

# Local Railway Items from Ottawa Papers 1970

**23/04/1970**    *Eganville Leader*                      *Eganville*                      *Eganville*

## Old CPR Station Is Disappearing

This week brought the first sign that the long-awaited face lift for the Village of Eganville may be getting underway as demolition was started in the CPR station, by Alec Rutledge, of Shawville, Que. The station has stood in its present site in the centre of the village for around half a century, but the property will now revert to the municipality. The tracks leading to it will also be removed as work commences on the installation of the new sewage system.

**11/06/1970**    *Eganville Leader*                      *Eganville*                      *Eganville*

## CPR's Eganville Line Loses \$112,679 In Three Years

CP Railway had actual loses totalling \$ 112,679 on its Eganville branch line during the three years 1966-1968, the Canadian Transport Commission reported today in a formal notice.

A decision on whether to allow abandonment of the line is to be made June 22.

The railway filed an application 21/2 years ago for authority to remove the 19-mile freight line, but the application, along with a number of others, was held in abeyance during completion of the Commission's costing procedures.

Commission analysts have determined that CP Rail's actual loss on the Eganville line rose from \$33,221 in 1966 to \$39,894 in 1967 and declined slightly to \$39,564 the following year. Carload traffic dropped from 372 cars in 1966 and 127 in 1968.

The Eganville branch runs off CP Rail's transcontinental line half-way between Ottawa and Pembroke. It was built in 1892 by the old Atlantic and Northwest Railway to serve a string of small Ottawa Valley communities.

**07/10/1970**    *Eganville Leader*                      *Eganville*                      *Eganville*

## CPR Rail Removal Ends An Era

The C.P.R. rails which once ran through the centre of Eganville and contributed to its prosperity have almost disappeared. A work crew from the firm of John Wheelwright Ltd., Railroad Contractors, have almost completed the removal of 1500 feet of rail which have been a part of the village since 1892.

The job was planned by Dalton G. Dow, P.Eng., railway division manager and the work is proceeding at a fast pace. The removal of the track is necessary to facilitate the forthcoming road building program through the village. While the passing of the rails is essential to progress, they were welcomed by an earlier generation of Eganville residents when it took well over four hours to reach Cobden by stage in fine weather. But the stage could be mired for hours in mud, while the train awaited its arrival in Cobden.

**25/11/1970**    *Eganville Leader*                      *Renfrew*

## Local CN Station To Lose Agent

Canadian National Railways has been granted permission by the Canadian Transport Commission to remove agents from seven stations in Ontario and Quebec, it was announced Friday.

Among the stations affected are Eganville and Renfrew.

The Commission noted that each station, as long as it is serviced by passenger trains, shall be "kept clean, heated and lighted."

**25/11/1970**    *Eganville Leader*                      *Eganville*

## Railway News

The Canadian Transport Commission has approved part of a Canadian Pacific Railway application asking to abandon the company's branch line between Payne and Eganville, it was announced last Thursday.

CP rail originally asked to cease operations for the full 18.9 miles between the two points. The commission ordered only partial abandonment 9.5 miles between Douglas and Eganville when a Douglas business firm opposed complete cessation of service.

The commission said the branch line "is uneconomic and is likely to continue to be uneconomic."

**Saturday**                      **30/12/1970**                      *Beachburg*                      *Dunrobin*

## CNR SUPER CONTINENTAL DERAILED with picture

Eight cars of the 12-car Super Continental left the tracks near Dunrobin. Out., 20 miles northwest of Ottawa, slightly injuring 15 persons. The passenger train, travelling east on the Vancouver-Montreal run derailed about 500 yards from the nearest road. Snowmobiles were used to carry the injured to ambulances after the early evening wreck. The eight cars which left the tracks came to rest in deep snow, about 20 feet from the rails. At the current Canadian Transport Commissions safety hearings, Chairman D. H. Jones criticized the CNR for the handling of safety procedures following the

Ten cars flip rails - only 13 injured. With picture.

Only two persons were detained in hospital following the derailment of the crack Canadian National Super Continental train, 20 miles west of Ottawa late yesterday afternoon.

Ten cars --- one flipped over on its side about a mile from the village of Dunrobin. The engine and another car stayed on the tracks.

More than 500 yards of track was ripped apart or thrown out of alignment

CNR police are investigating the accident. Its cause is undetermined but it is known that it started with the back wheels of the locomotive.

A CNR spokesman said today he doubted the rails were responsible for the pileup. They were laid less than three years ago - a short time in the life of railway track.

It is expected to re-open the line to traffic travelling at reduced speeds by late Thursday night.

CP Rail tracks will be used until the cleanup is completed.

The CNK spokesman said estimates of damage have not yet been made, but added it would have been kept to a minimum because of deep snow which cushioned the impacts. Each passenger car is valued at \$250,000.

Thirteen persons received treatment for minor cuts and bruises at two Ottawa hospitals. Gordon Hamilton, 60, of Montreal, and Evelyn McPhail, 54, of Melville, Neb., were admitted to Civic Hospital. Mr. Hamilton suffered a wrenched back while Miss McPhail, who suffered a bump to her head, was held for observation.

The train was carrying 160 passengers.

House shook

Mrs. Frances Kavanagh, who lives a quarter-mile east of the straight stretch of road where the accident, occurred, was preparing supper at the time of the derailment at 5.30 p.m.

Mrs. Kavanagh said she did not realize the train was off the rails until her son told her.

A passenger staggered into the house about 6 p.m., she said, having walked across the field. Later, two youths on a snowmobile brought train conductor Paul Machy over so he could telephone Ottawa for assistance.

Other snowmobilers brought injured people over to ambulances waiting by the house. Some of the injured were carried across by stretcher in the subzero weather.

A special three-car relief train arrived about 8.30 and returned to Ottawa with the weary, anxious passengers shortly after 11 p.m.

Conductor Machy said no one panicked in the confusion. Passengers were moved into an observation car and a parlor car to wait for rescuers.

At Ottawa Station, the passengers, many of whom had had nothing to eat since noon, were fed and bundled on special trains to continue their east-bound journey.

(See also page 37)

Supertime saves train's passengers (with photo)

Supertime saved countless people from serious injury when the CNR's Super Continental jumped the tracks near Dunrobin Tuesday.

The only sleeping car No. 20 to flip over on its side in the derailment contained only two persons. The rest had gone to the diner at the first call.

"I was standing with my hand on the door," said Francis Lemieux, 68, of Longlac, Ont., one of the 160 passengers.

"One moment I was standing upright, the next my head was on the floor. I'm never going to forget that.

"First I wanted to smash a window because I was afraid of gas, but then I discovered I was standing on the window."

Mr. Lemieux tried to reach a woman, the only other occupant of the badly damaged car, who was crying with pain from a shoulder injury. "But there was luggage and shoes and stuff all over the place and I got tangled in the curtains."

All the lights were out in the car, he said, but finally he helped her by pushing her out by her legs.

Ray Story of Scarborough said his greatest fear was that his car would derail. "We could hear the rails splitting, and in our car the berths were coming down.

"Some people were injured in the washrooms or in between cars."

Everything flew

Glen Cheriton, travelling from Edmonton, said two tables broke loose in the dining car and cutlery and dishes flew off the tables.

Despite all the flying missiles, only one person, a steward, was hurt, while one of the waiters may have been scalded. Two students, Ellen Hagenan, 21, and her/brother Rob, 22, of Seattle, Wash., were on their way to Montreal to visit their parents.

Rob said the track was straight at the accident site and the train appeared to be moving at 35 miles an hour.

"It felt like it was braking badly. The shocks increased and then everything was thrown around in the dining car.

"It was quite exciting. I wouldn't have missed it for the world."

But for one passenger, who declined to identify himself, it was just another annoyance in a trip running behind schedule.

"There was a lot of shaking; we heard a lot of rumbling and then we waited for three hours to get out."

A relief train had brought the passengers to Ottawa from the accident site.