of our day at Queen's Park.

31/08/1968 *Ottawa Citizen*

*Lachute*

Girl rescued after fall into deep railway cut.

<http://news.google.ca/newspapers?id=VbYyAAAIBAJ&sjid=ouwFAAAAIBAJ&pg=771,3316300&dq=railway+l+railroad+l+train+l+cnr+l+cpr+-bride+-to-train+-will-train&hl=en>

The finished product 1,440-foot lengths of tracks roll off the assembly line onto a string of 30 flatcars and into their "pigeon-holes" for transportation. Trains of 30 flatcars are leaving Smiths Falls regularly regularly now.

SMITHS FALLS The familiar clackety - clack of train wheels a sound that lulled many a railroad passenger to sleep will soon be just a memory.

A Canadian Pacific Railway crew from Winnipeg has moved into Smiths Falls and is now producing and shipping from here an entirely new process of railway tracks in which the conventional 39-foot track lengths are welded into a single piece of track 1,440 feet long.

The company's new welding railway plant will mean a substantial difference in the ride of trains in the future-like a car when it comes off a gravel road onto a paved highway.

Forty strings of the 1,440 foot rails are now leaving Smiths Falls regularly on trains comprising 30 flatcars. These kind of track will eventually replace all the CPR's old tracks.

It takes an hour and 48 minutes for one string to roll off the assembly line, and when in full production the plant will turn out 5.6 track miles or 11.2 miles of rail per week.

The "portable" plant is made up of four diesel units that have been stripped of all their original equipment. The long-range plan of producing the tracks is being headed here by M. S. Wakely, assistant assistant engineer of tracks and G. I. Pollock, superintendent of the plant.

The process works this way: unit one is the polishing car. Conventional rails are brought in and polished to insure proper welding contact.

Unit two is the welder and stripper. The rails are welded and butted together under 60 tons of pressure. Surplus metal goes to the stripper within 20 seconds to maintain the contour of the rail.

Unit three is where the grinding and inspection takes place. Here the rail goes into a grinder to make sure the base and edge of the rail are in proper contour.

The new extra - long rails are pushed out onto trains made up of 30 flatcars, in lengths of 1,440 feet.

The flatcars are designed to hold the rails loosely in what are known as pigeonholes so that the train can move freely around curves.

Three feet of the track is lost in the welding process.

The fourth unit is a power car which produces all the power for the entire operation.

Glen Pollock, plant superintendent, explained that allowance for winter-to-summer expansion is provided for by a 36-foot rail installed between each 1440-foot one.

08/11/1968 *Ottawa Citizen*

Alexandria

Vars

Santa flies in Saturday

With snow in short supply down south, Santa Clause (sic) is exchanging his reindeer for a helicopter Saturday to visit Ottawa.

He will land at Vars from the North Pole to be greeted by 2,000 children and adults. Then he will board the 19-car CNR train to mingle with the children on the return trip: tickets for the Ottawa-Vars return ride were handed out at the Freiman's downtown store last Saturday.

At Ottawa Union Station, Ald. Harold Waddell will welcome Santa on behalf of the city at 10.45 a.m.

Santa will then be featured in a gay parade downtown to Freiman's store. Taking part will be the Governor General's Footguards' Band, baton twirling majorettes, clowns, fairyland personalities and many of the children's favorite animal friends.

The parade will start at 11.35 a.m. from the corner of Daly and Nichlas Streets travel down Nicholas to Rideau and along Rideau to Freiman's

23/11/1968 *Ottawa Citizen*

Alexandria

NCC cleaning up old bridge sites.

The abandoned truss bridge on the Rideau River just south of the Queensway is ugly and dangerous.

The three 150-foot long sections obviously were designed for efficiency, not beauty.

the big triangulated beams might be acceptable in a hidden spot in an industrial area, but certainly not beside a major access road to the capital and in an area which is being rapidly upgraded.

Besides that, old abandoned bridges of this type are an open invitation to exploring children.

Thus the decision of the NCC to demolish the old relic should be greeted with enthusiasm.

It has served its purpose - from the days when the old Montreal-Ottawa railway line crossed it until a few years ago when the railway tracks in the area were phased out.

Demolition was slated to start on Wednesday. And it should be interesting to watch because the bridge presents problems not faced in similar demolition jobs on the Rideau River.

Before, it was possible simply to knock the bridge into the river, then pull out the bits and pieces with a crane. But the water is too deep in this particular spot to try this - which means the demolition crews are going to have to either build a pontoon rig underneath or a bailey bridge beside it to get it down.

To the NCC this is simply part of a clean-up job on railway bridge sites. One other bridge on the Rideau River in the Mann Ave. area has already come down, as has the bridge on the Rideau Canal at the end of Dows Lake.

06/12/1968 *Ottawa Citizen*

Beachburg

Half a million subsidy for rail bridge.

Over highway 7 and 15 just north of Bells Corners.

<http://news.google.ca/newspapers?id=a8cyAAAIBAJ&sjid=gOwFAAAAIBAJ&pg=935,1522664&dq=railway+railroad+train+cpr+bride+-train+-will-train&hl=en>

09/12/1968 *Ottawa Citizen*

Alexandria

National Capital Commission

Removal and disposal of concrete abutments and piers from two abandoned railway bridges over the Rideau River in the Hurdman Bridge area.

09/12/1968 *Ottawa Citizen*

Montreal and Ottawa

National Capital Commission

Removal and disposal of concrete railway bridge abutments from Laurier Avenue to St. Etienne Street, Hull, Quebec.

Request for tenders.