

Local Railway Items from Area Papers - 1971

23/01/1971 *Ottawa Journal*

Kingston (CN)

Long Sault

Freight Train Derailed

A Canadian National .Railways freight train was derailed east of the Long Sault Station Friday when 23 cars, carrying steel bars, were forced off the tracks. No one was injured. Cause of the derailment has not been released by CNR.

Engineer Ernest Jackson of Brockville said the Toronto-Montreal train was travelling about 55 miles an hour at the time. Six cars remained on the tracks. About 400 feet of eastbound track was demolished. Passenger service has been disrupted and CNR is providing bus service from Cornwall to Toronto while work crews repair the track.

Toronto! - Montreal passenger trains are being diverted at Brockville to Smiths Falls and from there will take a Canadian Pacific Railways line to Montreal.

16/02/1971 *Ottawa Journal*

Walkley Line

Six Cars Of Train Derailed

An ice build-up and drifting snow from the weekend storm has been blamed for the derailment early today of a freight train on the Walkley rail line, near Russell Road. There were no injuries.

Six cars of a CNR freight train, departing the Walkley marshalling yards, left the tracks at 2.35 a.m. A CN spokesman said the derailment would cause few problems for other rail traffic and other trains are currently being rerouted around it.

Repair crews from Montreal had put four cars back on the rails by noon today and a CN spokesman said the track should be cleared by evening.

The spokesman said there would be an investigation to determine why the snow built up at that particular point.

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17/02/1971 *Ottawa Journal*

Walkley Line

BLAME IT ON THE STORM

An ice build-up and snow drifts from last weekend's 22-inchesnowfall have been blamed for the derailment early Tuesday of six cars of a CN freight train in Ottawa's south end. Rail traffic was re-routed around the site on the Walkley Line near Russell Road and repair crews from Montreal, seen here at work, had the cars back on the rails by evening. (Journal Photo by Dominion Wlot)

23/03/1971 *Ottawa Journal*

Belleville

Tichborne

A Laxative Lagoon

TICHBORNE, Ont. (CP) Service was expected to be regular again today on the CP Rail line through here following a derailment Monday that dumped thousands of gallons of laxative near a swampy area.

The Ontario Water Resources Commission was investigating whether the milk of magnesia magnesia would affect wildlife In the area, 30 miles north of Kingston.

26/04/1971 *Ottawa Citizen*

Smiths Falls

Picture shows a mail truck loaded with bags of mail, and staffers with signs denoting end of an era, and titled: 'A mail bag and the end of an era

Railway mail clerks hold impromptu ceremony to mark end of mail trains.

The mail train doesn't stop here any more.

By Matt Hart Citizen staff writer

Most post offices don't sway, bounce, lurch, jerk or scream around curves. In fact, most just sit there like a good post office should.

So it wasn't always that way. At one time, the best training for a certain type of mail clerk was trying to sort letters while jumping up and down on a trampoline being dragged over a rough road.

Sound rather hairy? It was.

But those were the sort of conditions that coloured the daily existence of an elite band known as railway mail clerks.

As late as 1952, the post office operated 177 rolling post offices across Canada, employing 1,368 clerks. It was the clerks' task to sort mail en route between various points.

And the problem? When the train lurches, so does the sorting rack nailed to the floor.

But the clerks were the envied few. Their exams were tougher than those of the regular mail clerks. They were the "crème de la crème", if you will, as opposed to the skim milk that stayed behind.

Alas, no longer.

The post office has decided to eliminate the service for economic reasons, and the palace guard will be going on duty in the stables.

At 6:35 a.m. Saturday, April 24th, 1971, the last mobile unit rolled into Ottawa Station from Toronto, and tossed out is mail, itsclerks and 117 years' worth of nostalgia.

What the clerks will miss most is the relative absence of supervision on the runs. Sure, there were the occasional inspections, but, you know, when one has friends in the main office . . .

And where else would one find mail clerks setting their tables with linen and exquisite silver? Or carrying attache cases with the ingredients for martinis and singapore slings? Not at the corner of Alta Vista Drive and Industrial Avenue, that's for sure.

And that's where the 13 clerks from the Toronto-Ottawa run will be working from now on.

And the nicknames! Holy Zappata! Most you couldn't print. A mild example name for the train between Halifax, Bridgewater and Yarmouth --known fondly as "Hellish, Slow and Wobbly."

But that's finished for good now. The mail service may still be hellish and slow, but it won't be wobbly.

Fire Destroys Jasper Station

SMITHS FALLS (Staff) Fire of unknown origin destroyed CP Rail's 111-year-old Jasper railway station early today. The one-storey frame building building a landmark on the company's Brockville to Smiths Falls line was built in 1860. It had been closed since May of 1969. Company officials said the loss today would run around \$1,000.

Note - This may actually be the second station at Jasper, the first is believed burned in 1871.

(Monday 8/11/1971) Santa arrives by train

Santa Claus

That's what it was all about Saturday when the jolly man in red ho-ho-hoed his way to Ottawa

Some 2,000 children and adults boarded the special Santa express and rode to vars to meet his helicopter when it landed from the North Pole.

Santa then rode back on the train and received a royal welcome at the station

Controller Pierre Benoit welcomed Santa on behalf of the City of Ottawa. Music and dancing clowns added to the festivities.

Santa then took part in a parade through downtown Ottawa to freiman's Toyland.

Santa wil be in town until Dec 25.